

CHAPTER 13

TRANSPORT, COMMUNICATION AND TRAVEL

The statistics in this chapter relate in the main to the year 1965-66, with comparisons restricted to a few recent years. More detailed figures and particulars for earlier years are included in the annual bulletins, *Transport and Communication*, *Commonwealth Finance*, and *State, Territory and Local Government Authorities' Finance and Government Securities*. Current information on subjects dealt with in this chapter appears in the *Quarterly Summary of Australian Statistics*, the *Monthly Review of Business Statistics*, the *Digest of Current Economic Statistics*, the *Monthly Bulletin of Motor Vehicle Registrations* and two preliminary monthly statements on *Registrations of New Motor Vehicles*, *Road Traffic Accidents involving Casualties* (quarterly), and *Overseas Arrivals and Departures* (monthly and quarterly)—see page 486. Greater detail on the latter subject is contained in the annual bulletin *Demography*.

Information additional to that contained in Bureau publications is available in the annual reports and other statements of the Department of Shipping and Transport, the various harbour boards and trusts, the several Government railways authorities, the Department of Civil Aviation, the Postmaster-General's Department, the Overseas Telecommunications Commission, the Australian Broadcasting Control Board, and the Australian Broadcasting Commission.

THE AUSTRALIAN TRANSPORT ADVISORY COUNCIL AND ITS STANDING COMMITTEES

The Australian Transport Advisory Council

The Australian Transport Advisory Council, established April 1946, comprises the Commonwealth Minister for Shipping and Transport as Chairman, the Commonwealth Ministers for the Interior and Territories, and each State Minister for Transport. The administration of the Council and the standing committees it has established is the responsibility of the Commonwealth Department of Shipping and Transport. The general practice is that the Council convenes at least once a year, the annual meetings moving successively from one capital city to another.

The Council primarily considers policy matters relating to transport operation, co-ordination and development. Its functions are:

- to initiate discussions and report to the respective Governments as necessary, on any matter raised by the Council, or any State or Commonwealth Government Authority;
- generally to exercise its purely advisory functions, and to report as necessary to the respective Governments concerned, in any matter which will tend to promote a better co-ordination of transport development, whilst at the same time encouraging the utmost modernisation and innovation possible to meet changing needs;
- to assist in maintaining continuous and comprehensive research in relation to transport development in Australia and abroad; such research to be carried out for the benefit of Australian transport authorities and agencies.

The regulation of, and the executive responsibility for, transport is shared concurrently between the Commonwealth and State Governments. The Australian Transport Advisory Council is the meeting ground of Commonwealth and States at a ministerial level and provides an effective means for inviting discussion and reaching by way of mutual consent and understanding a uniformity of approach towards transport administrative procedures and policy. It also provides a means for reviewing and discussing proposals for the national solution of pressing transport problems and the rectification of transport deficiencies generally. The Council has been active in:

- the establishment of special committees and conferences to examine and report on specific problems such as road safety, motor vehicle standards, transport economic research, highway planning, level crossing accidents, blood tests for road users, pedestrian behaviour, etc.;
- the exchange of views and formulation of common policies on a wide range of transport matters;
- achieving general agreement for adoption by Governments of uniform legislation in transport matters;
- effecting at ministerial level Commonwealth-State and interstate co-operation on such matters as construction and operation of interstate railway links, collection of fines and fees interstate, policing of regulations, etc.; and
- the publication of comprehensive surveys of Australian transport.

The following are typical of matters the Australian Transport Advisory Council has examined from time to time:

- the effect of standardisation of railways on other modes of transport;
- advanced national policies of road development and research;
- transport in relation to interstate tourist traffic;
- standardisation of traffic signs and road signs;
- standard and improved statistical data relating to transport of passengers and goods;
- uniform road traffic laws and standards for motor vehicle design and equipment;
- pipelines as a transport medium;
- containerisation and the need for uniform legislation, particularly in relation to maximum weights of road vehicles.

Some of the Council's most useful work has been accomplished through the agency of committees established by the Council from time to time. Some committees are of a semi-permanent nature. They were established to initiate discussion and action on transport problems referred by member Ministers and other authorities and to undertake specialised work. Most of these committees meet at regular intervals and report annually on their progress to the Australian Transport Advisory Council. These committees are: The Australian Motor Vehicle Standards Committee, The Australian Road Safety Council, The Australian Road Traffic Code Committee, The Committee of Transport Economic Research, The Australian Dangerous Goods Transport Committee, and The Australian Motor Vehicle Design Advisory Panel. A short description of their functions and operations follows.

Australian Motor Vehicle Standards Committee

The Committee was established in January 1947 and consists of representatives of motor vehicle administering authorities in all States and Commonwealth Territories and non-governmental organisations associated with the manufacture and operation of commercial and private motor vehicles.

The main function of the Committee is to advise on standards for motor vehicle construction, equipment and performance, particularly relating to dimensions, weights, and braking and lighting efficiencies, with a view to improving road safety and obtaining uniformity of traffic legislation.

In 1954 the Department of Shipping and Transport published *Draft Regulations Defining Vehicle Construction, Equipment and Performance Standards for Road Vehicles*, endorsed by the Australian Transport Advisory Council, and in 1964 published a revised edition. The Committee is responsible for maintaining these Draft Regulations up to date, particularly in the light of changing ideas and conditions. The Draft Regulations detail minimum standards for most aspects of vehicle construction. They are being progressively implemented in legislation by the States and Territories, and have done much towards ensuring that motor vehicles are safer, thus contributing towards road safety, while reducing the complexities caused by conflicting legal requirements in the various States and Territories.

Australian Road Safety Council

The Australian Road Safety Council was established in May 1947, originally to conduct nationwide educational and public relations campaigns, but it now examines all aspects of road accident problems. The Council consists of the Chairman, three Commonwealth representatives, eight State and Territorial representatives, four representatives of the national non-governmental organisations associated with road transport and the motor industry, and six members who are specialists in the various fields associated with accidents and road safety, such as road and traffic engineering and research, law enforcement, medical research, and statistics.

The Councils' main functions are:

- to advise the Australian Transport Advisory Council and other organisations concerned with the road users, the vehicle, and the environment, regarding all aspects of road accident problems, so that appropriate action can be taken which could lead to a reduction in the incidence of road accidents, fatalities and injuries;
- to recommend programmes of public education, aimed at improving the knowledge, skills, attitudes and practices of all road users, and assist other organisations concerned in this field;
- to investigate and report to the Australian Transport Advisory Council on specific road safety problems, and where necessary establish its own sub-committees to investigate and report on aspects not being undertaken by others, or to augment the work being done by other organisations;
- to act as a focal point for the collection, analysis, evaluation and dissemination of statistical data on road accidents—through their analysis and evaluation the Council should emphasise those areas or aspects which are susceptible to improvement and take action if possible, or bring the facts to the attention of the appropriate body; and
- to initiate or recommend research on road safety, including the evaluation in economic or other terms of possible steps to reduce road accidents.

At the present time a sub-committee is looking into the question of more comprehensive and purposeful road accident statistics.

Australian Road Traffic Code Committee

The Australian Road Traffic Code Committee, established in 1947, comprises one representative from each State and Territory and representatives from the Australian Automobile Association, the Australian Road Transport Federation, the Associated Chambers of Commerce, the Federal Chamber of Automotive Industries, and the Transport Workers' Union of Australia, with a representative of the Commonwealth Department of Shipping and Transport. The Committee is charged with responsibility for drafting recommendations for uniform road traffic laws throughout the Commonwealth, in keeping with modern traffic requirements and road safety.

Since its formation the Committee has prepared numerous recommendations, most of which are now embodied in the traffic laws and regulations of the States and Territories. In addition to traffic laws proper, the Committee has dealt with allied subjects such as driver licensing, medical fitness standards, the uniform number-plates scheme, the scheme for visiting motorists, the 1949 United Nations Convention on Road Traffic (acceded to by Australia in 1955), and uniform accident reporting.

In 1962 the Committee completed the preparation of a comprehensive code of traffic laws known as the National Road Traffic Code, which was approved by the Australian Transport Advisory Council in June 1962. This code is in conformity with the provisions of the United Nations Convention on Road Traffic in 1949, and was printed and distributed as a companion volume to the *Draft Regulations defining Vehicle Construction, Equipment and Performance Standards for Road Vehicles*.

Committee of Transport Economic Research

The Chairman of the Committee is a Commonwealth representative, one member represents the Commonwealth Department of Territories, and the other six members represent their respective States. The executive work of the Committee is undertaken by the Department of Shipping and Transport. The Committee undertakes continuous and comprehensive research into transport economics and development in Australia and abroad for the benefit of Australian transport authorities and agencies.

The Committee was originally set up in June 1955 to report on the economics and the costs of operation of road and rail transport, with particular emphasis on the influence of the costs of road construction and maintenance on vehicle operating costs. The Committee's report on these terms of reference was submitted in two parts, the first in September 1956, entitled *Road Transport Costs and Road Construction and Maintenance*, and the second in February 1958, entitled *Railway Costs and Co-ordinating Summary*.

The Committee has also prepared a report entitled *Report on Pattern and Trends of Transport in Australia, 1955-56 to 1963-64*. The purpose of the report is to provide a basic reference on trends and developments in transport for all relevant Commonwealth and State Departments, public authorities and enterprises interested in transport. It has been accepted by the Australian Transport Advisory Council and it is expected that it will be published shortly.

Australian Dangerous Goods Transport Committee

The Australian Dangerous Goods Transport Committee, established in 1960, consists of eight Commonwealth and eight State representatives, one representative from the National Health and Medical Research Council and one from the Standards Association of Australia. The Chairman is the Assistant Secretary of the Transport Branch of the Department of Shipping and Transport.

The functions of the Committee are as follows:

- to examine and report to the Australian Transport Advisory Council on various aspects of the transport of dangerous goods having an international or Australia-wide application;
- to examine and report on United Nations Committee of Experts proposals for a uniform system of classification and labelling of dangerous goods and reports by any other international agencies;
- to report on safety aspects of the transport of dangerous goods and collect and circulate information on this and other aspects of its functions.

The Committee has submitted a number of recommendations, many of which have been adopted by the United Nations Committee of Experts on the Transport of Dangerous Goods. It has also commenced the preparation of a model code relating to the classification, labelling and transport of dangerous goods within Australia.

Australian Motor Vehicle Design Advisory Panel

The Australian Transport Advisory Council in July 1965 agreed to the formation of an Australian Motor Vehicle Design Advisory Panel, to operate in collaboration with the Australian Motor Vehicle Standards Committee. The Panel comprises the Chairman of the Australian Motor Vehicle Standards Committee and the Australian Road Safety Council or their nominees; a statistical officer nominated by the Commonwealth Statistician; a medical practitioner nominated by the National Health and Medical Research Council; a person experienced in aircraft accident investigation and with engineering experience in human engineering, nominated by the Australian Road Research Board; and three engineers, one engaged in vehicle research nominated by the Melbourne University, a traffic engineer nominated by the Conference of State Traffic Control Engineers, and one suitably qualified and experienced in the mechanical design of vehicles and currently engaged in motor vehicle design, nominated by the Federal Chamber of Automotive Industries. The Chairman of the Panel is nominated by the Minister for Shipping and Transport from either within or outside the Panel.

The terms of reference of the Panel agreed to by Council are as follows:

initiate investigations on its own behalf and accept assignments from the Australian Motor Vehicle Standards Committee for the investigation of motor vehicles and their component parts and accessories with a view to reducing road deaths and minimising the extent and severity of road accident injuries to occupants or other road users and pedestrians by the production of a safer road vehicle;

consult with and co-opt, where necessary, such persons or organisations able to assist with the 'Panel' investigations;

report to the Australian Motor Vehicle Standards Committee the conclusions arising from its investigations and recommend appropriate action.

Initial investigation has commenced on seven specific items referred to the Panel by the Australian Transport Advisory Council. When its report on these items is complete the Panel will examine other safety features required overseas to determine their applicability to Australian conditions, and features for which Australian experience indicates a requirement.

SHIPPING

Control of shipping

Commonwealth navigation and shipping legislation

By section 51 (i) of the Commonwealth Constitution the Parliament of the Commonwealth is empowered to make laws in respect of 'Trade and commerce with other countries, and among the States'. By section 98 this power is further defined as extending to navigation and shipping. Section 51 (vii) empowers the Commonwealth Parliament to legislate in respect of 'Lighthouses, lightships, beacons and buoys' and section 51 (ix) in respect of 'Quarantine'.

A review of the introduction and development of the *Navigation Act 1912-1950* is given in Year Book No. 40, pp. 110-12. Amendments to the principal Act were made by the Navigation Acts of 1952, 1953, 1956, 1958, 1961, and 1965. A further amendment was made in 1966 by the *Decimal Currency Act 1966*. Other shipping Acts under the powers of the Commonwealth are the *Sea-Carriage of Goods Act 1924-1961*, the *Seamen's Compensation Act 1911-1964*, the *Seamen's War Pensions and Allowances Act 1940-1966*, the *Pollution of the Sea by Oil Act 1960-1965*, the *Australian Coastal Shipping Commission Act 1956-1966*, the *Australian Coastal Shipping Agreement Act 1956*, the *Stevedoring Industry Act 1956-1966*, the *Beaches, Fishing Grounds and Sea Routes Protection Act 1932-1966* (except Section 3), the *Submarine Cables and Pipelines Protection Act 1963-1966*, and the *Lighthouses Act 1911-1966*.

The control of shipping during, and immediately after, the 1939-45 War and the establishment of the Maritime Industry Commission (abolished in 1952), the Australian Stevedoring Industry Board (replaced in 1956 by the Australian Stevedoring Industry Authority), and the Australian Shipping Board (replaced in 1956 by the Australian Coastal Shipping Commission) are described in Year Books No. 36, pages 121-30, and No. 39, pages 147-8.

Australian Coastal Shipping Commission

This Commission was established in 1956 for the purpose of maintaining and operating interstate, overseas and territorial shipping services, and replaced the Australian Shipping Board. It operates the Australian National Line, a Commonwealth-owned merchant shipping service, which at 30 June 1966 comprised thirty-eight vessels totalling 228,342 gross tons. These vessels included ten with a gross tonnage of 500 to 3,000, twelve with a gross tonnage of 3,000 to 5,000, and eleven with a gross tonnage of 5,000 to 8,000; the passenger/vehicular vessel *Empress of*

Australia, 12,037 gross tons: the bulk ore carriers *Mount Keira*, 10,229 gross tons. *Mount Kembla*, 10,112 gross tons, *Musgrave Range*, 14,467 gross tons; and the new 49,375 tons deadweight bulk carrier *Darling River*.

At 30 June 1966 vessels on order at Australian shipyards for the Commission included two 4,000 tons deadweight vehicle deck cargo vessels and a 54,000 tons deadweight bulk carrier. These vessels are to be completed in 1968.

During 1965-66 the *Princess of Tasmania* carried 88,274 passengers, 21,270 accompanied vehicles, 8,131 commercial vehicles, and 2,955 trade cars. The *Empress of Australia* carried 22,041 passengers, 3,925 accompanied vehicles, 14,490 commercial vehicles, and 506 trade cars over the same period. These vessels operate in the mainland-Tasmania trade.

Australian Shipbuilding Board

Established in March 1941 as a wartime measure under the National Security (Shipbuilding) Regulations and constituted in 1948 under the *Supply and Development Act 1939-1948*, the Board now operates under the control of the Minister for Shipping and Transport. In November 1963 the Commonwealth Public Service Board approved its permanent establishment as a branch of the Department of Shipping and Transport. The membership of the Board consists of a Chairman, a Finance Member and three other members, one of whom is also a member of the Naval Board.

The functions of the Board are set out in detail in Regulation 22 (4) of the Supply and Development Regulations and in the exercise of those functions the Board is responsible for, briefly:

- (a) recommending to the Minister for Shipping and Transport the price at which vessels may be purchased and disposed of by him on behalf of the Commonwealth;
- (b) the design and inspection of construction of merchant ships;
- (c) research into all matters connected with or incidental to shipbuilding;
- (d) advice to the Minister on developments in the shipbuilding industry;
- (e) rendering assistance to all sections of the industry.

Up to 31 January 1967 the Board had arranged for the construction of 108 merchant vessels and a naval survey vessel, totalling approximately 680,000 deadweight tons, at a cost of about \$234,000,000, and thirty smaller vessels to which the Commonwealth shipbuilding subsidy was not applied.

Up to 31 January 1967 the Board had current orders for the construction of eighteen vessels totalling about 175,000 deadweight tons. These vessels comprise two 50,000 ton bulk carriers, three tankers, one oil drilling rig, one coral carrier, one passenger/cargo vessel, three roll-on/roll-off vessels, one hopper dredge, one floating crane, and five tugs. There are also smaller craft.

There are five major Australian shipyards building merchant vessels, two in Queensland (Evans Deakin and Co. Pty. Ltd., Brisbane, and Walkers Ltd., Maryborough), two in South Australia (Adelaide Ship Construction Pty. Ltd., Port Adelaide, and Whyalla Shipbuilding and Engineering Works, Whyalla), and one in New South Wales (State Dockyard, Newcastle), and two shipyards engaged principally in naval shipbuilding, one in New South Wales (Cockatoo Docks and Engineering Co. Pty. Ltd., Sydney) and one in Victoria (H.M. Naval Dockyard, Williamstown). There are also numerous smaller yards, situated in every State, building smaller steel and wooden working and pleasure craft.

Australian Stevedoring Industry Authority

In March 1947 legislation established a permanent Stevedoring Industry Commission to continue in peace-time the functions performed during the war by the Commission established under National Security legislation. In June 1949 legislation was enacted to abolish the Stevedoring Industry Commission, on which employers and employees were represented, and establish in its place a Stevedoring Industry Board of three members, to attend to administrative matters formerly under the control of the Commission, such as the operation of labour bureaux at ports, payment of attendance money and provision of amenities. The industrial functions which previously came within the province of the Commission were assigned to a single Judge of the Commonwealth Court of Conciliation and Arbitration. In August 1956, following a Committee of Inquiry into the stevedoring industry, the Stevedoring Industry Board was replaced by the Australian Stevedoring Industry Authority of three members, including a representative of the management side of industry and a representative of the trade union movement. At the same time the judicial and non-judicial functions formerly exercised by the Commonwealth Court of Conciliation and Arbitration were divided between the Commonwealth Industrial Court and the Commonwealth Conciliation and Arbitration Commission respectively. Awards of the Conciliation and Arbitration Commission subsequently placed payment of sick pay,

public holiday pay and annual leave under the administration of the Authority. Under amending legislation, which operated from 6 June 1961, the Authority became responsible for payment of long service leave to registered waterside workers, and its disciplinary powers were strengthened to reduce the time lost through unauthorised stoppages. Further amending legislation, which operated from 8 October 1965, made the Authority solely responsible for the recruitment of waterside workers. The statutory provisions regulating the industry are now contained in the *Stevedoring Industry Act 1956-1966*, the *Stevedoring Industry Act 1963*, and Division 4 of Part III of the *Conciliation and Arbitration Act 1904-1966*.

System of record of shipping

In the system of recording statistics of overseas shipping, Australia is considered as a unit, and therefore only one entry and one clearance are counted for each voyage, without regard to the number of States visited (*see also* pages 428-9). For the purpose of these statistics all external territories are treated as overseas countries.

On arrival at, or departure from, a port in Australia, whether from or for an overseas country or from or for another port in Australia, the master or agent must 'enter' the vessel with the Customs authorities at the port, and supply certain prescribed information in regard to the ship, passengers and cargo. At the end of each month the information so obtained is forwarded to the Bureau of Census and Statistics. This information relates, in the main, to vessels engaged in the carriage of passengers and/or cargo between Australian States or between Australia and overseas countries.

The size of a vessel may be expressed in a number of ways. A vessel's gross tonnage, expressed in tons of 100 cubic feet, represents the total volume of the enclosed space, i.e. a ship of 25,000 tons has a total enclosed capacity of 2,500,000 cubic feet. Its net tonnage, expressed in tons of 100 cubic feet, represents the volume of enclosed space that can be used for cargo or passengers. Its displacement is its total weight and is expressed in tons of 2,240 lb. Its deadweight tonnage is the difference between the displacement of the vessel loaded to its summer loadline and the displacement light, i.e. it is the weight the vessel can carry, including the weight of bunkers and stores. Net tonnage is the concept generally used in the tables in this chapter, but since it can give a misleading impression of the size of ships which have a function other than carrying passengers and cargo (e.g. a tug has no net tonnage), some figures are given for deadweight tons and tons gross also.

Most cargo is recorded in terms of tons of 2,240 lb. However, some is shipped and recorded on the basis of forty cubic feet representing one ton measurement.

Except in Shipping at principal ports (pages 431-2) intra-State (coastal) movements, including those of vessels engaged solely in trade within State limits, are excluded from the statistics in the following pages.

Overseas shipping

Total movement

The following table shows the number of entrances and clearances combined of overseas vessels at Australian ports, and the aggregate net tonnage, during each of the years 1961-62 to 1965-66.

OVERSEAS SHIPPING: ENTRANCES AND CLEARANCES
(COMBINED) OF VESSELS DIRECT, AUSTRALIA
1961-62 TO 1965-66

	1961-62	1962-63	1963-64	1964-65	1965-66
Number of vessels	7,210	6,762	7,477	7,601	7,958
Net tonnage '000 tons	37,662	37,584	41,640	43,295	46,382

Particulars of the total overseas movement of shipping for each year from 1822 to 1920-21 were published in Year Book No. 15, page 507, and those for each year from 1921-22 to 1950-51 in Year Book No. 40, page 97.

Total overseas shipping, States, etc.

The following table shows, for each State and the Northern Territory, the number of entrances and clearances of vessels direct from and to overseas countries, and the aggregate net tonnage, during the year 1965-66.

OVERSEAS SHIPPING: ENTRANCES AND CLEARANCES OF VESSELS DIRECT STATES AND NORTHERN TERRITORY, 1965-66

		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	number	1,168	482	872	324	903	123	57	3,929
	'000 net tons	7,495	3,006	3,922	2,622	5,491	330	176	23,042
Clearances	number	1,067	538	1,059	260	962	101	42	4,029
	'000 net tons	7,336	4,415	4,721	1,061	5,381	296	130	23,340

Shipping communication with various countries

A vessel arriving in Australia from overseas is recorded as coming from the country where the voyage commenced, irrespective of the number of intermediate ports of call. Similarly, a vessel leaving Australia is recorded as going to the country where the voyage is scheduled to terminate. The following table shows statistics of the net tonnage entered and cleared, with cargo and in ballast, according to the principal countries where vessels commenced or terminated their voyages to or from Australia during each of the years 1963-64 to 1966.

OVERSEAS SHIPPING: COUNTRIES FROM WHICH ENTERED OR FOR WHICH CLEARED, AUSTRALIA, 1963-64 TO 1965-66

('000 net tons)

Country from which entered or for which cleared	With cargo or in ballast	Entered			Cleared		
		1963-64	1964-65	1965-66	1963-64	1964-65	1965-66
Arabian States	Cargo	3,183	3,664	3,764	266	214	267
	Ballast	53	18	33	2,976	3,074	3,815
Canada	Cargo	499	657	669	274	301	157
	Ballast					3	
China (mainland)	Cargo	60	48	44	1,134	1,021	769
	Ballast	275	211	293	5	6	57
France	Cargo	98	127	123	93	117	148
	Ballast		10				8
Germany, Federal Republic of	Cargo	353	269	332	429	386	567
	Ballast	1	11	18			14
Hong Kong	Cargo	256	120	167	239	299	306
	Ballast	84	80	80	48	22	34
Iran	Cargo	1,102	692	811	107	132	202
	Ballast	25	4	37	876	660	586
Italy	Cargo	282	315	266	270	337	333
	Ballast		6				
Japan	Cargo	1,197	1,294	1,251	3,220	4,005	4,654
	Ballast	3,321	3,487	3,936	34	100	183
Malaysia(a)	Cargo	335	732	488	140	507	316
	Ballast	6	103	26	88	332	238
Nauru	Cargo	561	468	376	322	205	208
	Ballast		4	43		79	86
Netherlands	Cargo	94	100	91	247	156	98
	Ballast		15	6		22	56
New Caledonia	Cargo	186	158	174	265	272	323
	Ballast	33	65	121	29	30	36
New Zealand	Cargo	740	602	686	1,267	859	816
	Ballast	752	529	737	100	225	525
Papua and New Guinea	Cargo	123	177	186	137	193	261
	Ballast	6	14	9		11	22
Philippines	Cargo	86	194	134	133	81	121
	Ballast	46	23	45		16	26
Singapore	Cargo	291	(b)	(c) 310	380	(b)	(c) 176
	Ballast	93	(b)	(c) 97	286	(b)	(c) 112
South Africa	Cargo	107	56	67	83	77	77
	Ballast		27	21			6
United Kingdom	Cargo	1,562	1,748	1,705	2,309	2,217	2,142
	Ballast	46	24	43	23	18	215
United States of America	Cargo	1,024	1,074	1,283	816	725	844
	Ballast	6	31	11	30	45	14
U.S.S.R.	Cargo	40	18	13	719	394	227
	Ballast	162	221	139	8	39	25
Other countries	Cargo	3,263	3,842	4,012	1,926	2,200	2,357
	Ballast	372	460	428	1,570	2,226	1,893
Total	Cargo	15,442	16,355	16,952	14,776	14,698	15,369
	Ballast	5,281	5,334	6,090	6,141	6,908	7,971
Grand total		20,723	21,689	23,042	20,917	21,606	23,340

(a) For years prior to 1964-65 figures for Malaysia exclude Sarawak, included in Other countries.
 (b) Included in Malaysia. (c) Included with Malaysia prior to 1 October 1966.

Country of registration of overseas shipping

Particulars of overseas shipping which entered Australian ports during each of the years 1963-64 to 1965-66 are given in the following table according to country of registration of vessels.

OVERSEAS SHIPPING: ENTRANCES DIRECT, BY COUNTRY OF REGISTRATION OF VESSELS, AUSTRALIA, 1963-64 TO 1965-66

('000 net tons)

Vessels registered at ports in—	1963-64	1964-65	1965-66	Vessels registered at ports in—	1963-64	1964-65	1965-66
Australia	95	119	141	Panama	605	551	423
Denmark	680	387	262	Sweden	867	769	686
France(a)	289	403	540	United Kingdom	7,535	6,936	7,109
Germany, Federal Republic of	419	710	590	United States of America	311	260	296
Greece	1,410	1,264	1,384	Other countries	496	711	409
Hong Kong	393	373	289				
India	43	86	244	All countries—			
Italy	669	752	712	In cargo	15,442	16,355	16,952
Japan	1,216	1,850	2,628	Proportion of total			
Liberia	1,400	1,833	2,643	%	74 5	75 4	73 6
Netherlands	974	1,122	1,020	In ballast	5,281	5,334	6,090
New Zealand	379	378	375	Proportion of total			
Norway	2,942	3,185	3,291	%	25 5	24 6	26 4
				Grand total	20,723	21,689	23,042

(a) Includes New Caledonia (40 during 1964-65, 27 during 1965-66).

Australian registered tonnage which entered Australian ports from overseas during the year 1965-66 represented 0.6 per cent. of the total tonnage entered and was confined mainly to the New Zealand and Pacific Islands trade.

Interstate shipping

System of record

Interstate shipping comprises two elements: (a) vessels engaged solely in interstate trade; and (b) vessels trading between Australia and overseas countries and in the course of their voyages proceeding from one State to another. (Overseas vessels may obtain Single Voyage Permits under section 286 of the Navigation Act to perform certain tasks on the Australian coast in cases where no 'licensed' vessel is available. Examples are the numerous tankers that obtain permits to carry petroleum products between interstate ports and, since the withdrawal of most of the interstate passenger liners, the overseas vessels which are given permits to carry passengers and frozen cargoes on the interstate run. At the present time orders in Council exist exempting certain trades from the provisions of the Navigation Act and it is not necessary for 'unlicensed' vessels to obtain a permit to engage in those trades.)* No complexity enters into the record of those in category (a), but with regard to the method of recording the movements of the overseas vessels (b), some explanation is necessary. Each State desires that its shipping statistics should show in full its shipping communications with overseas countries, but at the same time it is necessary to avoid any duplication in the statistics of Australia as a whole. In order to meet these dual requirements, a vessel arriving in any State from an overseas country—say the United Kingdom—via another State, is recorded in the second State as from the United Kingdom 'Overseas via States', thus distinguishing the movement from a direct overseas entry. Continuing the voyage, the vessel is again recorded for the statistics of the third State as from the United Kingdom 'Overseas via States'. On an inward voyage, the clearance from the first State to the second State is a clearance interstate, and is included with interstate tonnage in conformity with the pre-federation practice of the States, and to preserve the continuity of State statistics. Thus, movements of ships which are, from the standpoint of Australia as a whole, purely coastal movements, must for the individual States be recorded as 'Overseas via States' or 'Interstate' according to the direction of the movement. The significance of the record of these movements will be seen more clearly from the following tabular presentation of the inward and outward voyages to and from Australia of an overseas vessel which, it is presumed, reaches Fremantle (Western Australia) and then proceeds to the terminal port of the voyage—Sydney (New South Wales)—via South Australia and Victoria. From the terminal port the vessel will commence the outward voyage, in this case retracing its inward track.

