

CHAPTER 12

TRANSPORT, COMMUNICATION AND TRAVEL

The statistics in this chapter relate in the main to the year 1966–67, 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*, and in the annual mimeographed statement *Motor Vehicle Registrations*. 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*, *Overseas Shipping Cargo* (quarterly), *Motor Vehicle Registrations* (monthly) and two preliminary monthly statements *Registrations of New Motor Vehicles*, *Road Traffic Accidents involving Casualties* (quarterly), and *Overseas Arrivals and Departures* (monthly and quarterly)—see page 451. 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, 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.

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.

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.

Further details of the work of the Australian Transport Advisory Council and its standing committees are given in Year Book No. 53, 1967, pages 421–4.

SHIPPING Control of shipping

Commonwealth navigation and shipping legislation

Section 51 (i) of the Commonwealth Constitution empowers the Parliament of the Commonwealth 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.

Legislation before 1914–18 War. The first essay in the way of legislation in this direction was made in March 1904, when a Bill for a Navigation and Shipping Act was introduced in the Senate by the Attorney-General of the first Deakin Administration. This Bill was withdrawn at an early stage for further consideration and redrafting. The Deakin Ministry resigned in April 1904, and the succeeding Watson Government, in view of the far-reaching and important nature of the Bill, decided to refer it to a Royal Commission for consideration and report. In 1905 the Commission presented a draft Bill, the main principles of which, in so far as they affected overseas shipping, were then, at the invitation of the Imperial Government, considered at an Imperial Shipping Conference held in London in 1907, at which representatives of Great Britain, Australia, and New Zealand were present. The Conference considered, *inter alia*, the following recommendation of the Royal Commission: 'That the coastal trade of the Commonwealth be reserved for ships on the Australian Register, or ships conforming to Australian conditions, and licensed to trade on the Australian coast'; and recommended: 'That the vessels to which the conditions imposed by the law of Australia or New Zealand are applicable should be (i) vessels registered in the colony, while trading therein, and (ii) vessels wherever registered, while trading on the coast of the colony'. The Royal Commission made further modifications of the draft to conform with the resolutions of the Conference, and the resultant Bill was re-introduced in the Senate in September 1907 by the second Deakin Administration. Owing to pressure of other business, however, it lapsed. The Bill was again introduced in the Senate in September 1908, but again it lapsed; proceedings were resumed in 1909, but again the Bill lapsed. It was brought in again in 1910 by the second Fisher Administration, revived in 1911, lapsed again, and finally became, under the last-mentioned Government, the *Navigation Act 1912*. While preparations were being made to bring it into operation, the war broke out, and action was postponed.

Navigation Act 1919 and amending Acts

At the conclusion of the 1914–18 War the proclamation of the 1912 Act could no longer be delayed, and in 1919 the Government introduced another Bill to give power to proclaim different portions of the Act to commence at different times. In order to make the change as gradual as possible, groups of sections were brought into operation from time to time, the first group, which commenced on 1 July 1921, comprising the coasting trade provisions. Other parts of the Act deal with the subjects of masters and seamen, foreign seamen, surveys of ships, unseaworthy ships, passengers, wrecks and salvage, limitation of liability in respect of Government ships, Courts of Marine Inquiry, legal proceedings, and other miscellaneous matters.

Soon after the coasting trade provisions commenced, the owners of a number of intra-State ships took steps to have tested the validity of the application to their ships of the manning and accommodation provisions of the Act. The judgment of the High Court was to the effect that those provisions did not apply to vessels engaged solely in the domestic trade of a State. In consequence of this judgment the Government decided not to enforce the provisions of the Act then in force on any intra-State ship, and similarly other sections since brought into force have not in general been applied to such ships.

Although a considerable amount of shipping has thereby been left to the control of the various State Governments, for all ships trading beyond one State there is uniform procedure in regard to such matters as: (i) the engagement and discharge of seamen; (ii) the standard of accommodation provided for crews; (iii) scales of medicines; (iv) the survey of hulls, machinery and gear; (v) the carriage and stowage of cargo; (vi) loadlines; (vii) the adjustment of compasses; and (viii) the examination of masters, mates, and engineers for certificates of competency.

The Act provides for the granting of licences to ships to engage in the coasting trade if they meet the requirements of Section 288 in relation to Australian manning scales and the payment of wages in accordance with Australian award conditions. Non-Australian vessels are not excluded from engaging in the coasting trade under licence, but because of the high standard of pay and accommodation on Australian licensed vessels, virtually no non-Australian shipowner seeks a licence. Section 286(1.) of the Act provides that if no licensed ship is available for a service between ports, or if the service carried out is inadequate, the Minister may, if satisfied it is in the public interest to do so, grant permits to unlicensed ships to engage in the trade. In addition, foreign ships have occasionally been permitted to trade under exemptions granted under section 422A of the Act.

The 1919 Act also extended the coasting trade provisions of the Act to the Territories under the authority of the Commonwealth, and to those governed under a Mandate. In 1925, however, it was found necessary in the interest of the development of the Territories to issue an Order in Council directing that trade with and in the Territories of Papua and New Guinea should not be deemed to be engaging in the coasting trade. Another amending Act, passed in 1920, enabled the Commonwealth to give effect to provisions of the International Convention for the Safety of Life at Sea, and to grant permits to British ships to trade on the coast in special circumstances. A 1934 amendment brought the Act into line with a new International Convention for the Safety of Life at Sea (1929) and with an International Load Line Convention (1930). Further amendments were made in 1942 and by the *Statute Law Revision Act 1950*.

During the 1939–45 War a Maritime Industry Commission was established under National Security Regulations to deal with a limited number of industrial questions, and many of its Orders extended or modified provisions of the Navigation Act in regard to officers and seamen. Following serious postwar hold-ups in the shipping industry, the Act was amended in 1952, establishing machinery thereunder which replaced the Commission and dealt with industrial questions in the industry and with the allied problems of seamen and crew accommodation. Two Committees were set up under the Act to deal with the matters of the disciplining of seamen and with crew accommodation. Each Committee was made up of four members representative of shipowners, one of deck officers, one of engine-room officers and two of seamen other than officers, with an officer of the Department of Shipping and Transport as Chairman. Any question regarding administration or the making of regulations, etc. may be referred to the Marine Council, which is the disciplining Committee, but it is obligatory on the Minister to seek the Council's advice upon all proposed regulations with respect to the scales of officers, crew and provisions.

In 1956 the provisions relating to arbitration machinery, which had been inserted into the framework of the Act by the 1952 amendments, were repealed when the Arbitration Court was reconstituted as the Conciliation and Arbitration Commission.

The 1953 amending Navigation Act, which was brought into operation in 1959, amended the Principal Act to enable the Commonwealth to accept a further Safety of Life at Sea Convention (that of 1948), and in 1958, 1961, and 1965 further substantial amendments were made as the result of a series of general reviews of the provisions of the Act; these amendments corrected anomalies which had arisen or had been discovered, and brought the legislation into line with the developing shipping practices of other maritime nations. In 1966 the Statute Law Revision (Decimal Currency) Act provided for the conversion of all monetary references in the Act to decimal currency, and in 1967 a new amending Act was passed to enable Australia to accept still another Safety of Life at Sea Convention which had been drawn up in 1960. (This Act came into force on 20 March 1968.)

Other Commonwealth Acts connected with shipping. Other Commonwealth Acts connected with shipping are the *Sea Carriage of Goods Act 1924*, the *Seamen's Compensation Act 1911–1967*, the *Seamen's War Pensions and Allowances Act 1940–1967*, 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*, the *Submarine Cables and Pipelines Protection Act 1963–1966*, and the *Lighthouses Act 1911–1966*, the last-mentioned being made under Section 51 (vii) of the Constitution, which provides power in respect of 'lighthouses, lightships, beacons and buoys'.

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 1967 comprised thirty-seven vessels totalling 224,224 gross tons. These vessels included eight 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 vehicle deck vessels *Empress of Australia*, 12,037 gross tons and *Princess of Tasmania*, 3,981 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 *Darling River*, 33,774 gross tons.

At 30 June 1967 vessels on order at Australian shipyards for the Commission included three 4,000 tons deadweight vehicle deck cargo vessels, a 55,000 tons deadweight bulk carrier, and an additional passenger vehicle deck vessel to operate between Melbourne and Tasmania.

Six terminals have been established in Melbourne, Sydney and Tasmania to service the Line's vehicle deck vessels.

During 1966–67 the passenger vessels 'Empress of Australia' and 'Princess of Tasmania' and the vehicle deck cargo vessel 'Bass Trader' carried a total of 113,587 passengers, 33,156 passengers' and trade vehicles, and 985,526 tons of commercial cargo between the mainland and Tasmania. Over the same period a total of 7,236,487 tons of cargo was carried by Australian National Line vessels.

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.

To 31 January 1968 the Board had arranged for the construction of 117 merchant vessels, and in addition one semi-submersible oil drilling rig, a suction hopper dredger, and a survey vessel. The deadweight tonnage of these vessels (not including the drilling rig and the dredger) was approximately 802,500 tons, at a cost of \$255 million. There were thirty-five smaller vessels to which the shipbuilding subsidy did not apply.

Current orders held by the Board at 31 January 1968 included nineteen vessels totalling 140,000 tons deadweight, and in addition two large dredgers and a 250-ton capacity floating crane. (These vessels are not classified in tons deadweight.)

The orders held include three bulk carriers ranging to 55,000 tons deadweight, two tankers, two dredgers, the floating crane, two specialised container vessels, one passenger cargo vessel, three roll-on roll-off vessels, one off-shore drilling rig supply vessel, a passenger ferry for Sydney Harbour, and a number of tugs.

Vessels under negotiation include tugs, three more off-shore oil rig supply vessels, and eight specialised vessels for gas or oil pipelines.

There are five major Australian shipyards building merchant vessels—two in Queensland, two in South Australia, and one in New South Wales; and two shipyards engaged principally in naval shipbuilding—one in New South Wales and one in Victoria. There are also numerous smaller yards, situated in every State, building smaller steel and wooden working and pleasure craft.

Shipbuilding subsidy. The Australian shipbuilding industry has been subsidised since 1947, and following the 1963 Tariff Board inquiry into measures of assistance to the Australian shipbuilding industry, the Government decided to extend the shipbuilding subsidy at its existing rate of up to one-third of the cost of construction to include all types of vessels of 200 tons gross and over built in recognised shipyards and intended for use in Australian coastal or inland waterways. This came into effect on 20 May 1964. In respect of vessels of less than 200 tons gross Australian shipbuilders are afforded protection under the Customs Tariff.

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 responsible for the recruitment of waterside workers.

In October 1965 the Government invited the Australian Council of Trade Unions, the Waterside Workers' Federation of Australia, the Association of Employers of Waterside Labour, the Australian Stevedoring Industry Authority, and the Department of Labour and National Service to confer under the chairmanship of Mr A. E. Woodward, Q.C., with the overall objective of improving the long-term conditions in the stevedoring industry. Following a series of meetings, the Conference, known

as the National Stevedoring Industry Conference, published a General Report in April 1967 recording agreement between the parties on a number of matters. These included *inter alia* weekly hire for all registered waterside workers in major ports, together with a pension scheme and provision for reducing the statutory retirement age progressively from seventy to sixty-five years of age. Special arrangements have been agreed to cover any prospective redundancy problems. Following adoption of the Report by all the parties, including the Government, enabling legislation was introduced to allow the changes to be implemented. Permanent employment was commenced in Sydney on 27 November 1967. Other appropriate ports will follow progressively.

The statutory provisions relating to the industry are now contained in the *Stevedoring Industry (Temporary Provisions) Act 1967* (and Regulations made thereunder), the *Stevedoring Industry Act 1956-1966*, and Division 4 of Part III of the *Conciliation and Arbitration Act 1904-1967*.

Trade Practices Act 1965-1967 (Part XA)

The Trade Practices Act Part XA (Overseas Cargo Shipping) came into force on 1 September 1967. The Part is administered by the Minister for Trade and Industry.

The Act provides for the filing, with the Clerk of Shipping Agreements, of certain agreements of a specified character between shipowners operating in the outward trades from Australia. A shipowner who is a party to such an agreement may be called upon to negotiate with a 'shipper body' with regard to arrangements for, and the terms and conditions that are to be applicable to, the cargo shipping to which the agreement relates. A 'shipper body' is an association, designated by the Minister, that represents the interests of producers and shippers of Australian export goods. Whether a shipowner has failed so to negotiate, or whether the services provided pursuant to the agreement are adequate, efficient or economical, are matters that may be referred by the Minister for inquiry and report by the Trade Practices Tribunal. Certain powers are vested in the Governor-General to disapprove an agreement after consideration of a report to the Minister by the Tribunal. A probable effect of such a disapproval would be to force the shipowners to carry on business as individuals, and not as members of a 'conference'. ('Conferences' are the associations into which shipowners traditionally combine in the cargo liner trades). The Governor-General may, however, in his discretion approve such a shipowner entering into another similar agreement.

In addition to the provisions relating to conferences the Act also makes similar provisions for trades where only one line is operating. Such a line may, as a result of a declaration by the Governor-General, be prohibited from engaging in certain specified activities in carrying on that business, e.g. engaging in freight-cutting with the object of substantially damaging the business of another shipowner.

The Act also contains provisions which secure rights for Australian flag vessels to operate in the trades from Australia.

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 395-6). For the purpose of these statistics all external territories are treated as overseas countries.

Returns are submitted by shipping companies or their representatives to Customs Houses at each port throughout Australia. A return is submitted for each movement of a vessel into and out of a port except for (i) naval vessels; (ii) yachts and other craft used for pleasure; (iii) foreign fishing vessels that neither load nor discharge cargo; and (iv) vessels of 200 net tons and under.

Cargo is recorded on returns either in terms of units of weight or in terms of units of measurement (a ton measurement is a unit of 40 cubic feet). Statistics show separate figures for cargo recorded in tons weight and cargo recorded in tons measurement. Type of vessel is shown on returns, and on the basis of this information separate cargo statistics are compiled for two groups—liner services; and tramps, bulkships, and tankers.

Returns for vessels arriving at an Australian port show cargo classified by the ports at which it was loaded. Similarly, cargo loaded at an Australian port is shown according to the ports at which it will be discharged. Overseas ports shown are not necessarily ports of origin or ultimate discharge because previous or subsequent transshipments overseas are not taken into account. Domestic transshipments can take place in Australian ports before overseas cargo is loaded or after it is discharged by reporting vessels, and for these movements the cargo is treated in the statistics as inter-state (or intra-state) cargo. Statistics for coastal cargo also do not take into account ports of origin or ultimate discharge of transhipped cargo.

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.

Except in Shipping at principal ports (pages 398-9), intrastate (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 1962-63 to 1966-67.

OVERSEAS SHIPPING: ENTRANCES AND CLEARANCES (COMBINED) OF VESSELS DIRECT, AUSTRALIA 1962-63 TO 1966-67

	1962-63	1963-64	1964-65	1965-66	1966-67 (a)
Number of vessels	6,762	7,477	7,601	7,958	7,994
Net tonnage '000 tons	37,584	41,640	43,295	46,382	55,062

(a) Excludes vessels of 200 net tons and under.

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 1966-67.

OVERSEAS SHIPPING: ENTRANCES AND CLEARANCES OF VESSELS DIRECT, STATES AND NORTHERN TERRITORY, 1966-67 (a)

		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	number	1,241	492	833	352	900	87	72	3,977
	'000 net tons	9,000	3,259	4,848	3,078	6,677	321	261	27,444
Clearances	number	1,076	553	1,018	287	984	56	43	4,017
	'000 net tons	8,391	5,164	5,468	1,282	6,861	253	200	27,618

(a) Excludes vessels of 200 net tons and under.

Country of registration of overseas shipping

Particulars of overseas shipping which entered Australian ports during each of the years 1964-65 to 1966-67 are given in the following table according to country of registration of vessels.

OVERSEAS SHIPPING: ENTRANCES DIRECT, BY COUNTRY OF REGISTRATION OF VESSELS
AUSTRALIA, 1964-65 TO 1966-67
(^{'000} net tons)

Vessels registered at ports in—	1964-65	1965-66	1966-67 (a)	Vessels registered at ports in—	1964-65	1965-66	1966-67 (a)
Australia	119	141	368	Panama	551	423	648
Denmark	387	262	409	Sweden	769	686	930
France(b)	403	540	432	United Kingdom	6,936	7,109	7,576
Germany, Federal Republic of	710	590	454	United States of America	260	296	265
Greece	1,264	1,384	1,746	Other countries	711	409	579
Hong Kong	373	289	296				
India	86	244	229	All countries—			
Italy	752	712	894	In cargo	16,355	16,952	18,069
Japan	1,850	2,628	3,426	Proportion of total %	75.4	73.6	65.8
Liberia	1,833	2,643	3,979	In ballast	5,334	6,090	9,375
Netherlands	1,122	1,020	1,135	Proportion of total %	24.6	26.4	34.2
New Zealand	378	375	375				
Norway	3,185	3,291	3,703	Grand total	21,689	23,042	27,444

(a) Excludes vessels of 200 net tons and under.
58 during 1966-67).

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

Australian registered tonnage which entered Australian ports from overseas during the year 1966-67 represented 1.3 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. 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. See also page 390 of this Year Book.

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		
Clears Fremantle for Adelaide . . .		Interstate direct	
Enters Adelaide from United Kingdom via Fremantle . . .			Overseas via States
Clears Adelaide for Melbourne . . .		Interstate direct	
Enters Melbourne from United Kingdom via Adelaide . . .			Overseas via States
Clears Melbourne for Sydney . . .		Interstate direct	
Enters Sydney from United Kingdom via Mel- bourne . . .			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 *oversea 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 1964-65 to 1966-67.

**INTERSTATE MOVEMENT: ENTRANCES OF VESSELS INTERSTATE DIRECT, STATES
AND NORTHERN TERRITORY, 1964-65 TO 1966-67**

State or Territory	Number			Net tons ('000)		
	1964-65	1965-66	1966-67 (a)	1964-65	1965-66	1966-67 (a)
New South Wales . . .	2,154	1,976	1,757	7,388	7,889	7,626
Victoria . . .	1,777	1,861	1,806	5,606	5,489	5,730
Queensland . . .	879	806	803	2,656	2,670	2,785
South Australia . . .	1,222	1,163	1,117	4,595	4,381	4,700
Western Australia . . .	700	735	683	3,413	3,827	3,699
Tasmania . . .	1,151	1,258	1,437	2,136	2,464	3,048
Northern Territory . . .	82	81	72	159	147	200
Australia . . .	7,965	7,880	7,675	25,953	26,867	27,789

(a) Excludes vessels of 200 net tons and under.

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, 1966-67(a)

		<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>Aust.</i>
Entrances	number	818	1,034	320	420	105	160	4	2,861
	'000 net tons	4,095	6,732	1,392	1,973	558	715	18	15,483
Clearances	number	834	826	273	480	68	293	14	2,788
	'000 net tons	3,776	4,013	1,260	2,228	499	1,196	58	13,030

(a) Excludes vessels of 200 net tons and under.

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 1966-67 together with the aggregate net tonnage.

INTERSTATE MOVEMENT: TOTAL ENTRANCES AND CLEARANCES STATES AND NORTHERN TERRITORY, 1966-67(a)

		<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>Aust.</i>
Entrances	number	2,575	2,840	1,123	1,537	788	1,597	76	10,536
	'000 net tons	11,721	12,462	4,177	6,673	4,257	3,763	218	43,272
Clearances	number	2,749	2,781	962	1,589	706	1,656	99	10,542
	'000 net tons	12,320	10,534	3,615	8,472	4,117	4,075	265	43,398

(a) Excludes vessels of 200 net tons and under.

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 1962-63 to 1966-67.

INTERSTATE MOVEMENT: TOTAL ENTRANCES AND CLEARANCES AUSTRALIA, 1962-63 TO 1966-67

		<i>1962-63</i>	<i>1963-64</i>	<i>1964-65</i>	<i>1965-66</i>	<i>1966-67</i> (a)
Entrances	number	10,552	11,040	11,172	11,113	10,536
	'000 net tons	37,428	40,747	42,569	43,644	43,272
Clearances	number	10,746	10,985	11,229	11,097	10,542
	'000 net tons	37,862	40,400	42,532	43,609	43,398

(a) Excludes vessels of 200 net tons and under.

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 1966-67, together with the net tonnage.

SHIPPING ENGAGED SOLELY IN INTERSTATE TRADE: ENTRANCES, STATES AND NORTHERN TERRITORY, 1966-67(a)

		<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>Aust.</i>
Entrances	number	1,101	1,204	329	748	344	1,154	57	4,937
Net tons	'000	4,730	2,712	872	2,870	1,763	2,224	115	15,287

(a) Excludes vessels of 200 net tons and under.

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 1967.

**AUSTRALIAN TRADING VESSELS OF 200 GROSS TONS OR MORE
31 DECEMBER 1967**

(Source: Department of Shipping and Transport)

Vessels	Number	Dead-weight tons	Gross tons
Interstate vessels—			
Australian-owned, Australian-registered	87	676,419	512,674
Overseas-owned, Australian-registered, engaged in Australian coastal trade—New Zealand-owned	9	25,737	22,898
Other	9	156,222	105,513
Overseas-owned, overseas-registered, on charter, engaged in Australian coastal trade	2	70,791	47,605
Total interstate vessels	107	929,169	688,690
Intrastate vessels	21	28,931	24,220
Total coastal trading vessels	128	958,100	712,910
Overseas trading vessels—			
Australian-owned, Australian-registered operated mainly on overseas services	7	55,142	43,277
Australian-owned, overseas-registered operated wholly on overseas services	8	75,690	56,768
Total overseas trading vessels	15	130,832	100,045
Total Australian trading vessels	143	1,088,932	812,955

Shipping at principal ports

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

The following table shows the total volume of shipping—overseas, interstate and coastal—which entered the principal ports of Australia during the years 1965–66 and 1966–67. The movements of warships and of other non-commercial vessels are excluded from the table.

