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## 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, earthmoving equipment, etc., 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, fertilisers and agricultural supplies, and tractors have been excluded from the 1961-62 Census. Retail sales of motor vehicles, parts, etc., 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		\$	
<b>Foodstuffs—</b>						
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, etc. .. .. .	8,634	10,434	53,806	75,484	21.2	25.6
Other Types of Food .. .. .	3,952	5,606	26,850	38,418	10.2	13.0
<b>Beer, Tobacco, etc.—</b>						
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
<b>Clothing, Drapery, etc.—</b>						
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, etc. .. .. .	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
<b>Hardware‡, Electrical Goods, etc.—</b>						
Domestic Hardware, etc. .. .. .	2,713	3,247	34,272	39,904	13.0	13.4
Radios, Radiograms, etc. .. .. .	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, etc. .. .. .	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, etc. .. .. .	2,142	2,303	20,976	34,058	8.0	11.6
<b>Furniture and Floor Coverings—</b>						
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
<b>Other Goods—</b>						
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
<b>Total (Excluding Motor Vehicles, etc.) .. .. .</b>	§	§	1,202,432	1,517,160	458.0	512.6
<b>Motor Vehicles, etc.¶—</b>						
<b>Motor Vehicles (Including Motor Cycles)—</b>						
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, etc. .. .. .	2,763	3,795	38,890	50,696	14.8	17.2
Petrol, Oils, etc. .. .. .	3,536	4,262	70,212	94,046	26.8	31.8
<b>Total Motor Vehicles .. .. .</b>	§	§	319,790	431,232	121.8	145.8
<b>GRAND TOTAL .. .. .</b>	§	§	1,522,222	1,948,392	579.8	658.4

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

§ Not available.

¶ Excludes tractors, farm machinery and implements, earthmoving equipment, etc.

¶ 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 30 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 30 June‡—	
	1956-57	1961-62	1956-57	1961-62	1957	1962
			\$'000		\$'000	
Food Stores, etc.—						
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
Fruiters .. .. .	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, etc.—						
Hotels, Wine Saloons, etc. ..	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, etc.—						
Department Stores .. .. .	35	47	117,006	164,796	20,484	25,606
Clothing 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, etc.—						
Domestic Hardware Stores ..	997	1,078	18,998	22,846	5,312	6,472
Electrical Goods, etc., Stores ..	1,057	1,108	55,876	72,988	9,950	14,190
Furniture, etc., 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, etc.	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 726 in that they include retail sales of motor vehicles, etc., 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

\* 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, etc. 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		
				Full-time	Part-time	Total
MALES						
<b>Food Stores—</b>						
Grocers .. ..	3,223	320	5,218	8,038	723	8,761
Butchers .. ..	2,103	85	5,636	7,449	375	7,824
Fruiters .. ..	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
<b>Hotels, etc.—</b>						
Hotels, Wine Saloons, etc.	1,314	198	8,064	6,251	3,325	9,576
<b>Department Stores, Clothiers, Drapers, etc.—</b>						
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
<b>Hardware, Electrical Goods, etc.—</b>						
Domestic Hardware Stores .. ..	579	46	978	1,372	231	1,603
Electrical Goods, Radio, 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
<b>Other Goods Stores—</b>						
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
<b>Total (Excluding Motor Vehicle Dealers, Garages, and Service Stations, etc.) ..</b>	<b>23,644</b>	<b>2,008</b>	<b>47,949</b>	<b>64,014</b>	<b>9,587</b>	<b>73,601</b>
<b>Total Motor Vehicle Dealers, Garages, and Service Stations, etc. .. ..</b>	<b>3,484</b>	<b>299</b>	<b>18,791</b>	<b>20,401</b>	<b>2,173</b>	<b>22,574</b>
<b>Total .. ..</b>	<b>27,128</b>	<b>2,307</b>	<b>66,740</b>	<b>84,415</b>	<b>11,760</b>	<b>96,175</b>

For footnotes see end of this table on page 731.

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
<b>FEMALES</b>						
<b>Food Stores—</b>						
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
<b>Hotels, etc.—</b>						
Hotels, Wine Saloons, etc.	1,022	342	6,587	5,967	1,984	7,951
<b>Department Stores, Clothiers, Drapers, etc.—</b>						
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
<b>Hardware, Electrical Goods, etc.—</b>						
Domestic Hardware Stores .. ..	345	85	776	895	311	1,206
Electrical Goods, Radio, 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
<b>Other Goods Stores—</b>						
Newsagents and Book-sellers .. ..	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
<b>Total (Excluding Motor Vehicle Dealers, Garages, and Service Stations, etc.) ..</b>	<b>14,826</b>	<b>4,220</b>	<b>58,895</b>	<b>58,324</b>	<b>19,617</b>	<b>77,941</b>
<b>Total Motor Vehicle Dealers, Garages, and Service Stations, etc. ..</b>	<b>811</b>	<b>363</b>	<b>2,819</b>	<b>3,315</b>	<b>678</b>	<b>3,993</b>
<b>Total .. ..</b>	<b>15,637</b>	<b>4,583</b>	<b>61,714</b>	<b>61,639</b>	<b>20,295</b>	<b>81,934</b>
<b>PERSONS</b>						
<b>Food Stores—</b>						
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
<b>Hotels, etc.—</b>						
Hotels, Wine Saloons, etc.	2,336	540	14,651	12,218	5,309	17,527
<b>Department Stores, Clothiers, Drapers, etc.—</b>						
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 731.

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, etc.—						
Domestic Hardware Stores .. .. .	924	131	1,754	2,267	542	2,809
Electrical Goods, Radio, 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, etc.) ..	38,470	6,228	106,844	122,338	29,204	151,542
Total Motor Vehicle Dealers, Garages, and Service Stations, etc. .. .. .	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 30 June 1962, together with the value of stocks of goods on hand at 30 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 30 June 1962
		Excluding Motor Vehicles, etc.†	Motor Vehicles, etc.†	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	360,304	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, etc.

### 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 1964-65 to 1968-69 :

#### VICTORIA—VALUE OF RETAIL SALES\* (\$m)

Commodity Group	Year Ended 30 June—				
	1965	1966	1967	1968	1969
Groceries .. .. .	283.8	302.7	325.3	352.5	380.2
Eutchers' Meat .. .. .	153.9	168.7	175.6	187.0	187.2
Other Food† .. .. .	258.7	266.0	283.5	297.1	298.6
<b>Total Food and Groceries ..</b>	<b>696.4</b>	<b>737.4</b>	<b>784.4</b>	<b>836.6</b>	<b>866.0</b>
Beer, Wine, and Spirits‡ ..	178.9	198.6	217.8	240.3	256.1
Clothing and Drapery .. ..	310.4	316.6	331.7	354.8	371.5
Footwear .. .. .	54.4	54.8	60.6	63.1	64.7
Domestic Hardware, China, etc.§ ..	46.5	47.9	51.2	54.8	61.8
Electrical Goods   .. .. .	110.8	108.9	111.9	117.1	128.7
Furniture and Floor Coverings ..	84.6	87.0	91.1	95.8	103.3
Chemists' Goods .. .. .	90.4	95.8	101.8	107.5	119.6
Newspapers, Books, and Stationery	64.4	68.2	73.7	77.6	82.3
Other Goods¶   .. .. .	184.2	201.2	212.6	214.2	229.3
<b>Total (Excluding Motor Vehicles, Parts, Petrol, etc.)</b>	<b>1,821.0</b>	<b>1,916.4</b>	<b>2,036.8</b>	<b>2,161.8</b>	<b>2,283.3</b>
<b>Motor Vehicles, Parts, Petrol, etc.**</b>	<b>645.7</b>	<b>654.0</b>	<b>674.1</b>	<b>746.1</b>	<b>779.6</b>
<b>GRAND TOTAL .. .. .</b>	<b>2,466.7</b>	<b>2,570.4</b>	<b>2,710.9</b>	<b>2,907.9</b>	<b>3,062.9</b>

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

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

‡ Excludes sales made by licensed clubs, canteens, etc.

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

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

¶ Includes tobacco, cigarettes, sporting goods, jewellery, etc.

\*\* Excludes tractors, farm machinery and implements, earthmoving equipment, etc.

**Retailing in Victoria since 1957, 1969**



## Overseas and Interstate Trade

### Overseas 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 overseas 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 1 January 1901.

The first Commonwealth Customs Tariff was introduced by Resolution on 8 October 1901, from which date 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 specified imports from certain Commonwealth countries. 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 15 December 1950. Australia has operated a "Brussels-type" tariff since 1 July 1965.

Preferential rates apply to goods, the produce or manufacture of the United Kingdom, Ireland, Canada, New Zealand, Papua and New Guinea, and certain goods, the produce or manufacture of 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 tariff classification.

#### 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 produced or manufactured by New Zealand, Norfolk Island, Fiji, Cocos (Keeling) Islands, Christmas Island (Indian Ocean), and 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 overseas 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 and 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.
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 recognising 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.
Poland and Bulgaria	Dated 1966. 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.
Romania and Hungary	Dated 1967. Provides for an exchange of non-discriminatory treatment with allowances for existing preferences.
Republic of China (Taiwan)	Dated 1968. Provides for an exchange of non-discriminatory treatment with allowances for existing preferences.

### *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 1 January 1948. At the end of January 1969, seventy-six countries, whose foreign trade represented over 80 per cent of the total volume of world trade, were full contracting parties to the Agreement, two had acceded provisionally, and twelve applied the Agreement on a *de facto* basis.

Six 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 1901-1954*.

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 of exportation of certain goods from Australia either absolutely, or to a certain place, or unless prescribed conditions are complied with. The *Banking Act 1959* contains provisions to ensure that the full proceeds of exports are received into the Australian banking system in the currency and in the manner prescribed by the Reserve Bank of Australia.

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 pay-roll tax are granted to employers whose export sales have increased above their average annual level in a base period. Rebates are also available to employers who have supplied components embodied in the product exported.

*Australian Trade Missions*

During the last decade, trade missions have become an integral part of the Commonwealth Department of Trade and Industry'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.

Trade missions may be of the survey or selling type. The general survey mission is designed to carry out a survey of a particular area, obtain market information, and assess the market potential for Australian products. The specialised survey mission undertakes a market survey on behalf of a particular industry or for specific commodities. A survey mission usually comprises about five members; the Government selects suitable specialists and meets the full cost of the project. The mission reports back and recommends further appropriate trade promotional activity.

The general selling mission is a planned "hard sell" overseas visit of a group of businessmen whose products have market prospects in the countries to which the mission will travel. Membership is usually about twenty although numbers have been as high as forty and as low as seven members. The specialised selling mission is similar to the general selling mission in relation to the responsibilities of members and the facilities provided by the Government, but differs in that it is concerned with specific industries, normally is smaller, and sometimes is backed up by small displays at selected centres to give additional impact.

As members of a selling mission, businessmen pay their own fares and accommodation and contribute towards the cost of mission entertainment. The Government meets the costs of a leader and manager, determines the itinerary, makes all necessary arrangements in Australia, and through Trade Commissioners in the countries being visited, organises government and business contacts, press receptions, and supporting advertising and publicity for the mission while it is away. A report on the mission's findings and recommendations is published and distributed.

Since 1954, Australia has sent overseas three general and twelve specialised survey missions, seventeen general and three specialised selling missions, and five trade ships. The areas visited include Africa, South-east Asia, New Zealand, India and Ceylon, North America and Canada, the Pacific Islands, the Middle East and Mediterranean, South America and the Caribbean, and Britain and Northern Europe.

**Victoria's Pattern of Trade, 1964****Overseas 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 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. For information about the law relating to exports, see page 572 of the *Victorian Year Book* 1968.

### Overseas Trade of Victoria

#### General

Statistics of Australia's overseas 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 overseas trade of Victoria for each of the five years 1963-64 to 1967-68 are set out below. Exports do not include the value of stores shipped at Victorian ports on board overseas ships.

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

Year Ended 30 June—	Imports	Exports			Excess of Imports
		Australian Produce	Re-exports	Total	
1964 ..	833,847	736,388	10,252	746,640	87,207
1965 ..	1,026,834	708,395	14,652	723,047	303,787
1966 ..	1,017,360	753,514	14,549	768,063	249,297
1967 ..	1,072,514	785,462	15,725	801,187	271,327
1968 ..	1,130,741	661,989	23,766	685,755	444,986

That portion of the value of Australian trade handled at Victorian ports for each of the five years 1963-64 to 1967-68 is shown in the following table :

#### VALUE OF AUSTRALIAN TRADE, AND PORTION HANDLED AT VICTORIAN PORTS

Year Ended 30 June—	Australian Trade			Proportion of Australian Trade Handled at Victorian Ports		
	Imports	Exports	Total	Imports	Exports	Total
		\$'000 f.o.b.			per cent	
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
1966 ..	2,939,492	2,720,953	5,660,445	34.6	28.2	31.5
1967 ..	3,045,341	3,023,925	6,069,266	35.2	26.5	30.9
1968 ..	3,264,473	3,044,675	6,309,148	34.6	22.5	28.8

## Classification of Overseas Imports and Exports

From July 1965, imports have been classified according to the new Australian Import Commodity Classification. This classification is based on the Standard International Trade Classification, Revised (S.I.T.C.), which is closely related to the Brussels Tariff Nomenclature used in the new Australian Customs Tariff. A new Australian Export Commodity Classification based on S.I.T.C. was introduced in July 1966. The following table shows the value of imports and exports for 1966-67 and 1967-68. Comparable figures for years before 1965-66 for imports and 1966-67 for exports are not available.

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

Division No.	Description	Imports		Exports	
		1966-67	1967-68	1966-67	1967-68
00	Live animals .. .. .	781	533	823	894
01	Meat and meat preparations .. .. .	221	293	89,664	85,585
02	Dairy products and eggs .. .. .	1,636	1,716	80,127	59,171
03	Fish and fish preparations .. .. .	8,376	7,392	4,138	6,207
04	Cereals and cereal preparations .. .. .	1,053	1,317	89,466	59,797
05	Fruit and vegetables .. .. .	6,264	7,646	56,227	61,062
06	Sugar and sugar preparations and honey .. .. .	916	808	535	403
07	Coffee, tea, cocoa, spices and manufactures thereof .. .. .	17,967	18,247	243	126
08	Feeding-stuff for animals (except unmilled cereals) .. .. .	988	1,127	3,111	2,395
09	Miscellaneous preparations chiefly for food .. .. .	630	651	874	1,225
11	Beverages .. .. .	1,658	1,828	1,292	1,509
12	Tobacco and tobacco manufactures .. .. .	13,742	11,022	493	436
21	Hides, skins and fur skins, undressed .. .. .	1,138	1,314	39,022	25,613
22	Oil-seeds, oil nuts and oil kernels .. .. .	495	846	4	3
23	Crude rubber (including synthetic and reclaimed) .. .. .	13,626	12,052	449	239
24	Wood, timber and cork .. .. .	6,479	7,051	146	130
25	Pulp and waste paper .. .. .	7,772	8,593	72	60
26	Textile fibres and their waste .. .. .	21,721	19,043	260,798	204,577
27	Crude fertilisers and crude minerals (except coal, petroleum and precious stones) .. .. .	18,764	18,898	233	235
28	Metalliferous ores and metal scrap .. .. .	448	381	11,136	10,740
29	Crude animal and vegetable materials, n.e.s. .. .. .	3,570	4,603	6,542	6,087
32	Coal, coke and briquettes .. .. .	27	36	88	244
33	Petroleum and petroleum products .. .. .	80,739	77,969	8,546	12,129
34	Petroleum gases and other gaseous hydrocarbons .. .. .	1	5	3	5
41	Animal oils and fats .. .. .	86	102	6,523	3,596
42	Fixed vegetable oils and fats .. .. .	3,422	3,945	21	31
43	Animal and vegetable oils and fats, processed, and waxes of animal or vegetable origin .. .. .	591	680	279	295
51	Chemical elements and compounds .. .. .	26,449	26,863	1,920	1,709
52	Mineral tar and crude chemicals from coal, petroleum and natural gas .. .. .	1,881	1,592	9	5
53	Dyeing, tanning and colouring materials .. .. .	9,134	8,646	682	883

VICTORIA—CLASSIFICATION OF OVERSEAS IMPORTS AND EXPORTS—  
*continued*

(\$'000 f.o.b.)