* *Australian Shipping and Shipbuilding Statistics* published by the Department of Shipping and Transport.

ITINERARY OF AN OVERSEAS VESSEL ON THE AUSTRALIAN COAST

	Recorded as—		
	For the State and for Australia	For the States	
	1.	2.	3.
Inward voyage—			
Enters Fremantle from United Kingdom	Overseas direct	Interstate direct	
Clears Fremantle for Adelaide			
Enters Adelaide from United Kingdom via Fremantle		Interstate direct	Overseas via States
Clears Adelaide for Melbourne			
Enters Melbourne from United Kingdom via Adelaide		Interstate direct	Overseas via States
Clears Melbourne for Sydney			
Enters Sydney from United Kingdom via Melbourne		Interstate direct	Overseas via States
Outward voyage—			
Clears Sydney for United Kingdom via Melbourne			Overseas via States
Enters Melbourne from Sydney		Interstate direct	
Clears Melbourne for United Kingdom via Adelaide			Overseas via States
Enters Adelaide from Melbourne		Interstate direct	
Clears Adelaide for United Kingdom via Fremantle			Overseas via States
Enters Fremantle from Adelaide		Interstate direct	
Clears Fremantle for United Kingdom	Overseas direct		

From the method outlined above the requirements for Australia and for the individual States are ascertained as follows. (a) The aggregate of all ships recorded for each State as 'Overseas direct' gives the overseas shipping for Australia as a whole; (b) the aggregate for all ships recorded in any State as 'Overseas direct' plus those recorded as 'Overseas via States' gives the total *overseas shipping* for that State; and (c) the aggregate for all ships recorded as 'Overseas via States' may also be used, together with those recorded as 'Interstate direct' (including those engaged solely in interstate movement) to furnish figures showing the total *interstate movement* of shipping.

Interstate movement

Interstate direct. The following table shows the number of entrances and the net tonnage of vessels recorded into each State and the Northern Territory from any other State (including overseas vessels on interstate direct voyages as in column 2 above) during each of the years 1963-64 to 1965-66.

INTERSTATE MOVEMENT: ENTRANCES OF VESSELS INTERSTATE DIRECT STATES AND NORTHERN TERRITORY, 1963-64 TO 1965-66

State or Territory	Number			Net tons ('000)		
	1963-64	1964-65	1965-66	1963-64	1964-65	1965-66
New South Wales	1,974	2,154	1,976	6,656	7,388	7,889
Victoria	1,763	1,777	1,861	5,355	5,606	5,489
Queensland	789	879	806	2,213	2,656	2,670
South Australia	1,228	1,222	1,163	4,397	4,595	4,381
Western Australia	667	700	735	3,176	3,413	3,827
Tasmania	1,131	1,151	1,258	1,719	2,136	2,464
Northern Territory	78	82	81	177	159	147
Australia	7,630	7,965	7,880	23,693	25,953	26,867

Overseas via States. The figures in the following table show the number of entrances and clearances of vessels to and from overseas countries via other Australian States as in column 3 in the table at the top of the page, and their aggregate net tonnage.

**INTERSTATE MOVEMENT: ENTRANCES AND CLEARANCES OF VESSELS
OVERSEAS VIA OTHER AUSTRALIAN STATES AND NORTHERN TERRITORY
1965-66**

		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	number	862	1,075	434	522	69	264	7	3,233
	'000 net tons	4,316	6,623	1,921	2,514	276	1,092	35	16,777
Clearances	number	892	913	320	518	43	311	13	3,010
	'000 net tons	4,080	4,606	1,383	2,508	289	1,252	55	14,173

Total interstate movement. To ascertain the aggregate movement of interstate shipping, including the interstate movement of overseas vessels, figures in the two preceding tables must be combined. The following table shows, for each State and the Northern Territory, the total number of entrances and clearances of vessels from and for other States (including the interstate movement of overseas vessels) during the year 1965-66, together with the aggregate net tonnage.

**INTERSTATE MOVEMENT: TOTAL ENTRANCES AND CLEARANCES
STATES AND NORTHERN TERRITORY, 1965-66**

		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	number	2,838	2,936	1,240	1,685	804	1,522	88	11,113
	'000 net tons	12,205	12,112	4,591	6,895	4,103	3,556	182	43,644
Clearances	number	2,987	2,897	1,041	1,754	749	1,574	95	11,097
	'000 net tons	12,523	10,758	3,667	8,468	4,147	3,822	224	43,609

The following table shows the total interstate movement of shipping, including overseas vessels travelling overseas via States and interstate direct, for Australia for each of the years 1961-62 to 1965-66.

**INTERSTATE MOVEMENT: TOTAL ENTRANCES AND CLEARANCES
AUSTRALIA, 1961-62 TO 1965-66**

		1961-62	1962-63	1963-64	1964-65	1965-66
Entrances	number	10,551	10,552	11,040	11,172	11,113
	'000 net tons	36,974	37,428	40,747	42,569	43,644
Clearances	number	10,608	10,746	10,985	11,229	11,097
	'000 net tons	36,923	37,862	40,400	42,532	43,609

Shipping engaged solely in interstate trade

The following table shows, for each State and the Northern Territory, the number of entrances direct from other States of vessels engaged solely in interstate trade (i.e. excluding overseas vessels in continuation of their overseas voyages) during the year 1965-66, together with the net tonnage.

**SHIPPING ENGAGED SOLELY IN INTERSTATE TRADE: ENTRANCES, STATES
AND NORTHERN TERRITORY, 1965-66**

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances . . . number	1,260	1,341	401	870	355	1,186	67	5,480
Net tons . . . '000	4,528	2,888	1,038	2,834	1,538	2,155	124	15,105

Australian trading vessels

The following table shows particulars of all Australian trading vessels of 200 gross tons or more engaged in the regular overseas, interstate or coastal (intrastate) services at 31 December 1966.

**AUSTRALIAN TRADING VESSELS OF 200 GROSS TONS OR MORE
31 DECEMBER 1966**

(Source: Department of Shipping and Transport)

Vessels	Number	Dead-weight tons	Gross tons
Interstate vessels—			
Australian-owned, Australian-registered	89	632,800	483,827
Overseas-owned, Australian-registered, engaged in Australian coastal trade—New Zealand-owned	9	25,981	22,898
Other	10	169,578	115,227
Overseas-owned, overseas-registered, on charter, engaged in Australian coastal trade	2	70,791	47,605
Total interstate vessels	110	899,150	669,557
Intrastate vessels	19	29,601	24,417
Total coastal trading vessels	129	928,751	693,974
Overseas trading vessels—			
Australian-owned, Australian-registered operated mainly on overseas services	8	55,069	43,527
Australian-owned, overseas-registered operated wholly on overseas services	8	75,103	56,768
Total overseas trading vessels	16	130,172	100,295
Total Australian trading vessels	145	1,058,923	794,269

Shipping at principal ports

For details of Harbour Boards and Trusts in each State *see* the chapter Local Government.

Total shipping

The following table shows the total volume of shipping—overseas, interstate and coastal—which entered the principal ports of Australia during the years 1964-65 and 1965-66. The movements of warships and of other non-commercial vessels are excluded from the table.

**TOTAL SHIPPING: ENTRANCES AT PRINCIPAL PORTS, AUSTRALIA
1964-65 AND 1965-66**

Port of entry	1964-65		1965-66		Port of entry	1964-65		1965-66	
	Number	Net tons	Number	Net tons		Number	Net tons	Number	Net tons
		'000		'000			'000		'000
New South Wales—					Western Australia—				
Sydney(a)	4,357	16,890	4,155	16,760	Fremantle(c)	1,411	7,715	1,562	8,383
Newcastle	1,899	5,584	1,818	5,845	Albany	157	763	151	800
Port Kembla	1,153	4,398	1,065	4,623	Bunbury	139	660	168	727
					Carnarvon	81	99	41	43
Victoria—					Geraldton	95	372	138	566
Melbourne	2,938	12,550	3,008	12,257	Yampi	177	788	208	1,190
Geelong	649	3,627	637	3,614					
Queensland—					Tasmania—				
Brisbane	1,543	5,812	1,585	6,405	Hobart	535	1,325	547	1,449
Bowen	29	119	27	101	Burnie	402	1,054	491	1,294
Cairns	255	641	283	693	Devonport	402	700	388	768
Gladstone	125	766	138	1,017	Launceston	532	1,009	548	1,194
Mackay	153	509	167	675					
Rockhampton	100	261	76	313	Northern Territory—				
Townsville	318	1,062	349	1,103	Darwin	142	362	147	358
South Australia—									
Adelaide(b)	2,471	6,169	2,460	7,539					
Port Lincoln	335	545	329	535					
Port Pirie	440	1,014	413	916					
Rapid Bay	89	269	90	283					
Walleroo	47	228	48	177					
Whyalla	525	2,110	479	1,988					

(a) Includes Botany Bay. (b) Includes Port Stanvac. (c) Includes Kwinana.

The following table shows the total shipping tonnage which entered the principal ports of Australia, New Zealand and the United Kingdom during 1965-66.

**TOTAL SHIPPING: ENTRANCES AT PORTS, AUSTRALIA, NEW ZEALAND AND
THE UNITED KINGDOM, 1965-66**
(’000 net tons)

Port	Net tonnage entered	Port	Net tonnage entered	Port	Net tonnage entered
AUSTRALIA—		NEW ZEALAND—		ENGLAND AND WALES—	
Sydney (N.S.W.)(a) .	16,760	Wellington	4,672	<i>continued</i>	
Melbourne (Vic.) .	12,267	Auckland	4,666	Manchester (includ-	
Fremantle (W.A.)(b) .	8,383	Lyttleton	3,205	ing Runcorn) . . .	7,695
Adelaide (S.A.)(c) .	7,539	Whangarei	2,373	Tyne Ports	6,705
Brisbane (Qld) . . .	6,405	Otago	1,292	Hull	6,606
Newcastle (N.S.W.) .	5,845	Napier	1,260	Bristol	6,030
Port Kembla		Bluff	868	Middlesbrough . .	5,228
(N.S.W.)	4,623	Taranaki	829	Swansea	3,705
Geelong (Vic.) . . .	3,614			Cardiff	3,271
Whyalla (S.A.) . . .	1,988	ENGLAND AND WALES—			
Hobart (Tas.)	1,449	London	44,327	SCOTLAND—	
Burnie (Tas.)	1,294	Southampton . . .	25,153	Glasgow	8,274
Launceston (Tas.) .	1,194	Liverpool (including			
Yampi (W.A.)	1,190	Birkenhead)	21,775	NORTHERN IRELAND—	
Townsville (Qld) . .	1,103	Dover	8,865	Belfast	8,297

(a) Includes Botany Bay. (b) Includes Kwinana. (c) Includes Port Stanvac.

Shipping cargo

Overseas and interstate cargo

The tables following show the aggregate tonnage of overseas and interstate cargo discharged and shipped at Australian ports. Most cargo is recorded in terms of tons of 2,240 lb; the remainder, mainly bulky commodities, is shipped and recorded on the basis of forty cubic feet representing one ton measurement.

CARGO DISCHARGED AND SHIPPED: AUSTRALIA, 1961-62 TO 1965-66
(^{'000 tons})

Year	Overseas cargo				Interstate cargo			
	Discharged		Shipped		Discharged		Shipped	
	Weight	Meas.	Weight	Meas.	Weight	Meas.	Weight	Meas.
1961-62 . . .	17,508	2,763	17,178	1,547	13,318	1,427	13,658	1,186
1962-63 . . .	19,497	3,397	15,405	1,545	13,882	1,306	14,340	1,100
1963-64 . . .	20,788	3,942	19,744	1,861	15,321	1,453	15,632	1,208
1964-65 . . .	23,211	4,443	20,424	1,980	15,447	1,722	16,360	1,402
1965-66 . . .	24,156	4,119	21,749	2,043	15,349	1,942	16,172	1,484

CARGO DISCHARGED AND SHIPPED AT PRINCIPAL PORTS, 1965-66
(^{'000 tons})

Port	Discharged				Shipped			
	Overseas		Interstate		Overseas		Interstate	
	Wt	Meas.	Wt	Meas.	Wt	Meas.	Wt	Meas.
New South Wales—								
Sydney	2,520	1,614	985	186	3,209	627	384	145
Botany Bay	4,058	..	63	..	45	..	525	..
Newcastle	647	..	3,263	..	3,053	..	1,523	..
Port Kembla	659	..	4,239	..	2,038	1	1,064	..
Other . . . . .	..	..	23	..	14	7	2	..
Total, New South Wales	7,884	1,614	8,573	186	8,359	635	3,498	145
Victoria—								
Melbourne	3,220	1,550	1,718	830	1,017	676	440	702
Geelong	3,867	27	558	1	1,461	2	758	2
Portland	23	..	79	..	69	..	1	..
Total, Victoria	7,110	1,577	2,355	831	2,547	678	1,199	704
Queensland—								
Brisbane	1,650	322	531	51	820	124	238	44
Cairns	45	7	58	6	280	1	29	3
Gladstone	35	..	60	..	1,742	..	..	..
Mackay	41	..	32	..	539	..	60	..
Townsville	64	7	108	12	454	..	89	1
Other	10	1	41	..	997	3	627	1
Total, Queensland	1,845	337	830	69	4,832	128	1,043	49
South Australia—								
Port Adelaide	450	395	966	35	488	242	171	14
Ardrossan . . . . .	..	..	..	..	137	..	298	..
Port Lincoln	66	..	15	..	274	..	40	..
Port Pirie . . . . .	..	..	153	..	524	..	211	..
Port Stanvac	1,723	..	..	..	5	..	451	..
Rapid Bay . . . . .	..	..	..	..	..	..	453	..
Whyalla	59	..	489	..	150	..	4,008	..
Other	57	..	6	..	405	..	320	..
Total, South Australia	2,355	395	1,629	35	1,983	242	5,952	14
Western Australia—								
Fremantle	616	160	683	111	1,647	62	184	37
Bunbury	117	..	2	..	555	23	41	..
Geraldton	99	..	..	..	518	44	50	..
Kwinana	3,317	..	37	..	401	..	1,182	..
Yampi . . . . .	..	..	1	..	99	..	2,368	..
Other	325	1	54	1	584	15	6	5
Total, Western Australia	4,474	161	777	112	3,804	144	3,831	42
Tasmania—								
Hobart	149	25	243	228	122	163	181	115
Burnie	55	1	325	18	39	21	184	47
Launceston	128	9	384	150	37	14	129	90
Other	4	..	145	313	5	18	143	278
Total, Tasmania	336	35	1,097	709	203	216	637	530
Northern Territory—								
Darwin, Northern Territory	152	..	88	..	21	..	12	..
Australia	24,156	4,119	15,349	1,942	21,749	2,043	16,172	1,484

Overseas cargo according to country of registration of vessels

The following table shows the total overseas cargo, discharged and shipped combined, according to the country in which the vessels were registered, during each of the years 1963-64 to 1965-66.

**OVERSEAS CARGO DISCHARGED AND SHIPPED, BY COUNTRY OF REGISTRATION
OF VESSELS: AUSTRALIA, 1963-64 TO 1965-66**
(^{'000 tons})

Vessels registered at ports in—	1963-64		1964-65		1965-66	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
Australia	156	107	156	128	231	125
Denmark	1,706	88	872	82	519	66
France and New Caledonia	415	107	748	110	1,089	97
Germany, Federal Republic of	765	350	1,542	352	1,393	316
Greece	2,818	131	2,647	88	2,700	85
Hong Kong	898	69	807	101	621	139
India	52	25	202	39	479	42
Italy	623	46	779	55	560	60
Japan	2,589	271	3,852	450	5,803	434
Liberia	3,172	32	4,407	57	6,045	85
Netherlands	1,757	339	2,278	445	2,003	385
New Zealand	641	396	548	529	675	464
Norway	7,541	263	8,279	425	8,129	364
Panama	1,151	51	1,047	18	908	48
Sweden	2,049	373	1,886	361	1,632	351
United Kingdom	13,076	2,925	12,099	2,916	12,090	2,937
United States of America	210	111	206	114	204	94
Other	913	119	1,280	153	824	70
Grand total	40,532	5,803	43,635	6,423	45,905	6,162

World shipping tonnage

At 1 July 1966 the total steamships and motorships 100 gross tons and upwards throughout the world was 43,014, with a gross tonnage of 171,129,833. Of those totals, steamships numbered 10,407 for 75,468,776 gross tons, and motorships 32,607 for 95,661,057 gross tons. This includes 5,453 oil tankers of 100 gross tons and upwards, with a gross tonnage of 60,199,965. Australian steamships and motorships, 295 for 744,356 gross tons, constituted 0.69 per cent and 0.43 per cent respectively of the total number and tonnage. This information has been derived from *Lloyd's Register of Shipping*.

Vessels registered in Australia

The following table shows the number and gross tonnage of trading vessels of 200 tons and over registered in Australia at 30 June 1966, classified according to: (i) year of construction, 1962 to 1965 and 1961 and earlier years, (ii) type of trade in which the vessels were engaged, and (iii) vessels built in Australian or in overseas shipyards.

AUSTRALIAN-REGISTERED TRADING VESSELS, 31 DECEMBER 1965(a)

(Source: Department of Shipping and Transport)

Year of construction	Overseas and interstate vessels		Intrastate vessels		Built in Australian yards		Built overseas		Total	
	No.	Gross tons	No.	Gross tons	No.	Gross tons	No.	Gross tons	No.	Gross tons
1961 and earlier	105	556,502	18	22,176	60	319,261	63	259,417	123	578,678
1962	2	12,932	..	..	2	12,932	..	..	2	12,932
1963	5	32,555	..	..	5	32,555	..	..	5	32,555
1964	3	29,716	..	..	3	29,716	..	..	3	29,716
1965	1	33,774	1	2,241	2	36,015	..	..	2	36,015
Total registered in Australia	116	665,479	19	24,417	72	430,479	63	259,417	135	689,896

(a) 200 gross tons and over.

Miscellaneous

Shipping freight rates

The *Quarterly Summary of Australian Statistics* shows a list of the current freight rates for general merchandise in respect of both overseas and interstate shipments. The following table shows the freight rates from Australia to various countries for certain important commodities at 31 December 1966.

OVERSEAS SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES, 31 DECEMBER 1966(a)

(1 ton measurement = 40 cubic feet)

Country and article	Unit for which freight rate is quoted	Freight rate quoted
CANADA—EAST COAST AND ST LAWRENCE PORTS TO MONTREAL—		<i>Rates—Canadian dollars</i>
Fruit—		
Canned	40 cu ft	39.10
Dried	40 cu ft	36.50
Preserved	40 cu ft	42.20
Wine	Weight measurement	47.60
Wool—greasy	100 lb	5.25
General cargo	Weight measurement	47.60
CEYLON—		<i>Rates—Sterling</i>
Flour, wheaten	Ton weight	£8.250
Milk and cream—		
Condensed	Ton measurement	£14.100
Frozen	Ton measurement	£24.325
General cargo	Ton weight or measurement	£14.100
CHINA—		<i>Rates—Australian shillings and pence</i>
Flour in bags	2,000 lb	165 0
Wheat in bags	Ton	165 0
Wool—		
Greasy	lb	0 3
Scoured, etc.	lb	0 3.49
General cargo	Ton weight or measurement	275 0
CONTINENTAL EUROPE—See UNITED KINGDOM, ETC.		
HONG KONG—		
Sugar, refined, in bags	20 cwt	245 0
Wheat, in bags	20 cwt (net)	165 0
Wool—		
Greasy	lb	0 3
Scoured, etc.	lb	0 3.49
General cargo	Ton weight or measurement	275 0

(a) Rates for commodities shipped in chartered vessels and bulkships not included.

**OVERSEAS SHIPPING FREIGHT RATES FROM AUSTRALIA TO
VARIOUS COUNTRIES, 31 DECEMBER 1966(a)—continued**

Country and article	Unit for which freight rate is quoted	Freight rate quoted
INDIA—		Rates—Sterling
Milk products in cases, cartons, etc.	Ton measurement	£10.750
Wheat in bags	Ton weight	£8.100
Wool—		
Greasy	lb	3.45d.
Scoured, etc.	lb	4.42d.
Zinc bars	Ton weight	£6.500
General cargo	Ton weight or measurement	£12.625
INDONESIA—		Rates—Australian shillings and pence
Flour—		
From eastern Australian ports	2,000 lb	170 0
From western Australian ports	2,000 lb	160 0
General cargo—		
From eastern Australian ports	Ton weight or measurement	262 6
From western Australian ports	Ton weight or measurement	242 6
JAPAN—		
Cattle hides	20 cwt	275 0
Coal, in bags	20 cwt	235 0
Concentrates (copper, lead and zinc)—		
Parcels(b)	20 cwt	180 0
Bulk(c)	20 cwt	130 0 F.I.T.(e)
Iron and steel scrap—		
Loose	20 cwt	240 0
4-cwt drums	20 cwt	210 0
Over 4-cwt drums	20 cwt	185 0
Ore, copper ex North Queensland—Bulk	20 cwt	115 0 F.I.O.T.(f)
Sugar, refined, in bags	20 cwt (net)	245 0
Wheat, in bags	20 cwt (net)	165 0
Wool—		
Greasy	lb	0 3.32
Scoured, etc.	lb	0 3.86
General cargo	Ton weight or measurement	275 0
MALAYSIA—		
Milk products—		
Condensed—		
From eastern Australian ports	Ton measurement	245 0
From western Australian ports	Ton measurement	225 0
Powdered in bags—		
From eastern Australian ports	Ton weight	305 0
From western Australian ports	Ton weight	285 0
Powdered in cases or cartons—		
From eastern Australian ports	Ton weight or measurement	250 0
From western Australian ports	Ton weight or measurement	230 0
Flour—		
From eastern Australian ports	2,000 lb	165 0
From western Australian ports	2,000 lb	155 0
General cargo—		
From eastern Australian ports	Ton weight or measurement	262 6
From western Australian ports	Ton weight or measurement	242 6
NEW ZEALAND(d)—		Rates—New Zealand currency
Fruit—		
Dried	40 cu ft	177 6
Fresh—Oranges (per case 1 ft 7 ins)	Per case	8 3
Textiles, yarns—		
Piecegoods	40 cu ft/20 cwt	177 6
Iron and steel—		
Bars, rods, angles, tees (up to 30 ft long)	20 cwt	170 0
Pipes and tubes (up to 20 ft long)	20 cwt	148 0
Plate (up to 20 ft long)	20 cwt	170 0
Sheet (bundles)	20 cwt	137 6
Wire, lattice	40 cu ft	177 6
Lead oxide	20 cwt	170 0
Zinc oxide	20 cwt	170 0
Copper—		
Bars and rods (up to 30 ft long)	20 cwt	170 0
Sheets in bundles	20 cwt	137 6
Pipes and tubes (up to 20 ft long)	20 cwt	148 0
Plates (up to 20 ft long)	20 cwt	170 0
Motor vehicles—		
Assembled	40 cu ft	103 0
Unassembled	40 cu ft	177 6
Parts	40 cu ft	177 6
Household machines	40 cu ft/20 cwt	177 6
Timber (up to 20 ft long)	100 super ft	45 6
Books and periodicals	40 cu ft/20 cwt	177 6
Drugs and medicinal preparations	40 cu ft/20 cwt	177 6
Sodium pentachlorophenate	40 cu ft/20 cwt	187 0
Fertilisers—		
Manure	20 cwt	173 0
Plastic foam	40 cu ft	155 0
General cargo	40 cu ft/20 cwt	191 0

(a) Rates for commodities shipped in chartered vessels and bulkships not included. (b) Loaded and trimmed at no cost to shipping company. (c) Loaded, trimmed and unloaded at no cost to shipping company. (d) Rates quoted are from Melbourne, Sydney, Newcastle, and Port Kembla to New Zealand main ports, except Bluff which is an additional N.Z.\$s. per ton. (e) Free in and trimmed. (f) Free in and out and trimmed.

OVERSEAS SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES, 31 DECEMBER 1966—*continued*

Country and article	Unit for which freight rate is quoted	Freight rate quoted
SOUTH AFRICA—		<i>Rates—Australian dollars and cents</i>
Wool dumped—		
Greasy	lb	3 73 cents
Scoured, etc.	lb	4 81 cents
General cargo	Ton weight or measurement	\$30.25
UNITED KINGDOM AND CONTINENTAL EUROPE—		<i>Rates—Sterling</i>
Butter	Box 56 lb	£0 67
Cheese	Ton weight	£27 70
Eggs in shell	Ton measurement	£19 00
Meats, preserved by cold process—		
Beef, refrigerated, excluding carton	lb	4 11d.
Lamb, excluding carton	lb	5 08d.
Mutton, excluding carton	lb	4 11d.
Beef, carton	lb	2 97d.
Lamb, carton	lb	2 97d.
Mutton, carton	lb	2 97d.
Rabbits	Ton measurement	£15 70
Sausage casings in casks (refrigerated)	Ton measurement	£20 70
Sausage casings (not refrigerated)	Ton measurement	£12 45
Meats, not frozen	Ton weight	£12 45
Milk and cream condensed	Ton measurement	£12 45
Fruit—		
Canned	Ton measurement	£9 487
Dried	Ton measurement	£9 487
Fresh—		
Apples	Standard bushel case	£0 680
Citrus	Standard bushel case	£0 720
Pears	Standard bushel case	£0 680
Pears	1 bushel case	£0 622
Grapes, grapefruit, oranges, lemons and plums	Standard bushel case	£0 792
	1 bushel case	£0 738
	1 bushel case	£0 528
	1 bushel carton	£0 494
Grain and pulse, unprepared—		
Barley, in bags	Ton weight	£6 875
Wheat, parcels—		
Bagged	Ton weight	£6 750
Bulk	Ton weight	£5 750
Maize	Ton weight	£8 750
Oats, in bags	Ton weight	£7 375
Rice, paddy, unhusked	Ton weight	£10 000
Grain and pulse, prepared—		
Bran	Ton weight	£9 900
Pollard	Ton weight	£9 900
Flour, wheaten	Ton weight	£9 100
Rice, clean, husked	Ton weight	£9 350
Jams	Ton measurement	£9 850
Wine	Ton measurement	£11 850
Hides and skins—		
Calf	Ton weight	£18.032
Cattle	Ton weight	
Fox	Ton weight	
Kangaroo	Ton weight	
Opossum	Ton weight	
Rabbit and hare	Ton weight	
Wallaby	Ton weight	
Sheep, dumped	lb	2 98d.
Other	Ton weight	£56 60
Pearlshell	Ton measurement	£12 45
Trochus and green snail shell, bags or cases	Ton weight	£18 70
Wool—		
Greasy, dumped	lb	4 15d.
Scoured and washed, dumped	lb	5 20d.
Tops	lb	4 96d.
Bark, tanning	Ton weight	£12 45
Sandalwood in bags	Ton measurement	£12 45
Apparel and attire, effects	Ton weight or measurement	£19.50
Oils—		
Eucalyptus	Ton measurement	£12 45
Coconut	Ton weight	£14 10
Whale	Ton weight	£14.10
Other	Ton measurement	£14 10
Stearine	Ton weight	£14 10
Tallow, unrefined, in drums	Ton weight	£14.10
Ore in casks, bags or drums, n.e.i.	Ton weight	£7.55

(a) Rates for commodities shipped in chartered vessels and bulkships not included.

OVERSEAS SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES, 31 DECEMBER 1966(a)—continued

Country and article	Unit for which freight rate is quoted	Freight rate quoted
UNITED KINGDOM AND CONTINENTAL EUROPE—continued		<i>Rates—Sterling</i>
Zinc—		
Ex Risdon	Ton weight	£5.150
Other than above	Ton weight	£6.175
Dust in tins, sealed cases or new lined drums	Ton weight	£17.70
Copper	Ton weight	£5.85
Lead	Ton weight	£5.85
Steel billets—		
Up to 20 feet	Ton weight	£7.75
Over 20 feet and up to 30 feet	Ton weight	£8.30
Tin clippings, hydraulically pressed	Ton weight	£6.75
Leather	Ton weight	£27.40
Timber—		
Logs—		
Up to 40 feet	100 super feet	£4.35
Over 40 feet and up to 50 feet	100 super feet	£4.65
Over 50 feet and up to 60 feet	100 super feet	£5.00
Sawn undressed up to 30 feet—shipment of less than 50 tons	100 super feet	£2.30
Toilet paper	Ton measurement	£13.30
Stationery—		
Note paper and/or envelopes	Ton measurement	£20.50
Other than above	Ton measurement	£21.30
Casein	Ton weight	£16.30
Fertilisers	Ton measurement	£15.30
Soap	Ton measurement	£12.45
Gold and silver specie	<i>Ad valorem</i>	£0.750%
UNITED STATES OF AMERICA—ATLANTIC AND GULF PORTS—		<i>Rates—U.S. dollars</i>
Beef, preserved by cold process—		
Quarters, etc.	100 lb gross weight	4.65
Cartons	100 lb net weight	4.15
Casein	20 cwt	47.00
Fish, preserved by cold process—		
Loose	20 cwt	90.00
Cartons	100 lb net weight	4.50
Lead—		
Ores and concentrates	20 cwt	30.00
Mutton, preserved by cold process—		
Carcases	100 lb	5.00
Cuts in cartons	100 lb net weight	4.15
Pipes and tubes of iron and steel	20 cwt or 40 cu ft	33.00
Wool—		
Greasy	100 lb	5.25
Scoured, etc.	100 lb	6.30
General cargo	20 cwt or 40 cu ft	47.60

(a) Rates for commodities shipped in chartered vessels and bulkships not included.

