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TRADE, TRANSPORT, AND COMMUNICATIONS

Retail Trade

Census of Retail Establishments

General

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

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

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

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

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

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

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

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

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

§ Not available.

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

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

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

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

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

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

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

† Total value of all commodities sold by retail.

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

§ Figures differ from those contained in the table on page 714 in that they include retail sales of motor vehicles, etc., made by establishments whose main type of business is other than motor vehicles, and exclude retail sales of goods, other than motor vehicles, made by establishments whose main type of business is motor vehicles.

¶ See note § above.

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

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

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

NOTE.—For boundaries of Statistical Divisions, see map inside back cover.

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

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

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

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

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

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

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

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

For footnotes see end of this table on page 719.

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

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

For footnotes see end of this table on page 719.

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

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

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

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

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

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

State	Number of Retail Establishments	Value of Retail Sales			Value of All Retail Stocks at 30 June, 1962
		Excluding Motor Vehicles, etc.	Motor Vehicles, etc.†	Total	
		\$'000			
New South Wales ..	46,209	2,060,412	623,082	2,683,494	328,128
Victoria	37,268	1,517,160	431,232	1,948,392	238,866
Queensland	17,065	701,642	218,010	919,652	114,284
South Australia ..	11,812	451,564	143,144	594,708	75,406
Western Australia ..	8,559	360,304	133,854	494,158	61,184
Tasmania	4,270	166,060	53,872	219,932	30,130
Total	125,183	5,257,142	1,603,194	6,860,336	847,998

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

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

Survey of Retail Establishments

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

The following table shows the value of retail sales of goods in Victoria in each of the commodity groups specified for the years 1962-63 to 1966-67 :

VICTORIA—VALUE OF RETAIL SALES* (\$m)

Commodity Group	Year Ended 30 June—				
	1963	1964	1965	1966	1967
Groceries	240.5	261.8	287.8	307.6	330.4
Butchers' Meat	130.6	139.7	154.6	169.8	178.2
Other Food†	237.1	244.2	257.8	264.3	282.0
Total Food and Groceries ..	608.2	645.7	700.2	741.7	790.6
Beer, Wine and Spirits†† ..	158.4	166.6	177.7	196.7	215.1
Clothing and Drapery	268.7	291.1	312.0	318.2	326.1
Footwear	48.1	52.2	54.7	55.2	61.1
Domestic Hardware, China, etc.‡ ..	40.8	43.2	46.9	48.3	50.8
Electrical Goods§	97.2	104.3	111.6	110.9	112.5
Furniture and Floor Coverings ..	68.7	77.5	84.8	87.1	88.7
Chemists' Goods	80.2	84.9	91.7	97.4	102.9
Newspapers, Books and Stationery	51.7	60.4	63.4	66.3	70.4
Other Goods|| .. .. .	163.2	168.9	179.0	192.8	200.6
Total (Excluding Motor Vehicles, Parts, Petrol, etc.)	1,585.2	1,694.8	1,822.0	1,914.6	2,018.8
Motor Vehicles, Parts, Petrol, etc.¶	525.1	575.7	629.2	625.5	637.2
GRAND TOTAL	2,110.3	2,270.5	2,451.2	2,540.1	2,656.0

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

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

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

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

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

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

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

*Overseas and Interstate Trade***Overseas Trade : Legislation and Agreements***General*

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

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

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

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

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

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

Primage Duty

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

Tariff Board

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

Bilateral Trade Agreements

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

Country	Main Features of Agreement
United Kingdom..	Dated 1956. Preservation of security for Australian exports in United Kingdom markets. Lowering of obligatory margins of preference which Australia extends to the United Kingdom.
Canada ..	Dated 1960. Mutual accord of preferential tariff treatment with certain specified exceptions as for 1931 agreement plus concessions granted in 1932 and 1937.
New Zealand ..	Dated 1966. Provides for free trade in certain scheduled goods. Provision is made for addition of items to the schedule. The 1933 Agreement continues in force as part of the 1966 Agreement except as superseded or modified by it.
Malaysia ..	Dated 1958. Agreement negotiated with the Federation of Malaya and applies only to that part of Malaysia formerly comprising the Federation. Records exchange of preferential treatment with special protection for Australia's wheat and flour markets in Malayan States, and for Malayan rubber and tin in Australia.
Rhodesia, Zambia, and Malawi	Dated 1955. Agreement negotiated with Federation of Rhodesia and Nyasaland. Preference for Australian exports (mainly primary produce). Preferential tariff treatment on exports to Australia with an exclusive special tariff on unmanufactured tobacco. Following dissolution of the Federation in December, 1963, the agreement was applied on a provisional basis to each of the constituent territories. On 30 June 1966, Zambia terminated the agreement. Following the unilateral declaration of independence by the Rhodesian Government in November, 1965, tariff preferences to Rhodesia were suspended. Re-negotiation of the agreement with Malawi is at present under consideration.
Indonesia ..	Dated 1959. Records desirability of expanding trade between Australia and Indonesia. Gives recognition to importance of flour trade from Australia to Indonesia.
Japan ..	Dated 1963. Mutual exchange of most-favoured-nation treatment. Japan to accord preferential treatment to Australian wool and wheat as well as expanded opportunities for imports into Japan of other Australian primary produce and motor vehicles. Australia to consult Japan on temporary protection cases affecting Japanese products.
Philippines ..	Dated 1965. Provides for an exchange of non-discriminatory treatment while recognising existing preferences.
South Korea ..	Dated 1965. Provides for an exchange of non-discriminatory treatment with allowances for existing preferences. Both Governments undertake to endeavour to increase volume of trade with each other.
U.S.S.R. ..	Dated 1965. Provides for an exchange of non-discriminatory treatment and for consultation on request about any matter affecting the operation of the Agreement.

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

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

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

Excise Tariff

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

Customs (Import Licensing) Regulations

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

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

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

Export Controls and Incentives

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

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

Australian Trade Missions

During the last decade, trade missions have become an integral part of the Commonwealth Department of Trade and Industry's campaign to develop and expand Australia's export trade. They have proved successful in creating an awareness, especially in new markets, of Australia as a producer of quality primary and secondary commodities, in establishing Australia as a source of supply, in establishing a basis for long-term business, and in producing valuable export business from "on the spot" trading. Trade missions have been directly responsible for substantial and permanent increases in export earnings.

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

The general selling mission is a planned "hard sell" overseas visit of a group of businessmen whose products have market prospects in the countries to which the mission will travel. Membership is usually about twenty although numbers have been as high as 40 and as low as seven members. The specialised selling mission is similar to the general selling mission in relation to the responsibilities of members and the facilities provided by the Government but differs in that it is concerned with specific industries, normally is smaller, and sometimes is backed up by small displays at selected centres to give additional impact.

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

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

Victoria's Pattern of Trade, 1964**Overseas Trade : Recorded Value of Imports and Exports**

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

the invoiced value of the imported goods is in a currency other than Australian, the equivalent value in Australian currency is recorded. The recorded value of exports, if sold before export, is equivalent to the f.o.b. value of the goods. If shipped on consignment, the value recorded is the Australian f.o.b. equivalent of the current price offering for similar goods of Australian origin in the principal markets of the country to which the goods are consigned for sale. With regard to wool shipped on consignment, the f.o.b. equivalent of the current price ruling in Australia approximates sufficiently to the f.o.b. equivalent of the price ultimately received. For information about the law relating to exports, see pages 572-5.

Overseas Trade of Victoria

General

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

The total values of the overseas trade of Victoria for each of the five years 1961-62 to 1965-66 are set out below. Exports do not include the value of stores shipped at Victorian ports on board overseas ships.

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

Year Ended 30 June—	Imports	Exports			Excess of Imports
		Australian Produce	Re-exports	Total	
1962 ..	610,584	563,432	10,168	573,600	36,984
1963 ..	780,058	588,210	8,670	596,880	183,178
1964 ..	833,847	736,388	10,252	746,640	87,207
1965 ..	1,026,834	708,395	14,652	723,047	303,787
1966 ..	1,017,360	753,514	14,549	768,063	249,297

That portion of the value of Australian trade handled at Victorian ports for each of the five years 1961-62 to 1965-66 is shown in the following table:

VALUE OF AUSTRALIAN TRADE, AND PORTION HANDLED AT VICTORIAN PORTS

Year Ended 30 June—	Australian Trade			Proportion of Australian Trade Handled at Victorian Ports		
	Imports	Exports	Total	Imports	Exports	Total
		\$'000 f.o.b.			%	
1962 ..	1,769,492	2,154,568	3,924,060	34.5	26.6	30.2
1963 ..	2,162,670	2,151,812	4,314,482	36.1	27.8	32.0
1964 ..	2,372,658	2,782,460	5,155,118	35.1	26.8	30.7
1965 ..	2,904,703	2,651,449	5,556,152	35.4	27.3	31.5
1966 ..	2,939,492	2,720,953	5,660,445	34.6	28.2	31.5

Classification of Overseas Imports and Exports

The following table shows value of imports and exports for the years 1963-64 to 1965-66 grouped in 22 statistical classes :

VICTORIA—CLASSIFICATION OF OVERSEAS IMPORTS AND EXPORTS

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

Classification	Imports*		Exports		
	1963-64	1964-65	1963-64	1964-65	1965-66
I. Foodstuffs of Animal Origin ..	9,112	9,116	141,330	173,000	164,433
II. Foodstuffs of Vegetable Origin ..	22,520	26,225	169,287	149,515	159,528
III. Spirituous and Alcoholic Liquors ..	1,367	1,503	1,446	1,217	1,313
IV. Tobacco and Preparations thereof ..	13,695	13,058	193	269	257
V. Live Animals ..	772	922	328	259	315
VI. Animal Substances ..	7,584	8,042	318,337	268,072	288,147
VII. Vegetable Substances and Fibres ..	24,384	29,030	871	1,158	1,561
VIII. (a) Yarns and Manufactured Fibres ..	23,929	29,877	4,789	3,819	3,147
(b) Textiles ..	63,363	72,793	2,121	2,497	3,427
(c) Apparel ..	9,414	10,691	550	675	636
IX. Oils, Fats and Waxes ..	79,053	82,171	19,134	13,203	11,188
X. Pigments, Paints and Varnishes ..	5,567	6,356	947	870	1,157
XI. Rocks, Minerals and Hydrocarbons ..	5,607	7,149	1,336	3,438	4,357
XII. (a) Metals and Metal Manufactures (Except Electrical Appliances and Machinery) ..	166,289	226,916	26,886	37,190	49,693
(b) Dynamo Electrical Machinery and Appliances ..	39,423	44,405	4,025	3,859	4,222
(c) Machines and Machinery (Except Dynamo Electrical) ..	137,214	181,231	14,037	13,900	18,114
XIII. (a) Rubber and Rubber Manufactures ..	20,193	24,942	1,960	2,597	2,802
(b) Leather and Leather Manufactures ..	2,198	2,638	2,458	2,567	2,895
XIV. Wood and Wicker ..	8,105	9,830	307	319	383
XV. Earthenware, Cement, China, Glass, etc. ..	12,594	14,627	807	859	958
XVI. (a) Pulp, Paper and Board ..	29,271	32,957	1,279	1,737	1,665
(b) Paper Manufactures and Stationery ..	16,559	17,086	2,054	1,771	1,560
XVII. Sporting Material, Toys, Jewellery, etc. ..	10,285	12,419	1,276	1,357	1,662
XVIII. Optical, Surgical, and Scientific Instruments, etc. ..	14,559	16,506	2,323	3,004	3,278
XIX. Chemicals, Medicinal and Pharmaceutical Products, etc. ..	46,464	57,198	9,379	11,707	15,998
XX. Miscellaneous ..	64,207	89,050	11,908	14,942	13,885
XXI. Silver ..	18	2	..	..	14
Total Merchandise ..	833,746	1,026,741	739,368	713,801	756,595
XXII. Gold, Commodities and Transactions of Non-Merchandise Trade ..	101	93	7,272	9,247	11,468
Grand Total ..	833,847	1,026,835	746,640	723,047	768,063

* See table below.

Details of imports during 1965-66 under a new classification applying from 1 July 1965 are :

Classification	Value \$'000	Classification	Value \$'000
0. Food and Live Animals ..	38,028	8. Manufactured Miscellaneous Articles ..	77,109
1. Beverages and Tobacco ..	14,269	9. (a) Commodities and Transactions of Merchandise Trade, Not Elsewhere Classified ..	35,567
2. Crude Materials, Inedible except Fuels ..	67,273	Total Merchandise ..	1,011,935
3. Mineral Fuels, Lubricants and Related Minerals ..	72,919	9. (b) Commodities and Transactions Not Included in Merchandise Trade ..	5,425
4. Animal and Vegetable Oils and Fats ..	4,280	Grand Total ..	1,017,360
5. Chemicals ..	96,696		
6. Manufactured Goods Classified Chiefly by Material ..	217,565		
7. Machinery and Transport Equipment ..	388,229		

Victoria's export trade comprises largely agricultural, dairying, and pastoral products which in 1965-66 amounted to 81 per cent of merchandise exports. Wool alone accounted for 31 per cent of total exports, while wheat and flour exports represented a further 11 per cent.

Recorded Values of Principal Articles Imported

The following table shows the recorded values of the principal articles imported into Victorian ports for the years 1963-64 to 1965-66 :

VICTORIA—PRINCIPAL ARTICLES IMPORTED FROM OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1963-64	1964-65	1965-66	1963-64	1964-65	1965-66
	'000			\$'000 f.o.b.		
Fish lb	22,804	23,281	*	6,562	6,858	8,941
Coffee, Raw and Kiln Dried .. lb	11,831	12,657	13,373	3,483	3,735	4,360
Tea lb	24,254	31,166	27,428	8,970	11,603	10,432
Tobacco, Unmanufactured .. lb	17,083	17,750	15,606	12,135	11,601	11,276
Cotton, Raw lb	16,377	18,817	10,326	4,304	4,870	2,580
Wool lb	5,652	6,261	6,526	3,408	3,664	3,560
Sisal Fibre cwt	210	250	208	3,595	3,451	1,934
Sewing Threads lb	1,241	1,569	1,642	2,313	2,693	2,614
Nylon Fibres lb	2,295	4,705	2,225	3,908	6,883	3,370
Nylon Yarns lb	361	414	109	596	741	163
Nylon Lace doz	1,158	1,134	1,061	2,189	1,646	1,911
Bags and Sacks doz	1,158	1,134	1,061	4,993	5,188	5,879
Cotton Piecegoods—						
Grey Unbleached sq yd	19,526	26,063	7,709	3,019	3,589	1,205
Bleached, Printed, Dyed, or Coloured sq yd	66,999	70,754	24,965	17,817	18,657	6,779
Carpets and Carpeting sq yd	1,191	1,544	1,891	3,039	4,684	5,808
Petroleum, Crudes gal	1,200,755	1,290,045	1,265,612	55,613	58,167	56,196
Petroleum—Enriched Crudes .. gal	78,482	17,699	31,741	3,774	1,078	1,722
Motor Spirit gal	33,460	52,914	61,875	3,703	5,466	6,418
Mineral Lubricating Oil gal	15,595	9,417	5,032	4,351	2,512	1,545
Dyes, Including Organic Pigment Dyestuffs (n.e.i.) lb	2,210	2,674	3,018	3,280	4,293	5,144
Iron and Steel—						
Bar and Rod cwt	186	409	398	4,408	5,270	5,215
Plate and Sheet—Plain cwt	739	1,057	807	6,574	8,867	7,555
—Tinned cwt	55	302	33	507	2,884	319
Hand Tools .. .. .	..	..	..	2,615	3,319	4,122
Taps and Valves for Gases and Liquids .. ..	..	..	..	2,991	3,511	3,605
Aircraft .. .. .	..	..	..	1,507	19,748	13,960
Aircraft Parts .. .. .	..	..	..	13,464	23,415	31,970
Motor Vehicles, Chassis, Bodies, and Parts .. ..	..	..	..	98,349	109,671	90,374
Radio and Television Equipment .. .. .	..	..	..	7,469	9,667	10,645
Tractors—Crawler Type .. .. .	..	..	..	6,197	8,715	6,576
—Wheeled Type .. .. .	..	..	..	11,022	10,698	12,550
Tractor Parts .. .. .	..	..	..	9,901	12,241	6,898
Knitting Machines .. .. .	..	..	..	2,773	3,324	3,775
Bearings, Roller and Ball .. .. .	..	..	..	7,054	8,822	6,856
Crude Rubber (Including Crepe and Latex) lb	42,031	50,091	36,271	8,746	10,602	7,450
Synthetic Rubber (Including Latex) lb	18,139	20,274	18,681	4,597	4,906	4,357
Timber, Undressed—						
Douglas Fir (Oregon) sup ft	30,446	29,138	30,587	2,828	2,748	2,824
Crockery .. .. .	..	..	..	2,320	2,626	2,765
Plate Glass, Polished and Patent sq ft	6,288	8,281	8,782	2,503	3,063	2,769
Pulp for Paper-making ton	60	76	72	6,030	8,166	6,481
Newsprinting Paper, Not Glazed etc. ton	88	91	96	12,510	12,311	12,765
Transparent Cellulose .. .. .	..	..	..	4,134	4,845	5,429
Books, Magazines, etc. .. .. .	..	..	..	10,655	10,922	11,068
Rock Phosphate ton	665	853	994	4,509	6,320	7,641
Polyethylene (Polythene) Resin .. lb	13,827	17,013	18,771	3,263	3,811	4,014
Polyamide (Nylon, etc.) Resins .. ..	..	..	..	7,825	11,061	8,779
Army, Navy, and Air Force Stores and Equipment .. .. .	..	..	..	3,002	3,721	1,191
Outside Packages .. .. .	..	..	..	14,101	16,518	16,450
All Other Articles .. .. .	..	..	..	420,941	533,684	577,120
Total Imports .. .. .	..	..	..	833,847	1,026,835	1,017,360

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

* Not available.