Division No.	Description	Imports		Exports	
		1966-67	1967-68	1966-67	1967-68
54	Medicinal and pharmaceutical products ..	10,645	9,812	3,442	3,021
55	Essential oils and perfume materials ; toilet, polishing and cleansing preparations ..	3,659	3,080	680	984
56	Fertilisers, manufactured .. ..	2,820	3,158	8	33
57	Explosives and pyrotechnic products ..	1,008	2,537	1,706	1,968
58	Plastic materials, regenerated cellulose and artificial resins .. ..	38,012	42,313	3,736	2,214
59	Chemical materials and products, n.e.s. ..	13,531	13,136	10,484	9,283
61	Leather, leather manufactures, n.e.s., and dressed fur skins .. ..	2,833	3,142	1,954	2,019
62	Rubber manufactures, n.e.s. .. ..	8,863	10,030	952	907
63	Wood and cork manufactures (except furniture)	3,776	4,065	453	486
64	Paper, paperboard and manufactures thereof	30,627	32,281	2,385	2,027
65	Textile yarn, fabrics, made-up articles and related products .. ..	100,188	103,064	4,699	4,694
66	Non-metallic mineral manufactures, n.e.s. ..	18,329	18,206	1,229	1,282
67	Iron and steel .. ..	27,214	36,847	1,011	1,062
68	Non-ferrous metals .. ..	6,376	6,494	15,538	7,468
69	Manufactures of metal, n.e.s. .. ..	23,062	27,362	8,832	8,713
71	Machinery (except electric) .. ..	192,558	208,398	18,848	17,770
72	Electrical machinery, apparatus and appliances	60,013	62,730	6,247	5,562
73	Transport equipment .. ..	156,934	166,700	25,627	33,661
81	Sanitary, plumbing, heating and lighting fixtures and fittings .. ..	1,574	1,790	533	377
82	Furniture .. ..	1,079	1,399	168	330
83	Travel goods, handbags and similar articles	1,021	1,271	27	28
84	Clothing and clothing accessories ; articles of knitted or crocheted fabric .. ..	8,906	10,793	1,503	1,866
85	Footwear, gaiters, and similar articles and parts therefor .. ..	2,367	3,334	92	123
86	Professional, scientific and controlling instruments ; photographic and optical goods, watches and clocks .. ..	29,318	33,485	3,970	5,131
89	Miscellaneous manufactured articles, n.e.s. ..	38,852	38,198	3,943	3,852
9A	Commodities and transactions of merchandise trade, not elsewhere classified .. ..	31,497	35,829	7,628	14,984
	Total Merchandise .. ..	1,065,637	1,124,652	789,158	675,240
9B	Commodities and transactions not included in merchandise trade .. ..	6,877	6,089	12,026	10,515
	Total .. ..	1,072,514	1,130,741	801,187	685,755

## Trade with Countries

The value of trade with overseas countries from 1965-66 to 1967-68 is shown in the following table:

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

Country	Imports			Exports		
	1965-66	1966-67	1967-68	1965-66	1966-67	1967-68
Belgium-Luxembourg .. .. .	5,977	7,279	8,937	10,484	10,000	8,247
Canada .. .. .	34,092	39,141	44,863	19,367	22,143	21,270
Ceylon .. .. .	6,731	5,911	5,562	7,083	6,092	5,970
China (Mainland) .. .. .	7,486	8,927	7,833	37,109	17,621	13,508
China, Republic of (Taiwan) .. .. .	1,496	1,722	3,233	6,549	6,020	3,271
Czechoslovakia .. .. .	2,451	2,528	2,312	2,506	2,135	1,025
Finland .. .. .	4,500	5,484	5,102	360	358	319
France .. .. .	53,339	48,968	35,507	47,344	40,988	30,442
Germany (Federal Republic) .. .. .	73,844	68,661	82,708	23,658	22,977	25,883
Greece .. .. .	9,442	1,149	1,877	3,609	4,220	2,426
Hong Kong .. .. .	9,048	10,712	13,706	11,368	11,792	9,876
India .. .. .	10,418	11,005	11,012	9,445	15,234	13,038
Indonesia .. .. .	7,278	4,315	7,079	1,888	2,140	5,548
Iran .. .. .	6,819	14,242	7,494	2,578	6,517	3,224
Iraq .. .. .	13,870	11,924	8,006	757	837	786
Italy .. .. .	17,925	19,133	28,685	33,484	38,404	24,181
Japan .. .. .	94,028	113,249	127,027	105,703	137,841	106,944
Kuwait .. .. .	10,165	16,578	18,627	1,210	1,580	1,274
Malaysia* .. .. .	9,166	8,623	8,645	14,983	24,228	15,367
Mexico .. .. .	1,590	1,870	1,510	5,450	6,720	5,937
Netherlands .. .. .	14,741	20,555	15,300	6,585	8,499	7,673
New Zealand .. .. .	15,180	15,354	19,960	51,135	47,785	45,068
Pakistan .. .. .	5,591	6,106	5,277	4,604	8,588	2,511
Papua and New Guinea .. .. .	3,511	3,553	3,934	9,740	11,216	11,813
Philippines .. .. .	630	510	808	8,311	10,260	14,294
Poland .. .. .	886	795	965	5,216	8,675	4,223
Qatar .. .. .	7,339	3,007	2,054	134	143	154
Saudi Arabia .. .. .	8,184	9,518	11,246	3,649	5,012	5,507
Singapore .. .. .	558	1,381	1,333	11,795	19,741	13,155
South Africa (Republic) .. .. .	5,427	5,368	4,993	9,331	11,761	10,674
Sweden .. .. .	21,754	20,588	18,642	3,202	2,756	2,304
Switzerland .. .. .	13,356	14,382	15,243	833	962	880
Switzerland .. .. .	303	477	522	4,425	7,256	6,255
Thailand .. .. .	11,641	10,930	10,488	138	184	370
Trucial States .. .. .	284,193	266,986	262,230	130,702	117,320	106,908
United Kingdom .. .. .	209,002	240,391	270,072	85,525	83,399	81,320
U.S.A. .. .. .	583	525	547	16,303	3,677	5,710
U.S.S.R. .. .. .	230	247	279	7,101	9,385	6,200
Yugoslavia .. .. .	42,889	50,380	57,809	64,399	66,721	62,200
Other and Unknown .. .. .						
<b>Total .. .. .</b>	<b>1,017,360</b>	<b>1,072,514</b>	<b>1,130,741</b>	<b>768,063</b>	<b>801,187</b>	<b>685,755</b>

\* Singapore included with Malaysia to 30 September 1965.

### 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 terms of quantity, the principal cargoes carried interstate by ship to and from Victorian ports are coal and briquettes, petroleum and petroleum products, steel, sugar and sugar preparations, and timber. However, there is also a considerable trade in foodstuffs, motor vehicles, and other manufactured goods, particularly through the Port of Melbourne. Details of the principal commodities in interstate shipments handled by the ports of Melbourne and Geelong during 1968 are shown



below. For many commodities comparison with details for previous years is not possible because of changes in classification. In addition, details of exports from the Port of Melbourne are not comparable with those for previous years because of changes in the method of calculating tonnages. Some cargoes are recorded in tons weight, while others are recorded in tons measurement. In the statistics the measurement of 40 cu ft is taken as the equivalent of 1 ton.

#### *Port of Melbourne*

Interstate exports during 1968 totalled 1,283,357 tons. The principal commodities were petroleum and petroleum products, 206,664 tons; transport equipment (including touring passenger cars), 269,326 tons; fruit and vegetables, 32,773 tons; paper, paperboard and manufactures thereof, 23,802 tons; chemical elements and compounds, 22,117 tons; and iron and steel, 22,004 tons.

Interstate imports during the same period totalled 2,509,431 tons, the principal commodities being petroleum and petroleum products, 420,834 tons; iron and steel, 273,705 tons; sugar and sugar preparations, 251,254 tons; coal, coke and briquettes, 231,256 tons; wood, timber and cork, 187,886 tons; paper, paperboard and manufactures thereof, 156,327 tons; crude fertilisers and crude minerals, 138,570 tons; and transport equipment (including touring passenger cars), 122,590 tons.

#### *Port of Geelong*

Total interstate exports during 1968 amounted to 602,000 tons of which petroleum and petroleum products accounted for 557,000 tons. Total interstate imports amounted to 664,000 tons, and consisted mainly of petroleum and petroleum products, 208,000 tons; coal, 205,000 tons; pig iron and steel, 155,000 tons; and alumina, 79,000 tons.

#### *Trade of Victoria with Western Australia and Tasmania*

Details of trade between Victoria and other States are available only for trade with Western Australia and trade by sea with Tasmania.

##### *Western Australia*

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

For the year 1967-68, the value of exports from Victoria to Western Australia totalled \$215.0m. Transport equipment (\$39.1m), machinery other than electric machinery (\$26.2m), clothing and clothing accessories (\$23.0m), tobacco and tobacco manufactures (\$9.9m), and rubber manufactures (\$9.0m), were the main types of commodities included in this total.

Imports from Western Australia during the same period were valued at \$40.4m. Petroleum and petroleum products (\$15.7m), inorganic chemical elements and compounds (\$5.0m), and iron and steel (\$4.4m), were the main types of commodities imported.

Detailed statistics of this trade appear in the publications *External Trade, 1967-68* and *Interstate Trade of Western Australia, 1967-68* issued by the Deputy Commonwealth Statistician, Perth.

## Tasmania

Details of trade between Victoria and Tasmania are available only for trade by sea. Both exports and imports are valued on an f.o.b. basis.

In 1967-68, exports by sea from Victoria to Tasmania were valued at \$140.7m. Transport equipment (\$22.5m), petroleum products (\$11.9m), tobacco and tobacco manufactures (\$11.2m) were the main types of commodities. The value of tourists' motor vehicles included in this total was approximately \$19.7m.

Imports from Tasmania during this period amounted to \$107.7m. Timber (\$11.5m) and preserved vegetables (\$10.3m) were the main commodities imported. The value of tourists' motor vehicles included in the total was approximately \$15.7m.

Additional details of trade by sea between Victoria and Tasmania are available from the Deputy Commonwealth Statistician, Hobart.

## Customs and Excise Revenue

The total gross customs duties collected by the Commonwealth in Victoria in each of the three years 1965-66 to 1967-68 was \$104,786,642, \$108,565,998, and \$107,976,098, respectively. 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.

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 1965-66 to 1967-68. 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		
	1965-66	1966-67	1967-68	1965-66	1966-67	1967-68
	'000			\$'000		
Beer* .. .. . gal	*	*	*	*	*	*
Spirits (Potable) .. proof gal	561	547	624	5,059	5,416	6,164
Tobacco .. .. . lb	1,994	1,843	1,770	4,363	4,128	3,967
Cigars and Cigarettes .. .. . lb	19,595	18,563	19,522	79,907	77,962	81,950
Petrol .. .. . gal	487,784	527,357	556,528	57,492	64,865	68,453
All Other Articles .. .. .	..	..	..	95,095	102,062	109,065
Total .. .. .	..	..	..	241,916	254,433	269,599

\* Not available. Excise duty collected on Beer included under "All Other Articles".

The overseas trade and the gross revenue collected at Victorian ports during the year 1967-68 are shown in the following table :

VICTORIA—OVERSEAS TRADE AND GROSS REVENUE COLLECTED AT VICTORIAN PORTS, 1967-68 (\$'000)

Particulars	Melbourne*	Geelong	Portland	Westernport	Total
Overseas Trade—					
Imports .. ..	1,054,698	55,348	5,399	15,296	1,130,741
Exports .. ..	600,329	57,363	26,783	1,280	685,755
Total .. ..	1,655,027	112,711	32,182	16,576	1,816,496
Gross Revenue—					
Customs .. ..	120,077	1,241	175	2	121,495
Excise .. ..	259,859	5,287	4,453	..	269,599
Total .. ..	379,936	6,528	4,628	2	391,094

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

AUSTRALIA—VALUE OF OVERSEAS TRADE, GROSS CUSTOMS, AND EXCISE DUTY COLLECTED BY STATES, 1967-68 (\$'000)

State	Imports	Exports	Excess of Exports	Gross Duty Collected	
				Customs	Excise
New South Wales ..	1,405,331	943,182	-462,149	159,201	325,780
Victoria .. ..	1,130,741	685,755	-444,986	121,495	269,599
Queensland .. ..	236,768	562,937	326,169	22,701	105,436
South Australia ..	215,619	282,767	67,148	17,743	72,127
Western Australia ..	206,980	475,261	268,281	19,468	62,903
Tasmania .. ..	45,024	76,888	31,864	3,733	22,040
Northern Territory ..	9,407	17,855	8,448	1,501	2,875
Australian Capital Territory ..	14,604	30	-14,574	86	17
Australia .. ..	3,264,473	3,044,675	-219,798	345,928	860,777

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 specialised 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, and 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 specialised 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 containerised 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 specialised 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\*, 1967-68

Name of Vessel	Passengers	Accompanied Vehicles	Trade Vehicles†	Mail Vans
<i>Princess of Tasmania</i> .. ..	87,070	22,596	3,745	312
<i>Bass Trader</i> .. ..	1,581	688	3,940	310
<i>South Esk</i> .. ..	..	..	146	..
Other A.C.S.C. Vessels .. ..	..	..	632	..
Total .. ..	88,651	23,284	8,463	622

\* Excludes commercial cargo which consists of unit loads, i.e., Containers, Trailers, Timber Packs, etc., as well as Commercial Vehicles.

† Motor Vehicles available for sale.

