

Part 10

TRADE, TRANSPORT, AND COMMUNICATIONS

Retail Trade

Census of Retail Establishments

General

Statistics of retail sales have been compiled for the years 1947–48, 1948–49, 1952–53, 1956–57, and 1961–62 from returns supplied by all retail establishments in Australia.

In general terms, these Censuses have covered the trading activities of establishments which normally sell goods at retail to the general public from shops, rooms, kiosks, and yards. Particulars of retail sales obtained from these Censuses are designed principally to cover sales to the final consumer of new and second-hand goods generally used for household and personal purposes. For this reason, sales of building materials, farm and industrial machinery and equipment, earth-moving equipment, &c., have been excluded from this and previous Censuses. For the same reason, and also because of difficulties in obtaining reliable and complete reporting, sales of builders' hardware and supplies, business machines and equipment, grain, feed, fertilizers and agricultural supplies, and tractors have been excluded from the 1961–62 Census. Retail sales of motor vehicles, parts, &c., are included whether for industrial, commercial, farm, or private use.

In order to make a comparison between the 1956–57 and 1961–62 Retail Census results, it has been necessary to revise some figures for 1956–57 published previously to take account of the changes in scope in the 1961–62 Census mentioned above.

The first table of the two Censuses shows the number of establishments selling goods in each of 30 broad commodity groups, the value of these sales, and the value of sales per head of population. The numbers shown for each commodity group represent the total number of Census returns which recorded sales in that particular commodity group. Some retailers selling small quantities of particular commodities may not show these sales separately in their returns. Therefore, the particulars of number of establishments which sold goods in each commodity group should not be regarded as more than an approximate indication of the pattern of retail outlets for those commodity groups. In general, this factor would not have a significant effect on particulars of the value of sales for each commodity group.

**VICTORIA—CENSUSES OF RETAIL ESTABLISHMENTS :
ESTABLISHMENTS AND SALES BY COMMODITY GROUPS***

Commodity Group†	Number of Establishments		Value of Retail Sales of Goods			
			Total		Per Head of Population	
	1956-57	1961-62	1956-57	1961-62	1956-57	1961-62
		\$'000		\$		
Foodstuffs—						
Groceries	8,134	8,819	180,068	232,608	68.6	78.6
Butchers' Meat	2,589	3,674	100,528	123,854	38.4	41.8
Fresh Fruit and Vegetables	3,683	4,429	45,726	56,748	17.4	19.2
Bread, Cakes and Pastry	6,127	7,725	43,652	54,898	16.6	18.6
Confectionery, Ice Cream, &c.	8,634	10,434	55,806	75,484	21.2	25.6
Other Types of Food	3,952	5,606	26,850	38,418	10.2	13.0
Beer, Tobacco, &c.—						
Beer, Wine and Spirits	2,119	2,106	126,992	151,702	48.4	51.2
Tobacco and Cigarettes	13,450	16,003	58,460	73,170	22.2	24.8
Clothing, Drapery, &c.—						
Clothing—Men's and Boys' Wear	2,303	2,376	66,872	78,082	25.4	26.4
Clothing—Women's, Girls' and Infants' Wear	3,589	3,502	110,586	126,298	42.2	42.6
Drapery, Piece Goods, &c.	1,796	2,327	41,978	54,310	16.0	18.4
Footwear—Men's and Boys'	1,509	1,724	12,518	15,774	4.8	5.4
Footwear—Women's, Girls' and Infants'	1,306	1,453	22,352	31,328	8.6	10.6
Hardware‡, Electrical Goods, &c.—						
Domestic Hardware, &c.	2,713	3,247	34,272	39,904	13.0	13.4
Radios, Radiograms, &c.	1,262	1,244	10,046	8,560	3.8	2.8
Television and Accessories	777	1,226	19,696	27,584	7.6	9.4
Musical Instruments, &c.	539	503	5,536	5,460	2.2	1.8
Domestic Refrigerators	1,160	1,175	14,242	18,828	5.4	6.4
Other Electrical Goods, &c.	2,142	2,303	20,976	34,058	8.0	11.6
Furniture and Floor Coverings—						
Furniture (Including Mattresses)	1,002	1,076	37,782	44,700	14.4	15.0
Floor Coverings	738	827	18,906	21,452	7.2	7.2
Other Goods—						
Chemists' Goods	2,871	3,990	42,562	73,688	16.2	24.8
Newspapers, Books and Stationery	3,026	3,524	43,002	51,708	16.4	17.4
Sporting Requisites and Travel Goods	1,197	1,275	8,584	11,140	3.2	3.8
Jewellery, Watches and Clocks	1,254	1,396	15,886	17,576	6.0	6.0
Other Goods	2,997	3,500	38,554	49,828	14.6	16.8
Total (Excluding Motor Vehicles, &c.)	\$	\$	1,202,432	1,517,160	458.0	512.6
Motor Vehicles, &c.¶—						
Motor Vehicles (Including Motor Cycles)—						
New	847	852	136,490	171,500	52.0	58.0
Used	1,068	1,130	74,198	114,990	28.2	38.8
Motor Parts, Accessories, &c.	2,763	3,795	38,890	50,696	14.8	17.2
Petrol, Oils, &c.	3,536	4,262	70,212	94,046	26.8	31.8
Total Motor Vehicles	\$	\$	319,790	431,232	121.8	145.8
GRAND TOTAL	34,754¶	37,268¶	1,522,222	1,948,392	579.8	658.4

* The figures refer to establishments with total retail sales of \$1000 or more.

† Only main commodities descriptive of the particular groupings are shown. For further details see Retail Census Bulletins.

‡ Excludes basic building materials, builders' hardware and supplies (such as tools of trade, paints, &c.).

§ Not available.

¶ Excludes tractors, farm machinery and implements, earth-moving equipment, &c.

¶ Total number of individual establishments. Many establishments showed sales in more than one commodity group. Thus the number of establishments selling goods in each commodity group does not add down to the total number of individual establishments.

The second table shows the number of establishments and the value of retail sales for the years 1956-57 and 1961-62, and the value of stocks on hand at 30th June for each of these years. All establishments were classified according to Type of Business. For the purposes of such classification, reference was made to the type of goods sold as indicated by the commodity sales recorded on the Census

returns. In the case of some types of business, the descriptions given by the proprietors were also taken into account. For most types of business the procedures used in 1961-62 followed those used in 1956-57. Four types of business which were included in 1956-57 are not applicable in 1961-62 because of the change in scope. The types of business concerned are Builders' Hardware Stores, Grain and Produce Merchants, Business Machine Firms, and Tractor Dealers. In addition, a separate type of business classification has been included for department stores and figures for 1956-57 have been revised to incorporate this change in classification.

VICTORIA—CENSUSES OF RETAIL ESTABLISHMENTS :
ESTABLISHMENTS, SALES, AND STOCKS ACCORDING TO
TYPE OF BUSINESS*

Type of Business	Number of Retail Establishments		Value of Retail Sales†		Value of Retail Stocks at 30th June—‡	
	1956-57	1961-62	1956-57	1961-62	1957	1962
			\$'000		\$'000	
Food Stores, &c.—						
Grocers	5,244	4,381	213,074	272,666	24,068	27,052
Butchers	2,242	2,628	100,240	122,210	1,046	986
Fruiterers	2,038	2,135	46,580	55,272	902	960
Bakers	1,371	1,350	34,032	40,904	768	1,044
Confectioners and Milk Bars	3,129	4,007	63,430	105,352	3,428	5,484
Cafés	693	675	7,084	5,516	422	444
Fishmongers and Poulterers	504	730	7,996	11,386	72	176
Other Food Stores	467	811	12,206	26,424	546	1,038
Hotels, Tobacconists, &c.—						
Hotels, Wine Saloons, &c.	1,845	1,798	131,796	154,754	4,082	5,062
Tobacconists	377	414	7,492	7,074	722	634
Tobacconists and Hairdressers	1,133	1,125	10,488	6,714	1,018	790
Department Stores, Clothiers, Drapers, &c.—						
Department Stores	35	47	117,006	164,796	20,484	25,606
Clothiers and Drapers	4,162	4,123	179,234	196,686	44,454	51,376
Footwear Stores	711	818	24,610	31,638	8,544	9,874
Hardware, Electrical Goods, and Furniture Stores, &c.—						
Domestic Hardware Stores	997	1,078	18,998	22,846	5,312	6,472
Electrical Goods, &c., Stores	1,057	1,108	55,876	72,988	9,950	14,190
Furniture, &c., Stores	710	739	50,876	54,838	12,554	13,374
Other Goods Stores—						
Chemists	1,174	1,390	35,572	62,336	6,684	10,484
Newsagents and Booksellers	931	922	38,400	45,292	4,660	5,762
Sports Goods Stores	181	234	6,022	7,686	1,506	1,970
Watchmakers and Jewellers	561	528	13,080	12,996	6,398	6,156
Cycle Stores	208	156	2,626	1,956	562	434
Florists and Nurserymen	385	437	4,608	5,970	334	534
Other Types of Business	1,205	1,259	21,982	27,486	4,744	5,526
Total (Excluding Motor Vehicle Dealers)	31,360	32,893	1,203,308§	1,515,786§	163,260	195,428
Motor Vehicle Dealers—						
New Motor Vehicle Dealers, Garages and Service Stations	2,887	3,717	265,040	355,766	27,726	34,052
Used Motor Vehicle Dealers	258	308	39,606	58,696	4,384	6,468
Motor Parts and Tyre Dealers	249	350	14,268	18,144	2,804	2,918
Total Motor Vehicle Dealers, Garages and Service Stations, &c.	3,394	4,375	318,914¶	432,606¶	34,914	43,438
GRAND TOTAL	34,754	37,268	1,522,222	1,948,392	198,174	238,866

* The figures refer to establishments with total retail sales of \$1,000 or more.

† Total value of all commodities sold by retail.

‡ Total value of all goods held for retail sale (including stocks of materials for use in repairs to customers' goods and foodstuffs for the provision of meals and refreshments).

§ Figures differ from those contained in the table on page 716 in that they include retail sales of motor vehicles, &c., made by establishments whose main type of business is other than motor vehicles, and exclude retail sales of goods, other than motor vehicles, made by establishments whose main type of business is motor vehicles.

¶ See note § above.

The third table shows a comparison of the number of retail establishments and the value of retail sales in Statistical Divisions in Victoria for the years 1956-57 and 1961-62 :—

VICTORIA—CENSUSES OF RETAIL ESTABLISHMENTS :
RETAIL SALES IN STATISTICAL DIVISIONS*

Statistical Division	No. of Establishments		Value of Retail Sales	
	1956-57	1961-62	1956-57	1961-62
			\$'000	
Metropolitan	21,932	23,781	1,027,448	1,339,066
Central	2,797	3,014	100,604	127,130
North-Central	1,010	1,031	28,630	32,582
Western	2,544	2,574	108,030	128,888
Wimmera	941	927	32,716	37,166
Mallee	835	900	35,146	44,370
Northern	2,159	2,241	79,750	102,820
North-Eastern	976	1,038	37,080	46,574
Gippsland	1,560	1,762	72,818	89,796
Total	34,754	37,268	1,522,222	1,948,392

NOTE.—For boundaries of Statistical Divisions, see map opposite page 120.

* Table refers to establishments with total retail sales of \$1,000 or more.

The table which follows shows, for the year 1961-62, the number of retail establishments and the value of retail sales classified according to total retail sales size :—

VICTORIA—CENSUS OF RETAIL ESTABLISHMENTS, 1961-62:
SIZE OF RETAIL ESTABLISHMENTS *

Total Retail Sales Size	Establishments		Value of Retail Sales	
	Number	Percentage in Each Group	\$'000	Percentage in Each Group
Under \$2,000 ..	997	2·7	1,444	0·1
\$2,000 and under \$6,000 ..	3,834	10·3	14,676	0·7
\$6,000 and under \$10,000 ..	3,439	9·2	27,058	1·4
Under \$10,000 ..	8,270	22·2	43,178	2·2
\$10,000 and under \$20,000	7,718	20·7	113,018	5·8
Under \$20,000 ..	15,988	42·9	156,196	8·0
\$20,000 and under \$40,000	10,053	27·0	288,380	14·8
Under \$40,000 ..	26,041	69·9	444,576	22·8
\$40,000 and under \$100,000	8,062	21·6	482,664	24·8
Under \$100,000 ..	34,103	91·5	927,240	47·6
\$100,000 and under \$200,000	1,896	5·1	258,032	13·2
Under \$200,000 ..	35,999	96·6	1,185,272	60·8
\$200,000 and under \$500,000	927	2·5	280,100	14·4
Under \$500,000 ..	36,926	99·1	1,465,372	75·2
\$500,000 and over ..	342	0·9	483,020	24·8
Total	37,268	100·0	1,948,392	100·0

* Table refers to establishments with total retail sales of \$1,000 or more.

Traders were also asked to supply details of the number of persons working at the establishment on the last pay day in June, 1962. They were requested to provide separate details of persons working mainly on retail activities and others engaged on wholesaling, manufacturing, &c. Persons who were normally working in the business but were absent through sickness or on holidays were included in the figures. The following table shows the number of males, females, and the total number of persons working mainly on retail activities on the last pay day in June, 1962, classified according to the main type of business and category of employment :—

VICTORIA—NUMBER OF PERSONS WORKING MAINLY ON RETAIL ACTIVITIES ON THE LAST PAY DAY IN JUNE, 1962

Main Type of Business	Category of Employment					
	Owners	Members of Family *	Paid Employees †	Total		Total
				Full Time	Part Time	
MALES						
Food Stores—						
Grocers	3,223	320	5,218	8,038	723	8,761
Butchers	2,103	85	5,636	7,449	375	7,824
Fruiterers	2,190	163	951	2,945	359	3,304
Bakers	881	63	2,381	3,180	145	3,325
Confectioners and Milk Bars	3,082	523	882	3,466	1,021	4,487
All Other Food Stores ..	1,984	135	1,521	3,236	404	3,640
Hotels, &c.—						
Hotels, Wine Saloons, &c.	1,314	198	8,064	6,251	3,325	9,576
Department Stores, Clothiers, Drapers, &c.—						
Department Stores ..	2	..	6,004	5,913	93	6,006
Clothiers and Drapers ..	1,560	96	4,765	5,572	849	6,421
Footwear Stores ..	417	22	869	1,197	111	1,308
Hardware, Electrical Goods, &c.—						
Domestic Hardware Stores	579	46	978	1,372	231	1,603
Electrical Goods, Radios and Musical Instrument Stores	663	40	2,925	3,434	194	3,628
Furniture and Floor Coverings Stores ..	404	30	2,244	2,572	106	2,678
Other Goods Stores—						
Newsagents and Book-sellers	766	66	924	1,455	301	1,756
Chemists	1,138	24	1,328	1,882	608	2,490
Other	3,338	197	3,259	6,052	742	6,794
Total (Excluding Motor Vehicle Dealers, Garages and Service Stations, &c.)	23,644	2,008	47,949	64,014	9,587	73,601
Total Motor Vehicle Dealers, Garages and Service Stations, &c.	3,484	299	18,791	20,401	2,173	22,574
Total	27,128	2,307	66,740	84,415	11,760	96,175

For footnotes see end of this table on page 721.

VICTORIA—NUMBER OF PERSONS WORKING MAINLY ON RETAIL ACTIVITIES ON THE LAST PAY DAY IN JUNE, 1962—*continued*

Main Type of Business	Category of Employment					
	Owners	Members of Family *	Paid Employees †	Total		
				Full Time	Part Time	Total
FEMALES						
Food Stores—						
Grocers	2,314	619	5,478	6,697	1,714	8,411
Butchers	420	171	1,083	1,125	549	1,674
Fruiterers	1,072	477	2,457	2,347	1,659	4,006
Bakers	708	190	2,262	2,307	853	3,160
Confectioners and Milk Bars	3,063	813	3,586	5,097	2,365	7,462
All Other Food Stores ..	1,181	376	4,103	3,697	1,963	5,660
Hotels, &c.—						
Hotels, Wine Saloons, &c.	1,022	342	6,587	5,967	1,984	7,951
Department Stores, Clothiers, Drapers, &c.—						
Department Stores .. ..	..	..	8,393	7,357	1,036	8,393
Clothiers and Drapers ..	2,227	297	12,660	11,158	4,026	15,184
Footwear Stores	209	59	1,460	1,356	372	1,728
Hardware, Electrical Goods, &c.—						
Domestic Hardware Stores	345	85	776	895	311	1,206
Electrical Goods, Radios and Musical Instrument Stores	193	79	1,419	1,450	241	1,691
Furniture and Floor Coverings Stores ..	138	41	970	1,009	140	1,149
Other Goods Stores—						
Newsagents and Booksellers	515	128	1,694	1,865	472	2,337
Chemists	204	99	3,410	2,848	865	3,713
Other	1,215	444	2,557	3,149	1,067	4,216
Total (Excluding Motor Vehicle Dealers, Garages and Service Stations, &c.)	14,826	4,220	58,895	58,324	19,617	77,941
Total Motor Vehicle Dealers, Garages and Service Stations, &c.	811	363	2,819	3,315	678	3,993
Total	15,637	4,583	61,714	61,639	20,295	81,934
PERSONS						
Food Stores—						
Grocers	5,537	939	10,696	14,735	2,437	17,172
Butchers	2,523	256	6,719	8,574	924	9,498
Fruiterers	3,262	640	3,408	5,292	2,018	7,310
Bakers	1,589	253	4,643	5,487	998	6,485
Confectioners and Milk Bars	6,145	1,336	4,468	8,563	3,386	11,949
All Other Food Stores ..	3,165	511	5,624	6,933	2,367	9,300
Hotels, &c.—						
Hotels, Wine Saloons, &c.	2,336	540	14,651	12,218	5,309	17,527
Department Stores, Clothiers, Drapers, &c.—						
Department Stores	2	..	14,397	13,270	1,129	14,399
Clothiers and Drapers ..	3,787	393	17,425	16,730	4,875	21,605
Footwear Stores	626	81	2,329	2,553	483	3,036

For footnotes see end of this table on page 721.

VICTORIA—NUMBER OF PERSONS WORKING MAINLY ON RETAIL ACTIVITIES ON THE LAST PAY DAY IN JUNE, 1962—*continued*

Main Type of Business	Category of Employment					
	Owners	Members of Family *	Paid Employees †	Total		
				Full Time	Part Time	Total
PERSONS						
Hardware, Electrical Goods, &c.—						
Domestic Hardware Stores	924	131	1,754	2,267	542	2,809
Electrical Goods, Radios and Musical Instrument Stores	856	119	4,344	4,884	435	5,319
Furniture and Floor Coverings Stores	542	71	3,214	3,581	246	3,827
Other Goods Stores—						
Newsagents and Booksellers	1,281	194	2,618	3,320	773	4,093
Chemists	1,342	123	4,738	4,730	1,473	6,203
Other	4,553	641	5,816	9,201	1,809	11,010
Total (Excluding Motor Vehicle Dealers, Garages and Service Stations, &c.)	38,470	6,228	106,844	122,338	29,204	151,542
Total Motor Vehicle Dealers, Garages and Service Stations, &c.	4,295	662	21,610	23,716	2,851	26,567
Total	42,765	6,890	128,454	146,054	32,055	178,109

* Includes members of owner's family and friends assisting in the business but not receiving a definite wage for their work.

† Includes friends and relatives who are paid a definite wage.

The next table shows, for each State, particulars of the number of retail establishments and the value of retail sales for the year ended 30th June, 1962, together with the value of stocks of goods on hand at 30th June, 1962 :—

AUSTRALIA—CENSUS OF RETAIL ESTABLISHMENTS* : ESTABLISHMENTS, SALES, AND STOCKS, 1961–62

State	Number of Retail Establishments	Value of Retail Sales			Value of All Retail Stocks at 30th June, 1962
		Excluding Motor Vehicles, &c.	Motor Vehicles, &c. †	Total	
\$'000					
New South Wales	46,209	2,060,412	623,082	2,683,494	328,128
Victoria	37,268	1,517,160	431,232	1,948,392	238,866
Queensland	17,065	701,642	218,010	919,652	114,284
South Australia	11,812	451,564	143,144	594,708	75,406
Western Australia	8,559	369,304	133,854	494,158	61,184
Tasmania	4,270	166,060	53,872	219,932	30,130
Total	125,183	5,257,142	1,603,194	6,860,336	847,998

* Table refers to establishments with total retail sales of \$1,000 or more. Excludes Australian Capital Territory and Northern Territory.

† Includes new and used motor vehicles, motor parts and accessories, petrol, lubricating oils, tyres, tubes, &c.

Survey of Retail Establishments

During the period between Censuses, estimates of the value of retail sales are made on the basis of returns received from a representative sample of retail establishments. Sample returns are supplied by retail businesses which account for approximately 45 per cent. of all retail sales in Australia. Estimated totals are calculated by methods appropriate to a stratified sample.

The following table shows the value of retail sales of goods in Victoria in each of the commodity groups specified for the years 1960-61 to 1964-65 :—

VICTORIA—VALUE OF RETAIL SALES* (\$m)

Commodity Group	Year Ended 30th June—				
	1961	1962	1963	1964	1965
Groceries	233.9	232.6	240.3	261.5	286.2
Butchers' Meat	124.0	123.8	130.5	139.4	153.6
Other Food†	212.9	225.6	237.0	243.7	256.3
Total Food and Groceries ..	570.8	582.0	607.8	644.6	696.1
Beer, Wine and Spirits†† ..	151.8	151.7	158.2	166.0	177.0
Clothing and Drapery	261.9	258.7	268.4	290.7	310.3
Footwear	47.3	47.1	48.0	52.0	54.6
Domestic Hardware, China, &c.‡ ..	40.0	39.9	40.7	42.9	46.6
Electrical Goods§	94.1	94.5	97.1	104.1	109.9
Furniture and Floor Coverings ..	69.4	66.1	68.7	77.2	84.2
Chemists' Goods	68.5	73.7	80.2	84.8	90.9
Newspapers, Books and Stationery	48.7	51.7	51.7	60.3	63.0
Other Goods|| .. .. .	150.2	151.7	162.7	167.5	176.5
Total (Excluding Motor Vehicles, Parts, Petrol, &c.)	1,502.7	1,517.1	1,583.5	1,690.1	1,809.1
Motor Vehicles, Parts, Petrol, &c.¶	461.2	431.2	524.2	573.0	621.1
GRAND TOTAL	1,963.9	1,948.3	2,107.7	2,263.1	2,430.2

* Compiled on the basis comparable with the 1961-62 Retail Census.

† Includes fresh fruit and vegetables, confectionery, soft drinks, ice cream, cakes, pastry, fish, &c., but excludes some delivered milk and bread.

†† Excludes sales made by licensed clubs, canteens, &c.

‡ Excludes basic building materials, builders' hardware and supplies.

§ Includes radios, television and accessories, musical instruments, domestic refrigerators.

|| Includes tobacco, cigarettes, sporting goods, jewellery, &c.

¶ Excludes tractors, farm machinery and implements, earth-moving equipment, &c.

Oversea and Interstate Trade

Oversea Trade : Legislation and Agreements

General

Of the three components of Victoria's trade, namely, transactions within the State, those with other Australian States, and those with countries outside Australia, the first two are, in practice, free of control or restriction ; trade with oversea countries is subject to the customs laws of the Commonwealth Government.