Recorded Values of Principal Exports

The following table shows the recorded values of the principal articles exported to overseas countries from Victorian ports during each of the years 1963-64 to 1965-66 :

VICTORIA—PRINCIPAL ARTICLES EXPORTED OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1963-64	1964-65	1965-66	1963-64	1964-65	1965-66
	'000			\$'000 f.o.b.		
Meats Preserved by Cold Process—						
Beef and Veal lb	122,323	147,631	132,764	33,637	41,434	41,026
Lamb lb	20,877	30,290	17,960	3,658	6,029	4,332
Mutton lb	104,409	107,178	108,353	16,591	18,969	22,661
Rabbits and Hares—Skinned lb	11,714	11,210	11,607	2,858	2,887	3,096
Meats, Tinned—						
Meat Loaf lb	14,731	13,790	11,183	3,041	3,027	2,545
Beef or Veal lb	11,833	14,855	12,545	2,301	3,556	3,130
Sausage Casings—Natural Bundle	1,796	1,670	1,887	3,735	3,786	4,366
Milk—						
Preserved, Sweetened .. lb	67,659	75,248	42,633	8,887	9,947	5,360
Dried or in Powdered Form—						
Full Cream lb	9,867	12,553	14,595	2,755	3,442	3,423
Skim lb	30,991	49,943	36,159	2,285	5,249	4,623
Butter lb	140,568	148,389	125,222	40,751	46,841	38,112
Cheese lb	28,451	28,393	28,428	7,299	7,526	7,857
Wheat ton	1,572	1,223	1,406	82,200	64,179	72,644
Rice ton	19	17	15	2,644	2,090	1,993
Oats ton	190	213	71	7,819	8,974	3,371
White Flour—Plain .. cental	5,360	3,967	2,643	15,634	12,693	8,339
Malt lb	151,712	154,775	176,036	7,258	7,471	8,737
Fruit, Fresh—Pears .. bush	1,097	1,049	1,493	3,611	4,003	5,581
Dried—Sultanas .. lb	99,657	113,899	128,539	13,413	16,137	18,038
Canned—Peaches .. lb	67,609	56,575	72,836	7,805	6,586	8,366
—Pears .. lb	119,416	85,395	106,998	14,512	10,530	13,410
Hides and Skins—						
Sheep and Lamb Skins with						
Wool on lb	83,346	82,870	92,419	33,189	26,074	29,598
Other .. .. ..	..	..	..	5,383	6,581	8,630
Wool—						
Greasy lb	383,921	375,140	394,231	246,854	206,073	217,856
Washed and Scoured .. lb	21,064	22,319	25,412	16,274	15,083	16,152
Carbonised lb	5,870	6,076	1,916	4,423	4,044	4,531
Tallow, Inedible cwt	893	867	570	5,167	6,894	4,716
Petroleum Oils—						
Diesel Distillate (Incl. Gas Oil) gal	20,351	5,958	14,296	2,380	649	1,249
Topped Crude Oil (Incl. Residual Oil) gal	152,936	95,395	52,424	9,703	3,634	2,296
Iron and Steel Scrap .. cwt	2,229	3,099	2,741	2,580	4,747	4,099
Motor Vehicles and Parts ..	..	..	..	13,767	17,688	21,329
Agricultural Machinery and Parts	..	..	..	2,072	2,531	2,809
Casein cwt	315	314	372	5,055	5,888	9,797
All Other Articles .. ..	..	..	..	117,099	137,855	163,991
Total Exports .. ..	..	..	..	746,640	723,047	768,063

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

Trade with Countries

The value of trade with overseas countries from 1963-64 to 1965-66 is shown in the following table :

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

Country	Imports			Exports		
	1963-64	1964-65	1965-66	1963-64	1964-65	1965-66
COMMONWEALTH COUNTRIES—						
United Kingdom	247,618	282,287	283,866	139,783	148,465	130,686
Canada	33,562	42,288	34,091	13,186	14,921	19,367
Ceylon	6,481	7,009	6,731	5,451	7,638	7,083
Hong Kong	7,275	9,179	9,048	11,081	12,782	11,368
India	10,838	13,236	10,415	13,915	22,753	9,445
Malaysia	9,900	12,825	9,166	22,048	29,242	14,983
New Zealand	16,495	15,949	15,179	46,850	44,020	51,087
Pakistan	4,367	4,674	5,591	2,453	5,165	4,604
Papua and New Guinea ..	3,063	3,940	3,510	6,919	7,229	9,740
Other Commonwealth Countries ..	20,446	21,852	15,583	20,930	25,040	24,659
Total Commonwealth Countries ..	360,045	413,240	393,180	282,616	317,254	283,022
FOREIGN COUNTRIES—						
Arabian States—						
Kuwait	12,144	14,415	10,165	1,573	1,214	1,210
Saudi Arabia	16,519	17,263	8,184	2,112	2,165	3,649
Qatar	10,165	10,379	7,339	185	150	134
Other Arabian States	3	1,935	11,643	524	756	727
Belgium-Luxembourg	5,700	7,087	5,977	12,516	11,454	10,484
China, Republic of (Mainland) ..	5,638	7,634	7,486	51,160	27,382	37,109
Czechoslovakia	1,981	2,275	2,451	3,867	3,536	2,506
France	18,060	30,089	53,339	52,412	42,788	47,344
Germany, Federal Republic of ..	61,558	75,214	73,844	25,486	23,096	23,658
Indonesia	8,226	10,393	7,278	2,227	2,020	1,888
Iran	8,713	3,732	6,819	1,555	2,685	2,578
Italy	12,984	17,727	17,925	30,758	24,308	33,484
Japan	53,320	81,570	94,028	106,835	96,911	105,703
Mexico	1,442	1,173	1,590	3,978	6,474	5,450
Netherlands	8,562	9,976	14,741	4,207	5,287	6,585
Poland	614	950	886	4,090	4,680	5,216
South Africa, Republic of ..	6,579	5,806	5,427	7,960	10,447	9,331
Sweden	16,225	20,236	21,754	1,685	2,565	3,202
Switzerland	10,478	11,167	13,352	316	568	833
U.S.S.R.	570	672	583	34,524	18,934	16,303
United States of America ..	175,549	241,290	209,002	59,563	57,421	85,525
Yugoslavia	119	139	230	7,419	5,182	7,101
Other Foreign Countries ..	38,533	42,377	49,782	49,055	55,754	74,936
Total Foreign Countries ..	473,683	613,500	623,825	464,008	405,776	484,956
All Countries (Transfers of Bullion and Specie)	119	95	355	16	17	85
Grand Total	833,847	1,026,835	1,017,360	746,640	723,047	768,063

Interstate Trade

Statistics of trade between Victoria and other Australian States are incomplete and relate mainly to seaborne trade. Although a substantial quantity of freight is carried by road and rail transport between Victoria and neighbouring States, no details of this traffic are available. A small tonnage of freight is carried interstate by air (see page 782).

Interstate Trade by Sea

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

The following tables show tonnages of the principal commodities of interstate origin or destination handled in the Ports of Melbourne and Geelong, respectively, during the five years 1962 to 1966. Some cargoes, as indicated, are recorded in tons weight, while others are recorded in units of 40 cu ft, which measurement is taken as the equivalent of 1 ton.

VICTORIA—PORT OF MELBOURNE : PRINCIPAL INTERSTATE EXPORTS

('000)

Commodity and Unit of Quantity	1962	1963	1964	1965	1966
Ale, Beer and Stout .. 40 cu ft	11	9	11	8	9
Fruit, Fresh and Preserved .. 40 cu ft	27	33	32	36	31
Groceries 40 cu ft	14	17	16	17	16
Malt ton	6	8	16	22	17
Machinery ton	16	19	22	12	16
Motor Vehicles .. 40 cu ft	93	113	133	131	116
Motor Parts and Accessories .. 40 cu ft	20	24	18	11	6
Oils—					
Aviation Spirit (Bulk) .. 40 cu ft	28	14	12	14	12
Aviation Turbine Fuel (Bulk) 40 cu ft	..	6	..	3	1
Fuel Oil (Bulk) .. 40 cu ft	248	98	92	9	16
Motor Spirit (Bulk) .. 40 cu ft	70	114	36	83	67
Paper and Stationery .. 40 cu ft	23	19	17	18	18
Plaster ton	8	8	7	8	8
Scrap Metal ton	..	1	4	2	11
Steel ton	5	6	9	7	22
Tourists' Cars .. 40 cu ft	88	89	75	89	106
All Other ton or 40 cu ft	472	564	538	532	546
Total	1,129	1,142	1,038	1,002	1,018

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

Commodity and Unit of Quantity	1962	1963	1964	1965	1966
Barley ton	48	16	15	15	55
Coal ton	495	423	453	363	357
Gypsum ton	102	121	127	119	116
Iron ton	36	43	42	58	31
Molasses ton	33	35	31	48	22
Oils—					
Fuel Oil 40 cu ft	70	253	229	176	169
Kerosine 40 cu ft	48	11	37	19	19
Motor Spirit (Bulk) 40 cu ft	97	281	273	305	123
Paper and Stationery 40 cu ft	137	131	131	144	142
Pyrites ton	43	37	62	48	73
Steel ton	306	237	216	245	189
Sugar ton	203	168	217	207	203
Timber 40 cu ft	136	143	126	179	148
Tourists' Cars 40 cu ft	80	79	80	69	96
All Other ton or 40 cu ft	404	527	736	802	794
Total	2,238	2,505	2,775	2,797	2,537

**VICTORIA—PORT OF GEELONG : PRINCIPAL INTERSTATE
EXPORTS AND IMPORTS**
(’000)

Commodity and Unit of Quantity	1962	1963	1964	1965	1966
EXPORTS					
Bitumen ton	..	3	27	44	18
Explosives ton	4	5	4	4	5
Refined Oils 40 cu ft	890	803	839	760	476
Wheat ton	5	2	4	3	4
Wire and Steel ton	..	1	..	9	11
Other Cargo ton or 40 cu ft	4	*	*	1	1
Total Exports	903	814	874	821	515
IMPORTS					
Alumina ton	..	..	38	77	82
Cement Clinkers ton	47	70	74	57	28
Coal ton	205	215	224	222	206
Oils (Various) 40 cu ft	216	99	124	102	31
Pig Iron and Steel ton	17	64	130	147	126
Sulphate of Ammonia ton	5	6	7	9	14
Superphosphate ton	..	..	..	..	19
Other Cargo ton or 40 cu ft	2	3	1	*	*
Total Imports	492	457	598	614	506

*Under 500 tons.

Trade of Victoria with Western Australia and Tasmania

Detailed statistics of the interstate trade between Victoria and other States are available only for trade with Western Australia and Tasmania. The principal items of the trade between Victoria and Western Australia during the years 1963-64 to 1965-66 are given in the next table.

In recent years, the value of exports by Victoria to Western Australia has been above \$130m per annum and has represented about 40 per cent of the total value of goods imported by that State from all States of the Commonwealth. Clothing and accessories, foodstuffs, machinery, and motor vehicles account for more than half of this total.

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

INTERSTATE TRADE BETWEEN VICTORIA AND WESTERN AUSTRALIA

Commodity and Unit of Quantity	Quantity ('000)			Value (\$'000)		
	1963-64	1964-65	1965-66	1963-64	1964-65	1965-66
EXPORTS TO WESTERN AUSTRALIA						
Clothing and Accessories .. .. .	..	..	..	17,114	15,915	18,807
Foodstuffs—						
Cheese lb	3,870	3,677	3,653	1,298	1,268	1,291
Confectionery lb	3,423	3,017	3,113	1,441	1,182	1,257
Milk Products lb	7,240	6,020	7,527	1,686	1,289	1,827
Other .. .. .	..	..	..	9,714	8,862	8,595
Footwear .. .. .	..	..	..	3,871	3,434	4,181
Machinery—						
Agricultural .. .. .	..	..	..	5,808	4,904	6,573
Tractors and Parts .. .. .	..	..	..	3,439	4,758	5,744
Other .. .. .	..	..	..	7,183	10,029	19,360
Medicinal Products .. .. .	..	..	..	1,701	1,922	2,003
Metals, Non-ferrous cwt	39,746	36,432	41,341†	1,189	1,016	1,871
Paper and Paper Board, etc. .. .. .	..	..	..	2,474	2,427	3,685
Petroleum Oils and Spirits gal	11,985	14,931	*	1,243	1,816	1,027
Piecegoods .. .. .	..	..	..	2,948	3,393	4,391
Plastic Material and Manufactures .. .. .	..	..	..	2,639	3,548	4,280
Radio and T.V. Equipment .. .. .	..	..	..	1,512	2,178	1,611
Soaps .. .. .	..	..	..	1,345	1,180	1,293
Tobacco and Cigarettes lb	2,833	1,974	*	6,891	6,444	7,421
Tyres and Tubes .. .. .	..	..	..	4,759	3,884	4,349
Vehicles and Parts .. .. .	..	..	..	26,717	22,153	27,492
Other Commodities .. .. .	..	..	..	34,332	35,574	35,515
Total .. .. .	..	..	..	139,305	137,176	162,573

* Not Recorded.

† Quantity not recorded for exports worth \$324,009.

**INTERSTATE TRADE BETWEEN VICTORIA AND WESTERN AUSTRALIA—
continued**

Commodity and Unit of Quantity	Quantity ('000)			Value (\$'000)		
	1963-64	1964-65	1965-66	1963-64	1964-65	1965-66
IMPORTS FROM WESTERN AUSTRALIA						
Asbestos Fibre .. cwt	32	25	24	393	239	258
Foodstuffs—						
Confectionery .. lb	616	608	600	185	177	172
Fish, Fish Preparations .. lb	723	747	*	242	280	377
Meat .. lb	897	437	230	346	183	96
Vegetables, Fresh .. lb	4,338	4,741	6,137	184	232	274
Other .. ..	..	..	..	83	292	146
Hides and Skins .. lb	1,382	1,133	1,909	156	169	354
Iron and Steel .. cwt	1,526	1,842	1,397	6,826	8,440	6,753
Machines and Machinery (Except Tractors) .. ..	..	..	..	1,232	1,681	2,480
Petroleum Oils and Spirits gal	111,678	99,478	*	10,387	9,983	9,698
Silver Bullion .. fine oz	243	195	..	284	229	..
Textiles (Except Apparel) .. ..	..	..	..	231	271	327
Timber .. sup ft	2,620	2,404	1,707	336	319	223
Tractors and Parts .. ..	..	..	..	1,510	1,586	1,224
Wool .. lb	8,373	9,275	9,784	5,465	5,775	5,815
Other Commodities .. ..	..	..	..	3,611	8,716	8,334
Total .. ..	..	..	..	31,471	38,572	36,531

* No quantities recorded.

The next table shows the principal items of the trade by sea between Victoria and Tasmania during the years 1963-64 to 1965-66. Exports and imports are both valued on an f.o.b. basis.

