

CHAPTER XV

TRANSPORT AND COMMUNICATION

NOTE.—The statistics in this chapter relate in the main to the year 1962–63, with comparisons restricted to a few recent years. More detailed figures and particulars for earlier years are included in the annual bulletins, *Transport and Communication*, *Commonwealth Finance*, and *State, Territories and Local Government Authorities' Finance and Government Securities* published by this Bureau.

Current information on subjects dealt with in this chapter appears in the *Quarterly Summary of Australian Statistics*, the *Monthly Review of Business Statistics*, the *Digest of Current Economic Statistics*, the *Monthly Bulletin of Registrations of New Motor Vehicles* and two preliminary monthly statements on *Registrations of New Motor Vehicles*.

The detailed results of the Census of Motor Vehicles, 31st December, 1962 (see summary tables later in this chapter) are being published in mimeographed and printed bulletins for each State and Territory and for Australia (see Chapter XXX. Miscellaneous).

SHIPPING

§ 1. Control of Shipping

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

A review of the introduction and development of the *Navigation Act 1912–1950* was given in Year Book No. 40, pages 110–2. Amendments to the principal Act were made by the *Navigation Acts of 1952, 1953, 1956, 1958 and 1961*.

Other shipping Acts under the powers of the Commonwealth are the *Sea-Carriage of Goods Act 1924–1961*, the *Seamen's Compensation Act 1911–1960*, the *Seamen's War Pensions and Allowances Act 1940–1961*, *Pollution of the Sea by Oil Act 1960*, the *Australian Coastal Shipping Commission Act 1956*, the *Australian Coastal Shipping Agreement Act 1956* and the *Stevedoring Industry Act 1956–1962*.

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

2. **Australian Coastal Shipping Commission.**—This Commission was established in 1956 for the purpose of maintaining and operating interstate, oversea and territorial shipping services, and replaced the Australian Shipping Board. It operates the Australian National Line, a Commonwealth-owned merchant shipping service which, at 30th June, 1963, comprised 40 vessels totalling 172,261 gross tons. These included 15 vessels with a gross tonnage of 500 to 3,000, 12 vessels with a gross tonnage of 3,000 to 5,000, 11 vessels with a gross tonnage of 5,000 to 8,000, and the bulk ore carriers *Mount Keira* 10,229 gross tons and *Mount Kembla* 10,112 gross tons.

The Commission has currently on order a 7,500 ton deadweight bulk carrier, *Jeparit*, and a passenger vehicular vessel, *Empress of Australia*, of approximately 9,850 gross tons for operation between Sydney and Tasmania. The latter vessel will augment the service

already being provided between the mainland and Tasmania by the *Princess of Tasmania*, the vehicular container ship *Bass Trader* and the container vessel *South Esk*. The 21,400 ton deadweight bulk carrier *Musgrave Range*, now on the stocks, is expected to be in service during 1964.

In the year ended 30th June, 1963, the *Princess of Tasmania* carried 89,649 passengers, 19,760 accompanied vehicles, 7,410 commercial vehicles, 3,552 trade cars and 321 mail vans.

3. **Australian Shipbuilding Board.**—(i) *Constitution and Functions.* Originally established in 1941 under National Security Regulations, the Board has been reconstituted a number of times since its inception, and in 1948 was constituted on a permanent basis under the control of the Minister for Shipping and Transport. The membership of the Board consists of a Chairman, who is the General Manager, a Deputy Chairman, a Finance Member and two other members one of whom represents the Naval Board. The staff of the Board are employed under the *Public Service Act 1922–1960* as officers of the Department of Shipping and Transport.

The existing functions of the Board, which have been summarized in earlier issues of the Year Book, are set out in detail in regulation 22 (4) of the Supply and Development Regulations.

(ii) *Construction Programme.* From its inception to 30th June, 1963, the Board had arranged for the construction of 75 merchant vessels totalling 513,142 deadweight tons. During the 1939–45 War, the Board was also responsible for the construction of numerous small craft and a 1,000-ton floating dock.

At 30th June, 1963, current orders for trading vessels placed by the Board were for the construction of seven vessels totalling 64,375 deadweight tons. The vessels consisted of one passenger vehicular vessel of 2,175 dw.t., two 21,400 dw.t. bulk carriers, one 7,500 dw.t. general purpose bulk carrier, two roll-on roll-off vehicular traffic vessels, each of 3,250 dw.t., and one "seatainer" vessel of 5,400 dw.t. A further order has since been placed for a 3,650 dw.t. motor cargo vessel.

Other types of ships under construction at 30th June, 1963, included a Naval Survey vessel of 2,300 tons displacement, two lighthouse supply vessels and a survey vessel for use in the Philippines. Two further lighthouse supply vessels have been ordered since.

It is expected that orders will be placed this year for the construction in Australian shipyards of oil tankers for use on the Australian coast.

4. **Australian Stevedoring Industry Authority.**—In March, 1947, legislation established a permanent Stevedoring Industry Commission to continue in peace-time the functions performed during the war by the Commission established under National Security legislation. In June, 1949, legislation was enacted to abolish the Stevedoring Industry Commission, on which employers and employees were represented, and established in its place a Stevedoring Industry Board of three members, which attended to administrative matters formerly under the control of the Commission, such as the operation of labour bureaux at ports, payment of attendance money and provision of amenities. The industrial functions which previously came within the province of the Commission were assigned to a single Judge of the Commonwealth Court of Conciliation and Arbitration. In August, 1956, following a Committee of Inquiry into the stevedoring industry, the Stevedoring Industry Board was replaced by the Australian Stevedoring Industry Authority of three members, including a representative of the management side of industry and a representative of the trade union movement. At the same time, the judicial and non-judicial functions formerly exercised by the Commonwealth Court of Conciliation and Arbitration were divided between the Commonwealth Industrial Court and the Commonwealth Conciliation and Arbitration Commission respectively. Awards of the Conciliation and Arbitration Commission subsequently placed payment of sick pay, public holiday pay and annual leave under the administration of the Authority. Under amending legislation which operated from 6th June, 1961, the Authority became responsible for payment of long service leave to registered waterside workers, and its disciplinary powers were strengthened to reduce the time lost through unauthorized stoppages. The statutory provisions regulating the industry are now contained in the *Stevedoring Industry Act 1956–1962* and in Division 4 of Part III of the *Conciliation and Arbitration Act 1904–1961*.

§ 2. System of Record

In the system of recording statistics of oversea shipping, Australia is considered as a unit, and therefore only one entry and one clearance are counted for each voyage, without regard to the number of States visited (*see* also § 4, p. 559). For the purpose of these statistics, the Australian mainland and Tasmania are treated as Australia and all external territories as oversea countries.

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

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

Most of the cargo is recorded in terms of the ton weight of 2,240 lb. However, some additional cargo, mainly bulky commodities, is shipped and recorded on the basis of 40 cubic feet of space used representing one ton measurement.

Except in § 5. Shipping at Principal Ports (p. 562), intra-State (coastal) movements of vessels, including those of vessels engaged solely in trade within State limits, are excluded from the statistics in the following pages.

§ 3. Oversea Shipping

1. **Total Movement.**—The following table shows the number of entrances and clearances combined of oversea vessels at Australian ports, and the aggregate net tonnage, during each of the years 1958–59 to 1962–63.

OVERSEA SHIPPING: ENTRANCES AND CLEARANCES (COMBINED) OF VESSELS DIRECT, AUSTRALIA

| Particulars | 1958–59 | 1959–60 | 1960–61 | 1961–62 | 1962–63 |
|-----------------------------|---------|---------|---------|---------|---------|
| Number of vessels | 5,463 | 5,945 | 6,778 | 7,210 | 6,762 |
| Net tonnage '000 tons | 26,019 | 28,874 | 34,317 | 37,662 | 37,584 |

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

2. **Total Oversea Shipping, States.**—The following table shows, for each State and the Northern Territory, the number of entrances and clearances of vessels direct from and to oversea countries, and the aggregate net tonnage, during the year 1962–63.

**OVERSEA SHIPPING: ENTRANCES AND CLEARANCES OF VESSELS DIRECT,
1962-63**

| Particulars | | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | Aust. |
|-------------|---------------|--------|-------|-------|-------|-------|------|------|--------|
| Entrances | No. | 1,098 | 548 | 626 | 200 | 822 | 83 | 34 | 3,411 |
| | '000 net tons | 6,219 | 4,018 | 2,360 | 975 | 4,999 | 288 | 99 | 18,958 |
| Clearances | No. | 942 | 503 | 775 | 228 | 825 | 49 | 29 | 3,351 |
| | '000 net tons | 5,841 | 3,730 | 2,999 | 1,082 | 4,695 | 199 | 80 | 18,626 |

3. **Shipping Communication with Various Countries.**—A vessel arriving in Australia from overseas is recorded as coming from the country where the voyage commenced, irrespective of the number of intermediate ports of call. Similarly, a vessel leaving Australia is recorded as going to the country where the voyage is scheduled to terminate.

The following table shows statistics of the net tonnage entered and cleared, with cargo and in ballast, according to the principal countries where vessels commenced or terminated their voyages to or from Australia.

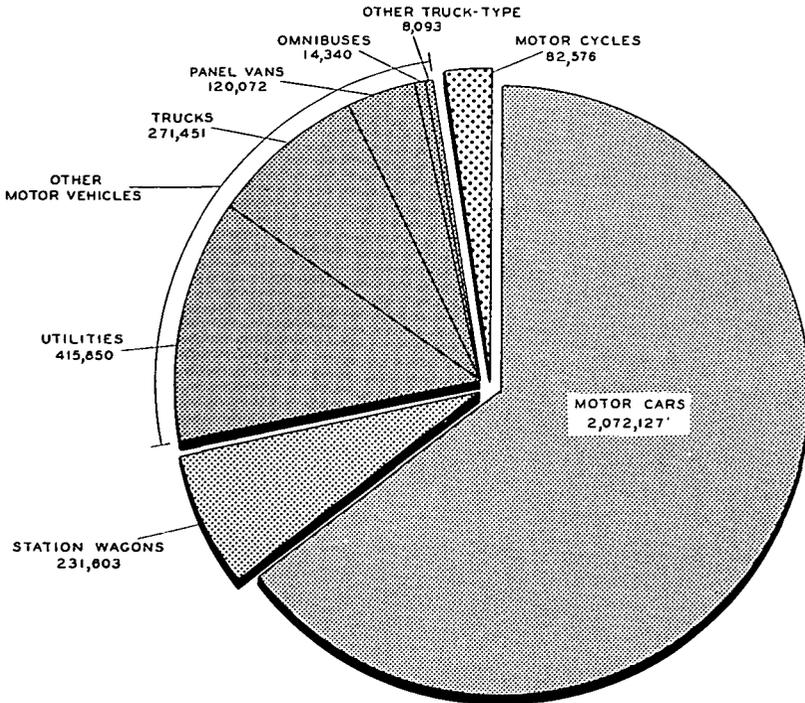
**OVERSEA SHIPPING: COUNTRIES FROM WHICH ENTERED OR FOR WHICH
CLEARED, AUSTRALIA**

('000 net tons)

| Country from which entered or for which cleared | With cargo or in ballast | Entered | | | Cleared | | |
|--|-----------------------------------|---------|---------|---------|---------|---------|---------|
| | | 1960-61 | 1961-62 | 1962-63 | 1960-61 | 1961-62 | 1962-63 |
| United Kingdom | Cargo | 1,714 | 1,607 | 1,627 | 2,137 | 2,197 | 2,014 |
| | Ballast | 54 | 60 | 18 | 64 | 10 | 25 |
| Canada | Cargo | 423 | 493 | 502 | 264 | 277 | 345 |
| | Ballast | 8 | | 5 | | | |
| Nauru | Cargo | 423 | 550 | 532 | 237 | 265 | 280 |
| | Ballast | | 6 | | 45 | 62 | 62 |
| New Zealand | Cargo | 760 | 752 | 772 | 1,261 | 1,240 | 1,185 |
| | Ballast | 615 | 891 | 790 | 82 | 119 | 92 |
| Singapore | Cargo | 372 | 336 | 411 | 396 | 398 | 487 |
| | Ballast | 87 | 107 | 133 | 356 | 482 | 623 |
| Other Commonwealth countries | Cargo | 1,644 | 1,798 | 1,631 | 1,339 | 1,638 | 1,370 |
| | Ballast | 328 | 357 | 297 | 226 | 310 | 333 |
| Arabian States | Cargo | 2,180 | 2,012 | 3,158 | 140 | 118 | 139 |
| | Ballast | 6 | 3 | 43 | 2,723 | 2,838 | 2,961 |
| France | Cargo | 82 | 104 | 84 | 105 | 138 | 141 |
| | Ballast | 3 | | | 6 | | |
| Germany, Federal Republic of | Cargo | 386 | 347 | 357 | 336 | 407 | 368 |
| | Ballast | | 4 | | | 6 | 13 |
| Indonesia | Cargo | 1,391 | 1,733 | 1,684 | 175 | 122 | 86 |
| | Ballast | 186 | 354 | 193 | 858 | 1,010 | 964 |
| Iran | Cargo | 1,111 | 1,006 | 1,020 | 99 | 64 | 107 |
| | Ballast | 21 | | 10 | 521 | 498 | 753 |
| Italy | Cargo | 248 | 231 | 277 | 526 | 349 | 317 |
| | Ballast | | 1 | | 11 | | 11 |
| Japan | Cargo | 1,065 | 811 | 921 | 2,013 | 2,661 | 2,402 |
| | Ballast | 1,405 | 2,522 | 1,968 | 26 | 13 | 41 |
| Netherlands | Cargo | 186 | 227 | 141 | 258 | 386 | 218 |
| | Ballast | 9 | | 5 | | | |
| New Caledonia | Cargo | 217 | 191 | 192 | 205 | 155 | 171 |
| | Ballast | 44 | 32 | 31 | 20 | 6 | 71 |
| United States of America | Cargo | 982 | 812 | 890 | 720 | 795 | 857 |
| | Ballast | 8 | 11 | 13 | 45 | 24 | 18 |
| Other foreign countries | Cargo | 1,105 | 1,061 | 920 | 1,693 | 1,989 | 1,925 |
| | Ballast | 206 | 439 | 333 | 161 | 227 | 247 |
| Total | Cargo | 14,289 | 14,071 | 15,119 | 11,904 | 13,199 | 12,412 |
| | Ballast | 2,980 | 4,787 | 3,839 | 5,144 | 5,605 | 6,214 |
| Total with Cargo and in Ballast | | 17,269 | 18,858 | 18,958 | 17,048 | 18,804 | 18,626 |

4. **Country of Registration of Oversea Shipping.**—Particulars of overseas shipping which entered Australian ports during each of the years 1960-61 to 1962-63 are given in the following table according to country of registration of vessels.

AUSTRALIA
 CENSUS OF MOTOR VEHICLES, 31ST DECEMBER, 1962
 TYPES OF VEHICLE

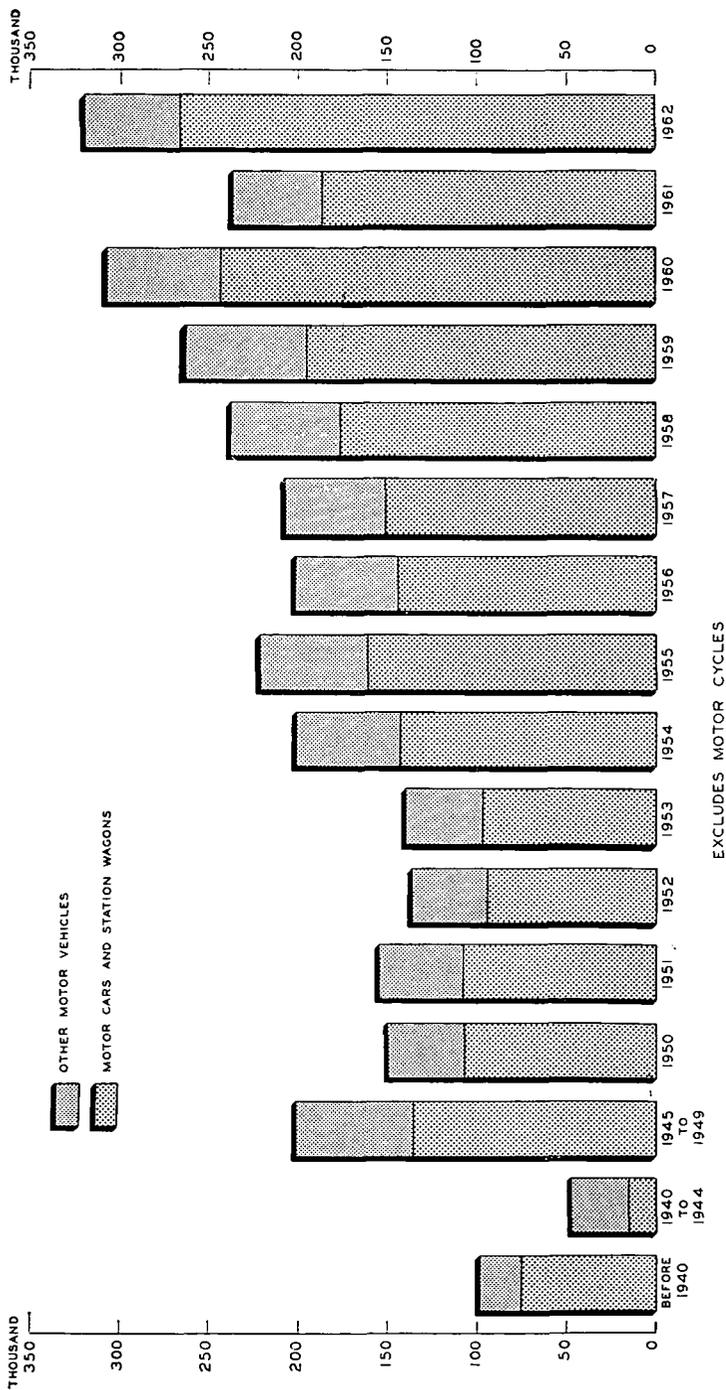


TOTAL MOTOR VEHICLES-3,216,112

AUSTRALIA

CENSUS OF MOTOR VEHICLES, 31ST DECEMBER, 1962

BY YEAR OF MODEL



OVERSEA SHIPPING: COUNTRY OF REGISTRATION OF VESSELS
ENTERED, AUSTRALIA

('000 net tons)

| Vessels registered at ports in— | 1960-61 | 1961-62 | 1962-63 | Vessels registered at ports in— | 1960-61 | 1961-62 | 1962-63 |
|--------------------------------------|--------------|--------------|--------------|---------------------------------|---------------|---------------|---------------|
| Commonwealth countries— | | | | Foreign countries— | | | |
| Australia | 269 | 347 | 130 | <i>continued—</i> | | | |
| Hong Kong | 327 | 585 | 466 | Norway | 2,045 | 2,158 | 2,355 |
| New Zealand .. . | 343 | 343 | 341 | Panama | 462 | 439 | 524 |
| Singapore | 63 | 95 | 49 | Sweden | 624 | 839 | 745 |
| United Kingdom .. | 7,390 | 7,497 | 7,413 | United States of America .. | 307 | 278 | 335 |
| Other | 243 | 179 | 129 | Other | 237 | 244 | 212 |
| In cargo | 7,375 | 7,133 | 7,244 | In cargo | 6,914 | 6,938 | 7,875 |
| In ballast | 1,260 | 1,913 | 1,284 | In ballast | 1,720 | 2,874 | 2,555 |
| Total, Commonwealth Countries | 8,635 | 9,046 | 8,528 | Total, Foreign Countries | 8,634 | 9,812 | 10,430 |
| <i>Proportion of total %</i> | <i>50.0</i> | <i>47.9</i> | <i>42.9</i> | <i>Proportion of total %</i> | <i>50.0</i> | <i>52.1</i> | <i>57.1</i> |
| Foreign countries— | | | | All countries— | | | |
| Denmark | 493 | 561 | 566 | In cargo | 14,289 | 14,071 | 15,119 |
| France(a) | 324 | 456 | 276 | Proportion of total % | 82.7 | 74.6 | 79.7 |
| Germany, Federal Republic | 245 | 307 | 312 | In ballast | 2,980 | 4,787 | 3,839 |
| Greece | 725 | 1,212 | 933 | Proportion of total % | 17.3 | 25.4 | 20.3 |
| Italy | 532 | 656 | 898 | | | | |
| Japan | 907 | 859 | 1,293 | Grand Total .. | 17,269 | 18,858 | 18,958 |
| Liberia | 736 | 886 | 1,150 | | | | |
| Netherlands | 997 | 917 | 831 | | | | |

(a) Includes New Caledonia (29 during 1962-63).

The Australian tonnage which entered Australian ports from overseas during the year 1962-63 represented 0.7 per cent. of the total tonnage entered and was confined mainly to the New Zealand and Pacific Islands trade.

§ 4. Interstate Shipping

1. System of Record.—*Interstate Shipping* comprises two elements: (a) vessels engaged solely in interstate trade; and (b) vessels trading between Australia and overseas countries and in the course of their voyages proceeding from one State to another. (However, these vessels, except under special circumstances, do not engage in interstate carrying. Numerous overseas vessels obtain single voyage permits or exemptions under the *Navigation Act 1912-1950*. Such vessels include overseas tankers carrying petroleum products interstate, and, since the withdrawal of interstate passenger liners, other overseas vessels, under permit, carrying passengers and frozen cargo on the interstate run.) No complexity enters into the record of those in category (a), but with regard to the method of recording the movements of the overseas vessels (b), some explanation is necessary. Each State desires that its shipping statistics should show in full its shipping communication with overseas countries, but at the same time it is necessary to avoid any duplication in the statistics of Australia as a whole. In order to meet these dual requirements, a vessel arriving in any State from an overseas country—say the United Kingdom—via another State, is recorded in the second State as from the United Kingdom "Overseas via States", thus distinguishing the movement from a direct overseas entry. Continuing the voyage, the vessel is again recorded for the statistics of the third State as from the United Kingdom "Overseas via States". On an inward voyage, the clearance from the first State to the second State is a clearance interstate, and is included with interstate tonnage in conformity with the prefederation practice of the States, and to preserve the continuity of State statistics. Thus, movements of ships which are, from the standpoint of Australia as a whole, purely coastal movements, must for the individual States be recorded as "Overseas via States" or "Interstate" according to the direction of the movement. The significance of the record of these movements will be seen more clearly

from the following tabular presentation of the inward and outward voyages to and from Australia of an oversea vessel which, it is presumed, reaches Fremantle (Western Australia) and then proceeds to the terminal port of the voyage—Sydney (New South Wales)—via South Australia and Victoria. From the terminal port, the vessel will commence the outward voyage and retrace its inward track.

ITINERARY OF AN OVERSEA VESSEL ON THE AUSTRALIAN COAST

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

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

2. *Interstate Movement.*—(i) *Interstate Direct.* The following table shows the number of entrances and the net tonnage of vessels recorded into each State and the Northern Territory from any other State (including oversea vessels on interstate direct voyages as in column 2 above) during each of the years 1960–61 to 1962–63.

INTERSTATE MOVEMENT OF SHIPPING: ENTRANCES OF VESSELS INTERSTATE DIRECT

| State or Territory | Number | | | Net tons ('000) | | |
|--------------------------|--------------|--------------|--------------|-----------------|---------------|---------------|
| | 1960–61 | 1961–62 | 1962–63 | 1960–61 | 1961–62 | 1962–63 |
| New South Wales | 1,883 | 1,933 | 1,844 | 5,780 | 6,149 | 5,946 |
| Victoria | 1,637 | 1,749 | 1,711 | 4,809 | 5,147 | 4,915 |
| Queensland | 799 | 748 | 772 | 2,030 | 1,930 | 2,195 |
| South Australia | 1,103 | 1,147 | 1,132 | 3,726 | 3,969 | 4,010 |
| Western Australia | 671 | 685 | 649 | 3,303 | 3,206 | 2,950 |
| Tasmania | 1,100 | 1,223 | 1,200 | 1,472 | 1,675 | 1,739 |
| Northern Territory | 66 | 69 | 71 | 107 | 139 | 144 |
| Australia | 7,259 | 7,554 | 7,379 | 21,227 | 22,215 | 21,899 |

(ii) *Oversea via States.* The figures in the following table show the number of entrances and clearances of vessels to and from oversea countries via other Australian States as in column 3 in the table in para. 1, p. 560, and their aggregate net tonnage.

INTERSTATE MOVEMENT OF SHIPPING: ENTRANCES AND CLEARANCES OF VESSELS OVERSEAS VIA OTHER AUSTRALIAN STATES, 1962-63

| Particulars | | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | Aust. |
|---------------|---------------|--------|-------|-------|-------|------|-------|------|--------|
| Entrances .. | No. | 827 | 918 | 431 | 613 | 49 | 331 | 4 | 3,173 |
| | '000 net tons | 4,237 | 4,655 | 1,987 | 2,901 | 290 | 1,447 | 12 | 15,529 |
| Clearances .. | No. | 840 | 884 | 249 | 533 | 31 | 314 | 1 | 2,852 |
| | '000 net tons | 3,716 | 4,429 | 1,063 | 2,483 | 153 | 1,341 | 6 | 13,191 |

(iii) *Total Interstate Movement.* In order to ascertain the aggregate movement of interstate shipping, including the total interstate movement of oversea vessels, the figures in the two preceding tables must be combined. The following table shows, for each State and the Northern Territory, the number of entrances and clearances of vessels from and for other States (including the interstate movement of oversea vessels) during the year 1962-63, together with the aggregate net tonnage.

INTERSTATE MOVEMENT OF SHIPPING: TOTAL, 1962-63

| Particulars | | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | Aust. |
|---------------|---------------|--------|-------|-------|-------|-------|-------|------|--------|
| Entrances .. | No. | 2,671 | 2,629 | 1,203 | 1,745 | 698 | 1,531 | 75 | 10,552 |
| | '000 net tons | 10,183 | 9,570 | 4,182 | 6,911 | 3,240 | 3,186 | 156 | 37,428 |
| Clearances .. | No. | 2,814 | 2,686 | 1,054 | 1,838 | 703 | 1,574 | 77 | 10,746 |
| | '000 net tons | 10,352 | 9,856 | 3,459 | 7,217 | 3,557 | 3,247 | 174 | 37,862 |

The following table shows the total interstate movement of shipping, including oversea vessels travelling overseas via States and interstate direct, for Australia for each of the years 1958-59 to 1962-63.

INTERSTATE MOVEMENT OF SHIPPING: TOTAL, AUSTRALIA

| Particulars | | 1958-59 | 1959-60 | 1960-61 | 1961-62 | 1962-63 |
|---------------|---------------|---------|---------|---------|---------|---------|
| Entrances .. | No. | 9,446 | 9,866 | 10,225 | 10,551 | 10,552 |
| | '000 net tons | 30,932 | 32,857 | 35,791 | 36,974 | 37,428 |
| Clearances .. | No. | 9,425 | 9,819 | 10,276 | 10,608 | 10,746 |
| | '000 net tons | 30,842 | 32,622 | 36,006 | 36,923 | 37,862 |

3. *Shipping Engaged Solely in Interstate Trade.*—The following table shows, for each State and the Northern Territory, the number of entrances direct from other States of vessels engaged solely in interstate trade (i.e., excluding oversea vessels in continuation of their oversea voyages) during the year 1962-63, together with the net tonnage.

SHIPPING ENGAGED SOLELY IN INTERSTATE TRADE(a): ENTRANCES, 1962-63

| Particulars | | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | Aust. |
|------------------|------|--------|-------|-----|-------|------|-------|------|-------|
| Ships entered .. | | 1,170 | 1,071 | 372 | 812 | 258 | 1,097 | 65 | 4,845 |
| Net tons .. | '000 | 2,929 | 1,718 | 550 | 2,321 | 833 | 1,232 | 112 | 9,695 |

(a) Excludes vessels travelling interstate via ports in the same State.

4. Australian Trading Vessels.—The following table shows particulars of all Australian trading vessels of 200 gross tons or more engaged in the regular overseas, interstate or coastal (intrastate) services at 30th June, 1963.

**AUSTRALIAN TRADING VESSELS^(a) OF 200 GROSS TONS OR MORE,
30th JUNE, 1963**

| Vessels | No. | Deadweight tons | Gross tons |
|---|-----|--------------------|---------------|
| Interstate vessels— | | | |
| Australian-owned, Australian-registered vessels .. | 95 | 547,502 | 409,888 |
| New Zealand-owned, Australian-registered engaged in Australian coastal trade | 9 | 24,835 | 21,047 |
| Total Interstate Vessels | 104 | 572,337 | 430,935 |
| Intrastate vessels | 21 | 29,525 | 25,141 |
| <i>Total Coastal Trading Vessels</i> | 125 | 601,862 | 456,076 |
| Overseas trading vessels— | | | |
| Australian-owned, Australian-registered operated mainly on overseas services | 7 | 25,982 | 23,811 |
| Australian-owned, overseas-registered operated wholly on overseas services | 14 | 150,116 | 109,896 |
| <i>Total Overseas Trading Vessels</i> | 21 | 176,098 | 133,707 |
| Total Australian Trading Vessels | 146 | 777,960 | 589,783 |

(a) Includes 14 vessels of 109,896 gross tons not registered in Australia.

§ 5. Shipping at Principal Ports

NOTE.—For details of Harbour Boards and Trusts in each State see Chapter XX.

1. Total Shipping, Australia.—The following table shows the total volume of shipping—overseas, interstate and coastal—which entered the principal ports of Australia during the years 1961–62 and 1962–63. The movements of warships and of other non-commercial vessels are excluded from the table.

TOTAL SHIPPING: ENTRANCES AT PRINCIPAL PORTS, AUSTRALIA

| Port of entry | 1961–62 | | 1962–63 | | Port of entry | 1961–62 | | 1962–63 | |
|--------------------------|-------------|---------------------|-------------|---------------------|-----------------------------|-------------|---------------------|-------------|---------------------|
| | Num- ber | Net tons '000 | Num- ber | Net tons '000 | | Num- ber | Net tons '000 | Num- ber | Net tons '000 |
| New South Wales— | | | | | South Australia— | | | | |
| Sydney ^(a) .. | 4,395 | 14,715 | 4,142 | 14,683 | Adelaide ^(b) .. | 2,496 | 5,871 | 2,348 | 6,159 |
| Newcastle .. | 2,119 | 5,417 | 1,902 | 4,811 | Port Lincoln .. | 312 | 477 | 316 | 434 |
| Port Kembla .. | 1,113 | 3,781 | 1,131 | 3,872 | Port Pirie .. | 423 | 1,071 | 448 | 1,062 |
| | | | | | Rapid Bay .. | 96 | 237 | 110 | 310 |
| | | | | | Walleroo .. | 83 | 265 | 36 | 162 |
| | | | | | Whyalla .. | 497 | 1,721 | 474 | 1,718 |
| Victoria— | | | | | Western Australia— | | | | |
| Melbourne .. | 2,852 | 11,094 | 2,862 | 11,288 | Fremantle ^(c) .. | 1,491 | 8,017 | 1,425 | 7,696 |
| Geelong .. | 600 | 3,330 | 657 | 3,495 | Albany .. | 144 | 672 | 140 | 674 |
| | | | | | Bunbury .. | 126 | 499 | 114 | 472 |
| | | | | | Carnarvon .. | 71 | 110 | 77 | 134 |
| | | | | | Geraldton .. | 146 | 493 | 110 | 386 |
| | | | | | Yampi .. | 142 | 631 | 136 | 608 |
| Queensland— | | | | | Tasmania— | | | | |
| Brisbane .. | 1,406 | 4,870 | 1,488 | 5,303 | Hobart .. | 577 | 1,520 | 591 | 1,382 |
| Bowen .. | 31 | 70 | 37 | 115 | Burnie .. | 365 | 686 | 393 | 980 |
| Cairns .. | 327 | 626 | 300 | 637 | Devonport .. | 428 | 668 | 403 | 707 |
| Gladstone .. | 96 | 450 | 93 | 450 | Launceston .. | 604 | 796 | 580 | 987 |
| Mackay .. | 107 | 294 | 127 | 486 | | o | | | |
| Rockhampton .. | 104 | 279 | 112 | 309 | Northern Territory— | | | | |
| Townsville .. | 377 | 1,034 | 349 | 991 | Darwin .. | 114 | 224 | 109 | 255 |

(a) Includes Botany Bay.

(b) Includes Port Stanvac.

(c) Includes Kwinana.

2. Total Shipping—Australia, New Zealand and the United Kingdom.—The following table shows the total shipping tonnage which entered the principal ports of Australia, New Zealand and the United Kingdom during 1962–63.