**TOTAL SHIPPING: ENTRANCES AT PRINCIPAL PORTS, AUSTRALIA
1965-66 AND 1966-67**

Port of entry	1965-66		1966-67(a)		Port of entry	1965-66		1966-67	
	Number	Net tons	Number	Net tons		Number	Net tons	Number	Net tons
		'000		'000			'000		'000
New South Wales—					Western Australia—				
Sydney(b)	4,155	16,760	4,052	16,901	Fremantle(d)	1,562	8,383	1,392	8,188
Newcastle	1,818	5,845	1,810	6,241	Albany	151	800	159	798
Port Kembla	1,065	4,623	986	5,190	Bunbury	168	727	157	757
Victoria—					Carnarvon	41	43	15	22
Melbourne	3,008	12,267	2,910	12,318	Geraldton	138	566	159	688
Geelong	637	3,614	583	3,648	Yampi	208	1,190	185	1,267
Queensland—					Tasmania—				
Brisbane	1,585	6,405	1,466	6,621	Hobart	547	1,449	559	1,572
Bowen	27	101	21	98	Burnie	491	1,294	536	1,389
Cairns	283	693	207	635	Devonport	388	768	362	716
Gladstone	138	1,017	160	1,319	Launceston	548	1,194	430	1,368
Mackay	167	675	156	654	Northern Territory—				
Rockhampton	76	313	98	415	Darwin	147	358	133	388
Townsville	349	1,103	322	1,193					
South Australia—									
Adelaide(c)	2,460	7,539	2,055	7,624					
Port Lincoln	329	535	341	671					
Port Pirie	413	916	435	937					
Rapid Bay	90	283	71	248					
Wallaroo	48	177	38	194					
Whyalla	479	1,988	399	2,011					

(a) Excludes vessels of 200 net tons and under except for South Australian ports. (b) Includes Botany Bay.
(c) Includes Port Stanvac. (d) Includes Kwinana.

The following table shows the total shipping tonnage which entered the principal ports of Australia, New Zealand and the United Kingdom during 1966-67.

TOTAL SHIPPING: ENTRANCES AT PORTS, AUSTRALIA, NEW ZEALAND AND THE UNITED KINGDOM, 1966-67
(*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)	16,901	Wellington	5,369	<i>continued</i>	
Melbourne (Vic.)	12,318	Auckland	4,833	Manchester (including	
Fremantle (W.A.) ^(b)	8,188	Lyttleton	3,411	Runcorn)	8,244
Adelaide (S.A.) ^(c)	7,624	Whangarei	2,406	Tyne Ports	6,839
Brisbane (Qld)	6,621	Otago	1,349	Hull	7,366
Newcastle (N.S.W.)	6,241	Napier	1,340	Middlesbrough	6,157
Port Kembla (N.S.W.)	5,190	Bluff	1,011	Bristol	5,919
Geelong (Vic.)	3,648	Taranaki	894	Swansea	3,997
Whyalla (S.A.)	2,011			Cardiff	3,138
Hobart (Tas.)	1,572	ENGLAND AND WALES—			
Burnie (Tas.)	1,389	London	47,966	SCOTLAND—	
Launceston (Tas.)	1,368	Southampton	26,679	Glasgow	8,083
Gladstone (Qld)	1,319	Liverpool (including			
Yampi (W.A.)	1,267	Birkenhead)	21,584	NORTHERN IRELAND—	
Townsville (Qld)	1,193	Dover	10,878	Belfast	9,394

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

Shipping cargo

Overseas and interstate cargo

The table on page 400 shows 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, 1962-63 TO 1966-67
(*000 tons)

Year	Overseas cargo				Interstate cargo			
	Discharged		Shipped		Discharged		Shipped	
	Weight	Meas.	Weight	Meas.	Weight	Meas.	Weight	Meas.
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
1966-67	27,109	4,152	32,691	1,943	15,565	1,900	15,692	1,728

CARGO DISCHARGED AND SHIPPED AT PRINCIPAL PORTS, 1966-67

('000 tons)

Port	Overseas cargo				Interstate cargo			
	Discharged		Shipped		Discharged		Shipped	
	Weight	Meas.	Weight	Meas.	Weight	Meas.	Weight	Meas.
New South Wales—								
Sydney	2,531	1,726	4,037	576	1,065	122	356	188
Botany Bay	4,043	..	88	..	89	..	235	..
Newcastle	730	10	4,285	1	3,172	..	1,404	1
Port Kembla	666	..	2,482	4	4,552	..	1,066	..
Other . . . . .	..	..	19	1	26	..	..	..
<i>Total, New South Wales.</i>	<i>7,970</i>	<i>1,737</i>	<i>10,912</i>	<i>582</i>	<i>8,905</i>	<i>122</i>	<i>3,061</i>	<i>189</i>
Victoria—								
Melbourne	3,527	1,538	1,239	590	1,466	677	389	789
Geelong	4,138	18	1,377	8	490	..	593	3
Portland	12	1	165	1	88	..	1	..
Westernport	1,223	..	100	..	57	..	389	..
<i>Total, Victoria</i>	<i>8,901</i>	<i>1,556</i>	<i>2,880</i>	<i>599</i>	<i>2,102</i>	<i>677</i>	<i>1,372</i>	<i>792</i>
Queensland—								
Brisbane	2,389	266	1,112	123	301	26	149	18
Cairns	64	..	319	1	24	5	3	3
Gladstone	86	7	1,746	1	57	1	..	..
Mackay	51	..	622	..	12	10	27	..
Townsville	46	15	561	..	84	12	81	3
Other	12	1	1,817	2	1	2	565	..
<i>Total, Queensland</i>	<i>2,647</i>	<i>289</i>	<i>6,176</i>	<i>127</i>	<i>480</i>	<i>56</i>	<i>826</i>	<i>24</i>
South Australia—								
Port Adelaide	494	323	519	254	886	30	229	12
Ardrossan . . . . .	..	..	160	..	..	..	297	..
Port Lincoln	112	..	468	..	16	..	256	..
Port Pirie	1	..	563	..	125	..	244	..
Port Stanvac	2,008	..	44	..	..	..	523	..
Rapid Bay . . . . .	..	..	..	..	..	..	346	..
Whyalla	73	..	381	..	731	..	3,705	..
Other	66	..	582	..	18	..	290	..
<i>Total, South Australia</i>	<i>2,754</i>	<i>323</i>	<i>2,717</i>	<i>254</i>	<i>1,776</i>	<i>30</i>	<i>5,891</i>	<i>12</i>
Western Australia—								
Fremantle	730	194	2,130	143	652	157	221	36
Albany	150	..	323	9	2	1	..	..
Bunbury	154	..	614	39	..	..	41	..
Dampier	24	..	2,458	..	3	..	..	..
Geraldton	106	4	1,114	..	..	..	10	..
Kwinana	3,022	..	410	..	43	..	631	..
Port Headland	36	..	2,377	..	..	..	9	..
Yampi . . . . .	..	..	71	..	..	..	2,835	..
Other	116	5	126	6	53	..	75	4
<i>Total, Western Australia</i>	<i>4,339</i>	<i>203</i>	<i>9,623</i>	<i>197</i>	<i>754</i>	<i>158</i>	<i>3,821</i>	<i>40</i>
Tasmania—								
Hobart	202	15	112	118	549	179	320	110
Burnie	67	12	61	12	216	172	66	143
Launceston	98	10	41	40	570	149	135	103
Other	6	4	6	15	149	337	99	314
<i>Total, Tasmania</i>	<i>373</i>	<i>41</i>	<i>220</i>	<i>184</i>	<i>1,483</i>	<i>838</i>	<i>620</i>	<i>670</i>
Northern Territory—								
Darwin	126	4	50	..	66	20	3	1
Groote Island . . . . .	..	..	113	..	..	..	99	..
Other . . . . .	..	..	..	..	..	..	..	..
<i>Total, Northern Territory.</i>	<i>126</i>	<i>4</i>	<i>163</i>	<i>..</i>	<i>66</i>	<i>20</i>	<i>102</i>	<i>1</i>
Australia	27,109	4,152	32,691	1,943	15,565	1,900	15,692	1,728

OVERSEAS AND INTERSTATE SHIPPING CARGO: AUSTRALIA

1921-22 TO 1966-67

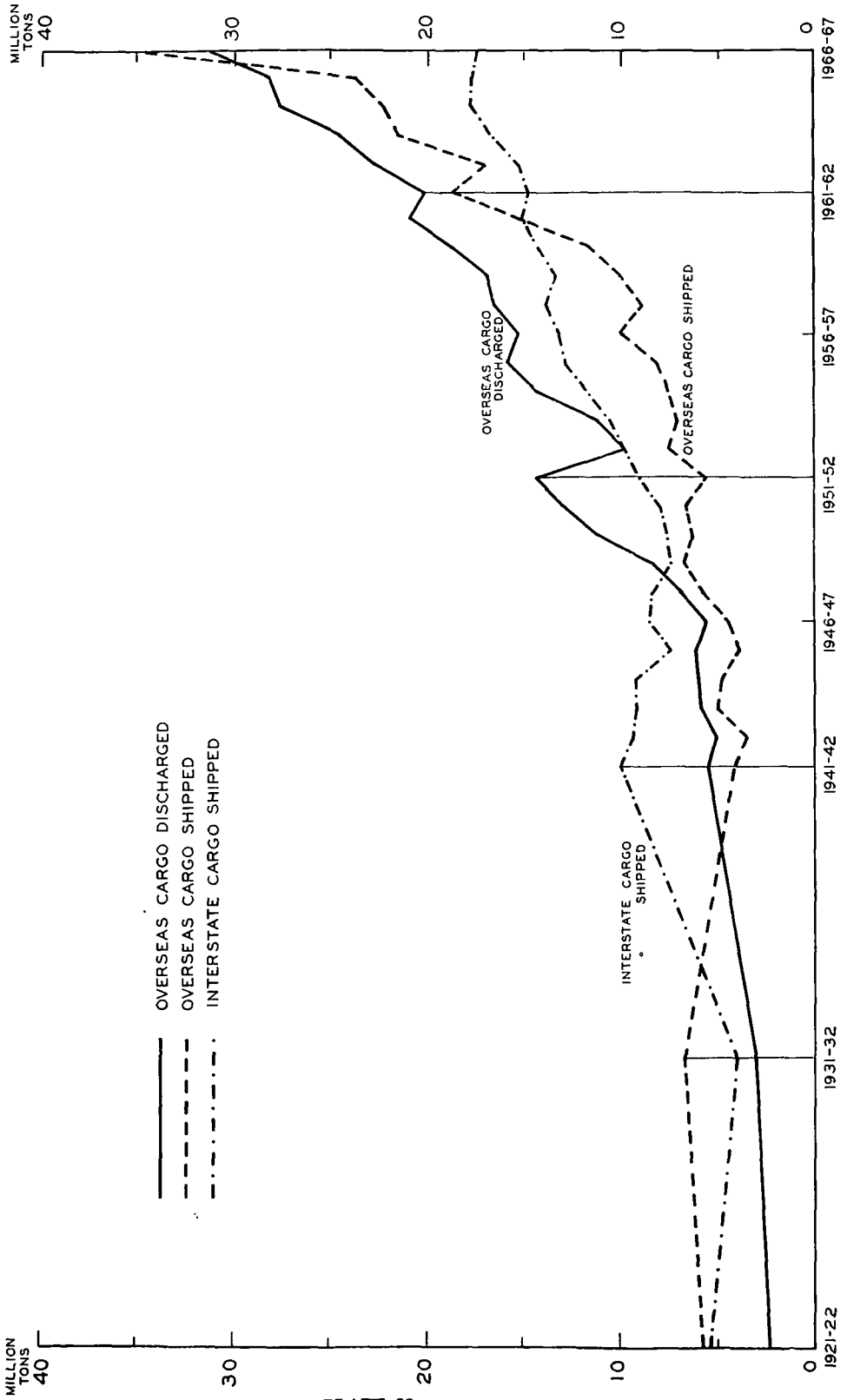


PLATE 38

Overseas cargo according to major trade areas and type of service

The tables on pages 402-5 show for the year 1966-67 particulars of the cargo loaded in Australia for discharge overseas, and of the cargo discharged in Australia from overseas, for each State and the Northern Territory, classified according to the major trade areas of the world, by type of shipping service (i.e. liner, or tramp, bulkship, and tanker). The year 1966-67 is the first for which this information is available. For information about the scope and nature of those statistics see System of record of shipping, page 393.

**CARGO LOADED IN AUSTRALIA FOR DISCHARGE OVERSEAS: MAJOR TRADE AREAS
BY TYPE OF SERVICE: STATES AND NORTHERN TERRITORY, 1966-67
(Tons)**

State or Territory of loading	Liners(a)		Tramps, bulk- ships, tankers		All vessels	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
NORTH AMERICA AND HAWAII						
New South Wales	140,436	21,534	199,452	744	339,888	22,278
Victoria	139,089	41,054	624	857	139,713	41,911
Queensland	165,923	11,514	771,220	307	937,143	11,821
South Australia	52,980	14,559	26,050	551	79,030	15,110
Western Australia	34,103	10,864	180,018	..	214,121	10,864
Tasmania	42,627	2,405	11,699	..	54,326	2,405
Northern Territory	4,285	6	5,517	..	9,802	6
<i>Australia</i>	<i>579,443</i>	<i>101,936</i>	<i>1,194,580</i>	<i>2,459</i>	<i>1,774,023</i>	<i>104,395</i>
SOUTH AMERICA						
New South Wales	9,431	1,235	170,553	412	179,984	1,647
Victoria	14,218	1,816	1,167	412	15,385	2,228
Queensland	4,420	443	30,065	62	34,485	505
South Australia	631	1,280	3,582	120	4,213	1,400
Western Australia	40	..	..	..	40	..
Tasmania . . . . .	..	..	..	..	..	..
Northern Territory . . . . .	..	..	..	..	..	..
<i>Australia</i>	<i>28,740</i>	<i>4,774</i>	<i>205,367</i>	<i>1,006</i>	<i>234,107</i>	<i>5,780</i>
EUROPE (INCLUDING U.S.S.R.)						
New South Wales	277,802	61,804	371,736	4	649,538	61,808
Victoria	321,498	241,069	153,483	..	474,981	241,069
Queensland	347,643	13,742	940,599	..	1,288,242	13,742
South Australia	252,570	117,704	456,334	..	708,904	117,704
Western Australia	142,923	80,513	1,185,911	233	1,328,834	80,746
Tasmania	66,278	138,348	..	5,407	66,278	143,755
Northern Territory	23	..	22,757	..	22,780	..
<i>Australia</i>	<i>1,408,737</i>	<i>653,180</i>	<i>3,130,820</i>	<i>5,644</i>	<i>4,539,557</i>	<i>658,824</i>
AFRICA						
New South Wales	28,447	9,315	95,795	..	124,242	9,315
Victoria	51,433	24,385	42,401	..	93,834	24,385
Queensland	22,889	381	130,501	..	153,390	381
South Australia	23,036	15,412	151,069	..	174,105	15,412
Western Australia	17,308	5,519	191,957	..	209,265	5,519
Tasmania	3,831	3,195	..	..	3,831	3,195
Northern Territory	80	..	..	..	80	..
<i>Australia</i>	<i>147,024</i>	<i>58,207</i>	<i>611,723</i>	<i>..</i>	<i>758,747</i>	<i>58,207</i>

(a) Cargo and passenger liners.

CARGO LOADED IN AUSTRALIA FOR DISCHARGE OVERSEAS: MAJOR TRADE AREAS
BY TYPE OF SERVICE, STATES AND NORTHERN TERRITORY, 1966-67—*continued*

(Tons)

State or Territory of loading	Liners(a)		Tramps, bulk- ships, tankers		All vesse's		
	Weight	Meas.	Weight	Meas.	Weight	Meas.	
ASIA							
New South Wales	575,111	127,422	8,160,277	52,951	8,735,388	180,373	
Victoria	622,912	149,690	1,295,375	851	1,918,287	150,541	
Queensland	353,086	24,476	3,253,855	809	3,606,941	25,285	
South Australia	379,052	52,350	1,161,937	6,633	1,540,989	58,983	
Western Australia	542,089	71,831	7,091,949	19,426	7,634,038	91,257	
Tasmania	87,761	29,970	2,710	..	90,471	29,970	
Northern Territory	4,003	1	126,181	..	130,184	1	
<i>Australia</i>	<i>2,564,014</i>	<i>455,740</i>	<i>21,092,284</i>	<i>80,670</i>	<i>23,656,298</i>	<i>536,410</i>	
PAPUA AND NEW GUINEA, NEW ZEALAND AND PACIFIC ISLANDS							
New South Wales	552,990	304,204	329,432	1,249	882,422	305,453	
Victoria	41,683	137,999	191,039	630	232,722	138,629	
Queensland	54,578	70,606	101,061	4,800	155,639	75,406	
South Australia	141,511	45,469	67,799	10	209,310	45,479	
Western Australia	4,722	3,154	215,881	1	220,603	3,155	
Tasmania	5,204	5,011	..	..	5,204	5,011
Northern Territory	1	..	..	..	1	..
<i>Australia</i>	<i>800,689</i>	<i>566,443</i>	<i>905,212</i>	<i>6,690</i>	<i>1,705,901</i>	<i>573,133</i>	
INDIAN OCEAN ISLANDS AND ANTARCTIC AREA							
New South Wales . . . . .	..	..	1,000	831	1,000	831
Victoria	598	..	4,354	..	4,952	..	
Queensland . . . . .	..	..	57	..	57	..
South Australia . . . . .	..	..	85	2	85	2
Western Australia	52	1,142	16,244	4,456	16,296	5,598	
Tasmania	59	..	..	..	59	..
Northern Territory . . . . .	..	..	..	..	..	..
<i>Australia</i>	<i>709</i>	<i>1,142</i>	<i>21,740</i>	<i>5,289</i>	<i>22,449</i>	<i>6,431</i>	
TOTAL							
New South Wales	1,584,217	525,514	9,328,245	56,191	10,912,462	581,705	
Victoria	1,191,431	596,013	1,688,443	2,750	2,879,874	598,763	
Queensland	948,539	121,162	5,227,358	5,978	6,175,897	127,140	
South Australia	849,780	246,774	1,866,856	7,316	2,716,636	254,090	
Western Australia	741,237	173,023	8,881,960	24,116	9,623,197	197,139	
Tasmania	205,760	178,929	14,409	5,407	220,169	184,336	
Northern Territory	8,392	7	154,455	..	162,847	7	
<i>Australia</i>	<i>5,529,356</i>	<i>1,841,422</i>	<i>27,161,726</i>	<i>101,758</i>	<i>32,691,082</i>	<i>1,943,180</i>	

(a) Cargo and passenger liners.

**CARGO DISCHARGED IN AUSTRALIA FROM OVERSEAS: MAJOR TRADE AREAS
BY TYPE OF SERVICE, STATES AND NORTHERN TERRITORY, 1966-67**

(Tons)

<i>State or Territory of unloading</i>	<i>Liners(a)</i>		<i>Tramps, bulk- ships, tankers</i>		<i>All vessels</i>	
	<i>Weight</i>	<i>Meas.</i>	<i>Weight</i>	<i>Meas.</i>	<i>Weight</i>	<i>Meas.</i>
NORTH AMERICA AND HAWAII						
New South Wales	262,324	359,103	423,865	127,376	686,189	486,479
Victoria	139,422	342,767	631,033	69,796	770,455	412,563
Queensland	63,822	47,083	243,101	5,118	306,923	52,201
South Australia	59,845	84,887	105,629	47,458	165,474	132,345
Western Australia	45,748	11,818	145,393	6,934	191,141	18,752
Tasmania	40,648	3,692	74,394	257	115,042	3,949
Northern Territory	2,557	10	..	..	2,557	10
<i>Australia</i>	<i>614,366</i>	<i>849,360</i>	<i>1,623,415</i>	<i>256,939</i>	<i>2,237,781</i>	<i>1,106,299</i>
SOUTH AMERICA						
New South Wales	551	1,256	1,093	..	1,644	1,256
Victoria	472	384	..	..	472	384
Queensland	4,392	..	..	..	4,392	..
South Australia	522	..	..	..	522	..
Western Australia . . . . .	..	..	..	..	..	..
Tasmania . . . . .	..	..	..	..	..	..
Northern Territory . . . . .	..	..	..	..	..	..
<i>Australia</i>	<i>5,937</i>	<i>1,640</i>	<i>1,093</i>	<i>..</i>	<i>7,030</i>	<i>1,640</i>
EUROPE (INCLUDING U.S.S.R.)						
New South Wales	294,802	623,876	4,057	3,680	298,859	627,556
Victoria	236,552	628,726	5,770	2,777	242,322	631,503
Queensland	76,245	64,663	6,134	1,048	82,379	65,711
South Australia	61,382	96,839	3,602	..	64,984	96,839
Western Australia	40,424	92,426	30,440	1,332	70,864	93,758
Tasmania	52,940	15,287	..	..	52,940	15,287
Northern Territory	297	..	..	..	297	..
<i>Australia</i>	<i>762,642</i>	<i>1,521,817</i>	<i>50,003</i>	<i>8,837</i>	<i>812,645</i>	<i>1,530,654</i>
AFRICA						
New South Wales	57,194	20,025	..	..	57,194	20,025
Victoria	25,745	29,362	32,280	..	58,025	29,362
Queensland	11,564	774	..	..	11,564	774
South Australia	4,677	6,678	..	..	4,677	6,678
Western Australia	3,316	5,291	286,068	..	289,384	5,291
Tasmania	16,123	90	..	..	16,123	90
Northern Territory . . . . .	..	..	..	..	..	..
<i>Australia</i>	<i>118,619</i>	<i>62,220</i>	<i>318,348</i>	<i>..</i>	<i>436,967</i>	<i>62,220</i>

(a) Cargo and passenger liners.

CARGO DISCHARGED IN AUSTRALIA FROM OVERSEAS: MAJOR TRADE AREAS
BY TYPE OF SERVICE, STATES AND NORTHERN TERRITORY, 1966-67—continued

(Tons)

State or Territory of unloading	Liners(a)		Tramps, bulk- ships, tankers		All vessels	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
ASIA						
New South Wales	191,751	483,168	5,852,124	10,711	6,043,875	493,879
Victoria	178,278	386,239	6,746,842	7,107	6,925,120	393,346
Queensland	60,008	139,148	2,070,998	1,844	2,131,006	140,992
South Australia	49,190	81,079	2,119,570	1,515	2,168,760	82,594
Western Australia	59,951	79,094	3,106,034	2,855	3,165,985	81,949
Tasmania	7,567	13,932	56,100	4,965	63,667	18,897
Northern Territory	20,904	3,668	101,426	..	122,330	3,668
<i>Australia</i>	<i>567,649</i>	<i>1,186,328</i>	<i>20,053,094</i>	<i>28,997</i>	<i>20,620,743</i>	<i>1,215,325</i>

PAPUA AND NEW GUINEA, NEW ZEALAND AND PACIFIC ISLANDS

New South Wales	168,590	106,425	539,873	1,068	708,463	107,493
Victoria	17,901	88,613	585,444	177	603,345	88,790
Queensland	10,027	28,838	67,102	30	77,129	28,868
South Australia	13,123	4,978	235,374	..	248,497	4,978
Western Australia	10,885	1,010	409,495	6	420,380	1,016
Tasmania	29,683	2,655	63,177	..	92,860	2,655
Northern Territory	44	35	460	..	504	35
<i>Australia</i>	<i>250,253</i>	<i>232,554</i>	<i>1,900,925</i>	<i>1,281</i>	<i>2,151,178</i>	<i>233,835</i>

INDIAN OCEAN ISLANDS AND ANTARCTIC AREA

New South Wales . . . . .	..	..	173,708	51	173,708	51
Victoria	55	..	300,833	126	300,888	126
Queensland . . . . .	..	..	33,596	..	33,596	..
South Australia . . . . .	..	..	101,152	..	101,152	..
Western Australia . . . . .	..	..	200,947	1,982	200,947	1,982
Tasmania . . . . .	..	..	32,116	..	32,116	..
Northern Territory . . . . .	..	..	..	..	..	..
<i>Australia</i>	<i>55</i>	<i>..</i>	<i>842,352</i>	<i>2,159</i>	<i>842,407</i>	<i>2,159</i>

TOTAL

New South Wales	975,212	1,593,853	6,994,720	142,886	7,969,932	1,736,739
Victoria	598,425	1,476,091	8,302,202	79,983	8,900,627	1,556,074
Queensland	226,058	280,506	2,420,931	8,040	2,646,989	288,546
South Australia	188,739	274,461	2,565,327	48,973	2,754,066	323,434
Western Australia	160,324	189,639	4,178,377	13,109	4,338,701	202,748
Tasmania	146,961	35,656	225,787	5,222	372,748	40,878
Northern Territory	23,802	3,713	101,886	..	125,688	3,713
<i>Australia</i>	<i>2,319,521</i>	<i>3,853,919</i>	<i>24,789,230</i>	<i>298,213</i>	<i>27,108,751</i>	<i>4,152,132</i>

(a) Cargo and passenger liners.