*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 1963-64 to 1967-68 were as follows :

## VICTORIA—OVERSEAS AND INTERSTATE SHIPPING

Particulars	Year Ended 30 June—				
	1964	1965	1966	1967	1968
Entrances .. .. . No. '000 net tons	3,717 16,137	3,690 16,534	3,753 16,380	3,706 17,439	3,550 17,161
Clearances .. .. . No. '000 net tons	3,681 15,940	3,679 16,448	3,754 16,384	3,710 17,427	3,548 17,142

*Nationality of Shipping*

The countries of registration of vessels which entered or were cleared at Victorian ports during the years 1966-67 and 1967-68 were as follows :

VICTORIA—NATIONALITY OF SHIPPING  
( '000 Net Tons)

Vessels Registered at Ports in—	Vessels Entered		Vessels Cleared	
	1966-67	1967-68	1966-67	1967-68
Australia .. .. .	3,310	3,383	3,322	3,380
Belgium .. .. .	21	..	21	..
Denmark .. .. .	278	308	278	308
France .. .. .	253	220	253	220
Germany, Federal Republic of .. .. .	418	418	425	411
Greece .. .. .	579	550	577	546
Hong Kong .. .. .	206	190	209	187
India .. .. .	131	97	131	97
Italy .. .. .	797	787	797	787
Japan .. .. .	889	806	886	806
Liberia .. .. .	1,205	1,580	1,196	1,570
Mexico .. .. .	22	..	22	..
Netherlands .. .. .	936	841	934	834
New Zealand .. .. .	180	153	178	157
Norway .. .. .	1,442	1,366	1,421	1,372
Pakistan .. .. .	42	36	42	36
Panama .. .. .	206	173	206	173
Sweden .. .. .	701	663	696	665
United Kingdom .. .. .	5,438	5,034	5,443	5,044
United States of America .. .. .	210	209	214	204
U.S.S.R. .. .. .	17	26	17	26
Yugoslavia .. .. .	24	7	24	6
Other .. .. .	134	314	135	313
Total .. .. .	17,439	17,161	17,427	17,142

*Shipping Entered at Victorian Ports*

Particulars of shipping which entered each principal port of Victoria are given in the following table for the years 1966-67 and 1967-68 :

## . VICTORIA—VESSELS ENTERED AT EACH PORT

Class of Vessel	Melbourne		Geelong		Portland		Westernport	
	1966-67	1967-68	1966-67	1967-68	1966-67	1967-68	1966-67	1967-68
	Number							
Overseas—								
Direct ..	238	277	204	191	16	5	33	24
Other ..	1,588	1,460	214	157	95	82	9	17
Interstate ..	1,084	1,115	165	153	22	25	38	41
Total ..	2,910	2,852	583	501	133	112	80	82
	'000 Net Tons							
Overseas—								
Direct ..	902	2,665	1,765	1,980	85	22	500	388
Other ..	9,311	7,398	1,174	834	438	367	63	133
Interstate ..	2,105	2,209	709	698	130	149	256	292
Total ..	12,318	12,272	3,648	3,512	653	538	820	813

*Cargoes Discharged and Shipped*

The following tables show the tonnage of overseas and interstate cargoes discharged and shipped in Victorian ports during 1966-67 and 1967-68, as well as the tonnage of overseas cargoes discharged and shipped during the years 1965-66 to 1967-68 according to the countries of origin and consignment, and 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		Westernport	
	1966-67	1967-68	1966-67	1967-68	1966-67	1967-68	1966-67	1967-68
<b>DISCHARGED</b>								
Interstate—								
Weight ..	1,466	1,774	490	763	88	208	57	102
Measure ..	677	747	..	..	..	..	..	..
Overseas—								
Weight ..	3,527	3,489	4,138	3,788	12	24	1,223	1,173
Measure ..	1,538	1,678	18	57	1	..	..	..
<b>SHIPPED</b>								
Interstate—								
Weight ..	389	536	593	691	1	..	389	576
Measure ..	789	827	3	..	..	..	..	..
Overseas—								
Weight ..	1,239	1,093	1,377	822	165	39	100	83
Measure ..	590	662	8	10	1	1	..	..

NOTE. 1 ton measurement = 40 cu ft.

VICTORIA—OVERSEAS CARGOES DISCHARGED AND SHIPPED ACCORDING TO COUNTRY OF ORIGIN AND CONSIGNMENT

('000 Tons)

Country of Origin or Consignment	1965-66		1966-67		1967-68	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
Arabian States ..	3,212	16	3,693	10	3,927	45
Canada .. ..	342	106	252	49	292	59
China (Mainland) ..	21	634	22	262	25	219
Christmas and Cocos Islands .. ..	233	4	300	3	307	2
Germany, Federal Republic of .. ..	278	113	108	68	145	63
Hong Kong .. ..	63	99	49	69	64	35
India .. .. .	48	125	30	152	31	109
Indonesia .. ..	331	77	230	231	466	47
Iran .. .. .	356	54	1,154	42	667	3
Iraq .. .. .	984	11	1,224	1	917	1
Italy .. .. .	34	23	45	96	61	37
Japan .. .. .	334	296	393	527	474	417
Nauru .. .. .	256	24	470	31	377	26
Netherlands .. ..	22	3	77	74	88	35
New Zealand .. ..	134	205	85	155	121	248
Pakistan .. .. .	11	12	21	114	22	31
United Kingdom ..	570	389	429	327	397	266
United States of America	712	87	874	102	728	130
Other .. .. .	744	948	999	1,167	1,101	937
Total .. .. .	8,687	3,225	10,457	3,479	10,210	2,710

VICTORIA—OVERSEAS CARGOES DISCHARGED AND SHIPPED ACCORDING TO NATIONALITIES OF VESSELS

('000 Tons)

Vessels Registered at Ports in—	1965-66		1966-67		1967-68	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
Australia .. ..	3	49	8	1	9	..
Belgium .. .. .	..	..	54	..	..	..
Denmark .. .. .	100	40	286	44	339	72
France .. .. .	647	7	454	18	224	12
Germany, Federal Republic of .. ..	500	128	310	78	379	72
Greece .. .. .	122	322	247	298	419	161

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

Vessels Registered at Ports in—	1965-66		1965-67		1967-68	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
Hong Kong .. ..	85	67	127	84	67	52
India .. .. .	45	26	78	65	43	19
Italy .. .. .	224	4	73	5	71	7
Japan .. .. .	314	134	438	180	500	173
Liberia .. .. .	1,277	130	186	234	2,017	200
Mexico .. .. .	..	..	16	2	..	..
Netherlands .. ..	418	244	611	429	345	166
New Zealand .. ..	93	182	85	123	121	92
Norway .. .. .	1,308	437	1,802	338	1,869	260
Pakistan .. .. .	..	..	25	12	4	22
Panama .. .. .	169	69	202	40	78	46
Sweden .. .. .	231	142	333	252	386	235
United Kingdom ..	3,039	1,110	3,562	1,161	2,998	1,012
United States of America	37	27	46	39	63	38
Other .. .. .	75	107	1,514	76	278	71
Total .. .. .	8,687	3,225	10,457	3,479	10,210	2,710

NOTE. In the two preceding tables 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, Geelong, and Westernport; between Geelong and Melbourne; in the Yarra River or Victoria Dock; or elsewhere as required. Pilots for inward ships are organised 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 twelve mile long South Channel for deep-loaded ships and the shorter and narrower eight mile long West Channel for ships under 17 ft 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 Sick 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 1959 to 1968 :

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

Year			No. of Ships	Year			No. of Ships
1959	..	..	3,593	1964..	..	..	4,505
1960	..	..	3,768	1965..	..	..	4,738
1961	..	..	4,228	1966..	..	..	4,759
1962	..	..	4,177	1967..	..	..	4,606
1963	..	..	4,333	1968..	..	..	4,614

**Further Reference, 1963**

### Melbourne Harbor Trust

#### *Administration*

The Melbourne Harbor Trust Commissioners are a financially independent, corporate body operating under the provisions of the *Melbourne Harbor Trust Act 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 in, or shipped out of the port, 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, modernisation, and development, with any surplus put back into port development. In 1968, the Trust had approximately \$83m invested in port assets. Capital works are financed out of revenue and out of loans, mainly privately arranged, which are raised and financed by the Trust itself and 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.

*Port Emergency Service*

For more than twenty-five years the Melbourne Harbor Trust Commissioners have accepted substantial responsibility for safety and security within their 10½ square miles of Port area. This responsibility is vested in the Port's Emergency Service, which is a mobile, compact force of specialists trained in fire fighting and prevention, first aid treatment, salvage ashore and afloat, rescue on land as well as in and under water, security, accident clearance, underwater repairs, inspection of ships and port installations, the prevention of and prosecution for oil pollution, and the enforcement of port regulations.

The Service began during the Second World War when Melbourne's own security services were partly depleted because of wartime requirements. Port Authority personnel undertook various security and emergency duties, which in the post-war years developed into the Service whose function is to protect the Port of Melbourne.

The Service deals with emergencies which arise in the port area. If an emergency develops beyond the resources of the Service, then the Police Force, the Melbourne and Metropolitan Fire Brigade, the Civil Ambulance Service, and the metropolitan hospitals assist. In the event of a declared State maritime disaster, the Communications Centre of the Port Emergency Service becomes headquarters of the State Disaster Organisation.

The Emergency Service with its 114 officers and men is divided into three separate sections: Emergency, Medical and First Aid, and Investigation and Security.

In 1967, the Emergency Service attended to 283 fire calls (including twenty-five false alarms) involving merchant shipping, port authority vessels, small craft, cargo and cargo sheds, port buildings, offices and stores, grassland, rubbish, and vehicles. It also carried out 389 special services including recovery of small craft, pumping services afloat and ashore, removal of hazardous substances, rescue of people trapped in various circumstances or injured in a variety of falls. Special services requiring oxygen breathing apparatus included unloading broken containers of toxic cargoes from ships, cleaning up spilt toxic cargoes in holds of ships and on wharves, and plugging a pipe line in a tank ship's hold containing toxic cargo. Diving and underwater salvage were required to clear fouled propellers, recover various goods and equipment, perform underwater repairs to and inspections of ships, fight fires under wharves, and rescue people from water.

During 1967, the First Aid Section attended and treated 9,731 calls to injuries or accidents involving people in the port area. Of this total, 8,282 persons were able to return to duty after treatment.

During the same year the Investigation and Security Sections investigated various offences including damage to property, pollution of the waters of the port, detection of stolen property, smoking offences, parking and traffic offences, detection of undeclared goods, assault and offensive behaviour, dangerous driving, and illegal possession of dangerous drugs.

While most matters were reported to the Victoria Police or Customs Authorities for further action and prosecution, the Service itself prosecuted for contravention of various regulations including eleven cases of discharge of oil from ships into the waters of the port on charges laid under the *Navigable Waters (Oil Pollution) Act 1960*.

The equipment of the Service includes foam and water fire fighting equipment in one of the Port Authority's tugs, a 38 ft fire and rescue launch, fire tenders pumping 1,000 gals of water or 4,800 gals of foam per minute, trailer pumps, a 1,000 gallon foam compound tanker, a variety of emergency tenders with breathing apparatus, decontamination equipment and radiation detection apparatus, portable salvage pumps, mobile treatment and dressing stations, a 3 ton mobile crane, underwater and conventional oxy-acetylene gear, underwater explosive fastening tools, and portable oxygen resuscitation equipment.

**Further References, 1961 to 1969 ; Changing Trends in Port Development, 1968 ; Port Facilities, 1969**

The following table shows particulars of the financial operations of the Melbourne Harbor Trust for the years 1964 to 1968 :

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

Particulars	1964	1965	1966	1967	1968
<b>REVENUE</b>					
Wharfage and Tonnage Rates ..	7,145	7,058	6,393	6,692	8,357
Rent of Sheds .. .. .	637	606	572	586	638
Special Berth Charges .. ..	456	431	317	381	489
Rent of Lands .. .. .	666	725	949	965	1,154
Crane Fees .. .. .	1,613	1,800	1,672	1,793	2,043
Other .. .. .	796	814	792	796	892
<b>Total Revenue .. .. .</b>	<b>11,312</b>	<b>11,434</b>	<b>10,695</b>	<b>11,213</b>	<b>13,573</b>
<b>EXPENDITURE AND APPROPRIATIONS</b>					
Administration and General Expenses	710	784	874	908	1,098
Port Operating Expenses .. ..	2,160	2,413	2,422	2,642	2,837
Maintenance—					
Dredging .. .. .	1,326	508	265	203	266
Harbour .. .. .	75	123	110	116	101
Wharves .. .. .	502	648	638	581	593
Approaches .. .. .	90	117	125	152	119
Railways .. .. .	44	51	79	80	80
Cargo Handling Equipment .. ..	304	325	342	358	355
Other Properties .. .. .	38	62	93	54	55
Interest .. .. .	1,482	1,465	1,551	1,706	1,780
Depreciation and Renewals .. ..	1,647	1,486	1,584	1,427	2,295
Insurance .. .. .	165	96	99	103	108
Sinking Fund .. .. .	1,150	928	160	435	600
General Reserve .. .. .	..	800	900	1,037	1,600
Payments to Consolidated Revenue	1,437	1,420	1,287	1,346	1,468
Other .. .. .	*	1	2	2	*
<b>Total Expenditure and Appropriations .. .. .</b>	<b>11,132</b>	<b>11,226</b>	<b>10,530</b>	<b>11,150</b>	<b>13,355</b>
<b>CAPITAL OUTLAY</b>					
Land and Property .. .. .					
Reclamation .. .. .	253	224	106	201	291
Deepening Waterways .. .. .	23	32	312	408	359
Wharves and Sheds Construction .. ..	154	786	1,239	1,235	2,517
Cargo Handling Equipment .. ..	1,423	1,709	1,760	2,095	3,214
Approaches Construction .. .. .	294	359	1,252	91	537
Floating Plant .. .. .	361	464	303	355	412
Other Works, etc. .. .. .	59	11	95	51	167
.. .. .	253	768	675	769	588
<b>Total Capital Outlay .. .. .</b>	<b>2,821</b>	<b>4,352</b>	<b>5,742</b>	<b>5,205</b>	<b>8,085</b>
Loan Indebtedness at 31 December	29,773	30,473	32,247	34,484	36,029

\* 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 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 an 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 cu 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.

A modern dry bulk berth equipped with four 7½ ton kangaroo cranes giving an initial discharge rate of 1,000 tons an 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 new berth was expected to be in operation by late 1969.

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 1964 to 1968 are shown in the following table :

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

Particulars	1964	1965	1966	1967	1968
<b>REVENUE</b>					
Wharfage, Tonnage, and Special Berth Rates .. .. .	2,284	2,238	2,373	2,464	2,428
Shipping Services .. .. .	615	722	838	851	801
Rents, Fees, and Licences .. .. .	38	43	45	47	51
Freezing Works and Abattoirs .. .. .	50	63	64	64	80
Other .. .. .	115	159	120	53	5
Total Revenue .. .. .	3,102	3,225	3,440	3,479	3,365
<b>EXPENDITURE AND APPROPRIATIONS</b>					
Management Expenses .. .. .	272	344	366	382	432
Shipping Services .. .. .	516	622	647	614	670
Maintenance—					
Wharves and Approaches .. .. .	70	77	102	89	91
Harbour .. .. .	78	85	71	81	99
Floating Plant .. .. .	24	10	13	16	18
Other .. .. .	22	18	17	26	25
Interest on Loans .. .. .	344	390	401	400	413
Sinking Fund .. .. .	72	77	76	77	79
Depreciation Provision .. .. .	414	432	515	603	693
Port Development Fund .. .. .	..	..	1,007	500	250
Other .. .. .	102	72	62	66	68
Total Expenditure and Appropriations .. .. .	1,914	2,127	3,277	2,854	2,838

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

Particulars	1964	1965	1966	1967	1968
<b>CAPITAL OUTLAY (NET)</b>					
Floating Plant .. .. .	592	100	..	651	131
Land and Property .. ..	104	294	70	138	77
Deepening Waterways .. ..	228	500	69	1,942	313
Wharves and Approaches ..	898	2,332	431	553	709
Other .. .. .	30	46	11	36	46
<b>Total Capital Outlay ..</b>	<b>1,852</b>	<b>3,272</b>	<b>581</b>	<b>3,320</b>	<b>1,276</b>
<b>LOAN INDEBTEDNESS AT 31 DECEMBER</b>					
State Government .. ..	228	193	124	118	118
Public .. .. .	6,958	7,490	7,404	7,618	7,815
<b>Total Loan Indebtedness..</b>	<b>7,186</b>	<b>7,683</b>	<b>7,528</b>	<b>7,736</b>	<b>7,933</b>

### 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 sq miles of western Victoria and the south-east of South Australia. The port is within a few miles of main shipping routes with deep water approaches right up to the entrance of the harbour basin. Two breakwaters enclose an area of 250 acres of sheltered water to form the harbour basin, while cargo berths have rail and road access to all main Victorian and interstate traffic routes.

