

# GOVERNMENT POLICY (Australia)

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“Successive Australian Federal Governments from the early 1900s pursued protectionist tariff policies to encourage the development of local industries and infrastructure. (Lower rates applied for British Commonwealth countries, especially the UK, till Britain ‘turned its back’ on Commonwealth member nations and joined the EEC in 1973.) Following the Second World War, the then Labor Federal Government’s advice was that another world war within 20 years was probable, and that, without a substantial increase in the country’s population and industrial base (‘Populate or Perish’), Australia was likely to face an Asian invasion from the north (referred to at the time as ‘the Yellow peril’). Consequently a massive immigration policy was instituted. Simultaneously, major encouragement was given to established overseas motor vehicle manufacturers to establish production facilities in Australia. General Motors and BMC were the earliest to proceed. General Motors – Holden released their first Holden in 1948. BMC’s first Australian factory was completed at Zetland, Sydney in 1952. (William Morris had come across the Zetland site on one of his visits to Australia. He recommended to the BMC board that BMC purchase the site for an Australian factory. The board considered and rejected this proposal, whereupon Morris purchased the site himself (he subsequently sold the property to BMC a matter of months later, at a considerable profit; Morris was ever the successful businessman!).” Tom Aczel, 2015