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Foreword

This is the latest in a series of Bureau of Infrastructure, Transport and Regional Economics (BITRE) papers that provide information on Australian sea freight movements, port activity and fleet structure. This edition covers sea freight activity around Australia during the financial year 2009–10.

The publication was prepared in the Infrastructure, Surface Transport and Road Safety Statistics Section by Shunpeng Wang.

To learn more about these statistics, or related publications, please phone (02) 6274 7312 or e-mail data.team@infrastructure.gov.au.

Gary Dolman
Head of Bureau
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Canberra
September 2011

At a glance

- In 2009–10, 1052.4 million tonnes of cargo moved across Australian wharves. This represented a 12.2 per cent increase on 2008–09. Some 81.9 per cent of this cargo was exports; 8.1 per cent was imports; 5.0 per cent was domestic loaded cargo; and 5.0 per cent was domestic unloaded cargo.
- In 2009–10, 947.6 million tonnes of international cargo was handled by Australian ports. Compared with 2008–09, there was a 14.4 per cent increase in the total weight of exports and a 4.9 per cent increase in the total weight of imports.
- By value, there was an 11.6 per cent decrease in exports to $178.9 billion and a 5.5 per cent decrease in imports to $156.9 billion between 2008–09 and 2009–10.
- Australian ports handled 104.8 million tonnes of coastal cargo during 2009–10, increasing by 1.6 per cent on 2008–09. The total coastal freight task was 114.8 billion tonne-kilometres in 2009–10, increasing by 6.8 per cent from 2008–09.
- In 2009–10, 2872 voyages on coastal voyage permits were carried out by unlicensed ships to move freight on the Australian coast, a 4.4 per cent increase on 2008–09. Total tonnage moved under permits increased 9.6 per cent to 15.1 million tonnes, which accounted for 28.9 per cent of all coastal freight. The coastal freight task performed by ships using permits was 43.2 billion tonne-kilometres, which was 37.6 per cent of the coastal freight task. Containers moved under permits were 69 175 TEUs (Twenty-foot equivalent unit), a 56.0 per cent increase on 2008–09.
- In 2009–10, the number of ships involved in international shipping entering Australia rose to 4344, compared to 4171 in 2008–09. Voyages to Australia from overseas ports decreased 1.0 per cent to 11 392, and the total number of port calls decreased by 5.6 per cent to 25 162 in 2009–10.
- The Australian trading fleet increased in both number of ships and total deadweight tonnage as at 1st July 2010, compared to the previous year. The total number of ships in the fleet increased from 94 to 97 vessels, and the total deadweight tonnage increased by 6.0 per cent to 3.1 million tonnes.

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Cairns Port Authority
Christmas & Cocos (Keeling) Islands Port Authority
Dampier Port Authority
Darwin Port Corporation
Esperance Port Authority
Fremantle Port Authority
Geelong Port Authority
Geraldton Port Authority
Gippsland Ports Committee of Management
Gladstone Port Authority
Hobart Ports Corporation Pty Ltd
Inco Ships Pty Ltd
International Bunker Supplies Pty Ltd
King Island Ports Corporation Pty Ltd
Mackay Port Authority
Melbourne Port Corporation
Neptune Pacific Line
Newcastle Port Corporation
Ord River District Cooperative - Wyndham
Port Hedland Port Authority
Port Kembla Port Corporation
Port of Brisbane Corporation
Port of Devonport Corporation
Port of Launceston Pty Ltd
Port of Portland Pty Ltd
Ports Corporation of Queensland
Ports Corporation of South Australia
Sydney Ports Corporation
Toll Westernport
Townsville Port Authority
Waterways Authority (NSW)

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CHAPTER 1
Overview

In 2009–10, 1052.4 million tonnes of cargo was handled by Australian ports. This represented a 12.2 per cent increase on 2008–09. Exports, imports, loaded domestic cargo, and unloaded domestic cargo accounted for 81.9 per cent, 8.1 per cent, 5.0 per cent and 5.0 per cent of total cargo movements respectively.

International sea freight

Total international cargo handled by Australia ports increased 13.5 per cent, by weight, and decreased 8.8 per cent, by value, between 2008–09 and 2009–10. Exports increased 14.4 per cent, by weight, but decreased 11.6 per by value. There was an increase of 4.9 per cent in the weight of imports, while the value of imports decreased 5.5 by per cent.

T1.1 Summary of international sea freight, 10 years to 2009–10

Financial year	Value			Weight		
	Exports	Imports	Total	Exports	Imports	Total
	($ billions)			*(million tonnes)*		
Previously reported						
2000–01	99.4	83.0	182.3	495.0	55.0	550.0
2001–02	99.5	85.2	184.7	501.0	57.8	558.7
2002–03	93.4	94.9	188.4	529.4	62.2	591.6
2003–04	89.3	93.5	182.8	558.3	64.2	622.5
2004–05	106.3	108.9	215.3	610.6	69.9	680.6
2005–06	128.5	120.5	249.0	624.5	71.5	696.0
2006–07	142.4	133.0	275.4	656.2	77.5	733.7
2007–08	152.5	150.8	303.4	705.8	83.8	789.6
Revised scope						
2005–06	130.9	122.2	253.1	626.4	72.7	699.1
2006–07	144.4	135.7	280.2	657.1	77.8	734.9
2007–08	155.7	155.7	311.4	706.9	84.6	791.5
2008–09	202.3	166.0	368.3	753.2	81.6	834.8
2009–10	178.9	156.9	335.8	861.9	85.7	947.6

Note: The scope of data supplied to BITRE and the methodology used to compile it by ABS was revised in 2007–08. Three years of historical data (2005–06 to 2007–08) are provided for both the previous and revised scope for comparative purposes. The revision led to a small increase ranging from 1.6 to 2.6 per cent in total value of trade, and 0.1 to 0.4 per cent in total weight of trade. See explanatory notes for further details on this change.

Source: ABS (2011).

Coastal freight

In 2009–10 the total tonnage of coastal cargo handled by Australian ports was 104.8 million tonnes, a 1.6 per cent increase over 2008–09 volumes. Coastal cargo represented 10.0 per cent of all cargo moved across Australian wharves, 1.0 per cent less than the share in 2008–09. The share of inter-state freight tonnage to total coastal freight increased from 58.7 per cent in 2008–09 to 63.7 per cent in 2009–10. The share of intra-state coastal to total coastal cargo decreased from 41.3 per cent in 2008–09 to 36.3 per cent in 2009–10.

Measured in tonne-kilometre terms, the total coastal freight task was 114.8 billion tonne–kilometres in 2009–10 (tonnes of cargo loaded times the distance shipped), an increase of 6.8 per cent over the 107.4 billion tonne-kilometres carried in 2008–09.

T1.2 Summary of Australian coastal freight, 10 years to 2009–10

Financial year	Loaded			Unloaded		
	Interstate	Intrastate	Total	Interstate	Intrastate	Total
			(million tonnes)			
2000–01	33.2	18.8	52.0	32.8	18.7	51.5
2001–02	32.5	19.9	52.4	33.1	19.8	52.8
2002–03	34.3	18.5	52.8	35.0	18.5	53.5
2003–04	34.8	18.4	53.2	36.4	18.7	55.1
2004–05	34.1	19.6	53.7	34.1	19.2	53.4
2005–06	34.8	20.4	55.2	34.1	21.0	55.1
2006–07	35.7	20.7	56.4	34.6	25.5	60.1
2007–08	37.2	22.3	59.5	37.3	22.5	59.8
2008–09	29.9	21.6	51.6	30.6	21.0	51.6
2009–10 a	34.2	17.9	52.1	32.6	20.1	52.8

a Loaded and unloaded interstate/intrastate tonnages do not balance due to problems with the reported origin/destination of coastal freight. See explanatory notes for more details.

Source: BITRE (2011).

Coastal voyage permits

In 2009–10, ships using single voyage permits (SVPs) and continuous voyage permits (CVPs) moved 15.1 million tonnes of freight around the Australian coast (Table 1.3). This represented a 9.6 per cent increase on the 2008–09 figures. Container freight carried under permits increased 56.0 per cent from 44 342 twenty-foot equivalent units (TEUs) in 2008–09 to 69 175 TEUs in 2009–10. Overall, the share of coastal freight carried under permits to the total coastal freight increased from 26.6 per cent in 2008–09 to 28.9 per cent in 2009–10 (Table 4.2).

T1.3 Summary of coastal voyage permits used, 8 years to 2009–10

Financial year [a]	Voyages			Freight carried			Containers carried		
	SVPs	CVPs	Total	SVPs	CVPs	Total	SVPs	CVPs	Total
	(number)			*(million tonnes)*			*(TEU)*		
2002–03	798	454	1 252	10.6	1.7	12.3	12 161	37 619	49 780
2003–04	681	350	1 031	10.4	1.8	12.2	7 908	38 810	46 718
2004–05	892	977	1 869	11.0	2.0	13.0	5 855	56 938	62 793
2005–06	1 133	1 291	2 424	11.5	2.2	13.7	16 501	32 758	49 259
2006–07	1 876	1 915	3 791	14.8	1.8	16.7	20 455	53 474	73 929
2007–08	1 814	1 372	3 186	13.7	1.2	14.9	6 694	37 776	44 470
2008–09	1 673	1 077	2 750	12.8	0.9	13.7	5 772	38 570	44 342
2009–10	1 771	1 101	2 872	14.1	0.9	15.1	13 828	55 347	69 175

a Data for 2008-09 has been updated as a result of new information.

Source: DoIT (2011).

Australian port activity

The number of vessels involved in international shipping entering Australia rose from 4171 in 2008–09 to 4344 in 2009–10, a 4.1 per cent increase. Over the same period the number of international voyages dropped 1.0 per cent, and the number of port calls made by all ships decreased 5.6 per cent (Table 1.4).

T1.4 Summary of Australian port visits, 10 years to 2009–10

Financial year	Unique international-trading vessels	International voyages	Total port calls
		(number)	
2000–01	3 209	9 531	21 711
2001–02	3 226	8 802	21 404
2002–03	3 243	8 822	22 752
2003–04	3 467	9 151	23 501
2004–05	3 564	9 515	24 429
2005–06	3 496	10 055	25 517
2006–07	3 868	10 415	26 360
2007–08	3 912	10 843	27 053
2008–09	4 171	11 504	26 658
2009–10	4 344	11 392	25 162

Note: A ship which sails to Australia 3 times and makes a total of 15 port calls in Australia in a year, counts as 1 ship, 3 voyages and 15 ship calls or visits.
Results in this table may differ from those in past publications of this series due to updated data collection and analytic methodologies.

Source: LMIU (2011).

Australian trading fleet

The number of ships and the total tonnage in the Australian trading fleet increased in 2009–10 (Table 1.5). The total number of ships increased from 94 to 97. The number of ships in the major trading fleet (vessels with 2000 or more deadweight tonnage), increased by 1 from the previous year to 74, and the number of ships in the minor trading fleet (vessels with less than 2000 deadweight tonnage) increased by 2 to 23. The total deadweight tonnage increased by 6.0 per cent to 3.1 million tonnes in 2009–10.

T1.5 Summary of Australian trading fleet between 2001 and 2010[a]

Financial year [b]	Number of ships			Tonnage	
	Major trading fleet	Minor trading fleet	Total	Deadweight	Gross
				('000 tonnes)	*('000 GT)*
Previously published					
2000–01	93	20	113	3 504.3	2 629.3
2001–02	94	23	117	3 486.5	2 534.6
2002–03	93	25	118	3 472.1	2 467.3
2003–04	89	26	115	3 746.7	2 740.5
2004–05	86	21	107	3 315.3	2 471.7
2005–06	82	23	105	3 040.7	2 369.1
Updated source data					
2006–07	78	26	104	3 141.6	2 445.9
2007–08	81	22	103	3 232.7	2 490.7
2008–09	73	21	94	2 889.1	2 289.6
2009–10	74	23	97	3 063.3	2 304.9

a Chapter 6 and Glossary provide definitions of Australian trading fleet, major trading fleet and minor trading fleet.

b Before 2006–07, the source of data for the Australian trading fleet was a hard copy source with long delays between updates. From 2006–07 an electronic data source has been used.

Sources: LMIU (2011); Shipping companies (various)—personal communications.

CHAPTER 2
International sea freight

In 2009–10, total international sea freight to and from Australia increased 13.5 per cent by weight, to 947.6 million tonnes, compared to 2008–09. Imports and exports increased 4.9 and 14.4 per cent, respectively, by weight. However, the total value of sea freight fell 8.8 per cent in 2009–10 to $335.8 billion. The value of imports and exports respectively fell by 5.5 and 11.6 per cent.

Handling of Australia's international sea freight by Australian ports

In 2009–10, Western Australia continued to record the largest value and volume of exports (Table 2.1). New South Wales received the most imports in value terms and Queensland received the largest volume of imports by weight. The ranking of states/territories by value and volume of international sea freight was the same for 2007–08 and 2008–09.

T2.1 Australia's international sea freight by Australian state and territory of origin and final destination, 2009–10

State/territory	Value		Weight	
	Exports	Imports	Exports	Imports
	($ millions)		*(tonnes)*	
New South Wales	26 434.6	47 677.7	122 987.1	19 306.8
Victoria	14 990.0	44 603.9	11 270.7	17 928.0
Queensland	42 210.2	27 188.1	207 814.0	22 112.2
South Australia	7 356.5	5 817.3	14 040.4	3 127.2
Western Australia	67 969.8	26 943.1	482 537.8	15 671.7
Tasmania	2 695.4	780.4	6 441.9	679.4
Northern Territory	5 143.9	3 854.5	13 753.4	6 829.8
Other a	559.8	0.6	1 832.2	0.2
Foreign origin b	11 555.0		1 256.4	
Total	178 915.1	156 865.7	861 934.0	85 655.2

a Other includes state/territory not specified, or state/territory confidentialised where ABS concludes that indicating a state of origin or destination for cargo may lead to disclosure of commercially sensitive information.
b Foreign origin refers to cargo without an Australian origin. Most of this category refers to transhipped cargo.
Note: Blank cells mean no data was recorded for the categories, while cells with an entry of 0 mean that data was recorded but rounded to zero.
Source: ABS (2011).

By port, Dampier (WA) handled the largest volume of exports by value and Port Hedland handled the largest volume of exports by weight in 2009–10 (Table 2.2). Melbourne handled the largest volume of imports by value, while Sydney (defined to include Botany Bay and Kurnell) continued to handle the largest volume of imports by weight in 2009–10.

T2.2 Australia's international sea freight by Australian port, 2009–10

State/territory	Australian port a	Value		Weight	
		Exports	Imports	Exports	Imports
		($ millions)		*('000 tonnes)*	
New South Wales	Sydney/Botany Bay/Kurnell	10 184.6	41 371.0	5 185.9	16 125.9
	Newcastle	11 513.1	763.2	99 510.9	1 063.4
	Port Kembla	4 383.9	7 601.1	16 091.9	2 714.9
	Eden/Twofold Bay	110.6	0.3	1 211.3	0.0
	Coffs Harbour		1.1		0.1
	Other ports NSW	15.4	0.2	8.1	0.0
Victoria	Melbourne	18 271.0	43 242.1	9 212.9	12 521.6
	Geelong	354.7	3 494.5	1 455.4	5 408.5
	Portland	1 111.2	188.9	1 775.7	262.6
	Hastings/Westernport	262.0	262.2	383.3	338.3
	Other ports VIC	8.9		42.9	
Queensland	Brisbane	9 695.0	21 249.6	12 639.9	13 264.8
	Hay Point/Dalrymple Bay	15 723.7		99 337.5	
	Gladstone	8 797.9	905.8	63 345.1	2 353.4
	Townsville	5 627.3	2 053.3	4 022.2	5 044.0
	Abbot Point	1 753.7		16 897.6	
	Mackay	497.8	402.8	1 157.9	549.8
	Cairns	429.5	398.3	371.1	244.9
	Karumba	338.5	10.9	558.4	
	Lucinda	317.1		583.0	
	Innisfail/Mourilyan	246.1		500.6	
	Weipa	138.0	38.4	7 175.6	54.5
	Bundaberg	82.0	3.4	140.4	0.4
	Thursday Island	6.1	6.4	1.1	1.8
	Other ports QLD	31.5	0.1	1 630.3	0.1
South Australia	Adelaide	4 457.2	3 970.8	3 700.3	2 325.1
	Whyalla	645.5	4.9	6 925.6	256.4
	Port Lincoln	332.3	81.2	1 170.4	127.3
	Port Bonython	253.5		299.3	
	Port Pirie	110.9	58.8	310.0	23.9
	Wallaroo	83.8	1.0	335.8	2.7
	Port Giles	59.5		290.4	
	Thevenard	39.9		488.4	
	Other ports SA	0.3		33.3	

(continued)

T2.2 Australia's international sea freight by Australian port, 2009–10 (continued)

State/territory	Australian port a	Value		Weight	
		Exports	Imports	Exports	Imports
		($ millions)		*('000 tonnes)*	
Western Australia	Dampier	27 457.7	8 114.1	168 886.6	1 623.3
	Fremantle/Perth/Kwinana	9 915.5	14 406.3	12 404.3	10 433.0
	Port Hedland	16 482.8	1 254.5	172 745.5	1 132.1
	Port Walcott/Cape Lambert	5 643.8	57.7	78 711.1	41.2
	Bunbury	3 435.2	270.7	10 680.3	1 271.5
	Broome	1 032.8	1 483.3	97.2	203.8
	Esperance	1 758.7	210.6	10 514.7	309.0
	Geraldton	1 724.2	160.4	8 546.6	253.4
	Albany	620.3	35.8	3 248.8	106.4
	Yampi Sound	257.7		3 242.7	
	Wyndham	188.2	19.0	134.0	26.1
	Cape Cuvier	94.6		2 790.6	
	Useless Loop	38.5	1.8	1 103.8	1.4
	Various offshore facilities b	4 848.6		7 679.3	
	Other ports WA	90.6	406.4	1 873.7	112.0
Tasmania	Bell Bay/Launceston	969.9	328.9	2 313.1	295.6
	Burnie	305.8	39.0	1 048.5	110.6
	Hobart	116.5	132.1	367.2	154.4
	Port Latta	150.4		1 690.5	
	Devonport	6.8	83.3	9.4	70.1
	Spring Bay	48.3		544.4	
	Other ports TAS		0.0		0.1
Northern Territory	Darwin	4 966.6	3 079.9	6 403.8	5 310.7
	Various offshore facilities b	690.0	220.5	692.7	14.0
	Other ports NT	1 632.2	450.8	7 580.5	1 502.3
Other	Other Australian ports c	556.7	0.0	1 832.1	0.0
Total		178 915.1	156 865.7	861 934.0	85 655.2

a Where port names are combined the ports are closely related (e.g., Sydney, Botany Bay and Kurnell), or the same port is named differently in different sources (e.g., Eden and Twofold Bay). Minor ports within each state/territory are aggregated into "Other ports".
Australian ports specified in each state/territory are sorted by the total value of imports and exports in descending order.

b Some crude oil or gas exports from offshore terminals are reported by ABS for confidentiality reasons as exports from the nearest mainland port, although the actual cargo may not pass through that port.

c Other Australian ports include ports with state/territory confidentialised where ABS concludes that indicating the state of origin or destination for cargo may lead to disclosure of commercially sensitive information.