By the Commonwealth of Australia Constitution Act, the power to make laws about trade and commerce with other countries was conferred on the Federal Parliament, and by the same Act, the collection and control of customs and excise duties passed to the Executive Government of the Commonwealth on the 1st January, 1901.

The first Commonwealth Customs Tariff was introduced by Resolution on the 8th October, 1901, from which date the uniform duties came into effect throughout Australia. The Australian Customs Tariff has been developed in conformity with the policy of protecting economic and efficient Australian industries, and of granting preferential treatment to imports from certain countries of the Commonwealth of Nations. Some goods, generally those of a luxury nature, are subject to duty for revenue purposes. Customs collections are a major source of revenue, and the protective character of the tariff has an important influence on the Australian economy.

The present tariff provides for general and preferential rates of duty, and its structure is based on the "Brussels Nomenclature" which has its origins in the Convention on Nomenclature for the Classification of Goods in Customs Tariffs, signed in Brussels on 15th December, 1950. Australia has operated a "Brussels-type" tariff since 1st July, 1965.

Preferential rates apply to goods the produce or manufacture of the United Kingdom and Ireland and to goods the produce or manufacture of Canada, New Zealand, Papua and New Guinea, and certain goods the produce or manufacture of certain specified countries, provided that such goods comply with the laws in force at the time affecting the grant of preference.

General rates apply to goods from all countries which do not qualify for preferential rates of duty under a particular item.

Primage Duty

In addition to duties imposed by the Customs Tariff 1965, *ad valorem* duties at 5 per cent. or 10 per cent. are charged on some goods according to the type of goods and their origin. Goods, the produce or manufacture of New Zealand, Norfolk Island, Fiji, Cocos Islands, Christmas Island (Indian Ocean), the Territory of Papua and New Guinea, are exempt from primage duty.

Tariff Board

The Tariff Board is set up under the provisions of the Tariff Board Act to advise the Commonwealth Government on matters relating to the protection and encouragement of Australian industry.

Bilateral Trade Agreements

Australia has numerous trade agreements with oversea countries, the principal agreements being outlined below:—

Country	Main Features of Agreement
United Kingdom ..	Dated 1956. Preservation of security for Australian exports in United Kingdom markets. Lowering of obligatory margins of preference which Australia extends to the United Kingdom.
Canada ..	Dated 1960. Mutual accord of preferential tariff treatment with certain specified exceptions as for 1931 agreement plus concessions granted in 1932 and 1937.
New Zealand ..	Dated 1966. Provides for free trade in certain scheduled goods. Provision is made for addition of items to the schedule. The 1933 Agreement continues in force as part of the 1966 Agreement except as superseded or modified by it.
Malaysia ..	Dated 1958. Agreement negotiated with the Federation of Malaya. Since formation of Malaysia in September, 1963, agreement applies only to that part of Malaysia formerly comprising the Federation. Records exchange of preferential treatment with special protection for Australia's wheat and flour markets in Malayan States, and for Malayan rubber and tin in Australia.
Southern Rhodesia, Zambia, and Malawi	Dated 1955. Agreement negotiated with the Federation of Rhodesia and Nyasaland. Preference for Australian exports (mainly primary produce). Preferential tariff treatment on exports to Australia with exclusive special tariff on unmanufactured tobacco. Following the dissolution of the Federation in December, 1963, the agreement has been applied on a provisional basis to each of the three constituent territories—Southern Rhodesia, Zambia, and Malawi.
Indonesia ..	Dated 1959. Records desirability of expanding trade between Australia and Indonesia. Gives recognition to importance of flour trade from Australia to Indonesia.
Japan ..	Dated 1963. Mutual exchange of most-favoured-nation treatment. Japan to accord preferential treatment to Australian wool and wheat as well as expanded opportunities for imports into Japan of other Australian primary produce and motor vehicles. Australia to consult Japan on temporary protection cases affecting Japanese products.
Philippines ..	Dated 1965. Provides for an exchange of non-discriminatory treatment while recognizing existing preferences.
South Korea ..	Dated 1965. Provides for an exchange of non-discriminatory treatment with allowances for existing preferences. Both Governments undertake to endeavour to increase volume of trade with each other.
U.S.S.R. ..	Dated 1965. Provides for an exchange of non-discriminatory treatment and for consultation on request about any matter affecting the operation of the Agreement.

General Agreement on Tariffs and Trade (G.A.T.T.)

The General Agreement on Tariffs and Trade, to which Australia was one of the original contracting parties, is an international trade agreement which has been in operation since 1st January, 1948. In 1966, 67 countries were full contracting parties to the agreement. They comprise most of the world's larger trading nations. A further thirteen countries participated with less than full contractual obligations.

Five series of tariff negotiations have been conducted, as a result of which Australia has obtained tariff concessions on almost all the principal products of which Australia is an actual or potential exporter to the individual countries concerned.

Excise Tariff

The Excise Tariff applies to certain articles which can only be manufactured under licence and subject to certain conditions. The tariff relates to beer, spirits, amylic alcohol and fusel oil, saccharin, liqueurs, flavoured spirituous liquors, tobacco, cigars, cigarettes, snuff, coal, certain petroleum, shale, or coal tar distillates, playing cards, cigarette papers, matches, wine (certain types), wireless valves, and canned fruit.

Customs (Import Licensing) Regulations

Import licensing, introduced at the beginning of the Second World War, was relaxed progressively after the war so that by March, 1952, goods from the non-dollar area (except Japan, to which special conditions applied until 1957) were virtually free from import licensing controls. A fall in the price of wool and a large increase in imports in the year 1951-52 so endangered Australia's external financial position that in March, 1952, the import restrictions were again intensified. The war-time regulations were subsequently replaced by regulations made under the *Customs Act 1901-54*.

Between March, 1952, and February, 1960, import restrictions were varied broadly in line with Australia's balance of trade position.

After the changes made in February, 1960, only about 10 per cent. of imports remained subject to control. The remaining restrictions were removed in October, 1962, for all commodities, with the exception of a small group which were retained under control for reasons of association with the protection of the Australian industries concerned.

Export Controls and Incentives

The Customs Act makes provision for the prohibition, either absolutely, or to a certain place, or unless specified conditions obtain, of the exportation from Australia of certain goods. The *Banking Act 1959* makes provision to ensure that the full proceeds of exports are received, in a manner prescribed, into the Australian banking system.

The Commonwealth Government provides taxation concessions as financial incentives to export. A special Income Tax allowance equal and additional to the ordinary allowable deduction in respect of specified expenses is designed to encourage firms to incur promotion expenditure in advance of export sales. Rebates of payroll tax are also granted to employers whose export sales have increased above their average annual level in a base period.

Australian Trade Missions

Over the last decade, trade missions have become an integral part of the Commonwealth Department of Trade's campaign to develop and expand Australia's export trade.

They have proved successful in creating an awareness, especially in new markets, of Australia as a producer of quality primary and secondary commodities, in establishing Australia as a source of supply, in establishing a basis for long-term business, and in producing valuable export business from "on the spot" trading. Trade missions have been directly responsible for substantial and permanent increases in export earnings.

Since 1954, Australia has sent overseas fifteen major trade missions, five trade ships, ten trade survey missions, and two specialized selling missions. The countries visited include South Africa, East Africa, West Africa, the Rhodesias, Singapore, Malaya, India, Pakistan, Ceylon, Thailand, Hong Kong, the Philippines, Japan, Sabah, New Guinea, the Solomons, Fiji, New Caledonia, New Zealand, U.S.A., Canada, Arabian Gulf, Egypt, Saudi Arabia, Israel, Jordan, Lebanon, Syria, Turkey, Cyprus, Greece, Malta, Venezuela, Colombia, Ecuador, Peru, Chile, Argentina, Uruguay, Brazil, and the West Indies. Some of these countries have been visited more than once.

There are various types of trade missions. The trade survey mission is designed to carry out a survey of a particular area, obtain commercial information, assess the market potential for Australian commodities, and recommend a programme of trade publicity and promotion in the area. This programme may include the organization of a full-scale trade mission to visit the area. A trade survey mission usually comprises five or six members.

The major trade mission usually comprises between 20 and 40 businessmen from all sectors of commerce, agriculture, finance, and industry, together with Department of Trade representatives. The function of major trade missions is first to sell, and secondly to publicize and promote Australia as an exporting nation. The success of these missions depends entirely on the selling and negotiating capacities of the businessmen who participate.

More recently the Department has introduced the specialized selling mission. The approach is to organize a specific industry or group of industries to participate in a planned selling campaign in overseas markets with known sales potential. The group visits the market, exhibits and publicizes its products, and negotiates sales.

Victoria's Pattern of Trade, 1964

Oversea Trade : Recorded Value of Imports and Exports

The recorded value of goods imported is the actual money price paid plus any special deduction or the current domestic value of the goods, whichever is the higher, plus all charges ordinarily payable for placing the goods free on board (f.o.b.) at the port of export. When

the invoiced value of the imported goods is in a currency other than Australian, the equivalent value in Australian currency is recorded. The telegraphic transfer selling rate for £100 (\$200) Australian on London was stabilized at £125 10s. (\$251) in 1931 and since then it has remained unchanged. The recorded value of exports, if sold before export, is equivalent to the f.o.b. value of the goods. If shipped on consignment, the value recorded is the Australian f.o.b. equivalent of the current price offering for similar goods of Australian origin in the principal markets of the country to which the goods are consigned for sale. With regard to wool shipped on consignment, the f.o.b. equivalent of the current price ruling in Australia approximates sufficiently to the f.o.b. equivalent of the price ultimately received.

Oversea Trade of Victoria

General

Statistics of Australia's oversea trade passing through Victorian ports are compiled from documents obtained under the Customs Act, and are presented in the following series of tables.

The total values of the oversea trade of Victoria for each of the five years 1960-61 to 1964-65 are set out below. Exports do not include the value of stores shipped at Victorian ports on board oversea ships.

VICTORIA—OVERSEA TRADE: RECORDED VALUES OF IMPORTS INTO AND EXPORTS FROM VICTORIAN PORTS (\$'000 f.o.b.)

Year Ended 30th June—	Imports	Exports			Excess of Imports
		Australian Produce	Re-exports	Total	
1961 ..	799,944	472,702	21,240	493,942	306,002
1962 ..	610,584	563,432	10,168	573,600	36,984
1963 ..	780,058	588,210	8,670	596,880	183,178
1964 ..	833,847	736,388	10,252	746,640	87,207
1965 ..	1,026,834	708,395	14,652	723,047	303,787

That portion of the value of Australian trade handled at Victorian ports for each of the five years 1960-61 to 1964-65 is shown in the following table:—

VALUE OF AUSTRALIAN TRADE, AND PORTION HANDLED AT VICTORIAN PORTS

Year Ended 30th June—	Australian Trade			Proportion of Australian Trade Handled at Victorian Ports		
	Imports	Exports	Total	Imports	Exports	Total
		\$'000 f.o.b.			%	
1961 ..	2,175,154	1,937,686	4,112,840	36·8	25·5	31·5
1962 ..	1,769,492	2,154,568	3,924,060	34·5	26·6	30·2
1963 ..	2,162,670	2,151,812	4,314,482	36·1	27·8	32·0
1964 ..	2,372,658	2,782,460	5,155,118	35·1	26·8	30·7
1965 ..	2,904,703	2,651,449	5,556,152	35·4	27·3	31·5

Classification of Oversea Imports and Exports

The following table shows value of imports and exports for the years 1962-63 to 1964-65 grouped in 21 statistical classes :—

VICTORIA—CLASSIFICATION OF OVERSEA IMPORTS AND EXPORTS
($\$$ '000 f.o.b.)

Classification	Imports			Exports		
	1962-63	1963-64	1964-65	1962-63	1963-64	1964-65
I. Foodstuffs of Animal Origin	7,216	9,112	9,116	131,736	141,330	173,000
II. Foodstuffs of Vegetable Origin	19,992	22,520	26,225	110,366	169,287	149,515
III. Spirituous and Alcoholic Liquors	1,014	1,367	1,503	1,356	1,446	1,217
IV. Tobacco and Preparations thereof	11,088	13,695	13,058	190	193	269
V. Live Animals	420	772	922	302	328	259
VI. Animal Substances	6,328	7,584	8,042	253,730	318,337	268,072
VII. Vegetable Substances and Fibres	21,066	24,384	29,030	602	871	1,158
VIII. (a) Yarns and Manufactured Fibres	27,956	23,929	29,877	2,228	4,789	3,819
(b) Textiles	63,340	63,363	72,793	1,480	2,121	2,497
(c) Apparel	8,336	9,414	10,691	390	550	675
IX. Oils, Fats and Waxes	86,610	79,053	82,171	24,574	19,134	13,203
X. Pigments, Paints and Varnishes	6,566	5,567	6,356	984	947	870
XI. Rocks, Minerals and Hydrocarbons	5,004	5,607	7,149	952	1,336	3,438
XII. (a) Metals and Metal Manufactures (Except Electrical Appliances and Machinery)	160,154	166,289	226,916	20,004	26,886	37,190
(b) Dynamo Electrical Machinery and Appliances	31,874	39,423	44,405	2,440	4,025	3,859
(c) Machines and Machinery (Except Dynamo Electrical)	117,766	137,214	181,231	11,724	14,037	13,900
XIII. (a) Rubber and Rubber Manufactures	19,216	20,193	24,942	1,370	1,960	2,597
(b) Leather and Leather Manufactures	1,596	2,198	2,638	2,460	2,458	2,567
XIV. Wood and Wicker	6,828	8,105	9,830	274	307	319
XV. Earthenware, Cement, China, Glass, &c.	12,584	12,594	14,627	320	807	859
XVI. (a) Pulp, Paper and Board	30,826	29,271	32,957	1,110	1,279	1,737
(b) Paper Manufactures and Stationery	15,626	16,559	17,086	1,360	2,054	1,771
XVII. Sporting Material, Toys, Jewellery, &c.	9,650	10,285	12,419	832	1,276	1,357
XVIII. Optical, Surgical, and Scientific Instruments, &c.	11,810	14,559	16,506	1,978	2,323	3,004
XIX. Chemicals, Medicinal and Pharmaceutical Products, &c.	42,468	46,464	57,198	8,032	9,379	11,707
XX. Miscellaneous	54,376	64,207	89,050	15,996	19,164	24,173
Total Merchandise	779,710	833,728	1,026,739	596,790	746,624	723,030
XXI. Gold and Silver; Bronze Specie	348	119	95	90	16	17
Grand Total	780,058	833,847	1,026,835	596,880	746,640	723,047

The percentages which the value of the more important classes bore to the total value of merchandise imported during 1964-65 were as follows :—Yarns and manufactured fibres, textiles, and apparel, 11 per cent. ; metal manufactures and machinery, 44 per cent. ; oils, fats, and waxes, 8 per cent. ; paper, paper manufactures, and stationery, 5 per cent. ; chemicals, medicinal and pharmaceutical products, etc., 6 per cent.

Victoria's export trade comprises largely agricultural, dairying, and pastoral products which in 1964-65 amounted to 82 per cent. of merchandise exports. Wool alone accounted for 31 per cent. of total exports, while wheat and flour exports represented a further 11 per cent.

Recorded Values of Principal Articles Imported

The following table shows the recorded values of the principal articles imported into Victorian ports for the years 1962-63 to 1964-65 :—

VICTORIA—PRINCIPAL ARTICLES IMPORTED FROM OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1962-63	1963-64	1964-65	1962-63	1963-64	1964-65
	'000			\$'000 f.o.b.		
Fish lb.	19,934	22,804	23,281	5,180	6,562	6,858
Coffee, Raw and Kiln Dried .. lb.	10,943	11,831	12,657	2,500	3,483	3,735
Tea lb.	24,182	24,254	31,166	9,222	8,970	11,603
Tobacco, Unmanufactured .. lb.	13,957	17,083	17,750	9,832	12,135	11,601
Cotton, Raw lb.	12,603	16,377	18,817	3,294	4,304	4,870
Wool lb.	5,720	5,652	6,261	2,954	3,408	3,664
Sisal Fibre cwt.	220	210	250	2,798	3,595	3,451
Sewing Threads lb.	1,346	1,241	1,569	2,156	2,313	2,693
Nylon Fibres lb.	2,223	2,295	4,705	3,684	3,908	6,883
Nylon Yarns lb.	4,066	361	414	4,986	596	741
Nylon Lace lb.				2,054	2,189	1,646
Corn and Flour Sacks .. doz.	974	1,158	1,134	2,826	4,993	5,188
Cotton Piecegoods—						
Grey Unbleached .. sq. yd.	18,614	19,526	26,063	3,042	3,019	3,589
Bleached, Printed, Dyed, or Coloured .. sq. yd.	91,698	66,999	70,754	23,610	17,817	18,657
Carpets and Carpeting .. sq. yd.	1,306	1,191	1,544	3,342	3,039	4,684
Petroleum, Crudes .. gall.	1,330,299	1,200,755	1,290,045	58,460	55,613	58,167
Petroleum—Enriched Crudes .. gall.	95,574	78,482	17,699	4,382	3,774	1,078
Motor Spirit gall.	57,449	33,460	52,914	6,032	3,703	5,466
Mineral Lubricating Oil .. gall.	20,401	15,595	9,417	5,698	4,351	2,512
Dyes, Including Organic Pigment Dyestuffs <i>n.e.l.</i> .. lb.	2,643	2,210	2,674	3,906	3,280	4,293
Iron and Steel—						
Bar and Rod cwt.	163	186	409	3,006	4,408	5,270
Plate and Sheet—Plain .. cwt.	654	739	1,057	5,528	6,574	8,867
—Tinned cwt.	299	55	302	2,618	507	2,884
Hand Tools				2,440	2,615	3,319
Taps and Valves for Gases and Liquids ..				2,368	2,991	3,511
Aircraft				1,286	1,507	19,748
Aircraft Parts				10,082	13,464	23,415
Motor Vehicles, Chassis, Bodies, and Parts ..				98,616	98,349	109,671
Radio and Television Equipment ..				5,210	7,469	9,667
Tractors—Crawler Type ..				2,854	6,197	8,715
—Wheeled Type				7,346	11,022	10,698
Tractor Parts				6,378	9,901	12,241
Knitting Machines				3,088	2,773	3,324
Bearings, Roller and Ball ..				6,648	7,054	8,822
Crude Rubber (Including Crepe and Latex) lb.	42,689	42,031	50,091	9,484	8,746	10,602
Synthetic Rubber (Including Latex) lb.	16,277	18,139	20,274	4,048	4,597	4,906
Timber, Undressed—						
Douglas Fir (Oregon) .. sup. ft.	21,539	30,446	29,138	1,920	2,828	2,748
Crockery				2,242	2,320	2,626
Plate Glass, Polished and Patent sq. ft.	7,199	6,288	8,281	2,818	2,503	3,063
Pulp for Paper-making ton	61	60	76	5,924	6,030	6,166
Newsprinting Paper, Not Glazed &c. ton	73	88	91	10,162	12,510	12,311
Transparent Cellulose				4,244	4,134	4,845
Books, Magazines, &c.				11,312	10,655	10,922
Rock Phosphate ton	558	665	853	3,252	4,509	6,320
Polyethylene (Polythene) Resin .. lb.	9,567	13,827	17,013	2,188	3,263	3,811
Polyamide (Nylon, &c.) Resins ..				7,154	7,825	11,061
Army, Navy, and Air Force Stores and Equipment ..				1,716	3,002	3,721
Outside Packages				13,566	14,101	16,518
All Other Articles				382,602	420,941	533,684
Total Imports .. .. .	..	..	..	780,058	833,847	1,026,835

NOTE.—In the above table, separate details are shown of articles for which the value of imports amounted to more than \$2m in any one of the three years.

Recorded Values of Principal Exports

The following table shows the recorded values of the principal articles exported to oversea countries from Victorian ports during each of the years 1962-63 to 1964-65 :—

VICTORIA—PRINCIPAL ARTICLES EXPORTED OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1962-63	1963-64	1964-65	1962-63	1963-64	1964-65
		'000			\$'000 f.o.b.	
Meats Preserved by Cold Process—						
Beef and Veal lb.	117,314	122,323	147,631	31,822	33,637	41,434
Lamb lb.	27,674	20,877	30,290	5,114	3,658	6,029
Mutton lb.	95,057	104,409	107,178	16,502	16,591	18,969
Rabbits and Hares—Skinned lb.	11,509	11,714	11,210	2,938	2,858	2,887
Meats, Tinned—						
Meat Loaf lb.	10,276	14,731	13,790	2,274	3,041	3,027
Beef or Veal lb.	10,199	11,833	14,855	2,564	2,301	3,556
Sausage Casings—Natural Bundle	1,659	1,796	1,670	3,322	3,735	3,786
Milk—						
Preserved, Sweetened .. lb.	52,551	67,659	75,248	6,576	8,887	9,947
Dried or in Powdered Form—						
Full Cream lb.	9,036	9,867	12,553	2,844	2,755	3,442
Skim lb.	40,427	30,991	49,943	2,996	2,285	5,249
Butter lb.	121,145	140,568	148,389	34,714	40,751	46,841
Cheese lb.	31,561	28,451	28,393	7,432	7,299	7,526
Wheat ton	845	1,572	1,223	44,572	82,200	64,179
Rice ton	10	19	17	1,148	2,644	2,090
Oats ton	173	190	213	7,180	7,819	8,974
White Flour—Plain .. cental	3,714	5,360	3,967	10,328	15,634	12,693
Malt lb.	111,930	151,712	154,775	5,424	7,258	7,471
Fruit, Fresh—Pears .. bush.	723	1,097	1,049	2,370	3,611	4,003
Dried—Sultanas .. lb.	104,695	99,657	113,899	13,064	13,413	16,137
Canned—Peaches .. lb.	36,594	67,609	56,575	4,328	7,805	6,536
—Pears .. lb.	72,036	119,416	85,395	8,944	14,512	10,530
Hides and Skins—						
Sheep and Lamb Skins with						
Wool on lb.	85,101	83,346	82,870	25,906	33,189	26,074
Other .. .. ..	..	..	..	5,600	5,383	6,581
Wool—						
Greasy lb.	363,938	383,921	375,140	194,234	246,854	206,073
Washed and Scoured .. lb.	23,540	21,064	22,319	14,328	16,274	15,083
Carbonized lb.	6,774	5,870	6,076	3,782	4,423	4,044
Tallow, Inedible cwt.	1,084	893	867	5,272	5,167	6,894
Petroleum Oils—						
Diesel Distillate (Incl. Gas Oil) gall.	59,406	20,351	5,958	6,422	2,380	649
Topped Crude Oil (Incl. Residual Oil) gall.	180,314	152,936	95,395	10,026	9,703	3,634
Iron and Steel Scrap .. cwt.	1,553	2,229	3,099	1,668	2,580	4,747
Motor Vehicles and Parts ..	..	..	..	10,634	13,767	17,688
Agricultural Machinery and Parts	..	..	..	2,428	2,072	2,531
Casein cwt.	240	315	314	3,938	5,055	5,888
All Other Articles .. ..	..	..	..	96,186	117,099	137,855
Total Exports .. ..	..	..	..	596,880	746,640	723,047

NOTE—In the above table, separate details are shown of articles for which the value of exports amounted to more than \$2m in any one of the three years.

