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Australian sea freight 2012–13

Bureau of Infrastructure, Transport and Regional Economics

**Statistical report
Australian sea freight 2012–13**

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Foreword

This is the latest in a series of Bureau of Infrastructure, Transport and Regional Economics (BITRE) reports that provide information on Australian sea freight movements, vessel activity, the use of coastal voyage permits and licences, and the size and composition of the Australian trading fleet. This report contains statistics on maritime freight and shipping activities in Australia from 2003–04 to 2012–13.

The publication was prepared in the Infrastructure and Surface Transport Statistics Section by Simon O'Mahony. Mark Cregan undertook the BITRE annual survey of Australian ports with respect to coastal sea freight. To learn more about these statistics, or related publications, please phone (02) 6274 7339 or e-mail data.team@infrastructure.gov.au.

Gary Dolman
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September 2014

Data updates and changes — Australian Sea Freight 2012–13

The following revisions have been made to Australian Sea Freight 2012–13 since it was released in September 2014.

Chapter 2 – Coastal Freight

Minor revisions to coastal freight loaded and unloaded estimates. Overall long term (5 year) trends remain the same.

Chapter 3 – Coastal trading under permit and licence

Table 3.1 structure changed and new text added to page 36. Minor changes to data in Table 3.2 and Table 3.5 due to revised coastal freight estimates.

Chapter 4 – Australian port activity

Small changes to total throughput estimates due to revised coastal freight volumes.

Chapter 5 – Australian trading fleet

Revised Australian trading fleet information due to missing and misclassified vessels for some years.

At a glance

In 2012–13, a total of 1 270.6 million tonnes of cargo moved across Australian wharves. This represented an 8.8 per cent increase on the previous financial year. The average annual growth over the five-year period since 2007–08 was 7.0 per cent.

International exports represented 84.2 per cent of this cargo, while international imports and coastal freight (includes loaded and discharged coastal cargo) represented 7.8 and 8.0 per cent, respectively.

International exports and imports by sea

Total international cargo handled by Australian ports decreased 3.1 per cent, by value, and increased 9.5 per cent, by weight, between 2011–12 and 2012–13. Over the five-year term since 2007–08, the average annual growth was 7.2 and 8.1 per cent for the total value and total weight of international cargo, respectively.

In 2012–13, Australia's exports by sea were \$221.3 billion, a 6.3 per cent decrease on 2011–12 and an average annual growth of 7.2 per cent over the five years to 2012–13. The weight of exports increased from 2011–12 by 10.0 per cent to 1 070.2 million tonnes, and the average annual growth over the last five years was 8.5 per cent.

Australia's imports by sea were 99.0 million tonnes worth \$184.4 billion in 2012–13. The value of imports increased 1.2 per cent between 2011–12 and 2012–13 and increased 3.3 per cent per annum over the last five years. The weight of imports increased 4.3 per cent from 2011–12 and the average annual growth was 3.8 per cent over the last five years.

Coastal freight

Australian ports handled 101.5 million tonnes of coastal freight during 2012–13, a 1.9 per cent increase on 2011–12 and an average annual decline of 2.2 per cent over the five years to 2012–13. Measured in tonne-kilometre terms (tonnes of cargo loaded times the distance shipped), the freight task of loaded coastal cargo was 104.4 billion tonne-kilometres, as compared to 103.0 billion tonne-kilometres one year ago and 121.9 billion tonne-kilometres five years ago.

Coastal trading licences

In 2012–13, temporary coastal trading licences were used on 1 627 voyages by foreign flagged vessels to move domestic freight. The total tonnage carried under temporary licences was 9.9 million tonnes, which represented 19.4 per cent of all loaded coastal freight. 50 081 TEUs were moved under temporary licences.

The freight task performed under temporary licences was 25.8 billion tonne-kilometres, accounting for 24.7 per cent of the coastal freight tasks. 2012–13 was the first year temporary coastal trading licences were used.

Vessel activities

5 016 uniquely identified cargo ships made a total of 38 073 port calls at Australian ports in 2012–13. These included 4 921 cargo ships which made 13 936 voyages to Australian waters from overseas ports.

Over the five years to 2012–13, the total port calls by cargo ships increased by 9.5 per cent per annum, while port calls by cargo ships from overseas increased by 5.6 per cent per annum. Similarly, the total number of unique cargo ships calling at Australian ports, and cargo ships calling at Australian ports from overseas, each increased by 6.8 and 6.9 per cent per annum from 2007–08, respectively.