Interstate rates per ton weight or measurement for general cargo at 31 December 1966 (expressed in Australian dollars) were: Sydney-Melbourne, \$16.20; Sydney-Brisbane, \$15.20; Sydney-Adelaide, \$21.10; Sydney-Fremantle, \$26.20; Sydney-Hobart, \$16.35; Sydney-Darwin, \$25.85.

Shipping casualties

Courts of Marine Inquiry are constituted by a magistrate assisted by skilled assessors, and, when necessary, are held at the principal port in each State and at Launceston (Tasmania). Such courts have power to deal with the certificates of officers who are found at fault. Particulars of shipping losses and casualties reported on or near the coast during each of the years 1961-62 to 1965-66 are shown in the table below.

**SHIPPING CASUALTIES TO OVERSEAS AND INTERSTATE STEAM AND MOTOR
VESSELS(a): AUSTRALIA, 1961-62 TO 1965-66**

Year	Shipping losses			Other shipping casualties			Total shipping casualties		
	Vessels	Net tons	Lives lost	Vessels	Net tons	Lives lost	Vessels	Net tons	Lives lost
1961-62	147	569,644	1	147	569,644	1
1962-63	122	468,326	..	122	468,326	..
1963-64	109	362,798	..	109	362,798	..
1964-65	87	315,762	..	87	315,762	..
1965-66	1	287	13	87	375,161	..	88	375,448	13

(a) Vessels over 50 net tons.

Lighthouses; distances by sea; depths of water and tides at main ports; ferry passenger services

A list of the principal lighthouses on the coast of Australia, giving details of the location, number, colour, character, period, candle-power and visibility of each light so far as particulars are available, will be found in *Transport and Communication*, Bulletin No. 46.

The distances by sea between principal ports of Australia and some important ports in other countries which trade with Australia were published in Year Book No. 48, page 525.

A table showing the depths of water available and tides at principal ports of Australia is published in the annual bulletin, *Transport and Communication*. For some major ports information is given in the chapter Local Government.

GOVERNMENT RAILWAYS

Six independent State Government railway authorities and one Commonwealth Government railway authority operate the major intrastate and interstate railway systems in Australia. Each system is managed by a Commissioner, or Commissioners, responsible to the Minister in charge of transport for the respective Governments. The various Government railway systems are as follows.

New South Wales Railways

An extensive 4 ft 8½ in gauge system is based on Sydney and extends throughout the State.

Victorian Railways

A 5 ft 3 in gauge system centred on Melbourne radiates throughout Victoria and into southern New South Wales. This is supplemented by a 4 ft 8½ in gauge line from Melbourne to the New South Wales border, and by a short length of 2 ft 6 in gauge line near Melbourne, used mainly for tourist purposes.

Queensland Railways

A 3 ft 6 in gauge line extends along the coast from Brisbane to Cairns, with branch lines inland from Brisbane, Rockhampton and Townsville. In addition, a 4 ft 8½ in gauge line extends from Brisbane to the New South Wales border, and a short length of 2 ft gauge line (used mainly for cane haulage) operates in the Innisfail area.

South Australian Railways

The main system, in the south-east of the State, is of 5 ft 3 in gauge. The railway system in Eyre Peninsula, as well as the line from Port Pirie to the New South Wales border, is of 3 ft 6 in gauge. The conversion of the latter line to 4 ft 8½ in gauge is in progress.

Western Australian Railways

In the southwest of the State there is an extensive 3 ft 6 in gauge system which extends as far as Meekatharra in the north and Kalgoorlie and Esperance in the east. A new 4 ft 8½ in gauge line between Perth and Kalgoorlie is being constructed.

Commonwealth Railways

This system comprises four separate railways. The Trans-Australian Railway, extending from Port Pirie to Kalgoorlie is of 4 ft 8½ in gauge as is that part of the Central Australia Railway from Port Augusta (Stirling North) to Maree. A further extension of this railway from Maree to Alice Springs is of 3 ft 6 in gauge, as is the North Australia Railway from Darwin to Birdum. The Australian Capital Territory Railway from Queanbeyan to Canberra is of 4 ft 8½ in gauge. In this chapter particulars of these four separate Commonwealth railways are grouped; however, separate particulars for each railway are shown in the annual bulletin *Transport and Communication*.

A graph showing the route-mileage and traffic of all Government railways from 1870 to 1966 appears on plate 32, opposite.

In addition to these Government railways there are a number of short but significant private railways in Australia. The majority were constructed for the haulage of coal, iron ore and other minerals to processing plants, ports or government railheads, but some handle general traffic and passengers also. The more important of the private railways operate from Whyalla to Iron Knob and Iron Baron (South Australia), from Maitland to Cessnock (New South Wales), from Broken Hill (New South Wales) to the South Australian border, and from Burnie to Zeehan (Tasmania). In the north-west of Western Australia private railways were brought into service during 1966 to haul iron ore from Mt Tom Price to King Bay, a distance of 180 miles and from Mt Goldsworthy to Finicane Island (Port Hedland), a distance of 70 miles.

Standardisation of railway gauges*

Government railways in Australia use a variety of track gauges ranging from 2 ft to 5 ft 3 in, but only in the case of the 3 ft 6 in, the 4 ft 8½ in and the 5 ft 3 in gauges are the route mileages extensive. The importance of the present measures to bring about railway standardisation largely derives from the many economic and political difficulties occasioned by these differences in track gauges.

Programmes for the standardisation of railways in Australia have been arranged on the basis of mutual agreement and collaboration between the Commonwealth and State Governments with the ratification of the Parliaments concerned. There is no national co-ordinating railway authority in Australia, but the Railway Commissioners discuss mutual problems and make inter-system working arrangements through the Australian and New Zealand Railways Conference.

Under various Commonwealth-State Standardisation Agreements approximately 420 route miles of standard (4 ft 8½ in) gauge track have been completed since 1956, and a further 680 route miles are expected to be completed by the end of 1968. Melbourne is now linked to Sydney and Brisbane by a standard gauge railway, and by 1968 it is expected that a direct standard gauge link will be available between Sydney and Perth. Bogie exchange facilities have been installed at Melbourne and Port Pirie (South Australia) to eliminate the physical transfer of goods between the rolling-stock of the standard gauge and that of the broad gauge systems serving Victoria and a large part of South Australia.

Early history of standardisation in Australia

The history of standardisation of railway track gauges in Australia goes back to before the construction of the first steam railway. During the 1840's the diversity of gauges in Great Britain was causing concern to railway administrators, and in 1846 the British Secretary for State for Colonies recommended a uniform gauge of 4 ft 8½ in for railway construction in the Colonies. At that time there were no steam powered railways in any Australian Colony.

In 1850, however, a private company submitted a proposal to construct the Sydney-Parra-matta railway using a track gauge of 5 ft 3 in. This proposal was approved by the Governor-General and the Colonial Secretary, and in 1853 an Act was passed making it compulsory for all railways in New South Wales to be of 5 ft 3 in track gauge. The Governors of Victoria and South Australia accepted this as the standard gauge for Australia.

The following year the Company revised the proposed gauge and succeeded in having the 1852 Act repealed and a new Act passed setting the gauge for New South Wales at 4 ft 8½ in. This step was taken without reference to either South Australia or Victoria, where private companies had

* The following article on standardisation of railway gauges was specially prepared for this issue of the Year Book by the Commonwealth Department of Shipping and Transport.

GOVERNMENT RAILWAYS: AUSTRALIA, 1870 TO 1966

ROUTE MILEAGE AND TRAFFIC RATIO GRAPH

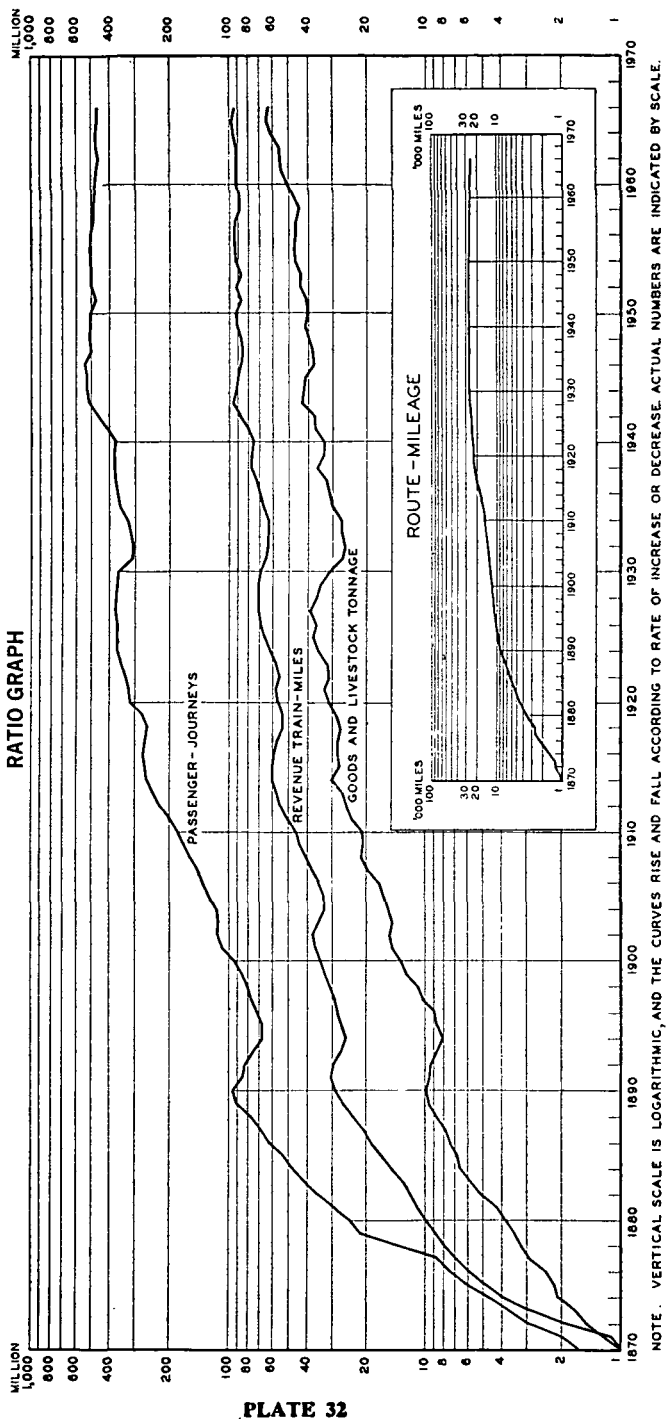


PLATE 32

placed large orders for 5 ft 3 in gauge rolling stock. Both these Colonies decided to adhere to the 5 ft 3 in gauge. On appeal to England it was decided that this was a local dispute and 'as the forests were so dense it was improbable that the lines would meet in any case'. This was the end of early attempts at standardisation.

The adoption of a 3 ft 6 in track gauge by Queensland, Western Australia and Tasmania, and the subsequent use of this gauge for certain lines in South Australia, appears to have been based on geographical, financial and economic factors. However, it is also likely that the possibility of links between States was still considered remote. The first interstate railway link was established in 1883 when the New South Wales and Victorian systems met at Albury. This was followed by a link between New South Wales and Queensland in 1888 and the Victorian-South Australian broad gauge link in 1889. (It was 1917 before Western Australia was linked with the railway systems of the other mainland States.)

Following the establishment of these early links the disadvantages of a break of gauge at State borders soon became evident, and in 1897 the Premiers of New South Wales, Victoria and South Australia agreed that a standard gauge was desirable. The Railway Commissioners met and recommended conversion of South Australia and Victoria to 4 ft 8½ in gauge, but no further action was taken.

The question was debated at a number of conferences between 1900 and 1920. The urgent necessity of the work was confirmed many times, but nothing was done. In 1920 the Premiers Conference considered a report and resolved that an expert committee be set up to consider the unification of gauges. This took the form of a Royal Commission. In 1921 the Royal Commission reported strongly in favour of a standard track gauge of 4 ft 8½ in and set out plans, costs and the order of conversion of two proposals; first the conversion of the main trunk lines between capital cities and secondly the conversion of all lines. Included in the plans were new standard gauge lines between Brisbane and Kyogle (New South Wales) and between Port Augusta and Lochiel (South Australia). Both lines reduced the distance between capitals and provided a lower maximum elevation on the route, which, in the case of the Sydney-Brisbane line, was reduced from 4,450 ft to 800 ft.

Commonwealth-State discussions followed the 1921 Royal Commission's report, but a general agreement was not reached. In 1924 the Commonwealth, New South Wales and Queensland Governments agreed to the extension of the Sydney-Kyogle standard gauge line to South Brisbane. This line was brought into service in 1930. In 1935 an agreement was reached between the Commonwealth and South Australian Governments whereby the Commonwealth was to extend the Trans-Australian standard gauge line, completed in 1917, from Port Augusta to Port Pirie and South Australia to provide a broad gauge line from Port Pirie to link with the broad gauge network at Red Hill. The work was completed and opened to traffic in 1937.

During the 1939-45 War considerable difficulty was experienced in Australia in the movement of military equipment and troops by rail, mainly because of the existence of break-of-gauge points, the lack of interchangeability of locomotives and rolling-stock between the major railway systems and the lack of uniformity in the technical standards of tracks. Consequently, in March 1944, the Commonwealth Government requested Sir Harold Clapp, Director-General of Land Transport, Commonwealth Department of Transport, and formerly Chairman of Commissioners, Victorian Railways, to submit a report and recommendations regarding the standardisation of Australia's railway gauges on the basis of a 4 ft 8½ in gauge.

Report of Sir Harold Clapp and subsequent investigation

The report, which also covered the construction of certain strategic and developmental railways, was submitted in March 1945, and the projects recommended to be carried out in stages and estimated to cost \$153,502,000 overall, were as follows.

- (a) Construction of an independent standard gauge line from Fremantle-Perth to Kalgoorlie (419 miles).
- (b) Conversion to standard gauge of the entire South Australian 5 ft 3 in gauge system and the 3 ft 6 in gauge lines of the South Eastern Division (1,760 miles).
- (c) Conversion to standard gauge of the entire Victorian 5 ft 3 in gauge system, and the Upper Ferntree Gully-Emerald section of the Gembrook 2 ft 6 in gauge line (4,980 miles).
- (d) Acquisition of the Silverton Tramway Company's line (36 miles) between Cockburn (South Australia) and Broken Hill (New South Wales) and the conversion to standard gauge of this line, as well as the 3 ft 6 in gauge lines of the Peterborough Division of the South Australian Railways (366 miles) to provide a standard gauge line between Port Pirie and Broken Hill.
- (e) Provision of a standard gauge strategic and developmental railway linking Bourke (New South Wales) with Townsville and Dajarra (Queensland) by the construction of a new standard gauge line between Bourke and Longreach, via Cunnamulla, Charleville and Blackall, and the conversion of the Longreach-Hughenden, Townsville-Dajarra and tributary lines.

- (f) Construction of a standard gauge strategic and developmental railway between Dajarra (Queensland) and Birdum (Northern Territory) and the conversion to standard gauge of the Birdum-Darwin line (961 miles).

Other recommendations were that, on agreement being reached between the Commonwealth and the States concerning the carrying out of the foregoing projects, arrangements were to be made for complete surveys, plans and estimates to be prepared for the standardisation of the Queensland and Western Australian Railways not covered by the proposals mentioned. For a detailed description of the report *see* Year Book No. 37, pages 146-8.

The conversion to standard gauge of the 3 ft 6 in gauge Central Australia Railway (Port Augusta to Alice Springs) and extension beyond the existing terminal at Alice Springs was not recommended, nor was the introduction of standard gauge in Tasmania.

As a further step towards standardisation, a Committee consisting of members of the Commonwealth Parliament, was formed in March 1956 to consider the practicability and desirability of standardising the main railway trunk lines on the Australian mainland. The Committee was invited to examine whether a more limited scheme than that envisaged in the Clapp Report could be devised without incurring the costs of complete conversion and without inhibiting the efficiency of operation of the various Government systems. The Committee recommended to the Commonwealth Government that standardisation of the major inter-capital routes was warranted. It was recommended that surveys should be carried out and plans prepared without delay, and that the Commonwealth should bear the cost of this detailed work. The Committee also examined questions of the method of construction, finance and timing, and the administration of the proposals, but did not make detailed recommendations on these matters.

Nature and scope of railway standardisation agreements

Arising out of Commonwealth-State discussions, which followed the report by Sir Harold Clapp, a Railway Standardisation Agreement was drawn up and signed by representatives of the Commonwealth, New South Wales, Victorian, and South Australian Governments. However, this agreement was not ratified by all Governments concerned and, therefore, was never implemented.

In October 1949 the Railway Standardisation (South Australia) Agreement was assented to by the Commonwealth Parliament. This Act authorised the execution by the Commonwealth Government of an agreement between the Commonwealth and South Australian Governments whereby a major part of the broad and narrow gauge railways owned and operated by the South Australian Railways would be converted to standard gauge. The agreement did not stipulate any period of time within which the works were to be undertaken or completed. The Act provided that the Commonwealth Government should undertake the conversion of other railways owned and operated by the Commonwealth Railways in South Australia and the Northern Territory, and that the acquisition and conversion of the Silverton Tramway should be carried out. The preamble to the agreement indicated that a uniform track gauge throughout Australia was desirable to assist in the defence and development of Australia, to facilitate interstate trade and commerce, and to secure maximum efficiency and economy in railway operation.

The agreement provided that the parties to the Agreement should set standards of design and construction essential to the establishment of standard gauge railways and to the safe and efficient operation of interchange traffic, including locomotives and all classes of rolling-stock over the unified railways of Australia. It was agreed that 70 per cent of the cost of standardisation should be borne by the Commonwealth and 30 per cent by the State. The Agreement also provided that the Commonwealth should meet the initial cost of the works specified and that the State should repay the Commonwealth 30 per cent of the expenditure over a period of fifty years together with interest. The agreement included stipulations regarding the cost of betterments and replacements, annual budgets of expenditure, audit, accounts, and records. The Agreement, with modifications, has been the basis on which subsequent agreements between the Commonwealth and the States of Victoria, New South Wales and Western Australia have been formulated.

The major Agreements which have been made and implemented since 1950 include:

- (1) The Brachina to Leigh Creek North Coalfield Railways 1950;
- (2) The Stirling North to Brachina Railway 1952;
- (3) The Leigh Creek North Coalfield to Marree (Conversion to Standard Gauge) Railway 1954;
- (4) The Railway Standardisation (New South Wales and Victoria) Agreement 1958;
- (5) The Railway Agreement (Western Australia) 1961.

The first three agreements refer to the construction of the Port Augusta to Marree standard gauge railway, which was completed in 1956 at a cost of approximately \$24,000,000. The main purpose of these Agreements was to provide standard gauge access to the Leigh Creek brown coal deposits and was, therefore, in a different category to other standardisation works. This railway is operated by the Commonwealth Railways.

The New South Wales and Victoria Standardisation Agreement

The New South Wales and Victoria Standardisation Agreement followed the general format of the 1949 South Australian Agreement, but differed from it in substance in several important respects:

- (a) the Commonwealth Government agreed to provide all funds to meet expenditure on the standardisation works as and when required by the States;
- (b) the Commonwealth was not obliged to meet expenditure on any of the standardisation work incurred at any time subsequent to twelve calendar months after the commencement of a regular service on the standard gauge railway;
- (c) provision was made to authorise variations of cost due to unforeseeable circumstances;
- (d) the Agreement was appended by Schedules indicating:
 - (i) the route of the standard gauge railway;
 - (ii) the estimated cost of major items in the standardisation work;
 - (iii) the standards to be adopted;
- (e) the standardisation works were limited to the construction of a standard gauge railway on the main intercapital (Melbourne-Sydney) route.

The standardisation work comprised the construction of a main line permanent way and crossing loops between Albury Railway Station and Melbourne (Spencer Street), the construction of bridges and culverts, alterations to station yards, grade separation and level crossing protection, the provision of rolling-stock maintenance and freight handling facilities at Dynon Road in Melbourne, alterations to signalling, the installation of automatic power signalling with centralised traffic control, and the construction and conversion of rolling-stock.

Under the Agreement the States of New South Wales and Victoria were responsible for the execution of the standardisation works, and, with the approval of the Commonwealth Minister for Shipping and Transport, called public tenders for the execution of the works where desirable. There was a provision that expenditure was not to be incurred without the concurrence of the Commonwealth Minister. The States prepared detailed plans, specifications and estimates of costs for all works under the Agreement in collaboration with the Commonwealth.

The Western Australia Railway Agreement

The Railway Agreement (Western Australia) 1961 is an agreement ratified by the Commonwealth and Western Australian Governments to undertake certain standard gauge railway works, including the provision of rolling-stock, in Western Australia at an estimated cost of \$82.4 million. The proposal is linked with the establishment of an integrated iron and steel industry at Kwinana, south of Perth. The new railway facilities will be used to transport iron ore from the Koolyanobbing deposits some thirty-three miles beyond Southern Cross. These railway facilities will also link Kalgoorlie with East Perth and Fremantle by a standard gauge line which will be open to passenger and general freight traffic.

It has been agreed that the project has standardisation and developmental components in approximately equal parts, and initially the Commonwealth will, in effect, provide finance for all the standardisation portion of the works and 70 per cent of the developmental portion. The State will repay with interest 30 per cent of the standardisation costs over fifty years and all the advance for developmental works over twenty years. Work on the project commenced in 1962 and is planned to be completed by December 1968.

The Agreement covers decisions in cases of disputes between the parties, the completion date, the definition of the nature of the work required for standardisation purposes, the preparation of programmes, plans and estimates, the authorisation of expenditure, expenditure after the completion date, the submission of annual estimates, and collaboration between the parties concerned regarding the standards of design, construction and operation of rolling-stock (including locomotives) for the facilitation of efficient inter-system traffic and co-ordinated services. The Schedules to the Agreement may be varied with the approval of the Commonwealth Minister for Shipping and Transport. There is provision also for the review of rolling-stock for conversion to standard gauge and other factors.

The estimated cost of \$83,220,000 is based solely on the cost of materials and labour and on operational requirements prevailing at the end of 1960, and is specified in the Agreement as an indication of the extent of the works and the relative amounts to be expended on the various components and does not impose any limitation on the amount to be expended by the State Government.

The South Australian Standardisation Agreement

The conversion of the South Eastern Division of the South Australian Railways from 3 ft 6 in to 5 ft 3 in track gauge, completed in 1959, was carried out under the 1949 Railways Standardisation (South Australia) Agreement as a preliminary step toward eventual standardisation. The conversion to standard gauge of the narrow gauge line between Port Pirie and Cockburn, as part of the East-West standard gauge link, is also being carried out under this agreement. The South Australian Government has submitted to the Commonwealth Government a proposal

in outline for the standardisation of the existing railway line between Port Pirie and Adelaide. The Commonwealth Government has made available \$30,000 to South Australia for the surveying of this line without committing the Commonwealth to any further action.

Standards adopted

The basic standard adopted for standardisation works is a track gauge of 4 ft 8½ in with appropriate minimum structure and maximum rolling-stock outlines. Both in the conversion of tracks of other gauges to 4 ft 8½ in and the construction of new standard gauge railways, it is essential to ensure the efficient and economic interchange of rolling-stock, the facilitation of inter-system traffic, the co-ordination of designs and specifications of rolling-stock, and the co-ordination of services.

The standards of tracks, including weight of rail, sleepers, ballast, dogspikes, sleeper plates, and rail anchors, have varied slightly from project to project, depending on the nature of the traffic and other factors. Australian standard 94 lb rail, welded into lengths of up to 360 feet, and hardwood sleepers have been generally used. Earthworks, bridges and culverts also have varied from project to project according to the nature of the traffic, geological and topographical conditions, and nature of existing structures.

Grading has frequently been determined by the alignment of the existing track. On the major part of the Kalgoorlie-Perth standard gauge track currently under construction the ruling gradient will be 1 in 150. For curvature, a minimum radius of not less than forty chains is standard but has been reduced to ten chains where circumstances justify such a reduction.

Signalling and communications equipment standards have been determined mainly according to the nature of traffic requirements, terminal and intermediate marshalling facilities, the density and speed of traffic, and the peak line capacity. Centralised traffic control of one form or another has been a feature on trunk routes. Signalling and communications standards and techniques have been improved particularly to achieve higher average speeds made possible by the use of diesel locomotives and bogie rolling-stock.

In general, where railway authorities have undertaken works or provided for capacity or equipment in excess of standards established under the Agreements, such betterments have been undertaken at the expense of the State concerned. Works carried out under the Agreements have generally included the acquisition of land, the purchase, construction, alteration and conversion of railway lines, bridges, buildings, structures, workshops, plant, locomotives and rolling-stock, and other factors essential for standardisation. Work regarded as being outside the scope of the standardisation agreements includes the operation and maintenance of the standard gauge railway, betterments, and any rehabilitation programme which would be necessary independently of standardisation works.

The adoption of relatively uniform technical dimensions of track and equipment for standardisation projects has had the effect of encouraging the co-operation and simplification of other features of railway operations, including inter-system tariffs, documentation, maintenance and repair practices, and accounting procedures.

Operations of Government railways

Route-miles open for traffic

The following table shows the route-mileage of each Government railway system, according to gauge, at 30 June 1966.

GOVERNMENT RAILWAYS: ROUTE-MILEAGE^(a) OPEN, SYSTEMS, 30 JUNE 1966
(Miles)

System	Gauge					Total
	5 ft 3 in	4 ft 8½ in	3 ft 6 in	2 ft 6 in	2 ft 0 in	
New South Wales	..	(b) 6,055	..	..	..	6,055
Victoria	(c) 3,977	202	..	9	..	4,188
Queensland	..	69	5,686	..	30	5,785
South Australia	1,650	..	828	..	..	2,478
Western Australia	..	..	3,747	..	..	3,747
Tasmania	..	..	500	..	..	500
Commonwealth	..	(d) 1,330	(e) 922	..	..	2,252
Australia	5,627	7,656	11,683	9	30	25,005

(a) Mileage of railway irrespective of whether it consists of single or multiple track. Excludes sidings and crossovers. (b) Includes 234 route-miles which are electrified. (c) Excludes 202 miles of 5 ft 3 in gauge line which almost parallels the uniform gauge (4 ft 8½ in) line between Melbourne and the New South Wales border. Includes 263 route-miles which are electrified. (d) Trans-Australian Railway, Australian Capital Territory Railway and portion of Central Australia Railway. (e) North Australia Railway and portion of Central Australia Railway.

As the Commonwealth systems include mileages in South and Western Australia, and the Victorian system extends into New South Wales, the system route-mileages shown in the previous table do not represent mileages within each State and Territory. The mileages within each State and Territory at 30 June 1966 are shown in the next table.

GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, STATES AND TERRITORIES, 30 JUNE 1966
(Miles)

Gauge	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
5 ft. 3 in.	(a) 204	(b) 3,773	..	1,650	..	..	..	..	5 627
4 ft. 8½ in.	6,055	202	..	(c) 871	(d) 454	..	..	(e) ..	7,656
3 ft. 6 in. . . . .	..	..	5,686	(f) 1,260	3,747	500	(g) 490	..	11,683
2 ft. 6 in. . . . .	..	9	..	..	..	..	..	..	9
2 ft. 0 in. . . . .	..	..	30	..	..	..	..	..	30
Total	6,259	3,984	5,785	3,781	4,201	500	490	5	25,005
Per 1,000 of population . . .	1.49	1.25	3.51	3.51	5.09	1.35	13.53	0.05	2.18
Per 1,000 square miles . . .	20.23	45.33	8.67	9.95	4.30	18.95	0.94	5.32	8.43

(a) Portion of Victorian system. (b) Excludes 202 miles of 5 ft 3 in gauge line which almost parallels the uniform gauge (4 ft 8½ in) line between Melbourne and the New South Wales border. (c) Includes 654 miles of Trans-Australian and 217 miles of the Central Australia Railway systems. (d) Portion of Trans-Australian Railway system. (e) Australian Capital Territory Railway system. (f) Includes 432 miles of the Central Australia Railway system. (g) Includes 173 miles of the Central Australia and 317 miles of the North Australia Railway systems.

The following table sets out route-mileages of Government railways in each State and Territory at various dates since the inauguration of railways in Australia in 1854.

GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, STATES AND TERRITORIES, 1855 TO 1966
(Miles)

30 June—	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
1855(a)	14	2	..	7	..	..	..	..	23
1861(a)	73	114	..	56	..	..	..	..	243
1871(a)	358	276	218	133	..	45	..	..	1,030
1881(a)	996	1,247	800	832	92	45	..	..	4,012
1891	2,182	2,763	2,195	1,666	198	351	145	..	9,500
1901	2,846	3,237	2,801	1,736	1,355	457	145	..	12,577
1911	3,762	3,523	3,868	1,935	2,376	470	145	..	16,079
1921	5,043	4,267	5,752	3,408	3,992	630	199	5	23,296
1931	6,247	4,514	6,529	3,725	4,634	665	317	5	26,636
1941	6,368	4,518	6,567	3,809	4,835	642	490	5	27,234
1951	6,354	4,445	6,560	3,805	4,682	613	490	5	26,954
1961	6,303	4,050	6,324	3,836	4,577	517	490	5	26,102
1965	6,259	4,007	5,785	3,800	4,187	500	490	5	25,033
1966	6,259	3,984	5,785	3,781	4,201	500	490	5	25,005

(a) At 31 December.

Summary of operations

The following table shows a summary of the operations of the Australian Government railway systems during 1965–66.

GOVERNMENT RAILWAYS: SUMMARY OF OPERATIONS, SYSTEMS, 1965-66

System	Revenue train-miles (a)	Passenger journeys (b)	Passenger-miles (c)	Goods and livestock	
				Tons carried(b)	Net ton-miles(d)
	'000	'000	'000	'000	million
New South Wales . . .	37,694	257,568	n.a.	26,917	4,255.2
Victoria . . .	20,145	149,125	1,273,380	12,156	1,989.5
Queensland . . .	17,640	25,979	n.a.	10,049	2,002.0
South Australia . . .	6,492	15,511	122,720	4,789	749.3
Western Australia . . .	8,043	10,168	67,826	6,384	1,020.8
Tasmania . . .	1,283	1,304	7,062	1,072	113.4
Commonwealth . . .	2,955	342	121,351	2,976	881.4
Australia(b) . . .	94,252	459,997	n.a.	64,343	11,011.6

(a) One train (i.e. a complete unit of locomotive and vehicles, electric train set, or rail motor) travelling one mile for revenue purposes. (b) Inter-system traffic is included in the total for each system (including each Commonwealth Railway) over which it passes. (c) One passenger travelling one mile. (d) One ton carried one mile.

Gross earnings, working expenses, net earnings

Gross earnings are composed of earnings from (a) coaching traffic, including the carriage of passengers, mails, horses, parcels, etc., by passenger trains; (b) carriage of goods and livestock; and (c) rents and miscellaneous items. In this section particulars of State Government grants are excluded. Details of these grants made during 1965-66 are shown on page 449.

The following table shows gross earnings for the year 1965-66 classified according to the three main sources of earnings together with the percentage of the total derived from each source.

GOVERNMENT RAILWAYS: DISTRIBUTION OF GROSS EARNINGS
SYSTEMS, 1965-66

System	Gross earnings (\$'000)			Proportion of total (per cent)		
	Coaching	Goods (including livestock)	Miscellaneous	Coaching	Goods (including livestock)	Miscellaneous
New South Wales . . .	48,147	136,921	10,268	24.65	70.09	5.26
Victoria . . .	31,554	61,442	6,524	31.71	61.74	6.55
Queensland . . .	9,052	72,535	2,590	10.75	86.17	3.08
South Australia . . .	4,349	22,218	2,380	15.02	76.76	8.22
Western Australia . . .	3,694	37,296	1,582	8.68	87.61	3.71
Tasmania . . .	366	5,419	201	6.11	90.53	3.36
Commonwealth . . .	2,773	14,070	1,248	15.33	77.77	6.90
Australia . . .	99,935	349,901	24,793	21.06	73.72	5.22

Working expenses. In comparing the working expenses of the various railway systems, allowances should be made for the variation in gauges, terrain, traffic handled, and method of operation. In addition to variations between systems there are also variations on different portions of the same system. Working expenses, wherever presented in the Railways section of this chapter,

include reserves for depreciation in the South Australian, Western Australian, Tasmanian and Commonwealth systems, but exclude interest, sinking fund, exchange and certain other payments (see page 449).

The following table shows the total working expenses for the year 1965-66 classified according to the four main expenditure headings.

**GOVERNMENT RAILWAYS: DISTRIBUTION OF WORKING EXPENSES
SYSTEMS, 1965-66**
(\$'000)

System	Maintenance of way and works	Motive power(a)	Traffic	Other charges	Total working expenses
New South Wales	30,640	61,324	43,767	44,062	179,792
Victoria	19,633	28,997	28,415	23,960	101,006
Queensland	22,735	35,336	21,116	4,939	84,126
South Australia	(b) 7,317	(b) 11,954	(b) 8,886	4,232	(b) 32,388
Western Australia	(b) 8,855	(b) 16,785	9,519	4,570	(b) 39,730
Tasmania(b)	1,936	2,637	2,034	940	7,547
Commonwealth	5,545	4,700	2,782	(b) 4,289	17,316
Australia	96,661	161,733	116,519	86,992	461,905

(a) Includes maintenance of rolling stock. (b) Includes provision for depreciation.

In the following table gross earnings, working expenses and net earnings are shown for the years 1961-62 to 1965-66.

**GOVERNMENT RAILWAYS: GROSS EARNINGS, WORKING EXPENSES, NET
EARNINGS, SYSTEMS, 1961-62 TO 1965-66**

Year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
Gross earnings (\$'000)—								
1961-62	176,702	85 114	72,318	27,848	35 098	5,406	12,482	414,968
1962-63	182,482	86,878	75,244	27,672	32,920	5,598	13,958	424,752
1963-64	202,488	92,778	84,260	29,496	34,602	5,668	15,194	464,486
1964-65	213,258	100,225	81,321	29,764	35,715	5,581	17,419	483,283
1965-66	195,336	99,519	84,178	28,947	42,571	5,985	18,091	474,627
Working expenses (\$'000)—								
1961-62	159,190	85,812	76,170	31,206	34,908	6,878	b 10,330	404,494
1962-63	158,652	87,000	75,436	30,984	34,606	6,670	13,286	406,634
1963-64	177,416	91,512	78,288	30,910	35,802	6,894	14,218	435,040
1964-65	187,240	99,240	80,513	31,713	36,529	7,219	15,967	458,518
1965-66	179,792	101,006	84,126	32,388	39,730	7,547	17,316	461,905
Net earnings (\$'000)(c)—								
1961-62	17,512	— 698	— 3,852	— 3,358	190	— 1,472	(b)2,152	10,474
1962-63	23,830	— 122	— 192	— 3,312	— 1,686	— 1,072	672	18,118
1963-64	25,072	1,266	5,972	— 1,414	— 1,200	— 1,226	976	29,446
1964-65	26,018	888	808	— 1,949	— 814	— 1,638	1,452	24,765
1965-66	15,544	— 1,486	52	— 3,441	2,841	— 1,561	775	12,723

(a) Includes provision for depreciation. (b) Excludes provision for depreciation. (c) Excess of gross earnings over working expenses as shown in this table.

Minus sign (—) denotes loss.

Net earnings, grants to railways, interest, sinking fund, surplus or deficit

The following table shows, for each railway system for the year 1965-66, (i) net earnings, (ii) State grants and other items credited to railways accounts, (iii) loan interest, exchange, sinking fund, etc., payments charged against the accounts, and (iv) the net surplus or deficit after these items have been taken into account. Particulars of items (ii) to (iv) are not included in the preceding tables in this section.

The figures shown in this table accord with those published in the Annual Reports of the Railways Commissioners of the several systems. Because of the differences in governmental practice concerning costs other than operative charged against railway accounts, compensation for non-paying and developmental lines, etc., and the inclusion in some railways finances of the operations of ancillary transport services, direct comparison cannot be made between the results

shown in the table. For further information on railways finance, particularly expenditure from loan and other funds, see the chapter Public Finance of this Year Book. See also the Reports of the several Railways Commissioners.

**GOVERNMENT RAILWAYS: SURPLUS OR DEFICIT OF EACH SYSTEM
AT 30 JUNE 1966**
(£)

System	Net earnings—excess of gross earnings over working expenses	Plus grants and other earnings payable to railways			Less other expenses charged to railways					Surplus (+) or deficit (—)
		State Government grants	Road motor earnings	Total	Interest and exchange	Sinking fund	Road motor expenses (a)	Other	Total	
N.S.W.	15,544,085	63,200,000	..	3,200,000	24,941,090	5,435,000	..	c 619,050	30,995,140	-12,251,055
Vic.	-1,486,360	(d)30,583	68,925	99,508	3,854,207	175,707	146,152	..	4,176,066	-5,562,918
Qld.	51,717	..	..	..	e159,672	f 67,036	..	g 591,533	16,625,848	-16,574,131
S.A.	-3,441,083	8,000,000	190,830	8,190,830	5,302,082	..	201,289	j 257,128	5,760,499	-1,010,752
W.A.	2,841,476	..	1,097,831	1,097,831	6,970,465	..	959,895	..	7,930,360	-3,991,053
Tas.	-1,561,197	..	..	..	953,688	..	..	(k)16,088	969,776	-2,530,973
Total	11,948,638	11,230,583	1,357,586	12,588,169	57,988,811	5,677,743	1,307,336	1,483,799	66,457,689	-41,920,882
Cwlth	774,787	..	..	..	..	..	..	..	..	774,787
Aust.	12,723,425	11,230,583	1,357,586	12,588,169	57,988,811	5,677,743	1,307,336	1,483,799	66,457,689	-41,146,095

(a) Includes interest and exchange. (b) Grants to meet losses on country developmental lines and to subsidise payments due from superannuation account. (c) Loan management and loan flotation expenses. (d) Kerang-Koondrook tramway recoup from Treasury. (e) Interest on opened and unopened lines, interest and redemption—Mt Isa project fund, and interest on Queensland 4 ft 8½ in gauge system. (f) Charges on the Queensland 4 ft 8½ in gauge system. (g) Demolished assets written off. (h) Includes deficit (£533,766) on the Queensland 4 ft 8½ in gauge system. (i) Grants towards working expenses and debt charges. (j) Interest and repayment under Railway Standardisation and Railway Equipment Agreements. (k) Obsolete assets written off.

Traffic summary

GOVERNMENT RAILWAYS: TRAFFIC, SYSTEMS, 1961-62 TO 1965-66

Year	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	Cwlth	Aust.
Passenger-journeys (a) (b) (‘000)—	(c)							(c)
1961-62	252,719	152,768	26,700	15,176	11,906	1,816	315	461,400
1962-63	257,756	152,727	26,081	14,922	11,537	1,558	334	464,915
1963-64	263,796	153,396	25,903	15,227	10,814	1,426	338	470,900
1964-65	261,681	149,753	25,215	15,196	10,395	1,340	347	463,927
1965-66	257,568	149,125	25,979	15,511	10,168	1,304	342	459,997
Passenger-journeys per average route-mile worked (number)—	(c)							(c)
1961-62	41,682	35,602	4,369	5,994	3,092	3,519	140	18,012
1962-63	42,569	35,809	4,292	5,893	3,038	3,018	148	18,237
1963-64	43,567	36,161	4,276	6,057	2,941	2,828	150	18,611
1964-65	43,217	35,562	4,359	6,066	2,785	2,680	154	18,527
1965-66	42,538	35,599	4,491	6,244	2,714	2,608	152	18,391
Goods and livestock carried (b) (‘000 tons)—								
1961-62	24,050	10,350	8,153	4,616	5,342	1,096	1,958	55,565
1962-63	23,641	10,841	8,736	4,503	4,793	1,165	2,230	55,909
1963-64	25,814	12,132	9,796	5,179	5,187	1,155	2,478	61,741
1964-65	27,889	12,596	10,031	5,089	5,229	1,091	2,919	64,844
1965-66	26,917	12,156	10,049	4,789	6,384	1,072	2,976	64,343
Goods and livestock carried per average route-mile worked (tons)—								
1961-62	3,967	2,412	1,334	1,823	1,387	2,124	869	2,169
1962-63	3,904	2,542	1,438	1,778	1,262	2,257	990	2,193
1963-64	4,263	2,860	1,617	2,060	1,411	2,291	1,100	2,440
1964-65	4,606	2,991	1,734	2,032	1,401	2,181	1,296	2,589
1965-66	4,445	2,902	1,737	1,928	1,704	2,143	1,321	2,572

(a) Suburban and country—based on ticket sales, making allowances for periodical tickets. Tickets sold at concession rates are counted as full journeys. (b) Inter-system traffic is included in the total for each system (including each Commonwealth Railway) over which it passes. (c) Figures for New South Wales, and consequently for Australia, for the years 1961-62 to 1964-65 have been revised to include unremunerative passenger-journeys in that State, but it has not been possible to distribute the revisions between suburban and country. The figures for these components shown in the tables on pages 450 and 451 therefore do not add to these totals.

Passenger traffic

With the exception of the Commonwealth railway systems, which operate only country services, all systems provide both suburban and country passenger services. Traffic classed as 'suburban' moves between stations within a classified suburban area around each capital city, while traffic classed as 'country' originates or terminates at stations outside this suburban area. Suburban and country passenger traffic are shown separately in the two tables following.

Suburban passenger traffic. Most of the suburban services in New South Wales and Victoria are operated within electrified areas.

**GOVERNMENT RAILWAYS: SUBURBAN PASSENGER SUMMARY, SYSTEMS
1961-62 TO 1965-66**

Year	Suburban passenger-journeys (a)	Suburban passenger-train-miles	Suburban passenger-miles	Average number of passengers per train-mile	Average mileage per passenger-journey	Suburban passenger earnings			
						Gross	Per passenger-journey	Per passenger-mile	Per passenger-train-mile
	('000)	('000)	('000)		(miles)	(\$'000)	(cents)	(cents)	(cents)
New South Wales system—	(b)								
1961-62	221,861	11,250	n.a.	n.a.	n.a.	25,490	11.49	n.a.	227
1962-63	221,960	10,915				25,672	11.57	n.a.	235
1963-64	227,319	10,939				26,346	11.59	n.a.	241
1964-65	225,420	10,888				26,163	11.61	n.a.	240
1965-66	224,216	10,788				25,838	10.67	n.a.	240
Victorian system—									
1961-62	147,977	8,296	1,299,379	157	8.78	18,012	12.17	1.38	217
1962-63	147,587	8,303	1,302,094	157	8.82	17,978	12.18	1.38	217
1963-64	148,314	8,369	1,315,105	157	8.87	18,056	12.17	1.37	216
1964-65	144,846	8,480	1,279,320	151	8.83	19,837	13.70	1.55	234
1965-66	144,332	8,458	1,273,380	151	8.82	20,254	14.03	1.59	239
Queensland system—									
1961-62	22,890	1,850	n.a.	n.a.	n.a.	1,954	8.54	n.a.	106
1962-63	22,413	1,706				1,932	8.62	n.a.	113
1963-64	22,512	1,742				1,924	8.55	n.a.	111
1964-65	22,254	1,778				1,896	8.52	n.a.	107
1965-66	23,227	1,820				1,970	8.48	n.a.	108
South Australian system—									
1961-62	14,211	1,962	114,852	59	8.08	1,562	10.99	1.36	80
1962-63	13,978	1,941	115,219	59	8.24	1,578	11.29	1.37	82
1963-64	14,332	1,967	120,110	61	8.38	1,634	11.40	1.36	83
1964-65	14,326	1,951	119,232	61	8.32	1,711	11.94	1.43	88
1965-66	14,671	1,950	122,720	63	8.36	1,781	12.14	1.45	91
Western Australian system—									
1961-62	11,308	1,355	78,469	58	6.94	938	8.29	1.19	69
1962-63	10,937	1,334	76,312	57	6.98	924	8.44	1.21	69
1963-64	10,298	1,368	71,468	52	6.94	954	9.27	1.33	70
1964-65	9,911	1,375	69,824	51	7.05	977	9.86	1.40	71
1965-66	9,748	1,328	67,826	51	6.96	1,018	10.44	1.50	77
Tasmanian system—									
1961-62	1,585	188	9,778	52	6.17	112	7.01	1.13	59
1962-63	1,347	135	8,385	62	6.23	98	7.25	1.17	72
1963-64	1,229	137	7,664	56	6.24	90	7.33	1.17	66
1964-65	1,135	136	7,208	53	6.35	84	7.38	1.16	61
1965-66	1,097	135	7,062	52	6.44	82	7.45	1.16	60

(a) See footnote (a) to table on page 449. (b) See footnote (c) to table on page 449. (c) Includes unremunerative passenger-journeys, previously excluded.

Country passenger traffic

GOVERNMENT RAILWAYS: COUNTRY PASSENGER SUMMARY, SYSTEMS
1961-62 TO 1965-66

Year	Country passenger-journeys (a)	Country passenger train-miles (b)	Country passenger-miles (c)	Average number of passengers carried per train (c)	Average mileage per passenger-journey (miles)	Country passenger earnings			
						Gross	Per passenger-journey	Per passenger-mile	Per passenger train-mile (d)
	('000)	('000)	('000)						
New South Wales system—									
1961-62	(e) 12,777	10,410	n.a.	n.a.	n.a.	13,896	108.76	n.a.	133
1962-63	13,209	10,475				14,832	112.27	n.a.	142
1963-64	13,358	10,576				15,298	114.53	n.a.	145
1964-65	13,312	10,461				15,571	116.97	n.a.	149
1965-66	(f) 15,352	10,409				15,314	99.75	n.a.	147
Victorian system—									
1961-62	4,791	4,726	413,435	87	86.31	6,946	145.01	1.68	147
1962-63	5,140	4,829	418,887	87	81.50	7,062	137.41	1.68	147
1963-64	5,082	4,835	410,830	85	80.84	7,082	139.35	1.72	147
1964-65	4,907	4,837	403,640	83	82.26	7,553	153.91	1.87	156
1965-66	4,793	4,738	396,226	84	82.68	7,509	156.68	1.90	158
Queensland system—									
1961-62	3,810	4,714	n.a.	n.a.	n.a.	4,756	124.79	n.a.	101
1962-63	3,668	4,689				4,698	128.09	n.a.	100
1963-64	3,391	4,608				4,450	131.22	n.a.	97
1964-65	2,961	4,092				4,140	139.81	n.a.	101
1965-66	2,752	4,053				3,988	144.90	n.a.	98
South Australian system—									
1961-62	965	2,043	100,591	49	104.24	1,676	173.75	1.67	82
1962-63	944	2,014	99,761	50	105.69	1,692	179.32	1.70	84
1963-64	895	1,954	96,877	50	108.20	1,658	185.11	1.71	85
1964-65	870	1,944	96,835	50	111.32	1,665	191.44	1.72	86
1965-66	840	1,923	95,410	50	113.53	1,655	196.98	1.74	86
Western Australian system—									
1961-62	598	1,184	74,230	63	124.12	1,342	224.25	1.81	113
1962-63	600	1,121	75,684	67	126.19	1,338	223.09	1.77	119
1963-64	516	982	66,753	68	129.39	1,342	260.31	2.01	137
1964-65	484	984	68,064	69	140.64	1,469	303.44	2.16	149
1965-66	419	966	66,968	69	159.68	1,454	346.65	2.17	151
Tasmanian system—									
1961-62	231	324	12,745	39	55.10	160	68.90	1.25	49
1962-63	211	318	12,255	39	58.19	156	74.27	1.27	49
1963-64	197	314	11,380	36	57.98	144	73.16	1.26	46
1964-65	205	307	12,355	47	60.27	140	68.52	1.14	54
1965-66	207	314	11,132	35	53.68	139	66.89	1.25	44
Commonwealth system—									
1961-62	315	923	100,604	109	319.15	1,808	573.81	1.80	196
1962-63	334	939	107,991	115	322.99	1,914	572.16	1.77	203
1963-64	338	898	107,005	119	316.20	1,916	565.96	1.79	213
1964-65	347	907	120,977	133	348.89	2,172	626.37	1.80	240
1965-66	342	886	121,351	137	354.99	2,246	657.06	1.85	253

(a) See footnote (a) to table on page 449. (b) Includes a passenger portion of mixed train-miles.
(c) Passenger-miles divided by passenger train-miles inclusive of a passenger portion of mixed train-miles.
(d) Passenger earnings divided by passenger train-miles inclusive of a passenger portion of mixed train-miles.
(e) See footnote (c) to table on page 449. (f) Includes unremunerative passenger journeys previously excluded.

Freight traffic

The following two tables show the quantities of commodities carried on the various systems, the earnings derived, and other related statistics.

**GOVERNMENT RAILWAYS: COMMODITIES CARRIED AND EARNINGS
SYSTEMS, 1965-66**

System	Coal, coke and briquettes	Other minerals (a)	Agric- ultural produce (b)	Wool	Live- stock	All other commod- ities	Total
QUANTITY CARRIED(c) (^{'000} tons)							
New South Wales	12,148	2,638	2,629	192	436	8,874	26 917
Victoria	2,129	138	3,193	133	239	6,324	12,156
Queensland	3,317	716	3,094	37	746	2,139	10,049
South Australia	6	1,367	1,043	29	118	2,226	4,789
Western Australia	678	1,102	2,406	100	107	1,991	6,384
Tasmania	75	24	42	4	20	907	1,072
Commonwealth	1,989	50	33	4	83	817	2,976
Australia	20,342	6,035	12,440	499	1,749	23,278	64,343

FREIGHT EARNINGS (^{'000})							
New South Wales	n.a.	n.a.	n.a.	n.a.	4,946	n.a.	136,921
Victoria	6,745	387	17,431	1,227	1,478	34,174	61,442
Queensland	11,114	5,979	14,829	1,394	9,458	29,761	72,535
South Australia	21	7,126	3,773	245	851	10,202	22,218
Western Australia	2,289	2,396	12,674	1,465	842	17,630	37,296
Tasmania	322	57	253	37	123	4,627	5,419
Commonwealth	2,276	351	331	61	553	10,498	14,070
Australia	n.a.	n.a.	n.a.	n.a.	18,251	n.a.	349,901

(a) Includes sand and gravel. (b) Includes wheat and fruit. (c) Inter-system traffic is included in the total for each system (including each Commonwealth Railway) over which it passes.

GOVERNMENT RAILWAYS: FREIGHT SUMMARY, SYSTEMS, 1961-62 TO 1965-66

Year	Revenue goods train- miles (a)	Revenue net ton- miles	Average train load (paying traffic) (b)	Average haul per ton (c)	Goods and livestock earnings				Density of traffic (e)
					Gross	Per average route- mile worked	Per revenue net ton- mile	Per revenue goods train- mile (d)	
	(^{'000})	(million)	(tons)	(miles)	(^{'000})	(^{'000})	(cents)	(cents)	(^{'000})
New South Wales system—									
1961-62	15,786	3,576	227	149	122,848	20,262	3.43	778	590
1962-63	15,971	3,743	234	158	126,646	20,916	3.38	793	618
1963-64	17,563	4,282	244	166	144,646	23,888	3.37	823	707
1964-65	18,845	4,706	250	169	154,543	25,523	3.28	820	777
1965-66	16,498	4,255	258	158	136,921	22,613	3.22	830	703
Victorian system—									
1961-62	5,880	1,581	269	153	51,466	11,994	3.26	875	368
1962-63	6,345	1,693	267	156	53,016	12,430	3.13	836	397
1963-64	6,909	1,906	276	157	58,730	13,846	3.08	850	449
1964-65	7,172	2,028	283	161	63,361	15,047	3.12	883	482
1965-66	6,949	1,990	286	164	61,442	14,667	3.09	884	475
Queensland system (f)—									
1961-62	11,000	1,497	136	184	60,353	9,876	4.03	549	245
1962-63	11,557	1,600	138	183	63,462	10,443	3.97	549	263
1963-64	12,811	1,887	147	193	72,371	11,946	3.83	565	312
1964-65	11,735	1,801	153	180	69,696	12,048	3.87	594	311
1965-66	11,767	2,002	170	199	72,535	12,539	3.62	616	346

For footnotes see next page.

GOVERNMENT RAILWAYS: FREIGHT SUMMARY, SYSTEMS, 1961-62 TO 1965-66
—continued—

Year	Revenue goods train-miles (a)	Revenue net ton-miles	Average train load (paying traffic) (b)	Average haul per ton (c)	Goods and livestock earnings				Density of traffic (e)
					Gross	Per average route-mile worked	Per revenue net ton-mile	Per revenue goods train-mile (d)	
	('000)	(million)	(tons)	(miles)	(\$'000)	(\$)	(cents)	(cents)	('000)
South Australian system—									
1961-62	2,733	650	238	141	21,760	8,594	3.35	797	257
1962-63	2,771	679	245	151	21,494	8,488	3.17	776	268
1963-64	2,745	754	275	146	23,170	9,216	3.07	844	300
1964-65	2,687	765	285	150	23,096	9,220	3.02	860	306
1965-66	2,619	749	286	156	22,218	8,945	2.97	848	302
Western Australian system—									
1961-62	5,526	831	150	156	30,228	7,850	3.63	547	216
1962-63	5,095	762	150	159	28,126	7,408	3.69	552	201
1963-64	5,156	813	158	157	29,788	8,100	3.66	577	221
1964-65	5,203	842	162	161	30,688	8,221	3.64	590	226
1965-66	5,749	1,021	178	160	37,296	9,954	3.65	649	272
Tasmanian system—									
1961-62	903	107	119	98	4,822	9,346	4.51	534	207
1962-63	869	112	129	96	5,044	9,774	4.51	580	217
1963-64	871	114	131	99	5,138	10,192	4.51	590	226
1964-65	873	117	133	107	5,019	10,039	4.31	575	233
1965-66	834	113	136	106	5,419	10,838	4.78	650	227
Commonwealth system—									
1961-62	1,530	581	380	297	9,342	4,148	1.61	611	258
1962-63	1,610	664	412	298	10,662	4,734	1.61	662	295
1963-64	1,770	744	421	300	11,832	5,254	1.59	668	331
1964-65	2,007	886	441	303	13,593	6,036	1.53	677	393
1965-66	2,069	881	426	296	14,070	6,248	1.60	680	391

(a) Includes a proportion of mixed train-miles. (b) Net ton-miles per goods (including a portion of mixed) train-mile. (c) Net ton-miles per ton carried. (d) Goods and livestock earnings divided by goods train-miles, inclusive of a proportion of mixed train-miles. (e) Total net ton-miles per average route-mile worked. (f) Series revised to include Queensland portion of uniform gauge railway.

Rolling stock

GOVERNMENT RAILWAYS: ROLLING STOCK(a), SYSTEMS, 30 JUNE 1966

System	Locomotives					Coaching stock(c)	Goods stock	Service stock
	Steam	Diesel-electric	Electric	Other (b)	Total			
New South Wales	431	269	41	23	764	(d) 3,453	(d) 20,228	(e) 2,307
Victoria	181	185	35	68	469	(d) 2,427	(d) 21,097	(d) 1,663
Queensland	576	170	..	11	757	1,373	23,060	1,968
South Australia	144	109	..	..	253	(d) 584	7,760	(d) 512
Western Australia	238	98	..	20	356	514	12,001	889
Tasmania	20	37	..	20	77	133	2,352	172
Commonwealth	1	57	..	8	66	151	1,638	479
Australia	1,591	925	76	150	2,742	(f) 8,748	(f) 88,205	(f) 7,987

(a) Included in capital account. (b) Includes non-passenger-carrying diesel power vans. (c) Includes all brake vans. (d) Excludes stock jointly owned with other systems. (e) Includes vehicles not having a capital value. (f) Includes jointly owned stock.

GOVERNMENT RAILWAYS: ROLLING STOCK(a), AUSTRALIA, 1962 TO 1966

30 June—	Locomotives					Coach- ing stock(c)	Goods stock	Service stock
	Steam	Diesel- electric	Electric	Other(b)	Total			
1962 . . .	2,456	541	76	123	3,196	9,177	91,094	7,976
1963 . . .	2,215	608	76	132	3,031	8,969	90,020	7,960
1964 . . .	1,981	694	76	140	2,891	8,829	88,929	7,944
1965 . . .	1,782	821	76	147	2,826	8,777	88,781	8,144
1966 . . .	1,591	925	76	150	2,742	8,748	88,205	7,987

(a) Included in capital account.
all brake vans.

(b) Includes non-passenger-carrying diesel power vans.

(c) Includes

Accidents

The following table shows particulars of the number of persons killed or injured through train accidents and the movement of rolling stock on the Government railways of Australia during 1965-66.

GOVERNMENT RAILWAYS: ACCIDENTS(a), SYSTEMS, 1965-66

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
Persons killed . . .	51	49	9	9	13	3	..	134
Persons injured . . .	473	722	125	45	66	9	24	1,464

(a) Excludes accidents to railway employees.

Consumption of coal, oil and petrol

GOVERNMENT RAILWAYS: VALUE OF COAL, OIL AND PETROL
CONSUMED, 1965-66
(\$'000)

	N.S.W.	Vic.	Qld (a)	S.A.	W.A.	Tas.	Total States	Cwlth	Aust.
Coal used—									
In locomotives . . .	n.a.	578	1,587	160	938	5	n.a.	..	n.a.
For other purposes . . .	n.a.	44	46	32	17	1	n.a.	1	n.a.
Oil used—									
In diesel engines of locomotives and rail cars . . .	3,202	986	1,764	760	652	172	7,536	659	8,195
In furnaces of steam locomotives . . .	65	410	..	38	..	..	513	..	513
For lubrication . . .	398	240	73	n.a.	305	36	n.a.	84	n.a.
For other purposes . . .	315	189	219	n.a.	221	12	n.a.	66	n.a.
Petrol used in rail cars . . .	..	..	..	..	9	..	9	1	10

(a) Queensland portion of uniform gauge railway included with New South Wales.