During 1967-68, a three year capital works programme to develop the first stage of a second quay was finalised with the completion of a new berth designed specifically for the handling of bulk commodities. The Portland Harbor Trust Act was amended to allow the handling of all varieties of grain, and the new fertiliser complex at Lady Bay was completed. In order to cater for the anticipated increase in annual grain tonnages available for export, the Commissioners proposed to the Government that the present storage capacity of the grain terminal be duplicated as soon as possible, and plans are now in hand to have this work completed in time for the 1969-70 harvest season.

Despite one of the worst droughts ever experienced in the port district, and a resultant decline in the volume of exports shipped through Portland during 1967-68, imports rose by 5.1 per cent to 283,702 tons. For the second year in succession the gross tonnage of shipping berthed

exceeded 1 mill. tons. Although the volume of all cargo handled was 25.9 per cent lower than the previous year's figure, shipping revenue rose by 5.3 per cent to \$277,292. The number of ships using the port for all purposes during the year amounted to 419, an increase of 128 on the previous year. This increase was mainly attributable to the offshore search for oil and gas in the Otway Basin. Almost 9,000 tons of stores and equipment were handled during the year for this project.

Particulars of the financial operations of the Portland Harbor Trust for the years 1963-64 to 1967-68 are set out in the following table :

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

Particulars	1963-64	1964-65	1965-66	1966-67	1967-68
<b>REVENUE</b>					
Wharfage Rates .. .. .	130	117	137	156	159
Tonnage Rates .. .. .	22	24	21	26	23
Shipping Services .. .. .	42	84	63	108	101
State Government Grant .. .. .	646	711	576	615	760
Grain Terminal .. .. .	..	5	82	207	17
Other .. .. .	86	53	46	57	86
<b>Total Revenue .. .. .</b>	<b>926</b>	<b>994</b>	<b>925</b>	<b>1,169</b>	<b>1,146</b>
<b>EXPENDITURE AND APPROPRIATIONS</b>					
Administration .. .. .	58	59	68	76	92
Maintenance .. .. .	60	67	78	66	70
Shipping Services .. .. .	74	92	61	88	77
Depreciation .. .. .	16	12	26	27	27
Interest on Loans .. .. .	562	622	677	739	807
Sinking Fund .. .. .	42	47	50	52	53
Loan Redemption .. .. .	..	..	33	36	43
Grain Terminal (excl. Depreciation) .. .. .	..	4	35	73	35
Other .. .. .	2	8	4	2	2
<b>Total Expenditure and Appropriations .. .. .</b>	<b>814</b>	<b>911</b>	<b>1,032</b>	<b>1,159</b>	<b>1,206</b>
<b>CAPITAL OUTLAY</b>					
Port Rail System .. .. .	..	..	..	49	66
Reclamation .. .. .	3	30	315	114	59
Grain Terminal .. .. .	133	1,036	111	131	79
Deepening Waterways .. .. .	30	..	51	51	26
Wharves and Sheds .. .. .	68	173	386	395	388
Breakwater Construction .. .. .	70	18	..	42	..
Other .. .. .	48	131	185	196	278
<b>Total .. .. .</b>	<b>352</b>	<b>1,388</b>	<b>1,048</b>	<b>978</b>	<b>896</b>
<b>Loan Indebtedness at 30 June—</b>					
State Government .. .. .	4,092	4,083	4,083	4,083	3,673
Public .. .. .	10,952	12,310	13,027	13,939	14,826
<b>Total Loan Indebtedness .. .. .</b>	<b>15,044</b>	<b>16,393</b>	<b>17,110</b>	<b>18,022</b>	<b>18,499</b>

**Lighthouses, 1964**

### **Westernport**

Westernport is an extensive inlet 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. It is approximately twenty-six miles from the entrance to the northern extremity of the inlet.

Although the entrance contains some large sandbanks a deep water channel up to seventeen fathoms deep exists close to the island. This navigable channel extending from the Western Entrance to Crib Point is thirteen miles long with low-water depths of 47 ft and 49 ft, respectively, in the Northern and Western Arms. Tidal rises are of the order of 9 ft springs and 7 ft neaps.

Pilotage for the port is undertaken by the Port Phillip Sea Pilots. Large tankers coming from the west generally take on their pilot at the Pilot Boarding Station off Port Phillip Heads; small coastal tankers from the east take on their pilot off Flinders, where a 36 ft pilot launch is provided.

For many years Westernport remained unexploited except for its use by a commercial fishing fleet and amateur fishing and boating enthusiasts. In June 1963 the Westernport (Oil Refinery) Act was passed by the Victorian Government giving effect to an agreement between the State and B.P. Refinery (Westernport) Pty Ltd to establish a refinery and associated port facilities. The marine terminal established provides two berthing heads, one capable of taking tankers up to 100,000 tons deadweight and the other tankers up to 40,000 tons.

Large scale development of offshore oil and natural gas reserves in nearby Bass Strait led to the Westernport Development Act being passed in December 1967. This Act gives effect to an agreement between the State and Hematite Petroleum Pty Ltd and Esso Exploration and Production Inc. to construct a fractionation plant to process the petroleum and a single berth marine terminal designed to accommodate tankers up to 100,000 tons deadweight. The terminal and fractionation plant are situated at Long Island Point.

The erection of a plant for Cresco Fertilizers Ltd added to the recent development of the area and continued growth seems assured following the joint announcements in 1969 by the B.H.P. Company Ltd and Guest, Keen and Nettlefolds. Their decision to develop progressively a rolling mills and major steel works complex on the western shores requires large capital investment and a large labour force.

Westernport is well located in relation to the State's major electric power grid. Port maintenance facilities have been established at Stony Point and other services such as transport, water supply, and sewerage can be progressively developed.



## 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.

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 Melbourne with Mildura, centre of the dried fruit industry.

### *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 12 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 25 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 1870s, 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 14 June 1883. This was the beginning of the break of gauge, which continued to disrupt New South Wales–Victoria traffic 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 19 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 (250.75 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 and X class (1,800 hp) and B class (1,600 hp), haul Victorian Railways fast passenger and freight trains. The T class (950-1,050 hp) diesel-electric locomotive is mainly a freight train operator, but it also hauls selected passenger trains. The Y class (650-750 hp) diesel-electric locomotive hauls branch line freight trains and is also used on freight yard work. The W class (650 hp) diesel-hydraulic locomotive and the F class (350 hp) diesel-electric are almost exclusively used on shunting and transfer work. The L class (2,400 hp) electric locomotive hauls passenger and freight trains on the Gippsland line, Victoria's longest electrified track. Country passenger train services are supplemented by 102 hp, 153 hp, and 280 hp diesel, and 260 hp diesel-electric rail-cars.

Modern multiple-unit saloon type suburban electric trains are progressively replacing obsolete swing-door compartment type trains on the suburban electric service. 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 or bogie types. They include many types of wagons and vans, up to 57 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 to 1861); Melbourne to Essendon (1860); Essendon to Broadmeadows (1872); South Yarra to Dandenong (1877 to 1879); Caulfield to Frankston (1881-82); Hawthorn to Lilydale (1882); Brighton Beach to Sandringham (1887); North Melbourne to Somerton (1884 to 1889); Collingwood to Heidelberg (1888); Ringwood to Upper 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); Upper Ferntree Gully to Belgrave (converted to broad gauge and electrified in 1962); and Lalor to Epping (reopened in 1964).

Australia's first electric train ran from Newmarket to Flemington Racecourse on Sunday 6 October 1918. However, electric traction for passengers did not start until the following year.

The line from Essendon to Sandringham was the first converted from steam to electric traction, 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 twenty main class rates, while 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 interstate, in specified wagon-loads 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 has fallen slightly in recent years. However, additional trains are needed to handle a growing long distance peak period load. In 1946, the number of trains required for the peak service was 109; in 1969 it was 138. Following elimination of break of gauge at Albury for passenger trains since

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.

#### *Standardisation 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 243 miles.

Linking of Sydney with Perth by an all standard gauge route through Broken Hill 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 connections give direct rail access to about three quarters of the population of Australia.

#### *Bogie Exchange*

The standard gauge line from Wodonga to Melbourne provided Melbourne consignors with direct access to the standard gauge network and every station in New South Wales. However, a considerable tonnage of Victorian and overland broad gauge traffic consigned to areas in New South Wales or to Brisbane still required transshipment at either Albury or Melbourne.

The exchange of bogies, which was pioneered by the Victorian Railways, is now an essential part of interstate railway operations. It has enabled loaded rail wagons to travel over different gauge lines and eliminated the manual transfer of goods from one wagon to another at break of gauge terminals. Bogies can be changed under a loaded vehicle in much less time than that taken for transshipping goods from one wagon to another. The main bogie exchange centre in Victoria, at South Dynon, can handle 200 vehicles per day, allowing up to 7,000 tons of freight to move undisturbed over both gauges. A small centre has been established at Wodonga to handle traffic between northern and north-eastern Victoria and the northern States. Since the introduction of bogie exchange, the tonnage of overland traffic handled in Victoria has increased steadily and is now very much greater than that handled in 1962.

#### *Mechanised Track Maintenance*

Using modern mechanised techniques, the Victorian Railways continually maintain and re-lay their railway tracks for passenger and freight traffic. Track maintenance and renewals constitute one of the larger railway budget items, the cost in 1967-68 being approximately \$12.5m.

Among the modern machines used in track maintenance are : a track recording car that travels over most lines three to four times a year recording track irregularities ; sleeper renewers that withdraw old sleepers and insert new ones ; automatic levelling and tamping machines that re-surface the track, ensuring that sleepers are uniformly supported by ballast ; spot tamping machines for packing ballast under renewed sleepers ; track liners which generally follow tamping machines and ensure correct alignment of track ; and ballast regulators that distribute and trim ballast to a regular shape.

Under a new system, introduced in 1968, major track maintenance, re-sleepering, and track re-surfacing are carried out by mobile gangs of up to twenty-five men stationed in country districts. The new system replaces many small track maintenance gangs which were each responsible for re-sleepering and repairing a small length of track. Mobile gangs equipped with modern machines put track maintenance on a production line basis, thus minimising manual labour and increasing working efficiency. Re-sleepering and re-surfacing gangs work progressively through a district to cover each main line track and major branch line once in every three years. The men live in converted railway carriages, specially fitted to provide comfortable sleeping quarters and messing facilities. A modified system of mechanised maintenance is being introduced for branch lines that have light traffic.

During 1967-68, about 180 miles of country lines were re-laid and reconditioned, and points and crossings were renewed at about 75 locations. In addition, 235 miles of track were re-surfaced. Re-laying of the north-east broad gauge line progressed beyond Violet Town and work is expected to be completed at Wodonga early in 1970. The south-east line has been re-laid from Dandenong to Leongatha and was to be completed to Foster early in 1969, to reach the Foster-Yarram section already re-laid. Other re-laying works in progress were on sections of the Mildura line, and the line between Marooona and Portland. Re-laying of the Geelong-Ballararat line from Gheringhap to Warrenheip and the Quambatook to Ultima section on the Robinvale line were completed during the year.

### *Developmental Programme*

The Victorian Railways are pursuing a policy within the limits of available finance of modernising the system by purchasing more diesel-electric locomotives, suburban electric trains, and other rolling stock, and are continuing the programme of track re-laying and duplication in suburban and country districts.

The current financial programme provides for further work to proceed on the Melbourne Goods Yard re-arrangement project (including an automated shunting hump), additional suburban track work, automatic signalling improvements, etc. Money has also been made available 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 specialised traffic, such as flexi-vans, steel sections, motor cars, bulk cement, and freight consignments of unusual length.

#### Further References, 1964-1969

The following 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 Victoria. Details of the operations of the road motor services are shown on page 768.

#### 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 Railway Department as at 30 June of each of the five years 1964 to 1968 is shown in the following table :

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

At 30 June—	Railways		Road Motor Services	Total Capital Cost*
	Lines Opened	Lines in Process of Construction		
1964 .. .. .	312,648	2,478	47	315,172
1965 .. .. .	322,329	2,686	38	325,053
1966 .. .. .	332,956	2,693	61	335,710
1967 .. .. .	345,813	389	45	346,247
1968 .. .. .	357,135	120	36	357,291

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

At 30 June 1968, the capital cost of rolling-stock, after being written down in accordance with the *Railways (Finances Adjustment) Act 1936*, and allowing for depreciation was: \$98.8m broad gauge, \$0.01m narrow gauge, and \$6.3m uniform gauge.

#### 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 \$397.2m at 30 June 1968.

After deducting the value of securities purchased from the National Debt Sinking Fund and cancelled (\$54.1m), the net liability on current loans outstanding at that date was \$343.1m.

The total liability of the State for railways construction, etc., at 30 June 1968 (which includes the liability referred to in the previous paragraph) was \$459.1m. Deduction of securities purchased from the National Debt Sinking Fund and cancelled (\$77.0m) together with cash at credit in the Fund (\$0.01m) reduced the amount outstanding at the end of the year to a net liability of \$382.1m.

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 1 July 1964, the obligation to pay interest and debt charges on moneys borrowed for the purposes of the *Railways Act* 1958 on and after 1 July 1960. The total annual interest payable on the liability of \$382.1m at 30 June 1968 amounted to \$18.3m at an average rate of 4.802 per cent. Of this amount, the Victorian Railways are liable for \$6.1m. In addition, the State is required to pay a contribution of \$3.5m at a rate of 4.5 per cent on cancelled securities.

Additional funds, which amounted to \$52.0m at 30 June 1968, have been provided for railway construction, equipment, stores, etc., 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 1963-64 to 1967-68 are shown in the following table :

#### VICTORIA—RAILWAYS STAFF : NUMBERS, SALARIES, ETC.

Year Ended 30 June—	Number of Employees at End of Year			Salaries, Wages, and Travelling Expenses
	Permanent	Supernumerary and Casual	Total	
				\$'000
1964 .. .. .	17,848	10,349	28,197	69,087
1965 .. .. .	16,859	10,604	27,463	75,760
1966 .. .. .	16,158	11,473	27,631	77,980
1967 .. .. .	15,704	11,038	26,742	79,464
1968 .. .. .	15,422	11,989	27,411	82,862



**Railways Route Mileage**

The route mileage of the railways (exclusive of road motor service route mileage) for each of the years 1963-64 to 1967-68 is given in the following table.

It should be noted that the Victorian Railways operate certain services in New South Wales. At 30 June 1968, 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)  
(Route Miles)**

Lines Open for Traffic	At 30 June—				
	1964	1965	1966	1967	1968
Single Track—Broad Gauge* ..	3,700	3,694	3,671	3,711	3,694
Narrow Gauge ..	8	8	8	8	8
Double Track—Broad Gauge* ..	425	431	431	431	433
Other Multi-Track—Broad Gauge*	77	78	78	79	80
<b>Total Route Mileage ..</b>	<b>4,210</b>	<b>4,211</b>	<b>4,188</b>	<b>4,230</b>	<b>4,215</b>

\* Broad gauge refers to 5 ft 3 in and includes 4 ft 8½ in gauge 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 1963-64 to 1967-68 :

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

Rolling Stock in Service	At 30 June—				
	1964	1965	1966	1967	1968
<b>Locomotives—</b>					
Steam .. .. .	246	220	181	132	50
Electric .. .. .	35	35	35	35	35
Diesel Electric .. .. .	139	161	185	199	220
Other* .. .. .	84	87	85	87	90
<b>Total .. .. .</b>	<b>504</b>	<b>503</b>	<b>486</b>	<b>453</b>	<b>395</b>
<b>Passenger Coaches—</b>					
Electric Suburban .. .. .	1,074	1,080	1,089	1,116	1,113
Other† .. .. .	724	712	698	675	659
<b>Total .. .. .</b>	<b>1,798</b>	<b>1,792</b>	<b>1,787</b>	<b>1,791</b>	<b>1,772</b>
Goods Stock ‡ .. .. .	21,792	21,891	21,914	21,725	21,489
Service Stock .. .. .	1,660	1,676	1,659	1,625	1,625

\* 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 included.