Note: Blank cells mean no data was recorded for this category, while cells with an entry of 0 mean that data was recorded but rounded to zero.

Source: ABS (2011).

Australia's maritime trading regions

East Asia remained Australia's largest trading region in terms of total sea freight tonnage in 2009–10. Furthermore, *East Asia* advanced one place to become the largest trading region by value as well. *Japan and North Asia* and *South East Asia* were ranked second and third, respectively, by total value or total weight of all maritime trading (Table 2.3).

The weight and value of exports to the largest export market, *East Asia*, increased 22.8 and 11.2 per cent respectively. The weight of exports to other major export markets, *Japan and North Asia*, *South Asia*, and *North and Central America* increased 10.7, 29.3, and 3.9 per cent, respectively. However, the value of exports to those regions decreased by 26.5, 6.5, and 22.1, respectively. The biggest decreases in exports was to *Europe* and *Middle East*—each decreased 21.2 and 20.5 per cent by weight, and 33.6 and 28.1 per cent by value, respectively.

For imports, as in 2008–09, the region of *South East Asia* was Australia's largest supplier of imports by value in 2009–10, followed by *East Asia* and *Europe*. *Japan and North Asia* and *North and Central America* supplied the majority of the remainder of imports by value. *South East Asia* continued to be Australia's largest source of imports by weight. Total imports from *South East Asia* in 2009–10 rose 1.8 per cent in weight yet fell 1.0 per cent in value compared with 2008–09.

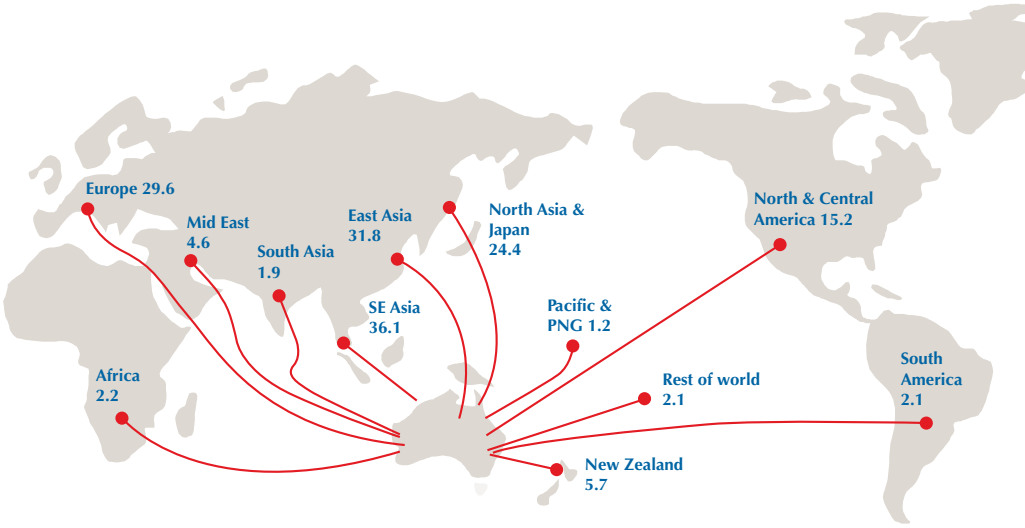
Figure 2.1 shows the value of international imports by region of origin, and Figure 2.2 shows the value of exports by region of final destination.

T2.3 Australia's international sea freight by region of origin or final destination, 2009–10

Trading region [a]	Value		Weight		Rank by total	
	Exports	Imports	Exports	Imports	Value	Weight
	($ millions)		*('000 tonnes)*			
East Asia	53 767.3	31 849.1	405 821.5	10 582.5	1	1
Japan and North Asia	52 008.7	24 397.3	324 706.3	10 604.5	2	2
South East Asia	23 791.7	36 089.9	27 480.9	30 357.1	3	3
Europe	9 752.2	29 600.3	23 815.3	4 772.5	4	5
North and Central America	8 360.9	15 177.2	9 084.4	5 010.2	5	7
South Asia	10 152.5	1 922.9	39 073.0	921.4	6	4
New Zealand	6 256.3	5 675.9	4 033.4	3 939.6	7	10
Middle East	5 603.4	4 616.9	9 530.2	7 532.4	8	6
Africa	3 155.9	2 207.1	6 324.0	2 150.8	9	9
Pacific Islands and PNG [b]	2 798.2	1 168.6	2 138.6	3 474.6	10	12
South America	1 850.5	2 091.8	7 537.1	1 875.3	11	8
Rest of world	1 417.5	2 068.7	2 389.4	4 434.3	12	11
Total	178 915.1	156 865.7	861 934.0	85 655.2		

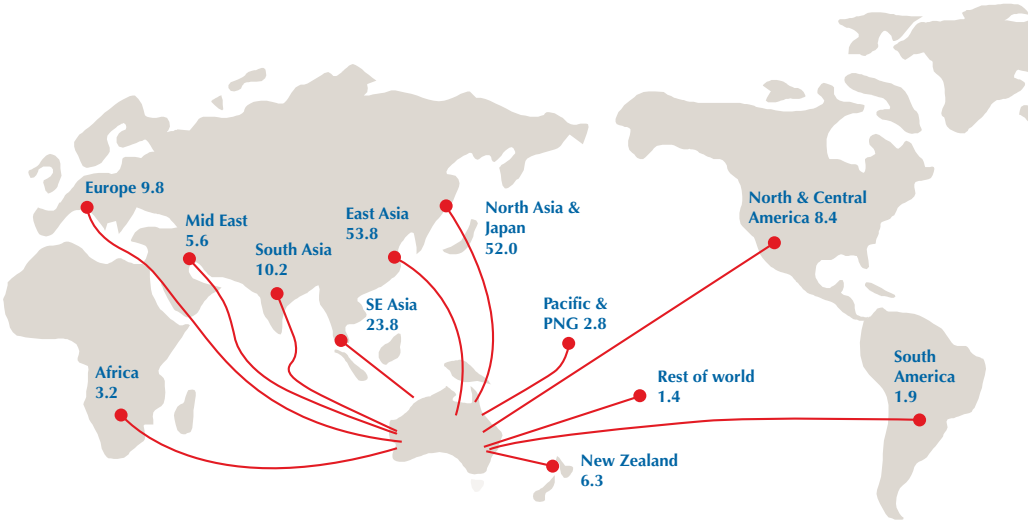
a See "Appendix: Trading regions and country codes" for composition of trading regions. Regions are sorted by total value of imports and exports in a descending order.
b PNG stands for "Papua New Guinea".
Source: ABS (2011).

F2.1 Australia's international imports by region of origin, 2009–10 ($ billions)



Note: See "Appendix: Trading regions and country codes" for composition of trading regions.
Source: ABS (2011).

F2.2 Australia's international exports by region of final destination, 2009–10 ($ billions)



Note: See "Appendix: Trading regions and country codes" for composition of trading regions.
Source: ABS (2011).

Trading partners by country

In 2009–10, China and Japan were the first and second largest trading partners for imports as well as exports by value. The total tonnage of maritime trade with the top 20 trading partner countries was 14.9 per cent higher in 2009–10 compared to 2008–09. However, the total value of imports and exports decreased 8.1 per cent. Total import tonnage from Australia's top three partners increased 8.6, 5.0, and 4.7 per cent, respectively, and total export tonnage increased 24.2, 11.9, and 7.9 per cent, respectively.

T2.4 Australia's top 20 maritime trading partners, 2009–10

Rank by value	Country of final destination	Exports		Country of origin	Imports	
		Value ($ millions)	Weight ('000 tonnes)		Value ($ millions)	Weight ('000 tonnes)
1	China a	47 243.2	361 343.1	China a	29 022.7	8 196.2
2	Japan	36 529.3	231 571.3	Japan	17 907.2	7 093.1
3	Korea, Republic of	15 479.4	93 135.0	United States of America	12 974.6	3 545.4
4	India	8 912.9	36 595.8	Singapore	10 791.3	10 411.4
5	Singapore	8 244.2	4 691.5	Thailand	9 615.0	2 350.8
6	Taiwan	6 510.9	44 477.4	Germany	8 228.2	833.5
7	New Zealand	6 256.3	4 033.4	Malaysia	6 892.9	5 988.1
8	United States of America	6 242.3	4 093.1	Korea, Republic of	6 485.1	3 509.7
9	Indonesia	5 374.8	7 707.9	New Zealand	5 675.9	3 939.6
10	Malaysia	4 028.5	5 486.3	Indonesia	4 409.0	5 518.4
11	Thailand	3 093.5	5 718.8	United Kingdom	3 345.6	499.7
12	United Kingdom	2 138.3	4 179.1	Italy	3 327.9	592.1
13	Papua New Guinea	1 815.7	1 146.2	Viet Nam	3 029.0	3 713.8
14	United Arab Emirates	1 741.5	3 209.1	Taiwan	2 826.3	2 386.2
15	Netherlands	1 665.4	5 872.9	Norway	2 376.2	191.6
16	South Africa	1 656.1	3 264.2	United Arab Emirates	2 272.7	3 428.6
17	Saudi Arabia	1 505.1	1 222.9	France	2 105.5	238.3
18	Viet Nam	1 285.5	2 347.8	Netherlands	1 761.1	324.0
19	Brazil	1 249.2	5 704.7	India	1 382.6	474.7
20	Canada	1 094.2	930.5	Canada	1 276.6	1 219.6
	Rest of world	16 848.5	35 202.6	Rest of world	21 160.3	21 200.5
	Total	178 915.1	861 934.0	Total	156 865.7	85 655.2

a Including People's Republic of China, Hong Kong Special Administrative Region, and Macau Special Administrative Region.

Source: ABS (2011).

Overseas ports of loading or unloading

Not all international sea freight travels directly from the country of origin to Australia or from Australia to its final destination. This section summarises information on overseas ports of loading and unloading (Table 2.5). These ports represent either the last port the cargo was loaded onto a ship prior to arriving in Australia, or the first port the cargo was unloaded from a ship after departing Australia.

The 2009–10 data on ports of loading or unloading indicated the following changes compared with previous years:

Loaded cargo

The top four regions where the largest value of international sea cargo loaded remained the same and the value of the loaded cargo:

- fell 1.5 per cent for *South East Asia*;
- fell 7.3 per cent for *East Asia*;
- fell 12. 6 per cent for *Europe*;
- rose 4.7 per cent for *Japan and North Asia.*

In 2009–10, the following regions remained the top four regions where the largest volume of sea cargo by weight was loaded bound for Australia. The weight of the loaded cargo:

- rose 7.3 per cent for *South East Asia*;
- fell 0.2 per cent for *Japan and North Asia*;
- rose 7.9 per cent *East Asia*;
- rose 7.5 per cent for the *Middle East*.

Africa experienced the biggest percentage increase among all regions in terms of cargo loaded in 2009–10, with the weight and value increasing 84.8 and 24.0 per cent, respectively.

Unloaded cargo

- In 2009–10, *Japan and North Asia*, *East Asia, South East Asia* remained the top three regions where the largest value of Australian sea cargo was unloaded. *South Asia* replaced *Europe* as the fourth largest destination for Australian sea freight unloaded. *Japan and North Asia* and *South Asia* each recorded a 26.8 and 7.6 per cent drop in the value of unloaded cargo, while *East Asia* and *South East Asia* recorded a 9.6 and 2.5 per cent rise, respectively.
- The same four regions were the top regions where the largest volume of Australian sea freight by weight was unloaded in 2009–10. Among them three regions, *East Asia*, *Japan* and *North Asia, South Asia*, recorded a jump in the total tonnage of cargo unloaded by 22.8, 10.8 and 29.9 per cent, respectively. While the total tonnage of cargo unloaded in *South East Asia*, fell by 0.7 per cent.

- *Europe* experienced the biggest drop among all regions in terms of Australian cargo unloaded in 2009–10, with the weight and value decreasing by 22.7 and 35.9 per cent respectively. Cargo unloaded in the *Middle East* experienced a large decline between 2008–09 and 2009–10, with 34.9 and 20.6 per cent less value and weight of cargo unloaded than 2008–09.

T2.5 Australia's international sea freight by region of loading and unloading, 2009–10[a]

Trading region [b]	Value		Weight		Rank by total	
	Loaded	Unloaded	Loaded	Unloaded	Value	Weight
	($ millions)		*('000 tonnes)*			
East Asia	31 573.1	51 397.8	10 653.1	404 672.7	1	1
South East Asia	43 520.5	31 998.5	32 915.6	30 728.1	2	3
Japan and North Asia	22 183.1	51 935.1	10 711.0	324 701.8	3	2
Europe	25 100.8	8 488.7	4 032.6	23 211.3	4	5
North and Central America	15 075.8	6 978.1	4 962.2	8 982.2	5	7
New Zealand	5 984.4	6 710.7	3 878.8	4 154.7	6	9
South Asia	1 951.9	9 499.5	633.9	38 423.4	7	4
Middle East	4 250.0	3 305.8	6 896.2	8 955.0	8	6
Africa	2 033.2	2 456.6	1 439.1	6 030.9	9	10
Pacific Islands and PNG [c]	1 398.6	2 753.5	3 565.0	2 122.3	10	12
South America	1 999.7	1 827.8	1 680.8	7 546.2	11	8
Rest of world	1 794.5	1 562.9	4 286.7	2 405.4	12	11
Total	156 865.7	178 915.1	85 655.2	861 934.0		

a Freight reported as being loaded in overseas regions are Australian imports, and freight reported as being unloaded in overseas regions are Australian exports.
b See "Appendix: Trading regions and country codes" for composition of trading regions.
c PNG stands for "Papua New Guinea".
Source: ABS (2011).

Commodity structure of Australia's international sea freight

Table 2.6 lists the value and weight of Australian sea freight exports and imports by commodity type in 2009–10. Noticeable changes since 2008–09 include:

- In 2009–10, *Machinery* rose by one position to become the most traded commodity by value, and *Coal, coke and briquettes* fell one place to become the second most traded commodity. *Iron ore and concentrates*, *Road vehicles and transport equipment*, and *Petroleum oil* remained the third to fifth most traded among all specified commodities.
- In terms of weight, *Iron ore and concentrates, Coal, coke and briquettes*, *Petroleum oil,* and *Aluminium ores and concentrates, alumina*, and *Cereals and cereal preparations* were the top five ranked specified commodities transported to and from Australian ports. This was consistent with 2008–09.