Trade with Countries

The value of trade with overseas countries from 1962-63 to 1964-65 is shown in the following table :—

VICTORIA—OVERSEA IMPORTS AND EXPORTS :
COUNTRIES OF ORIGIN AND CONSIGNMENT
(\$'000 f.o.b.)

Country	Imports			Exports		
	1962-63	1963-64	1964-65	1962-63	1963-64	1964-65
COMMONWEALTH COUNTRIES—						
United Kingdom	243,576	247,618	282,287	117,290	139,783	148,465
Canada	31,704	33,562	42,288	12,946	13,186	14,921
Ceylon	6,300	6,481	7,009	3,832	5,451	7,638
Hong Kong	5,498	7,275	9,179	9,076	11,081	12,782
India	10,920	10,838	13,236	16,252	13,915	22,753
Malaysia	12,288	9,900	12,825	23,940	22,048	29,242
New Zealand	11,198	16,495	15,949	39,508	46,850	44,020
Pakistan	4,264	4,367	4,674	5,130	2,453	5,165
Papua and New Guinea ..	2,502	3,063	3,940	5,453	6,919	7,229
Other Commonwealth Countries ..	13,858	20,446	21,852	17,887	20,930	25,040
Total Commonwealth Countries ..	342,108	360,045	413,240	251,314	282,616	317,254
FOREIGN COUNTRIES—						
Arabian States—						
Kuwait	22,500	12,144	14,415	1,212	1,573	1,214
Saudi Arabia	27,460	16,519	17,263	1,822	2,112	2,165
Qatar	4,012	10,165	10,379	172	185	150
Other Arabian States	346	3	1,935	536	524	756
Belgium-Luxembourg	5,000	5,700	7,087	10,542	12,516	11,454
China, Republic of (Mainland) ..	3,692	5,638	7,634	25,132	51,160	27,382
Czechoslovakia	1,958	1,981	2,275	2,042	3,867	3,536
France	15,170	18,060	30,089	39,762	52,412	42,788
Germany, Federal Republic of ..	56,052	61,558	75,214	16,974	25,486	23,096
Indonesia	8,008	8,226	10,393	1,488	2,227	2,020
Iran	8,702	8,713	3,732	1,538	1,555	2,685
Italy	14,662	12,984	17,727	24,354	30,758	24,308
Japan	45,368	53,320	81,570	83,550	106,835	96,911
Mexico	1,500	1,442	1,173	3,362	3,978	6,474
Netherlands	9,498	8,562	9,976	3,990	4,207	5,287
Poland	402	614	950	3,882	4,090	4,680
South Africa, Republic of	5,248	6,579	5,806	7,828	7,960	10,447
Sweden	10,942	16,225	20,236	1,948	1,685	2,565
Switzerland	10,008	10,478	11,167	372	316	568
U.S.S.R.	464	570	672	8,258	34,524	18,934
United States of America	160,554	175,549	241,290	59,642	59,563	57,421
Yugoslavia	42	119	139	7,170	7,419	5,182
Other Foreign Countries	26,014	38,533	42,377	39,900	49,055	55,754
Total Foreign Countries	437,602	473,683	613,500	345,476	464,008	405,776
All Countries (Transfers of Bullion and Specie)	348	119	95	90	16	17
Grand Total	780,058	833,847	1,026,835	596,880	746,640	723,047

Interstate Trade

Statistics of trade between Victoria and other Australian States are incomplete and relate mainly to seaborne trade. Although a substantial quantity of freight is carried by road and rail transport between Victoria and neighbouring States, no details of this traffic are available. A small tonnage of freight is carried interstate by air (see page 786).

Interstate Trade by Sea

In relation to quantity, the principal cargoes carried interstate by ship to and from Victorian ports are coal, oils, steel, sugar, and timber. In addition, however, there is a considerable trade in foodstuffs, motor vehicles, and other manufactured goods particularly through the Port of Melbourne.

The following tables show tonnages of the principal commodities of interstate origin or destination handled in the Ports of Melbourne and Geelong respectively during the five years 1961 to 1965. Some cargoes, as indicated, are recorded in tons weight, while others are recorded in units of 40 cubic feet, which measurement is taken as the equivalent of 1 ton.

VICTORIA—PORT OF MELBOURNE : PRINCIPAL INTERSTATE EXPORTS (’000)

Commodity and Unit of Quantity	1961	1962	1963	1964	1965
Ale, Beer and Stout 40 c.ft.	14	11	9	11	8
Fruit, Fresh and Preserved .. 40 c.ft.	19	27	33	32	36
Groceries 40 c.ft.	22	14	17	16	17
Malt ton	4	6	8	16	22
Machinery ton	15	16	19	22	12
Motor Vehicles 40 c.ft.	72	93	113	133	131
Motor Parts and Accessories .. 40 c.ft.	19	20	24	18	11
Oils—					
Aviation Spirit (Bulk) .. 40 c.ft.	51	28	14	12	14
" Turbine Fuel (Bulk) .. 40 c.ft.	15	..	6	..	3
Fuel Oil (Bulk) 40 c.ft.	178	248	98	92	9
Motor Spirit (Bulk) 40 c.ft.	117	70	114	36	83
Paper and Stationery 40 c.ft.	16	23	19	17	18
Plaster ton	7	8	8	7	8
Scrap Metal ton	12	..	1	4	2
Steel ton	6	5	6	9	7
Tourists' Cars 40 c.ft.	83	88	89	75	89
All Other ton or 40 c.ft.	429	472	564	538	532
Total	1,079	1,129	1,142	1,038	1,002

**VICTORIA—PORT OF MELBOURNE : PRINCIPAL
INTERSTATE IMPORTS**

('000)

Commodity and Unit of Quantity	1961	1962	1963	1964	1965
Barley ton	39	48	16	15	15
Coal ton	589	495	423	453	363
Gypsum ton	73	102	121	127	119
Iron ton	13	36	43	42	58
Molasses ton	20	33	35	31	48
Oils—					
Fuel Oil 40 c.ft.	138	70	253	229	176
Kerosine 40 c.ft.	25	48	11	37	19
Motor Spirit (Bulk) 40 c.ft.	149	97	281	273	305
Paper and Stationery 40 c.ft.	78	137	131	131	144
Pyrites ton	60	43	37	62	48
Steel ton	295	306	237	216	245
Sugar ton	174	203	168	217	207
Timber 40 c.ft.	129	136	143	126	179
Tourists' Cars 40 c.ft.	72	80	79	80	69
All Other ton or 40 c.ft.	427	404	527	736	802
Total	2,281	2,238	2,505	2,775	2,797

**VICTORIA—PORT OF GEELONG : PRINCIPAL INTERSTATE
EXPORTS AND IMPORTS**

('000)

Commodity and Unit of Quantity	1961	1962	1963	1964	1965
EXPORTS					
Bitumen ton	*	..	3	27	44
Explosives .. .. . ..	..	4	5	4	4
Refined Oils.. .. . 40 c.ft.	773	890	803	839	760
Wheat ton	2	5	2	4	3
Wire .. .. . ..	..	..	1	..	9
Other Cargo ton or 40 c.ft.	13	4	*	..	1
Total Exports	788	903	814	874	821
IMPORTS					
Cement Clinkers ton	4	47	70	74	57
Coal ton	257	205	215	224	222
Oils (Various) 40 c.ft.	347	216	99	124	102
Pig Iron and Steel ton	14	17	64	130	147
Sulphate of Ammonia ton	5	5	6	7	9
Other Cargo ton or 40 c.ft.	*	2	3	39	77
Total Imports	627	492	457	598	614

*Under 500 tons.

Trade of Victoria with Western Australia and Tasmania

Detailed statistics of the interstate trade between Victoria and other States are available only for trade with Western Australia and Tasmania. The principal items of the trade between Victoria and Western Australia during the years 1962-63 to 1964-65 and given in the next table.

In recent years, the value of exports by Victoria to Western Australia has been above \$100m per annum and has represented about 40 per cent. of the total value of goods imported by that State from all States of the Commonwealth. Apparel, foodstuffs, machinery, and motor vehicles account for more than half of this total.

Exports from Victoria are valued at "landed cost" (i.e., on a c.i.f. basis) at the port of entry. Imports from Western Australia are valued at the f.o.b. equivalent (f.o.r. in the case of the small proportion of goods received by rail) at the port of shipment of the price at which the goods were sold.

**INTERSTATE TRADE BETWEEN VICTORIA AND
WESTERN AUSTRALIA**

Commodity and Unit of Quantity	Quantity ('000)			Value (\$'000)		
	1962-63	1963-64	1964-65	1962-63	1963-64	1964-65
EXPORTS TO WESTERN AUSTRALIA						
Apparel				13,910	17,114	15,915
Builders' Hardware				1,994	1,862	3,483
Explosives				2,418	1,754	1,287
Foodstuffs—						
Cheese lb.	2,597	3,870	3,677	878	1,298	1,268
Confectionery lb.	3,629	3,423	3,017	1,506	1,441	1,182
Milk Products lb.	7,978	7,240	6,020	1,858	1,686	1,289
Other				7,856	9,714	8,862
Footwear				3,976	3,871	3,434
Machinery—						
Agricultural				4,360	5,808	4,904
Tractors and Parts				2,912	3,439	4,758
Other				7,086	7,183	10,029
Paper and Paper Board, &c.				2,516	2,474	2,427
Petroleum Oils and Spirits gall.	9,88½	11,985	14,931	1,158	1,243	1,816
Piecegoods				2,254	2,948	3,393
Plastic Material and Manufactures				1,792	2,639	3,548
Radio and T.V. Equipment				1,612	1,512	2,178
Soaps				1,574	1,345	1,180
Tobacco and Cigarettes lb.	2,632	2,833	1,974	6,266	6,891	6,444
Tyres and Tubes				5,066	4,759	3,884
Vehicles and Parts				33,364	26,717	22,153
Other Commodities				31,172	33,604	33,743
Total				135,528	139,305	137,176

INTERSTATE TRADE BETWEEN VICTORIA AND WESTERN AUSTRALIA—
continued

Commodity and Unit of Quantity	Quantity ('000)			Value (\$'000)		
	1962-63	1963-64	1964-65	1962-63	1963-64	1964-65
IMPORTS FROM WESTERN AUSTRALIA						
Asbestos Fibre .. cwt.	62	32	25	618	393	239
Foodstuffs—						
Confectionery .. lb.	730	616	608	230	185	177
Meat .. lb.	1,502	897	437	484	346	183
Vegetables, Fresh .. lb.	4,218	4,338	4,741	262	184	232
Other				548	325	572
Hides and Skins .. lb.	1,616	1,382	1,133	246	156	169
Iron and Steel .. cwt.	1,508	1,526	1,842	6,642	6,826	8,440
Machines and Machinery (Except Tractors)				904	1,232	1,681
Petroleum Oils and Spirits .. gall.	56,702	111,678	99,478	5,670	10,387	9,983
Silver Bullion .. fine oz.	223	243	195	232	284	229
Textiles (Except Apparel)				534	231	271
Timber .. sup. ft.	3,454	2,620	2,404	432	336	319
Tractors and Parts				1,378	1,510	1,586
Wool .. lb.	2,759	8,373	9,275	1,562	5,465	5,775
Other Commodities				2,742	3,611	8,714
Total .. ..	..	..	..	22,484	31,471	38,572

The next table shows the principal items of the trade by sea between Victoria and Tasmania during the years 1962-63 to 1964-65. Exports and imports are both valued on an f.o.b. basis.

INTERSTATE TRADE BY SEA BETWEEN VICTORIA AND
TASMANIA

Commodity and Unit of Quantity	Quantity ('000)			Value (\$'000)		
	1962-63	1963-64	1964-65	1962-63	1963-64	1964-65
EXPORTS TO TASMANIA						
Alcoholic Beverages—						
Wines and Spirits .. gall.	133	115	162	856	695	856
Other Alcoholic Beverages .. gall.	337	307	264	560	473	426
Chemicals (Inc. Fertilizer)				2,204	3,183	3,354
Foodstuffs—						
Biscuits				630	713	563
Confectionery .. lb.	1,103	1,208	1,144	636	674	665
Fruit, Fresh .. bush.	158	235	276	590	871	1,081
Milk, Processed .. lb.	5,816	6,572	6,197	1,452	1,399	1,298
Sugar .. ton	9	4	6	1,620	717	1,024
Tea .. lb.	1,895	1,994	1,925	1,122	1,166	1,117
Other				4,602	5,274	5,133
Metals, Metal Manufactures and Machinery—						
Machinery				6,030	6,030	5,378
Other				11,954	13,547	15,564

**INTERSTATE TRADE BY SEA BETWEEN VICTORIA AND TASMANIA—
continued**

Commodity and Unit of Quantity	Quantity ('000)			Value (\$'000)		
	1962-63	1963-64	1964-65	1962-63	1963-64	1964-65
EXPORTS TO TASMANIA—continued						
Motor Vehicles .. No.	19	21	20	33,488	36,473	34,643
Petroleum and Oils—						
Motor Spirit .. gall.	26,150	22,809	36,105	3,106	2,554	4,104
Other .. ..	..	..	..	4,370	4,119	4,753
Paper and Stationery .. ..	..	..	..	4,052	4,051	4,048
Rubber Manufactures .. ..	..	..	..	2,084	2,443	2,286
Soap .. ..	..	..	..	840	1,092	1,221
Tobacco and Cigarettes .. ..	..	..	..	9,828	9,774	9,440
Wool lb.	3,505	4,553	4,380	2,264	3,001	2,964
Other Commodities .. ..	..	..	..	11,966	13,532	15,158
Total .. ..	..	..	..	104,254	111,781	115,076

IMPORTS FROM TASMANIA

Foodstuffs—						
Butter cwt.	19	18	10	622	586	372
Fish .. ..	..	..	..	402	307	154
Fruit—						
Fresh bush.	44	142	53	88	222	94
Dried, Preserved, &c. lb.	3,149	2,010	1,426	364	235	181
Hops lb.	1,010	668	374	676	425	241
Potatoes ton	2	14	8	78	793	1,139
Other * .. ..	..	..	..	8,700	10,834	13,200
Hides cwt.	11	14	17	188	203	269
Metals and Ores—						
Zinc Ingots ton	14	15	22	3,130	3,182	5,274
Other .. ..	..	..	..	3,920	5,573	5,911
Metal Manufactures .. ..	..	..	..	552	704	2,164
Motor Vehicles .. No.	10	11	11	16,240	17,015	16,966
Timber—						
Dressed sup. ft.	10,030	11,835	12,665	2,222	2,579	2,932
Undressed sup. ft.	36,536	44,119	51,279	5,186	6,040	7,214
Wool lb.	2,114	1,966	2,344	900	873	1,322
Other Commodities† .. ..	..	..	..	23,248	27,666	28,887
Total .. ..	..	..	..	66,516	77,237	86,320

* Includes confectionery—not available for publication.

† Includes calcium carbide, aluminium, hardboard, paper and stationery, and plywood—not available for publication.

Customs and Excise Revenue

The next table contains a classification of gross customs duties collected by the Commonwealth in Victoria in each of the three years 1962-63 to 1964-65. Collections include duty received on account of goods transferred to other States for consumption and exclude duty in respect of goods imported into other States but consumed in Victoria.

VICTORIA—GROSS CUSTOMS DUTIES COLLECTED (\$'000)

Classification	1962-63	1963-64	1964-65
I. Foodstuffs of Animal Origin, &c.	376	483	483
II. Foodstuffs of Vegetable Origin ; Non-alcoholic Beverages, &c.	1,856	2,228	1,788
III. Spirituous and Alcoholic Liquors	1,596	1,736	2,014
IV. Tobacco, Cigars, Cigarettes and Snuff ..	11,920	12,383	13,222
V. Live Animals .. ..	..	..	..
VI. Animal Substances, not Foodstuffs	2	2	5
VII. Vegetable Substances and Fibres, &c. ..	200	192	275
VIII. (a) Yarns and Manufactured Fibres ..	1,304	1,387	1,725
(b) Textiles	8,642	9,807	11,538
(c) Apparel	2,422	2,720	3,268
IX. Oils, Fats and Waxes—			
Aviation Spirit	60	45	70
Motor Spirit and Solvents	4,944	3,234	5,524
Aviation Turbine Fuel	110	41	125
Diesel Fuel	30	32	132
Other Oils, Fats and Waxes	1,412	1,330	897
X. Pigments, Paints, Varnishes	340	318	388
XI. Rocks, Minerals and Hydro-carbons, &c. ..	52	65	83
XII. (a) Metals and Metal Manufactures—			
Motor Vehicles	11,738	13,093	13,736
Other	4,954	5,800	9,000
(b) Dynamo Electrical Machinery, Electrical Appliances, &c.	3,890	4,937	5,380
(c) Machines and Machinery	9,192	10,020	12,084
XIII. (a) Rubber and Rubber Manufactures ..	798	986	1,641
(b) Leather, Leather Manufactures, &c. ..	274	391	442
XIV. Wood and Wicker	838	947	1,502
XV. Earthenware, Cement, China, &c.	1,846	1,915	2,135
XVI. (a) Pulp, Paper and Board	1,342	1,197	1,386
(b) Paper Manufactures and Stationery ..	784	895	1,030
XVII. Sporting Material, Toys, Jewellery, &c. ..	2,592	2,638	3,044
XVIII. Optical, Surgical, and Scientific Instruments, &c.	882	1,056	1,271
XIX. Chemicals, Medicinal and Pharmaceutical Products, &c.	1,404	1,950	2,303
XX. Miscellaneous	4,544	4,876	5,849
Primage and Sundry Duties	1,778	2,017	2,442
Total Gross Customs Duties	82,122	88,722	104,780

The principal commodities produced in Victoria on which the Commonwealth imposes excise duty are set out in the table below, together with the gross amount of duty collected on account of each item for each of the three years 1962-63 to 1964-65. As with customs duties, collections include duty levied on goods exported to other States for consumption and exclude duty in respect of goods produced in other States, but consumed in Victoria.

VICTORIA—GROSS EXCISE DUTY COLLECTED ON
PRINCIPAL COMMODITIES

Article and Unit of Quantity	Quantity on Which Duty Was Collected			Gross Excise Duty Collected		
	1962-63	1963-64	1964-65	1962-63	1963-64	1964-65
	'000			\$'000		
Beer*	gall.	68,800	73,112	601	67,652	71,894
Spirits (Potable)	proof gall.	517	562	601	3,508	4,411
Tobacco	lb.	2,950	2,682	2,075	5,434	4,939
Cigars and Cigarettes	lb.	16,368	17,970	18,958	51,980	57,063
Petrol	gall.	398,594	452,862	467,501	38,946	44,257
All Other Articles .. .. .	..	..	..	..	4,680	5,238
Total .. .. .	..	..	..	..	172,200	187,802
					201,983	

* Not Available. Excise duty collected on Beer now included under "All Other Articles."

The overseas trade and the gross revenue collected at Victorian ports during the year 1964-65 are shown in the following table :—

VICTORIA—OVERSEA TRADE AND GROSS REVENUE
COLLECTED AT VICTORIAN PORTS, 1964-65

(\$'000)

Particulars	Melbourne*	Geelong	Portland	Total
Oversea Trade—				
Imports	966,350	60,193	291	1,026,834
Exports	620,586	81,635	20,827	723,048
Total	1,586,936	141,828	21,118	1,749,882
Gross Revenue—				
Customs	103,909	866	5	104,780
Excise	194,834	3,612	3,537	201,983
Total	298,743	4,478	3,542	306,763

* Includes Port of Melbourne, Essendon Airport, and Parcels Post.

**AUSTRALIA—VALUE OF OVERSEA TRADE, GROSS
CUSTOMS, AND EXCISE DUTY COLLECTED BY
STATES, 1964-65
(\$'000)**

State	Imports	Exports	Excess of Exports	Gross Duty Collected	
				Customs	Excise
New South Wales ..	1,277,405	803,734	- 473,671	131,530	245,242
Victoria	1,026,835	723,047	- 303,788	104,780	201,983
Queensland	199,516	488,222	288,706	24,298	74,540
South Australia ..	204,856	302,242	97,386	18,496	50,626
Western Australia ..	153,540	243,078	89,538	10,692	43,349
Tasmania	36,138	87,315	51,177	2,431	16,531
Northern Territory ..	4,124	3,809	- 315	674	1,808
Australian Capital Territory	2,290	1	- 2,289	75	11
Australia	2,904,703	2,651,449	-253,254	292,978	634,089

NOTE—Minus (-) sign denotes excess of imports.

Transport

Shipping

Coastal Trade

In the post-war years, particularly since 1959, significant changes have taken place in the carriage of goods by sea around the Australian coast. The Port of Melbourne, the principal sea terminal for Victoria which is the centre of the coastal trade routes around the mainland coast and to Tasmania, has been experimenting with new methods of cargo handling and "packaging" and the introduction of new specialized ships. In the years following the Second World War, Australian ship-owners revised their trading practices in the face of vigorous competition from the land based transport operators. As a result the entire coastal trade by sea was transformed, and ships modified to make them more useful as a means of transportation around the coast.

One of the results of this was the expansion of the bulk cargo trade in which more goods (such as sugar and a variety of oils and oil products) began to be carried in bulk. Later, single bags, boxes, packages began to be packed into unit loads and containers which facilitated handling on ship and shore by means of new and improved mechanical cargo handling equipment. These new methods led to the specialized ship, exclusively designed and equipped to meet the requirements of the particular trade. These were the roll-on roll-off stern loading ships for cargo packed on road vehicles which travelled in the vessel, and the container ship designed for containerized cargo and other unit loads. The first roll-on roll-off ship in Australia was introduced in 1959 between Melbourne and Devonport in northern Tasmania.

Australia's first specially designed container ship came into service between Melbourne and Launceston in 1961, and was followed in 1964 by a larger container ship for the Melbourne-Fremantle trade. By then, between 7,000 and 8,000 containers were in transit between all States on these ships as well as on conventional and specially modified ships. These new methods are now well established and are being extended to the ports of Sydney and Brisbane.

Efforts are continuing to improve the handling and carrying of general cargo in addition to bulk cargoes which are most suitably carried by sea. More specialized and larger ships in the bulk trades are also proving valuable.

New packaging and cargo handling methods, as well as new ships, are bringing changes to port facilities, where specially designed wharves, equipment, and port modifications are matching the new concepts in ship and cargo handling around the Australian coast. These new concepts are also being extended to Australia's overseas trade.

Searoad Service between Victoria and Tasmania

The following table gives details of the searoad service operated by the Australian Coastal Shipping Commission between Victoria and Tasmania :—

VICTORIA-TASMANIA : SEAROAD SERVICE, 1964-65

Name of Vessel	Passengers	Accompanied Vehicles	Trade Vehicles*	Commercial Units, &c. †	Mail Vans
"Princess of Tasmania"	89,694	20,476	3,358	8,005	318
"Bass Trader"	1,441	608	4,387	26,467	299
"South Esk" .. .. .	..	..	226	11,034	..
Other A.C.S.C. Vessels	..	..	470	4,933	..
Total	91,135	21,084	8,441	50,439	617

* Motor vehicles available for sale.

† Includes container units, trailers, timber packs, &c., as well as powered commercial vehicles.