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 1964-65 to 1966-67.

OVERSEAS CARGO DISCHARGED AND SHIPPED, BY COUNTRY OF REGISTRATION OF VESSELS: AUSTRALIA, 1964-65 TO 1966-67
('000 tons)

Vessels registered at ports in—	1964-65		1965-66		1966-67	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
Australia	156	128	231	125	714	144
Denmark	872	82	519	66	799	93
France and New Caledonia	748	110	1,089	97	891	108
Germany, Federal Republic of	1,542	352	1,393	316	843	349
Greece	2,647	88	2,700	85	3,772	103
Hong Kong	807	101	621	139	634	108
India	202	39	479	42	497	38
Italy	779	55	560	60	771	36
Japan	3,852	450	5,803	434	9,076	539
Liberia	4,407	57	6,045	85	9,854	76
Netherlands	2,278	445	2,003	385	2,518	355
New Zealand	548	529	675	464	668	440
Norway	8,279	425	8,129	364	10,023	354
Panama	1,047	18	908	48	1,567	24
Sweden	1,886	361	1,632	351	2,136	412
United Kingdom	12,099	2,916	12,090	2,937	13,674	2,626
United States of America	206	114	204	94	232	130
Other	1,280	153	824	70	1,131	160
Grand total	43,635	6,423	45,905	6,162	59,800	6,095

World shipping tonnage

At 1 July 1967 the total number of steamships and motorships 100 gross tons and upwards throughout the world was 44,375 with a gross tonnage of 182,099,644. Of those totals, steamships numbered 9,800 for 74,811,671 gross tons, and motorships 34,575 for 107,287,973 gross tons. This includes 5,527 oil tankers of 100 gross tons and upwards with a gross tonnage of 64,197,988. Australian steamships and motorships, 307 for 803,027 gross tons, constituted 0.69 per cent and 0.44 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 1967, classified according to: (i) year of construction, 1964 to 1967 and 1963 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 1967(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
1963 and earlier	100	537,106	18	21,571	60	332,717	58	225,960	118	558,677
1964	5	32,555	..	..	5	32,555	..	..	5	32,555
1965	4	33,906	..	..	3	29,716	1	4,190	4	33,906
1966	1	33,774	2	2,445	3	36,219	..	..	3	36,219
1967	2	47,021	1	204	3	47,225	..	..	3	47,225
Total registered in Australia	112	684,362	21	24,220	74	478,432	59	230,150	133	708,582

(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 1967.

OVERSEAS SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES
31 DECEMBER 1967(a)

(1 ton measurement = 40 cubic feet)

<i>Country and article</i>	<i>Unit for which freight rate is quoted</i>	<i>Freight rate quoted</i>
CANADA—EAST COAST AND ST LAWRENCE PORTS TO MONTREAL—		
<i>Canadian dollars</i>		
Fruit—		
Canned	40 cu ft	44.00
Dried	40 cu ft	36.50
Preserved	40 cu ft	47.50
Wine	Ton measurement	52.30
Wool—greasy	100 lb	5.80
General cargo	Ton weight or measurement	55.00
<i>Australian dollars</i>		
CEYLON—		
Flour, wheaten	Ton weight	21.45
Milk and cream—		
Malted, milk (in cases, cartons)	Ton measurement	30.03
General cargo	Ton weight or measurement	36.66
CHINA—		
Flour in bags	2,000 lb	16.50
Wheat in bags	Ton (net)	16.50
Wool—		
Greasy	100 lb	2.50
Scoured, etc.	100 lb	2.91
General cargo	Ton weight or measurement	27.50
CONTINENTAL EUROPE—See UNITED KINGDOM, ETC.		
HONG KONG—		
Sugar, refined, in bags	20 cwt	24.50
Wheat, in bags	20 cwt (net)	16.50
Wool—		
Greasy	100 lb	2.50
Scoured, etc.	100 lb	2.91
General cargo	Ton weight or measurement	27.50
<i>Australian dollars and cents</i>		
INDIA—		
Milk products in cases, cartons, etc.	Ton measurement	\$29.01
Wheat in bags	Ton weight	\$21.86
Wool—		
Greasy	lb	3.753 cents
Scoured, etc.	lb	4.808 cents
Zinc bars	Ton weight	\$17.54
General cargo	Ton weight or measurement	\$34.07
INDONESIA—		
<i>Australian dollars</i>		
Flour—		
From eastern Australian ports	2,000 lb	17.00
From Western Australian ports	2,000 lb	17.00
General cargo—		
From eastern Australian ports	Ton weight or measurement	28.20
From Western Australian ports	Ton weight or measurement	26.20

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

OVERSEAS SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES
 31 DECEMBER 1967(a)—continued

<i>Country and article</i>	<i>Unit for which freight rate is quoted</i>	<i>Freight rate quoted</i>
		<i>Australian dollars</i>
JAPAN—		
Cattle hides	20 cwt	27.50
Coal, in bags	20 cwt	23.50
Concentrates (copper, lead and zinc)—		
Parcels(b)	20 cwt	18.00
Bulk(c)	20 cwt	F.I.T.(e) 13.00
Iron and steel scrap—		
Loose	20 cwt	24.00
4-cwt drums	20 cwt	21.00
Over 4-cwt drums	20 cwt	18.50
Ore, copper ex North Queensland—Bulk	20 cwt	F.I.O.T.(f) 11.50
Sugar, refined, in bags	20 cwt (net)	24.50
Wheat, in bags	20 cwt (net)	16.50
Wool—		
Greasy	100 lb	2.77
Scoured, etc.	100 lb	3.22
General cargo	Ton weight or measurement	27.50
MALAYSIA—		
Milk products—		
Condensed—		
From eastern Australian ports	Ton weight	26.35
From Western Australian ports	Ton weight	24.35
Powdered (in bags)—		
From eastern Australian ports	Ton measurement	32.80
From Western Australian ports	Ton measurement	30.80
Powdered in cases or cartons—		
From eastern Australian ports	Ton weight or measurement	26.90
From Western Australian ports	Ton weight or measurement	24.90
Flour (plain-bagged)—		
From eastern Australian ports	2,000 lb	17.75
From Western Australian ports	2,000 lb	16.75
General cargo—		
From eastern Australian ports	Ton weight or measurement	28.20
From Western Australian ports	Ton weight or measurement	26.20
NEW ZEALAND(d)—		
		<i>New Zealand dollars</i>
Fruit—		
Dried	40 cu ft	21.20
Fresh—Oranges (per case 1 ft 7 in)	Per case	0.98
Textiles, yarns—		
Piecegoods	40 cu ft/20 cwt	21.20
Iron and steel—		
Bars, rods, angles, tees (up to 30 ft long)	20 cwt	19.80
Pipes and tubes (up to 20 ft long)	20 cwt	17.25
Plate (up to 20 ft long)	20 cwt	19.80
Sheet (bundles)	20 cwt	16.05
Wire, lattice	40 cu ft	21.20
Lead oxide	20 cwt	20.30
Zinc oxide	20 cwt	20.30
Copper—		
Bars and rods (up to 30 ft long)	20 cwt	19.80
Sheets in bundles	20 cwt	16.05
Pipes and tubes (up to 20 ft long)	20 cwt	17.25
Plates (up to 20 ft long)	20 cwt	19.80
Motor vehicles—		
Assembled	40 cu ft	13.65
Unassembled	40 cu ft	21.20
Parts	40 cu ft	21.20

(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 NZ5c 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 1967(a)—continued

<i>Country and article</i>	<i>Unit for which freight rate is quoted</i>	<i>Freight rate quoted</i>
<i>New Zealand dollars</i>		
NEW ZEALAND—continued		
Household machines	40 cu ft/20 cwt	21.20
Timber (up to 20 ft long)	100 super ft	5.45
Books and periodicals	40 cu ft/20 cwt	21.20
Drugs and medicinal preparations	40 cu ft/20 cwt	21.20
Sodium pentachlorophenate	40 cu ft/20 cwt	22.30
Fertilisers—		
Manure	20 cwt	20.65
Plastic foam	40 cu ft	18.50
General cargo	40 cu ft/20 cwt	21.20
<i>Australian dollars</i>		
SOUTH AFRICA—		
Butter	56 lb box	1.68
Beef (carcases, sundries in bags)	lb	4.22
Cattle hides, wet salted (loose, bags, etc.)	lb	2.28
Wool, greasy (dumped)	lb (gross)	4.22
Inedible tallow (in drums or casks)	Ton weight	34.70
Malt in bags or drums	Ton weight	30.75
Medical and pharmaceutical products	Ton weight or measurement	32.50
Motor vehicles—		
Passenger motor cars, assembled or C.K.D.	Ton weight or measurement	29.05
Motor vehicle components	Ton weight or measurement	32.50
Motor vehicle replacement parts	Ton weight or measurement	32.50
Timber—		
Railway or tramway sleepers (up to 30 ft)	Per load of 50 cu ft	33.10
Sawn jarrah timber (up to 40 ft)	Per load of 50 cu ft	39.55
Zinc (ingots)	Ton weight	20.00
General cargo	Ton weight or measurement	32.50
<i>Sterling</i>		
UNITED KINGDOM AND CONTINENTAL EUROPE—		
Butter (refrigerated)	Box 56 lb	£0.75
Cheese (refrigerated)	Ton weight	£31.15
Eggs in shell	Ton measurement	£21.40
Meats, preserved by cold process—		
Beef, refrigerated	lb	4.62d
Lamb	lb	5.72d
Mutton	lb	4.62d
Beef, carton	lb	3.34d
Lamb, carton	lb	3.34d
Mutton, carton	lb	3.34d
Rabbits	Ton measurement	£17.65
Sausage casings in casks (refrigerated)	Ton measurement	£23.30
Sausage casings (not refrigerated)	Ton measurement	£14.00
Meats, not frozen	Ton weight	£14.00
Milk and cream condensed	Ton measurement	£14.00
Fruit—		
Canned	Ton measurement	£11.10
Dried	Ton measurement	£11.10
Fresh—		
Apples	Standard bushel case	£0.748
Citrus	Standard bushel case	£0.792
Pears	Standard bushel case	£0.748
Pears	$\frac{1}{2}$ bushel case	£0.684
Grapes, grapefruit, oranges, lemons and plums	Standard bushel case	£0.792
	$\frac{1}{2}$ bushel case	£0.738
	$\frac{1}{3}$ bushel case	£0.528
	$\frac{1}{3}$ bushel carton	£0.494
Grain and pulse, unprepared—		
Barley, in bags	Ton weight	£7.735
Wheat, parcels—		
Bagged	Ton weight	£7.595
Bulk	Ton weight	£6.470

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

OVERSEAS SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES
31 DECEMBER 1967(a)—continued

Country and article	Unit for which freight rate is quoted	Freight rate quoted
UNITED KINGDOM AND CONTINENTAL EUROPE—continued		Sterling
Grain and pulse, unprepared—continued		
Oats, in bags	Ton weight	£8.295
Rice, paddy, unhusked	Ton weight	£11.70
Grain and pulse, prepared—		
Bran	Ton weight	£11.15
Pollard	Ton weight	£11.15
Flour, wheaten	Ton weight	£10.25
Rice, clean, husked	Ton weight	£10.50
Jams	Ton measurement	£11.10
Wine	Ton measurement	£13.35
Hides and skins—		
Calf	Ton weight	£21.10
Cattle	Ton weight	£63.70
Fox	Ton weight	
Kangaroo	Ton weight	
Opossum	Ton weight	
Rabbit and hare	Ton weight	
Wallaby	Ton weight	3.35d
Sheep, dumped	lb	
Other	Ton weight	£63.70
Pearlshell	Ton measurement	£14.00
Trochus and green snail shell, bags or cases	Ton weight	£21.05
Wool—		
Greasy, dumped	lb	4.67d
Scoured and washed, dumped	lb	5.85d
Tops	lb	5.58d
Bark, tanning	Ton weight	£14.00
Sandalwood, in bags	Ton measurement	£14.00
Apparel and attire, effects	Ton weight or measurement	£21.95
Oils—		
Eucalyptus	Ton measurement	£15.85
Coconut	Ton weight	£15.85
Whale	Ton weight	£15.85
Other	Ton measurement	£15.85
Stearine	Ton weight	£15.85
Tallow, unrefined, in drums	Ton weight	£15.85
Ore in casks, bags or drums, n.e.i.	Ton weight	£8.50
Zinc—		
Ex Risdon	Ton weight	£4.75
Other than above	Ton weight	£6.85
Dust in tins, sealed cases or new lined drums	Ton weight	£19.90
Copper	Ton weight	£6.85
Lead	Ton weight	£6.85
Steel billets—		
Up to 20 feet	Ton weight	£8.70
Over 20 feet and up to 30 feet	Ton weight	£9.35
Tin clippings, hydraulically pressed	Ton weight	£7.30
Leather	Ton weight	£30.85
Timber—		
Logs—		
Up to 40 feet	100 super feet	£4.90
Over 40 feet and up to 50 feet	100 super feet	£5.25
Over 50 feet and up to 60 feet	100 super feet	£5.65
Sawn undressed up to 30 feet—shipment of less than 50 tons	100 super feet	£2.60
Toilet paper	Ton measurement	£14.95
Stationery—		
Note paper and or envelopes	Ton measurement	£23.05
Other than above	Ton measurement	£23.95
Casein	Ton weight	£18.35
Fertilisers	Ton measurement	£17.90
Soap	Ton measurement	£14.00
Gold and silver specie	Ad valorem	£0.750%

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

OVERSEAS SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES
31 DECEMBER 1967(a)—*continued*

<i>Country and article</i>	<i>Unit for which freight rate is quoted</i>	<i>Freight rate quoted</i>
UNITED STATES OF AMERICA—ATLANTIC AND GULF PORTS—		<i>U.S.</i>
Beef, preserved by cold process—		<i>dollars</i>
Quarters, etc.	100 lb	5.12
Cartons	100 lb net weight	4.57
Casein	20 cwt	51.70
Fish, preserved by cold process—		
Loose	20 cwt	90.80
Cartons	100 lb net weight	4.95
Lead—		
Ores and concentrates	20 cwt	30.00
Mutton, preserved by cold process—		
Carcases	100 lb	5.50
Cuts in cartons	100 lb	4.75
Pipes and tubes of iron and steel	20 cwt or 40 cu ft	36.30
Wool—		
Greasy	100 lb	5.80
Scoured, etc.	100 lb	6.95
General cargo	20 cwt or 40 cu ft	55.00

(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 1967 (expressed in Australian dollars) were: Sydney-Melbourne, \$16.20; Sydney-Brisbane, \$15.20; Sydney-Adelaide, \$21.40; Sydney-Fremantle, \$30.20; Sydney-Hobart, \$17.35; 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 1962-63 to 1966-67 are shown in the table below.

SHIPPING CASUALTIES TO OVERSEAS AND INTERSTATE STEAM AND MOTOR VESSELS(a)
AUSTRALIA, 1962-63 TO 1966-67

<i>Year</i>	<i>Shipping losses</i>			<i>Other shipping casualties</i>			<i>Total shipping casualties</i>		
	<i>Vessels</i>	<i>Net tons</i>	<i>Lives lost</i>	<i>Vessels</i>	<i>Net tons</i>	<i>Lives lost</i>	<i>Vessels</i>	<i>Net tons</i>	<i>Lives lost</i>
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
1966-67	104	545,927	..	104	545,927	..

(a) Vessels over 50 net tons.

Lighthouses; distances by sea; depth 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.

RAILWAYS

Government railways

Government railways in Australia operate in all States and Territories and provide an important means of transportation. In 1966-67 a total of 68.5 million tons of freight were carried, an increase of 81.2 per cent over the 37.8 million tons carried in 1946-47. However, in the same twenty-year period the number of passengers carried (mostly within the suburban areas of Sydney and Melbourne) declined by 9.6 per cent from 503.2 millions in 1946-47 to 454.7 millions in 1966-67. The number of train miles run during 1966-67 (93.7 million) was only 9.6 per cent greater than in 1946-47, which is an indication of the trend towards heavier train loads with the more powerful motive power now available. Since the introduction of the first mainline diesel-electric locomotives in 1950 their numbers have increased greatly until at 30 June 1967 there were 975 throughout Australia. Diesel-electric locomotives during 1966-67 hauled 49 million train-miles, while steam locomotives hauled only 10 million train-miles.

Railway development

The first steam-operated railway in Australia ran between Melbourne and Port Melbourne, a distance of two miles, and was opened on 12 September 1854. It was owned and operated by the Melbourne and Hobson's Bay Railway. Within a short time privately-owned railways opened in other States, but owing to the small volume of traffic available they were soon in financial difficulties and all were taken over by the respective State Governments. Under the policy of Government ownership and control the railway networks expanded until at 30 June 1941 there were 27,234 route-miles open for traffic in Australia. This was the greatest mileage ever recorded. Since the 1939-45 War many uneconomic branch lines have been closed. From 1 July 1947 to 30 June 1967, 2,954 miles have been closed, the greatest lengths being in Western Australia (997 miles), Queensland (842 miles), and Victoria (556 miles). During this same period 792 miles of new railway were added to the networks. The following table sets out the route-miles of government railways in each State and Territory at various dates since 1855.

GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, STATES AND TERRITORIES
1855 TO 1967

(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
1967	6,259	4,027	5,730	3,779	4,269	500	490	5	25,059

(a) At 31 December.

One feature of the Australian government railways is the variety of gauges to which they are built. There are three principal gauges, 'broad' (5ft 3in), 'standard' (4ft 8½in), and 'narrow' (3ft 6in). Extensive route-mileages of 3ft 6in gauge railway were built in areas where traffic volumes were initially known to be small and where it was imperative to minimise the costs of construction. The following table shows the mileages open in each State and Territory at 30 June 1967 according to gauge.

**GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, BY GAUGE
STATES AND TERRITORIES, 30 JUNE 1967**

(Miles)

<i>Gauge</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>A.C.T.</i>	<i>Aust.</i>
5ft 3in	(a)204	(b)3,816	..	1,651	..	..	..	..	5,671
4ft 8½in	6,055	202	69	(c)871	(d)767	..	..	(e)5	7,969
3ft 6in . . . . .	..	..	5,631	(f)1,257	(g)3,502	500	(h)490	..	11,380
2ft 6in . . . . .	..	9	..	..	..	..	..	..	9
2ft 0in . . . . .	..	..	30	..	..	..	..	..	30
Total	6,259	4,027	5,730	3,779	4,269	500	490	5	25,059
Per 1,000 of population	1.45	1.23	3.37	3.40	4.87	1.33	8.26	0.05	2.12
Per 1,000 square miles .	20.23	45.82	8.59	9.94	4.37	18.95	0.94	5.32	8.44

(a) Portion of Victorian Railway system. (b) Excludes 202 route-miles of 5ft 3in gauge which almost parallel the 4ft 8½in gauge line between Melbourne and the Murray River. (c) Comprises 654 miles of Trans-Australian and 217 miles of the Central Australia Railway systems. (d) Includes 454 miles of the Trans-Australian Railway system. (e) Australian Capital Territory Railway system. (f) Includes 428 miles of the Central Australia Railway system. (g) Excludes 192 miles of 3ft 6in gauge line which parallel the 4ft 8½in gauge line and 66 miles of 3ft 6in/4ft 8½in dual gauge line which are included in the 4ft 8½in gauge line. (h) Comprises 173 miles of the Central Australia and 317 miles of the North Australia Railway systems.

Government railway systems

There are six separate State Government railway systems and one Commonwealth railway system. As the Commonwealth system includes mileages in South Australia and Western Australia, and the Victorian system extends into New South Wales, the system route-mileages shown in the following table do not represent mileages within each State and Territory. These are shown in the previous table. The route-mileage of each system open for traffic, according to gauge, at 30 June 1967 is shown in the following table.

**GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, BY GAUGE AND SYSTEM
30 JUNE 1967**

(Miles)

<i>System</i>	<i>Gauge</i>					<i>Total</i>
	<i>5ft 3in</i>	<i>4ft 8½in</i>	<i>3ft 6in</i>	<i>2ft 6in</i>	<i>2ft 0in</i>	
New South Wales . . . . .	..	(a)6,055	..	..	..	6,055
Victoria	(b)4,020	202	..	9	..	4,231
Queensland . . . . .	..	69	5,631	..	30	5,730
South Australia	1,651	..	829	..	..	2,480
Western Australia . . . . .	..	313	(c)3,502	..	..	3,815
Tasmania . . . . .	..	..	500	..	..	500
Commonwealth . . . . .	..	1,330	918	..	..	2,248
Australia	5,671	7,969	11,380	9	30	25,059

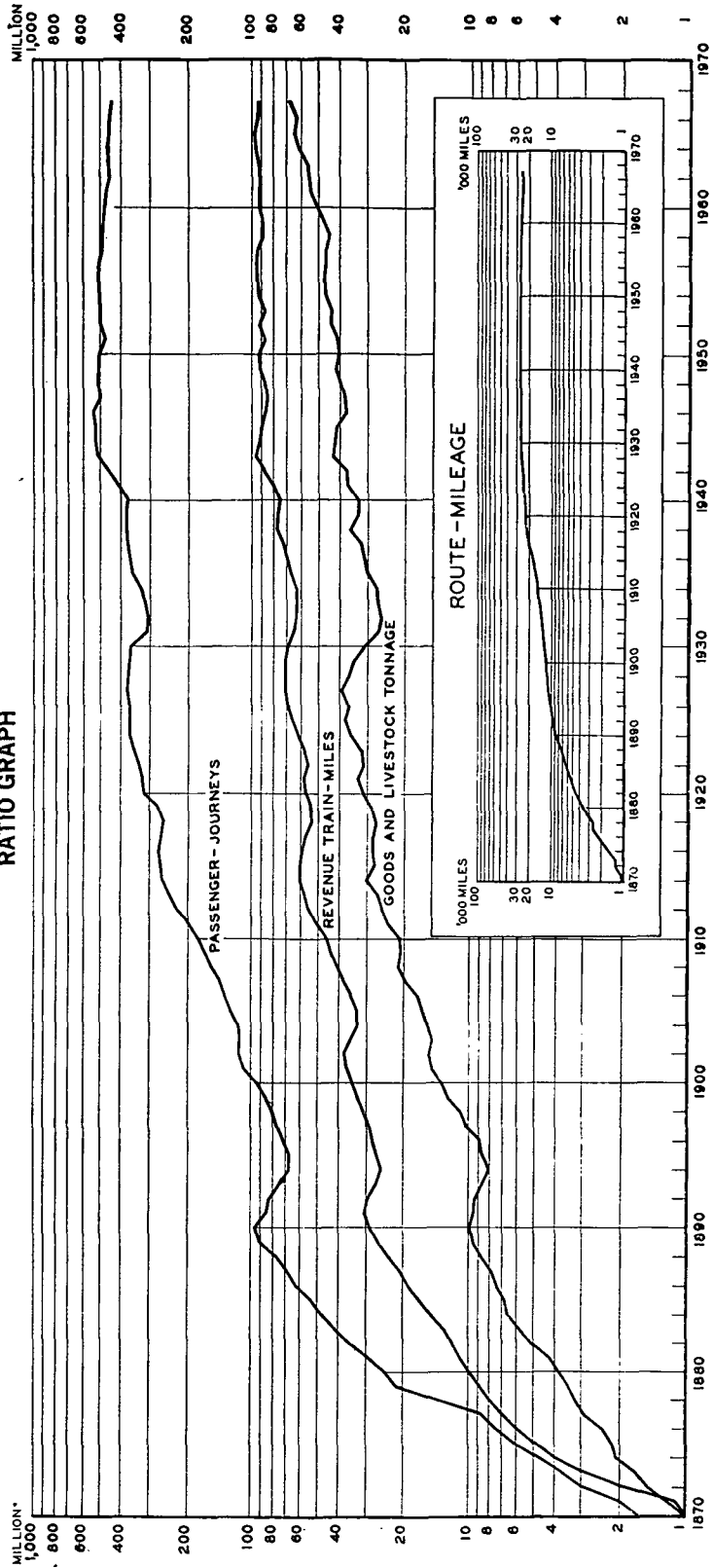
(a) Includes 234 route-miles which are electrified. (b) Excludes 202 route-miles of 5ft 3in gauge line which almost parallel the 4ft 8½in gauge line between Melbourne and the Murray River. Includes 263 route-miles which are electrified. (c) Excludes 192 miles of 3ft 6in gauge line which parallel the 4ft 8½in gauge line and 66 miles of 3ft 6in/4ft 8½in dual gauge line which are included in the 4ft 8½in gauge line.

The New South Wales system is based on Sydney and extends throughout the State. The Victorian system based on Melbourne radiates throughout the State, extending into areas of southern New South Wales. The Queensland system extends along the coast from Brisbane to Cairns in the north, while branch lines extend inland from Brisbane and the larger coastal cities of Rockhampton and Townsville. The main South Australian system is in the south-east of the State, but an isolated narrow-gauge system operates in the Eyre Peninsula area. The railway system in Western Australia is established in the south-western section of the State, but extends north to Meekathara and east to Kalgoorlie and Esperance. In Tasmania the main line connects Hobart and Launceston, and there are branch lines along the northern coast.

GOVERNMENT RAILWAYS: AUSTRALIA, 1870 TO 1966-67

ROUTE MILEAGE AND TRAFFIC

RATIO GRAPH



NOTE. VERTICAL SCALE IS LOGARITHMIC, AND THE CURVES RISE AND FALL ACCORDING TO RATE OF INCREASE OR DECREASE. ACTUAL NUMBERS ARE INDICATED BY SCALE.

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

A graph showing the route-mileages and traffic of all Government railways from 1870 to 1967 appears on plate 39 opposite.

Standardisation of railway gauges

A number of specific 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. Under various Commonwealth-State Standardisation Agreements approximately 730 route-miles of standard (4ft 8½in) gauge track have been completed since 1956, and a further 380 route-miles are expected to be completed early in 1969. A special article setting out the history of rail standardisation in Australia is given in Year Book No. 53, pages 440-445.

The first step towards standardisation of existing broken gauge lines between capital cities was effected in 1930 with the construction of a 4ft 8½in gauge line from Kyogle (New South Wales) to Brisbane. In 1957 a new standard gauge railway between Port Augusta and Maree was completed. This line replaced the former narrow-gauge line and followed a new alignment between Port Augusta and Brachina (87 miles) whence it followed the old route to Maree. The narrow-gauge line from Port Augusta to Hawker was retained and that from Hawker to Brachina was demolished. In 1962 the opening of a standard gauge line between Albury and Melbourne completed the standard gauge link between Melbourne and Brisbane. Bogie exchange facilities have been installed at Melbourne and Port Pirie (South Australia) to eliminate much of the physical transfer of goods between the rolling stock of the standard gauge and that of the 5ft 3in gauge systems serving Victoria and a large part of South Australia.

Standardisation projects (4ft 8½in) gauge now proceeding are designed to link Sydney with Perth and Fremantle through Broken Hill, Port Pirie, and Kalgoorlie. At present, lines of this gauge exist between Sydney and Broken Hill (New South Wales Government Railways) and between Port Pirie and Kalgoorlie (Commonwealth Railways). The replacement of existing 3ft 6in gauge lines with new standard gauge construction is now proceeding on the Western Australian Government Railways' line between Fremantle and Kalgoorlie and the South Australian Government Railways' line between Port Pirie and Cockburn on the New South Wales-South Australian border. Construction of a new line between Cockburn and Broken Hill to replace the existing Silvertown Tramway Company's line between these centres will begin shortly. The overall length of the Sydney-Perth railway, to be opened towards the end of 1969, is 2,442 miles. The total cost of the new work, including new rolling stock and substantial new facilities, is expected to be about \$210 million.

Private railways

In addition to the Government railway systems there are a number of important private railways in Australia. Most of these were constructed for the prime purpose of hauling minerals, although some of them also carry passengers and general traffic. Private railways hauling iron ore operate from Iron Knob and Iron Baron to Whyalla (South Australia), from Mount Tom Price to Dampier (Western Australia), and from Mount Goldsworthy to Finucane Island, near Port Hedland. Lines from Yallourn to Morwell (Victoria) and from Maitland to Cessnock (New South Wales) carry coal, while lines from Broken Hill to Cockburn on the South Australian border (New South Wales) and from Rosebery to Burnie (Tasmania) carry base metal concentrates. There are numerous other short lengths of private railways in Australia. Many of these are narrow-gauge lines, mainly on the Queensland coast, which carry sugar cane to the mills during the crushing season.

Operations of Government railway systems

Particulars of train-mileages, passenger-journeys, passenger-miles, freight tons carried, and freight ton-miles included in this section refer only to operations for which revenue is received.

Summary of operations

GOVERNMENT RAILWAYS: SUMMARY OF OPERATIONS, SYSTEMS, 1966-67

	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Cwlth</i>	<i>Aust.</i>
Train-mileage								
('000)(a)—								
Suburban passenger	10,782	8,504	1,864	2,028	1,280	125	..	24,583
Country passenger	10,280	4,798	3,823	1,897	941	221	768	22,728
Goods(b)	16,576	6,733	11,188	2,659	6,094	929	2,190	46,369
<i>Total</i>	<i>37,638</i>	<i>20,035</i>	<i>16,876</i>	<i>6,584</i>	<i>8,316</i>	<i>1,275</i>	<i>2,958</i>	<i>93,682</i>
Passenger-journeys								
('000)(c)—								
Suburban	239,986	141,593	23,703	14,608	9,468	973	..	430,331
Country(d)	15,298	4,674	2,668	824	343	224	371	24,402
<i>Total</i>	<i>255,284</i>	<i>146,268</i>	<i>26,372</i>	<i>15,432</i>	<i>9,811</i>	<i>1,197</i>	<i>371</i>	<i>454,735</i>
Passenger-miles								
('000)(e)—								
Suburban	n.a.	1,256,759	n.a.	121,549	n.a.	6,306	..	n.a.
Country	n.a.	393,121	n.a.	96,331	67,897	14,843	129,764	n.a.
<i>Total</i>	<i>n.a.</i>	<i>1,649,880</i>	<i>n.a.</i>	<i>217,880</i>	<i>n.a.</i>	<i>21,149</i>	<i>129,764</i>	<i>n.a.</i>
Freight—								
Tons carried('000)(d)	29,275	12,075	10,185	4,876	7,873	1,079	3,121	68,484
Net ton-miles (million)(f)	4,554.8	1,937.4	2,003.6	739.4	1,244.1	118.2	919.2	11,516.7

(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) Includes mixed train-mileage. (c) Based on ticket sales making allowances for periodical tickets. Tickets sold at concession rates are counted as full journeys. (d) Inter-system traffic is included in the total for each system (including each Commonwealth railway) over which it passes. (e) One passenger travelling one mile. (f) One ton carried one mile.

Rolling stock

GOVERNMENT RAILWAYS: ROLLING STOCK INCLUDED IN CAPITAL ACCOUNT

<i>System and date</i>	<i>Locomotives</i>				<i>Total</i>	<i>Coaching stock (b)</i>	<i>Goods stock</i>	<i>Service stock</i>
	<i>Steam</i>	<i>Diesel- electric</i>	<i>Electric</i>	<i>Other (a)</i>				
30 June 1967—								
New South Wales	331	309	41	26	707	(c)3,494	(c)20,285	2,298
Victoria	132	199	35	70	436	(c)2,430	(c)20,956	(c)1,625
Queensland	500	213	..	11	724	1,341	21,913	1,865
South Australia	116	120	..	..	236	(c)548	7,539	(c)471
Western Australia	237	109	..	20	366	503	12,020	1,041
Tasmania	20	37	..	20	77	133	2,337	175
Commonwealth	1	67	..	9	77	165	1,821	444
<i>Australia</i>	<i>1,337</i>	<i>1,054</i>	<i>76</i>	<i>156</i>	<i>2,623</i>	<i>(d)8,727</i>	<i>(d)86,887</i>	<i>(d)7,920</i>
30 June—								
1966	1,591	925	76	150	2,742	8,748	88,205	7,987
1965	1,782	821	76	147	2,826	8,777	88,781	8,144
1964	1,981	694	76	140	2,891	8,829	88,929	7,944
1963	2,215	608	76	132	3,031	8,969	90,020	7,960
1962	2,456	541	76	123	3,196	9,177	91,094	7,976

(a) Includes non-passenger-carrying diesel power vans. (b) Includes all brake vans and non-powered electric train stock. (c) Excludes stock jointly-owned with other systems. (d) Includes jointly-owned stock.

Train-mileage

GOVERNMENT RAILWAYS: TRAIN-MILEAGE, BY TYPE OF SERVICE, SYSTEMS
1962-63 TO 1966-67

('000 miles)

<i>Year</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Cwlth</i>	<i>Aust.</i>
SUBURBAN PASSENGER								
1962-63	10,915	8,303	1,706	1,941	1,334	135	..	24,334
1963-64	10,939	8,369	1,742	1,967	1,368	137	..	24,522
1964-65	10,888	8,480	1,778	1,951	1,375	136	..	24,608
1965-66	10,788	8,458	1,820	1,950	1,328	135	..	24,479
1966-67	10,782	8,504	1,864	2,028	1,280	125	..	24,583
COUNTRY PASSENGER								
1962-63	10,201	4,829	4,489	1,983	1,121	234	880	23,737
1963-64	10,308	4,835	4,416	1,932	982	246	814	23,533
1964-65	10,263	4,837	3,914	1,922	984	226	818	22,964
1965-66	10,208	4,738	3,901	1,900	966	230	811	22,754
1966-67	10,280	4,798	3,823	1,897	941	221	768	22,728
GOODS(a)								
1962-63	16,245	6,345	11,757	2,803	5,095	953	1,669	44,867
1963-64	17,831	6,909	13,003	2,767	5,156	939	1,854	48,459
1964-65	19,043	7,172	11,913	2,709	5,203	910	2,096	49,046
1965-66	16,699	6,949	11,918	2,642	5,749	918	2,144	47,019
1966-67	16,576	6,733	11,188	2,659	6,094	929	2,190	46,369
TOTAL								
1962-63	37,361	19,477	17,952	6,727	7,550	1,322	2,549	92,938
1963-64	39,078	20,113	19,161	6,666	7,506	1,322	2,668	96,514
1964-65	40,194	20,489	17,605	6,582	7,562	1,272	2,914	96,618
1965-66	37,694	20,145	17,640	6,492	8,043	1,283	2,955	94,252
1966-67	37,638	20,035	16,876	6,584	8,316	1,275	2,958	93,682

(a) Includes mixed train-miles.

**GOVERNMENT RAILWAYS: TRAIN-MILEAGE, BY TYPE OF MOTIVE POWER, SYSTEMS
1962-63 TO 1966-67**

('000 miles)

<i>Year</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Cwth</i>	<i>Aust.</i>
HAULED BY DIESEL-ELECTRIC LOCOMOTIVES								
1962-63 .	11,903	6,489	7,033	2,391	2,949	1,139	2,344	34,248
1963-64 .	13,578	6,831	8,586	2,984	3,124	1,162	2,576	38,841
1964-65 .	15,490	7,426	9,474	3,047	3,443	1,100	2,815	42,795
1965-66 .	15,495	7,928	10,752	3,108	4,062	1,093	2,857	45,295
1966-67 .	17,108	8,367	12,080	3,188	4,420	1,108	2,863	49,134
HAULED BY STEAM LOCOMOTIVES								
1962-63 .	9,938	1,913	8,522	1,067	3,222	38	5	24,705
1963-64 .	9,320	2,074	8,139	429	3,014	12	5	22,993
1964-65 .	8,318	1,800	6,011	290	2,744	12	7	19,182
1965-66 .	6,026	1,074	4,721	162	2,665	4	5	14,657
1966-67 .	4,167	480	2,692	89	2,643	2	5	10,078
HAULED BY ELECTRIC AND OTHER LOCOMOTIVES								
1962-63 .	2,204	1,071	85	..	..	..	..	3,360
1963-64 .	2,394	1,139	80	..	..	..	..	3,613
1964-65 .	2,459	1,120	72	..	..	..	..	3,651
1965-66 .	2,158	1,092	71	..	..	21	..	3,342
1966-67 .	2,214	1,069	73	..	..	19	..	3,375
POWERED COACHING STOCK								
1962-63 .	13,316	10,004	2,312	3,269	1,379	145	200	30,625
1963-64 .	13,786	10,069	2,356	3,253	1,368	148	87	31,067
1964-65 .	13,927	10,143	2,048	3,245	1,375	160	92	30,990
1965-66 .	14,016	10,051	2,097	3,222	1,316	166	93	30,961
1966-67 .	14,149	10,118	2,030	3,307	1,254	146	90	31,094

Passenger traffic

Passenger-journeys

GOVERNMENT RAILWAYS: PASSENGER-JOURNEYS(a), SYSTEMS, 1962-63 TO 1966-67
(^{'000})

Year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
SUBURBAN								
1962-63	(b)221,960	147,587	22,413	13,978	10,937	1,347	..	(b)418,222
1963-64	(b)227,319	148,314	22,512	14,332	10,298	1,229	..	(b)424,004
1964-65	(b)225,420	144,846	22,254	14,326	9,911	1,135	..	(b)417,892
1965-66	242,216	144,332	23,227	14,671	9,748	1,097	..	435,291
1966-67	239,986	141,593	23,703	14,608	9,468	973	..	430,331
COUNTRY(c)								
1962-63	(b)13,209	5,140	3,668	944	600	211	334	(b)24,106
1963-64	(b)13,358	5,082	3,391	895	516	197	338	(b)23,777
1964-65	(b)13,312	4,907	2,961	870	484	205	347	(b)23,086
1965-66	15,352	4,793	2,752	840	419	207	342	24,705
1966-67	15,298	4,674	2,668	824	343	224	371	24,402
TOTAL								
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
1966-67	255,284	146,268	26,372	15,432	9,811	1,197	371	454,735

(a) Based on ticket sales making allowance for periodical tickets. Tickets sold at concession rates are counted as full journeys. (b) Excludes some passenger-journeys in New South Wales for which a dissection between suburban and country is not available. (c) Inter-system traffic is included in the total for each system (including each Commonwealth railway) over which it passes.

Passenger-miles

GOVERNMENT RAILWAYS: PASSENGER-MILES(a), SYSTEMS, 1962-63 TO 1966-67
(^{'000})

Year	Vic.	S.A.	W.A.	Tas.	Cwlth
SUBURBAN					
1962-63	1,302,094	115,219	76,312	8,385	..
1963-64	1,315,105	120,110	71,468	7,664	..
1964-65	1,279,320	119,232	69,824	7,208	..
1965-66	1,273,380	122,720	67,826	7,062	..
1966-67	1,256,759	121,549	n.a.	6,306	..
COUNTRY					
1962-63	418,887	99,761	75,684	12,255	107,991
1963-64	410,830	96,877	66,753	11,380	107,005
1964-65	403,640	96,835	68,064	12,355	120,977
1965-66	396,226	95,410	66,968	11,132	121,351
1966-67	393,121	96,331	67,897	14,843	129,764
TOTAL					
1962-63	1,720,981	214,980	151,996	20,640	107,991
1963-64	1,725,935	216,987	138,221	19,044	107,005
1964-65	1,682,960	216,067	137,888	19,563	120,977
1965-66	1,669,606	218,130	134,794	18,194	121,351
1966-67	1,649,880	217,880	n.a.	21,149	129,764

(a) Particulars for New South Wales and Queensland, and in consequence the totals for Australia, are not available.

Freight traffic
Freight carried

GOVERNMENT RAILWAYS: FREIGHT CARRIED(a), SYSTEMS
(^{'000 ton})

<i>Commodity and year</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Cwlth</i>	<i>Aust.</i>
1966-67—								
Wheat	2,844	1,869	727	735	2,338	..	(b)	8,513
Other agricultural produce	889	1,197	2,719	335	403	55	25	5,623
Coal, coke and briquettes	13,214	2,063	3,102	7	591	64	2,042	21,083
Other minerals(c)	2,755	151	827	1,514	2,264	24	136	7,671
Wool	204	141	37	23	109	3	3	520
Fertilisers and manure	645	1,171	95	443	664	138	6	3,162
Cement	1,020	807	136	117	(d)	100	98	2,278
Timber	306	376	129	74	364	351	30	1,630
Livestock	285	158	570	87	97	20	77	1,294
All other commodities	7,112	4,141	1,845	1,539	(e)1,043	322	707	16,708
Total	29,275	12,075	10,185	4,876	7,873	1,079	3,121	68,484
1965-66	27,004	12,156	10,049	4,789	6,384	1,072	2,976	64,430
1964-65	27,889	12,596	10,031	5,089	5,229	1,091	2,919	64,844
1963-64	25,814	12,132	9,796	5,179	5,187	1,155	2,478	61,741
1962-63	23,641	10,841	8,736	4,503	4,793	1,165	2,230	55,909
1961-62	24,050	10,350	8,153	4,616	5,342	1,096	1,958	55,565

(a) Inter-system traffic is included in the total for each system (including each Commonwealth railway) over which it passes. (b) Less than 500 tons. (c) Includes sand and gravel. (d) Cement included with 'All other commodities'. (e) Includes cement.

Freight net ton-miles

GOVERNMENT RAILWAYS: FREIGHT NET TON-MILES, SYSTEMS
(Million)

<i>Commodity and year</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Cwlth</i>	<i>Aust.</i>
1966-67—								
Wheat	774.8	352.6	(a)	73.1	415.2	..	(b)	n.a.
Other agricultural produce	355.0	223.3	(a)	40.3	68.7	5.6	18.1	n.a.
Coal, coke and briquettes	485.9	178.3	(a)	1.3	41.2	7.7	316.9	n.a.
Other minerals(c)	344.3	15.1	(a)	221.2	240.0	0.9	36.1	n.a.
Wool	50.2	18.8	(a)	4.2	27.0	0.3	1.3	n.a.
Fertilisers and manure	195.6	202.2	(a)	80.2	106.7	22.4	5.4	n.a.
Cement	159.7	53.4	(a)	13.7	(d)	12.5	5.6	n.a.
Timber	105.5	67.3	(a)	14.3	75.2	17.9	27.8	n.a.
Livestock	87.5	29.4	149.5	13.3	18.4	2.8	31.3	332.2
All other commodities	1,996.4	796.9	1,854.1	278.0	(e)251.7	48.1	476.8	5,702.0
Total	4,554.8	1,937.4	2,003.6	739.4	1,244.1	118.2	919.2	11,516.7
1965-66	4,281.8	1,989.5	2,002.0	749.3	1,020.8	113.4	881.4	11,038.2
1964-65	4,706.0	2,028.2	1,800.9	765.4	842.1	116.6	885.8	11,145.0
1963-64	4,282.1	1,905.6	1,887.1	754.1	813.3	113.9	744.4	10,500.5
1962-63	3,743.3	1,693.2	1,599.7	679.4	762.3	111.8	663.6	9,253.3
1961-62	3,575.7	1,581.0	1,496.6	650.1	831.1	107.0	581.3	8,822.8

(a) Not available separately, included with 'All other commodities'. (b) Less than 50,000 net ton-miles. (c) Includes sand and gravel. (d) Cement included with 'All other commodities'. (e) Includes cement.