TOTAL SHIPPING: ENTRANCES AT PORTS, AUSTRALIA, NEW ZEALAND AND THE UNITED KINGDOM

('000 net tons)

| Port | Net tonnage entered | Port | Net tonnage entered | Port | Net tonnage entered |
|----------------------|---------------------|-------------------------------------|---------------------|-----------------------------------|---------------------|
| AUSTRALIA— | | | | | |
| Sydney (N.S.W.)(a) | 14,683 | NEW ZEALAND— | | ENGLAND AND WALES— | |
| Melbourne (Vic.) | 11,288 | Wellington .. | 4,841 | <i>continued</i> | |
| Fremantle (W.A.)(b) | 7,696 | Auckland .. | 4,365 | Manchester (including Runcorn) .. | 6,862 |
| Adelaide (S.A.)(c) | 6,159 | Lyttleton .. | 3,449 | Hull .. | 6,302 |
| Brisbane (Qld) | 5,303 | Otago .. | 1,514 | Bristol .. | 6,004 |
| Newcastle (N.S.W.) | 4,811 | Napier .. | 1,239 | Middlesbrough .. | 4,534 |
| Port Kembla (N.S.W.) | 3,872 | Bluff .. | 1,034 | Swansea .. | 4,349 |
| Geelong (Vic.) | 3,495 | Taranaki .. | 985 | Cardiff .. | 3,592 |
| Whyalla (S.A.) | 1,718 | ENGLAND AND WALES— | | SCOTLAND— | |
| Hobart (Tas.) | 1,382 | London .. | 47,978 | Glasgow .. | 8,067 |
| Port Pirie (S.A.) | 1,062 | Southampton .. | 25,791 | NORTHERN IRELAND— | |
| Townsville (Qld) | 991 | Liverpool (including Birkenhead) .. | 22,533 | Belfast .. | 8,266 |
| Launceston (Tas.) | 987 | Tyne Ports .. | 7,998 | | |
| Burnie (Tas.) | 980 | Dover .. | 7,154 | | |

(a) Includes Botany Bay.

(b) Includes Kwinana.

(c) Includes Port Stanvac.

§ 6. Shipping Cargo

1. Oversea and Interstate Cargo.—(i) *Australia*. The table hereunder shows the aggregate tonnage of oversea and interstate cargo discharged and shipped at Australian ports for the years 1958–59 to 1962–63. Most of the cargo is recorded in terms of the ton weight of 2,240 lb., the remainder, mainly bulky commodities, being shipped and recorded on the basis of 40 cubic feet of space occupied representing one ton measurement.

SHIPPING CARGO MOVEMENT: AUSTRALIA

('000 tons)

| Year | Overseas cargo | | | | Interstate cargo | | | |
|------------|----------------|-------|---------|-------|------------------|-------|---------|-------|
| | Discharged | | Shipped | | Discharged | | Shipped | |
| | Weight | Meas. | Weight | Meas. | Weight | Meas. | Weight | Meas. |
| 1958–59 .. | 14,232 | 2,666 | 8,646 | 1,469 | 12,236 | 1,288 | 12,345 | 1,047 |
| 1959–60 .. | 15,458 | 3,263 | 10,108 | 1,479 | 12,535 | 1,562 | 12,923 | 1,360 |
| 1960–61 .. | 17,265 | 3,801 | 13,748 | 1,551 | 13,130 | 1,622 | 13,713 | 1,473 |
| 1961–62 .. | 17,508 | 2,763 | 17,178 | 1,547 | 13,318 | 1,427 | 13,658 | 1,186 |
| 1962–63 .. | 19,497 | 3,397 | 15,405 | 1,545 | 13,882 | 1,306 | 14,340 | 1,100 |

(ii) *Principal Ports.* The following table shows the tonnage of overseas and interstate cargo discharged and shipped at the principal ports of Australia during 1962-63.

CARGO DISCHARGED AND SHIPPED AT PRINCIPAL PORTS, 1962-63
(^{'000 tons})

| Port | Discharged | | | | Shipped | | | |
|---|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|
| | Overseas | | Interstate | | Overseas | | Interstate | |
| | Wt | Meas. | Wt | Meas. | Wt | Meas. | Wt | Meas. |
| Sydney | 1,873 | 1,358 | 641 | 182 | 2,524 | 418 | 238 | 109 |
| Botany Bay | 3,941 | .. | 5 | .. | 93 | .. | 907 | .. |
| Newcastle | 311 | .. | 1,958 | .. | 1,318 | .. | 1,768 | .. |
| Port Kembla | 410 | .. | 4,033 | .. | 1,038 | .. | 738 | .. |
| Other | 4 | .. | 24 | .. | 8 | 5 | 2 | .. |
| <i>Total, New South Wales</i> | <i>6,539</i> | <i>1,358</i> | <i>6,661</i> | <i>182</i> | <i>4,981</i> | <i>423</i> | <i>3,653</i> | <i>109</i> |
| Melbourne | 3,589 | 1,256 | 1,680 | 399 | 1,006 | 524 | 794 | 434 |
| Geelong | 3,575 | 3 | 492 | 24 | 1,772 | 2 | 1,073 | 7 |
| Portland | 33 | .. | 73 | .. | 139 | .. | 2 | .. |
| <i>Total, Victoria</i> | <i>7,197</i> | <i>1,259</i> | <i>2,254</i> | <i>423</i> | <i>2,917</i> | <i>526</i> | <i>1,869</i> | <i>441</i> |
| Brisbane | 421 | 249 | 799 | 83 | 624 | 98 | 49 | 24 |
| Cairns | 51 | 1 | 98 | 11 | 160 | 2 | 29 | 4 |
| Gladstone | 9 | .. | 80 | .. | 289 | .. | 9 | .. |
| Mackay | 14 | .. | 57 | .. | 530 | .. | 20 | .. |
| Townsville | 31 | .. | 170 | 12 | 352 | 1 | 67 | .. |
| Other | 9 | 1 | 65 | 3 | 402 | 4 | 511 | 1 |
| <i>Total, Queensland</i> | <i>535</i> | <i>251</i> | <i>1,269</i> | <i>109</i> | <i>2,357</i> | <i>105</i> | <i>685</i> | <i>29</i> |
| Port Adelaide | 335 | 340 | 1,492 | 58 | 421 | 193 | 146 | 21 |
| Ardrossan | .. | .. | .. | .. | 109 | .. | 203 | .. |
| Port Lincoln | 51 | .. | 41 | .. | 168 | .. | 29 | .. |
| Port Pirie | 14 | .. | 180 | .. | 539 | .. | 180 | .. |
| Port Stanvac | 402 | .. | .. | .. | 7 | .. | 74 | .. |
| Rapid Bay | .. | .. | .. | .. | .. | .. | 629 | .. |
| Whyalla | 5 | .. | 239 | .. | 79 | .. | 3,610 | .. |
| Other | 42 | 1 | 1 | .. | 458 | 17 | 274 | .. |
| <i>Total, South Australia</i> | <i>849</i> | <i>341</i> | <i>1,953</i> | <i>58</i> | <i>1,781</i> | <i>210</i> | <i>5,145</i> | <i>21</i> |
| Fremantle(a) | 3,726 | 140 | 599 | 93 | 2,255 | 70 | 1,052 | 26 |
| Bunbury | 106 | .. | 4 | .. | 319 | 43 | 29 | 4 |
| Geraldton | 56 | .. | .. | .. | 284 | 8 | 16 | .. |
| Yampi | .. | .. | 4 | .. | .. | .. | 1,271 | .. |
| Other | 139 | 2 | 34 | 2 | 300 | 19 | 31 | 2 |
| <i>Total, Western Australia</i> | <i>4,027</i> | <i>142</i> | <i>641</i> | <i>95</i> | <i>3,158</i> | <i>140</i> | <i>2,399</i> | <i>32</i> |
| Hobart | 113 | 14 | 421 | 103 | 134 | 109 | 193 | 99 |
| Burnie | 58 | 2 | 152 | 20 | 44 | 14 | 64 | 85 |
| Launceston | 123 | 29 | 259 | 83 | 25 | 15 | 74 | 51 |
| Other | 7 | 1 | 183 | 232 | 1 | 3 | 252 | 233 |
| <i>Total, Tasmania</i> | <i>301</i> | <i>46</i> | <i>1,015</i> | <i>438</i> | <i>204</i> | <i>141</i> | <i>583</i> | <i>468</i> |
| Darwin, Northern Territory | 49 | .. | 89 | 1 | 7 | .. | 6 | .. |
| Australia | 19,497 | 3,397 | 13,882 | 1,306 | 15,405 | 1,545 | 14,340 | 1,100 |

(a) Includes Kwinana.

2. Oversea Cargo according to Country of Registration of Vessels.—The following table shows the total overseas cargo, discharged and shipped combined, according to the country in which the vessels were registered, during each of the years 1960–61 to 1962–63.

OVERSEA CARGO DISCHARGED AND SHIPPED: COUNTRY OF REGISTRATION OF VESSELS, AUSTRALIA

('000 tons)

| Vessels registered at ports in— | 1960–61 | | 1961–62 | | 1962–63 | |
|--|---------------|--------------|---------------|--------------|---------------|--------------|
| | Weight | Meas. | Weight | Meas. | Weight | Meas. |
| Commonwealth countries— | | | | | | |
| Australia | 273 | 106 | 297 | 116 | 169 | 108 |
| Hong Kong | 606 | 68 | 1,092 | 27 | 695 | 71 |
| New Zealand | 507 | 404 | 487 | 358 | 515 | 407 |
| United Kingdom | 12,457 | 2,703 | 12,735 | 2,204 | 12,454 | 2,519 |
| Other | 612 | 167 | 457 | 173 | 396 | 116 |
| <i>Total, Commonwealth Countries</i> | <i>14,455</i> | <i>3,448</i> | <i>15,068</i> | <i>2,878</i> | <i>14,229</i> | <i>3,221</i> |
| <i>Proportion of Total</i> % | <i>46.6</i> | <i>64.4</i> | <i>43.4</i> | <i>66.8</i> | <i>40.8</i> | <i>65.2</i> |
| Foreign Countries— | | | | | | |
| Denmark | 1,042 | 33 | 1,283 | 36 | 1,333 | 50 |
| France and New Caledonia | 465 | 82 | 730 | 83 | 374 | 106 |
| Germany, Federal Republic of | 476 | 240 | 546 | 215 | 627 | 246 |
| Greece | 1,468 | 30 | 2,422 | 47 | 1,800 | 18 |
| Italy | 384 | 84 | 864 | 52 | 1,319 | 56 |
| Japan | 1,879 | 210 | 1,697 | 216 | 2,622 | 205 |
| Liberia | 1,641 | 80 | 1,988 | 16 | 2,696 | 12 |
| Netherlands | 1,322 | 314 | 1,206 | 218 | 1,001 | 291 |
| Norway | 4,628 | 354 | 5,205 | 165 | 5,638 | 249 |
| Panama | 856 | 56 | 876 | 10 | 957 | 36 |
| Sweden | 1,108 | 152 | 1,884 | 257 | 1,621 | 325 |
| United States of America | 299 | 138 | 316 | 103 | 237 | 102 |
| Other | 990 | 131 | 601 | 14 | 448 | 25 |
| <i>Total, Foreign Countries</i> | <i>16,558</i> | <i>1,904</i> | <i>19,618</i> | <i>1,432</i> | <i>20,673</i> | <i>1,721</i> |
| <i>Proportion of Total</i> % | <i>53.4</i> | <i>35.6</i> | <i>56.6</i> | <i>33.2</i> | <i>59.2</i> | <i>34.8</i> |
| Grand Total | 31,013 | 5,352 | 34,686 | 4,310 | 34,902 | 4,942 |

§ 7. Vessels Registered in Australia

1. Australian-registered Trading Vessels.—The following table shows the number and gross tonnage of trading vessels of 200 tons and over registered in Australia at 30th June, 1963, classified according to—(i) year of construction, 1959 to 1963, and 1958 and earlier years, (ii) type of trade in which the vessels were engaged, and (iii) vessels built in Australian or in overseas shipyards. The statistics in this table have been compiled by the Commonwealth Department of Shipping and Transport. The *Merchant Shipping Act 1894* (Imperial) under which vessels are registered in Australia, does not make it compulsory to register vessels under 15 tons burden if engaged in river or coastal trade. Larger vessels are also exempt from registration if not engaged in trade. Yachts and small trading vessels may be, and frequently are, registered at the request of the owners.

AUSTRALIAN-REGISTERED TRADING VESSELS, 30TH JUNE, 1963 (a)

| Year of construction | Oversea and interstate vessels | | Intrastate vessels | | Built in Australian yards | | Built overseas | | Total | |
|--|--------------------------------|----------------|--------------------|---------------|---------------------------|----------------|----------------|----------------|------------|----------------|
| | No. | Gross tons | No. | Gross tons | No. | Gross tons | No. | Gross tons | No. | Gross tons |
| 1958 and earlier | 95 | 347,355 | 20 | 23,145 | 55 | 220,154 | 60 | 150,346 | 115 | 370,500 |
| 1959 | 6 | 33,146 | .. | .. | 4 | 26,936 | 2 | 6,210 | 6 | 33,146 |
| 1960 | 3 | 24,457 | .. | .. | 3 | 24,457 | .. | .. | 3 | 24,457 |
| 1961 | 3 | 20,141 | 1 | 1,996 | 4 | 22,137 | .. | .. | 4 | 22,137 |
| 1962 | 2 | 16,715 | .. | .. | 2 | 16,715 | .. | .. | 2 | 16,715 |
| 1963 | 2 | 12,932 | .. | .. | 2 | 12,932 | .. | .. | 2 | 12,932 |
| Total, Registered in Australia .. | 111 | 454,746 | 21 | 25,141 | 70 | 323,331 | 62 | 156,556 | 132 | 479,887 |

(a) 200 gross tons and over.

Figures in this table relate to gross tons, and are therefore not comparable with those in the table following, which relate to net tons and to *all* registered vessels irrespective of tonnage and type.

2. Vessels Registered.—The following table shows the number and net tonnage of steam, sailing and other vessels on the register of each State and the Northern Territory at 31st December, 1963.

VESSELS REGISTERED, 31st DECEMBER, 1963

| State or Territory | Steam and motor | | Sailing | | | | Barges, hulks, dredges, etc., not self-propelled | | Total | |
|-----------------------|-----------------|----------------|------------------------|--------------|-----------------------------|---------------|--|---------------|--------------|----------------|
| | | | Propelled by sail only | | Fitted with auxiliary power | | | | | |
| | No. | Net tons | No. | Net tons | No. | Net tons | No. | Net tons | No. | Net tons |
| New South Wales .. | 308 | 48,306 | 29 | 2,058 | 147 | 1,837 | 12 | 1,849 | 496 | 54,050 |
| Victoria .. | 126 | 156,736 | 26 | 664 | 64 | 1,248 | 16 | 6,211 | 232 | 164,859 |
| Queensland .. | 86 | 35,121 | 33 | 594 | 56 | 658 | 5 | 1,321 | 180 | 37,694 |
| South Australia .. | 37 | 19,691 | 2 | 9 | 50 | 2,207 | 5 | 1,433 | 94 | 23,340 |
| Western Australia .. | 113 | 15,854 | 206 | 2,961 | 76 | 1,711 | 5 | 478 | 400 | 21,004 |
| Tasmania .. | 52 | 13,732 | 42 | 693 | 114 | 2,719 | 3 | 690 | 211 | 17,834 |
| Northern Territory .. | .. | .. | 16 | 154 | 11 | 227 | .. | .. | 27 | 381 |
| Australia .. | 722 | 289,440 | 354 | 7,133 | 518 | 10,607 | 46 | 11,982 | 1,640 | 319,162 |

3. World Shipping Tonnage.—At 1st July, 1963, the total steamships, motorships and auxiliaries of 100 gross tons and upwards throughout the world amounted to 39,571, with a gross tonnage of 145,863,463. Of these totals, steamships numbered 12,118 for 74,584,310 gross tons, motorships 26,681 for 71,125,967 gross tons, and auxiliaries 772 for 153,186 gross tons. Included therein were 4,984 oil tankers of 100 gross tons and upwards, with a gross tonnage of 47,121,017. Australian steamships, motorships and auxiliaries, 293 for 557,052 gross tons, constituted 0.74 per cent. and 0.38 per cent. respectively of the total number and tonnage. This information has been derived from *Lloyd's Register of Shipping*.

OVERSEA SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES, 31st DECEMBER, 1963—continued

| Article and country | Unit for which freight rate is quoted | Freight rate |
|--|---------------------------------------|-------------------------|
| | | <i>Rates—Sterling</i> |
| | | s. d. |
| Pearlshell | Ton measurement | 224 6 |
| Trochus and green snail shell, bags or cases | Ton weight | 337 6 |
| Wool— | | |
| Greasy, dumped | lb. | 0 3 74 |
| Scoured and washed, dumped | lb. | 0 4 69 |
| Tops | lb. | 0 4 77 net |
| Bark, tanning | Ton weight | 234 6 |
| Sandalwood, in bags | Ton measurement | 224 6 |
| Apparel and attire, effects | Ton weight or measurement | 352 0 |
| Oils— | | |
| Eucalyptus | Ton measurement | 254 0 |
| Coconut | Ton weight | 254 0 |
| Whale | Ton weight | 254 0 |
| Other | Ton weight | 254 0 |
| Stearine | Ton weight | 254 0 |
| Tallow, unrefined, in drums | Ton weight | 254 0 |
| Ore in casks, bags or drums, n.e.i. | Ton weight | 139 0 |
| Zinc— | | |
| Ex Risdon | Ton weight | 85 6 |
| Other than above | Ton weight | 102 6 |
| Dust in tins, sealed cases or new lined drums | Ton weight | 319 0 |
| Copper | Ton weight | 122 6 |
| Lead | Ton weight | 106 6 |
| Steel billets— | | |
| Up to 20 feet | Ton weight | 90 0 |
| Over 20 feet and up to 30 feet | Ton weight | 100 0 |
| Tin clippings, hydraulically pressed | Ton weight | 113 0 |
| Leather | Ton weight | 494 0 |
| Timber— | | |
| Logs up to 40 feet long | 100 super. ft. | 78 2 |
| Logs over 40 feet and up to 50 feet long | 100 super. ft. | 83 11 |
| Logs over 50 feet and up to 60 feet long | 100 super. ft. | 90 0 |
| Sawn undressed up to 30 feet—shipment of less than 50 tons | 100 super. ft. | 41 5 |
| Toilet paper | Ton measurement | 240 0 |
| Stationery— | | |
| Note paper and/or envelopes | Ton measurement | 370 0 |
| Other than above | Ton measurement | 384 0 |
| Casein | Ton weight | 294 0 |
| Fertilizers | Ton measurement | 287 0 |
| Soap | Ton measurement | 224 6 |
| Gold and silver specie | Ad valorem | 15 0% |
| CEYLON— | | |
| Flour, wheat | Ton weight | 144 0 |
| Milk and cream— | | |
| Condensed | Ton measurement | 244 6 |
| Frozen | Ton measurement | 422 0 |
| General cargo | Ton weight or measurement | 244 6 |
| INDIA— | | |
| Milk products in cases, cartons, etc. | Ton measurement | 186 0 |
| Wheat in bags | Ton weight | 142 0 |
| Wool— | | |
| Greasy | lb. | 0 3 24 |
| Scoured, etc. | lb. | 0 4 15 |
| Zinc bars | Ton weight | 117 6 |
| General cargo | Ton weight or measurement | 217 6 |
| SOUTH AFRICA— | | |
| Wool— | | |
| Greasy | lb. | 0 3 25 |
| Scoured, etc. | lb. | 0 4 00 |
| General cargo | Ton weight or measurement | 209 0 |
| CHINA— | | |
| | | <i>Rates—Australian</i> |
| Flour | 2,000 lb. | 145 0 |
| Wheat | Ton | 150 0 |
| Wool— | | |
| Greasy | lb. | 0 3 |
| Scoured, etc. | lb. | 0 3 49 |
| General cargo | Ton weight or measurement | 262 6 |

OVERSEA SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES, 31st DECEMBER, 1963—*continued*

| Article and country | Unit for which freight rate is quoted | Freight rate |
|--|---------------------------------------|---|
| HONG KONG— | | |
| Sugar | Ton weight | <i>Rates— Australian s. d.</i> 147 0 |
| Wheat | Ton weight | 150 0 net |
| Wool— | | |
| Greasy | lb. | 0 3 |
| Scoured, etc. | lb. | 0 3.49 |
| General cargo | Ton weight or measurement | 262 6 |
| JAPAN— | | |
| Cattle hides, wet salted | Ton weight | 262 6 |
| Coal | Ton weight | 214 0 |
| Copper ores and concentrates— | | |
| Parcels | Ton weight | 161 6 |
| Bulk | Ton weight | 126 0 |
| Iron and steel scrap— | | |
| Loose | Ton weight | 240 0 |
| 4-cwt. drums | Ton weight | 190 0 |
| Over 4-cwt. drums | Ton weight | 170 0 |
| Iron, pig | Ton weight | 105 0 |
| Lead ores and concentrates— | | |
| Parcels | Ton weight | 161 6 |
| Bulk | Ton weight | 126 0 |
| Lead, pig | Ton weight | 160 0 |
| Sugar | Ton weight | 147 0 |
| Wheat | Ton weight | 150 0 net |
| Wool— | | |
| Greasy | lb. | 0 3.32 |
| Scoured, etc. | lb. | 0 3.86 |
| Zinc ores and concentrates— | | |
| Parcels | Ton weight | 161 6 |
| Bulk | Ton weight | 126 0 |
| General cargo | Ton weight or measurement | 262 6 |
| MALAYA— | | |
| Milk products— | | |
| Condensed— | | |
| From eastern Australian ports | Ton measurement | 230 0 |
| From Western Australian ports | Ton measurement | 210 0 |
| Powdered in bags— | | |
| From eastern Australian ports | Ton weight | 312 6 |
| From Western Australian ports | Ton weight | 287 6 |
| Powdered in cases or cartons— | | |
| From eastern Australian ports | Ton weight or measurement | 230 0 |
| From Western Australian ports | Ton weight or measurement | 210 0 |
| Flour— | | |
| From eastern Australian ports | 2,000 lb. | 137 6 |
| From Western Australian ports | 2,000 lb. | 127 6 |
| General cargo— | | |
| From eastern Australian ports | Ton weight or measurement | 249 0 |
| From Western Australian ports | Ton weight or measurement | 229 0 |
| INDONESIA— | | |
| Flour— | | |
| From eastern Australian ports | 2,000 lb. | 137 6 |
| From Western Australian ports | 2,000 lb. | 127 6 |
| General cargo— | | |
| From eastern Australian ports | Ton weight or measurement | 249 0 |
| From Western Australian ports | Ton weight or measurement | 229 0 |
| CANADA—EAST COAST AND ST. LAWRENCE PORTS TO MONTREAL— | | |
| <i>Rates— Canadian Dollars</i> | | |
| Fruit— | | |
| Canned | Ton measurement | 39.10 |
| Dried | Ton measurement | 33.00 |
| Preserved | Ton measurement | 42.20 |
| Wine | Ton measurement | 47.50 |
| Wool—greasy | 100 lb. | 4.375 |
| General cargo | Ton measurement | 47.60 |

OVERSEA SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES, 31st DECEMBER, 1961—continued

| Article and country | Unit for which freight rate is quoted | Freight rate |
|--|---------------------------------------|--------------------------------|
| UNITED STATES OF AMERICA—ATLANTIC AND GULF PORTS— | | <i>Rates— U.S. Dollars</i> |
| Beef, preserved by cold process— | | |
| Quarters, etc. | 100 lb. gross weight | 4.65 |
| Cartons | 100 lb. net weight | 4.15 |
| Casein | Ton weight | 47.00 |
| Fish, preserved by cold process— | | |
| Loose | Ton weight | 70.80 |
| Cartons | 100 lb. net weight | 3.90 |
| Lead— | | |
| Ores and concentrates | Ton weight | 24.80 |
| Unwrought | Ton weight | 19.00 |
| Mutton preserved by cold process— | | |
| Carcasses | 100 lb. gross weight | 5.00 |
| Cuts in cartons | 100 lb. net weight | 4.15 |
| Pipes and tubes of iron and steel | Ton weight | 33.00 |
| Wool— | | |
| Greasy | 100 lb. | 4.375 |
| Scoured, etc. | 100 lb. | 5.25 |
| General cargo | Ton weight or measurement | 47.60 |

Interstate rates per ton weight or measurement for general cargo at 31st December, 1963, (expressed in Australian currency) were:—Sydney–Melbourne, 159s. 6d.; Sydney–Brisbane, 155s.; Sydney–Adelaide, 185s.; Sydney–Fremantle, 250s.; Sydney–Hobart, 147s.; Sydney–Darwin, 258s. 6d.

4. **Depth of Water at Main Ports.**—A table showing the depth of water available and tides at principal ports of Australia is published in the annual bulletin, *Transport and Communication*. For some major ports, information is given in Chapter XX. Local Government.

5. **Shipping Casualties.**—Courts of Marine Inquiry are constituted by a magistrate assisted by skilled assessors, and, when necessary, are held at the principal port in each State and at Launceston (Tasmania). Such courts have power to deal with the certificates of officers who are found at fault. Particulars of shipping losses and casualties reported on or near the coast during each of the years 1959 to 1963 are shown in the table below.

SHIPPING CASUALTIES TO OVERSEA AND INTERSTATE STEAM AND MOTOR VESSELS(a): AUSTRALIA

| Year | Shipping losses | | | Other shipping casualties | | | Total shipping casualties | | |
|------------|-----------------|----------|------------|---------------------------|----------|------------|---------------------------|----------|------------|
| | Vessels | Net tons | Lives lost | Vessels | Net tons | Lives lost | Vessels | Net tons | Lives lost |
| 1958–59 .. | 3 | 444 | 1 | 200 | 570,129 | 9 | 203 | 570,573 | 10 |
| 1959–60 .. | .. | .. | .. | 229 | 708,418 | .. | 29 | 708,418 | .. |
| 1960–61 .. | .. | .. | .. | 178 | 549,244 | .. | 178 | 549,244 | .. |
| 1961–62 .. | .. | .. | .. | 147 | 569,644 | 1 | 147 | 569,644 | 1 |
| 1962–63 .. | .. | .. | .. | 122 | 468,326 | .. | 122 | 468,326 | .. |

(a) Vessels over 50 net tons.

6. **Ferry (Passenger) Services.**—For particulars of ferry passenger services operating in several States see page 588.

GOVERNMENT RAILWAYS

1. **General.**—The policy of government ownership and control of railways has been adopted generally throughout Australia, and, although a number of private railways exist, most of them are light railways intended primarily to transport goods involved in the commercial operations of their owners. There are three main gauges in use in the several States (5 ft. 3 in., 4 ft. 8½ in. and 3 ft. 6 in.), but in recent years considerable progress has been made towards the standardization of main trunk routes (*see para. 3 below*).

In the tables in this division, details of the four lines owned by the Commonwealth are grouped and shown with the totals for the various State-owned systems. Separate particulars for each Commonwealth line and more detailed statistics for all lines are shown in the annual bulletin, *Transport and Communication*.

2. **Railway Communication in Australia.**—An account of the progress of railway construction in Australia since the opening of the first line in 1854 was given in Year Book No. 6, page 681, and in No. 22, page 259. The main ports on the mainland are connected by lines running approximately parallel to the coast and are the focal points of lines which radiate inland to the agricultural, mining and pastoral areas of the continent to a distance of up to 750 miles. However, Darwin in the Northern Territory is not connected by rail to any other port. A 3 ft. 6 in. gauge railway extends southward from Darwin to Birdum, a distance of 317 miles, and from Port Augusta in South Australia a 4 ft. 8½ in. gauge railway of 217 miles extends northwards to Marree from where a 3 ft. 6 in. gauge of 540 miles continues to Alice Springs.

3. **Standardization of Railway Gauges.**—The first step towards uniform gauge railway communication between the capitals of the mainland States was effected in 1930 with the construction of the 4 ft. 8½ in. gauge line from Grafton to South Brisbane. The finance required for the construction was provided by the Commonwealth Government. For details of the agreement between the Commonwealth and New South Wales and Queensland, *see Official Year Book No. 31, page 122*. This line is operated by the New South Wales Railways, and details of operations in New South Wales are included with those of the New South Wales system. Details of operations on the Queensland portion are included with Queensland railway statistics unless otherwise specified.

In March, 1944, the late Sir Harold Clapp, Director-General of Land Transport, Commonwealth Department of Transport, and formerly Chairman of Commissioners, Victorian Railways, was requested by the Commonwealth Government to submit a report and recommendation regarding the standardization of Australia's railway gauges on the basis of a 4 ft. 8½ in. gauge. A summary of his report and recommendations, made in March, 1945, together with an outline of the agreement between the Commonwealth Government and the States of New South Wales, Victoria and South Australia regarding the standardization of railway gauges in their respective States, was published in Year Book No. 37, pages 146–9. The agreement, which was signed in 1946, was ratified by the Governments of the Commonwealth, of Victoria and of South Australia, but not by the New South Wales Government. After some time had elapsed and New South Wales had not ratified the agreement, the Commonwealth Government decided to enter into a separate agreement with South Australia, and the necessary legislation was enacted in 1949 by each Government concerned. The Commonwealth–South Australia Agreement provides for the same standardization work to be carried out in South Australia as would have been carried out had New South Wales ratified the original Commonwealth–Three States Agreement, and that the Commonwealth shall provide all funds required under the Agreement, with 30 per cent. of such moneys being repaid with interest by South Australia over 50 years, while the Commonwealth shall meet the full cost of works on Commonwealth railways in South Australia.

At the request of the South Australian Government, an amendment to the Agreement was approved to enable, as an interim measure, the narrow gauge (3 ft. 6 in.) lines in the South-Eastern Division of the State railways system to be converted to the broad gauge (5 ft. 3 in.). This work was completed in 1959 at a cost of £5 million. Construction and conversion work on the Central Australian Railway between Stirling North and Maree, 216 miles, has been completed by Commonwealth Railways at a cost of £12.2 million. In 1958, the Commonwealth Government made available £50,000 to South Australia for surveying the standard gauge line to be constructed between Broken Hill and Port Pirie, and in April, 1963, it announced its intention to provide funds for the standardization of the line. Preliminary work on this project has commenced.

In 1961, the Commonwealth undertook to provide £1.3 million, outside the Standardization Agreement, for the purchase of diesel-electric locomotives and ore wagons for use on the existing narrow gauge line on this route, the State to bear the cost of their subsequent conversion for operation on standard gauge track.

As a further step towards standardization, a committee consisting of members of the Federal Parliament was formed in March, 1956, to ascertain whether a scheme confined to the main trunk routes would be desirable. This committee recommended in October, 1956, that standard gauge (4 ft. 8½ in.) lines be provided from Wodonga to Melbourne, from Broken Hill to Adelaide via Port Pirie and from Kalgoorlie to Fremantle via Perth.

In 1962, the opening of a new uniform gauge line between Albury and Melbourne completed the standard gauge link between South Brisbane and Melbourne, and for the first time through services were operated between Sydney and Melbourne. There is an agreement on this project between the Commonwealth and the two States, New South Wales and Victoria, whereby the Commonwealth is to meet 70 per cent. of the cost of unification and the two States are to share equally the remaining 30 per cent., with the Commonwealth advancing the whole of the necessary funds initially, and the States' portion, plus interest, being repayable over 50 years. Legislation was enacted by the Commonwealth and the two State Governments in three separate Acts assented to towards the close of 1958. Estimated total cost for the project is £15.8 million. The cost of operations of, and the revenue derived from, the line are based proportionately on a Sydney-Melbourne mileage basis. Details of operations are included in the statistics of the respective States.

In 1961, the Commonwealth and Western Australian Governments enacted legislation to enter into an Agreement to undertake certain standard gauge railway works, including the provision of rolling stock, in that State, at an estimated cost of £41.2 million. The proposal is linked with the establishment of an integrated iron and steel industry at Kwinana in Western Australia, and the new railway facilities will be used to transport iron ore from the Koolyanobbing deposits some 33 miles beyond Southern Cross. These railway facilities will also link Kalgoorlie with East Perth and Fremantle by a standard gauge line. It has been agreed that the project has standardization and developmental components in approximately equal parts, and, initially, the Commonwealth will in effect provide finance for all of the standardization portion of the works and 70 per cent. of the developmental portion. The State will repay with interest 30 per cent. of the standardization costs over 50 years and all the advance for developmental works over 20 years. Work on the project commenced in 1962 and is planned to be completed by December, 1967.

4. Mileage Open for Traffic, all Lines.—The following table shows the route-mileage of Commonwealth and State lines open in each State and Territory at various periods since the inauguration of railways in Australia in 1854.

GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN
(Miles)

| At 30th June— | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | A.C.T. | Aust. |
|---------------|--------|-------|-------|-------|-------|------|------|--------|--------|
| 1855(a) .. | 14 | 2 | .. | 7 | .. | .. | .. | .. | 23 |
| 1861(a) .. | 73 | 114 | .. | 56 | .. | .. | .. | .. | 243 |
| 1871(a) .. | 358 | 276 | 218 | 133 | .. | 45 | .. | .. | 1,030 |
| 1881(a) .. | 996 | 1,247 | 800 | 832 | 92 | 45 | .. | .. | 4,012 |
| 1891 .. | 2,182 | 2,763 | 2,195 | 1,666 | 198 | 351 | 145 | .. | 9,500 |
| 1901 .. | 2,846 | 3,237 | 2,801 | 1,736 | 1,355 | 457 | 145 | .. | 12,577 |
| 1911 .. | 3,762 | 3,523 | 3,868 | 1,935 | 2,376 | 470 | 145 | .. | 16,079 |
| 1921 .. | 5,043 | 4,267 | 5,752 | 3,408 | 3,992 | 630 | 199 | 5 | 23,296 |
| 1931 .. | 6,247 | 4,514 | 6,529 | 3,898 | 4,634 | 665 | 317 | 5 | 26,809 |
| 1941 .. | 6,368 | 4,518 | 6,567 | 3,809 | 4,835 | 642 | 490 | 5 | 27,234 |
| 1951 .. | 6,354 | 4,445 | 6,560 | 3,805 | 4,682 | 613 | 490 | 5 | 26,954 |
| 1961 .. | 6,303 | 4,050 | 6,324 | 3,836 | 4,577 | 517 | 490 | 5 | 26,102 |
| 1963 .. | 6,296 | 4,024 | 6,077 | 3,838 | 4,251 | 516 | 490 | 5 | 25,497 |

(a) At 31st December.