‡ All parcels and brake vans and standard gauge stock have been included.

### Railways Traffic

The traffic of the railways (exclusive of road motor traffic) for each of the years 1963-64 to 1967-68 is shown in the table below :

#### VICTORIA—RAILWAYS TRAFFIC (EXCLUDING ROAD MOTOR SERVICES)

Traffic	During Year Ended 30 June—				
	1964	1965	1966	1967	1968
Traffic Train Mileage—Country '000	4,835	4,836	4,738	4,798	4,833
Suburban '000	8,369	8,480	8,458	8,504	8,420
Goods '000	6,909	7,172	6,949	6,733	6,633
Total .. '000	20,113	20,488	20,145	20,035	19,886
Passenger Journeys—Country '000	5,082	4,907	4,793	4,674	4,535
Suburban '000	148,313	144,846	144,332	141,593	141,733
Total .. '000	153,396	149,753	149,125	146,267	146,268
Goods and Livestock Carried '000 tons	12,132	12,596	12,156	12,075	11,116

The tonnage of various classes of goods and the total tonnage of livestock carried by the Victorian Railways for each of the years 1963-64 to 1967-68 are shown in the following table :

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

Class of Goods	Quantity Carried				
	1963-64	1964-65	1965-66	1966-67	1967-68
Butter .. .. .	86	90	82	69	65
Grain—					
Barley .. .. .	177	215	210	196	136
Wheat .. .. .	2,368	2,235	2,035	1,869	1,231
Other .. .. .	307	343	220	322	161
Flour .. .. .	218	197	153	145	167
Bran, Pollard, and Sharps	82	76	53	51	50
Fruit—					
Fresh .. .. .	109	110	92	86	99
Dried .. .. .	67	71	74	103	72
Beer .. .. .	124	129	134	140	144
Briquettes .. .. .	1,586	1,594	1,571	1,487	1,416
Cement .. .. .	573	731	782	807	766
Coal—					
Black .. .. .	219	214	195	213	170
Brown .. .. .	483	389	363	363	326
Galvanised Iron .. .. .	111	111	104	116	71
Iron, Steel Bar Rods, etc., Un- prepared .. .. .	448	473	424	462	498
Manures .. .. .	951	1,077	1,154	1,171	877
Motor Cars and Bodies .. .. .	175	192	182	197	218
Petrol, Benzine, etc. .. .. .	195	155	133	145	165
Pulpwood .. .. .	83	109	124	124	101
Pulp and Paper .. .. .	128	129	125	135	138
Timber .. .. .	264	292	272	252	262
Wool .. .. .	132	136	133	141	128
All Other Goods .. .. .	2,934	3,169	3,303	3,322	3,520
Total Goods .. .. .	11,820	12,237	11,917	11,916	10,781
Total Livestock .. .. .	312	359	239	158	335
Grand Total Goods and Livestock .. .. .	12,132	12,596	12,156	12,075	11,116

## Railways Revenue and Expenditure

The revenue and expenditure of the Railways Department during each of the five financial years 1963-64 to 1967-68 were as follows :

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

Particulars	Year Ended 30 June—				
	1964	1965	1966	1967	1968
<b>REVENUE</b>					
<b>Passenger, etc., Business—</b>					
Passenger Fares .. .. .	25,201	27,455	27,826	30,162	30,330
Parcels, Mails, etc. .. ..	3,044	3,376	3,630	4,135	4,077
Other .. .. .	77	87	163	88	104
<b>Goods, etc., Business—</b>					
Goods .. .. .	56,121	60,488	59,276	61,531	55,465
Livestock .. .. .	1,941	2,158	1,478	1,026	1,703
Miscellaneous .. .. .	677	722	692	769	637
<b>Miscellaneous—</b>					
Dining Car and Refreshment Services .. .. .	2,964	3,058	3,345	3,464	3,451
Rentals .. .. .	1,588	1,653	1,710	1,880	2,101
Bookstalls .. .. .	828	920	1,054	1,053	1,052
Advertising .. .. .	219	208	211	228	234
Other .. .. .	219	201	234	241	240
<b>Total Revenue .. .. .</b>	<b>92,878</b>	<b>100,326</b>	<b>99,619</b>	<b>104,579</b>	<b>99,394</b>
<b>EXPENDITURE</b>					
<b>Working Expenses—</b>					
Way and Works .. .. .	17,633	18,851	19,633	19,940	20,695
Rolling Stock .. .. .	26,388	29,071	28,997	28,740	27,484
Traffic .. .. .	28,857	31,743	32,939	34,611	35,876
Electrical Engineering Branch .. ..	4,328	4,471	4,563	4,427	4,494
Stores Branch .. .. .	1,277	1,406	1,426	1,563	1,585
Pensions .. .. .	4,797	4,870	4,945	5,073	5,273
Service Grants and Retiring Gratuities .. .. .	1,566	1,343	1,173	1,146	1,116
Contributions to Railway Renewals and Replacement Fund .. .. .	400	400	400	400	400
Contributions to Railway Accident and Fire Insurance Fund .. .. .	1,163	1,533	1,315	1,441	1,740
Pay-roll Tax .. .. .	1,647	1,803	1,744	1,852	1,874
Long Service Leave .. .. .	1,236	1,371	1,353	1,521	1,606
Other*† .. .. .	2,344	2,606	2,664	2,846	3,061
<b>Total Working Expenses .. .. .</b>	<b>91,636</b>	<b>99,470</b>	<b>101,151</b>	<b>103,560</b>	<b>105,204</b>
<b>Net Revenue .. .. .</b>	<b>+1,243</b>	<b>+856</b>	<b>-1,532</b>	<b>+1,019</b>	<b>-5,810</b>

For footnotes see next page.

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

Particulars	Year Ended 30 June—				
	1964	1965	1966	1967	1968
<b>EXPENDITURE—<i>continued</i></b>					
<b>Debt Charges—</b>					
Interest Charges and Expenses† ..	} ‡	2,918§	3,726	4,546	5,377
Exchange on Interest Payments and Redemption ..		131§	129	132	119
Contribution to National Debt Sinking Fund .. ..		137§	176	213	251
Net Result for Year ..	..	-2,330	-5,563	-3,872	-11,557
<b>Per Cent</b>					
Proportion of Working Expenses to Revenue .. .. .	98·7	99·1	101·5	99·0	105·8

\* Including interest paid to Commonwealth under Railways Standardisation Agreement, viz., 1964, \$234,692; 1965, \$229,796; 1966, \$224,898; 1967, \$220,000; and 1968, \$215,103.

† 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 year 1963-64.

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

Revenue for 1967-68 decreased by \$5,185,662 compared with 1966-67. Total working expenses increased by \$1,644,464 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 Equalisation Account". The Act provided for the annual appropriation out of the Consolidated Revenue and the payment into the Equalisation 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 Equalisation 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 Equalisation 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 gross revenue and working expenses per average mile of railway worked for each of the five years 1963-64 to 1967-68 were as shown in the following table :

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

Particulars	Year Ended 30 June—				
	1964	1965	1966	1967	1968
Average Number of Miles Open for Traffic .. .. .	4,242	4,211	4,189	4,218	4,210
Gross Revenue per Average Mile Open .. .. . \$	21,878	23,807	23,765	24,777	23,594
Working Expenses per Average Mile Open .. .. . \$	21,572	23,590	24,112	24,519	24,961

*Road Motor Services*

The following table gives, for each of the five years 1963-64 to 1967-68, 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 30 June—				
	1964	1965	1966	1967	1968
Car Mileage .. .. .	341,304	329,635	314,337	283,301	241,069
Passenger Journeys ..	1,243,820	1,154,104	1,060,324	1,033,774	888,834
Gross Revenue \$	72,800	73,274	68,925	70,287	62,216
Working Expenses \$	122,132	133,138	145,393	136,571	119,601
Capital Expenditure at End of Year (Less Depreciation Written Off) .. \$	46,962	38,156	60,859	44,990	36,374

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.

**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 1964-65 to 1967-68 are shown in the following table :

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : REVENUE, EXPENDITURE, ETC.  
( \$'000 )

Particulars	Year Ended 30 June—			
	1965	1966	1967	1968
<b>REVENUE</b>				
Traffic Receipts .. .. .	17,580	17,421	19,060	18,864
Miscellaneous Operating Receipts .. .. .	171	177	176	176
Non-operating Receipts .. .. .	290	356	312	287
<b>Total Revenue .. .. .</b>	<b>18,041</b>	<b>17,954</b>	<b>19,548</b>	<b>19,327</b>
<b>EXPENDITURE</b>				
Traffic Operation Costs .. .. .	8,311	8,430	9,096	9,325
Maintenance—				
Permanent Way .. .. .	910	924	960	903
Tramcars .. .. .	2,229	2,315	2,457	2,480
Buses .. .. .	773	774	765	851
Electrical Equipment of Lines and Sub-stations .. .. .	483	501	474	526
Buildings and Grounds .. .. .	257	229	206	245
Electric Traction Energy .. .. .	889	884	874	884
Fuel Oil for Buses .. .. .	200	171	184	197
Bus Licence and Road Tax Fees .. .. .	25	27	25	23
General Administration and Stores				
Department Costs .. .. .	1,172	1,183	1,178	1,166
Pay-roll Tax .. .. .	320	326	346	355
Workers Compensation Payments .. .. .	359	338	496	407
Depreciation .. .. .	922	1,013	1,014	1,001
Non-operating Expenses .. .. .	59	63	65	76
Provisions—				
Long Service Leave .. .. .	240	318	290	292
Retiring Gratuities .. .. .	436	587	527	543
Accrued Sick Leave .. .. .	46	57	56	92
Public Risk Insurance .. .. .	230	234	286	231
Interest on Loans .. .. .	1,035	1,129	1,222	1,274
Obsolescence in Stores Stock .. .. .	6	7	8	..
<b>Total Expenditure .. .. .</b>	<b>18,902</b>	<b>19,509</b>	<b>20,529</b>	<b>20,871</b>
Net Surplus (+) or Deficit (-) .. .. .	-861	-1,555	-981	-1,544
Capital Outlay .. .. .	2,886	1,442	1,317	938
Loan Indebtedness at 30 June .. .. .	20,950	22,396	23,397	23,397

Particulars relating to the tramway systems under the control of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1963–64 to 1967–68 in the following table :

**VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : TRAMWAYS**

Year Ended 30 June—	Track Open at 30 June—		Tram Mileage	Passenger Journeys	Operating Receipts	Operating Expenses	At 30 June—	
	Double	Single					Rolling-Stock	Persons Employed
	miles		'000		'000		No.	
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
1966..	134	4	16,609	140,556	14,727	15,636	693	3,786
1967..	134	4	16,571	131,876	15,921	16,440	693	3,745
1968..	134	3	16,480	127,575	15,628	16,604	691	3,726

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 1963–64 to 1967–68 :

**VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : MOTOR OMNIBUS SYSTEMS**

Year Ended 30 June—	Route Miles	Bus Mileage	Passenger Journeys	Operating Receipts	Operating Expenses	At 30 June—	
						Rolling-Stock	Persons Employed
		'000		'000		No.	
1964 ..	123	7,283	32,426	3,010	3,583	232	869
1965 ..	123	7,267	29,812	3,199	3,797	223	842
1966 ..	123	6,763	25,120	2,871	3,809	231	828
1967 ..	126	6,931	25,107	3,315	4,024	223	817
1968 ..	140	7,335	25,576	3,413	4,192	233	844

The following tables give an analysis of operating receipts, operating expenses, etc., for each of the five years 1963-64 to 1967-68 :

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

Year Ended 30 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	%
1964 .. ..	13,630	77.55	8.49	14,011	79.72	102.80
1965 .. ..	14,552	86.01	9.84	15,047	88.93	103.40
1966 .. ..	14,727	88.67	10.48	15,636	94.15	106.17
1967 .. ..	15,921	96.08	11.96	16,440	99.21	103.11
1968 .. ..	15,628	94.83	12.13	16,604	100.75	106.25

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

Year Ended 30 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	%
1964 .. ..	3,010	41.33	9.28	3,583	49.20	119.04
1965 .. ..	3,199	44.02	10.73	3,797	52.24	118.69
1966 .. ..	2,871	42.45	11.43	3,809	56.32	132.67
1967 .. ..	3,315	47.83	13.10	4,024	58.06	121.23
1968 .. ..	3,413	46.53	13.24	4,192	57.15	122.83



*Private Motor Omnibus Services*

The following table contains particulars of the operations of Victorian private omnibus services. In addition to details of route operations, charter, school and other special services are included. In the year 1967-68, route operations accounted for 60 per cent of total mileage travelled, while charter, school, and other special services accounted for 13, 26, and 2 per cent, respectively.

## VICTORIA—PRIVATE MOTOR OMNIBUS SERVICES

Particulars	Year Ended 30 June—				
	1964	1965	1966	1967	1968
Number of Vehicles .. .. .	2,376	2,549	2,843	2,701	2,846
Mileage—Petrol Vehicles ('000 miles)	33,024	35,355	35,669	35,114	36,079
Diesel Vehicles ('000 miles)	12,998	14,196	16,461	16,713	19,995
Total Mileage .. .. .	46,022	49,551	52,130	51,826	56,074
Revenue .. .. .	15,513	17,364	\$'000 18,476	19,628	21,297
Expenditure—					
Drivers' Wages .. .. .	4,965	5,531	6,068	6,273	6,904
Repairs and Maintenance .. .. .	2,093	2,182	2,268	2,431	2,646
Depreciation .. .. .	1,550	1,758	1,887	1,910	2,062
Other .. .. .	5,096	5,653	6,203	6,620	7,441
Total Expenditure .. .. .	13,704	15,124	16,426	17,234	19,053
Assets*—					
Motor Vehicles .. .. .	4,663	4,680	5,403	5,199	5,758
Other Assets .. .. .	5,105	6,136	7,081	7,444	8,120
Total Assets .. .. .	9,768	10,816	12,484	12,643	13,878
Liabilities* .. .. .	2,842	3,896	4,417	4,534	5,650

\* Incomplete. Assets and liabilities of operators engaged solely in school bus services are not available.

*Tramways in Extra-Metropolitan Cities*

The cities, outside the metropolitan area, 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 1963-64 to 1967-68 are summarised in the following table :

## VICTORIA—TRAMWAYS IN EXTRA-METROPOLITAN CITIES

Year Ended 30 June—	Track Open		Tram Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	Rolling Stock	Persons Employed
	Double	Single						
	miles		'000		\$'000		No.	
1964..	5	18	840	4,945	244	605	46	191
1965..	5	18	828	4,728	230	661	46	184
1966..	5	18	830	4,333	248	720	46	187
1967..	5	18	836	3,861	282	755	48	184
1968..	5	18	824	3,537	265	772	48	185

Further References, 1961-1963

**Motor Vehicles***Registration, Licences, etc.*

Every motor car and motor cycle must be registered with the Chief Commissioner of Police if used on Victorian roads. All trailers (except certain small trailers for private use and agricultural implements), 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 1 March 1968, in respect of the principal types of registration and for the licensing of drivers and riders :

Type of Registration or Licence	Annual Rate
<b>REGISTRATION—</b>	
Motor Cycle (without trailer, etc.) ..	\$4.10
Motor Cycle (with trailer, etc., attached)	\$6.10
Motor Car (private use) .. ..	\$0.60 for each power-weight unit*
Motor Car (private and business use) ..	\$0.75 for each power-weight unit*
Trailer (attached to motor car) ..	From \$2.50 each, according to the unladen weight and use
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 \$1.10 to \$2.30 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 connection with their business)	From \$0.30 to \$1.30 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)	\$27.10 (Unless a lower fee would otherwise have been payable.)
<b>LICENCE—</b>	
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 \$12.00.