T2.6 Australia's international sea freight by commodity, 2009–10

Commodity [a]	Value		Weight	
	Exports	Imports	Exports	Imports
	($ millions)		*('000 tonnes)*	
0—Food and live animals				
Meat and meat preparations	5 911.4	559.2	1 481.2	162.5
Cereals and cereal preparations	5 261.8	784.9	18 414.7	456.1
Vegetables and fruit	1 415.2	1 470.2	1 488.2	893.5
Miscellaneous edible products and preparation	807.5	1 819.2	222.9	401.2
Dairy products and birds eggs	1 895.0	545.9	647.0	144.8
Feeding stuff for animals	1 032.6	592.8	2 435.5	810.3
Fish, crustaceans, molluscs etc	313.9	1 159.8	22.3	229.4
Coffee, tea, cocoa, spices etc	172.9	903.5	28.2	191.5
Live animals	979.9	0.7	469.4	0.1
Sugars, sugar preparations and honey	291.3	290.1	513.5	176.6
1—Beverages and tobacco				
Wine and vermouth	2 176.0	470.9	1 145.1	110.2
Spirits (potable), alcoholic beverages nes	91.9	526.1	31.4	115.7
Tobacco and tobacco manufactures	116.8	247.8	6.1	25.8
Non-alcoholic beverages nes	47.5	216.8	42.6	175.7
Ale, beer and stout, cider (alcoholic)	21.0	235.4	29.9	261.6
2—Crude materials inedible excluding fuels				
Iron ore and concentrates	35 074.6	258.5	417 270.2	5 108.4
Other metalliferous ores and metal scrap	5 918.9	50.7	10 307.7	79.5
Aluminium ores and concentrates, alumina	5 041.6	11.0	25 127.9	13.1
Copper ores and concentrates	4 528.7	18.0	2 020.3	3.3
Lead and zinc ores and concentrates	2 235.4	168.4	2 857.7	177.9
Wool, sheep and lambs	2 009.1	20.5	344.5	6.2
Cork and wood	1 125.9	610.4	10 989.4	534.9
Cotton	754.6	0.2	398.9	0.2
Oil seeds and oleaginous fruits	660.9	48.0	1 372.7	36.6
Hides, skins and furskins, raw	582.0	0.9	349.6	0.6
Pulp and waste paper	241.1	182.8	1 514.3	271.3
Crude minerals	307.5	113.3	3 946.6	1 812.4
Crude animal and vegetable materials nes	142.2	164.3	31.5	59.1
Other textile fibres	53.8	117.2	61.6	79.8
Mineral sands	148.8	1.2	146.4	0.6
Crude rubber (including synthetic)	13.5	134.3	66.3	58.4
Uranium and thorium ores and concentrates	81.4		0.6	
Fertilisers, crude	3.3	17.4	5.8	94.4

(continued)

T2.6 International freight by commodity, 2009–10 (continued)

Commodity [a]	Value		Weight	
	Exports	Imports	Exports	Imports
	($ millions)		*('000 tonnes)*	
3—Mineral fuels, lubricants, and related materials				
Coal, coke and briquettes	36 558.2	28.2	293 263.6	108.2
Petroleum oil	8 971.8	15 155.2	14 049.5	23 100.9
Petroleum oils and refined products	1 276.8	10 698.3	1 809.7	14 873.7
Liquefied natural gas	7 788.7	0.0	0.0	0.0
Liquefied petroleum gas (LPG)	1 105.6	405.3	1 509.0	557.1
Gases, natural and manufactured nes	0.8	1 219.5	0.2	4 149.4
4—Animal and vegetable oils, fats and waxes				
Oils and fats	491.7	514.0	496.2	339.9
5—Chemicals and related products nes				
Chemicals	3 355.9	6 461.3	2 197.4	6 173.7
Plastics	466.6	2 343.0	287.6	994.4
Organic chemicals	100.4	1 762.4	46.4	916.2
Fertilisers, manufactured	334.1	1 043.7	815.3	2 644.3
6—Manufactured goods classified chiefly by material				
Manufactures of metal nes	869.7	4 369.1	248.8	1 154.2
Aluminium and aluminium alloys	4 126.5	863.8	1 729.6	248.9
Iron and steel	1 106.3	3 166.3	1 332.1	2 511.9
Copper and copper alloys	2 507.3	1 181.0	345.5	150.1
Paper, paperboard and articles	727.7	2 686.8	939.0	1 924.3
Rubber manufactures nes	139.7	2 662.3	28.0	573.1
Textile yarn and fabrics	227.0	2 174.4	33.2	469.9
Non-metallic mineral manufactures nes	262.9	1 859.7	295.2	3 812.4
Zinc and zinc alloys	984.2	15.7	427.9	4.0
Lead and lead alloys	842.4	20.3	340.3	8.1
Cork and wood manufactures (excluding furniture)	138.3	641.5	488.9	430.9
Nickel and nickel alloys	653.5	36.3	30.6	2.5
Other non-ferrous metals nes	386.1	134.8	21.3	7.9
Leather, leather manufactures nes	219.3	100.9	55.5	7.5
7—Machinery and transport equipment				
Machinery	4 200.5	32 970.0	351.6	2 404.5
Road vehicles and transport equipment	3 312.7	26 536.8	321.0	2 106.7
8—Miscellaneous manufactured articles				
Miscellaneous manufactured articles	1 581.2	11 670.8	149.8	2 150.4
Apparel and clothing access	86.0	3 853.0	10.7	287.4
Footwear	23.5	1 128.5	1.2	86.6
9—Commodities and transactions nes				
Confidential	16 608.8	9 421.9	36 519.1	964.1
Miscellaneous	3.1	0.7	0.0	0.0
Total	178 915.1	156 865.7	861 934.0	85 655.2

[a] Commodity types within each group are sorted in descending order by total value of imports and exports.
Note: Blank cells mean no data was recorded for the categories, while cells with an entry of 0 mean that data was recorded but rounded to zero, or suppressed due to confidentiality.
nes – not elsewhere specified. See glossary for further details.
Source: ABS (2011).

CHAPTER 3
Coastal freight

In 2009–10, 104.8 million tonnes of coastal cargo passed through Australian ports, an increase of 1.7 million tonnes (1.6 per cent) over 2008–09 (Table 3.1). Loaded cargo increased by 0.5 million tonnes to 52.1 million tonnes (Tables 3.1 and 3.6) and unloaded cargo increased by 1.2 million tonnes to 52.8 million tonnes (Table 3.7).

Measured in tonne-kilometre terms, the total coastal freight task was 114.8 billion tonne–kilometres in 2009–10 (tonnes of cargo loaded times the distance shipped), increasing by 6.8 per cent from 107.4 billion tonne–kilometres in 2008–09 (see Table 3.2).

Commodity structure of Australia's coastal freight

In 2009–10, the tonnage loaded for all commodity groups remain relatively stable compared to 2008–09. *Manufactured goods classified chiefly by material* and *Crude materials, inedible, except fuels* recovered slightly from the previous year. The tonnage carried increased respectively by 0.6 and 0.4 million tonnes in 2009–10. In contrast, the tonnage loaded for *Mineral fuels, lubricants and related materials* decreased by 0.7 million tonnes in 2009–10. The overall increase in coastal tonnage loaded was 1.0 per cent (0.5 million tonnes) between 2008–09 and 2009–10.

T3.1 Coastal freight loaded by commodity group, 10 years to 2009–10

Commodity group	Financial year									
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09	2009–10
	(million tonnes)									
0–Food and live animals	1.6	1.7	2.1	1.6	1.7	1.5	2.3	2.5	2.4	2.2
1–Beverages and tobacco	0.1	0.2	0.1	0.1	0.2	0.1	0.2	0.2	0.3	0.3
2–Crude materials, inedible, except fuels	23.7	25.5	24.7	25.1	27.7	28.6	27.1	29.2	27.8	28.1
3–Mineral fuels, lubricants and related materials	18.0	15.9	15.9	16.2	13.8	14.9	16.4	16.7	12.4	11.7
4–Animal and vegetable oils, fats and waxes	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
5–Chemicals and related products nes	1.0	1.6	1.9	1.5	1.5	1.5	1.9	1.8	1.5	1.5
6–Manufactured goods classified chiefly by material	6.0	5.6	5.8	5.9	6.1	6.0	6.4	5.9	5.0	5.6
7–Machinery and transport equipment	0.2	0.2	0.3	0.3	0.4	0.2	0.4	0.5	0.4	0.4
8–Miscellaneous manufactured articles	0.6	0.7	0.7	0.7	0.7	0.7	0.8	0.8	0.7	0.9
9–Commodities and transactions nes	0.7	0.9	1.4	1.5	1.6	1.6	0.9	1.8	1.2	1.3
Total	52.0	52.4	52.8	53.2	53.7	55.2	56.4	59.5	51.6	52.1

Note: nes – not elsewhere specified. See glossary for further details.
Source: BITRE (2011).

In tonne-kilometres terms, total loaded coastal freight increased by 6.8 per cent (7.3 billion tonne-kilometres) in 2009–10 (Table 3.2), although the total tonnage loaded only increased 1.0 per cent (Table 3.1). The average shipping distance varies across different commodity groups. In 2009–10, longer haulage freight commodities have increased as a share of total freight task.

Most of the discrepancy between the growth in tonnage compared to growth in tonne-kilometres is attributable to '*Crude materials, inedible, except fuel*' which increased by 6.8 billion tonne-kilometres, and *Manufactured goods classified chiefly by material* which increased by 1.3 billion tonne-kilometres. *Mineral fuels, lubricants and related materials* experienced the biggest decrease (1.7 billion tonne-kilometres).

T3.2 Coastal freight loaded by commodity group, 10 years to 2009–10

Commodity group	Financial year									
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09	2009–10
	(billion tonne-kilometres)									
0–Food and live animals	2.4	2.7	4.1	2.8	2.4	2.1	3.3	3.6	2.9	2.7
1–Beverages and tobacco	0.2	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.4	0.6
2–Crude materials, inedible, except fuels	61.8	62.1	63.4	64.8	69.7	72.6	71.9	73.4	69.5	76.3
3–Mineral fuels, lubricants and related materials	30.0	33.6	34.5	37.4	30.5	35.5	36.1	33.7	24.7	23.0
4–Animal and vegetable oils, fats and waxes	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
5–Chemicals and related products nes	2.0	3.1	4.0	3.1	3.1	3.1	4.8	3.8	2.7	2.9
6–Manufactured goods classified chiefly by material	6.8	6.4	6.6	6.6	6.1	6.4	6.9	6.4	4.9	6.2
7–Machinery and transport equipment	0.2	0.2	0.3	0.3	0.4	0.4	0.7	0.6	0.4	0.6
8–Miscellaneous manufactured articles	0.5	0.5	0.5	0.6	0.5	0.5	0.6	0.6	0.6	1.0
9–Commodities and transactions nes	0.6	1.5	1.0	0.9	0.9	1.0	1.8	2.1	1.4	1.6
Total	104.5	110.4	114.8	117.0	114.0	122.0	126.2	124.5	107.4	114.8

Note: nes – not elsewhere specified. See glossary for further details.
Source: BITRE (2011).

Table 3.3 shows coastal freight by commodity group and state/territory of loading and unloading for 2009–10.

T3.3 Coastal freight flows between states/territories by commodity group, 2009–10

State/territory of origin	State/territory of destination							Total
	NSW	VIC	QLD	SA	WA	TAS	NT	
				('000 tonnes)				
0—Food and live animals								
NSW	0.0	3.5	4.7	0.1	41.2	9.7		59.2
VIC	4.4	0.0	38.2	14.8	61.1	536.6	0.0	655.1
QLD	200.7	385.5	91.1		9.7	0.1		687.1
SA					0.3			0.3
WA	0.2	27.1	6.8	54.2	74.2		0.6	163.1
TAS		627.0			15.7	0.6		643.3
Subtotal	205.3	1 043.1	140.6	69.1	202.2	547.0	0.7	2 208.1
1—Beverages and tobacco								
NSW	0.1	0.0	3.5	0.2	11.4	0.3		15.4
VIC	2.0		11.8	11.7	65.9	68.9		160.4
QLD			0.0		16.2		25.8	42.1
WA	0.0	0.3					0.0	0.3
TAS		117.1			5.7			122.8
Subtotal	2.1	117.4	15.3	11.9	99.2	69.3	25.9	341.0
2—Crude materials inedible except fuels								
NSW	2.1	28.6	54.7	0.1	8.1	0.0		93.6
VIC	3.6	3.9	8.5	5.8	15.6	141.4	0.4	179.2
QLD	1 410.2	340.4	13 306.1	86.3	24.3	345.1	0.0	15 512.4
SA	865.9	507.0	404.0	1 689.3	0.2	45.6		3 512.1
WA	5 796.1	1 422.0	33.3	15.4	125.1		0.8	7 392.7
TAS	863.3	192.4	68.4	130.3	1.7	162.8		1 418.8
Subtotal	8 941.2	2 494.4	13 874.9	1 927.2	175.0	694.9	1.3	28 108.9
3—Mineral fuels, lubricants and related materials								
NSW	95.0	99.7	424.3	940.8	67.5	103.0		1 730.3
VIC	1 984.0	324.3	139.6	193.7	5.1	571.6		3 218.4
QLD	510.5	22.1	1 475.5	197.9	64.8	9.6		2 280.4
SA	835.8		56.1		9.1	50.0		951.0
WA	775.3	150.9	825.6	911.2	638.0	148.9	92.4	3 542.3
TAS		3.0				2.9		5.9
Subtotal	4 200.7	600.0	2 921.2	2 243.6	784.5	886.0	92.4	11 728.3
4—Animal and vegetable oils, fats and waxes								
NSW					0.4			0.4
VIC	0.0		0.0	0.4	1.0	6.3		7.7
QLD	1.7	0.1			0.7			2.5
TAS	0.1	0.1		2.0				2.1
NT		0.4						0.4
Subtotal	1.8	0.5	0.0	2.4	2.1	6.3		13.1

(continued)

T3.3 Coastal freight flows between states/territories by commodity group, 2009–10 (continued)

State/territory of origin	State/territory of destination							Total
	NSW	VIC	Qld	SA	WA	TAS	NT	
	(thousand tonnes)							
5—Chemicals and related materials nes								
NSW	0.0	38.4	52.8	0.2	61.6	4.4		157.4
VIC	33.1	32.9	41.9	35.6	46.1	193.1		382.7
QLD	79.5	164.0	135.9	99.9	59.4	0.1	0.8	539.6
SA	48.4		5.0	0.0	0.3			53.8
WA	4.2	6.3	16.2	37.9	0.9		0.2	65.7
TAS	18.9	147.4	97.5	8.5	0.0	3.4		275.7
Subtotal	184.1	389.0	349.4	182.1	168.3	201.0	1.0	1 474.8
6—Manufactured goods classified chiefly by material								
NSW	0.0	834.9	13.8	14.1	212.5	22.8	3.3	1 101.3
VIC	7.5		81.3	62.0	174.3	234.4		559.4
QLD	72.0	73.9	1 133.8		39.0	0.2	1.1	1 319.9
SA		502.2	225.5		9.1			736.8
WA	0.7	2.2	1.1		4.5	0.0	5.1	13.7
TAS	331.5	1 499.2			48.6			1 879.3
Subtotal	411.7	2 912.5	1 455.5	76.1	487.9	257.4	9.4	5 610.5
7—Machinery and transport materials								
NSW	0.1	1.2	8.2	1.3	52.5	3.4		66.7
VIC	2.5	3.0	12.1	39.0	35.9	82.0		174.5
QLD	0.5	0.4	1.5	0.0	8.1	0.4	0.0	11.1
SA	0.5		1.1		0.6			2.2
WA	1.7	1.5	2.3		1.2		1.4	8.2
TAS	0.0	144.0			0.1	0.4		144.5
Subtotal	5.4	150.1	25.2	40.4	98.3	86.2	1.4	407.1
8—Miscellaneous manufactured articles								
NSW	0.3	2.2	5.2	0.1	89.0	17.1		113.9
VIC	4.3		21.9	34.8	51.5	646.9		759.4
QLD		0.1	5.1		11.6	0.3	0.1	17.1
WA	0.3	0.2	0.0	0.0	1.2		0.1	1.9
Subtotal	4.9	2.5	32.2	34.9	153.3	664.3	0.2	892.4
9—Commodities and transactions nes								
NSW	0.0		3.4	0.0	18.0	0.1		21.5
VIC	1.1	8.3	10.0	42.3	15.2	143.8		220.7
QLD	0.6	1.2	28.4	4.4	7.4	0.1	0.1	42.2
SA		19.1	0.3	0.0	403.6			423.1
WA	1.6	4.3	0.4	1.5	35.8	0.1	0.3	44.1
TAS		463.0			1.4	14.4		478.9
NT							60.7	60.7
Subtotal	3.4	496.0	42.5	48.3	481.5	158.4	61.2	1 291.2
Total	13 960.5	8 205.5	18 856.8	4 635.9	2 652.4	3 570.9	193.5	52 075.4

Note: Blank cells mean no data was recorded for the categories, while cells with an entry of 0 mean that data was recorded but rounded to zero.
nes – not elsewhere specified. See glossary for further details.

Source: BITRE (2011).