At 30th June, 1963, 264 route-miles in Victoria and 234 route-miles in New South Wales were electrified.

5. Classification of Lines according to Gauge, at 30th June, 1963.—The next table shows the route-mileage of government railways open in each State and Territory classified according to gauge, and State totals in relation to population and area at 30th June, 1963.

GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, AT 30th JUNE, 1963

(Miles)

| Gauge | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | A.C.T. | Aust. |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|---------------|
| 5 ft. 3 in. .. | (a) 241 | (b) 3,814 | .. | 1,676 | .. | .. | .. | .. | 5,731 |
| 4 ft. 8½ in. .. | 6,055 | 202 (c) | 69 (d) | 871 (e) | 454 (d) | .. | .. | 5 (d) | 7,656 |
| 3 ft. 6 in. .. | .. | .. | 5,978 | 1,291 (e) | 3,797 | 516 | (d) 490 | .. | 12,072 |
| 2 ft. 6 in. .. | .. | 8 | .. | .. | .. | .. | .. | .. | 8 |
| 2 ft. 0 in. .. | .. | .. | 30 | .. | .. | .. | .. | .. | 30 |
| Total .. | 6,296 | 4,024 | 6,077 | 3,838 | 4,251 | 516 | 490 | 5 | 25,497 |
| Per 1,000 of pop- ulation .. | 1.56 | 1.32 | 3.88 | 3.80 | 5.50 | 1.43 | 16.65 | 0.07 | 2.34 |
| Per 1,000 square miles .. | 20.35 | 45.79 | 9.11 | 10.10 | 4.36 | 19.68 | 0.94 | 5.32 | 8.58 |

(a) Portion of Victorian system. (b) Excludes 201 miles of 5 ft. 3 in. gauge line which roughly parallels the uniform gauge (4 ft. 8½ in.) line between Albury and Melbourne. (c) Queensland section of Grafton-South Brisbane Uniform Gauge Line. (d) Portion of Commonwealth system. (e) Includes 432 miles of Commonwealth system.

6. Summary of Operations.—In the following table, a summary is shown of the operations of government railways open in Australia during 1962–63. Figures for earnings exclude State government grants and certain other earnings payable to railways, while figures for working expenses exclude certain other expenses charged to railways (see para. 10, p. 577).

GOVERNMENT RAILWAYS: SUMMARY OF OPERATIONS, 1962-63

| Particulars | Commonwealth railways | State railways | Total |
|---|--------------------------|-------------------|---------|
| Route-mileage (30th June) miles | 2,252 | 23,245 | 25,497 |
| Track-mileage (30th June) miles | 2,461 | 29,736 | 32,197 |
| Gross earnings £'000 | 6,979 | 205,397 | 212,376 |
| " " per revenue train-mile pence | 657 | 545 | 548 |
| Working expenses £'000 | 6,643 | 196,674 | 203,317 |
| " " per revenue train-mile pence | 625 | 522 | 525 |
| Net earnings £'000 | 336 | 8,723 | 9,059 |
| " " per revenue train-mile .. pence | 32 | 23 | 23 |
| Revenue train-miles '000 | 2,549 | 90,389 | 92,938 |
| Passenger-journeys '000 | 334 | 441,994 | 442,328 |
| Goods and livestock carried .. '000 tons | 2,230 | 53,679 | 55,909 |
| Average number of employees | 2,801 | 128,478 | 131,279 |
| " wages and salaries paid per employee £ | 1,225 | 1,136 | 1,138 |

7. Gross Earnings.—(i) *General*. Gross earnings are composed of earnings from (a) coaching traffic, including the carriage of mails, horses, parcels, etc., by passenger trains; (b) carriage of goods and livestock; and (c) rents and miscellaneous items. State Government grants are excluded. Details of these grants made during 1962–63 are shown in para. 10, page 577.

(ii) *Coaching, Goods and Miscellaneous Earnings. (a) Summary.* In the following table, gross earnings are shown for the years 1958-59 to 1962-63, together with earnings per average route-mile worked and per revenue train-mile.

GOVERNMENT RAILWAYS: GROSS EARNINGS(a)

| Year | N.S.W. | Vic. | Q'land | S. Aust. | W. Aust. | Tas. | C ^w wealth | Aust. |
|---------------------------|--------|--------|--------|----------|----------|-------|-----------------------|---------|
| GROSS EARNINGS (£'000) | | | | | | | | |
| 1958-59 .. | 75,930 | 38,150 | 36,169 | 12,856 | 13,516 | 2,707 | 4,817 | 184,145 |
| 1959-60 .. | 83,563 | 39,190 | 35,671 | 12,758 | 14,846 | 2,808 | 5,327 | 194,163 |
| 1960-61 .. | 89,751 | 42,987 | 36,530 | 13,870 | 16,317 | 2,732 | 6,036 | 208,223 |
| 1961-62 .. | 88,351 | 42,557 | 36,159 | 13,924 | 17,549 | 2,703 | 6,241 | 207,484 |
| 1962-63 .. | 91,241 | 43,439 | 37,622 | 13,836 | 16,460 | 2,799 | 6,979 | 212,376 |

**GROSS EARNINGS PER AVERAGE ROUTE-MILE WORKED
(£)**

| | | | | | | | | |
|------------|--------|--------|-------|-------|-------|-------|-------|-------|
| 1958-59 .. | 12,441 | 8,756 | 5,628 | 5,075 | 3,283 | 4,782 | 2,139 | 6,987 |
| 1959-60 .. | 13,681 | 9,130 | 5,562 | 5,037 | 3,603 | 4,978 | 2,365 | 7,388 |
| 1960-61 .. | 14,806 | 10,020 | 5,751 | 5,476 | 3,958 | 5,127 | 2,680 | 7,964 |
| 1961-62 .. | 14,572 | 9,918 | 5,917 | 5,499 | 4,557 | 5,239 | 2,772 | 8,100 |
| 1962-63 .. | 15,069 | 10,185 | 6,191 | 5,465 | 4,335 | 5,425 | 3,099 | 8,330 |

**GROSS EARNINGS PER REVENUE TRAIN-MILE
(Pence)**

| | | | | | | | | |
|------------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1958-59 .. | 517.78 | 496.89 | 444.96 | 447.80 | 420.87 | 421.99 | 572.76 | 484.13 |
| 1959-60 .. | 545.26 | 514.47 | 449.26 | 444.59 | 447.53 | 434.79 | 596.86 | 502.90 |
| 1960-61 .. | 568.37 | 565.88 | 478.77 | 482.09 | 500.86 | 432.50 | 618.32 | 537.21 |
| 1961-62 .. | 566.25 | 540.33 | 494.11 | 496.04 | 522.22 | 458.37 | 610.58 | 537.86 |
| 1962-63 .. | 586.11 | 535.26 | 502.96 | 493.67 | 523.19 | 508.07 | 657.12 | 548.43 |

(a) Excludes government grants; see para. 10, p. 577.

(b) *Distribution.* The following table shows gross earnings for the year 1962-63 classified according to the three main sources of earnings together with the percentage of the total derived from each source.

GOVERNMENT RAILWAYS: DISTRIBUTION OF GROSS EARNINGS(a), 1962-63

| Railway system | Gross earnings (£'000) | | | Proportion of total (per cent.) | | |
|----------------------|------------------------|---------------------|---------------|---------------------------------|---------------------|---------------|
| | Coaching | Goods and livestock | Miscellaneous | Coaching | Goods and livestock | Miscellaneous |
| New South Wales .. | 23,792 | 63,323 | 4,126 | 26.08 | 69.40 | 4.52 |
| Victoria .. | 14,038 | 26,508 | 2,893 | 32.32 | 61.02 | 6.66 |
| Queensland .. | 4,812 | 31,731 | 1,079 | 12.79 | 84.34 | 2.87 |
| South Australia .. | 2,088 | 10,747 | 1,001 | 15.10 | 77.67 | 7.23 |
| Western Australia .. | 1,640 | 14,063 | 757 | 9.96 | 85.44 | 4.60 |
| Tasmania .. | 189 | 2,522 | 88 | 6.75 | 90.08 | 3.17 |
| Commonwealth .. | 1,182 | 5,331 | 466 | 16.93 | 76.39 | 6.68 |
| Australia .. | 47,741 | 154,225 | 10,410 | 22.48 | 72.62 | 4.90 |

(a) Excludes government grants; see para. 10 p. 577.

8. Working Expenses.—(i) *General.* In comparing the working expenses of the several States and Territories, allowance should be made for the variation of gauges and of physical and traffic conditions, not only on the different systems of the State and Commonwealth railways, but also on different portions of the same system.

Working expenses, wherever presented in the Railways section of this chapter, include reserves for depreciation in South Australia, Western Australia and Tasmania but exclude interest, sinking fund, exchange and certain other payments (*see* para. 10, p. 577).

(ii) *Working Expenses.* The following table shows the total working expenses, the ratio of working expenses to gross earnings, and working expenses per average route-mile worked, and per revenue train-mile for the years 1958–59 to 1962–63.

GOVERNMENT RAILWAYS: WORKING EXPENSES(a)

| Year | N.S.W. | Vic. | Q'land | S. Aust. | W. Aust. | Tas. | C'wealth | Aust. |
|------------------------|--------|--------|--------|----------|----------|-------|----------|---------|
| TOTAL WORKING EXPENSES | | | | | | | | |
| (£'000) | | | | | | | | |
| 1958–59 .. | 71,102 | 38,119 | 37,461 | 15,102 | 16,307 | 3,215 | 3,647 | 184,953 |
| 1959–60 .. | 76,492 | 39,542 | 38,309 | 15,325 | 16,907 | 3,363 | 4,154 | 194,092 |
| 1960–61 .. | 79,556 | 41,627 | 38,529 | 15,310 | 17,147 | 3,545 | 4,629 | 200,343 |
| 1961–62 .. | 79,595 | 42,906 | 38,085 | 15,603 | 17,454 | 3,439 | 5,165 | 202,247 |
| 1962–63 .. | 79,326 | 43,500 | 37,718 | 15,492 | 17,303 | 3,335 | (b)6,643 | 203,317 |

RATIO OF WORKING EXPENSES TO GROSS EARNINGS

(Per cent.)

| | | | | | | | | |
|------------|-------|--------|--------|--------|--------|--------|---------|--------|
| 1958–59 .. | 93.64 | 99.92 | 103.57 | 117.47 | 120.65 | 118.79 | 75.72 | 100.43 |
| 1959–60 .. | 91.54 | 100.90 | 107.40 | 120.11 | 113.88 | 119.77 | 77.98 | 99.96 |
| 1960–61 .. | 88.64 | 96.84 | 105.47 | 110.38 | 105.08 | 129.75 | 76.68 | 96.22 |
| 1961–62 .. | 90.09 | 100.82 | 105.33 | 112.06 | 99.46 | 127.21 | 82.75 | 97.47 |
| 1962–63 .. | 86.94 | 100.14 | 100.25 | 111.97 | 105.13 | 119.13 | b 95.19 | 55.73 |

WORKING EXPENSES PER AVERAGE ROUTE-MILE WORKED

(£)

| | | | | | | | | |
|------------|--------|--------|-------|-------|-------|-------|----------|-------|
| 1958–59 .. | 11,650 | 8,749 | 5,829 | 5,962 | 3,961 | 5,680 | 1,620 | 7,018 |
| 1959–60 .. | 12,523 | 9,213 | 5,974 | 6,050 | 4,103 | 5,963 | 1,845 | 7,385 |
| 1960–61 .. | 13,124 | 9,703 | 6,066 | 6,044 | 4,159 | 6,652 | 2,055 | 7,663 |
| 1961–62 .. | 13,128 | 9,999 | 6,232 | 6,162 | 4,532 | 6,665 | 2,294 | 7,895 |
| 1962–63 .. | 13,101 | 10,199 | 6,207 | 6,119 | 4,557 | 6,463 | (b)2,950 | 7,975 |

WORKING EXPENSES PER REVENUE TRAIN-MILE

(Pence)

| | | | | | | | | |
|------------|--------|--------|--------|--------|--------|--------|-----------|--------|
| 1958–59 .. | 484.85 | 496.49 | 460.85 | 526.04 | 507.78 | 501.28 | 433.68 | 486.26 |
| 1959–60 .. | 499.12 | 519.09 | 482.50 | 534.03 | 509.63 | 520.72 | 465.43 | 502.72 |
| 1960–61 .. | 503.81 | 547.98 | 504.97 | 532.15 | 526.33 | 561.17 | 474.15 | 516.88 |
| 1961–62 .. | 510.14 | 544.76 | 520.42 | 555.86 | 519.39 | 583.10 | 505.28 | 524.28 |
| 1962–63 .. | 509.57 | 536.02 | 504.24 | 552.76 | 550.01 | 605.27 | (b)625.52 | 525.04 |

(a) *See* para. 10, p. 577.
expenses.

(b) Includes depreciation previously not charged to the Railway working

(iii) *Distribution.* The following table shows the total working expenses for the year 1962-63 classified according to the four main expenditure headings.

GOVERNMENT RAILWAYS: DISTRIBUTION OF WORKING EXPENSES, 1962-63

(£'000)

| Railway system | Maintenance of way and works | Motive power ^(a) | Traffic | Other charges | Total working expenses ^(b) |
|-------------------------|------------------------------|-----------------------------|---------------|---------------|---------------------------------------|
| New South Wales | 14,043 | 28,989 | 19,567 | 16,727 | 79,326 |
| Victoria | 8,534 | 12,123 | 12,036 | 10,807 | 43,500 |
| Queensland | 9,800 | 16,805 | 8,943 | 2,170 | 37,718 |
| South Australia | (c) 3,389 | (c) 6,313 | (c) 3,888 | 1,902 | 15,492 |
| Western Australia | (c) 3,839 | (c) 7,658 | 3,857 | 1,949 | 17,303 |
| Tasmania(c) | 848 | 1,264 | 823 | 400 | 3,335 |
| Commonwealth | 2,066 | 1,766 | 1,040 | (c) 1,771 | 6,643 |
| Australia | 42,519 | 74,918 | 50,154 | 35,726 | 203,317 |

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

(b) See para. 10, p. 577.

(c) Includes provision

9. *Net Earnings.*—The following table shows, for the years 1958-59 to 1962-63, net earnings, i.e., the excess of gross earnings over working expenses and the amount of such net earnings per average route-mile worked and per revenue train-mile.

GOVERNMENT RAILWAYS: NET EARNINGS^(a)

| Year | N.S.W. | Vic. | Q'land | S. Aust. | W. Aust. | Tas. | C'wealth | Aust. |
|------|--------|------|--------|----------|----------|------|----------|-------|
|------|--------|------|--------|----------|----------|------|----------|-------|

TOTAL NET EARNINGS

(£'000)

| | | | | | | | | |
|------------|--------|-------|--------|--------|--------|------|---------|-------|
| 1958-59 .. | 4,828 | 31 | -1,292 | -2,246 | -2,791 | -508 | 1,170 | -808 |
| 1959-60 .. | 7,071 | -352 | -2,638 | -2,567 | -2,061 | -555 | 1,173 | 71 |
| 1960-61 .. | 10,195 | 1,360 | -1,999 | -1,440 | -830 | -813 | 1,407 | 7,880 |
| 1961-62 .. | 8,756 | -349 | -1,926 | -1,679 | 95 | -736 | 1,077 | 5,238 |
| 1962-63 .. | 11,915 | -61 | -96 | -1,656 | -843 | -536 | (b) 336 | 9,059 |

NET EARNINGS PER AVERAGE ROUTE-MILE WORKED

(£)

| | | | | | | | | |
|------------|-------|-----|------|--------|------|--------|---------|-----|
| 1958-59 .. | 791 | 7 | -201 | -887 | -678 | -898 | 519 | -31 |
| 1959-60 .. | 1,158 | -83 | -412 | -1,013 | -500 | -985 | 520 | 3 |
| 1960-61 .. | 1,682 | 317 | -315 | -568 | -201 | -1,525 | 625 | 301 |
| 1961-62 .. | 1,444 | -81 | -315 | -663 | 25 | -1,426 | 478 | 205 |
| 1962-63 .. | 1,968 | -14 | -16 | -654 | -222 | -1,038 | (b) 149 | 355 |

NET EARNINGS PER REVENUE TRAIN-MILE

(Pence)

| | | | | | | | | |
|------------|-------|-------|--------|--------|--------|---------|--------|-------|
| 1958-59 .. | 32.93 | 0.40 | -15.89 | -78.24 | -86.91 | -79.29 | 139.08 | -2.13 |
| 1959-60 .. | 46.14 | -4.62 | -33.24 | -89.44 | -62.10 | -85.93 | 131.43 | 0.18 |
| 1960-61 .. | 64.56 | 17.90 | -26.20 | -50.06 | -25.47 | -128.67 | 144.17 | 20.33 |
| 1961-62 .. | 56.11 | -4.43 | -26.31 | -59.82 | 2.83 | -124.73 | 105.30 | 13.58 |
| 1962-63 .. | 76.54 | -0.76 | -1.28 | -59.09 | -26.82 | -97.20 | 631.60 | 23.39 |

(a) See para. 10, p. 577.

(b) See footnote (b) to table on p. 575.

NOTE.—Minus sign (-) denotes loss.

10. *Net Earnings, Grants to Railways, Interest, Sinking Fund, Surplus or Deficit, 1962-63.*—The following table shows, for each railway system for the year 1962-63, (i) net earnings as in para. 9 above, (ii) State grants and other items credited to railways accounts, (iii) loan interest, exchange, sinking fund, etc., payments charged against the accounts, and (iv) the net surplus or deficit after these items have been taken into account. Particulars of items (ii) to (iv) are not included in the preceding tables in this section.

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

GOVERNMENT RAILWAYS: SURPLUS OR DEFICIT AT 30th JUNE, 1963

(£)

| System | Net earnings—excess of gross earnings over working expenses(a) | Plus grants and other income | Less other expenses charged to railways | | | | Surplus (+) or deficit (-) | |
|-------------------------|--|------------------------------|---|------------------|--------------------------|----------------|----------------------------|--------------------|
| | | | Loan interest and exchange | Sinking fund | Loan management expenses | Other | | Total |
| State— | | | | | | | | |
| N.S.W. .. | 11,915,388 | b 1,600,000 | 11,000,680 | 2,286,000 | 36,370 | c 164,020 | 13,487,070 | 28,318 |
| Victoria .. | — 61,027 (d) | 14,243 | .. | .. | .. | (e) 27,308 | 27,308 | (f) — 74,792 |
| Queensland .. | — 95,876 (g) | 87,068 | 4,568,502 | .. | .. | h 683,547 | 5,252,049 | (i) — 5,260,857 |
| S. Australia .. | — 1,656,293 | j 3,905,432 | 2,375,054 | .. | .. | (k) 85,174 | 2,460,228 | (l) — 211,089 |
| W. Australia .. | — 843,734 (l) | 15,547 | 2,605,991 | .. | .. | .. | 2,605,991 | (j) — 3,434,178 |
| Tasmania .. | — 535,515 | .. | 429,122 | .. | .. | .. | 429,122 | — 964,637 |
| Total, States .. | 8,722,943 | 5,622,290 | 20,979,349 | 2,286,000 | 36,370 | 960,049 | 24,261,768 | — 9,916,535 |
| Commonwealth | 335,591 (m) | 25,098 | .. | .. | .. | (n) | .. | 360,689 |
| Australia .. | 9,058,534 | 5,647,388 | 20,979,349 | 2,286,000 | 36,370 | 960,049 | 24,261,768 | — 9,555,846 |

(a) See para. 9, p. 576. (b) Grants to meet losses on country development lines, £800,000, and to subsidize payments due from superannuation account, £800,000. (c) Loan flotation expenses. (d) Keirang-Koondrook Tramway recoup from Treasury. (e) Net loss on road motor services not included in previous pages. (f) Includes road motor services. (g) Adjustment for deficit on Queensland portion of Uniform Gauge Railway as included in foregoing tables. (h) Interest on unopened lines, £203,047; demolished assets written off, £334,667 and repayments to loan fund accounts for credit to closed lines account, £119,191; and net cost of closing branch lines, £26,642. (i) Excludes Queensland portion of Uniform Gauge Railway. (j) Grants towards working expenses £3,100,000, and debt charges, £800,000; and surplus from road motor services, £5,432. (k) Interest and repayment under Railways Standardization Agreement. (l) Net profit on road motor services. (m) Income from sale of assets. (n) Now charged to working expenses.

NOTE.—For further information on railways finance, in particular expenditure from loan and other funds, see Chapter XXII, Public Finance of this Year Book. See also the Reports of the several Railways Commissioners.

11. *Traffic.*—(i) *General.* The following table shows particulars of railway passenger and goods traffic for the years 1958-59 to 1962-63.

GOVERNMENT RAILWAYS: TRAFFIC

| Year | N.S.W. | Vic. | Q'land (a) | S. Aust. | W. Aust. | Tas. | C'wealth | Aust. |
|------|--------|------|---------------|----------|----------|------|----------|-------|
|------|--------|------|---------------|----------|----------|------|----------|-------|

PASSENGER-JOURNEYS (SUBURBAN AND COUNTRY)(b)

('000)

| | | | | | | (c) | | | |
|---------|----|---------|---------|--------|--------|--------|-------|-----|---------|
| 1958-59 | .. | 236,030 | 163,483 | 33,457 | 16,805 | 14,615 | 2,344 | 259 | 466,993 |
| 1959-60 | .. | 236,573 | 158,294 | 32,347 | 17,038 | 13,879 | 2,292 | 275 | 460,698 |
| 1960-61 | .. | 235,416 | 149,929 | 28,876 | 15,574 | 12,661 | 2,103 | 303 | 444,862 |
| 1961-62 | .. | 234,638 | 152,768 | 26,700 | 15,176 | 11,906 | 1,816 | 315 | 443,319 |
| 1962-63 | .. | 235,169 | 152,727 | 26,081 | 14,922 | 11,537 | 1,558 | 334 | 442,328 |

PASSENGER-JOURNEYS (SUBURBAN AND COUNTRY) PER AVERAGE ROUTE-MILE WORKED

(Number)

| | | | | | | (c) | | | |
|---------|----|--------|--------|-------|-------|-------|-------|-----|--------|
| 1958-59 | .. | 38,674 | 37,522 | 5,207 | 6,634 | 3,550 | 4,141 | 115 | 17,720 |
| 1959-60 | .. | 38,732 | 36,881 | 5,044 | 6,726 | 3,369 | 4,065 | 122 | 17,529 |
| 19 0-61 | .. | 38,835 | 34,948 | 4,546 | 6,147 | 3,071 | 3,946 | 134 | 17,015 |
| 1961-62 | .. | 38,700 | 35,602 | 4,369 | 5,994 | 3,092 | 3,519 | 140 | 17,306 |
| 1962-63 | .. | 38,839 | 35,809 | 4,292 | 5,893 | 3,038 | 3,018 | 148 | 17,350 |

GOODS AND LIVESTOCK CARRIED

('000 tons)

| | | | | | | | | | |
|---------|----|--------|--------|-------|-------|-------|-------|-------|--------|
| 1958-59 | .. | 19,700 | 9,295 | 8,373 | 4,207 | 3,913 | 1,138 | 1,405 | 48,031 |
| 1959-60 | .. | 22,127 | 9,687 | 8,116 | 4,036 | 4,533 | 1,191 | 1,482 | 51,172 |
| 1960-61 | .. | 24,104 | 10,977 | 7,981 | 4,537 | 4,833 | 1,192 | 1,738 | 55,362 |
| 1961-62 | .. | 24,050 | 10,350 | 8,153 | 4,616 | 5,342 | 1,096 | 1,958 | 55,565 |
| 1962-63 | .. | 23,641 | 10,841 | 8,736 | 4,503 | 4,793 | 1,165 | 2,230 | 55,909 |

GOODS AND LIVESTOCK CARRIED PER AVERAGE ROUTE-MILE WORKED

(Tons)

| | | | | | | | | | |
|---------|----|-------|-------|-------|-------|-------|-------|-----|-------|
| 1958-59 | .. | 3,228 | 2,133 | 1,303 | 1,661 | 950 | 2,010 | 624 | 1,823 |
| 1959-60 | .. | 3,623 | 2,257 | 1,266 | 1,594 | 1,100 | 2,111 | 658 | 1,947 |
| 1960-61 | .. | 3,976 | 2,559 | 1,256 | 1,791 | 1,172 | 2,236 | 772 | 2,118 |
| 1961-62 | .. | 3,967 | 2,412 | 1,334 | 1,823 | 1,387 | 2,124 | 869 | 2,169 |
| 1962-63 | .. | 3,904 | 2,542 | 1,438 | 1,778 | 1,262 | 2,257 | 990 | 2,193 |

(a) Traffic originating on the 3 ft. 6 in. gauge system and continuing on the Uniform Gauge Railway, or vice versa, has been counted once only. (b) Based on ticket sales, making allowances for periodical tickets. Except in Tasmania, tickets sold at concession rates are counted as full journeys. (c) Concession tickets are counted according to the proportion of the adult fare charged.

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

(a) *Suburban Passenger Traffic.* The following table shows a summary of suburban passenger operations for the years 1958-59 to 1962-63. Most of the suburban services in New South Wales and Victoria are operated within electrified areas.

GOVERNMENT RAILWAYS: SUBURBAN PASSENGER SUMMARY

| Year | Suburban passenger-journeys (a) (^{'000}) | Suburban revenue passenger-train-miles (^{'000}) | Suburban passenger-miles (^{'000}) | Average number of passengers per train-mile | Average mileage per passenger-journey (Miles) | Suburban passenger earnings | | | |
|-------------------|---|---|---|---|--|-----------------------------|----------------------------------|-------------------------------|-------------------------------------|
| | | | | | | Gross (£'000) | Per passenger journey (Pence) | Per passenger-mile (Pence) | Per passenger train-mile (Pence) |
| NEW SOUTH WALES | | | | | | | | | |
| 1958-59 | 221,713 | 11,175 | (b) | (b) | (b) | 12,027 | 13 02 | (b) | 258 |
| 1959-60 | 221,788 | 11,212 | | | | 12,222 | 13 23 | (b) | 262 |
| 1960-61 | 222,333 | 11,176 | | | | 12,755 | 13 77 | (b) | 274 |
| 1961-62 | 221,861 | 11,250 | | | | 12,745 | 13 79 | (b) | 272 |
| 1962-63 | 221,960 | 10,915 | | | | 12,836 | 13 88 | (b) | 282 |
| VICTORIA | | | | | | | | | |
| 1958-59 | 158,613 | 8,310 | 1,364,884 | 164 | 8 61 | 8,511 | 12 88 | 1 50 | 246 |
| 1959-60 | 153,660 | 7,999 | 1,349,319 | 169 | 8 79 | 8,826 | 13 78 | 1 57 | 265 |
| 1960-61 | 145,558 | 7,902 | 1,282,975 | 162 | 8 81 | 8,885 | 14 65 | 1 66 | 270 |
| 1961-62 | 147,977 | 8,296 | 1,299,379 | 157 | 8 78 | 9,006 | 14 61 | 1 66 | 261 |
| 1962-63 | 147,587 | 8,303 | 1,302,094 | 157 | 8 82 | 8,989 | 14 62 | 1 66 | 260 |
| QUEENSLAND | | | | | | | | | |
| 1958-59 | 28,398 | 2,127 | (b) | (b) | (b) | 889 | 7 52 | (b) | 100 |
| 1959-60 | 27,548 | 2,131 | | | | 865 | 7 54 | (b) | 97 |
| 1960-61 | 24,582 | 2,009 | | | | 962 | 9 39 | (b) | 115 |
| 1961-62 | 22,890 | 1,850 | | | | 977 | 10 25 | (b) | 127 |
| 1962-63 | 22,413 | 1,706 | | | | 966 | 10 35 | (b) | 136 |
| SOUTH AUSTRALIA | | | | | | | | | |
| 1958-59 | 15,704 | 2,087 | 125,391 | 60 | 7 98 | 706 | 10 79 | 1 35 | 81 |
| 1959-60 | 15,997 | 2,134 | 128,183 | 60 | 8 01 | 792 | 11 89 | 1 48 | 89 |
| 1960-61 | 14,584 | 2,082 | 117,423 | 56 | 8 05 | 795 | 13 08 | 1 62 | 92 |
| 1961-62 | 14,211 | 1,962 | 114,852 | 59 | 8 08 | 781 | 13 19 | 1 63 | 96 |
| 1962-63 | 13,978 | 1,941 | 115,215 | 59 | 8 24 | 789 | 13 55 | 1 64 | 98 |
| WESTERN AUSTRALIA | | | | | | | | | |
| 1958-59 | 13,880 | 1,320 | 93,958 | 71 | 6 77 | 434 | 7 50 | 1 11 | 79 |
| 1959-60 | 13,171 | 1,343 | 90,003 | 67 | 6 83 | 478 | 8 70 | 1 27 | 85 |
| 1960-61 | 12,026 | 1,357 | 82,612 | 61 | 6 87 | 484 | 9 65 | 1 41 | 86 |
| 1961-62 | 11,308 | 1,355 | 78,469 | 58 | 6 94 | 469 | 9 95 | 1 43 | 83 |
| 1962-63 | 10,937 | 1,334 | 76,312 | 57 | 6 98 | 462 | 10 13 | 1 45 | 83 |
| TASMANIA | | | | | | | | | |
| 1958-59 | (c) 2,092 | 210 | 12,632 | 60 | 6 04 | 53 | 6 11 | 1 01 | 61 |
| 1959-60 | 2,031 | 206 | 12,438 | 60 | 6 12 | 51 | 5 98 | 0 98 | 59 |
| 1960-61 | 1,859 | 202 | 11,018 | 54 | 5 93 | 55 | 7 06 | 1 19 | 65 |
| 1961-62 | 1,585 | 188 | 9,778 | 52 | 6 17 | 56 | 8 41 | 1 36 | 71 |
| 1962-63 | 1,347 | 135 | 8,385 | 62 | 6 23 | 49 | 8 70 | 1 40 | 87 |

(a) Based on ticket sales, making allowances for periodical tickets. Except in Tasmania, tickets sold at concession rates are counted as full journeys. (b) Not available. (c) Concession tickets are counted according to the proportion of the adult fare charged.

(b) *Country Passenger Traffic.* The following table shows a summary of country passenger operations for the years 1958-59 to 1962-63.

GOVERNMENT RAILWAYS: COUNTRY PASSENGER SUMMARY

| Year | Country passenger-journeys (a) | Country revenue passenger train-miles (b) | Country passenger-miles (c) | Average number of passengers per train-mile (c) | Average mileage per passenger-journey (Miles) | Country passenger earnings | | | | |
|-------------------|-----------------------------------|--|--------------------------------|--|--|----------------------------|----------------------------------|-------------------------------|--|--|
| | | | | | | Gross (£'000) | Per passenger-journey (Pence) | Per passenger-mile (Pence) | Per passenger-train-mile (d) (Pence) | |
| NEW SOUTH WALES | | | | | | | | | | |
| 1958-59 | 14,317 | 9,904 | (e) | (e) | (e) | 6,984 | 117.08 | (e) | 169 | |
| 1959-60 | 14,785 | 10,007 | | | | 6,570 | 106.64 | (e) | 158 | |
| 1960-61 | 13,083 | 10,206 | | | | 6,825 | 125.19 | (e) | 160 | |
| 1961-62 | 12,777 | 10,410 | | | | 6,948 | 130.51 | (e) | 160 | |
| 1962-63 | 13,209 | 10,475 | | | | 7,416 | 134.73 | (e) | 170 | |
| VICTORIA | | | | | | | | | | |
| 1958-59 | 4,870 | 4,711 | 414,539 | 88 | 85.12 | 3,466 | 170.80 | 2.01 | 177 | |
| 1959-60 | 4,634 | 4,599 | 394,690 | 86 | 85.16 | 3,291 | 170.44 | 2.00 | 172 | |
| 1960-61 | 4,371 | 4,482 | 388,258 | 87 | 88.84 | 3,248 | 178.35 | 2.01 | 174 | |
| 1961-62 | 4,791 | 4,726 | 413,435 | 87 | 86.31 | 3,473 | 174.01 | 2.02 | 176 | |
| 1962-63 | 5,140 | 4,829 | 418,887 | 87 | 81.50 | 3,531 | 164.89 | 2.02 | 176 | |
| QUEENSLAND | | | | | | | | | | |
| 1958-59 | (f) 5,059 | 5,072 | (e) | (e) | (e) | 2,452 | 116.31 | (e) | 116 | |
| 1959-60 | 4,799 | 4,962 | | | | 2,273 | 113.70 | (e) | 110 | |
| 1960-61 | 4,294 | 4,869 | | | | 2,406 | 134.50 | (e) | 119 | |
| 1961-62 | 3,810 | 4,714 | | | | 2,378 | 146.56 | (e) | 115 | |
| 1962-63 | 3,668 | 4,689 | | | | 2,349 | 150.18 | (e) | 114 | |
| SOUTH AUSTRALIA | | | | | | | | | | |
| 1958-59 | 1,101 | 2,101 | 106,506 | 51 | 96.70 | 778 | 169.55 | 1.75 | 89 | |
| 1959-60 | 1,041 | 2,089 | 105,386 | 50 | 101.31 | 806 | 185.89 | 1.83 | 93 | |
| 1960-61 | 990 | 2,039 | 100,683 | 49 | 101.69 | 822 | 199.31 | 1.96 | 98 | |
| 1961-62 | 965 | 2,043 | 100,591 | 49 | 104.24 | 838 | 208.50 | 2.00 | 99 | |
| 1962-63 | 944 | 2,014 | 99,761 | 50 | 105.69 | 846 | 215.18 | 2.04 | 101 | |
| WESTERN AUSTRALIA | | | | | | | | | | |
| 1958-59 | 735 | 1,591 | 79,155 | 50 | 107.64 | 653 | 213.23 | 1.98 | 99 | |
| 1959-60 | 708 | 1,504 | 77,450 | 51 | 109.32 | 666 | 225.56 | 2.06 | 106 | |
| 1960-61 | 635 | 1,254 | 73,900 | 59 | 116.34 | 641 | 242.11 | 2.08 | 123 | |
| 1961-62 | 598 | 1,184 | 74,230 | 63 | 124.12 | 671 | 269.10 | 2.17 | 136 | |
| 1962-63 | 600 | 1,121 | 75,684 | 67 | 126.19 | 669 | 267.71 | 2.12 | 143 | |
| TASMANIA | | | | | | | | | | |
| 1958-59 | (g) 252 | 325 | 13,361 | 41 | 53.03 | 86 | 81.78 | 1.54 | 63 | |
| 1959-60 | 261 | 325 | 13,805 | 42 | 52.92 | 86 | 79.07 | 1.49 | 63 | |
| 1960-61 | 244 | 323 | 12,940 | 40 | 53.10 | 80 | 78.59 | 1.48 | 59 | |
| 1961-62 | 231 | 324 | 12,745 | 39 | 55.10 | 80 | 82.68 | 1.50 | 59 | |
| 1962-63 | 211 | 318 | 12,255 | 39 | 58.19 | 78 | 89.13 | 1.53 | 59 | |

NOTE.—For footnotes see next page.