Vessels Entered and Cleared

The number of vessels entering Victorian ports, the number cleared from those ports, and their total tonnage in each of the five years 1960-61 to 1964-65 were as follows :—

VICTORIA—OVERSEA AND INTERSTATE SHIPPING

Particulars	Year Ended 30th June—				
	1961	1962	1963	1964	1965
Entrances No.	3,404	3,545	3,581	3,717	3,690
'000 net tons	14,343	14,909	15,183	16,137	16,534
Clearances No.	3,412	3,537	3,581	3,681	3,679
'000 net tons	14,417	14,872	15,187	15,940	16,448

Shipping with Various Countries

The principal countries having shipping communication with Victoria are set out in the following table. The table does not include the intra-state activities of oversea or interstate vessels.

Voyages and tonnages of vessels arriving from or departing to particular countries are recorded against the country of origin or destination, notwithstanding that the same vessel on the same voyage may carry cargo or passengers to or from Victoria from or to several countries. Thus, vessels calling at New Zealand on voyages to and from the United States of America or Canada are not shown in shipping communication with New Zealand, and likewise, vessels calling at ports *en route* to and from the United Kingdom are credited to the United Kingdom only.

VICTORIA—SHIPPING WITH VARIOUS COUNTRIES
(’000 Net Tons)

Country	Year Ended 30th June—				
	1961	1962	1963	1964	1965
VESSELS ENTERED					
COMMONWEALTH COUNTRIES—					
Australian States	5,080	5,548	5,291	5,735	5,869
United Kingdom	1,590	1,513	1,535	1,474	1,506
Nauru	324	348	338	385	291
Canada	441	378	416	359	463
India, Pakistan, and Ceylon	193	257	170	155	182
Malaysia	*	*	*	*	356
New Zealand	306	452	502	411	269
Other Commonwealth Countries	760	999	834	970	687
Total Commonwealth Countries	8,694	9,495	9,086	9,489	9,623
FOREIGN COUNTRIES—					
Arabian States	1,326	1,313	1,982	1,600	2,144
China, Republic of (Mainland)	38	77	36	104	51
Germany, Federal Republic of	420	335	367	391	359
Indonesia	297	308	222	269	266
Iran	395	364	339	445	109
Italy	231	225	221	228	262
Japan	766	838	809	1,152	968
Netherlands	201	189	136	97	90
United States of America	777	548	652	789	897
Other Foreign Countries	704	682	640	957	1,001
Total Foreign Countries	5,155	4,879	5,404	6,032	6,145
Grand Total	13,849	14,374	14,490	15,521	15,768

* Included under "Other Commonwealth Countries."

VICTORIA—SHIPPING WITH VARIOUS COUNTRIES—continued
(’000 Net Tons)

Country	Year Ended 30th June—				
	1961	1962	1963	1964	1965
VESSELS CLEARED					
COMMONWEALTH COUNTRIES—					
Australian States	6,098	5,912	5,803	6,260	6,520
United Kingdom	1,469	1,630	1,412	1,480	1,486
Nauru	198	195	221	305	162
Canada	290	308	322	261	297
India, Pakistan, and Ceylon..	192	314	219	276	333
Malaysia	*	*	*	*	397
New Zealand	436	454	379	441	317
Hong Kong	131	268	235	271	321
Other Commonwealth Countries	443	654	845	697	462
Total Commonwealth Countries	9,257	9,735	9,436	9,991	10,295
FOREIGN COUNTRIES—					
Arabian States	1,365	1,324	1,470	1,310	1,988
China, Republic of (Mainland)..	275	259	217	393	210
Germany, Federal Republic of..	276	248	279	337	280
Indonesia	124	170	162	205	211
Iran	292	240	377	455	285
Italy	388	281	265	273	300
Japan	692	593	753	894	804
Netherlands	119	140	180	206	59
Poland	65	57	85	63	154
United States of America	377	437	532	379	304
Other Foreign Countries	651	791	709	829	823
Total Foreign Countries	4,624	4,540	5,029	5,344	5,417
Grand Total	13,881	14,275	14,465	15,335	15,712

* Included under "Other Commonwealth Countries."

Nationality of Shipping

The countries of registration of vessels which entered or were cleared at Victorian ports during the years 1963–64 and 1964–65 were as follows :—

VICTORIA—NATIONALITY OF SHIPPING
(’000 Net Tons)

Vessels Registered at Ports in—	Vessels Entered		Vessels Cleared	
	1963–64	1964–65	1963–64	1964–65
COMMONWEALTH COUNTRIES—				
Australia	2,116	2,786	2,087	2,813
United Kingdom	6,338	6,060	6,260	5,967
New Zealand	198	167	198	162
Hong Kong	177	215	170	225
Other Commonwealth Countries	172	153	167	142
Total Commonwealth Countries	9,001	9,381	8,882	9,309

VICTORIA—NATIONALITY OF SHIPPING—*continued*
(’000 Net Tons)

Vessels Registered at Ports in—	Vessels Entered		Vessels Cleared	
	1963-64	1964-65	1963-64	1964-65
FOREIGN COUNTRIES—				
Denmark	328	255	334	263
France	137	221	138	206
Netherlands	941	925	942	883
Germany, Federal Republic of ..	416	709	407	735
Italy	789	828	786	819
Japan	530	540	520	535
Liberia	688	918	671	908
Norway	1,386	1,260	1,367	1,297
Sweden	665	587	646	593
United States of America ..	202	167	207	171
Panama	274	155	281	158
Other Foreign Countries ..	780	589	759	570
Total Foreign Countries ..	7,136	7,154	7,058	7,139
Grand Total	16,137	16,534	15,940	16,448

Shipping Entered at Victorian Ports

Particulars of shipping which entered each principal port of Victoria are given in the following table for the years 1963-64 and 1964-65 :—

VICTORIA—VESSELS ENTERED AT EACH PORT

Class of Vessel	Melbourne		Geelong		Portland	
	1963-64	1964-65	1963-64	1964-65	1963-64	1964-65
Number						
Oversea—						
Direct	285	264	288	247	9	9
Other	1,616	1,602	218	206	91	81
Interstate	1,043	1,072	163	196	4	13
Total	2,944	2,938	669	649	104	103
’000 Net Tons						
Oversea—						
Direct	1,357	1,341	2,208	1,957	38	42
Other	8,760	9,039	1,203	1,074	486	340
Interstate	1,749	2,084	318	582	18	76
Total	11,866	12,464	3,729	3,612	542	458

Cargoes Discharged and Shipped

The following tables show the tonnage of oversea and interstate cargoes discharged and shipped in Victorian ports during 1963-64 and 1964-65, as well as the tonnage of oversea cargoes discharged and shipped during the years 1962-63 to 1964-65 according to the nationalities of the vessels in which the cargoes were carried :—

VICTORIA—CARGOES DISCHARGED AND SHIPPED AT EACH PORT
(’000 Tons)

Particulars	Melbourne		Geelong		Portland	
	1963-64	1964-65	1963-64	1964-65	1963-64	1964-65
DISCHARGED						
Interstate—						
Weight	2,107	1,818	404	594	104	86
Measure	509	681	15	*	..	..
Oversea—						
Weight	2,996	3,657	3,697	3,581	3	*
Measure	1,375	1,521	*	1	..	..
SHIPPED						
Interstate—						
Weight	583	375	887	931	8	19
Measure	605	699	3	1	..	..
Oversea—						
Weight	1,112	1,061	2,278	1,506	157	176
Measure	645	662	1	2	..	..

NOTE—1 ton measurement = 40 cubic feet.

* Less than 500 tons.

VICTORIA—OVERSEA CARGOES DISCHARGED AND SHIPPED ACCORDING TO NATIONALITIES OF VESSELS
(’000 Tons)

Vessels Registered at Ports in—	1962-63		1963-64		1964-65	
	Dis-charged	Shipped	Dis-charged	Shipped	Dis-charged	Shipped
COMMONWEALTH COUNTRIES—						
Australia	3	26	8	44	57	9
United Kingdom ..	2,794	1,203	2,896	1,291	3,252	1,091
New Zealand	67	129	92	132	94	124
Other Commonwealth	192	234	117	159	110	185
Total Commonwealth Countries	3,056	1,592	3,113	1,626	3,513	1,410

VICTORIA—OVERSEA CARGOES DISCHARGED AND SHIPPED ACCORDING
TO NATIONALITIES OF VESSELS—*continued*
(*000 Tons)

Vessels Registered at Ports in—	1962-63		1963-64		1964-65	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
FOREIGN COUNTRIES—						
Denmark	127	98	281	87	237	55
France	171	8	180	10	396	9
Germany, Federal Republic of	164	171	236	177	607	150
Greece	91	215	96	648	70	280
Italy	836	83	453	8	432	53
Japan	306	78	156	121	209	120
Liberia	1,221	125	1,006	118	1,112	82
Netherlands	153	181	479	393	498	342
Norway	1,357	588	1,217	609	1,176	489
Panama	458	108	265	41	97	77
Sweden	333	132	484	154	326	157
United States of America Other Foreign	64	28	63	25	50	34
	118	37	42	176	38	149
Total Foreign Countries	5,399	1,852	4,958	2,567	5,247	1,996
Grand Total ..	8,455	3,444	8,071	4,193	8,760	3,406

NOTE.—In this table tons measurement have been added to tons weight.

Port Phillip Sea Pilots

Thirty-six former shipmasters are licensed by the Marine Board of Victoria to perform all pilotage duty within Port Phillip Bay. One is in charge of the Williamstown office as Secretary-Treasurer; the others, in turn, take a week in command of the pilot steamer cruising off Point Lonsdale to put pilots aboard incoming ships or take them off departing vessels.

Thirty-four pilots are rostered for the various pilotage duties:—from the Heads to Port Melbourne, Williamstown, and Geelong; between Geelong and Melbourne; in the Yarra River or Victoria Dock; or elsewhere as required. Pilots for inward ships are organized by the Pilot-in-Charge of the steamer; those for departing ships and ships berthing by the Williamstown office staff.

Tide is the pilot's greatest hazard at the Heads. Flowing over an uneven, rocky bottom at a rate of up to 10 knots, it creates a steep and turbulent sea at the narrowest part of the entrance. These strong tides have scoured out a deep gutter round Point Nepean, and the main stream of the tide following this gutter has the effect of setting ships sideways, towards the dangerous reefs bordering Point Nepean.

Inside the Heads is the 12-mile long South Channel for deep-loaded ships and the shorter and narrower 8-mile long West Channel for ships under 17 feet draught. From the end of these channels, vessels may proceed either to the Port of Geelong or to the Port of Melbourne.

Vacancies in the Pilot Service are filled by shipmasters with a pilotage exemption certificate who have traded regularly to the Port. Each pilot must purchase a share in the pilot vessels and other necessary plant. Pilotage dues are set and collected by the Marine Board. Ten per cent. of these are taken out for expenses and contributions to the Pilots Sickness and Superannuation Fund, the balance of 90 per cent. being paid to the pilots for disbursements, crew and staff wages, and for pilots' remuneration.

The following table shows the number of ships (sailing inwards and outwards) piloted through Port Phillip Heads during the years 1956 to 1965 :—

**VICTORIA—NUMBER OF SHIPS PILOTED THROUGH
PORT PHILLIP HEADS**

Year			No. of Ships	Year			No. of Ships
1956	..	..	3,042	1961..	..	..	4,228
1957	..	..	3,054	1962..	..	..	4,177
1958	..	..	3,311	1963..	..	..	4,333
1959	..	..	3,593	1964..	..	..	4,505
1960	..	..	3,768	1965..	..	..	4,738

Further Reference, 1963

Melbourne Harbor Trust

Administration

The Melbourne Harbor Trust Commissioners are an independent, autonomous, corporate body operating under the provisions of the Melbourne Harbor Trust Act of 1876, and subsequent amendments and variations. The land and waters of the 10½ square mile port area are vested in the six Commissioners who are appointed by the Governor in Council. They comprise a full-time chairman who also is virtually the Port's managing director, and five part-time commissioners who, in accordance with the Act, must be associated with various port activities, i.e., shipping, primary production, imports, exports, and port labour.

The Melbourne Harbor Trust Commissioners are both the Port Authority and the Conservancy Authority of the Port of Melbourne. The Trust maintains, improves, and develops the Port, and is empowered under its Act to make regulations for the management and financing of the Port subject to the approval of the Governor in Council.

Finance

The Port of Melbourne is self supporting, and does not receive any financial grants from the State Government. The Trust is financed by the users of the Port, and it derives its income from a number of charges, principally wharfage rates, levied on each ton of cargo landed, and tonnage rates—levied on the gross registered tonnage of ships and the time they spend in port. Other charges cover rent of sheds, hire of port owned cargo handling equipment, general port services, and rental of land reserved for essential long term port development. Expenditure is on port maintenance, reconstruction, modernization, and development, with any surplus put back into port development. In 1965 the Trust had more than \$65m invested in port assets. Capital

works are financed out of revenue and out of private and public loans which are raised and financed by the Trust itself, and which are guaranteed by the Trust's income from wharfage and tonnage. The Trust is required to pay into the Consolidated Revenue of the State Government approximately one-fifth of its revenue from wharfage and tonnage.

Facilities

The port has 107 berths of which about 80 are in regular use for cargo handling, while the remainder are temporarily out of commission, under reconstruction, used by tugs, other small craft, and the port's floating plant, and available for lay up and survey.

Specialized Facilities

For Roll-on Roll-off Cargo. Two berths adjacent to the River Entrance and one berth in the Yarra River at the foot of the city for the Tasmanian trade, and one berth in the Maribyrnong River for the King Island trade.

For Containers. Berth 23 Victoria Dock for the Melbourne-Fremantle trade, and Berth 19 South Wharf for the Melbourne-Launceston trade.

For Steel. Berth 21 South Wharf, designed and equipped to handle steel ingots and a wide variety of steel products.

For Bulk Cargoes. Eight berths for raw sugar, sulphur, pyrites, phosphate, petrochemicals, petroleum products in the Yarraville and Newport areas. There are two berths for crude petroleum and petroleum products in the Williamstown area where the Gellibrand Pier has been converted to handle tankers up to 900 ft. in length.

For Passengers. Station Pier, a four-berth terminal and the principal oversea passenger handling area of the port, and the Tasmanian passenger ferry terminal at the River Entrance.

General Cargo

The port has transit shed accommodation at 60 berths with the sheds covering an area of 42 acres.

Victoria Dock. This is the hub of the port's oversea trade, particularly exports. The dock system comprises twenty berths within an enclosed 96-acre basin and three berths in the river outside its entrance. Its guaranteed depth is 31 ft.

Appleton Dock. Three berths have the port's largest transit sheds, each 600 ft. long and 150 ft. wide, with office accommodation for personnel from the Port Authority, customs, shipping and stevedoring companies, and waterside workers' amenities and dining rooms. Its depth is up to 31 ft.

River Berths. The berths on the north side of the river extending from the foot of the city to Victoria Dock handle mainly interstate cargo, while the south side berths handle mainly oversea cargo.

Port Melbourne. The four oversea passenger berths at Station Pier are dual-purpose berths handling both passengers at an upper level and oversea cargo at the wharf level, while an adjacent four-berth pier, originally designed as a subsidiary passenger terminal, now handles only oversea general cargo.

Further References, 1961-1966

The following table shows particulars of the financial operations of the Melbourne Harbor Trust for the years 1961 to 1965 :—

VICTORIA—MELBOURNE HARBOR TRUST : REVENUE,
EXPENDITURE, ETC.
(\$'000)

Particulars	1961	1962	1963	1964	1965
REVENUE					
Wharfage and Tonnage Rates ..	4,608	4,884	5,442	7,145	7,058
Rent of Sheds	190	208	326	637	606
Special Berth Charges	296	362	428	456	431
Rent of Lands	560	610	662	666	725
Crane Fees	1,296	1,296	1,436	1,613	1,800
Other	632	598	676	796	814
Total Revenue	7,582	7,958	8,970	11,312	11,434
EXPENDITURE					
Administration and General Expenses	442	474	500	710	784
Port Operating Expenses	1,610	1,768	1,916	2,160	2,413
Maintenance—					
Dredging	1,308	822	846	1,326	508
Harbour	70	60	90	75	123
Wharves	594	656	494	502	648
Approaches	64	72	78	90	117
Railways	56	46	32	44	51
Cargo Handling Equipment	250	244	288	304	325
Other Properties	90	44	48	38	62
Interest	1,300	1,384	1,440	1,482	1,465
Depreciation and Renewals	326	882	1,386	1,647	1,486
Insurance	82	86	160	165	96
Sinking Fund	522	404	458	1,150	928
General Reserve .. .. .	..	..	..	..	800
Payments to Consolidated Revenue	930	984	1,100	1,437	1,420
Other	8	6	20	*	1
Total Expenditure	7,652	7,932	8,856	11,132	11,226
Net Surplus (+) or Deficit (-) ..	-70	+26	+114	+181	+208
CAPITAL OUTLAY					
Land and Property	328	100	82	253	224
Reclamation	64	24	56	23	32
Deepening Waterways	132	536	592	154	786
Wharves and Sheds Construction ..	1,244	878	970	1,423	1,709
Cargo Handling Equipment	150	72	116	294	359
Approaches Construction	52	214	142	361	464
Floating Plant	548	618	152	59	11
Other Works, &c.	180	176	306	253	768
Total Capital Outlay	2,698	2,618	2,416	2,821	4,352
Loan Indebtedness at 31st December	28,482	29,750	29,836	29,773	30,473

* Under \$500

Geelong Harbor Trust

The Port of Geelong is under the control of the Geelong Harbor Trust which was constituted under an Act of 1905. The Trust consists of three Commissioners appointed by the Governor in Council.

Entrance to the port is by 15 miles of channel dredged to a depth of 36 ft. and a width of 300 ft.—progressively being widened to 400 ft.

There are nineteen effective berths in the port and two berths at the Commonwealth Explosives Pier, Point Wilson—owned and operated by the Commonwealth. Maximum water depths are 36 ft. at eight berths, 32 ft. at ten berths (all within the inner harbour); and three outer harbour berths of 30 ft. Special berths are provided for the handling of coal, grain, phosphatic rock and sulphur, oil, frozen meat, and alumina. The bulk grain terminal has a 26 mill. bushel storage capacity, and is capable of loading ships at the rate of 1,600 tons per hour.

Refinery Pier can accommodate simultaneously four oil tankers with maximum drafts of 34 ft. The Harbor Trust cool stores have a storage capacity of 900,000 cubic ft. Adequate open coal storage is available. The port has good clearance facilities, with direct rail loading at seven berths and road clearance at all berths.

During 1966 two new berths came into operation—one at Corio Quay South for meat and general cargo, the other, at Point Henry, for bulk discharge of alumina. A modern dry bulk berth equipped with four 7½-ton kangaroo cranes giving an initial discharge rate of 1,000 tons per hour was commenced in 1966, the adjoining Kings Wharf having been strengthened in the meantime to accommodate the cranes which are now in operation.

The Harbor Trust has floating plant which includes seven tugs, six barges, and one diesel-powered floating crane.

Particulars of the financial operations of the Geelong Harbor Trust for the years 1961 to 1965 are shown in the following table:—

VICTORIA—GEELONG HARBOR TRUST: REVENUE,
EXPENDITURE, ETC.

(\$'000)

Particulars	1961	1962	1963	1964	1965
REVENUE					
Wharfage, Tonnage, and Special Berth Rates	1,854	1,996	2,156	2,284	2,238
Rents, Fees, and Licences	32	32	36	38	43
Freezing Works and Abattoirs	34	36	44	50	63
Other	510	514	596	730	881
Total Revenue	2,430	2,578	2,832	3,102	3,225
EXPENDITURE					
Management Expenses	240	242	252	272	344
Maintenance—					
Wharves and Approaches	46	42	82	70	77
Harbour	82	74	78	78	85
Floating Plant	16	20	10	24	10
Other	12	16	22	22	18
Interest on Loans	278	310	320	344	390
Sinking Fund	56	62	60	72	77
Depreciation Provision	332	378	394	414	432
Other	448	460	518	618	694
Total Expenditure	1,510	1,604	1,736	1,914	2,127
Net Surplus	920	974	1,096	1,188	1,098

VICTORIA—GEELONG HARBOR TRUST : REVENUE, EXPENDITURE,
ETC.—*continued*
(\$'000)

Particulars	1961	1962	1963	1964	1965
CAPITAL OUTLAY (NET)					
Floating Plant	170	72	178	592	100
Land and Property	112	54	84	104	294
Deepening Waterways	234	652	636	228	500
Wharves and Approaches ..	850	364	498	898	2,332
Other	44	6	34	30	46
Total Capital Outlay ..	1,410	1,148	1,430	1,852	3,272
LOAN INDEBTEDNESS AT 31ST DECEMBER					
State Government	294	234	234	228	193
Public	5,300	5,900	5,878	6,958	7,490
Total Loan Indebtedness ..	5,594	6,134	6,112	7,186	7,683

Portland Harbor Trust

Situated on the south-west coast of Victoria, the Port of Portland has been administered by the Portland Harbor Trust Commissioners since 1951, and serves an area of about 40,000 square miles of western Victoria and the south-east of South Australia.

A strong growth in the volume of trade and shipping handled during the past decade has illustrated the importance of the port in relation to inland areas.

Main factors associated with this increase of trade are the growing volume of petroleum products imported and distributed from the town, the export of bulk grain, and the establishment at Portland of a major wool-selling centre.

In the initial stage of development, completed in 1960, two deep-water berths were provided for oversea cargo, with a tanker berth located on the existing Ocean Pier. Since that year a modern tanker berth has been completed on the lee breakwater and Ocean Pier is being maintained as an emergency berth for general cargo.

The harbour is formed of two breakwaters enclosing an area of 250 acres of sheltered water. At the present stage of development three wharves provide berths for four large vessels. Transit sheds for general cargo are located on two berths and one is reserved for bulk cargo.

All cargo berths are fully equipped with all essential services for shipping and have rail and road access to main Victorian and interstate traffic routes.

To ensure that the technical development of the port keeps pace with the requirements of shippers and shipowners, the Portland Harbor Trust is currently engaged on a construction programme to provide additional berthage for the principal purpose of discharging phosphate rock, sulphur and other chemicals.

However, to maintain flexibility within the port, design of the new berth is such that general cargo can also be handled. Construction of a 1,300-ft. long limestone causeway has been completed and a contract approved for the driving of steel piles for the new berth. This project is expected to be completed about the end of 1968.

The total volume of trade handled through the port during the financial year 1964-65 was 389,495 tons.

Particulars of the financial operations of the Portland Harbor Trust for the years 1960-61 to 1964-65 are set out in the following table :—

**VICTORIA—PORTLAND HARBOR TRUST : REVENUE,
EXPENDITURE, ETC.**

(\$'000)

Particulars	1960-61	1961-62	1962-63	1963-64	1964-65
REVENUE					
Wharfage Rates	74	98	126	130	117
Tonnage Rates	12	16	22	22	24
Shipping Services	12	36	44	42	84
State Government Grant	648	604	498	646	711
Other	28	54	64	86	58
Total Revenue	774	808	754	926	994
EXPENDITURE					
Administration	38	48	64	58	59
Maintenance	44	94	80	60	67
Shipping Services	16	48	70	74	92
Depreciation	2	14	14	16	12
Interest on Loans	480	512	562	562	622
Sinking Fund	48	44	42	42	47
Other	6	4	2	2	12
Total Expenditure	634	764	834	814	911
Net Surplus (+) or Deficit (-)	+140	+44	-80	+112	+83
Fixed Assets at 30th June	12,878	13,570	14,034	14,332	15,705
Loan Indebtedness at 30th June—					
State Government	3,714	4,092	4,092	4,092	4,083
Public	9,250	9,794	10,274	10,952	12,310
Total Loan Indebtedness	12,964	13,886	14,366	15,044	16,393

Westernport

In June 1963 the Victorian Government passed the Westernport (Oil Refinery) Act to give effect to an agreement between the State and BP Refinery (Westernport) Pty. Ltd. for the establishment of a refinery and the development of port facilities to service it in Westernport.