Finance

GOVERNMENT RAILWAYS: GROSS EARNINGS(a), SYSTEMS, 1966-67
(\$'000)

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
Coaching—								
Suburban passenger	28,318	22,227	2,244	1,908	1,140	79	..	55,917
Country passenger	15,595	7,871	4,388	1,771	1,535	149	2,438	33,747
Other	6,585	4,221	3,153	998	1,331	172	543	17,003
<i>Total, coaching</i> (b)(c)	52,063	34,319	9,784	4,677	4,006	401	2,982	108,232
Freight (goods and live-stock)—								
Wheat	(e)	11,399	6,175	2,987	12,461	..	(f)	n.a.
Other agricultural produce	(e)	6,707	12,109	1,337	2,372	318	233	n.a.
Coal, coke and briquettes	(e)	6,617	10,912	24	1,970	278	2,340	n.a.
Other minerals(g)	(e)	431	6,502	7,582	4,114	51	548	n.a.
Wool	(e)	1,252	1,428	194	1,580	30	46	n.a.
Fertilisers and manure	(e)	4,341	745	1,350	3,205	919	39	n.a.
Cement	(e)	2,590	1,266	365	(h)	693	128	n.a.
Timber	(e)	2,494	1,550	324	2,470	868	290	n.a.
Livestock	3,141	1,026	7,126	673	801	134	544	13,445
All other commodities	146,288	26,466	27,649	8,247	(i)13,381	2,646	10,868	235,545
<i>Total, freight</i> (b)	149,429	63,323	75,461	23,084	42,353	5,938	15,037	374,625
Miscellaneous	(b)11,843	6,835	2,618	2,458	1,649	249	1,410	27,062
Grand total (b)	213,335	104,477	87,864	30,220	48,008	6,588	19,428	509,920

(a) Excludes Government Grants. (b) Includes State Co-ordination Tax Contribution. (c) Includes earnings which cannot be allocated among suburban, country or other coaching earnings. (d) See footnote (c). (e) Not available separately, included with 'All other commodities'. (f) Less than \$500. (g) Includes sand and gravel. (h) Cement included with 'All other commodities'. (i) Includes cement.

GOVERNMENT RAILWAYS: WORKING EXPENSES, SYSTEMS, 1966-67
(\$'000)

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.(a)	Cwlth	Aust.
Maintenance of way and works	31,450	19,940	23,646	(a)7,832	(a)10,766	2,098	6,437	102,169
Motive power(b)	61,663	28,740	34,029	(a)12,142	(a)18,098	2,890	5,044	162,606
Traffic	46,392	29,947	21,481	(a)9,447	10,778	2,312	3,173	123,530
Other charges	45,487	24,797	5,139	4,541	4,870	1,024	(a)4,757	90,615
Total	184,992	103,423	84,295	(a)33,962	(a)44,513	8,325	(a)19,411	478,921

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

GOVERNMENT RAILWAYS: GROSS EARNINGS, WORKING EXPENSES, AND NET EARNINGS SYSTEMS, 1962-63 TO 1966-67
(\$'000)

Year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
GROSS EARNINGS								
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
1966-67	213,335	104,477	87,864	30,220	48,008	6,588	19,428	509,920
WORKING EXPENSES								
1962-63	158,652	87,000	75,436	(a) 30,984	(a) 34,606	(a) 6,670	(a) 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	99,337	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
1966-67	184,992	103,423	84,295	33,962	44,513	8,325	19,411	478,921
NET EARNINGS(b)								
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	12,724
1966-67	28,343	1,054	3,569	-3,742	3,496	-1,737	17	31,000

(a) Includes provision of reserves for depreciation. in this table.

(b) Excess of gross earnings over working expenses as shown

GOVERNMENT RAILWAYS: SURPLUS OR DEFICIT, SYSTEMS, 30 JUNE 1967
(\$'000)

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	Other	Total exchange	Interest and sinking fund	Road motor expenses (a)	Other	Total		
New South Wales	28,343	(b)4,300	..	..	4,300	26,091	5,732	..	(c)629	32,452	191
Victoria	1,054	(d)32	70	..	102	4,678	213	137	..	5,028	-3,872
Queensland	3,569	..	..	..	..	(e)16,901	(f)73	..	(g)632	17,606	(h)-14,037
South Australia	-3,742	(i)8,000	197	..	8,197	5,477	..	204	(j)353	6,034	-1,579
Western Australia	3,496	..	1,112	..	1,112	8,026	..	1,040	..	9,066	-4,459
Tasmania	-1,737	..	..	(k)27	27	1,007	..	..	..	1,007	-2,717
Commonwealth	17	..	..	..	..	..	..	..	..	..	17
Australia	31,000	12,332	1,379	27	13,738	62,180	6,018	1,381	1,614	71,193	-26,456

(a) Includes interest and exchange. (b) Grants to meet losses on country developmental lines, to subsidise payments due from superannuation account and to cover cost of deferring increase in wheat freight rates. (c) Loan management and loan floatation expenses. (d) Kerang-Koondrook tramway recoup from Treasury. (e) Interest on opened and unopened lines, interest and redemption Mount Isa project fund, and interest on the Queensland 4 ft 8½ in gauge system. (f) Queensland 4 ft 8½ in gauge system only. (g) Demolished assets written off. (h) Includes deficit (\$669,421) 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) Miscellaneous goods revenue from rail-ferry goods not carried by rail.

Employment, salaries and wages

GOVERNMENT RAILWAYS: AVERAGE NUMBER OF EMPLOYEES, AND SALARIES AND WAGES PAID, SYSTEMS, 1966-67

	N.S.W.	Vic.	Qld(a)	S.A.	W.A.	Tas.	Cwlth	Aust.
Average number of employees—								
Operating staff—								
Salaried	9,327	(b)5,344	4,253	1,821	2,035	386	512	23,678
Wages	36,162	(b)22,251	20,494	6,306	9,384	1,854	2,712	99,163
Construction staff—								
Salaried . . . . .	..	(c)	..	32	..	30	..	62
Wages . . . . .	..	(c)	78	1,092	..	140	..	1,310
Total staff	45,489	27,595	24,825	9,251	11,419	2,410	3,224	124,213
Total salaries and wages paid (\$'000)	132,595	79,240	66,718	26,371	32,271	6,107	10,147	353,449
Average earnings per employee (\$)	2,915	2,872	2,688	2,851	2,826	2,534	3,147	2,846

(a) Excludes Queensland 4 ft 8½ in gauge system. (b) Includes construction staff. (c) Included with operating staff.

Accidents

GOVERNMENT RAILWAYS: ACCIDENTS—PERSONS (EXCLUDING EMPLOYEES) KILLED AND INJURED, 1966-67

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
Persons killed	85	43	17	26	8	3	..	182
Persons injured	617	600	141	52	74	3	31	1,518

Consumption of coal, oil, and petrol

GOVERNMENT RAILWAYS: VALUE OF COAL, OIL AND PETROL CONSUMED, SYSTEMS 1966-67 (\$'000)

	N.S.W.(a)	Vic.	Qld(a)	S.A.	W.A.	Tas.	Cwlth	Aust.
Coal used—								
In locomotives	n.a.	311	986	79	910	4	(b)	n.a.
For other purposes	n.a.	40	29	30	14	1	1	n.a.
Oil used—								
In diesel engines of locomotives and rail cars	2,666	1,045	1,949	776	571	184	672	7,864
In furnaces of steam locomotives	21	226	..	28	12	..	..	287
For lubrication	457	227	55	n.a.	236	29	96	n.a.
For other purposes	312	189	281	n.a.	202	17	81	n.a.
Petrol used in rail cars . . . . .	..	..	..	(b)	8	..	..	8

(a) Queensland 4 ft 8½ in gauge system included with New South Wales. (b) Less than \$500.

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 1966-67, 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 used for the conveyance of passengers, which are dealt with in this 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, 1966-67

	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	..	17	28	..	..	65
Omnibus "	604	126	332	142	4,263	748	42	72	6,329
Vehicle-miles—									
Tram '000	..	17,407	5,432	471	..	..	..	..	23,310
Trolley-bus . . . . . "	..	..	892	..	650	1,052	..	..	2,594
Omnibus "	45,307	6,931	7,187	10,772	20,188	5,272	688	2,186	98,531
Rolling stock at 30 June—									
Tram number	..	739	237	28	..	..	..	..	1,004
Trolley-bus . . . . . "	..	..	36	..	50	63	..	..	149
Omnibus "	1,460	225	381	350	679	251	19	104	3,469
Passenger-journeys—									
Tram '000	..	135,737	48,525	2,084	..	..	..	..	186,346
Trolley-bus . . . . . "	..	..	4,832	..	2,800	(b)	..	..	..
Omnibus "	246,509	25,107	26,976	47,651	51,247	22,582	1,161	6,189	435,054
Gross revenue(c)—									
Tram, trolley-bus and omnibus									
\$'000	26,869	19,518	8,761	6,270	7,647	2,520	178	599	72,362
Working expenses(d)—									
Tram, trolley-bus and omnibus									
\$'000	30,555	19,998	8,423	5,947	7,846	3,266	176	867	77,078
Net revenue—									
Tram, trolley-bus and omnibus									
\$'000	-3,686	-480	338	323	-199	-746	2	-268	-4,716
Employees at 30 June—									
Tram, trolley-bus and omnibus									
number	7,507	4,746	2,362	1,421	1,915	709	32	151	18,843
Accidents—									
Tram, trolley-bus and omnibus(e)—									
Persons killed number	9	19	7	1	1	..	..	..	37
Persons injured "	1,125	645	33	142	301	42	..	15	2,303

(a) Gauge 4 ft 8½ in 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, 1962-63 TO 1966-67

	1962-63	1963-64	1964-65	1965-66	1966-67
Route-miles at 30 June—					
Tram miles	223	227	222	222	222
Trolley-bus "	88	65	65	65	65
Omnibus "	5,735	5,921	6,460	6,533	6,329
Vehicle miles—					
Tram '000	26,363	25,689	24,552	23,878	23,310
Trolley-bus " }	94,883	96,272	98,201	2,891	2,594
Omnibus " }				96,430	98,531
Rolling stock at 30 June—					
Tram number	1,124	1,101	1,099	1,071	1,004
Trolley-bus "	208	152	152	152	149
Omnibus "	3,474	3,540	3,680	3,776	3,469
Passenger-journeys—					
Tram '000	237,929	231,348	218,086	203,179	186,346
Trolley-bus and omnibus "	474,194	471,085	466,524	450,015	435,054
Gross revenue(a)—					
Tram, trolley-bus and omnibus \$000	63,394	63,688	65,110	66,700	72,362
Working expenses(b)—					
Tram, trolley-bus and omnibus \$000	67,344	67,890	70,519	73,444	77,078
Net revenue—					
Tram, trolley-bus and omnibus \$000	-3,950	-4,202	-5,409	-6,744	-4,716
Employees at 30 June—					
Tram, trolley-bus and omnibus number	19,986	19,346	18,841	19,007	18,843
Accidents—					
Tram, trolley-bus and omnibus(c)—					
Persons killed number	32	38	44	28	37
Persons injured "	2,915	2,839	2,606	2,474	2,303

(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.

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).

Motor vehicles on register

Details of motor vehicles on the register are compiled by up-dating motor vehicle census data from information made available by the various motor vehicle registration authorities in the States and Territories. Censuses of motor vehicles are taken periodically, and at these census dates considerably greater information concerning the particulars shown in the tables following is available. Particulars of the 1962 Census are shown in Year Book No. 53, 1967, *Transport and Communication*, Bulletin No. 54, 1962-63, and in special census publications.

MOTOR VEHICLES ON THE REGISTER, BY TYPE OF VEHICLE(a)

State or Territory and year	Other motor vehicles										
	Motor cars	Station wagons	Total	Utilities	Panel vans	Trucks	Other truck-types	Omni-buses	Total	Motor cycles	Total
31 December 1967—											
New South Wales	960,488	194,428	1,154,916	126,652	61,146	102,128	3,702	6,336	299,964	27,743	1,482,623
Victoria	763,585	159,915	923,500	91,615	35,300	87,000	3,606	4,266	221,787	13,601	1,158,888
Queensland	n.a.	n.a.	435,453(b)	101,399	(b)	(c)53,697	(c)	2,816	157,912	13,838	607,203
South Australia	276,415	47,536	323,951	38,013	11,503	33,254	1,510	2,030	86,310	12,509	422,770
Western Australia	206,109	45,622	251,731	43,325	12,689	(c)33,008	(c)	1,840	90,862	9,268	351,861
Tasmania	89,282	15,370	104,652	13,101	7,280	10,052	319	1,156	31,908	1,833	138,393
Northern Territory	7,452	3,597	11,049	3,994	823	1,808	80	111	6,816	596	18,461
Australian Capital Territory	29,487	6,744	36,231	2,559	1,465	1,348	112	175	5,659	805	42,695
Australia	n.a.	n.a.	3,241,483	n.a.	n.a.	n.a.	n.a.	18,730	901,218	80,193	4,222,894
31 December—											
1966	n.a.	n.a.	3,060,578	n.a.	n.a.	n.a.	n.a.	17,934	888,418	68,913	4,017,909
1965	n.a.	n.a.	2,895,891	n.a.	n.a.	n.a.	n.a.	17,018	873,656	67,339	3,836,886
1964	n.a.	n.a.	2,708,741	n.a.	n.a.	n.a.	n.a.	n.a.	863,318	69,429	3,641,488
1963	n.a.	n.a.	2,499,868	n.a.	n.a.	n.a.	n.a.	15,199	844,878	74,612	3,419,358
1962(d)	2,068,698	231,436	2,300,134	414,156	119,897	270,881	8,091	14,319	827,344	81,859	3,209,337

(a) All figures after December 1962 are subject to revision. (b) Panel vans included with utilities. (c) Other truck-types included with trucks. (d) Census figures.

MOTOR VEHICLES(a) ON REGISTER PER 1,000 OF POPULATION STATES AND TERRITORIES, 1962 TO 1967

31 December—	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
1962(b)	280	301	286	339	326	293	229	316	296
1964(c)	308	325	320	360	347	324	261	354	323
1965(c)	319	334	333	364	361	339	267	367	333
1966(c)	329	341	344	371	379	355	279	381	343
1967(c)	341	351	353	378	394	365	304	395	354

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

Registrations of new motor vehicles

Particulars of registrations of new motor vehicles are shown by type and make of vehicle in the annual bulletin *Transport and Communication*, and by type, make, and horsepower of vehicle in monthly and annual bulletins of New Motor Vehicle Registrations.

In these statistics 'registrations' means registrations processed by the motor vehicle registration authorities in the States and Territories during the period.

REGISTRATIONS OF NEW MOTOR VEHICLES, BY TYPE OF VEHICLE

State or Territory and year	Motor cars	Station wagons	Ambulances and hearses	Utilities	Panel vans	Trucks	Other truck-types	Omni-buses	Motor cycles	Total
1967—										
New South Wales	104,365	20,601	89	11,828	6,477	7,859	341	446	8,566	160,572
Victoria	76,077	16,270	77	7,242	4,290	5,266	324	326	2,322	112,194
Queensland	32,105	9,064	68	5,546	1,421	5,159	2	246	2,490	56,101
South Australia	25,339	4,811	46	2,866	949	1,882	93	137	1,595	37,718
Western Australia	23,383	6,394	30	4,975	1,607	3,096	85	207	1,319	41,096
Tasmania	9,543	1,619	9	1,243	499	784	18	79	575	14,369
Northern Territory	867	502	6	739	87	334	1	1	183	2,720
Australian Capital Territory	3,915	686	4	287	216	210	7	28	256	5,609
Australia	275,594	59,947	329	34,726	15,546	24,590	871	1,470	17,306	430,379
1966	245,175	61,513	349	33,154	13,351	22,970	837	1,399	9,738	388,486
1965	258,082	73,673	346	32,948	14,177	25,373	886	1,544	8,056	415,085
1964	250,050	82,973	336	32,983	14,598	25,360	805	1,384	6,488	414,977
1963	233,125	74,303	338	31,741	12,321	20,668	618	1,177	5,273	379,564
1962	205,623	61,378	277	27,010	11,712	15,911	557	989	5,391	328,848

Drivers' and riders' licences

At 30 June 1967 the numbers of licences in force to drive or ride motor vehicles were: New South Wales, 1,722,600; Victoria, 1,313,291; South Australia, 474,721; Western Australia, 363,511; Tasmania, 152,733; Australian Capital Territory, 58,758. Particulars are not available for Queensland and the Northern Territory.

ROAD TRAFFIC ACCIDENTS

Accidents involving casualties, persons killed, persons injured

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): NUMBER OF ACCIDENTS, PERSONS KILLED OR INJURED STATES AND TERRITORIES, 1966

State or Territory	Per 100,000 of mean population			Per 10,000 motor vehicles registered(b)					
	Number of accidents	Persons killed	Persons injured	Number of accidents	Persons killed	Persons injured			
New South Wales	20,919	1,143	28,981	493	27	683	152	8	211
Victoria	14,084	955	20,160	437	30	626	129	9	185
Queensland	6,878	466	9,936	411	28	593	121	8	175
South Australia(c)	7,031	270	9,369	642	25	856	175	7	233
Western Australia	4,346	253	5,997	512	30	706	138	8	190
Tasmania	1,377	104	2,092	371	28	563	107	8	162
Northern Territory	310	34	446	547	60	787	200	22	288
Australian Capital Territory	593	17	856	614	18	887	164	5	237
Australia	55,538	3,242	77,837	479	28	671	141	8	198

(a) Accidents reported to the police which occurred in public thoroughfares and which resulted in death within thirty days or in bodily injury to an extent requiring surgical or medical treatment. (b) Average number of motor vehicles on register. (c) Includes accidents in which the injured persons did not require surgical or medical treatment and the number of persons injured in accidents who did not require surgical or medical treatment.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): NUMBER OF ACCIDENTS, PERSONS KILLED OR INJURED STATES AND TERRITORIES, 1962 TO 1966

Year	N.S.W.	Vic.	Qld	S.A. (b)	W.A.	Tas.	N.T.	A.C.T.	Total		
									Num-ber	Per 100,000 of mean popu-lation	Per 10,000 motor vehicles regis-tered (c)
Accidents involving casualties—											
1962	16,076	12,026	6,310	6,491	3,685	833	n.a.	348	45,769	428	147
1963	18,101	12,590	6,724	6,299	4,057	1,051	218	425	49,465	452	149
1964	19,399	13,991	7,220	6,998	4,062	1,184	224	476	53,554	480	152
1965	21,052	14,336	7,134	7,267	4,170	1,206	232	535	55,932	491	150
1966	20,919	14,084	6,878	7,031	4,346	1,377	310	593	55,538	479	141
Persons killed—											
1962	876	808	403	194	177	61	n.a.	8	2,527	24	8
1963	900	780	398	223	198	75	16	8	2,598	24	8
1964	1,010	904	461	238	222	89	25	17	2,966	27	8
1965	1,151	929	467	243	252	93	14	15	3,164	28	8
1966	1,143	955	466	270	253	104	34	17	3,242	28	8
Persons injured—											
1962	21,468	16,781	8,703	8,321	5,077	1,158	n.a.	498	62,006	580	200
1963	24,652	17,577	9,445	8,271	5,399	1,595	313	628	67,880	620	205
1964	26,631	19,836	10,383	9,222	5,450	1,709	297	730	74,258	665	210
1965	29,157	20,446	10,078	9,491	5,638	1,815	329	769	77,723	682	208
1966	28,981	20,160	9,936	9,369	5,997	2,092	446	856	77,837	671	198

(a) See footnote (a) to previous table. (b) See footnote (c) to previous table. (c) 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
TYPES OF ROAD USER INVOLVED, STATES AND TERRITORIES, 1966**

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	428	361	181	96	101	33	18	11	1,229
Motor cyclists	32	15	20	6	3	1	1	..	78
Pedal cyclists	16	38	20	14	10	6	..	..	104
Passengers (all types)(c)	323	282	142	86	88	44	13	4	982
Pedestrians	341	257	102	68	51	20	2	2	843
Other classes(d)	3	2	1	..	..	..	..	..	6
Total	1,143	955	466	270	253	104	34	17	3,242
PERSONS INJURED									
Drivers of motor vehicles	11,183	8,029	3,898	3,822	2,348	848	188	352	30,668
Motor cyclists	1,020	366	469	627	327	54	20	33	2,916
Pedal cyclists	858	907	473	669	362	50	9	51	3,379
Passengers (all types)(c)	11,765	8,263	4,223	3,311	2,239	896	194	340	31,231
Pedestrians	4,111	2,539	857	939	713	244	35	78	9,516
Other classes(d)	44	56	16	1	8	..	..	2	127
Total	28,981	20,160	9,936	9,369	5,997	2,092	446	856	77,837

(a) Accidents reported to the police which occurred in public thoroughfares and which resulted in death within thirty days or in bodily injury to an extent requiring surgical or medical treatment. (b) Includes accidents in which the injured persons did not require surgical or medical treatment and the number of persons injured in accidents who did not require surgical or medical treatment. (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, 1966**

Age group (years)	N.S.W.	Vic.	Qld	S.A. (b)	W.A.	Tas.	N.T.	A.C.T.	Aust.
PERSONS KILLED									
Under 5	37	31	17	12	9	2	1	..	109
5 and under 7	12	12	6	5	1	1	1	..	38
7 " " 17	73	70	46	25	29	16	..	1	260
17 " " 21	198	151	82	40	34	22	5	..	532
21 " " 30	203	184	82	39	52	21	9	6	596
30 " " 40	127	108	55	25	25	7	12	6	365
40 " " 50	93	98	50	37	19	10	4	3	314
50 " " 60	142	104	43	28	47	11	1	1	377
60 and over	258	195	85	55	37	14	1	..	645
Not stated	..	2	..	4	..	..	..	..	6
Total	1,143	955	466	270	253	104	34	17	3,242
PERSONS INJURED									
Under 5	957	702	361	279	212	69	10	37	2,627
5 and under 7	556	396	188	178	130	48	10	18	1,524
7 " " 17	3,348	2,267	1,295	1,227	784	261	37	110	9,329
17 " " 21	6,291	4,159	2,290	1,826	1,342	526	79	216	16,729
21 " " 30	6,181	4,366	2,008	1,559	1,034	389	147	179	15,863
30 " " 40	3,511	2,548	1,116	991	618	182	86	130	9,182
40 " " 50	3,148	2,200	942	917	547	148	52	85	8,039
50 " " 60	2,473	1,650	755	699	460	143	17	46	6,243
60 and over	2,177	1,529	719	626	403	124	3	24	5,605
Not stated	339	343	262	1,067	467	202	5	11	2,696
Total	28,981	20,160	9,936	9,369	5,997	2,092	446	856	77,837

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

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

Types of accidents

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): NUMBER OF ACCIDENTS AND PERSONS KILLED OR INJURED, BY TYPE OF ACCIDENT, STATES AND TERRITORIES, 1966

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	10,815	7,626	3,045	4,403	2,240	671	98	379	29,277
Vehicle overturning or leaving road	3,325	1,908	2,534	909	1,134	379	158	84	10,431
Vehicle colliding with pedestrian	4,146	2,666	932	872	742	252	35	78	9,723
Vehicle colliding with fixed object(c)	2,334	1,610	213	786	135	58	9	37	5,182
Passenger accidents	157	113	57	31	32	12	5	6	413
Vehicle colliding with animal	137	79	76	28	35	5	2	3	365
Other	5	82	21	2	28	..	3	6	147
Total	20,919	14,084	6,878	7,031	4,346	1,377	310	593	55,538
PERSONS KILLED									
Collisions between vehicles	443	409	165	120	104	41	11	9	1,302
Vehicle overturning or leaving road	227	176	180	47	89	42	20	2	783
Vehicle colliding with pedestrian	337	257	104	67	51	20	2	2	840
Vehicle colliding with fixed object(c)	130	104	10	36	1	..	1	4	286
Passenger accidents	3	5	3	..	3	1	..	..	15
Vehicle colliding with animal	2	1	4	..	2	..	..	..	9
Other	1	3	..	..	3	..	..	..	7
Total	1,143	955	466	270	253	104	34	17	3,242
PERSONS INJURED									
Collisions between vehicles	16,659	12,241	4,919	6,124	3,329	1,148	159	604	45,183
Vehicle overturning or leaving road	4,659	2,865	3,679	1,304	1,653	601	228	105	15,094
Vehicle colliding with pedestrian	4,052	2,554	889	835	722	247	35	78	9,412
Vehicle colliding with fixed object(c)	3,256	2,202	277	1,042	179	75	13	51	7,095
Passenger accidents	175	117	61	34	33	11	6	6	443
Vehicle colliding with animal	176	99	89	28	42	10	2	5	451
Other	4	82	22	2	39	..	3	7	159
Total	28,981	20,160	9,936	9,369	5,997	2,092	446	856	77,837

(a) Accidents reported to the police which occurred in public thoroughfares and which resulted in death within thirty days or in bodily injury to an extent requiring surgical or medical treatment. (b) Includes accidents in which the injured persons did not require surgical or medical treatment and the number of persons injured in accidents who did not require surgical or medical treatment. (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 1967. 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 1967
(Miles)

<i>Class of road</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Total</i>
State highways	6,548	4,460	6,254	8,193	3,435	1,205	60,859
Trunk roads	4,232	9,093	5,151				
Ordinary main roads	11,629						
<i>Total main roads</i>	22,409	13,553	11,405	8,193	3,435	1,864	60,859
Secondary roads	(a)157	..	(b)8,833	..	7,958	197	17,145
Developmental roads	2,736	..	4,391	..	(c)43,930	..	51,057
Tourist roads	196	445	..	..	..	47	688
Other roads . . . . .	..	(d)501	..	..	(e)74	(f)144	719
<i>Total other roads</i>	3,089	946	13,224	..	51,962	388	69,609
Grand total	25,498	14,499	24,629	8,193	55,397	2,252	130,468

(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 1967

(Miles)

<i>Surface of roads</i>	<i>N.S.W.</i> (a)	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>A.C.T.</i>	<i>Total</i>
Bitumen or concrete	28,621	28,220	16,876	8,220	13,806	3,170	1,640	491	101,044
Gravel, crushed stone or other improved surface	44,645	29,692	19,290	15,758	23,193	8,657	1,005	225	142,465
Formed only	26,944	20,775	41,701	10,515	45,746	1,368	1,888	91	320,343
Cleared only	31,089	22,277	43,591	40,553	26,362				
Total	131,299	100,964	121,458	75,046	109,107	13,195	11,976	807	563,852

(a) 30 June 1966.

