

## CHAPTER 12

### TRANSPORT, COMMUNICATION AND TRAVEL

The statistics in this chapter relate in the main to the year 1967-68, 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 427. 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.) In 1968 a further amending Act was passed to enable Australia to accept the International Convention on Load Lines 1966 which had replaced the 1930 Convention on that subject. (This Act came into force on 29 October 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 1911–1968*, the *Seamen's War Pensions and Allowances Act 1940–1968*, 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 1968 comprised thirty-six vessels totalling 299,820 deadweight tons.

These vessels include two vehicle deck passenger ships, *Empress of Australia*, 12,037 gross tons and *Princess of Tasmania*, 3,981 gross tons; one vehicle deck cargo ship of 1,644 deadweight tons; four ore carriers totalling 97,950 deadweight tons; fourteen bulk carriers totalling 138,498 deadweight tons; fourteen general cargo ships totalling 55,890 deadweight tons; and one grain carrier of 2,014 deadweight tons.

At 30 June 1968 vessels on order at Australian shipyards for the Commission were three vehicle deck cargo vessels, each of 4,000 deadweight tons, a 55,000 deadweight ton ore carrier, an additional vehicle deck passenger vessel to operate between Melbourne and Tasmania and a 12,100 deadweight tons ore/container ship for the Darwin trade. In addition an 11,000 deadweight tons vehicle deck container ship for service to Japan is on order from a Japanese shipyard.

Six terminals have been established in Melbourne, Sydney and Tasmania to service the Line's vehicle deck vessels. At 30 June 1969 construction was underway at five terminals in Queensland—at Brisbane, Mackay, Rockhampton, Townsville and Cairns. The new terminals will come into operation with the commissioning of the new vehicle deck ships.

During 1967-68 the passenger vessels *Empress of Australia* and *Princess of Tasmania* and the vehicle deck cargo vessel *Bass Trader*, supplemented at times by conventional tonnage, carried a total of 115,407 passengers and 1,269,221 tons of cargo between the mainland and Tasmania. Over the same period a total of 8,123,634 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 division 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 Division's staff numbers 105 including naval architects, engineers, accountants and clerical staff.

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:

- (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 December 1968, the Board had arranged for the construction of 157 vessels valued at approximately \$415 mil.

As well as specialised merchant vessels the Board has also arranged for the construction of one semi-submersible oil drilling rig, dredgers of various types, specialised offshore oil drilling service vessels, a large floating crane in addition to bulk carriers, oil tankers and container ships.

Orders held by the Board at 31 December 1968, were valued at \$94 mil. and numbered twenty-eight vessels. These included two large bulk carriers of about 55,000 deadweight tons, one 600 ton capacity derrick barge, three roll-on roll-off cargo vessels, two fast container ships, one passenger-vehicular ferry, one combination bulk and container ship and a number of tugs and offshore drilling rig service vessels. A 150 ft hydrographic survey vessel is being built as a SEATO aid item from the Commonwealth Government to the Government of the Philippines.

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. The Tariff Board will again inquire into the Australian shipbuilding industry in 1969.

#### **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, and in Melbourne, Port Kembla, Adelaide, Fremantle and Brisbane on the respective dates, 8 January, 19 February, 4 March, 18 March and 12 August 1968. 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.

## Collection and presentation of statistics

### Basic documents

From July 1966, shipping statistics have been compiled by the Commonwealth Bureau of Census and Statistics from returns submitted by shipping companies or their representatives to Customs Houses at the various seaports throughout Australia. A return is required for the departure of a vessel from a port as well as for its arrival at that port and shows the following details:

- name of the port at which the return is submitted;
- name of vessel;
- type of shipping service (liner, tramp, bulkship, tanker);
- port registered;
- registered net tonnage;
- last port of call (arrival) or next port of call (departure);
- with cargo or in ballast;
- date of arrival or date of departure;
- ports of loading of cargo (arrival) or ports of discharge of cargo (departure);
- quantity of cargo for each port of loading or discharge.

Prior to July 1966 returns were completed by officers of the Department of Customs and Excise at each port, the major differences then being that the system did not, in the main, rely on information supplied direct by shipping companies or their representatives, the detail on returns did not include information on type of shipping service or ports of loading and discharge of cargo.

### Scope of the statistics

Arrivals and departures of vessels are treated separately in shipping statistics. Not all vessels are included in the statistics as returns are not required for (i) naval vessels; (ii) yachts and other craft used for pleasure; (iii) foreign fishing vessels that neither load nor discharge cargo; (iv) Australian registered fishing vessels operating from Australian ports; (v) geographical survey vessels, seismic survey vessels, oceanographic survey vessels; (vi) offshore oil drilling rigs and vessels servicing them; (vii) vessels of 200 registered net tons and under.

### Period covered by the statistics

Monthly shipping statistics relate to vessels arriving at and departing from each port in a calendar month. Annual statistics are published on a financial year basis.

### Statistics of vessels

Statistics of vessels are compiled in terms of registered net tonnages. Net tonnage is expressed in units of 100 cubic feet (i.e. 100 cu ft equals 1 ton) and represents the volume of enclosed space which can be utilised for cargo or passengers.

### Statistics of vessel movements

Returns show the last or next port of call of a vessel according to whether an arrival or departure at a port is being reported. Each vessel is classified to either the overseas or the coastal fleets serving Australia. This information, supplemented by the voyage of the vessel indicated by ports it visits to load or discharge cargo, is the basis on which each vessel movement is allocated to one of the following classifications: overseas direct; overseas via other States; interstate direct; interstate via ports in the same State; intrastate via ports in the same State.

### Cargo loaded or discharged

Returns for arrivals show cargo discharged and for departures cargo loaded, in terms of units of weight or in terms of units of measurement, depending on the basis on which freight is charged. A ton measurement is a unit of 40 cubic feet. Cargo statistics show separate figures for cargo recorded in tons weight and cargo recorded in tons measurement.

### Type of service

Overseas shipping cargo statistics are classified by type of service. Coastal shipping cargo statistics, on the other hand, combine all service types.

For overseas shipping, cargo shipped in liners is shown separately from cargo shipped in tramps, bulkships and tankers. A liner is a vessel which, on the voyage on which cargo is loaded or discharged at an Australian port, is operated by a common carrier in providing services on a specified route on a relatively regular basis.

Statistics of cargo shipped in liner services do not necessarily provide a measure of cargo carried by ships operating under shipping conference arrangements. For example, liner services may be provided by shipping companies which are not parties to conference agreements. Cargo may also be shipped under shipping conference conditions in vessels operating on a voyage charter basis for specific cargo, and, in the statistics, such cargo is classified as cargo shipped in tramp vessels.

#### Country of loading or discharge of overseas cargo

In statistics of overseas shipping cargo, country of loading or discharge of cargo is the country of location of the port where the cargo was loaded on to, or is to be discharged from, a reporting vessel. The countries shown are not necessarily the countries of origin or ultimate destination of cargo because previous or subsequent transshipments of cargo are not taken into account. The statistics of cargo classified by the country in which it was loaded or discharged cannot therefore be compared directly with statistics of overseas trade classified by country of origin or consignment.

#### Transshipments of cargo within Australia

The State of loading or discharge shown in the statistics is the State in which cargo is loaded on to, or discharged from, reporting vessels. Cargo loaded in a given State can therefore include cargo previously shipped interstate, while cargo discharged can include cargo which would subsequently be shipped interstate.

## Overseas shipping

### Total movement

The following table shows the number of entrances and clearances (combined) of vessels from and to overseas countries, and the aggregate net tonnage, during each of the years 1963-64 to 1967-68.

OVERSEAS SHIPPING: ENTRANCES AND CLEARANCES  
(COMBINED) OF VESSELS DIRECT, AUSTRALIA  
1963-64 TO 1967-68

	1963-64	1964-65	1965-66	1966-67 (a)	1967-68 (a)
Number of vessels . . .	7,477	7,601	7,958	7,994	7,985
Net tonnage '000 tons	41,640	43,295	46,382	55,062	60,387

(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, those for each year from 1921-22 to 1950-51 in Year Book No. 40, page 97, and those for each year from 1941-42 in Year Book No. 54, page 1266.

### 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 1967-68.

OVERSEAS SHIPPING: ENTRANCES AND CLEARANCES OF VESSELS DIRECT, STATES AND  
NORTHERN TERRITORY, 1967-68(a)

		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances . . .	number	1,182	442	932	285	982	67	82	3,972
	'000 net tons	9,620	2,736	5,722	2,799	8,558	252	422	30,109
Clearances . . .	number	1,102	497	1,027	225	1,066	45	51	4,013
	'000 net tons	9,134	5,055	5,919	1,023	8,666	183	298	30,278

(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 1965-66 to 1967-68 are given in the following table according to country of registration of vessels.

**OVERSEAS SHIPPING: ENTRANCES DIRECT, BY COUNTRY OF REGISTRATION OF VESSELS  
AUSTRALIA, 1965-66 TO 1967-68**

('000 net tons)

Vessels registered at ports in—	1966-67 1967-68			Vessels registered at ports in—	1966-67 1967-68		
	1965-66	(a)	(a)		1965-66	(a)	(a)
Australia . . . . .	141	368	261	Panama . . . . .	423	648	756
Denmark . . . . .	262	409	441	Sweden . . . . .	686	930	669
France(b) . . . . .	540	432	556	United Kingdom . . . . .	7,109	7,576	7,468
Germany, Federal Republic of . . . . .	590	454	447	United States of America . . . . .	296	265	252
Greece . . . . .	1,384	1,746	1,421	Other countries . . . . .	409	579	894
Hong Kong . . . . .	289	296	187	All countries—			
India . . . . .	244	229	353	In cargo . . . . .	16,952	18,069	18,024
Italy . . . . .	712	894	791	Proportion of total % . . . . .	73.6	65.8	59.9
Japan . . . . .	2,628	3,426	5,130	In ballast . . . . .	6,090	9,375	12,085
Liberia . . . . .	2,643	3,979	5,391	Proportion of total % . . . . .	26.4	34.2	40.1
Netherlands . . . . .	1,020	1,135	1,067	Grand total . . . . .	23,042	27,444	30,109
New Zealand . . . . .	375	375	305				
Norway . . . . .	3,291	3,703	3,720				

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

(b) Includes New Caledonia, 27 during 1965-66, 58 during 1966-67 and 2 during 1967-68.

Australian registered tonnage which entered Australian ports from overseas during the year 1967-68 represented 0.87 per cent of the total tonnage entered and was confined mainly to the New Zealand and Pacific Islands trade.

### Interstate 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 moving interstate direct) during each of the years 1965-66 to 1967-68.

**INTERSTATE MOVEMENT: ENTRANCES OF VESSELS INTERSTATE DIRECT, STATES  
AND NORTHERN TERRITORY, 1965-66 TO 1967-68**

State or Territory	Number			Net tons ('000)		
	1965-66	1966-67 (a)	1967-68 (a)	1965-66	1966-67 (a)	1967-68 (a)
New South Wales . . . . .	1,976	1,757	1,836	7,889	7,626	7,972
Victoria . . . . .	1,861	1,806	1,759	5,489	5,730	5,713
Queensland . . . . .	806	803	820	2,670	2,785	2,921
South Australia . . . . .	1,163	1,117	1,082	4,381	4,700	4,749
Western Australia . . . . .	735	683	698	3,827	3,699	3,842
Tasmania . . . . .	1,258	1,437	1,463	2,464	3,048	3,215
Northern Territory . . . . .	81	72	93	147	200	219
<b>Australia . . . . .</b>	<b>7,880</b>	<b>7,675</b>	<b>7,751</b>	<b>26,867</b>	<b>27,789</b>	<b>28,631</b>

(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, and their aggregate net tonnage.



**INTERSTATE MOVEMENT: ENTRANCES AND CLEARANCES OF VESSELS OVERSEAS VIA OTHER AUSTRALIAN STATES AND NORTHERN TERRITORY, 1967-68(a)**

		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	number	873	1,024	267	430	96	146	8	2,844
	'000 net tons	4,426	7,107	1,126	2,081	543	635	39	15,957
Clearances	number	870	792	286	507	55	262	17	2,789
	'000 net tons	4,058	3,830	1,364	2,456	383	1,085	73	13,249

(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 1967-68 together with the aggregate net tonnage.

**INTERSTATE MOVEMENT: TOTAL ENTRANCES AND CLEARANCES STATES AND NORTHERN TERRITORY, 1967-68(a)**

		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	number	2,709	2,783	1,087	1,512	794	1,609	101	10,595
	'000 net tons	12,398	12,820	4,047	6,830	4,385	3,850	258	44,588
Clearances	number	2,809	2,728	993	1,577	701	1,630	128	10,566
	'000 net tons	13,000	10,508	3,892	8,617	4,225	3,917	371	44,530

(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 1963-64 to 1967-68.

**INTERSTATE MOVEMENT: TOTAL ENTRANCES AND CLEARANCES AUSTRALIA, 1963-64 TO 1967-68**

		1963-64	1964-65	1965-66	1966-67(a)	1967-68(a)
Entrances	number	11,040	11,172	11,113	10,536	10,595
	'000 net tons	40,747	42,569	43,644	43,272	44,588
Clearances	number	10,985	11,229	11,097	10,542	10,566
	'000 net tons	40,400	42,532	43,609	43,398	44,530

(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 coastal trade (i.e. excluding overseas vessels in continuation of their overseas voyages) during the year 1967-68, together with the net tonnage.

**SHIPPING ENGAGED SOLELY IN INTERSTATE TRADE: ENTRANCES, STATES AND NORTHERN TERRITORY, 1967-68(a)**

		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	number	1,155	1,219	314	775	326	1,286	84	5,159
Net tons	'000	4,754	2,718	808	3,095	1,641	2,501	178	15,695

(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 intrastate services at 31 December 1968.

**AUSTRALIAN TRADING VESSELS OF 200 GROSS TONS OR MORE**  
**31 DECEMBER 1968**

(Source: Department of Shipping and Transport)

<i>Vessels</i>	<i>Number</i>	<i>Dead-weight tons</i>	<i>Gross tons</i>
<b>Interstate vessels—</b>			
Australian-owned, Australian-registered . . . . .	89	769,955	571,303
Overseas-owned, Australian-registered, engaged in Australian coastal trade—New Zealand-owned . . . . .	9	26,674	23,678
Other . . . . .	9	157,992	110,666
Overseas-owned, overseas-registered, on charter, engaged in Australian coastal trade . . . . .	2	70,791	47,605
<b>Total interstate vessels . . . . .</b>	<b>109</b>	<b>1,025,412</b>	<b>753,252</b>
<b>Intrastate vessels . . . . .</b>	<b>19</b>	<b>26,831</b>	<b>22,603</b>
<b>Total coastal trading vessels . . . . .</b>	<b>128</b>	<b>1,052,243</b>	<b>775,855</b>
<b>Overseas trading vessels—</b>			
Australian-owned, Australian-registered operated mainly on overseas services . . . . .	6	18,617	15,509
Australian-owned, overseas-registered operated wholly on overseas services . . . . .	8	75,690	56,768
<b>Total overseas trading vessels . . . . .</b>	<b>14</b>	<b>94,307</b>	<b>72,277</b>
<b>Total Australian trading vessels . . . . .</b>	<b>142</b>	<b>1,146,550</b>	<b>848,132</b>

### 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 1966–67 and 1967–68.

#### TOTAL SHIPPING: ENTRANCES AT PRINCIPAL PORTS, AUSTRALIA 1966-67 AND 1967-68

<i>Port of entry</i>	<i>1966-67(a)</i>		<i>1967-68(a)</i>		<i>Port of entry</i>	<i>1966-67(a)</i>		<i>1967-68(a)</i>	
	<i>Number</i>	<i>Net tons</i>	<i>Number</i>	<i>Net tons</i>		<i>Number</i>	<i>Net tons</i>	<i>Number</i>	<i>Net tons</i>
		'000		'000			'000		'000
<b>New South Wales—</b>					<b>Western Australia—</b>				
Sydney(b) . . . . .	4,052	16,901	4,174	17,997	Fremantle(e) . . . . .	1,392	8,188	1,404	8,662
Newcastle . . . . .	1,810	6,241	1,778	6,635	Albany . . . . .	159	798	184	947
Port Kembla . . . . .	986	5,190	1,049	5,129	Bunbury . . . . .	157	757	157	760
<b>Victoria—</b>					Carnarvon . . . . .	15	22	17	29
Melbourne . . . . .	2,910	12,318	2,857	12,301	Geraldton . . . . .	159	688	154	756
Geelong . . . . .	583	3,648	499	3,508	Yampi . . . . .	185	1,267	158	971
<b>Queensland—</b>					<b>Tasmania—</b>				
Brisbane . . . . .	1,466	6,621	1,485	6,638	Hobart . . . . .	559	1,572	544	1,529
Bowen . . . . .	21	98	25	104	Burnie . . . . .	536	1,389	548	1,387
Cairns . . . . .	207	635	210	619	Devonport . . . . .	362	716	424	818
Gladstone . . . . .	160	1,319	224	2,378	Launceston . . . . .	430	1,368	391	1,254
Mackay . . . . .	156	654	172	625	<b>Northern Territory—</b>				
Rockhampton . . . . .	98	415	121	517	Darwin . . . . .	133	388	154	534
Townsville . . . . .	322	1,193	336	1,264					
<b>South Australia—</b>									
Adelaide(d) . . . . .	2,055	7,624	1,548	7,316					
Port Lincoln . . . . .	341	671	252	648					
Port Pirie . . . . .	435	937	212	842					
Rapid Bay . . . . .	71	248	45	171					
Wallaroo . . . . .	38	194	27	129					
Whyalla . . . . .	399	2,011	386	2,206					

(a) Excludes vessels of 200 net tons and under except for South Australian ports. (b) Includes Botany Bay.  
(c) Figures supplied by Department of Marine and Harbours, South Australia. Vessels of 200 net tons and under not excluded. (d) Includes Port Stanvac. (e) Includes Kwinana.

The following table shows the total shipping tonnage which entered the principal ports of Australia, New Zealand and the United Kingdom during 1967-68.

**TOTAL SHIPPING: ENTRANCES AT PORTS, AUSTRALIA, NEW ZEALAND AND  
THE UNITED KINGDOM, 1967-68**  
(<sup>'000</sup> net tons)

Port	Net tonnage entered	Port	Net tonnage entered	Port	Net tonnage entered
<b>AUSTRALIA—</b>		<b>NEW ZEALAND—</b>		<b>ENGLAND AND WALES—continued</b>	
Sydney (N.S.W.)(a)	17,997	Wellington	5,193	Dover	11,418
Melbourne (Vic.)	12,301	Auckland	4,838	Manchester (including Runcorn)	7,591
Fremantle (W.A.)(b)	8,662	Lyttleton	2,977	Tyne Ports	6,782
Adelaide (S.A.)(c)	7,316	Whangarei	2,212	Hull	7,068
Brisbane (Qld)	6,638	Otago	1,068	Middlesbrough	6,098
Newcastle (N.S.W.)	6,635	Napier	1,366	Bristol	5,473
Port Kembla (N.S.W.)	5,129	Bluff	969	Swansea	3,661
Geelong (Vic.)	3,508	Taranaki	781	Cardiff	2,688
Whyalla (S.A.)	2,206	Tauranga	1,550		
Hobart (Tas.)	1,529			<b>SCOTLAND—</b>	
Burnie (Tas.)	1,387	<b>ENGLAND AND WALES—</b>		Glasgow	6,510
Launceston (Tas.)	1,254	London	44,056		
Gladstone (Qld)	2,378	Southampton	26,362	<b>NORTHERN IRELAND—</b>	
Yampi (W.A.)	971	Liverpool (including Birkenhead)	19,480	Belfast	9,171
Townsville (Qld)	1,264				

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

### Shipping cargo

#### Overseas and interstate cargo

The table on page 376 shows the aggregate tonnage of overseas and interstate cargo discharged and shipped at Australian ports.