INTERSTATE TRADE BY SEA BETWEEN VICTORIA AND TASMANIA

Commodity and Unit of Quantity	Quantity ('000)			Value (\$'000)		
	1963-64	1964-65	1965-66	1963-64	1964-65	1965-66
EXPORTS TO TASMANIA						
Alcoholic Beverages—						
Wines and Spirits .. gal	115	162	226	695	856	1,215
Other gal	307	264	342	473	426	582
Clothing and Accessories .. ..	..	..	..	*	*	4,235
Explosives .. ..	..	..	..	*	*	1,032
Food and Live Animals—						
Biscuits and Cakes	*	*	2,102	*	*	755
Confectionery .. lb	1,208	1,144	1,453	674	665	879
Fruit, Fresh .. bush	235	276	244	871	1,081	963
Milk, Processed .. lb	6,572	6,197	7,305	1,399	1,298	1,579
Sugar .. ton	4	6	7	717	1,024	1,346
Tea .. lb	1,994	1,925	2,156	1,166	1,117	1,279
Other .. ..	..	..	..	5,274	5,133	6,339
Iron and Steel .. cwt	*	*	553	*	*	3,879
Machinery—						
Electrical .. ..	..	..	..	*	*	5,831
Other .. ..	..	..	..	*	*	9,434

INTERSTATE TRADE BY SEA BETWEEN VICTORIA AND TASMANIA—
continued

Commodity and Unit of Quantity	Quantity ('000)			Value (\$'000)		
	1963-64	1964-65	1965-66	1963-64	1964-65	1965-66
EXPORTS TO TASMANIA—<i>continued</i>						
Motor Vehicles—						
Tourist	No. } 21	} 20	11	} 36,473	} 34,643	17,519
Other .. ..	.. ..	.. ..	11			
Paper Products .. ..	.. ..	.. ..	.. ..	4,051	4,048	4,324
Petroleum and Oils—						
Motor Spirit	gal 22,809	36,105	37,063	2,554	4,104	4,371
Furnace Oils	gal *	*	44,657	} 4,119	} 4,753	4,479
Other .. ..	.. ..	.. ..	.. ..
Pigments, Paints, etc.	.. ..	.. ..	.. ..	*	*	1,950
Soap .. ..	.. ..	.. ..	.. ..	1,092	1,221	1,318
Tobacco and Cigarettes	.. ..	.. ..	.. ..	9,774	9,440	10,433
Tyres and Tubes .. ..	.. ..	.. ..	.. ..	*	*	2,116
Wool	lb 4,553	4,380	3,804	3,001	2,964	2,427
Other Commodities .. ..	.. ..	.. ..	.. ..	39,448	42,303	18,133
Total .. ..	.. ..	.. ..	.. ..	111,781	115,076	126,580

* Included with other commodities.

IMPORTS FROM TASMANIA						
Foodstuffs—						
Butter	cwt 18	10	10	586	372	400
Fish .. ..	.. ..	.. ..	.. ..	307	154	309
Fruit—						
Fresh	bush 142	53	81	222	94	148
Dried, Preserved, etc.	lb 2,010	1,426	1,858	235	181	236
Hops	lb 668	374	161	425	241	104
Potatoes	ton 14	8	54	793	1,139	337
Other * .. ..	.. ..	.. ..	.. ..	10,834	13,200	14,484
Hides	cwt 14	17	12	203	269	198
Metals and Ores—						
Zinc Ingots	ton 15	22	24	3,182	5,274	6,769
Other .. ..	.. ..	.. ..	.. ..	5,573	5,911	7,167
Metal Manufactures .. ..	.. ..	.. ..	.. ..	704	2,164	761
Motor Vehicles	No. 11	11	12	17,015	16,966	18,295
Timber—						
Dressed	sup ft 11,835	12,665	13,225	2,579	2,932	3,111
Undressed	sup ft 44,119	51,279	48,738	6,040	7,214	7,108
Wool	lb 1,966	2,344	3,980	873	1,322	2,081
Other Commodities†	.. ..	.. ..	.. ..	27,666	28,887	35,885
Total .. ..	.. ..	.. ..	.. ..	77,237	86,320	97,393

* Includes confectionery—not available for publication.

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

Customs and Excise Revenue

The total gross customs duties collected by the Commonwealth in Victoria in each of the three years 1963-64 to 1965-66 was \$88,722,384, \$104,780,390 and \$104,786,642 respectively. Collections include duty received on account of goods transferred to other States for consumption and exclude duty in respect of goods imported into other States but consumed in Victoria.

The principal commodities produced in Victoria on which the Commonwealth imposes excise duty are set out in the table below, together with the gross amount of duty collected on account of each item for each of the three years 1963-64 to 1965-66. As with customs duties, collections include duty levied on goods exported to other States for consumption and exclude duty in respect of goods produced in other States, but consumed in Victoria.

VICTORIA—GROSS EXCISE DUTY COLLECTED ON PRINCIPAL COMMODITIES

Article and Unit of Quantity	Quantity on Which Duty Was Collected			Gross Excise Duty Collected		
	1963-64	1964-65	1965-66	1963-64	1964-65	1965-66
	'000			\$'000		
Beer* gal	73,112	*	*	71,894	*	*
Spirits (Potable) .. proof gal	562	601	561	4,411	4,074	5,059
Tobacco lb	2,682	2,075	1,994	4,939	4,152	4,363
Cigars and Cigarettes lb	17,970	18,958	19,595	57,063	68,270	79,907
Petrol gal	452,862	467,501	487,784	44,257	45,644	57,492
All Other Articles .. .. ..	..	..	..	5,238	79,843	95,095
Total .. .. ..	..	..	..	187,802	201,983	241,916

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

The overseas trade and the gross revenue collected at Victorian ports during the year 1965-66 are shown in the following table :

VICTORIA—OVERSEAS TRADE AND GROSS REVENUE COLLECTED AT VICTORIAN PORTS, 1965-66

(\$'000)

Particulars	Melbourne*	Geelong	Portland	Total
Overseas Trade—				
Imports	952,250	62,196	2,914	1,017,360
Exports	658,629	89,677	19,757	768,063
Total	1,610,879	151,873	22,671	1,785,423
Gross Revenue—				
Customs	102,738	1,230	819	104,787
Excise	233,367	4,882	3,667	241,916
Total	336,105	6,112	4,486	346,703

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

AUSTRALIA—VALUE OF OVERSEAS TRADE, GROSS
CUSTOMS, AND EXCISE DUTY COLLECTED BY
STATES, 1965-66
(\$'000)

State	Imports	Exports	Excess of Exports	Gross Duty Collected	
				Customs	Excise
New South Wales ..	1,257,603	781,206	- 476,397	134,810	288,538
Victoria ..	1,017,360	768,063	- 249,297	104,787	241,916
Queensland ..	240,349	462,597	222,248	22,725	88,952
South Australia ..	198,156	296,277	98,121	16,416	62,622
Western Australia ..	175,690	314,403	138,713	15,251	53,536
Tasmania ..	43,585	92,007	48,422	2,667	19,211
Northern Territory ..	5,596	6,398	802	1,003	2,067
Australian Capital Territory ..	1,153	1	- 1,152	52	14
Australia ..	2,939,492	2,720,953	- 218,539	297,711	756,856

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

Transport

Shipping

Coastal Trade

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

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

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

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

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

Searoad Service between Victoria and Tasmania

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

VICTORIA-TASMANIA : SEABOARD SERVICE, 1965-66

Name of Vessel	Passengers	Accompanied Vehicles	Trade Vehicles*	Commercial Units, etc. †	Mail Vans
"Princess of Tasmania"	88,274	21,270	2,955	8,131	320
"Bass Trader"	1,613	733	4,509	26,648	301
"South Esk" .. ..	..	..	330	8,681	..
Other A.C.S.C. Vessels ..	..	..	36	10,011	..
Total ..	89,887	22,003	7,830	53,471	621

* Motor vehicles available for sale.

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

Vessels Entered and Cleared

The number of vessels entering Victorian ports, the number cleared from those ports, and their total tonnage in each of the five years 1961-62 to 1965-66 were as follows :

VICTORIA—OVERSEAS AND INTERSTATE SHIPPING

Particulars	Year Ended 30 June—				
	1962	1963	1964	1965	1966
Entrances No.	3,545	3,581	3,717	3,690	3,753
	'000 net tons	14,909	15,183	16,137	16,534	16,380
Clearances No.	3,537	3,581	3,681	3,679	3,754
	'000 net tons	14,872	15,187	15,940	16,448	16,384

Shipping with Various Countries

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

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

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

Country	Year Ended 30 June—				
	1962	1963	1964	1965	1966
VESSELS ENTERED					
COMMONWEALTH COUNTRIES—					
Australian States	5,548	5,291	5,735	5,869	5,733
United Kingdom	1,513	1,535	1,474	1,506	1,522
Nauru	348	338	385	291	198
Canada	378	416	359	463	498
India, Pakistan, and Ceylon	257	170	155	182	166
Malaysia	*	*	*	356	258
New Zealand	452	502	411	269	518
Other Commonwealth Countries	999	834	970	687	564
Total Commonwealth Countries	9,495	9,086	9,489	9,623	9,457
FOREIGN COUNTRIES—					
Arabian States	1,313	1,982	1,600	2,144	2,033
China, Republic of (Mainland) ..	77	36	104	51	105
Germany, Federal Republic of ..	335	367	391	359	492
Indonesia	308	222	269	266	216
Iran	364	339	445	109	166
Italy	225	221	228	262	265
Japan	838	809	1,152	968	1,069
Netherlands	189	136	97	90	56
United States of America	548	652	789	897	868
Other Foreign Countries	682	640	957	1,001	1,026
Total Foreign Countries ..	4,879	5,404	6,032	6,145	6,296
Grand Total	14,374	14,490	15,521	15,768	15,753

* Included under "Other Commonwealth Countries."

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

Country	Year Ended 30 June—				
	1962	1963	1964	1965	1966
VESSELS CLEARED					
COMMONWEALTH COUNTRIES—					
Australian States	5,912	5,803	6,260	6,520	6,264
United Kingdom	1,630	1,412	1,480	1,486	1,403
Nauru	195	221	305	162	197
Canada	308	322	261	297	324
India, Pakistan, and Ceylon..	314	219	276	333	248
Malaysia	*	*	*	397	346
New Zealand	454	379	441	317	555
Hong Kong	268	235	271	321	366
Other Commonwealth Countries	654	845	697	462	380
Total Commonwealth Countries	9,735	9,436	9,991	10,295	10,083
FOREIGN COUNTRIES—					
Arabian States	1,324	1,470	1,310	1,988	2,108
China, Republic of (Mainland)..	259	217	393	210	343
Germany, Federal Republic of..	248	279	337	280	360
Indonesia	170	162	205	211	226
Iran	240	377	455	285	214
Italy	281	265	273	300	268
Japan	593	753	894	804	833
Netherlands	140	180	206	59	79
Poland	57	85	63	154	109
United States of America	437	532	379	304	365
Other Foreign Countries	791	709	829	823	857
Total Foreign Countries	4,540	5,029	5,344	5,417	5,762
Grand Total	14,275	14,465	15,335	15,712	15,845

* Included under "Other Commonwealth Countries."

Nationality of Shipping

The countries of registration of vessels which entered or were cleared at Victorian ports during the years 1964–65 and 1965–66 were as follows :

VICTORIA—NATIONALITY OF SHIPPING
(’000 Net Tons)

Vessels Registered at Ports in—	Vessels Entered		Vessels Cleared	
	1964–65	1965–66	1964–65	1965–66
COMMONWEALTH COUNTRIES—				
Australia	2,786	3,195	2,813	3,199
United Kingdom	6,060	5,322	5,967	5,327
New Zealand.. .. .	167	203	162	227
Hong Kong	215	233	225	215
Other Commonwealth Countries	153	160	142	133
Total Commonwealth Countries	9,381	9,113	9,309	9,101

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

Vessels Registered at Ports in—	Vessels Entered		Vessels Cleared	
	1964-65	1965-66	1964-65	1965-66
FOREIGN COUNTRIES—				
Denmark	255	210	263	206
France	221	341	206	339
Netherlands	925	843	883	830
Germany, Federal Republic of ..	709	568	735	528
Greece	432	549	412	553
Italy	828	730	819	732
Japan	540	717	535	722
Liberia	918	1,059	908	1,067
Norway	1,260	1,258	1,297	1,275
Sweden	587	515	593	554
United States of America ..	167	165	171	170
Panama	155	189	158	180
Other Foreign Countries ..	157	122	159	128
Total Foreign Countries ..	7,154	7,266	7,139	7,283
Grand Total	16,534	16,380	16,448	16,384

Shipping Entered at Victorian Ports

Particulars of shipping which entered each principal port of Victoria are given in the following table for the years 1964-65 and 1965-66 :

VICTORIA—VESSELS ENTERED AT EACH PORT

Class of Vessel	Melbourne		Geelong		Portland	
	1964-65	1965-66	1964-65	1965-66	1964-65	1965-66
Number						
Overseas—						
Direct	264	221	247	251	9	10
Other	1,602	1,574	206	166	81	79
Interstate	1,072	1,213	196	220	13	19
Total	2,938	3,008	649	637	103	108
’000 Net Tons						
Overseas—						
Direct	1,341	983	1,957	1,969	42	53
Other	9,039	8,980	1,074	873	340	331
Interstate	2,084	2,304	582	772	76	115
Total	12,464	12,267	3,612	3,614	458	499

Cargoes Discharged and Shipped

The following tables show the tonnage of overseas and interstate cargoes discharged and shipped in Victorian ports during 1964-65 and 1965-66, as well as the tonnage of overseas cargoes discharged and shipped during the years 1963-64 to 1965-66 according to the nationalities of the vessels in which the cargoes were carried :

VICTORIA—CARGOES DISCHARGED AND SHIPPED AT EACH PORT

('000 Tons)

Particulars	Melbourne		Geelong		Portland	
	1964-65	1965-66	1964-65	1965-66	1964-65	1965-66
DISCHARGED						
Interstate—						
Weight	1,818	1,718	594	558	86	79
Measure	681	830	*	1	..	..
Overseas—						
Weight	3,657	3,220	3,581	3,867	*	23
Measure	1,521	1,550	1	27	..	..
SHIPPED						
Interstate—						
Weight	375	440	931	758	19	1
Measure	699	702	1	2	..	..
Overseas—						
Weight	1,061	1,017	1,506	1,461	176	69
Measure	662	675	2	2	..	..

NOTE—1 ton measurement = 40 cubic feet.

* Less than 500 tons.

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

('000 Tons)

Vessels Registered at Ports in—	1963-64		1964-65		1965-66	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
COMMONWEALTH COUNTRIES—						
Australia	8	44	57	9	3	49
United Kingdom ..	2,896	1,291	3,252	1,091	3,039	1,110
New Zealand	92	132	94	124	93	182
Other Commonwealth	117	159	110	185	181	102
Total Commonwealth Countries	3,113	1,626	3,513	1,410	3,316	1,443

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

Vessels Registered at Ports in—	1963-64		1964-65		1965-66	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
FOREIGN COUNTRIES—						
Denmark	281	87	237	55	100	40
France	180	10	396	9	647	7
Germany, Federal Republic of	236	177	607	150	500	128
Greece	96	648	70	280	122	322
Italy	453	8	432	53	224	4
Japan	156	121	209	120	314	134
Liberia	1,006	118	1,112	82	1,277	130
Netherlands	479	393	498	342	418	244
Norway	1,217	609	1,176	489	1,308	437
Panama	265	41	97	77	169	69
Sweden	484	154	326	157	231	142
United States of America	63	25	50	34	37	27
Other Foreign	42	176	38	149	24	98
Total Foreign Countries	4,958	2,567	5,247	1,996	5,371	1,782
Grand Total ..	8,071	4,193	8,760	3,406	8,687	3,225

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

Port Phillip Sea Pilots

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

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

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

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

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

The following table shows the number of ships (sailing inwards and outwards) piloted through Port Phillip Heads during the years 1957 to 1966 :

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

Year			No. of Ships	Year			No. of Ships
1957	..	..	3,054	1962..	..	..	4,177
1958	..	..	3,311	1963..	..	..	4,333
1959	..	..	3,593	1964..	..	..	4,505
1960	..	..	3,768	1965..	..	..	4,738
1961	..	..	4,228	1966..	..	..	4,759

Further Reference, 1963

Melbourne Harbor Trust

Administration

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

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

Finance

The Port of Melbourne is self supporting, and does not receive any financial grants from the State Government. The Trust is financed by the users of the port, and it derives its income from a number of charges, principally wharfage rates, levied on each ton of cargo landed, and tonnage rates—levied on the gross registered tonnage of ships and the time they spend in port. Other charges cover rent of sheds, hire of port owned cargo handling equipment, general port services, and rental of land reserved for essential long term port development. Expenditure is on port maintenance, reconstruction, modernisation, and development, with any surplus put back into port development. In 1966, the Trust had more than \$40m invested in assets. Capital

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

Changing Trends in Port Development

Since 1958, there have been marked changes in the type of facilities required in the Port of Melbourne, Victoria's principal sea terminal, to cater for new and improved methods of cargo handling on ship and shore. Before that there were relatively few changes in the techniques of handling general cargo in and out of ships, although previously major changes had been made in the handling of the cargo on shore.

Containerisation and unitisation are the new methods of handling general cargo both on shore and in specially designed ships, and the Port of Melbourne has been very active in the development and extension of this type of cargo handling on the Australian coast.

By 1966, the development of special ships and the new cargo handling methods resulted in the provision of six special berths with increased adjoining land areas to cater for the new methods in the trade between Melbourne and the ports of Devonport, Burnie, Bell Bay, Launceston, and Hobart in Tasmania; Fremantle in Western Australia; and Currie on King Island in Bass Strait. The busiest specialised berth in 1966 handled a cargo volume of more than 500,000 tons of imports and exports, with a berth utilisation of 50 per cent; a ship turn round time of eight hours; and a cargo clearance from the wharves of about 24 hours.

Expansion of existing specialised shipping services is now planned and the port has estimated its expenditure on additional facilities at \$1.2m for 1967-68. Projects already started are planned for completion by 1968.