Further information on roads, including financial particulars, is included in Chapter 20, 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 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 Books 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.

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 1967 the Ansett-A.N.A. fleet included four Boeing 727's, three DC-9's, three Electras, seven Viscounts, nine Friendships, two Carvairs, a number of DC-4's and DC-3's, nine helicopters, and smaller aircraft. At the same date Trans-Australia Airlines operated a fleet of four Boeing 727's, three DC-9's, three Electras, nine Viscounts, eight Friendships, a number of DC-4's and DC-3's, one helicopter, 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), Adelaide (Airlines of South Australia), Perth (Mac-Robertson Miller Airlines), and Alice Springs (Connellan Airways). With the exception of Connellan Airways, which provides regular service to outback homesteads and communities, all of these 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 DC-4's, Convairs and Friendships, supported by DC-3's. Connellan Airways uses smaller aircraft types.

Commuter services. These are not airline services but regular flights by charter firms with small single and twin-engined aircraft operating to fixed and published timetables. They provide regular air links between many centres, towns and country areas which are either not served by the major airlines or have no direct air service with their capital or nearest major provincial city. The first commuter service approved was for Opal Air Pty Ltd, of Coober Pedy (S.A.), to operate between Adelaide and the South Australian opal fields. At 30 November 1967 twelve charter operators were authorised to operate commuter services. Details of the operations of these commuter services are excluded from the statistics shown in this section.

Internal operations. Particulars of the revenue operations of all regular internal air services during each of the years 1962-63 to 1966-67 are set out in the next table.

**CIVIL AVIATION: OPERATIONS OF REGULAR INTERNAL SERVICES
AUSTRALIA(a), 1962-63 TO 1966-67**

	1962-63 (b)	1963-64 (b)	1964-65 (b)	1965-66	1966-67
Hours flown number	217,897	244,517	256,231	261,535	255,510
Miles flown '000	43,700	48,971	52,323	55,020	56,759
Passengers—					
Embarkations number	2,832,934	3,256,937	3,763,936	4,157,873	4,424,652
Passenger-miles '000	1,221,178	1,408,317	1,639,087	1,831,360	1,972,469
Freight—					
Tons uplifted short tons	59,373	63,161	69,959	76,079	82,056
Ton-miles(c) '000	28,270	30,491	33,891	37,577	40,148
Mail—					
Tons uplifted short tons	6,467	7,082	7,736	8,633	9,587
Ton-miles(c) '000	3,324	3,741	4,074	4,587	5,144

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

Internal passenger embarkations and disembarkations

The figures in the following table show 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.

**INTERNAL AIRWAYS PASSENGER EMBARKATIONS AND DISEMBARKATIONS AT
PRINCIPAL AUSTRALIAN AIRPORTS, 1962-63 TO 1966-67**

<i>Airport</i>	<i>1962-63</i>	<i>1963-64</i>	<i>1964-65</i>	<i>1965-66</i>	<i>1966-67</i>
Sydney	1,566,778	1,802,618	2,086,571	2,244,218	2,435,284
Melbourne	1,210,093	1,393,227	1,587,833	1,748,478	1,880,860
Brisbane	548,044	635,468	754,296	814,097	854,370
Adelaide	468,576	526,764	618,101	738,402	770,408
Canberra	221,810	263,331	318,882	331,203	341,058
Perth	158,606	175,351	209,972	257,406	278,662
Hobart	128,412	143,066	158,287	167,077	178,314
Launceston	131,021	142,490	152,175	155,057	159,402
Townsville	95,227	111,207	137,079	152,384	145,161
Coolangatta	54,387	61,949	76,720	88,456	97,343
Cairns	62,720	69,914	83,503	83,996	86,598
Mackay	38,270	45,310	61,071	72,411	72,407
Rockhampton	41,623	46,524	55,809	63,250	65,777
Darwin	29,721	34,159	38,804	49,131	57,557
Devonport	35,971	39,377	45,401	48,089	55,213
Wagga	36,836	41,135	43,404	46,179	53,273
Wynyard	29,715	32,020	34,966	40,617	51,932
Dubbo	36,423	40,791	34,904	41,903	44,852
Kingscote	30,792	32,821	40,591	42,197	44,764
Cooma	40,733	46,864	50,757	44,098	44,060
Port Lincoln	32,057	33,859	38,858	41,024	42,643
Tamworth	31,592	36,869	40,253	37,589	38,141

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 114 nations in June 1967. 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-one countries by 30 June 1967. They were Austria, 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 1967. These were Burma, the Republic of China, Greece, Indonesia, Iraq, Laos, Mexico, the Philippines, Portugal, Saudi Arabia, Turkey, the Republic of Vietnam, and Yugoslavia. Qantas also operates services to and through most of these countries under these arrangements.

International air services. In November 1967 fourteen 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), K.L.M. Royal Dutch Airlines (Netherlands), Malaysia-Singapore Airlines (Malaysia and Singapore), Pan-American World Airways (United States of America), Philippine Air Lines (Philippines), South African Airways (South Africa), and Union de Transports Aeriens (France). The Indonesian airline, P.N. Merpartu Nusantara, operates services between Sukarnapura in West Irian and Lae in New Guinea, and Trans-Australia Airlines operates between Darwin and Portuguese Timor under charter to Transportes Aereos de Timor. In November 1967 Qantas, Australia's international airline, was

operating nine Boeing 707-138B jet aircraft, eleven larger Boeing 707-338C jet aircraft, and one Lockheed Electra aircraft. Qantas has on order another ten Boeing 707-338C aircraft for delivery between December 1967 and September 1968, and intends disposing of its nine smaller Boeing 707-138B's, giving it a fleet of twenty-one Boeing 707-338C's. All the shares in Qantas Airways Limited are owned by the Commonwealth Government. The name of the Company was changed on 1 August 1967 from Qantas Empire Airways to Qantas Airways Limited.

International operations. The table following shows particulars of international airline traffic during 1966-67 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), 1966-67**

<i>Type of traffic</i>	<i>Aircraft movements</i>	<i>Passengers</i>	<i>Freight</i>	<i>Mail</i>
			short tons	short tons
Traffic to Australia—				
Qantas Airways Limited	2,281	140,661	4,825	1,077
Other airlines	2,832	177,822	4,122	1,367
<i>All airlines</i>	<i>5,113</i>	<i>318,483</i>	<i>8,947</i>	<i>2,444</i>
Traffic from Australia—				
Qantas Airways Limited	2,279	129,966	3,270	762
Other airlines	2,840	166,589	2,679	851
<i>All airlines</i>	<i>5,119</i>	<i>296,555</i>	<i>5,949</i>	<i>1,613</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 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
1962-63 TO 1966-67**

	1962-63 (a)	1963-64 (a)	1964-65 (a)	1965-66	1966-67
Hours flown number	48,669	53,792	68,028	68,405	66,840
Miles flown '000	20,343	22,357	28,126	29,635	29,201
Passengers—					
Embarkations number	294,908	352,442	443,665	448,623	466,849
Passenger-miles '000	1,014,867	1,185,981	1,527,039	1,569,513	1,608,868
Freight—					
Tons uplifted short tons	6,756	8,071	10,293	11,451	12,259
Ton-miles(b) '000	33,135	38,633	51,826	61,836	62,939
Mail—					
Tons uplifted short tons	2,468	2,654	3,124	3,252	2,697
Ton-miles(b) '000	15,191	16,057	19,891	20,914	16,500

(a) Includes, for flights between Australia and Papua-New Guinea, operations over stages located within the Commonwealth and within Papua-New Guinea. (b) 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 1966, hours flown totalled 844,960 compared with 345,975 hours flown by Australian airline aircraft. At 30 June 1967, aircraft employed in general aviation numbered 2,737.

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 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 for 1966-67;
- assist 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, 1,077 scholarships have been awarded.

During 1966-67, pupils of the Australian flying training organisations (aero clubs and commercial flying schools) received 525 private licences, 255 commercial licences and 105 instructor ratings. Subsidised hours flown by aero clubs and flying schools totalled 211,095 hours out of a total of 270,487 hours flown, and their subsidy earnings totalled \$283,169. A limit placed on the subsidy restricted the total payment to \$150,000. During the year clubs were also assisted with the purchase of thirty-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 \$18,000 and \$3,000 respectively during 1966-67 as additional financial assistance.

Fifty-seven clubs were affiliated with the Gliding Federation of Australia in 1966-67 and there were more than 1,800 members. During 1966-67 the Commonwealth assisted gliding clubs to the extent of \$15,000. The total of all subsidy payments and financial assistance to flying training organisations and the gliding movement during 1966-67 was \$381,000.

Aerodromes

The number of aerodromes throughout Australia and its Territories at 30 June 1967 was 649. One hundred and eighteen were owned by the Commonwealth Government and 531 by local authorities and private interests. Capital expenditure on aerodrome construction increased from \$14.7 million in 1965-66 to \$20.3 million in 1966-67. Maintenance expenditure on Commonwealth-owned aerodromes during 1966-67 was \$5.4 million, and development grants to licensed aerodromes participating in the Local Ownership Plan totalled \$920,000. 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 \$50 million. The new Melbourne airport is to cost \$50 million including site acquisition. The projects as a whole are expected to be completed in 1970, but progressive use is being made of the facilities as they become available. Total estimated cost of the Commonwealth's current airport expansion programme is \$125 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 twelve navigational aids were put into operation during 1966-67. The number of navigational aids operating throughout the Commonwealth at 30 June 1967 totalled 309. These included 86 distance measuring equipment (DME) beacons, 28 visual aural ranges (VAR), 168 non-directional beacons (NDB), 14 VHF omni radio ranges (VOR), and 13 instrument landing systems (ILS).

Aircraft on the Australian register

CIVIL AVIATION: AIRCRAFT ON AUSTRALIAN REGISTER, 30 JUNE 1967

Type of aircraft	Number of engines				Total aircraft
	One	Two	Three	Four	
Fixed-wing powered aircraft—					
Turbo-jet . . . . .	..	7	8	19	34
Turbo-prop	2	46	..	30	78
Piston-engined 20,000 lb and over maximum take-off weight . . . . .	..	78	..	18	96
Piston-engined under 20,000 lb maximum take-off weight	2,425	259	6	4	2,694
Helicopters	67	1	..	..	68
<i>Total powered aircraft</i>	<i>2,494</i>	<i>391</i>	<i>14</i>	<i>71</i>	<i>2,970</i>
Gliders . . . . .	..	..	..	..	204

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. 58, 1966-67.

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

CIVIL AVIATION: REGISTRATIONS, LICENCES, ETC., AUSTRALIA(a)
1963 TO 1967

	30 June—				
	1963	1964	1965	1966	1967
Registered aircraft owners	1,006	1,167	1,293	1,481	1,685
Registered aircraft(b)	1,787	1,936	2,207	2,605	2,970
Pilots' licences—					
Private	4,066	4,720	5,382	6,365	7,828
Private helicopter	3	6	6	7	10
Commercial	1,159	1,263	1,411	1,616	1,938
Senior commercial	176	189	192	192	224
Commercial helicopter	42	53	59	83	127
Senior commercial helicopter . . . . .	..	..	5	6	9
Student	4,845	5,676	6,907	8,109	9,921
Student helicopter	15	41	66	96	123
1st class airline transport	684	670	750	807	819
2nd class airline transport	464	603	725	822	838
Flight navigators' licences	135	137	154	208	222
1st class flight radio-telegraph operators' licences	20	19	18	19	19
Flight radio-telephone operators' licences	6,552	7,956	9,102	10,831	13,157
Flight engineers' licences	168	215	429	495	563
Aircraft maintenance engineers' licences	2,521	2,553	2,779	2,879	2,954
Aerodromes—					
Government(c)	122	113	110	110	107
Licensed(d)	380	381	386	385	377
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 1967 there were 204 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

CIVIL AVIATION: AUSTRALIAN AIRCRAFT(a)—ACCIDENTS INVOLVING CASUALTIES(b), 1962-63 TO 1966-67

	1962-63	1963-64	1964-65	1965-66	1966-67
Number	32	33	21	41	47
Persons killed	16	24	21	32	76
Persons injured	26	26	7	28	27

(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 447-9), and, in conjunction with the Overseas Telecommunications Commission (*see* pages 445-6), 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 1967.

POSTAL FACILITIES: RELATION TO AREA AND POPULATION, STATES
30 JUNE 1967

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Post offices—							
Official	524	332	237	174	153	55	1,475
Non-official	1,862	1,712	964	747	477	421	6,183
<i>Total post offices</i>	<i>2,386</i>	<i>2,044</i>	<i>1,201</i>	<i>921</i>	<i>630</i>	<i>476</i>	<i>7,658</i>
Square miles of territory per office	130	43	555	978	1,549	55	388
Inhabitants per office	1,849	1,602	1,417	1,271	1,391	791	1,542
Inhabitants per 100 square miles	1,421	3,726	255	130	90	1,427	398

Employees

The number of employees and mail contractors in the Central Office and in each of the States at 30 June 1967 is given in the following table.

POSTAL EMPLOYEES: CENTRAL OFFICE AND STATES, 30 JUNE 1967

<i>Employees</i>	<i>Central Office</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Aust.</i>
Full-time(a)—								
Permanent officers	1,675	24,349	16,571	10,529	7,335	5,344	2,593	68,396
Temporary and exempt officers	279	12,708	9,990	2,809	2,252	1,600	852	30,490
<i>Total, full-time</i>	<i>1,954</i>	<i>37,057</i>	<i>26,561</i>	<i>13,338</i>	<i>9,587</i>	<i>6,944</i>	<i>3,445</i>	<i>98,886</i>
Other(b)—								
Non-official and semi-official post-masters . . . . .	..	1,869	1,694	982	748	479	423	6,195
Persons exclusive of postmasters at non-official offices . . . . .	..	477	647	275	201	58	38	1,696
Telephone office-keepers . . . . .	..	237	92	371	99	224	13	1,036
Mail contractors (including persons employed to drive vehicles) . . . . .	..	2,059	1,021	1,232	336	329	202	5,179
<i>Total, other</i>	<i>..</i>	<i>4,642</i>	<i>3,454</i>	<i>2,860</i>	<i>1,384</i>	<i>1,090</i>	<i>676</i>	<i>14,106</i>

(a) Persons directly under the control of the Department. Excludes 3,123 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 represents actual departmental collections by source as recorded for Treasury purposes. The earnings of the Department, which include revenue earned but not actually received, are shown in the profit and loss statement on page 440.

**POSTMASTER-GENERAL'S DEPARTMENT: CASH REVENUE, BY SOURCE
CENTRAL OFFICE AND STATES, 1966-67
(\$'000)**

<i>Source</i>	<i>Central Office</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Aust.</i>
Postal	7,161	46,198	31,732	14,084	9,939	7,376	2,779	119,270
Telephone	495	114,774	82,709	37,372	26,990	18,897	7,883	289,120
Telegraph	2,179	6,998	4,537	3,264	2,521	1,787	509	21,796
Miscellaneous	1	148	89	43	179	9	38	505
Total	9,837	168,118	119,066	54,762	39,629	28,069	11,209	430,690

**POSTMASTER-GENERAL'S DEPARTMENT: CASH REVENUE
BY SOURCE, AUSTRALIA, 1962-63 TO 1966-67
(\$'000)**

<i>Source</i>	<i>1962-63</i>	<i>1963-64</i>	<i>1964-65</i>	<i>1965-66</i>	<i>1966-67</i>
Postal	98,854	105,954	112,182	116,187	119,270
Telephone	184,630	205,564	240,641	264,560	289,120
Telegraph	15,838	17,254	19,352	20,429	21,796
Miscellaneous	350	506	473	320	505
Total	299,672	329,278	372,648	401,496	430,690

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, etc., are included therein.

**POSTMASTER-GENERAL'S DEPARTMENT: CASH EXPENDITURE
CENTRAL OFFICE AND STATES, 1966-67
(\$'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 a salary	2,671	54,403	38,654	21,109	13,557	9,502	4,691	144,586
Administrative	1,382	5,212	4,093	2,085	1,470	1,062	544	15,848
Stores and material	272	3,763	3,061	977	898	551	219	9,742
Mail services	17,857	4,620	2,670	2,096	1,076	626	281	29,227
Engineering services (other than new works)	3,954	37,535	27,427	13,450	9,615	7,469	3,532	102,983
Other services	366	..	..	..	..	..	..	366
<i>Total, ordinary services votes</i>	<i>26,503</i>	<i>105,533</i>	<i>75,905</i>	<i>39,718</i>	<i>26,616</i>	<i>19,210</i>	<i>9,267</i>	<i>302,752</i>
Rent, repairs, maintenance . . . . .	..	2,359	2,194	658	608	484	143	6,445
Furniture and fittings . . . . .	..	227	241	122	52	81	26	749
Capital works and services—								
Plant and equipment	2,454	78,383	48,845	21,258	16,736	15,254	7,561	190,490
Buildings, sites and properties . . . . .	..	5,328	4,296	1,771	1,457	1,300	436	14,588
Grand total	28,957	191,830	131,481	63,527	45,469	36,329	17,433	515,024

**POSTMASTER-GENERAL'S DEPARTMENT: CASH EXPENDITURE
AUSTRALIA, 1962-63 TO 1966-67
(\$'000)**

	1962-63	1963-64	1964-65	1965-66	1966-67
Expenditure from ordinary services votes—					
Salaries and payments in the nature of a salary	102,256	107,964	118,490	127,579	144,586
Administrative	12,302	14,588	16,380	18,986	15,848
Stores and material	3,594	3,308	3,455	4,629	9,742
Mail services	23,036	24,152	25,226	28,407	29,227
Engineering services (other than new works)	68,812	77,350	85,553	92,693	102,983
Other services	280	280	319	328	366
<i>Total, ordinary services votes</i>	<i>210,280</i>	<i>227,642</i>	<i>249,423</i>	<i>272,623</i>	<i>302,752</i>
Rent, repairs, maintenance	3,526	4,206	4,900	5,775	6,445
Furniture and fittings . . . . .	..	..	..	(a)697	749
Capital works and services—					
Plant and equipment	111,594	122,406	144,802	164,682	190,490
Buildings, sites and properties	11,886	14,716	15,086	(b)14,471	14,588
Grand total	337,286	368,970	414,211	458,248	515,024

(a) Previously included in capital works. (b) Excludes expenditure on furniture and fittings, previously included with building expenditure.

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, furlough and depreciation) and interest charges (including exchange) are shown in the following table for the year 1966-67 together with summarised particulars for the year 1965-66.

**POSTMASTER-GENERAL'S DEPARTMENT: CONSOLIDATED STATEMENT
OF PROFIT AND LOSS, 1965-66 AND 1966-67**
(\$'000)

	1966-67		1965-66	
	Postal service	Telecom- munications service	All services	All services
<i>Earnings</i>	119,988	311,500	431,488	401,274
Working expenses—				
Operating and general cost	94,189	83,154	177,343	158,187
Maintenance of plant and equipment	1,586	74,063	75,649	67,621
Carriage of mails	32,395	..	32,395	31,143
Depreciation	2,789	74,077	76,867	69,004
Superannuation and furlough liability	8,388	13,320	21,707	15,126
<i>Total working expenses</i>	139,347	244,614	383,961	341,081
Profit or loss before interest	-19,359	66,886	47,527	60,193
Interest	4,221	64,808	69,029	60,316
Profit or loss after interest	-23,580	2,078	-21,502	-124

Minus sign (-) denotes loss.