Cargo flows

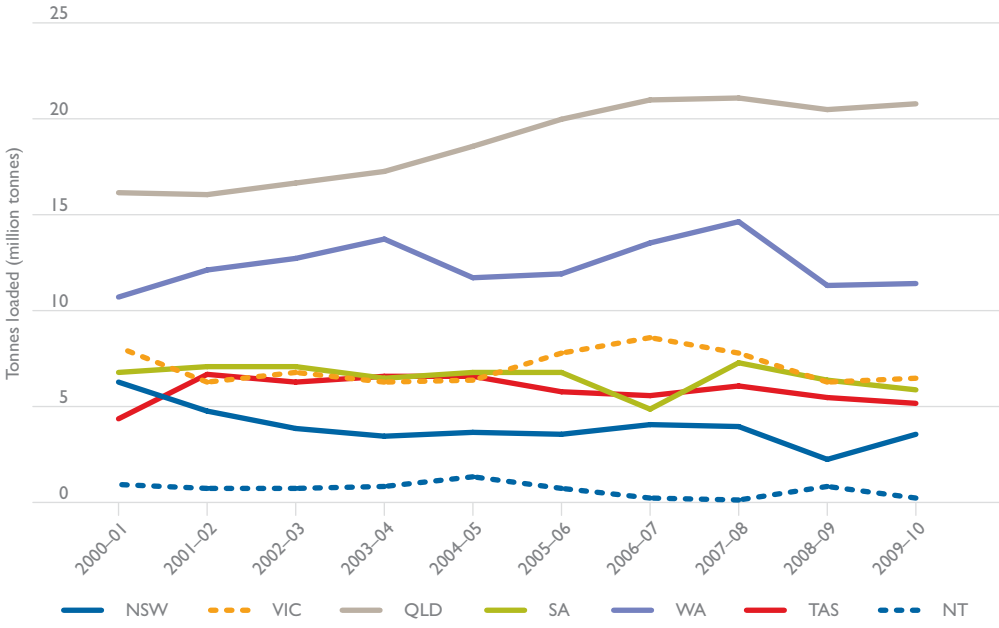
Table 3.4 shows that Queensland and Western Australia were respectively the state of origin for 39.3 and 21.6 per cent of coastal freight total tonnage in 2009–10. The states of origin for the rest of coastal freight, in descending order of market share, were Victoria (12.1 per cent), South Australia (10.9 per cent), Tasmania (9.5 per cent), New South Wales (6.5 per cent) and Northern Territory (0.1 per cent). This ordering of the states/territories by share in origin of coastal freight has not changed since 2003–04.

T3.4 Coastal freight flows between states/territories, 2009–10

State/territory of origin	State/territory of destination							Total	Share
	NSW	VIC	QLD	SA	WA	TAS	NT		
				('000 tonnes)					(%)
NSW	97.6	1 008.5	570.5	956.9	562.2	160.9	3.3	3 359.8	6.5
VIC	2 042.6	372.4	365.3	440.1	471.6	2 625.0	0.5	6 317.5	12.1
QLD	2 275.8	987.6	16 177.3	388.5	241.2	355.9	28.0	20 454.3	39.3
SA	1 750.6	1 028.4	692.1	1 689.4	423.2	95.6		5 679.3	10.9
WA	6 580.2	1 615.0	885.8	1 022.1	880.9	149.0	101.0	11 234.1	21.6
TAS	1 213.6	3 193.6	165.9	138.8	73.2	184.5		4 969.6	9.5
NT							60.7	60.7	0.1
Total	13 960.5	8 205.5	18 856.8	4 635.9	2 652.4	3 570.9	193.5	52 075.4	100.0
Share (%)	26.8	15.8	36.2	8.9	5.1	6.9	0.4	100.0	

Note: Blank cells mean no data was recorded for the categories, while cells with an entry of 0 mean that data was recorded but rounded to zero.
Source: BITRE (2011).

F3.1 Coastal freight loaded by Australian state and territory, 10 years to 2009–10

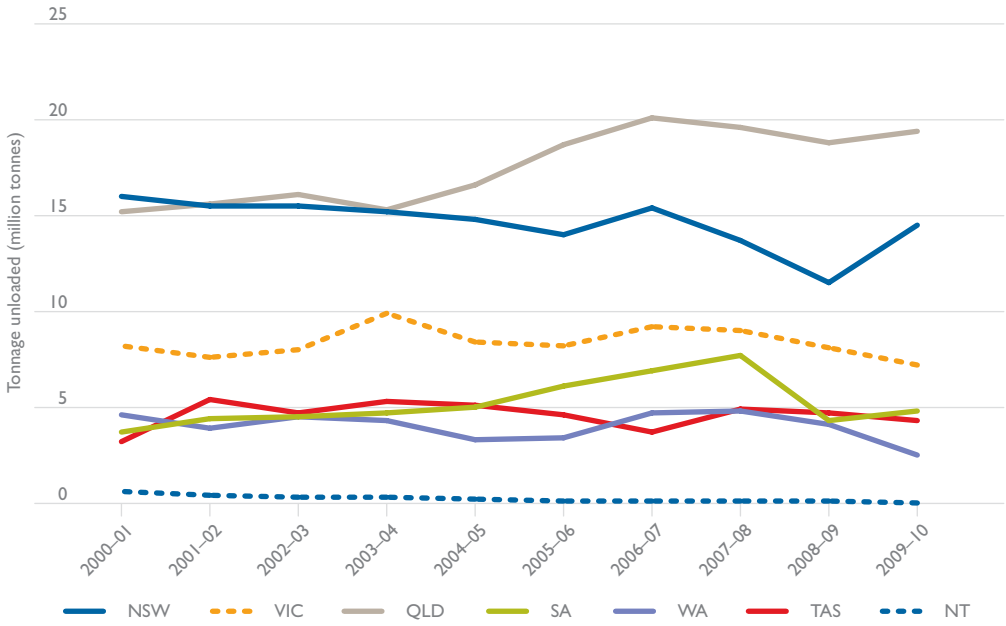


Source: BITRE (2011).

Figures 3.1 and 3.2 show trends in total coastal freight loaded and unloaded by state/territory over the last 10 years. Noticeable changes since 2008–09 include:

- Increases in loaded tonnages in New South Wales and Queensland.
- Decreases in loaded tonnages in the Northern Territory, South Australia and Tasmania.
- Increases in unloaded tonnages in New South Wales, Queensland and South Australia.
- Decreases in unloaded tonnages in Western Australia, Victoria and Tasmania.

F3.2 Coastal freight unloaded by Australian state and territory, 10 years to 2009–10



Source: BITRE (2011).

Table 3.5 shows the cargo flows between the various state capitals and regional ports in each state/territory. In comparing the tonnages moved in 2009–10 with 2008–09:

- The total tonnage of coastal freight shipped from Sydney increased from 137.8 thousand tonnes in 2008–09 to 1.1million tonnes in 2009–10, after the previous year's sharp decline. This increase was mainly due to the increased freight flow from Sydney to Brisbane and Fremantle in 2009–10. Other New South Wales ports recorded a 16.8 per cent increase in loaded freight.
- Freight shipped from Melbourne, regional Victorian ports, and regional Queensland ports remained relatively stable, while coastal freight from Brisbane recorded a 9.5 per cent increase in 2009–10.
- The amount of freight originating from Adelaide remained steady, while that from other South Australian ports decreased by 10.8 per cent.
- Freight shipped from Fremantle decreased by 19.3 per cent. Freight shipped from other Western Australian ports increased 11.6 per cent in 2009–10.

T3.5 Coastal freight flows between Australian ports, 2009–10

Port of origin	Port of destination														Total
	Sydney	Rest of NSW	Melbourne	Rest of VIC	Brisbane	Rest of QLD	Adelaide	Rest of SA	Perth	Rest of WA	Hobart	Rest of TAS	Darwin	Rest of NT	
	(thousand tonnes)														
Sydney	1.6		14.9	17.6	428.2	0.4	22.3		523.9	25.9	20.4	57.5			1 112.7
Rest of NSW	21.9	74.1	1.1	975.0	58.8	83.1	7.9	926.7	11.2	1.2		83.0	3.3		2 247.1
Melbourne	44.1	1.0		3.1	193.3	0.8	328.0		468.5	0.8		2 015.6	0.5		3 055.6
Rest of VIC	1 968.2	29.3	329.5	39.8	156.7	14.6	112.1		0.9	1.4	387.0	222.4			3 261.9
Brisbane	222.5	384.0	11.4	55.4		1 717.5	13.5		147.8	24.9	0.0	10.9	27.9		2 615.8
Rest of QLD	226.5	1 442.9	630.6	290.2	724.9	13 734.9	68.6	306.4	34.1	34.4	16.4	328.6	0.1		17 838.5
Adelaide		48.9	502.3		231.8	0.2	0.1		19.6	188.4					991.2
Rest of SA	1 147.4	554.3	485.0	41.1	426.0	34.1	1 559.4	129.9	9.1	206.1		95.6			4 688.2
Perth	685.3	11.9	143.9	516.5	223.7	28.2	930.8	15.1		215.2		149.0	92.1	8.7	3 020.2
Rest of WA	90.0	5 793.1		954.6	601.8	32.2	76.3		646.8	19.0			0.2		8 213.9
Hobart		18.8	11.5	110.2	97.5		8.5	80.9				1.7			329.1
Rest of TAS	191.8	1 002.9	3 045.2	26.7		68.4		49.4	73.2			182.8			4 640.5
Darwin														44.1	44.1
Rest of NT													13.5	3.1	16.6
Total	4 599.2	9 361.3	5 175.3	3 030.2	3 142.7	15 714.2	3 127.4	1 508.5	1 935.0	717.3	423.8	3 147.0	137.5	56.0	52 075.4

Note: Blank cells mean no data was recorded for the categories, while cells with an entry of 0 mean that data was recorded but rounded to zero. Sydney includes Sydney Harbour, Port Botany Bay and Kurnell. Perth includes Fremantle and Kwinana.

Source: BITRE (2011).

Cargo type at major coastal freight ports

Tables 3.6 and 3.7 show total coastal freight loaded and unloaded, respectively, by major port and cargo type in 2009–10. Bulk cargo continues to represent the majority of costal cargo – approximately 85.2 per cent by weight in 2009–10. The quantity of loaded containerised cargo increased 14.5 per cent from 4.4 million tonnes to 5.1 million tonnes between 2008–09 and 2009–10. Liquid bulk freight loaded decreased 9.5 per cent from 11.7 million tonnes in 2008–09 to 10.6 million tonnes in 2009–10. Dry bulk and other non-bulk cargo each increased by 2.7 and 2.2 per cent over the same period.

Weipa remained the largest port in terms of total loaded coastal cargo, with over 13.2 million tonnes in 2009–10 (Table 3.6). Port Hedland had the second largest volume of freight loaded in 2009–10, 5.4 million tonnes – a 70.8 per cent increase over 2008–09. Gladstone and Melbourne were the third and fourth largest ports in terms of loaded coastal freight – 3.6 and 3.1 million tonnes, respectively. Total coastal freight loaded at Gladstone and Melbourne increased 13.3 and 2.2 per cent, respectively, between 2008–09 and 2009–10. Total loaded coastal freight at Fremantle decreased by 19.3 per cent from 3.7 million tonnes in 2008–09 to 3.0 million tonnes 2009–10, and consequently Fremantle dropped from the second largest domestic port in 2008–09 to fifth largest domestic port in 2009–10.

The ranking of ports based on cargo unloaded (Table 3.7) differs to their ranking based on cargo loaded. Gladstone remained the largest port in terms of total unloaded coastal freight, with approximately 14.3 million tonnes unloaded in 2009–10, a 3.2 per cent increase over 2008–09. Port Kembla had 7.2 million tonnes of freight unloaded in 2009–10 – a 43.2 per cent increase over 2008–09 – to be the second largest port in terms of total coastal freight unloaded.

Most of the increase in freight unloaded at Port Kembla was dry bulk cargo which increased 2.1 million tonnes between 2008–09 and 2009–10. Sydney was the third largest port in terms of coastal freight unloaded in 2009–10, with 5.2 million tonnes – a 17.1 per cent increase over 2008–09. Liquid bulk cargo unloaded at Sydney increased nearly 1 million tonnes between 2008–09 and 2009–10. Melbourne and Brisbane were the fourth and fifth largest domestic ports for unloaded cargo, respectively, and both ports experienced a decline in cargo unloaded between 2008–09 and 2009–10.

T3.6 Coastal freight loaded by major port and cargo type, 2009–10

Port of loading [a]		Cargo type				Total	Share
		Dry bulk	Liquid bulk	Container	Other cargo		
		('000 tonnes)					*(%)*
NSW							
	Port Kembla	1 101.6		3.1	852.7	1 957.5	3.8
	Sydney/Botany Bay/Kurnell	3.2	521.4	371.0	217.1	1 112.7	2.1
	Rest of NSW	137.0	75.6	65.5	11.7	289.7	0.6
VIC							
	Melbourne		107.9	2 262.8	684.9	3 055.6	5.9
	Geelong	46.5	1 665.6	12.5	3.0	1 727.6	3.3
	Hastings/Westernport		1 428.5		0.2	1 428.8	2.7
	Rest of VIC	43.0		57.5	5.1	105.6	0.2
QLD							
	Weipa	13 195.9	17.0		0.9	13 213.8	25.4
	Gladstone	3 633.7		0.6		3 634.4	7.0
	Brisbane	325.7	2 102.2	126.1	61.9	2 615.8	5.0
	Townsville	123.2	29.2	346.9	13.8	513.1	1.0
	Rest of QLD	433.7	0.8	21.9	20.9	477.2	0.9
SA							
	Thevenard	1 593.4				1 593.4	3.1
	Klein Point	1 559.4				1 559.4	3.0
	Adelaide	967.7		19.1	4.4	991.2	1.9
	Port Bonython		868.8			868.8	1.7
	Ardrossan	437.3				437.3	0.8
	Whyalla	186.8	23.2		9.1	219.0	0.4
	Rest of SA	10.3				10.3	0.0
WA							
	Port Hedland	5 398.4				5 398.4	10.4
	Fremantle/Perth/Kwinana	581.2	2 355.9	37.7	45.4	3 020.2	5.8
	Bunbury	918.2				918.2	1.8
	Dampier	404.5	120.2	0.1	16.6	541.3	1.0
	Cossack Pioneer		210.1			210.1	0.4
	Rest of WA	276.8	863.9	2.1	3.0	1 145.8	2.2
TAS							
	Devonport	1 134.9		243.7	519.7	1 898.3	3.6
	Burnie	307.3		1 377.5	77.0	1 761.8	3.4
	Port Latta	751.7				751.7	1.4
	Hobart	121.6	205.9	1.7		329.1	0.6
	Rest of TAS	96.9		102.1	29.7	228.7	0.4
NT							
	Darwin				44.1	44.1	0.1
	Rest of NT				16.6	16.6	0.0
Total		33 789.7	10 596.0	5 051.9	2 637.8	52 075.4	100.0
Share (%)		64.9	20.3	9.7	5.1	100.0	

a Major ports of loading include capital cities and ports that averaged 500 thousand tonnes or more of total loaded coastal freight per year in the past five years. Those ports not enumerated separately are aggregated in rest of state/territory.

Notes: Blank cells mean no data was recorded for this category, while cells with an entry of 0 mean that data was recorded but rounded to zero.

Source: BITRE (2011).

T3.7 Coastal freight unloaded by major port and cargo type, 2009–10[a]

Port of unloading [b]		Cargo type				Total	Share)
		Dry bulk	Liquid bulk	Container	Other cargo		
		('000 tonnes)					*(%)*
NSW							
	Port Kembla	7 126.5	15.4	31.4	52.0	7 225.3	13.7
	Sydney/Botany Bay/Kurnell	1 122.4	4 052.1	28.2	6.8	5 209.4	9.9
	Newcastle	1 655.3	374.0	82.1	0.2	2 111.7	4.0
	Rest of NSW			0.1	0.2	0.3	0.0
VIC							
	Melbourne	2 245.2	288.9	1 643.5	605.7	4 783.3	9.1
	Geelong	694.6	185.7	0.0	10.6	890.9	1.7
	Hastings/Westernport				835.1	835.1	1.6
	Portland	586.8	103.2			690.0	1.3
	Rest of VIC				11.6	11.6	0.0
QLD							
	Gladstone	13 384.3	957.7			14 342.0	27.2
	Brisbane	1 469.9	1 465.2	396.8	4.8	3 336.6	6.3
	Townsville	71.9		37.1	722.9	831.8	1.6
	Rest of QLD	27.3	848.4	5.2	9.0	890.0	1.7
SA							
	Adelaide	1 937.3	1 055.9	238.2	6.6	3 238.0	6.1
	Whyalla	1 220.9				1 220.9	2.3
	Rest of SA	366.0	14.6			380.6	0.7
WA							
	Fremantle/Perth/Kwinana	207.4	652.4	795.4	31.8	1 686.9	3.2
	Rest of WA	433.4	268.0	22.7	39.1	763.2	1.4
TAS							
	Devonport	55.5	214.4	459.0	598.7	1 327.7	2.5
	Burnie	8.1	148.2	952.1	87.7	1 196.1	2.3
	Bell Bay/Launceston	843.6		81.1	2.3	927.0	1.8
	Hobart	459.3	368.9	0.8		829.0	1.6
	Rest of TAS				31.1	31.1	0.1
Total		33 915.8	11 013.1	4 773.6	3 056.1	52 758.6	
Share (%)		64.3	20.9	9.0	5.8	100.0	

a The tonnages unloaded in each state/territory and total do not necessarily equal the tonnages reported in other tables in this chapter. More details are explained in the "Explanatory notes".

b Major ports of unloading include capital cities and ports that averaged 500 thousand tonnes or more of total unloaded coastal freight per year in the past five years. Those ports not enumerated separately are aggregated in rest of state/territory.