Australian trading fleet

In 2012–13, there were 103 vessels in the Australia trading fleet, with a total deadweight tonnage of 3.9 million tonnes and total gross tonnage of 2.9 million tonnes. The total deadweight tonnage and gross tonnage increased 1.8 and 1.5 per cent per annum over the last five years, respectively.

The average age of vessels in the trading fleet was 15.3 years in 2012–13, compared to 16.1 years in 2011–12 and 16.7 years five years ago.

Acknowledgements

BITRE gratefully acknowledge the assistance given by staff of the various port authorities and companies in the production of this report. In particular, we would like to thank the following organisations:

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Botany Bay Shipping Group	Mackay Port Authority
Broome Port Authority	Melbourne Port Corporation
Bruny Island Ferry Company Pty Ltd	Neptune Pacific Line
Bunbury Port Authority	Newcastle Port Corporation
Bundaberg Port Authority	Ord River District Cooperative Wyndham
Burnie Port Corporation	Port Hedland Port Authority
Cairns Port Authority	Port Kembla Port Corporation
Christmas & Cocos (Keeling) Islands Port Authority	Port of Brisbane Corporation
Dampier Port Authority	Port of Devonport Corporation
Darwin Port Corporation	Port of Launceston Pty Ltd
Esperance Port Authority	Port of Portland Pty Ltd
Fremantle Port Authority	Ports Corporation of Queensland
Geelong Port Authority	Ports Corporation of South Australia
Geraldton Port Authority	Sydney Ports Corporation
Gippsland Ports Committee of Management	Toll Westernport
Gladstone Port Authority	Townsville Port Authority
Hobart Ports Corporation Pty Ltd	Waterways Authority (NSW)
Inco Ships Pty Ltd	

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CHAPTER I

International sea freight

Overview

This chapter shows data about Australia's international exports and imports by sea from 2003–04 to 2012–13. The value and weight of exports and imports by Australian state/territory, major Australian ports, and by different trading regions and major trading partner countries are reported. Commodity types of exports and imports are also detailed in this chapter.

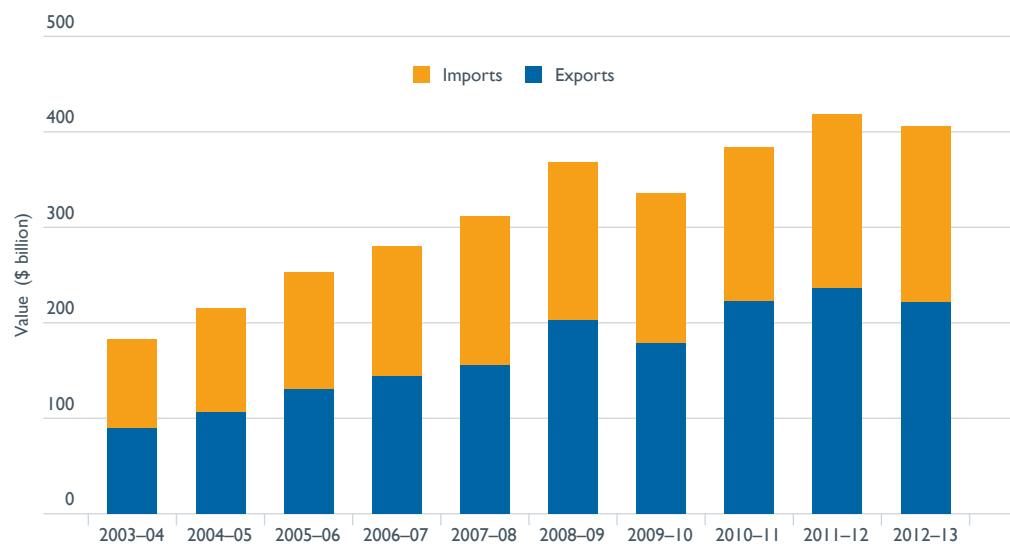
Data source

International sea freight data were obtained from the Australian Bureau of Statistics. It is based on data collected by the Australian Customs Service. The scope of data supplied to BITRE and the methodology used by ABS was revised in 2005–06. 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 are now declared final 6 months after the end of the quarter rather than the 5 months that applied prior to 2005–06;
- The change from the Australian Transport Freight Commodity Classification (ATFCC) to Standard International Trade Classification (SITC) system for the classification of commodities; and
- The removal of vessel information such as service type (liner/non-liner) and vessel flag.