The new techniques of cargo handling are now being introduced into the overseas trade through the port, and to meet the requirements of shipping companies who are planning or committed to the new methods with specialised ships, a new dock system is under construction.

The first stage is expected to be in operation by 1968. Construction, started in 1966, includes the widening of the River Yarra navigation channel to a width of 400 ft at an estimated expenditure of \$3m, and dredging, reclamation, and construction of the first specialised overseas berth at an estimated cost of \$5m. Expenditure for 1967-68 is estimated to be \$1.8m. The new berth will guarantee a depth of water for a draught of 35 ft and will comprise a total area of 18 acres for container marshalling and access roads alongside the berth.

The pattern of overseas cargo throughout, turn round, and cargo clearance is expected to be on similar lines as in the existing coastal trade through the port.

A list of port facilities is to be found on page 748 of the *Victorian Year Book* 1967.

Further References, 1961 to 1967

The following table shows particulars of the financial operations of the Melbourne Harbor Trust for the years 1962 to 1966 :

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

Particulars	1962	1963	1964	1965	1966
REVENUE					
Wharfage and Tonnage Rates ..	4,884	5,442	7,145	7,058	6,393
Rent of Sheds	208	326	637	606	572
Special Berth Charges	362	428	456	431	317
Rent of Lands	610	662	666	725	949
Crane Fees	1,296	1,436	1,613	1,800	1,672
Other	598	676	796	814	792
Total Revenue	7,958	8,970	11,312	11,434	10,695
EXPENDITURE AND APPROPRIATIONS					
Administration and General Expenses	474	500	710	784	874
Port Operating Expenses	1,768	1,916	2,160	2,413	2,422
Maintenance—					
Dredging	822	846	1,326	508	265
Harbour	60	90	75	123	110
Wharves	656	494	502	648	638
Approaches	72	78	90	117	125
Railways	46	32	44	51	79
Cargo Handling Equipment	244	288	304	325	342
Other Properties	44	48	38	62	93
Interest	1,384	1,440	1,482	1,465	1,551
Depreciation and Renewals	882	1,386	1,647	1,486	1,584
Insurance	86	160	165	96	99
Sinking Fund	404	458	1,150	928	160
General Reserve .. .. .	..	..	..	800	900
Payments to Consolidated Revenue	984	1,100	1,437	1,420	1,287
Other	6	20	*	1	2
Total Expenditure and Appropriations	7,932	8,856	11,132	11,226	10,530
CAPITAL OUTLAY					
Land and Property	100	82	253	224	106
Reclamation	24	56	23	32	312
Deepening Waterways	536	592	154	786	1,239
Wharves and Sheds Construction ..	878	970	1,423	1,709	1,760
Cargo Handling Equipment	72	116	294	359	1,252
Approaches Construction	214	142	361	464	303
Floating Plant	618	152	59	11	95
Other Works, etc.	176	306	253	768	675
Total Capital Outlay	2,618	2,416	2,821	4,352	5,742
Loan Indebtedness at 31 December	29,750	29,836	29,773	30,473	32,247

* Under \$500

Geelong Harbor Trust

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

Entrance to the port is by 15 miles of channel dredged to a depth of 36 ft and a width of 400 ft.

There are nineteen effective berths in the port and two berths at the Commonwealth Explosives Pier, Point Wilson—owned and operated

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

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

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

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

Particulars of the financial operations of the Geelong Harbor Trust for the years 1962 to 1966 are shown in the following table :

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

(\$'000)

Particulars	1962	1963	1964	1965	1966
REVENUE					
Wharfage, Tonnage, and Special					
Berth Rates	1,996	2,156	2,284	2,238	2,373
Shipping Services	444	517	615	722	838
Rents, Fees, and Licences	32	36	38	43	45
Freezing Works and Abattoirs	36	44	50	63	64
Other	70	79	115	159	120
Total Revenue	2,578	2,832	3,102	3,225	3,440
EXPENDITURE AND APPROPRIATIONS					
Management Expenses	242	252	272	344	366
Shipping Services	409	464	516	622	647
Maintenance—					
Wharves and Approaches	42	82	70	77	102
Harbour	74	78	78	85	71
Floating Plant	20	10	24	10	13
Other	16	22	22	18	17
Interest on Loans	310	320	344	390	401
Sinking Fund	62	60	72	77	76
Depreciation Provision	378	394	414	432	515
Port Development Fund .. .. .	..	..	..	..	1,007
Other	51	54	102	72	62
Total Expenditure and Appropriations	1,604	1,736	1,914	2,127	3,277

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

Particulars	1962	1963	1964	1965	1966
CAPITAL OUTLAY (NET)					
Floating Plant	72	178	592	100	..
Land and Property	54	84	104	294	70
Deepening Waterways	652	636	228	500	69
Wharves and Approaches	364	498	898	2,332	431
Other	6	34	30	46	11
Total Capital Outlay	1,148	1,430	1,852	3,272	581
LOAN INDEBTEDNESS AT 31 DECEMBER					
State Government	234	234	228	193	124
Public	5,900	5,878	6,958	7,490	7,404
Total Loan Indebtedness	6,134	6,112	7,186	7,683	7,528

Portland Harbor Trust

Situated on the south-west coast of Victoria, the Port of Portland has been administered by the Portland Harbor Trust Commissioners since 1951 and serves an area of about 40,000 square miles of western Victoria and the south-east of South Australia. The Port is within a few miles of the main overseas and coastal shipping routes and provides direct access for vessels right up to the entrance of the harbour basin.

Two breakwaters enclose an area of 250 acres of sheltered water to form the harbour basin, while all cargo berths have rail and road access to main Victorian and interstate traffic routes. While the original construction of the deep water port was designed primarily to handle the maritime trade of a predominantly rural area, current planning embraces the needs of secondary industry, with particular emphasis on those associated with wool, petroleum, timber processing, and the manufacture of fertilizers.

The main factors associated with the recent increase of trade are the volume of petroleum products imported into and distributed from the town, the establishment of Portland as a major wool selling centre, and the export of bulk grain. The importation of coffee beans and paper pulp is also planned.

A capital works programme involving the expenditure of \$950,000 was to be undertaken by the Portland Harbor Trust during 1967-68. Major items of expenditure involve the completion of the new bulk shipping berth, installation of associated services to No. 2 Quay, and

the removal of overburden at Cape Grant quarry to open up new reserves of high quality basalt rock. Provision has also been made for the construction of a spur line from the port railway to service a new fertilizer complex being erected adjacent to the main shipping berths, extension of the Harbor Trust sorting sidings, re-alignment of a section of the harbour canal, and the reclamation of additional industrial land fronting the canal. Extensions to the grain terminal receipt depot, together with provision for the receipt of bulk grain from road transport are due to be completed within 1967-68, and a dredging programme will be commenced along the west side of No. 1 Dock.

Particulars of the financial operations of the Portland Harbor Trust for the years 1961-62 to 1965-66 are set out in the following table :

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

Particulars	1961-62	1962-63	1963-64	1964-65	1965-66
REVENUE					
Wharfage Rates	98	126	130	117	137
Tonnage Rates	16	22	22	24	21
Shipping Services	36	44	42	84	63
State Government Grant	604	498	646	711	576
Grain Terminal .. ..	..	..	..	5	82
Other	54	64	86	53	46
Total Revenue	808	754	926	994	925
EXPENDITURE AND APPROPRIATIONS					
Administration	48	64	58	59	68
Maintenance	94	80	60	67	78
Shipping Services	48	70	74	92	61
Depreciation	14	14	16	12	26
Interest on Loans	512	562	562	622	677
Sinking Fund	44	42	42	47	83
Grain Terminal (excl. Depreciation) .. ..	..	..	..	4	35
Other	4	2	2	8	4
Total Expenditure and Appropriations	764	834	814	911	1,032
CAPITAL OUTLAY					
Floating Plant	136	..	..	..	..
Reclamation .. ..	..	2	3	30	315
Grain Terminal .. ..	..	..	133	1,036	111
Deepening Waterways	50	50	30	..	51
Wharves and Sheds	290	302	68	173	386
Breakwater Construction	148	160	70	18	..
Other	85	46	48	131	185
Total	709	560	352	1,388	1,048
Loan Indebtedness at 30 June—					
State Government	4,092	4,092	4,092	4,083	4,083
Public	9,794	10,274	10,952	12,310	13,027
Total Loan Indebtedness	13,886	14,366	15,044	16,393	17,110

Westernport

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

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

The depths available in Westernport are sufficient for tankers of 47 ft draught, and, with some dredging in the vicinity of Crib Point, a marine terminal has been established capable of berthing tankers of 100,000 tons deadweight. The main terminal provides two berthing heads, the northern one being capable of taking tankers up to 100,000 tons deadweight, and the southern one 40,000 ton tankers. In the first year of operations some 80 tankers used the port. To facilitate berthing, two ocean-going tugs—each of 1,500 hp and with a bollard pull of 20 tons—are provided. These tugs are fitted with fire-fighting equipment and lifting gear capable of handling the 6-ton navigation buoys in service at the port.

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

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

A 200 ft extension to Stony Point Jetty provides a berth for the two tugs, and a new parallel jetty is used to berth smaller craft. Pilotage for the port is undertaken by the Port Phillip Sea Pilots. Large tankers

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

Further Reference, 1967

Railways

Geographical Factors

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

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

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

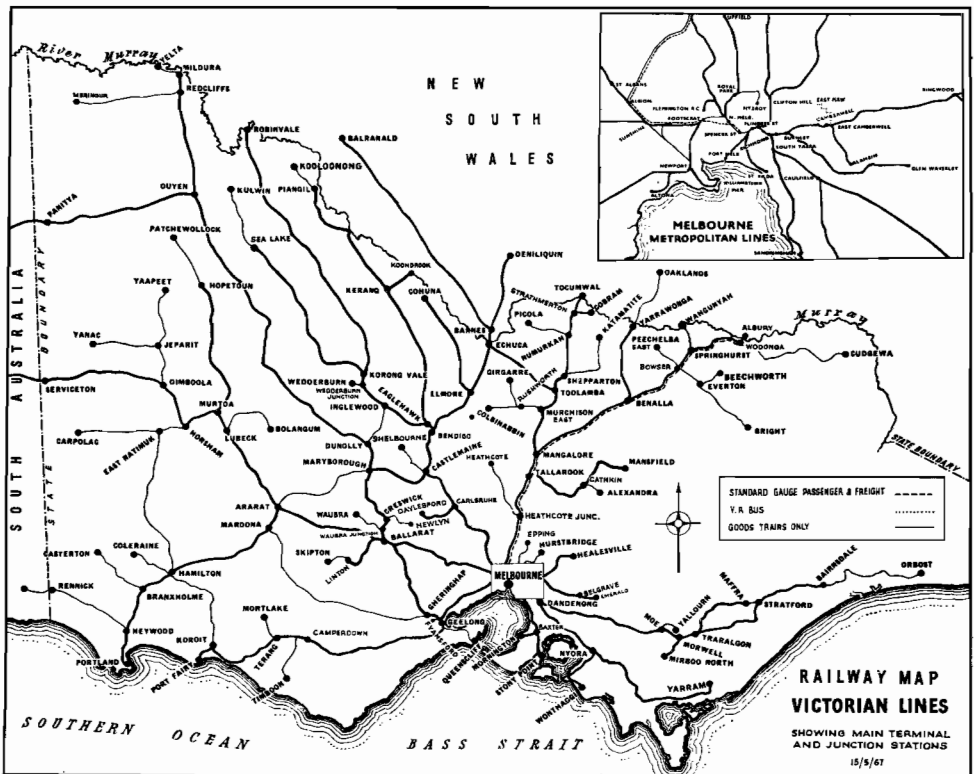


FIGURE 19.

Historical Development

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

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

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

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

Administration and Functions

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

Main Locations of Tracks

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

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

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

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

Main Types of Rolling Stock and Services

Diesel-electric locomotives—the S class and X class (1,800 hp) and B class (1,600 hp)—haul Victorian Railways fast passenger and freight trains. The T class (950 hp) diesel-electric locomotive is mainly a freight train operator, but it also hauls selected passenger trains. The Y class (650 hp) diesel-electric locomotive hauls branch line freight trains and is also used on freight yard work. The W class (650 hp) diesel-hydraulic locomotive and the F class (350 hp) diesel-electric are almost exclusively used on shunting and transfer work. The L class (2,400 hp) electric locomotive hauls passenger and freight trains on the Gippsland line—Victoria's longest electrified track. Country passenger train services are supplemented by 102 hp, 153 hp, and 280 hp diesel, and 260 hp diesel-electric rail-cars. R, J and K class steam locomotives now haul only freight trains. Modern multiple-unit saloon type suburban electric trains are progressively replacing obsolete swing-door compartment type trains on the suburban electric service.

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

Freight wagons are of the fixed wheel or bogie types. They include many types of wagons and vans, up to 57-ton capacity, and a wide variety of specially designed wagons to carry loads ranging up to 170 tons.

Suburban Tracks

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

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

Passenger and Goods Traffic, Fares, and Freight Rates

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

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

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

The bulk of the passenger revenue is derived from the operation of the suburban electrified service ; traffic on this has fallen slightly in recent years. Following elimination of break of gauge at Albury for passenger trains during April, 1962, a significant gain has been recorded

in passenger traffic between Melbourne and Sydney, and interstate passenger business generally has been active. Introduction of air-conditioned carriages on several country lines in recent years has also resulted in improved services.

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

Parcels sent by passenger trains are a large revenue earner.

Standardisation of Gauge in Australian Network

The track mileage of the standard gauge line between Melbourne and Albury, including loops, departmental sidings, and dual gauge, but not including private sidings, is 243 miles.

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

The development of bogie exchange at Melbourne and Wodonga (Victoria) and Port Pirie (South Australia) has facilitated the interstate railing of freight as far as Kalgoorlie (Western Australia) as it has overcome the disabilities inherent in the transshipment of goods. Bogie exchange has also extended the advantages of standard gauge throughout Victoria for many classes of freight. The volume of standard gauge freight is increasing from year to year.

Developmental Programme

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

The current financial programme provides for further work to proceed on the Melbourne Goods Yard re-arrangement project (including an automated shunting hump), additional suburban track work, automatic signalling improvements, etc.

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

Additional amounts have been allocated for building vehicles for general merchandise and to handle specialised traffic, such as flexivans, steel sections, motor cars, bulk cement, and freight consignments of unusual length.

Further References, 1961-1967

The succeeding tables relate to the State railways and road motor services under the control of the Victorian Railways Commissioners. Certain border railways in New South Wales are, by agreement between the Victorian and New South Wales Governments, under the control of the Victorian Railways Commissioners. Particulars of these have been included with those of the State railways being operated within the State. Details of the operations of the road motor services are shown on page 762.

Capital Cost of Railways and Equipment

The capital cost of all lines constructed and in course of construction, and of all works, rolling-stock and equipment of the Railways Department as at 30 June of each of the five years 1962 to 1966 is shown in the following table :

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

At 30 June—	Railways		Road Motor Services	Total Capital Cost*
	Lines Opened	Lines in Process of Construction		
1962	291,008	1,948	20	293,264
1963	302,402	2,224	14	304,856
1964	312,512	2,478	47	315,172
1965	322,259	2,686	38	325,053
1966	332,956	2,693	61	335,710

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

At 30 June 1966 the capital cost of the broad gauge rolling-stock, after being written down in accordance with the *Railways (Finances Adjustment) Act 1936*, and allowing for depreciation was \$93.5m ; of the narrow gauge \$0.01m ; and of the uniform gauge \$6.8m.

Loan Liability and Interest

The face value of stock and bonds allocated to the Railways Department, as reduced in accordance with the *Railways (Finances Adjustment) Act 1936*, amounted to \$362.8m at 30 June 1966.

After deducting the value of securities purchased from the National Debt Sinking Fund and cancelled (\$47.3m), the net liability on current loans outstanding at that date was \$315.5m.

The total liability of the State for railways construction, etc., at 30 June 1966 (which includes the liability referred to in the previous paragraph) was \$424.5m. Deduction of securities purchased from the National Debt Sinking Fund and cancelled (\$68.2m) together with cash at credit in the Fund (\$0.06m) reduced the amount outstanding at the end of the year to a net liability of \$356.3m.

The *Railways (Funds) Act* 1961 provided that interest and other charges on moneys borrowed for the purposes of the *Railways Act* 1958 should not henceforth be included in the accounts of the Victorian Railways, but would be charged against the revenues of the State. However, the *Railways (Funds) Act* 1964 reimposed on the Railways, with effect from 1 July 1964, the obligation to pay interest and debt charges on moneys borrowed for the purposes of the *Railways Act* 1958 on and after 1 July 1960. The total annual interest payable on the liability of \$356.3m at 30 June 1966, amounted to \$16.7m at an average rate of 4.683 per cent. Of this amount, the Victorian Railways are liable for \$4.5m. In addition, the State is required to pay a contribution of \$3.1m at a rate of 4.50 per cent on cancelled securities.