The following tables show, for each of the years 1963-64 to 1967-68, the number of drivers' and riders' licences in force, and the total revenue received at the Motor Registration Branch of the Police Department :

**VICTORIA—DRIVERS' AND RIDERS' LICENCES IN FORCE  
AT 30 JUNE**

Type of Licence	1964	1965	1966	1967	1968
Drivers' .. ..	1,133,387	1,185,050	1,227,990	1,280,459	1,337,381
Riders' .. ..	29,061	30,385	31,487	32,832	34,292
Total .. ..	1,162,448	1,215,435	1,259,477	1,313,291	1,371,673

**VICTORIA—GROSS REVENUE COLLECTED BY MOTOR  
REGISTRATION BRANCH  
(\$'000)**

Particulars	1963-64	1964-65	1965-66	1966-67	1967-68
Registrations and Tax..	26,038	29,714	41,052	43,299	47,219
Drivers' Licences ..	1,222	1,824	2,872	2,746	2,792
Other .. ..	356	605	581	612	748
Total .. ..	27,616	32,143	44,505	46,657	50,759

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), 1966, 1967, and 1968. 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 31 December—				
	1955	1962	1966	1967	1968
Cars* .. ..	422,543	611,496	731,647	763,585	807,028
Station Wagons ..	5,690	69,528	146,032	159,915	173,216
Utilities .. ..	75,721	94,470	92,216	91,615	91,674
Panel Vans .. ..	19,913	31,328	34,253	35,300	36,557
Trucks† .. ..	70,362	79,482	89,713	90,606	92,432
Omnibuses .. ..	2,580	3,409	4,145	4,266	4,365
Total (Excluding Motor Cycles) .. ..	596,809	889,713	1,098,006	1,145,287	1,205,272
Motor Cycles§ ..	26,406	15,802	11,811	13,601	17,042
GRAND TOTAL ..	623,215	905,515	1,109,817	1,158,888	1,222,314

\* Includes ambulances and hearses.

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

§ Includes motor scooters.

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). They are not strictly comparable with the preceding table.

**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		
	1966	1967	1968	1966	1967	1968
Austin .. .. .	2,724	3,033	3,567	2	..	..
Chevrolet .. .	507	417	287	2	3	4
Chrysler .. .	7,557	7,935	8,218	2,265	2,268	2,297
Datsun .. .	788	2,234	2,822	175	551	457
Fiat .. .	238	328	634	6	6	22
Ford .. .	13,928	17,424	16,934	3,527	3,799	3,408
Hillman .. .	1,143	1,852	2,437	140	85	297
Holden .. .	20,777	21,365	26,241	9,431	8,490	7,701
Honda .. .	116	74	328	..	..	1
Isuzu .. .	382	288	203	..	..	..
Jaguar .. .	222	204	220	..	..	..
M.G. .. .	308	319	380	..	..	..
Mazda .. .	102	884	2,413	89	88	242
Mercedes Benz .. .	512	543	641	..	1	..
Morris .. .	5,973	5,939	5,720	3	..	1
Peugeot .. .	347	453	549	45	54	64
Renault .. .	223	658	1,071	17	4	1
Toyota .. .	3,936	5,348	7,027	622	541	532
Triumph .. .	291	355	441	..	..	..
Volkswagen .. .	4,048	3,775	2,688	288	334	371
Other .. .	4,250	2,726	1,639	153	46	52
<b>Total .. .</b>	<b>68,372</b>	<b>76,154</b>	<b>84,460</b>	<b>16,765</b>	<b>16,270</b>	<b>15,450</b>

\* Includes ambulances, hearses, and cars other than sedans.

**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	1967				1968			
	Utilities	Panel Vans	Other*	Total	Utilities	Panel Vans	Other*	Total
Austin .. .	..	3	325	328	138	2	201	341
Bedford .. .	3	80	1,582	1,665	1	105	1,506	1,612
Chrysler .. .	646	1	..	647	515	..	..	515
Commer .. .	5	212	234	451	2	101	245	348
Datsun .. .	229	88	92	409	268	67	189	524
Dodge .. .	261	38	537	836	247	33	536	816
Ford .. .	1,841	1,003	701	3,545	1,718	940	727	3,385
Holden .. .	2,994	1,606	..	4,600	2,935	1,749	..	4,684
International .. .	164	59	1,226	1,449	104	35	1,344	1,483
Land Rover .. .	328	1	9	338	187	10	125	322
Mazda .. .	26	24	6	56	26	88	80	194
Morris .. .	152	703	109	964	125	637	78	840
Toyota .. .	448	70	484	1,002	310	165	744	1,219
Volkswagen .. .	77	384	72	533	73	149	348	570
Other .. .	68	18	539	625	30	29	543	602
<b>Total .. .</b>	<b>7,242</b>	<b>4,290</b>	<b>5,916</b>	<b>17,448</b>	<b>6,679</b>	<b>4,110</b>	<b>6,666</b>	<b>17,455</b>

\* Other vehicles includes trucks, omnibuses, milk tankers, petrol tankers, etc.

### Transport Regulation Board

#### General

The Transport Regulation Board is a statutory authority 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 who operates or intends to operate a vehicle for the carriage of goods or passengers for hire or reward or for any consideration or in the course of any trade or business whatsoever 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 on application "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 legislation. There was an increase of 2,424 in the number of licences issued for commercial goods vehicles during 1967-68 ; of these, 1,437 were issued "as of right".

Omnibus services were relatively stable during 1967-68, although there were further increases in costs, particularly wages, petrol, and insurance. There were no general increases in fares nor were there sufficient reductions of service to bring about any notable change in the pattern of omnibus operations.

The number of permits—temporary authority to operate vehicles outside conditions of licence—issued during 1967-68 was 153,144, an increase of 11,472 from the previous year.

#### Motor Boats

The Board was appointed under the *Motor Boating Act* 1961 as the registration authority for motor boats, and at 30 June 1968, 39,300 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 and Drivers' Certificates

At 30 June 1968, there were 660 tow trucks specially licensed in Victoria. During the year, 476 applications were received from tow truck drivers wishing to be issued with driving certificates. A number of these was refused because the applicants were under the required minimum age of 21 years and not fully employed by or apprenticed in some capacity to a tow truck operator, or the Board did not consider the applicants "fit and proper" persons within the meaning of the Transport Consolidated Regulations.

*Drivers' Certificates—Passenger Vehicles*

Drivers of all types of commercial passenger vehicles must be in possession of a driver's certificate. This certificate is a separate and additional authority to the motor car driver's licence issued by the police. The test for a driver's certificate includes, as well as a medical and eyesight test, a suitable character and traffic record which is subject to police check. A total of 3,147 applications for drivers' certificates were received during the year. Of this number 2,546 certificates were issued.

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 1963-64 to 1967-68 :

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

Particulars	Year Ended 30 June—				
	1964	1965	1966	1967	1968
<b>Temporary Licences—</b>			No.		
Commercial Passenger Vehicles .. ..	192	223	221	214	177
Commercial Goods Vehicles .. ..	1,224	1,502	963	756	807
<b>Permanent "Discretionary" Licences—</b>					
Commercial Passenger Vehicles .. ..	5,871	6,101	6,269	6,576	6,543
Commercial Goods Vehicles .. ..	8,516	10,333	10,995	11,582	12,518
<b>Licences Issued "As of Right"—</b>					
To operate for hire or reward within 25 miles of the G.P.O. or P.O.—					
Melbourne .. ..	13,466	14,067	14,798	14,831	15,147
Ballarat .. ..	} 1,594	1,618	1,537	1,512	1,507
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 .. ..					
Primary Producers (vehicles over 2 tons capacity) .. ..	16,680	17,086	17,080	17,414	16,313
Commercial Goods Vehicles owned by butter and cheese factories .. ..	787	758	708	694	546
Commercial Goods Vehicles authorised to carry goods in connection with the owner's business (50 miles radius—vehicles up to 80 cwt capacity) .. ..	42,108	45,756	47,218	49,498	51,618
Commercial Goods Vehicles being used as—					
Carriers of all "Third Schedule" goods ..	} 10,857	11,434	12,203	12,548	12,684
Racehorse Floats .. ..					
Tank Wagons for carriage of petroleum products .. ..					
Commercial Travellers' Cars .. ..					
Commercial Goods Vehicles operated by authorised decentralised industries .. ..	223*	507	679	768	799
Additional Licences to Commercial Goods Vehicles to carry passengers .. ..	64	56	52	46	38
<b>Total Licences Issued .. ..</b>	<b>108,753</b>	<b>116,459</b>	<b>119,437</b>	<b>123,260</b>	<b>125,606</b>
<b>Financial Transactions—</b>			\$'000		
Revenue .. ..	1,680	1,749	2,025†	2,383	2,403
Expenditure (including payments to local authorities for road maintenance, comfort stations, and bus shelters) .. ..	1,390	1,475	1,636	1,860	1,990
<b>Balance .. ..</b>	<b>290</b>	<b>274</b>	<b>389</b>	<b>523</b>	<b>413</b>
<b>Road charges collected and transferred direct to</b>					
Country Roads Board .. ..	5,630	5,927	6,378	6,733	7,248
Motor Boat registration fees collected and paid to Tourist Fund .. ..	134	163	179	193	219
Log Book Fees‡ .. ..	..	..	..	5	2

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

† Includes amount recouped from Country Roads Board for road charges collected.

‡ As from 15 May 1967, all collections paid to Country Roads Board.

### Traffic Commission

Under the *Road Traffic Act 1958*, the function of the Commission is to advise the Government about regulations generally and for the improvement of traffic conditions and traffic control. The Commission is empowered to make any inquiries thought fit in exercising these functions and, where necessary, may co-opt persons of special skills to assist in these inquiries. Under the *Road Traffic Act*, the establishment, renovation, alteration or improvement of any particular sign, mark or device, or the removal of any parking area, obstruction or erection in or on any street or road are subject to control. Advice for action under this Act is furnished by the Commission.

The *Road Traffic Regulations 1962* provide that no person may erect or establish a major traffic control device without the consent of the Commission. In addition, the Commission is authorised to consent to the establishment of minor traffic control devices. These wide statutory responsibilities enable the Commission to establish standards and practices for the guidance of highway authorities.

Surveys conducted by the Commission have shown the need for traffic engineering measures to improve the flow of peak-hour traffic, particularly in the metropolitan area. Clearways have been established and in four localities with pronounced peak hour flows, municipalities, with the encouragement of the Commission, have introduced off-centre operation using overhead signals. At four additional places, the use of cones enables traffic moving in the direction of peak flow to use three lanes of the four lane roadway.

The Commission is the repository of the State Road Accident records collected by the Police Department. It, therefore, maintains close liaison with the Department in the collection and application of accident statistics and also in the operation of traffic control devices. The principal traffic control items in use in Victoria at 30 November 1968 were : 422 stop-go traffic signals at intersections ; 288 pedestrian operated stop-go signals not controlling an intersection ; 291 pedestrian crossings ; and 1,304 school crossings.

### Lower Yarra Crossing Authority

The Lower Yarra Crossing Authority was incorporated in October 1965 under the *Victorian Companies Act 1961* as a company limited by guarantee. On 21 December 1965, the Lower Yarra Crossing Authority Act was proclaimed and this gave the Authority the necessary powers to construct, operate, and maintain a toll crossing over the lower reaches of the River Yarra, between Graham Street, Port Melbourne, and Williamstown Road, Yarraville.

The estimated cost of the eight lane bridge, together with the traffic interchanges at each end, is \$42m. The overall length of the main bridge structure will be 8,472 ft, consisting of 5,690 ft of concrete approach viaducts, and a five span steel cable stayed girder bridge of 2,782 ft over the River Yarra. The main span of the steel bridge will be 1,102 ft 6 in and at its highest point the underside of the main girder will be 176 ft above the low water mark of the navigational channel.

Construction work on the main bridge structure commenced on 9 April 1968 and the following main contracts, of total value of \$23.5m were in progress in 1969. Contract "F"—construction of all foundations, Contract "C"—construction of concrete piers and approach viaduct spans, and Contract "S"—construction of the main steel bridge over the Yarra River.

Contracts for the construction of traffic interchanges at Graham Street, Port Melbourne, and Williamstown Road, Yarraville on the east and west sides of the River Yarra, respectively, and for the construction of the toll plaza and expressway on the east side of the River are running concurrently with the main bridge contracts. The contract value of these works is approximately \$7m and further contracts for the completion of the project will be required to conform with the overall programme of works necessary to complete this major undertaking.

The crossing will be operated as a toll bridge by the Authority and, in accordance with the requirements of the Lower Yarra Crossing Authority Act. Income from tolls will be required to meet the costs of operating and maintaining the crossing, to meet all interest payable in respect of loan funds, and to amortise the capital cost of the crossing within a period of not more than 40 years from the opening date. When the crossing is free of all mortgages, charges, and other encumbrances, the Authority will surrender its assets to the Crown in right of the State of Victoria.

### **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 thirty 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 166.

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

Year Ended 30 June—	Number of Accidents	Persons Killed	Persons Injured	Per 100,000 of Mean Population		
				Number of Accidents	Persons Killed	Persons Injured
1954 ..	10,537	569	13,351	435	23	551
1955 ..	10,217	528	12,833	405	21	509
1956 ..	10,606	582	13,483	414	23	525
1957 ..	10,804	589	14,120	409	22	535
1958 ..	11,233	571	15,015	418	21	559
1959 ..	12,462	661	16,784	449	24	605
1960 ..	12,267	698	16,595	430	24	582
1961 ..	12,140	773	16,757	420	27	579
1962 ..	11,639	818	16,074	393	28	543
1963 ..	12,330	803	17,149	408	27	568
1964 ..	13,067	838	18,401	423	27	595
1965 ..	14,432	907	20,482	455	29	646
1966 ..	14,110	933	20,277	442	29	636
1967 ..	14,077	963	19,994	433	30	616
1968 ..	15,113	868	21,932	458	26	664

The table which follows provides a description of types of road users killed or injured in road traffic accidents occurring during the years 1965-66 to 1967-68 :

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

Description	1965-66		1966-67		1967-68	
	Killed	Injured	Killed	Injured	Killed	Injured
Drivers of Motor Vehicles	356	8,005	343	7,858	317	8,787
Motor Cyclists ..	16	356	12	381	15	501
Passengers (Any Type) ..	274	8,314	300	8,201	261	9,004
Pedestrians .. ..	246	2,543	265	2,570	229	2,612
Pedal Cyclists .. ..	39	985	37	939	39	979
Other .. .. .	2	74	6	45	7	49
Total ..	933	20,277	963	19,994	868	21,932

Particulars of victims of road traffic accidents during the years 1965-66 to 1967-68 are shown according to age in the following table :

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

Age Group (Years)	1965-66		1966-67		1967-68	
	Killed	Injured	Killed	Injured	Killed	Injured
Under 5 .. ..	26	725	43	709	31	733
5 and under 7 ..	12	392	11	412	15	431
7 and under 17 ..	72	2,371	74	2,283	57	2,525
17 and under 21 ..	154	4,182	150	4,163	147	4,698
21 and under 30 ..	165	4,397	191	4,301	181	4,989
30 and under 40 ..	99	2,590	115	2,411	85	2,589
40 and under 50 ..	109	2,201	104	2,130	86	2,338
50 and under 60 ..	93	1,587	90	1,636	90	1,655
60 and over .. ..	203	1,510	183	1,532	176	1,608
Not Stated .. ..	..	322	2	417	..	366
Total .. ..	933	20,277	963	19,994	868	21,932

**Australian Road Safety Council, 1966 ; Melbourne Transportation Committee, 1968**

### **Civil Aviation**

#### *Control of Aviation*

The Victorian *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, Portland, Birchip, Orbost, Stawell, St Arnaud, and Wycheproof.