Staff employed and salaries and wages paid

GOVERNMENT RAILWAYS: AVERAGE NUMBER OF EMPLOYEES, AND SALARIES AND WAGES PAID, SYSTEMS, 1965-66

System	Operating staff			Construction staff			Total salaries and wages paid (\$'000)	Average earnings per employee (\$)
	Salaried	Wages	Total	Salaried	Wages	Total		
New South Wales	9,231	36,916	46,147	3	6	9	125,783	2,725
Victoria	(a) 5,461	(a) 22,750	(a) 28,211	(b)	(b)	(b)	77,882	2,761
Queensland(c)	4,310	21,310	25,620	..	78	78	67,300	2,619
South Australia	1,806	6,246	8,052	28	1,049	1,077	24,755	2,712
Western Australia	2,029	9,316	11,345	..	..	..	30,103	2,653
Tasmania	379	1,781	2,160	30	143	173	5,651	2,422
Commonwealth	494	2,458	2,952	..	..	..	8,995	3,047
Australia	23,710	100,777	124,487	61	1,276	1,337	340,469	2,706

(a) Includes construction staff. (b) Included with operating staff. (c) Excludes Queensland portion of uniform gauge railway.

TRAMWAY, TROLLEY-BUS, OMNIBUS, AND FERRY SERVICES

Systems in operation

Tramway and trolley-bus. Since 1 April 1947 all systems have been operated by government or municipal authorities. During the year 1965-66, tramway systems were in operation in the following cities: Melbourne, Bendigo, and Ballarat, Victoria; Brisbane, Queensland; and Adelaide, South Australia. Trolley-bus services operated in Brisbane, Queensland; Perth, Western Australia; and Hobart and Launceston, Tasmania. All systems were electric.

In many parts of Australia private lines used for special purposes in connection with the timber, mining, sugar, or other industries are often called tramways, but they are more properly railways, and the traffic on them has nothing in common with that of the street tramways for the conveyance of passengers, which are dealt with in the present section.

Motor omnibus. Services are operated by government or municipal authorities and private operators. Statistics are collected for government and municipal omnibus services located in all State capital cities; Canberra, Australian Capital Territory; Newcastle, New South Wales; Maryborough and Rockhampton, Queensland; Fremantle and the Eastern Goldfields area, Western Australia; Launceston and Burnie, Tasmania; Darwin, Northern Territory; and for country road services operated by the Western Australian Government Railways and the Tasmanian Transport Commission. In Sydney the Government tramway system has been replaced by omnibus services, and in Perth the Metropolitan (Perth) Passenger Transport Trust has replaced privately owned services in the metropolitan area. In Hobart the Government trolley-bus and omnibus services have replaced the Government tramway service. Particulars of motor omnibus services under the control of private operators for the States of New South Wales, Victoria, Queensland, South Australia, and Western Australia are given in previous issues of this Year Book and in the annual bulletin *Transport and Communication*.

Ferry. Ferry passenger services are operated in the following States: New South Wales, at Sydney and Newcastle; Western Australia, on the Swan River at Perth; Tasmania, on the Mersey River at Devonport. Control is exercised by both governmental authorities and private operators. Particulars of the operations of these services are given in previous issues of this Year Book and in the annual bulletin *Transport and Communication*. In Victoria and Queensland the services operated are not extensive. There are no ferry passenger services in South Australia.

Government and municipal tramway, trolley-bus and omnibus services

Because of the development in recent years of the various forms of public road transport under the control of single authorities, and the gradual replacement of tramway services by motor omnibus services, it is not possible to obtain separate statistics for all phases of the activities of each form of transport, particularly financial operations. The two following tables present combined statistics of public tramway, trolley-bus and motor omnibus services with separate details shown for each form of transport where possible.

**TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT
AND MUNICIPAL, STATES AND TERRITORIES, 1965-66**

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
Route-miles at 30 June—									
Tram(a) miles	..	156	59	7	..	..	..	..	222
Trolley-bus . . . . .	..	20	20	..	17	28	..	..	65
Omnibus "	593	123	310	142	4,342	923	32	68	6,533
Vehicle miles—									
Tram '000	..	17,439	5,953	486	..	..	..	..	23,878
Trolley-bus . . . . .	..	1,126	1,126	645	1,120	..	..	..	2,891
Omnibus "	44,759	6,763	6,813	10,849	19,479	5,175	625	1,967	96,430
Rolling stock at 30 June—									
Tram number	..	782	261	28	..	..	..	..	1,071
Trolley-bus . . . . .	..	36	36	..	50	66	..	..	152
Omnibus "	1,756	319	341	350	648	245	18	99	3,776
Passenger-journeys—									
Tram '000	..	144,889	56,011	2,279	..	..	..	..	203,179
Trolley-bus . . . . .	..	5,979	5,979	(b)	(b)	..	..	..	450,015
Omnibus "	255,211	25,120	30,456	50,833	53,179	22,750	926	5,561	
Gross revenue(c)—									
Tram, trolley-bus and omnibus \$'000	25,130	17,846	8,030	6,049	6,585	2,387	136	537	66,700
Working expenses(d)—									
Tram, trolley-bus and omnibus \$'000	29,012	19,019	8,332	5,806	7,398	3,008	137	732	73,444
Net revenue—									
Tram, trolley-bus and omnibus \$'000	-3,882	-1,173	-302	243	-813	-621	-1	-195	-6,744
Employees at 30 June—									
Tram, trolley-bus and omnibus number	7,368	4,801	2,475	1,482	2,017	704	29	131	19,007
Accidents—									
Tram, trolley-bus and omnibus(e)									
Persons killed number	1	20	2	1	2	1	..	1	28
Persons injured "	1,251	621	56	211	280	40	1	14	2,474

(a) Gauge 4 feet 8½ inches throughout. (b) Included with omnibus services. (c) Excludes government grants. (d) Includes provision of reserves for depreciation, etc., where possible. (e) Excludes accidents to employees.

Minus sign (—) denotes deficit.

TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL, AUSTRALIA, 1961-62 TO 1965-66

	1961-62	1962-63	1963-64	1964-65	1965-66
Route-miles at 30 June—					
Tram miles	229	223	227	222	222
Trolley-bus "	88	88	65	65	65
Omnibus "	5,777	5,735	5,921	6,460	6,533
Vehicle miles—					
Tram '000	28,034	26,363	25,689	24,552	23,878
Trolley-bus "	93,647	94,883	96,272	98,201	2,891
Omnibus "					96,430
Rolling stock at 30 June—					
Tram number	1,190	1,124	1,101	1,099	1,071
Trolley-bus "	240	208	152	152	152
Omnibus "	3,450	3,474	3,540	3,680	3,776
Passenger-journeys—					
Tram '000	248,396	237,929	231,348	218,086	203,179
Trolley-bus and omnibus "	469,549	474,194	471,085	466,524	450,015
Gross revenue(a)—					
Tram, trolley-bus and omnibus \$'000	63,514	63,394	63,688	65,110	66,700
Working expenses(b)—					
Tram, trolley-bus and omnibus \$'000	68,412	67,344	67,890	70,519	73,444
Net revenue—					
Tram, trolley-bus and omnibus \$'000	-4,898	-3,950	-4,202	-5,409	-6,744
Employees at 30 June—					
Tram, trolley-bus and omnibus number	20,607	19,986	19,346	18,841	19,007
Accidents—					
Tram, trolley-bus and omnibus(c)—					
Persons killed number	42	32	38	44	28
Persons injured "	3,076	2,915	2,839	2,606	2,474

(a) Excludes government grants. (b) Includes provision of reserves for depreciation, etc., where possible. (c) Excludes accidents to employees.

Minus sign (—) denotes deficit.

MOTOR VEHICLES

The arrangements for the registration of motor vehicles and the licensing of drivers and riders are not uniform throughout Australia, since they are the function of a separate authority, or authorities, in each State and Territory. Particulars of registration, licences, fees payable, etc., in each State and Territory at 30 June 1960 were given in Year Book No. 47, pages 553-6, and at 30 June 1963 in *Transport and Communication*, Bulletin No. 54, 1962-63.

Motor vehicles on register; licences

Tables in this section include vehicles owned by private individuals, local government authorities, State Governments, and the Commonwealth Government (excluding those belonging to the defence services).

Census of Motor Vehicles, 1962

A census of motor vehicles on register at 31 December 1962 was conducted by the Commonwealth Statistician in co-operation with the Deputy Commonwealth Statisticians and the motor vehicle registration authorities. The census covered items shown on the motor vehicle registration certificate such as make of vehicle, year of model, type of vehicle, horsepower, motive power, location (i.e. address on registration certificate), ownership (private, government, etc.), and for specific types of vehicles such items as unladen weight, carrying capacity, passenger capacity, and in some States gross vehicle weight. Details were published in printed bulletins for each State and Territory and for Australia, and in issue No. 54, 1962-63 of the annual bulletin *Transport and Communication*. Year Book No. 50, 1964, contains summarised particulars of the census (pages 591-4). Reference is made to the publication of results of previous enumerations of this nature in Year Book No. 51 (page 571).

The following table contains a summary for each State and Territory of the number of motor vehicles of each type on the register at 31 December 1962. The total number of each type recorded for Australia at the previous motor vehicle census (31 December 1955) is included for purposes of comparison.

CENSUS OF MOTOR VEHICLES, 31 DECEMBER 1962: TYPES OF VEHICLE
STATES AND TERRITORIES

State or Territory	Motor cars (a)	Station wagons	Utilities	Panel vans	Trucks	Other truck-types	Omni-buses	Motor cycles	Total motor vehicles (b)
New South Wales .	742,947	85,746	137,138	49,479	84,670	2,822	5,004	20,398	1,128,204
Victoria	611,497	69,528	94,470	31,328	76,591	2,890	3,409	15,802	905,515
Queensland	255,513	31,086	90,434	13,184	39,932	448	1,815	13,963	446,375
South Australia	220,010	18,895	38,539	9,678	31,684	982	1,580	16,717	338,085
Western Australia	149,799	15,838	37,784	8,585	27,256	541	1,365	12,257	253,425
Tasmania	69,020	6,677	11,183	6,364	8,487	301	940	2,101	105,073
Northern Territory	4,321	1,258	2,806	471	1,326	73	91	325	10,671
Australian Capital Territory	15,591	2,408	1,802	808	935	34	115	296	21,989
Australia, 31 Dec. 1962	2,068,698	231,436	414,156	119,897	270,881	8,091	14,319	81,859	3,209,337
no.	64.5	7.2	12.9	3.7	8.4	0.3	0.4	2.6	100.0
Australia, 31 Dec. 1955	1,356,682	15,948	c361,970	c53,808	250,630	5,884	10,142	127,129	2,182,193
no.	62.2	0.7	16.6	2.5	11.5	0.3	0.4	5.8	100.0

(a) Includes ambulances and hearses. (b) Excludes tractors, trailers, plant and equipment, etc.
(c) Queensland panel vans are included with utilities.

Motor vehicles on register, etc.

The following table shows particulars of the number of motor vehicles on register and the number per 1,000 of population at 31 December 1966.

**MOTOR VEHICLES(a) ON REGISTER: STATES AND TERRITORIES
31 DECEMBER 1966**

State or Territory	Motor cars, station wagons, ambulances, hearses	Utilities, panel vans, trucks(b), omnibuses	Motor cycles	Total(c)	Per 1,000 of population
New South Wales	1,087,490	295,448	21,026	1,403,964	329
Victoria	877,679	220,327	11,811	1,109,817	342
Queensland	410,583	156,838	12,637	580,058	346
South Australia	307,630	84,989	11,808	404,427	368
Western Australia	231,916	86,554	8,857	327,327	385
Tasmania	99,947	31,184	1,562	132,693	355
Northern Territory	9,722	6,023	466	16,211	421
Australian Capital Territory	32,272	5,311	547	38,130	381
Australia	3,057,239	886,674	68,714	4,012,627	344

(a) On a basis comparable with the Census of Motor Vehicles, 1962. All figures are subject to revision.
(b) Includes other truck-types. (c) Excludes tractors, trailers, plant and equipment, etc.

The table following shows a summary for Australia of the number of motor vehicles on register and the number per 1,000 of population at 31 December each year 1961 to 1966.

MOTOR VEHICLES ON REGISTER: AUSTRALIA, 1961 TO 1966

31 December—	Motor cars, station wagons, ambulances, hearses	Utilities, panel vans, trucks(a), omnibuses	Motor cycles	Total(b)	Per 1,000 of population
1961(c)	2,126,339	803,551	88,855	3,018,745	285
1962(d)	2,300,134	827,344	81,859	3,209,337	297
1963(e)	2,498,925	844,481	74,719	3,418,125	311
1964(e)	2,707,018	862,397	69,517	3,638,932	324
1965(e)	2,893,146	872,185	67,417	3,832,748	335
1966(e)	3,057,239	886,674	68,714	4,012,627	344

(a) Includes other truck-types. (b) Excludes tractors, trailers, plant and equipment, etc. (c) Estimates on a basis comparable with the Censuses of 1955 and 1962. (d) Census figures. (e) Subject to revision.

The table following shows the number of motor vehicles on register per 1,000 of population in each State and Territory at 31 December for each of the years 1962 to 1966.

**MOTOR VEHICLES(a) ON REGISTER PER 1,000 OF POPULATION
STATES AND TERRITORIES, 1962 TO 1966**

31 December—	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
1962(b)	281	301	287	340	331	293	373	316	297
1963(c)	294	314	303	349	343	308	392	342	311
1964(c)	309	325	322	359	352	324	405	354	324
1965(c)	320	334	336	362	366	339	408	367	335
1966(c)	329	342	346	368	385	355	421	381	344

(a) Excludes tractors, trailers, plant and equipment, etc. (b) Census figures. (c) Subject to revision.

Drivers' and riders' licences

At 30 June 1966 the numbers of licences in force to drive or ride motor vehicles were: New South Wales, 1,622,189; Victoria, 1,259,477; South Australia, 457,374; Western Australia, 345,412; Tasmania, 142,100; Australian Capital Territory, 52,038. Particulars are not available for Queensland and the Northern Territory.

Registrations of new motor vehicles

**REGISTRATIONS OF NEW MOTOR VEHICLES: STATES AND
TERRITORIES, 1966**

State or Territory	Motor cars and station wagons	Utilities, panel vans, trucks and omnibuses (a)	Motor cycles	Total
New South Wales	109,675	24,053	4,079	137,807
Victoria	85,073	16,528	1,413	103,014
Queensland	41,159	12,063	1,653	54,875
South Australia	28,744	6,110	1,097	35,951
Western Australia	26,427	8,925	893	36,245
Tasmania	10,304	2,706	272	13,282
Northern Territory	1,172	850	176	2,198
Australian Capital Territory	3,925	656	122	4,703
Australia	306,479	71,891	9,705	388,075

(a) Includes other truck-types, ambulances and hearses.

**REGISTRATIONS OF NEW MOTOR VEHICLES
AUSTRALIA, 1962 TO 1966**

Year	Motor cars and station wagons	Utilities, panel vans, trucks and omnibuses (a)	Motor cycles	Total
1962	266,789	56,457	5,414	328,660
1963	307,380	66,783	5,272	379,435
1964	333,063	75,492	6,482	415,037
1965	331,751	75,190	8,062	415,003
1966	306,479	71,891	9,705	388,075

(a) Includes other truck-types, ambulances and hearses.

ROAD TRAFFIC ACCIDENTS

Accidents reported

Accidents involving casualties, persons killed, persons injured

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): NUMBER OF ACCIDENTS, PERSONS KILLED OR INJURED STATES AND TERRITORIES, 1965

State or Territory	Accidents involving casualties	Persons killed			Persons injured		
		Number	Per 100,000 of mean population	Per 10,000 motor vehicles registered	Number	Per 100,000 of mean population	Per 10,000 motor vehicles registered
New South Wales	21,052	1,151	28	9	29,157	699	222
Victoria . .	14,336	929	29	9	20,446	647	195
Queensland . .	7,134	467	29	9	10,078	617	187
South Australia(b)	7,267	243	23	6	9,491	888	247
Western Australia	4,170	252	31	9	5,638	694	194
Tasmania . .	1,206	93	25	8	1,815	491	148
Northern Territory	232	14	43	10	329	1,002	232
Australian Capital Territory . .	535	15	17	5	769	870	238
Total . .	55,932	3,164	28	8	77,723	685	207

(a) Accidents (reported to the police) which occurred in public thoroughfares and which resulted in the death of any person within a period of thirty days after the accident, or injury to an extent requiring surgical or medical treatment. (b) Includes all accidents resulting in bodily injury to any person whether or not requiring medical or surgical treatment.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): NUMBER OF ACCIDENTS, PERSONS KILLED OR INJURED STATES AND TERRITORIES, 1961 TO 1965

Year	N.S.W.	Vic.	Qld	S.A. (b)	W.A.	Tas.	N.T.	A.C.T.	Total	
									Number	Per 10,000 motor vehicles registered
Accidents involving casualties—										
1961 . .	16,380	11,719	5,371	5,865	3,528	855	n.a.	296	44,014	148
1962 . .	16,076	12,026	6,310	6,491	3,685	833	n.a.	348	45,769	147
1963 . .	18,101	12,590	6,724	6,299	4,057	1,051	218	425	49,465	149
1964 . .	19,399	13,991	7,220	6,998	4,062	1,184	224	476	53,554	152
1965 . .	21,052	14,336	7,134	7,267	4,170	1,206	232	535	55,932	149
Persons killed—										
1961 . .	918	794	337	178	172	73	n.a.	7	2,479	8
1962 . .	876	808	403	194	177	61	n.a.	8	2,527	8
1963 . .	900	780	398	223	198	75	16	8	2,598	8
1964 . .	1,010	904	461	238	222	89	25	17	2,966	8
1965 . .	1,151	929	467	243	252	93	14	15	3,164	8
Persons injured—										
1961 . .	21,839	16,115	7,467	7,297	4,779	1,173	n.a.	451	59,121	199
1962 . .	21,468	16,781	8,703	8,321	5,077	1,158	n.a.	498	62,006	199
1963 . .	24,652	17,577	9,445	8,271	5,399	1,595	313	628	67,880	205
1964 . .	26,631	19,836	10,383	9,222	5,450	1,709	297	730	74,258	210
1965 . .	29,157	20,446	10,078	9,491	5,638	1,815	329	769	77,723	207

(a) See footnote (a) to previous table.

(b) See footnote (b) to previous table.

Types of road user killed or injured

Responsibility for cause of accident is not indicated by this classification.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): PERSONS KILLED OR INJURED, BY TYPE OF ROAD USER INVOLVED, STATES AND TERRITORIES, 1965

Type of road user	N.S.W.	Vic.	Qld	S.A. (b)	W.A.	Tas.	N.T.	A.C.T.	Total
PERSONS KILLED									
Drivers of motor vehicles	411	353	183	89	97	36	10	6	1,185
Motor cyclists	28	14	18	8	12	2	..	1	83
Pedal cyclists	28	49	19	17	13	3	..	..	129
Passengers (all types)(c)	378	268	146	70	79	31	3	7	982
Pedestrians	301	236	101	59	51	21	1	1	771
Other classes(d)	5	9	..	..	..	..	..	..	14
Total	1,151	929	467	243	252	93	14	15	3,164

PERSONS INJURED									
Drivers of motor vehicles	11,225	7,838	3,950	3,714	2,092	702	149	338	30,008
Motor cyclists	901	392	505	708	371	25	16	36	2,954
Pedal cyclists	924	1,086	545	718	357	55	7	44	3,736
Passengers (all types)(c)	11,827	8,404	4,169	3,426	2,064	813	138	282	31,123
Pedestrians	4,254	2,634	900	925	751	219	19	67	9,769
Other classes(d)	26	92	9	..	3	1	..	2	133
Total	29,157	20,446	10,078	9,491	5,638	1,815	329	769	77,723

(a) See footnote (a) to table on page 461. (b) See footnote (b) to table on page 461. (c) Includes pillion riders. (d) Includes tram drivers, riders of horses and drivers of animal-drawn vehicles.

Age groups of persons killed or injured**ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): PERSONS KILLED OR INJURED, BY AGE GROUP, STATES AND TERRITORIES, 1965**

Age group (years)	N.S.W.	Vic.	Qld	S.A. (b)	W.A.	Tas.	N.T.	A.C.T.	Aust.
PERSONS KILLED									
Under 5	38	30	15	10	17	5	115
5 and under	7	13	8	1	5	1	41
7 " " 17	80	76	36	25	13	14	244
17 " " 21	197	159	87	32	35	9	1	..	523
21 " " 30	198	142	72	37	41	14	4	7	515
30 " " 40	126	103	46	34	31	8	4	3	355
40 " " 50	124	105	59	19	24	10	4	..	345
50 " " 60	140	100	51	32	32	12	1	1	369
60 and over	229	201	93	40	54	15	632
Not stated	6	13	..	5	..	1	25
Total	1,151	929	467	243	252	93	14	15	3,164

PERSONS INJURED									
Under 5	955	775	312	285	248	75	15	31	2,696
5 and under	552	406	189	206	119	39	7	28	1,546
7 " " 17	3,443	2,473	1,301	1,388	751	238	29	122	9,745
17 " " 21	6,173	4,067	2,340	1,932	1,182	415	33	143	16,285
21 " " 30	6,061	4,420	2,100	1,476	1,016	346	110	199	15,728
30 " " 40	3,689	2,563	1,189	990	612	148	73	85	9,349
40 " " 50	3,190	2,149	1,026	922	486	164	34	94	8,065
50 " " 60	2,442	1,636	693	657	415	105	20	34	6,002
60 and over	2,277	1,623	709	567	389	96	7	13	5,681
Not stated	375	334	219	1,068	420	189	1	20	2,626
Total	29,157	20,446	10,078	9,491	5,638	1,815	329	769	77,723

(a) See footnote (a) to table on page 461. (b) See footnote (b) to tables on page 461.

Types of accident

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): NUMBER OF ACCIDENTS AND PERSONS KILLED OR INJURED, BY TYPE OF ACCIDENT, STATES AND TERRITORIES, 1965

Type of accident	N.S.W.	Vic.	Qld	S.A. (b)	W.A.	Tas.	N.T.	A.C.T.	Aust.
NUMBER OF ACCIDENTS									
Collisions between vehicles	10,687	7,785	3,181	4,276	2,109	599	67	365	29,069
Vehicle overturning or leaving road	3,556	2,088	2,611	1,069	1,094	320	128	65	10,931
Vehicle colliding with pedestrian	4,259	2,711	963	963	741	227	19	64	9,947
Vehicle colliding with fixed object(c)	2,283	1,494	194	875	135	45	5	6	5,037
Passenger accidents	149	120	68	47	57	10	2	2	455
Vehicle colliding with animal	118	58	94	34	18	5	8	..	335
Other	..	80	23	3	16	..	3	33	158
Total	21,052	14,336	7,134	7,267	4,170	1,206	232	535	55,932

PERSONS KILLED									
Collisions between vehicles	458	394	188	109	107	39	2	6	1,303
Vehicle overturning or leaving road	264	193	161	47	84	32	11	2	794
Vehicle colliding with pedestrian	298	232	103	58	50	21	1	1	764
Vehicle colliding with fixed object(c)	122	93	8	27	6	1	..	2	259
Passenger accidents	7	10	6	2	4	..	..	..	29
Vehicle colliding with animal	2	3	1	..	..	..	..	..	6
Other	..	4	..	..	1	..	..	4	9
Total	1,151	929	467	243	252	93	14	15	3,164

PERSONS INJURED									
Collisions between vehicles	16,558	12,313	4,954	5,877	3,082	1,000	117	549	44,450
Vehicle overturning or leaving road	4,930	3,199	3,688	1,486	1,512	515	171	98	15,599
Vehicle colliding with pedestrian	4,206	2,634	944	972	744	219	20	64	9,803
Vehicle colliding with fixed object(c)	3,148	2,028	257	1,058	195	58	5	5	6,754
Passenger accidents	159	118	71	53	56	15	2	6	480
Vehicle colliding with animal	156	71	137	40	28	8	10	..	450
Other	..	83	27	5	21	..	4	47	187
Total	29,157	20,446	10,078	9,491	5,638	1,815	329	769	77,723

(a) See footnote (a) to table on page 461.

(b) See footnote (b) to table on page 461.

(c) Includes parked vehicles.

ROADS

Summary of roads used for general traffic

Proclaimed or declared roads. The table following is a summary of the roads proclaimed or declared under the Acts of the several States relative to the operations of the central road authorities, and shows the lengths of various classes proclaimed or declared as at 30 June 1966. The central road authority in each State assumes responsibility under the Act for the whole, or a proportion, of the cost of construction and/or maintenance of these roads, the extent varying from State to State and with the class and locality of the roads. Before proclamation of a main road, consideration is given, in general, to the following points: availability of funds; whether the road is, or will be, within one of several classes of main trunk routes; the value of the roads as connecting links between centres of population or business; whether the district is, or will be, sufficiently served by railways. Provision is also made in some States for the declaration of roads other than main roads. The absence of a particular class in any State does not necessarily imply that there are no roads within that State that might be so classified; the classes are restricted only to roads proclaimed or declared under the Acts. A further point to make is that, through various causes, e.g. insufficiency of funds, man-power or materials, etc., construction or maintenance may not keep pace with gazettals of mileages, and, therefore, the condition of a road may not match its status.

PROCLAIMED OR DECLARED ROADS: LENGTHS
STATES, 30 JUNE 1966
(Miles)

Class of road	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Total
State highways . . .	6,530	4,465	6,331	8,193	3,465	1,205	60,941
Trunk roads . . .	4,159	9,094	5,176				
Ordinary main roads . .	11,661						
<i>Total main roads . . .</i>	<i>22,350</i>	<i>13,559</i>	<i>11,507</i>	<i>8,193</i>	<i>3,465</i>	<i>1,867</i>	<i>60,941</i>
Secondary roads . . .	(a) 144	..	(b) 8,554	..	7,958	196	16,852
Developmental roads . .	2,889	..	4,377	..	(c) 43,330	..	50,596
Tourist roads . . .	206	445	..	..	..	47	698
Other roads . . .	..	(d) 498	..	..	(e) 74	(f) 136	708
<i>Total other roads . . .</i>	<i>3,239</i>	<i>943</i>	<i>12,931</i>	<i>..</i>	<i>51,362</i>	<i>379</i>	<i>68,854</i>
Grand total . . .	25,589	14,502	24,438	8,193	54,827	2,246	129,795

(a) Metropolitan only. (b) Includes mining access roads, farmers' roads and tourist tracks.
(c) Maintenance of these roads is the responsibility of the several local authorities. (d) Forest roads and by-pass roads. (e) Gazetted as controlled access roadway but not constructed. (f) Subsidised roads.

Total roads. The following table represents an attempt to classify all the roads open for general traffic in Australia, at the latest dates available, according to States and Territories and to certain broad surface groups. The figures in the table for the States are obtained from the Deputy Commonwealth Statistician in each State, and are derived mainly from local government sources.

'Total' figures and 'cleared only' figures for South Australia in the table show considerable reductions compared with those for previous years. This is due to the results of a recent investigation of road mileages by the Commissioner of Highways.

ALL ROADS OPEN FOR GENERAL TRAFFIC; LENGTHS
STATES AND TERRITORIES, 30 JUNE 1966
(Miles)

Surface of roads	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Total
Bitumen or concrete	28,575	27,007	15,555	7,940	12,977	2,893	1,527	440	96,914
Gravel, crushed stone or other improved surface .	44,594	29,621	19,854	15,950	22,917	8,664	1,118	231	142,949
Formed only . . .	26,911	20,921	42,803	10,538	44,860		1,735	90	
Cleared only . . .	30,963	21,934	43,340	40,553	27,843		7,210	..	
Total . . .	131,043	99,483	121,552	74,981	108,597	12,827	11,590	761	560,834

Further information on roads, including financial particulars, are included in Chapter 21, Local Government.

Australian Road Research Board

The Australian Road Research Board was established by the road authorities of the Commonwealth and State Governments in 1960 as a national centre for road research. The Board was incorporated in January 1965 as a public company by guarantee, memorandums and articles of association being drafted in general conformity with the constitution which had been accepted in 1960. The company members are the Commonwealth of Australia, the commissioners of the central road authorities in New South Wales, Queensland, South Australia, and Western Australia, the Department of Public Works, Tasmania, and the Country Roads Board, Victoria. The Director-General of the Commonwealth Department of Public Works and the departmental heads of the other road authorities constitute the Board, which controls all policy and activities. Finance for all activities has been provided by the company members on an agreed basis.

The objectives of A.R.R.B. include planning an adequate programme of research and development, arranging for individual projects to be carried out directly and by co-operating organisations, and providing conferences and publications to bring these and other advances to everyone interested in roads. The following list of possible subjects indicates the range of studies provided for in the original constitution: road planning, location, design, safety, materials, construction, maintenance, structures, equipment, traffic and transport, economics, administration,

financing, management, accounting, and any other matters affecting the provision, upkeep, use, protection, and development of roads. In planning a creative programme the Board continues to look for those subjects which seem to offer the highest profit to road engineers and the community.