Additional funds, which amounted to \$50.6m at 30 June 1966, have been provided for railway construction, equipment, stores, etc., out of Consolidated Revenue, the National Recovery Loan, the Uniform Railway Gauge Trust Fund, and other funds. No interest is charged against railway revenue on these amounts with the exception that interest at 5 per cent is payable to the Commonwealth on the repayable principal amount outstanding in respect of expenditure on the uniform gauge. (See page 621 of the *Victorian Year Book* 1966.)

Railways Staff

The number of officers and employees in the Railways Service (including casual labour and butty-gang workers), and the amount of salaries and wages (including travelling and incidental expenses) paid in each of the five financial years 1961-62 to 1965-66 are shown in the following table :

VICTORIA—RAILWAYS STAFF : NUMBERS, SALARIES, ETC.

Year Ended 30 June—	Number of Employees at End of Year			Salaries, Wages, and Travelling Expenses
	Permanent	Supernumerary and Casual	Total	
1962	17,624	11,356	28,980	\$'000 68,914
1963	18,047	11,202	29,249	66,156
1964	17,848	10,349	28,197	69,087
1965	16,859	10,604	27,463	75,760
1966	16,158	11,473	27,631	77,980

Railways Route Mileage

The route mileage of the railways (exclusive of road motor service route mileage) for each of the years 1961-62 to 1965-66 is given in

the following table. The opening of the standard gauge line in January, 1962 resulted in an increase in the mileage of lines with two or more tracks as at June 1962.

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

VICTORIA—RAILWAYS ROUTE MILEAGE (EXCLUDING ROAD MOTOR SERVICES)

Particulars	At 30 June—				
	1962	1963	1964	1965	1966
LINES OPEN FOR TRAFFIC					
	route miles				
Single Track—Broad Gauge* ..	3,756	3,756	3,700	3,694	3,671
Narrow Gauge ..	34	8	8	8	8
Double Track—Broad Gauge* ..	426	426	425	431	431
Other Multi-Track—Broad Gauge*	75	75	77	78	78
Total Route Mileage ..	4,291	4,265	4,210	4,211	4,188

* Broad gauge refers to 5 ft 3 in gauge track and since 1961 has included 4 ft 8½ in gauge track and dual track.

Railways Rolling Stock

The following table provides a description of the various types of rolling stock in service (exclusive of road motor rolling stock) for each of the years 1961–62 to 1965–66 :

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

Rolling Stock in Service	At 30 June—				
	1962	1963	1964	1965	1966
Locomotives—					
Steam	272	258	246	220	181
Electric	35	35	35	35	35
Diesel Electric	105	105	139	161	185
Other*	79	83	84	87	85
Total	491	481	504	503	486
Passenger Coaches—					
Electric Suburban	1,068	1,080	1,074	1,080	1,089
Other†	649	614	614	600	590
Total	1,717	1,694	1,688	1,680	1,679
Goods Stock ‡	21,667	21,761	21,792	21,891	21,910
Service Stock	1,729	1,667	1,660	1,676	1,659

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

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

‡ All parcels and brake vans are included, and since 1962 standard gauge stock has been included.

Railways Traffic

The traffic of the railways (exclusive of road motor traffic) for each of the years 1961-62 to 1965-66 is shown in the table below :

VICTORIA—RAILWAYS TRAFFIC (EXCLUDING ROAD MOTOR SERVICES)

Traffic	During Year Ended 30 June—				
	1962	1963	1964	1965	1966
Traffic Train Mileage—Country '000	4,720	4,829	4,835	4,836	4,738
Suburban '000	8,296	8,303	8,369	8,480	8,458
Goods '000	5,887	6,345	6,909	7,172	6,949
Total .. '000	18,903	19,477	20,113	20,488	20,145
Passenger Journeys—Country '000	4,790	5,140	5,082	4,907	4,793
Suburban '000	147,977	147,587	148,313	144,846	144,332
Total .. '000	152,767	152,727	153,396	149,753	149,125
Goods and Livestock Carried '000 tons	10,350	10,841	12,132	12,596	12,156

The tonnage of various classes of goods and the total tonnage of livestock carried by the Victorian Railways for each of the years 1961-62 to 1965-66 are shown in the following table :

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

Class of Goods	Quantity Carried				
	1961-62	1962-63	1963-64	1964-65	1965-66
Butter	80	85	86	90	82
Grain—					
Barley	175	177	177	215	210
Wheat	1,902	1,887	2,368	2,235	2,035
Other	289	318	307	343	220
Flour	179	168	218	197	153
Bran, Pollard, and Sharps ..	75	67	82	76	53
Fruit—					
Fresh	112	111	109	110	92
Dried	64	65	67	71	74
Beer	121	119	124	129	134
Briquettes	1,608	1,526	1,586	1,594	1,571
Cement	473	468	573	731	782
Coal—					
Black	245	205	219	214	195
Brown	422	390	483	389	363
Galvanised Iron	116	80	111	111	104
Iron, Steel Bar Rods, etc., Un- prepared	206	404	448	473	424
Manures	751	818	951	1,077	1,154
Motor Cars and Bodies	94	140	175	192	182
Petrol, Benzine, etc.	205	207	195	155	132
Pulpwood	91	97	83	109	124
Pulp and Paper	138	141	128	129	125
Timber	197	234	264	292	272
Wool	134	115	132	136	133
All Other Goods	2,409	2,726	2,934	3,169	3,303
Total Goods	10,086	10,548	11,820	12,237	11,917
Total Livestock	264	293	312	359	239
Grand Total Goods and Livestock	10,350	10,841	12,132	12,596	12,156

Railways Revenue and Expenditure

The revenue and expenditure of the Railways Department during each of the five financial years 1961-62 to 1965-66 were as follows :

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

Particulars	Year Ended 30 June—				
	1962	1963	1964	1965	1966
REVENUE					
Passenger, etc., Business—					
Passenger Fares	25,026	25,104	25,201	27,455	27,826
Parcels, Mails, etc.	2,810	2,894	3,044	3,376	3,630
Other	76	80	77	87	163
Goods, etc., Business—					
Goods	48,724	50,470	56,121	60,488	59,276
Livestock	1,848	1,988	1,941	2,158	1,478
Miscellaneous	900	628	677	722	692
Miscellaneous—					
Dining Car and Refreshment Services	3,056	3,004	2,964	3,058	3,345
Rentals	1,536	1,568	1,588	1,653	1,710
Bookstalls	808	828	828	920	1,054
Advertising	200	210	219	208	211
Other	234	206	219	201	234
Total Revenue	85,218	86,980	92,878	100,326	99,619
EXPENDITURE					
Working Expenses—					
Way and Works	17,008	17,068	17,633	18,851	19,633
Rolling Stock	23,592	24,246	26,388	29,071	28,997
Transportation	27,564	27,958	28,857	31,743	32,939
Electrical Engineering Branch	4,222	4,234	4,328	4,471	4,563
Stores Branch	1,134	1,206	1,277	1,406	1,426
Pensions	4,516	4,658	4,797	4,870	4,945
Service Grants and Retiring Gratuities*	1,550	1,520	1,566	1,343	1,173
Contributions to Railway Renewals and Replacement Fund	400	400	400	400	400
Contributions to Railway Accident and Fire Insurance Fund	1,008	1,100	1,163	1,533	1,315
Pay-roll Tax	1,670	1,586	1,647	1,803	1,744
Long Service Leave	1,246	1,010	1,236	1,371	1,353
Other	2,048†	2,142†	2,344†	2,606†	2,664†
Total Working Expenses	85,958	87,128	91,636	99,470	101,151
Net Revenue	-740	-148	+1,243	+856	-1,532

For footnotes see next page.

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

Particulars	Year Ended 30th June—				
	1962	1963	1964	1965	1966
EXPENDITURE—<i>continued</i>					
Debt Charges—					
Interest Charges and Expenses† ..	}	}	}	2,918 ||	3,726
Exchange on Interest Payments and Redemption				131 ||	176
Contribution to National Debt Sinking Fund				137 ||	129
Net Result for Year ..	..	..	..	-2,330	-5,563
Per Cent					
Proportion of Working Expenses to Revenue	100·9	100·2	98·7	99·1	101·5

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

† Including interest paid to Commonwealth under Railways Standardisation Agreement viz., 1962, \$160,084; 1963, \$216,832; 1964, \$234,692; 1965, \$229,796, and 1966, \$224,898.

‡ Including Loan Conversion Expenses.

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

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

Revenue for 1965-66 decreased by \$706,977 compared with 1964-65. Total working expenses increased by \$1,681,391 as compared with the previous year.

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

The earnings, expenses charged to railway revenue, and gross revenue per average mile of railway worked for each of the five years 1961-62 to 1965-66 were as shown in the following table :

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

Particulars	Year Ended 30 June—				
	1962	1963	1964	1965	1966
Average Number of Miles Open for Traffic	4,291	4,265	4,242	4,211	4,189
Gross Revenue per Average Mile Open \$	19,842	20,376	21,878	23,807	23,765
Working Expenses per Average Mile Open \$	19,998	20,398	21,572	23,590	24,112

Road Motor Services

The following table gives, for each of the five years 1961-62 to 1965-66, particulars of the operations of the road motor services under the control of the Railways Commissioners :

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

Particulars	Year Ended 30 June—				
	1962	1963	1964	1965	1966
Car Mileage	326,094	321,680	341,304	329,635	314,337
Passenger Journeys ..	1,308,416	1,252,167	1,243,820	1,154,104	1,060,324
Gross Revenue \$	74,768	73,648	72,800	73,274	68,225
Working Expenses \$	146,816	128,262	122,132	133,138	145,393
Interest Charges and Exchange \$	*	*	*	750†	..
Capital Expenditure at End of Year (Less Depreciation Written Off) .. \$	20,410	14,452	46,962	38,156	60,859

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

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

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

Tramway and Omnibus Services

Melbourne and Metropolitan Tramways Board

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

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

Details of the revenue and expenditure of the Melbourne and Metropolitan Tramways Board for the years 1962-63 to 1965-66 are shown in the following table :

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

Particulars	Year Ended 30 June—			
	1963	1964	1965	1966
REVENUE				
Traffic Receipts	16,770	16,474	17,580	17,421
Miscellaneous Operating Receipts ..	126	166	171	177
Non-operating Receipts	476	297	290	356
Total Revenue	17,372	16,937	18,041	17,954
EXPENDITURE				
Traffic Operation Costs	7,664	7,819	8,311	8,430
Maintenance—				
Permanent Way	772	770	910	924
Tramcars	2,042	2,055	2,229	2,315
Buses	754	744	773	774
Electrical Equipment of Lines and Sub-stations	410	433	483	501
Buildings and Grounds	246	254	257	229
Electric Traction Energy	924	908	889	884
Fuel Oil for Buses	230	213	200	171
Bus Licence and Road Tax Fees ..	22	21	25	27
General Administration and Stores Department Costs	904	996	1,172	1,183
Pay-roll Tax	292	297	320	326
Workers Compensation Payments ..	318	328	359	338
Depreciation	886	902	922	1,013
Non-operating Expenses	54	52	59	63
Provisions—				
Long Service Leave	234	225	240	318
Retiring Gratuities	412	434	436	587
Accrued Sick Leave	32	36	46	57
Public Risk Insurance	206	207	230	234
Interest on Loans	952	945	1,035	1,129
Obsolescence in Stores Stock ..	8	8	6	7
Total Expenditure	17,362	17,647	18,902	19,509
Net Surplus (+) or Deficit (—) ..	+10	—710	—861	—1,555
Capital Outlay	892	1,101	2,886	1,442
Loan Indebtedness at 30 June ..	18,324	18,497	20,950	22,396

Particulars relating to the tramway systems under the control of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1961–62 to 1965–66 in the following table :

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : TRAMWAYS

Year Ended 30 June—	Track Open at 30 June—		Tram Mileage	Passenger Journeys	Operating Receipts	Operating Expenses	At 30 June—	
	Double	Single					Rolling-Stock	Persons Employed
	miles		'000		\$'000		No.	
1962..	138	4	18,814	167,250	14,344	14,170	715	4,298
1963..	135	4	17,708	162,692	13,860	13,764	712	4,204
1964..	134	4	17,575	160,479	13,630	14,011	712	3,968
1965..	134	4	16,920	147,891	14,552	15,047	703	3,793
1966..	134	4	16,609	140,556	14,727	15,636	693	3,786

In the following table, the operations of the motor omnibus systems of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1961–62 to 1965–66 :

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : MOTOR OMNIBUS SYSTEMS

Year Ended 30 June—	Route Miles	Bus Mileage	Passenger Journeys	Operating Receipts	Operating Expenses	At 30 June—	
						Rolling-Stock	Persons Employed
		'000		\$'000		No.	
1962 ..	123	6,993	31,313	2,978	3,570	238	937
1963 ..	123	7,341	32,634	3,036	3,544	238	918
1964 ..	123	7,283	32,426	3,010	3,583	232	869
1965 ..	123	7,267	29,812	3,199	3,797	223	842
1966 ..	123	6,763	25,120	2,871	3,809	231	828

The following tables give an analysis of operating receipts, operating expenses, etc., for each of the five years 1961-62 to 1965-66 :

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

Year Ended 30 June—	Operating Receipts			Operating Expenses		Ratio Operating Expenses to Operating Receipts
	Amount	Per Vehicle Mile	Per Passenger	Amount	Per Vehicle Mile	
	\$'000	cents	cents	\$'000	cents	%
1962	14,344	76.239	8.576	14,170	75.316	98.787
1963	13,860	78.272	8.519	13,764	77.731	99.307
1964	13,630	77.551	8.493	14,011	79.721	102.795
1965	14,552	86.005	9.840	15,047	88.931	103.402
1966	14,727	88.667	10.477	15,636	94.145	106.172

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

Year Ended 30 June—	Operating Receipts			Operating Expenses		Ratio Operating Expenses to Operating Receipts
	Amount	Per Vehicle Mile	Per Passenger	Amount	Per Vehicle Mile	
	\$'000	cents	cents	\$'000	cents	%
1962	2,978	42.590	9.511	3,570	51.045	119.879
1963	3,036	41.356	9.303	3,544	48.281	116.733
1964	3,010	41.329	9.283	3,583	49.196	119.037
1965	3,199	44.021	10.731	3,797	52.242	118.693
1966	2,871	42.451	11.429	3,809	56.319	132.672

Metropolitan Private Omnibus Services

A summary of the activities of omnibus systems operated by private enterprise in the Melbourne Statistical Area for the year 1965-66 is given in the following table :

VICTORIA—MELBOURNE STATISTICAL DIVISION :
PRIVATE MOTOR OMNIBUS SERVICES, 1965-66

Particulars	1965-66
Number of Omnibuses at End of Year :	
Operating	725
Substitute	60
Omnibus Miles Run ('000)	20,597
Passenger Journeys ('000)	78,853
Gross Revenue (\$'000)	6,942
Value of Omnibuses (\$'000)	2,402
Value of Other Equipment (\$'000)	72
Number of Drivers Employed	931

Tramways in Extra-Metropolitan Cities

The cities, other than the Metropolis, having electric tramway systems are : Ballarat, with 13.84 miles of lines (2.33 double and 11.51 single track) and Bendigo, with 8.64 miles of lines (2.43 double and 6.21 single track). Both of these systems are operated by the State Electricity Commission of Victoria.

The traffic particulars of these lines for each of the five years 1961-62 to 1965-66 are summarised in the following table :

VICTORIA—TRAMWAYS IN EXTRA-METROPOLITAN CITIES

Year Ended 30 June—	Track Open		Tram Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	Rolling Stock	Persons Employed
	Double	Single						
	miles		'000		\$'000		No.	
1962..	5	18	841	6,005	196	568	47	185
1963..	5	18	839	5,583	210	558	46	183
1964..	5	18	840	4,945	244	605	46	191
1965..	5	18	828	4,728	230	661	46	184
1966..	5	18	830	4,333	248	720	46	187

Further References, 1961-1963

Motor Vehicles*Registration, Licences, etc.*

Every motor car and motor cycle must be registered with the Chief Commissioner of Police if used on Victorian roads. All trailers (except certain small trailers for private use and agricultural implements), fore-cars, and sidecars drawn by or attached to motor cars or motor cycles must also be registered.

The following is a brief summary of the annual fees applicable at 30 June 1967, in respect of the principal types of registration and for the licensing of drivers and riders :

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

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

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

The following table shows the number of motor vehicles on the register by type at the end of each of the years 1955, 1962 (census years), 1964, 1965, and 1966. Particulars of Commonwealth-owned vehicles with the exception of Defence Service vehicles are included. Tractor-type vehicles, plant, and trailers are excluded.