GOVERNMENT RAILWAYS: COUNTRY PASSENGER SUMMARY—*continued*

| Year | Country passenger-journeys (a) | Country revenue passenger train-miles (b) | Country passenger-miles | Average number of passengers per train-mile | Average mileage per passenger-journey | Country passenger earnings | | | |
|------------------------|--------------------------------|---|-------------------------|---|---------------------------------------|----------------------------|-----------------------|--------------------|------------------------------|
| | | | | | | Gross | Per passenger-journey | Per passenger-mile | Per passenger-train-mile (d) |
| | (‘000) | (‘000) | (‘000) | (c) | (Miles) | (£’000) | (Pence) | (Pence) | (Pence) |
| COMMONWEALTH(h) | | | | | | | | | |
| 1958-59 | 259 | 750 | 80,910 | 108 | 312.92 | 739 | 685 90 | 2 19 | 236 |
| 1959-60 | 275 | 798 | 84,371 | 106 | 307.57 | 749 | 654 89 | 2 13 | 225 |
| 1960-61 | 303 | 825 | 93,540 | 113 | 309.07 | 838 | 664.51 | 2 15 | 244 |
| 1961-62 | 315 | 923 | 100,604 | 109 | 319.15 | 904 | 688.57 | 2 16 | 235 |
| 1962-63 | 334 | 939 | 107,991 | 115 | 322.99 | 957 | 686.59 | 2 13 | 244 |

(a) Based on ticket sales, making allowances for periodical tickets. Except in Tasmania, tickets sold at concession rates are counted as full journeys. (b) Includes a proportion of mixed train-miles. (c) Passenger-miles divided by passenger train-miles inclusive of a proportion of mixed train-miles. (d) Passenger earnings divided by passenger train-miles inclusive of a proportion of mixed train-miles. (e) Not available. (f) Traffic originating on the 3 ft. 6 in. gauge system and continuing on the Uniform Gauge Railway, or vice versa, has been counted once only. (g) Concession tickets are counted according to the proportion of the adult fare charged. (h) Railways controlled by Commonwealth Government.

NOTE.—Train-miles refer to revenue mileages only. Figures have been revised to include a proportion of mixed train-miles for all systems except Western Australia, where they do not apply. Mixed train-miles do not apply for Victoria also during 1962-63.

(iii) *Freight Traffic. (a) Commodities Carried and Earnings.* The following table shows the quantities of various commodities carried on the various systems and the earnings derived during 1962-63.

GOVERNMENT RAILWAYS: COMMODITIES CARRIED AND EARNINGS, 1962-63

| Railway system | Coal, coke and briquettes | Other minerals (a) | Agricultural produce (b) | Wool | Livestock | All other commodities | Total |
|--|---------------------------|--------------------|--------------------------|------------|--------------|-----------------------|----------------|
| QUANTITY CARRIED (‘000 Tons) | | | | | | | |
| New South Wales .. | 9,557 | 2,036 | 3,351 | 223 | 510 | 7,964 | 23,641 |
| Victoria .. | 2,120 | 111 | 3,075 | 115 | 293 | 5,127 | 10,841 |
| Queensland(c) .. | 1,804 | 1,204 | 3,080 | 46 | 681 | 1,921 | 8,736 |
| South Australia .. | 60 | 1,344 | 975 | 44 | 181 | 1,899 | 4,503 |
| Western Australia .. | 682 | 346 | 1,882 | 76 | 125 | 1,682 | 4,793 |
| Tasmania .. | 293 | 24 | 39 | 3 | 28 | 778 | 1,165 |
| Commonwealth .. | 1,486 | 58 | 33 | 4 | 72 | 577 | 2,230 |
| <i>Australia</i> .. | <i>16,002</i> | <i>5,123</i> | <i>12,435</i> | <i>511</i> | <i>1,890</i> | <i>19,948</i> | <i>55,909</i> |
| FREIGHT EARNINGS (£’000) | | | | | | | |
| New South Wales .. | (d) | (d) | (d) | (d) | 3,045 | (d) | 63,323 |
| Victoria .. | 3,208 | 162 | 7,402 | 554 | 990 | 14,192 | 26,508 |
| Queensland(c) .. | 3,601 | 3,021 | 6,819 | 813 | 4,129 | 13,348 | 31,731 |
| South Australia .. | 47 | 3,426 | 1,721 | 238 | 680 | 4,635 | 10,747 |
| Western Australia .. | 1,178 | 641 | 4,456 | 485 | 386 | 6,917 | 14,063 |
| Tasmania .. | 460 | 27 | 95 | 14 | 75 | 1,851 | 2,522 |
| Commonwealth .. | 851 | 204 | 175 | 23 | 206 | 3,872 | 5,331 |
| <i>Australia</i> .. | <i>(d)</i> | <i>(d)</i> | <i>(d)</i> | <i>(d)</i> | <i>9,511</i> | <i>(d)</i> | <i>154,225</i> |

(a) Includes sand and gravel. (b) Includes wheat and fruit. (c) Includes Queensland portion of Uniform Gauge Railway. Tonnages carried over both systems have been counted once only. (d) Not available.

(b) *Freight Summary.* A summary of freight traffic on each railway system for each of the years 1958-59 to 1962-63 is shown in the following table.

GOVERNMENT RAILWAYS: FREIGHT SUMMARY

| Year | Revenue goods train-miles (a) | Revenue net ton-miles | Average train load (paying traffic) (b) | Average haul per ton (c) | Goods and livestock earnings | | | | Density of traffic (e) |
|-------------------|-------------------------------|-----------------------|---|--------------------------|------------------------------|-------------------------------|--------------------------|----------------------------------|------------------------|
| | | | | | Gross | Per average route-mile worked | Per revenue net ton-mile | Per revenue goods train-mile (d) | |
| | ('000) | (Million) | (Tons) | (Miles) | (£'000) | (£) | (Pence) | (Pence) | ('000) |
| NEW SOUTH WALES | | | | | | | | | |
| 1958-59 | 14,117 | 2,736 | 194 | 139 | 50,524 | 8,279 | 4 43 | 859 | 448 |
| 1959-60 | 15,563 | 3,216 | 202 | 146 | 57,598 | 9,430 | 4.30 | 925 | 526 |
| 1960-61 | 16,516 | 3,613 | 219 | 150 | 63,058 | 10,402 | 4.19 | 916 | 596 |
| 1961-62 | 15,786 | 3,576 | 227 | 149 | 61,424 | 10,131 | 4.12 | 934 | 590 |
| 1962-63 | 15,971 | 3,743 | 234 | 158 | 63,323 | 10,458 | 4 06 | 952 | 618 |
| VICTORIA | | | | | | | | | |
| 1958-59 | 5,406 | 1,353 | 250 | 146 | 22,126 | 5,078 | 3 93 | 982 | 310 |
| 1959-60 | 5,684 | 1,385 | 244 | 143 | 22,876 | 5,330 | 3.96 | 966 | 323 |
| 1960-61 | 5,847 | 1,612 | 276 | 147 | 26,582 | 6,196 | 3.96 | 1,091 | 376 |
| 1961-62 | 5,880 | 1,581 | 269 | 153 | 25,733 | 5,997 | 3.91 | 1,050 | 368 |
| 1962-63 | 6,345 | 1,693 | 267 | 156 | 26,508 | 6,215 | 3.76 | 1,003 | 397 |
| QUEENSLAND(f) | | | | | | | | | |
| 1958-59 | 12,167 | 1,463 | 120 | 181 | 29,493 | 4,639 | 4 84 | 582 | 230 |
| 1959-60 | 11,795 | 1,515 | 126 | 196 | 29,420 | 4,637 | 4.66 | 586 | 239 |
| 1960-61 | 11,267 | 1,472 | 131 | 195 | 29,803 | 4,743 | 4.86 | 635 | 234 |
| 1961-62 | 10,832 | 1,461 | 135 | 189 | 29,467 | 4,877 | 4 84 | 653 | 242 |
| 1962-63 | 11,375 | 1,559 | 137 | 190 | 31,004 | 5,160 | 4.77 | 654 | 260 |
| SOUTH AUSTRALIA | | | | | | | | | |
| 1958-59 | 2,701 | 605 | 224 | 144 | 10,054 | 3,969 | 3 99 | 893 | 239 |
| 1959-60 | 2,664 | 596 | 224 | 148 | 9,840 | 3,885 | 3.96 | 886 | 235 |
| 1960-61 | 2,784 | 645 | 232 | 142 | 10,906 | 4,305 | 4 06 | 940 | 255 |
| 1961-62 | 2,733 | 650 | 238 | 141 | 10,880 | 4,297 | 4 02 | 956 | 257 |
| 1962-63 | 2,771 | 679 | 245 | 151 | 10,747 | 4,244 | 3.80 | 931 | 268 |
| WESTERN AUSTRALIA | | | | | | | | | |
| 1958-59 | 4,797 | 632 | 132 | 162 | 11,243 | 2,731 | 4.27 | 563 | 154 |
| 1959-60 | 5,115 | 705 | 138 | 156 | 12,251 | 2,974 | 4.17 | 575 | 171 |
| 1960-61 | 5,208 | 748 | 144 | 155 | 13,940 | 3,381 | 4.48 | 642 | 181 |
| 1961-62 | 5,526 | 831 | 150 | 156 | 15,114 | 3,925 | 4.36 | 656 | 216 |
| 1962-63 | 5,095 | 762 | 150 | 159 | 14,063 | 3,704 | 4 43 | 662 | 201 |
| TASMANIA | | | | | | | | | |
| 1958-59 | 1,004 | 110 | 110 | 97 | 2,426 | 4,287 | 5.27 | 580 | 195 |
| 1959-60 | 1,019 | 119 | 116 | 100 | 2,537 | 4,498 | 5.13 | 597 | 210 |
| 1960-61 | 991 | 114 | 115 | 95 | 2,456 | 4,601 | 5.19 | 595 | 213 |
| 1961-62 | 903 | 107 | 119 | 98 | 2,411 | 4,673 | 5.41 | 641 | 207 |
| 1962-63 | 869 | 112 | 129 | 96 | 2,522 | 4,887 | 5.41 | 696 | 217 |
| COMMONWEALTH(g) | | | | | | | | | |
| 1958-59 | 1,268 | 394 | 311 | 281 | 3,476 | 1,543 | 2.12 | 658 | 175 |
| 1959-60 | 1,343 | 438 | 326 | 296 | 3,963 | 1,760 | 2.17 | 708 | 194 |
| 1960-61 | 1,519 | 549 | 362 | 316 | 4,537 | 2,015 | 1.98 | 717 | 244 |
| 1961-62 | 1,530 | 581 | 380 | 297 | 4,671 | 2,074 | 1.93 | 733 | 258 |
| 1962-63 | 1,610 | 664 | 412 | 298 | 5,331 | 2,367 | 1.93 | 795 | 295 |

(a) Includes a proportion of mixed train-miles. (b) Net ton-miles per goods (including a portion of mixed) train-mile. (c) Net ton-miles per ton carried. (d) Goods and livestock earnings divided by goods train-miles, inclusive of a proportion of mixed train-miles. (e) Total ton-miles per average route-mile worked. (f) Excludes Queensland portion of Grafton-South Brisbane (Uniform Gauge) Line. (g) Railways controlled by the Commonwealth Government.

NOTE.—Revenue goods train-miles figures have been revised to include a proportion of mixed train-miles for all systems except Western Australia, where they do not apply. Mixed train-miles do not apply for Victoria also during 1962-63.

12. Rolling Stock.—(i) *Each System*, 1963. The following table shows the number of rolling stock on capital account of government railways at 30th June, 1963.

GOVERNMENT RAILWAYS: ROLLING STOCK(a) AT 30th JUNE, 1963

| Railway system | Locomotives | | | | | Coaching stock(c) | Goods stock | Service stock |
|----------------------|--------------|-----------------|-----------|------------|--------------|-------------------|-----------------|------------------|
| | Steam | Diesel-electric | Electric | Other (b) | Total | | | |
| New South Wales .. | 763 | 187 | 41 | 16 | 1,007 | (d) 3,491 | e 21,293 | (f) 2,059 |
| Victoria .. | 258 | 105 | 35 | 64 | 462 | dg 2,422 | e 21,033 | (h) 1,667 |
| Queensland .. | 667 | 86 | .. | 11 | 764 | 1,476 | e 24,160 | 2,071 |
| South Australia .. | 188 | 75 | .. | .. | 263 | (g) 615 | 7,797 | (h) 480 |
| Western Australia .. | 270 | 75 | .. | 15 | 360 | 556 | 11,458 | 937 |
| Tasmania .. | 46 | 35 | .. | 19 | 100 | 148 | 2,488 | 165 |
| Commonwealth .. | 23 | 45 | .. | 7 | 75 | 152 | 1,781 | 580 |
| Australia .. | 2,215 | 608 | 76 | 132 | 3,031 | (f) 8,969 | 1 90,020 | (i) 7,960 |

(a) Included in capital account. (b) Includes non-passenger carrying diesel power vans. (c) Includes all brake vans. (d) Excludes 41 interstate coaching stock owned jointly by New South Wales and Victoria. (e) Excludes 10 interstate goods stock owned jointly by New South Wales and Victoria. (f) Includes all vehicles. Figures before 1961-62 have included only vehicles having a capital value. (g) Excludes 68 interstate coaching stock owned jointly by Victoria and South Australia. (h) Excludes one dynamometer car owned jointly by Victoria and South Australia. (i) Includes jointly owned stock.

(ii) *Australia, 1953 to 1963*. The following table shows the numbers of rolling stock on capital account for all railway systems at 30th June of each of the years 1953 to 1963.

GOVERNMENT RAILWAYS: ROLLING STOCK(a), AUSTRALIA

| 30th June— | Locomotives | | | | | Coaching stock(c) | Goods stock | Service stock |
|------------|-------------|-----------------|----------|----------|-------|-------------------|-------------|---------------|
| | Steam | Diesel-electric | Electric | Other(b) | Total | | | |
| 1953 .. | 3,674 | 116 | 19 | 18 | 3,827 | 9,553 | 95,700 | 5,231 |
| 1954 .. | 3,598 | 161 | 36 | 22 | 3,817 | 9,545 | 100,569 | 5,253 |
| 1955 .. | 3,511 | 204 | 38 | 26 | 3,779 | 9,522 | 99,968 | 5,468 |
| 1956 .. | 3,366 | 257 | 37 | 26 | 3,686 | 9,399 | 99,137 | 5,418 |
| 1957 .. | 3,249 | 315 | 65 | 28 | 3,657 | 9,387 | 99,064 | 5,474 |
| 1958 .. | 3,077 | 367 | 76 | 37 | 3,557 | 9,358 | 97,361 | 5,783 |
| 1959 .. | 2,905 | 402 | 76 | 48 | 3,431 | 9,282 | 95,312 | 6,613 |
| 1960 .. | 2,775 | 451 | 76 | 71 | 3,373 | 9,287 | 94,443 | 6,602 |
| 1961 .. | 2,651 | 491 | 76 | 109 | 3,327 | 9,172 | 92,455 | 6,896 |
| 1962 .. | 2,456 | 541 | 76 | 123 | 3,196 | 9,177 | 91,094 | 7,976 |
| 1963 .. | 2,215 | 608 | 76 | 132 | 3,031 | 8,969 | 90,020 | 7,960 |

For footnotes see previous table.

13. Accidents.—The following table shows particulars of the number of persons killed or injured through train accidents and the movement of rolling stock on the government railways of Australia during 1962-63.

GOVERNMENT RAILWAYS: ACCIDENTS(a), 1962-63

| Particulars | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | Cwth | Aust. |
|--------------------|--------|------|-----|------|------|------|------|-------|
| Persons killed .. | 49 | 54 | 23 | 10 | 9 | 5 | 1 | 151 |
| Persons injured .. | 1,087 | 670 | 140 | 30 | 106 | 5 | 31 | 2,069 |

(a) Excludes accidents to railway employees.

14. Consumption of Coal, Oil and Petrol.—The following table shows the value of coal, oil and petrol consumed by the various government railways during 1962-63.

**GOVERNMENT RAILWAYS: VALUE OF COAL, OIL AND PETROL
CONSUMED, 1962-63**
(£'000)

| Railway system | Coal | | Oil | | | | Petrol for rail cars |
|----------------------|-------------|----------------|--------------|------------|-------------|----------------|----------------------|
| | Locomotives | Other purposes | Diesel(a) | Fuel(b) | Lubrication | Other purposes | |
| New South Wales .. | (c) 548 | (c) 17 | 1,359 | 146 | 221 | 154 | .. |
| Victoria .. | 1,209 | 28 | 739 | 324 | 115 | 137 | .. |
| Queensland .. | 224 | 20 | 618 | .. | 61 | 105 | (d) |
| South Australia .. | 583 | 10 | 398 | 180 | (e) | (e) | (d) |
| Western Australia .. | 7 | 1 | 303 | (d) | 115 | 99 | 7 |
| Tasmania .. | (d) | 3 | 98 | .. | 13 | 14 | .. |
| Commonwealth .. | | | 318 | .. | 31 | 28 | (d) |
| Australia .. | (c) | (c) | 3,833 | 650 | (e) | (e) | 7 |

(a) Used in internal combustion engines of locomotives and rail cars. (b) Used in oil-fired furnaces of steam locomotives. (c) Not available. The quantity of coal used in New South Wales was 705,000 tons for locomotives and 15,000 tons for other purposes. (d) Less than £500. (e) Not available.

15. Staff Employed and Salaries and Wages Paid.—The following table shows details of the average staff employed and the salaries and wages paid by the government railways of Australia during 1962-63.

**GOVERNMENT RAILWAYS: AVERAGE NUMBER OF EMPLOYEES AND
SALARIES AND WAGES PAID, 1962-63**

| Railway system | Operating staff | | | Construction staff | | | Total salaries and wages paid (£'000) | Average earnings per employee (£) |
|----------------------|-----------------|-----------------|-----------------|--------------------|--------------|--------------|---------------------------------------|-----------------------------------|
| | Salaried | Wages | Total | Salaried | Wages | Total | | |
| New South Wales .. | 9,111 | 39,543 | 48,654 | .. | .. | .. | 56,833 | 1,169 |
| Victoria .. | (a) 5,390 | a 21,478 | a 28,868 | (b) | (b) | (b) | 33,035 | 1,144 |
| Queensland(e) .. | 4,324 | 22,257 | 26,581 | 22 | 448 | 470 | 30,178 | 1,116 |
| South Australia .. | 1,805 | 6,964 | 8,769 | .. | 752 | 752 | 10,738 | 1,128 |
| Western Australia .. | 1,997 | 9,975 | 11,972 | (d) | (d) | (d) | 12,690 | 1,060 |
| Tasmania .. | 357 | 1,891 | 2,248 | 29 | 135 | 164 | 2,434 | 1,009 |
| Commonwealth .. | 447 | 2,354 | 2,801 | .. | .. | .. | 3,433 | 1,225 |
| Australia .. | e 23,431 | e106,462 | e129,893 | 51 | 1,335 | 1,386 | 149,341 | 1,138 |

(a) Includes construction staff. (b) Included with operating staff. (c) Excludes Queensland portion of Uniform Gauge Railway. (d) Construction work is carried out by private contractors and the staff engaged is therefore not under the control of the Railway Commissioner. (e) Includes construction staff, Victoria.

TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES

1. Systems in Operation.—(i) *Tramway and Trolley-bus.* Since 1st April, 1947, all systems have been operated by government or municipal authorities. During the year 1962-63, tramway systems were in operation in the following cities—Melbourne, Bendigo, and Ballarat, Victoria; Brisbane, Queensland; and Adelaide, South Australia. Trolley-bus services operated in Brisbane, Queensland; Adelaide, South Australia; Perth, Western Australia; and Hobart and Launceston, Tasmania. All systems were electric.

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

(ii) *Motor Omnibus.* Services are operated by government or municipal authorities and private operators. Statistics are collected for government and municipal omnibus services located in all State capital cities; Canberra, Australian Capital Territory; Newcastle, New South Wales; Maryborough and Rockhampton, Queensland; Fremantle and the Eastern Goldfields area, Western Australia; Launceston and Burnie, Tasmania; Darwin, Northern

Territory; and for country road services operated by the Western Australian Government Railways. In Sydney, the government tramway system has been replaced by omnibus services, and in Perth, the Metropolitan (Perth) Passenger Transport Trust has acquired all but one of the formerly privately owned metropolitan services. In Hobart, the government trolley-bus and omnibus services have replaced the government tramway service.

Particulars of motor omnibus services under the control of private operators are recorded for the States of New South Wales, Victoria, Queensland, South Australia and Western Australia. In New South Wales, particulars of private services are compiled for the Sydney metropolitan and Newcastle transport districts and the city of Greater Wollongong. In Victoria, particulars relate to the Melbourne metropolitan area only, and in South Australia to services licensed by the Municipal Tramways Trust and the Transport Control Board. In Queensland, they relate to all cities with a population of 10,000 or more persons. In Western Australia, particulars of all private services throughout the State are included.

2. Government and Municipal Services.—(i) *Summary of Operations, States.* Because of the development in recent years of the various forms of public road transport under the control of single authorities, and the gradual replacement of tramway services by motor omnibus services, it is no longer possible to obtain separate statistics for all phases of the activities of each form of transport, particularly financial operations. In this section, therefore, statistics of public tramway, trolley-bus and motor omnibus services are combined in single tables with separate details shown for each form of transport where possible.

Since October, 1960, the tramway gauge has been 4 feet 8½ inches throughout.

The following table gives a summary of the operations of tramway, trolley-bus and omnibus systems controlled by government and municipal authorities, for 1962-63.

TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL, 1962-63

| Particulars | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | A.C.T. | Aust. |
|---|---------|---------|--------|--------|--------|--------|--------|--------|---------|
| Route-miles at 30th June— | | | | | | | | | |
| Tram miles | .. | 156 | 60 | 7 | .. | .. | .. | .. | 223 |
| Trolley-bus | .. | .. | 20 | 23 | 17 | 28 | .. | .. | 5,829 |
| Omnibus | 556 | 123 (a) | 280 | 115 | 3,765 | 808 | 35 | 59 | |
| Vehicle miles— | | | | | | | | | |
| Tram '000 | .. | 18,547 | 7,319 | 497 | .. | .. | .. | .. | 26,363 |
| Trolley-bus | .. | .. | 1,143 | 704 | (b) | 1,353 | .. | .. | 94,883 |
| Omnibus | 44,034 | 7,341 | 5,796 | 10,234 | 17,564 | 4,863 | 409 | 1,442 | |
| Rolling Stock at 30th June— | | | | | | | | | |
| Tram No. | .. | 758 | 301 | 28 | .. | .. | .. | .. | 1,087 |
| Trolley-bus | .. | .. | 36 | 39 | 63 | 70 | .. | .. | 208 |
| Omnibus | 1,745 | 238 | 300 | 329 | 561 | 227 | 11 | 63 | 3,474 |
| Passenger-journeys— | | | | | | | | | |
| Tram '000 | .. | 168,275 | 67,133 | 2,521 | .. | .. | .. | .. | 237,929 |
| Trolley-bus | .. | .. | 8,582 | 3,574 | (b) | (b) | .. | .. | 474,194 |
| Omnibus | 265,569 | 32,634 | 29,372 | 51,944 | 52,146 | 25,145 | 781 | 4,447 | |
| Gross revenue(c)— | | | | | | | | | |
| Tram, trolley-bus and omnibus £'000 | 12,385 | 8,553 | 3,964 | 2,718 | 2,680 | 1,151 | 47 | 199 | 31,697 |
| Working expenses(d)— | | | | | | | | | |
| Tram, trolley-bus and omnibus £'000 | 13,951 | 8,457 | 3,994 | 2,583 | 2,979 | 1,380 | 71 | 257 | 33,672 |
| Net revenue— | | | | | | | | | |
| Tram, trolley-bus and omnibus £'000 | -1,566 | 96 | -30 | 135 | -299 | -229 | -24 | -58 | -1,975 |
| Ratio of working expenses to gross revenue— | | | | | | | | | |
| Tram, trolley-bus and omnibus per cent. | 112.65 | 98.88 | 100.75 | 95.03 | 111.16 | 119.88 | 152.44 | 129.12 | 106.23 |
| Employees at 30th June— | | | | | | | | | |
| Tram, trolley-bus and omnibus No. | 7,862 | 5,305 | 2,731 | 1,555 | 1,723 | 683 | 18 | 109 | 19,986 |
| Accidents— | | | | | | | | | |
| Tram, trolley-bus and omnibus(e)— | | | | | | | | | |
| Persons killed .. . No. | 11 | 11 | 4 | 2 | 3 | 1 | .. | .. | 32 |
| Persons injured .. | 1,524 | 686 | 96 | 230 | 292 | 73 | .. | 14 | 2,915 |

(a) Decrease due to revision in method of calculating mileage. (b) Included with omnibus services.
(c) Excludes government grants. (d) Includes provision of reserves for depreciation, etc., where possible.
(e) Excludes accidents to employees.

NOTE.—Minus sign (-) denotes deficit.

(ii) *Summary of Operations, Australia.* The following table gives a summary of the operations of tramway, trolley-bus and omnibus systems controlled by government and municipal authorities, for the years 1958-59 to 1962-63.

TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL, AUSTRALIA

| Particulars | 1958-59 | 1959-60 | 1960-61 | 1961-62 | 1962-63 |
|--|---------|---------|---------|-----------|---------|
| Route-miles at 30th June— | | | | | |
| Tram miles | 286 | 275 | 238 | 229 | 223 |
| Trolley-bus " | 105 | 92 | 92 | } 6,000 | 5,829 |
| Omnibus " | 5,664 | 5,773 | 5,551 | | |
| Vehicle miles— | | | | | |
| Tram(a) '000 | 37,659 | 34,379 | 30,010 | 28,034 | 26,363 |
| Trolley-bus " | 5,277 | 5,444 | 4,558 | } 93,647 | 94,883 |
| Omnibus " | 78,881 | 81,755 | 85,924 | | |
| Rolling stock at 30th June— | | | | | |
| Tram No. | 1,584 | 1,514 | 1,227 | 1,158 | 1,087 |
| Trolley-bus " | 279 | 246 | 246 | 240 | 208 |
| Omnibus " | 3,016 | 3,154 | 3,366 | 3,450 | 3,474 |
| Passenger-journeys— | | | | | |
| Tram(a) '000 | 346,957 | 312,913 | 265,473 | 248,396 | 237,929 |
| Trolley-bus " | 25,720 | 25,403 | 19,461 | } 469,549 | 474,194 |
| Omnibus(c) " | 404,676 | 420,360 | 440,822 | | |
| Gross revenue(d)— | | | | | |
| Tram, trolley-bus and omnibus £'000 | 31,132 | 31,817 | 31,800 | 31,757 | 31,697 |
| Working expenses(e)— | | | | | |
| Tram, trolley-bus and omnibus £'000 | 32,338 | 33,629 | 34,382 | 34,206 | 33,672 |
| Net revenue— | | | | | |
| Tram, trolley-bus and omnibus £'000 | -1,206 | -1,812 | -2,582 | -2,449 | -1,975 |
| Ratio of working expenses to gross revenue— | | | | | |
| Tram, trolley-bus and omnibus per cent. | 103.87 | 105.70 | 108.12 | 107.71 | 106.23 |
| Employees at 30th June— | | | | | |
| Tram, trolley-bus and omnibus No. | 22,569 | 21,555 | 21,455 | 20,607 | 19,986 |
| Accidents— | | | | | |
| Tram, trolley-bus and omnibus(f)— | | | | | |
| Persons killed .. No. | 38 | 40 | 25 | 42 | 32 |
| Persons injured .. " | 3,092 | 3,147 | 2,756 | 3,076 | 2,915 |

(a) Includes particulars of New South Wales trolley-buses up to cessation of operation in August, 1959, and tramway services up to February, 1961. (b) Includes a small number of passenger-ferry miles for Western Australia. (c) Includes particulars for Tasmanian trams (to October, 1960) and trolley-buses. (d) Excludes government grants. (e) Includes provision of reserves for depreciation, etc., where possible. (f) Excludes accidents to employees.

NOTE.—Minus sign (—) denotes deficit.

3. Private Services.—*Summary of Operations.* The following table shows the operations of motor omnibus services under the control of private operators in New South Wales, Victoria, South Australia and Western Australia during each of the years 1958–59 to 1962–63, and in Queensland during the years 1959–60 to 1962–63. Particulars are not available for Tasmania.

MOTOR OMNIBUS SERVICES: PRIVATE

| Year | Number of omnibuses | Omnibus-miles (‘000) | Passenger-journeys (‘000) | Value of plant and equipment (£’000) | Gross revenue (£’000) | Persons employed |
|------|---------------------|-------------------------|------------------------------|---|--------------------------|------------------|
|------|---------------------|-------------------------|------------------------------|---|--------------------------|------------------|

NEW SOUTH WALES(a)

| | | | | | | | |
|------------|----|-------|--------|--------|-------|-------|-------|
| 1958–59.. | .. | 916 | 25,496 | 95,457 | 1,586 | 3,721 | 1,545 |
| 1959–60.. | .. | 930 | 26,676 | 98,303 | 1,661 | 4,025 | 1,679 |
| 1960–61(b) | .. | 1,011 | 20,611 | 76,157 | 1,847 | 3,288 | 1,662 |
| 1961–62.. | .. | 1,171 | 26,336 | 83,523 | 1,963 | 4,194 | 1,593 |
| 1962–63.. | .. | 1,083 | 25,141 | 72,082 | 1,994 | 3,888 | 1,452 |

VICTORIA(c)(d)

| | | | | | (e) | (f) |
|-----------|----|-----|--------|--------|-----|-----|
| 1958–59.. | .. | 469 | 15,592 | 72,005 | 670 | 750 |
| 1959–60.. | .. | 477 | 15,448 | 70,719 | 759 | 705 |
| 1960–61.. | .. | 495 | 15,702 | 70,273 | 755 | 732 |
| 1961–62.. | .. | 486 | 15,805 | 69,150 | 694 | 721 |
| 1962–63.. | .. | 492 | 16,405 | 70,197 | 700 | 709 |

QUEENSLAND(g)

| | | | | | | |
|-----------|----|-----|-------|--------|-----|-----|
| 1959–60.. | .. | 362 | 7,605 | 25,344 | 713 | 539 |
| 1960–61.. | .. | 378 | 8,298 | 25,806 | 741 | 578 |
| 1961–62.. | .. | 394 | 8,714 | 26,301 | 806 | 582 |
| 1962–63.. | .. | 402 | 8,562 | 25,563 | 867 | 574 |

SOUTH AUSTRALIA(h)

| | | | | | | |
|-----------|----|---------|-------|--------|---------|---------|
| 1958–59.. | .. | (i) 116 | 6,042 | 12,107 | } (j) { | } (j) { |
| 1959–60.. | .. | (i) 117 | 6,208 | 11,457 | | |
| 1960–61.. | .. | 281 | 5,963 | 11,171 | | |
| 1961–62.. | .. | 258 | 6,030 | 11,153 | | |
| 1962–63.. | .. | 244 | 6,045 | 11,583 | | |

WESTERN AUSTRALIA(k)

| | | | | | | |
|------------|----|-----|-------|--------|-----|-----|
| 1958–59.. | .. | 146 | 6,028 | 15,846 | 260 | 287 |
| 1959–60.. | .. | 137 | 4,142 | 11,183 | 243 | 272 |
| 1960–61.. | .. | 142 | 4,049 | 10,394 | 353 | 273 |
| 1961–62(l) | .. | 53 | 3,648 | 7,268 | 142 | 82 |
| 1962–63.. | .. | 54 | 1,088 | 1,696 | 120 | 74 |

(a) Metropolitan, Newcastle and Wollongong transport districts only. (b) Nine months ended March, 1961; subsequent figures relate to the years ended 31st March. (c) Metropolitan area only. (d) Partly estimated. (e) Vehicles only. (f) Drivers only. (g) All cities with a population of 10,000 persons or more. (h) Services licensed by the Municipal Tramways Trust and the Transport Control Board. (i) Excludes Transport Control Board licensed omnibuses. (j) Not available. (k) Includes services operated in metropolitan and rural areas. (l) Decrease due to Metropolitan Perth Passenger Transport Trusts acquisition of services previously privately owned.