Westernport is eastward of and adjacent to Port Phillip, and is separated from it by the nine-mile wide Mornington Peninsula. The Port is sheltered from Bass Strait by Phillip Island at its southerly end, and the waters between the western side of this island and the mainland form the entrance to the Port. The entrance to the port contains extensive sand banks. However, a deep water channel exists close in to the island with depths as great as 17 fathoms, the minimum low water depth being 47ft. Tidal rises are of the order of 9 to 10 ft. springs and 7 ft. 6 ins. neaps.

The depths available in Westernport are sufficient for tankers of 47 ft. draught, and, with very little dredging in the vicinity of Crib Point, a marine terminal is being established capable of berthing tankers of 100,000 tons deadweight. The main terminal provides two berthing heads, the northern one being capable of taking tankers up to 100,000 tons deadweight, and the southern one 40,000 ton tankers. Initially it is anticipated that some 30 import tankers and 35 export tankers will utilize the harbour yearly. To facilitate berthing, two ocean-going tugs—each of 1,500 h.p. and with a bollard pull of 20 tons—will be provided. These tugs will be fitted with fire-fighting equipment and lifting gear capable of handling the 6-ton navigation buoys in service at the Port.

The navigable channel extending from Crib Point to the Western Entrance is $14\frac{1}{2}$ miles long, the low water depth in the Northern Arm being 47 ft. and in the Western Arm 49 ft. This Channel is marked by 27 light buoys, spaced at distances not exceeding one nautical mile; at the entrance is situated the fairway buoy and off Flinders the Pilot boarding ground buoy. A landfall light—170 ft. above sea level—has been established at Grant Point on the western extremity of Phillip Island. This has a range of 19 miles. At McHaffie's Point $4\frac{1}{2}$ miles to the north-east along the coast of Phillip Island an electric light, with a range in the white sector of 15 miles at an elevation of 90 ft., will provide a leading arc as a guide for vessels up to the fairway buoy. The structure has also been constructed to act as a day marker; timber planks forming this are angled to reflect sunlight on to the western or seaward face.

Port maintenance facilities will be centred around the existing jetty at Stony Point (2 miles south of Crib Point). At the root of the jetty an area of 4 acres has been reclaimed in conjunction with a dredging programme to provide an area for the construction of a depot for the servicing of buoys, navigation lights, tugs, and pilot launch. It will also include administrative offices and radio-telephonic equipment. Maritime VHF radio will be established at the maintenance depot at Stony Point, with remote control to the Harbour Master's quarters at Crib Point.

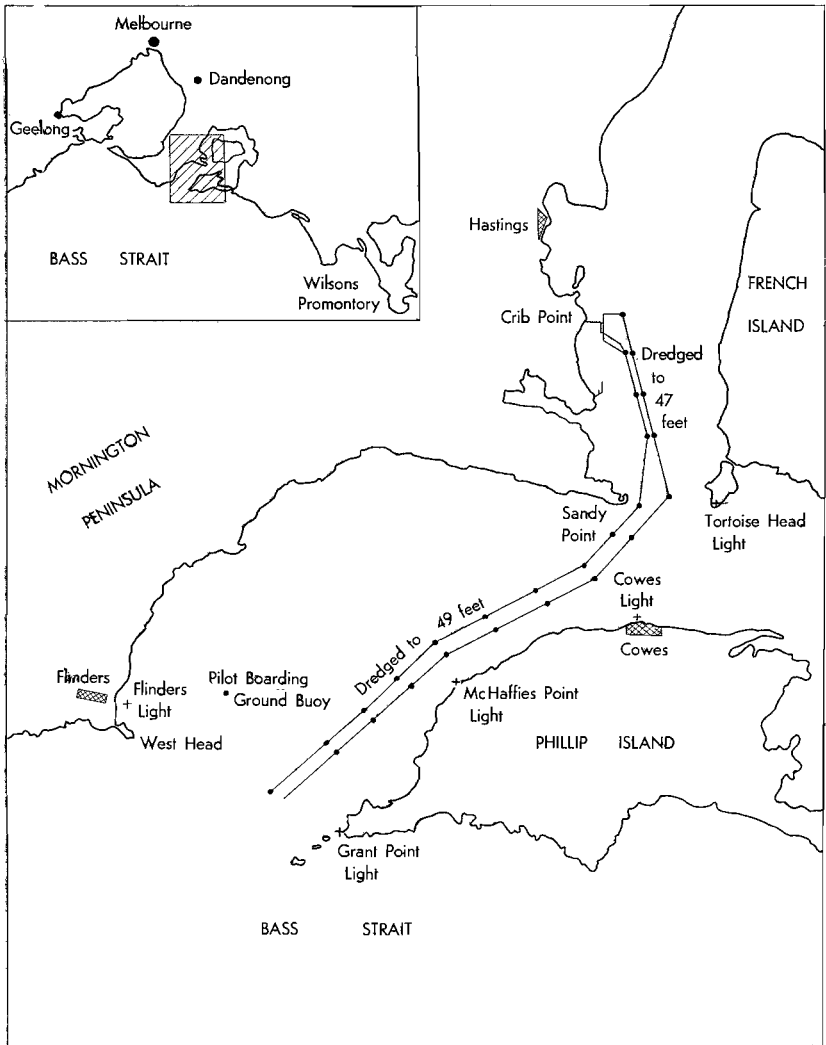


FIGURE 18.—Westernport.

A 200 ft. extension to Stony Point Jetty will provide berth for the two tugs, and a new parallel jetty will be used to berth smaller craft. Pilotage for the port will be undertaken by the Port Phillip Sea Pilots. Large tankers coming from the west will generally take on their pilot at the Pilot Boarding Station off Port Phillip Heads; small coastal tankers from the east will take on their pilot off Flinders, where a 36 ft. pilot launch will be provided.

Railways

Geographical Factors

The Victorian transport system, generally, is centred around Melbourne, the capital of the State. The existence of considerable gaps in the Great Dividing Range has allowed the railway system to fan out to the main agricultural and pastoral areas like the spokes of a wheel.

The line to the north-east and Sydney passes through the Kilmore gap ; through the Woodend gap goes the northern line to Bendigo and beyond ; the Geelong line crosses the basalt plains to the south-west ; and to the east, the Gippsland valley (between the Dividing Range and the Strzelecki Ranges) provides a convenient path for the electrified main line handling the vast brown coal resources of the Latrobe Valley.

In the north-western part of the State—the Mallee region—the railway has stimulated development of what was previously regarded as arid, worthless land into prosperous farm lands. It also links the Metropolis with Mildura, centre of the dried fruit industry.

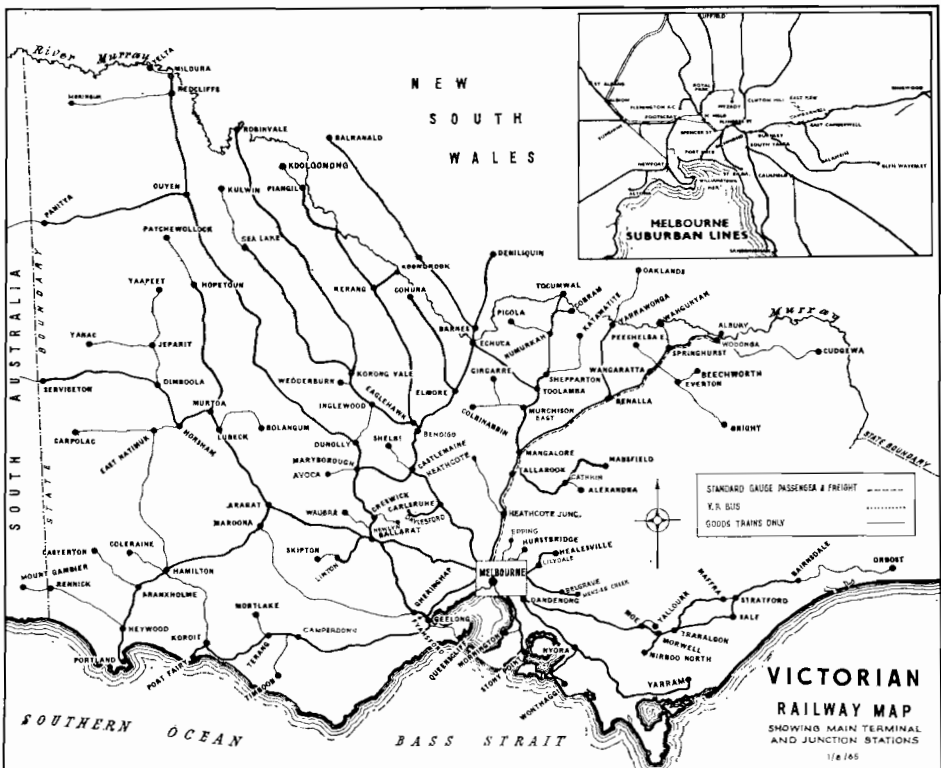


FIGURE 19.

Historical Development

The first proposed railway for Victoria dates back to March, 1839, when Robert Hoddle, Government Surveyor at Port Phillip, marked out a town site at the Beach (Port Melbourne) and planned a line from Melbourne. Seven years later, Geelong residents proposed the construction of a 200-mile line from Geelong to the vicinity of Portland and Hamilton in the Western District. In 1852–53 private railway companies were formed in Victoria and given Government approval to build lines.

Australia's first steam railway was operated between Flinders Street and Sandridge (now Port Melbourne) on 12th September, 1854, and was opened by the Hobson's Bay Railway Company for public traffic the following day. The first Victorian country railway—Melbourne to Geelong—was opened on 25th June, 1857, and private companies' lines were built from Melbourne to Windsor, Brighton Beach, and Hawthorn between 1859 and 1861.

In 1862 Government lines were opened to Ballarat and Bendigo, and two years later, from Bendigo to Echuca. (The Geelong–Melbourne railway had been purchased by the Government in 1860.)

In less than a decade, Victoria saw fulfilled the promise of building the main trunk railways. Through the 1870's, construction proceeded to the south-west from Geelong and to the south-east from Melbourne. In 1870, contracts were let for building the line from Essendon to Wodonga. The north-eastern railway, opened in sections, reached Wodonga in 1873. Nearly ten years elapsed before junction was made with the New South Wales system at Albury on 14th June, 1883. This was the beginning of the break of gauge, which persisted to plague New South Wales and Victoria until 79 years later, when the standard gauge track between Melbourne and Albury was opened for traffic in 1962.

Administration and Functions

The Victorian Railways Department was established on 19th March, 1856. It is administered by a Board of three Commissioners, appointed by and responsible to the Government through the Minister of Transport. Each Commissioner gives special attention to particular branches of railway operation. They are also responsible for a number of sections of railway constructed in New South Wales under the Border Railways Agreement. The lines in the Riverina district are extensions of Victorian lines.

Main Locations of Tracks

The main interstate lines are the north-east to Sydney, comprising both broad (5 ft. 3 in.) and standard (4 ft. 8½ in.) gauge tracks to the border city of Albury (190½ miles), and the north-western broad

gauge line linking Melbourne with Adelaide. The Victorian terminal station on this line is Serviceton (287 miles). The north-east line branches at Mangalore to serve the Goulburn Valley. The north-western line branches at Ballarat (74 miles) to Maryborough (112 miles), thence to Mildura (351 miles—the State's longest country main line), and at Ararat to Portland, the Western District's new port (251½ miles).

The Gippsland line is electrified as far as Traralgon (97½ miles), and thence is diesel operated to Bairnsdale (171 miles). The goods service, also diesel operated, is continued through to Orbost (231 miles). Lines branch from Dandenong to Nyora and from there to Wonthaggi (86 miles) and Yarram (136 miles), in South Gippsland.

Other main lines are Melbourne–Bendigo (101 miles—known as the “main line”) from where lines branch further north; and Melbourne–Geelong (45 miles), continuing to Warrnambool (166 miles) and to Port Fairy (186½ miles).

Main Types of Rolling Stock and Services

Diesel-electric locomotives—the S class (1,800 h.p.) and B class (1,600 h.p.)—haul Victorian Railways fast passenger and freight trains. The L class (2,400 h.p.) electric locomotive hauls passenger and freight trains on the Gippsland line—Victoria's longest electrified track. The T class (950 h.p.) diesel-electric locomotive is mainly a freight train operator, but it also hauls selected passenger trains. Modern multiple-unit saloon type “Harris Trains” are progressively replacing obsolete swing-door compartment type trains on the suburban electric service. Country passenger train services are supplemented by 102 h.p., 153 h.p., and 280 h.p. diesel and 260 h.p. diesel-electric rail-cars.

Shunting is carried out by Y class (650 h.p.) diesel-electric locomotives, W class (650 h.p.) diesel-hydraulic locomotives, and F class (350 h.p.) diesel-electric locomotives, supplementing a number of low-powered steam locomotives now removed from main line service.

R, J, K, and N class steam locomotives haul some passenger and freight trains.

Most carriages on interstate and many on mainline country trains are of steel construction and air-conditioned; but a number of excursion and corridor compartment-type, non air-conditioned carriages of wooden construction, are also used for country passenger traffic.

Freight wagons are of the fixed wheel and bogie types. They include many types of wagons and vans, up to 50-ton capacity, and a wide variety of specially designed wagons to carry loads ranging up to 170 tons.

Suburban Tracks

Victoria's first section of 5 ft. 3 in. gauge suburban line was built from Flinders Street station to Sandridge (now Port Melbourne) in 1854 for Australia's first train. Construction of other lines was as follows :—Flinders Street to St. Kilda (1857) ; Footscray to Williamstown (1859) ; Princes Bridge to Hawthorn, Richmond to Brighton Beach (1859–61) ; Melbourne to Essendon (1860) ; Essendon to Broadmeadows (1872) ; South Yarra to Dandenong (1877–1879) ; Caulfield to Frankston (1881–1882) ; Hawthorn to Lilydale (1882) ; Brighton Beach to Sandringham (1887) ; North Melbourne to Somerton (1884–1889) ; Collingwood to Heidelberg (1888) ; Ringwood to Ferntree Gully, Clifton Hill to Preston (1889) ; Burnley to Darling and Camberwell to Ashburton (1890) ; Princes Bridge to Collingwood (1901) ; Heidelberg to Eltham (1902) ; Eltham to Hurstbridge (1912) ; Darling to Glen Waverley (1929–30) ; Ashburton to Alamein (reconditioned and reopened in 1948) ; Fawkner to Upfield (reopened in 1959) ; Ferntree Gully to Belgrave (converted to broad gauge and electrified in 1962) ; and Lalor to Epping (reopened in 1964).

The line from Essendon to Sandringham was converted from steam to electric traction in 1919, and four years later the electrification of Melbourne suburban railways, as originally planned, was completed. Since then electric traction has been extended to several sections of the outer suburban area. Victoria which was first with the steam train was also first with electric traction in Australia.

Passenger and Goods Traffic, Fares, and Freight Rates

The general conditions under which goods and livestock are carried by rail are published in the Goods Rates Book, and for rating purposes, goods are classified alphabetically into 20 main class rates, whilst special rates are provided for livestock. Relatively low rates are applicable to agricultural produce and concessions are provided for country industries.

Competitive freight contract rates to meet road transport activities operate in the main Victorian country towns, particularly those close to the borders where road competition is intense.

Special rates, under agreement with forwarding agents and manufacturers, provide for the transport of goods in specified wagon-loads between the capital cities and also for the carriage of goods in various containers, including Flexi-Vans.

The bulk of the passenger revenue is derived from the operation of the suburban electrified service ; traffic on this is stable. Following elimination of break of gauge at Albury for passenger trains during April, 1962, a significant gain has been recorded in passenger traffic between Melbourne and Sydney, and interstate passenger business generally has been active. Introduction of air-conditioned carriages on several country lines in recent years has also resulted in improved services.

The ordinary fares are competitive and attractive concessions are available, e.g., to students travelling on vacation, and party travel.

Parcels sent by passenger trains are a large revenue earner.

Standardization of Gauge in Australian Network

The track mileage of the standard gauge line between Melbourne and Albury, including loops, departmental sidings, and dual gauge, but not including private sidings, is 242·70 miles.

Linking of Sydney with Perth, by an all standard gauge route when the existing gaps—Broken Hill to Port Pirie and Kalgoorlie to Perth—are filled, will not be to the disadvantage of Victoria. Melbourne consignors have direct access to the Sydney standard gauge line connecting with every station in New South Wales and with Brisbane, and to the broad gauge line to Adelaide, connecting with practically every important centre of population in South Australia. These connexions give direct rail access to about three-quarters of the population of Australia.

The development of bogie exchange at Melbourne and Wodonga has facilitated the interstate railing of Victorian goods and extended the advantages of standard gauge throughout Victoria for many classes of freight. The volume of standard gauge freight is increasing from year to year.

Developmental Programme

The Victorian Railways are pursuing a policy within the limits of available finance, of modernizing the system by purchasing more diesel-electric locomotives, suburban "Harris Trains", and other rolling stock, and are continuing the programme of track relaying and duplication in suburban and country districts.

The current financial programme provides for further planning for the proposed city underground railway, Melbourne Goods Yard rearrangement project (including an automated shunting hump), additional suburban track work, automatic signalling improvements, etc.

Money has been made available also to eliminate more level crossings by grade separation and protect other crossings with flashing light signals and boom barrier installations.

Additional amounts have been allocated for building vehicles for general merchandise and to handle specialized traffic, such as flexivans, steel sections, motor cars, and bulk cement, and also the purchase of 100 aluminium bulk wheat wagons.

Further References, 1961-1966.

The succeeding tables relate to the State railways and road motor services under the control of the Victorian Railways Commissioners. Certain border railways in New South Wales are, by agreement between the Victorian and New South Wales Governments, under the control of the Victorian Railways Commissioners. Particulars of these have been included with those of the State railways being operated within the State. Details of the operations of the road motor services are shown on page 766.

Capital Cost of Railways and Equipment

The capital cost of all lines constructed and in course of construction, and of all works, rolling-stock and equipment of the Railways Department as at 30th June of each of the five years 1961 to 1965 is shown in the following table :—

VICTORIA—TOTAL CAPITAL COST OF RAILWAYS, ETC., EQUIPMENT AND ROLLING-STOCK (\$'000)

At 30th June—	Railways		Road Motor Services	Total Capital Cost*
	Lines Opened	Lines in Process of Construction		
1961	270,032	1,418	40	271,870
1962	291,008	1,948	20	293,264
1963	302,402	2,224	14	304,856
1964	312,512	2,478	47	315,172
1965	322,259	2,686	38	325,053

NOTE.—Total capital cost includes cost of electric tramway equipment, &c. At 30th June, 1964, this amounted to \$135,000

* Written down in accordance with *Railways (Finances Adjustment) Act 1936*, and allowing for depreciation since 1st July, 1937. Particulars are exclusive of the cost of stores and materials on hand and in course of manufacture.

At 30th June, 1965 the capital cost of the broad gauge rolling-stock, after being written down in accordance with the *Railways (Finances Adjustment) Act 1936*, and allowing for depreciation was \$90.1m; of the narrow gauge \$0.01m; and of the uniform gauge, \$7m.

Loan Liability and Interest

The face value of stock and bonds allocated to the Railways Department, as reduced in accordance with the *Railways (Finances*

Adjustment) Act 1936, amounted to \$346.3m at 30th June, 1965. After deducting the value of securities purchased from the National Debt Sinking Fund and cancelled (\$44.1m), the net liability on current loans outstanding at that date was \$302.2m.

The total liability of the State for railways construction, &c., as at 30th June, 1965 (which includes the liability referred to in the previous paragraph) was \$408m. Deduction of securities purchased from the National Debt Sinking Fund and cancelled (\$63.8m) together with cash at credit in the Fund (\$0.3m) reduced the amount outstanding at the end of the year to a net liability of \$343.9m.

The *Railways (Funds) Act* 1961 provided that interest and other charges on moneys borrowed for the purposes of the *Railways Act* 1958 should not henceforth be included in the accounts of the Victorian Railways, but would be charged against the revenues of the State. However, the *Railways (Funds) Act* 1964 reimposed on the Railways, with effect from 1st July, 1964, the obligation to pay interest and debt charges on moneys borrowed for the purposes of the *Railways Act* 1958 on and after 1st July, 1960. The total annual interest payable on the liability of \$343.9m at 30th June, 1965, amounted to \$15.6m at an average rate of \$4.541 per cent. Of this amount, the Victorian Railways are liable for \$3.7m. In addition, the State is required to pay a contribution of \$2.9m at a rate of \$4.50 per cent. on cancelled securities.

Additional funds, which amounted to \$50m at 30th June, 1965, have been provided for railway construction, equipment, stores, &c., out of Consolidated Revenue, the National Recovery Loan, the Uniform Railway Gauge Trust Fund, and other funds. No interest is charged against railway revenue on these amounts with the exception that interest at 5 per cent. is payable to the Commonwealth on the repayable principal amount outstanding in respect of expenditure on the uniform gauge. (See page 621 of the *Victorian Year Book* 1966.)

Railways Staff

The number of officers and employees in the Railways Service (including casual labour and butty-gang workers), and the amount of salaries and wages (including travelling and incidental expenses) paid in each of the five financial years 1960-61 to 1964-65 are shown in the following table:—

VICTORIA—RAILWAYS STAFF : NUMBERS, SALARIES, ETC.

Year Ended 30th June—	Number of Employees at End of Year			Salaries, Wages, and Travelling Expenses
	Permanent	Supernumerary and Casual	Total	
				\$'000
1961	17,695	13,319	31,014	65,678
1962	17,624	11,356	28,980	68,914
1963	18,047	11,202	29,249	66,156
1964	17,848	10,349	28,197	69,087
1965	16,859	10,604	27,463	75,760

Railways Route Mileage

The route mileage of the railways (exclusive of road motor service route mileage) for each of the years 1960-61 to 1964-65 is given in the following table. The opening of the standard gauge line in January,

1962, resulted in an increase in the mileage of lines with two or more tracks as at June, 1962.

It should be noted that the Victorian Railways operate certain services in New South Wales. At 30th June, 1964, the total length of these services was 204 route miles. This distance is included in the Single Track Broad Gauge Section of the table.

VICTORIA—RAILWAYS ROUTE MILEAGE (EXCLUDING ROAD MOTOR SERVICES)

Particulars	At 30th June—				
	1961	1962	1963	1964	1965
LINES OPEN FOR TRAFFIC					
	route miles				
Single Track—Broad Gauge* ..	3,878	3,756	3,756	3,700	3,694
Narrow Gauge ..	34	34	8	8	8
Double Track—Broad Gauge* ..	367	426	426	425	431
Other Multi-Track—Broad Gauge*	12	75	75	77	78
Total Route Mileage ..	4,291	4,291	4,265	4,210	4,211

* Broad gauge refers to 5' 3" gauge track up to 1961; thereafter it also includes 4' 8½" gauge track and dual track.