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

Type of Vehicle	At 31 December—				
	1955	1962	1964	1965	1966
Cars*	422,543	611,496	676,890	706,067	731,647
Station Wagons	5,690	69,528	112,437	131,128	146,032
Utilities	75,721	94,470	94,558	93,414	92,216
Panel Vans	19,913	31,328	33,129	33,648	34,253
Trucks†	70,362	79,482	85,661	87,870	89,713
Omnibuses	2,580	3,409	3,815	3,979	4,145
Total (Excluding Motor Cycles)	596,809	889,713	1,006,490	1,056,106	1,098,006
Motor Cycles‡	26,406	15,802	13,051	12,095	11,811
GRAND TOTAL	623,215	905,515	1,019,541	1,068,201	1,109,817

* Includes ambulances and hearses.

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

‡ Includes motor-scooters.

The following tables show, for each of the years 1961–62 to 1965–66, the number of drivers' and riders' licences in force, and the total revenue received at the Motor Registration Branch of the Police Department :

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

Type of Licence	1962	1963	1964	1965	1966
Drivers'	1,052,757	1,084,931	1,133,387	1,185,050	1,227,990
Riders'	26,994	27,819	29,061	30,385	31,487
Total	1,079,751	1,112,750	1,162,448	1,215,435	1,259,477

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

Particulars	1961–62	1962–63	1963–64	1964–65	1965–66
Registrations and Tax ..	22,212	23,792	26,038	29,714	41,052
Drivers' Licences	1,054	1,288	1,222	1,824	2,872
Other	226	252	356	605	581
Total	23,492	25,332	27,616	32,143	44,505

The following tables, giving new vehicle registrations by types and makes of vehicles, include details of Commonwealth-owned vehicles (other than those of the defence services), and are based on the year ended 31 December. They are not comparable with the first table on page 768.

VICTORIA—REGISTRATIONS OF NEW MOTOR VEHICLES ACCORDING TO TYPE

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

Year	Motor Vehicles (Excluding Motor Cycles)							Motor Cycles §
	Motor Cars *	Station Wagons	Utilities	Panel Vans	Trucks †	Omni-buses	Total	
1962..	55,628	17,578	5,677	3,269	4,123	284	86,559	712
1963..	62,911	20,807	6,525	3,436	5,279	321	99,279	640
1964..	68,083	23,418	6,747	4,179	6,311	371	109,109	864
1965..	72,234	20,940	7,193	3,940	6,265	408	110,980	1,058
1966..	68,372	16,765	7,070	3,693	5,364	337	101,601	1,413

* Includes ambulances and hearses.

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

§ Includes motor-scooters.

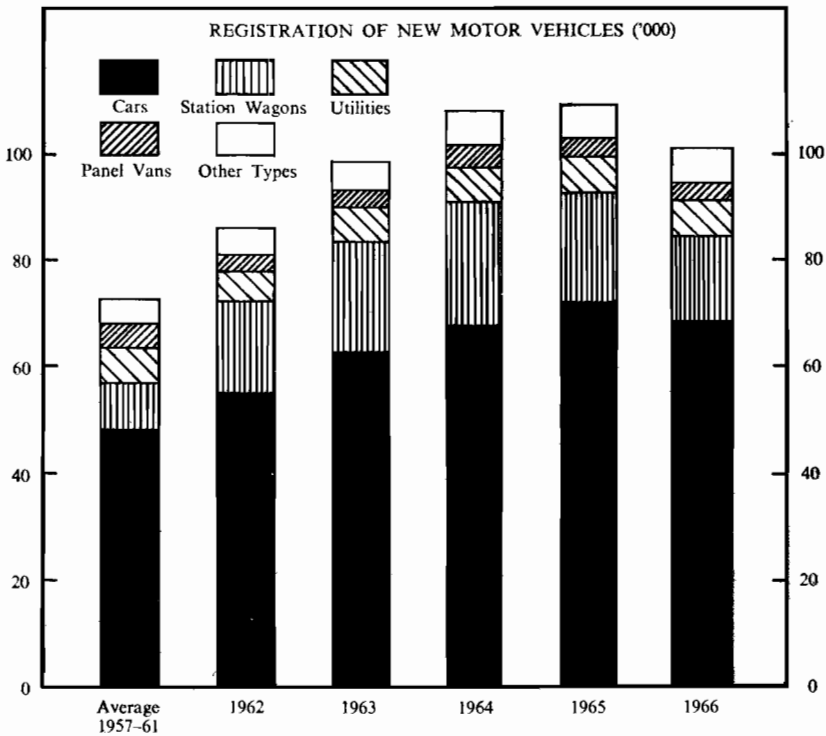


FIGURE 20.—Graph showing new motor vehicle registrations, 1957 to 1966.

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

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

Make	Motor Cars			Station Wagons		
	1964	1965	1966	1964	1965	1966
Austin	615	669	2,724	304	51	2
Chevrolet	675	569	507	17	9	2
Chrysler	5,620	7,162	7,557	2,443	2,706	2,265
Datsun	536	581	788	176	148	175
Fiat	373	388	238	42	19	6
Ford	10,665	13,108	13,928	3,296	3,278	3,527
Hillman	2,003	1,190	1,143	203	171	140
Holden	22,453	22,673	20,777	14,835	12,760	9,431
Humber	917	1,063	432	1	1	..
Isuzu	11	536	382	..	..	..
Mercedes Benz	390	410	512	..	..	..
Morris	9,051	8,779	5,973	..	6	3
Peugeot	195	426	347	41	74	45
Rambler	341	407	383	55	46	37
Studebaker	490	344	411	37	27	44
Toyota	917	2,653	3,936	387	625	622
Triumph	355	371	291	..	..	..
Vauxhall	2,057	2,091	1,546	48	29	27
Volkswagen	7,305	5,952	4,048	1,063	619	288
Wolseley	876	540	264	..	..	..
Other.. ..	2,238	2,322	2,185	470	371	151
Total	68,083	72,234	68,372	23,418	20,940	16,765

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

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

Make	1965				1966			
	Utilities	Panel Vans	Other*	Total	Utilities	Panel Vans	Other*	Total
Austin .. ..	..	1	387	388	1	2	354	357
Bedford	9	141	2,211	2,361	8	113	1,668	1,789
Chrysler	651	1	..	652	910	..	..	910
Commer	18	326	304	648	14	248	213	475
Dodge	118	22	538	678	123	36	514	673
Ford	1,593	552	742	2,887	1,424	523	718	2,665
Holden	3,100	1,470	..	4,570	3,081	1,594	..	4,675
International	245	64	1,252	1,561	183	48	1,116	1,347
Land Rover	330	..	1	331	326	6	2	334
Morris .. ..	..	670	114	784	167	608	123	898
Toyota	588	19	336	943	423	24	309	756
Volkswagen	96	546	46	688	63	396	54	513
Other	445	128	742	1,315	347	95	630	1,072
Total	7,193	3,940	6,673	17,806	7,070	3,693	5,701	16,464

* Other vehicles include trucks, omnibuses, milk tankers, petrol tankers, etc.

Transport Regulation Board

General

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

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

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

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

On 15 May 1967, the Motor Car (Hours of Driving) Act was proclaimed in Victoria. The Act has introduced amendments to hours of driving and rest periods for drivers of vehicles which have a tare weight in excess of two tons. Drivers are required to purchase an authorised log book from the Transport Regulation Board or the Victoria Police and record their driving and rest periods. A reciprocal law has been introduced in New South Wales.

There was an increase in the number of licences issued for commercial goods vehicles during the year ; of the 2,816 additional commercial goods vehicles licences, 2,693 were issued " as of right " .

Costs of operating commercial passenger vehicles increased during the year, primarily on account of rising wage, petrol, and third party insurance costs. In November, 1965, fares for metropolitan taxis and hire cars were increased, as were fares for taxis and hire cars in other areas later in the year. All bus fares rose on the conversion to decimal currency in February, 1966, and metropolitan and urban bus fares again in August, 1966. Fares for services in other areas also followed this trend during the latter part of the year.

The number of permits—temporary authority to operate vehicles outside conditions of licence—issued during the year was 143,347, a decrease of 4,412 from the previous year.

Motor Boats

The Board was appointed, under the *Motor Boating Act* 1961, as the registration authority for motor boats, and at 30 June 1966, 32,689 boats were registered. Registration fees collected by the Board are paid, less cost of collection, to the Tourist Development Authority for use "in the provision of facilities for motor boating in Victorian waters".

Tow Trucks

The Commercial Goods Vehicles (Tow Trucks) Act became effective as from 1 January 1962. Regulations came into force from 1 June 1962, and at 30 June 1966, there were 797 tow trucks specially licensed. During the year, 537 applications were recorded from tow truck drivers wishing to be issued with driving certificates—a number of these were refused because the applicants were under the required minimum age of 21 years or the Board did not consider the applicants "fit and proper" persons within the meaning of the Transport Consolidated Regulation.

The following table shows the number of passenger vehicle licences and the discretionary goods vehicle licences current at the end of each year, the number of goods vehicle licences issued "as of right", and brief details of the financial activities of the Transport Regulation Board during the years 1961-62 to 1965-66 :

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

Particulars	Year Ended 30 June—				
	1962	1963	1964	1965	1966
Temporary Licences—			No.		
Commercial Passenger Vehicles	161	172	192	223	221
Commercial Goods Vehicles	2,621	1,187	1,224	1,502	963
Permanent "Discretionary" Licences—					
Commercial Passenger Vehicles	5,797	5,832	5,871	6,101	6,269
Commercial Goods Vehicles	7,226	8,044	8,516	10,333	10,995
Licences Issued "As of Right"—					
To operate for hire or reward within 25 miles of the G.P.O. or P.O.—					
Melbourne	12,772	13,140	13,466	14,067	14,798
Ballarat					
Bendigo					
Geelong	1,439	1,527	1,594	1,618	1,537
Within 20 miles of place of business of the owner; generally outside the radius of 25 miles from the G.P.O. or P.O. Melbourne, Ballarat, Bendigo, and Geelong	7,259	7,066	7,171	7,018	6,714
Primary Producers (vehicles over 2 tons capacity)	15,428	15,857	16,680	17,086	17,080
Commercial Goods Vehicles owned by butter and cheese factories	824	915	787	758	708
Commercial Goods Vehicles authorised to carry goods in connection with the owner's business (50 miles radius—vehicles up to 80 cwt capacity)	38,499	40,756	42,108	45,756	47,218
Commercial Goods Vehicles being used as—					
Carriers of all "Third Schedule" goods ..					
Racehorse Floats					
Tank Waggon for carriage of petroleum products	8,139	9,930	10,857	11,434	12,203
Commercial Travellers' Cars					
Commercial Goods Vehicles operated by authorised decentralised industries .. .. .	..	..	223*	507	679
Additional Licences to Commercial Goods Vehicles to carry passengers	79	72	64	56	52
Total Licences Issued	100,244	104,498	108,753	116,459	119,437

For footnote see next page.

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

Particulars	Year Ended 30 June—				
	1962	1963	1964	1965	1966
	\$'000				
Financial Transactions—					
Revenue	1,444	1,542	1,680	1,749	2,025†
Expenditure (including payments to local authorities for road maintenance, comfort stations, and bus shelters)	1,302	1,296	1,390	1,475	1,636
Balance	142	246	290	274	389
Road charges collected and transferred direct to Country Roads Board	4,526	4,924	5,630	5,927	6,378
Motor Boat registration fees collected and paid to Tourist Fund‡	88	110	134	163	179

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

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

‡ Registration of motor boats commenced January, 1962.

Traffic Commission

General

The Traffic Commission was constituted by the provisions of the *Road Traffic Act* 1958 and consists of three members—one member nominated by the Police Department, one by the Country Roads Board, and one by the Melbourne and Metropolitan Board of Works. The function of the Commission is to advise the Governor in Council on any matter for the improvement of traffic conditions and control of traffic, and to make such inquiries as it thinks fit on that behalf.

The Commission draws up the Road Traffic Regulations and recommends them to the Governor in Council. These Regulations not only prescribe rules to be observed by persons using roads, but also require highway authorities to obtain the Commission's approval before erecting major traffic control items such as traffic signals, stop signs, etc.

The Commission advises municipal councils of the standards required by traffic control items and on matters relating to the control of traffic. The principal traffic control items in use in Victoria at 30 November 1966 were :

- 384 stop-go traffic signals at intersections ;
- 251 pedestrian-operated stop-go signals not controlling an intersection ;
- 301 pedestrian crossings ; and
- 1,159 school crossings.

Metropolitan Route Marking Scheme

Following complaints that existing direction signs on metropolitan roads were inadequate and should be improved, the Traffic Commission called a meeting of representatives of organisations interested in road transportation in the Metropolitan Area. At several meetings, these representatives agreed that sufficient through roads in the

Metropolitan Area should be signed and marked as "metropolitan routes" to permit convenient travel between any two areas in Melbourne. Following examination of the metropolitan road system, 580 miles of road were selected to form a "metropolitan route" system.

Each route in this system was allocated a two-figure number, odd numbers being used for north-south routes and even numbers for east-west routes, with numbers increasing in magnitude from south to north and from east to west. Routes selected were signed with distinctive shields showing the route number and direction boards displaying the road or street name. These were erected on all principal intersections on metropolitan routes, and advance markers showing the number and direction of the route ahead or crossing were erected before all important intersections along the route. Reassurance markers bearing the route number were also erected after the more important intersections.

The signs were erected by the municipalities concerned. The Country Roads Board agreed to provide a half subsidy for all signs and markers erected on councils' roads, and to bear the full cost of erecting markers and shields on declared Board's roads as a charge against Main Road or Highway Maintenance as appropriate. The cost of the scheme totalled approximately \$100,000.

Road Traffic Accidents

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

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

The tables do not include figures of accidents on railway lines (except at level crossings), or on private property. For these and other reasons, the total number of deaths shown in these tables is not comparable with those shown on page 165.

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

Year Ended 30 June—	Accidents Involving Casualties	Persons Killed	Persons Injured
METROPOLITAN AREA			
1962	7,646	398	9,972
1963	8,180	397	10,763
1964	8,790	422	11,676
1965	9,672	422	13,082
1966	9,390	466	12,916
REMAINDER OF STATE			
1962	3,993	420	6,102
1963	4,150	406	6,386
1964	4,277	416	6,725
1965	4,760	485	7,400
1966	4,720	467	7,361
VICTORIA			
1962	11,639	818	16,074
1963	12,330	803	17,149
1964	13,067	838	18,401
1965	14,432	907	20,482
1966	14,110	933	20,277

The table which follows provides a description of types of road users killed or injured in road traffic accidents occurring during the years 1963-64 to 1965-66 :

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

Description	1963-64		1964-65		1965-66	
	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrian	270	2,617	234	2,757	246	2,543
Driver of Motor Vehicle Other than Motor Cycle	279	6,590	349	7,722	356	8,005
Motor Cyclist	12	437	10	423	16	356
Passenger (Any Type) ..	217	7,561	253	8,386	274	8,314
Pedal Cyclist	56	1,101	52	1,105	39	985
Other.. .. .	4	95	9	89	2	74
Total	838	18,401	907	20,482	933	20,277

Particulars of victims of road traffic accidents during the years 1963-64 to 1965-66 are shown according to age in the following table :

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

Age Group (Years)	1963-64		1964-65		1965-66	
	Killed	Injured	Killed	Injured	Killed	Injured
Under 5	31	644	25	780	26	725
5 and under 7 ..	17	428	12	434	12	392
7 and under 17 ..	76	2,412	66	2,497	72	2,371
17 and under 21 ..	95	3,460	133	3,911	154	4,182
21 and under 30 ..	123	3,905	141	4,422	165	4,397
30 and under 40 ..	112	2,458	104	2,670	99	2,590
40 and under 50 ..	97	1,914	99	2,180	109	2,201
50 and under 60 ..	103	1,493	122	1,640	93	1,587
60 and over	177	1,396	196	1,621	203	1,510
Not Stated	7	291	9	327	..	322
Total	838	18,401	907	20,482	933	20,277

Australian Road Safety Council, 1966

Metropolitan Transportation Committee

General

The Metropolitan Transportation Committee was established by the provisions of *The Metropolitan Transportation Committee Act 1963*. The members of this Committee are the Minister of Transport (chairman); the Minister for Local Government; the chairmen of the Victorian Railways Commissioners, Melbourne and Metropolitan Tramways Board, Transport Regulation Board, Country Roads Board, Traffic Commission, and Melbourne and Metropolitan Board of Works; a councillor nominated by the Melbourne City Council; the Chief Planner of the Melbourne and Metropolitan Board of Works; the Director of Finance; and the Co-ordinator of Transport.

The functions of the Committee are to advise the Governor in Council on any matter relating to the planning, development, and improvement of transport services within the Metropolitan Area, and the supervision, co-ordination, and control of the activities of the bodies concerned, and to make such inquiries as it thinks fit in that behalf. The Act requires that no body represented on the Committee shall proceed with any major project or plan which may affect public transport provided by any other such body in the Metropolitan Area unless it has first been submitted to and considered by the Committee. The provision does not apply to the granting of licences or permits for public transport services.