Notes: Blank cells mean no data was recorded for the categories, while cells with an entry of 0 mean that data was recorded but rounded to zero.

Source: BITRE (2011).

Data in Table 3.8 illustrates the flow of cargo between states and territories by cargo type. The major differences from the 2008–09 figures are:

- Dry bulk cargo: Queensland remained the largest state/territory for domestic dry bulk cargo, with 17.7 and 15.4 million tonnes of dry bulk cargo loaded and unloaded in 2009–10, respectively. These volumes are little changed over 2008–09 volumes. The second largest volume of domestic dry bulk cargo was shipped from Western Australia, with 7.6 million tonnes in 2009–10, a 33.5 per cent increase over 2008–09. No dry bulk cargo was loaded in Northern Territory in 2009–10, although 515.8 thousand tonnes were previously reported in 2008–09. Dry bulk cargo unloaded in New South Wales totalled 9.7 million tonnes, the second largest volume by state/territory in 2009–10. This was a 23.5 per cent increase over 2008–09. The volume of domestic dry bulk cargo loaded/unloaded in other states/territories remained relatively constant between 2008–09 and 2009–10.
- Liquid bulk cargo: Western Australia continued to record the largest volume of loaded domestic liquid bulk cargo, with 3.6 million tonnes loaded in 2009–10, a 29.2 per cent decrease from 2008–09. In contrast, the amount of liquid bulk cargo loaded in New South Wales almost tripled to 596.9 thousand tonnes in 2009–10, from 208.8 thousand tonnes in 2008–09. New South Wales remained the state/territory where the largest volume of liquid bulk cargo was unloaded in 2009–10, with 4.1 million tonnes, a 25.6 per cent increase over 2008–09. The amount of liquid bulk cargo loaded/unloaded in other states/territories remained relatively constant.
- Containerised cargo: Victoria and Tasmania remained the top two states/territories for loaded containerised cargo in 2009–10, and the volume remained relatively constant. The third largest volume of containers were shipped from Queensland, with 495.5 thousand tonnes, a 146.6 per cent (or 294.6 million tonnes) increase over 2008–09. Of this increase, 152.0 thousand tonnes were shipped to Victoria and 91.1 thousand tonnes were shipped to South Australia. New South Wales also recorded a significant increase in the amount of domestic containerised cargo, from 24.5 thousand tonnes loaded in 2008–09 to 439.6 thousand tonnes in 2009–10. Queensland remained the largest state/territory in terms of unloaded domestic container cargo, with 1.8 million tonnes unloaded in 2009–10, a 9.6 per cent increase over 2008–09. Western Australia recorded the third largest volume of containerised cargo unloaded in 2009–10 and the volume has increased significantly from 721.0 thousand tonnes in 2008–09 to 978.0 thousand tonnes in 2009–10. Other major flows of domestic containerised cargo remained relatively constant between 2008–09 and 2009–10.
- Other non-bulk cargo: New South Wales shipped the largest amount of other non-bulk cargo in 2009–10, with 1.1 million tonnes, a 28.9 per cent increase over 2008–09. Tasmania and Western Australia were the second and third largest state/territory in terms of unloaded other non-bulk domestic cargo, but each experienced a significant drop in the amount of cargo unloaded in 2009–10, by 18.4 and 38.5 per cent, respectively. The volume of other cargo loaded/unloaded in other major states/territories in 2009–10 remained relatively constant, as compared with 2008–09.

T3.8 Coastal freight by Australian state and territory of loading or unloading and cargo type, 2009–10

State/territory of loading	State/territory of unloading							Total	Share
	NSW	VIC	QLD	SA	WA	TAS	NT		
				('000 tonnes)					(%)
Dry bulk									
NSW	73.1	106.9	51.6	920.9	6.4	82.8		1 241.8	3.7
VIC		36.8	21.4	7.7	1.4	22.1		89.5	0.3
QLD	1 719.9	779.8	14 582.1	276.3	9.1	345.0		17 712.2	52.4
SA	914.3	1 028.4	634.6	1 689.3	392.6	95.6		4 754.8	14.1
WA	5 793.1	1 445.1	38.7	91.3	210.9			7 579.1	22.4
TAS	1 200.8	849.9	68.4	130.3		162.8		2 412.3	7.1
Subtotal	9 701.3	4 247.0	15 396.8	3 115.9	620.4	708.4		33 789.7	100.0
Liquid bulk									
NSW	15.0	57.0	424.3	19.9	60.3	20.3		596.9	5.6
VIC	1 984.0	324.3	138.9	193.0	0.9	561.0		3 202.0	30.2
QLD	514.2	52.0	1 498.3	10.7	64.3	9.6		2 149.1	20.3
SA	835.8		56.1					891.9	8.4
WA	774.4	156.9	825.6	913.9	637.9	148.9	92.4	3 550.1	33.5
TAS	12.7	87.1	97.5	8.5				205.9	1.9
Subtotal	4 136.2	677.3	3 040.8	1 146.0	763.5	739.8	92.4	10 596.0	100.0
Container									
NSW	9.3	8.8	80.9	1.3	292.6	46.8		439.6	8.7
VIC	56.2	5.2	195.3	212.5	430.1	1 433.0	0.5	2 332.8	46.2
QLD	35.3	153.0	27.7	97.1	153.8	1.2	27.4	495.5	9.8
SA		0.0		0.1	19.0			19.1	0.4
WA	7.1	12.0	3.4	1.5	9.3	0.1	6.6	39.9	0.8
TAS	0.0	1 643.1			73.2	8.7		1 725.0	34.1
Subtotal	107.9	1 822.1	307.2	312.5	978.0	1 489.8	34.4	5 051.9	100.0
Other cargo									
NSW	0.2	835.8	13.7	14.8	202.8	10.9	3.3	1 081.5	41.0
VIC	2.5	6.0	9.7	26.8	39.2	609.0		693.2	26.3
QLD	6.4	2.8	69.2	4.4	14.0	0.0	0.7	97.5	3.7
SA	0.5		1.4		11.6			13.5	0.5
WA	5.7	1.1	18.1	15.4	22.8		2.0	65.0	2.5
TAS	0.0	613.4				13.0		626.4	23.7
NT							60.7	60.7	2.3
Subtotal	15.2	1 459.1	112.1	61.5	290.4	632.9	66.7	2 637.8	100.0
Total	13 960.5	8 205.5	18 856.8	4 635.9	2 652.4	570.9	193.5	52 075.4	
Share (%)	26.8	15.8	36.2	8.9	5.1	6.9	0.4	100.0	

Note: Blank cells mean no data was recorded for the categories, while cells with an entry of 0 mean that data was recorded but rounded to zero.
Source: BITRE (2011).

Tasmanian trade

Table 3.9 shows that in 2009–10 cargo loaded and cargo unloaded by Tasmanian ports fell relative to 2008–09 volumes. Freight loaded in Tasmania destined for mainland Australia decreased 6.1 per cent from 5.1 to 4.8 million tonnes. Freight from mainland Australia unloaded in Tasmania decreased 9.3 per cent from 4.5 to 4.1 million tonnes

The top three commodities loaded in Tasmania were: *Manufactured goods classified chiefly by material, Crude materials, inedible, except fuels*, and *Food and live animals*.

In contrast the top three commodities unloaded in Tasmania were: *Manufactured goods classified chiefly by material, Commodities and transactions nes*, and *Mineral fuels, lubricants and related materials*.

The following changes are worth noting:

- Significant decreases in the weight of domestic cargo loaded in Tasmania were recorded for commodity groups *Chemicals and related products nes*, and *Crude materials, inedible except fuels*, with decreases of 27.5, and 17.5 per cent, respectively.
- The categories *Beverages and tobacco*, and *Manufactured goods classified chiefly by material* recorded increases in cargo loaded in Tasmania and destined for mainland Australia (increasing by 15.5 and 6.2 per cent respectively).
- The categories *Crude materials, inedible except fuels*, and *Mineral fuels, lubricants and related materials* unloaded in Tasmania decreased 18.7 and 9.3 per cent, respectively.

Freight loaded/unloaded by Tasmanian ports and shipped intra-state remained relatively stable, and accounted for about 4.0 per cent of all domestic freight loaded/unloaded by Tasmanian ports.

T3.9 Tasmanian coastal freight by commodity group, 2008–09 and 2009–10

Commodity group	Loaded		Unloaded	
	2008–09 a	2009–10	2008–09 a	2009–10
	('000 tonnes)			
Freight between mainland Australia and Tasmania				
0-Food and live animals	700.0	642.7	361.2	349.5
1-Beverages and tobacco	106.3	122.8	65.4	66.8
2-Crude materials, inedible, except fuels	1 522.6	1 256.0	1 476.8	1 200.8
3-Mineral fuels, lubricants and related materials	5.3	3.0	929.8	843.3
4-Animal and vegetable oils, fats and waxes	1.6	0.4	3.1	1.9
5-Chemicals and related products nes	375.7	272.3	225.0	227.3
6-Manufactured goods classified chiefly by material	1 769.7	1 879.3	151.7	148.4
7-Machinery and transport equipment	153.1	144.1	185.0	189.3
9-Commodities and transactions nes	461.7	464.5	1 135.5	1 084.8
Subtotal	5 096.1	4 785.1	4 533.5	4 112.0
Freight between Tasmanian ports				
Subtotal	182.1	184.5	178.1	198.8
Total	**5 278.2**	**4 969.6**	**4 711.6**	**4 310.8**

Note: nes – not elsewhere specified. See glossary for further details.
Source: BITRE (2011).

CHAPTER 4
Coastal voyage permits

In 2009–10, permits covering 3486 voyages were issued to unlicensed vessels for the carriage of domestic cargo (Table 4.1), and 2872 voyages were actually undertaken using these permits (Table 4.2). Of these, 1771 voyages were undertaken on single voyage permits (SVPs) and 1101 used continuing voyage permits (CVPs, Table 4.2).

T4.1 Coastal voyage permits issued and their planned use, 2009–10

Permit type	Number of voyages on permits	Freight planned to be transported on permits	
		Tonnage	Containerised
		('000 tonnes)	*(TEUs)*
Continuing Voyage Permit	1 373	1 526.6	85 348
Single Voyage Permit	2 113	16 391.9	17 208
Total	3 486	17 918.5	102 556

Source: DoIT (2011).

Voyages undertaken using CVPs increased by 2.2 per cent from 2008–09, while voyages on SVPs increased 5.9 per cent on last year's figures. Containerised freight transported using coastal voyage permits increased by 56.0 per cent, from 44 342 TEUs in 2008–09 to 69 175 TEUs in 2009–10, and the volume transported on SVPs increased from 5772 TEUs in 2008–09 to 13 828 TEUs in 2009–10. The total tonnage carried on permits increased by 9.6 per cent to 15.1 million tonnes in 2009–10 (Table 4.2).

T4.2 Actual usage of coastal voyage permits, 2009–10

Permit type	Number of voyages on permits	Freight transported on permits	
		Tonnage	Containerised
		('000 tonnes)	*(TEUs)*
Continuing Voyage Permit	1 101	913.1	55 347
Single Voyage Permit	1 771	14 145.5	13 828
Total	2 872	15 058.6	69 175

Source: DoIT (2011).

Impact of voyage permits on coastal trade

The proportion of total coastal freight, by weight, moved using voyage permits increased from 26.6 per cent in 2008–09 to 28.9 per cent in 2009–10 (Table 4.3). Coastal freight carried using permits represented 37.6 per cent of total coastal freight, in terms of freight task measured by tonne-kilometres.

Compared with 2008–09, there was a 44.3 per cent increase in the tonnage of general cargo shipped under permits (from 0.7 million tonnes in 2008–09 to 1.1 million tonnes in 2009–10), and a 9.9 per cent increase in bulk liquid shipped under permits (from 3.6 million tonnes in 2008–09 to 4.0 million tonnes 2009–10). Dry bulk freight shipped under permits increased by 6.7 per cent to 10.0 million tonnes in 2009–10.

T4.3 Impact of voyage permits on coastal trade, 2009–10

Cargo group	Freight transported			Freight task		Proportion of freight on permits
	Total coastal	Freight on voyage permits	Proportion of freight on permits	Total coastal	Freight on voyage permits	
	(million tonnes)		*(per cent)*	*(billion tonne-kilometres)*		*(per cent)*
Dry bulk cargo	33.8	10.0	29.6	84.4	31.7	37.6
Bulk liquid cargo a	10.6	4.0	37.7	20.7	7.7	37.3
General cargo	7.6	1.1	13.9	9.7	3.7	38.5
Total	52.1	15.1	28.9	114.8	43.2	37.6

a Bulk liquid cargo includes petroleum, liquefied petroleum gas (LPG) and other bulk liquid cargo.
Source: DoIT (2011), BITRE (2011).

Common routes of voyage permit usage

Table 4.4 shows the tonnage carried and the number of permits used by route on unlicensed vessels using permits. Figure 4.1 shows the top ten coastal voyage routes by freight volume. Most of the freight carried was loaded at major bulk ports such as Port Hedland and Gladstone and shipped to other bulk ports such as Port Kembla and Newcastle. The top 20 routes accounted for 70.2 per cent of total tonnage carried under permit. The remaining 1912 voyages accounted for 4.5 million tonnes of coastal freight, which was 29.8 per cent of all coastal freight in 2009–10.

T4.4 Permit usage for selected coastal routes, 2009–10

Rank	Route	Freight transported on permits	Number of voyages	Cumulative percent of tonnes
		('000 tonnes)		*(%)*
1	Port Hedland - Port Kembla	3 097.3	24	20.6
2	Gladstone - Newcastle	1 393.3	28	29.8
3	Hastings - Sydney/Botany Bay/Kurnell	922.7	34	35.9
4	Port Bonython - Sydney/Botany Bay/Kurnell	801.4	16	41.3
5	Gladstone - Brisbane	641.0	56	45.5
6	Dampier - Port Kembla	404.4	3	48.2
7	Gladstone - Townsville	386.7	22	50.8
8	Milner Bay/Groote Eylandt - Bell Bay/Launceston	372.9	9	53.3
9	Melbourne - Perth/Fremantle/Kwinana	353.7	257	55.6
10	Gladstone - Bell Bay/Launceston	328.6	13	57.8
11	Perth/Fremantle/Kwinana - Adelaide	262.2	74	59.5
12	Sydney/Botany Bay/Kurnell - Perth/Fremantle/Kwinana	229.6	108	61.1
13	Thevenard - Brisbane	208.3	10	62.4
14	Perth/Fremantle/Kwinana - Sydney/Botany Bay/Kurnell	183.6	70	63.7
15	Port Latta - Port Kembla	175.4	4	64.8
16	Thevenard - Sydney/Botany Bay/Kurnell	169.0	7	65.9
17	Adelaide - Melbourne	161.7	7	67.0
18	Port Kembla - Whyalla	161.2	5	68.1
19	Geelong - Brisbane	158.7	68	69.1
20	Perth/Fremantle/Kwinana - Melbourne	154.6	129	70.2
	Other routes with tonnage	4 492.3	1 912	100.0
	Other routes without tonnage	0.0	16	
	Total	15 058.6	2 872	

Source: DoIT (2011).

F4.1 Top 10 routes where coastal freight was carried on permit, 2009–10

Notes: The routes are for demonstration purposes only and not necessarily the actual routes taken by vessels. The routes are not drawn to scale.
Source: DoIT (2011).