FERRY (PASSENGER) SERVICES

1. **General.**—Ferry passenger services are operated in the following States—New South Wales, at Sydney and Newcastle; Western Australia, on the Swan River at Perth; Tasmania, on the Derwent River at Hobart and on the Mersey River at Devonport. Control is exercised by both governmental authorities and private operators. In Victoria and Queensland the services operated are not extensive. There are no ferry passenger services in South Australia.

2. **Summary of Operations.**—The operations of ferry passenger services in New South Wales, Western Australia and Tasmania during the years 1958–59 to 1962–63 are summarized in the following table. Particulars of vehicular ferries are not included.

FERRY (PASSENGER) SERVICES

| Year | Number of vessels | Passenger accommodation | Passenger-journeys ('000) | Gross revenue (£) | Persons employed |
|------|-------------------|-------------------------|---------------------------|-------------------|------------------|
|------|-------------------|-------------------------|---------------------------|-------------------|------------------|

NEW SOUTH WALES—SYDNEY AND NEWCASTLE

| | | | | | | |
|---------|---------|----|--------|--------|---------|-----|
| 1958–59 | .. .. . | 37 | 19,300 | 15,906 | 800,196 | 308 |
| 1959–60 | .. .. . | 37 | 19,191 | 15,365 | 835,700 | 298 |
| 1960–61 | .. .. . | 40 | 19,211 | 15,093 | 872,000 | 316 |
| 1961–62 | .. .. . | 39 | 17,641 | 14,452 | 830,000 | 295 |
| 1962–63 | .. .. . | 38 | 17,653 | 14,456 | 836,000 | 300 |

WESTERN AUSTRALIA—PERTH

| | | | | | | |
|---------|---------|---|-----|-----|--------|----|
| 1958–59 | .. .. . | 4 | 785 | 407 | 13,504 | 11 |
| 1959–60 | .. .. . | 4 | 785 | 362 | 12,219 | 7 |
| 1960–61 | .. .. . | 4 | 785 | 180 | 9,211 | 7 |
| 1961–62 | .. .. . | 4 | 800 | 168 | 9,889 | 8 |
| 1962–63 | .. .. . | 4 | 800 | 192 | 11,221 | 8 |

TASMANIA—HOBART AND DEVONPORT

| | | | | | | |
|---------|---------|---|-------|-----|--------|----|
| 1958–59 | .. .. . | 4 | 1,482 | 416 | 12,701 | 15 |
| 1959–60 | .. .. . | 4 | 1,452 | 431 | 12,061 | 13 |
| 1960–61 | .. .. . | 4 | 1,482 | 436 | 10,434 | 12 |
| 1961–62 | .. .. . | 4 | 1,482 | 406 | 9,419 | 12 |
| 1962–63 | .. .. . | 4 | 1,482 | 380 | 10,376 | 12 |

MOTOR VEHICLES

1. **General.**—The arrangements for the registration of motor vehicles and the licensing of drivers and riders are not uniform throughout Australia, since they are the function of a separate authority, or authorities, in each State and Territory. Particulars of registration, licences, fees payable, etc., in each State and Territory at 30th June, 1960, were given in Year Book, No. 47, pp. 553–6.

In all the capital cities and in most of the provincial centres, taxi-cabs and other vehicles ply for hire under licence granted by either the Commissioner of Police or the local government authority concerned, but particulars of their operations are not available.

In both urban and provincial centres, motor omnibus traffic has assumed considerable proportions during recent years, and there has been a considerable replacement of existing tramway and trolley-bus services by motor omnibus services. Tramway services by 30th June, 1963, had ceased to operate in New South Wales, Western Australia and Tasmania whilst in South Australia only 7 miles of route remained in operation (*see p. 585*).

2. Motor Vehicles on the Registers, etc.—The following table shows particulars of motor vehicles on the registers, licences issued and revenue received for 1962–63 and a summary for Australia for each of the years 1958–59 to 1962–63.

Figures for numbers of motor vehicles at 31st December, 1962, shown in the tables in this paragraph are as obtained from the census of motor vehicles and relate to motor vehicles as defined for the purposes of the census; figures for other dates are estimates on a basis comparable with the figures from the censuses of 1955 and 1962 (see p. 590).

MOTOR VEHICLES: REGISTRATIONS AND REVENUE

| State or Territory, and year | Numbers of motor vehicles on the registers | | | | | Number of drivers' and riders' licences in force at 30th June | Gross revenue derived from— | | | |
|---------------------------------|--|---|--------------|---------------|-------------------------|---|-------------------------------------|------------------------------------|---------------|---------|
| | Motor cars and station wagons | Utilities, panel vans, trucks and omnibuses | Motor cycles | Total | Per 1,000 of population | | Vehicle registrations and motor tax | Drivers' and riders' etc. licences | Other sources | Total |
| | | | | | | | (£'000) | (£'000) | (£'000) | (£'000) |
| STATES AND TERRITORIES, 1962–63 | | | | | | | | | | |
| N.S.W. .. | (a) 828,693 | (a) 279,113 | (a) 20,398 | (a) 1,128,204 | (a) 281 | 1,450,842 | 14,252 | 2,270 | 5,891 | 22,413 |
| Victoria .. | 681,025 | 208,688 | 15,802 | 905,515 | 300 | 1,112,750 | 11,215 | 1,432 | 3,948 | 16,595 |
| Queensland | 290,195 | 148,275 | 14,680 | 453,150 | 292 | (d) 1,127,500 | 6,247 | 336 | 2,891 | 9,474 |
| S. Aust. ... | 238,905 | 82,463 | 16,717 | 338,085 | 338 | 396,678 | 4,911 | (e) 99 | 99 | 5,010 |
| W. Aust. ... | 165,637 | 75,531 | 12,257 | 253,425 | 331 | 292,000 | 3,164 | 326 | 245 | 3,735 |
| Tasmania | 75,697 | 27,275 | 2,101 | 105,073 | 284 | 124,667 | 1,457 | 125 | 157 | 1,739 |
| Nor. Terr. | 5,579 | 4,767 | 325 | 10,671 | 406 | 13,834 | 71 | 10 | 1 | 82 |
| A.C.T. ... | 17,999 | 3,694 | 296 | 21,989 | 319 | 35,728 | (d) | (d) | (d) | 204 |
| Australia .. | 2,303,730 | 829,806 | 82,576 | 3,216,112 | 298 | 3,426,499 | (g) 41,317 | (h) 4,499 | 13,232 | 59,252 |

SUMMARY, AUSTRALIA

| | (a) | (a) | (a) | (a) | (f) | (g) | (h) | (i) | (j) | |
|------------|-----------|---------|---------|-----------|-----|-----------|------------|-----------|--------|--------|
| 1958–59(b) | 1,770,595 | 750,994 | 109,754 | 2,631,343 | 262 | 2,833,040 | 31,642 | 2,721 | 8,373 | 42,736 |
| 1959–60(b) | 1,921,637 | 778,074 | 102,208 | 2,801,919 | 273 | 2,984,852 | 34,044 | 3,275 | 10,203 | 47,522 |
| 1960–61(b) | 2,071,515 | 802,848 | 94,130 | 2,968,493 | 282 | 3,197,510 | (f) 35,227 | (f) 3,799 | 10,871 | 50,061 |
| 1961–62(b) | 2,203,311 | 817,143 | 86,430 | 3,106,884 | 290 | 3,325,774 | (g) 37,324 | (h) 3,504 | 11,767 | 52,778 |
| 1962–63(c) | 2,303,730 | 829,806 | 82,576 | 3,216,112 | 298 | 3,426,499 | (g) 41,317 | (h) 4,499 | 13,232 | 59,252 |

(a) Census of 31st December, 1962. (b) Numbers of motor vehicles are estimates as at 30th June on a basis comparable with the figures from the censuses of 1955 and 1962. (c) Numbers of motor vehicles at census of 31st December, 1962. (d) Not available. (e) Included in registration fees. (f) Excludes Queensland. (g) Excludes Australian Capital Territory but includes drivers, etc., licence fees for South Australia. (h) Excludes South Australia and Australian Capital Territory. (i) Excludes Australian Capital Territory.

NOTE.—All Commonwealth-owned vehicles are included except those belonging to the Defence Services.

The table following shows the number of vehicles (excluding motor cycles) registered per 1,000 of population in each State and Territory at 30th June for each of the years 1959 to 1962 and at 31st December, 1962.

MOTOR VEHICLES (EXCLUDING MOTOR CYCLES) REGISTERED PER 1,000 OF POPULATION

| Date | N.S.W. | Vic. | Q'land | S.A. | W.A. | Tas. | N.T. | A.C.T. | Aust. |
|-----------------------|--------|------|--------|------|------|------|------|--------|-------|
| 30th June, 1959 .. | 236 | 261 | 248 | 273 | 261 | 248 | 286 | 287 | 251 |
| „ 1960 .. | 248 | 274 | 260 | 281 | 276 | 262 | 308 | 298 | 263 |
| „ 1961 .. | 257 | 282 | 268 | 310 | 289 | 270 | 329 | 299 | 274 |
| „ 1962 .. | 268 | 287 | 274 | 315 | 304 | 281 | 352 | 308 | 282 |
| 31st Dec., 1962(a) .. | 276 | 295 | 283 | 321 | 315 | 279 | 394 | 315 | 290 |

(a) Census of 31st December, 1962.

3. **New Vehicles Registered.**—(i) *States and Territories, 1962–63.* The following table shows the number of new vehicles registered in each State and Territory during 1962–63.

NEW MOTOR VEHICLES REGISTERED, 1962-63

| Vehicles | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | A.C.T. | Aust. |
|----------------------------|----------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|----------------|
| Motor cars(a) .. | 107,085 | 77,838 | 36,472 | 27,513 | 23,142 | 9,004 | 631 | 3,241 | 284,926 |
| Other motor vehicles(b) .. | 21,059 | 14,260 | 9,762 | 5,647 | 6,367 | 2,005 | 445 | 512 | 60,057 |
| Motor cycles .. | 1,834 | 656 | 1,178 | 859 | 773 | 52 | 67 | 27 | 5,446 |
| Total .. | 129,978 | 92,754 | 47,412 | 34,019 | 30,282 | 11,061 | 1,143 | 3,780 | 350,429 |

(a) Includes taxis, hire cars and station wagons.

(b) Includes utilities, panel vans, trucks, omnibuses and ambulances.

(ii) *Australia.* Particulars of the number of new vehicles registered in Australia during each of the years 1958–59 to 1962–63 are shown in the following table.

NEW MOTOR VEHICLES REGISTERED: AUSTRALIA

| Vehicles | 1958–59 | 1959–60 | 1960–61 | 1961–62 | 1962–63 |
|---|----------------|----------------|----------------|----------------|----------------|
| Motor cars, taxis and station wagons .. | 176,314 | 224,055 | 223,142 | 215,926 | 284,926 |
| Other motor vehicles(a) | 66,336 | 69,080 | 59,169 | 52,121 | 60,057 |
| Motor cycles | 10,036 | 9,689 | 7,879 | 5,314 | 5,446 |
| Total | 252,686 | 302,824 | 290,190 | 273,361 | 350,429 |

(a) Includes utilities, panel vans, trucks, omnibuses and ambulances.

4. **World Motor Vehicle Statistics, 1963.**—At 1st January, 1963, there were 144,269,800 motor cars, trucks and omnibuses registered in various countries of the world. This was an increase of 6.6 per cent. on the figure for the previous year, 135,346,400. Of the 1963 registrations, 78,630,000 or 54.5 per cent. of the world total were in the United States of America, while Australian registration amounted to 2.3 per cent. This information is largely derived from the *Automobile International*, May, 1963.

CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1962

1. **General.**—A census of motor vehicles on the register in each State and Territory at 31st December, 1962, was conducted by the Commonwealth Statistician in co-operation with the Deputy Commonwealth Statisticians and the motor vehicle registration authorities. The census covered items shown on the motor vehicle registration certificate such as make of vehicle, year of model, type of vehicle, horsepower, motive power, location (i.e. address on registration certificate), ownership (private, government, etc.), and for specific types of vehicles such items as unladen weight, carrying capacity, passenger capacity, and in some States gross vehicle weight.

The detailed results of the census are being published in mimeographed and printed bulletins for each State and Territory and for Australia, and in issue No. 54, 1962–63 of the annual bulletin *Transport and Communication*. Previous enumerations of this nature were the census of motor vehicles, 31st December, 1955, and the survey of motor vehicles, 1947–48. The results were published in a series of bulletins and, in summarized form, in issues of the annual bulletin *Transport and Communication* No. 48, 1956–57 (1955 census) and No. 40, 1948–49 (1947–48 survey). Year Book No. 44, 1958, contains on page 415 a summary, for each State and Territory and for Australia, of the vehicles of each type recorded at the census of 31st December, 1955.

2. Summary.—(i) *Types of Vehicles.* (a) *Number.* A summary for each State and Territory of the number of motor vehicles of each type on the register at 31st December, 1962, is given in the following table. The total number of each type recorded for Australia at the previous motor vehicle census (31st December, 1955) is included for purposes of comparison.

CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1962: TYPES OF VEHICLE

| State or Territory | Motor cars | Station wagons | Utilities | Panel vans | Trucks | Other truck-type | Omnibuses | Motor cycles | Total motor vehicles |
|--------------------------------|------------|----------------|-----------|------------|---------|------------------|-----------|--------------|----------------------|
| New South Wales | 742,947 | 85,746 | 137,138 | 49,479 | 84,670 | 2,822 | 5,004 | 20,398 | 1,128,204 |
| Victoria | 611,497 | 69,528 | 94,470 | 31,328 | 76,591 | 2,890 | 3,409 | 15,802 | 905,515 |
| Queensland | 258,942 | 31,253 | 92,128 | 13,359 | 40,502 | 450 | 1,836 | 14,680 | 453,150 |
| South Australia | 220,010 | 18,895 | 38,539 | 9,678 | 31,684 | 982 | 1,580 | 16,717 | 338,085 |
| Western Australia | 149,799 | 15,838 | 37,784 | 8,585 | 27,256 | 541 | 1,365 | 12,257 | 253,425 |
| Tasmania | 69,020 | 6,677 | 11,183 | 6,364 | 8,487 | 301 | 940 | 2,101 | 105,073 |
| Northern Territory | 4,321 | 1,258 | 2,806 | 471 | 1,326 | 73 | 91 | 325 | 10,671 |
| Aust. Cap. Terr. | 15,591 | 2,408 | 1,802 | 808 | 935 | 34 | 115 | 296 | 21,989 |
| Australia, 31st Dec., 1962 No. | 2,072,127 | 231,603 | 415,850 | 120,072 | 271,451 | 8,093 | 14,340 | 82,576 | 3,216,112 |
| Per cent. | 64.4 | 7.2 | 12.9 | 3.7 | 8.4 | 0.3 | 0.5 | 2.6 | 100.0 |
| Australia, 31st Dec., 1955 No. | 1,356,682 | 15,948 | 361,970 | (b)53,808 | 250,630 | 5,884 | 10,142 | 127,129 | 2,182,193 |
| Per cent. | 62.2 | 0.7 | 16.6 | 2.5 | 11.5 | 0.3 | 0.4 | 5.8 | 100.0 |

(a) Includes panel vans, Queensland.

(b) Excludes panel vans, Queensland, which are included with utilities.

(b) *Relation to Population.* The table below shows the number of motor vehicles (cars, station wagons, motor cycles, other motor vehicles, and total vehicles) registered per 1,000 of population in each State and Territory and Australia at 31st December, 1962, and in Australia at 31st December, 1955.

CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1962: TYPES OF VEHICLE PER 1,000 OF POPULATION

| State or Territory | Motor cars | Station wagons | Other motor vehicles | Total motor vehicles (excl. motor cycles) | Motor cycles | Total motor vehicles |
|--------------------------------|------------|----------------|----------------------|---|--------------|----------------------|
| New South Wales | 185 | 21 | 70 | 276 | 5 | 281 |
| Victoria | 203 | 23 | 70 | 296 | 5 | 301 |
| Queensland | 167 | 20 | 96 | 283 | 9 | 292 |
| South Australia | 220 | 19 | 82 | 321 | 17 | 338 |
| Western Australia | 195 | 21 | 99 | 315 | 16 | 331 |
| Tasmania | 186 | 18 | 74 | 278 | 6 | 284 |
| Northern Territory | 164 | 48 | 182 | 394 | 12 | 406 |
| Australian Capital Territory | 227 | 35 | 54 | 316 | 4 | 320 |
| Australia, 31st December, 1962 | 192 | 21 | 77 | 290 | 8 | 298 |
| Australia, 31st December, 1955 | 146 | 2 | 73 | 221 | 13 | 234 |

(ii) *Year of Model. (a) Motor Cars.* In the following table, motor cars on the register in each State and Territory are shown classified by year of model.

**CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1962: MOTOR CARS,
BY YEAR OF MODEL**

| State or Territory | Year of model | | | | | | | | | Total |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| | Before 1951 | 1951 to 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | |
| N.S.W. | 113,462 | 198,297 | 49,025 | 51,496 | 58,676 | 60,405 | 73,329 | 58,519 | 79,738 | 742,947 |
| Victoria .. | 101,085 | 174,785 | 43,189 | 42,488 | 44,708 | 49,597 | 59,330 | 40,864 | 55,451 | 611,497 |
| Queensland .. | 42,434 | 78,691 | 18,175 | 19,158 | 19,265 | 18,873 | 22,632 | 15,025 | 24,689 | 258,942 |
| S. Australia .. | 39,021 | 70,498 | 15,510 | 15,659 | 15,202 | 14,488 | 18,377 | 12,298 | 18,957 | 220,010 |
| W. Australia .. | 23,615 | 45,707 | 8,512 | 9,866 | 10,121 | 10,247 | 13,471 | 11,199 | 16,661 | 149,799 |
| Tasmania .. | 10,446 | 21,331 | 5,266 | 4,951 | 4,955 | 4,855 | 6,008 | 4,549 | 6,659 | 69,020 |
| N. Terr. .. | 340 | 1,087 | 359 | 362 | 369 | 413 | 572 | 393 | 426 | 4,321 |
| Aust. Cap. Terr. | 865 | 3,558 | 1,179 | 1,137 | 1,513 | 1,577 | 1,837 | 1,763 | 2,162 | 15,591 |
| Australia No. | 331,268 | 593,954 | 141,615 | 145,117 | 154,809 | 160,455 | 195,556 | 144,610 | 204,743 | 2,072,127 |
| Per cent. | 16.0 | 28.7 | 6.8 | 7.0 | 7.5 | 7.7 | 9.4 | 7.0 | 9.9 | 100.0 |

(b) *Station Wagons.* Station wagons on the register in each State and Territory at 31st December, 1962, are shown in the following table in the same groups as those used for motor cars in the previous table.

**CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1962: STATION WAGONS,
BY YEAR OF MODEL**

| State or Territory | Year of model | | | | | | | | | Total |
|----------------------|---------------|---------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|----------------|
| | Before 1951 | 1951 to 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | |
| N.S.W. | 838 | 3,832 | 1,224 | 2,486 | 8,040 | 12,966 | 18,108 | 16,413 | 21,839 | 85,746 |
| Victoria .. | 965 | 3,284 | 1,059 | 2,105 | 6,422 | 10,410 | 14,770 | 12,932 | 17,581 | 69,528 |
| Queensland .. | 307 | 1,403 | 342 | 809 | 2,915 | 4,480 | 6,239 | 5,353 | 9,405 | 31,253 |
| S. Australia .. | 292 | 860 | 216 | 533 | 1,687 | 3,126 | 4,060 | 3,194 | 4,927 | 18,895 |
| W. Australia .. | 286 | 944 | 201 | 439 | 1,172 | 2,186 | 2,753 | 3,039 | 4,818 | 15,838 |
| Tasmania .. | 56 | 341 | 99 | 177 | 628 | 956 | 1,330 | 1,208 | 1,882 | 6,677 |
| Nor. Terr. .. | 6 | 40 | 17 | 49 | 148 | 221 | 267 | 252 | 258 | 1,258 |
| Aust. Cap. Terr. | 12 | 70 | 48 | 55 | 244 | 404 | 461 | 544 | 570 | 2,408 |
| Australia No. | 2,762 | 10,774 | 3,206 | 6,653 | 21,256 | 34,749 | 47,988 | 42,935 | 61,280 | 231,603 |
| Per cent. | 1.1 | 4.7 | 1.4 | 2.9 | 9.2 | 15.0 | 20.7 | 18.5 | 26.5 | 100.0 |

(c) *Utilities.* Utilities on the register in each State and Territory at 31st December, 1962, are shown below in the same groups as for previous tables.

**CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1962: UTILITIES,
BY YEAR OF MODEL**

| State or Territory | Year of model | | | | | | | | | Total |
|----------------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| | Before 1951 | 1951 to 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | |
| N.S.W. | 18,200 | 48,061 | 10,228 | 10,796 | 10,953 | 11,318 | 9,957 | 8,446 | 9,179 | 137,138 |
| Victoria .. | 14,428 | 33,284 | 7,509 | 7,457 | 7,364 | 7,225 | 6,623 | 5,130 | 5,450 | 94,470 |
| Queensland .. | 16,842 | 32,827 | 6,659 | 6,439 | 7,149 | 6,947 | 6,180 | 3,985 | 5,100 | 92,128 |
| S. Australia .. | 5,973 | 14,601 | 2,938 | 2,813 | 2,781 | 2,738 | 2,324 | 2,032 | 2,339 | 38,539 |
| W. Australia .. | 5,030 | 12,478 | 2,525 | 2,423 | 2,888 | 3,138 | 3,211 | 2,907 | 3,184 | 37,784 |
| Tasmania .. | 1,719 | 3,930 | 791 | 811 | 816 | 849 | 779 | 662 | 826 | 11,183 |
| Nor. Terr. .. | 278 | 645 | 236 | 217 | 269 | 248 | 345 | 281 | 287 | 2,806 |
| Aust. Cap. Terr. | 92 | 480 | 136 | 133 | 192 | 218 | 193 | 172 | 186 | 1,802 |
| Australia No. | 62,562 | 146,306 | 31,022 | 31,089 | 32,412 | 32,681 | 29,612 | 23,615 | 26,551 | 415,850 |
| Per cent. | 15.0 | 35.1 | 7.5 | 7.5 | 7.8 | 7.9 | 7.1 | 5.7 | 6.4 | 100.0 |

(d) *Panel Vans.* The following table shows the number of panel vans on the register in the various States and Territories at 31st December, 1962, grouped as for previous tables.

**CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1962: PANEL VANS,
BY YEAR OF MODEL**

| State or Territory | Year of model | | | | | | | | | Total |
|--------------------|---------------|--------------|--------|-------|--------|--------|--------|-------|--------|---------|
| | Before 1951 | 1951 to 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | |
| N.S.W. .. | 3,583 | 9,085 | 3,908 | 3,998 | 5,747 | 8,023 | 6,176 | 4,439 | 4,520 | 49,479 |
| Victoria .. | 2,992 | 7,601 | 2,946 | 2,402 | 3,380 | 4,650 | 2,900 | 2,098 | 2,359 | 31,328 |
| Queensland .. | 618 | 2,117 | 1,190 | 1,179 | 1,571 | 2,633 | 1,655 | 1,069 | 1,327 | 13,359 |
| S. Australia .. | 911 | 2,460 | 952 | 907 | 1,018 | 965 | 900 | 749 | 816 | 9,678 |
| W. Australia .. | 771 | 1,993 | 619 | 691 | 786 | 995 | 1,007 | 823 | 900 | 8,585 |
| Tasmania .. | 534 | 1,766 | 544 | 542 | 618 | 663 | 722 | 491 | 484 | 6,364 |
| Nor. Terr. .. | 15 | 56 | 51 | 54 | 63 | 49 | 76 | 63 | 44 | 471 |
| Aust. Cap. Terr. | 10 | 90 | 52 | 62 | 88 | 108 | 148 | 111 | 139 | 808 |
| Australia No. | 9,434 | 25,168 | 10,262 | 9,835 | 13,271 | 18,086 | 13,584 | 9,843 | 10,589 | 120,072 |
| Per cent. | 7.8 | 21.0 | 8.5 | 8.2 | 11.1 | 15.1 | 11.3 | 8.2 | 8.8 | 100.0 |

(e) *Trucks.* The number of trucks on the register in each State and Territory at 31st December, 1962, is shown below, grouped as for previous tables.

**CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1962: TRUCKS,
BY YEAR OF MODEL**

| State or Territory | Year of model | | | | | | | | | Total |
|--------------------|---------------|--------------|--------|--------|--------|--------|--------|--------|--------|---------|
| | Before 1951 | 1951 to 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | |
| N.S.W. .. | 25,679 | 23,727 | 4,964 | 4,447 | 4,461 | 5,122 | 6,910 | 4,509 | 4,851 | 84,670 |
| Victoria .. | 22,838 | 19,772 | 4,362 | 4,050 | 4,817 | 5,071 | 6,279 | 4,580 | 4,822 | 76,591 |
| Queensland .. | 14,464 | 10,310 | 2,367 | 2,002 | 2,253 | 2,257 | 2,627 | 1,740 | 2,482 | 40,502 |
| S. Australia .. | 10,717 | 9,839 | 1,746 | 1,563 | 1,445 | 1,607 | 1,773 | 1,514 | 1,480 | 31,684 |
| W. Australia .. | 8,152 | 9,016 | 1,375 | 1,031 | 1,305 | 1,369 | 1,788 | 1,545 | 1,675 | 27,256 |
| Tasmania .. | 2,320 | 2,493 | 549 | 498 | 514 | 540 | 600 | 440 | 533 | 8,487 |
| Nor. Terr. .. | 254 | 240 | 132 | 110 | 96 | 97 | 115 | 170 | 112 | 1,326 |
| Aust. Cap. Terr. | 117 | 197 | 43 | 63 | 75 | 93 | 128 | 105 | 114 | 935 |
| Australia No. | 84,541 | 75,594 | 15,538 | 13,764 | 14,966 | 16,156 | 20,220 | 14,603 | 16,069 | 271,451 |
| Per cent. | 31.2 | 27.9 | 5.7 | 5.1 | 5.5 | 5.9 | 7.4 | 5.4 | 5.9 | 100.0 |

(f) *Other Truck-type Vehicles.* The following table shows the number of other truck-type vehicles on the register in each State and Territory at 31st December, 1962, grouped as for previous tables.

**CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1962: OTHER
TRUCK-TYPE(a), BY YEAR OF MODEL**

| State or Territory | Year of model | | | | | | | | | Total |
|--------------------|---------------|--------------|------|------|------|------|------|------|------|-------|
| | Before 1951 | 1951 to 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | |
| N.S.W. .. | 1,224 | 497 | 140 | 97 | 138 | 132 | 260 | 187 | 147 | 2,822 |
| Victoria .. | 1,442 | 510 | 131 | 69 | 123 | 137 | 185 | 159 | 134 | 2,890 |
| Queensland .. | 216 | 73 | 19 | 15 | 22 | 16 | 35 | 28 | 26 | 450 |
| S. Australia .. | 267 | 193 | 69 | 50 | 93 | 98 | 49 | 85 | 78 | 982 |
| W. Australia .. | 283 | 87 | 23 | 14 | 23 | 29 | 34 | 22 | 26 | 541 |
| Tasmania .. | 127 | 73 | 14 | 11 | 22 | 13 | 17 | 15 | 9 | 301 |
| Nor. Terr. .. | 25 | 17 | 5 | 4 | 1 | 5 | 6 | 10 | .. | 73 |
| Aust. Cap. Terr. | 9 | 11 | 1 | 2 | 2 | 3 | 2 | 1 | 3 | 34 |
| Australia No. | 3,593 | 1,461 | 402 | 262 | 424 | 433 | 588 | 507 | 423 | 8,093 |
| Per cent. | 44.4 | 18.1 | 5.0 | 3.2 | 5.2 | 5.3 | 7.3 | 6.3 | 5.2 | 100.0 |

(a) Includes vehicles such as tankers, concrete agitators, tow trucks, mobile winches or cranes, fire engines.

(g) *Omnibuses.* The number of omnibuses on the register in each State and Territory at 31st December, 1962, is shown in the following table, grouped as for previous tables.

**CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1962: OMNIBUSES,
BY YEAR OF MODEL**

| State or Territory | Year of model | | | | | | | | | Total |
|----------------------|---------------|--------------|------------|------------|--------------|--------------|--------------|------------|--------------|---------------|
| | Before 1951 | 1951 to 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | |
| N.S.W. .. | 1,741 | 755 | 161 | 243 | 356 | 467 | 587 | 376 | 318 | 5,004 |
| Victoria .. | 1,124 | 748 | 224 | 176 | 222 | 177 | 264 | 196 | 278 | 3,409 |
| Queensland .. | 653 | 264 | 96 | 126 | 132 | 134 | 138 | 132 | 161 | 1,836 |
| S. Australia .. | 345 | 330 | 126 | 188 | 150 | 119 | 107 | 105 | 110 | 1,580 |
| W. Australia .. | 480 | 404 | 59 | 54 | 82 | 61 | 72 | 66 | 87 | 1,365 |
| Tasmania .. | 294 | 235 | 39 | 67 | 55 | 40 | 119 | 50 | 41 | 940 |
| Nor. Terr. .. | 11 | 14 | 5 | 4 | 5 | 12 | 12 | 14 | 14 | 91 |
| Aust. Cap. Terr. | 14 | 6 | 9 | 10 | 5 | 12 | 21 | 22 | 16 | 115 |
| Australia No. | 4,662 | 2,756 | 719 | 868 | 1,007 | 1,022 | 1,320 | 961 | 1,025 | 14,340 |
| Per cent. | 32.5 | 19.2 | 5.0 | 6.1 | 7.0 | 7.1 | 9.2 | 6.7 | 7.2 | 100.0 |

(h) *Motor Cycles.* The following table shows the number of motor cycles on the register at 31st December, 1962, in each State and Territory for which the data were recorded, grouped as for previous tables.

**CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1962: MOTOR CYCLES,
BY YEAR OF MODEL**

| State or Territory | Year of model | | | | | | | | | Total |
|--------------------|---------------|--------------|-------|-------|-------|-------|-------|-------|-------|--------|
| | Before 1951 | 1951 to 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | |
| N.S.W. .. | 2,314 | 5,484 | 1,629 | 1,918 | 1,995 | 2,280 | 1,933 | 1,528 | 1,317 | 20,398 |
| Victoria(a) .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15,802 |
| Queensland .. | 1,906 | 3,840 | 1,127 | 1,335 | 1,697 | 1,333 | 1,325 | 1,065 | 1,052 | 14,680 |
| S. Australia(a) .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16,717 |
| W. Australia .. | 1,163 | 2,836 | 659 | 977 | 1,615 | 1,851 | 1,454 | 862 | 840 | 12,257 |
| Tasmania .. | 349 | 724 | 243 | 138 | 310 | 184 | 59 | 65 | 29 | 2,101 |
| Nor. Terr. .. | 24 | 65 | 26 | 19 | 42 | 36 | 39 | 19 | 55 | 325 |
| Aust. Cap. Terr. | 6 | 59 | 21 | 24 | 31 | 48 | 48 | 35 | 24 | 296 |

(a) Year of model not recorded.

ROADS AND BRIDGES

Information on the length of roads in Australia, the class of roads and their composition, together with particulars of the financial operations of the roads authorities in the several States, is included in Chapter XX. Local Government, of this Year Book.

ROAD TRAFFIC ACCIDENTS

§ 1. Accidents Reported

1. Accidents Involving Casualties.—(i) *States, 1962-63.* The following table gives a summary of accidents involving casualties in each State and Territory for the year 1962-63.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): ACCIDENTS RECORDED AND CASUALTIES, 1962-63

| State or Territory | Accidents involving casualties | Persons killed | | | Persons injured | | |
|----------------------|--------------------------------|----------------|--------------------------------|--------------------------------------|-----------------|--------------------------------|--------------------------------------|
| | | Number | Per 100,000 of mean population | Per 10,000 motor vehicles registered | Number | Per 100,000 of mean population | Per 10,000 motor vehicles registered |
| New South Wales .. | 17,891 | 894 | 22 | 8 | 24,580 | 612 | 220 |
| Victoria .. | 12,330 | 803 | 27 | 8 | 17,149 | 567 | 179 |
| Queensland .. | 6,345 | 420 | 27 | 9 | 8,779 | 566 | 195 |
| South Australia .. | 6,343 | 201 | 20 | 6 | 8,216 | 822 | 247 |
| Western Australia .. | 3,926 | 164 | 21 | 7 | 5,360 | 701 | 216 |
| Tasmania .. | 919 | 67 | 19 | 6 | 1,354 | 374 | 128 |
| Northern Territory | 187 | 14 | 51 | 12 | 256 | 927 | 221 |
| Aust. Cap. Terr. .. | 411 | 12 | 17 | 5 | 593 | 857 | 259 |
| Total .. | 48,352 | 2,575 | 24 | 8 | 66,287 | 613 | 204 |

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death, or injury to an extent requiring surgical or medical treatment.