Construction of a new \$40m airport for Melbourne to accommodate international and domestic aircraft is nearing completion at Tullamarine. This is now officially titled Melbourne Airport. Estimated completion date for international operations is June 1970 and for domestic operations, May 1971.

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 Bairnsdale, Corryong, Horsham, Mildura, Nhill, Portland, Shepparton, Warracknabeal, and Warrnambool. The assistance authorised by the Commonwealth to Victorian local authorities for aerodrome works in the year ending 30 June 1969 was \$114,000 for development and \$68,000 for maintenance works.

In addition to these main aerodromes, there are hundreds of authorised 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 230 aircraft registered in the private category and approximately 2,800 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 pages 318-9) and flying training. In 1968, 69,135 training hours were flown by training organisations in Victoria. In the interests of

encouraging flying for defence and commercial purposes, training organisations 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 1968-69, twenty-four 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 1950s 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 were eighty Victorian based operators licensed to conduct charter operations and flying hours have increased, over a nine year period, from 1,825 in 1959 to 25,497 in 1968.

#### *Commuter Services*

Since the Second World War country or feeder air services within Victoria were commenced on different occasions but ceased when they proved uneconomic. In 1966, the Commonwealth Government decided a new attempt should be made to provide this type of air service between the capital and numerous country centres. As it was felt charter operators would be prevented by the Air Navigation Regulations from operating to a fixed schedule, it was decided to grant certain exemptions under the Regulations. A charter operator who met appropriate additional requirements and standards would be permitted to operate air services between centres to a fixed schedule and on a regular basis.

By October 1967, exemptions under the regulations had been granted to three operators. Using single and light twin engined aircraft capable of carrying six to thirteen passengers, these operators were approved to operate services to Stawell, Ararat, Ballarat, Kerang, Swan Hill, Echuca, Shepparton, Latrobe Valley, West Sale, and Bairnsdale, and to the interstate centres of Albury and Merimbula. Some of these services commenced in November 1967 and others followed with varying degrees of success and continuity. At November 1969 commuter services of the type in question were operating between the following centres on a regular basis: Moorabbin-Essendon, Essendon-Warracknabeal-Horsham, Essendon-Albury, Essendon-Bairnsdale-Merimbula, and Essendon-Sale.

Increased interest is being shown in the operation of similar services. It is clear that this is a new and different development of aviation in the State.

#### *Melbourne (Tullamarine) Airport*

Since 1921, regular public transport operations at Melbourne have been served by Essendon Airport. In the late 1950s, the growth of air traffic, the development of aircraft requiring longer runways and greater pavement strength, and the fact that extensions at Essendon were hampered by residential development adjacent to its boundaries, led the Commonwealth to plan a new airport. It was anticipated that

this airport should meet the requirements of the Victorian State Government for the provision of an international airport, since it was estimated that 40 per cent of Australia's international traffic originated in the Melbourne area.

A submission was made to Federal Cabinet and in May 1959 approval was granted to acquire land. The Commonwealth took over 5,300 acres of land at Tullamarine,  $12\frac{1}{2}$  miles from Melbourne on the Lancefield road, and approximately  $4\frac{1}{2}$  miles from Essendon Airport. The Country Roads Board and Melbourne Metropolitan Board of Works co-operated with the Commonwealth in constructing a freeway connecting the city with Essendon and Tullamarine, a project costing some \$30m.

A north-south runway of 8,500 ft, and an east-west runway of 7,500 ft, both 150 ft wide, were designed and built, with provision for future runway extensions, to 12,500 and 9,500 ft, respectively. Provision was also made for development, in the future, of a second set of runways, parallel to the initial runways, each 7,000 ft in length. The runways at Tullamarine and Essendon are virtually parallel so that they can operate within the same air traffic control pattern. This in fact brings about an airport complex of three sets of parallel runways.

An elaborate taxiway system including high speed turnoffs was provided to serve the initial runways. The high speed turnoffs enable landing aircraft to vacate the runway at 60 mph. Pavements were constructed to take aircraft of 500,000 lb weight on an undercarriage similar to the Boeing 707, or aircraft of greater loads with more sophisticated weight distribution systems. They are thus capable of carrying aircraft such as the Boeing 747 (the Jumbo Jet), and supersonic aircraft, up to a weight of 700,000 to 800,000 lb.

The apron area provides parking positions, adjacent to the terminal building, for eight international aircraft, and twelve aircraft for each of the two domestic airlines. This is a total of thirty-two aircraft positions. The planned development of the aprons will accommodate sixteen international and sixty domestic aircraft simultaneously.

The Terminal Building is a three storey structure of some 500,000 sq ft. The central block provides for international passengers and general services, while domestic passengers and domestic airline offices are accommodated in the wings—one domestic airline on each side of the central block. In general, the ground floor caters for passenger arrivals; the first floor for passenger departures, with direct access from the elevated road; and the second floor for airline offices, restaurants, cocktail lounges, reception rooms, and pilot briefing in the operational control centre. Observation decks are provided overlooking the apron areas. Constructed of pre-cast concrete floor slabs, beams and columns, the external finish of the building combines brickwork and extensive areas of glazing on the upper floors. Fingers extending from the terminal building to the apron area provide access to and from aircraft. Aircraft are parked close to these fingers with passengers embarking or disembarking directly.

Instrument landing systems are provided for approaches from the north and east enabling aircraft to land with a cloud base of 200 ft and a visibility of half a mile. These facilities are capable of future refinement to enable aircraft to land with zero cloud base and visibility. Other navigation aids are long range and precision approach radars,

distance measuring equipment, radio locator beacons, and visual approach lighting systems. These include visual glide slope indicators for approaches from the south and west and high and low intensity lights, centre line lights, and touch down zone lights, for all runways. Centre line lighting is provided for the taxiways and high speed turnoffs.

The operations building houses facilities which control air traffic in the Melbourne flight information region and associated radio and teletype communication services. The control tower adjacent to the operations building is connected to it at first floor level. The control cab is 150 ft above ground level and provides visual surveillance of the airport and its surroundings.

An area of 50 acres has been allotted to each of the domestic airlines for aircraft maintenance activities.

The new jet airport opens to international airline services in 1970, with the domestic airline services transferring from Essendon in 1971. Essendon is developing rapidly as the centre for charter, executive, and freight services.

Passenger movements which represent the total number of passengers embarking on and disembarking from regular public transport services are given below for 1968 for each Victorian aerodrome to which a regular public transport service operates :

#### VICTORIA—PASSENGER MOVEMENTS, 1968

Airport	Passenger Movements	Airport	Passenger Movements
Essendon—		Mildura ..	13,386
Domestic ..	2,145,313	Portland ..	5,367
International ..	49,277	Swan Hill† ..	160
Corryong* ..	2,968	Warracknabeal† ..	625
Hamilton† ..	8,229	Warrnambool ..	6,366
Horsham† ..	793		

\* Ceased October 1968.

† Now operated by commuter services.

#### 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 organisation. 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 Organisation. This is described in detail on pages 773–775 of the *Victorian Year Book* 1965.

#### Aircraft Parts and Materials

There are about 130 organisations in Victoria which have been approved by the Department of Civil Aviation to distribute aircraft parts, materials, and fuel.

*Aerial Agricultural Operations*

The following table shows Victorian statistics for the period 1964 to 1968 :

## VICTORIA—AERIAL AGRICULTURE

Particulars	1964	1965	1966	1967	1968
Superphosphate ('000 acres) ..	1,232	1,510	1,690	}	}
Seed Sown ('000 acres) .. ..	148	55	17		
Insecticides, Herbicides ('000 acres)	359	717	386		
Other Treatment ('000 acres) ..	75	130	106		
Total Area ('000 acres) .. ..	1,814	2,412	2,199	2,337	1,736
Aircraft Hours Flown .. ..	12,490	18,797	18,020	19,343	13,732

\* Not available.

*Civil Aviation Statistics*

The following table shows particulars for 1968 of regular interstate and intrastate air services terminating in Victoria :

## VICTORIA—REGULAR INTERSTATE AND INTRASTATE AIR SERVICES TERMINATING IN VICTORIA, 1968

Particulars	Interstate	Intrastate	Total
Miles Flown .. .. '000	22,136	106	22,242
Paying Passengers .. .. '000	2,368	12	2,380
Passenger Miles .. .. '000	976,741	1,875	978,616
Freight—			
Short Tons .. .. '000	50,152	33	50,185
Ton Miles .. .. '000	21,233	5	21,238
Mail—			
Short Tons .. .. '000	4,569	14	4,583
Ton Miles .. .. '000	2,181	2	2,183

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	1964	1965	1966	1967	1968
Registered Aircraft Owners ..	238	236	332	370	391
Registered Aircraft .. ..	395	510	630	742	754
Student Pilot Licences .. ..	1,500	1,726	2,574	2,672	2,548
Private Pilot Licences .. ..	1,210	1,271	1,927	2,253	2,510
Commercial Pilot Licences ..	266	259	481	515	613
Airline Pilot Licences .. ..	506	510	501	533	535
Aircraft Maintenance Engineers Licences .. ..	662	728	757	864	873

## VICTORIA—ESSENDON AIRPORT

Particulars	1965	1966	1967	1968
Domestic Aircraft Movements ..	47,938	48,243	49,939	50,066
Domestic Passengers Embarked ..	856,536	890,043	976,779	1,075,898
Domestic Passengers Disembarked ..	849,203	898,493	984,911	1,069,415
International Aircraft Movements ..	1,201	1,120	1,036	1,018
Passengers Arriving/Departing Overseas	43,306	42,784	48,445	49,277

**History of Civil Aviation, 1962; Classification of Flying Activities, 1964; Radio Aids to Air Navigation in Victoria, 1965; Aerial Agricultural Operations, 1966; Flying Training in Victoria, 1967; Regular Public Transport, 1968; Commuter Services, 1969**

## Communications

### Postmaster-General's Department

#### General

In 1837, Mr E. J. Foster, Clerk of the Bench at the Port Phillip Settlement, was officially permitted to act as Postmaster in addition to performing his normal duties. Since then, the Postmaster-General's Department in Victoria has grown from a staff of one and a crude bark hut to a vast administration with locations throughout the State.

As well as postal, telephone, and telegraphic services, the Postmaster-General's Department also provides 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* 1942-1956 while, under the same Act, the Australian Broadcasting Commission controls the activities of the National Broadcasting Service and National Television Service.

At 30 June 1968, the total official staff employed by the Department in Victoria numbered approximately 27,000 officers and 2,500 non-official part-time staff. There were 331 official and 1,650 non-official post offices, 617 country automatic telephone exchanges, and 703 country manual exchanges, as well as 105 metropolitan automatic exchanges. These offices and installations ensure that Departmental services are within the reach of all but the most isolated homes.

To maintain the operating staff at desirable levels, large numbers of trainees are recruited each year. In 1968, 531 technicians-in-training began their five year course at either of the Departmental training schools in Tooronga (Melbourne) or Wendouree (Ballarat). Their course of training includes theory and laboratory studies in electronics, embracing radio, television, telegraph transmission, and telephony. Trainees showing certain aptitudes during training may be trained further in specialised activities. One hundred and seventeen linemen-in-training commenced a one year course at one of the training schools in Doncaster (Melbourne), Bendigo, or Wendouree. Subjects studied include practical mathematics, science, applied electricity, magnetism, wood and metal work, aerial construction, conduits, cables, and skill with tools. An eight months training course was provided for 140 Postal Clerks-in-training at the Postal Training School in Melbourne. About half of the training period was spent under actual working conditions at various post offices.

The complexity of modern communications requires specialisation in activities, and to meet these requirements the Victorian Administration is divided into six major sectors: the Postal Services Division, Engineering Division, Telecommunications Division, Personnel Branch, Supply Branch, and Finance and Accounting Branch. The following information is mainly devoted to those Branches and Divisions of the Postmaster-General's Department that are associated with services directly available to the public.

#### Post Offices Branch

During the financial year 1967-68, new official post office buildings were opened at Werribee and St Albans. Modern and attractive in appearance, yet strictly functional and planned to meet future needs,



they provide facilities for the latest mail handling techniques as well as greatly improved amenities for staff. The two storeyed building at St Albans is an excellent example of modern split-level design, the upper floor being set aside for staff amenities.

#### *G.P.O. Centenary Celebrations*

On 1 July 1967, Melbourne's G.P.O. building, on the corner of Elizabeth and Bourke Streets, celebrated its 100th anniversary. To mark the occasion, the P.M.G.'s Department provided a display of photographs that traced the historical development of the various Departmental services from 1867 to 1967. These photographs contained illustrated information of the G.P.O.'s bell carillon mechanism and early postal and telegraph material. A special centenary postmark was placed on all letters posted in Victoria's oldest cast-iron pillar box, which was appropriately set up for the occasion inside the G.P.O. It had originally been installed at South Melbourne in 1858 (then known as Emerald Hill), and had remained in service there until early in 1967.

#### *Fire at the Melbourne Mail Exchange*

On 27 November 1967, fire broke out in the upper floors of the Melbourne Mail Exchange. A quantity of mail was destroyed, three upper floors were badly damaged by fire, and the lower floors suffered water damage. From 27 November, a temporary Mail Exchange was established in a vacant building in South Melbourne. Letter-class mail was still processed, and urgent appeals to people to post only their urgent mail brought immediate response and helped significantly in keeping the mail flowing. By 3 December 1967, the ground floor, 1st, 2nd, and 3rd floors of the Melbourne Mail Exchange were back in use, and work proceeded on the clearing and restoration of the remaining floors. Although a considerable quantity of 2nd class mail was lost in the fire, few bags of letter-class mail were burnt. Many thousands of letters, packets, and parcels were re-wrapped and dispatched under official covers to the addressees.

The reconstruction of the upper floors and the installation of new letter sorting equipment was completed in October 1968. Recent installations include a twin-band vertical conveyor, which conveys mail from the Mail Exchange Yard to the 4th Floor, and a culling machine which facilitates the handling of large, bulky articles that cannot be satisfactorily postmarked by cancelling machines. Articles extracted at the culling table are transferred direct to the manual stamping positions by means of conveyor belts.

#### *Mail Strike*

A further disruption to mail services occurred in January 1968, when mail drivers of the Transport Branch went out on strike. The strike began on 12 January, and ended on 23 January. A volunteer staff was employed; however, only local mail could be delivered during the strike. One effect was to increase the use of telegrams, which placed a heavy load on the resources of the Chief Telegraph Office.

#### *Transport Branch*

This Branch, also a part of the Postal Services Division, has a fleet of 460 vehicles and a staff of 392 officers. This includes 324 motor drivers who are employed largely on rostered shifts and who transport

mails, and clear public telephone coin boxes and street letter boxes throughout the metropolitan area. The Transport Branch also provides a pool of sedan cars for authorised Departmental staff, and undertakes the movement of bulk equipment, stores, cables, and poles by semi-trailer, or truck, to specified locations.