Railways Rolling Stock

The following table provides a description of the various types of rolling stock in service (exclusive of road motor rolling stock) for each of the years 1960-61 to 1964-65 :—

VICTORIA—RAILWAYS ROLLING STOCK IN SERVICE (EXCLUDING ROAD MOTOR SERVICES)

Rolling Stock in Service	At 30th June—				
	1961	1962	1963	1964	1965
Locomotives—					
Steam	307	272	258	246	220
Electric	35	35	35	35	35
Diesel Electric	89	105	105	139	161
Other*	72	79	83	84	87
Total	503	491	481	504	503
Passenger Coaches—					
Electric Suburban	1,045	1,068	1,080	1,074	1,080
Other†	680	649	614	614	600
Total	1,725	1,717	1,694	1,688	1,680
Goods Stock ‡	21,722	21,667	21,761	21,792	21,891
Service Stock	1,739	1,729	1,667	1,660	1,676

* Other Locomotives comprise diesel hydraulic locomotives, cranes, rail motor diesel power units, and non-passenger carrying rail tractors.

† Passenger coaches owned jointly with New South Wales and South Australia have been excluded.

‡ All parcels and brake vans are included, and from 1962 onwards, standard gauge stock is included.

Railways Traffic

The traffic of the railways (exclusive of road motor traffic) for each of the years 1960-61 to 1964-65 is shown in the table below :—

VICTORIA—RAILWAYS TRAFFIC (EXCLUDING ROAD MOTOR SERVICES)

Traffic	During Year Ended 30th June—				
	1961	1962	1963	1964	1965
Traffic Train Mileage—Country '000	4,471	4,720	4,829	4,835	4,836
Suburban '000	7,902	8,296	8,303	8,369	8,480
Goods '000	5,858	5,887	6,345	6,909	7,172
Total .. '000	18,231	18,903	19,477	20,113	20,488
Passenger Journeys—Country '000	4,370	4,790	5,140	5,082	4,907
Suburban '000	145,558	147,977	147,587	148,313	144,846
Total .. '000	149,929	152,767	152,727	153,396	149,753
Goods and Livestock Carried '000 tons	10,977	10,350	10,841	12,132	12,596

The tonnage of various classes of goods and the total tonnage of livestock carried by the Victorian Railways for each of the years 1960-61 to 1964-65 are shown in the following table :—

**VICTORIA—RAILWAYS GOODS AND LIVESTOCK TRAFFIC
(Excluding Road Motor Goods Services)
('000 Tons)**

Class of Goods	Quantity Carried				
	1960-61	1961-62	1962-63	1963-64	1964-65
Butter	75	80	85	86	90
Grain—					
Barley	248	175	177	177	215
Wheat	1,902	1,902	1,887	2,368	2,235
Other	272	289	318	307	343
Flour	192	179	168	218	197
Bran, Pollard, and Sharps	73	75	67	82	76
Fruit—					
Fresh	119	112	111	109	110
Dried	55	64	65	67	71
Beer	121	121	119	124	129
Briquettes	1,676	1,608	1,526	1,586	1,594
Cement	491	473	468	573	731
Coal—					
Black	222	245	205	219	214
Brown	778	422	390	483	389
Galvanized Iron	111	116	80	111	111
Iron, Steel Bar Rods, &c., Un- prepared	323	206	404	448	473
Manures	712	751	818	951	1,077
Motor Cars and Bodies	109	94	140	175	192
Petrol, Benzine, &c.	203	205	207	195	155
Pulpwood	106	91	97	83	109
Pulp and Paper	130	138	141	128	129
Timber	234	197	234	264	292
Wool	133	134	115	132	136
All Other Goods	2,400	2,409	2,726	2,934	3,169
Total Goods	10,685	10,086	10,548	11,820	12,237
Total Livestock	292	264	293	312	359
Grand Total Goods and Livestock	10,977	10,350	10,841	12,132	12,596

Railways Revenue and Expenditure

The revenue and expenditure of the Railways Department during each of the five financial years 1960-61 to 1964-65 were as follows :—

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE
(\$'000)

Particulars	Year Ended 30th June—				
	1961	1962	1963	1964	1965
REVENUE					
Passenger, &c., Business—					
Passenger Fares	24,338	25,026	25,104	25,201	27,455
Parcels, Mails, &c.	2,808	2,810	2,894	3,044	3,376
Other	82	76	80	77	87
Goods, &c., Business—					
Goods	50,530	48,724	50,470	56,121	60,488
Livestock	1,980	1,848	1,988	1,941	2,158
Miscellaneous	660	900	628	677	722
Miscellaneous—					
Dining Car and Refreshment Services	3,034	3,056	3,004	2,964	3,058
Rentals	1,416	1,536	1,568	1,588	1,653
Bookstalls	790	808	828	828	920
Advertising	212	200	210	219	208
Other	224	234	206	219	201
Total Revenue	86,074	85,218	86,980	92,878	100,326
EXPENDITURE					
Working Expenses—					
Way and Works	17,076	17,008	17,068	17,633	18,851
Rolling Stock	24,308	23,592	24,246	26,388	29,071
Transportation	26,034	27,564	27,958	28,857	31,743
Electrical Engineering Branch	4,140	4,222	4,234	4,328	4,471
Stores Branch	1,160	1,134	1,206	1,277	1,406
Pensions	4,254	4,516	4,658	4,797	4,870
Service Grants and Retiring Gratuities*	500	1,550	1,520	1,566	1,343
Contributions to Railway Renewals and Replacement Fund	400	400	400	400	400
Contributions to Railway Accident and Fire Insurance Fund	966	1,008	1,100	1,163	1,533
Pay-roll Tax	1,558	1,670	1,586	1,647	1,803
Long Service Leave	1,116	1,246	1,010	1,236	1,371
Other	1,894†	2,048†	2,142†	2,344†	2,606†
Total Working Expenses	83,406	85,958	87,128	91,636	99,470
Net Revenue	+2,668	-740	-148	+1,243	+856

For footnotes see next page.

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE—*continued*
(\$'000)

Particulars	Year Ended 30th June—							
	1961	1962	1963	1964	1965			
EXPENDITURE—<i>continued</i>								
Debt Charges—								
Interest Charges and Expenses† ..	7,558	}	}	}	2,918||			
Exchange on Interest Payments and Redemption	380				\$	\$	\$	131||
Contribution to National Debt Sinking Fund	422							137||
Net Result for Year ..	-5,692	..	..	..	-2,330
Per Cent.								
Proportion of Working Expenses to Revenue	96·9	100·9	100·2	98·7	99·1			

* Commenced during 1960-61 as a result of a Commonwealth industrial award.

† Including interest paid to Commonwealth under Railways Standardization Agreement, viz., 1961, \$85,770; 1962, \$160,084; 1963, \$216,832; 1964, \$234,692; and 1965, \$229,796.

‡ Including Loan Conversion Expenses.

§ Under provisions of the *Railways (Funds) Act 1961*, interest and other charges on borrowed moneys were not charged to Railways Accounts during the years 1961-62, 1962-63, and 1963-64.

|| Under the provisions of the *Railways (Funds) Act 1964*, interest and debt charges on moneys borrowed on and after 1st July, 1960 became chargeable against Railway Revenue, with effect from 1st July, 1964.

Revenue for 1964-65 increased by \$7,447,000 compared with 1963-64. Total working expenses increased by \$7,834,000 as compared with the previous year.

Under the provisions of the *Railways (Funds) Act 1961*, an account was created in the Trust Fund and called the "Railway Equalization Account". The Act provided for the annual appropriation out of the Consolidated Revenue and the payment into the Equalization Account of any excess of railway income over railway operating expenses for the preceding year. Moneys standing to the credit of the Account were to be available for the purpose of supplementing railway income in the event of its falling short of railway operating expenses. The amounts paid into the Equalization Account were \$1,840,692 for the year 1960-61, \$7,318 for 1961-62, and \$740,758 for 1963-64. To offset deficits for the years 1962-63 and 1964-65, amounts of \$419,168, and \$2,169,601, respectively, were transferred to Railway Revenue from the Equalization Account, the latter transfer extinguishing the balance in the Account. The calculation of these amounts was based on Treasury figures (which on the income side are mainly cash records) and not on net revenue shown in the previous table.

The earnings, expenses charged to railway revenue, and gross revenue per average mile of railway worked for each of the five years 1960-61 to 1964-65 were as shown in the following table :—

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE PER AVERAGE MILE OPEN (EXCLUDING ROAD MOTOR SERVICES)

Particulars	Year Ended 30th June—				
	1961	1962	1963	1964	1965
Average Number of Miles Open for Traffic	4,290	4,291	4,265	4,242	4,211
Gross Revenue per Average Mile Open \$	20,046	19,842	20,376	21,878	23,807
Working Expenses per Average Mile Open \$	19,406	19,998	20,398	21,572	23,590

Road Motor Services

The following table gives, for each of the five years 1960-61 to 1964-65, particulars of the operations of the road motor services under the control of the Railways Commissioners :—

**VICTORIA—ROAD MOTOR SERVICES
(Under the Control of the Railways Commissioners)**

Particulars	Year Ended 30th June—				
	1961	1962	1963	1964	1965
Car Mileage	352,661	326,094	321,680	341,304	329,635
Passenger Journeys ..	1,372,891	1,308,416	1,252,167	1,243,820	1,154,104
Gross Revenue \$	79,730	74,768	73,648	72,800	73,274
Working Expenses \$	152,994	146,816	128,262	122,132	133,138
Interest Charges and Exchange \$	658	*	*	*	750†
Capital Expenditure at End of Year (Less Depreciation Written Off) .. \$	39,984	20,410	14,452	46,962	38,156

NOTE.—The apparent discrepancy between the amount of working expenses and revenue was brought about by revenue not having received a proportion of combined rail and road services earnings, while working expenses have been charged with road motor operating cost in full.

* Under provisions of the *Railways (Funds) Act* 1961, interest and exchange were not charged to Railways Accounts during the years 1961-62, 1962-63, and 1963-64.

† Under the provisions of the *Railways (Funds) Act* 1964 interest and debt charges on moneys borrowed on and after 1st July, 1960 become chargeable against Railway Revenue, with effect from 1st July, 1964.

Tramway and Omnibus Services

Melbourne and Metropolitan Tramways Board

The Melbourne and Metropolitan Tramways Act provides for a Board consisting of chairman, deputy chairman, and member appointed by the Governor in Council. Subject to the direction of the Minister, the Board controls, manages, operates, and maintains the tramways of the Metropolitan Area, and a fleet of buses plying on routes permitted by the Transport Regulation Board.

As the community grows and the use of private motor vehicles extends, passengers using public transport become fewer and this causes financial strain. Notwithstanding this, the Board has a policy of expansion and in 1961 acquired a privately owned network of buses in the rapidly developing suburbs of Box Hill, Nunawading, Ringwood, Mitcham, Doncaster, Bulleen, and Warrandyte, and extended some other services.

Details of the revenue and expenditure of the Melbourne and Metropolitan Tramways Board for the years 1961-62 to 1964-65 are shown in the following table:—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD: REVENUE, EXPENDITURE, ETC.

(\$'000)

Particulars	Year Ended 30th June—			
	1962	1963	1964	1965
REVENUE				
Traffic Receipts	17,190	16,770	16,474	17,580
Miscellaneous Operating Receipts ..	132	126	166	171
Non-operating Receipts	324	476	297	290
Total Revenue	17,646	17,372	16,937	18,041
EXPENDITURE				
Traffic Operation Costs	7,860	7,664	7,819	8,311
Maintenance—				
Permanent Way	798	772	770	910
Tramcars	2,188	2,042	2,055	2,229
Buses	822	754	744	773
Electrical Equipment of Lines and				
Sub-stations	410	410	433	483
Buildings and Grounds	186	246	254	257
Electric Traction Energy	964	924	908	889
Fuel Oil for Buses	228	230	213	200
Bus Licence and Road Tax Fees ..	22	22	21	25
General Administration and Stores				
Department Costs	908	904	996	1,172
Pay-roll Tax	300	292	297	320
Workers Compensation Payments ..	332	318	328	359
Depreciation	886	886	902	922
Non-operating Expenses	54	54	52	59
Provisions—				
Long Service Leave	240	234	225	240
Retiring Gratuities	426	412	434	436
Accrued Sick Leave	12	32	36	46
Public Risk Insurance	174	206	207	230
Interest on Loans	974	952	945	1,035
Obsolescence in Stores Stock ..	10	8	8	6
Total Expenditure	17,794	17,362	17,647	18,902
Net Surplus (+) or Deficit (—) ..	—148	+10	—710	—861
Capital Outlay	860	892	1,101	2,886
Loan Indebtedness at 30th June ..	19,340	18,324	18,497	20,950

Particulars relating to the tramway systems under the control of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1960–61 to 1964–65 in the following table :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : TRAMWAYS

Year Ended 30th June—	Track Open at 30th June—		Tram Mileage	Passenger Journeys	Operating Receipts	Operating Expenses	At 30th June—	
	Double	Single					Rolling-Stock	Persons Employed
	miles		'000		\$'000		No.	
1961..	138	4	19,296	172,055	15,014	14,722	784	4,691
1962..	138	4	18,814	167,250	14,344	14,170	715	4,298
1963..	135	4	17,708	162,692	13,860	13,764	712	4,204
1964..	134	4	17,575	160,479	13,630	14,011	712	3,968
1965..	134	4	16,920	147,891	14,552	15,047	703	3,793

In the following table, the operations of the motor omnibus systems of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1960–61 to 1964–65 :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : MOTOR OMNIBUS SYSTEMS

Year Ended 30th June—	Route Miles	Bus Mileage	Passenger Journeys	Operating Receipts	Operating Expenses	At 30th June—	
						Rolling-Stock	Persons Employed
		'000		\$'000		No.	
1961 ..	60	5,926	30,282	2,886	3,432	209	886
1962* ..	123	6,993	31,313	2,978	3,570	238	937
1963 ..	123	7,341	32,634	3,036	3,544	238	918
1964 ..	123	7,283	32,426	3,010	3,583	232	869
1965 ..	123	7,267	29,812	3,199	3,797	223	842

* On 2nd July, 1961 the service was extended into Doncaster, Templestowe, Warrandyte areas.

The following tables give an analysis of operating receipts, operating expenses, &c., for each of the five years 1960-61 to 1964-65 :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : TRAMWAYS : OPERATING RECEIPTS, OPERATING EXPENSES, &c., PER MILE, &c.

Year Ended 30th June—	Operating Receipts			Operating Expenses		Ratio Operating Expenses to Operating Receipts
	Amount	Per Vehicle Mile	Per Passenger	Amount	Per Vehicle Mile	
	\$'000	cents	cents	\$'000	cents	%
1961	15,014	77.809	8.726	14,722	76.296	98.056
1962	14,344	76.239	8.576	14,170	75.316	98.790
1963	13,860	78.272	8.519	13,764	77.731	99.309
1964	13,630	77.551	8.493	14,011	79.721	102.799
1965	14,552	86.005	9.840	15,047	88.931	103.402

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : MOTOR OMNIBUS SYSTEMS : OPERATING RECEIPTS, OPERATING EXPENSES, &c., PER MILE, &c.

Year Ended 30th June—	Operating Receipts			Operating Expenses		Ratio Operating Expenses to Operating Receipts
	Amount	Per Vehicle Mile	Per Passenger	Amount	Per Vehicle Mile	
	\$'000	cents	cents	\$'000	cents	%
1961	2,886	48.706	9.532	3,432	57.927	118.932
1962	2,978	42.590	9.511	3,570	51.045	119.851
1963	3,036	41.356	9.303	3,544	48.281	116.743
1964	3,010	41.329	9.283	3,583	49.196	119.034
1965	3,199	44.021	10.731	3,797	52.242	118.675

Metropolitan Private Omnibus Services

A summary of the activities of omnibus systems operated by private enterprise in the Melbourne Statistical Area for the year 1964-65 are given in the following table :—

VICTORIA—MELBOURNE STATISTICAL DIVISION :
PRIVATE MOTOR OMNIBUS SERVICES, 1964-65

Particulars	1964-65
Number of Omnibuses at End of Year :—	
Operating	702
Substitute	61
Omnibus Miles Run	21,280
Passenger Journeys	83,274
Gross Revenue	7,362
Value of Omnibuses	2,222
Value of Other Equipment	74
Number of Drivers Employed	911

Tramways in Extra-Metropolitan Cities

The cities, other than the Metropolis, having electric tramway systems are :—Ballarat, with 13·84 miles of lines (2·33 double and 11·51 single track) and Bendigo, with 8·64 miles of lines (2·43 double and 6·21 single track). Both of these systems are operated by the State Electricity Commission of Victoria.

The traffic particulars of these lines for each of the five years 1960-61 to 1964-65 are summarized in the following table :—

VICTORIA—TRAMWAYS IN EXTRA-METROPOLITAN CITIES

Year Ended 30th June—	Track Open		Tram Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	Rolling Stock	Persons Employed
	Double	Single						
	miles		'000		\$'000		No.	
1961..	5	18	844	6,071	202	560	47	185
1962..	5	18	841	6,005	196	568	47	185
1963..	5	18	839	5,583	210	558	46	183
1964..	5	18	840	4,945	244	605	46	191
1965..	5	18	828	4,728	230	661	46	184

Further References, 1961-1963

Motor Vehicles

Registration, Licences, &c.

Every motor car and motor cycle must be registered with the Chief Commissioner of Police if used on Victorian roads. Trailers (when used for the carriage of passengers or goods for hire or in course of trade), fore-cars, and sidecars drawn by or attached to motor cars or motor cycles must also be registered.

The following is a brief summary of the annual fees applicable at 30th June, 1966, in respect of the principal types of registration and for the licensing of drivers and riders :—

Type of Registration or Licence	Annual Rate
REGISTRATION—	
Motor Cycle (without trailer, &c.) ..	\$3.70.
Motor Cycle (with trailer, &c. attached)	\$5.50.
Motor Car (private use)	\$0.55 for each power-weight unit*.
Motor Car (private and business use) ..	\$0.65 for each power-weight unit*.
Trailer (attached to motor car) ..	\$4.40 to \$17.60 each, according to the unladen weight and the type of tyres.
Motor Car (Commercial Passenger Vehicle) operating on a stage omnibus service or a temporary school service licence.	\$15.00.
Motor Car (used for carrying passengers or goods for hire or in the course of trade).	From \$0.85 to \$1.95 for each power-weight unit* according to the unladen weight and the type of tyres.
Motor Car (constructed for the carriage of goods owned by primary producers and used solely in connexion with their business).	From \$0.30 to \$1.10 for each power-weight unit* according to the number of wheels and the type of tyres. (When more than one motor car is so owned, the rate shall apply to one motor car only.)
Mobile Crane, self-propelled (used otherwise than for lifting and towing vehicles).	\$24.45 (Unless a lower fee would otherwise have been payable.)
LICENCE—	
Driver or Rider Licence	\$6.00 issued for a three year period (An additional fee of \$2.00 is payable by all applicants for new licences.)
Instructors' Licences	\$20.00 issued for a three year period.

* The number of power-weight units is that number which is equal to the sum of the horsepower and the weight in hundredweights of a motor car unladen and ready for use.

NOTE.—The minimum annual fee for the registration of any motor vehicle other than a motor cycle is \$11.00.

The following table shows the number of motor vehicles on the register by type at the end of each of the years 1955, 1962 (census years), 1963, 1964, and 1965. Particulars of Commonwealth-owned vehicles with the exception of Defence Service vehicles are included. Tractor-type vehicles, plant, and trailers are excluded.

**VICTORIA—MOTOR VEHICLES ON THE REGISTER
ACCORDING TO TYPE**

Type of Vehicle	At 31st December—				
	1955	1962	1963	1964	1965
Cars*	422,543	611,496	645,366	676,890	706,067
Station Wagons	5,690	69,528	89,552	112,437	131,128
Utilities	75,721	94,470	95,211	94,558	93,414
Panel Vans	19,913	31,328	32,096	33,129	33,648
Trucks†	70,362	79,482	82,214	85,661	87,870
Omnibuses	2,580	3,409	3,603	3,815	3,979
Total (Excluding Motor Cycles)	596,809	889,713	948,042	1,006,490	1,056,106
Motor Cycles‡	26,406	15,802	14,518	13,051	12,095
GRAND TOTAL	623,215	905,515	962,560	1,019,541	1,068,201

* Includes ambulances and hearses.

† Includes trucks and truck-type vehicles, but excludes tractors, plant, and trailers.

‡ Includes motor-scooters.

The following table shows, for each of the years 1960–61 to 1964–65, the number of drivers' and other licences issued, and the total revenue received at the Motor Registration Branch of the Police Department :—

**VICTORIA—DRIVERS', ETC., LICENCES IN FORCE AND
REVENUE RECEIVED**

Particulars	At 30th June—				
	1961	1962	1963	1964	1965
LICENCES IN FORCE					
Drivers' and Riders' Licences	1,032,431	1,079,751	1,112,750	1,162,448	1,215,435
Dealers' Licences	1,342	1,263	1,262	1,354	1,427
REVENUE					
Total Revenue Received during Year Ended 30th June \$'000	22,538	23,334	25,176	27,433	31,928

The following tables, giving new vehicle registrations by types and makes of vehicles, include details of Commonwealth-owned vehicles (other than those of the defence services), and are based on the year ended 31st December. They are not comparable with the first table on page 772.

VICTORIA—REGISTRATIONS OF NEW MOTOR VEHICLES
ACCORDING TO TYPE
(Includes Commonwealth-owned Vehicles Other than Those of the
Defence Services)

Year	Motor Vehicles (Excluding Motor Cycles)						Motor Cycles §	
	Motor Cars *	Station Wagons	Utilities	Panel Vans	Trucks †	Omni-buses		Total
1961..	40,907	13,031	5,217	2,782	3,950	191	66,078	903
1962..	55,628	17,578	5,677	3,269	4,123	284	86,559	712
1963..	62,911	20,807	6,525	3,436	5,279	321	99,279	640
1964..	68,083	23,418	6,747	4,179	6,311	371	109,109	864
1965..	72,234	20,940	7,193	3,940	6,265	408	110,980	1,058

* Includes ambulances and hearses.

† Includes trucks and truck-type vehicles, but excludes tractors, plant, and trailers.

‡ Includes motor-scooters.