(ii) *Riders, Drivers, Pedestrians, etc., Killed or Injured.* The following table shows the number of persons killed and the number injured during 1962-63 in each State and Territory, classified into drivers, riders, pedestrians, etc. Responsibility for cause of accident is not indicated by this classification.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): DRIVERS, RIDERS, PEDESTRIANS, ETC., KILLED OR INJURED, 1962-63

| Drivers, riders, pedestrians, etc. | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | A.C.T. | Total |
|------------------------------------|---------------|---------------|--------------|--------------|--------------|--------------|------------|------------|---------------|
| PERSONS KILLED | | | | | | | | | |
| Drivers of motor vehicles .. | 267 | 279 | 134 | 61 | 57 | 18 | 6 | 4 | 826 |
| Motor cyclists .. | 35 | 19 | 25 | 10 | 12 | 3 | 1 | 1 | 106 |
| Pedal cyclists .. | 24 | 42 | 24 | 13 | 4 | 3 | .. | .. | 110 |
| Passengers (all types)(b) | 249 | 212 | 127 | 50 | 51 | 16 | 5 | 4 | 714 |
| Pedestrians .. | 318 | 246 | 109 | 66 | 40 | 27 | 2 | 3 | 811 |
| Other classes(c) | 1 | 5 | 1 | 1 | .. | .. | .. | .. | 8 |
| Total .. | 894 | 803 | 420 | 201 | 164 | 67 | 14 | 12 | 2,575 |
| PERSONS INJURED | | | | | | | | | |
| Drivers of motor vehicles .. | 8,674 | 6,060 | 3,012 | 2,796 | 1,817 | 521 | 100 | 213 | 23,193 |
| Motor cyclists .. | 927 | 527 | 738 | 897 | 527 | 52 | 16 | 22 | 3,706 |
| Pedal cyclists .. | 993 | 1,115 | 530 | 840 | 388 | 47 | 10 | 51 | 3,974 |
| Passengers (all types)(b) | 9,965 | 6,898 | 3,551 | 2,836 | 2,022 | 540 | 117 | 256 | 26,185 |
| Pedestrians .. | 3,984 | 2,478 | 934 | 845 | 600 | 193 | 12 | 51 | 9,097 |
| Other classes(c) | 37 | 71 | 14 | 2 | 6 | 1 | 1 | .. | 132 |
| Total .. | 24,580 | 17,149 | 8,779 | 8,216 | 5,360 | 1,354 | 256 | 593 | 66,287 |

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death, or injury to an extent requiring surgical or medical treatment. (b) Includes pillion riders. (c) Includes tram drivers, riders of horses and drivers of animal-drawn vehicles.

(iii) *Ages of Persons Killed or Injured.* The following table shows the age groups of persons killed or injured in traffic accidents in each State and Territory during 1962-63.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): AGES OF PERSONS KILLED OR INJURED, 1962-63

| Age group (years) | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | A.C.T. | Aust. |
|-----------------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|--------------|
| PERSONS KILLED | | | | | | | | | |
| Under 5 | 29 | 27 | 6 | 7 | 6 | 2 | .. | 1 | 78 |
| 5 and under 7 | 16 | 11 | 11 | 3 | 3 | 1 | .. | .. | 45 |
| 7 " " 17 | 62 | 59 | 39 | 19 | 12 | 9 | 1 | 1 | 202 |
| 17 " " 21 | 119 | 95 | 71 | 21 | 22 | 10 | 4 | 2 | 344 |
| 21 " " 30 | 155 | 110 | 73 | 29 | 28 | 8 | 5 | 4 | 412 |
| 30 " " 40 | 96 | 97 | 51 | 21 | 18 | 13 | 2 | 1 | 299 |
| 40 " " 50 | 94 | 106 | 43 | 20 | 14 | 6 | 2 | 1 | 286 |
| 50 " " 60 | 105 | 94 | 32 | 29 | 21 | 6 | .. | .. | 287 |
| 60 and over | 218 | 197 | 94 | 44 | 40 | 12 | .. | 2 | 607 |
| Not stated | .. | 7 | .. | 8 | .. | .. | .. | .. | 15 |
| <i>Total</i> | <i>894</i> | <i>803</i> | <i>420</i> | <i>201</i> | <i>164</i> | <i>67</i> | <i>14</i> | <i>12</i> | <i>2,575</i> |

| PERSONS INJURED | | | | | | | | | |
|------------------------|---------------|---------------|--------------|--------------|--------------|--------------|------------|------------|---------------|
| Under 5 | 760 | 605 | 271 | 258 | 195 | 45 | 6 | 19 | 2,159 |
| 5 and under 7 | 466 | 408 | 133 | 165 | 122 | 33 | 6 | 11 | 1,344 |
| 7 " " 17 | 3,037 | 2,264 | 1,167 | 1,177 | 723 | 177 | 17 | 89 | 8,651 |
| 17 " " 21 | 4,512 | 2,882 | 1,890 | 1,549 | 1,096 | 281 | 35 | 114 | 12,359 |
| 21 " " 30 | 5,104 | 3,698 | 1,757 | 1,399 | 994 | 294 | 94 | 153 | 13,493 |
| 30 " " 40 | 3,459 | 2,465 | 1,092 | 970 | 628 | 142 | 44 | 67 | 8,867 |
| 40 " " 50 | 2,852 | 1,865 | 931 | 844 | 526 | 115 | 32 | 69 | 7,234 |
| 50 " " 60 | 2,081 | 1,394 | 699 | 619 | 400 | 104 | 15 | 36 | 5,348 |
| 60 and over | 2,004 | 1,326 | 659 | 493 | 351 | 90 | 7 | 22 | 4,952 |
| Not stated | 305 | 242 | 180 | 742 | 325 | 73 | .. | 13 | 1,880 |
| <i>Total</i> | <i>24,580</i> | <i>17,149</i> | <i>8,779</i> | <i>8,216</i> | <i>5,360</i> | <i>1,354</i> | <i>256</i> | <i>593</i> | <i>66,287</i> |

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death, or injury to an extent requiring surgical or medical treatment.

(iv) *Accidents Recorded and Casualties, classified according to Type of Vehicle, Road User, etc., Involved.* The following table shows, for the year 1962-63, the number of accidents involving casualties in which each of several classes of vehicles, road users, etc., were involved. The persons killed and injured are similarly classified. As in the table in sub-paragraph (ii), p. 595, responsibility for cause of accident is not indicated by this classification.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a), CLASSIFIED ACCORDING TO TYPE OF VEHICLE, ROAD USER, ETC., INVOLVED: AUSTRALIA, 1962-63

| Particulars | Motor vehicle | Motor cycle | Pedal cycle | Tram | Animal and animal-drawn vehicle | Pedestrian | Fixed object | Other vehicle |
|--------------------------------|---------------|-------------|-------------|------|---------------------------------|------------|--------------|---------------|
| Accidents involving casualties | 46,377 | 4,262 | 4,018 | 148 | 387 | 9,172 | 3,942 | 277 |
| Persons killed | 2,491 | 131 | 113 | 9 | 20 | 805 | 200 | 72 |
| Persons injured | 64,106 | 4,749 | 4,058 | 201 | 469 | 8,974 | 5,420 | 329 |

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death, or injury to an extent requiring surgical or medical treatment.

NOTE.—As accidents and casualties classified according to one type of road user, etc., may also be classified according to another, these totals cannot be added across to obtain grand totals.

The 46,377 accidents involving casualties in which motor vehicles were involved comprised 17,520 collisions with other motor vehicles, 2,975 with motor cycles, 3,507 with pedal cycles, 96 with trams, 285 with animals and animal drawn vehicles, 8,741 with pedestrians, 3,709 with fixed objects, 239 with vehicles other than those mentioned, 8,876 instances of overturning or leaving the roadway, and 429 accidents to passengers only.

2. Road Traffic Accidents Involving Casualties, and Persons Killed or Injured.—The following table shows the number of road traffic accidents involving casualties and persons killed or injured in road traffic accidents in each State and the Australian Capital Territory during each of the years 1958–59 to 1962–63, and for the Northern Territory for the year 1962–63.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a), AND PERSONS KILLED OR INJURED

| Year | N.S.W. | Vic. | Q'land | S. Aust. | W. Aust. | Tas. | N.T. | A.C.T. | Total | |
|------|--------|------|--------|----------|----------|------|------|--------|--------|--------------------------------------|
| | | | | | | | | | Number | Per 10,000 motor vehicles registered |

ACCIDENTS INVOLVING CASUALTIES

| | | | | | | | | | | |
|---------|--------|--------|-------|-------|-------|-----|------|-----|--------|-----|
| 1958–59 | 15,216 | 12,462 | 5,603 | 3,984 | 3,450 | 791 | n.a. | 260 | 41,766 | 162 |
| 1959–60 | 16,871 | 12,267 | 5,720 | 5,340 | 3,656 | 743 | n.a. | 322 | 44,919 | 164 |
| 1960–61 | 16,599 | 12,140 | 5,424 | 6,117 | 3,602 | 844 | n.a. | 326 | 45,052 | 155 |
| 1961–62 | 15,300 | 11,639 | 5,915 | 6,184 | 3,571 | 872 | n.a. | 302 | 43,783 | 143 |
| 1962–63 | 17,891 | 12,330 | 6,345 | 6,343 | 3,926 | 919 | 187 | 411 | 48,352 | 150 |

PERSONS KILLED

| | | | | | | | | | | |
|---------|-----|-----|-----|-----|-----|----|------|----|-------|---|
| 1958–59 | 833 | 661 | 333 | 185 | 178 | 68 | n.a. | 6 | 2,264 | 9 |
| 1959–60 | 939 | 698 | 359 | 203 | 180 | 79 | n.a. | 10 | 2,468 | 9 |
| 1960–61 | 934 | 773 | 353 | 203 | 197 | 75 | n.a. | 7 | 2,542 | 9 |
| 1961–62 | 887 | 818 | 341 | 179 | 187 | 72 | n.a. | 7 | 2,491 | 8 |
| 1962–63 | 894 | 803 | 420 | 201 | 164 | 67 | 14 | 12 | 2,575 | 8 |

PERSONS INJURED

| | | | | | | | | | | |
|---------|--------|--------|-------|-------|-------|-------|------|-----|--------|-----|
| 1958–59 | 19,854 | 16,784 | 7,700 | 5,183 | 4,506 | 990 | n.a. | 342 | 55,359 | 214 |
| 1959–60 | 22,330 | 16,595 | 8,054 | 6,856 | 4,788 | 1,004 | n.a. | 477 | 60,104 | 219 |
| 1960–61 | 22,244 | 16,757 | 7,607 | 7,665 | 4,806 | 1,157 | n.a. | 513 | 60,749 | 209 |
| 1961–62 | 19,886 | 16,074 | 8,137 | 7,913 | 4,856 | 1,207 | n.a. | 451 | 58,524 | 191 |
| 1962–63 | 24,580 | 17,149 | 8,779 | 8,216 | 5,360 | 1,354 | 256 | 593 | 66,287 | 204 |

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death or injury to an extent requiring surgical or medical treatment.

§ 2. Road Safety Organizations

1. Australian Road Safety Council.—(i) *Origin, Objectives and Organization.* The Australian Road Safety Council was formed in 1947 by the Australian Transport Advisory Council, which comprises Commonwealth and State transport ministers and Commonwealth ministers with associated interests, to conduct a nation-wide road safety public education campaign. It was re-constituted in February, 1961, by the Australian Transport Advisory Council, in order to provide a smaller, more effective, organization.

The objectives of the reconstituted Council are:—

- (a) to conduct a continuous programme of public education, aimed at improving the knowledge, skills, attitudes and practices of all classes of road users;
- (b) to encourage a better understanding and observance of State and Commonwealth traffic laws by road users;
- (c) to stimulate greater public interest, support and active participation in road accident prevention;
- (d) to co-ordinate, in a balanced programme, the Commonwealth and State public education campaigns, and to integrate with these campaigns the support accorded by non-governmental bodies and the general public;
- (e) to collect, collate, publish and distribute educational and informative data regarding road accidents; and
- (f) to advise on specific road safety matters referred to it by the Australian Transport Advisory Council.

The Australian Road Safety Council comprises 16 members, representing the Commonwealth and State Governments and the major categories of organized road users. It meets approximately three times each year and has established a number of temporary sub-committees to investigate and report upon particular aspects of its activities.

The Department of Shipping and Transport provides the central executive for the Council. Each section represented on the Australian Road Safety Council—Commonwealth, State and community/commercial—exercises full control over its own activities. One of the Council's principal functions is to co-ordinate the Commonwealth and State public education campaigns and to integrate with these campaigns the support accorded by commerce, industry, and community service organizations.

A sum of £150,000 is provided annually by the Commonwealth Department of Shipping and Transport for the promotion of road safety practices; £50,000 is distributed to the State Governments for public education in road safety, and the remaining £100,000 is used for the national public education campaign. The £50,000 grant to the States is allocated in the following proportions:—New South Wales, £12,500; Victoria, £10,000; Queensland, £9,250; South Australia, £6,250; Western Australia, £8,250; Tasmania, £3,750.

(ii) *Mode of Operation.* The media used by the Australian Road Safety Council in its national campaigns include metropolitan daily press and metropolitan radio and television, platform and pulpit, plus a wide variety of posters, pamphlets, booklets, publications and films. The official publication of the Council is the *Australian Road Safety Council Report* which is published monthly. Close liaison is maintained with State and Commonwealth educationists in the preparation and distribution of road safety instructional material for schools.

The Council, through its Central Executive in the Department of Shipping and Transport, works in close collaboration with two companion Committees, established by the Australian Transport Advisory Council. These are the Australian Road Traffic Code Committee, which prepares model regulations with the object of attaining national uniformity of traffic laws; and the Australian Motor Vehicle Standards Committee, which devises national standards for the construction, equipment, and operational efficiency of all road vehicles.

Because of the great increases in population and vehicle numbers, the exposure to risk of road users is considerably greater today than ever before. This is the basic problem confronting the Australian Road Safety Council, and in its efforts to deal with it, the Council has recognized the consideration that, notwithstanding advances in road and vehicle design and traffic laws, road safety still remains essentially a problem of human behaviour.

The primary aim of road accident prevention, as envisaged by the Council, is thus to create a state of mind in which all classes of road users realize the imminence and consequence of road accidents, and are willing to accept the restraints necessary to prevent them. It is the Council's belief that, for the most part, this can best, and often only, be done effectively through education in the broad and practical sense, by improving knowledge, skill, attitudes and habits of all classes of road users, and by creating a public conscience about road accidents. The current national public education campaign is based on the theme "Road Safety Starts With You".

2. **National Safety Council of Australia.**—The Council, founded in Victoria in 1927, was registered as a company limited by guarantee and later as a foreign company in New South Wales, Queensland, Tasmania and Western Australia. In 1959, new articles of association were adopted, placing the National Safety Council of Australia on a more truly federal basis reflecting the expanded character of the Council in the 35 years since its formation. It is a membership organization whose members include transport, education and other authorities as well as numerous industrial concerns. Membership is open to any person or organization wishing to further the objects and purposes of the Council.

The objects of the Council, summarized, are:—

- (a) to devise and encourage the adoption of safety measures of all kinds;
- (b) to promote discussion of all matters relating to safety measures;
- (c) to conduct an educational campaign among the people of Australia to stimulate the adoption and observance of safety measures; and
- (d) to consider, initiate and support improvements, calculated to prevent accidents, in the laws of the Commonwealth of Australia, the States and local governing bodies.

The Council is now registered in Canberra, with Divisions established in all States. It is managed by a Federal Council, whose members are appointed by the State Divisions. The Federal Council is responsible for those objectives which are of a national character, and each State Division controls its own affairs which are of State or local character.

The Council is a non-profit making organization and, apart from fees which may be charged to members and others for services provided, its work is financed by subscriptions, grants and donations, which in general are received at State level by the various State Divisions.

CIVIL AVIATION

1. **Historical.**—A short review of the progress of civil aviation in Australia up to the date of foundation of a Civil Aviation Administration was published in Year Book No. 16, pages 334–5, and a brief account of the foundation and objects of this Administration was published in Year Book No. 19, pag. 299. Year Book No. 38 and earlier issues contain information on the control of civil aviation by the Board (1936) and later (1939) by the Department of that name. The Acts defining the broad principles of operation of the administration of civil aviation and the Regulations amplifying them, and the principal functions of the administration are also described.

The Department has 12 Divisions as follows:—Air Transport; International Relations; Aviation Medicine; Flying Operations; Airworthiness; Airways Operations; Communications and Air Traffic Control; Airport Engineering; Finance Management; Air Safety Investigation; Navigational Aids, Electrical and Mechanical Engineering; and Administrative Management.

2. **International Activity.**—(i) *International Organizations.* A full report of the formation of the International Civil Aviation Organization, the Commonwealth Air Transport Council and the South Pacific Air Transport Council appeared in Year Book No. 37, and particulars of subsequent activity in the international field were included in No. 38. The International Civil Aviation Organization had a membership of 101 nations in November, 1963. Australia has continued her representation on the Council, a position which she held since I.C.A.O. was established in 1947. Further details will be found in Year Book No. 40 and earlier issues.

(ii) *International Agreements.* In November, 1963, there were 17 air services agreements in force between Australia and other countries.

A list of the agreements at 30th June, 1961, was given on pp. 555-6 of Year Book No. 48. The countries concerned were:—Canada, United States of America, Pakistan, India, Ceylon, Netherlands, United Arab Republic, Lebanon, South Africa, Japan, Germany, Ireland, United Kingdom, Malaya and Thailand.

Since June, 1961, two further agreements have entered into force and the routes which may be used by Australia and the reciprocal routes granted in return are as follows.

New Zealand—separate Australian routes to Auckland, Wellington and Christchurch and optionally beyond; separate New Zealand routes to Sydney, Melbourne, Brisbane, Norfolk Island and optionally beyond.

Italy—an Australian route via specified intermediate points to Rome and beyond via specified points to London; an Italian route via specified intermediate points to Sydney-Melbourne.

(iii) *International Air Services.* Qantas Empire Airways Ltd. has an operational fleet of 11 Boeing 707 jet aircraft and 4 Lockheed Electras. The Boeings operate a round the world service through the United States of America and the United Kingdom and to Hong Kong, Japan and Noumea. The Electras are used on services to New Zealand, Fiji and South Africa. Qantas was operating aircraft over 67,903 unduplicated route miles on international services in June, 1963. A summary of the operations of overseas services wholly or partly Australian-owned appears on page 604.

Three Lockheed Electra aircraft operated by Tasman Empire Airways Ltd. link Sydney with Auckland, Christchurch and Wellington; Melbourne with Auckland and Christchurch; and Brisbane with Auckland.

A total of eleven international airlines operate services into and out of Australia, mainly to and from Sydney.

3. *Australian National Airlines Commission.*—The *Commonwealth Australian National Airlines Act 1945* constituted the Australian National Airlines Commission for the purpose of establishing, maintaining and operating airline services for the transport of passengers and goods between Australian States and/or Territories and within Australian Territories. The Commission may, with the approval of the Minister, undertake services between Australia and places outside Australia, and, in certain circumstances, may engage in intra-State operations.

The operating organization set up to give effect to the Act is Trans-Australia Airlines.

4. *Regular Air Services within Australia.*—Domestic airline services throughout Australia and the Australian sector of Papua-New Guinea are provided by three distinct groups of airlines, operating over a route network of some 95,000 miles. The three groups are as follows.

Trans-Australia Airlines—operated by the Australian National Airlines Commission on behalf of the Commonwealth Government. T.A.A. operates on the main interstate routes throughout Australia and on territorial air services, as well as intrastate services in Queensland and Tasmania, and internal services in the Australian sector of Papua-New Guinea.

Ansett Transport Industries airline group—a private enterprise organization. This group comprises Ansett-A.N.A., also operating on the main interstate and territorial air routes, and six subsidiary airlines which operate basically intrastate services in Queensland, New South Wales, South Australia, Western Australia and the Australian sector of Papua-New Guinea.

Small private enterprise airlines—this group comprises three independent feeder type airlines operating basically intrastate services in New South Wales, Western Australia, Northern Territory and internally in Papua-New Guinea.

Competition between the two major domestic airlines, T.A.A. and Ansett-A.N.A. is controlled by Commonwealth legislation and Airline Agreements. These controls are designed to prevent uneconomic competition between the two companies. The two principal Acts which establish the legislative basis of this controlled competition are the *Airlines Agreement Act 1952-1961* and the *Airlines Equipment Act 1958*. The Airlines Equipment Act establishes the machinery for the achievement and maintenance of comparable aircraft fleets between T.A.A. and Ansett-A.N.A., and is designed to prevent the provision of excess aircraft capacity. The Airlines Agreement Act establishes the basis of the control of the two-airline competitive system and extends this machinery until 1977, and also establishes certain requirements covering the introduction of jet aircraft to Australian domestic services after 1st July, 1964. Under the terms of this Act, on 19th November, 1962, T.A.A. and Ansett-A.N.A. applied for, and received, government approval for each to buy two Boeing 727 jet airliners for introduction on Australian domestic services in late 1964 or early 1965.

A summary of the operations of regular air services within Australia appears on page 604.

5. *Air Ambulance Services.*—A brief statement on the foundation and objects of the Air Ambulance Services will be found in Year Book No. 32, pages 145 and 146.

During the year 1962-63, the Air Ambulance and Royal Flying Doctor Services continued to provide medical aid for the outback regions of Australia. The Royal Flying Doctor Service of Australia, operating from Broken Hill, New South Wales, Cloncurry, Queensland, and Alice Springs, Northern Territory (operated in conjunction with the Department of Health) covers a wide area of inland Australia. The Bush Church Aid Society for Australia and Tasmania, supported by funds from the Church of England, operates from Ceduna in South Australia. The federal Methodist Inland Mission operates services from Meekatharra, Western Australia, and the Queensland Ambulance Transport Brigade operates a service from Cairns in Queensland. A Flying Surgeon Service is in operation in Queensland.

For further information see Chapter XVIII. Public Health.

6. *Training of Air Pilots.*—Since 1926, the Commonwealth has subsidized flying training in Australia largely through the Aero Club movement. In 1961 the Government altered the basis of financial assistance to flying training organizations. The new system provides for the payment of £637,000 in subsidies to Australian flying training organizations, including the Aero Clubs, flying schools and the Gliding Federation of Australia, spread over a four-year period from 1961 to 1965. A feature of the new subsidy arrangements was the establishment of the Australian Flying Scholarship scheme which is designed to train career pilots for the Australian commercial aviation industry. The scholarships provide financial assistance in much the same way as Commonwealth scholarships provide for people undertaking other professions. Of the 182 flying scholarships awarded for 1963-64, 138 were scholarships to take the student through to the commercial licence standard, 35 were to commercial licence plus instructor rating and nine were for agricultural rating.

During the year 1962-63, pupils of the Australian flying training organizations (aero clubs and commercial flying schools) received 456 private licences, 102 commercial licences, and 45 instructor licences. Subsidized hours flown by aero clubs and flying schools totalled 116,061 hours out of a total of 157,773 hours flown and their subsidy earnings totalled £93,914. A limit placed on the subsidy restricted the total payment to £75,000. During the year, 19 clubs were also assisted with the purchase of 22 aircraft and 3 aircraft radios. The value of this assistance under the Aircraft Replacement Fund was £20,000. The permanent secretariats of the Royal Federation of Aero Clubs and the Commercial Flying Schools also received £8,000 and £1,000 respectively during 1962-63 as additional financial assistance.

Thirty-three clubs were affiliated with the Gliding Federation of Australia in 1962-63. Membership rose from 1,117 to 1,247 and 363 Certificates and Awards of Competency were obtained during the year. In 1962-63, Australia was represented in the Ninth World Championships at Junin in Argentina by a team of three pilots flying an Australian built "Arrow" glider, assisted by Australian team crews.

During 1962-63 the Commonwealth assisted gliding clubs to the extent of £6,500. This amount was allocated as follows:—£3,000 on the basis of active membership and

certificates and awards gained, £1,000 to the National Gliding School, £2,000 for development and design work and secretarial functions, and £500 towards the costs incurred by the Australian team at the Ninth World Championships.

The Federation Aeronautique Internationale, whose headquarters are in Switzerland, sets certain standards of efficiency which the glider pilot has to attain before he qualifies for an F.A.I. certificate (e.g., certificates are obtainable for height, distance and time aloft). The administrative authority in Australia for F.A.I. is the Royal Aero Club of Australia.

The total of all subsidy payments and financial assistance to flying training organizations and the gliding movement during 1962-63 was £149,000.

7. Airways Engineering.—The field of airways engineering includes the provision of radio navigation facilities, radiocommunication systems, and airport lighting systems.

Approvals were given during 1961-62 for extensions and improvement of Australia's airways navigation and communications system. Long-range air traffic control radar units are being installed at Sydney and Adelaide at a cost of £770,000. Both units were expected to be in operation by the end of 1963, and similar units are planned for Melbourne, Brisbane and Perth as part of a radar programme costing £2.5 million. This coincides with the introduction of airborne radar which is a mandatory requirement for all Australian airliners from June, 1963. These two steps will enable radar surveillance of Australia's controlled air space by pilots and controllers to be considerably extended. Approval was also given during the year for the second stage of the Department of Civil Aviation's navigational aids plan. This involves the installation, over the next four years, of 22 visual omni radio ranges for primary directional guidance, and four international standard distance measuring equipment units at Sydney, Melbourne, Brisbane and Perth. In the communications field, work is proceeding steadily to improve further the high quality direct speech facilities between ground controllers and aircraft operating in controlled air space, and improve generally the communications system throughout the entire Australian aviation area.

The international transmitting station at Llandillo, near Sydney, provides air to ground and point to point communications on the international frequency bands for places as far away as Honolulu, Manila and Singapore.

Members of the South Pacific Air Transport Council have agreed that the Commonwealth Pacific Cable should be used for civil aviation purposes. This should enable the existing radioteletype services between Sydney, Nadi, Auckland and Honolulu to be closed down, and result in improved services between these points. Radio equipment and radio frequencies in the high frequency band will also be released for use on other circuits.

8. Airports.—Government approval, in principle, during November, 1962, of a £30 million programme of aerodrome development throughout the Commonwealth marked the beginning of a new phase of increased activity in this field. During recent years, airport development has involved an expenditure of approximately £2 million a year. The new programme, to be spread over five years, includes major projects at Sydney, Melbourne and Launceston, as well as other works in all States and in the Territory of Papua-New Guinea.

Considerable planning and design work has already been done. Much of the works proposed for Sydney, Melbourne and Launceston has already been put before the Parliamentary Standing Committee on Public Works for review, in accordance with the requirement that the Committee should review all major new works involving expenditure over £250,000. Construction work on these three principal projects was planned to start during 1963-64.

At Sydney the north-south runway will be extended from 5,500 feet to 7,500 feet to provide better facilities for the operation of large jet aircraft. This work will be followed by the construction of a new international terminal building with aprons, roads, car parks and engineering facilities, on reclaimed land in the north-western corner of the airport. The project is scheduled for completion in 1968.

At Melbourne, a new airport at Tullamarine for domestic and international aircraft will be developed on a 5,300 acre area, with runways of 7,500 feet and 8,500 feet. The airport is expected to be in use by 1967.

The runway at Launceston will be extended to 6,500 feet and strengthened. Other works include a new terminal, operations building, taxiways and general area development. The project is planned for completion in 1966.

Other aerodromes where major developmental projects are in progress are Alice Springs, Bankstown, Jandakot (near Perth), Meekatharra, Mt. Isa, Perth, Port Moresby and Wyndham.

The number of aerodromes in Australia and its Territories increased by 14 during the year to 634. One hundred and forty-two are owned by the Commonwealth and 492 by local authorities or private interests.

Aerodrome development at Commonwealth aerodromes during 1962-63 continued at about the same rate as in previous years with expenditure totalling £1,653,000. For the same period, the maintenance cost of these aerodromes totalled £2,267,000.

9. **Meteorological Services.**—The Department of Civil Aviation is the major user of meteorological services in the Australian Commonwealth and its Territories, and therefore the requirements for civil aviation purposes have played a big part in determining the form of meteorological organization that exists at the present time. The Department and the Commonwealth Bureau of Meteorology have completed working arrangements designed to meet the very precise requirements of modern civil aviation in Australia, which specify the standards of service, times and places of operation and facilities required for the provision of meteorological services for civil aviation.

10. **Search and Rescue.**—The Department of Civil Aviation has assumed responsibility for co-ordination of search and rescue activity throughout all Australian flight information regions, and also arranges for the availability of search and rescue facilities. Particulars of systems and methods of operation were published in Year Book No. 48, page 558.

11. **Statistical Summaries.**—(i) *Registrations, Licences, etc.* The following table provides a summary of the civil aviation registrations and licences in force in Australia at 30th June in each of the years 1959 to 1963.

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

| Particulars | 30th June— | | | | |
|--|------------|-------|-------|-----------|-----------|
| | 1959 | 1960 | 1961 | 1962 | 1963 |
| Registered aircraft owners .. | 642 | 745 | 850 | 938 | 1,006 |
| Registered aircraft .. | 1,246 | 1,360 | 1,502 | (b) 1,600 | (b) 1,787 |
| Pilots' licences— | | | | | |
| Private .. | 2,801 | 3,001 | 3,206 | 3,627 | 4,066 |
| Private helicopter .. | .. | .. | 2 | 2 | 3 |
| Commercial .. | 910 | 948 | 973 | 1,090 | 1,159 |
| Senior commercial .. | 130 | 132 | 147 | 154 | 176 |
| Helicopter (commercial) .. | 17 | 30 | 34 | 33 | 42 |
| Student .. | 3,461 | 3,696 | 4,151 | 4,433 | 4,845 |
| Student helicopter .. | 4 | 14 | 10 | 12 | 15 |
| 1st class airline transport .. | 652 | 618 | 659 | 690 | 684 |
| 2nd class airline transport .. | 389 | 418 | 471 | 432 | 464 |
| Flight navigators' licences .. | 177 | 168 | 142 | 141 | 135 |
| 1st class flight radio-telegraphy operators' licences .. | 56 | 55 | 43 | 37 | 20 |
| Flight radio-telephone operators' licences .. | 2,203 | 2,651 | 3,679 | 5,370 | 6,552 |
| Flight engineers' licences .. | 189 | 193 | 200 | 175 | 168 |
| Aircraft maintenance engineers' licences .. | 2,266 | 2,382 | 2,492 | 2,485 | 2,521 |
| Aerodromes, Australia— | | | | | |
| Government(c) .. | 168 | 149 | 132 | 124 | 122 |
| Licensed(d) .. | 304 | 323 | 351 | 359 | 380 |
| Flying boat bases(e) .. | 13 | 13 | 13 | 13 | 13 |

(a) Except for aerodromes and flying-boat bases, includes the Territory of Papua and New Guinea.
 (b) In addition, there were 125 gliders on the register. (c) Under the control and management of the Department of Civil Aviation. (d) Aerodromes under the control and management of a municipality, shire, station owner, private individual, etc. Includes emergency aerodromes. (e) Includes alighting areas.

(ii) *Types of Aircraft and Gliders on the Australian Register.* The various types of aircraft and gliders on the Australian register at 31st December, 1961, were shown in Year Book No. 48, p. 559.

Details of aircraft and gliders on the Australian register at 30th June, 1963 may be found in *Transport and Communication* bulletin No. 54, 1962-63.

(iii) *Operations of Regular Internal Services.* The next table summarizes the flying activities of regular internal services operating within Australia during each of the years 1958-59 to 1962-63.

**CIVIL AVIATION: OPERATIONS OF REGULAR INTERNAL SERVICES,
AUSTRALIA(a)**

| Particulars | 1958-59 | 1959-60 | 1960-61 | 1961-62 | 1962-63 |
|-------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Hours flown | 229,396 | 225,050 | 219,918 | 207,210 | 217,897 |
| Miles '000 | 40,287 | 43,199 | 42,301 | 41,176 | 43,700 |
| Paying passengers | 2,235,070 | 2,660,412 | 2,639,080 | 2,666,160 | 2,832,934 |
| Paying passenger-miles '000 | 944,379 | 1,132,517 | 1,109,552 | 1,119,430 | 1,221,178 |
| Freight— | | | | | |
| Tons(b) | 62,755 | 65,402 | 62,971 | 57,207 | 59,373 |
| Ton-miles(b) '000 | 28,841 | 29,240 | 28,220 | 26,076 | 28,270 |
| Mail— | | | | | |
| Tons(b) | 2,727 | 4,825 | 5,956 | 6,311 | 6,467 |
| Ton-miles(b) '000 | 1,472 | 2,567 | 3,064 | 3,198 | 3,324 |

(a) Includes only services operating within the Australian mainland and Tasmania.

(b) In terms of short tons (2,000 lb.).