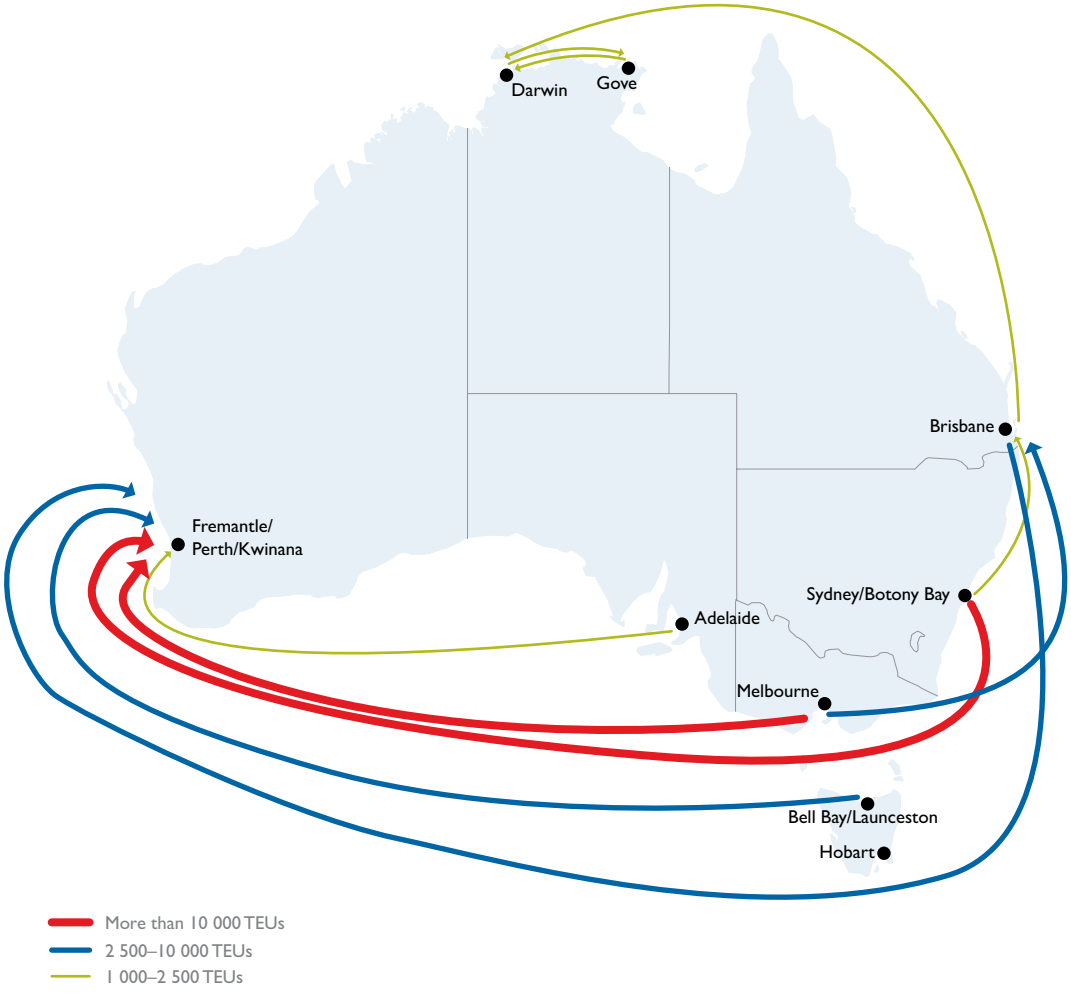
Table 4.5 shows the number of containers carried on permits and the number of permits used by route. Figure 4.2 shows the top ten routes for containers carried on permits. The majority of containerised freight carried on permits was shipped from/to capital cities, with Fremantle/Perth being the predominant destination for containers shipped on permits, and Melbourne and Sydney being the most common origin.

T4.5 Routes where containers were carried on permit, 2009–10

Rank	Route	Containers transported on permits (TEUs)	Number of voyages	Cumulative percent of TEUs shipped (%)
1	Melbourne - Perth/Fremantle/Kwinana	26 746	257	38.7
2	Sydney/Botany Bay/Kurnell - Perth/Fremantle/Kwinana	15 517	108	61.1
3	Melbourne - Brisbane	9 511	203	74.8
4	Brisbane - Perth/Fremantle/Kwinana	3 310	145	79.6
5	Bell Bay/Launceston - Perth/Fremantle/Kwinana	2 701	15	83.5
6	Darwin - Gove	2 038	31	86.5
7	Gove - Darwin	1 682	32	88.9
8	Adelaide - Perth/Fremantle/Kwinana	1 405	118	90.9
9	Brisbane - Darwin	1 373	32	92.9
10	Sydney/Botany Bay/Kurnell - Brisbane	1 110	111	94.5
11	Sydney/Botany Bay/Kurnell - Bell Bay/Launceston	734	15	95.6
12	Perth/Fremantle/Kwinana - Sydney/Botany Bay/Kurnell	697	70	96.6
13	Melbourne - Adelaide	637	93	97.5
14	Perth/Fremantle/Kwinana - Melbourne	523	129	98.3
15	Newcastle - Townsville	373	17	98.8
16	Newcastle - Darwin	250	39	99.2
17	Melbourne - Sydney/Botany Bay/Kurnell	131	50	99.4
18	Brisbane - Sydney/Botany Bay/Kurnell	117	14	99.5
19	Port Kembla - Perth/Fremantle/Kwinana	84	116	99.7
20	Brisbane - Bell Bay/Launceston	79	15	99.8
	Other routes with containers	157	201	100.0
	Other routes without containers	0	1 061	
	Total	69 175	2 872	

Source: DoIT (2011).

F4.2 Top 10 routes where containers were carried on permit, 2009–10



Notes: The routes are for demonstration purposes only and not necessarily the actual routes taken by vessels. The routes are not drawn to scale.
Source: DoIT (2011).

Tables 4.4 and 4.5 do not include intrastate routes serviced by unlicensed vessels such as on the Weipa—Gladstone route. Unlicensed vessels trading intrastate are not required to obtain a coastal voyage permit from the Federal Government. Such vessels, however, may need to obtain State Government approval, such as a Restricted Use Flag (RUF) issued by the Queensland Government.

CHAPTER 5
Australian port activity

Ship activities at Australian ports

In 2009–10, there were 11 392 voyages into Australian waters from overseas ports, down 1.0 per cent compared with 2008–09, while the total number of all port calls decreased by 5.6 per cent to 25 162. Melbourne, the busiest port in terms of the number of port calls, experienced a 5.1 per cent decrease in total port calls, from 3218 in 2008–09 to 3055 in 2009–10. Brisbane, the most common first port of arrival for international voyages, recorded almost the same number of international voyages, 1143 and 1144 in 2008–09 and 2009–10, respectively.

T5.1 Ship activity at Australian ports, 2009–10[a]

Australian port	First port of arrival from overseas		Total	
	Vessels [b]	Voyages [c]	Vessels [b]	Voyages [d]
	(number)			
NSW				
Sydney/Botany Bay/Kurnell	265	691	516	1 920
Newcastle	649	1 133	829	1 639
Port Kembla	245	277	545	1 021
Eden/Twofold Bay	16	17	33	54
Other ports NSW	1	5	2	7
VIC				
Melbourne	208	491	669	3 055
Geelong	124	157	228	491
Portland	40	48	103	194
Hastings/Westernport	19	24	49	134
QLD				
Brisbane	542	1 144	856	2 344
Gladstone	596	758	798	1 370
Hay Point/Dalrymple Bay	778	1 042	835	1 236
Townsville	261	406	344	692
Weipa	84	126	105	431
Cairns	35	58	95	320
Abbot Point	147	176	177	227
Mackay	60	73	98	169
Port Alma/Rockhampton	35	39	58	79
Other ports QLD	51	93	64	122

continued

T5.1 Ship activity at Australian ports, 2009–10[a] (continued)

Australian port	First port of arrival from overseas		Total	
	Vessels b	Voyages c	Vessels b	Voyages d
		(number)		
SA				
Adelaide	77	84	370	743
Whyalla	22	26	49	106
Thevenard	9	10	32	94
Port Lincoln	21	23	67	81
Port Pirie	5	5	33	62
Other ports SA	22	22	56	91
WA				
Fremantle/Perth/Kwinana	607	999	871	1 764
Dampier	503	912	606	1 244
Port Hedland	461	792	489	866
Geraldton	170	230	241	401
Port Walcott/Cape Lambert	209	354	219	373
Bunbury	153	170	209	257
Esperance	120	127	183	202
Various offshore facilities	32	43	86	141
Other ports WA	47	53	64	72
TAS				
Devonport	2	2	36	834
Burnie	20	29	70	426
Bell Bay/Launceston	42	54	129	254
Hobart	32	36	113	217
Other ports TAS	13	14	21	38
NT				
Darwin	185	405	260	1 096
Gove	107	125	118	139
Milner Bay/Groote Eylandt	76	85	89	101
Various offshore facilities	21	23	36	40
Other ports NT	5	5	8	8
Other				
Other Australian ports e	6	6	7	7
Total	4 344	11 392	4 498	25 162

a The figures for some ports may differ from port authority figures due to some vessels/port calls not appearing in the source data. Ports with less than 52 port calls are merged into 'Other ports' within each state/territory. Offshore facilities are aggregated separately.
b The number of vessels is the count of unique vessels calling at a port.
c The number of voyages is the count of first port of arrival at an Australian port from overseas.
d The number of total port calls includes port calls by all vessels and all voyages.
e Other Australian ports include those not clearly specified.
Note: Blank cells mean no data was recorded for the categories.
Sources: LMIU (2011).

Cargo loaded and unloaded by Australian port

In 2009–10, the busiest ports in terms of tonnes of cargo handled and their primary export commodities were, in decreasing order: Port Hedland (iron ore), Dampier (iron ore), Newcastle (coal), Hay Point (coal), Gladstone (coal), Port Walcott/Cape Lambert (iron ore), Brisbane (coal, coke and briquettes), Melbourne (miscellaneous manufactures), Port Kembla (coal), Sydney (miscellaneous manufactures), Fremantle (miscellaneous manufactures), and Weipa (alumina). Compared to 2008–09, the top ten busiest ports remained the same; Fremantle and Weipa swapped their ranking, with Fremantle the eleventh busiest port and Weipa the twelfth in 2009–10.

T5.2 Cargo loaded and unloaded, by Australian port, 2009–10[a]

Australian port	Coastal cargo		International cargo		Total
	Loaded	Unloaded	Exports	Imports	
			('000 tonnes)		
NSW					
Newcastle	288.3	2 111.7	99 510.9	1 063.4	102 974.4
Port Kembla	1 957.5	7 225.3	16 091.9	2 714.9	27 989.6
Sydney/Botany Bay/Kurnell	1 112.7	5 209.4	5 185.9	16 125.9	27 633.8
Eden/Twofold Bay	0.5	0.1	1 211.3	0.0	1 211.9
Yamba	0.9	0.2			1.0
Coffs Harbour				0.1	0.1
Other ports NSW			8.1	0.0	8.1
VIC					
Melbourne	3 055.6	4 783.3	9 212.9	12 521.6	29 573.3
Geelong	1 727.6	890.9	1 455.4	5 408.5	9 482.5
Hastings/Westernport	1 428.8	835.1	383.3	338.3	2 985.4
Portland	100.5	690.0	1 775.7	262.6	2 828.8
Welshpool	5.1	11.6			16.7
Other ports VIC			42.9		42.9
QLD					
Hay Point/Dalrymple Bay		3.6	99 337.5		99 341.2
Gladstone	3 634.4	14 342.0	63 345.1	2 353.4	83 674.8
Brisbane	2 615.8	3 336.6	12 639.9	13 264.8	31 857.1
Weipa	13 213.8		7 175.6	54.5	20 443.9
Abbot Point		1.6	16 897.6		16 899.2
Townsville	513.1	831.8	4 022.2	5 044.0	10 411.1
Mackay	293.9	449.4	1 157.9	549.8	2 451.1
Cairns	35.2	415.9	371.1	244.9	1 067.1
Lucinda	6.2	2.3	583.0		591.5
Karumba			558.4		558.4
Innisfail/Mourilyan			500.6		500.6
Bundaberg	141.9	17.1	140.4	0.4	299.9
Thursday Island			1.1	1.8	2.9
Other ports QLD			1 630.3	0.1	1 630.3

continued

T5.2 Cargo loaded and unloaded, by Australian port, 2009–10[a] (continued)

Australian port	Coastal cargo		International cargo		Total
	Loaded	Unloaded	Exports	Imports	
			('000 tonnes)		
SA					
Adelaide	991.2	3 238.0	3 700.3	2 325.0	10 254.5
Whyalla	219.0	1 220.9	6 925.6	256.4	8 621.9
Thevenard	1 593.4		488.4		2 081.8
Klein Point	1 559.4				1 559.4
Port Lincoln		47.7	1 170.4	127.3	1 345.4
Port Bonython	868.8		299.3		1 168.0
Port Pirie	10.3	333.0	310.0	23.9	677.2
Ardrossan	437.3				437.3
Wallaroo			335.8	2.7	338.5
Port Giles			290.4		290.4
Other ports SA			33.3		33.3
WA					
Port Hedland	5 398.4	64.0	172 745.5	1 132.1	179 340.1
Dampier	541.3	17.0	168 886.6	1 623.3	171 068.2
Port Walcott/Cape Lambert			78 711.1	41.2	78 752.3
Fremantle/Perth	3 020.2	1 686.9	12 404.3	10 433.0	27 544.4
Bunbury	918.2	170.9	10 680.3	1 271.5	13 040.9
Esperance	54.2	83.8	10 514.7	309.0	10 961.7
Geraldton	93.2	281.7	8 546.6	253.4	9 175.0
Albany	28.9		3 248.8	106.4	3 384.1
Yampi Sound			3 242.7		3 242.7
Cape Cuvier	86.2		2 790.6		2 876.9
Useless Loop			1 103.8	1.4	1 105.2
Broome	450.7	111.7	97.2	203.8	863.4
Wyndham		12.7	134.0	26.1	172.8
Varisou offshore facilities	623.3	0.0	7 679.3		8 302.6
Other ports WA	19.3	21.5	1 873.7	112.0	2 026.4
TAS					
Burnie	1 761.8	1 196.1	1 048.5	110.6	4 117.0
Bell Bay/Launceston	204.2	927.0	2 313.1	295.6	3 739.8
Devonport	1 898.3	1 327.7	9.4	70.1	3 305.4
Port Latta	751.7		1 690.5		2 442.2
Hobart	329.1	829.0	367.2	154.4	1 679.8
Spring Bay			544.4		544.4
King Island	24.5	31.1			55.7
Other ports TAS				0.1	0.1
NT					
Darwin	44.1		6 403.8	5 310.7	11 758.5
Gove	11.6				11.6
Groote Eylandt/Milner Bay	4.2				4.2
Varisou offshore facilities			692.7	14.0	706.7
Other ports NT	0.8		7 580.5	1 502.3	9 083.6
Other					
Other Australian ports b			1 832.1	0.0	1 832.1
Total	52 075.4	52 758.6	861 934.0	85 655.2	1 052 423.1

a The figures for some ports may differ from port authority figures due to some transactions not appearing in the source data.

b Other Australian ports include ports with state/territory confidentialised where ABS concludes that indicating a state of origin or destination for cargo may lead to disclosure of commercially sensitive information.

Note: Blank cells mean no data was recorded for the categories, while cells with an entry of 0 mean that data was recorded but rounded to zero.

Sources: ABS (2011), BITRE (2011)

CHAPTER 6
Australian trading fleet

This chapter reports the number of vessels in the Australian trading fleet in the financial year 2009–10, and compares it to the revised Australian trading fleet for financial year 2008–09.

Summary of Australian trading fleet

Overall, the size of the Australian trading fleet in 2009–10 increased in terms of number of vessels as well as total tonnage compared to 2008–09 (Table 6.1). The fleet increased in size from 94 ships in 2008–09 to 97 in 2009–10, and the total deadweight tonnage increased by 6.0 per cent, to 174.2 thousand tonnes in 2009–10.

The number of ships in the major trading fleet increased by 1 to 74. The number of Australian registered vessels in the trading fleet decreased from 52 in 2008–09 to 50 in 2009–10; and the number of overseas registered vessels increased from 42 in 2008–09 to 47 in 2009–10. The international trading fleet increased in size from 40 to 44 vessels in 2009–10; in contrast, the size of the coastal trading fleet decreased from 54 to 53 vessels.

T6.1 Summary of the Australian trading fleet for financial year 2009–10 and revised summary for 2008–09[a]

Fleet type [b]	2009–10			2008–09 [c]		
	Vessel	Deadweight tonnage	Gross tonnage	Vessel	Deadweight tonnage	Gross tonnage
	(number)	*('000 tonnes)*	*('000 GT)*	*(number)*	*('000 tonnes)*	*('000 GT)*
Major trading fleet						
Coastal trading						
Australian registered	27	720.6	561.7	28	682.6	550.7
Overseas registered	5	174.4	112.2	7	281.4	183.8
Total coastal trading	32	894.9	674.0	35	964.1	734.5
International trading						
Australian registered	5	392.3	414.4	6	459.0	519.4
Overseas registered	37	1760.6	1189.8	32	1452.7	1011.6
Total international trading	42	2152.9	1604.2	38	1911.7	1531.0
Total major trading fleet	74	3047.8	2278.2	73	2875.7	2265.5
Minor trading fleet						
Australian registered	18	10.6	16.1	18	11.1	22.0
Overseas registered	5	4.9	10.6	3	2.2	2.2
Total minor trading fleet	23	15.5	26.7	21	13.4	24.1
Total Australian registered	50	1123.4	992.3	52	1152.8	1092.1
Total overseas registered	47	1939.9	1312.6	42	1736.3	1197.5
Total coastal trading fleet	53	907.4	697.2	54	975.9	751.1
Total international trading fleet	44	2155.9	1607.8	40	1913.2	1538.5
Total Australian trading fleet	97	3063.3	2304.9	94	2889.1	2289.6

a The Australian trading fleet consists of cargo vessels operated or owned by Australian companies to and from Australia. This includes vessels that carry both cargo and passengers, but excludes vessels that carry passengers only. This table shows the number of ships operated by Australian companies as at the end of the financial year which traded in Australian waters in the financial year. This excludes vessels which operated internationally without calling to Australian ports in the financial year, and also excludes non-Australian owned and operated vessels trading in Australian waters.

b Definitions of major trading fleet, minor trading fleet, coastal trading fleet, and international trading fleet are given in the Glossary.

c Revised data for 2008–09 are included in this table for comparison. The revision is due to improvements in methods used to upload Lloyd's data for analysis. In the past a program in the C++ programming language was used to upload Lloyd's vessel data for analysis. Errors in the C++ program introduced errors; for example, some vessels were randomly left out of the uploaded files. A change to the statistical software SAS for uploading of Lloyd's vessel data has overcome these problems.