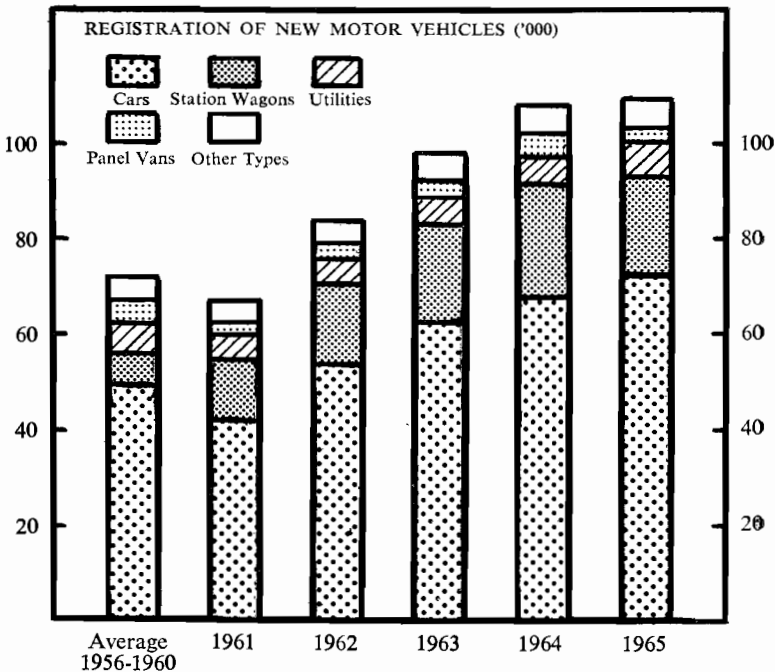


FIGURE 20.—Graph showing new motor vehicle registrations, 1956 to 1965.

**VICTORIA—REGISTRATIONS OF NEW MOTOR CARS AND
STATION WAGONS ACCORDING TO MAKE**

(Includes Commonwealth-owned Vehicles Other than Those of the
Defence Services)

Make	Motor Cars			Station Wagons		
	1963	1964	1965	1963	1964	1965
Austin	931	615	669	577	304	51
Chevrolet	716	675	569	2	17	9
Chrysler	3,689	5,620	7,162	225	2,443	2,706
Datsun	180	536	581	123	176	148
Fiat	428	373	388	33	42	19
Ford	10,739	10,665	13,108	4,255	3,296	3,278
Hillman	1,159	2,003	1,190	265	203	171
Holden	23,139	22,453	22,673	13,859	14,835	12,760
Humber	1,081	917	1,063	3	1	1
Isuzu	2	11	536	..	..	..
Mercedes Benz	412	390	410	..	..	..
Morris	7,970	9,051	8,779	3	..	6
Peugeot	263	195	426	57	41	74
Rambler	264	341	407	57	55	46
Studebaker	625	490	344	62	37	27
Toyota	106	917	2,653	32	387	625
Triumph	295	355	371	..	..	..
Vauxhall	1,814	2,057	2,091	6	48	29
Volkswagen	5,316	7,305	5,952	605	1,063	619
Wolseley	1,276	876	540	..	..	..
Other	2,506	2,238	2,322	643	470	371
Total	62,911	68,083	72,234	20,807	23,418	20,940

**VICTORIA—REGISTRATIONS OF NEW MOTOR VEHICLES
OTHER THAN MOTOR CARS, STATION WAGONS, AND
MOTOR CYCLES ACCORDING TO MAKE**

(Includes Commonwealth-owned Vehicles Other than Those of the
Defence Services)

Make	1964				1965			
	Utilities	Panel Vans	Other*	Total	Utilities	Panel Vans	Other*	Total
Austin .. ..	..	3	381	384	..	1	387	388
Bedford	14	130	2,276	2,420	9	141	2,211	2,361
Chrysler .. ..	..	..	..	..	651	1	..	652
Commer	2	268	390	660	18	326	304	648
Dodge	157	28	546	731	118	22	538	678
Ford	1,384	569	738	2,691	1,593	552	742	2,887
Holden	3,645	1,615	..	5,260	3,100	1,470	..	4,570
International	265	77	1,344	1,686	245	64	1,252	1,561
Land Rover	314	..	3	317	330	..	1	331
Morris	4	726	81	811	..	670	114	784
Toyota	320	7	185	512	588	19	336	943
Volkswagen	137	643	45	825	96	546	46	688
Other	505	113	693	1,311	445	128	742	1315
Total	6,747	4,179	6,682	17,608	7,193	3,940	6,673	17,806

* Other vehicles include trucks, omnibuses, milk tankers, petrol tankers, &c.

Transport Regulation Board

General

The Transport Regulation Board is a government authority charged with the task of regulating the operation of road transport in Victoria (see page 698 of the Victorian Year Book 1961). The Board derives its authority from the *Transport Regulation Act 1958* and the *Commercial Goods Vehicles Act 1958*.

Any person operating a vehicle for hire or reward, or in the course of any trade, must, in addition to registering the vehicle as a commercial vehicle, have it licensed by the Transport Regulation Board. Licences issued by the Board are designed to meet the requirements of road transport needs. They may be grouped into two broad categories :—

- (1) Those licences issued at the discretion of the Board ; and
- (2) those licences issued “ as of right ”.

All licences issued to owners of commercial passenger vehicles are issued at the discretion of the Board ; the bulk of licences issued to owners of commercial goods vehicles are issued “ as of right ”. The holder of a discretionary licence must operate the vehicle in a manner set down in the conditions of licence. These conditions of licence are set by the Board. The holder of an “ as of right ” licence must also operate under the terms of his licence but here the terms of licence are written into the legislation.

During December, 1965, both the Transport Regulation Act and the Commercial Goods Vehicles Act were amended by the Road Transport Act (Act No. 7358). Amendments related to a number of matters including :—

- (1) An extension of authorized radius of operations for country carriers from 20 to 25 miles limiting any one journey to 30 miles in length ;
- (2) definitions of forwarding agents and owners ;
- (3) liability of company directors under both the Transport Regulation and Commercial Goods Vehicles Acts ; and
- (4) the introduction of a transfer fee for commercial passenger vehicle licences. This fee is based on the value of the licence.

There was an increase in the number of licences issued for commercial goods vehicles during the year ; of the 7,453 additional commercial goods vehicle licences, 5,258 were issued “ as of right ”.

Costs of operating commercial passenger vehicles have increased during the year, primarily on account of increases in wages, petrol and insurance.

Bus fares in many areas were increased. To simplify for both passenger and operator the introduction of higher fares, many of the new fares were introduced to coincide with the change to decimal currency. Fares for taxis and hire cars also rose.

The number of permits—temporary authority to operate vehicles outside conditions of licence—issued during the year was 147,759. This was 11,137 permits more than in the previous year.

Motor Boats

The Board was appointed, under the *Motor Boating Act* 1961, as the registration authority for motor boats, and up to 30th June, 1965, 29,167 boats were registered.

Registration fees collected by the Board are paid, less cost of collection, to the Tourist Development Authority for use "in the provision of facilities for motor boating in Victorian waters".

Tow Trucks

The Commercial Goods Vehicles (Tow Trucks) Act became effective as from 1st January, 1962. Regulations came into force from 1st June, 1962.

Up to 30th June, 1965, there were 813 tow trucks specially licensed. During the year, 615 applications were recorded from tow truck drivers wishing to be issued with driving certificates—a number of these were refused because the Board did not consider the applicants "fit and proper" persons within the meaning of the Transport Consolidated Regulation.

The following table shows the number of passenger vehicle licences and the discretionary goods vehicle licences current at the end of each year, the number of goods vehicle licences issued "as of right", and brief details of the financial activities of the Transport Regulation Board during the years 1960-61 to 1964-65 :—

**VICTORIA—TRANSPORT REGULATION BOARD : LICENCES
ISSUED: SUMMARY OF FINANCIAL OPERATIONS**

Particulars	Year Ended 30th June—				
	1961	1962	1963	1964	1965
Temporary Licences—					
Commercial Passenger Vehicles	114	161	172	192	223
Commercial Goods Vehicles	1,025	2,621	1,187	1,224	1,502
Permanent "Discretionary" Licences—					
Commercial Passenger Vehicles	5,773	5,797	5,832	5,871	6,101
Commercial Goods Vehicles	7,005	7,226	8,044	8,516	10,333
Licences Issued "As of Right"—					
To operate for hire or reward within 25 miles of the G.P.O. or P.O.—					
Melbourne	12,607	12,772	13,140	13,466	14,067
Ballarat	1,465	1,439	1,527	1,594	1,618
Bendigo					
Geelong					
Within 20 miles of place of business of the owner; generally outside the radius of 25 miles from the G.P.O. or P.O. Melbourne, Ballarat, Bendigo, and Geelong .. ..						7,879	7,259	7,066	7,171	7,018
Primary Producers (vehicles over 2 tons capacity)	15,131	15,428	15,857	16,680	17,086
Commercial Goods Vehicles owned by butter and cheese factories	811	824	915	787	758
Commercial Goods Vehicles authorized to carry goods in connexion with the owner's business (50 miles radius—vehicles up to 80 cwt. capacity)	37,370	38,499	40,756	42,108	45,756
Commercial Goods Vehicles being used as—					
Carriers of all "Third Schedule" goods ..	8,882	8,139	9,930	10,857	11,434
Racehorse Floats					
Tank Waggon for carriage of petroleum products					
Commercial Travellers' Cars					
Commercial Goods Vehicles operated by authorized decentralized industries ..	..	..	..	223*	507
Additional Licences to Commercial Goods Vehicles to carry passengers	85	79	72	64	56
Total Licences Issued	98,147	100,244	104,498	108,753	116,459

For footnote see next page.

VICTORIA—TRANSPORT REGULATION BOARD: LICENCES ISSUED:
SUMMARY OF FINANCIAL OPERATIONS—*continued*

Particulars	Year Ended 30th June—				
	1961	1962	1963	1964	1965
	\$'000				
Financial Transactions—					
Revenue	1,438	1,444	1,542	1,680	1,749
Expenditure (including payments to local authorities for road maintenance, comfort stations, and bus shelters)	1,276	1,302	1,296	1,390	1,475
Balance	162	142	246	290	274
Road charges collected and transferred direct to Country Roads Board	4,510	4,526	4,924	5,630	5,927
Motor Boat registration fees collected and paid to Tourist Fund† .. .. .	..	88	110	134	163

* Amendment to Commercial Goods Vehicles Act, December, 1963.

† Registration of motor boats commenced January, 1962.

Traffic Commission

General

The Traffic Commission is constituted by the provisions of the *Road Traffic Act* 1958 and consists of three members, one of whom is nominated by the Police Department, one by the Country Roads Board, and one by the Melbourne and Metropolitan Board of Works.

The function of the Commission is to advise the Governor in Council on any matter for the improvement of traffic conditions and control of traffic and to make such inquiries as it thinks fit.

The Commission draws up the Road Traffic Regulations and recommends them to the Governor in Council. These Regulations not only prescribe rules to be observed by persons using roads, but also require highway authorities to obtain the Commission's approval before erecting any major traffic control item such as a stop sign, traffic signal, pedestrian crossing, &c.

The Commission keeps the State traffic accident records and uses information obtained from these records to make recommendations for the improvement of traffic conditions.

Detailed Analysis of Accidents

During 1965 the Commission analyzed in detail casualty accidents which occurred in Victoria during 1963. The analysis, tabled in Parliament by direction of the Governor in Council, gave the following details :—

- (1) The type of accident (i.e., angle collision, head-on collision, ran off road, struck pedestrian, &c.) by the nature of the area where the accident occurred, by time of day, day of week, &c., and by type of vehicle;

- (2) the type of accident by the age and sex of driver and by make and age of car ;
- (3) collision accidents only : type of collision by type of vehicle involved ;
- (4) collision accidents only : the type of collision related to the nature of the road where the accident occurred ;
- (5) the nature of single vehicle accidents and the movements of vehicles concerned ; and
- (6) casualties and particulars of the number of casualties in various accidents showing the class of road user involved.

A preface highlights the more interesting facts revealed by the analysis and relates these facts to exposure wherever possible.

Major Traffic Control Items

At the 30th June, 1965, the following major traffic control items were installed in Victoria :—

Intersection Control Signals	..	..	345
Pedestrian-operated Signals	..	..	210
Pedestrian Crossings	..	..	248
School Crossings	..	..	1,130

Accident Reporting by Traffic Commission, 1963, 1964

Road Traffic Legislation, 1965

Road Traffic Accidents

The following tables include particulars of all road traffic accidents reported by the Victoria Police during the periods specified, which satisfied the following conditions :—

- (1) That the accident occurred on any road, street, lane, thoroughfare, footpath or place open to or used by the public by right or custom, at the time of the accident ;
- (2) that it involved—
 - (i) any road vehicle which, at the time of the accident, was in motion ; or
 - (ii) any animal which, at the time of the accident, was in motion and was being used for the purpose of transportation or travel ; or
 - (iii) any train passing over a level crossing for the time being open to the public ; and
- (3) that the accident resulted in :—
 - (i) death of any person within a period of 30 days after the accident ; or
 - (ii) bodily injury to any person to an extent requiring surgical or medical treatment.

The tables do not include figures of accidents on railway lines (except at level crossings), or on private property. For these and other reasons, the total number of deaths shown in these tables is not comparable with those shown on page 162.

VICTORIA—ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES : NUMBER OF PERSONS KILLED OR INJURED

Year Ended 30th June—				Accidents Involving Casualties	Persons Killed	Persons Injured
METROPOLITAN AREA						
1961	..	..	..	8,024	367	10,461
1962	..	..	..	7,646	398	9,972
1963	..	..	..	8,180	397	10,763
1964	..	..	..	8,790	422	11,676
1965	..	..	..	9,672	422	13,082
REMAINDER OF STATE						
1961	..	..	..	4,116	406	6,296
1962	..	..	..	3,993	420	6,102
1963	..	..	..	4,150	406	6,386
1964	..	..	..	4,277	416	6,725
1965	..	..	..	4,760	485	7,400
VICTORIA						
1961	..	..	..	12,140	773	16,757
1962	..	..	..	11,639	818	16,074
1963	..	..	..	12,330	803	17,149
1964	..	..	..	13,067	838	18,401
1965	..	..	..	14,432	907	20,482

Note: The boundary of the Metropolitan Area was redefined and enlarged from 1st January, 1961.

The table which follows provides a description of types of road users killed or injured in road traffic accidents occurring during the years 1962-63 to 1964-65 :—

VICTORIA—ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES : DESCRIPTION OF PERSONS KILLED OR INJURED

Description	1962-63		1963-64		1964-65	
	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrian	246	2,478	270	2,617	234	2,757
Driver of Motor Vehicle Other than Motor Cycle	279	6,060	279	6,590	349	7,722
Motor Cyclist ..	19	527	12	437	10	423
Passenger (Any Type) ..	212	6,898	217	7,561	253	8,386
Pedal Cyclist	42	1,115	56	1,101	52	1,105
Other.. .. .	5	71	4	95	9	89
Total ..	803	17,149	838	18,401	907	20,482

Particulars of victims of road traffic accidents during the years 1962-63 to 1964-65 are shown according to age in the following table :—

VICTORIA—ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES : AGE OF PERSONS KILLED OR INJURED

Age Group (Years)	1962-63		1963-64		1964-65	
	Killed	Injured	Killed	Injured	Killed	Injured
Under 5	27	605	31	644	25	780
5 and under 7 ..	11	408	17	428	12	434
7 and under 17 ..	59	2,264	76	2,412	66	2,497
17 and under 21 ..	95	2,882	95	3,460	133	3,911
21 and under 30 ..	110	3,698	123	3,905	141	4,422
30 and under 40 ..	97	2,465	112	2,458	104	2,670
40 and under 50 ..	106	1,865	97	1,914	99	2,180
50 and under 60 ..	94	1,394	103	1,493	122	1,640
60 and over	197	1,326	177	1,396	196	1,621
Not Stated	7	242	7	291	9	327
Total	803	17,149	838	18,401	907	20,482

Australian Road Safety Council, 1966

Civil Aviation

Control of Aviation

The *Victorian State Air Navigation Act* 1958 prescribes that control of aviation within the State shall be vested in the Commonwealth. The Air Navigation Act and Regulations in Victoria are consequently administered by the Department of Civil Aviation through its Regional Director in Melbourne.

The functions performed by the Department include the following :—

- (1) The registration and marking of aircraft ;
- (2) the determination and enforcement of airworthiness requirements for aircraft and the issue of certificates of airworthiness, certificates of type approval, and supervision of aircraft design ;
- (3) the licensing of pilots, navigators, aircraft radio operators, flight engineers, and aircraft maintenance engineers ;
- (4) the licensing of airline, aerial work, and charter operators, and supervision of their activities ;
- (5) the provision and maintenance of aeronautical communications, navigation aids, aerodromes, and landing grounds ;

- (6) the establishment and operation of Air Traffic Control, Aeronautical Information, and Search and Rescue Services; and
- (7) the investigation of aircraft accidents, incidents, and defects.

Aerodromes

Victoria is served by Commonwealth Government owned aerodromes at Melbourne (Essendon and Moorabbin), Avalon, Bacchus Marsh, Benalla, Echuca, Mallacoota, Mangalore, and Sale, and by licensed aerodromes at Ararat, Ballarat, Bairnsdale, Corryong, Grovedale, Hamilton, Horsham, Kerang, Latrobe Valley, Mildura, Nhill, Shepparton, Swan Hill, Warracknabeal, Warrnambool, Yarram, and Portland.

Construction of a new \$40m airport for Melbourne to accommodate international and domestic aircraft is under way at Tullamarine. This is now officially titled Melbourne Airport.

All the licensed aerodromes, except the Grovedale aerodrome, are licensed to the local government authority. Under the Aerodrome Local Ownership Plan assistance is given to local authorities to maintain licensed aerodromes on a \$1 for \$1 basis. Similar assistance is given the local authority to develop and maintain aerodromes which are or will be served by a regular public transport service. Local authorities which have received developmental assistance include Corryong, Horsham, Mildura, Portland, Warracknabeal, and Warrnambool. The assistance authorized by the Commonwealth to Victorian local authorities for aerodrome works in the year ending 30th June, 1967, amounts to \$172,392 for development and \$60,640 for maintenance works.

In addition to these main aerodromes, there are hundreds of authorized landing grounds which serve the needs of the growing numbers of light aircraft users throughout the State.

Private Operations

In this category, aircraft are used for the personal purposes of the owner. The extent of this activity within the State may be gauged from the fact that there are 184 aircraft registered in the private category and approximately 1,606 licensed private aeroplane pilots in Victoria.

Aerial Work Operations

Aerial survey, spotting, agricultural operations, advertising, flying training, aerial ambulance operations, and flying for government purposes are examples of the operations included in this category. In terms of hours flown, the most significant operations are agricultural (see page 783) and flying training. In 1965, 62,000 hours were flown by training organizations in Victoria. In the interests of encouraging flying for defence and commercial purposes, training organizations receive financial assistance from the Commonwealth. They receive direct assistance in the form of subsidy payments and provision of facilities and indirect assistance through the Australian Flying Scholarship Scheme under which, in 1965-66, 60 Victorian resident pilots commenced flying training.

Charter Operations

These consist of flights for the carriage of passengers or cargo for hire or reward, but which may not be notified to the general public as being operated between fixed terminals or to fixed schedules, or for the carriage of passengers or cargo between fixed terminals to fixed schedules in circumstances in which the accommodation in the aircraft is not available to members of the public. During the 1950's most charter operations were conducted in single engine aircraft, but there is now an increasing use of the modern small twin engine "executive" aircraft. There are now 58 Victorian based operators licensed to conduct charter operations and flying hours have increased, over a six-year period, from 1,825 in 1959 to 20,400 in 1965.

Regular Public Transport

The airline services are the most familiar type of commercial operation. In this category, aircraft are flown on regular services for public, passenger, or freight transport in accordance with fixed schedules. A network of regular interstate services is operated from Essendon Airport by the two major Australian airlines. Intra-state services within Victoria are, however, limited to one airline.

The most significant change in regular public transport operations in recent years was brought about by the introduction of the Boeing 727 to domestic operations in November, 1964. Passenger movements which represent the total number of passengers embarking on and disembarking from regular public transport services are given below for 1965 for each Victorian aerodrome to which a regular public transport service operates :—

VICTORIA—PASSENGER MOVEMENTS, 1965

Airport	Passenger Movements	Airport	Passenger Movements
Essendon—		Mallacoota ..	414
Domestic ..	1,705,739	Mildura ..	17,420
International ..	43,306	Nhill ..	580
Bairnsdale ..	1,853	Sale ..	605
Corryong ..	7,543	Swan Hill ..	883
Hamilton ..	7,732	Warracknabeal ..	3,292
Horsham ..	3,493	Warrnambool ..	6,928
Kerang ..	387		

Essendon Airport continues to be unique in having the only regular public transport helicopter service between a capital city airport and the city area.

Gliding Clubs

Gliding is carried out mainly by clubs which operate at Bacchus Marsh, Benalla, Colac, Horsham, and Mildura. A Commonwealth subsidy is granted to clubs through the Gliding Federation of Australia.

Air Traffic Control

Control of air traffic is maintained by the Department of Civil Aviation through its Air Traffic Control organization. This embraces the closely co-ordinated sections of Operational Control which concerns each individual flight ; Airport Control which applies to all movements on or within 20 miles of an aerodrome ; and Area Control which controls aircraft along the main air routes to ensure collision avoidance. In conjunction with Air Traffic Control, the Department maintains a wide range of Air Navigation Aids and a comprehensive Search and Rescue Organization. This is described in detail on pages 773-775 of the 1965 Victorian Year Book.

Aircraft Parts and Materials

There are about 101 organizations in Victoria which have been approved by the Department of Civil Aviation to distribute aircraft parts, materials, and fuel.

Aerial Agricultural Operations

As shown in the following table, aircraft are being increasingly used for appropriate agricultural operations. These include the spreading of fertilizer, seed, and insecticides. The table shows Victorian statistics for the period 1961 to 1965.

VICTORIA—AERIAL AGRICULTURE

Particulars	1961	1962	1963	1964	1965
Superphosphate ('000 acres) ..	624	585	817	1,232	1,510
Seed Sown ('000 acres)	2	77	19	148	55
Insecticides, Herbicides ('000 acres)	242	198	291	359	717
Other Treatment ('000 acres) ..	63	68	63	75	130
Total Area ('000 acres) ..	931	928	1,190	1,814	2,412
Aircraft Hours Flown	9,500	7,240	10,400	12,490	18,797

*Flying Training in Victoria**Introduction*

Flying training in Victoria can be traced back to the formation of the Victorian section of the Australian Aero Club in 1925. By 1927 there were 17 commercial and 21 private pilots resident in Victoria, 18 licences having been issued in that year and a total of 1,047 hours flown in training operations. In May, 1929, flying training was commenced at Bendigo and the Ballarat Aero Club commenced

flying in March, 1930. From that year onward a pilot was also required to be specifically approved by licence endorsement for the purpose of teaching persons to fly. The year also saw the first course in night flying instruction at Essendon.

During this early period Commonwealth assistance was given to Aero Clubs and continued until 1939. Shortly after the Second World War the subsidy scheme was reintroduced and continued in various forms until the establishment of the Commonwealth Flying Scholarships in 1962, discussed below. In 1949 light aircraft operations were transferred to Moorabbin Aerodrome which had been specially developed for the purpose, and new organizations commenced training operations at Moorabbin, Geelong, Yarram, Wangaratta, and Nhill. With the existing operators these formed the basis of the nineteen organizations which now conduct flying training in Victoria.

Training

A person wishing to learn to fly usually makes a trial instructional flight at one of the licensed flying training organizations. An applicant who must be at least sixteen years of age is medically examined, and then applies for a student pilot licence. Once this licence is issued, pilot training follows ; it covers ground briefings and practical air exercises with concurrent studies in the subjects of air legislation, air navigation, meteorology, principles of flight, aeroplane performance and operation, engines, and aeroplane systems.