(iv) *Operations of Oversea Services wholly or partly Australian-owned.* The following table furnishes a summary of oversea services wholly or partly owned by Australian interests during the years 1958-59 to 1962-63. This table incorporates aggregate particulars of all traffic originating on oversea services of Qantas Empire Airways Limited and Tasman Empire Airways Limited, which, in the case of Qantas, includes considerable traffic which does not enter Australia. The transfer of the Australian Government's shares in Tasman Empire Airlines to the New Zealand Government on 25th July, 1961, made TEAL a wholly New Zealand-owned airline, and statistics of its operations are therefore not included in Australian statistics after 1960-61. An air services agreement was signed whereby air traffic rights into and through the two countries were exchanged at the same time, and on 1st October, 1961, both airlines commenced joint scheduling arrangements for trans-Tasman services. The table also includes traffic between Australia and Papua, New Guinea and Norfolk Island.

CIVIL AVIATION: OPERATIONS OF OVERSEA SERVICES(a)

| Particulars | 1958-59 | 1959-60 | 1960-61 | 1961-62 | 1962-63 |
|--|---------|---------|---------|---------|-----------|
| Route miles (unduplicated) at 30th June .. | 74,704 | 76,125 | 72,290 | 69,712 | 71,676 |
| Hours flown | 68,811 | 54,668 | 57,385 | 51,066 | 48,669 |
| Miles '000 | 16,486 | 16,992 | 20,068 | 19,240 | 20,343 |
| Paying passengers | 176,120 | 232,714 | 291,258 | 247,517 | 294,908 |
| Paying passenger-miles '000 | 534,728 | 720,099 | 847,713 | 836,570 | 1,014,867 |
| Freight— | | | | | |
| Tons(b) | 3,431 | 5,150 | 6,575 | 6,432 | 6,756 |
| Ton-miles(b) '000 | 15,381 | 24,625 | 30,134 | 30,429 | 33,135 |
| Mail— | | | | | |
| Tons(b) | 1,647 | 2,015 | 2,335 | 2,015 | 2,468 |
| Ton-miles(b) '000 | 8,834 | 10,351 | 11,269 | 11,622 | 15,191 |

(a) Airlines wholly or partly owned by Australian interests.

(b) In terms of short tons (2,000 lb.).

(v) *Accidents and Casualties.* The number of accidents involving aircraft on the Australian register, in which persons were killed or injured, is shown in the following table for the years 1958-59 to 1962-63.

CIVIL AVIATION: AUSTRALIAN AIRCRAFT(a), ACCIDENTS INVOLVING CASUALTIES

| Particulars | 1958-59 | 1959-60 | 1960-61 | 1961-62 | 1962-63 |
|-----------------------|---------|---------|---------|---------|---------|
| Number | 39 | 43 | 40 | 46 | 32 |
| Persons killed | 21 | 44 | 28 | 52 | 16 |
| Persons injured | 30 | 42 | 38 | 38 | 26 |

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

12. Territory of Papua and New Guinea.—For brief particulars of civil aviation in Papua and New Guinea see Chapter V. The Territories of Australia, pages 126 and 132.

POSTS; TELEGRAPHS; TELEPHONES; OVERSEA TELECOMMUNICATION SERVICES

NOTE.—In this division, particulars for the Australian Capital Territory are included with those for New South Wales and the South Australian figures include particulars for the Northern Territory, unless otherwise indicated.

§ 1. General

1. The Postmaster-General's Department.—Under the provisions of the *Post and Telegraph Act* 1901-1961, the Postmaster-General's Department is responsible for the control and operation of postal, telegraphic and telephonic services throughout Australia. The Postmaster-General's Department is also responsible for the provision and operation of the transmitters and technical facilities required for broadcasting and television services by the Australian Broadcasting Commission (see pp. 617-21), and co-operates with the Overseas Telecommunications Commission (see pp. 612-3) in providing facilities for communication with overseas countries. Subsidiary to its major activities, the Postmaster-General's Department performs a number of important functions for other Commonwealth and State departments, including the payment of pensions, child endowment, and military allotments, the provision of banking facilities on behalf of the Commonwealth Savings Bank, the sale of tax and duty stamps, and the collection of land tax.

2. Postal Facilities.—(i) *Relation to Area and Population.* The following table shows the number of post offices, the area in square miles and the number of inhabitants to each post office (including non-official offices), and the number of inhabitants to each 100 square miles in each State and in Australia at 30th June, 1963.

POSTAL FACILITIES: RELATION TO AREA AND POPULATION AT 30th JUNE, 1963

| Particulars | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | Aust. |
|---|--------------|--------------|--------------|------------|------------|------------|--------------|
| Number of post offices— | | | | | | | |
| Official | 515 | 326 | 229 | 170 | 147 | 54 | 1,441 |
| Non-official | 1,937 | 1,871 | 1,010 | 754 | 492 | 448 | 6,512 |
| Total | 2,452 | 2,197 | 1,239 | 924 | 639 | 502 | 7,953 |
| Number of square miles of territory per office | 127 | 40 | 538 | 978 | 1,527 | 52 | 374 |
| Number of inhabitants per office .. | 1,681 | 1,391 | 1,264 | 1,124 | 1,209 | 720 | 1,373 |
| Number of inhabitants per 100 square miles | 1,328 | 3,477 | 235 | 115 | 79 | 1,378 | 367 |

(ii) *Employees and Mail Contractors.* The number of employees and mail contractors in the Central Office and in each of the States at 30th June, 1963, is given in the following table.

**NUMBER OF POSTAL EMPLOYEES AND MAIL CONTRACTORS AT
30th JUNE, 1963**

| Particulars | Central Office | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | Aust. |
|------------------------|----------------|--------|--------|--------|-------|-------|-------|---------|
| Employees | 1,576 | 35,857 | 27,794 | 14,023 | 9,967 | 6,971 | 3,925 | 100,113 |
| Mail Contractors | .. | 2,112 | 1,097 | 1,123 | 279 | 315 | 219 | 5,145 |

3. *Gross Revenue, Branches—Postmaster-General's Department.*—(i) *States, 1962–63.* The gross revenue (actual collections) in respect of each branch of the Department during the year 1962–63 is shown in the following table.

**POSTMASTER-GENERAL'S DEPARTMENT: GROSS REVENUE, 1962-63(a)
(£'000)**

| Source | Central Office | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | Aust. |
|---------------------|----------------|---------------|---------------|---------------|---------------|--------------|--------------|----------------|
| Postal | 2,695 | 19,257 | 13,409 | 5,843 | 4,138 | 2,914 | 1,171 | 49,427 |
| Telegraph | 979 | 2,401 | 1,787 | 1,179 | 796 | 596 | 181 | 7,919 |
| Telephone | 1,348 | 36,491 | 26,353 | 11,838 | 8,254 | 5,426 | 2,605 | 92,315 |
| Miscellaneous | .. | 39 | 72 | 6 | 23 | 28 | 7 | 175 |
| Total | 5,022 | 58,188 | 41,621 | 18,866 | 13,211 | 8,964 | 3,964 | 149,836 |

(a) The figures in this table relate to revenue actually collected during the year as recorded for Treasury purposes.

(ii) *Australia.* The following table shows the gross revenue (actual collections) of the Department for each of the five years 1958–59 to 1962–63.

**POSTMASTER-GENERAL'S DEPARTMENT: GROSS REVENUE, AUSTRALIA(a)
(£'000)**

| Source | 1958–59 | 1959–60 | 1960–61 (b) | 1961–62 | 1962–63 |
|---------------------|----------------|----------------|------------------|----------------|----------------|
| Postal | 33,165 | 39,167 | 45,890 | 47,104 | 49,427 |
| Telegraph | 6,321 | 6,804 | 7,275 | 7,448 | 7,919 |
| Telephone | 59,717 | 71,209 | 82,732 | 85,166 | 92,315 |
| Miscellaneous | (c) 4,264 | (c) 4,451 | 224 | 96 | 175 |
| Total | 103,467 | 121,631 | d 136,121 | 139,814 | 149,836 |

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

(b) Figures not entirely comparable with those for earlier years.

(c) Includes items allocated to other headings after 1959–60. (d) An amount of £43,625 has been excluded from 1960–61 figures published in Year Book No. 48. This amount represents receipts under the Wireless Telegraphy Act which are now credited to broadcasting and television revenue.

4. *Expenditure, Postmaster-General's Department.*—(i) *States.* The following table shows, as far as possible, the distribution of expenditure (actual payments) in each State during 1962–63, as shown by records kept for Treasury purposes. The table must not be regarded as a statement of the working expenses of the Department, since items relating to new works, interest, etc., are included therein.

**POSTMASTER-GENERAL'S DEPARTMENT: DISTRIBUTION OF
EXPENDITURE, 1962-63(a)**

(£'000)

| Particulars | Central Office | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | Aust. |
|---|----------------|---------------|---------------|---------------|---------------|---------------|--------------|----------------|
| Expenditure from Ordinary Services | | | | | | | | |
| Votes— | | | | | | | | |
| Salaries and payments in the nature of salary | 815 | 19,119 | 13,881 | 7,416 | 4,869 | 3,225 | 1,803 | 51,128 |
| Administration | 226 | 2,509 | 1,720 | 596 | 570 | 339 | 191 | 6,151 |
| Stores and material | 59 | 661 | 444 | 259 | 197 | 110 | 67 | 1,797 |
| Mail services | 6,881 | 1,907 | 997 | 907 | 440 | 253 | 133 | 11,518 |
| Engineering services (other than capital works) | 908 | 12,581 | 9,640 | 4,678 | 3,045 | 2,269 | 1,285 | 34,406 |
| Other services | 140 | | | | | | | 140 |
| Total | 9,029 | 36,777 | 26,682 | 13,856 | 9,121 | 6,196 | 3,479 | 105,140 |
| Rent, repairs, maintenance | | 606 | 575 | 223 | 202 | 98 | 59 | 1,763 |
| Capital works and services— | | | | | | | | |
| Plant and equipment | 927 | 21,162 | 15,762 | 6,011 | 5,672 | 4,280 | 1,983 | 55,797 |
| New buildings, etc. | | 2,486 | 1,404 | 953 | 475 | 294 | 331 | 5,943 |
| Grand Total | 9,956 | 61,031 | 44,423 | 21,043 | 15,470 | 10,868 | 5,852 | 168,643 |

(a) The figures in this table represent actual payments made during the year as recorded for Treasury purposes.

(ii) *Australia.* The following table shows the distribution of expenditure (actual payments) of the Department for Australia as a whole for each of the years 1958-59 to 1962-63. The item "Administration" incorporates the items "General Expenses" and "Proportion of Auditor-General's Expenses" which had previously been shown separately.

POSTMASTER-GENERAL'S DEPARTMENT: EXPENDITURE, AUSTRALIA(a)

(£'000)

| Particulars | 1958-59 | 1959-60 | 1960-61 | 1961-62 | 1962-63 |
|---|----------------|----------------|----------------|----------------|----------------|
| Expenditure from Ordinary Services | | | | | |
| Votes— | | | | | |
| Salaries and payments in the nature of salary | 42,842 | 48,174 | 48,691 | 50,430 | 51,128 |
| Administration | 4,784 | 5,318 | 5,811 | 6,115 | 6,151 |
| Stores and material | 2,508 | 2,563 | 2,567 | 2,373 | 1,797 |
| Mail services | 8,741 | 9,637 | 10,376 | 10,885 | 11,518 |
| Engineering services (other than capital works) | 36,342 | 40,604 | 41,006 | 43,185 | 34,406 |
| Other services | 88 | 108 | 142 | 125 | 140 |
| Total | 95,305 | 106,404 | 108,593 | 113,113 | 105,140 |
| Rent, repairs, maintenance | 1,376 | 1,374 | 1,543 | 1,659 | 1,763 |
| Capital works and services— | | | | | |
| Plant and equipment | 32,209 | 35,658 | 37,296 | 40,511 | 55,797 |
| New buildings, etc. | 4,144 | 4,279 | 4,849 | 5,428 | 5,943 |
| Other expenditure, not allocated to States | 3,799 | 3,832 | 3,928 | (b) | (b) |
| Grand Total | 136,833 | 151,547 | 156,209 | 160,711 | 168,643 |

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

(b) Items no longer debited against Postmaster-General's Department.

5. Profit or Loss, Postmaster-General's Department.—The foregoing tables of gross revenue and expenditure represent actual collections and payments made, and cannot be taken to represent the actual results of the working of the Department for the year. The net results for each branch, after providing for working expenses (including superannuation, pensions and depreciation) and interest charges (including exchange), are shown in the following table for the years 1961–62 and 1962–63.

POSTMASTER-GENERAL'S DEPARTMENT: PROFIT OR LOSS, BRANCHES
(£'000)

| Particulars | 1962–63 | | | | 1961–62 |
|--|---------------|----------------|----------------|-----------------|-----------------|
| | Postal | Tele- phone | Tele- graph | All branches | All branches |
| Earnings | 49,922 | 93,554 | 7,993 | 151,469 | 140,206 |
| Working expenses— | | | | | |
| Direct working expenses | 43,667 | 48,804 | 5,389 | 97,860 | 97,142 |
| Management and administration ex- penses | 1,538 | 1,830 | 378 | 3,746 | 3,906 |
| Depreciation | 696 | 21,044 | 568 | 22,308 | 13,706 |
| Superannuation liability and pensions .. | 2,728 | 3,906 | 506 | 7,140 | 7,328 |
| <i>Total Working Expenses (excluding Interest)</i> | <i>48,629</i> | <i>75,584</i> | <i>6,841</i> | <i>131,054</i> | <i>122,082</i> |
| Profit or loss before charging interest .. | 1,293 | 17,970 | 1,152 | 20,415 | 18,124 |
| Interest | 768 | 19,911 | 499 | 21,178 | 20,086 |
| Profit or loss after charging interest .. | 525 | –1,941 | 653 | –763 | –1,962 |

NOTE.—Minus sign (–) denotes loss.

6. Fixed Assets.—The following table shows particulars of the fixed assets of the Postmaster-General's Department from 1st July, 1962, to 30th June, 1963.

POSTMASTER-GENERAL'S DEPARTMENT: FIXED ASSETS

| Class of plant | Value at 1st July, 1962 | Adjust- ments to values | Additions during year | Instalments of plant written out | Value at 30th June, 1963 | |
|---------------------------|-------------------------------|-------------------------------|-----------------------------|--|-----------------------------|--------------|
| | | | | | Amount | Per cent. |
| | £'000 | £'000 | £'000 | £'000 | £'000 | % |
| Telecommunications plant | 499,526 | +17,862 | +59,040 | –5,590 | 570,838 | 83.6 |
| Postal plant | 2,525 | +29 | +533 | –31 | 3,056 | 0.5 |
| Engineers' movable plant | 11,667 | +101 | +1,689 | –307 | 13,150 | 1.9 |
| Motor vehicles | 10,780 | –1,075 | +1,983 | –1,219 | 10,469 | 1.5 |
| Other plant and equipment | 7,757 | +3,284 | +1,141 | –259 | 11,923 | 1.8 |
| Buildings | 56,612 | +1,181 | +6,278 | .. | 64,071 | 9.4 |
| Land | 8,701 | .. | +347 | –4 | 9,044 | 1.3 |
| Total | 597,568 | +21,382 | +71,011 | –7,410 | 682,551 | 100.0 |

§ 2. Posts

1. **Postal Matter Dealt With.**—(i) *States, 1962-63.* The following table shows a summary of the postal matter dealt with in each State during the year 1962-63. Mail matter posted in Australia for delivery therein is necessarily handled at least twice, but only the number of distinct articles handled is included in the following table.

POSTAL MATTER DEALT WITH(a), 1962-63

('000)

| State | Letters (b) | News- papers and packets (c) | Parcels (d) | Registered articles (e) | Letters (b) | News- papers and packets (c) | Parcels (d) | Registered articles (e) |
|------------------------|--------------------------------------|--|----------------|--------------------------------|------------------------------|--|----------------|-------------------------------|
| | Posted for delivery within Australia | | | | Posted for delivery overseas | | | |
| New South Wales .. | 617,948 | 123,958 | 5,598 | 3,692 | 37,484 | 10,617 | 250 | 699 |
| Victoria .. | 519,132 | 78,411 | 4,773 | 2,961 | 16,710 | 3,015 | 123 | 173 |
| Queensland .. | 212,952 | 27,250 | 2,251 | 1,368 | 7,525 | 860 | 31 | 25 |
| South Australia .. | 147,962 | 14,185 | 1,253 | 749 | 5,524 | 847 | 40 | 61 |
| Western Australia .. | 118,270 | 9,857 | 954 | 533 | 6,289 | 1,228 | 22 | 53 |
| Tasmania .. | 42,548 | 6,822 | 201 | 373 | 548 | 75 | 12 | 2 |
| Australia .. | 1,658,812 | 260,483 | 15,030 | 9,676 | 74,080 | 16,642 | 478 | 1,013 |
| Received from overseas | | | | Total postal matter dealt with | | | | |
| New South Wales .. | 49,623 | 31,980 | 484 | 1,027 | 705,055 | 166,555 | 6,332 | 5,418 |
| Victoria .. | 40,084 | 10,400 | 325 | 500 | 575,926 | 91,826 | 5,221 | 3,634 |
| Queensland .. | 4,886 | 4,914 | 75 | 63 | 225,363 | 33,024 | 2,357 | 1,456 |
| South Australia .. | 3,241 | 4,977 | 72 | 28 | 156,727 | 20,009 | 1,365 | 838 |
| Western Australia .. | 3,036 | 5,963 | 57 | 28 | 127,595 | 17,048 | 1,033 | 614 |
| Tasmania .. | 2,107 | 2,285 | 24 | 4 | 45,203 | 9,182 | 237 | 379 |
| Australia .. | 102,977 | 60,519 | 1,037 | 1,650 | 1,835,869 | 337,644 | 16,545 | 12,339 |

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

(ii) *Australia.* The next table shows the total postal matter dealt with in Australia in relation to the mean population during each of the years 1958-59 to 1962-63.

TOTAL POSTAL MATTER DEALT WITH: AUSTRALIA

| Year | Letters, postcards and letter-cards | | Newspapers and packets | | Parcels(a) | | Registered articles other than parcels | |
|------------|--|--|---------------------------|--|-----------------|--|--|--|
| | Total (‘000) | Per million of mean popula- tion | Total (‘000) | Per million of mean popula- tion | Total (‘000) | Per million of mean popula- tion | Total (‘000) | Per million of mean popula- tion |
| 1958-59 .. | 1,599,400 | 161 | 317,633 | 32 | 18,903 | 1.9 | 15,156 | 1.5 |
| 1959-60 .. | 1,602,830 | 158 | 319,831 | 31 | 16,433 | 1.6 | 13,671 | 1.5 |
| 1960-61 .. | 1,700,544 | 164 | 318,614 | 31 | 15,976 | 1.5 | 12,935 | 1.2 |
| 1961-62 .. | 1,748,054 | 165 | 324,694 | 31 | 15,854 | 1.5 | 12,357 | 1.2 |
| 1962-63 .. | 1,835,869 | 170 | 337,644 | 31 | 16,545 | 1.5 | 12,339 | 1.1 |

(a) Includes registered, cash on delivery and duty parcels.

During 1962-63, the total amounts paid for the carriage of mails, as disclosed by the Profit and Loss Account of the Postal Branch, were as follows:—road £4,123,000; railway £1,425,000; sea £255,000; air—internal £1,360,000, oversea £5,490,000; grand total £12,653,000.

2. **Money Orders and Postal Notes.**—The issue of money orders and postal notes is regulated by sections 74–79 of the *Post and Telegraph Act* 1901–1961. The maximum amount for which a single money order payable within Australia may be obtained is £40, but additional orders will be issued upon request when larger amounts are to be remitted. The maximum amount permitted to be sent by any one person to a person or persons outside Australia is £A.10 a week. A postal note is not available for a sum larger than twenty shillings.

The following table shows the number and value of money orders and postal notes issued in Australia in each of the years 1958–59 to 1962–63.

MONEY ORDERS AND POSTAL NOTES: TRANSACTIONS, AUSTRALIA

| Year | Money orders | | | Postal notes | | Poundage £'000 |
|---------------|--------------|------------|--|--------------|-------|-------------------|
| | Issued | | Net commission received £'000 | Issued | | |
| | Number | Value | | Number | Value | |
| | '000 | £'000 | | '000 | £'000 | |
| 1958–59.. .. | 9,420 | 87,034 | 643 | 18,012 | 8,845 | 347 |
| 1959–60.. .. | 9,535 | 94,335 | 805 | 16,492 | 8,380 | 324 |
| 1960–61.. .. | 9,652 | 100,760 | 867 | 15,959 | 8,194 | 307 |
| 1961–62.. .. | (a) 10,176 | (a)132,496 | 876 | 15,514 | 8,096 | 307 |
| 1962–63 . . . | (a) 11,076 | (a)153,433 | 929 | 16,330 | 8,620 | 321 |

(a) Includes official money orders used in bringing to account telephone accounts and collections on War Service Homes repayments.

Of the total money orders issued in Australia during 1962–63, 10,683,000 valued at £152,209,000 were payable in Australia, and 393,000 valued at £1,224,000 were payable overseas. Of the total money orders paid in Australia during 1962–63, 10,660,000 (£151,889,000) were issued in Australia, and 168,000 (£1,045,000) were issued overseas.

Of the total postal notes paid in Australia during 1962–63 (16,624,000 valued at £8,803,000), 11,488,000 (£6,376,000) were paid in the State in which issued, and 5,136,000 (£2,427,000) were paid in States other than those in which issued.

§ 3. Telegraphs

1. **General.**—A review of the development of telegraph services in Australia up to 1921 appeared in Year Book No. 15, page 625, and subsequent developments of importance have been dealt with in later issues. During the past few years, substantial improvements in both the speed and grade of telegraph services throughout Australia have been effected, the entire system being subjected to intensive re-organization, and these matters have been dealt with in some detail in recent issues of this Year Book.

2. **Telegraph and Telephone Mileage.**—At 30th June, 1963, the combined single-wire mileages for both telegraph and telephone purposes were:—aerial, underground and submarine cables, 10,976,000 miles; trunk telephone and telegraph cables, 561,000 miles; aerial wires, 1,379,000 miles. There were 123,000 miles of pole routes. Joint use is made of poles for power and telephone reticulation.

3. **Telegraph Offices.**—The numbers of telegraph offices, including railway telegraph offices in the various States at 30th June, 1963, were:—New South Wales, 2,797; Victoria, 2,261; Queensland, 1,679; South Australia, 1,028; Western Australia, 954; Tasmania, 502; total, 9,221.

4. **Telegrams.**—The following table shows the number of telegrams dispatched to places within Australia and to adjacent islands and to ships at sea, according to the class of message transmitted.

TELEGRAMS DISPATCHED WITHIN AUSTRALIA, 1962-63
(’000)

| State | Paid and collect | | | | | | Unpaid (departmental) | Total telegrams | |
|---------------------|------------------|----------------|------------|-------------|------------|--------------|--------------------------|--------------------|---------------|
| | Ordinary | Meteorological | Urgent | Radio-grams | Press | Letter-grams | | | Total |
| New South Wales | 6,060 | 241 | 211 | 50 | 50 | 26 | 6,638 | 216 | 6,854 |
| Victoria .. | 3,639 | 164 | 123 | 5 | 20 | 11 | 3,962 | 123 | 4,086 |
| Queensland .. | 3,231 | 221 | 94 | 91 | 43 | 18 | 3,698 | 139 | 3,837 |
| South Australia | 1,537 | 111 | 38 | 23 | 16 | 12 | 1,737 | 45 | 1,782 |
| Western Australia | 1,512 | 158 | 14 | 96 | 17 | 17 | 1,814 | 36 | 1,850 |
| Tasmania .. | 418 | 53 | 12 | 1 | 2 | 6 | 492 | 23 | 515 |
| Australia .. | 16,397 | 948 | 492 | 266 | 148 | 90 | 18,341 | 582 | 18,924 |

With the steady expansion of telephone and radio communication networks since the second world war, the number of telegrams dispatched to places within Australia and to adjacent islands and to ships at sea has decreased, with few interruptions of trend, since the peak of 35,970,000 in 1945-46.

For particulars of telegrams received from, and dispatched to, other countries, see § 5 para. 2, pages 613-4.

§ 4. Telephones

1. **General.**—Particulars of the total mileage of lines used exclusively for telephone purposes are not available, but are combined with all other line mileage. Particulars of the total single wire mileage used for telephone, trunk and/or telegraph purposes are shown in § 3, para. 2, p. 610. Developments in the telephone system in recent years have been dealt with in previous issues of this Year Book.

2. **Summary.**—Particulars relating to the telephone services in each State at 30th June, 1963, are shown in the following table.

TELEPHONE SERVICES: SUMMARY, 30th JUNE, 1963

| Particulars | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | Aust. |
|------------------------------------|--------|-------|-------|------|------|------|-------|
| Exchanges | 2,105 | 1,723 | 1,278 | 740 | 765 | 371 | 6,982 |
| Services in operation .. '000 | 695 | 569 | 226 | 162 | 106 | 54 | 1,812 |
| Instruments in operation .. '000 | 999 | 772 | 306 | 225 | 145 | 75 | 2,522 |
| (i) Subscribers' instruments '000 | 979 | 753 | 296 | 218 | 140 | 72 | 2,458 |
| (ii) Public telephones .. '000 | 10 | 7 | 4 | 2 | 2 | 1 | 26 |
| (iii) Other local instruments '000 | 10 | 12 | 6 | 5 | 3 | 2 | 38 |
| Instruments per 100 of population | 24.2 | 25.3 | 19.5 | 21.7 | 18.8 | 20.7 | 23.1 |

Of the total telephone services (1,812,181) in operation at 30th June, 1963, 688,790 or 38 per cent. were connected to exchanges situated beyond the limits of the metropolitan telephone networks, and 1,445,578 or 79 per cent. were connected to automatic exchanges.

During 1962-63, 1,809 million local calls and 84.5 million trunk line calls were made within Australia, averaging 998 local calls and 47 trunk calls per service.

3. **Oversea Telephone Services.**—Telephone circuits to other countries are provided by the Overseas Telecommunications Commission (*see* §5, para. 1) for conduct of these services by the Postmaster-General's Department. At 30th June, 1963, telephone calls could be made from Australia direct to 126 countries. International telephone calls to and from Australia during 1962-63 numbered 201,175, an increase of 65,511 or 48 per cent. over 1961-62. Switched radiotelephone services were established with Peru, West Irian and Guam during the year. The marked increase in traffic on the oversea service was brought about largely by the introduction of cable working to New Zealand in July, 1962.

4. **World Telephone Statistics, 1963.**—The following table shows the number of telephones in use in various countries with two million or more telephones at 1st January, 1963, together with the number per 100 of population and the proportion in each country to the world total.

WORLD TELEPHONE STATISTICS(a) AT 1st JANUARY, 1963

| Country | Number of telephones ('000) | Telephones per 100 of population | Proportion of total (per cent.) |
|--------------------------------------|-----------------------------|----------------------------------|---------------------------------|
| United States of America | 80,969 | 43 | 50.9 |
| United Kingdom(b) | 8,911 | 17 | 5.6 |
| Japan(b) | 7,356 | 8 | 4.6 |
| Germany, Federal Republic of | 7,047 | 12 | 4.5 |
| Canada | 6,330 | 34 | 4.0 |
| U.S.S.R. | 5,769 | 3 | 3.6 |
| France | 4,978 | 11 | 3.1 |
| Italy | 4,655 | 9 | 2.9 |
| Sweden | 3,054 | 40 | 1.9 |
| Australia(c) | 2,522 | 23 | 1.6 |
| Spain | 2,096 | 7 | 1.3 |
| Other | 25,513 | .. | 16.0 |
| <i>Total</i> | <i>159,200</i> | <i>..</i> | <i>100.0</i> |

(a) Partly estimated. Information derived, in the main, from *The World's Telephones* compiled by the American Telephone and Telegraph Company. (b) At 31st March, 1963. (c) At 30th June, 1963.

§ 5. Oversea Telecommunication Services; Radiocommunication Stations Authorized

1. **General.**—The Overseas Telecommunications Commission (Australia) is the authority responsible for the operation of Australia's external telecommunication services by cable and radio.

The Commission was established under the *Overseas Telecommunications Act* 1946-1948. This Act implemented, in Australia, a recommendation of the 1945 Commonwealth Telecommunications Conference for national ownership of the external telecommunication services of the British Commonwealth countries concerned and for the establishment of a representative advisory board, the Commonwealth Telecommunications Board, to co-ordinate their development.

The Commission provides telegraph, telex, photo-telegraph, and, in conjunction with the Postmaster-General's Department, telephone services with overseas countries and Australian Territories. Leased one- and two-way circuits are also provided for large commercial users. In addition, it operates the Australian coastal radio services for communication with ships at sea in Australian waters and high frequency radio services for communication with ships in any part of the world. The Commission's coastal radio stations also provide certain services to a number of remote stations within Australia and its Territories.

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

To meet Australia's increasing demand for overseas communication channels, and because of limitations to performance and capacity inherent in current forms of telegraph cables and high frequency radio systems, the Commission, in partnership with the overseas telecommunications authorities of Britain, Canada and New Zealand, installed a large capacity telephone cable across the Pacific Ocean, connecting Australia, New Zealand and Canada via Suva and Honolulu. This project stemmed from the Pacific Cable Conference between representatives of Britain, Canada, Australia and New Zealand held in Sydney, 28th September to 20th October, 1959. Work was commenced in August, 1960, and the first section, between Australia (Sydney) and New Zealand (Auckland), opened in July, 1962. The next section, between New Zealand (Auckland) and Fiji (Suva), was opened in December, 1962, and the remaining section in December, 1963. This cable forms part of the British Commonwealth round-the-world large capacity cable scheme, in which a complementary cable between Britain and Canada (CANTAT) was officially opened in December, 1961. The two cable connexions are linked across Canada by a microwave system.

The Commonwealth cable system feeds into the United States of America network at Hawaii, and into the European network at London.

The Pacific Cable project is administered by a management committee consisting of representatives of the overseas telecommunication authorities of the four partner Governments.

2. International Telegrams.—(i) *Number of Telegrams.* The number of telegrams received from and dispatched overseas in each State during 1962-63 is shown hereunder.

INTERNATIONAL TELEGRAMS, 1962-63

('000)

| Particulars | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | Aust. |
|--------------------|--------------|------------|------------|------------|------------|-----------|--------------|
| Received | 737 | (a) 400 | 104 | 72 | 80 | (a) 21 | 1,414 |
| Dispatched | 725 | 475 | 107 | 80 | 85 | 21 | 1,493 |
| Total | 1,462 | 875 | 211 | 152 | 165 | 42 | 2,907 |

(a) Estimated.

The traffic in international telegrams to and from Australia has not varied greatly in recent years.

(ii) *Number of Words.* Particulars of the international business, originating and terminating in Australia, transacted over the cable and radio services during 1962-63 are shown in the following table.

INTERNATIONAL TELEGRAMS: NUMBER OF WORDS, AUSTRALIA, 1962-63(a)
(‘000 words)

| Class of telegram | Words transmitted to— | | | Words received from— | | |
|--------------------|-----------------------|-----------------|---------------|----------------------|-----------------|---------------|
| | United Kingdom | Other countries | Total | United Kingdom | Other countries | Total |
| Letter | 4,112 | 11,446 | 15,558 | 3,850 | 10,248 | 14,098 |
| Ordinary | 4,006 | 10,246 | 14,252 | 3,882 | 8,376 | 12,258 |
| Press | 5,811 | 2,167 | 7,978 | 7,142 | 2,611 | 9,753 |
| Greetings | 685 | 593 | 1,278 | 563 | 830 | 1,393 |
| Government | 62 | 632 | 694 | 216 | 1,267 | 1,483 |
| Urgent | 236 | 374 | 610 | 142 | 310 | 452 |
| Other | .. | 8 | 8 | .. | 130 | 130 |
| Total | 14,912 | 25,466 | 40,378 | 15,795 | 23,772 | 39,567 |

(a) Year ended 31st March.

Words transmitted to “Other countries” included 10,676,000 words to other Commonwealth countries and 14,790,000 to foreign countries. Words received from “Other countries” included 10,928,000 words from other Commonwealth countries and 12,844,000 from foreign countries.

3. *Oversea Telephone Services.*—See § 4, para. 3, page 612 for particulars of these services.

4. *Coast Stations.*—At 30th June, 1963, there were 111 radio stations established at points around the Australian coast and 18 about the coast of Papua and New Guinea and other External Territories. During the year ended 31st March, 1963, the radio telegraph service of these stations handled 17,168,000 paid words, of which 6,104,000 were classified as ship traffic and 11,064,000 as fixed point to point traffic. The radio telephone service traffic extended over 96,217 paid minutes, 12,943 of which were taken up with ships calls and 83,274 to Australian Territories.

5. *Radiocommunication Stations Authorized.*—The following table shows particulars of the different classes of radiocommunication stations authorized in Australia and the External Territories at 30th June, 1963. Figures relate to radiocommunication (radio telegraph and radio telephone) stations only; particulars of broadcasting stations and of broadcast listeners’ licences are shown on pages 619 and 623 respectively.