**CARGO DISCHARGED AND SHIPPED: AUSTRALIA, 1963-64 TO 1967-68**  
(<sup>'000</sup> tons)

Year	Overseas cargo				Interstate cargo			
	Discharged		Shipped		Discharged		Shipped	
	Weight	Meas.	Weight	Meas.	Weight	Meas.	Weight	Meas.
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
1967-68	27,572	4,684	41,339	2,102	16,980	2,079	17,207	1,876

## CARGO DISCHARGED AND SHIPPED AT PRINCIPAL PORTS, 1967-68

('000 tons)

Port	Overseas cargo				Interstate cargo			
	Discharged		Shipped		Discharged		Shipped	
	Weight	Meas.	Weight	Meas.	Weight	Meas.	Weight	Meas.
<b>New South Wales—</b>								
Sydney . . . . .	3,169	1,946	4,801	645	1,044	133	268	191
Botany Bay . . . . .	4,097	..	135	..	318	..	251	..
Newcastle . . . . .	752	11	5,496	1	2,921	..	1,317	1
Port Kembla . . . . .	682	3	2,309	5	4,993	..	1,517	..
Other . . . . .	..	..	16	..	33	..	11	1
<i>Total, New South Wales.</i>	<i>8,701</i>	<i>1,961</i>	<i>12,757</i>	<i>651</i>	<i>9,309</i>	<i>133</i>	<i>3,364</i>	<i>193</i>
<b>Victoria—</b>								
Melbourne . . . . .	3,489	1,679	1,093	662	1,565	747	505	827
Geelong . . . . .	3,788	57	822	10	753	..	554	..
Portland . . . . .	24	..	39	1	77	..	..	..
Westernport . . . . .	1,173	..	83	..	69	..	357	..
Other . . . . .	..	..	..	..	..	..	..	..
<i>Total, Victoria</i>	<i>8,474</i>	<i>1,736</i>	<i>2,037</i>	<i>673</i>	<i>2,464</i>	<i>747</i>	<i>1,416</i>	<i>827</i>
<b>Queensland—</b>								
Brisbane . . . . .	2,447	324	1,166	119	317	25	109	18
Cairns . . . . .	78	..	293	3	18	5	21	5
Gladstone . . . . .	69	..	2,967	..	37	..	30	..
Mackay . . . . .	31	..	606	..	11	3	33	..
Townsville . . . . .	37	15	627	..	66	9	71	2
Other . . . . .	7	2	2,274	1	7	1	640	..
<i>Total, Queensland</i>	<i>2,669</i>	<i>341</i>	<i>7,933</i>	<i>123</i>	<i>457</i>	<i>43</i>	<i>906</i>	<i>26</i>
<b>South Australia—</b>								
Port Adelaide . . . . .	583	298	412	198	946	25	238	13
Ardrossan . . . . .	..	..	18	..	..	..	335	..
Port Lincoln . . . . .	103	..	184	..	26	..	410	..
Port Pirie . . . . .	2	..	526	..	157	..	219	..
Port Stanvac . . . . .	1,925	..	48	..	32	..	348	..
Rapid Bay . . . . .	..	..	..	..	..	..	139	..
Whyalla . . . . .	105	..	437	1	906	..	4,174	..
Other . . . . .	44	..	456	2	21	..	353	..
<i>Total, South Australia</i>	<i>2,762</i>	<i>298</i>	<i>2,081</i>	<i>201</i>	<i>2,087</i>	<i>25</i>	<i>6,216</i>	<i>13</i>
<b>Western Australia—</b>								
Fremantle . . . . .	907	271	2,117	159	729	168	1,072	54
Albany . . . . .	201	..	342	20	26	1	4	..
Bunbury . . . . .	157	..	606	24	16	..	50	..
Dampier . . . . .	107	10	6,925	..	6	..	..	..
Geraldton . . . . .	134	..	1,137	..	..	..	4	..
Kwinana . . . . .	2,835	..	242	..	86	..	570	..
Port Headland . . . . .	37	2	3,939	..	79	..	..	..
Yampi . . . . .	3	..	134	..	..	..	1,948	..
Other . . . . .	123	5	241	..	43	..	835	6
<i>Total, Western Australia</i>	<i>4,504</i>	<i>288</i>	<i>15,683</i>	<i>203</i>	<i>985</i>	<i>173</i>	<i>4,503</i>	<i>60</i>
<b>Tasmania—</b>								
Hobart . . . . .	146	21	70	194	568	181	282	114
Burnie . . . . .	57	3	58	11	243	196	66	170
Launceston . . . . .	42	15	31	27	584	163	112	121
Port Latta . . . . .	..	..	107	..	12	..	..	..
Other . . . . .	16	2	7	17	175	373	225	350
<i>Total, Tasmania</i>	<i>261</i>	<i>41</i>	<i>273</i>	<i>249</i>	<i>1,582</i>	<i>913</i>	<i>685</i>	<i>755</i>
<b>Northern Territory—</b>								
Darwin . . . . .	201	19	351	3	96	44	1	2
Groote Island . . . . .	..	..	223	..	..	..	116	..
Gove . . . . .	..	..	..	..	..	..	..	..
Other . . . . .	..	..	2	..	..	..	..	..
<i>Total Northern Territory.</i>	<i>201</i>	<i>19</i>	<i>576</i>	<i>3</i>	<i>96</i>	<i>44</i>	<i>117</i>	<i>2</i>
<b>Australia</b>	<b>27,572</b>	<b>4,682</b>	<b>41,339</b>	<b>2,102</b>	<b>16,980</b>	<b>2,079</b>	<b>17,207</b>	<b>1,876</b>

# OVERSEAS AND INTERSTATE SHIPPING CARGO: AUSTRALIA

1921-22 TO 1967-68

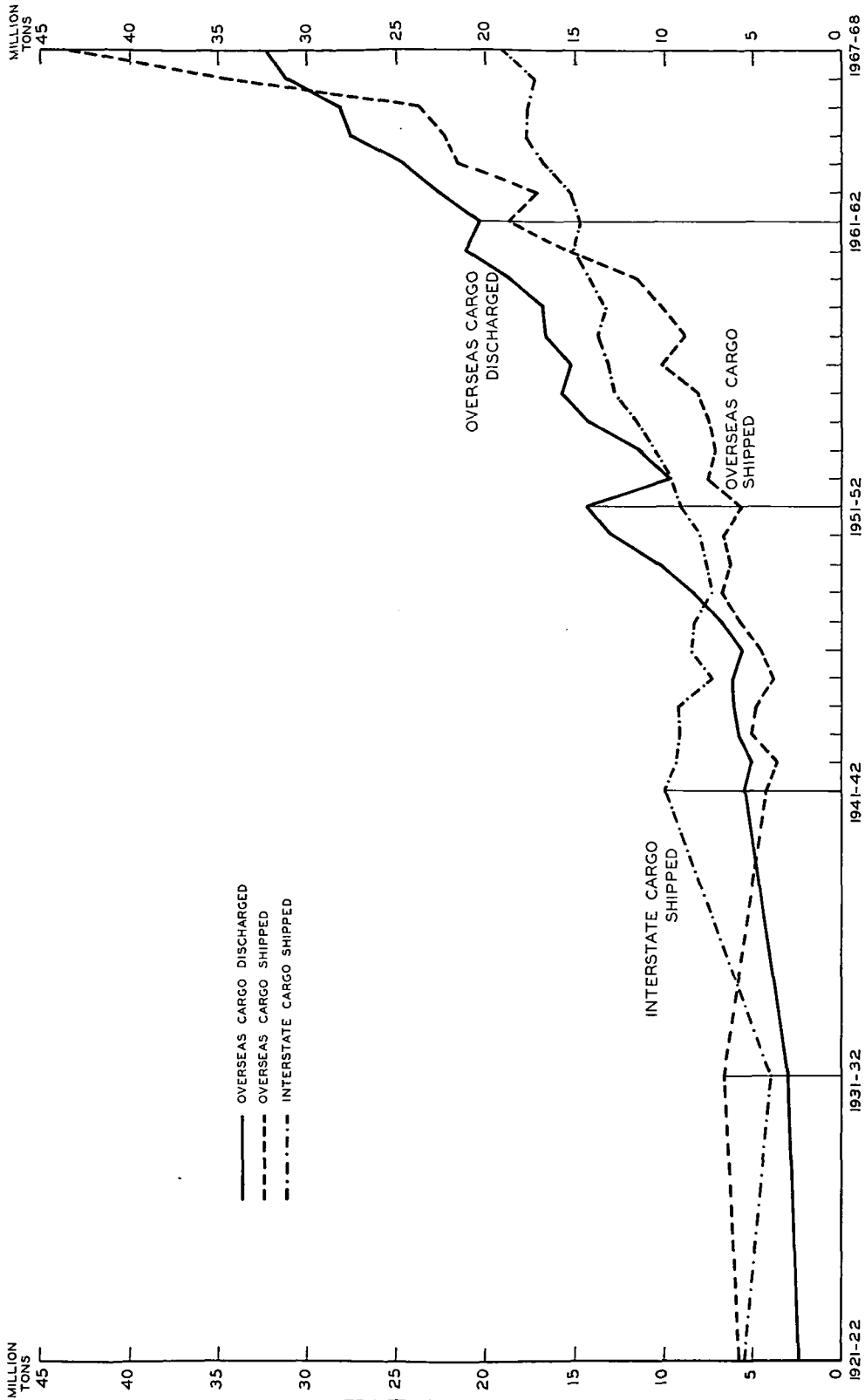


PLATE 29

**Overseas cargo according to major trade areas and type of service**

The tables on pages 378-81 show for the year 1967-68 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).

NOTE. The year 1966-67 is the first for which this information is available. Figures for 1966-67 published on pages 402-5 of Year Book No. 54 have since been revised because of a shift in classification between the categories Liners, and Tramps, bulk-ships, tankers (totals for All vessels were not affected). For revised 1966-67 figures reference should be made to the bulletin *Transport and Communication, 1966-67, No. 58.*

**CARGO LOADED IN AUSTRALIA FOR DISCHARGE OVERSEAS: MAJOR TRADE AREAS  
BY TYPE OF SERVICE: STATES AND NORTHERN TERRITORY, 1967-68**  
(Tons)

State or Territory of loading	Liners(a)		Tramps, bulk- ships, tankers		All vessels	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
<b>NORTH AMERICA AND HAWAII</b>						
New South Wales . . . . .	133,006	25,050	220,267	..	353,273	25,050
Victoria . . . . .	131,492	63,374	20,301	..	151,793	63,374
Queensland . . . . .	162,748	9,184	1,300,034	..	1,462,782	9,184
South Australia . . . . .	59,670	14,207	29,284	312	88,954	14,519
Western Australia . . . . .	39,677	4,475	256,772	..	296,449	4,475
Tasmania . . . . .	22,484	3,315	..	..	22,484	3,315
Northern Territory . . . . .	5,742	1	61,341	..	67,083	1
<i>Australia</i> . . . . .	<i>554,819</i>	<i>119,606</i>	<i>1,887,999</i>	<i>312</i>	<i>2,442,818</i>	<i>119,918</i>
<b>SOUTH AMERICA</b>						
New South Wales . . . . .	41,229	1,218	300,463	..	341,692	1,218
Victoria . . . . .	11,016	3,452	30	124	11,046	3,576
Queensland . . . . .	12,784	259	10,032	34	22,816	293
South Australia . . . . .	463	3,060	3,529	..	3,992	3,060
Western Australia . . . . .	..	..	..	..	..	..
Tasmania . . . . .	..	..	..	..	..	..
Northern Territory . . . . .	..	..	..	..	..	..
<i>Australia</i> . . . . .	<i>65,492</i>	<i>7,989</i>	<i>314,054</i>	<i>158</i>	<i>379,546</i>	<i>8,147</i>
<b>EUROPE (INCLUDING U.S.S.R.)</b>						
New South Wales . . . . .	288,573	59,361	890,125	10	1,178,698	59,371
Victoria . . . . .	226,202	275,519	25,262	7,930	251,464	283,449
Queensland . . . . .	316,994	21,786	1,043,895	277	1,360,889	22,063
South Australia . . . . .	142,225	88,213	343,069	1	485,294	88,214
Western Australia . . . . .	109,158	61,919	2,130,067	6,467	2,239,225	68,386
Tasmania . . . . .	37,339	150,237	15,840	55,506	53,179	205,743
Northern Territory . . . . .	..	..	60,315	..	60,315	..
<i>Australia</i> . . . . .	<i>1,120,491</i>	<i>657,035</i>	<i>4,508,573</i>	<i>70,191</i>	<i>5,629,064</i>	<i>727,226</i>
<b>AFRICA</b>						
New South Wales . . . . .	44,070	11,721	91,332	..	135,402	11,721
Victoria . . . . .	31,226	22,101	1,117	585	32,343	22,686
Queensland . . . . .	30,117	29	46,933	..	77,050	29
South Australia . . . . .	23,581	15,354	61,518	376	85,099	15,730
Western Australia . . . . .	9,180	10,726	45,637	..	54,817	10,726
Tasmania . . . . .	5,696	1,450	..	..	5,696	1,450
Northern Territory . . . . .	..	..	..	2,211	..	2,211
<i>Australia</i> . . . . .	<i>143,870</i>	<i>61,381</i>	<i>246,537</i>	<i>3,172</i>	<i>390,407</i>	<i>64,553</i>

(a) Cargo and passenger liners.

CARGO LOADED IN AUSTRALIA FOR DISCHARGE OVERSEAS: MAJOR TRADE AREAS  
BY TYPE OF SERVICE: STATES AND NORTHERN TERRITORY, 1967-68—continued

(Tons)

State or Territory of loading	Liners(a)		Tramps, bulk- ships, tankers		All vessels	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
ASIA						
New South Wales . . . .	494,808	137,064	9,451,755	52,257	9,946,563	189,321
Victoria . . . . .	390,866	142,504	860,811	8,750	1,251,677	151,254
Queensland . . . . .	210,256	25,755	4,609,955	640	4,820,211	26,395
South Australia . . . .	188,864	38,762	1,054,338	2,099	1,243,202	40,861
Western Australia . . .	652,194	58,282	12,252,969	52,550	12,905,163	110,832
Tasmania . . . . .	79,178	30,632	108,464	3,122	187,642	33,754
Northern Territory . . .	25,961	204	422,648	619	448,609	823
<i>Australia . . . . .</i>	<i>2,042,127</i>	<i>433,203</i>	<i>28,760,940</i>	<i>120,037</i>	<i>30,803,067</i>	<i>553,240</i>
PAPUA AND NEW GUINEA, NEW ZEALAND AND PACIFIC ISLANDS						
New South Wales . . . .	402,215	356,797	398,337	2,281	800,552	359,078
Victoria . . . . .	20,728	145,061	317,182	2,114	337,910	147,175
Queensland . . . . .	32,207	62,555	156,799	1,936	189,006	64,491
South Australia . . . .	116,765	38,458	57,196	21	173,961	38,479
Western Australia . . .	5,575	1,434	156,910	..	162,485	1,434
Tasmania . . . . .	3,989	5,002	8	60	3,997	5,062
Northern Territory . . .	..	..	..	..	..	..
<i>Australia . . . . .</i>	<i>581,479</i>	<i>609,307</i>	<i>1,086,432</i>	<i>6,412</i>	<i>1,667,911</i>	<i>615,719</i>
INDIAN OCEAN ISLANDS AND ANTARCTIC AREA						
New South Wales . . . .	..	..	405	5,355	405	5,355
Victoria . . . . .	..	..	1,079	1,236	1,079	1,236
Queensland . . . . .	..	..	6	57	6	57
South Australia . . . .	..	..	135	9	135	9
Western Australia . . .	6	220	24,620	6,179	24,626	6,399
Tasmania . . . . .	..	..	..	..	..	..
Northern Territory . . .	..	..	..	..	..	..
<i>Australia . . . . .</i>	<i>6</i>	<i>220</i>	<i>26,245</i>	<i>12,836</i>	<i>26,251</i>	<i>13,056</i>
TOTAL						
New South Wales . . . .	1,403,901	591,211	11,352,684	59,903	12,756,585	651,114
Victoria . . . . .	811,530	652,011	1,225,782	20,739	2,037,312	672,750
Queensland . . . . .	765,106	119,568	7,167,654	2,944	7,932,760	122,512
South Australia . . . .	531,568	198,054	1,549,069	2,818	2,080,637	200,872
Western Australia . . .	815,790	137,056	14,866,975	65,196	15,682,765	202,252
Tasmania . . . . .	148,686	190,636	124,312	58,688	272,998	249,324
Northern Territory . . .	31,703	205	544,304	2,830	576,007	3,035
<i>Australia . . . . .</i>	<i>4,508,284</i>	<i>1,888,741</i>	<i>36,830,780</i>	<i>213,118</i>	<i>41,339,064</i>	<i>2,101,859</i>

(a) Cargo and passenger liners.

**CARGO DISCHARGED IN AUSTRALIA FROM OVERSEAS: MAJOR TRADE AREAS  
BY TYPE OF SERVICE, STATES AND NORTHERN TERRITORY, 1967-68**

(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>
<b>NORTH AMERICA AND HAWAII</b>						
New South Wales . . . .	133,339	310,917	506,283	177,727	639,622	488,644
Victoria . . . . .	90,595	233,208	636,722	103,748	727,317	336,956
Queensland . . . . .	34,065	46,251	241,649	8,407	275,714	54,658
South Australia . . . .	33,843	41,062	127,221	69,246	161,064	110,308
Western Australia . . .	36,214	24,132	258,659	11,505	294,873	35,637
Tasmania . . . . .	12,833	1,690	82,551	261	95,384	1,951
Northern Territory . . .	2	182	2,487	..	2,489	182
<i>Australia</i> . . . . .	<i>340,891</i>	<i>657,442</i>	<i>1,855,572</i>	<i>370,894</i>	<i>2,196,463</i>	<i>1,028,336</i>
<b>SOUTH AMERICA</b>						
New South Wales . . . .	5,643	2,068	9,566	552	15,209	2,620
Victoria . . . . .	7,966	337	2,620	..	10,586	337
Queensland . . . . .	12,355	172	951	2,906	13,306	3,078
South Australia . . . .	1,215	..	500	..	1,715	..
Western Australia . . .	..	..	676	..	676	..
Tasmania . . . . .	592	..	..	..	592	..
Northern Territory . . .	..	..	..	..	..	..
<i>Australia</i> . . . . .	<i>27,771</i>	<i>2,577</i>	<i>14,313</i>	<i>3,458</i>	<i>42,084</i>	<i>6,035</i>
<b>EUROPE (INCLUDING U.S.S.R.)</b>						
New South Wales . . . .	259,330	596,875	23,068	47,476	282,398	644,351
Victoria . . . . .	190,061	645,496	21,868	60,323	211,929	705,819
Queensland . . . . .	57,907	70,400	28,031	5,090	85,938	75,490
South Australia . . . .	61,037	79,645	3,478	2,310	64,515	81,955
Western Australia . . .	50,087	108,547	40,491	11,494	90,578	120,041
Tasmania . . . . .	32,856	14,694	9,978	1,910	42,834	16,604
Northern Territory . . .	..	..	10,304	..	10,304	..
<i>Australia</i> . . . . .	<i>651,278</i>	<i>1,515,657</i>	<i>137,218</i>	<i>128,603</i>	<i>788,496</i>	<i>1,644,260</i>
<b>AFRICA</b>						
New South Wales . . . .	55,693	20,916	3,691	234	59,384	21,150
Victoria . . . . .	13,525	21,807	38,211	6,859	51,736	28,666
Queensland . . . . .	12,073	9	1,827	73	13,900	82
South Australia . . . .	3,499	6,190	..	..	3,499	6,190
Western Australia . . .	4,996	5,747	149,544	..	154,540	5,747
Tasmania . . . . .	3,166	109	7,183	..	10,349	109
Northern Territory . . .	..	..	..	..	..	..
<i>Australia</i> . . . . .	<i>92,952</i>	<i>54,778</i>	<i>200,456</i>	<i>7,166</i>	<i>293,408</i>	<i>61,944</i>

(a) Cargo and passenger liners.



CARGO DISCHARGED IN AUSTRALIA FROM OVERSEAS: MAJOR TRADE AREAS  
BY TYPE OF SERVICE, STATES AND NORTHERN TERRITORY, 1967-68—*continued*

(Tons)

State or Territory of unloading	Liners <sup>(a)</sup>		Tramps, bulk- ships, tankers		All vessels	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
<b>ASIA</b>						
New South Wales . . . . .	130,309	529,865	6,735,114	135,141	6,865,423	665,006
Victoria . . . . .	118,541	473,088	6,593,867	56,976	6,712,408	530,064
Queensland . . . . .	42,875	134,466	2,072,966	33,307	2,115,841	167,773
South Australia . . . . .	45,514	84,244	2,074,278	9,601	2,119,792	93,845
Western Australia . . . . .	52,526	92,279	3,119,273	26,522	3,171,799	118,801
Tasmania . . . . .	3,711	13,660	13,543	4,215	17,254	17,875
Northern Territory . . . . .	2,308	9,119	185,605	9,931	187,913	19,050
<i>Australia</i> . . . . .	<i>395,784</i>	<i>1,336,721</i>	<i>20,794,646</i>	<i>275,693</i>	<i>21,190,430</i>	<i>1,612,414</i>
<b>PAPUA AND NEW GUINEA, NEW ZEALAND AND PACIFIC ISLANDS</b>						
New South Wales . . . . .	145,637	138,045	516,009	649	661,646	138,694
Victoria . . . . .	15,748	133,235	436,487	333	452,235	133,568
Queensland . . . . .	15,164	39,770	116,258	40	131,422	39,810
South Australia . . . . .	15,423	6,084	271,464	2	286,887	6,086
Western Australia . . . . .	10,223	2,966	493,437	3,351	503,660	6,317
Tasmania . . . . .	25,106	4,723	53,177	..	78,283	4,723
Northern Territory . . . . .	178	318	413	..	591	318
<i>Australia</i> . . . . .	<i>227,479</i>	<i>325,141</i>	<i>1,887,245</i>	<i>4,375</i>	<i>2,114,724</i>	<i>329,516</i>
<b>INDIAN OCEAN ISLANDS AND ANTARCTIC AREA</b>						
New South Wales . . . . .	..	..	177,546	106	177,546	106
Victoria . . . . .	..	..	308,219	..	308,219	..
Queensland . . . . .	..	..	33,277	9	33,277	9
South Australia . . . . .	..	..	124,044	..	124,044	..
Western Australia . . . . .	..	170	287,433	1,484	287,433	1,654
Tasmania . . . . .	..	..	16,034	..	16,034	..
Northern Territory . . . . .	..	..	..	..	..	..
<i>Australia</i> . . . . .	<i>..</i>	<i>170</i>	<i>946,553</i>	<i>1,599</i>	<i>946,553</i>	<i>1,769</i>
<b>TOTAL</b>						
New South Wales . . . . .	729,951	1,598,686	7,971,277	361,885	8,701,228	1,960,571
Victoria . . . . .	436,436	1,507,171	8,037,994	228,239	8,474,430	1,735,410
Queensland . . . . .	174,439	291,068	2,494,959	49,832	2,669,398	340,900
South Australia . . . . .	160,531	217,225	2,600,985	81,159	2,761,516	298,384
Western Australia . . . . .	154,046	233,841	4,349,513	54,356	4,503,559	288,197
Tasmania . . . . .	78,264	34,876	182,466	6,386	260,730	41,262
Northern Territory . . . . .	2,488	9,619	198,809	9,931	201,297	19,550
<i>Australia</i> . . . . .	<i>1,736,155</i>	<i>3,892,486</i>	<i>25,836,003</i>	<i>791,788</i>	<i>27,572,158</i>	<i>4,684,274</i>

<sup>(a)</sup> 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 1965-66 to 1967-68.