Melbourne Metropolitan Transportation Study

In September, 1963, the Committee commenced a comprehensive transportation study within the Metropolitan Area. The study comprises four phases—surveys, analysis, projection, and planning. The surveys conducted in 1964 recorded the movement of people and goods by road and rail, and provided an inventory of travel, land-use and transport facilities within the Area. The main surveys were the home interview, truck and external cordon surveys supplemented by a parking survey in the central business district, and a public transport survey. The analysis phase comprised the development of formulae to relate the amount of travel to land use development, the transportation system, and social characteristics of the population. The formulae developed from the surveys were used to estimate future travel based on projected land use development and population characteristics.

At present a Planning Group of engineers drawn from the bodies represented on the Transportation Committee are preparing a comprehensive plan of roads and public transport which will be needed to carry the traffic projected for the year 1985.

The results of the study were published in *Travel in Melbourne : A Summary of the Consultant's Report*, (1966) : Government Printer, Melbourne.

Some Survey Results

The population within the 583 square miles of the survey area in 1964 was estimated to be 2,012,000 of whom 833,900 were workers. The number of cars garaged at home totalled 464,000 and 37 per cent of the households had no cars available for use. Residents of the area made 3,300,000 trips per day—a trip being defined as the one-way travel between one place and another by public or private transport. Approximately 38 per cent of the daily trips were made by public transport and 62 per cent by car. The Central Business District, which is 0·8 square miles in area, attracted nearly 20 per cent of all trips made in the survey area. About 72 per cent of the central area trips were by public transport—27 per cent train, 39 per cent tram and 6 per cent bus—and the remaining 28 per cent were by car.

Almost one-third of all vehicular trips undertaken in the survey area were made by commercial vehicles—544,000 by truck and 106,000 by taxi. Each day 310,000 tons of goods were moved to, from, within or through the survey area. Three-quarters of the total were moved wholly within the survey area (99·6 per cent by road), 23 per cent to and from (60 per cent by road) and 2 per cent through (20 per cent by road). The Railways Department carried 35,000 tons of goods daily in the survey area—28,000 tons to and from, 6,000 tons through, and 1,000 tons within.

Civil Aviation*Control of Aviation*

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

The functions performed by the Department include the following :

- (1) The registration and marking of aircraft ;
- (2) the determination and enforcement of airworthiness requirements for aircraft and the issue of certificates of airworthiness, certificates of type approval, and supervision of aircraft design ;
- (3) the licensing of pilots, navigators, aircraft radio operators, flight engineers, and aircraft maintenance engineers ;
- (4) the licensing of airline, aerial work, and charter operators, and supervision of their activities ;
- (5) the provision and maintenance of aeronautical communications, navigation aids, aerodromes, and landing grounds ;
- (6) the establishment and operation of Air Traffic Control, Aeronautical Information, and Search and Rescue Services ; and
- (7) the investigation of aircraft accidents, incidents, and defects.

Aerodromes

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

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

All the licensed aerodromes, except the Grovedale aerodrome, are licensed to the local government authority. Under the Aerodrome Local Ownership Plan assistance is given to local authorities to maintain licensed aerodromes on a \$1 for \$1 basis. Similar assistance is given the local authority to develop and maintain aerodromes which are or will be served by a regular public transport service. Local authorities which have received developmental assistance include Corryong, Horsham, Mildura, Portland, Warracknabeal, and Warrnambool. The assistance authorised by the Commonwealth to

Victorian local authorities for aerodrome works in the year ending 30 June 1968, amounts to \$54,730 for development and \$46,937 for maintenance works.

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

Private Operations

In this category, aircraft are used for the personal purposes of the owner. The extent of this activity within the State may be gauged from the fact that there are 184 aircraft registered in the private category and approximately 1,930 licensed private aeroplane pilots in Victoria.

Aerial Work Operations

Aerial survey, spotting, agricultural operations, advertising, flying training, aerial ambulance operations, and flying for government purposes are examples of the operations included in this category. In terms of hours flown, the most significant operations are agricultural (see page 782) and flying training. In 1966, 70,000 training hours were flown by training organisations in Victoria. In the interests of encouraging flying for defence and commercial purposes, training organisations receive financial assistance from the Commonwealth. They receive direct assistance in the form of subsidy payments and provision of facilities and indirect assistance through the Australian Flying Scholarship Scheme under which, in 1965-66, 60 Victorian resident pilots commenced flying training.

Charter Operations

These consist of flights for the carriage of passengers or cargo for hire or reward, but which may not be notified to the general public as being operated between fixed terminals or to fixed schedules, or for the carriage of passengers or cargo between fixed terminals to fixed schedules in circumstances in which the accommodation in the aircraft is not available to members of the public. During the 1950s most charter operations were conducted in single engine aircraft, but there is now an increasing use of the modern small twin engine "executive" aircraft. There are now 67 Victorian based operators licensed to conduct charter operations and flying hours have increased, over a seven-year period, from 1,825 in 1959 to 24,400 in 1966.

Regular Public Transport

For geographical reasons, Melbourne is the centre of Australia's domestic airline network which covers 100,000 miles of air routes throughout the Commonwealth and the Australian sector of Papua/New Guinea. Most of the major air routes radiate from Melbourne—west to Adelaide and Perth, north to Canberra, Sydney and Brisbane, and south to Launceston and Hobart. This makes Melbourne the centre of the domestic network and the home-base of Australia's two major airlines—Trans Australia Airlines and Ansett/A.N.A. Both have established their administrative, operational, and maintenance headquarters in Melbourne with decentralised offices in the other State capitals and major centres.

Regular jet and turbo-prop services operate from Melbourne daily giving fast and frequent connections with all major centres throughout Australia. During 1966, Australia's domestic airlines carried over 4.3 million passengers.

In 1964, T.A.A. and Ansett/A.N.A. introduced 600 m.p.h. Boeing jets on the main trunk services out of Melbourne and these were followed, in early 1967, by Douglas DC9-30 twin jets. These jet aircraft will provide the main domestic services into the 1970s, backed up where necessary by turbo-prop Electras and Viscounts, although these latter types are being progressively phased out of service. Feeder route services are mainly provided by pressurised turbo-prop Fokker Friendships which, in the period from 1959, progressively replaced the DC3.

Services within Victoria—between Melbourne and the State's major country centres—are limited. Several airlines have operated intra-state services since the Second World War—but they have proved uneconomic, largely because of low traffic volume and competition from efficient surface transport. Only short distances are usually involved (about 130 to 170 miles) and this has been a further retarding influence. There was some activity in 1957-58 when Southern Airlines and Ansett/A.N.A. operated competitive services on a number of Victorian intrastate routes. These operations proved uneconomic and Southern Airlines, which operated 15 passenger Heron and 8 passenger Dove aircraft, finally ceased commercial operations in November, 1958. In a bid to improve the economics of Victorian intrastate services and stimulate traffic, Ansett/A.N.A. introduced special "coach services". These were operated by high-density seating DC3 aircraft with a "no-luxury" cabin service. Fares were set deliberately low to be competitive with surface transport. However, apart from one or two routes, the service failed to win sufficient support.

Most Victorian services are now operated by Fokker Friendship aircraft with fares set at the level charged by most intrastate airlines throughout Australia. (In late 1966, this was approximately 6.5 cents per passenger mile.) Services have tended to concentrate in the western, south-western and northern areas of the State (Mildura, Warrnambool, Portland, Horsham, Warracknabeal, Hamilton, and Swan Hill). The Gippsland area east of Melbourne has, as yet, seen few, if any, airline services. This has been largely due to the factors mentioned earlier, and, in particular, the very short distances between the major Gippsland towns and Melbourne. However, the rapid industrial expansion of the area, particularly in the Latrobe Valley, shows some long-term promise of stimulating the demand for feeder air services probably with small 8-10 passenger twin-engined aircraft.

A major aviation development affecting Victoria is the transfer of airline operations from Melbourne's existing airport at Essendon to the new airport now under construction at Tullamarine. The Federal Government is spending over \$40m at Tullamarine which is

scheduled to be in use for international services in late 1968 and for domestic services in late 1969. The new airport will replace Essendon which is incapable of extension because of topography and surrounding residential development.

The Tullamarine project involves the construction of an entirely new airport on 5,300 acres of land about 12 miles from the city centre. The new airport will have two runways of 8,500 ft and 7,500 ft and a combined international-domestic terminal supported by the latest air safety aids and long range radar. There will be emphasis on domestic operations because of Melbourne's position as the centre of Australia's domestic airline network, but there will be adequate provision for international operations. International services into Melbourne during the past few years have been limited mainly to turbo-prop Electra services across the Tasman to New Zealand. This is because the airport's runways (5,500 ft and 6,100 ft) cannot accommodate commercial operations by large jet transport aircraft of the Boeing 707 and Douglas DC8 type. This situation will be remedied by the change to the new airport at Tullamarine.

Passenger movements which represent the total number of passengers embarking on and disembarking from regular public transport services are given below for 1966 for each Victorian aerodrome to which a regular public transport service operates :

VICTORIA—PASSENGER MOVEMENTS, 1966

Airport	Passenger Movements	Airport	Passenger Movements
Essendon—		Mallacoota ..	273
Domestic ..	1,788,536	Mildura ..	19,092
International ..	42,784	Portland ..	5,026
Bairnsdale ..	389	Sale ..	95
Corryong ..	5,776	Swan Hill ..	670
Hamilton ..	7,968	Warracknabeal ..	3,555
Horsham ..	5,741	Warrnambool ..	7,644
Kerang ..	65		

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

Gliding Clubs

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

Air Traffic Control

Control of air traffic is maintained by the Department of Civil Aviation through its Air Traffic Control organisation. This embraces the closely co-ordinated sections of Operational Control which concerns each individual flight ; Airport Control which applies to all movements on or within 20 miles of an aerodrome ; and Area Control which

controls aircraft along the main air routes to ensure collision avoidance. In conjunction with Air Traffic Control, the Department maintains a wide range of Air Navigation Aids and a comprehensive Search and Rescue Organisation. This is described in detail on pages 773-775 of the Victorian Year Book 1965.

Aircraft Parts and Materials

There are about 220 organisations in Victoria which have been approved by the Department of Civil Aviation to distribute aircraft parts, materials, and fuel.

Aerial Agricultural Operations

As shown in the following table, aircraft are being increasingly used for appropriate agricultural operations. These include the spreading of fertilizer, seed, and insecticides. The table shows Victorian statistics for the period 1962 to 1966.

VICTORIA—AERIAL AGRICULTURE

Particulars	1962	1963	1964	1965	1966
Superphosphate ('000 acres) ..	585	817	1,232	1,510	1,690
Seed Sown ('000 acres)	77	19	148	55	17
Insecticides, Herbicides ('000 acres)	198	291	359	717	386
Other Treatment ('000 acres) ..	68	63	75	130	106
Total Area ('000 acres) ..	928	1,190	1,814	2,412	2,199
Aircraft Hours Flown	7,240	10,400	12,490	18,797	18,020

Civil Aviation Statistics

The following table shows particulars for 1966 of regular interstate and intrastate air services terminating in Victoria :

VICTORIA—REGULAR INTERSTATE AND INTRASTATE AIR SERVICES TERMINATING IN VICTORIA, 1966

Particulars	Interstate	Intrastate	Total
Miles Flown '000	20,021	309	20,330
Paying Passengers '000	1,978	27	2,005
Passenger Miles '000	780,299	4,581	784,880
Freight—			
Short Tons '000	43,038	46	43,084
Ton Miles '000	17,863	8	17,871
Mail—			
Short Tons '000	4,391	22	4,413
Ton Miles '000	1,980	4	1,984

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

VICTORIA—CIVIL AVIATION

Particulars	1962	1963	1964	1965	1966
Registered Aircraft Owners ..	149	210	238	236	332
Registered Aircraft	307	387	395	510	630
Student Pilot Licences	852	1,005	1,500	1,726	2,574
Private Pilot Licences	757	866	1,210	1,271	1,927
Commercial Pilot Licences ..	187	214	266	259	481
Airline Pilot Licences	341	591	506	510	501
Aircraft Maintenance Engineers Licences	681	651	662	728	757

VICTORIA—ESSENDON AIRPORT

Particulars	1963	1964	1965	1966
Domestic Aircraft Movements ..	39,928	46,918	47,938	48,243
Domestic Passengers Embarked ..	632,768	743,352	856,536	890,043
Domestic Passengers Disembarked ..	644,669	753,155	849,203	898,493
International Aircraft Movements ..	844	1,085	1,201	1,120
Passengers Arriving/Departing Overseas	28,831	37,929	43,306	42,784

History of Civil Aviation, 1962; Classification of Flying Activities, 1964; Radio Aids to Air Navigation in Victoria, 1965; Aerial Agricultural Operations, 1966; Flying Training in Victoria, 1967.

Communications

Posts, Telegraphs, Telephones, Radio, and Television

History

With the formation of the Port Phillip Settlement in 1835, mail to or from the Settlement was deposited or collected at the home of John Batman. By 1837, the rapidly growing community required the services of a full-time postmaster, and accordingly, E. J. Foster, Clerk to the Bench, was officially appointed to the position. In August, 1841, the first official post office was erected on the site of the present General Post Office. The postmaster was provided with a regular salary, in place of the percentage of postal business transacted that he had previously received, and he had a clerk and a letter carrier to assist him. Mail deliveries, therefore, began with the opening

of this office. Victoria's second post office was opened at Geelong in May, 1840, followed by one at Portland in November of the same year. By 1845, fourteen post offices were operating in the State, and by 1852, this number had grown to 46.

On 1 January 1850, an Act to establish a uniform rate of postage came into force. The weight of a single letter was fixed at one half ounce. Postage on Inland letters was two pence, and on Town letters one penny. Under this Act, the Governor-General was authorised to permit the placing of a contract for the printing of the Colony's first adhesive postage stamps. This contract was awarded to Thomas Ham, a local engraver, and the stamps became available to the public on 3 January 1850.

The Post Office has continued to improve its facilities. The first telegraph circuit was installed between Melbourne and Williamstown in 1854; a Money Order service was provided in 1858; Post Office Savings Banks were introduced in 1865; and the General Post Office was rebuilt, and the new building (still in use today), was opened on 1 July 1867. Australia's first telephone service, established at Melbourne in 1880 by a private company, The Victorian Telephone Exchange Co. Ltd., was taken over by the Postmaster-General's Department in September, 1887. The Post Office became a Commonwealth Department on 1 March 1901, but postage rates were not standardised until 1911, and the first issue of uniform postage stamps was made throughout the Commonwealth on 2 January 1913.

General

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

At 30 June 1966, the Postmaster-General's Department employed in Victoria a staff of 29,155 persons, who provided and operated its systems of communications. Post Office facilities were available throughout Victoria at 330 official and 1,775 non-official post offices. In addition to normal postal services, many of these offices transact business on behalf of the Commonwealth Savings Bank and several Commonwealth Government Departments.

Postal and Mail Services

Steady development with the establishment of additional industries and the continued residential expansion has been maintained throughout the Metropolitan Area. To meet the extended development here and the normal steady growth in other parts of the State additional facilities, comprising letter receivers, new and extended mail services, and letter and telegram delivery services have been provided, while a number of new post offices have also been established.

The Melbourne Mail Exchange Branch is virtually the clearing house in this State for all classes of mail matter. The direction of the Branch is under the control of the Superintendent assisted by three Assistant Superintendents, and field supervision is performed by twenty-three Supervisors and eighty-three Overseers. The operatives are designated Mail Officers, and special duties above that level are performed by a Senior Mail Officer group of ninety-eight officers.

The Branch consists of five main traffic sections, and these, together with their functions, are as follows :

Inland and Receiving Section.—Treatment of inward mails received from all sources, and despatch of outward mails to all post offices within Victoria.

Interstate and Overseas Section.—Treatment of air and surface mail (except parcels) posted in Victoria for despatch to interstate and overseas destinations.

Chief Parcels Office.—Treatment of parcels traffic received from all sources, and despatched to offices of destination both within and beyond the Commonwealth. The Chief Parcels Office operates in conjunction with the Customs Department to facilitate examination of parcels received from overseas countries in accordance with the provisions of the Customs Act.

Registration Section.—This section is responsible for the treatment of registered mails received from all sources, and despatch of mails to places within and beyond the Commonwealth.

City Section.—Sorting and delivery of mail to addressees within the Melbourne City area and to approximately 3,500 box-holders.

In addition there is an Administrative Section, a Mail Officers Training School, and sub-sections, namely, Bulk Postage ; Dead Letter Office ; Waybills Office ; Canvas Workshops ; and Printing Office.

The average quantities of postal articles dealt with each day are : letters, 2,300,000 (including 700,000 received from city and suburban pillar boxes), packets, newspapers, etc., 553,000, registered articles, 14,000, parcels, 19,000. The number of bags of mail handled daily are : inward 6,800, outward 6,900. Air mail articles despatched to and received from overseas countries averaged daily 84,000 and 120,000, respectively.