In some areas mails are conveyed by private contractors. There are 1,183 of these services operating in Victoria at a cost of \$1.6m per annum. Most of the services operated under private contract serve the more sparsely populated areas and travel 12.9m miles annually.

The 460 vehicles allotted to the Transport Branch form only a part of the total fleet of 3,541 vehicles belonging to the Department in Victoria. These other vehicles are allotted to the Engineering Division, and are stationed at various depots throughout the State. Many have been designed for specific duties, such as the conveyance of huge drums of cable, lengthy telephone poles, or mobile cranes. Others are fitted out as mobile workshops.

#### *Telecommunication Services*

These services are the joint responsibility of the Engineering Division and the Telecommunications Division. The Engineering Division provides and maintains the technical facilities for telephone and telegraph services and for the national radio and television networks. It allots frequencies, monitors transmissions, and issues licences for privately operated radio services. The Telecommunications Division makes telephone and telegraph facilities available to the public, orders new services, provides customer advice, issues telephone directories, and deals with a host of other telecommunications administrative matters.

#### *Subscriber Trunk Dialling (S.T.D.)*

S.T.D. facilities which enable a telephone subscriber to dial distant subscribers direct, without the assistance of a P.M.G. operator, have continued to expand rapidly. During the year ended 30 June 1968, 154 exchanges in Victoria provided 447,760 services with access to S.T.D. Some additional centres to which S.T.D. became available during this time include Ararat, Queenscliff, Stawell, Wangaratta, and Yarrowonga.

#### *Automatic Telex*

Automatic Telex is basically similar to S.T.D., but the typewritten message from the teleprinter and not the spoken word is communicated. During the year ended 30 June 1968, an additional 207 Telex services were connected, bringing the total services in operation to 1,131. Victorian Telex subscribers now have access to more than 4,054 services in Australia, and to some 100 countries overseas.

#### *Recorded Information Services*

During the financial year ended 30 June 1968, four new recorded information services became available to the public. These were: "Garden Watering Restrictions", introduced on 8 March 1968; "Dial a Prayer" and "Daily Bible Reading" introduced on 12 May 1968; and "Dial a Special", which became available to the public on 12 June 1968. During May 1968, a record number of calls were registered against two of the Recorded Information Services. The

"T.A.B. Racing Service" recorded 508,297 calls during that month, (the previous highest was 495,275), while the "Stock Exchange Reports" received 249,710 calls, (the previous highest being 196,547 calls).

#### *Automatic Telephone Services*

In keeping with the Department's policy, steady progress is being made towards a totally automatic telephone network. During the financial year new automatic telephone exchanges were opened at Numurkah, Queenscliff, Tatura, Castlemaine, and Berwick.

#### *New Type Polythene Cable*

A new type of telephone cable, having a polythene sheath, and being only half the weight of the conventional lead-sheathed cable that it replaces, has been tested in the Preston area. Aluminium foil is bonded to the underside of the cable to act as a moisture barrier. Apart from its light weight, the new cable is said to be much easier to draw through conduit. Installation tests have shown that the cable possesses a high insulation resistance.

#### *Television Translators*

A translator receives programmes from a parent T.V. station, and re-broadcasts them on a new wave-length and under a new call-sign. Two new television translators were brought into service in Victoria during the last financial year. One is located at Portland, and the other at Alexandra, and in both instances the cost of the building to house the translator and of the aerial mast has been shared between the local national and commercial T.V. stations, who also share the facilities.

The installation at Portland for the local national and commercial stations cost \$90,000. The translator for the national station, (ABRV4), has a power of 500 watts, which is fed to an aerial system mounted 150 ft above ground. The service area extends over a radius of about 20 miles, and this area contains a population of about 14,000. The cost of the Alexandra installation was \$40,000. The translator for ABGV5 has a power of 50 watts, and the aerial system beams signals in the direction of Alexandra, over a service area of approximately 15 miles. This area contains a population of about 3,000.

#### *Radio Communications*

All civil radio communications stations are licensed and controlled by the Radio Branch of the Engineering Division, where rigid technical standards for equipment design and performance are enforced by regular inspection, by monitoring, and by frequent transmission checks. As a member of the International Telecommunications Union, the Postmaster-General's Department in Australia observes and checks all radio transmissions received in Australia. Results of these observations are forwarded to the International Frequency Registration Board in Geneva, Switzerland.

The Radio Branch investigates complaints from broadcast listeners and television viewers concerning interference to reception. On behalf of the Department of Shipping and Transport, its staff also inspect the radio installations aboard vessels in the ports of Melbourne and Geelong.

*Revenue and Expenditure*

Particulars concerning the revenue and expenditure of the Postmaster-General's Department in Victoria for each of the years 1963-64 to 1967-68 are contained in the following table :

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

Particulars	Year Ended 30 June—				
	1964	1965	1966	1967	1968
<b>REVENUE</b>					
Postage .. .. .	27,838	29,549	30,293	30,860	36,201
Money Order Commission .. .. .	654	672	695	706	789
Postal Note Poundage, Postal Order Fees	144	152	158	166	171
Private Boxes and Bags .. .. .					
Total Postal .. .. .	28,636	30,373	31,146	31,732	37,161
Telegraph .. .. .	3,900	4,129	4,292	4,537	5,009
Telephone .. .. .	58,735	68,027	75,800	82,709	92,507
Miscellaneous .. .. .	221	209	123	88	72
Total Revenue .. .. .	91,492	102,737	111,361	119,066	134,750
<b>EXPENDITURE</b>					
<b>Salaries and Contingencies—</b>					
Salaries and Payments in the Nature of Salary	29,302	32,209	34,720	38,654	41,769
Administrative Expenses .. .. .	4,135	4,785	5,543	4,093	4,355
Stores and Material .. .. .	936	953	1,341	3,061	3,374
Mail Services .. .. .	2,098	2,214	2,535	2,670	2,732
Engineering Services (Other than New Works)	20,499	23,409	24,857	27,427	30,036
Rents, Repairs and Maintenance .. .. .	1,539	1,971	2,166	2,194	3,514
Furniture and Fittings .. .. .	*	*	194	241	326
<b>New Works—</b>					
Telegraphs, Telephones, and Wireless	34,273	39,612	43,895	48,845	55,292
New Buildings, etc. .. .. .	3,371	3,260	3,760	4,296	6,452
Total Expenditure .. .. .	96,153	108,413	119,012	131,481	147,850

\*Included under New Works.

*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 1963-64 to 1967-68 were as follows :

VICTORIA—POST OFFICES, TELEPHONE OFFICES,  
PERSONS EMPLOYED

At 30 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*	
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
1966	2,094	109	16,160	9,555	2,387	942	813	29,857
1967	2,044	91	16,571	9,990	2,341	1,021	812	30,735
1968	1,981	77	17,312	9,753	2,267	1,052	791	31,175

\* Includes telephone office-keepers and part-time temporary and exempt employees.

Particulars relating to the number of letters, etc., posted and received within Victoria during the years 1963-64 to 1967-68 are as follows:

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

Year Ended 30 June—	Letters, Postcards, etc.	Registered Articles (Except Parcels)	Newspapers and Packets	Parcels (Including Those Registered)
<b>POSTED FOR DELIVERY WITHIN THE COMMONWEALTH</b>				
1964 .. ..	555,636	2,498	84,536	4,789
1965 .. ..	542,554	2,313	89,312	5,183
1966 .. ..	577,379	2,414	99,611	4,943
1967 .. ..	604,213	2,475	104,711	5,168
1968 .. ..	580,820	2,385	100,854	5,531
<b>DISPATCHED TO AND RECEIVED FROM PLACES BEYOND THE COMMONWEALTH</b>				
1964 .. ..	62,816	982	14,379	477
1965 .. ..	71,489	1,059	16,348	544
1966 .. ..	76,393	1,062	16,102	625
1967 .. ..	82,866	1,087	16,137	672
1968 .. ..	83,387	1,151	15,447	705
<b>TOTAL POSTED AND RECEIVED</b>				
1964 .. ..	618,452	3,480	98,915	5,266
1965 .. ..	614,042	3,372	105,660	5,726
1966 .. ..	653,773	3,476	115,714	5,568
1967 .. ..	687,079	3,562	120,848	5,840
1968 .. ..	664,207	3,536	116,301	6,236

The following table shows the total number and value of money orders and postal notes issued and paid in each of the five years 1963-64 to 1967-68:

VICTORIA—MONEY ORDERS AND POSTAL ORDERS\*

Year Ended 30 June—	Money Orders				Postal Orders			
	Issued		Paid		Issued		Paid	
	No.	Value	No.	Value	No.	Value	No.	Value
	'000	\$'000	'000	\$'000	'000	\$'000	'000	\$'000
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
1966 .. ..	3,230	107,608	2,980	107,197	3,846	3,863	4,918	4,747
1967 .. ..	3,070	112,445	2,883	111,563	3,239	4,343	4,472	5,147
1968 .. ..	2,763	115,739	2,573	115,197	3,303	5,484	3,410	5,330

\* From 1 June 1966 Postal Orders replaced Postal Notes.

Of the money orders issued in 1967-68, 2,637,370 for \$114,828,871 were payable in the Commonwealth of Australia and 125,853 for \$910,087 in other countries. The orders paid included 2,523,400 for \$114,276,059 issued in the Commonwealth, and 49,699 for \$920,726 in other countries.

Information relating to the telephone service is given below for the years 1963-64 to 1967-68 :

VICTORIA—TELEPHONE SERVICES

Particulars	Year Ended 30 June—				
	1964	1965	1966	1967	1968
Telephone Exchanges .. .. .	1,680	1,625	1,565	1,506	1,425
Public Telephones .. .. .	7,121	7,279	7,292	7,344	7,373
Services in Operation .. .. .	601,714	631,950	660,974	693,134	727,575
Instruments Connected .. .. .	819,037	860,438	904,925	957,668	1,019,603
Instruments per 1,000 of Population ..	261·6	268·2	281·2	292·7	306·7

The number of radio communication stations authorised in Victoria at 30 June in each of the years 1964 to 1968 is shown in the following table. Figures relate to radio communication (radio-telegraph and radio-telephone) stations only.

VICTORIA—RADIO COMMUNICATION STATIONS  
AUTHORISED

Class of Station	At 30 June—				
	1964	1965	1966	1967	1968
Transmitting and Receiving—					
Fixed Stations*—					
Aeronautical .. .. .	4	4	4	4	4
Services with Other Countries	13	13	13	12	12
Other .. .. .	221	222	241	216	223
Land Stations†—					
Aeronautical .. .. .	16	20	23	27	28
Base Stations—					
Land Mobile Services ..	1,061	1,158	1,279	1,453	1,527
Harbour Mobile Services ..	18	24	22	21	22
Coast‡ .. .. .	14	15	15	16	16
Special Experimental ..	135	135	150	141	143
Mobile Stations§—					
Aeronautical .. .. .	274	316	362	422	449
Land Mobile Services ..	11,049	13,128	14,655	16,633	17,795
Harbour Mobile Services ..	142	162	150	159	163
Ships .. .. .	370	407	473	526	626
Amateur Stations .. .. .	1,454	1,511	1,567	1,648	1,723
Total Transmitting and Receiving .. ..	14,771	17,115	18,954	21,278	22,731
Receiving Only—					
Fixed Stations* .. .. .	177	193	198	197	198
Grand Total .. .. .	14,948	17,308	19,152	21,475	22,929

\* 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 1963-64 to 1967-68 are shown below :

**VICTORIA—NUMBER OF BROADCASTING AND TELEVISION LICENCES IN FORCE**

Class of Licence	At 30 June—				
	1964	1965	1966	1967	1968
Broadcasting Stations* ..	20	20	20	20	20
Television Stations† ..	6	8	9	9	9
Broadcast Receiver ..	622,663	512,205	141,639	114,778	94,982
Television Receiver ..	581,286	488,583	87,640	92,822	96,789
Combined Broadcast and Television Receiver‡ ..	..	132,413	574,955	598,035	629,729
Amateur .. ..	1,454	1,511	1,567	1,648	1,723

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

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

‡ Combined Licences were introduced on 1 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 overseas countries and Australian territories. Leased one-way 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 overseas 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 overseas 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.

The cable (COMPAC) was opened in December 1963, and forms part of a British Commonwealth 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 last stage of the system, the South-East Asia cable project (SEACOM), extends the large capacity telephone cable from Sydney to Singapore and Kuala Lumpur via Cairns, Madang, Guam, Hong Kong, and Kota Kinabalu. It was opened for service on 30 March 1967.

The Commonwealth Cable Management Committee, comprising representatives of the partner Governments, Britain, Canada, Australia, New Zealand, Malaysia, and Singapore, administers COMPAC and SEACOM.

In 1964, a number of countries, including Australia, agreed to establish a global commercial communications satellite system at an estimated cost, for the space segment, of \$US200m. "Space Segment" is a broad description of the orbiting satellites and the tracking, control, command, and related facilities required to support their operation.

Australian satellite earth stations, owned and operated by the Commission, have been built at Carnarvon, Western Australia, and Moree, New South Wales, and operate into communications satellite Intelsat II. The Moree station completed in 1968 is a "standard" station of the Intelsat network and currently carries circuits to destinations in the U.S.A., Canada, and Great Britain. The small aperture station at Carnarvon provides a direct link between Western Australia and the U.S.A. for the National Aeronautics and Space Administration (N.A.S.A.).

Two additional satellite earth stations are currently under construction for the Commission: one at Ceduna, South Australia, and another at the present Carnarvon site. The Ceduna Station will operate through the Indian Ocean INTELSAT III satellite, launched in 1969, to similar stations in Britain, Europe, and Asia while the station at Carnarvon will work to a Pacific INTELSAT satellite. Both stations are scheduled for completion in the latter part of 1969.



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 included.

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

Particulars	Year Ended 31 March—				
	1964	1965	1966	1967	1968
<b>British Commonwealth Countries—</b>					
From Australia .. ..	472	830	1,003	1,339	1,713
To Australia .. ..	613	969	1,212	1,511	1,942
Total .. ..	1,085	1,799	2,215	2,850	3,655
<b>Non-British Countries—</b>					
From Australia .. ..	184	371	503	679	935
To Australia .. ..	204	350	468	580	855
Total .. ..	388	721	971	1,259	1,790
<b>All Countries—</b>					
From Australia .. ..	655	1,202	1,507	2,019	2,648
To Australia .. ..	817	1,320	1,680	2,091	2,797
Total .. ..	1,472	2,522	3,187	4,110	5,445

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

Particulars	Year Ended 31 March—				
	1964	1965	1966	1967	1968
<b>From Australia—</b>					
Ordinary .. ..	16,834	18,393	19,414	21,323	23,463
Letter .. ..	17,283	20,046	21,592	24,275	27,503
Press* .. ..	5,535	3,673	6,702	5,157	4,350
Other .. ..	3,080	3,227	3,510	4,258	4,579
Total .. ..	42,732	45,339	51,218	55,013	59,895
<b>To Australia—</b>					
Ordinary .. ..	15,299	17,249	18,228	20,021	21,535
Letter .. ..	15,514	17,609	18,777	20,688	22,469
Press* .. ..	9,801	10,720	7,289	4,850	4,079
Other .. ..	4,534	5,015	5,372	5,973	6,195
Total .. ..	45,148	50,593	49,666	51,532	54,278
<b>Total Traffic ..</b>	<b>87,880</b>	<b>95,932</b>	<b>100,884</b>	<b>106,545</b>	<b>114,173</b>

\* General decrease in press traffic due to growth in number of leased circuits.

**Further References, 1962; Commonwealth Year Book, 1946**