**OVERSEAS CARGO DISCHARGED AND SHIPPED, BY COUNTRY OF REGISTRATION OF VESSELS: AUSTRALIA, 1965-66 TO 1967-68**  
(<sup>'000 tons</sup>)

Vessels registered at ports in—	1965-66		1966-67		1967-68	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
Australia . . . . .	231	125	714	144	475	154
Denmark . . . . .	519	66	799	93	946	125
France and New Caledonia . . . . .	1,089	97	891	108	1,012	91
Germany, Federal Republic of . . . . .	1,393	316	843	349	914	339
Greece . . . . .	2,700	85	3,772	103	3,006	113
Hong Kong . . . . .	621	139	634	108	378	93
India . . . . .	479	42	497	38	757	53
Italy . . . . .	560	60	771	36	577	63
Japan . . . . .	5,803	434	9,076	539	15,000	630
Liberia . . . . .	6,045	85	9,854	76	13,921	128
Netherlands . . . . .	2,003	385	2,518	355	2,226	407
New Zealand . . . . .	675	464	668	440	527	463
Norway . . . . .	8,129	364	10,023	354	10,376	458
Panama . . . . .	908	48	1,567	24	1,690	17
Sweden . . . . .	1,632	351	2,136	412	1,453	581
United Kingdom . . . . .	12,090	2,937	13,674	2,626	13,379	2,719
United States of America . . . . .	204	94	232	130	231	162
Other . . . . .	824	70	1,131	160	2,043	190
<b>Grand total . . . . .</b>	<b>45,905</b>	<b>6,162</b>	<b>59,800</b>	<b>6,095</b>	<b>68,911</b>	<b>6,786</b>

## World shipping tonnage

At 1 July 1968 the total number of steamships and motorships 100 gross tons and upwards throughout the world was 47,444 with a gross tonnage of 194,152,378. Of those totals, steamships numbered 9,363 for 74,263,159 gross tons, and motorships 38,081 for 119,889,219 gross tons. This includes 5,644 oil tankers of 100 gross tons and upwards with a gross tonnage of 69,213,950. Australian steamships and motorships, 314 for 818,247 gross tons, constituted 0.66 per cent and 0.42 per cent respectively of the total number and gross 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 1968, classified according to: (i) year of construction, (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 1968(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
1964 and earlier . . . . .	103	543,217	14	19,134	65	368,192	52	194,159	117	562,351
1965 . . . . .	4	33,906	1	499	3	29,716	2	4,689	5	34,405
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
1968 . . . . .	3	63,238	1	321	4	63,559	..	..	4	63,559
<b>Total registered in Australia . . . . .</b>	<b>113</b>	<b>721,156</b>	<b>19</b>	<b>22,603</b>	<b>78</b>	<b>544,911</b>	<b>54</b>	<b>198,848</b>	<b>132</b>	<b>743,759</b>

(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 1968.

OVERSEAS SHIPPING FREIGHT RATES FOR LINER SERVICES: AUSTRALIA TO VARIOUS COUNTRIES, 31 DECEMBER 1968<sup>(a)</sup>  
(1 ton measurement = 40 cubic feet)

Country and commodity	Unit for which freight rate is quoted	Freight rate quoted
CANADA—EAST COAST AND ST LAWRENCE PORTS TO MONTREAL—		<i>Canadian dollars</i>
Fruit—		
Canned . . . . .	Ton measurement	44.00
Dried . . . . .	Ton measurement	36.50
Preserved . . . . .	Ton measurement	47.50
Wine . . . . .	Ton measurement	52.30
Wool—greasy . . . . .	100 lb	5.80
General cargo . . . . .	Ton weight or measurement	55.00
CANADA WEST COAST—See U.S.A. WEST COAST AND and HAWAII		
CEYLON—		<i>Australian dollars</i>
Flour, wheaten . . . . .	Ton weight	21.45
Malted milk . . . . .	Ton measurement	30.03
General cargo . . . . .	Ton weight or measurement	36.66
CHINA, REPUBLIC OF (FORMOSA), CHINA (MAINLAND), HONG KONG, JAPAN (MAIN PORTS) <sup>(b)</sup> , PHILIPPINES (CEBU and MANILA)—		<i>U.S. dollars</i>
Butter . . . . .	100 lb	3.73
Concentrates, copper, lead and zinc—		
Bulk . . . . .	Ton weight	(c)14.60
Bags and drums . . . . .	Ton weight	20.20
Fruit—		
Dried (cartons, cases) . . . . .	Ton measurement	22.40
Canned (cartons) . . . . .	Ton weight or measurement	24.65
Malt . . . . .	Ton weight	19.05
Meats—		
Lamb carcasses . . . . .	100 lb	4.67
Mutton carcasses . . . . .	100 lb	3.51
Beef, chilled . . . . .	100 lb	7.36
Milk, powdered (cases, drums) . . . . .	Ton weight or measurement	27.45
Rutile and zircon (bulk) . . . . .	Ton weight	(c)12.35
Steel billets, sheets, corrugated . . . . .	Ton weight	16.80
Steel plates . . . . .	Ton weight	20.20
Lead ingots (bundles) . . . . .	Ton weight	18.50
Tallow in drums or casks . . . . .	Ton weight	30.80
Wool—		
Greasy . . . . .	100 lb	2.80
Japan . . . . .	100 lb	3.08
South Korea . . . . .	100 lb	3.27
Scoured . . . . .	100 lb	3.26
Japan . . . . .	100 lb	3.56
South Korea . . . . .	100 lb	3.73
General cargo . . . . .	Ton weight or measurement	30.80

<sup>(a)</sup> Excludes rates for commodities shipped in chartered vessels and bulkships. <sup>(b)</sup> Nagasaki, Kure, Moji, Kobe, Osaka, Nagoya, Yokkaichi, Shimizu, Yokohama. <sup>(c)</sup> Loaded and trimmed at no cost to shipping company.

## OVERSEAS SHIPPING FREIGHT RATES FOR LINER SERVICES: AUSTRALIA TO VARIOUS COUNTRIES, 31 DECEMBER 1968(a)—continued

<i>Country and commodity</i>	<i>Unit for which freight rate is quoted</i>	<i>Freight rate quoted</i>
<b>INDIA—</b>		
Milk products in cases, cartons, etc.	Ton measurement	29.01
Wheat in bags	Ton weight	21.86
Wool—		
Greasy	100 lb	3.753
Scoured, etc.	100 lb	3.808
Zinc bars	Ton weight	17.54
General cargo	Ton weight or measurement	34.07
<b>INDONESIA—</b>		
Flour—		
From eastern Australian ports	2,000 lb	18.70
From Western Australian ports	2,000 lb	17.60
General cargo—		
From eastern Australian ports	Ton weight or measurement	28.90
From Western Australian ports	Ton weight or measurement	26.70
<b>NEW ZEALAND(b)—</b>		
<i>New Zealand</i>		
<i>dollars</i>		
Fruit—		
Dried	Ton measurement	21.20
Fresh—Oranges (refrigerated)	Case (1 ft 7 in)	0.98
Textile piecegoods	Ton weight or measurement	21.20
Iron and steel—		
Bars, rods, angles, tees (up to 30 ft long)	Ton weight	19.80
Pipes and tubes (up to 20 ft long)	Ton weight	17.25
Plate (up to 20 ft long)	Ton weight	19.80
Sheet (bundles)	Ton weight	16.05
Wire, lattice	Ton measurement	21.20
Lead oxide	Ton weight	20.30
Zinc oxide	Ton weight	20.30
Copper—		
Bars and rods (up to 30 ft long)	Ton weight	19.80
Pipes and tubes (up to 20 ft long)	Ton weight	17.25
Plate (up to 20 ft long)	Ton weight	19.80
Sheet (bundles)	Ton weight	16.05
Motor vehicles—		
Assembled	Ton measurement	13.65
Unassembled	Ton measurement	21.20
Parts	Ton measurement	21.20
Household machines	Ton weight or measurement	21.20
Timber (up to 20 ft long)	100 super ft	5.45
Books and periodicals	Ton weight or measurement	21.20
Drugs and medicinal preparations	Ton weight or measurement	21.20
Sodium pentachlorophenate	Ton weight or measurement	22.30
Fertiliser, manure	Ton weight	20.65
Plastic foam	Ton measurement	18.50
General cargo	Ton weight or measurement	21.20
<b>SINGAPORE AND WEST MALAYSIA FROM PORTS IN—</b>		
		Eastern    Western Australia    Australia
		<i>Australian dollars</i>
Butter	100 lb	3.75    3.50
Flour, plain—bagged	2,000 lb	18.15    17.05
Fruit, fresh—		
Apples and pears (refrigerated)	Package (1.85 cu ft and under)	1.40    1.30
Oranges (refrigerated)	Bushel case	1.45    1.35
Hardboard/wallboard	Ton weight or measurement	18.70    17.60

(a) Excludes rates for commodities shipped in chartered vessels and bulkships. (b) Rates quoted are from Melbourne, Sydney, Newcastle and Port Kembla to New Zealand main ports except Bluff, which is an additional 50c per ton.

## OVERSEAS SHIPPING FREIGHT RATES FOR LINER SERVICES: AUSTRALIA TO VARIOUS COUNTRIES, 31 DECEMBER 1968(a)—continued

Country and commodity	Unit for which freight rate is quoted	Freight rate quoted	
<b>SINGAPORE AND WEST MALAYSIA FROM PORTS IN—</b>			
<i>continued</i>			
		Eastern Australia	Western Australia
		<i>Australian dollars</i>	
Iron and steel—			
Black plate and tin mill and secondaries	Ton weight	21.45	..
Sheets—galvanised, black, flat or corrugated	Ton weight	18.70	..
Milk—			
Condensed	Ton measurement	26.95	..
Powdered (in bags)	Ton weight	33.55	31.35
Mutton carcasses and sides	100 lb	3.75	3.50
Medical and pharmaceutical products	Ton weight or measurement	28.90	26.70
General cargo	Ton weight or measurement	28.90	26.70
		<i>Australian dollars</i>	
<b>SOUTH AFRICA—</b>			
Butter	56 lb box		1.68
Beef (carcasses, sundries in bags)	100 lb		4.22
Cattle hides, wet salted (loose, bags, etc.)	100 lb		2.28
Wool, greasy (dumped)	100 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 long)	50 cu ft		38.10
Sawn jarrah timber (up to 40 ft long)	50 cu ft		39.55
Zinc (ingots)	Ton weight		20.00
General cargo	Ton weight or measurement		32.50
		<i>U.S. dollars</i>	
		<i>(except for apples and pears)</i>	
<b>UNITED KINGDOM AND CONTINENTAL EUROPE—</b>			
Butter (refrigerated)	56 lb box		(b)1.80
Cheese (refrigerated)	Ton weight		(b)74.76
Eggs in shell	Ton measurement		53.39
Meats, preserved by cold process—			
Beef, refrigerated	100 lb		4.80
Lamb	100 lb		5.95
Mutton	100 lb		4.80
Beef, carton	100 lb		3.47
Lamb, carton	100 lb		3.47
Mutton, carton	100 lb		3.47
Rabbits	Ton measurement		44.03
Sausage casings in casks (refrigerated)	Ton measurement		58.13
Sausage casings (not refrigerated)	Ton measurement		34.05
Meats, not frozen	Ton weight		34.05
Milk and cream condensed	Ton measurement		34.05
Fruit—			
Canned	Ton measurement		(b)26.64
Dried	Ton measurement		(b)26.64
Fresh—			
Apples	Standard bushel case		(b)£stg0.900
Citrus	Standard bushel case		(b)2.14
Pears	Standard bushel case		(b)£stg0.900
Pears	½ bushel case		(b)£stg0.823
Grapes, grapefruit, oranges, lemons and plums—	Standard bushel case		(b)2.14
	½ bushel case		(b)1.99
	¼ bushel case		(b)1.43
	½ bushel carton		(b)1.33

(a) Excludes rates for commodities shipped in chartered vessels and bulkships. (b) Plus 6 per cent Suez surcharge.

## OVERSEAS SHIPPING FREIGHT RATES FOR LINER SERVICES: AUSTRALIA TO VARIOUS COUNTRIES, 31 DECEMBER 1968(a)—continued

Country and commodity	Unit for which freight rate is quoted	Freight rate quoted
<b>UNITED KINGDOM AND CONTINENTAL EUROPE—continued</b>		<i>U.S. dollars</i>
Grain and pulse, unprepared—		
Barley—bagged . . . . .	Ton weight	18.810
Wheat—		
Bagged . . . . .	Ton weight	18.470
Bulk . . . . .	Ton weight	15.734
Oats—bagged . . . . .	Ton weight	20.172
Rice (paddy), unhusked . . . . .	Ton weight	28.45
Grain and pulse, prepared—		
Flour, wheaten . . . . .	Ton weight	24.93
Rice (clean), husked . . . . .	Ton weight	25.53
Jams . . . . .	Ton measurement	26.99
Wine . . . . .	Ton measurement	32.46
Hides and skins—		
Calf . . . . .	Ton weight	51.31
Cattle . . . . .	Ton weight	154.91
Sheep, dumped . . . . .	100 lb	3.39
Other . . . . .	Ton weight	154.91
Pearlshell . . . . .	Ton measurement	34.05
Trochus and green snail shell, bags or cases . . . . .	Ton weight	51.19
Wool—		
Greasy, dumped . . . . .	100 lb	4.73
Scoured and washed, dumped . . . . .	100 lb	5.93
Tops . . . . .	100 lb	5.65
Apparel and attire, effects . . . . .	Ton weight or measurement	53.38
Oils—		
Eucalyptus . . . . .	Ton measurement	34.05
Whale . . . . .	Ton weight	38.54
Stearine . . . . .	Ton weight	38.54
Tallow, unrefined, in drums . . . . .	Ton weight	38.54
Zinc—		
Ex Risdon . . . . .	Ton weight	20.67
Other . . . . .	Ton weight	16.41
Copper . . . . .	Ton weight	16.66
Lead . . . . .	Ton weight	16.66
Steel billets—		
Up to 20 feet long . . . . .	Ton weight	21.16
Over 20 feet and up to 30 feet long . . . . .	Ton weight	22.74
Leather (in bales) . . . . .	Ton weight	75.02
Timber, sawn undressed, up to 30 feet long (shipment of less than 50 tons) . . . . .	100 super feet	6.32
Toilet paper . . . . .	Ton measurement	36.36
Casein . . . . .	Ton weight	44.62
Fertilisers . . . . .	Ton measurement	43.53
Soap . . . . .	Ton measurement	36.72
Gold and silver specie . . . . .	<i>Ad valorem</i>	0.75%
<b>UNITED STATES OF AMERICA—ATLANTIC AND GULF PORTS—</b>		
Beef, preserved by cold process—		
Quarters, etc. . . . .	100 lb	5.12
Cartons . . . . .	100 lb (net)	4.57
Casein . . . . .	Ton weight	51.70
Fish, preserved by cold process—		
Loose . . . . .	Ton weight	90.80
Cartons . . . . .	100 lb (net)	4.95
Lead, ores and concentrates . . . . .	Ton weight	33.00
Mutton, preserved by cold process—		
Carcases . . . . .	100 lb	5.50
Cuts in cartons . . . . .	100 lb	4.57
Pipes and tubes of iron and steel . . . . .	Ton weight or measurement	36.30
Wool—		
Greasy . . . . .	100 lb	5.80
Scoured, etc. . . . .	100 lb	6.95
General cargo . . . . .	Ton weight or measurement	55.00

(a) Excludes rates for commodities shipped in chartered vessels and bulkships.

OVERSEAS SHIPPING FREIGHT RATES FOR LINER SERVICES: AUSTRALIA TO VARIOUS COUNTRIES, 31 DECEMBER 1968<sup>(a)</sup>—*continued*

<i>Country and commodity</i>	<i>Unit for which freight rate is quoted</i>	<i>Freight rate quoted</i>
UNITED STATES OF AMERICA—WEST COAST, HAWAII and CANADIAN WEST COAST PORTS—		<i>U.S. dollars</i>
Meats—		
Beef, preserved by cold process (cartons)	100 lb (net)	4.57
Lamb and mutton preserved by cold process (cartons)	100 lb (net)	4.57
Dried fruit	Ton measurement	37.00
Wine	Ton measurement	51.10
Wool—		
Greasy	100 lb	5.80
Tops	Ton measurement	42.70
Mineral sand (bags or drums)	Ton weight	28.60
Iron and steel—		
Plates and sheet	Ton weight	34.50
Wire in coils	Ton weight	30.30
Casein	Ton weight	51.70
Copper bars (ex-Townsville)	Ton weight	21.00
Lead ingots (bundles) (ex-Townsville)	Ton weight	21.00
General cargo	Ton weight or measurement	55.00

(a) Excludes rates for commodities shipped in chartered vessels and bulkships.

Interstate rates per ton weight or measurement for general cargo at 31 December 1968 (expressed in Australian dollars) were: Sydney-Melbourne, \$16.20; Sydney-Brisbane, \$20.00; Sydney-Adelaide, \$21.40; Sydney-Fremantle, \$31.20; 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 1963-64 to 1967-68 are shown in the table below.

#### SHIPPING CASUALTIES TO OVERSEAS AND INTERSTATE STEAM AND MOTOR VESSELS<sup>(a)</sup> AUSTRALIA, 1963-64 TO 1967-68

<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>
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	..
1967-68	..	..	..	100	416,332	..	100	416,332	..

(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 1967-68 a total of 71.1 million tons of freight were carried, an increase of 77.9 per cent over the 40.0 million tons carried in 1947-48. However, in the same twenty-year period the number of passengers carried (mostly within the suburban areas of Sydney and Melbourne) declined by 11.4 per cent from 510.8 millions in 1947-48 to 452.8 millions in 1967-68. The number of train miles run during 1967-68 (94.5 million) was only 7.7 per cent greater than in 1947-48, 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 1968 there were 1,096 throughout Australia. Diesel-electric locomotives during 1967-68 hauled 54 million train-miles, while steam locomotives hauled only 7 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 1948 to 30 June 1968, 2,940 miles have been closed, the greatest lengths being in Western Australia (997 miles), Queensland (836 miles), and Victoria (548 miles). During this same period 893 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 1968

(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
1968	6,265	4,012	5,825	3,780	4,269	500	490	5	25,146

(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 1968 according to gauge.



**GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, BY GAUGE  
STATES AND TERRITORIES, 30 JUNE 1968**

(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)3,801	..	1,652	..	..	..	..	5,657
4ft 8½in . . . . .	6,061	202	69	(c)871	(d)767	..	..	(e)5	7,975
3ft 6in . . . . .	..	..	5,726	(f)1,257	(g)3,502	500	(h)490	..	11,475
2ft 6in . . . . .	..	9	..	..	..	..	..	..	9
2ft 0in . . . . .	..	..	30	..	..	..	..	..	30
<b>Total . . . . .</b>	<b>6,265</b>	<b>4,012</b>	<b>5,825</b>	<b>3,780</b>	<b>4,269</b>	<b>500</b>	<b>490</b>	<b>5</b>	<b>25,146</b>
Per 1,000 of population	1.43	1.21	3.37	3.40	4.69	1.31	7.84	0.04	2.09
Per 1,000 square miles .	20.25	45.65	8.73	9.95	4.37	18.95	0.94	5.32	8.47

(a) Portion of Victorian Railway system. (b) Excludes 202 route-miles of 5ft 3in gauge which almost parallels 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 parallels 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 1968 is shown in the following table.

**GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, BY GAUGE AND SYSTEM  
30 JUNE 1968**

(Miles)

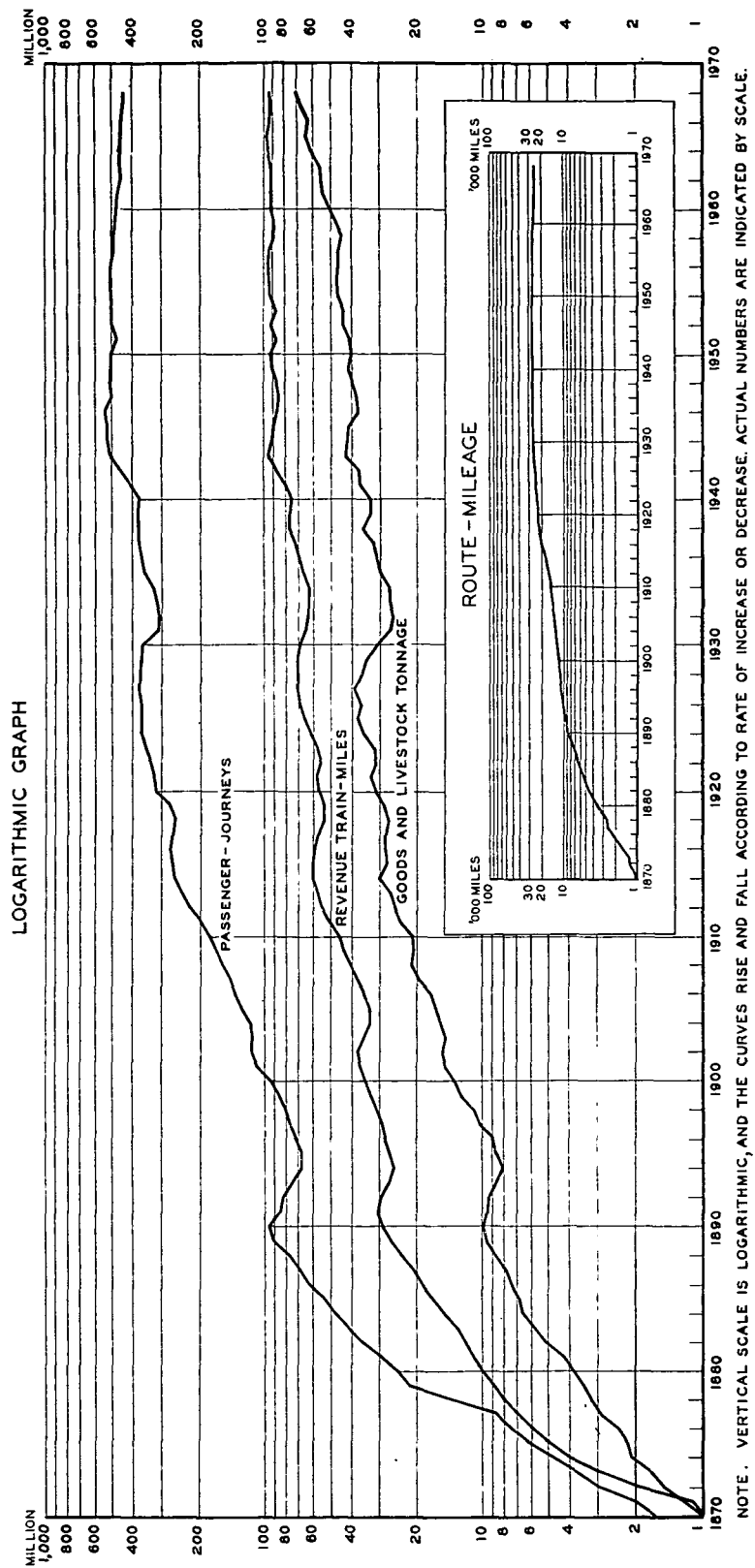
<i>System</i>	<i>Gauge</i>					<i>Total</i>
	<i>5ft 3in</i>	<i>4ft 8½in</i>	<i>3ft 6in</i>	<i>2ft 6in</i>	<i>2ft 0in</i>	
New South Wales . . . . .	..	(a)6,061	..	..	..	6,061
Victoria . . . . .	(b)4,005	202	..	9	..	4,216
Queensland . . . . .	..	69	5,726	..	30	5,825
South Australia . . . . .	1,652	..	829	..	..	2,481
Western Australia . . . . .	..	313	(c)3,502	..	..	3,815
Tasmania . . . . .	..	..	500	..	..	500
Commonwealth . . . . .	..	1,330	918	..	..	2,248
<b>Australia . . . . .</b>	<b>5,657</b>	<b>7,975</b>	<b>11,475</b>	<b>9</b>	<b>30</b>	<b>25,146</b>

(a) Includes 268 route-miles which are electrified. (b) Excludes 202 route-miles of 5ft 3in gauge line which almost parallels 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 parallels 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 Meekatharra 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 1967-68

## ROUTE MILEAGE AND TRAFFIC



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 1968 appears on plate 30 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 1,062 route-miles of standard (4ft 8½in) gauge track have been completed since 1956, and a further 49 route-miles are expected to be completed during 1970. A special article setting out the history of rail standardisation in Australia is given in Year Book No. 53, pages 440-5.

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 standard gauge line between Fremantle and Kalgoorlie commenced operations for transport of interstate goods during November 1968. Conversion of the 3ft 6in gauge to standard gauge between Port Pirie and Cockburn (218 miles) is proceeding and is expected to be completed in the first half of 1969. Construction of the new standard gauge line between Cockburn and Broken Hill, to replace the existing Silverton Tramway Company's line between those centres, will commence shortly and completion is expected by the end of 1969, when there will be a direct standard gauge link between Sydney and Perth. The overall length of the Sydney-Perth railway, to be opened early in 1970, 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, 1967-68

	<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>
<b>Train-mileage</b>								
( <sup>000</sup> )(a)—								
Suburban passenger	10,669	8,420	1,885	2,026	1,286	112	..	24,398
Country passenger	10,280	4,833	3,679	1,888	930	211	737	22,558
Goods(b)	17,585	6,633	11,267	2,504	6,156	923	2,469	47,537
<i>Total</i>	<i>38,535</i>	<i>19,885</i>	<i>16,831</i>	<i>6,418</i>	<i>8,372</i>	<i>1,247</i>	<i>3,206</i>	<i>94,494</i>
<b>Passenger-journeys</b>								
( <sup>000</sup> )(c)—								
Suburban	238,061	141,733	24,065	14,447	9,628	870	..	428,804
Country(d)	15,253	4,535	2,526	795	342	217	347	24,015
<i>Total</i>	<i>253,313</i>	<i>146,268</i>	<i>26,591</i>	<i>15,242</i>	<i>9,970</i>	<i>1,087</i>	<i>347</i>	<i>452,818</i>
<b>Passenger-miles</b>								
( <sup>000</sup> )(e)—								
Suburban	n.a.	1,250,058	n.a.	117,764	n.a.	5,665	..	n.a.
Country	n.a.	375,783	n.a.	89,629	68,065	11,427	119,772	n.a.
<i>Total</i>	<i>n.a.</i>	<i>1,625,840</i>	<i>n.a.</i>	<i>207,393</i>	<i>n.a.</i>	<i>17,092</i>	<i>119,772</i>	<i>n.a.</i>
<b>Freight—</b>								
Tons carried( <sup>000</sup> )(d)	30,745	11,116	11,133	4,368	8,910	1,162	3,627	71,061
Net ton-miles (million)(f)	4,844.1	1,776.2	2,201.3	680.9	1,571.7	117.2	1,072.3	12,263.7

(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

System and date	Locomotives				Other (a)	Total	Coaching stock (b)	Goods stock	Service stock
	Steam	Diesel- electric	Electric						
<b>30 June 1968—</b>									
New South Wales	262	336	41	31	670	(c)3,474	(c)19,835	2,275	
Victoria	95	220	35	75	425	(c)2,423	(c)20,719	(c)1,625	
Queensland	386	262	..	12	660	1,327	21,256	1,886	
South Australia	98	126	..	..	224	(c)539	7,524	(c)488	
Western Australia	215	133	..	20	368	496	11,944	981	
Tasmania	20	37	..	20	77	121	2,333	184	
Commonwealth	1	72	..	10	83	121	1,925	464	
<i>Australia</i>	<i>1,077</i>	<i>1,186</i>	<i>76</i>	<i>168</i>	<i>2,507</i>	<i>(d)8,619</i>	<i>(d)85,552</i>	<i>(d)7,904</i>	
<b>30 June—</b>									
1967	1,337	1,054	76	156	2,623	8,727	86,887	7,920	
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	

(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  
1963-64 TO 1967-68

('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>
<b>SUBURBAN PASSENGER</b>								
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
1967-68 .	10,669	8,420	1,885	2,026	1,286	112	..	24,398
<b>COUNTRY PASSENGER</b>								
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
1967-68 .	10,280	4,833	3,679	1,888	930	211	737	22,558
<b>GOODS(a)</b>								
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
1967-68 .	17,585	6,633	11,267	2,504	6,156	923	2,469	47,537
<b>TOTAL</b>								
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
1967-68 .	38,535	19,885	16,831	6,418	8,372	1,247	3,206	94,494

(a) Includes mixed train-miles.

**GOVERNMENT RAILWAYS: TRAIN-MILEAGE, BY TYPE OF MOTIVE POWER, SYSTEMS  
1963-64 TO 1967-68**

('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>
<b>HAULED BY DIESEL-ELECTRIC LOCOMOTIVES</b>								
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
1967-68	19,550	8,690	13,336	3,048	4,712	1,104	3,109	53,549
<b>HAULED BY STEAM LOCOMOTIVES</b>								
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
1967-68	2,521	145	1,461	67	2,380	3	6	6,583
<b>HAULED BY ELECTRIC AND OTHER LOCOMOTIVES</b>								
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
1967-68	2,261	999	63	..	..	19	..	3,342
<b>POWERED COACHING STOCK</b>								
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
1967-68	14,203	10,052	1,971	3,303	1,281	121	90	31,021

## Passenger traffic

## Passenger-journeys

GOVERNMENT RAILWAYS: PASSENGER-JOURNEYS(a), SYSTEMS, 1963-64 TO 1967-68  
(<sup>'000</sup>)

Year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
SUBURBAN								
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
1967-68	238,061	141,733	24,065	14,447	9,628	870	..	428,804
COUNTRY(c)								
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
1967-68	15,253	4,535	2,526	795	342	217	347	24,015
TOTAL								
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
1967-68	253,313	146,268	26,591	15,242	9,970	1,087	347	452,818

(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, 1963-64 TO 1967-68  
(<sup>'000</sup>)

Year	Vic.	S.A.	W.A.	Tas.	Cwlth
SUBURBAN					
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	..
1967-68	1,250,058	117,764	n.a.	5,665	..
COUNTRY					
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
1967-68	375,783	89,629	68,065	11,427	119,772
TOTAL					
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
1967-68	1,625,840	207,393	n.a.	17,092	119,772

(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 tons)

Commodity and year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwth	Aust.
1967-68—								
Wheat . . . . .	3,105	1,231	736	415	2,277	..	1	7,765
Other agricultural produce . . . . .	935	1,144	2,929	222	361	48	39	5,678
Coal, coke and briquettes . . . . .	14,337	1,911	3,784	7	359	69	2,093	22,560
Other minerals(b) . . . . .	2,785	153	811	1,467	3,478	23	483	9,200
Wool . . . . .	217	128	44	18	117	3	2	529
Fertilisers and manure . . . . .	502	877	100	345	703	130	5	2,662
Cement . . . . .	967	766	142	128	(c)	239	104	2,346
Timber . . . . .	278	363	132	51	393	312	20	1,549
Livestock . . . . .	369	335	574	92	88	20	71	1,549
All other commodities . . . . .	7,250	4,207	1,882	1,624	(d)1,134	318	808	17,223
<b>Total . . . . .</b>	<b>30,745</b>	<b>11,116</b>	<b>11,133</b>	<b>4,368</b>	<b>8,910</b>	<b>1,162</b>	<b>3,627</b>	<b>71,061</b>
1966-67 . . . . .	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

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

## Freight net ton-miles

## GOVERNMENT RAILWAYS: FREIGHT NET TON-MILES, SYSTEMS

(Million)

Commodity and year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwth	Aust.
1967-68—								
Wheat . . . . .	915.8	205.5	(a)	37.8	403.2	..	(b)	n.a.
Other agricultural produce . . . . .	373.4	214.8	(a)	32.2	67.7	4.4	33.3	n.a.
Coal, coke and briquettes . . . . .	537.9	167.2	(a)	1.4	22.1	8.3	325.3	n.a.
Other minerals(c) . . . . .	338.0	15.8	(a)	206.1	535.6	1.1	80.5	n.a.
Wool . . . . .	54.4	16.9	(a)	3.3	28.5	0.3	1.0	n.a.
Fertilisers and manure . . . . .	154.4	153.2	(a)	63.5	117.6	21.7	5.2	n.a.
Cement . . . . .	154.4	50.7	(a)	15.0	(d)	14.1	8.4	n.a.
Timber . . . . .	96.6	65.8	(a)	10.4	85.1	17.0	18.7	n.a.
Livestock . . . . .	130.1	63.9	149.5	14.8	14.7	2.9	31.1	407.0
All other commodities . . . . .	2,089.2	822.5	2,051.8	296.4	(e)297.3	47.3	568.7	6,111.7
<b>Total . . . . .</b>	<b>4,844.1</b>	<b>1,776.2</b>	<b>2,201.3</b>	<b>680.9</b>	<b>1,571.7</b>	<b>117.2</b>	<b>1,072.3</b>	<b>12,263.7</b>
1966-67 . . . . .	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

(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<sup>(a)</sup>, SYSTEMS, 1967-68

(\$'000)

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwth	Aust.
<b>Coaching—</b>								
Suburban passenger . . . . .	29,110	22,511	2,460	1,905	1,214	71	..	57,271
Country passenger . . . . .	15,859	7,764	4,260	1,730	1,604	142	2,505	33,864
Other . . . . .	6,653	4,178	3,060	959	1,376	187	571	16,984
<i>Total, coaching</i> . . . . .	<i>(b)(c)52,938</i>	<i>34,453</i>	<i>9,780</i>	<i>4,594</i>	<i>4,194</i>	<i>400</i>	<i>3,075</i>	<i>(d)109,434</i>
<b>Freight (goods and live-stock)—</b>								
Wheat . . . . .	(e)	6,834	6,573	1,623	12,045	..	1	n.a.
Other agricultural produce . . . . .	(e)	6,284	13,109	931	2,220	258	346	n.a.
Coal, coke and briquettes . . . . .	(e)	5,965	13,387	27	1,129	308	2,403	n.a.
Other minerals <sup>(f)</sup> . . . . .	(e)	432	6,787	7,157	7,247	60	1,247	n.a.
Wool . . . . .	(e)	1,133	1,639	149	1,687	34	38	n.a.
Fertilisers and manure . . . . .	(e)	3,308	810	1,068	3,434	904	37	n.a.
Cement . . . . .	(e)	2,461	1,375	400	(g)	789	193	n.a.
Timber . . . . .	(e)	2,457	1,590	253	2,834	841	196	n.a.
Livestock . . . . .	4,314	1,703	7,523	708	674	138	523	15,583
All other commodities	155,398	27,224	28,519	8,614	(h)14,386	2,620	12,657	249,417
<i>Total, freight</i> . . . . .	<i>(b)159,712</i>	<i>57,801</i>	<i>81,313</i>	<i>20,929</i>	<i>45,656</i>	<i>5,952</i>	<i>17,642</i>	<i>389,005</i>
Miscellaneous . . . . .	(b)12,316	7,047	2,925	2,523	1,778	234	1,516	28,339
<b>Grand total</b> . . . . .	<b>(b)224,966</b>	<b>99,301</b>	<b>94,018</b>	<b>28,046</b>	<b>51,628</b>	<b>6,587</b>	<b>22,233</b>	<b>526,779</b>

(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) Includes sand and gravel. (g) Cement included with 'All other commodities'. (h) Includes cement.

## GOVERNMENT RAILWAYS: WORKING EXPENSES, SYSTEMS, 1967-68

(\$'000)

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas. <sup>(a)</sup>	Cwth	Aust.
<b>Maintenance of way and works . . . . .</b>								
Motive power <sup>(b)</sup> . . . . .	33,923	20,695	26,108	(a)8,228	(a)12,136	2,216	6,628	109,934
Traffic . . . . .	64,761	27,484	32,977	(a)12,066	(a)18,752	3,042	5,616	164,698
Other charges . . . . .	49,386	31,191	22,398	(a)9,597	11,739	2,384	3,628	130,323
	46,869	25,714	5,950	4,719	5,118	1,110	(a)5,436	94,916
<b>Total</b> . . . . .	<b>194,939</b>	<b>105,084</b>	<b>87,435</b>	<b>(a)34,610</b>	<b>(a)47,745</b>	<b>8,751</b>	<b>(a)21,308</b>	<b>499,872</b>

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

**GOVERNMENT RAILWAYS: GROSS EARNINGS, WORKING EXPENSES, AND NET EARNINGS SYSTEMS, 1963-64 TO 1967-68**

(\$'000)

Year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
<b>GROSS EARNINGS</b>								
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
1967-68	224,966	99,301	94,018	28,046	51,628	6,587	22,233	526,779
<b>WORKING EXPENSES</b>								
				(a)	(a)	(a)	(a)	
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
1967-68	194,939	105,084	87,435	34,610	47,745	8,751	21,308	499,872
<b>NET EARNINGS(b)</b>								
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
1967-68	30,027	-5,784	6,583	-6,564	3,883	-2,164	925	26,906

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

**GOVERNMENT RAILWAYS: SURPLUS OR DEFICIT, SYSTEMS, 30 JUNE 1968**

(\$'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	Interest and exchange	Sinking fund	Road motor expenses (a)	Other		Total
New South Wales	30,027	(b)3,200	..	..	3,200	26,387	6,078	..	(c)752	33,217	10
Victoria	-5,784	(d)30	62	..	92	5,496	251	120	..	5,867	-11,557
Queensland	6,583	..	..	..	..	(e)17,639	(f)79	..	(g)1,700	19,418	(h)-12,835
South Australia	-6,564	(i)10,000	198	..	10,198	5,700	..	214	(j)454	6,368	-2,734
Western Australia	3,883	..	1,145	..	1,145	8,767	..	1,060	..	9,827	-4,800
Tasmania	-2,164	..	..	(k)36	36	1,068	..	..	..	1,068	-3,196
Commonwealth	925	..	..	..	..	..	..	..	..	..	925
<b>Australia</b>	<b>26,906</b>	<b>13,230</b>	<b>1,405</b>	<b>36</b>	<b>14,671</b>	<b>65,057</b>	<b>6,408</b>	<b>1,394</b>	<b>2,906</b>	<b>75,765</b>	<b>-34,187</b>

(a) Includes interest and exchange. (b) Grants to meet losses on country developmental lines, to subsidise payments due from superannuation account. (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 (\$700,619) 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 service traffic not carried by rail.