At Christmas time the daily traffic load is trebled. Last year more than seventy million letters, packets, etc., circulated the Branch during the fortnight preceding Christmas Day. To handle this additional load an extra 1,560 persons were employed, and a percentage of these were trained for sorting duties. The normal staff totals 2,442 and operations are continuous, excepting between 6 p.m. and 9.30 p.m. on Sundays.

Transport Branch

The functions of the Transport Branch are broadly divided between the organisation and management of non-engineering transport within the State and arrangement of the most efficient and economical means of transporting mail whether by road, rail, sea, or air. The Departmental transport operations involve the management of a fleet of vehicles and the oversight of staff engaged in the delivery of mails and the movement of stores and equipment. A significant aspect of the Branch responsibilities for mail services conducted by non-departmental means is reflected in the financial delegations afforded the Superintendent for establishing road services under contract or portorage conditions. Conveyance of mails by private individuals provides an important supplement to the use of Departmental vehicles in carrying out the work of the Post Office.

Telecommunication Services

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

Telephone Services

The system of communications in Victoria is part of the Australia wide Community Telephone Plan which was drawn up in 1960 and makes provision for the next 50 years. The plan has as its ultimate objective subscriber to subscriber dialling through Victoria and also on a nationwide basis for local and trunk calls.

Subscriber Trunk Dialling (S.T.D.).—S.T.D. was first introduced in Victoria in December, 1960, when Geelong and Bendigo subscribers were given direct dialling access to the Melbourne telephone network. Since 1961, rapid development of S.T.D. facilities has occurred in both the Melbourne Metropolitan Area and in many Victorian provincial centres. S.T.D. is operating on a reciprocal basis between Melbourne, Morwell, Yallourn, and Traralgon in the Latrobe Valley, as well as Benalla, Ballarat, Bendigo, and Geelong. Many Melbourne and metropolitan subscribers already have direct access to Sydney, Canberra, Albury, and to more than 160 centres in New South Wales, the Australian Capital Territory, and Victoria. A steady growth in the development of S.T.D. availability from Victorian subscribers' services is assured in conformity with the Community Telephone Plan.

Modern Telephone Switching System.—New automatic equipment of modern design is also being installed progressively in metropolitan exchanges and at many provincial centres throughout Victoria. The new equipment has many technical advantages including notably greater reliability and flexibility for inter-working with modern switching systems both in the local and trunk networks.

Broadband Network.—The major trunk line routes of telecommunications are being enlarged. This development is occurring throughout Victoria and other States. These new trunk systems (some are co-axial cable and others micro-wave radio) are marked only by repeater (booster) station buildings throughout the country and towers and aerials for terminal stations in the city. These facilities form the Broadband Network. The main spine reaches from Cairns through Brisbane, Sydney, Canberra, and Melbourne down to Hobart and from Melbourne across to Adelaide and Port Augusta. Spurs are leading out to and between virtually every major centre of population in Victoria. They will carry previously very large volumes of telecommunications traffic. As well as telephone and telegraph traffic most will also relay radio programmes and quite a number will provide relay facilities for television programmes. One of the prime benefits to come from the Broadband Network is that it will establish subscriber trunk dialling between subscribers in separate cities and towns in Victoria and throughout Australia. Among these already established are a co-axial cable system between Melbourne, Dandenong and Morwell, and micro-wave systems between Melbourne-Ballarat and Melbourne-Bendigo. An increasing number of these systems is being introduced progressively throughout Victoria.

Telegraph Services

An automatic telegraph switching system called TRESS (Teleprinter Reperforator Switching System) which enables telegrams to circulate automatically through major centres without manual intervention is operating at some 180 Post Offices throughout Victoria. A telegram transmitted by teleprinter from the originating office to

the switching centre is reproduced on perforated tape and re-transmitted over the appropriate circuit to the office of destination. The switching equipment is similar to that employed in directing automatic telephone calls. TRESS is available to more than 700 Post Offices in Australia, providing speedier transmission service, greater accuracy, and lower handling costs than the former Morse telegraph system.

The Telex service is similar in most respects to the telephone subscribers' service, except that the printed and not the spoken word is communicated. Automatic Telex was introduced to Victoria and throughout Australia in June 1966, thus giving Telex subscribers the facility of calling each other direct without the assistance of a Post Office operator. The service provides speedier connection and cheaper rates similar to subscriber trunk dialling (S.T.D.) by telephone.

Victorian Telex subscribers already have access to more than 2,400 services in Australia and, to some 81 overseas countries. The Australian Post Office publishes a Telex Directory annually with an Alphabetical List of Subscribers in all States showing name and address, teleprinter exchange number, and answer back code. Telex subscribers are able to transmit messages for onward transmission as telegrams. Inland and overseas telegrams addressed to a subscriber will be transmitted by teleprinter to the premises of the subscriber unless he has requested otherwise.

Telecommunications Facilities for Data Transmission

In view of the increasing demand for facilities to enable digital data for computers to be transmitted over telephone and teleprinter lines, the Australian Post Office has adopted the name "DATEL Service" to identify communications services catering for data transmission which may be achieved by use of the telephone network on local and trunk calls, the Telex Network, private lines (telephone or teleprinter) according to the customer's particular requirements.

Radio Communications

Civil radio communication stations are licensed and controlled by the Radio Branch of the Telecommunications Division. Technical standards for equipment, design, and performance have been set and these are rigidly enforced by regular inspection, by monitoring, and by frequent transmission checks. The Australian Post Office, as a member of the International Telecommunications Union, observes and checks all radio transmissions received in Australia. Results of these observations are forwarded to the International Frequency Registration Board in Geneva, Switzerland. Complaints by broadcast listeners and television viewers of interference to reception are also investigated. Radio inspectors of the Radio Branch, on behalf of the Department of Shipping and Transport, inspect the radio installations aboard vessels in the ports of Melbourne and Geelong.

Melbourne-Sydney Co-axial Cable, 1964; Victorian National Television Network, 1965

Post Office Statistics

Revenue and Expenditure

Particulars concerning the revenue and expenditure of the Postmaster-General's Department in Victoria for each of the years 1961-62 to 1965-66 are contained in the following table :

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

Particulars	Year Ended 30 June—				
	1962	1963†	1964†	1965†	1966†
REVENUE					
Postage	25,324	26,050	27,838	29,549	30,293
Money Order Commission	598	628	654	672	695
Postal Note Poundage, Postal Order Fees }	134	138	144	152	158
Private Boxes and Bags					
Total Postal	26,056	26,816	28,636	30,373	31,146
Telegraph	3,812	3,574	3,900	4,129	4,292
Telephone	49,960	52,706	58,735	68,027	75,800
Miscellaneous*	34	144	221	209	123
Total Revenue	79,862	83,240	91,492	102,737	111,361
EXPENDITURE					
Salaries and Contingencies—					
Salaries and Payments in the Nature of Salary	27,390	27,762	29,302	32,209	34,720
Administrative Expenses	3,424	3,440	4,135	4,785	5,543
Stores and Material	1,206	888	936	953	1,341
Mail Services	1,962	1,994	2,098	2,214	2,535
Engineering Services (Other than New Works)	23,350	19,280	20,499	23,409	24,857
Rents, Repairs and Maintenance	1,050	1,150	1,539	1,971	2,166
Proportion of Audit Expenses	36	§	§	§	§
Furniture and Fittings	†	†	†	†	194
New Works—					
Telegraphs, Telephones, and Wireless	23,706	31,524	34,273	39,612	43,895
New Buildings, etc.	2,944	2,808	3,371	3,260	3,760
Total Expenditure	85,068	88,846	96,153	108,413	119,012

*In respect of the years 1961-62 to 1963-64, amounts formerly classified as Miscellaneous revenue have been allocated to Telegraph and Telephone revenue.

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

§Now included with Administrative Expenses.

‡Previously included under New Works.

Activities

The number of post offices and telephone offices and the number of persons employed by the Postmaster-General's Department in each of the five years 1961-62 to 1965-66 were as follows :

**VICTORIA—POST OFFICES, TELEPHONE OFFICES,
PERSONS EMPLOYED**

At 30 June—	No. of Post Offices	No. of Telephone Offices	Persons Employed					Total
			Permanent	Temporary and Exempt	Semi- and Non-Official Postmasters and Staffs	Mail Contractors	Other*	
1962	2,219	167	16,154	8,148	2,495	1,071	727	28,595
1963	2,197	159	16,405	8,121	2,545	1,097	723	28,891
1964	2,174	141	16,462	8,467	2,489	1,096	705	29,219
1965	2,136	129	16,385	9,007	2,427	998	783	29,600
1966	2,094	109	16,160	9,555	2,387	942	813	29,857

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

Particulars relating to the number of letters, etc., posted and received within Victoria during the years 1961-62 to 1965-66 were as follows :

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

Year Ended 30 June—	Letters, Postcards, etc.	Registered Articles (Except Parcels)	Newspapers and Packets	Parcels (Including Those Registered)
POSTED FOR DELIVERY WITHIN THE COMMONWEALTH				
1962	489,436	2,953	74,364	4,486
1963	519,132	2,961	78,411	4,773
1964	555,636	2,498	84,536	4,789
1965	542,554	2,313	89,312	5,183
1966	577,379	2,414	99,611	4,943
DISPATCHED TO AND RECEIVED FROM PLACES BEYOND THE COMMONWEALTH				
1962	40,530	787	12,743	441
1963	56,794	932	13,415	448
1964	62,816	982	14,379	477
1965	71,489	1,059	16,348	544
1966	76,393	1,062	16,102	625
TOTAL POSTED AND RECEIVED				
1962	529,966	3,740	87,107	4,927
1963	575,926	3,893	91,826	5,221
1964	618,452	3,480	98,915	5,266
1965	614,042	3,372	105,660	5,726
1966	653,773	3,476	115,714	5,568

The following table shows the total number and value of money orders and postal notes issued and paid in each of the five years 1961-62 to 1965-66 :

VICTORIA—MONEY ORDERS AND POSTAL NOTES‡

Year Ended 30 June—	Money Orders				Postal Orders			
	Issued		Paid		Issued		Paid	
	No.	Value	No.	Value	No.	Value	No.	Value
	'000	\$'000	'000	\$'000	'000	\$'000	'000	\$'000
1962.. ..	2,526*	47,420	2,622*	47,762	3,959	3,998	5,443	4,948
1963.. ..	2,829*	82,430	2,721†	82,324	4,145	4,218	5,730	5,282
1964.. ..	2,943†	89,614	2,800†	90,068	4,029	4,167	5,589	5,256
1965.. ..	3,031†	100,446	2,922†	99,174	3,818	4,019	5,334	5,056
1966.. ..	3,230	107,608	2,980	107,197	3,846‡	3,863‡	4,918‡	4,747‡

* Estimated.

† Includes official money orders.

‡ From 1 June 1966 Postal Notes were replaced by Postal Orders.

Of the money orders issued in 1965-66, 3,100,373 for \$106,710,183 were payable in the Commonwealth of Australia and 129,541 for \$897,481 in other countries. The orders paid included 2,931,705 for \$106,392,147 issued in the Commonwealth, and 48,951 for \$804,563 in other countries.

Information relating to the telephone service is given below for the years 1961-62 to 1965-66 :

VICTORIA—TELEPHONE SERVICES

Particulars	Year Ended 30 June—				
	1962	1963	1964	1965	1966
Telephone Exchanges	1,744	1,723	1,680	1,625	..
Public Telephones	6,498	6,829	7,121	7,279	7,292
Services in Operation	536,229	568,946	601,714	631,950	660,974
Instruments Connected	728,704	772,565	819,037	860,438	404,925
Instruments per 1,000 of Population ..	243.9	252.8	261.6	268.2	281.2

The number of radio communication stations authorised in Victoria at 30 June in each of the years 1963 to 1966 is shown in the following table. Figures relate to radio communication (radio-telegraph and radio-telephone) stations only.

VICTORIA—RADIO COMMUNICATION STATIONS AUTHORISED

Class of Station	At 30 June—			
	1963	1964	1965	1966
Transmitting and Receiving—				
Fixed Stations*—				
Aeronautical	6	4	4	4
Services with Other Countries ..	13	13	13	13
Other	186	221	222	241
Land Stations†—				
Aeronautical	27	16	20	23
Base Stations—				
Land Mobile Services ..	947	1,061	1,158	1,279
Harbour Mobile Services ..	17	18	24	22
Coast‡	14	14	15	15
Special Experimental ..	114	135	135	150
Mobile Stations§—				
Aeronautical	229	274	316	362
Land Mobile Services ..	9,658	11,049	13,128	14,655
Harbour Mobile Services ..	120	142	162	150
Ships	328	370	407	473
Amateur Stations	1,414	1,454	1,511	1,567
Total Transmitting and Receiving	13,073	14,771	17,115	18,954
Receiving Only—				
Fixed Stations*	178	177	193	198
Mobile Stations§	43	..	..	..
Total Receiving Only ..	221	177	193	198
Grand Total ..	13,294	14,948	17,308	19,152

* Stations established at fixed locations for communication with other stations similarly established.
 † Stations established at fixed locations for communication with mobile stations.
 ‡ Land stations for communication with ocean going vessels.
 § Equipment installed in motor vehicles and harbour vessels.

Broadcast and Television Licences in Force

The number of stations licensed for broadcasting and television, and the number of holders of Broadcast Listeners' and Television Viewers' Licences in Victoria at the end of each of the years 1961-62 to 1965-66 are shown below :

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

Class of Licence	At 30 June—				
	1962	1963	1964	1965	1966
Broadcasting Stations* ..	20	20	20	20	20
Television Stations† ..	6	6	6	8	9
Broadcast Receiver.. ..	585,752	607,036	622,663	512,205	141,639
Television Receiver ..	460,558	530,256	581,286	488,583	87,640
Combined Broadcast and Television Receiver‡ ..	..	..	..	132,413	574,955
Amateur	1,351	1,414	1,454	1,511	1,567

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

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

‡ Combined Licences were introduced on 1 April 1965.

Overseas Telecommunications Commission

General

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

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

The Commission provides telegraph, telex, phototelegraph and, in conjunction with the Postmaster-General's Department, telephone services with overseas countries and Australian territories. Leased one

and two-way circuits are also provided for large commercial users. In addition, it operates the Australian coastal radio services for communication with ships at sea in Australian waters and high frequency radio services in communication with ships in any part of the world. The Commission's coastal radio stations also provide certain services to a number of remote stations within Australia and its territories.

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

Work was commenced in August, 1960, and the cable (COMPAC) was opened in December, 1963. This cable forms part of a British Commonwealth round-the-world large capacity cable scheme in which a complementary cable between Britain and Canada was opened late in 1961. The Commonwealth cable system feeds into the United States of America network at Hawaii and into the European network at London.

The next stage of the system, the South-East Asia cable project (SEACOM), extends the large capacity telephone cable from Sydney to Singapore and Kuala Lumpur via Cairns, Madang, Guam, Hong Kong, and Jesselton. The Singapore-Jesselton section was opened for service on 15 January 1965, the Jesselton-Hong Kong section on 31 March 1965, and the final section, Hong Kong-Sydney, on 30 March 1967. Separate management committees, comprising representatives of the overseas telecommunication authorities and the partner governments administered COMPAC and SEACOM projects up to November, 1965 when these committees were amalgamated into the Commonwealth Cable Management Committee.

Two years of international discussion and negotiations were climaxed by the signing in August, 1964, by a number of countries, including Australia, of agreements to establish the first global commercial communications satellite system, of which the "space segment" is estimated to cost \$U.S.200m. "Space segment" is a broad description of the communications satellites and the tracking, control, command and related facilities required to support operation of the satellites. Australian ground stations, owned and operated by the Overseas Telecommunications Commission, have been built at Carnarvon, Western Australia and Moree, New South Wales at a cost of almost \$7m. These stations now operate into communications satellite INTELSAT II launched in January, 1967 and positioned in geostationary orbit 22,300 miles above the equator at longitude 175° E.

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

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

Particulars	Year Ended 31 March—				
	1962	1963	1964	1965	1966
British Commonwealth Countries—					
From Australia	176	260	431	774	935
To Australia	198	338	557	893	1,114
Total	374	598	988	1,667	2,048
Non-British Countries—					
From Australia	110	131	184	371	503
To Australia	122	135	204	350	468
Total	232	266	387	722	972
All Countries—					
From Australia	286	391	615	1,146	1,438
To Australia	320	473	761	1,243	1,582
Total	606	864	1,376	2,389	3,020

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

Particulars	Year Ended 31 March—				
	1962	1963	1964	1965	1966
British Commonwealth Countries—					
From Australia	22,099	25,588	23,978	24,370	27,948
To Australia	30,106	26,723	27,039	29,706	26,870
Total	52,205	52,311	51,016	54,076	54,817
Non-British Countries—					
From Australia	13,403	14,789	16,191	17,671	19,434
To Australia	11,288	12,844	13,830	15,724	17,259
Total	24,691	27,633	30,021	33,395	36,693
All Countries—					
From Australia	35,502	40,377	40,168	42,041	47,382
To Australia	41,394	39,567	40,869	45,430	44,128
Total	76,896	79,944	81,037	87,471	91,510

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