The work on research projects is carried out either directly by the Board's own staff, in many cases acting in co-operation with the road authorities of the various Governments, or through co-operative projects established with departments of universities in Adelaide, Brisbane, Melbourne, Perth, and Sydney. The Board has endeavoured to provide or sustain the additional staff required for these external projects, but university staff members furnish willing and generous advice and co-operation in all parts of these studies.

As with most research organisations, the Board has made very full use of systematic consultation through various advisory groups. Members of these groups have been recruited from persons with the ability to contribute, who were prepared to serve as individuals and not as representatives of particular organisations. In an attempt to secure completely unfettered counsel, most of the members of the advisory groups were drawn from outside the Board and its staff. The various committees include a general Advisory Council and several particular types of specialist committees. In addition, the technical committees of the National Association of Australian State Road Authorities have, from the initiation of A.R.R.B., been a continuing and valuable source of advice and consultation. In this way, therefore, exceedingly valuable advice has been obtained from individuals drawn from the State road authorities, local authorities, C.S.I.R.O., Australian universities, several Commonwealth departments, and from private companies and consultants.

CIVIL AVIATION

Department of Civil Aviation

Control of civil aviation in Australia is exercised by the Department of Civil Aviation, which was established in 1939 to take over from the Civil Aviation Board the regulation of civil aviation in Australia. The Department's jurisdiction covers not only Australia but also Papua, New Guinea and areas of the Indian and Pacific Oceans. Year Book Nos. 16, 19 and 38 trace the establishment of civil aviation control in Australia and the appropriate Acts of Parliament and Regulations under which this control is exercised. The present functions of the Department are shown in Year Book No. 51, pages 578-9, and further details about its operations are given in the annual reports to the Commonwealth Parliament by the Minister for Civil Aviation.

International activity

International organisations. A full report of the formation of the International Civil Aviation Organization, the Commonwealth Air Transport Council, and the South Pacific Air Transport Council appeared in Year Book No. 37, and particulars of subsequent activity in the international field were included in No. 38. The International Civil Aviation Organization had a membership of 111 nations in June 1966. Australia has continued its position as a member of the Council, which it had held since I.C.A.O. was established in 1947. Further details will be found in Year Book No. 40 and earlier issues.

International agreements. Australia had air services agreements with twenty countries by 30 June 1966. They were Britain, Canada, Ceylon, France, Federal Republic of Germany, India, Iran, Ireland, Italy, Japan, Lebanon, Malaysia, Netherlands, New Zealand, Pakistan, Singapore, South Africa, Thailand, United Arab Republic, and the United States of America. Under these agreements, Australia is granted rights to operate services between Australia to and through the countries in question. These rights are exercised by Australia's international airline Qantas. The designated airline of the signatory country is also granted reciprocal rights. Australia also had air services arrangements with thirteen other countries at 30 June 1966. These were Austria, Burma, the Republic of China, Greece, Indonesia, Iraq, Laos, Mexico, the Philippines, Portugal, Saudi Arabia, Turkey, and the Republic of Vietnam. Qantas also operates services to and through most of these countries under these arrangements.

International air services. In November 1966 thirteen overseas international airlines were operating regular scheduled services to Australia. These included: Air-India (India), Air New Zealand (New Zealand), Alitalia (Italy), British Overseas Airways Corporation (United Kingdom), Canadian Pacific Air Lines (Canada), Deutsche Lufthansa (Federal Republic of Germany), Koninklijke Luchtvaart Maatschappij (K.L.M.) (Netherlands), Pan-American World Airways (United States of America), Philippine Air Lines (Philippines), South African Airways (South Africa), and Union de Transports Aériens (France). The Indonesian airline, P.N. Merpati Nusantara, operates services between Sukarnapura in West Irian and Lae in New Guinea, and Trans-Australia Airlines between Darwin and Portuguese Timor under charter to Transportes Aéreos de Timor. By November 1966 Qantas, Australia's international airline, was operating thirteen Boeing 707-138B jet aircraft, six larger Boeing 707-338C jet aircraft, and three Lockheed Electra aircraft. Qantas intends buying another fifteen Boeing 707-338C aircraft for delivery in

1967 through to 1969, and disposing of its thirteen smaller Boeing 707-138B's, giving it a fleet of twenty-one Boeing 707-338C's. All the shares in Qantas Empire Airways are owned by the Commonwealth Government.

International operations. The table following shows particulars of international airline traffic during 1965-66 moving into and out of an area which embraces the Commonwealth of Australia, Papua-New Guinea and Norfolk Island. These figures do not include traffic between Australia and Papua-New Guinea and Norfolk Island.

**CIVIL AVIATION: INTERNATIONAL AIRLINE TRAFFIC
TO AND FROM AUSTRALIA(a), 1965-66**

Type of traffic	Aircraft move- ments	Passengers	Freight	Mail
Traffic to Australia—			short tons	short tons
Qantas Empire Airways	2,366	136,162	4,482	1,250
Other airlines	2,858	146,022	3,043	1,089
<i>All airlines</i>	<i>5,224</i>	<i>282,184</i>	<i>7,525</i>	<i>2,339</i>
Traffic from Australia—				
Qantas Empire Airways	2,385	126,894	3,062	978
Other airlines	2,852	120,933	2,441	571
<i>All airlines</i>	<i>5,237</i>	<i>247,827</i>	<i>5,503</i>	<i>1,549</i>

(a) Australian mainland and adjacent Territories (Papua-New Guinea and Norfolk Island).

Particulars of revenue operations of Australian regular overseas services are shown in the following table. These operations include all stages of Qantas Empire Airways flights linking Australia with external territories and overseas countries, and stages external to the Commonwealth for flights of other Australian-owned airlines, they exclude flights over stages located within Papua-New Guinea (*see* footnote (a) to table following for years prior to 1965-66).

**CIVIL AVIATION: OPERATIONS OF AUSTRALIAN REGULAR OVERSEAS SERVICES
1961-62 TO 1965-66**

	1961-62 (a)	1962-63 (a)	1963-64 (a)	1964-65 (a)	1965-66
Hours flown number	51,066	48,669	53,792	68,028	68,405
Miles flown '000	19,240	20,343	22,357	28,126	29,635
Passengers—					
Embarkations number	247,517	294,908	352,442	443,665	448,623
Passenger-miles '000	836,570	1,014,867	1,185,981	1,527,039	1,569,513
Freight—					
Tons uplifted short tons	6,432	6,756	8,071	10,293	11,451
Ton-miles(b) '000	30,429	33,135	38,633	51,826	61,836
Mail—					
Tons uplifted short tons	2,015	2,468	2,654	3,124	3,252
Ton-miles(b) '000	11,622	15,191	16,057	19,891	20,914

(a) Includes, for flights between Papua-New Guinea, operations over stages located within the Commonwealth and within Papua-New Guinea. (b) In terms of short tons.

Regular air services within Australia

Interstate services. Scheduled interstate services with passenger and all-freight aircraft are provided by two airlines only, the private enterprise airline Ansett-A.N.A. (a subsidiary of Ansett Transport Industries) and the Commonwealth-owned Trans-Australia Airlines. All principal

routes are competitive, with both airlines providing equal capacities in accord with legislation passed by the Commonwealth Parliament. The two principal Acts which establish the legislative basis of this controlled competition are the *Airlines Agreement Act 1952-1961* and the *Airlines Equipment Act 1958*. The Airlines Equipment Act established the machinery for the achievement and maintenance of comparable, but not necessarily identical, aircraft fleets between T.A.A. and Ansett-A.N.A., and is designed to prevent the provision of excess aircraft capacity. The Airlines Agreement Act established the basis of control of the two-airline competitive system and extended this machinery to 1977.

In addition to purely interstate services, both Ansett-A.N.A. and Trans-Australia Airlines operate routes to New Guinea and non-competitive intra-state routes in Australia. The Ansett-A.N.A. non-competitive routes radiate mainly from Melbourne, while those of Trans-Australia Airlines are located mainly within Queensland and Tasmania. In addition, Trans-Australia Airlines operate services within Papua-New Guinea in competition with another Ansett subsidiary, Ansett-M.A.L., and the independent Papuan Airlines.

At 30 October 1966 the Ansett-A.N.A. fleet included four Boeing 727's, three Electras, eight Viscounts, four DC6B's, five Friendships, two Carvairs, a number of DC4's and DC3's, eight helicopters, and smaller aircraft. At the same date Trans-Australia Airlines operated a fleet of four Boeing 727's, three Electras, fourteen Viscounts, nine Friendships, a number of DC4's and DC3's, three helicopters, and smaller aircraft.

Intra-state services. In addition to the intra-state services operated by Ansett-A.N.A. and Trans-Australia Airlines there are a number of smaller regional airlines operating from Sydney (Airlines of New South Wales and East-West Airlines), Brisbane (Queensland Airlines), Adelaide (Airlines of South Australia), Perth (MacRobertson Miller Airlines), and Alice Springs (Connellan Airways). With the exception of Connellan Airways, which provides regular service to outback homesteads and communities, all the remainder are concerned primarily with traffic moving to and from the respective capital city. With the exception of the independently owned East-West Airlines and Connellan Airways, all regional airlines are subsidiaries of Ansett Transport Industries. The largest aircraft used by these regional airlines are DC4's, Convair Metropolitans, and Friendships, supported by DC3's. Connellan Airways uses smaller aircraft types.

Internal operations. Particulars of the revenue operations of all regular internal air services during each of the years 1961-62 to 1965-66 are set out in the next table. A graph showing paying passengers and freight carried appears on plate 33 over the page.

CIVIL AVIATION: OPERATIONS OF REGULAR INTERNAL SERVICES
AUSTRALIA(a), 1961-62 TO 1965-66

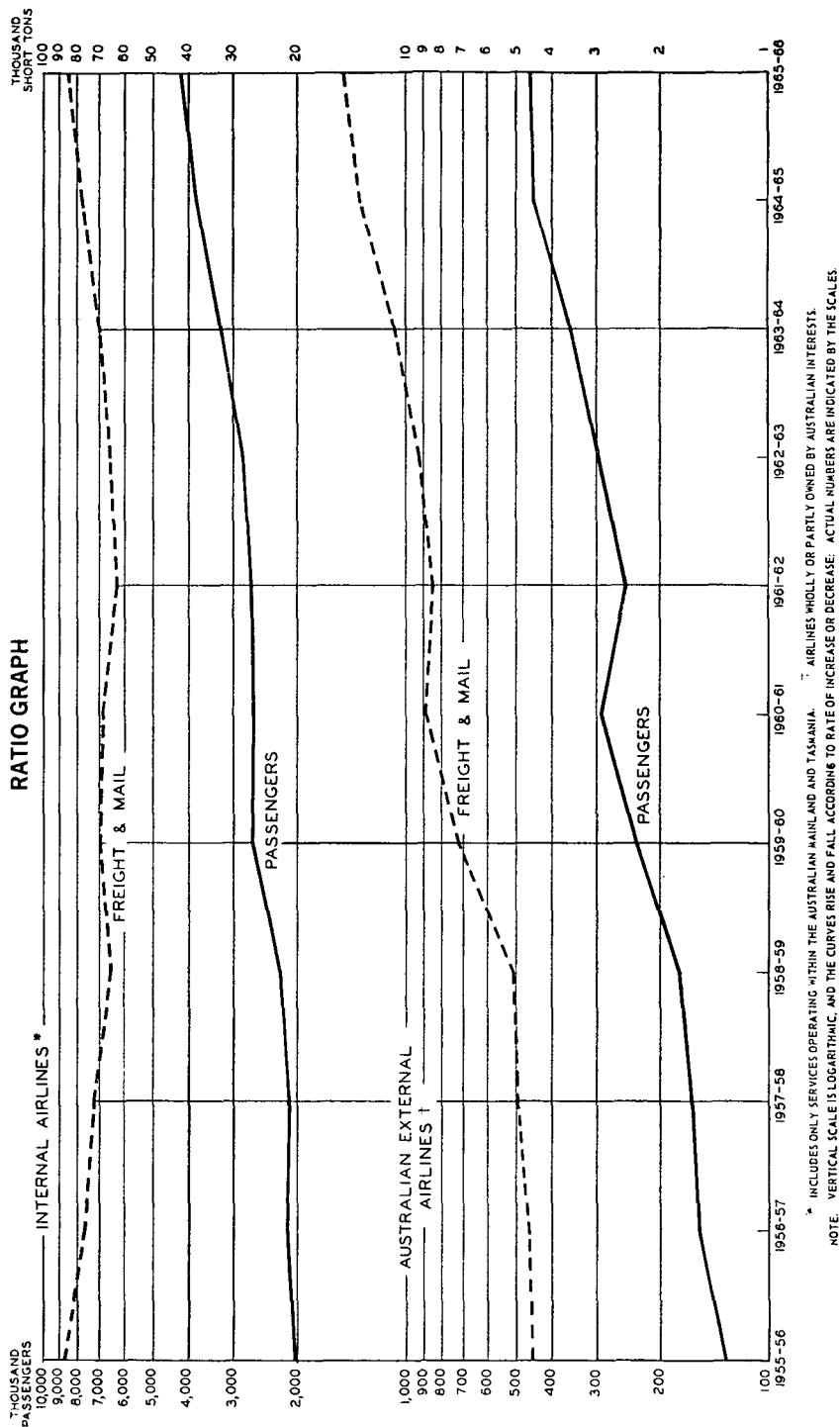
	1961-62 (b)	1962-63 (b)	1963-64 (b)	1964-65 (b)	1965-66
Hours flown . . . number	207,210	217,897	244,517	256,231	261,535
Miles flown . . . '000	41,176	43,700	48,971	52,323	55,020
Passengers—					
Embarkations . . . number	2,666,160	2,832,934	3,256,937	3,763,936	4,157,873
Passenger-miles . . . '000	1,119,430	1,221,178	1,408,317	1,639,087	1,831,360
Freight—					
Tons uplifted . . . short tons	57,207	59,373	63,161	69,959	76,079
Ton-miles(c) . . . '000	26,076	28,270	30,491	33,891	37,577
Mail—					
Tons uplifted . . . short tons	6,311	6,467	7,082	7,736	8,633
Ton-miles(c) . . . '000	3,198	3,324	3,741	4,074	4,587

(a) Includes flights of all Australian-owned airlines with the exception of those of Qantas Empire Airways between airports located within the Commonwealth. (b) Excludes, for flights between Papua-New Guinea, operations between airports located within the Commonwealth. (c) In terms of short tons.

General aviation

General aviation activity, which covers all non-airline operations such as charter, aerial work and private flying, has grown rapidly throughout Australia in the post-war period so that now it is an important sector of the Australian aviation industry. In 1965, hours flown totalled 714,058 compared with 354,000 hours flown by Australian airline aircraft. At 30 June 1966, aircraft employed in general aviation numbered 2,382.

CIVIL AVIATION: AUSTRALIA, 1955-56 TO 1965-66 PAYING PASSENGERS AND FREIGHT CARRIED



Government aid to flying training

The Commonwealth Government has subsidised flying training in Australia since 1926. The aid is distributed through the aero clubs and, in more recent years, the commercial flying training schools. In 1966 the Government reviewed the level of its assistance to the Australian flying training movement and decided to:

- continue the highly successful Australian Flying Scholarship Scheme for another five years with a subsidy of \$100,000 a year;
- propose a partnership with commercial airlines in subsidising additional scholarships on a dollar for dollar basis up to \$75,000 a year;
- grant another \$150,000 in subsidies to the aero clubs and commercial flying schools;
- establish a special 'revolving fund' to help country aero clubs to buy new training aircraft;
- make secretariat grants of \$18,000 and \$3,000 respectively to the Aero Club Federation and the Association of Commercial Flying Organisations; and
- make an annual grant of \$15,000 to the Gliding Federation for each of the next five years.

The Australian Flying Scholarship Scheme is designed to help young Australians train as career pilots for Australia's rapidly expanding commercial aviation industry. The scholarships provide financial aid in much the same way as Commonwealth scholarships provide for students undertaking other professions. They enable scholarship winners to train as commercial pilots, instructors and agricultural pilots. Since the scheme started in 1962, 846 scholarships have been awarded.

During 1965-66 pupils of the Australian flying training organisations (aero clubs and commercial flying schools) received 439 private licences, 261 commercial licences and 82 instructor ratings. Subsidised hours flown by aero clubs and flying schools totalled 173,114 hours out of a total of 230,496 hours flown, and their subsidy earnings totalled \$270,923. A limit placed on the subsidy restricted the total payment to \$150,000. During the year clubs were also assisted with the purchase of twenty-two aircraft. The value of this assistance under the Aircraft Replacement Fund was \$20,000. The permanent secretariats of the Royal Federation of Aero Clubs and the Commercial Flying Schools also received \$16,000 and \$2,000 respectively during 1965-66 as additional financial assistance.

Forty-five clubs were affiliated with the Gliding Federation of Australia in 1965-66 and there were more than 1,600 members. During 1965-66 the Commonwealth assisted gliding clubs to the extent of \$12,000. The total of all subsidy payments and financial assistance to flying training organisations and the gliding movement during 1965-66 was \$350,000.

Aerodromes

The number of aerodromes throughout Australia and its Territories at 30 June 1966 was 646. One hundred and twenty-five were owned by the Commonwealth Government and 521 by local authorities and private interests. Capital expenditure on aerodrome construction increased from \$9.10 million in 1964-65 to \$14.7 million in 1965-66 and is expected to reach an estimated \$22 million during 1966-67. Maintenance expenditure on Commonwealth-owned aerodromes during 1965-66 was \$6.5 million, and development grants to licensed aerodromes participating in the Local Ownership Plan totalled \$0.9 million. The two major projects at Melbourne and Sydney included in the current five-year airports programme, which ends in 1967-68, are proceeding satisfactorily. The work at Sydney, which involves a major runway extension and a new international terminal, is estimated to cost \$43 million. The new Melbourne airport is to cost \$40 million. The projects as a whole are expected to be completed in 1969, but progressive use will be made of the facilities as they become available. Total estimated cost of the Commonwealth's current airport expansion programme is \$120 million.

Airways facilities

Concurrently with the five-year aerodrome development programme, the Commonwealth Government has approved major extensions and improvements to Australia's air navigation and communications system. New long-range radar units have been installed at Sydney, Melbourne, Brisbane, and Adelaide to assist air traffic control, and other units are being established at Perth, Canberra and in northern New South Wales. Total cost of this radar programme is approximately \$8 million.

Further progress has been made with the programme, started in 1961, of increasing the number of laterally spaced air routes in heavy traffic areas throughout Australia and improving the network of radio navigational aids defining them. A further thirteen navigational aids were put into operation during 1965-66. The number of navigational aids operating throughout the Commonwealth at 30 June 1966 totalled 297. These included 86 distance measuring equipment (DME) beacons, 32 visual aural ranges (VAR), 156 non-directional beacons (NDB), 10 VHF omni radio ranges (VOR), and 13 instrument landing systems (ILS).

Aircraft on the Australian register

CIVIL AVIATION: AIRCRAFT ON AUSTRALIAN REGISTER 30 JUNE 1966

Type of aircraft	Number of engines				Total aircraft
	One	Two	Three	Four	
Fixed-wing powered aircraft—					
Turbo-jet . . . . .	..	3	6	19	28
Turbo-prop	2	31	..	32	65
Piston-engined 20,000 lb and over all-up weight	..	83	..	22	105
Piston-engined under 20,000 lb all-up weight	2,131	206	8	3	2,348
Helicopters	58	1	..	..	59
<i>Total powered aircraft</i>	<i>2,191</i>	<i>324</i>	<i>14</i>	<i>76</i>	<i>2,605</i>
Gliders . . . . .	..	..	..	..	187

Particulars of powered aircraft according to manufacturer and air navigation class in which registered, and further details of gliders, may be found in the bulletin *Transport and Communication*, No. 57, 1965-66.

Civil aviation registrations, licences, etc., in force in Australia

CIVIL AVIATION: REGISTRATIONS, LICENCES, ETC., AUSTRALIA(a)
1962 TO 1966

	30 June—				
	1962	1963	1964	1965	1966
Registered aircraft owners	938	1,006	1,167	1,293	1,481
Registered aircraft(b)	1,600	1,787	1,936	2,207	2,605
Pilots' licences—					
Private	3,627	4,066	4,720	5,382	6,365
Private helicopter	2	3	6	6	7
Commercial	1,090	1,159	1,263	1,411	1,616
Senior commercial	154	176	189	192	192
Commercial helicopter	33	42	53	59	83
Senior commercial helicopter . . . . .	..	..	..	5	6
Student	4,433	4,845	5,676	6,907	8,109
Student helicopter	12	15	41	66	96
1st class airline transport	690	684	670	750	807
2nd class airline transport	432	464	603	725	822
Flight navigators' licences	141	135	137	154	252
1st class flight radio-telegraph operators' licences	37	20	19	18	19
Flight radio-telephone operators' licences	5,370	6,552	7,956	9,102	10,831
Flight engineers' licences	175	168	215	429	495
Aircraft maintenance engineers' licences	2,485	2,521	2,553	2,779	2,879
Aerodromes, Australia—					
Government(c)	129	122	113	110	110
Licensed(d)	359	380	381	386	385
Flying-boat bases(e)	13	13	13	13	13

(a) Except for aerodromes and flying-boat bases, includes the Territory of Papua-New Guinea. (b) Excludes gliders. At 30 June 1966 there were 187 gliders registered. (c) Under the control and management of the Department of Civil Aviation. (d) Under the control and management of a municipality, shire, station owner, private individual, etc. Includes emergency aerodromes. (e) Includes alighting areas.

Accidents and casualties

Particulars of accidents in which persons were killed or injured, involving aircraft on the Australian register, are shown in the following table for the years 1961–62 to 1965–66.

**CIVIL AVIATION: AUSTRALIAN AIRCRAFT(a), ACCIDENTS
INVOLVING CASUALTIES(b), 1961-62 TO 1965-66**

	1961-62	1962-63	1963-64	1964-65	1965-66
Number	46	32	33	21	41
Persons killed	52	16	24	21	32
Persons seriously injured	38	26	26	7	28

(a) Aircraft on Australian register and gliders irrespective of location of accident.

(b) Includes parachutists killed.

**POSTS: INTERNAL AND OVERSEAS TELECOMMUNICATION SERVICES
RADIOCOMMUNICATION STATIONS**

In this division particulars for the Australian Capital Territory are included with those for New South Wales, and the South Australian figures include particulars for the Northern Territory, unless otherwise indicated. The Central Office of the Postmaster-General's Department is located in Melbourne, Victoria.

Postmaster-General's Department—General

Under the provisions of the *Post and Telegraph Act* 1901-1966 the Postmaster-General's Department is responsible for the control and operation of postal, telegraphic and telephonic services throughout Australia. The Postmaster-General's Department is also responsible for the provision and operation of the transmitters and technical facilities required for broadcasting and television services by the Australian Broadcasting Commission (*see* pages 481-4), and, in conjunction with the Overseas Telecommunications Commission (*see* pages 479-81), with whom there is close co-operation, provides facilities for communication with overseas countries. Subsidiary to its major activities, the Postmaster-General's Department performs a number of important functions for other Commonwealth and State departments, including the payment of pensions, child endowment and military allotments, the provision of banking facilities on behalf of the Commonwealth Savings Bank, the sale of tax and duty stamps, and the collection of land tax.

Postal facilities

The following table shows the number of post offices, the area in square miles and the number of inhabitants to each post office (including non-official offices), and the number of inhabitants to each 100 square miles in each State and in Australia at 30 June 1966.

**POSTAL FACILITIES: RELATION TO AREA AND POPULATION, STATES
30 JUNE 1966**

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Post offices—							
Official	521	329	233	173	151	54	1,461
Non-official	1,883	1,765	966	751	484	433	6,282
Total	2,404	2,094	1,199	924	635	487	7,743
Square miles of territory per office	129	42	556	974	1,537	54	383
Inhabitants per office	1,800	1,537	1,386	1,221	1,316	762	1,490
Inhabitants per 100 square miles	1,394	3,661	249	125	86	1,407	389

Employees

The number of employees and mail contractors in the Central Office and in each of the States at 30 June 1966 is given in the following table.

POSTAL EMPLOYEES: CENTRAL OFFICE AND STATES, 30 JUNE 1966

Employees	Central Office	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Full-time(a)—								
Permanent officers	1,594	23,471	16,160	10,094	7,026	5,065	2,601	66,011
Temporary and exempt officers	247	11,475	9,555	2,769	2,347	1,428	847	28,668
<i>Total, full-time</i>	<i>1,841</i>	<i>34,946</i>	<i>25,715</i>	<i>12,863</i>	<i>9,373</i>	<i>6,493</i>	<i>3,448</i>	<i>94,679</i>
Other(b)—								
Non-official and semi-official postmasters . . . . .	..	1,884	1,749	958	751	485	431	6,258
Persons exclusive of postmasters at non-official offices . . . . .	..	441	638	258	194	57	36	1,624
Telephone office-keepers . . . . .	..	271	111	407	104	242	17	1,152
Mail contractors (including persons employed to drive vehicles) . . . . .	..	2,054	942	1,164	339	292	204	4,995
<i>Total, other</i>	<i>..</i>	<i>4,650</i>	<i>3,440</i>	<i>2,787</i>	<i>1,388</i>	<i>1,076</i>	<i>688</i>	<i>14,029</i>

(a) Persons directly under the control of the Department. Excludes 3,020 part-time staff. (b) Persons not directly under the control of the Department. Includes persons employed, either full-time or part-time, under contract or in return for payments appropriate to work performed.

Cash revenue, branches—Postmaster-General's Department

The cash revenue (actual collections during each year as recorded for Treasury purposes) in respect of each branch of the Department is shown in the following tables. The earnings of the Department, which include revenue earned but not actually received, are shown in the profit and loss statement on page 474.

POSTMASTER-GENERAL'S DEPARTMENT: CASH REVENUE, BY SOURCE
CENTRAL OFFICE AND STATES, 1965-66
 (\$'000)

Source	Central Office	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Postal	7,485	44,619	31,146	13,589	9,670	6,993	2,685	116,187
Telephone	1,424	104,040	75,800	34,054	24,757	17,276	7,209	264,560
Telegraph	2,158	6,433	4,292	3,086	2,398	1,591	471	20,429
Miscellaneous . . . . .	..	34	123	41	89	26	9	320
Total	11,067	155,125	111,361	50,769	36,914	25,886	10,374	401,496

POSTMASTER-GENERAL'S DEPARTMENT: CASH REVENUE
BY SOURCE, AUSTRALIA, 1961-62 TO 1965-66
 (\$'000)

Source	1961-62	1962-63	1963-64	1964-65	1965-66
Postal	94,208	98,854	105,954	112,182	116,187
Telephone	170,332	184,630	205,564	240,641	264,560
Telegraph	14,896	15,838	17,254	19,352	20,429
Miscellaneous	192	350	506	473	320
Total	279,628	299,672	329,278	372,648	401,496

Cash expenditure, Postmaster-General's Department

The following tables show, as far as possible, the distribution of cash expenditure (actual payments during each year as recorded for Treasury purposes) in each State and Central Office. The tables must not be regarded as statements of the working expenses of the Department, since items relating to new works, interest, etc., are included therein.

**POSTMASTER-GENERAL'S DEPARTMENT: CASH EXPENDITURE
CENTRAL OFFICE AND STATES, 1965-66
(\$'000)**

	Central Office	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Expenditure from ordinary services votes—								
Salaries and payments in the nature of salary	2,156	47,791	34,720	18,428	12,124	8,179	4,181	127,579
Administrative	1,231	6,669	5,543	2,078	1,740	1,147	578	18,986
Stores and material	174	1,601	1,341	631	407	317	158	4,629
Mail services	17,504	4,387	2,535	2,088	1,018	603	271	28,407
Engineering services (other than new works)	3,382	33,018	24,857	11,933	9,155	7,046	3,303	92,693
Other services(a)	328	..	..	..	..	..	..	328
<i>Total, ordinary services votes</i>	<i>24,775</i>	<i>93,467</i>	<i>68,996</i>	<i>35,158</i>	<i>24,444</i>	<i>17,292</i>	<i>8,491</i>	<i>272,623</i>
Rent, repairs, maintenance	56	1,716	2,166	778	555	372	131	5,775
Other(b) . . . . .	..	279	194	111	48	48	16	697
Capital works and services—								
Plant and equipment(c)	2,095	64,906	43,895	18,931	15,770	12,053	7,032	164,682
New buildings, etc.(d) . . . . .	..	5,178	3,760	2,700	1,089	1,147	597	14,471
Grand total	26,926	165,546	119,011	57,678	41,906	30,912	16,267	458,248

(a) Excludes contributions towards the cost of coastal wireless stations. (b) Expenditure on furnishings and fittings. Previously included in capital works. (c) Includes expenditure on motor vehicles, postal plant and certain non-engineering plant previously included in ordinary services votes. (d) Expenditure on furniture and fittings, previously included with building expenditure, is now included with ordinary services votes.