Fixed assets, Postmaster-General's Department

**POSTMASTER-GENERAL'S DEPARTMENT: TRANSACTIONS AFFECTING
FIXED ASSETS, 1966-67**
(\$'000)

<i>Class of plant</i>	<i>Value at 1 July 1966</i>	<i>Adjust- ments to values</i>	<i>Additions during year</i>	<i>Instal- ments of plant written out</i>	<i>Value at 30 June 1967</i>
Telecommunications plant	1,544,163	..	200,971	12,543	(a)1,732,591
Postal plant	12,134	..	2,700	49	14,785
Engineers' moveable plant	34,438	..	4,420	1,881	36,978
Motor vehicles	25,342	..	7,377	4,225	28,494
Other plant and equipment	33,296	-868	3,967	758	35,637
Buildings	175,495	..	15,890	..	(b)191,385
Land	19,443	..	824	..	20,268
<i>Total</i>	1,844,311	-868	236,151	19,455	2,060,139

(a) Includes plant under construction valued at \$77,187,000. (b) Includes buildings under construction valued at \$7,647,000.

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

Postal services

Mail delivery points

MAIL DELIVERY POINTS: STATES, 30 JUNE 1967

State	Postmen's delivery	Roadside delivery	Private boxes	Private mail bag services
New South Wales	1,279,864	52,051	72,871	6,456
Victoria	837,440	33,568	43,300	6,351
Queensland	421,744	27,921	35,560	4,718
South Australia	327,601	1,030	25,720	2,940
Western Australia	203,926	17,966	19,548	760
Tasmania	77,489	1,255	7,938	1,762
Australia	3,148,064	133,791	204,937	22,987

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, 1966-67
(*000)

State	Posted for delivery within Australia				Posted for delivery overseas			
	Letters (b)	News-papers and packets (c)	Parcels (d)	Registered articles (e)	Letters (b)	News-papers and packets (c)	Parcels (d)	Registered articles (e)
New South Wales	734,365	156,308	6,540	3,769	51,107	12,601	363	930
Victoria	604,213	104,711	5,168	2,475	29,933	5,520	235	519
Queensland	271,864	32,337	2,343	1,464	10,207	1,167	40	34
South Australia	169,756	18,245	1,404	788	8,270	1,302	62	62
Western Australia	153,082	13,861	1,149	663	6,827	1,050	32	60
Tasmania	53,009	8,264	281	372	618	90	14	4
Australia	1,986,289	333,726	16,885	9,531	106,962	21,730	745	1,609
	Received from overseas				Total postal matter dealt with			
New South Wales	66,354	33,238	734	1,249	851,826	202,147	7,637	5,949
Victoria	52,933	10,617	436	568	687,079	120,848	5,840	3,562
Queensland	7,251	4,966	181	54	289,322	38,470	2,563	1,552
South Australia	5,912	4,873	114	32	183,938	24,420	1,580	882
Western Australia	5,213	6,653	93	50	165,122	21,564	1,275	773
Tasmania	1,967	2,177	8	4	55,594	10,531	302	379
Australia	139,630	62,524	1,566	1,957	2,232,881	417,980	19,196	13,097

(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.

TRANSPORT, COMMUNICATION AND TRAVEL

POSTAL ARTICLES HANDLED(a): AUSTRALIA, 1962-63 TO 1966-67
(^{'000})

Year	Newspapers and packets		Parcels (d)	Registered articles (e)	Total postal articles handled
	Letters (b)	(c)			
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
1966-67	2,232,881	417,980	19,196	13,097	2,683,154

For footnotes see previous table.

During 1966-67 the total amounts paid for the carriage of mails, as disclosed by the Profit and Loss Account of the Postal Service, were as follows: road, \$10,054,873; railway, \$3,959,423; sea, \$679,088; air—internal, \$3,878,041, overseas, \$13,823,973; grand total, \$32,395,398.

Money orders and postal orders

The issue of money orders and postal orders is regulated by sections 74-9 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 \$50 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 1962-63 to 1966-67 and the income therefrom which has accrued to the Post Office.

MONEY ORDERS AND POSTAL ORDERS(a): TRANSACTIONS, AUSTRALIA
1962-63 TO 1966-67

Year	Money orders(b)			Postal orders(a)		
	Issued(c)		Total commission received	Issued		Fee
	Number	Value		Number	Value	
	'000	\$'000	\$'000	'000	\$'000	\$'000
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
1966-67	12,594	434,942	2,332	13,499	18,454	629

(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 1966-67, 12,106,884 valued at \$431,713,947 were payable in Australia, and 487,216 valued at \$3,227,959 were payable overseas. Of the total money orders paid in Australia during 1966-67, 12,070,351 (\$431,523,787) were issued in Australia, and 208,214 (\$3,378,661) were issued overseas.

Of the total postal orders paid in Australia during 1966-67 (13,761,620 valued at \$18,809,517), 9,278,815 (\$13,520,492) were paid in the State in which issued, and 4,482,805 (\$5,289,025) 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 1967 there were 16,975,000 single wire miles of cable and 1,251,000 miles of aerial wire used for telecommunication purposes in Australia. The aerial wires were mounted on 116,652 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 1967 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 1967

	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Aust.</i>
Type of service—							
Ordinary exchange services	732,690	623,118	246,158	179,271	121,314	59,036	1,961,587
Duplex services	17,715	2,072	116	694	223	206	21,026
Party line services	4,875	2,411	2,881	1,452	1,301	260	13,180
Private branch exchange services	93,939	58,189	22,057	19,091	12,759	4,172	210,207
Public telephones	10,960	7,344	4,462	2,683	2,092	1,162	28,703
Connected to—							
Automatic exchanges	741,289	610,485	217,089	171,173	113,851	53,285	1,907,172
Manual exchanges	118,890	82,649	58,585	32,018	23,838	11,551	327,531
Located in—							
Metropolitan areas	543,035	458,502	133,019	131,684	93,528	23,707	1,383,475
Country areas	317,144	234,632	142,655	71,507	44,161	41,129	851,228
Total	860,179	693,134	275,674	203,191	137,689	64,836	2,234,703

TELEPHONE SERVICES IN OPERATION: AUSTRALIA, 1963 TO 1967

Services connected to—	30 June—				
	1963	1964	1965	1966	1967
Metropolitan exchanges—					
Automatic	1,123,391	1,188,264	1,244,926	1,316,456	1,383,475
Country exchanges—					
Automatic	322,187	361,368	414,636	467,844	523,697
Manual	366,603	369,248	350,562	336,078	327,531
All exchanges—					
Automatic	1,445,578	1,549,632	1,659,562	1,784,300	1,907,172
Manual	366,603	369,248	350,562	336,078	327,531
Total services	1,812,181	1,918,880	2,010,124	2,120,378	2,234,703

Telephone instruments

TELEPHONE INSTRUMENTS IN SERVICE: STATES, 1963 TO 1967
(^{'000})

30 June—	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
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
1967	1,276	958	377	287	191	89	3,178
Number at 30 June 1967 per 100 population	28.9	29.3	22.2	24.5	21.8	23.6	26.9

Internal telephone traffic

LOCAL AND TRUNK LINE TELEPHONE CALLS: AUSTRALIA, 1962-63 TO 1966-67

Year	<i>Effective paid local calls</i>		<i>Trunk line calls</i>		<i>Total calls '000</i>
	<i>Total '000</i>	<i>Per service number</i>	<i>Total '000</i>	<i>Per service number</i>	
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
1966-67	2,179,000	1,001	134,200	62	2,313,200

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 1967 subscriber trunk dialling was in operation at 268 exchanges, connected to approximately 686,000 services.

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 1962-63 to 1966-67 is set out hereunder.

INTERNAL TELEGRAPH TRAFFIC: AUSTRALIA, 1962-63 TO 1966-67
(^{'000})

Year	<i>Ordinary (a)</i>	<i>Urgent</i>	<i>Press</i>	<i>Letter-grams</i>	<i>Meteoro-logical service</i>	<i>Service</i>	<i>Total telegrams</i>
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
1966-67	19,019	494	78	47	1,014	719	21,372

(a) Includes radiograms.

Teleprinter exchange service (telex)

Particulars of the operations of the teleprinter exchange network, which are additional to the telegraph traffic shown on page 444, are given hereunder.

**TELEPRINTER EXCHANGE NETWORK (TELEX)
SUBSCRIBERS AND CALLS, AUSTRALIA
1962-63 TO 1966-67**

<i>Year</i>	<i>Subscribers at end of year</i>	<i>Calls during year</i>
1962-63 . . .	1,439	1,060,387
1963-64 . . .	1,815	1,492,024
1964-65 . . .	2,179	1,867,701
1965-66 . . .	2,444	2,161,353
1966-67 . . .	3,154	3,592,610

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. The cable (COMPAC) was opened in December 1963 and forms part of a British Commonwealth large capacity cable scheme, in which a complementary cable between Britain and Canada (CANTAT) was officially opened in December 1961. The two cable connections are linked across Canada by a micro-wave system. The Commonwealth cable system feeds into the United States of America network at Hawaii and into the European network at London.

The last stage, the south-east Asia cable project (SEACOM), extends the large capacity telephone cable system from Sydney to Singapore and Kuala Lumpur via Cairns, Madang, Guam, Hong Kong, and Jesselton. It was opened for service on 30 March 1967.

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

Two years of international discussion and negotiations were concluded 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 \$US200 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, at Carnarvon, Western Australia, operates 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 second satellite earth station which also works into INTELSAT II has been established in Moree, New South Wales, with necessary staff residences, at a cost estimated at \$4 million, and commenced operations during March 1968.

International telecommunication traffic

Particulars of the volume of international telegram business, originating and terminating in Australia, transacted over the cable and radio services during 1966-67 are shown in the following table.

INTERNATIONAL TELEGRAPHIC TRAFFIC: AUSTRALIA, 1966-67(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	11,216	11,856	23,073	9,852	10,247	20,099
Ordinary	10,301	8,634	18,935	9,524	6,921	16,446
Press	4,539	183	4,722	3,747	454	4,201
Greetings	1,436	..	1,436	1,783	..	1,783
Government	467	1,032	1,499	634	1,304	1,938
Urgent	690	207	897	490	110	600
Other	12	..	12	45	..	45
Total	28,662	21,912	(b)50,574	26,075	19,037	(c)45,112

(a) Year ended 31 March. (b) Excludes 4,439,345 words to Australian External Territories. (c) Excludes 6,420,182 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 1967.

INTERNATIONAL TELECOMMUNICATION TRAFFIC OTHER THAN TELEGRAPHIC
AUSTRALIA, 1966-67(a)

Service	Transmissions to—			Transmissions from—		
	Common-wealth countries	Foreign countries	Total (b)	Common-wealth countries	Foreign countries	Total (c)
Telephone paid minutes	1,246,480	679,413	1,925,893	1,381,420	580,437	1,961,857
Telex paid minutes	391,790	531,457	923,247	430,981	521,572	952,553
Phototelegrams pictures	1,569	87	1,656	6,732	52	6,784

(a) Year ended 31 March. (b) Excludes 92,848 paid telephone minutes and 23,199 paid telex minutes transmitted to Australian External Territories. (c) Excludes 129,440 paid telephone minutes and 17,405 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 on the Papua-New Guinea coast, and one at Norfolk Island. During the year ended 31 March 1967 the coastal radio service handled 5,067,890 paid words to ships and 3,026,567 words from ships. Ship calls over the radiotelephone service extended over 51,740 paid minutes.

Radiocommunication stations authorised

The following table shows particulars of the different classes of radiocommunication stations authorised in Australia at 30 June 1967. Figures relate to radiocommunication (radio telegraph and radiotelephone) stations only; particulars of broadcasting stations and of broadcast listeners' licences are shown on pages 448 and 450 respectively.

RADIOCOMMUNICATION STATIONS AUTHORISED: STATES AND TERRITORIES
30 JUNE 1967

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	14	5	17	8	8	1	68
Services with other countries—									
Overseas Telecommunications Commission	67	12	4	..	10	..	..	..	93
Outpost(b)	279	..	618	169	430	19	224	..	1,739
Other	344	216	203	67	175	62	49	5	1,121
Land(c)—									
Aeronautical	77	27	37	15	29	7	29	2	223
Base—									
Land mobile	2,174	1,453	1,059	609	530	303	29	129	6,286
Harbour mobile	33	21	20	9	33	13	..	..	129
Coast(d)	31	16	27	22	30	22	4	..	152
Special experimental	169	141	57	53	57	17	5	..	499
Mobile(e)—									
Aeronautical	612	422	377	191	316	26	40	..	1,984
Land mobile	22,925	16,633	9,811	7,117	4,534	2,385	442	673	64,520
Harbour mobile	250	159	98	48	142	68	..	..	765
Outpost	269	..	427	301	507	67	832	..	2,403
Ship	1,810	526	1,127	464	552	370	36	..	(f)5,049
Amateur	1,755	1,648	628	702	397	194	23	86	5,433
Total, transmitting and receiving	30,806	21,278	14,507	9,772	7,759	3,561	1,721	896	990,464
Receiving only—									
Fixed(a)	146	197	87	..	55	..	..	..	485
Mobile	..	..	1	..	..	..	..	..	1
Total, receiving only	146	197	88	..	55	..	..	..	486
Grand total	30,952	21,475	14,595	9,772	7,814	3,561	1,721	896	990,950

(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 164 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 1942-1967* 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. The functions of the Board as shown therein were subsequently amended by repealing the Board's power to regulate the establishment and operation of networks. Pursuant to the *Broadcasting and Television Act 1942-1967*, the Australian Broadcasting Commission now consists of nine members, one of whom shall be a woman.

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 1967 the National Broadcasting Service comprised seventy-six transmitting stations, of which sixty-eight 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 1967 fifty-six 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 1966-67 was as follows: classical music, 25.4 per cent; light entertainment, 9.4 per cent; news, 8.5 per cent; sporting, 5.0 per cent; light music, 2.4 per cent; talks, 6.7 per cent; drama and features, 3.6 per cent; education, 3.9 per cent; Parliament, 3.6 per cent; religious, 3.0 per cent; children's programmes, 2.5 per cent; rural, 1.7 per cent; and non-departmental and special programmes, 24.3 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 two 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

BROADCASTING STATIONS: STATES AND TERRITORIES, 30 JUNE 1967

Type of station	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
National—									
Medium frequency	19	5	16	8	10	4	4	2	68
High frequency	1	3	2	..	2	..	..	..	8
Overseas (high frequency) . . . . .	..	9	..	..	..	..	..	..	9
Commercial (medium frequency)	37	20	22	8	14	8	1	1	111
Total	57	37	40	16	26	12	5	3	196

Tables showing the call sign, location, frequency, and aerial power of national and commercial broadcasting stations in operation at 30 June 1967 are shown in *Transport and Communication, Bulletin No. 58*.

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 1967 thirty-eight stations were operating, excluding nine translator stations. One additional national television station had been authorised but had not commenced to operate by that date.

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 1967 was as follows: drama, 25.1 per cent; talks, 12.2 per cent; sporting, 9.2 per cent; children's session, 14.1 per cent; news, 6.2 per cent; light entertainment, 10.2 per cent; education, 14.1 per cent; music, 1.4 per cent; religious, 2.1 per cent; rural services, 1.5 per cent; non-departmental, 3.9 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 1967 totalled 172,573 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 1967 forty-one 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 1967 the following national television stations commenced regular transmissions: New South Wales—ABGN Channel 7, Murrumbidgee Irrigation Areas; ABQN Channel 5, Central Western Slopes area; Queensland—ABNQ Channel 9, Cairns area (temporary station); ABSQ Channel 1, Southern Downs area. The following commercial television stations also commenced regular transmissions during the year: Queensland—FNQ Channel 10, Cairns area (temporary station); Western Australia—BTW Channel 3, Bunbury 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 1967.

TELEVISION STATIONS: STATES AND AUSTRALIAN CAPITAL TERRITORY
30 JUNE 1967

Type of station and location	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	A.C.T.	Total
National—								
Metropolitan . . .	1	1	1	1	1	1	1	7
Country	12	7	6	2	3	1	..	31
<i>Total, National</i> . . .	<i>13</i>	<i>8</i>	<i>7</i>	<i>3</i>	<i>4</i>	<i>2</i>	<i>1</i>	<i>38</i>
Commercial—								
Metropolitan . . .	3	3	3	3	2	1	1	16
Country	10	6	6	1	1	1	..	25
<i>Total, Commercial</i> . . .	<i>13</i>	<i>9</i>	<i>9</i>	<i>4</i>	<i>3</i>	<i>2</i>	<i>1</i>	<i>41</i>
<i>All stations</i>	<i>26</i>	<i>17</i>	<i>16</i>	<i>7</i>	<i>7</i>	<i>4</i>	<i>2</i>	<i>79</i>

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 1967 are shown in *Transport and Communication*, Bulletin No. 58.

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 1942-1967*, 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 approved 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	Pensioner
		rate	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, 1963 TO 1967

30 June—	N.S.W. (b)	Vic.	Qld	S.A. (c)	W.A.	Tas.	Aust.
1963	802,046	607,036	334,566	256,741	165,637	73,760	2,239,786
1964	822,499	622,663	342,321	266,027	174,121	74,159	2,301,790
1965(d)	849,291	644,618	343,401	269,040	175,443	75,849	2,357,642
1966(d)	929,119	716,594	340,687	281,747	169,709	88,095	2,525,951
1967(d)	950,788	712,813	340,477	278,069	173,571	82,322	2,538,040

(a) Includes short-term hirers' licences. (b) Includes Australian Capital Territory. (c) Includes Northern Territory.
(d) Includes combined broadcast listeners' and television viewers' licences.

TELEVISION VIEWERS' LICENCES IN FORCE(a): STATES, 1963 TO 1967

30 June—	N.S.W. (b)	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
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(c)	787,507	620,996	243,660	208,642	123,741	60,079	2,044,625
1966(c)	843,103	662,595	277,182	233,726	142,881	66,187	2,225,674
1967(c)	927,038	690,857	302,575	254,504	159,048	71,113	2,405,135

(a) Includes short-term hirers' licences. (b) Includes Australian Capital Territory. (c) 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 1967 are: New South Wales, 753,205; Victoria, 598,035; Queensland, 243,285; South Australia, 203,993; Western Australia, 129,403; Tasmania, 60,405; Australia, 1,988,326.

Of 2,405,135 television viewers' including combined licences in force at 30 June 1967, 170,958 were held by short-term hirers, and could not be separated into metropolitan licences or country licences. Persons living in the metropolitan area held 1,447,132 or 65 per cent of the remainder. Short-term hirers' licences (included above) at 30 June 1967 were: New South Wales, 75,522; Victoria, 23,949; Queensland, 21,741; South Australia, 31,219; Western Australia, 15,059; and Tasmania, 3,468.

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 1962-63 to 1966-67. Figures for 1964-65 and later years include revenue from fees for combined licences which took effect on 1 April 1965.

REVENUE RECEIVED FROM BROADCAST AND TELEVISION LICENCE FEES
STATES, 1962-63 TO 1966-67
(\$'000)

Year	N.S.W. (a)	Vic.	Qld	S.A. (b)	W.A.	Tas.	Aust.
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
1966-67	14,244	10,840	4,951	4,101	2,571	1,127	37,835

(a) Includes Australian Capital Territory. (b) Includes Northern Territory in respect of broadcast licence fees.

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 statistics of travel to and from Australia, together with some revised descriptive matter. Current statistics on overseas travel are published in monthly and quarterly (mimeographed) statements *Overseas Arrivals and Departures*.

Overseas travel

Statistics of 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 of 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 permanent movement are included in Chapter 7, Population. The statistics presented in this section on travel relate mainly to overseas arrivals and departures of visitors and Australian residents classified as short-term, but, for completeness, statistics of those classified as long-term also are shown on pages 458-9 of this section.

Short-term movement, overseas visitors and Australian residents

Short-term 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 classification includes 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 as short-term as long as their *stay in any one country abroad* is not for a year or more. As from October 1967, when United States troops commenced coming to Australia on rest and recreation leave, their movements have also been included with short-term. For statistical purposes they are classified as short-term visitors travelling by air for holiday purposes and their country of residence and country of embarkation or disembarkation is shown as 'Asia—other'. During the period October to December 1967, 6,750 United States troops arrived in Australia on rest and recreation leave. (See Chapter 7, Population, pages 153-4 for further information on the classification of overseas travellers.)

OVERSEAS VISITORS ARRIVING IN AND DEPARTING FROM AUSTRALIA, BY MODE OF TRAVEL, 1963 TO 1967

SHORT-TERM

Year	Arriving			Departing		
	By sea	By air	Total	By sea	By air	Total
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
1967	19,141	202,680	221,821	24,803	206,959	231,762

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 Australian residents on visits abroad.