After completion of a minimum of 30 hours training and appropriate written examinations a pilot may be tested for a restricted private pilot licence. The licence permits the pilot to carry passengers, except for hire or reward, but restricts flying to within designated training areas. A further twenty hours training on cross country flying is necessary for the removal of this restriction. At this stage of training a pilot will have flown a minimum of 50 hours both dual and solo. Pilots wishing to proceed with further training to the commercial licence standard must complete further flying instruction, and log at least 165 hours. Further written examinations in principles of flight, aeroplane performance and operation, aeroplane systems, air navigation, meteorology, and air legislation are also required for this licence.

Main Types of Flying Operations

A newly qualified commercial pilot aspiring to a career as an airline pilot gains experience in general aviation activities as a flying instructor, a charter pilot, or agricultural pilot. This general aviation area covers a wide field of flying activity. Aerial photography, drogue towing, fish spotting, aerial agriculture, charter and flying training are examples of the diversity of this activity.

For agricultural flying the commercial pilot needs to acquire an agricultural rating. Whilst formal training for private and commercial licence qualifications was established in Victoria in the early 1920's, agricultural flying was then virtually unknown. Some experiments in spraying techniques were attempted in 1929, but it was not until the development of D.D.T. in 1941 that the aircraft was seen as a potential aid to agriculture. However, there was no planned approach to the use of these techniques until systematic training of pilots for the industry was introduced in 1961.

The training introduced and currently required of a pilot who wishes to engage in the industry is undertaken after qualifying for the commercial licence, and includes a detailed study of operational planning, operational techniques, airworthiness, and health and medical requirements. At the completion of these studies the pilot is required to pass certain written examinations and obtain appropriate flying experience.

Charter flying offers a pilot experience without requiring further training after obtaining a commercial pilot licence. This type of flying consists of the carriage of passengers or cargo for hire or reward, but not to fixed schedules as with airline operations. Aircraft used now include a variety of single engine and light twin engined types. Pilots seeking experience in this section of the industry are offered opportunities to become familiar with modern aircraft and equipment comparable to that used in secondary air services. There are 48 licensed charter operators in Victoria and opportunities occur for pilots to gain an appropriate background of experience for careers as airline pilots.

Instructional flying has been the training of many young pilots now employed by the airline companies. After obtaining a commercial licence, pilots wishing to become instructors must undergo a course consisting of 50 hours practical flying concurrent with appropriate studies in instructional technique. Practical flying exercises include all sequences which a trainee pilot must complete from familiarization with the aeroplane to cross country navigation exercises.

In Victoria the nineteen licensed flying training organizations collectively employ about 66 rated flying instructors and provide opportunity for young pilots to gain suitable experience for advancement to airline flying. In 1961 a Commonwealth flying scholarship scheme was introduced to assist pilots training for careers in the aviation industry. Since then approximately 150 Victorian pilots have been assisted in acquiring appropriate qualifications as pilots in the various sections of the industry.

Civil Aviation Statistics

The following table shows particulars for 1965 of regular interstate and intrastate air services terminating in Victoria :—

VICTORIA—REGULAR INTERSTATE AND INTRASTATE AIR SERVICES TERMINATING IN VICTORIA, 1965

Particulars	Interstate	Intrastate	Total
Miles Flown '000	20,158·1	355·2	20,513·3
Paying Passengers '000	1,882·6	28·0	1,910·6
Passenger Miles '000	753,294·7	4,788·1	758,082·8
Freight—			
Short Tons	40,414·3	51·5	40,465·8
Ton Miles '000	16,855·9	8·4	16,864·3
Mail—			
Short Tons	4,091·2	20·0	4,111·2
Ton Miles '000	1,953·7	2·9	1,956·6

The first of the following tables deals with aircraft registered and licences issued by the Department of Civil Aviation in Victoria, and the second with details of Essendon Airport activities :—

VICTORIA—CIVIL AVIATION

Particulars	1961	1962	1963	1964	1965
Registered Aircraft Owners ..	124	149	210	238	236
Registered Aircraft	279	307	387	395	510
Student Pilot Licences	679	852	1,005	1,500	1,726
Private Pilot Licences	693	757	866	1,210	1,271
Commercial Pilot Licences ..	195	187	214	266	259
Airline Pilot Licences	314	341	591	506	510
Aircraft Maintenance Engineers Licences	648	681	651	662	728

ESSENDON AIRPORT

Particulars	1962	1963	1964	1965
Domestic Aircraft Movements ..	36,354	39,928	46,918	47,938
Domestic Passengers Embarked ..	584,471	632,768	743,352	856,536
Domestic Passengers Disembarked ..	589,395	644,669	753,155	849,203
International Aircraft Movements ..	834	844	1,085	1,201
Passengers Arriving/Departing Overseas	23,045	28,831	37,929	43,306

History of Civil Aviation, 1962

Classification of Flying Activities, 1964

*Communications***Posts, Telegraphs, Telephones, Radio, and Television***General*

Postal, telegraphic, and telephone services are under the control of the Postmaster-General of the Commonwealth of Australia. The Postmaster-General also makes available transmitting and other technical facilities to the national broadcasting and television services. The general supervision of broadcasting stations and television stations, however, is vested in the Australian Broadcasting Control Board under the *Broadcasting and Television Act 1942-56*, while, under the same Act, the Australian Broadcasting Commission controls the activities of the National Broadcasting Service and the National Television Service.

The Postmaster-General's Department employs, in Victoria, a staff of about 28,800 persons who provide, operate and maintain its speedy and intricate systems of communications. Post Office facilities are available throughout Victoria at 329 official and 1,775 non-official post offices. In addition to normal postal services, many of these offices transact business on behalf of the Commonwealth Savings Bank and several Commonwealth Government Departments.

Postal, Mail and Transport Services

The Mail Exchange mail machinery and building alteration programme commenced during 1964 was continued in 1965. Installation of additional machinery and improved handling techniques have resulted in the efficient processing of the ever increasing postal traffic load which totalled 857,815 mill. articles during the year ended June, 1965, an increase of 7.43 per cent. over the previous year.

Transport Branch

The functions of the Transport Branch are broadly divided between the organization and management of non-engineering transport within the State and arrangement of the most efficient and economical means of transporting mail whether by road, rail, sea, or air.

The Departmental transport operations involve the management of a fleet of 376 vehicles and oversight of a staff of 370, including 307 motor drivers, who are employed largely under rostered shift conditions on the collection and delivery of mails and clearance of letter receivers and public telephones throughout the Metropolitan Area. Other transport activities include the operation of a sedan car pool for use of authorized Departmental staff and the movement of bulk equipment, stores, cable and poles by semi-trailer or truck to locations throughout the State and sometimes in other States.

Conveyance of mails by private individuals provides an important supplement to the use of Departmental vehicles in carrying out the work of the Post Office. There are 1,198 of these services presently being operated in Victoria at a cost of \$1,296,000 per annum involving

a total travel of 12,238,000 miles each year. The majority of these services operate in the more sparsely populated areas and render a most important service to their users.

Post Offices Branch

Steady development resulting from the establishment of additional industries and the continued residential expansion has been maintained throughout the Metropolitan Area. To meet the extended development that has taken place in the Metropolitan Area and the normal steady growth in other parts of the State additional facilities, by way of letter receivers, new and extended mail services and letter and telegram delivery services have been provided, while a number of new post offices have been established to provide postal services to serve the increasing requirements of residents. To meet the increased traffic requirement the provision of additional staff has also been necessary. Special facilities for the sale and postmarking of "First Day Covers" have been provided at Melbourne G.P.O., Market-street and Law Courts Post Offices in addition to the normal Philatelic Sales Sections at Russell-street, Ballarat, Bendigo, and Geelong Post Offices.

Telecommunication Services

Two divisions of the Postmaster-General's Department are broadly responsible for telecommunication services: the Engineering Division provides and maintains the technical facilities for telephone and telegraph services and for the national radio and television networks, and the Telecommunications Division operates the telephone and telegraph services, allots frequencies, monitors transmissions, and issues licences for privately operated radio services.

Telephone Services

There was a net increase of 30,440 in the number of telephone services connected, to bring the total number of services to 631,950 in the State as at 30th June, 1965. The number of telephone services connected during the year totalled 88,037, while those cancelled amounted to 57,597. A total of 3,452 applications was held waiting exchange lines to become available, but by October, 1965, this number was reduced to 2,384.

Radio Communications

Civil radio communication stations are licensed and controlled by the Radio Branch of the Telecommunications Division. There was a total of 17,308 in Victoria at the end of 30th June, 1965. Technical standards for equipment design and performance have been set and these are rigidly enforced by regular inspection, by monitoring, and by frequent transmission checks. The Australian Post Office, as a member of the International Telecommunications Union, observes and checks all radio transmissions received in Australia. During 1965, 24,581 frequency checks were made, and the results of these observations forwarded to the International Frequency Registration Board in

Geneva, Switzerland. Complaints by broadcast listeners and television viewers of interference to reception are also investigated, and these totalled 3,103 during 1965. Radio inspectors of the Radio Branch, on behalf of the Department of Shipping and Transport, inspected the radio installations aboard 335 vessels in the ports of Melbourne and Geelong during 1965.

New Works, 1965-66

During 1965-66 \$43m was spent on an extensive programme of new works throughout Victoria.

Telephone Services

Nearly \$41m was spent on exchange installations necessary to provide 88,000 new services and 1,450 new trunk line channels. Many large extensions were carried out in the Metropolitan Area while ten new automatic exchanges, including eight in country centres, were completed.

In 1965-66, work was put in hand to expand trunk dialling facilities (S.T.D.) to a further 85,000 subscribers on fourteen city and suburban exchanges bringing the total to 154,000 subscribers on 26 exchanges. By the end of the year, equipment had also been installed at Ballarat, Maffra, Sale, Wodonga and part of the Mornington Peninsula to provide subscribers in those areas with S.T.D. facilities to Melbourne.

Mail Exchange

Mechanized equipment to the value of \$312,000 was installed during 1965-66.

Transport Branch

Additions and replacements to the Department's Victorian fleet cost \$1.4m in 1965-66.

Telex Facilities

\$518,000 was allocated for the installation of an automatic telex subscriber exchange.

Broadcasting and Television

In providing technical facilities for the National Broadcast and Television Services in 1965-66, the Post Office spent \$420,000 on new works in Victoria.

In November, 1965, a new television station (A.B.M.V.4) was opened at Mildura representing a capital outlay of \$1.1m.

Television

The transmitter at Baranduda (A.M.A.V.1. Albury), was completed and operated late in 1964.

Melbourne-Sydney Coaxial Cable, 1964
Victorian National Television Network, 1965

Post Office Statistics

Revenue and Expenditure

Particulars concerning the revenue and expenditure of the Postmaster-General's Department in Victoria for each of the years 1960-61 to 1964-65 are contained in the following table:—

VICTORIA—POSTMASTER-GENERAL'S DEPARTMENT : REVENUE AND EXPENDITURE (\$'000)

Particulars	Year Ended 30th June—				
	1961	1962	1963†	1964†	1965†
REVENUE					
Postage	24,850	25,324	26,050	27,838	29,549
Money Order Commission	602	598	628	654	672
Poundage on Postal Notes	132	134	138	144	152
Private Boxes and Bags	38	34	144	221	209
Miscellaneous*					
Total Postal	25,622	26,090	26,960	28,857	30,582
Telegraph	3,662	3,812	3,574	3,900	4,129
Telephone	48,338	49,960	52,706	58,735	68,027
Total Revenue	77,622	79,862	83,240	91,492	102,737
EXPENDITURE					
Salaries and Contingencies—					
Salaries and Payments in the Nature of Salary	26,196	27,390	27,762	29,302	32,209
Administrative Expenses	3,308	3,424	3,440	4,135	4,785
Stores and Material	1,348	1,206	888	936	953
Mail Services	1,862	1,862	1,994	2,098	2,214
Engineering Services (Other than New Works)	22,434	23,350	19,280	20,499	23,409
Rents, Repairs, Maintenance, Fittings, &c. . .	1,016	1,050	1,150	1,539	1,971
Proportion of Audit Expenses	34	36	§	§	§
New Works—					
Telegraphs, Telephones, and Wireless	21,498	23,706	31,524	34,273	39,612
New Buildings, &c.	2,618	2,944	2,808	3,371	3,260
Total Expenditure	80,314	85,068	88,846	96,153	108,413

* In respect of the years 1960-61 to 1963-64, amounts formerly classified as Miscellaneous revenue have been allocated to Telegraph and Telephone revenue.

† As from 1962-63, certain items of Victorian Post Office revenue have been credited to Central Office.

§ Now included with Administrative Expenses.

Activities

The number of post offices and telephone offices and the number of persons employed by the Postmaster-General's Department in each of the five years 1960-61 to 1964-65 were as follows:—

VICTORIA—POST OFFICES, TELEPHONE OFFICES, PERSONS EMPLOYED

At 30th June—	No. of Post Offices	No. of Telephone Offices	Persons Employed					Total
			Permanent	Temporary and Exempt	Semi- and Non-Official Postmasters and Staffs	Mail Contractors	Other*	
1961	2,235	174	15,721	8,182	2,510	1,142	719	28,274
1962	2,219	167	16,154	8,148	2,495	1,071	727	28,595
1963	2,197	159	16,405	8,121	2,545	1,097	723	28,891
1964	2,174	141	16,462	8,467	2,489	1,096	705	29,219
1965	2,136	129	16,385	9,007	2,427	998	783	29,600

* Includes telephone office-keepers and part-time employees.

Particulars relating to the number of letters, &c., posted and received within Victoria during the years 1960-61 to 1964-65 were as follows :—

VICTORIA—LETTERS, ETC., POSTED AND RECEIVED
(‘000)

Year Ended 30th June—	Letters, Postcards, etc.	Registered Articles (Except Parcels)	Newspapers and Packets	Parcels (Including Those Registered)
POSTED FOR DELIVERY WITHIN THE COMMONWEALTH				
1961	481,099	3,111	70,721	4,416
1962	489,436	2,953	74,364	4,486
1963	519,132	2,961	78,411	4,773
1964	555,636	2,498	84,536	4,789
1965	542,554	2,313	89,312	5,183
DISPATCHED TO AND RECEIVED FROM PLACES BEYOND THE COMMONWEALTH				
1961	35,387	484	13,098	442
1962	40,530	787	12,743	441
1963	56,794	932	13,415	448
1964	62,816	982	14,379	477
1965	71,489	1,059	16,348	544
TOTAL POSTED AND RECEIVED				
1961	516,486	3,595	83,819	4,858
1962	529,966	3,740	87,107	4,927
1963	575,926	3,893	91,826	5,221
1964	618,452	3,480	98,915	5,266
1965	614,042	3,372	105,660	5,726

The following table shows the total number and value of money orders and postal notes issued and paid in each of the five years 1960-61 to 1964-65 :—

VICTORIA—MONEY ORDERS AND POSTAL NOTES

Year Ended 30th June—	Money Orders				Postal Notes			
	Issued		Paid		Issued		Paid	
	No.	Value	No.	Value	No.	Value	No.	Value
	'000	\$'000	'000	\$'000	'000	\$'000	'000	\$'000
1961	2,445	45,838	2,519	46,200	4,016	4,022	5,467	5,082
1962	2,526*	47,420	2,622*	47,762	3,959	3,998	5,443	4,948
1963	2,829†	82,430	2,721†	82,324	4,145	4,218	5,730	5,282
1964	2,943†	89,614	2,800†	90,068	4,029	4,167	5,589	5,256
1965	3,031†	100,446	2,922†	99,174	3,818	4,019	5,334	5,056

* Estimated.
† Includes official money orders.

Of the money orders issued in 1964-65, 2,910,367 for \$99,590,808 were payable in the Commonwealth of Australia and 120,343 for \$854,794 in other countries. The orders paid included 2,875,571 for \$98,468,888 issued in the Commonwealth, and 46,312 for \$704,856 in other countries.

Information relating to the telephone service is given below for the years 1960-61 to 1964-65 :—

VICTORIA—TELEPHONE SERVICES

Particulars	Year Ended 30th June—				
	1961	1962	1963	1964	1965
Telephone Exchanges	1,764	1,744	1,723	1,680	1,625
Public Telephones	6,306	6,498	6,829	7,121	7,279
Services in Operation	508,567	536,229	568,946	601,714	631,950
Instruments Connected	707,937	728,704	772,565	819,037	860,438
Instruments per 1,000 of Population ..	241·6	243·9	252·8	261·6	268·2

The number of radio communication stations authorized in Victoria at 30th June in each of the years 1962 to 1965 is shown in the following table. Figures relate to radio communication (radio-telegraph and radio-telephone) stations only.

VICTORIA—RADIO COMMUNICATION STATIONS AUTHORIZED

Class of Station	At 30th June—			
	1962	1963	1964	1965
Transmitting and Receiving—				
Fixed Stations*—				
Aeronautical	6	6	4	4
Services with Other Countries	13	13	13	13
Other	179	186	221	222
Land Stations†—				
Aeronautical	19	27	16	20
Base Stations—				
Land Mobile Services	860	947	1,061	1,158
Harbour Mobile Services	17	17	18	24
Coast‡	14	14	14	15
Special Experimental	95	114	135	135
Mobile Stations§—				
Aeronautical	185	229	274	316
Land Mobile Services	8,096	9,658	11,049	13,128
Harbour Mobile Services	115	120	142	162
Ships	283	328	370	407
Amateur Stations	1,351	1,414	1,454	1,511
Total Transmitting and Receiving	11,233	13,073	14,771	17,115
Receiving Only—				
Fixed Stations*	173	178	177	193
Mobile Stations§	43	43	..	..
Total Receiving Only	216	221	177	193
Grand Total	11,449	13,294	14,948	17,308

* Stations established at fixed locations for communication with other stations similarly established.

† Stations established at fixed locations for communication with mobile stations.

‡ Land stations for communication with ocean going vessels.

§ Equipment installed in motor vehicles and harbour vessels.

Broadcast and Television Licences in Force

The number of stations licensed for broadcasting and television, and the number of holders of Broadcast Listeners' and Television Viewers' Licences in Victoria at the end of each of the years 1960-61 to 1964-65 are shown below :—

VICTORIA—NUMBER OF BROADCASTING AND TELEVISION LICENCES IN FORCE

Class of Licence	At 30th June—				
	1961	1962	1963	1964	1965
Broadcasting Stations* ..	20	20	20	20	20
Television Stations† ..	2	6	6	6	8
Broadcast Receiver	589,437	585,752	607,036	622,663	512,205
Television Receiver	401,395	460,558	530,256	581,286	488,583
Combined Broadcast and Television Receiver†† ..	..	..	..	..	132,413
Amateur	1,307	1,351	1,414	1,454	1,511

* Exclusive of eight broadcasting stations (including three shortwave), operated by the National Broadcasting Service.

† Exclusive of six television stations operated by the National Television Service.

†† Combined Licences were introduced on 1st April, 1965.

Overseas Telecommunications Commission

General

The Overseas Telecommunications Commission (Australia) is the authority responsible for Australia's external telecommunication services by cable and radio.

The Commission was established in August, 1946, under the Overseas Telecommunications Act. This Act implemented, in Australia, a recommendation of the 1945 Commonwealth Telecommunications Conference for national ownership of the external telecommunication services of the British Commonwealth countries concerned and for establishment of a representative advisory board, the Commonwealth Telecommunications Board, to co-ordinate their development.

The Commission provides telegraph, telex, phototelegraph and, in conjunction with the Postmaster-General's Department, telephone services with oversea countries and Australian territories. Leased one and two-way circuits are also provided for large commercial users. In addition, it operates the Australian coastal radio services for communication with ships at sea in Australian waters and high frequency radio services in communication with ships in any part of the world. The Commission's coastal radio stations also provide certain services to a number of remote stations within Australia and its territories.

To meet Australia's increasing demand for oversea communication channels, and because of limitations to performance and capacity inherent in current forms of telegraph cables and high frequency radio systems, the Commission, in partnership with the oversea telecommunications authorities of Britain, Canada, and New Zealand, has installed a large capacity co-axial cable across the Pacific Ocean connecting Australia, New Zealand, and Canada via Suva and Honolulu.

This project stems from the Pacific Cable Conference held in Sydney, in 1959, between representatives of Britain, Canada, Australia, and New Zealand.

Following agreement of the four governments, work was commenced in August, 1960, and the first section, the trans-Tasman link between Sydney and Auckland, was opened on 9th July, 1962; on 3rd December, 1962, the Auckland-Suva section was opened. When completed in December, 1963, the cable formed part of the projected British Commonwealth round-the-world large capacity cable scheme in which a complementary cable between Britain and Canada was opened late in 1961. The Commonwealth cable system feeds into the United States of America network at Hawaii and into the European network at London.

The next stage of the system, the south-east Asia cable project (SEACOM) will extend the large capacity telephone cable from Sydney to Singapore and Kuala Lumpur via Cairns, Madang, Guam, Hong Kong and Jesselton. The Singapore-Jesselton section was opened for service on 15th January, 1965, and the Jesselton-Hong Kong section on 31st March, 1965. The whole project was scheduled for opening early in 1967.

Two years of international discussion and negotiations were climaxed by the signing in August, 1964, by a number of countries, including Australia, of agreements to establish the first global commercial communications satellite system, of which the "space segment" is estimated to cost \$U.S.200m. "Space segment" is a broad description

of the communications satellites and the tracking, control, command and related facilities required to support operation of the satellites. An Australian ground station, owned and operated by the Overseas Telecommunications Commission, is being built at Carnarvon, Western Australia, at a cost exceeding \$A2m.

The following tables give statistics of Australia's overseas radio-telephone services, and overseas cable and radio telegraph services over a five-year period. Statistics of services with the Australian Territories are not included.

**AUSTRALIA—OVERSEAS TELECOMMUNICATIONS COMMISSION : OVERSEA RADIOTELEPHONE SERVICES :
NUMBER OF PAID MINUTES
(‘000)**

Particulars	Year Ended 31st March—				
	1961	1962	1963	1964	1965
British Commonwealth Countries—					
From Australia	174	176	260	431	774
To Australia	190	198	338	557	893
Total	364	374	598	988	1,667
Non-British Countries—					
From Australia	107	110	131	184	371
To Australia	104	122	135	204	350
Total	211	232	266	387	722
All Countries—					
From Australia	281	286	391	615	1,146
To Australia	294	320	473	761	1,243
Total	575	606	864	1,376	2,389

AUSTRALIA—OVERSEAS TELECOMMUNICATIONS COMMISSION : INTERNATIONAL TELEGRAPH SERVICES (CABLE AND RADIO) : NUMBER OF WORDS TRANSMITTED
('000)

Particulars	Year Ended 31st March—				
	1961	1962	1963	1964	1965
British Commonwealth Countries—					
From Australia	24,231	22,099	25,588	23,978	24,370
To Australia	29,735	30,106	26,723	27,039	29,706
Total	53,966	52,205	52,311	51,016	54,076
Non-British Countries—					
From Australia	13,767	13,403	14,789	16,191	17,671
To Australia	11,352	11,288	12,844	13,830	15,724
Total	25,119	24,691	27,633	30,021	33,395
All Countries—					
From Australia	37,998	35,502	40,377	40,168	42,041
To Australia	41,087	41,394	39,567	40,869	45,430
Total	79,085	76,896	79,944	81,037	87,471

Further References, 1962

Commonwealth Year Book, 1946