**POSTMASTER-GENERAL'S DEPARTMENT: CASH EXPENDITURE
AUSTRALIA, 1961-62 TO 1965-66
(\$'000)**

	1961-62	1962-63	1963-64	1964-65	1965-66
Expenditure from ordinary services votes—					
Salaries and payments in the nature of salary	100,860	102,256	107,964	118,490	127,579
Administrative	12,230	12,302	14,588	16,380	18,986
Stores and material	4,746	3,594	3,308	3,455	4,629
Mail services	21,770	23,036	24,152	25,226	28,407
Engineering services (other than new works)	(a) 86,370	68,812	77,350	85,553	92,693
Other services(b)	250	280	280	319	328
<i>Total, ordinary services votes</i>	<i>226,226</i>	<i>210,280</i>	<i>227,642</i>	<i>249,423</i>	<i>272,623</i>
Rent, repairs, maintenance	3,318	3,526	4,206	4,900	5,775
Other . . . . .	..	..	..	..	(c) 697
Capital works and services—					
Plant and equipment	81,022	(d) 111,594	(d) 122,406	(a) 144,802	(d) 164,682
New buildings, etc.	10,856	11,886	14,716	15,086	(e) 14,471
Grand total	321,422	337,286	368,970	414,211	458,248

(a) Includes expenditure on motor vehicles, postal plant and certain non-engineering plant. After 1961-62 this expenditure is included in capital works expenditure. (b) Excludes contributions towards the cost of coastal wireless stations. (c) Expenditure on furniture and fittings. Previously included in capital works. (d) Includes expenditure on motor vehicles, postal plant and certain non-engineering plant previously included in ordinary services votes. (e) Expenditure on furniture and fittings, previously included with building expenditure, is now included with ordinary services votes.

Profit or loss, Postmaster-General's Department

The foregoing tables of cash revenue and expenditure represent actual collections and payments made, and cannot be taken to represent the actual results of the working of the Department for the year. The net results after providing for working expenses (including superannuation, pensions and depreciation) and interest charges (including exchange) are shown in the following table for the year 1965-66 together with summarised particulars for the year 1964-65.

**POSTMASTER-GENERAL'S DEPARTMENT: CONSOLIDATED STATEMENT
OF PROFIT AND LOSS, 1964-65 AND 1965-66
(\$'000)**

	1965-66			1964-65
	Postal service	Telecommunications service	All services	All services
<i>Earnings</i>	116,746	284,528	401,274	370,045
<i>Working expenses—</i>				
Operating and general cost.	83,736	74,451	158,187	144,707
Maintenance of plant and equipment	1,132	66,489	67,621	61,187
Carriage of mails	31,143	..	31,143	28,710
Depreciation	2,483	66,521	69,004	61,738
Superannuation and furlough liability	5,785	9,341	15,126	16,584
<i>Total working expenses</i>	124,279	216,803	341,082	312,926
<i>Profit or loss before interest</i>	-7,533	67,725	60,192	57,119
<i>Interest</i>	2,809	57,507	60,316	52,907
<i>Profit or loss after interest</i>	-10,341	10,217	-124	4,212

Minus sign (—) denotes loss.

Fixed assets, Postmaster-General's Department

**POSTMASTER-GENERAL'S DEPARTMENT: TRANSACTIONS AFFECTING
FIXED ASSETS, 1965-66
(\$'000)**

Class of plant	Value at 1 July 1965	Adjustments to values	Additions during year	Installments of plant written out	Value at 30 June 1966
Telecommunications plant	1,387,259	-5,428	174,231	11,898	1,544,163
Postal plant	9,854	..	2,336	56	12,134
Engineers' moveable plant	32,489	..	3,433	1,483	34,438
Motor vehicles	24,136	-633	6,169	4,331	25,342
Other plant and equipment	29,142	..	4,903	748	33,296
Buildings	159,585	..	15,910	..	(b) 175,495
Land	18,975	..	468	..	19,443
<i>Total</i>	1,661,440	-6,062	207,449	18,517	1,844,311

(a) Includes plant under construction valued at \$78,272,000.

(b) Includes buildings under construction valued at \$4,913,000.

Minus sign (—) denotes reduction in values of assets.

Postal services

Mail delivery points

MAIL DELIVERY POINTS: STATES, 30 JUNE 1966

State	Postmen's delivery	Roadside delivery	Private boxes	Private mail bag services
New South Wales	1,236,299	50,564	66,858	6,491
Victoria	812,326	31,655	41,335	6,427
Queensland	406,208	27,989	33,530	4,769
South Australia	321,303	1,031	24,526	2,907
Western Australia . . .	194,647	17,766	18,483	742
Tasmania	74,665	1,297	7,441	1,707
Australia	3,045,448	130,302	192,173	23,043

Postal articles handled

The following two tables show the number of postal articles handled by the Australian Post Office. Mail matter posted in Australia for delivery therein is necessarily handled at least twice, but only the number of distinct articles handled is included in the following tables.

 POSTAL ARTICLES HANDLED(a): STATES, 1965-66
 ('000)

State	Letters (b)	News- papers and packets (c)	Parcels (d)	Regis- tered articles (e)	Letters (b)	News- papers and packets (c)	Parcels (d)	Regis- tered articles (e)
	Posted for delivery within Australia				Posted for delivery overseas			
New South Wales . . .	697,755	152,328	6,287	3,782	49,651	11,822	304	898
Victoria	577,379	99,611	4,943	2,414	28,603	4,700	221	536
Queensland	248,283	31,895	2,434	1,437	10,836	1,332	36	47
South Australia . . .	177,760	17,067	1,337	782	7,979	1,507	51	62
Western Australia . .	143,192	13,540	1,045	659	6,437	869	31	53
Tasmania	49,358	8,013	263	368	614	105	12	3
Australia	1,893,727	322,455	16,309	9,443	104,120	20,336	655	1,599
	Received from overseas				Total postal matter dealt with			
New South Wales . . .	57,534	28,329	646	1,200	804,940	192,479	7,236	5,880
Victoria	47,790	11,402	404	525	653,773	115,714	5,568	3,476
Queensland	8,136	4,846	120	35	267,255	38,074	2,590	1,518
South Australia . . .	6,332	5,321	100	31	192,071	23,895	1,489	875
Western Australia . .	3,961	6,698	79	49	153,590	21,108	1,156	761
Tasmania	1,738	2,191	13	4	51,710	10,309	288	376
Australia	125,491	58,788	1,362	1,843	2,123,338	401,578	18,327	12,886

(a) Number of distinct articles handled. (b) Includes letters, cards and other postal articles enclosed in envelopes and sorted with letters. (c) Includes newspapers and postal articles not included in letter mail. (d) Includes registered, cash on delivery and duty parcels. (e) Includes registered articles other than parcels.

POSTAL ARTICLES HANDLED(a): AUSTRALIA, 1961-62 TO 1965-66
(^{'000})

Year	Letters(b)	Newspapers and packets(c)	Parcels(d)	Registered articles(e)	Total postal articles handled
1961-62 . .	1,748,054	324,694	15,854	12,357	2,100,959
1962-63 . .	1,835,869	337,644	16,545	12,339	2,202,397
1963-64 . .	1,952,029	360,510	17,010	12,315	2,341,864
1964-65 . .	2,032,287	380,178	18,156	12,190	2,442,811
1965-66 . .	2,123,338	401,578	18,327	12,886	2,556,128

For footnotes see previous table.

During 1965-66 the total amounts paid for the carriage of mails, as disclosed by the Profit and Loss Account of the Postal Branch, were as follows: road, \$9,479,251, railway, \$3,569,734; sea, \$635,623; air—internal, \$3,567,049, overseas, \$13,891,585; grand total, \$31,143,242.

Money orders and postal orders

The issue of money orders and postal orders is regulated by sections 74-79 of the *Post and Telegraph Act* 1901-1966. The maximum amount for which a single money order payable within Australia may be obtained is \$80, but additional orders will be issued upon request when larger amounts are to be remitted. The maximum amount permitted to be sent by any one person to a person or persons outside Australia is \$20 a week. A postal order is not available for a sum larger than four dollars. The following table shows the number and value of money orders and postal orders issued in Australia in each of the years 1961-62 to 1965-66 and the income therefrom which has accrued to the Post Office.

MONEY ORDERS AND POSTAL ORDERS(a): TRANSACTIONS, AUSTRALIA
1961-62 TO 1965-66

Year	Money orders(b)			Postal orders(a)		
	Issued(c)		Total commission received	Issued		Fee
	Number	Value		Number	Value	
	^{'000}	^{\$'000}	^{\$'000}	^{'000}	^{\$'000}	^{\$'000}
1961-62 . .	10,176	264,992	1,752	15,514	16,192	614
1962-63 . .	11,076	306,866	1,858	16,330	17,240	642
1963-64 . .	11,838	338,674	2,004	15,987	17,234	634
1964-65 . .	12,176	376,356	2,103	15,338	16,737	618
1965-66 . .	12,634	407,275	2,200	15,010	16,184	604

(a) Postal orders replaced postal notes on 1 June 1966. (b) Money orders issued for payment in Australia and Papua and New Guinea. (c) Includes official money orders used in bringing to account telephone accounts and collections on War Service Homes repayments.

Of the total money orders issued in Australia during 1965-66, 12,185,004 valued at \$404,341,291 were payable in Australia, and 449,245 valued at \$2,934,070 were payable overseas. Of the total money orders paid in Australia during 1965-66, 12,097,599 (\$404,124,469) were issued in Australia, and 192,528 (\$2,968,286) were issued overseas.

Of the total postal orders paid in Australia during 1965-66 (14,958,584 valued at \$16,481,630), 10,175,422 (\$11,678,204) were paid in the State in which issued, and 4,793,162 (\$4,803,426) were paid in States other than those in which issued.

Internal telecommunication services

A review of the development of telegraph services in Australia up to 1921 appeared in Year Book No. 15, page 625, and subsequent developments of importance have been dealt with in later issues. Internal telecommunication operations now comprise telephone, telegraph, and telegraph exchange (telex) services.

Wire and pole mileages

At 30 June 1966 there were 15,288,000 single wire miles of cable and 1,285,000 miles of aerial wire used for telecommunication purposes in Australia. The aerial wires were mounted on 119,183 miles of pole routes, and joint use is made of these poles for both power and telecommunication reticulation.

Telephone services in operation

The following table shows the number of services in operation in each State at 30 June 1966 classified according to type of service, type of exchange to which connected, and location. Telephone services connected to exchanges located within fifteen miles of the Sydney and Melbourne and ten miles of the Brisbane, Adelaide, Perth, and Hobart General Post Offices are defined as being within a metropolitan area.

TELEPHONE SERVICES IN OPERATION: STATES, 30 JUNE 1966

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Type of service—							
Ordinary exchange services	684,682	588,212	234,765	169,381	112,464	55,933	1,845,437
Duplex services	23,672	4,998	124	1,132	252	584	30,762
Party line services	4,992	2,732	2,912	1,459	1,372	304	13,771
Private branch exchange services	89,407	57,740	20,692	18,331	11,939	4,035	202,144
Public telephones	10,919	7,292	4,317	2,619	1,996	1,121	28,264
Connected to—							
Automatic exchanges	691,994	577,236	199,817	161,122	103,886	50,245	1,784,300
Manual exchanges	121,678	83,738	62,993	31,800	24,137	11,732	336,078
Located in—							
Metropolitan areas	515,232	438,735	127,468	125,349	86,787	22,885	1,316,456
Country areas	298,440	222,239	135,342	67,573	41,236	39,092	803,922
Total	813,672	660,974	262,810	192,922	128,023	61,977	2,120,378

TELEPHONE SERVICES IN OPERATION: AUSTRALIA, 1962 TO 1966

Services connected to—	30 June—				
	1962	1963	1964	1965	1966
Metropolitan exchanges—					
Automatic	1,065,326	1,123,391	1,188,264	1,244,926	1,316,456
Manual	551	..	..	..	..
Country exchanges—					
Automatic	288,021	322,187	361,368	414,636	467,844
Manual	364,671	366,603	369,248	350,562	336,078
All exchanges—					
Automatic	1,353,347	1,445,578	1,549,632	1,659,562	1,784,300
Manual	365,222	366,603	369,248	350,562	336,078
Total services	1,718,569	1,812,181	1,918,880	2,010,124	2,120,378

Telephone instruments connected

TELEPHONE INSTRUMENTS IN SERVICE: STATES, 1962 TO 1966
(^{'000})

30 June—	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
1962	949	729	289	211	134	71	2,383
1963	999	773	306	225	145	75	2,523
1964	1,053	819	324	241	155	78	2,670
1965	1,107	861	341	256	164	82	2,811
1966	1,182	905	357	272	176	86	2,978
Number at 30 June 1966 per 100 population . . .	27.3	28.1	21.5	24.1	21.1	23.2	25.8

Internal telephone traffic

LOCAL AND TRUNK LINE TELEPHONE CALLS: AUSTRALIA, 1961-62 TO 1965-66

Year	Effective paid local calls		Trunk line calls		Total calls
	Total	Per service	Total	Per service	
	^{'000}	number	^{'000}	number	^{'000}
1961-62	1,650,000	960	76,500	45	1,726,500
1962-63	1,809,000	998	84,500	47	1,893,500
1963-64	1,958,000	1,020	95,700	50	2,053,700
1964-65	2,043,000	1,016	106,500	53	2,149,500
1965-66	2,103,000	992	116,600	55	2,219,600

Subscriber trunk dialling (S.T.D.) facilities were introduced during the year 1961-62 from Canberra to the Sydney network and from Warragul (Victoria) to Melbourne. At the end of June 1966 subscriber trunk dialling was in operation at 119 exchanges, serving approximately 285,862 subscribers.

Internal telegraphs

Telegrams can be lodged at any post office, telephone office or from any public telephone equipped for multi-coin operation. In addition, telegrams can be despatched from any subscriber's telephone or telegraph exchange (telex) equipment. The number of telegrams of various types transmitted within the Commonwealth during the years 1961-62 to 1965-66 is set out hereunder.

INTERNAL TELEGRAPH TRAFFIC: AUSTRALIA, 1961-62 TO 1965-66
(^{'000})

Year	Ordinary (a)	Urgent	Press	Letter- grams	Meteoro- logical service	Service	Total telegrams
1961-62	16,429	558	147	89	914	602	18,739
1962-63	16,663	492	148	91	948	582	18,924
1963-64	17,783	545	130	86	920	621	20,085
1964-65	18,302	532	96	65	912	643	20,550
1965-66	18,605	550	100	59	1,005	717	21,036

(a) Includes radiograms.

Teleprinter exchange service (telex)

Particulars of the operations of the teleprinter exchange network, which are additional to the telegraph traffic shown above, are given hereunder.

**TELEPRINTER EXCHANGE NETWORK (TELEX)
AUSTRALIA, 1961-62 TO 1965-66**

Year	Subscribers at end of year	Local calls	Trunk calls
1961-62 . .	1,215	36,210	696,482
1962-63 . .	1,439	68,769	931,783
1963-64 . .	1,815	101,315	1,311,023
1964-65 . .	2,179	143,631	1,634,359
1965-66 . .	2,444	176,243	1,875,237

Overseas telecommunication services

The Overseas Telecommunications Commission (Australia) is the authority responsible for the establishment, maintenance, operation and development of Australia's overseas public telegraph, phototelegraph and telex services by cable and by radio, and the provision, maintenance, and development of cable and radio facilities for the conduct of Australia's overseas telephone services and of the facilities for services with ships at sea.

The Commission was established under the *Overseas Telecommunications Act 1946-1966*. 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 the 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- 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 for 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.

Details of overseas communication systems operating in Australia prior to 1946 and developments leading to the establishment of the Commission were published in Year Book No. 37, pages 220-4.

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, installed a large capacity telephone cable across the Pacific Ocean, connecting Australia, New Zealand and Canada via Suva and Honolulu. Work was commenced in August 1960, and the cable (COMPAC) was opened in December 1963. This cable forms part of a British Commonwealth large capacity cable scheme, in which a complementary cable between Britain and Canada (CANTAT) was officially opened in December 1961. The two cable connections are linked across Canada by a microwave system. The Commonwealth cable system feeds into the United States of America network at Hawaii and into the European network at London.

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

Separate management committees, comprising representatives of the overseas telecommunication authorities and the partner Governments, Britain, Canada, Australia, and New Zealand, with the addition, for SEACOM, of Malaysia and Singapore, administered COMPAC and SEACOM projects up to November 1965, when these committees were amalgamated into the Commonwealth Cable Management Committee.

Two years of international discussion and negotiations were climaxed by the signing in August 1964 by a number of countries, including Australia, of agreements to establish the first global commercial communications satellite system, of which the 'space segment' is estimated to cost \$US 200 million. 'Space segment' is a broad description of the communications satellites and the tracking, control, command, and related facilities required to support operation of the satellites. An earth station, owned and operated by the Commission, has been built at Carnarvon, Western Australia, at a cost of almost \$3 million to operate into communications satellite INTELSAT II launched in January 1967 and positioned in geo-stationary orbit 22,300 miles above the equator at longitude 175°E. A contract for the erection of a second earth station to be completed by December 1967 has been let. This station which also will work into INTELSAT II is being established in Moree, New South Wales, with necessary staff residences, at a cost estimated at \$4 million.

International telecommunication traffic

Particulars of the volume of international telegram business, originating and terminating in Australia, transacted over the cable and radio services during 1965-66 are shown in the following table.

INTERNATIONAL TELEGRAPHIC TRAFFIC: AUSTRALIA, 1965-66(a)
(^{'000 words})

Class of traffic	Words transmitted to—			Words received from—		
	Common-wealth countries	Foreign countries	Total	Common-wealth countries	Foreign countries	Total
Letter . . .	10,106	10,488	20,594	9,028	9,188	18,216
Ordinary . . .	9,655	7,727	17,382	9,106	6,062	15,168
Press . . .	5,798	436	6,234	6,025	516	6,541
Greetings . . .	1,404	..	1,404	1,657	..	1,657
Government . . .	399	622	1,021	580	1,397	1,977
Urgent . . .	573	161	734	423	95	518
Other . . .	13	..	13	50	1	51
Total . . .	27,948	19,434	(b) 47,382	26,870	17,259	(c) 44,129

(a) Year ended 31 March. (b) Excludes 3,836,000 words to Australian External Territories.
(c) Excludes 5,537,000 words from Australian External Territories.

The following table shows particulars of overseas telecommunication traffic other than telegraphic between Australia and overseas countries for the year ended 31 March 1966.

INTERNATIONAL TELECOMMUNICATION TRAFFIC OTHER THAN TELEGRAPHIC
AUSTRALIA, 1965-66(a)

Service	Transmissions to—			Transmissions from—		
	Common-wealth countries	Foreign countries	Total (b)	Common-wealth countries	Foreign countries	Total (c)
Telephone . paid minutes	934,612	503,462	1,438,074	1,113,576	468,075	1,581,651
Telex . paid minutes	311,175	453,752	764,927	361,961	511,863	873,824
Phototelegrams . pictures	1,584	128	1,712	7,482	49	7,531

(a) Year ended 31 March. (b) Excludes 68,615 paid telephone minutes and 12,485 paid telex minutes transmitted to Australian External Territories. (c) Excludes 98,770 paid telephone minutes and 4,291 paid telex minutes transmitted from Australian External Territories.

Coast stations

The Overseas Telecommunications Commission operates fifteen coastal radio stations at points around the Australian coast, three around the Papua-New Guinea coast, and one at Norfolk Island. During the year ended 31 March 1966 the coastal radio service handled 4,601,150 paid words to ships and 2,903,583 words from ships. Ship calls over the radiotelephone service extended over 45,911 paid minutes.

Radiocommunication stations authorised

The following table shows particulars of the different classes of radiocommunication stations authorised in Australia at 30 June 1966. Figures relate to radiocommunication (radio telegraph and radiotelephone) stations only; particulars of broadcasting stations and of broadcast listeners' licences are shown on pages 483 and 485 respectively.

RADIOCOMMUNICATION STATIONS AUTHORISED, STATES AND TERRITORIES
30 JUNE 1966

Class of station	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
Transmitting and receiving—									
Fixed(a)—									
Aeronautical	11	4	13	5	17	8	8	1	67
Services with other countries—Overseas Telecommunications Commission	59	13	2		10				84
Outpost(b)	253	1	570	178	420	16	203		1,641
Other	324	240	218	72	149	42	59	5	1,109
Land(c)—									
Aeronautical	66	23	33	10	26	7	24	2	191
Base—									
Land mobile	1,932	1,279	940	534	449	266	27	98	5,525
Harbour mobile	31	22	24	9	29	13			128
Coast(d)	28	15	24	21	23	22	4		137
Special experimental	164	150	52	56	58	14	4		498
Mobile(e)—									
Aeronautical	626	362	339	153	261	24	38		1,803
Land mobile	21,083	14,655	8,416	6,349	4,155	1,945	365	493	57,461
Harbour mobile	219	150	61	47	117	59			653
Outpost	252		371	269	429	58	705		2,084
Ship	1,645	473	967	405	439	303	27		4,441
Amateur	1,618	1,567	583	678	408	174	16	68	5,112
Total, transmitting and receiving	28,311	18,954	12,613	8,786	6,990	2,951	1,480	667	78,934
Receiving only—									
Fixed(a)	151	198	88		51				488
Total, receiving only	151	198	88		51				488
Grand total	28,462	19,152	12,701	8,786	7,041	2,951	1,480	667	79,422

(a) Stations established at fixed locations for communication with other stations similarly established. (b) Stations established in out-back areas for communication with control stations such as those of the Royal Flying Doctor Service. (c) Stations established at fixed locations for communication with mobile stations. (d) Land stations for communication with ocean-going vessels. (e) Equipment installed in aircraft (aeronautical), motor vehicles (land mobile services), harbour vessels (harbour mobile services) and ocean-going vessels (ships), and mobile equipment of organisations such as the Royal Flying Doctor Service. (f) Includes 182 stations which cannot be classified according to State or Territory.

BROADCASTING AND TELEVISION

Broadcasting and television services in Australia operate under the *Broadcasting and Television Act 1942–1966* and comprise the National Broadcasting Service, the National Television Service, the Commercial Broadcasting Service, and the Commercial Television Service. General control of these services is a function of the Australian Broadcasting Control Board. Licence fees for commercial broadcasting and television stations are payable under the *Broadcasting Stations Licence Fees Act 1964–1966* and the *Television Stations Licence Fees Act 1964–1966* respectively.

Particulars of the composition, functions and responsibilities of the Australian Broadcasting Control Board are shown in Year Book No. 51, pages 594–5.

Broadcasting services

The National Broadcasting Service

In sound broadcasting the programmes of the National Broadcasting Service are provided by the Australian Broadcasting Commission through transmitters operated by the Postmaster-General's Department.

Technical facilities. At 30 June 1966 the National Broadcasting Service comprised seventy-five transmitting stations, of which sixty-seven were medium frequency and eight high frequency.

The medium-frequency transmitters operate in the broadcast band 525 to 1,605 kilocycles a second. The high-frequency stations, using frequencies within the band three to thirty megacycles a second, provide services to listeners in sparsely populated parts of Australia such as the north-west of Western Australia, the Northern Territory, and northern and central Queensland.

Many of the programmes provided by country stations are relayed from the capital cities, high-quality programme transmission lines being used for the purpose. A number of programme channels are utilised to link national broadcasting stations in the capital cities of Australia, and, when necessary, this system is extended to connect both the national and commercial broadcasting stations.

At 30 June 1966 fifty-five of the Australian medium-frequency stations were situated outside the six State capital cities. Additional country stations are to be established, and, when these additions are complete, the medium-frequency and high-frequency stations together will provide for clear reception of the programmes of the National Broadcasting Service in practically every part of Australia.

Programme facilities. The programmes of the Australian Broadcasting Commission cover a wide range of activities. The proportion of broadcasting time allocated to the various types of programme during 1965-66 was as follows: classical music, 25.5 per cent; light entertainment, 12.3 per cent; news, 8.4 per cent; sporting, 4.5 per cent; light music, 3.1 per cent; talks, 6.7 per cent; drama and features, 3.6 per cent; education, 3.6 per cent; Parliament, 4.3 per cent; religious, 2.9 per cent; children's programmes, 2.5 per cent; rural, 1.7 per cent; and non-departmental and special programmes, 20.9 per cent. Further particulars of the operations of the Australian Broadcasting Commission in respect of music, drama and features, youth education, talks, rural broadcasts, news, and other activities are shown in Year Book No. 51, pages 596-7.

The Commercial Broadcasting Service

Commercial broadcasting stations are operated under licences granted and renewed by the Postmaster-General after taking into consideration any recommendations which have been made by the Broadcasting Control Board. The initial period of a licence is five years and renewals are granted for a period of one year. The fee payable for a licence is \$50 on the grant of the licence, and thereafter \$50 a year plus an amount ascertained by applying the following rates to 'gross earnings', within the meaning of the *Broadcasting Stations Licence Fees Act 1964-1966*, during the preceding financial year—1 per cent up to \$1,000,000; 2 per cent \$1,000,001 to \$2,000,000; 3 per cent \$2,000,001 to \$4,000,000; and 4 per cent over \$4,000,000.

Overseas Broadcasting Service

There are seven high-frequency stations at Shepparton and one at Lyndhurst, Victoria, which provide the overseas service known as 'Radio Australia'. As in the case of the National Broadcasting Service, these stations are maintained and operated by the Postmaster-General's Department, and their programmes are arranged by the A.B.C. The programmes, which give news and information about Australia presented objectively, as well as entertainment, are directed mainly to south-east Asia and the Pacific. The overseas audience has grown very substantially in recent years, as evidenced by a large and increasing number of letters from listeners abroad.

Broadcasting stations

The following table shows the number of broadcasting stations in operation at 30 June 1966.

BROADCASTING STATIONS: STATES AND TERRITORIES, 30 JUNE 1966

Type of station	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
National—									
Medium frequency . . .	18	5	16	8	10	4	4	2	67
High frequency . . .	1	3	2	..	2	..	..	..	8
Overseas (high frequency) . . .	..	8	..	..	..	..	..	..	8
Commercial (medium frequency) . . .	37	20	22	8	14	8	1	1	111
Total . . .	56	36	40	16	26	12	5	3	194

Tables showing the call sign, location, frequency, and aerial power of national and commercial broadcasting stations in operation at 30 June 1966 are shown in *Transport and Communication*, Bulletin No. 57.

Television services

The National Television Service

The National Television Service is provided by the Australian Broadcasting Commission through transmitters operated by the Postmaster-General's Department. The first national station (ABN Sydney) commenced regular transmissions on 5 November 1956. At 30 June 1966 thirty-four stations were operating, excluding two translator stations. Five additional national television stations had been authorised but had not commenced to operate by that date. It is planned that all services will be in operation by the end of 1967.

The television programmes provided by the Australian Broadcasting Commission cover a wide range of activities. The proportion of television time allocated among the A.B.C.'s various departments to 30 June 1966 was as follows: drama, 25.9 per cent; talks, 12.1 per cent; sporting, 11.2 per cent; children's session, 8.1 per cent; news, 6.5 per cent; light entertainment, 9.5 per cent; education, 15.0 per cent; music, 2.2 per cent; religious, 2.6 per cent; rural services, 1.9 per cent; non-departmental, 5.0 per cent. Further particulars of the operation of the National Television Service in respect of talks, drama and features, music, rural services, education, news and other activities are shown in Year Book No. 51, pages 598-9. Transmission time for the year ended 30 June 1966 totalled 101,090 hours.

The Commercial Television Service

Commercial television stations are operated under licences granted and renewed by the Postmaster-General. The first commercial station (TCN Sydney) commenced regular transmission on 16 September 1956. At 30 June 1966 thirty-nine television stations were operating.

The initial grant of a licence is for a period of five years and thereafter the licence is renewable annually. The fee payable is \$200 for the first year and thereafter \$200 a year plus an amount ascertained by applying the following rates to 'gross earnings', within the meaning of the *Television Stations Licence Fees Act 1964-1966*, during the preceding financial year—1 per cent up to \$1,000,000; 2 per cent \$1,000,001 to \$2,000,000; 3 per cent \$2,000,001 to \$4,000,000; and 4 per cent over \$4,000,000.

Television stations

During the year ended 30 June 1966 the following national television stations commenced regular transmissions: *New South Wales*—ABLN Channel 2, Broken Hill area; ABSN Channel 8, Bega-Cooma area; ABTN Channel 1, Manning River area; ABUN Channel 7, Upper Namoi area; *Victoria*—ABMV Channel 4, Mildura area; ABSV Channel 2, Murray Valley area; *Queensland*—ABWQ Channel 6, Wide Bay area; *South Australia*—ABGS Channel 1, South East area; *Western Australia*—ABAW Channel 2, Southern Agricultural area; ABCW Channel 4, Central Agricultural area. The following commercial television stations also commenced regular transmissions during the year ended 30 June 1966. *New South Wales*—CWN Channel 6, Central Western Slopes area; ECN Channel 8, Manning River area; MTN Channel 9, Murrumbidgee Irrigation area; *Victoria*—STV Channel 8, Mildura area; *Queensland*—TVQ Channel 0, Brisbane; SDQ Channel 4, Southern Downs area; *South Australia*—SAS Channel 10, Adelaide; SES Channel 8, South East area. Particulars of all television stations in operation at 31 December 1964 are shown in Year Book No. 51, pages 598-9. The following table shows the number of television stations in operation at 30 June 1966.