AUSTRALIAN RESIDENTS DEPARTING FROM AND RETURNING TO AUSTRALIA, BY MODE OF TRAVEL, 1963 TO 1967

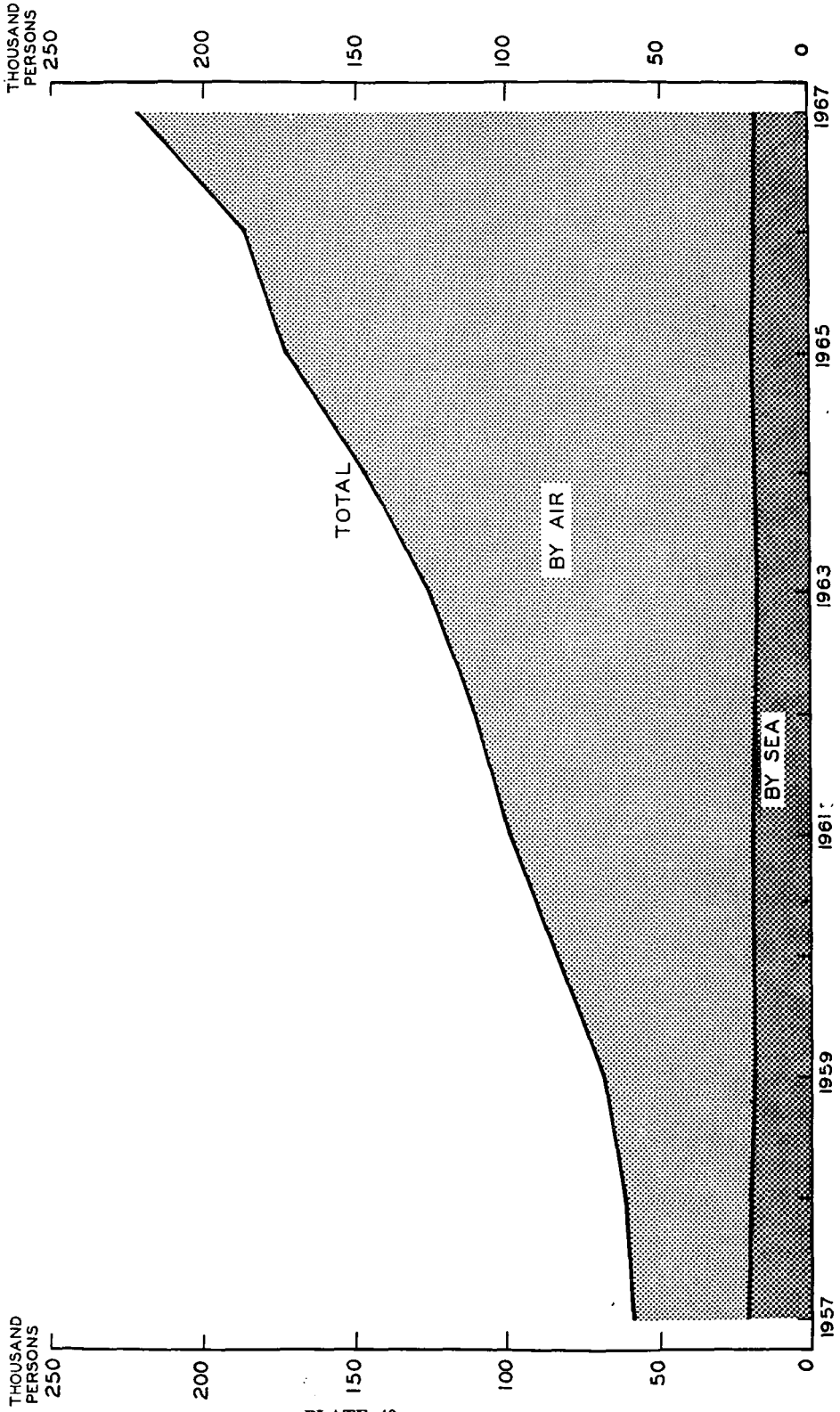
SHORT-TERM

Year	Departing			Returning		
	By sea	By air	Total	By sea	By air	Total
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
1967	52,979	164,767	217,746	48,539	174,499	223,038

In the next table short-term visitors arriving in, and Australian residents departing from, Australia are shown by countries of embarkation and disembarkation respectively. Country of embarkation refers to the country in which the passenger embarked on the particular ship or aircraft which brought him to Australia and country of disembarkation refers to the intended country of disembarkation from the particular ship or aircraft which took the passenger from Australia. Thus, these statistics do not necessarily indicate the country of origin of visitors nor the country of destination of residents going abroad.

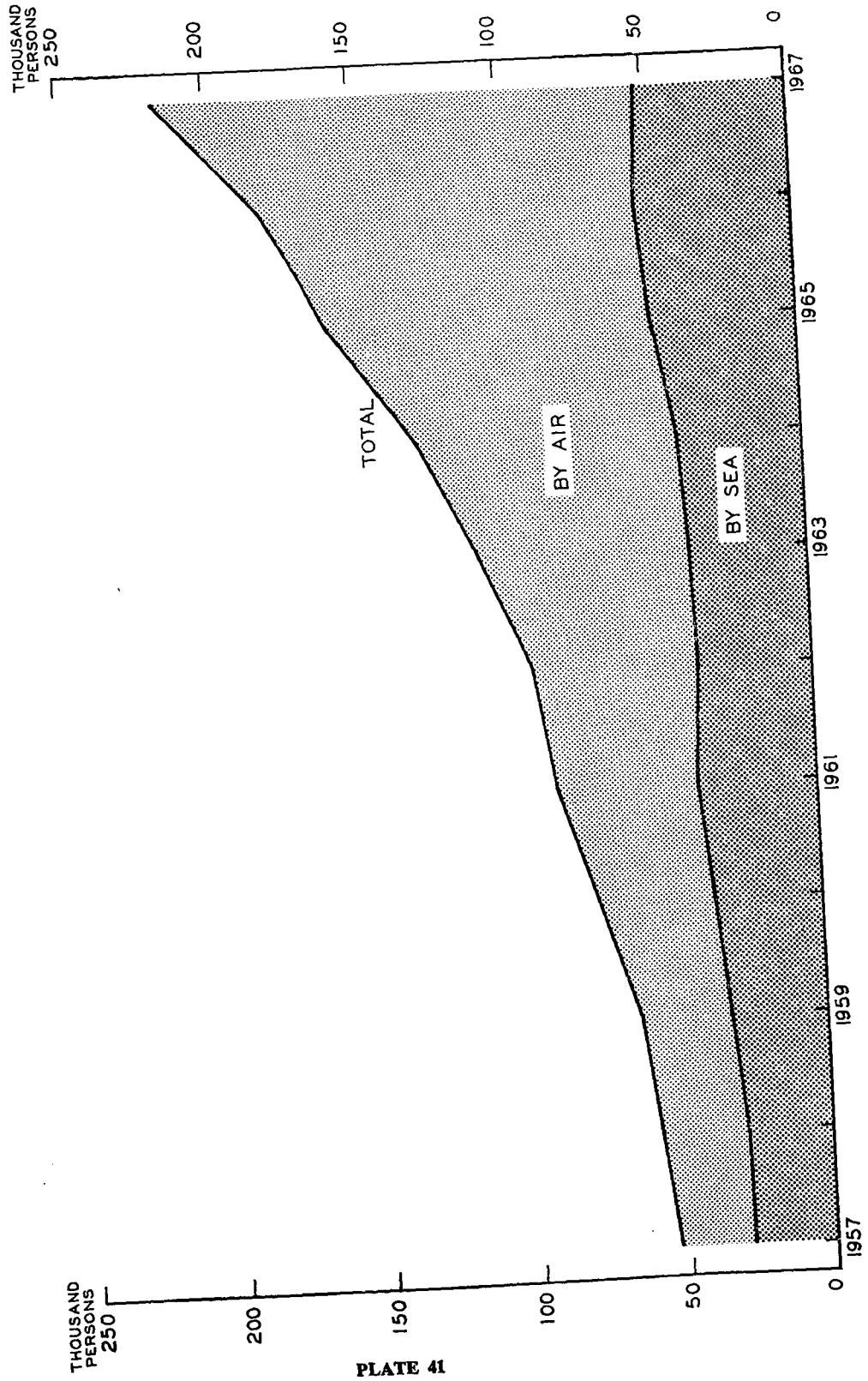
OVERSEAS VISITORS ARRIVING—SHORT-TERM: AUSTRALIA

1957 TO 1967



AUSTRALIAN RESIDENTS DEPARTING—SHORT-TERM: AUSTRALIA

1957 TO 1967



**OVERSEAS VISITORS ARRIVING, BY COUNTRY OF EMBARKATION
AND AUSTRALIAN RESIDENTS DEPARTING, BY COUNTRY OF DISEMBARKATION
BY MODE OF TRAVEL: AUSTRALIA, 1967**

SHORT-TERM

<i>Country of embarkation or disembarkation</i>	<i>Overseas visitors arriving</i>			<i>Australian residents departing</i>		
	<i>By sea</i>	<i>By air</i>	<i>Total</i>	<i>By sea</i>	<i>By air</i>	<i>Total</i>
Africa	507	3,527	4,034	488	1,795	2,283
America—						
United States of America	1,789	15,893	17,682	1,810	15,926	17,736
Other	853	878	1,731	1,736	1,618	3,354
Asia—						
Hong Kong	571	10,499	11,070	675	8,971	9,646
Malaysia and Singapore	1,041	17,558	18,599	4,005	14,449	18,454
Other	1,149	20,933	22,082	9,425	17,264	26,689
Europe—						
United Kingdom and Ireland	5,144	7,244	12,388	13,481	5,683	19,164
Other	1,833	5,748	7,581	10,774	12,473	23,247
Oceania—						
New Zealand	4,449	86,617	91,066	7,597	51,348	58,945
Papua and New Guinea	612	21,040	21,652	1,130	16,562	17,692
Other	1,193	12,743	13,936	1,858	18,678	20,536
Total	19,141	202,680	221,821	52,979	164,767	217,746

For visitors arriving information is also available of their country of residence (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, BY COUNTRY OF RESIDENCE(a)
AND MODE OF TRAVEL: AUSTRALIA, 1967**

SHORT-TERM

<i>Country of residence(a)</i>	<i>By sea</i>	<i>By air</i>	<i>Total</i>
Africa—			
Commonwealth countries	198	1,357	1,555
South Africa	287	1,776	2,063
Other	15	395	410
America—			
Canada	997	3,613	4,610
Other Commonwealth countries	37	334	371
United States of America	2,165	30,618	32,783
Other	52	1,110	1,162
Asia—			
Ceylon, India and Pakistan	176	2,063	2,239
Hong Kong	429	3,169	3,598
Malaysia and Singapore	759	7,024	7,783
Other Commonwealth countries	26	165	191
Japan	254	5,119	5,373
Other	160	12,919	13,079
Europe—			
United Kingdom and Ireland	5,144	19,577	24,721
Other Commonwealth countries	68	179	247
France	128	1,599	1,727
Germany	326	2,575	2,901
Greece	137	424	561
Italy	155	1,583	1,738

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

**OVERSEAS VISITORS ARRIVING, BY COUNTRY OF RESIDENCE^(a)
AND MODE OF TRAVEL: AUSTRALIA, 1967—continued**

SHORT-TERM

<i>Country of residence^(a)</i>	<i>By sea</i>	<i>By air</i>	<i>Total</i>
Europe—continued			
Netherlands	715	2,402	3,117
Switzerland	82	873	955
Other	319	3,593	3,912
Oceania—			
Fiji	262	2,506	2,768
New Zealand	4,609	72,354	76,963
Papua and New Guinea	793	19,755	20,548
Other Commonwealth countries	694	1,413	2,107
Other	154	4,185	4,339
Total	19,141	202,680	221,821

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

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

**OVERSEAS VISITORS ARRIVING, BY INTENDED LENGTH OF STAY AND STATED PURPOSE
OF JOURNEY: AUSTRALIA, 1967**

SHORT-TERM

<i>Intended length of stay</i>	<i>In transit (a)</i>	<i>Business</i>	<i>Holiday</i>	<i>Education</i>	<i>Other and not stated</i>	<i>Total</i>
Under 1 week	24,987	8,160	17,148	351	1,750	52,396
1 week and under 2 weeks	2,760	10,077	19,674	803	1,846	35,160
2 weeks and under 3 weeks	1,049	7,616	20,489	774	1,744	31,672
3 weeks and under 1 month	317	2,680	15,775	245	829	19,846
1 month and under 2 months	568	4,828	17,896	425	1,710	25,427
2 months and under 3 months . . . . .	..	1,885	9,739	358	1,434	13,416
3 months and under 4 months . . . . .	..	1,567	9,562	1,324	1,218	13,671
4 months and under 6 months . . . . .	..	624	3,496	290	571	4,981
6 months and under 12 months . . . . .	..	1,163	6,082	3,525	1,532	12,302
Indefinite, not stated, etc.	6,618	820	3,240	654	1,618	12,950
Total	36,299	39,420	123,101	8,749	14,252	221,821

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

**AUSTRALIAN RESIDENTS DEPARTING, BY INTENDED LENGTH OF STAY
AND STATED PURPOSE OF JOURNEY: AUSTRALIA, 1967**

SHORT-TERM

<i>Intended length of stay</i>	<i>Business</i>	<i>Holiday</i>	<i>Education</i>	<i>Other and not stated</i>	<i>Total</i>
Under 1 week	5,400	2,608	218	612	8,838
1 week and under 2 weeks	6,492	12,535	353	868	20,248
2 weeks and under 3 weeks	5,111	24,472	405	771	30,759
3 weeks and under 1 month	3,022	19,949	307	567	23,845
1 month and under 2 months	7,911	23,522	428	1,272	33,133
2 months and under 3 months	5,503	15,037	349	826	21,715
3 months and under 4 months	3,303	11,172	332	879	15,686
4 months and under 6 months	1,489	9,277	191	493	11,450
6 months and under 12 months	2,576	21,537	586	2,271	26,970
Indefinite, not stated, etc.	1,588	7,815	254	15,445	25,102
Total	42,395	147,924	3,423	24,004	217,746

The intended length of stay of visitors from different countries is shown in the next table.

OVERSEAS VISITORS ARRIVING, BY COUNTRY OF RESIDENCE(a)
AND INTENDED LENGTH OF STAY: AUSTRALIA, 1967

SHORT-TERM

Country of residence(a)	Intended length of stay										Total
	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	1,080	498	341	203	607	322	252	190	271	264	4,028
America—											
United States of America	7,548	8,753	5,459	2,373	3,702	1,418	1,094	478	1,079	879	32,783
Other	923	995	832	548	922	476	323	253	461	410	6,143
Asia—											
Hong Kong	959	395	386	119	437	250	245	72	353	382	3,598
Malaysia and Singapore	1,678	767	691	352	1,028	720	385	194	1,192	776	7,783
Other	10,847	2,349	1,989	476	1,846	811	822	189	620	933	20,882
Europe—											
United Kingdom and Ireland	4,345	2,452	2,636	1,543	3,744	2,332	2,373	1,074	2,090	2,132	24,721
Other	3,813	1,842	1,507	491	1,560	823	1,323	605	1,565	1,429	15,158
Oceania—											
New Zealand	16,171	14,480	15,694	12,521	6,388	2,368	1,901	829	2,203	4,408	76,963
Papua and New Guinea	3,126	1,679	1,324	707	3,671	2,856	3,620	856	2,013	696	20,548
Other	1,906	950	813	513	1,522	1,040	1,133	241	455	641	9,214
Total	52,396	35,160	31,672	19,846	25,427	13,416	13,671	4,981	12,302	12,950	221,821

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

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 1967.

OVERSEAS VISITORS AND AUSTRALIAN RESIDENTS: ARRIVALS AND DEPARTURES
BY MONTH OF ARRIVAL OR DEPARTURE AND MODE OF TRAVEL
AUSTRALIA, 1967

SHORT-TERM

Month	Overseas visitors						Australian 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	2,044	15,651	17,695	3,073	20,494	23,567	5,444	11,320	16,764	4,541	20,601	25,142
February	1,979	15,494	17,473	2,584	15,572	18,156	5,732	9,453	15,185	3,516	12,874	16,390
March	1,903	16,797	18,700	2,516	17,129	19,645	6,030	12,385	18,415	3,356	12,424	15,780
April	1,103	15,001	16,104	2,443	17,108	19,551	6,803	14,257	21,060	3,339	12,141	15,480
May	1,462	15,331	16,793	2,233	16,963	19,196	5,976	15,594	21,570	3,615	13,480	17,095
June	859	12,017	12,876	1,399	13,148	14,547	3,503	13,951	17,454	3,812	12,816	16,628
July	1,072	12,689	13,761	1,432	12,706	14,138	3,227	13,144	16,371	2,723	13,570	16,293
August	1,087	17,655	18,742	1,901	16,207	18,108	3,367	15,079	18,446	3,263	16,615	19,878
September	1,289	16,048	17,337	1,508	17,691	19,199	2,316	10,937	13,253	3,984	18,444	22,428
October	1,954	18,262	20,216	2,667	18,158	20,825	4,817	11,571	16,388	6,447	15,237	21,684
November	1,933	20,462	22,395	1,912	20,387	22,299	2,696	10,744	13,440	5,869	13,574	19,443
December	2,456	27,273	29,729	1,135	21,396	22,531	3,068	26,332	29,400	4,074	12,723	16,797
Total	19,141	202,680	221,821	24,803	206,959	231,762	52,979	164,767	217,746	48,539	174,499	223,038

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

**OVERSEAS VISITORS ARRIVING AND AUSTRALIAN RESIDENTS DEPARTING
BY SEX, AND MARITAL STATUS AND AGE: AUSTRALIA, 1967**

SHORT-TERM

Characteristics	Overseas visitors arriving			Australian residents departing		
	Males	Females	Persons	Males	Females	Persons
Marital status—						
Never married	46,732	32,270	79,002	43,924	34,411	78,335
Married	81,155	46,754	127,909	76,007	48,784	124,791
Widowed or divorced	4,741	10,169	14,910	3,786	10,834	14,620
Age (years)—						
9 and under	6,971	6,520	13,491	5,757	5,746	11,503
10 to 19	9,287	8,971	18,258	8,528	9,210	17,738
20 to 49	82,306	42,021	124,327	77,285	46,697	123,982
50 and over	34,064	31,681	65,745	32,147	32,376	64,523
Total	132,628	89,193	221,821	123,717	94,029	217,746

Long-term movement, overseas visitors and Australian residents

In addition to those arrivals and departures of overseas visitors and the overseas travel of Australian residents classified as short-term, there is similar travel classified as 'long-term movement' (see explanation on page 451). Particulars of this travel, where the stay in Australia (for overseas visitors) or in a country abroad (for Australian residents) is for a year or more are given below.

The following two tables show the stated purpose of journey of overseas visitors to Australia and of Australian residents visiting abroad from 1963 to 1967 who were classified as long-term. When comparing the numbers of arrivals and departures changes in classification due to the factor mentioned on page 452 must be kept in mind.

**OVERSEAS VISITORS ARRIVING, BY STATED PURPOSE OF JOURNEY, AND
OVERSEAS VISITORS DEPARTING: AUSTRALIA, 1963 TO 1967**

LONG-TERM

Year	Arriving				Total	Departing
	Business	Holiday	Education	Other and not stated		
1963	3,090	3,198	2,910	4,615	13,813	12,729
1964	3,545	3,836	3,014	4,625	15,020	13,085
1965	4,403	4,328	3,220	5,546	17,497	12,429
1966	4,279	5,052	3,517	6,386	19,234	11,999
1967	3,647	5,703	3,740	8,547	21,637	12,801

**AUSTRALIAN RESIDENTS DEPARTING, BY STATED PURPOSE OF JOURNEY, AND
AUSTRALIAN RESIDENTS RETURNING: AUSTRALIA, 1963 TO 1967**

LONG-TERM

Year	Departing				Total	Returning
	Business	Holiday	Education	Other and not stated		
1963	4,786	21,864	2,246	9,421	38,317	22,205
1964	5,383	23,856	2,204	9,515	40,958	23,641
1965	7,032	24,167	2,494	12,620	46,313	26,260
1966	8,951	27,449	3,168	14,753	54,321	28,292
1967	9,221	25,400	3,361	14,166	52,148	35,655

In the next table overseas visitors arriving and Australian residents departing, long-term, are classified by country of their last residence or future intended residence, i.e. the country in which they last resided or intended to reside next for one year or more.

**OVERSEAS VISITORS ARRIVING, BY COUNTRY OF LAST RESIDENCE, AND
AUSTRALIAN RESIDENTS DEPARTING, BY COUNTRY OF INTENDED RESIDENCE
BY MODE OF TRAVEL: AUSTRALIA, 1967**

LONG-TERM

Country of residence(a)	Overseas visitors arriving			Australian residents departing		
	By sea	By air	Total	By sea	By air	Total
Africa	169	382	551	355	355	710
America—						
Canada	362	483	845	1,607	1,158	2,765
United States of America	321	2,778	3,099	749	1,999	2,748
Other	11	115	126	75	281	356
Asia—						
Hong Kong	62	304	366	97	401	498
Malaysia	19	1,054	1,073	110	2,126	2,236
Singapore	14	353	367	85	461	546
Japan	26	523	549	41	83	124
Other	106	1,410	1,516	346	1,182	1,528
Europe—						
United Kingdom and Ireland	1,819	1,849	3,668	9,555	3,074	12,629
Germany	150	194	344	1,208	335	1,543
Greece	82	110	192	3,675	942	4,617
Italy	161	384	545	4,223	938	5,161
Netherlands	388	169	557	717	185	902
Other	225	580	805	2,358	709	3,067
Oceania—						
Fiji	12	146	158	16	420	436
New Zealand	1,792	4,546	6,338	2,464	3,487	5,951
Papua and New Guinea	12	330	342	222	5,557	5,779
Other	41	155	196	209	343	552
Total	5,772	15,865	21,637	28,112	24,036	52,148

(a) Country in which the passenger resided last, or intended to reside next, for one year or more.

The occupations of travellers to and from Australia who have been classified as long-term are shown in the next table.

**OVERSEAS VISITORS ARRIVING AND AUSTRALIAN RESIDENTS DEPARTING, BY
OCCUPATION AND SEX: AUSTRALIA 1967**

LONG-TERM

Occupation group	Overseas visitors arriving			Australian residents departing		
	Males	Females	Persons	Males	Females	Persons
Professional, technical, and related workers.	1,625	1,202	2,827	4,093	4,024	8,117
Administrative, executive, and managerial workers	853	77	930	1,107	141	1,248
Clerical workers	481	1,332	1,813	1,665	4,898	6,563
Sales workers	468	153	621	905	575	1,480
Farmers, fishermen, hunters, timber getters, and related workers	451	17	468	581	29	610
Miners, quarrymen, and related workers	90	..	90	284	..	284
Workers in transport and communication	555	80	635	815	240	1,055
Craftsmen and production-process workers.	2,269	194	2,463	5,531	842	6,373
Labourers	472	..	472	3,073	..	3,073
Service (protective and other), sport, and recreation workers	811	418	1,229	838	944	1,782
Occupations, inadequately described or not stated	454	94	548	437	98	535
Persons not in work force—						
Children and students	3,534	2,491	6,025	6,414	5,923	12,337
Others	344	3,172	3,516	490	8,201	8,691
Total	12,407	9,230	21,637	26,233	25,915	52,148

Direct transit travellers

As indicated on page 452, 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. Information regarding direct transit passengers on ships calling at Australian ports is given in the next table.

**OVERSEAS SHIPPING PASSENGERS IN DIRECT TRANSIT^(a)
AUSTRALIA, 1966 AND 1967**

Approximate period from first to last Australian port (days)	1966		1967	
	Passengers	Passenger days	Passengers	Passenger days
Less than 3	4,770	6,578	571	647
3 and less than 5	5,972	19,897	8,017	27,025
5 and less than 7	5,613	31,772	3,961	23,541
7 and less than 9	8,096	60,473	9,920	70,085
9 and less than 11	7,889	71,778	7,590	70,951
11 and less than 22	1,894	23,117	987	13,941
22 and over	132	4,241	181	5,406
Total	34,366	217,856	31,227	211,596

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

Sea cruises from Australia

Excluded from the foregoing tables are passengers on short pleasure cruises in the south-west Pacific, commencing and finishing in Australia on ships not then engaged in regular voyages. During 1967 twenty such cruises, carrying 18,922 passengers, were completed.

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, Tokyo, 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, the Association now concentrates on the encouragement of the growth and development of travel and tourism within Australia, and the improvement of the standard and variety of facilities and services 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 local tourist activity. The Association is governed by a Board representative of travel and tourist interests. The Commonwealth Government is no longer represented on the Board. The Association's office is now located in Sydney.