RADIOCOMMUNICATION STATIONS AUTHORIZED, 30th JUNE, 1963

| Class of station | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | A.C.T. | Aust. | Ext. Terr. | Total |
|-----------------------------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|------------|---------------|--------------|---------------|
| TRANSMITTING AND RECEIVING | | | | | | | | | | | |
| Fixed(a)— | | | | | | | | | | | |
| Aeronautical | 36 | 6 | 15 | 6 | 15 | 7 | 12 | 1 | 98 | 26 | 124 |
| Services with other countries | 58 | 13 | .. | .. | 11 | .. | .. | .. | 82 | 44 | 126 |
| Outpost(b) | 229 | .. | 440 | 187 | 370 | 16 | 192 | .. | 1,434 | 566 | 2,000 |
| Other | 237 | 186 | 173 | 72 | 99 | 30 | 33 | 3 | 833 | 85 | 918 |
| Land(c)— | | | | | | | | | | | |
| Aeronautical | 56 | 27 | 33 | 11 | 15 | 7 | 7 | 1 | 157 | 18 | 175 |
| Base— | | | | | | | | | | | |
| Land mobile services .. | 1,354 | 947 | 631 | 387 | 244 | 164 | 16 | 63 | 3,806 | 32 | 3,838 |
| Harbour mobile services .. | 28 | 17 | 22 | 8 | 23 | 9 | .. | .. | 107 | .. | 107 |
| Coast(d) | 30 | 14 | 16 | 14 | 13 | 21 | 3 | .. | 111 | 18 | 129 |
| Special experimental .. | 114 | 114 | 36 | 40 | 40 | 11 | 2 | .. | 357 | 10 | 367 |
| Mobile(e)— | | | | | | | | | | | |
| Aeronautical | 319 | 229 | 222 | 92 | 124 | 28 | 30 | .. | 1,044 | 38 | 1,082 |
| Land mobile services .. | 14,405 | 9,658 | 5,066 | 4,181 | 2,363 | 1,037 | 235 | 169 | 37,114 | 205 | 37,319 |
| Harbour mobile services .. | 176 | 120 | 54 | 43 | 75 | 38 | .. | .. | 506 | 21 | 527 |
| Outpost | 202 | .. | 288 | 178 | 260 | 37 | 542 | .. | 1,507 | 77 | 1,584 |
| Ship | 1,205 | 328 | 710 | 254 | 230 | 210 | 15 | .. | 3,128 | 170 | 3,298 |
| Amateur | 1,497 | 1,414 | 496 | 586 | 331 | 152 | 22 | 45 | 4,543 | 64 | 4,607 |
| Total | 19,946 | 13,073 | 8,202 | 6,059 | 4,213 | 1,767 | 1,109 | 282 | 54,827 | 1,374 | 56,201 |
| | | | | | | | | | (f) | | |

RECEIVING ONLY

| | | | | | | | | | | | |
|----------------------|------------|------------|------------|-----------|-----------|----------|----------|-----------|------------|-----------|------------|
| Fixed(a) | 147 | 178 | 115 | 18 | 50 | 1 | 5 | .. | 514 | .. | 514 |
| Mobile(e) | .. | 43 | 25 | 6 | .. | .. | .. | .. | 74 | .. | 74 |
| Total | 147 | 221 | 140 | 24 | 50 | 1 | 5 | .. | 588 | .. | 588 |

TOTAL STATIONS AUTHORIZED

| | | | | | | | | | | | |
|----------------------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|------------|---------------|--------------|---------------|
| Grand Total | 20,093 | 13,294 | 8,342 | 6,083 | 4,263 | 1,768 | 1,114 | 282 | 55,415 | 1,374 | 56,789 |
| | | | | | | | | | (f) | | |

(a) Stations established at fixed locations for communication with other stations similarly established. (b) Stations established in out-back areas for communication with control stations such as those of the Royal Flying Doctor Service. (c) Stations established at fixed locations for communication with mobile stations. (d) Land stations for communication with ocean-going vessels. (e) Equipment installed in aircraft (aeronautical), motor vehicles (land mobile services), harbour vessels (harbour mobile services) and ocean-going vessels (ships), and mobile equipment of organizations such as the Royal Flying Doctor Service. (f) Includes 176 stations which cannot be classified according to State, etc.

BROADCASTING AND TELEVISION

§ 1. General

Broadcasting and television services in Australia operate under the *Broadcasting and Television Act 1942-1963* and comprise the National Broadcasting Service, the National Television Service, the Commercial Broadcasting Service and the Commercial Television Service. General control of these services is a function of the Australian Broadcasting Control Board (see p. 616). Details of each service will be found on pages 617-22. Licence fees for commercial broadcasting and television stations are payable under the *Broadcasting and Television Stations Licence Fees Act 1956*.

The Australian Broadcasting Control Board, which was constituted on 15th March, 1949, consists of five (including two part-time) members and operates under the Ministerial jurisdiction of the Postmaster-General. No person shall be appointed a member of the Board who—

- (a) has any financial interest, whether direct or indirect, in any company which is the licensee of, or an applicant for a licence for, a commercial broadcasting station or a commercial television station, or manufactures or deals in equipment for the transmission or reception of broadcasting or television programmes;
- (b) is a member of the governing body of any company or other association of persons which is the licensee of, or an applicant for a licence for, a commercial broadcasting station or commercial television station; or
- (c) is a licensee of, or an applicant for a licence for, a commercial broadcasting station or commercial television station.

The Board's principal functions, as set out in Section 16 of the *Broadcasting and Television Act 1942-1963* are—

- (a) to ensure the provision of services by broadcasting stations and television stations in accordance with plans from time to time prepared by the Board and approved by the Minister;
- (b) to ensure that the technical equipment and operation of such stations are in accordance with such standards and practices as the Board considers to be appropriate;
- (c) to ensure that adequate and comprehensive programmes are provided by commercial broadcasting and commercial television stations to serve the best interests of the general public; and
- (d) to detect sources of interference, and to furnish advice and assistance in connexion with the prevention of interference, with the transmission or reception of the programmes of broadcasting stations and television stations.

In addition, the Board may exercise such other functions as are prescribed in relation to broadcasting and television stations.

The Board may make recommendations to the Minister as to the exercise by the Minister of any power under Part IV (The Commercial Broadcasting Service and the Commercial Television Service) of the Act.

The Board has power—

- (a) subject to any direction of the Minister, to determine the situation and operating power of a broadcasting station or television station;
- (b) subject to any direction of the Minister, to determine the frequency of a broadcasting station and the frequencies of a television station, within bands of frequencies notified to the Board by the Postmaster-General as being available;
- (c) to determine the hours during which programmes may be broadcast or televised;
- (d) to determine the conditions subject to which advertisements may be broadcast or televised by licensees;
- (e) subject to any direction of the Minister, to regulate the establishment and operation of networks of commercial broadcasting stations or of commercial television stations and the making of arrangements by licensees for the provision of programmes or the broadcasting or televising of advertisements;
- (f) to conduct examinations as to the competency of persons to operate the technical equipment of broadcasting stations and television stations and to charge fees in respect of those examinations; and
- (g) to make recommendations to the Minister, regarding the grant of licences for television translator stations in areas where, in the opinion of the Board, satisfactory reception of television programmes is not being obtained from commercial television stations.

The Board is obliged to hold public inquiries into applications, made to the Minister, for licences for commercial broadcasting and commercial television stations in areas for which the Minister proposes to grant licences and into any other matter within its functions if the Board thinks it necessary or desirable, or the Minister so directs.

In exercising its powers and functions in relation to commercial broadcasting and commercial television stations the Board is obliged to consult representatives of those stations.

The Australian Broadcasting Commission, which consists of seven members, at least one of whom must be a woman, controls the activities of the National Broadcasting Service and the National Television Service.

§ 2. Broadcasting

1. The National Broadcasting Service.—(i) *General.* In sound broadcasting, the programmes of the National Broadcasting Service are provided by the Australian Broadcasting Commission, and the provision and operation of transmitters and technical facilities in the studios are the responsibility of the Postmaster-General's Department.

(ii) *Technical Facilities.* At 30th June, 1963, the National Broadcasting Service comprised the following 72 transmitting stations, of which 62 were medium frequency and 10 high frequency.

Medium Frequency Stations—

New South Wales—2BL and 2FC, Sydney; 2AN, Armidale; 2BA, Bega; 2CO, Albury; 2CR, Orange; 2GL, Glen Innes; 2KP, Kempsey; 2LG, Lithgow; 2ML, Murwillumbah; 2NA and 2NC, Newcastle; 2NB, Broken Hill; 2NR, Grafton; 2NU, Tamworth; 2TR, Taree; and 2WN, Wollongong.

Victoria—3AR and 3LO, Melbourne; 3GI, Sale; 3WL, Warrnambool; and 3WV, Horsham.

Queensland—4QG and 4QR, Brisbane; 4AT, Atherton; 4GM, Gympie; 4MI, Mount Isa; 4QA, Mackay; 4QB, Maryborough; 4QL, Longreach; 4QN, Townsville; 4QS, Toowoomba; 4QY, Cairns; 4RK, Rockhampton; 4SO, Southport.

South Australia—5AN and 5CL, Adelaide; 5CK, Port Pirie; 5LN, Port Lincoln; 5MG, Mount Gambier; 5MV, Renmark; 5PA, Penola; and 5WM, Woomera.

Western Australia—6WF and 6WN, Perth; 6AL, Albany; 6GF, Kalgoorlie; 6GN, Geraldton; 6NM, Northam; and 6WA, Wagin.

Tasmania—7ZL and 7ZR, Hobart; 7NT, Launceston; and 7QN, Queenstown.

Northern Territory—8AL, Alice Springs; 8DR, Darwin; 8KN, Katherine; 8TC, Tennant Creek.

Australian Capital Territory—2CN and 2CY, Canberra.

Territory of Papua and New Guinea—9PA, Port Moresby; and 9RB, Rabaul.

High Frequency Stations—

VLI Sydney, New South Wales; VLG, VLH and VLR Lyndhurst, Victoria;

VLM and VLQ Brisbane, Queensland; VLW and VLX Perth, Western Australia; and VLK and VLT Port Moresby, Papua.

The medium-frequency transmitters operate in the broadcast band 525 to 1,605 kilocycles per second. The high-frequency stations, using frequencies within the band 3 to 30 megacycles per second, provide service to listeners in sparsely populated parts of Australia such as the north-west of Western Australia, the Northern Territory, and northern and central Queensland, and in Papua and New Guinea and adjacent islands.

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

In June, 1963, 48 of the Australian medium-frequency stations were situated outside the six State capital cities. Additional country stations are to be established, and, when these additions are complete, the medium-frequency and high-frequency stations together will provide for clear reception of the programmes of the National Broadcasting Service in practically every part of Australia.

(iii) *Programme Facilities. (a) General.* The programmes of the Australian Broadcasting Commission cover a wide range of activities, which are indicated briefly in the following paragraphs. The proportion of broadcasting time allocated to the various types of programme during 1962-63 was as follows:—Classical music, 26.2 per cent.; light entertainment, 18.0 per cent.; light music, 10.3 per cent.; news, 7.3 per cent.; talks, 6.3 per cent.; sporting, 5.3 per cent.; drama and features, 3.7 per cent.; education, 3.6 per cent.; religious, 3.5 per cent.; Parliament, 3.5 per cent.; children's session, 2.8 per cent.; rural, 1.8 per cent.; and non-departmental, 7.7 per cent.

(b) *Music.* The A.B.C., in addition to its extensive activities in the field of musical broadcasting, is one of the largest concert-giving organizations in the world. Its regular broadcasts command a large audience, and a total of 1,017,232 people attended A.B.C. concerts during 1962-63. There are symphony orchestras in Sydney, Melbourne, Brisbane, Adelaide, Perth and Hobart, which have developed from the studio broadcasting orchestras set up in 1936.

In 1962-63, the A.B.C. organized 638 public orchestral concerts (including 191 free concerts for school children and 38 free concerts for adults) and 170 public recitals by famous artists throughout the Commonwealth.

(c) *Drama and Features.* Drama programmes are designed to give listeners opportunities, which they might not otherwise have, of hearing the world's great plays as well as adaptations of the best modern stage plays and also those written specially for broadcasting. The main regular radio drama programmes are broadcast on Sunday afternoons and Sunday and Monday evenings, and special series of longer plays are also given at various times. In recent years, the technique of the feature programme has also been developed. The feature is a form of entertainment which is unique to radio, consisting of specially written programmes designed to present information in an interesting way.

(d) *Youth Education.* The A.B.C. provides a regular series of broadcasts to schools in all States as an addition to normal class-room education. The total number of listening schools at the end of June, 1963, was 9,944 or about 94 per cent. of all schools, State and private, throughout the Commonwealth. (See also Chapter XIX. Education, Cultural Activities, and Research, on this subject.)

(e) *Talks.* The aim of the Talks Department is to provide programmes which will keep the listener well informed on current affairs, literature, science and general topics. Many of the talks in the first category are now presented in a magazine type of session consisting of a number of short items linked by a narrator. An extension of this type of programme is the documentary. Controversial issues are covered in sessions such as "Wednesday Forum", and "Any Questions" as well as in the commentaries. The weekday "News Review" and the weekly session, "World Report" give the background to current news developments recorded over landline from all States in the Commonwealth, or by radio telephone or cable from abroad.

(f) *Rural Broadcasts.* The Rural Broadcasts Department exchanges programmes with several overseas countries and provides service, educational, and entertainment programmes all designed to be of value to the man-on-the-land and industries allied with primary production. Special programmes are designed for country women and junior farmers, while urban dwellers are provided with gardening programmes and shopping guides. A complete weather and marketing service is provided. Rural programmes are broadcast on a national, State, and regional basis, in the Territory of Papua-New Guinea, and on the Overseas Service (Radio Australia). The 23 officers at regional stations present specific information and educational programmes in relation to their own regions. During 1962-63, a total of 7,886 rural talks and interviews, as well as 8,934 weather reports and 7,128 market reports were broadcast.

(g) *News.* The Commission collects all its Australian (including Papua and New Guinea) news through its own staff journalists and part-time correspondents. It also maintains a news room in London for the selection and transmission of news obtained from major overseas agencies, and has special representatives in south-east Asia. Regional bulletins are broadcast from country centres and also from capital cities to cover near-city districts. Radio Australia (the Overseas Service of the A.B.C.) broadcasts Australian and overseas news daily in English, French, Mandarin, Indonesian, Japanese, Cantonese, Vietnamese and Thai, with special attention to Asia and the Pacific. Each day, the A.B.C. re-broadcasts two news bulletins from the British Broadcasting Corporation. The A.B.C. broadcasts more than 186 news bulletins each day, including those given over Radio Australia.

(h) *Other Activities.* The proceedings of the Federal Parliament are broadcast regularly on one of the two national transmitters in each capital city, one in Newcastle and one domestic short-wave station (VLR).

The National Children's Hour, presented seven days a week, is composed of over 40 programme items, including stories, music, games, art, literature, natural history and sport.

In co-operation with the various religious denominations, the A.B.C. broadcasts several religious sessions each week-day in addition to those given on Sundays. These religious broadcasts include relays of normal church services and a variety of special programmes of talks and sacred music. The modern trend towards the use of religious drama is also followed.

The variety and sporting programmes of the A.B.C. provide the lighter side of the service. With its variety session, the policy of the A.B.C. is to assist local artists in order to increase the amount of first-class talent in this country, and encouragement is also given to Australian composers of light music.

A comprehensive coverage of sport at home and abroad is provided by the A.B.C. On Saturday afternoons, the sporting panel provides listeners with progress results, scores and descriptions from several fields of sport. Events of international interest such as Test matches and the Davis Cup are covered by simultaneous descriptions from A.B.C. commentators.

2. **The Commercial Broadcasting Service.**—Commercial broadcasting stations are operated under licences granted and renewed by the Postmaster-General after taking into consideration any recommendations which have been made by the Broadcasting Control Board. The initial period of a licence is five years and renewals are granted for a period of one year. The fee payable for a licence is £25 on the grant of the licence, and thereafter £25 a year plus one per cent. of the gross earnings of the station from the broadcasting of advertisements or other matter during the preceding financial year. Licensees of these stations rely for their income on the broadcasting of advertisements and other publicity.

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

4. **Broadcasting Stations.**—The following table shows the number of broadcasting stations in operation at 30th June, 1963.

BROADCASTING STATIONS, 30th JUNE, 1963

| Type of station | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | N.T. | A.C.T. | Papua and New Guinea | Total |
|------------------|--------|------|-----|------|------|------|------|--------|----------------------|-------|
| National— | | | | | | | | | | |
| Medium frequency | 17 | 5 | 13 | 8 | 7 | 4 | 4 | 2 | 2 | 62 |
| High frequency— | | | | | | | | | | |
| Domestic | 1 | 3 | 2 | .. | 2 | .. | .. | .. | 2 | 10 |
| Oversea | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | 8 |
| Commercial | 37 | 20 | 21 | 8 | 14 | 8 | 1 | 1 | .. | 110 |

Tables showing the call sign, location, frequency and aerial power of national and commercial broadcasting stations in operation at 30th June, 1963, are shown in *Transport and Communication*, Bulletin No. 54.

§ 3. Television

1. **General.**—Television services in Australia operate under the *Broadcasting and Television Act 1942–1963* and comprise the National Television Service and the Commercial Television Service.

2. **The National Television Service.**—(i) *General.* The National Television Service is provided by the Australian Broadcasting Commission through transmitters operated by the Postmaster-General's Department. At 31st December, 1963, sixteen stations had been established.

Australian Capital Territory—ABC channel 3, Canberra; New South Wales—ABN channel 2, Sydney; ABHN channel 5, Newcastle-Hunter River area; ABWN channel 5a, Illawarra area; Victoria—ABV channel 2, Melbourne; ABEV channel 1, Bendigo area; ABRV channel 3, Ballarat area; ABLV channel 4, Latrobe Valley area; ABGV channel 3, Goulburn Valley area; Queensland—ABQ channel 2, Brisbane; ABDQ channel 3, Darling Downs area; ABRQ channel 3, Rockhampton area; South Australia—ABS channel 2, Adelaide; Western Australia—ABW channel 2, Perth; Tasmania—ABT channel 2, Hobart; ABNT channel 3, North Eastern Tasmania area.

Additional national television stations which had been authorized but had not commenced to operate at 31st December, 1963, are as follows.

New South Wales—Central Tablelands area (channel 1); Richmond-Tweed Heads area (channel 6); Bega-Cooma area (channel 0); Broken Hill area (channel 2); Grafton-Kempsey area (channel 2); Central Western Slopes area (channel 3); Murrumbidgee Irrigation area (channel 7); Upper Namoi area (channel 7); Manning River area (channel 1); South Western Slopes and Eastern Riverina area (channel 0); Victoria—Upper Murray area (channel 1); Mildura area (channel 4); Swan Hill area (channel 2); Queensland—Townsville area (channel 3); Cairns area (channel 9); Mackay area (channel 4); Wide Bay area (channel 6); Southern Downs area (channel 1); South Australia—South East area (channel 1); Spencer Gulf North area (channel 1); Western Australia—Bunbury area (channel 5); Central Agricultural area (channel 4); Southern Agricultural area (channel 2).

It is planned that all services will be in operation by the end of 1966.

(ii) *Programme Facilities.* (a) *General.* The television programmes provided by the A.B.C. cover a wide range of activities. The proportion of television time allocated among the A.B.C.'s various departments to 30th June, 1963, was as follows:—Drama and features, 22.1 per cent.; talks, 18.4 per cent.; sport, 11.1 per cent.; children's session, 10.8 per cent.; news, 9.1 per cent.; light entertainment, 8.0 per cent.; education, 7.4 per cent.; music, 3.2 per cent.; religion, 2.8 per cent.; rural services, 2.5 per cent.; non-departmental, 4.6 per cent. A summary of the activities of the departments in the field of television is given in the following paragraphs. Transmission hours for the year ended 30th June, 1963, totalled 20,765.

(b) *Talks.* In television, talks also cover a wide and growing field, ranging from public affairs type programmes such as "Four Corners" to commentaries on international and Australian affairs and outside telecasts of public events. Film and studio documentaries, discussions on literature, art and science, topical programmes, interviews, magazine programmes, and demonstrations are all part of the regular output.

(c) *Drama and Features.* A considerable proportion of television time is devoted to drama and features, and "live" television plays featuring Australian artists may usually be seen fortnightly in all State capitals. A Television Writers' Workshop gives writers practical advice on television writing. Of 29 live plays produced during 1962–63, 7 were by Australian authors.

(d) *Music.* Extensive development has taken place in the A.B.C.'s television music programmes. Major operas, which are regularly produced in the studios, have achieved a progressively higher standard, and are now fully comparable with overseas productions. Television programmes by resident ballet companies have also been encouraged and further advances in this field are envisaged. The number of telecasts of A.B.C. and visiting overseas symphony orchestras has been increased, while telecasts of overseas and resident artists have become an established part of programme output.

(e) *Rural Services.* Weather reports and forecasts are telecast six evenings a week on National T.V. stations. In Sydney and Melbourne, there are two half-hour magazines each week, namely "Country Call" and "Town and Country". These include rural film items from all States, topical interviews and demonstrations. Gardening programmes are telecast weekly in Sydney and Canberra. Outside broadcast programmes are devised in all States at Royal Shows and other places of rural interest. The National Junior Farmer Radio and Television Competition is a major annual event. Film items are regularly exchanged with member countries of the European Broadcasting Union. In all States, a weekly programme is "To Market, To Market", a practical buying guide for housewives. A half-hour magazine programme, "Town and Country", which includes local interviews, demonstrations and films, and films syndicated from Sydney, is telecast weekly in Brisbane, Adelaide, Perth and Hobart.

The aim of rural broadcasts in television is to provide consumer-interest material for urban viewers and to convey to them aspects of food production and country life and to provide a rural news and extension service to farmer viewers.

(f) *Education.* The A.B.C. provides daily television programmes for schools in all Australian States with certain series repeated to meet their convenience. Programmes for primary schools are of a supplementary type, while those for secondary schools are designed to contribute more directly to classroom instruction. In addition, there is a daily programme for pre-school children entitled "Kindergarten Playtime". At the adult level, there are two television programmes weekly, designed in series and known as "University of the Air" which are presented in the evenings. Initial programmes of a series based on university extension activities have also been transmitted.

(g) *News.* Television news bulletins and newsreels have been included in the programmes presented in both Sydney and Melbourne since the television services began in November, 1956. Since then, those news items have been included in the programmes of other State capitals. The A.B.C. is a member of the British Commonwealth International Newsfilm Agency (B.C.I.N.A.), through which it receives world-wide television newsfilm and provides newsfilm of Australian origin for international distribution.

(h) *Other Activities.* Special television programmes are presented for children, including filmed material obtained on an exchange basis from overseas television organizations. Special religious services and programmes have also been televised. Outside television cameras have covered a number of sporting events, including the Olympic Games, Davis Cup tennis, Test and Sheffield Shield cricket, swimming championships and the Commonwealth Games.

3. *The Commercial Television Service.*—Commercial television stations are operated under licences granted by the Postmaster-General. Licences for commercial television stations have been granted as follows:—*Australian Capital Territory*—Canberra area CTC (channel 7); *New South Wales*—Sydney ATN (channel 7), TCN (channel 9); CBN (channel 8), Central Tablelands area; NBN (channel 3), Newcastle—Hunter River area; RTN (channel 8), Richmond—Tweed Heads area; WIN (channel 4), Mlawarra area; *Victoria*—Melbourne GTV (channel 9), HSV (channel 7); BCV (channel 8), Bendigo area; BTV (channel 6), Ballarat area; GLV (channel 10), Latrobe Valley area; GMV (channel 6), Goulburn Valley area; *Queensland*—Brisbane BTQ (channel 7), QTQ (channel 9); DDQ (channel 10), Darling Downs area; TNQ (channel 7), Townsville area; RTQ (channel 7), Rockhampton area; *South Australia*—Adelaide ADS (channel 7), NWS (channel 9); *Western Australia*—Perth TVW (channel 7); *Tasmania*—Hobart TVT (channel 6); TNT (channel 9), north-eastern Tasmania area.

The initial grant of a licence is for a period of five years and thereafter the licence is renewable annually. The fee payable is £100 for the first year and thereafter £100 a year plus one per cent. of the station's gross earnings from the televising of advertisements or other matter during the preceding financial year.

4. *Extension of Television Services.*—On 22nd February, 1962, the Postmaster-General invited applications for the grant of a third commercial television station licence in the Sydney area, the Melbourne area, the Brisbane area and the Adelaide area and for a second commercial television station licence in the Perth area. Licences have been granted in respect of the Sydney and Melbourne areas and the Australian Broadcasting Control Board concluded its inquiries into applications received in respect of the other three areas on 19th September, 1963.

In accordance with the Government's policy of providing both a national and commercial service in each area to which television is extended, the Postmaster-General, on 4th October, 1962, announced that the Government had authorized him to grant licences for commercial television stations in the following areas.

New South Wales—Upper Namoi area, South Western Slopes and Eastern Riverina area, Grafton-Kempsey area; Victoria—Upper Murray area; Queensland—Wide Bay area.

On 18th September, 1963, the Postmaster-General announced the approval of the grant of the following further commercial television station licences.

New South Wales—Manning River area, Central Western Slopes area, Murrumbidgee Irrigation area, Broken Hill area; Victoria—Mildura area; Queensland—Cairns area, Mackay area, Southern Downs area; South Australia—South East area; Western Australia—Bunbury area.

The grant of licences for the Spencer Gulf North area and the Bega-Cooma area have been deferred, as the only applicant for a licence in each area did not desire to proceed with the application at present. The only application for a licence for the Murray Valley area was made on the basis that the applicant would accept licences for both the Murray Valley area and the Mildura area, but not for one area only. As the applicant was unsuccessful in obtaining the licence for the Mildura area, the grant of a licence for the Murray Valley area was deferred. No applications were received for the Southern Agricultural area and the Central Agricultural area of Western Australia.

When the stations commence operation, it is estimated that 91 per cent. of the Australian people will be able to receive a television service.

§ 4. Licences, Revenue from Fees, etc.

1. **Broadcast Listeners' and Television Viewers' Licences.**—(i) *General.* Broadcast listeners' and television viewers' licences are issued at post offices in accordance with the provisions of the *Broadcasting and Television Act 1942-1963*, which stipulates that, except as prescribed, a person shall not use, maintain or have in his possession a broadcast or television receiver unless there is in force a licence which applies to that receiver. A broadcast listener's licence authorizes the operation of any broadcast receiver, and a television viewer's licence any television receiver, which is—(a) in the possession of the holder of a licence, or of a member of his family, at the address specified in the licence and/or ordinarily kept at that address; (b) installed in a vehicle which is ordinarily in the possession of the holder, or a member of his family, and is ordinarily kept at that address while not in use.

The fee for a broadcast listener's licence or a renewal thereof is:—Zone 1, £2 15s.; Zone 2, £1 8s. Zone 1 is the area within approximately 250 miles of specified broadcasting stations and Zone 2 is the remainder of the Commonwealth. The fee for a licence granted to certain types of pensioners is 10s. in Zone 1 and 7s. in Zone 2.

A licence may be granted free of charge to a blind person over 16 years of age or to a person or authority conducting a school. Inmates of a hospital or charitable institution are covered by the licence held by the institution.

The fee for a television licence is £5 except in the case of certain classes of pensioners who pay a fee of £1 5s. Licences are granted free to blind persons and to schools.

Each broadcast or television receiver let out on hire (except under a hire purchase agreement) must be covered by a hirer's licence held by the person or firm from whom the receiver is hired. Rented receivers are not authorized by an ordinary listener's or viewer's licence. A hirer's licence may be granted in respect of one or a number of broadcast receivers or in respect of one or a number of television receivers for any period not exceeding twelve months.

The keeper of a lodging house (which includes a hotel, motel, boarding house or any other premises where lodging or sleeping accommodation is provided for reward) must take out a licence for each broadcast or television receiver (other than a receiver provided by a lodger or tenant for his own use) installed in any room or part of the lodging house occupied or available for occupation by lodgers or tenants.

(ii) *Broadcast Listeners' Licences.* (a) *Number in Force.* The following table shows the number of broadcast listeners' licences in force at five-year intervals from 1925 to 1960 and for 1963.

BROADCAST LISTENERS' LICENCES IN FORCE

| At 30th June— | N.S.W.(a) | Vic. | Qld | S.A.(b) | W.A. | Tas. | Aust. |
|---------------|-----------|---------|---------|---------|---------|--------|-----------|
| 1925 | 34,857 | 20,290 | 1,267 | 3,331 | 3,562 | 567 | 63,874 |
| 1930 | 111,253 | 140,072 | 23,335 | 25,729 | 5,755 | 6,048 | 312,192 |
| 1935 | 279,166 | 237,247 | 67,546 | 76,515 | 41,257 | 20,121 | 721,852 |
| 1940 | 458,256 | 348,264 | 151,152 | 124,928 | 87,790 | 42,191 | 1,212,581 |
| 1945(c) | 548,074 | 394,315 | 180,089 | 146,611 | 98,210 | 47,930 | 1,415,229 |
| 1950(c) | 683,271 | 505,078 | 260,033 | 195,261 | 133,199 | 64,369 | 1,841,211 |
| 1955 | 746,050 | 549,690 | 293,542 | 223,593 | 150,199 | 71,602 | 2,034,676 |
| 1960 | 832,659 | 606,587 | 344,198 | 249,148 | 171,693 | 78,900 | 2,283,185 |
| 1963 | 802,046 | 607,036 | 334,566 | 256,741 | 165,637 | 73,760 | 2,239,786 |

(a) Includes the Australian Capital Territory. (b) Includes the Northern Territory. (c) Excludes licences for receivers in excess of one. These licences were introduced in July, 1942, and were abolished on 31st December, 1951.

Of the 2,239,786 broadcast listeners' licences in force at 30th June, 1963, 1,312,174 or 58.6 per cent. were held by persons living in metropolitan areas and 927,612 or 41.4 per cent. by persons in country areas. Short-term hirers' licences (included above) at 30th June, 1963, were:—New South Wales, 504; Victoria, 100; Queensland, 150; South Australia, 581; and Western Australia, 13.

(b) *Revenue Received from Fees.* The following table shows the revenue received from broadcast listeners' licence fees for the years 1958–59 to 1962–63.

REVENUE RECEIVED FROM BROADCAST LISTENERS' LICENCE FEES

(£'000)

| Year | N.S.W.(a) | Vic. | Qld | S.A.(b) | W.A. | Tas. | Aust. |
|---------------|-----------|-------|-----|---------|------|------|-------|
| 1958–59 | 2,116 | 1,528 | 812 | 621 | 422 | 192 | 5,691 |
| 1959–60 | 2,023 | 1,545 | 846 | 626 | 420 | 196 | 5,656 |
| 1960–61 | 1,992 | 1,488 | 827 | 619 | 419 | 191 | 5,536 |
| 1961–62 | 1,957 | 1,452 | 797 | 615 | 407 | 185 | 5,413 |
| 1962–63 | 1,937 | 1,493 | 792 | 626 | 407 | 179 | 5,434 |

(a) Includes the Australian Capital Territory.

(b) Includes the Northern Territory.

(iii) *Television Viewers' Licences.* (a) *Number in Force.* The following table shows the number of television viewers' licences in force each year at 30th June, 1958 to 1963.

TELEVISION VIEWERS' LICENCES IN FORCE

| At 30th June— | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | Aust. |
|---------------|---------|---------|---------|---------|--------|----------|-----------|
| 1958 | 143,422 | 147,721 | .. | .. | .. | (a) { 43 | 291,186 |
| 1959 | 300,871 | 270,073 | 360 | 6,124 | .. | { 74 | 577,502 |
| 1960 | 409,334 | 353,091 | 67,337 | 84,967 | 35,604 | 4,662 | 954,995 |
| 1961 | 488,516 | 401,395 | 113,954 | 124,808 | 69,628 | 18,985 | 1,217,286 |
| 1962 | 564,707 | 460,558 | 142,422 | 143,794 | 83,951 | 29,003 | 1,424,435 |
| 1963 | 637,766 | 530,256 | 178,391 | 167,502 | 95,907 | 45,503 | 1,655,325 |

(a) These licences were for television sets in the north coast area of Tasmania which were able to receive programmes from Victoria.

Of 1,655,325 television viewers' licences in force at 30th June, 1963, 71,309 were held by short-term hirers, and therefore could not be separated into metropolitan licences or country licences. Persons living in the metropolitan area held 1,161,693 or 73 per cent. of the remainder. Short-term hirers' licences (included above) at 30th June, 1963, were:—New South Wales, 18,343; Victoria, 13,029; Queensland, 13,064; South Australia, 16,956; Western Australia, 6,960; and Tasmania, 2,957.

(b) *Revenue Received from Fees.* The following table shows the revenue received from television viewers' licence fees during the years 1958-59 to 1962-63.

REVENUE RECEIVED FROM TELEVISION VIEWERS' LICENCE FEES
(£'000)

| Year | N.S.W. | Vic. | Qld | S.A. | W.A. | Tas. | Aust. |
|---------------|--------|-------|-----|------|------|------|-------|
| 1958-59 | 1,449 | 1,298 | (a) | 27 | .. | (b) | 2,775 |
| 1959-60 | 1,994 | 1,717 | 321 | 406 | 165 | 21 | 4,624 |
| 1960-61 | 2,292 | 1,938 | 542 | 594 | 324 | 91 | 5,781 |
| 1961-62 | 2,623 | 2,170 | 664 | 651 | 380 | 138 | 6,626 |
| 1962-63 | 2,993 | 2,491 | 827 | 792 | 462 | 213 | 7,778 |

(a) £262.

(b) £356.