## Employment, salaries and wages

## GOVERNMENT RAILWAYS: AVERAGE NUMBER OF EMPLOYEES, AND SALARIES AND WAGES PAID, SYSTEMS, 1967-68

	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld(a)</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Cwlth</i>	<i>Aust.</i>
Average number of employees—								
Operating staff—								
Salaried . . . . .	9,471	(b)5,341	4,132	1,824	2,071	383	478	23,700
Wages . . . . .	35,780	(b)22,179	19,793	6,187	9,093	1,866	2,941	97,839
Construction staff—								
Salaried . . . . .	..	(c)	..	33	..	34	..	67
Wages . . . . .	..	(c)	82	1,233	..	141	..	1,456
Total staff . . . . .	45,251	27,520	24,007	9,277	11,164	2,424	3,419	123,062
Total salaries and wages paid . . . . . (\$'000)	156,375	82,626	68,922	27,736	33,231	6,425	11,214	386,527
Average earnings per employee (\$) . . . . .	3,103	3,002	2,871	2,990	2,987	2,651	3,280	3,011

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

## Consumption of coal, oil, and petrol

GOVERNMENT RAILWAYS: VALUE OF COAL, OIL AND PETROL CONSUMED, SYSTEMS 1967-68  
(\$'000)

	<i>N.S.W.(a)</i>	<i>Vic.</i>	<i>Qld(a)</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Cwlth</i>	<i>Aust.</i>
Coal used—								
In locomotives . . . . .	n.a.	150	617	50	838	5	..	n.a.
For other purposes . . . . .	n.a.	33	12	27	11	1	..	..
Oil used—								
In diesel engines of locomotives and rail cars . . . . .	3,004	1,135	2,170	693	724	210	756	8,692
In furnaces of steam locomotives . . . . .	28	85	..	34	16	..	..	163
For lubrication . . . . .	529	239	41	n.a.	202	30	129	n.a.
For other purposes . . . . .	571	154	310	n.a.	246	18	88	n.a.
Petrol used in rail cars . . . . .	..	..	..	(b)	11	..	..	11

(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 1967-68, 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, 1967-68

	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	27	..	..	64	
Omnibus . . . . . "	608	140	358	150	4,657	755	43	83	6,794	
Vehicle-miles—										
Tram . . . . . '000	..	17,314	5,080	419	..	..	..	..	22,813	
Trolley-bus . . . . . "	..	..	663	..	602	773	..	..	2,038	
Omnibus . . . . . "	45,212	7,335	7,451	10,247	20,536	5,534	715	2,327	99,357	
Rolling stock at 30 June—										
Tram . . . . . number	..	754	224	26	..	..	..	..	1,004	
Trolley-bus . . . . . "	..	..	36	..	50	52	..	..	138	
Omnibus . . . . . "	1,521	233	399	325	707	258	19	109	3,571	
Passenger-journeys—										
Tram . . . . . '000	..	131,112	46,289	1,879	..	..	..	..	179,280	
Trolley-bus . . . . . "	..	..	4,224	..	2,598	(b)	..	..	..	
Omnibus . . . . . "	242,407	25,576	28,305	45,934	51,293	22,144	1,243	6,095	429,819	
Gross revenue(c)—										
Tram, trolley-bus and omnibus	\$'000	27,274	19,306	8,608	6,225	8,016	2,538	210	670	72,847
Working expenses(d)—										
Tram, trolley-bus and omnibus	\$'000	32,979	19,116	8,618	5,879	8,136	3,345	191	935	79,199
Net revenue—										
Tram, trolley-bus and omnibus	\$'000	-5,705	191	-9	346	-120	-808	20	-265	-6,350
Employees at 30 June—										
Tram, trolley-bus and omnibus	number	7,495	4,747	2,303	1,359	1,913	700	32	186	18,735
Accidents—										
Tram, trolley-bus and omnibus(e)—										
Persons killed . . . . . number	..	7	17	5	2	6	1	..	1	39
Persons injured . . . . . "	1,051	678	28	144	278	40	2	25	2,246	

(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, 1963-64 TO 1967-68**

	1963-64	1964-65	1965-66	1966-67	1967-68
<b>Route-miles at 30 June—</b>					
Tram . . . . . miles	227	222	222	222	222
Trolley-bus . . . . . "	65	65	65	65	64
Omnibus . . . . . "	5,921	6,460	6,533	6,329	6,794
<b>Vehicle miles—</b>					
Tram . . . . . '000	25,689	24,552	23,878	23,310	22,813
Trolley-bus . . . . . " }	96,272	98,201	2,891	2,594	2,038
Omnibus . . . . . " }			96,430	98,531	99,357
<b>Rolling stock at 30 June—</b>					
Tram . . . . . number	1,101	1,099	1,071	1,004	1,004
Trolley-bus . . . . . "	152	152	152	149	138
Omnibus . . . . . "	3,540	3,680	3,776	3,469	3,571
<b>Passenger-journeys—</b>					
Tram . . . . . '000	231,348	218,086	203,179	186,346	179,280
Trolley-bus and omnibus . . . . . "	471,085	466,524	450,015	435,054	429,819
<b>Gross revenue(a)—</b>					
Tram, trolley-bus and omnibus\$'000	63,688	65,110	66,700	72,362	72,847
<b>Working expenses(b)—</b>					
Tram, trolley-bus and omnibus\$'000	67,890	70,519	73,444	77,078	79,199
<b>Net revenue—</b>					
Tram, trolley-bus and omnibus\$'000	-4,202	-5,409	-6,744	-4,716	-6,762
<b>Employees at 30 June—</b>					
Tram, trolley-bus and omnibus number	19,346	18,841	19,007	18,843	18,735
<b>Accidents—</b>					
<b>Tram, trolley-bus and omnibus(c)—</b>					
Persons killed . . . . . number	38	44	28	37	39
Persons injured . . . . . "	2,839	2,606	2,474	2,303	2,246

(a) Excludes government grants.  
(c) Excludes accidents to employees.

(b) Includes provision of reserves for depreciation, etc., where possible.  
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	Motor cars	Station wagons	Total	Other motor vehicles				Total	Motor cycles	Total	
				Utilities	Panel vans	Trucks	Other truck-types				
31 December 1968—											
New South Wales	1,013,259	210,112	1,223,371	126,380	63,621	107,238	3,921	6,626	307,786	36,385	1,567,542
Victoria	807,028	173,216	980,244	91,674	36,557	88,730	3,702	4,365	225,028	17,042	1,222,314
Queensland	n.a.	n.a.	461,449(b)	100,475	(b)	(c)56,739	(c)	3,092	160,306	15,916	637,671
South Australia	287,389	51,138	338,527	37,478	11,837	33,468	1,661	2,115	86,559	12,993	438,079
Western Australia	n.a.	n.a.	276,031	n.a.	n.a.	n.a.	n.a.	n.a.	95,098	9,987	381,116
Tasmania	94,796	16,367	111,163	13,695	7,571	10,399	330	1,223	33,218	2,501	146,882
Northern Territory	8,787	4,244	13,031	4,513	953	1,929	80	120	7,595	805	21,431
Australian Capital Territory	33,452	7,538	40,990	2,727	1,625	1,412	134	217	6,115	1,111	48,216
Australia	n.a.	n.a.	3,444,806	n.a.	n.a.	n.a.	n.a.	n.a.	921,705	96,740	4,463,251
31 December—											
1967	n.a.	n.a.	3,241,485	n.a.	n.a.	n.a.	n.a.	18,730	901,218	80,193	4,222,896
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
1968(c)	354	364	364	386	409	391	335	411	367

(a) Excludes tractors, trailers, plant and equipment, etc. (b) Based on motor vehicle 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 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
1968—										
New South Wales	115,147	20,171	117	11,481	6,815	8,407	377	535	11,335	174,385
Victoria	84,374	15,450	86	6,679	4,110	6,000	330	336	3,284	120,649
Queensland	37,982	9,086	103	6,190	1,598	5,792	10	367	3,270	64,398
South Australia	29,424	4,598	43	2,831	999	2,151	106	187	1,940	42,279
Western Australia	27,626	6,814	32	5,261	1,962	3,192	100	167	1,622	46,776
Tasmania	9,915	1,396	11	1,134	479	664	16	104	851	14,570
Northern Territory	1,207	574	1	784	100	286	6	8	251	3,217
Australian Capital Territory	4,376	696	..	374	255	213	25	41	334	6,314
Australia	310,051	58,785	393	34,734	16,318	26,705	970	1,745	22,887	472,588
1967	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

## Drivers' and riders' licences

At 30 June 1968 the numbers of licences in force to drive or ride motor vehicles were: New South Wales, 1,782,997; Victoria, 1,371,673; South Australia, 486,000; Western Australia, 371,682; Tasmania, 156,489; Northern Territory, 26,088; Australian Capital Territory, 65,267. Particulars are not available for Queensland.

## 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, 1967

State or Territory	Number of accidents	Persons killed	Persons injured	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 . . . . .	21,610	1,117	29,501	502	26	685	150	8	204
Victoria . . . . .	14,331	887	20,636	437	27	630	126	8	182
Queensland . . . . .	7,015	502	9,850	412	29	578	118	8	166
South Australia(c) . . . . .	7,242	253	9,955	651	23	895	174	6	239
Western Australia . . . . .	4,659	256	6,426	531	29	733	137	8	189
Tasmania . . . . .	1,342	101	2,095	356	27	556	99	7	155
Northern Territory . . . . .	359	27	541	604	45	910	207	16	312
Australian Capital Territory . . . . .	695	23	1,017	670	22	980	172	6	252
<b>Australia . . . . .</b>	<b>57,253</b>	<b>3,166</b>	<b>80,021</b>	<b>484</b>	<b>27</b>	<b>677</b>	<b>139</b>	<b>8</b>	<b>194</b>

(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) Prior to 1 October 1967 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. Horizontal line in the table below indicates break in series.

## ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): NUMBER OF ACCIDENTS, PERSONS KILLED OR INJURED STATES AND TERRITORIES, 1963 TO 1967

Year	N.S.W.	Vic.	Qld	S.A. (b)	W.A.	Tas.	N.T.	A.C.T.	Total		
									Number	Per 100,000 of mean population	Per 10,000 motor vehicles registered(c)
<b>Accidents involving casualties—</b>											
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
1967 . . . . .	21,610	14,331	7,015	7,242	4,659	1,342	359	695	57,253	484	139
<b>Persons killed—</b>											
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
1967 . . . . .	1,117	887	502	253	256	101	27	23	3,166	27	8
<b>Persons injured—</b>											
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
1967 . . . . .	29,501	20,636	9,850	9,955	6,426	2,095	541	1,017	80,021	677	194

(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, 1967**

Type of road user	N.S.W.	Vic.	Qld	S.A. (b)	W.A.	Tas.	N.T.	A.C.T.	Total
<b>PERSONS KILLED</b>									
Drivers of motor vehicles	405	319	201	96	113	35	12	11	1,192
Motor cyclists	54	14	13	8	6	1	..	..	96
Pedal cyclists	23	36	20	14	4	2	..	..	99
Passengers (all types)(c)	305	281	156	86	75	42	8	9	962
Pedestrians	329	230	110	49	58	21	7	2	806
Other classes(d)	1	7	2	..	..	..	..	1	11
<b>Total</b>	<b>1,117</b>	<b>887</b>	<b>502</b>	<b>253</b>	<b>256</b>	<b>101</b>	<b>27</b>	<b>23</b>	<b>3,166</b>
<b>PERSONS INJURED</b>									
Drivers of motor vehicles	11,609	8,158	3,883	3,943	2,680	879	213	444	31,809
Motor cyclists	1,337	416	487	660	329	57	45	54	3,385
Pedal cyclists	825	986	455	730	339	42	18	54	3,449
Passengers (all types)(c)	11,540	8,513	4,041	3,765	2,308	929	221	401	31,718
Pedestrians	4,155	2,515	967	853	763	187	44	62	9,546
Other classes(d)	35	48	17	4	7	1	..	2	114
<b>Total</b>	<b>29,501</b>	<b>20,636</b>	<b>9,850</b>	<b>9,955</b>	<b>6,426</b>	<b>2,095</b>	<b>541</b>	<b>1,017</b>	<b>80,021</b>

(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) Prior to 1 October 1967 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, 1967**

Age group (years)	N.S.W.	Vic.	Qld	S.A. (b)	W.A.	Tas.	N.T.	A.C.T.	Aust.
<b>PERSONS KILLED</b>									
Under 5	37	41	20	7	3	1	1	1	111
5 and under 7	21	11	9	4	4	2	..	1	52
7 " " 17	89	65	34	22	22	14	..	2	248
17 " " 21	171	147	101	47	48	23	2	7	546
21 " " 30	226	168	86	44	43	19	4	5	595
30 " " 40	103	96	44	18	29	8	8	5	311
40 " " 50	131	97	62	30	27	11	6	..	364
50 " " 60	126	87	60	26	26	9	3	..	337
60 and over	212	174	86	50	52	13	3	2	592
Not stated	1	1	..	5	2	1	..	..	10
<b>Total</b>	<b>1,117</b>	<b>887</b>	<b>502</b>	<b>253</b>	<b>256</b>	<b>101</b>	<b>27</b>	<b>23</b>	<b>3,166</b>
<b>PERSONS INJURED</b>									
Under 5	966	713	333	317	234	63	25	34	2,685
5 and under 7	578	419	163	199	121	52	15	17	1,564
7 " " 17	3,315	2,411	1,270	1,416	792	240	41	123	9,608
17 " " 21	6,245	4,479	2,365	1,987	1,344	521	95	260	17,296
21 " " 30	6,405	4,442	2,042	1,657	1,185	404	181	244	16,560
30 " " 40	3,644	2,420	1,037	965	627	229	97	123	9,142
40 " " 50	3,209	2,186	938	980	603	166	44	90	8,216
50 " " 60	2,486	1,620	755	731	482	132	29	79	6,314
60 and over	2,210	1,526	724	584	457	101	13	36	5,651
Not stated	443	420	223	1,119	581	187	1	11	2,985
<b>Total</b>	<b>29,501</b>	<b>20,636</b>	<b>9,850</b>	<b>9,955</b>	<b>6,426</b>	<b>2,095</b>	<b>541</b>	<b>1,017</b>	<b>80,021</b>

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, 1967

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 . . . . .	11,443	7,849	3,101	4,239	2,435	693	152	423	30,335
Vehicle overturning or leaving road . . . . .	2,873	2,512	2,457	922	1,190	387	119	166	10,626
Vehicle colliding with pedestrian . . . . .	4,177	2,560	1,037	854	802	200	48	65	9,743
Vehicle colliding with fixed object(c) . . . . .	2,809	1,239	227	1,156	163	48	27	26	5,695
Passenger accidents . . . . .	154	93	69	29	34	7	2	11	399
Vehicle colliding with animal . . . . .	147	59	98	29	23	7	8	3	374
Other . . . . .	7	19	26	13	12	..	3	1	81
<b>Total . . . . .</b>	<b>21,610</b>	<b>14,331</b>	<b>7,015</b>	<b>7,242</b>	<b>4,659</b>	<b>1,342</b>	<b>359</b>	<b>695</b>	<b>57,253</b>

## PERSONS KILLED

Collisions between vehicles . . . . .	418	390	189	121	101	40	9	15	1,283
Vehicle overturning or leaving road . . . . .	173	198	184	45	90	36	9	6	741
Vehicle colliding with pedestrian . . . . .	326	222	111	48	59	22	7	2	797
Vehicle colliding with fixed object(c) . . . . .	185	68	5	39	3	1	1	..	302
Passenger accidents . . . . .	9	6	8	..	3	1	1	..	28
Vehicle colliding with animal . . . . .	5	1	4	..	..	1	..	..	11
Other . . . . .	1	2	1	..	..	..	..	..	4
<b>Total . . . . .</b>	<b>1,117</b>	<b>887</b>	<b>502</b>	<b>253</b>	<b>256</b>	<b>101</b>	<b>27</b>	<b>23</b>	<b>3,166</b>

## PERSONS INJURED

Collisions between vehicles . . . . .	17,310	12,467	4,794	6,146	3,674	1,202	280	646	46,519
Vehicle overturning or leaving road . . . . .	3,953	3,818	3,524	1,290	1,670	631	163	242	15,291
Vehicle colliding with pedestrian . . . . .	4,080	2,472	1,011	857	782	186	46	67	9,501
Vehicle colliding with fixed object(c) . . . . .	3,808	1,690	290	1,581	221	63	36	42	7,731
Passenger accidents . . . . .	163	97	65	32	32	7	1	14	411
Vehicle colliding with animal . . . . .	177	72	126	32	34	6	10	5	462
Other . . . . .	10	20	40	17	13	..	5	1	106
<b>Total . . . . .</b>	<b>29,501</b>	<b>20,636</b>	<b>9,850</b>	<b>9,955</b>	<b>6,426</b>	<b>2,095</b>	<b>541</b>	<b>1,017</b>	<b>80,021</b>

(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) Prior to 1 October 1967 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 1968. 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 1968

(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> (a)	<i>Tas.</i>	<i>Total</i>
State highways . . .	6,563	4,460	6,242	8,156	3,435	1,206	60,797
Trunk roads . . .	4,228	9,097	5,150				
Ordinary main roads . . .	11,593						
<i>Total main roads</i> . . .	22,384	13,557	11,392	8,156	3,435	1,873	60,797
Secondary roads . . .	(b)159	..	(c)8,893	..	7,958	197	17,207
Developmental roads . . .	2,747	..	4,377	..	(d)43,930	..	51,054
Tourist roads . . .	218	483	..	..	..	47	748
Other roads . . .	..	(e)501	..	..	(f)74	(g)179	754
<i>Total other roads</i> . . .	3,124	984	13,270	..	51,962	423	69,763
<b>Grand total</b> . . .	<b>25,508</b>	<b>14,541</b>	<b>24,662</b>	<b>8,156</b>	<b>55,397</b>	<b>2,296</b>	<b>130,560</b>

(a) 30 June 1967. (b) Metropolitan only. (c) Includes mining access roads, farmers' roads and tourist tracks.  
 (d) Maintenance of these roads is the responsibility of the several local authorities. (e) Forest roads and by-pass roads.  
 (f) Gazetted as controlled access roadway but not constructed. (g) 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.

ALL ROADS OPEN FOR GENERAL TRAFFIC: LENGTHS,  
STATES AND TERRITORIES, 30 JUNE 1968

(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> (b)	<i>Tas.</i>	<i>N.T.</i>	<i>A.C.T.</i>	<i>Total</i>
Bitumen or concrete	28,621	29,365	18,161	8,547	13,806	3,366	1,798	535	104,199
Gravel, crushed stone or other improved surface . . .	44,668	29,618	18,401	16,834	23,193	8,608	1,190	213	142,725
Formed only . . .	26,947	20,606	41,037	9,347	45,746	1,437	1,780	78	314,032
Cleared only . . .	31,094	21,333	40,758	40,287	26,362				
<b>Total</b> . . .	<b>131,330</b>	<b>100,922</b>	<b>118,357</b>	<b>75,015</b>	<b>109,107</b>	<b>13,411</b>	<b>11,988</b>	<b>826</b>	<b>560,956</b>

(a) 30 June 1966. (b) 30 June 1967.

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. Publications include *Proceedings* of biennial national research conferences commencing in 1962, the journal *Australian Road Research* issued four times a year, and separate reports and bulletins resulting from special research projects. 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.

### Commonwealth Bureau of Roads

The Commonwealth Bureau of Roads is a Statutory Authority established under the provisions of the *Commonwealth Bureau of Roads Act 1964*. The Bureau consists of a full-time Chairman and two part-time Members appointed by the Governor-General and is served by a small secretariat. Broadly, the responsibilities of the Bureau are to advise the Commonwealth Government, through the Minister for Shipping and Transport, on matters relating to roads and road transport and government financial assistance in this area.

## 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 Airlines of Australia (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 Airlines of Australia, 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 Airlines of Australia and Trans-Australia Airlines operate routes to New Guinea and non-competitive intra-state routes in Australia. The Ansett Airlines of Australia 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 Airlines of Papua, and the independent Papuan Airlines.

At 31 December 1968 the Ansett Airlines of Australia fleet included four Boeing 727's, five DC-9's, three Electras, six Viscounts, ten Friendships, three Carvairs, a number of DC-4's and DC-3's, two helicopters, and smaller aircraft. At the same date Trans-Australia Airlines operated a fleet of four Boeing 727's, five DC-9's, three Electras, seven Viscounts, thirteen 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 Airlines of Australia 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 (MacRobertson 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 Viscounts, 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 31 December 1968 sixteen charter operators were operating commuter services in Australia. 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 1963-64 to 1967-68 are set out in the next table.

**CIVIL AVIATION: OPERATIONS OF REGULAR INTERNAL SERVICES  
AUSTRALIA(a), 1963-64 TO 1967-68**

	1963-64(b)	1964-65(b)	1965-66	1966-67	1967-68
Hours flown . . . . . number	244,517	256,231	261,535	255,510	240,801
Miles flown . . . . . '000	48,971	52,323	55,020	56,759	56,724
<b>Passengers—</b>					
Embarkations . . . . . number	3,256,937	3,763,936	4,157,873	4,424,652	4,668,153
Passenger-miles . . . . . '000	1,408,317	1,639,087	1,831,360	1,972,469	2,125,314
<b>Freight—</b>					
Tons uplifted . . . . . short tons	63,161	69,959	76,079	82,056	85,063
Ton-miles(c) . . . . . '000	30,491	33,891	37,577	40,148	42,320
<b>Mail—</b>					
Tons uplifted . . . . . short tons	7,082	7,736	8,633	9,587	9,410
Ton-miles(c) . . . . . '000	3,741	4,074	4,587	5,144	5,174

(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*

Traffic statistics have been compiled by aggregating for all individual airline flights the traffic loaded and unloaded at each airport. Flights between Australia and Papua-New Guinea and Australia and Norfolk Island are included. At ports where different flights connect, figures are overstated to the extent of the through traffic transferring between flights.

**INTERNAL AIRWAYS PASSENGER EMBARKATIONS AND DISEMBARKATIONS AT  
PRINCIPAL AUSTRALIAN AIRPORTS, 1963-64 TO 1967-68**

<i>Airport</i>	<i>1963-64</i>	<i>1964-65</i>	<i>1965-66</i>	<i>1966-67</i>	<i>1967-68</i>
Sydney . . . . .	1,802,618	2,086,571	2,244,218	2,435,284	2,641,147
Melbourne . . . . .	1,393,227	1,587,833	1,748,478	1,880,860	2,043,542
Brisbane . . . . .	635,468	754,296	814,097	854,370	937,660
Adelaide . . . . .	526,764	618,101	738,402	770,408	863,652
Canberra . . . . .	263,331	318,882	331,203	341,058	410,701
Perth . . . . .	175,351	209,972	257,406	278,662	315,744
Townsville . . . . .	111,207	137,079	152,384	145,161	188,761
Hobart . . . . .	143,066	158,287	167,077	178,314	182,459
Launceston . . . . .	142,490	152,175	155,057	159,402	156,443
Cairns . . . . .	69,914	83,503	83,996	86,598	92,048
Coolangatta . . . . .	61,949	76,720	88,456	97,343	85,543
Mackay . . . . .	45,310	61,071	72,411	72,407	78,179
Rockhampton . . . . .	46,524	55,809	63,250	65,777	68,150
Darwin . . . . .	34,159	38,804	49,131	57,557	65,535
Devonport . . . . .	39,377	45,401	48,089	55,213	61,250
Wynyard . . . . .	32,020	34,966	40,617	51,932	54,888
Dubbo . . . . .	40,791	34,904	41,903	44,852	49,856
Wagga . . . . .	41,135	43,404	46,179	53,273	46,314
Cooma . . . . .	46,864	50,757	44,098	44,060	44,486
Kingscote . . . . .	32,821	40,591	42,197	44,764	44,316
Tamworth . . . . .	36,869	40,253	37,589	38,141	41,960
Port Lincoln . . . . .	33,859	38,858	41,024	42,643	40,423

**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 116 nations in June 1968. Australia has continued its position as a member of the Council, which it has held since I.C.A.O. was established in 1947. Further details will be found in Year Book No. 40 and earlier issues.