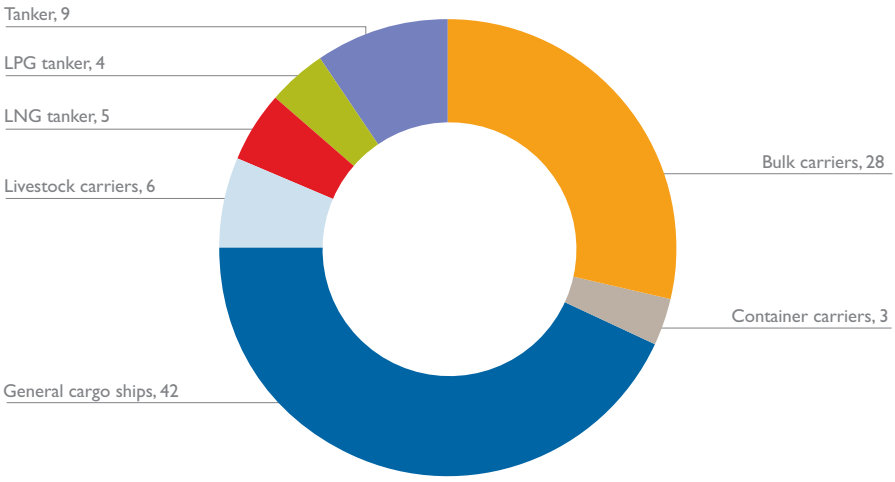
Sources: LMIU (2011), and Shipping companies (various)—personal communications.

Australian trading fleet by ship type

Figure 6.1 shows the number of ships in the Australian trading fleet by ship type. Compared with 2008–09, in 2009–10 there was:

- no net change in the number of bulk carriers;
- a decrease in the number of container carriers, from 4 to 3;
- an increase in general cargo vessels, from 39 to 42;
- no net change in livestock carriers;
- a decrease in LNG tankers, from 6 to 5;
- an increase in the number of LPG tankers, from 3 to 4;
- an increase in the number of other tankers, from 8 to 9.

F6.1 Number of ships in the Australian fleet by ship type, 2009–10



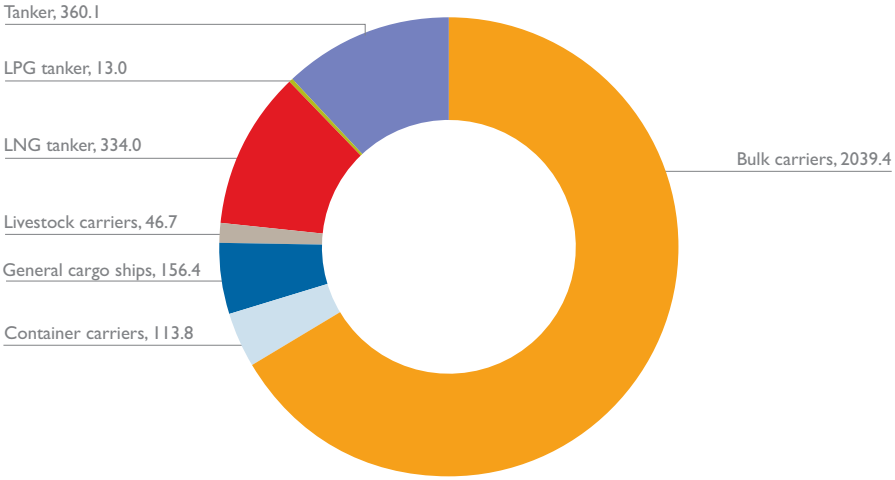
Sources: LMIU (2011); and Shipping companies (various)—personal communications..

The composition of the fleet by deadweight tonnage and ship type is illustrated in Figure 6.2. Compared with 2008–09, in 2009–10 there was:

- a 7.9 per cent increase in total bulk carrier tonnage, from 1889.7 thousand tonnes to 2039.4 thousand tonnes;
- a 1.0 per cent decrease in total container carrier tonnage, from 115.0 thousand tonnes to 113.8 thousand tonnes;
- an 9.1 per cent increase in total general cargo vessel tonnage, from 143.3 thousand tonnes to 156.4 thousand tonnes;
- no net change in total Livestock carrier tonnage;
- a 16.6 per cent decrease in total LNG tanker tonnage, from 400.7 thousand tonnes to 334.0 thousand tonnes;

- a 42.9 per cent increase in total LPG tanker tonnage, from 9.1 thousand tonnes to 13.0 thousand tonnes;
- a 26.5 per cent increase in total other tanker tonnage, from 284.6 thousand tonnes to 360.1 thousand tonnes.

F6.2 Deadweight tonnage of the Australian fleet by ship type, 2009–10 ('000 tonnes)



Sources: LMIU (2010); and Shipping companies (various)—personal communications.

Vessels in Australian trading fleet

Tables 6.2 and 6.3 show the major vessels in the Australian trading fleet involved in international and coastal trading during 2009–10, and the main commodities they carried, and Table 6.4 shows the minor vessels in the Australian trading fleet.

T6.2 Ships in the major international trading fleet, 2009–10

Name of vessel	Flag [a]	DWT	Products [b]	Known Australian ports called	Known overseas countries visited [a]
		('000 tonnes)			
Bulk carriers					
Pacific Triangle *	LBR	184.7	Iron ore, coal	Gladstone, Hay Point, Newcastle , Port Hedland, Port Kembla	JPN, SGP
Goonyella Trader	LBR	170.9	Coal	Hay Point	BRA, CNI, DEU, GBR, GIB, ITA, JPN, NLD, SGP
Iron Yandi *	AUS	170.0	Iron ore, coal	Newcastle , Port Hedland, Port Kembla	CHN, KOR, SGP
Saraji Trader	LBR	170.0	Coal, dry bulk	Hay Point	BRA, ESP, GBR, JPN, NLD, PHL
Frontier	KOR	151.5	Coal	Hay Point	KOR, ZAF
Goodwill	KOR	149.4	Iron ore	Port Hedland	BRA, KOR
RTM Twarra *	GBR	90.0	Bauxite	Dampier, Gladstone, Weipa	CHN, KOR
RTM Gladstone *	GBR	89.9	Bauxite	Gladstone, Weipa	CHN, JPN, KOR, PHL
RTM Piiramu *	GBR	89.9	Bauxite	Gladstone, Weipa	CHN, KOR
RTM Weipa *	GBR	89.9	Bauxite	Gladstone, Weipa	CHN, KOR
Pacific Dolphin *	LBR	49.0	Iron ore, alumina	Gladstone, Hay Point, Whyalla	CHN, CNI, IND, KOR, SGP, USA
Orana	BHS	44.8	Timber products	Burnie, Hobart, Launceston, Portland	JPN, KOR, SGP
Pioneer *	AUS	22.1	Sugar	Mackay, Sydney	SGP
Container carriers					
ANL Wangaratta *	GBR	52.0	General cargo	Brisbane, Melbourne, Sydney	CHN, JPN, KOR, TWN
ANL Wyong *	GBR	52.0	General cargo	Adelaide, Brisbane, Fremantle, Melbourne, Sydney	ARE, CHN, JPN, KOR, MYS, SGP, TWN
ANL Bass Trader *	BHS	9.8	General cargo	Brisbane, Fremantle, Launceston, Melbourne, Sydney	IDN, MYS, PNG, SGP
General cargo ships					
Capitaine Cook *	DMA	12.4	General cargo	Esperance, Port Lincoln, Sydney, Thevenard, Wallaroo	FJI
Danny Rose *	DMA	9.7	General cargo	Geelong, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard, Wallaroo	FJI, JPN, KOR, PNG, SGP, VNM, YEM
Opal Harmony *	WSM	8.1	General cargo	Brisbane, Port Hedland, Sydney	CHN, FJI, KOR, NCL, WSM
UAL Coburg *	CYP	8.1	General cargo	Brisbane, Melbourne, Newcastle , Port Alma, Sydney	CHN, FJI, JPN, KOR, NCL, TON, TWN, WSM
Hector *	SGP	6.0	General cargo	Dampier, Gove	IDN, SGP, THA
Priam *	SGP	5.3	General cargo	Gladstone, Newcastle	IDN, MYS, SGP, THA
Kathryn Bay	SGP	4.6	General cargo	Darwin	IDN, MYS, SGP, TLS
Scarlett Lucy *	SGP	4.2	General cargo	Brisbane	FJI, NCL, SLB, VUT
Rosslyn Bay *	BLZ	2.7	General cargo	Cairns, Mourilyan	IDN, MYS
Norfolk Guardian	TON	2.4	General cargo	Hobart, Yamba	NCL, NFK, NZL

continued

T6.2 Ships in the major international trading fleet, 2009–10 (Continued)

Name of vessel	Flag a	DWT ('000 tonnes)	Products b	Known Australian ports called	Known overseas countries visited a
Livestock carriers					
Maysora *	BHS	24.4	Livestock	Adelaide, Darwin, Fremantle, Portland	EGY, IDN, ISR, JOR, SAU, YEM
Torrens *	TON	9.2	Livestock	Darwin, Fremantle, Port Kembla, Portland	CHN, EGY, IDN, NZL, PAK, QAT, SGP, ZAF
Hereford Express	PHL	6.2	Livestock	Darwin, Fremantle, Wyndham	IDN, MYS, NZL, PHL
Kerry Express	PHL	3.9	Livestock	Darwin, Geraldton, Port Hedland	IDN, SGP
Norvantes *	SGP	2.1	Livestock	Cairns, Darwin, Karumba, Mourilyan	BRN, IDN
LNG tankers					
Northwest Seaeagle	BMU	67.0	LNG	Dampier	JPN
Northwest Sanderling	AUS	66.8	LNG	Dampier	JPN, SGP
Northwest Shearwater	BMU	66.8	LNG	Dampier	JPN, SGP
Northwest Sandpiper	AUS	66.7	LNG	Dampier	CHN, JPN, KOR
Northwest Stormpetrel	AUS	66.7	LNG	Dampier	JPN, SGP
LPG tankers					
Bougainville *	TON	4.9	LPG	Fremantle, Hastings , Port Kembla, Sydney	KEN, NCL, NZL, TON
Victoire *	PAN	3.9	LPG	Hastings , Port Kembla, Sydney	COK, FJI, NCL, NZL, PYF
Boral Gas *	VUT	2.1	LPG	Brisbane, Cairns, Devonport , Gladstone, Hastings , Hobart, Sydney	FJI, GUM, PHL, PNG, TON, VUT, WSM
Pacific Gas *	VUT	2.1	LPG	Brisbane, Cairns, Darwin, Gladstone, Hastings , Port Kembla, Sydney, Townsville	FJI, NCL, PNG, TON, USA, WSM
Tankers					
Samar Spirit *	BHS	98.6	Petroleum products	Dampier, Melbourne, Port Bonython, Sydney, Various Offshore Facilities	ARE, CHN, ECU, IDN, JPN, KOR, SGP, THA, USA, VNM
Botany Tribute *	PAN	12.3	Liquid bulk	Adelaide, Brisbane, Devonport , Fremantle, Melbourne, Sydney	ARG, BEL, BRA, COD, FRA, GBR, NGA, PAN, PYF, USA, ZAF

a See "Appendix: Trading regions and country codes" for full name of countries.
b The products carried by vessels in the trading fleet were derived based on industry knowledge.
* denotes that a vessel made coastal voyages in 2009–10, which indicates the vessel might have been occasionally involved in coastal trading.
Sources: LMIU (2011); and Shipping companies (various)—personal communications.

T6.3 Ships in the major coastal trading fleet, 2009–10[a]

Name of vessel	Flag a	DWT	Products b	Known Australian ports called	Known overseas countries visited a
		('000 tonnes)			
Bulk carriers					
RTM Wakmatha	GBR	90.3	Bauxite	Gladstone, Weipa	
River Embley	AUS	76.4	Bauxite	Gladstone, Newcastle, Weipa	
River Boyne	AUS	76.3	Bauxite	Gladstone, Weipa	
Endeavour River	AUS	75.1	Bauxite	Gladstone, Weipa	
Iron Chieftain	AUS	49.8	Iron ore, coal	Ardrossan , Brisbane, Gladstone, Port Kembla, Port Latta, Whyalla	
CSL Thevenard	AUS	40.7	Cement	Adelaide, Ardrossan , Brisbane, Devonport, Geelong, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	
Portland	AUS	36.6	Alumina	Adelaide, Bunbury, Fremantle, Geelong, Portland	
Stadacona#	BHS	31.7	Dry bulk	Adelaide, Brisbane, Geelong, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard, Townsville, Whyalla	CHN, NCL
Lindesay Clark	AUS	29.5	Alumina, fertiliser	Bunbury, Fremantle, Geelong, Port Lincoln, Portland	
Vigsnes	AUS	22.1	Metal concentrates	Adelaide, Burnie, Fremantle, Geelong, Hobart, Melbourne, Port Kembla, Port Pirie, Portland	
Goliath	AUS	15.5	Cement	Adelaide, Devonport, Melbourne, Newcastle, Sydney	
Accolade II	AUS	8.1	Limestone	Adelaide, Brisbane, Klein Point	
Ikuna#	TON	6.7	Coal, dry bulk	Adelaide, Ardrossan Bell Bay, Fremantle, Geelong, Hobart, Launceston, Melbourne, Newcastle, Port Kembla, Portland, Sydney, Wallaroo, Whyalla	NCL, NZL
Wunma	AUS	5.1	Metal concentrates	Karumba	
Aburri	AUS	3.3	Metal concentrates	Bing Bong	

continued

T6.3 Ships in the major coastal trading fleet, 2009–10 (Continued)

Name of vessel	Flag a	DWT ('000 tonnes)	Products b	Known Australian ports called	Known overseas countries visited a
General cargo ships					
Iron Monarch	AUS	14.9	General cargo	Hastings, Port Kembla	
Victorian Reliance	AUS	11.0	General cargo	Brisbane, Burnie, Melbourne	
Searoad Tamar	AUS	9.7	General cargo	Devonport, Melbourne, Newcastle, Sydney	
Tasmanian Achiever	AUS	7.6	General cargo	Burnie, Melbourne	
Spirit of Tasmania I	AUS	5.7	General cargo, passengers	Devonport, Melbourne, Sydney	
Spirit of Tasmania II	AUS	5.7	General cargo, passengers	Devonport, Melbourne	
Hakula#	TON	5.6	General cargo	Adelaide, Ardrossan, Brisbane, Fremantle, Hobart, Launceston, Melbourne, Newcastle, Port Kembla, Portland, Whyalla	FJI, IDN, MYS, NZL, SGP, VNM
Claudia I	AUS	5.1	General cargo	Port Kembla, Sydney	
Searoad Mersey	AUS	4.8	General cargo	Devonport , Melbourne	
Aurora Australis	AUS	3.9	General cargo	Hobart, Sydney	
Spirit of the Kimberley#	AUS	3.5	General cargo	Broome, Darwin, Fremantle	SGP
Trinity Bay	AUS	3.2	General cargo, passengers	Cairns, Thursday Island, Weipa	
Newcastle Bay#	AUS	2.6	General cargo	Cairns, Thursday Island, Weipa	PHL
Tankers					
Karratha Spirit	AUS	115.4	Crude oil	Dampier, Various Offshore Facilities	
Helix#	AUS	46.0	Petroleum products	Adelaide, Brisbane, Darwin, Devonport, Esperance, Fremantle, Geelong, Gove, Hobart, Melbourne, Milner Bay, Port Lincoln, Sydney, Townsville, Weipa	SGP
Palmerston#	AUS	43.0	Petroleum products	Albany , Brisbane, Gladstone, Mackay, Melbourne, Sydney, Townsville	NZL, SGP, TWN
Alexander Spirit#	BHS	40.1	Petroleum products	Brisbane, Cairns, Gladstone, Hobart, Mackay, Sydney, Townsville	SGP

a See "Appendix: Trading regions and country codes" for full name of countries.
b The products carried by vessels in the trading fleet were derived based on industry knowledge.
# denotes that a vessel made international voyages in 2009–10, which indicates that the vessel might have been occasionally involved in international trading.
Sources: LMIU (2011); and Shipping companies (various)—personal communications.