**TELEVISION STATIONS: STATES AND AUSTRALIAN CAPITAL TERRITORY
30 JUNE 1966**

Type of station and location	New South Wales	Victoria	Queensland	South Australia	Western Australia	Tasmania	Australian Capital Territory	Total
National—								
Metropolitan .	1	1	1	1	1	1	1	7
Country .	10	7	4	2	3	1	..	27
<i>Total, National</i>	<i>11</i>	<i>8</i>	<i>5</i>	<i>3</i>	<i>4</i>	<i>2</i>	<i>1</i>	<i>34</i>
Commercial—								
Metropolitan .	3	3	3	3	2	1	1	16
Country .	10	6	5	1	..	1	..	23
<i>Total, Commercial</i>	<i>13</i>	<i>9</i>	<i>8</i>	<i>4</i>	<i>2</i>	<i>2</i>	<i>1</i>	<i>39</i>
All stations .	24	17	13	7	6	4	2	73

Tables showing the call sign, location, frequencies, polarisation, aerial power, and weekly hours of transmission of National and Commercial television stations in operation at 30 June 1966 are shown in *Transport and Communication*, Bulletin No. 57.

Broadcast listeners' and television viewers' licences

Broadcast listeners', television viewers', and combined receiving licences are issued at post offices in accordance with the provisions of the *Broadcasting and Television Act 1942-1966*, which stipulates that, except as prescribed, a person shall not use, maintain or have in his possession a broadcast or television receiver unless there is in force a licence which applies to that receiver. A broadcast listener's licence or a television viewer's licence, whichever is appropriate, authorises the operation of any broadcast receiver or any television receiver, which is: (a) in the possession of the holder of a licence, or of a member of his family, at the address specified in the licence and is ordinarily kept at that address; (b) installed in a vehicle which is ordinarily in the possession of the holder, or a member of his family, and is ordinarily kept at that address when not in use. A person who has both broadcast and television receivers at the one address is required to take out a combined receiving licence, provision for which was introduced by legislation effective from 1 April 1965.

A licence may be granted free of charge to a blind person over 16 years of age or to a person or authority conducting a school, and at a concession rate to certain classes of pensioners. Receivers provided for the use of inmates of an institution (including a hospital) are covered by an appropriate licence held by the institution. Persons residing in Zone 2 may also be granted a broadcast listener's licence at a reduced rate. Zone 1 is the areas within 250 miles of specified broadcasting stations and Zone 2 is the remainder of Australia.

Each broadcast or television receiver let out on hire (except under a hire purchase agreement) must be covered by a hirer's licence held by the person or firm from whom the receiver is hired. The keeper of a lodging house (which includes a hotel, motel, boarding house, or any other premises where lodging or sleeping accommodation is provided for reward) must take out a lodging house licence for each broadcast or television receiver provided by the proprietor in any room or part of the lodging house occupied or available for occupation by lodgers.

The fees payable for the various classes of licence are as follows.

BROADCAST LISTENERS' AND TELEVISION VIEWERS' LICENCES: RATES

Licence	Ordinary rate	Pensioner rate
	\$	\$
Broadcast listener's licence and hirer's licence for a broadcast receiver Zone 1	5.50	1.00
Zone 2	2.80	0.70
Lodging house licence for a broadcast receiver Zone 1	5.50	..
Zone 2	2.80	..
Television viewer's licence and hirer's licence for a television receiver	12.00	3.00
Lodging house licence for a television receiver	12.00	..
Combined receiving licence	17.00	4.00

Numbers of broadcast listeners' and television viewers' licences

BROADCAST LISTENERS' LICENCES IN FORCE(a): STATES, 1925 TO 1966

30 June—	N.S.W. (b)	Vic.	Qld	S.A.(c)	W.A.	Tas.	Aust.
1925	34,857	20,290	1,267	3,331	3,562	567	63,874
1930	111,253	140,072	23,335	25,729	5,755	6,048	312,192
1935	279,166	237,247	67,546	76,515	41,257	20,121	721,852
1940	458,256	348,264	151,152	124,928	87,790	42,191	1,212,581
1945(d)	548,074	394,315	180,089	146,611	98,210	47,930	1,415,229
1950(d)	683,271	505,078	260,033	195,261	133,199	64,369	1,841,211
1955	746,050	549,690	293,542	223,593	150,199	71,602	2,034,676
1960	832,659	606,587	344,198	249,148	171,693	78,900	2,283,185
1965(e)	849,291	644,618	343,401	269,040	175,443	75,849	2,357,642
1966(e)	929,119	716,594	340,687	281,747	169,709	88,095	2,525,951

(a) Includes short-term hirers' licences. (b) Includes Australian Capital Territory. (c) Includes Northern Territory. (d) Excludes licences for receivers in excess of one. These licences were introduced in July 1942 and were abolished on 31 December 1951. (e) Includes combined broadcast listeners' and television viewers' licences.

TELEVISION VIEWERS' LICENCES IN FORCE(a): STATES, 1957 TO 1966

30 June—	N.S.W. (b)	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
1957	28,912	44,986	..	..	..	(c) 11	73,909
1960	409,334	353,091	67,337	84,967	35,604	4,662	954,995
1961	488,516	401,395	113,954	124,808	69,628	18,985	1,217,286
1962	564,707	460,558	142,422	143,794	83,951	29,003	1,424,435
1963	637,766	530,256	178,391	167,502	95,907	45,503	1,655,325
1964	721,043	581,286	214,763	194,430	115,272	55,305	1,882,099
1965(d)	787,507	620,996	243,660	208,642	123,741	60,079	2,044,625
1966(d)	843,103	662,595	277,182	233,726	142,881	66,187	2,225,674

(a) Includes short-term hirers' licences. (b) Includes Australian Capital Territory. (c) These licences were for television sets in the north coast area of Tasmania which were able to receive programmes from Victoria. (d) Includes combined broadcast listeners' and television viewers' licences.

The numbers of combined receiving licences included in both of the foregoing tables as at 30 June 1966 are: New South Wales, 694,910; Victoria, 574,955; Queensland, 217,924; South Australia, 188,695; Western Australia, 114,593; Tasmania, 55,778; Australia, 1,846,855.

Of 2,225,674 television viewers' including combined licences in force at 30 June 1966, 144,736 were held by short-term hirers, and could not be separated into metropolitan licences or country licences. Persons living in the metropolitan area held 1,347,497 or 65 per cent of the remainder. Short-term hirers' licences (included above) at 30 June 1966 were: New South Wales, 53,120; Victoria, 21,887; Queensland, 23,852; South Australia, 26,581; Western Australia, 15,375; and Tasmania, 3,921.

Revenue received from broadcast and television licence fees

The following table shows the revenue received from broadcast listeners' licence fees and television viewers' licence fees during the years 1961-62 to 1965-66. Figures for 1964-65 and 1965-66 include revenue from fees for combined licences which took effect on 1 April 1965.

REVENUE RECEIVED FROM BROADCAST AND TELEVISION LICENCE FEES STATES, 1961-62 TO 1965-66 (\$'000)

Year	N.S.W. (a)	Vic.	Qld	S.A. (b)	W.A.	Tas.	Aust.
1961-62 . .	9,161	7,243	2,923	2,531	1,574	645	24,077
1962-63 . .	9,860	7,968	3,239	2,837	1,737	784	26,425
1963-64 . .	10,560	8,474	3,590	3,063	1,843	865	28,395
1964-65 . .	12,400	9,811	4,230	3,586	2,124	1,006	33,157
1965-66 . .	13,401	10,335	4,545	3,832	2,285	1,047	35,445

(a) Includes Australian Capital Territory.
fees.

(b) Includes Northern Territory in respect of broadcast licence

TRAVEL

An article outlining the history and growth of travel and the structure of tourist organisations in Australia, prepared by the Australian National Travel Association, appeared in Year Book No. 52, pages 1158-84. The following pages contain the majority of the tables of the original article which it has been possible to bring up-to-date (others appear in other parts of this chapter or Year Book) advanced to the year 1966, together with some revised descriptive matter.

Overseas movement

Overseas arrivals in, and departures from, Australia are classified into three categories, namely: *permanent movement* (i.e. settlers arriving and Australian residents departing permanently); *long-term movement* (i.e. Australian residents returning to Australia after a stay in a country abroad for one year or longer, or departing from Australia with the intention of staying in a country abroad for one year or more, and overseas visitors arriving with the intention of staying in Australia for a year or more or departing after a stay in Australia of a year or more); and *short-term movement* (i.e. all other movements). Statistics relating to long-term and permanent movement are included in Chapter 8, Population. The statistics which follow relate to short-term movement. Short-term movement refers basically to travellers, Australian residents and visitors from overseas, who intend to, or actually do, spend a period of less than twelve months in a country abroad or in Australia. This definition includes the movement of Australian troops, regardless of length of their stay abroad, and persons who come to Australia or go abroad for paid work or to study (as long as their intended or actual length of stay is less than one year). It excludes visitors to Australia and residents on visits abroad if their stay in Australia or in a country abroad is one year or more, all crew, and persons who arrive in and depart from Australia on the same ship's voyage or on the same flight; but includes persons who, on arrival, declare their purpose of visiting Australia to be 'in transit', as long as a change of

ship or flight takes place. Australian residents visiting abroad may be *away from Australia* for more than a year but still be included in the short-term movement as long as their *stay in any one country abroad* is not for a year or more.

Short-term movement—visitors and residents

The following table shows short-term visitor arrivals from, and returns to, overseas countries.

OVERSEAS ARRIVALS AND DEPARTURES—SHORT-TERM MOVEMENT VISITORS, AUSTRALIA, 1957 TO 1966

Year	Arriving			Departing		
	By sea	By air	Total	By sea	By air	Total
1957 . . .	20,464	38,152	58,616	23,097	36,988	60,085
1958 . . .	19,834	41,508	61,342	21,580	39,452	61,032
1959 . . .	18,907	49,213	68,120	21,792	50,238	72,030
1960 . . .	19,581	65,042	84,623	21,804	62,866	84,670
1961 . . .	19,899	79,397	99,296	25,410	77,130	102,540
1962 . . .	19,165	92,259	111,424	23,253	90,330	113,583
1963 . . .	18,066	107,311	125,377	22,358	106,973	129,331
1964 . . .	18,916	128,962	147,878	22,147	128,494	150,641
1965 . . .	20,291	153,037	173,328	24,491	154,442	178,933
1966 . . .	19,547	167,715	187,262	25,541	169,335	194,876

Over the period covered by this table departures exceeded arrivals substantially. The reason lies broadly in the difference between the period of intended stay, as stated on the arrival of the visitor, and the period actually spent in Australia, as stated on his departure, resulting in a different classification on arrival from that on departure.

The following table shows corresponding figures in respect of the short-term movement of Australian residents.

OVERSEAS ARRIVALS AND DEPARTURES—SHORT-TERM MOVEMENT AUSTRALIAN RESIDENTS, 1957 TO 1966

Year	Departing			Returning		
	By sea	By air	Total	By sea	By air	Total
1957 . . .	28,189	25,249	53,438	29,897	26,120	56,017
1958 . . .	28,933	29,955	58,888	28,165	30,900	59,065
1959 . . .	33,715	30,916	64,631	28,070	33,684	61,754
1960 . . .	37,160	40,601	77,761	31,945	43,222	75,167
1961 . . .	41,870	48,010	89,880	34,818	51,390	86,208
1962 . . .	39,230	56,642	95,872	34,531	61,384	95,915
1963 . . .	41,053	71,374	112,427	34,205	76,977	111,182
1964 . . .	43,785	89,463	133,248	36,430	94,924	131,354
1965 . . .	51,138	110,554	161,692	43,382	117,162	160,544
1966 . . .	54,348	128,813	183,161	46,024	135,746	181,770

Information is also available as to the country of embarkation on the ship or aircraft which brought visitors to Australia and the country of disembarkation from the ship or aircraft which took residents abroad. The shipping and flight routes available to intending passengers must be taken into account when considering these figures. They do not necessarily indicate the country of origin of visitors, nor the country of destination of residents going abroad.

**OVERSEAS ARRIVALS AND DEPARTURES—SHORT-TERM MOVEMENT
COUNTRY OF EMBARKATION OF VISITORS ARRIVING
AND COUNTRY OF DISEMBARKATION OF RESIDENTS DEPARTING
AUSTRALIA 1966**

Country of embarkation or disembarkation	Visitors arriving			Residents departing		
	By sea	By air	Total	By sea	By air	Total
Africa	348	2,266	2,614	416	943	1,359
America—						
United States of America	1,797	12,160	13,957	1,680	12,263	13,943
Other	714	817	1,531	1,488	1,115	2,603
Asia—						
Hong Kong	771	8,976	9,747	1,304	7,587	8,891
Malaysia and Singapore .	755	14,164	14,919	3,847	11,648	15,495
Other	1,286	12,091	13,377	7,797	12,779	20,576
Europe—						
United Kingdom and						
Ireland	4,847	7,295	12,142	13,414	4,478	17,892
Other	2,245	4,970	7,215	14,145	8,865	23,010
Oceania—						
New Zealand	4,924	76,626	81,550	7,464	41,858	49,322
Papua and New Guinea .	740	18,915	19,655	1,094	14,526	15,620
Other	1,120	9,435	10,555	1,699	12,751	14,450
Total	19,547	167,715	187,262	54,348	128,813	183,161

For visitors arriving information is also available of their country of last stay (i.e. in which they last stayed for one year or more). No information is available regarding the country in which Australian residents going abroad in the short-term movement intend to spend most time.

**OVERSEAS VISITORS ARRIVING—SHORT-TERM MOVEMENT
COUNTRY OF RESIDENCE(a), AUSTRALIA, 1966**

Country of residence(a)	By sea	By air	Total
Africa—			
Commonwealth countries	206	1,343	1,549
South Africa	196	1,167	1,363
Other	31	412	443
America—			
Canada	913	3,042	3,955
Other Commonwealth countries	16	156	172
United States of America	2,207	25,032	27,239
Other	37	804	841
Asia—			
Ceylon, India and Pakistan	213	1,786	1,999
Hong Kong	467	2,513	2,980
Malaysia and Singapore	591	5,312	5,903
Other Commonwealth countries	24	85	109
Japan	196	3,727	3,923
Other	145	5,180	5,325

(a) Country in which the visitor was last resident for a period of one year or more.

OVERSEAS VISITORS ARRIVING—SHORT-TERM MOVEMENT
COUNTRY OF RESIDENCE(a), AUSTRALIA, 1966—continued

Country of residence(a)	By sea	By air	Total
Europe—			
United Kingdom and Ireland	4,685	18,439	23,124
Other Commonwealth countries	46	139	185
France	114	1,415	1,529
Germany	380	2,209	2,589
Greece	77	319	396
Italy	185	1,098	1,283
Netherlands	997	1,826	2,823
Switzerland	83	912	995
Other	292	2,781	3,073
Oceania—			
Fiji	203	2,130	2,333
New Zealand	5,342	63,446	68,788
Papua and New Guinea	944	18,013	18,957
Other Commonwealth countries	667	1,305	1,972
Other	290	3,124	3,414
Total	19,547	167,715	187,262

(a) Country in which the visitor was last resident for a period of one year or more.

The intended length of stay by visitors to Australia and by residents going abroad is related to the purpose of the journey in the following tables.

OVERSEAS VISITORS ARRIVING—SHORT-TERM MOVEMENT
LENGTH OF STAY, BY STATED PURPOSE OF JOURNEY, 1966

Intended length of stay	Business	Holiday	Education	Other and not stated	In transit(a)	Total
Under 1 week	7,159	8,447	234	1,366	21,362	38,568
1 week and under 2 weeks	8,470	14,797	504	1,423	2,226	27,420
2 weeks and under 3 weeks	6,744	17,670	444	1,441	921	27,220
3 weeks and under 1 month	2,323	13,189	224	661	327	16,724
1 month and under 2 months	4,450	16,215	312	1,755	529	23,261
2 months and under 3 months	1,768	8,947	327	1,075	..	12,117
3 months and under 4 months	1,356	8,186	1,218	956	..	11,716
4 months and under 6 months	575	3,372	324	331	..	4,602
6 months and under 12 months	1,161	6,245	4,038	1,144	..	12,588
Indefinite, not stated, etc.	725	3,019	552	1,622	7,128	13,046
Total	34,731	100,087	8,177	11,774	32,493	187,262

(a) Includes those visitors who stated 'in transit' as the purpose of their journey to Australia and whose intended length of stay did not exceed one month, but excludes passengers passing through Australia without change of ship or aircraft.

**AUSTRALIAN RESIDENTS DEPARTING—SHORT-TERM MOVEMENT
LENGTH OF STAY, BY STATED PURPOSE OF JOURNEY, 1966**

Intended length of stay	Business	Holiday	Education	Other and not stated	Total
Under 1 week	4,445	1,928	107	499	6,979
1 week and under 2 weeks	5,540	7,744	322	606	14,212
2 weeks and under 3 weeks	4,175	17,791	386	714	23,066
3 weeks and under 1 month	2,357	14,611	298	447	17,713
1 month and under 2 months	6,364	20,561	562	1,184	28,671
2 months and under 3 months	4,403	12,684	308	827	18,222
3 months and under 4 months	3,004	9,176	312	887	13,379
4 months and under 6 months	1,350	8,146	149	465	10,110
6 months and under 12 months	2,499	22,875	574	2,587	28,535
Indefinite, not stated, etc.	2,065	8,379	266	11,564	22,274
Total	36,202	123,895	3,284	19,780	183,161

The variation in the length of stay of visitors from different countries is indicated in the next table.

**OVERSEAS VISITORS ARRIVING—SHORT-TERM MOVEMENT
COUNTRY OF RESIDENCE(a) AND INTENDED LENGTH OF STAY
AUSTRALIA, 1966(b)**

Country of residence (a)	Intended length of stay										Total (b)
	Under 1 week	1 and under 2 weeks	2 and under 3 weeks	3 weeks and under 1 month	1 and under 2 months	2 and under 3 months	3 and under 4 months	4 and under 6 months	6 and under 12 months	Indefinite, not stated, etc.	
Africa	181	268	249	122	379	345	261	173	233	109	2,320
America—											
U.S.A.	5,052	6,029	4,337	1,683	3,471	1,426	857	412	1,062	602	24,931
Other	516	647	576	325	786	478	265	190	299	266	4,348
Asia—											
Hong Kong	227	256	237	121	302	169	199	64	409	193	2,177
Malaysia and Singapore	273	467	492	251	703	391	346	186	1,299	318	4,726
Other	1,120	1,669	1,483	392	1,472	746	627	227	626	273	8,635
Europe—											
United Kingdom and Ireland	1,331	1,962	2,340	1,371	3,454	2,105	1,990	1,024	2,034	852	18,463
Other	1,154	1,263	1,247	359	1,185	693	1,096	519	1,793	492	9,801
Oceania—											
New Zealand	5,551	10,874	13,810	10,843	6,663	2,339	1,667	698	2,138	1,979	56,562
Papua and New Guinea	1,403	1,209	972	617	3,007	2,548	3,587	876	2,201	492	16,912
Other	398	550	556	313	1,310	877	821	233	494	342	5,894
Total	17,206	25,194	26,299	16,397	22,732	12,117	11,716	4,602	12,588	5,918	154,769

(a) The country in which the visitor was last resident for a period of one year or more. (b) Excludes 32,493 passengers who stated 'in transit' as the purpose of their journey to Australia and whose intended length of stay did not exceed one month.

The seasonal pattern of overseas short-term travel to and from Australia is shown in the next table which provides monthly figures of arrivals and departures during 1966.

**OVERSEAS ARRIVALS AND DEPARTURES—SHORT-TERM MOVEMENT
MONTH OF ARRIVAL OR DEPARTURE, AUSTRALIA, 1966**

Month	Visitors						Residents					
	Arriving			Departing			Departing			Returning		
	By sea	By air	Total	By sea	By air	Total	By sea	By air	Total	By sea	By air	Total
January .	1,239	13,982	15,221	2,457	18,563	21,020	4,240	9,956	14,196	2,955	17,965	20,920
February .	2,114	15,042	17,156	2,218	13,554	15,772	4,328	7,507	11,835	3,512	10,239	13,751
March .	1,795	13,863	15,658	2,613	14,659	17,272	5,807	9,796	15,603	2,528	9,331	11,859
April .	1,419	12,975	14,394	2,670	14,087	16,757	6,740	11,708	18,448	3,294	8,882	12,176
May .	1,974	13,067	15,041	2,239	14,626	16,865	5,774	13,493	19,267	3,343	10,211	13,554
June .	723	10,229	10,952	1,964	10,741	12,705	5,723	9,829	15,552	2,810	10,668	13,478
July .	867	11,777	12,644	989	11,242	12,231	1,970	9,012	10,982	2,121	9,723	11,844
August .	1,270	14,563	15,833	2,359	14,029	16,388	4,138	11,125	15,263	3,577	11,377	14,954
September .	816	13,572	14,388	1,418	14,259	15,677	2,253	9,114	11,367	2,865	14,126	16,991
October .	1,840	16,021	17,861	1,879	14,400	16,279	4,978	9,465	14,443	7,133	12,356	19,489
November .	2,307	13,841	16,148	2,434	15,900	18,334	4,060	8,476	12,536	5,988	10,905	16,893
December .	3,183	18,783	21,966	2,301	13,275	15,576	4,337	19,332	23,669	5,898	9,963	15,861
Total .	19,547	167,715	187,262	25,541	169,335	194,876	54,348	128,813	183,161	46,024	135,746	181,770

The sex, marital status and age of travellers in the short-term movement to and from Australia are shown in the next table.

**OVERSEAS VISITORS ARRIVING AND AUSTRALIAN RESIDENTS DEPARTING
SHORT-TERM MOVEMENT: MARITAL STATUS AND AGE, AUSTRALIA, 1966**

Characteristics	Visitors arriving			Residents departing		
	Males	Females	Persons	Males	Females	Persons
Marital status—						
Never married	37,214	27,750	64,964	37,353	29,115	66,468
Married	68,968	40,326	109,294	63,762	40,287	104,049
Widowed or divorced	4,049	8,955	13,004	3,418	9,226	12,644
Total	110,231	77,031	187,262	104,533	78,628	183,161
Age (years)						
9 and under	5,989	5,748	11,737	5,030	4,770	9,800
10 to 19	7,870	8,049	15,919	7,420	8,010	15,430
20 to 49	66,246	35,517	101,763	64,397	38,397	102,794
50 and over	30,126	27,717	57,843	27,686	27,451	55,137
Total	110,231	77,031	187,262	104,533	78,628	183,161

Direct transit travellers

As stated on page 486, all the preceding figures in this section exclude persons who arrive in and depart from Australia on the same ship's journey or on the same flight. Persons thus excluded are not all normally considered visitors to Australia. For instance, settlers or other persons going to New Zealand, Papua and New Guinea or other neighbouring countries or leaving such countries may travel through Australia on their way. On the other hand, all persons visiting Australia on cruise vessels, which may remain in Australian waters for a considerable time, are also treated as direct transit travellers and are thus excluded from the figures shown on previous pages. In 1966, 34,366 persons were reported as direct transit passengers on ships calling at Australian ports, accounting for approximately 218,000 passenger-days between arrival at first port and departure from last port in Australia.

OVERSEAS SHIPPING PASSENGERS IN DIRECT TRANSIT(a)
AUSTRALIA, 1966

Approximate period from first to last Australian port (days)				Passengers	Passenger-days
				per cent	per cent
2 or less	..	..	..	13.9	3.0
3- 4	..	..	..	17.4	9.1
5- 6	..	..	..	16.3	14.6
7- 8	..	..	..	23.6	27.8
9-10	..	..	..	22.9	32.9
11-21	..	..	..	5.5	10.6
22 and over	..	..	..	0.4	2.0
Total	..	..	..	100.0	100.0

(a) Persons who arrived in and departed from Australia on the same ship's voyage.

Interstate and other internal movement

Information about the volume and pattern of travel within Australia is limited. Figures are available on passengers transported in Australia by sea, air and rail, but the last two do not distinguish different types of travellers, nor provide detail of their origins and destinations. The following tables show particulars of passengers carried interstate by sea and on internal air services. Statistics of rail passengers are shown on pages 449-51.

**INTERSTATE PASSENGERS BY SEA, BY STATE OR TERRITORY OF EMBARKATION
AND OF DISEMBARKATION, 1966(a)**

State or Territory of embarkation	State or Territory of disembarkation							Total
	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	
New South Wales	1,287	4,377	1,112	1,773	3,349	11,703	34	23,635
Victoria	5,161	2,038	926	411	1,943	46,541	..	57,020
Queensland	467	370	35	88	203	35	..	1,198
South Australia	694	177	13	34	683	1	..	1,602
Western Australia	1,899	1,293	193	227	106	..	999	4,717
Tasmania	11,217	45,045	36	52	16	..	..	56,366
Northern Territory	4	43	6	..	741	..	..	794
Total	20,729	53,343	2,321	2,585	7,041	58,280	1,033	145,332

(a) Excludes crew and persons carried as supernumerary crew.

The table above includes passengers on interstate journeys beginning and ending in the same State or Territory. It excludes, however, passengers on cruises from Australia to the south-western Pacific area and back except when they disembarked in a State or Territory other than the State or Territory of embarkation. It is estimated that about 18,770 travellers embarked on such cruises in 1966. All these, and about one in four of the interstate passengers included above, were carried on overseas vessels. Most of the passengers carried interstate by Australian-licensed vessels travelled between the mainland and Tasmania.

The movement figures in the following table represent total embarkations on, and disembarkations from, each airline flight at the airports specified. Movements to and from Papua and New Guinea and Norfolk Island are included.

**CIVIL AVIATION: INTERNAL PASSENGER MOVEMENT AT PRINCIPAL
AUSTRALIAN AIRPORTS, 1961-62 TO 1965-66**

Airport	1961-62	1962-63	1963-64	1964-65	1965-66
Sydney	1,493,820	1,566,778	1,802,618	2,086,571	2,244,218
Melbourne	1,133,534	1,210,093	1,393,227	1,587,833	1,748,478
Brisbane	506,642	548,044	635,468	754,296	814,097
Adelaide	400,372	468,576	526,764	618,101	738,402
Canberra	199,507	221,810	263,331	318,882	331,203
Perth	129,181	158,606	175,351	209,972	257,406
Hobart	120,274	128,412	143,066	158,287	167,077
Launceston	126,296	131,021	142,490	152,175	155,057
Townsville	87,038	95,227	111,207	137,079	152,384
Coolangatta	54,381	54,387	61,949	76,720	88,456
Cairns	55,829	62,720	69,914	83,503	83,996
Mackay	38,502	38,270	45,310	61,071	72,411
Rockhampton	37,981	41,623	46,524	55,809	63,250
Darwin	25,803	29,721	34,159	38,804	49,131
Devonport	34,329	35,971	39,377	45,401	48,089
Wagga	39,868	36,836	41,135	43,404	46,179
Cooma	39,156	40,733	46,864	50,757	44,098
Kingscote	29,008	30,792	32,821	40,591	42,197
Dubbo	37,238	36,423	40,791	34,904	41,903
Port Lincoln	30,342	32,057	33,859	38,858	41,024
Wynyard	27,907	29,715	32,020	34,966	40,617
Tamworth	30,522	31,592	36,869	40,253	37,589

Tourist organisation

The *Australian Tourist Commission* was established by the Commonwealth Government under the *Australian Tourist Commission Act 1967*. Its objectives are the encouragement of visits to Australia, and travel in Australia, by people from other countries. The Commission comprises a Chairman appointed by the Commonwealth Government; a representative of each of two Commonwealth Departments; two appointees to represent private industry, selected by the Commonwealth Government from a panel of names put forward by the Australian National Travel Association; and two non-voting representatives nominated by the State Governments.

For 1967-68 the Commonwealth Government provided \$1,550,000 to the Commission, to be spent on advertising campaigns and in associated promotional activities in overseas countries, particularly in New Zealand, North America, the United Kingdom, and Western Europe. The Commission brings to Australia travel agents, writers, photographers, and other publicists to see at first hand what the country has to offer visitors. It takes no part in the detailed organisation of tourist activities in Australia. It has its Head Office in Melbourne and branch offices in London, New York, San Francisco, Auckland, and Sydney.

The *Australian National Travel Association*, which is described on pages 1161-2 of the special article Travel and Tourism in Year Book No. 52, was formerly responsible, *inter alia*, for the promotion overseas of Australia as a tourist destination.

Following the creation of the Australian Tourist Commission, it now concentrates on the encouragement of the growth and development of travel and tourism within Australia, particularly by improving the standard and variety of facilities provided by private enterprise for the use of overseas visitors. It acts as a co-ordinating body for its members, provides a clearing house for information, and conducts surveys into aspects of tourist activity. The Association is governed by a Board representative of industries and services such as transport, accommodation, travel agents, Chambers of Commerce, the Australian Automobile Association, and retail traders. An Executive Committee guides the Association's activities between Board meetings.