*International agreements.* Australia had air services agreements with twenty countries at 31 December 1968. They were Austria, Britain, Canada, Ceylon, France, Federal Republic of Germany, India, Iran, Ireland, Italy, Japan, Lebanon, Malaysia, Netherlands, New Zealand, 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. In return the designated airline of the signatory country is granted traffic rights in Australia. Australia also had air services arrangements with fifteen other countries at 31 December 1968. These were Burma, Cambodia, the Republic of China, Greece, Indonesia, Iraq, Laos, Mexico, the Philippines, Portugal, Saudi Arabia, Syria, Turkey, the Republic of Vietnam, and Yugoslavia. Qantas also operates services through several of these countries under these arrangements and in other cases overflies the country concerned.

*International air services.* In December 1968 thirteen overseas international airlines were operating regular scheduled services to Australia. These included: Air-India (India), Air New Zealand (New Zealand), Alitalia (Italy), British Overseas Airways Corporation (United Kingdom), Canadian Pacific Air Lines (Canada), Deutsche Lufthansa (Federal Republic of Germany), 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). Trans-Australia Airlines operates between Darwin and Portuguese Timor under charter to Transportes Aereos de Timor. Qantas, Australia's international airline, operates twenty-one Boeing 707-338C jet aircraft, and one Lockheed Electra aircraft. All the shares in Qantas Airways Limited are owned by the Commonwealth Government.

*International operations.* The table following shows particulars of international airline traffic during 1967-68 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<sup>(a)</sup>, 1967-68**

<i>Type of traffic</i>	<i>Aircraft movements</i>	<i>Passengers</i>	<i>Freight</i>	<i>Mail</i>
Traffic to Australia—			short tons	short tons
Qantas Airways Limited . . . . .	2,528	178,828	5,859	1,190
Other airlines . . . . .	3,332	213,675	6,593	1,469
<i>All airlines . . . . .</i>	<i>5,860</i>	<i>392,503</i>	<i>12,452</i>	<i>2,659</i>
Traffic from Australia—				
Qantas Airways Limited . . . . .	2,550	166,492	3,949	860
Other airlines . . . . .	3,338	186,352	4,420	838
<i>All airlines . . . . .</i>	<i>5,888</i>	<i>352,844</i>	<i>8,369</i>	<i>1,698</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  
1963-64 TO 1967-68**

	1963-64 <sup>(a)</sup>	1964-65 <sup>(a)</sup>	1965-66	1966-67	1967-68
Hours flown . . . . . number	53,792	68,028	68,405	66,840	70,611
Miles flown . . . . . '000	22,357	28,126	29,635	29,201	31,914
Passengers—					
Embarkations . . . . . number	352,442	443,665	448,623	466,849	562,855
Passenger-miles . . . . . '000	1,185,981	1,527,039	1,569,513	1,608,868	1,970,008
Freight—					
Tons uplifted . . . . . short tons	8,071	10,293	11,451	12,259	13,733
Ton-miles <sup>(b)</sup> . . . . . '000	38,633	51,826	61,836	62,939	67,733
Mail—					
Tons uplifted . . . . . short tons	2,654	3,124	3,252	2,697	3,170
Ton-miles <sup>(b)</sup> . . . . . '000	16,057	19,891	20,914	16,500	19,209

(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 1967, hours flown totalled 993,006 compared with 345,319 hours flown by Australian airline aircraft. At 30 June 1968, aircraft employed in general aviation numbered 3,037.

### Commonwealth aid to flying training

The Commonwealth Government has provided financial assistance to the flying training movement in Australia since 1926. Direct subsidy to aero clubs and flying schools ceased in June 1967, and the Government assistance now consists of:

\$100,000 each year for the awarding of Commonwealth Flying Scholarships;

\$75,000 each year for the awarding of additional flying scholarships in partnership with the airlines;

\$18,000 and \$3,000 each year respectively as secretariat grants to the Royal Federation of Aero Clubs and the Association of Commercial Flying Organisations.

This scheme of assistance is for a five year term ending in 1970-71.

The Australian Flying Scholarship Scheme is designed to help young Australians train as career pilots for Australia's commercial aviation industry. The scholarships provided financial aid in much the same way as Commonwealth scholarships provide for students undertaking other professions. They enable scholarship winners to train to commercial pilot licence, instructor rating, agricultural rating or instrument rating standard. Since the scheme started in 1962, 1,240 scholarships have been awarded.

In addition, the Government has agreed to guarantee the repayment of loans made by the Commonwealth Bank to small country aero clubs for the purchase of training aircraft, the guarantees being limited to a total of \$80,000 in 1968-69 and \$40,000 in each succeeding year until a maximum of \$200,000 is reached. This scheme replaces the Government's Aircraft Replacement Fund, which previously subsidised the purchase of aircraft by these clubs.

Sixty-four clubs were affiliated with the Gliding Federation of Australia in 1967-68 and there were more than 2,100 members. During 1967-68 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 1967-68 was \$211,000.

### Aerodromes

The number of aerodromes throughout Australia and its Territories at 30 June 1968 was 670. One hundred and nineteen were owned by the Commonwealth Government and 551 by local authorities and private interests. Capital expenditure on aerodrome and building construction was \$22.7 million in 1967-68. Maintenance expenditure on Commonwealth-owned aerodromes during 1967-68 was \$3.63 million, and development grants to licensed aerodromes participating in the Local Ownership Plan totalled \$750,000. The two major projects at Melbourne and Sydney 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.

### 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. In addition, terminal area radars are to be installed at Sydney and Melbourne at a total cost of \$1.5 million.

The expanding needs of aviation are reflected in the accelerated rate of installation of navigational aids. During 1967-68 36 aids were installed, compared with 31 in the preceding two years. The number of navigational aids operating throughout the Commonwealth at 31 December 1968 totalled 347. These included 93 distance measuring equipment (DME) beacons, 25 visual aural ranges (VAR), 195 non-directional beacons (NDB), 21 VHF omni radio ranges (VOR) and 13 instrument landing systems (ILS).

## Aircraft on the Australian register

## CIVIL AVIATION: AIRCRAFT ON AUSTRALIAN REGISTER, 30 JUNE 1968

Type of aircraft	Number of engines				Total aircraft
	One	Two	Three	Four	
Fixed-wing powered aircraft—					
Turbo-jet . . . . .	..	12	8	25	45
Turbo-prop . . . . .	5	53	..	29	87
Piston-engined 20,000 lb and over maximum take-off weight . . . . .	..	71	..	15	86
Piston-engined under 20,000 lb maximum take-off weight . . . . .	2,721	323	7	3	3,054
Helicopters . . . . .	83	1	..	..	84
<i>Total powered aircraft</i> . . . . .	<i>2,809</i>	<i>460</i>	<i>15</i>	<i>72</i>	<i>3,356</i>
Gliders . . . . .	..	..	..	..	233

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. 59, 1967-68.

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

CIVIL AVIATION: REGISTRATIONS, LICENCES, ETC., AUSTRALIA(a)  
1964½ TO 1968

	30 June—				
	1964	1965	1966	1967	1968
Registered aircraft owners . . . . .	1,167	1,293	1,481	1,685	1,845
Registered aircraft(b) . . . . .	1,936	2,207	2,605	2,970	3,356
Pilots' licences—					
Private . . . . .	4,720	5,382	6,365	7,828	9,282
Private helicopter . . . . .	6	6	7	10	10
Commercial . . . . .	1,263	1,411	1,616	1,938	2,326
Senior commercial . . . . .	189	192	192	224	244
Commercial helicopter . . . . .	53	59	83	127	152
Senior commercial helicopter . . . . .	..	5	6	9	12
Student . . . . .	5,676	6,907	8,109	9,921	10,130
Student helicopter . . . . .	41	66	96	123	100
1st class airline transport . . . . .	670	750	807	819	826
2nd class airline transport . . . . .	603	725	822	838	887
Flight navigators' licences . . . . .	137	154	208	222	211
1st class flight radio-telegraph operators' licences . . . . .	19	18	19	19	18
Flight radio-telephone operators' licences . . . . .	7,956	9,102	10,831	13,157	15,040
Flight engineers' licences . . . . .	215	429	495	563	539
Aircraft maintenance engineers' licences . . . . .	2,553	2,779	2,879	2,954	3,278
Aerodromes—					
Government(c) . . . . .	113	110	110	107	107
Licensed(d) . . . . .	381	386	385	377	381
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 1968 there were 233 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: ACCIDENTS INVOLVING CASUALTIES(a), AUSTRALIA(b),  
1963-64 TO 1967-68

	1963-64	1964-65	1965-66	1966-67	1967-68
Number . . . . .	26	17	37	38	36
Persons killed . . . . .	24	15	29	66	47
Persons seriously injured . . . . .	15	7	28	24	30

(a) Accidents involving civil aircraft which resulted in death or serious injury. Excludes parachutists killed on contact with earth after an uninterrupted fall. (b) Excludes accidents outside Australia involving aircraft on the Australian register.

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* 1901-1968 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, other than studio equipment, required for broadcasting and television services by the Australian Broadcasting Commission (*see* pages 423-5), and, in conjunction with the Overseas Telecommunications Commission (*see* pages 421-2), 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 collection of broadcast and television licence fees, war service and repatriation repayments, the provision of banking facilities on behalf of the Commonwealth Savings Bank, the sale of tax and duty stamps, the collection of land tax and the over-the-counter distribution of a variety of official forms.

Research

The Postmaster-General's Department maintains its own research facilities as part of the headquarters organisation in Melbourne. The P.M.G. Research Laboratories had an establishment in 1968 of 386 including 116 professional staff, mainly engineers, physicists, chemists and metallurgists. The main responsibilities of the laboratories are to conduct research and development in telecommunications theory and practice, particularly as applying to the Australian region; to appraise new developments in telecommunication equipment; and to design apparatus and systems required for special applications in the telecommunications and mail handling networks in Australia in cases where these needs could not be met from commercial sources.

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 1968.

POSTAL FACILITIES: RELATION TO AREA AND POPULATION, STATES  
30 JUNE 1968

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Post offices—							
Official . . . . .	522	331	235	173	156	56	1,473
Non-official . . . . .	1,830	1,650	960	738	476	389	6,043
<i>Total post offices</i> . . . . .	<i>2,352</i>	<i>1,981</i>	<i>1,195</i>	<i>911</i>	<i>632</i>	<i>445</i>	<i>7,516</i>
Square miles of territory per office . . . . .	132	44	558	988	1,544	59	395
Inhabitants per office . . . . .	1,911	1,678	1,450	1,304	1,439	858	1,601
Inhabitants per 100 square miles . . . . .	1,448	3,782	260	132	93	1,448	405

## Employment

**PERSONS PROVIDING POST OFFICE SERVICES: CENTRAL OFFICE AND STATES  
30 JUNE 1968**

	<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>
<b>Official full-time staff(a)—</b>								
Permanent officers . . . . .	1,883	24,981	17,312	10,861	7,861	5,561	2,699	71 158
Temporary and exempt employees . . . . .	285	13,128	9,753	2,991	1,958	1,904	742	30,761
<i>Total</i> . . . . .	<i>2,168</i>	<i>38,109</i>	<i>27,065</i>	<i>13,852</i>	<i>9,819</i>	<i>7,465</i>	<i>3,441</i>	<i>101,919</i>
<b>Other(b)—</b>								
Non-official postmasters and post- mistresses . . . . .	..	1,823	1,640	970	739	474	395	6,041
Other staff at non-official offices . . . . .	..	497	627	287	212	63	35	1,721
Telephone office-keepers . . . . .	..	209	79	355	94	202	14	953
Mail contractors (including persons employed to drive vehicles) . . . . .	..	1,963	1,052	1,261	330	323	189	5,118
<i>Total</i> . . . . .	..	<i>4,492</i>	<i>3,398</i>	<i>2,873</i>	<i>1,375</i>	<i>1,062</i>	<i>633</i>	<i>13,833</i>

(a) Persons directly under the control of the Department. Excludes 3,115 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 416.

**POSTMASTER-GENERAL'S DEPARTMENT: CASH REVENUE, BY SOURCE  
CENTRAL OFFICE AND STATES, 1967-68  
(\$'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 . . . . .	7,636	52,274	37,161	16,353	11,351	8,938	3,173	136,886
Telephone . . . . .	330	128,835	92,507	42,348	30,124	22,057	8,939	325,141
Telegraph . . . . .	2,279	8,023	5,009	3,585	2,688	2,159	568	24,310
Miscellaneous . . . . .	..	61	72	22	27	..	178	360
<i>Total</i> . . . . .	<i>10,246</i>	<i>189,192</i>	<i>134,750</i>	<i>62,308</i>	<i>44,190</i>	<i>33,154</i>	<i>12,858</i>	<i>486,697</i>

**POSTMASTER-GENERAL'S DEPARTMENT: CASH REVENUE  
BY SOURCE, AUSTRALIA, 1963-64 TO 1967-68  
(\$'000)**

<i>Source</i>	<i>1963-64</i>	<i>1964-65</i>	<i>1965-66</i>	<i>1966-67</i>	<i>1967-68</i>
Postal . . . . .	105,954	112,182	116,187	119,270	136,886
Telephone . . . . .	205,564	240,641	264,560	289,120	325,141
Telegraph . . . . .	17,254	19,352	20,429	21,796	24,310
Miscellaneous . . . . .	506	473	320	505	360
<i>Total</i> . . . . .	<i>329,278</i>	<i>372,648</i>	<i>401,496</i>	<i>430,690</i>	<i>486,697</i>

## 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, 1967-68  
(\$'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 . . . . .	3,144	59,710	41,769	22,831	14,770	10,737	5,016	157,976
Administrative . . . . .	1,937	5,515	4,355	2,279	1,576	1,243	551	17,457
Stores and material . . . . .	240	4,240	3,374	1,009	854	566	245	10,526
Mail services . . . . .	17,689	4,661	2,732	2,155	1,098	663	285	29,284
Engineering services (other than new works) . . . . .	4,528	44,005	30,036	15,151	10,772	8,505	3,936	116,934
Other services . . . . .	385	..	..	..	..	..	..	385
<i>Total, ordinary services votes</i> . . . . .	<i>27,923</i>	<i>118,132</i>	<i>82,267</i>	<i>43,425</i>	<i>29,069</i>	<i>21,714</i>	<i>10,034</i>	<i>332,563</i>
Rent, repairs, maintenance . . . . .	..	2,963	3,514	917	734	512	207	8,847
Furniture and fittings . . . . .	..	334	326	185	56	119	32	1,052
Capital works and services—								
Plant and equipment . . . . .	3,005	84,030	55,292	23,764	18,581	22,762	7,157	214,591
Buildings, sites and properties . . . . .	..	9,021	6,452	2,270	2,463	2,000	510	22,716
<b>Grand total</b> . . . . .	<b>30,928</b>	<b>214,480</b>	<b>147,851</b>	<b>70,561</b>	<b>50,903</b>	<b>47,107</b>	<b>17,940</b>	<b>579,769</b>

POSTMASTER-GENERAL'S DEPARTMENT: CASH EXPENDITURE  
AUSTRALIA, 1963-64 TO 1967-68  
(\$'000)

	1963-64	1964-65	1965-66	1966-67	1967-68
Expenditure from ordinary services votes—					
Salaries and payments in the nature of a salary . . . . .	107,964	118,490	127,579	144,586	157,976
Administrative . . . . .	14,588	16,380	18,986	15,848	17,457
Stores and material . . . . .	3,308	3,455	4,629	9,742	10,526
Mail services . . . . .	24,152	25,226	28,407	29,227	29,284
Engineering services (other than new works) . . . . .	77,350	85,553	92,693	102,983	116,934
Other services . . . . .	280	319	328	366	385
<i>Total, ordinary services votes</i> . . . . .	<i>227,642</i>	<i>249,423</i>	<i>272,623</i>	<i>302,752</i>	<i>332,563</i>
Rent, repairs, maintenance . . . . .	4,206	4,900	5,775	6,445	8,847
Furniture and fittings . . . . .	..	..	(a)697	749	1,052
Capital works and services—					
Plant and equipment . . . . .	122,406	144,802	164,682	190,490	214,591
Buildings, sites and properties . . . . .	14,716	15,086	(b)14,471	14,588	22,716
<b>Grand total</b> . . . . .	<b>368,970</b>	<b>414,211</b>	<b>458,248</b>	<b>515,024</b>	<b>579,769</b>

(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 financial results of the Department's operations 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 1967-68 together with summarised particulars for the year 1966-67.

**POSTMASTER-GENERAL'S DEPARTMENT: CONSOLIDATED STATEMENT  
OF PROFIT AND LOSS, 1966-67 AND 1967-68**  
(\$'000)

	1967-68		1966-67	
	Postal service	Telecom- munications service	All services	All services
<i>Earnings</i> . . . . .	138,179	364,478	502,656	431,488
<b>Working expenses—</b>				
Operating and general cost . . . . .	103,158	92,614	195,772	177,343
Maintenance of plant and equipment . . . . .	3,858	83,645	87,503	75,649
Carriage of mails . . . . .	33,114	..	33,114	32,395
Depreciation . . . . .	3,050	91,018	94,068	76,867
Superannuation and furlough liability . . . . .	9,030	14,382	23,412	21,707
<i>Total working expenses</i> . . . . .	152,210	281,659	433,869	383,961
Profit or loss before interest . . . . .	-14,031	82,819	68,787	47,527
Interest . . . . .	6,129	72,307	78,436	69,029
Profit or loss after interest . . . . .	-20,161	10,512	-9,648	-21,502

Minus sign (-) denotes loss.

**Fixed assets, Postmaster-General's Department**

**POSTMASTER-GENERAL'S DEPARTMENT: TRANSACTIONS AFFECTING  
FIXED ASSETS, 1967-68**  
(\$'000)

<i>Class of plant</i>	<i>Value at 1 July 1967</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 1968</i>
Telecommunications plant . . . . .	1,732,591	-21,588	227,941	18,123	(a)1,920,821
Postal plant . . . . .	14,785	..	1,467	49	16,204
Engineers' moveable plant . . . . .	36,978	..	5,583	1,802	40,758
Motor vehicles . . . . .	28,494	..	7,996	3,648	32,842
Other plant and equipment . . . . .	35,637	..	4,145	1,014	38,768
Buildings . . . . .	191,385	..	23,787	..	(b)215,173
Land . . . . .	20,268	..	1,758	..	22,025
<b>Total</b> . . . . .	2,060,139	-21,588	272,676	24,635	2,286,591

(a) Includes plant under construction valued at \$97,308,644. (b) Includes buildings under construction valued at \$15,307,687.

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

Postal services

Mail delivery points

MAIL DELIVERY POINTS: STATES, 30 JUNE 1968

State	Postmen's delivery	Roadside delivery	Private boxes	Private mail bag services
New South Wales . . . . .	1,321,828	57,514	76,867	6,383
Victoria . . . . .	890,013	34,221	45,227	6,319
Queensland . . . . .	438,350	29,445	37,683	4,757
South Australia . . . . .	334,970	1,129	27,484	2,958
Western Australia . . . . .	214,009	18,840	21,172	791
Tasmania . . . . .	77,511	1,481	8,313	1,732
<b>Australia . . . . .</b>	<b>3,276,681</b>	<b>142,630</b>	<b>216,746</b>	<b>22,940</b>

Postal articles handled

The following two tables show the number of postal articles handled by the Australian Post Office, according to their State of origin. Each article is counted once only irrespective of the number of times it may be handled in transit.