T6.4 Ships in the minor trading fleet, 2009–10[a]

Name of vessel	Flag a	DWT ('000 tonnes)
General cargo ships		
Pacific Discoverer	AUS	1.4
Kestrel Bay	AUS	1.2
Warrender	AUS	1.2
Morton Venture	AUS	0.8
Neptune Gale	HND	0.8
Yard No.270 Austal	BHS	0.7
Emu Bay	AUS	0.6
Island Trader	AUS	0.6
Queenscliff	AUS	0.5
Island Trader	AUS	0.4
Mirambeena	AUS	0.4
Sealion 2000	AUS	0.4
Sitka	TON	0.4
Spirit of Kangaroo Island	AUS	0.4
General cargo ships		
Matthew Flinders III	AUS	0.3
Sorrento	AUS	0.3
Southern Condor II	AUS	0.2
Kanimbla	AUS	0.1
Peninsula Princess	AUS	0.1
Livestock carriers		
Molunat	SGP	1.0
Tankers		
Anatolia Sea	MHL	2.0
Larcom	AUS	1.5
Amorena	AUS	1.0

a See "Appendix: Trading regions and country codes" for full name of countries.
Sources: LMIU (2011); and Shipping companies (various)—personal communications.

Explanatory notes

Data sources

International sea freight data was obtained from the Australian Bureau of Statistics. This is based on data collected by the Australian Customs Service.

Coastal freight figures have been derived from data supplied by port authorities for BITRE's annual coastal freight survey. Tonne-kilometre figures are calculated by applying port-to-port distances including pilotage (Australian Chamber of Shipping 1993) to total tonnages loaded or unloaded for each port pair. Where several alternative routes within Australia could reasonably be used, the shorter distance has been used.

Data on the use of coastal voyage permits is extracted from the system used to manage the application for and granting of permits, which is maintained by the Department of Infrastructure and Transport.

The vessel movement information used to report port activity is data obtained from Lloyd's Marine Intelligence Unit. This data is also used to compile the Australian trading fleet, in addition to information supplied by shipping companies, and assumptions made by BITRE based on industry knowledge.

Statistical issues

International sea freight

The scope and methodology used in the collation of international freight data (ABS 2011) has recently been revised. From 2008–09 data on the previous scope are no longer available. The major changes between the previous and revised data are:

- The addition of data previously excluded (primarily exports to Ship and aircraft stores);
- The extension of the period during which data for a particular quarter is collected—data is declared final 6 months after the end of the quarter rather than 5 months;
- The change from the ATFCC (Australian Transport Freight Commodity Classification) to SITC (Standard International Trade Classification) system for the classification of commodities; and
- The removal of vessel information such as service type (liner/non-liner) and vessel flag.

The first two of these changes result in data being included in the collection that was previously out of scope, and mean that figures obtained from data collected using the new scope and methodology are not comparable to previous figures (although they are similar, as shown in Table 1.1). The change in commodity classification creates further problems when comparing data before and after the change, as an exact concordance between ATFCC and SITC (or vice versa) is not possible. The lack of service type information prevents the publication of figures by service type.

Three years of historical data is provided for both the previous scope and the new scope for comparative purposes.

Coastal freight

Coastal statistics provided by port authorities on tonnages loaded and unloaded do not always balance. The most common reasons for this lack of consistency are:

- Port authorities record cargo as having been unloaded during the month the vessel arrives in port and cargo loaded against the month of the vessel's departure. Consequently, variations in the loaded and unloaded cargo totals will occur due to cargo being in transit during the financial year cut off period.
- A port authority's record of cargo loaded and unloaded is based on information provided by the ship's agents. The agent may provide only summary statistics for different types of cargo. The agent may also not know the true origin or destination of particular consignments, and may therefore record the last or next port of call respectively. This particularly applies to liquid and dry bulk commodities, where cargo may commonly originate from or be destined for multiple ports.
- In chapter 3, the destination of freight is as reported by the loading ports, except Table 3.7 which is based on information provided by unloading ports. This approach resulted in some anomalies. For example, some coastal freight was reported to be unloaded in Northern Territory (Table 3.3 - 3.5), whereas the Northern Territory ports did not report any unloading (Table 3.7) of freight.
- The commodity recorded by the agent may not be classified in the same way at the ports of loading and unloading. For example, gypsum loaded in South Australia is classified as fertiliser at New South Wales ports, and petroleum products are classified as kerosene in Cairns. Another example is that there is no coastal freight of commodity group "8-Miscellaneous manufactured articles" reported being discharged by Tasmanian ports (Table 3.9); however ports in other states/territories did report there were such type of coastal freights being shipped to Tasmania (Table 3.3).

BITRE has endeavoured to reconcile some of the above data problems as far as possible. Reconciliation was not attempted for many of the smaller shipments.

Coastal voyage permits

The data on coastal voyage permits has a different source to that of the coastal freight data. Differences in the way commodities are recorded between these two systems may result in inconsistencies in the comparative figures reported by commodity (Table 4.3).

Vessel movement data

Methodologies regarding analysis LMIU's data have been improved since the last report in this series. As a consequence, analysis of vessel activities in Table 1.5, Chapter 5 and Chapter 6 have been revised for the financial year 2008–09.

Coastal voyage permits

Part VI of the *Navigation Act 1912* requires vessels trading interstate on the Australian coast to be licensed or have a permit. Some trades have an exemption under the *Navigation Act 1912* mostly concerning the external territories, but there is also an exemption for cruise liners to carry passengers, except between Victoria and Tasmania.

An unlicensed ship may be granted a permit to trade on the Australian coast in the carriage of either cargo or passengers, where:

- there is no suitable licensed ship available for the shipping task; or
- the service carried out by licensed ships is inadequate; and
- it is considered to be desirable in the public interest that an unlicensed ship be allowed to undertake that shipping task.

Two kinds of permits are issued:

- a single voyage permit (SVP) is issued for a single voyage between designated ports for the carriage of a specified cargo or passengers; and
- a continuing voyage permit (CVP) is issued for a period of up to three months (up to December 2002 a CVP could be issued up to 6 months) and enables a vessel to carry specified cargo between nominated ports for that period.

Glossary

Australian trading fleet	The Australian trading fleet is defined here to include all vessels that have a gross tonnage (GT) greater than or equal to 150 GT which are used to transport cargo either domestically or internationally (to or from Australia) and which are owned or operated by Australian entities as at the end of the financial year. The fleet includes vessels that carry cargo and passengers, but does not include vessels that carry passengers only. The fleet excludes vessels which operated internationally without calling to Australian ports in the financial year, and also excludes non-Australian owned or operated vessels trading in Australian waters.
Coastal trading fleet	Vessels in the Australian trading fleet that have 80 per cent or more of their voyages call at an Australian port.
International trading fleet	Vessels in the Australian trading fleet that have more than 20 per cent of their voyages call at an overseas port.
Major trading fleet	Vessels in the Australian trading fleet that have a deadweight tonnage greater than or equal to 2000 tonnes.
Minor trading fleet	Vessels in the Australian trading fleet that have a deadweight tonnage less than 2000 tonnes.
Coastal voyage permit:	To transport cargo on the Australian coast a vessel must either be licensed or hold a permit. Being licensed requires that the vessel's crew are paid Australian wages while it is trading on the Australian coast. An unlicensed vessel may be granted a permit if there is inadequate service (or no service) offered by licensed vessels for that shipping task, and provided a public interest criteria is satisfied. Permits can be either cargo or passenger single voyage permits or cargo continuing voyage permits. See "Explanatory notes" for more details.
Continuing voyage permit (CVP)	Continuing voyage permits are issued for a period of up to three months and enable a vessel to carry specified cargo between specified ports for the duration of that period.
Single voyage permit (SVP)	Single voyage permits are issued for a single voyage between designated ports for the carriage of a specified cargo or passengers.

Deadweight tonnage (DWT)	A measure of total carrying capacity of a vessel in tonnes. It is calculated as the difference between the vessel's lightship (unloaded) and its loaded displacement. As such, it includes the weight of crew, passengers, fuel, water, and stores as well as cargo.
Gross tonnage (GT)	A quantity which serves as a measure of vessel size. It is a function of the volume of all the enclosed spaces of a vessel. Its precise definition is set out in IMO (1969). In July 1982 it became the standard measure of vessel size for new vessels and between 1982 and 1994 was progressively phased in for all older vessels. It is used as the basis for manning regulations, safety rules, and registration fees, and may also be used to calculate port dues.
NEC and NES	Abbreviations of "not elsewhere classified" and "not elsewhere specified" respectively. These abbreviations are commonly used in classification systems to indicate that a particular category includes all the elements from a higher-level category which are not specifically included in other categories at the same level. For example, Table 2.6 contains an entry for the commodity Gases, natural and manufactured NES which excludes LPG and LNG which are identified separately but includes all other natural and manufactured gases that fall under the higher-level category of Mineral fuels, lubricants, and related materials.
Tonne	Unless otherwise stated, in this publication "tonne" always means metric tonne (t), equal to one thousand kilograms.
Tonne-kilometres	A unit of measure of freight. For maritime freight it is calculated as the product of the total net weight of freight transported (in tonnes) and the sea route distance it is carried (in kilometres), including pilotage.
Transhipped cargo	Transhipped cargo refers to cargo that is unloaded at a port other than its final destination in order to be loaded onto a different vessel for the remainder of its journey. International cargo with a foreign origin and destination is sometimes transhipped through Australian ports.
Twenty-foot equivalent unit (TEU):	Often abbreviated to "TEU", it is a unit used to measure containerised freight. It is calculated by converting the various sizes of container to an equivalent number of twenty-foot containers. For example, one 40-foot container is 2 TEU, and one 48-foot container is 2.4 TEU.

APPENDIX
Trading regions and country codes

Trading region	Country/area names (Country/area code)		
Africa	Algeria (DZA)	Angola (AGO)	Benin (BEN)
	Botswana (BWA)	British Indian Ocean Territory (IOT)	Burkina Faso (BFA)
	Burundi (BDI)	Cameroon (CMR)	Canary Islands (CNI)
	Cape Verde (CPV)	Central African Republic (CAF)	Chad (TCD)
	Comoros (COM)	Congo, Democratic Republic of (COD)	Congo, Republic of (COG)
	Côte d'Ivoire (CIV)	Djibouti (DJI)	Egypt (EGY)
	Equatorial Guinea (GNQ)	Eritrea (ERI)	Ethiopia (ETH)
	Gabon (GAB)	Gambia (GMB)	Ghana (GHA)
	Guinea (GIN)	Guinea-Bissau (GNB)	Kenya (KEN)
	Lesotho (LSO)	Liberia (LBR)	Libya (LBY)
	Madagascar (MDG)	Malawi (MWI)	Mali (MLI)
	Mauritania (MRT)	Mauritius (MUS)	Morocco (MAR)
	Mozambique (MOZ)	Namibia (NAM)	Niger (NER)
	Nigeria (NGA)	Réunion (REU)	Rwanda (RWA)
	Sao Tomé and Principe (STP)	Senegal (SEN)	Seychelles (SYC)
	Sierra Leone (SLE)	Somalia (SOM)	South Africa (ZAF)
	St. Helena (SHN)	Sudan (SDN)	Swaziland (SWZ)
	Tanzania (TZA)	Togo (TGO)	Tunisia (TUN)
	Uganda (UGA)	Western Sahara (ESH)	Zimbabwe (ZWE)
Europe	Albania (ALB)	Austria (AUT)	Belarus (BLR)
	Belgium (BEL)	Bosnia and Herzegovina (BIH)	Bulgaria (BGR)
	Croatia (HRV)	Cyprus (CYP)	Czech Republic (CZE)
	Denmark (DNK)	Estonia (EST)	Finland (FIN)
	France (FRA)	Germany (DEU)	Gibraltar (GIB)
	Greece (GRC)	Hungary (HUN)	Iceland (ISL)
	Ireland (IRL)	Italy (ITA)	Kosovo [#]
	Latvia (LVA)	Lithuania (LTU)	Macedonia (MKD)
	Malta (MLT)	Moldova (MDA)	Montenegro (MNE)
	Netherlands (NLD)	Norway (NOR)	Poland (POL)

continued

Trading region	Country/area names (Country/area code)		
Europe	Portugal (PRT)	Romania (ROU)	Russian Federation (RUS)
	Serbia (SRB)	Slovak Republic (SVK)	Slovenia (SVN)
	Spain (ESP)	Sweden (SWE)	Switzerland (CHE)
	Ukraine (UKR)	United Kingdom (GBR)	
East Asia	China, People's Republic of (CHN)	Hong Kong, SAR of China (HKG)	Macau, SAR of China (MAC)
	Mongolia (MCO)	Taiwan (TWN)	
South Asia	Afghanistan (AFG)	Armenia (ARM)	Azerbaijan (AZE)
	Bangladesh (BGD)	Bhutan (BTN)	Georgia (GEO)
	India (IND)	Kazakhstan (KAZ)	Kyrgyzstan (KGZ)
	Maldives (MDV)	Nepal (NPL)	Pakistan (PAK)
	Sri Lanka (LKA)	Tajikistan (TJK)	Turkmenistan (TKM)
	Uzbekistan (UZB)		
Japan and North Asia	Japan (JPN)	Korea, Democratic People's Republic of (PRK)	Korea, Republic of (KOR)
South East Asia	Brunei (BRN)	Burma/Myanmar (MMR)	Cambodia (KHM)
	Indonesia (IDN)	Laos (LAO)	Malaysia (MYS)
	Philippines (PHL)	Singapore (SGP)	Thailand (THA)
	Vietnam (VNM)	Timor-Leste (TLS)	
Middle East	Bahrain (BHR)	Iran (IRN)	Iraq (IRQ)
	Israel (ISR)	Jordan (JOR)	Kuwait (KWT)
	Lebanon (LBN)	Oman (OMN)	Palestine (PSE)
	Qatar (QAT)	Saudi Arabia (SAU)	Syria (SYR)
	Turkey (TUR)	United Arab Emirates (ARE)	Yemen (YEM)
New Zealand	New Zealand (NZL)		
North and Central America	Anguilla (AIA)	Antigua and Barbuda (ATG)	Bahamas (BHS)
	Barbados (BRB)	Belize (BLZ)	Bermuda (BMU)
	Canada (CAN)	Cayman Islands (CYM)	Costa Rica (CRI)
	Cuba (CUB)	Dominica (DMA)	Dominican Republic (DOM)
	El Salvador (SLV)	French Antilles #	Grenada (GRD)
	Guatemala (GTM)	Haiti (HTI)	Honduras (HND)
	Jamaica (JAM)	Johnston and Sand Island #	Mexico (MEX)
	Midway Islands #	Montserrat (MSR)	Netherlands Antilles (ANT)

continued

Trading region	Country/area names (Country/area code)		
North and Central America	Nicaragua (NIC)	Panama (PAN)	Panama Canal Zone #
	Puerto Rico (PRI)	St. Kitts and Nevis (KNA)	St. Lucia (LCA)
	St. Pierre and Miquelon (SPM)	St. Vincent and Grenadines (VCT)	Trinidad and Tobago (TTO)
	Turks and Caicos Islands (TCA)	United States of America (USA)	Virgin Islands, British (VGB)
	Virgin Islands, U.S. (VIR)		
South America	Argentina (ARG)	Bolivia (BOL)	Brazil (BRA)
	Chile (CHL)	Columbia (COL)	Ecuador (ECU)
	Falkland Islands (FLK)	French Guiana (GUF)	Guyana (GUY)
	Paraguay (PRY)	Peru (PER)	Suriname (SUR)
	Uruguay (URY)	Venezuela (VEN)	
Pacific Islands and Papua New Guinea	American Samoa (ASM)	Australian Antarctic Territory #	Cook Islands (COK)
	Fiji (FJI)	French Polynesia (PYF)	French South Antarctic Territory (ATF)
	Guam (GUM)	Kiribati (KIR)	Marshall Islands (MHL)
	Micronesia (FSM)	Nauru (NRU)	New Caledonia (NCL)
	Niue (NIU)	Norfolk Island (NFK)	Northern Mariana Islands (MNP)
	Palau (PLW)	Papua New Guinea (PNG)	Pitcairn Island (PCN)
	Ross Dependency #	Samoa (WSM)	Solomon Islands (SLB)
	Tokelau (TKL)	Tonga (TON)	Tuvalu (TUV)
	Vanuatu (VUT)	Wake Island #	Wallis and Futuna Islands (WLF)
Rest of world	Australian fishing zone #	Christmas Island (CXR)	Cocos (Keeling) Islands (CCK)
	Country not available #	International waters #	Ship and aircraft stores #

# Indicates that the country/area code is not available.

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