POSTAL ARTICLES HANDLED(a): STATES, 1967-68  
(<sup>'000</sup>)

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 . . . . .	717,190	154,174	7,285	3,572	48,932	11,208	406	936
Victoria . . . . .	580,820	100,854	5,531	2,385	29,506	4,504	249	553
Queensland . . . . .	275,754	31,861	2,613	1,464	10,525	997	44	34
South Australia . . . . .	168,072	17,739	1,533	766	8,603	1,587	64	62
Western Australia . . . . .	159,093	13,252	1,158	667	7,333	995	42	78
Tasmania . . . . .	53,132	8,066	277	342	571	74	10	3
<b>Australia . . . . .</b>	<b>1,954,061</b>	<b>325,946</b>	<b>18,399</b>	<b>9,196</b>	<b>105,470</b>	<b>19,365</b>	<b>814</b>	<b>1,666</b>
	Received from overseas				Total postal matter dealt with			
New South Wales . . . . .	66,164	36,387	711	1,296	832,286	201,769	8,402	5,803
Victoria . . . . .	53,881	10,943	456	598	664,207	116,301	6,236	3,536
Queensland . . . . .	7,764	4,971	168	64	294,043	37,829	2,825	1,562
South Australia . . . . .	5,671	4,530	114	31	182,346	23,856	1,711	858
Western Australia . . . . .	8,508	6,948	106	53	174,934	21,195	1,306	799
Tasmania . . . . .	1,570	2,001	16	4	55,273	10,141	303	349
<b>Australia . . . . .</b>	<b>143,558</b>	<b>65,780</b>	<b>1,571</b>	<b>2,046</b>	<b>2,203,089</b>	<b>411,091</b>	<b>20,783</b>	<b>12,908</b>

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

**POSTAL ARTICLES HANDLED(a): AUSTRALIA, 1963-64 TO 1967-68**  
( '000)

Year	Newspapers and packets		Parcels (d)	Registered articles (e)	Total postal articles handled
	Letters (b)	(c)			
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
1967-68 . . .	2,203,089	411,091	20,783	12,908	2,647,871

(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.

During 1967-68 the cost of the carriage of mails, as disclosed by the Profit and Loss Account of the Postal Service, was as follows: road, \$10,752,687; railway, \$3,891,570; sea, \$652,079; air—internal, \$4,054,591, overseas, \$13,763,146; total, \$33,114,073.

**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 1901-1968*. 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 eight dollars. The following table shows the number and value of money orders and postal orders issued in Australia in each of the years 1963-64 to 1967-68 and the income therefrom which has accrued to the Post Office.

**MONEY ORDERS AND POSTAL ORDERS(a): TRANSACTIONS, AUSTRALIA**  
1963-64 TO 1967-68

Year	Money orders(b)			Postal orders(a)		
	Issued(c)		Total commission received	Issued		Fee
	Number	Value		Number	Value	
	'000	\$'000	\$'000	'000	\$'000	\$'000
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
1967-68 . . .	11,373	438,668	2,544	12,364	22,149	657

(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 1967-68, 10,922,513 valued at \$435,224,030 were payable in Australia, and 450,011 valued at \$3,444,244 were payable overseas. Of the total money orders paid in Australia during 1967-68, 11,365,949 (\$435,185,608) were issued in Australia, and 202,190 (\$3,433,777) were issued overseas.

Of the total postal orders paid in Australia during 1967-68 (12,681,165 valued at \$21,809,219), 9,405,176 (\$16,731,372) were paid in the State in which issued, and 3,275,989 (\$5,077,846) 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 1968 there were 18,793,000 single wire miles of cable and 1,201,000 miles of aerial wire used for telecommunication purposes in Australia. The aerial wires are mounted on 114,203 miles of pole routes.

**Coaxial cable and broadband relay systems**

In recent years trunk telephone, telegraph and television channels have been increasingly provided by coaxial cable and radio relay systems. Broadband radio relay systems and coaxial cables are an alternative means of providing transmission facilities, each radio bearer being similar in carrying capacity to a coaxial tube. At 30 June 1968 there were 9,453 tube miles of coaxial cable and 24,804 bearer miles of radio relays in operation.

**Telephone services in operation**

The following table shows the number of services in operation in each State at 30 June 1968 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 1968

	<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 . . . . .	786,231	650,409	259,523	187,634	131,698	61,627	2,077,122
Duplex services . . . . .	10,656	196	178	334	194	166	11,724
Party line services . . . . .	4,401	2,242	2,917	1,382	1,261	222	12,425
Private branch exchange services . . . . .	98,847	67,355	23,112	20,718	14,307	3,786	228,125
Public telephones . . . . .	11,309	7,373	4,616	2,774	2,202	1,167	29,441
Connected to—							
Automatic exchanges . . . . .	799,376	650,962	232,116	183,249	128,777	56,676	2,051,156
Manual exchanges . . . . .	112,068	76,613	58,230	29,593	20,885	10,292	307,681
Located in—							
Metropolitan areas . . . . .	572,604	480,962	139,445	137,348	101,451	24,369	1,456,179
Country areas . . . . .	338,840	246,613	150,901	75,494	48,211	42,599	902,658
<b>Total . . . . .</b>	<b>911,444</b>	<b>727,575</b>	<b>290,346</b>	<b>212,842</b>	<b>149,662</b>	<b>66,968</b>	<b>2,358,837</b>

TELEPHONE SERVICES IN OPERATION: AUSTRALIA, 1964 TO 1968

<i>Services connected to—</i>	<i>30 June—</i>				
	<i>1964</i>	<i>1965</i>	<i>1966</i>	<i>1967</i>	<i>1968</i>
Metropolitan exchanges—					
Automatic . . . . .	1,188,264	1,244,926	1,316,456	1,383,475	1,456,179
Country exchanges—					
Automatic . . . . .	361,368	414,636	467,844	523,697	594,977
Manual . . . . .	369,248	350,562	336,078	327,531	307,681
All exchanges—					
Automatic . . . . .	1,549,632	1,659,562	1,784,300	1,907,172	2,051,156
Manual . . . . .	369,248	350,562	336,078	327,531	307,681
<b>Total services . . . . .</b>	<b>1,918,880</b>	<b>2,010,124</b>	<b>2,120,378</b>	<b>2,234,703</b>	<b>2,358,837</b>

## Telephone instruments

TELEPHONE INSTRUMENTS IN SERVICE: STATES, 1964 TO 1968  
(<sup>'000</sup>)

30 June—	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
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
1968 . . . . .	1,371	1,020	398	302	208	93	3,392
Number at 30 June 1968 per 100 population . . . . .	30.5	30.6	23.0	25.5	22.9	24.3	28.2

## Internal telephone traffic

## LOCAL AND TRUNK LINE TELEPHONE CALLS: AUSTRALIA, 1963-64 TO 1967-68

Year	Effective paid local calls		Trunk line calls		Total calls '000
	Total '000	Per service number	Total '000	Per service number	
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
1967-68 . . . . .	2,295,000	999	151,600	66	2,446,600

Subscriber trunk dialling (S.T.D.) facilities were introduced during the year 1961-62 from Canberra to the Sydney network and from Warragul (Victoria) to Melbourne. At the end of June 1968 subscriber trunk dialling was in operation at 472 exchanges, connected to approximately 1,212,000 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 1963-64 to 1967-68 is set out hereunder.

INTERNAL TELEGRAPH TRAFFIC: AUSTRALIA, 1963-64 TO 1967-68  
(<sup>'000</sup>)

Year	Ordinary (a)	Urgent	Press	Letter- grams	Meteoro- logical service	Service	Total telegrams
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
1967-68 . . . . .	18,723	440	68	38	1,060	719	21,047

(a) Includes radiograms.

## Teleprinter exchange service (telex)

Particulars of the operations of the teleprinter exchange network, which are additional to the telegraph traffic shown above, are given on page 421.



**TELEPRINTER EXCHANGE NETWORK (TELEX)  
SERVICES AND INTERNAL CALLS, AUSTRALIA,  
1962-63 TO 1967-68**

<i>Year</i>	<i>Services at end of year</i>	<i>Internal 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
1967-68 . . .	4,054	5,435,413

### 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 1946-1968*. 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 microwave 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 Kota Kinabalu. It was opened for service on 30 March 1967.

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

In 1964 a number of countries, including Australia, agreed to establish a global commercial communications satellite system at an estimated cost, for the space segment, of \$US200m. Broadly the term 'space segment' describes the orbiting satellites and the tracking, control, command, and related facilities required to support their operation. Australia, represented by the Commission, is one of the eighteen representatives on the Interim Communications Satellite Committee (ICSC) which is the management body of the sixty-three nation International Telecommunications Satellite Corporation (INTELSAT).

In March 1968 a satellite earth station at Moree, New South Wales, owned and operated by the Commission commenced commercial communications through an INTELSAT satellite launched in January 1967 and positioned in geostationary orbit 22,300 miles above the equator at longitude

175.5°E. This station is the first in Australia constructed as a 'standard' station of the INTELSAT network and currently carries circuits to destinations in the U.S.A., Canada and Great Britain by way of the new Jamesburg satellite earth station about 150 miles south of San Francisco.

The Commission's small aperture satellite earth station at Carnarvon, which provides a direct link between Western Australia and the U.S.A. for the National Aeronautics and Space Administration (NASA) completed its first year of operation during 1968.

Two additional satellite earth stations are currently under construction for the Commission, one at Ceduna, South Australia and the other at the present Carnarvon site. The Ceduna station will operate through an Indian Ocean INTELSAT III satellite to be launched in 1969 to similar stations in Britain, Europe and Asia while the second station at Carnarvon will work to a Pacific INTELSAT satellite. When this second station at Carnarvon becomes operational during 1969 it will replace the existing non-standard station which then will be utilised for tracking, telemetry and command functions for the INTELSAT III series of satellites. Both stations are scheduled for completion in the latter part of 1969.

During the year the Commission continued to play an active part in the work of the Interim Communications Satellite Committee and its sub-Committees.

#### International telecommunication traffic

Particulars of the volume of international telegram business, originating and terminating in Australia, transacted over the cable and radio services during the years ended 31 March 1967 and 1968 are shown in the following table.

INTERNATIONAL TELEGRAPHIC TRAFFIC: AUSTRALIA, YEARS ENDED  
31 MARCH 1967 AND 1968  
(<sup>'000</sup> words)

Class of traffic	Words transmitted—					
	From Australia		To Australia		Total	
	1966-67	1967-68	1966-67	1967-68	1966-67	1967-68
Letter . . . . .	24,275	27,503	20,688	22,469	44,963	49,972
Ordinary . . . . .	21,323	23,463	20,021	21,535	41,344	44,999
Press . . . . .	5,157	4,350	4,850	4,079	10,008	8,429
Greetings . . . . .	1,564	1,543	1,916	1,959	3,479	3,502
Urgent . . . . .	1,138	1,315	1,040	1,158	2,179	2,472
Other . . . . .	1,556	1,721	3,016	3,078	4,572	4,799
<b>Total . . . . .</b>	<b>55,013</b>	<b>59,894</b>	<b>51,532</b>	<b>54,278</b>	<b>106,545</b>	<b>114,173</b>

The following table shows particulars of overseas telecommunication traffic other than telegraphic between Australia and overseas countries for the years ended 31 March 1967 and 1968.

INTERNATIONAL TELECOMMUNICATION TRAFFIC OTHER THAN TELEGRAPHIC  
AUSTRALIA, YEARS ENDED 31 MARCH 1967 AND 1968

Service	Transmissions					
	From Australia		To Australia		Total	
	1966-67	1967-68	1966-67	1967-68	1966-67	1967-68
Telephone . . . . . paid minutes	2,018,741	2,647,942	2,091,297	2,796,753	4,110,038	5,444,695
Telex . . . . . paid minutes	946,446	1,287,383	969,958	1,303,051	1,916,404	2,590,434
Phototelegrams . . . . . pictures	1,656	1,360	6,838	5,642	8,494	7,002

#### 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 1968 the coastal radio service handled 5,326,629 paid words to ships and 3,202,815 words from ships. Ship calls over the radiotelephone service extended over 62,780 paid minutes.

### Radiocommunication stations authorised

The following table shows particulars of the different classes of radiocommunication stations authorised in Australia at 30 June 1968. Figures relate to radiocommunication (radio telegraph and radiotelephone) stations only; particulars of broadcasting stations and of broadcast listeners' licences are shown on pages 424 and 426 respectively.

#### RADIOCOMMUNICATION STATIONS AUTHORISED: STATES AND TERRITORIES 30 JUNE 1968

<i>Class of station</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>
<b>Transmitting and receiving—</b>									
<b>Fixed(a)—</b>									
Aeronautical	11	4	18	5	17	8	8	1	72
Services with other countries—									
Overseas Telecommunications Commission	67	12	4	..	10	..	..	..	93
Outpost(b)	275	..	662	156	434	19	240	..	1,786
Other	365	223	176	81	242	57	48	4	1,196
<b>Land(c)—</b>									
Aeronautical	80	28	43	21	34	7	29	1	243
<b>Base—</b>									
Land mobile	2,420	1,527	1,208	683	693	319	51	146	7,047
Harbour mobile	35	22	25	10	39	13	..	..	144
Coast(d)	33	16	29	21	39	24	4	..	166
Special experimental	183	143	61	61	64	17	6	..	535
<b>Mobile(e)—</b>									
Aeronautical	712	449	416	212	381	26	42	6	2,244
Land mobile	25,098	17,795	11,171	8,109	6,332	2,588	556	827	72,476
Harbour mobile	267	163	142	54	186	75	..	..	887
Outpost	263	..	497	331	591	66	892	1	2,641
Ship	1,898	626	1,310	523	946	415	35	..	f5,928
Amateur	1,807	1,723	652	734	415	222	26	95	5,674
<i>Total, transmitting and receiving</i>	<i>33,514</i>	<i>22,731</i>	<i>16,414</i>	<i>11,001</i>	<i>10,423</i>	<i>3,856</i>	<i>1,937</i>	<i>1,081</i>	<i>f101,132</i>
<b>Receiving only—</b>									
Fixed(a)	146	198	88	..	57	..	..	..	489
Mobile	..	..	1	..	..	..	..	..	1
<i>Total, receiving only</i>	<i>146</i>	<i>198</i>	<i>89</i>	<i>..</i>	<i>57</i>	<i>..</i>	<i>..</i>	<i>..</i>	<i>490</i>
<b>Grand total</b>	<b>33,660</b>	<b>22,929</b>	<b>16,503</b>	<b>11,001</b>	<b>10,480</b>	<b>3,856</b>	<b>1,937</b>	<b>1,081</b>	<b>f101,622</b>

(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 175 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* 1942–1968 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* 1942–1968, 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 1968 the National Broadcasting Service comprised seventy-nine transmitting stations, of which seventy-one 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 1968 fifty-nine of the Australian medium-frequency stations were situated outside the six State capital cities. Three additional country stations had been authorised but had not commenced to operate at 30 June 1968.

*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 1967-68 was as follows: classical music, 25.4 per cent; entertainment, 28.6 per cent; news, 8.6 per cent; sporting, 5.0 per cent; light music, 2.5 per cent; talks, 7.2 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, 2.5 per cent; and presentation, 3.6 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 1968

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	13	4	4	2	71
High frequency . . .	1	3	2	..	2	..	..	..	8
Overseas (high frequency) . . .	..	9	..	..	..	..	..	..	9
Commercial (medium frequency) . . .	37	20	25	8	14	8	1	1	114
Total . . .	57	37	43	16	29	12	5	3	202

Tables showing the call sign, location, frequency, and aerial power of national and commercial broadcasting stations in operation at 30 June 1968 are shown in *Transport and Communication, Bulletin No. 59*.

## 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 1968 thirty-nine stations were operating, excluding twelve translator stations. Five additional national television stations 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 1968 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; 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; presentation 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 1968 totalled 194,111 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 1968 forty-two 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 1968 the following national television station commenced regular transmissions: Queensland—ABMQ Channel 4, Mackay area. The following commercial television station also commenced regular transmissions during the year: South Australia—GTS Channel 4, Spencer Gulf North. 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 1968.

TELEVISION STATIONS: STATES AND AUSTRALIAN CAPITAL TERRITORY  
30 JUNE 1968

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	7	2	3	1	..	32
<i>Total, National</i> . . .	<i>13</i>	<i>8</i>	<i>8</i>	<i>3</i>	<i>4</i>	<i>2</i>	<i>1</i>	<i>39</i>
Commercial—								
Metropolitan . . .	3	3	3	3	2	1	1	16
Country . . . . .	10	6	6	2	1	1	..	26
<i>Total, Commercial</i> . .	<i>13</i>	<i>9</i>	<i>9</i>	<i>5</i>	<i>3</i>	<i>2</i>	<i>1</i>	<i>42</i>
<i>All stations</i> . . . . .	<i>26</i>	<i>17</i>	<i>17</i>	<i>8</i>	<i>7</i>	<i>4</i>	<i>2</i>	<i>81</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 1968 are shown in *Transport and Communication*, Bulletin No. 59.

### 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 1942-1968*, 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 at 30 June 1968 were 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, 1964 TO 1968

30 June—	N.S.W.(b)	Vic.	Qld	S.A.(c)	W.A.	Tas.	Aust.
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
1968(d) . . . . .	934,877	724,711	371,637	290,051	181,356	77,228	2,579,860

(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, 1964 TO 1968

30 June—	N.S.W.(b)	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
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
1968(c) . . . . .	948,153	726,518	335,913	268,595	165,632	74,581	2,519,392

(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 1968 are: New South Wales, 780,549; Victoria, 629,729; Queensland, 268,043; South Australia, 215,851; Western Australia, 135,391; Tasmania, 63,049; Australia, 2,092,612.

Short-term hirers' licences (included above) at 30 June 1968 were: New South Wales, 69,665; Victoria, 26,152; Queensland, 28,072; South Australia, 34,279; Western Australia, 15,628; Tasmania, 4,064; and Australia, 177,860.

## 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 1963-64 to 1967-68. 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, 1963-64 TO 1967-68  
(\$'000)

Year	N.S.W.(a)	Vic.	Qld	S.A.(b)	W.A.	Tas.	Aust.
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
1967-68 . . . . .	14,554	11,265	5,321	4,219	2,666	1,157	39,182

(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 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 are also shown on pages 434-5 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 or for holidays or for other reasons (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 (variously called direct transit passengers or 'through' passengers) and passengers on short pleasure cruises in the South West Pacific commencing and finishing in Australia on ships not then engaged in regular voyages. However, it 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 travellers. 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 1967 to December 1968, 69,942 United States troops arrived in Australia on rest and recreation leave.

**OVERSEAS VISITORS ARRIVING IN AND DEPARTING FROM AUSTRALIA, BY MODE OF TRANSPORT, 1964 TO 1968**

SHORT-TERM

Year	Arriving			Departing		
	By sea	By air	Total	By sea	By air	Total
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
1968 . . . . .	18,575	281,314	299,889	24,521	286,660	311,181

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 TRANSPORT, 1964 TO 1968**

SHORT-TERM

Year	Departing			Returning		
	By sea	By air	Total	By sea	By air	Total
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
1968 . . . . .	47,928	203,952	251,880	40,732	212,041	252,773

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

1958 TO 1968

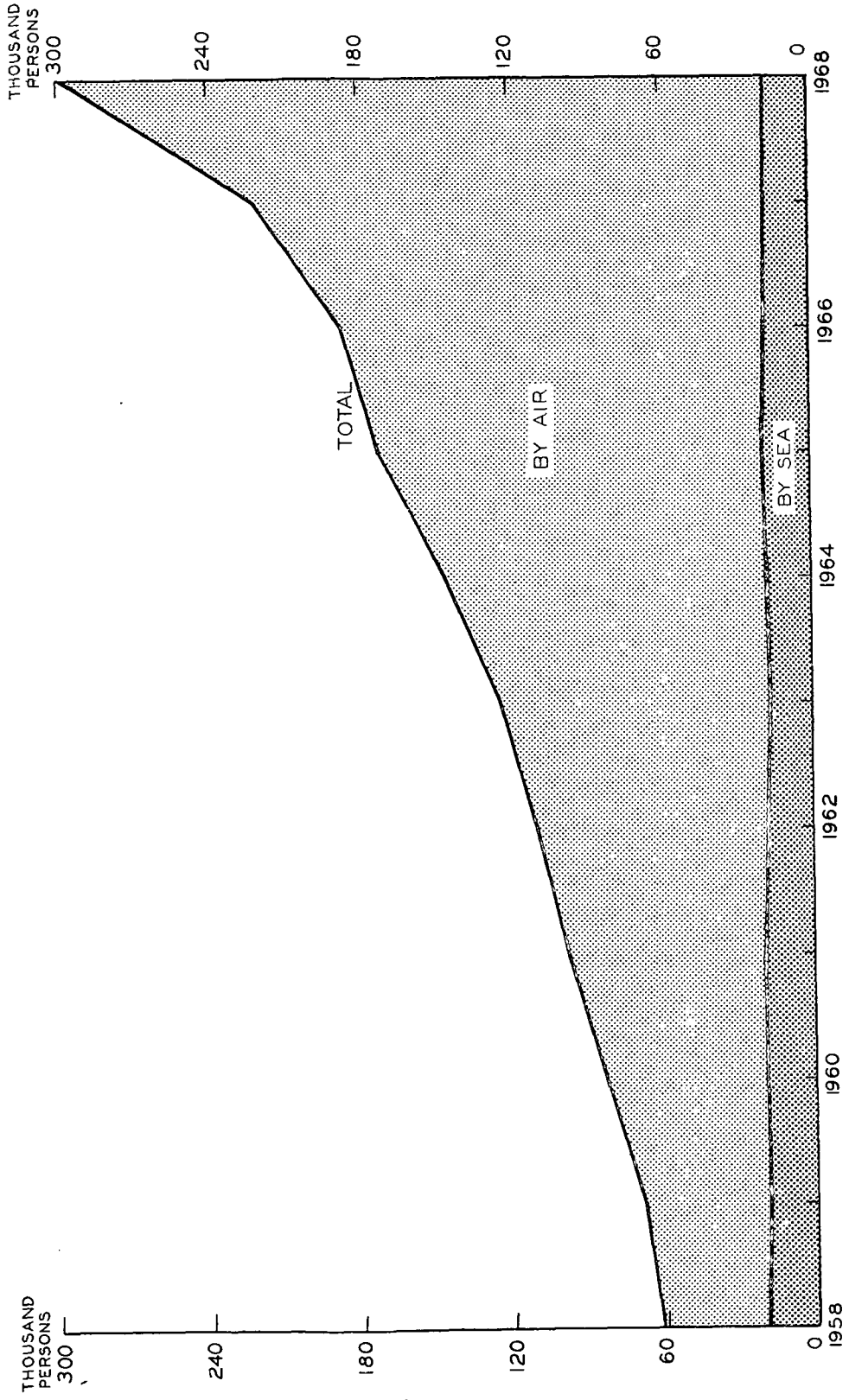
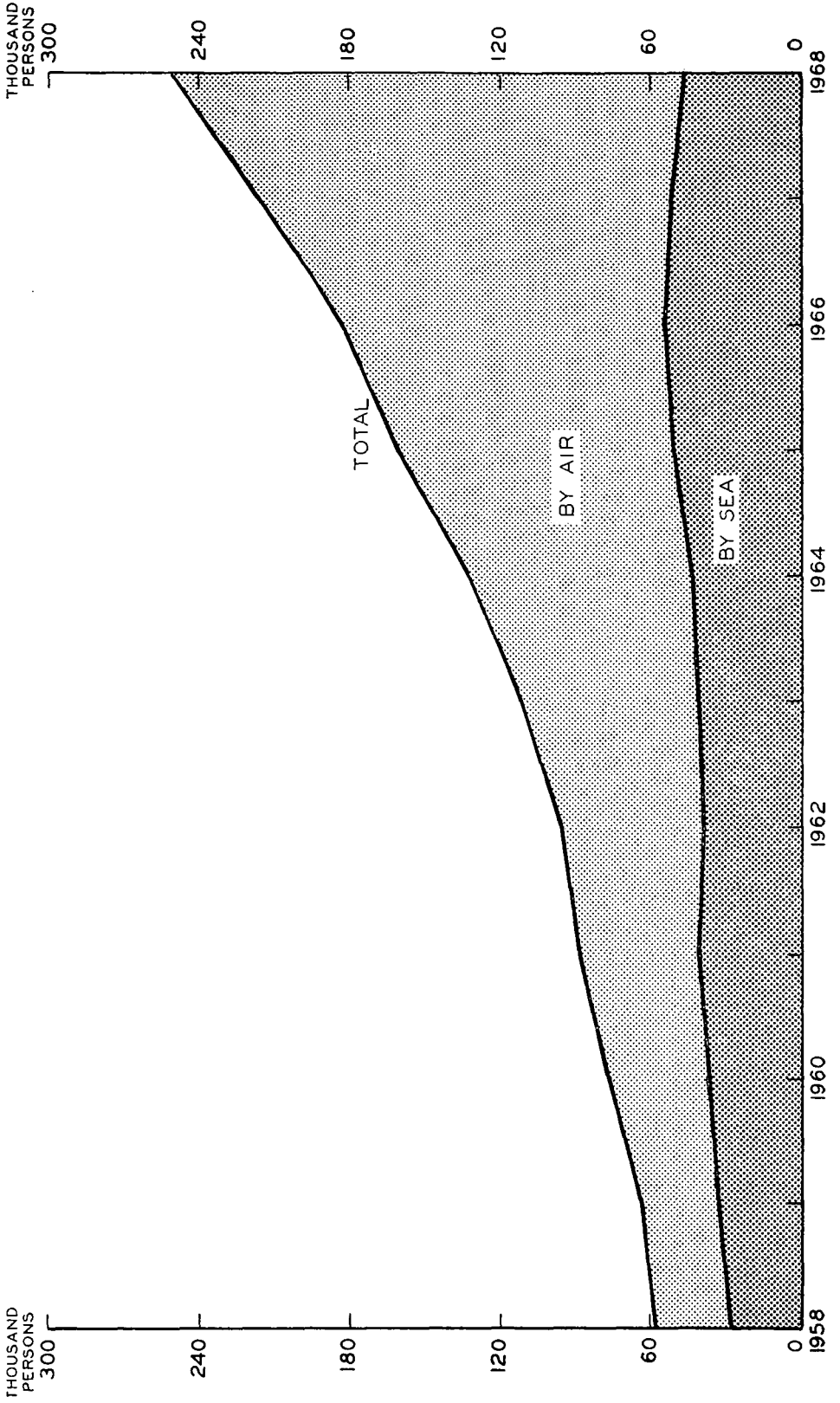


PLATE 31

# AUSTRALIAN RESIDENTS DEPARTING—SHORT-TERM: AUSTRALIA

1958 TO 1968



**OVERSEAS VISITORS ARRIVING, BY COUNTRY OF EMBARKATION  
AND AUSTRALIAN RESIDENTS DEPARTING, BY COUNTRY OF DISEMBARKATION  
BY MODE OF TRANSPORT: AUSTRALIA, 1968**

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 . . . . .	773	4,855	5,628	738	2,375	3,113
America—						
United States of America . . . . .	1,322	18,413	19,735	1,588	17,770	19,358
Other . . . . .	734	1,168	1,902	1,698	1,550	3,248
Asia—						
Hong Kong . . . . .	521	12,315	12,836	859	11,344	12,203
Malaysia and Singapore . . . . .	2,874	21,015	23,889	4,277	19,266	23,543
Other . . . . .	1,028	80,090	81,118	8,937	24,545	33,482
Europe—						
United Kingdom and Ireland . . . . .	4,831	8,665	13,496	12,826	6,839	19,665
Other . . . . .	1,438	6,502	7,940	9,036	17,199	26,235
Oceania—						
New Zealand . . . . .	3,741	88,257	91,998	5,689	59,898	65,587
Papua and New Guinea . . . . .	419	23,467	23,886	553	17,383	17,936
Other . . . . .	894	16,567	17,461	1,727	25,783	27,510
<b>Total . . . . .</b>	<b>18,575</b>	<b>281,314</b>	<b>299,889</b>	<b>47,928</b>	<b>203,952</b>	<b>251,880</b>

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 TRANSPORT: AUSTRALIA, 1968**

SHORT-TERM

<i>Country of residence(a)</i>	<i>By sea</i>	<i>By air</i>	<i>Total</i>
Africa—			
Commonwealth countries . . . . .	245	1,493	1,738
South Africa . . . . .	413	2,250	2,663
Other . . . . .	18	495	513
America—			
Canada . . . . .	858	5,241	6,099
Other Commonwealth countries . . . . .	25	400	425
United States of America . . . . .	1,638	37,805	39,443
Other . . . . .	33	1,018	1,051
Asia—			
Ceylon, India and Pakistan . . . . .	61	2,374	2,435
Hong Kong . . . . .	363	3,398	3,761
Malaysia and Singapore . . . . .	2,692	7,957	10,649
Other Commonwealth countries . . . . .	30	142	172
Japan . . . . .	280	6,490	6,770
Other . . . . .	131	71,400	71,531
Europe—			
United Kingdom and Ireland . . . . .	4,947	23,988	28,935
Other Commonwealth countries . . . . .	48	241	289
France . . . . .	84	2,127	2,211
Germany . . . . .	245	2,986	3,231
Greece . . . . .	87	465	552
Italy . . . . .	171	1,849	2,020

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

## TRANSPORT, COMMUNICATION AND TRAVEL

OVERSEAS VISITORS ARRIVING, BY COUNTRY OF RESIDENCE(a)  
AND MODE OF TRANSPORT: AUSTRALIA, 1968—continued

## SHORT-TERM

Country of residence(a)	By sea	By air	Total
<i>Europe—continued</i>			
Netherlands . . . . .	572	2,841	3,413
Switzerland . . . . .	72	1,065	1,137
Other . . . . .	221	3,664	3,885
<i>Oceania—</i>			
Fiji . . . . .	171	2,975	3,146
New Zealand . . . . .	3,798	69,804	73,602
Papua and New Guinea . . . . .	628	21,684	22,312
Other Commonwealth countries . . . . .	589	1,597	2,186
Other . . . . .	155	5,565	5,720
<b>Total . . . . .</b>	<b>18,575</b>	<b>281,314</b>	<b>299,889</b>

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

The intended length of stay of visitors in Australia and of 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, 1968

## SHORT-TERM

Intended length of stay	In transit (a)	Business	Holiday	Education	Other and not stated	Total
Under 1 week . . . . .	26,284	9,668	76,007	304	1,743	114,006
1 week and under 2 weeks . . . . .	2,631	11,731	21,177	553	2,454	38,546
2 weeks and under 3 weeks . . . . .	1,112	9,040	21,914	721	2,390	35,177
3 weeks and under 1 month . . . . .	309	3,357	16,175	288	2,459	22,588
1 month and under 2 months . . . . .	586	5,216	20,913	481	1,723	28,919
2 months and under 3 months . . . . .	..	1,882	11,334	454	1,135	14,805
3 months and under 4 months . . . . .	..	1,488	10,128	1,489	1,187	14,292
4 months and under 6 months . . . . .	..	738	3,709	453	597	5,497
6 months and under 12 months . . . . .	..	1,451	6,259	3,442	1,742	12,894
Indefinite, not stated, etc. . . . .	6,750	999	3,210	618	1,588	13,165
<b>Total . . . . .</b>	<b>37,672</b>	<b>45,570</b>	<b>190,826</b>	<b>8,803</b>	<b>17,018</b>	<b>299,889</b>

(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, 1968

## SHORT-TERM

Intended length of stay	Business	Holiday	Education	Other and not stated	Total
Under 1 week . . . . .	6,790	2,953	233	595	10,571
1 week and under 2 weeks . . . . .	8,207	16,419	636	963	26,225
2 weeks and under 3 weeks . . . . .	6,382	29,073	688	1,071	37,214
3 weeks and under 1 month . . . . .	3,892	24,690	343	770	29,695
1 month and under 2 months . . . . .	9,000	27,433	544	1,401	38,378
2 months and under 3 months . . . . .	5,539	17,803	445	936	24,723
3 months and under 4 months . . . . .	3,129	14,202	368	976	18,675
4 months and under 6 months . . . . .	1,360	9,795	171	542	11,868
6 months and under 12 months . . . . .	2,203	20,416	640	2,059	25,318
Indefinite, not stated, etc. . . . .	1,364	8,740	304	18,805	29,213
<b>Total . . . . .</b>	<b>47,866</b>	<b>171,524</b>	<b>4,372</b>	<b>28,118</b>	<b>251,880</b>

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, 1968

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 . . . . .	1,457	518	483	260	748	371	332	164	247	334	4,914
America—											
United States of America . . . . .	9,896	10,925	6,191	3,079	3,935	1,559	1,089	513	1,250	1,006	39,443
Other . . . . .	1,130	1,272	1,131	742	1,127	563	410	282	527	391	7,575
Asia—											
Hong Kong . . . . .	961	514	381	200	492	260	321	68	229	335	3,761
Malaysia and Singapore . . . . .	1,800	1,331	1,536	2,014	1,029	455	399	164	1,152	769	10,649
Other . . . . .	68,003	3,010	2,507	689	2,563	901	1,006	292	745	1,192	80,908
Europe—											
United Kingdom and Ireland . . . . .	5,131	3,173	3,233	2,133	4,950	2,676	2,172	1,153	2,285	2,029	28,935
Other . . . . .	4,109	1,889	1,714	501	1,839	1,285	1,801	711	1,454	1,435	16,738
Oceania—											
New Zealand . . . . .	16,401	13,001	15,324	11,412	5,850	2,218	1,742	820	2,585	4,249	73,602
Papua and New Guinea . . . . .	2,826	1,815	1,502	939	4,411	3,290	3,861	1,065	1,892	711	22,312
Other . . . . .	2,292	1,098	1,175	619	1,975	1,227	1,159	265	528	714	11,052
<b>Total . . . . .</b>	<b>114,006</b>	<b>38,546</b>	<b>35,177</b>	<b>22,588</b>	<b>28,919</b>	<b>14,805</b>	<b>14,292</b>	<b>5,497</b>	<b>12,894</b>	<b>13,165</b>	<b>299,889</b>

(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 1968.

OVERSEAS VISITORS AND AUSTRALIAN RESIDENTS: ARRIVALS AND DEPARTURES  
BY MONTH OF ARRIVAL OR DEPARTURE AND MODE OF TRANSPORT  
AUSTRALIA, 1968

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 . . . . .	1,617	22,255	23,872	3,018	28,607	31,625	4,613	15,153	19,766	2,986	27,063	30,049
February . . . . .	1,569	22,564	24,133	2,477	23,317	25,794	4,587	12,138	16,725	2,872	17,687	20,559
March . . . . .	1,657	22,787	24,444	2,133	24,177	26,310	6,127	16,231	22,358	2,935	15,525	18,460
April . . . . .	926	20,555	21,481	2,020	21,719	23,739	4,462	17,307	21,769	2,591	14,176	16,767
May . . . . .	1,143	21,043	22,186	1,810	23,425	25,235	4,863	19,247	24,110	3,206	16,223	19,429
June . . . . .	760	18,409	19,169	1,785	19,847	21,632	4,406	18,511	22,917	4,306	14,079	18,383
July . . . . .	1,059	18,761	19,820	1,040	18,072	19,112	2,222	15,345	17,567	2,145	15,805	17,950
August . . . . .	813	23,980	24,793	1,458	23,390	25,257	3,134	18,308	21,442	2,682	19,584	22,266
September . . . . .	1,106	20,813	21,919	1,517	22,390	23,907	2,331	13,089	15,420	3,229	22,892	26,121
October . . . . .	3,902	26,349	30,251	3,984	25,295	29,279	3,821	13,280	17,101	4,971	18,705	23,676
November . . . . .	1,776	28,423	30,199	1,947	28,145	30,092	3,696	13,076	16,772	4,957	16,119	21,076
December . . . . .	2,247	35,375	37,622	1,332	27,867	29,199	3,666	32,267	35,933	3,852	14,183	18,035
<b>Total . . . . .</b>	<b>18,575</b>	<b>281,314</b>	<b>299,889</b>	<b>24,521</b>	<b>286,660</b>	<b>311,181</b>	<b>47,928</b>	<b>203,952</b>	<b>251,880</b>	<b>40,732</b>	<b>212,041</b>	<b>252,773</b>

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, MARITAL STATUS AND AGE: AUSTRALIA, 1968**

SHORT-TERM

Characteristics	Overseas visitors arriving			Australian residents departing		
	Males	Females	Persons	Males	Females	Persons
Marital status—						
Never married . . . . .	92,323	33,870	126,193	49,996	38,526	88,522
Married . . . . .	105,881	51,413	157,294	89,939	57,051	146,990
Widowed or divorced . . . . .	5,125	11,277	16,402	4,391	11,977	16,368
Age (years)—						
9 and under . . . . .	7,368	7,098	14,466	7,159	6,914	14,073
10 to 19 . . . . .	13,113	8,716	21,829	9,864	10,346	20,210
20 to 49 . . . . .	144,741	45,714	190,455	90,509	54,051	144,560
50 and over . . . . .	38,107	35,032	73,139	36,794	36,243	73,037
<b>Total . . . . .</b>	<b>203,329</b>	<b>96,560</b>	<b>299,889</b>	<b>144,326</b>	<b>107,554</b>	<b>251,880</b>

**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 427). 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 1964 to 1968 who were classified as long-term travellers. When comparing the numbers of arrivals and departures, changes in classification due to the factor mentioned on page 427 must be kept in mind.

**OVERSEAS VISITORS ARRIVING, BY STATED PURPOSE OF JOURNEY, AND  
OVERSEAS VISITORS DEPARTING: AUSTRALIA, 1964 TO 1968**

LONG-TERM

Year	Arriving				Total	Departing
	Business	Holiday	Education	Other and not stated		
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
1968 . . . . .	4,002	6,139	3,732	9,600	23,473	12,617

**AUSTRALIAN RESIDENTS DEPARTING, BY STATED PURPOSE OF JOURNEY, AND  
AUSTRALIAN RESIDENTS RETURNING: AUSTRALIA, 1964 TO 1968**

LONG-TERM

Year	Departing				Total	Returning
	Business	Holiday	Education	Other and not stated		
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
1968 . . . . .	8,559	27,198	3,470	12,159	51,386	36,387

In the next table overseas visitors arriving and Australian residents departing, long-term, are classified by country of their last residence or intended future 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 TRANSPORT: AUSTRALIA, 1968**

LONG-TERM

Country of residence(a)	Overseas visitors arriving			Australian residents departing		
	By sea	By air	Total	By sea	By air	Total
Africa . . . . .	243	430	673	501	363	864
America—						
Canada . . . . .	360	551	911	1,219	972	2,191
United States of America . . . . .	284	2,769	3,053	754	1,917	2,671
Other . . . . .	17	150	167	121	155	276
Asia—						
Hong Kong . . . . .	49	316	365	64	433	497
Malaysia . . . . .	15	991	1,006	42	1,399	1,441
Singapore . . . . .	25	313	338	69	562	631
Japan . . . . .	30	547	577	64	120	184
Other . . . . .	59	1,618	1,677	355	1,537	1,892
Europe—						
United Kingdom and Ireland . . . . .	1,416	1,686	3,102	9,756	3,810	13,566
Germany . . . . .	77	216	293	1,187	430	1,617
Greece . . . . .	85	151	236	3,482	1,533	5,015
Italy . . . . .	60	335	395	4,830	1,203	6,033
Netherlands . . . . .	133	127	260	843	199	1,042
Other . . . . .	171	663	834	2,863	936	3,799
Oceania—						
Fiji . . . . .	13	97	110	38	342	380
New Zealand . . . . .	2,321	6,561	8,882	867	1,856	2,723
Papua and New Guinea . . . . .	17	377	394	84	5,783	5,867
Other . . . . .	27	173	200	266	431	697
<b>Total . . . . .</b>	<b>5,402</b>	<b>18,071</b>	<b>23,473</b>	<b>27,405</b>	<b>23,981</b>	<b>51,386</b>

(a) Country in which the overseas visitor resided last, or the Australian resident 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, 1968**

LONG-TERM

Occupation group	Overseas visitors arriving			Australian residents departing		
	Males	Females	Persons	Males	Females	Persons
Professional, technical, and related workers . . . . .	1,766	1,309	3,075	4,145	4,214	8,359
Administrative, executive, and managerial workers . . . . .	889	96	985	1,097	148	1,245
Clerical workers . . . . .	480	1,574	2,054	1,749	4,423	6,172
Sales workers . . . . .	609	199	808	821	463	1,284
Farmers, fishermen, hunters, timber getters, and related workers . . . . .	575	30	605	538	19	557
Miners, quarrymen, and related workers . . . . .	138	..	138	216	..	216
Workers in transport and communication . . . . .	583	89	672	702	189	891
Craftsmen and production-process workers . . . . .	3,099	226	3,325	4,722	763	5,485
Labourers . . . . .	480	..	480	3,371	..	3,371
Service (protective and other), sport, and recreation workers . . . . .	566	440	1,006	727	863	1,590
Occupations inadequately described or not stated . . . . .	490	116	606	547	101	648
Persons not in the work force—						
Children and students . . . . .	3,603	2,773	6,376	6,464	6,070	12,534
Others . . . . .	314	3,029	3,343	535	8,499	9,034
<b>Total . . . . .</b>	<b>13,592</b>	<b>9,881</b>	<b>23,473</b>	<b>25,634</b>	<b>25,752</b>	<b>51,386</b>

**Direct transit travellers**

As indicated on page 428, 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, 1967 AND 1968**

Approximate period from first to last Australian port (days)	1967		1968	
	Passengers	Passenger days	Passengers	Passenger days
Less than 3	571	647	2,503	3,538
3 and less than 5	8,017	27,025	6,376	20,377
5 and less than 7	3,961	23,541	3,914	23,300
7 and less than 9	9,920	70,085	7,179	54,128
9 and less than 11	7,590	70,951	5,850	54,463
11 and less than 22	987	13,941	381	6,398
22 and over	181	5,406	212	6,408
<b>Total</b>	<b>31,227</b>	<b>211,596</b>	<b>26,415</b>	<b>168,612</b>

(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 1968 thirty-three such cruises, carrying 32,154 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 seven man Commission comprises a Chairman appointed by the Commonwealth Government; 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. Of the remaining two voting members at least one is an officer of the Public Service of the Commonwealth.

For 1968-69 the Commonwealth Government provided \$1,750,000 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, Los Angeles, 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.