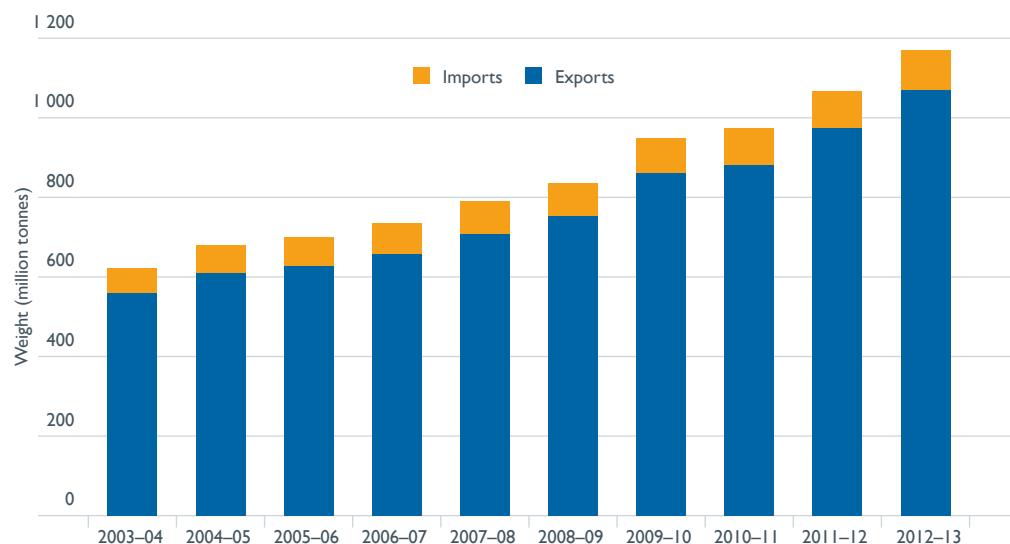
The first two of these changes result in data being included in the collection that was previously out of scope, and mean that figures obtained from data collected using the new scope and methodology are not comparable to previous figures (although they are similar, and generally, according to data compiled under both methodologies for financial years from 2005–06 to 2007–08, the revision resulted in only a small increase ranging from 1.6 to 2.6 per cent in total value of international exports and imports, and 0.1 to 0.4 per cent in total weight of international exports and imports). The change in commodity classification creates further problems when comparing data from before and after the change, as an exact concordance between ATFCC and SITC (or vice versa) is not possible.

Figure 1.1 Value of Australia's international sea freight



Source: ABS (2014).

Figure 1.2 Weight of Australia's international sea freight



Source: ABS (2014).

Table I.1 Value of Australia's international sea freight, by Australian state/territory of origin and final destination

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Foreign origin ^b	Total
Exports – Australian state/territory as origin (\$ billion)										
2003–04	15.9	15.2	19.3	6.8	25.1	2.0	1.7	0.3	3.0	89.3
2004–05	19.1	15.4	25.4	6.9	31.3	2.4	2.0	0.5	3.3	106.3
2005–06	22.1	15.8	34.5	8.3	39.0	2.7	2.5	0.7	5.4	130.9
2006–07	22.8	16.6	34.5	8.2	48.5	3.5	3.9	0.8	5.7	144.4
2007–08	24.4	17.1	34.3	9.6	55.3	3.4	4.4	0.9	6.2	155.7
2008–09	33.5	16.8	55.5	8.7	67.9	3.2	6.1	0.8	9.9	202.3
2009–10	26.4	15.0	42.2	7.4	68.0	2.7	5.1	0.6	11.6	178.9
2010–11	31.4	16.4	48.3	10.6	96.9	2.9	5.4	0.4	10.4	222.6
2011–12	35.0	18.2	51.7	10.8	102.8	2.9	5.2	0.5	9.1	236.2
2012–13	32.0	18.3	43.1	10.1	98.3	2.7	6.0	0.2	10.6	221.3
Average per cent change (%)										
1 year	-8.5	0.6	-16.6	-7.0	-4.3	-5.0	13.8	-66.7	16.7	-6.3
5 years	4.8	2.0	3.1	3.7	13.6	-3.7	3.2	-24.3	6.9	7.2
Imports – Australian state/territory as final destination (\$ billion)										
2003–04	32.5	31.8	14.8	4.5	8.4	0.5	0.9	0.0	0.0	93.5
2004–05	36.3	35.5	18.5	5.3	11.3	0.7	1.4	0.0	0.0	108.9
2005–06	39.8	38.6	22.1	5.5	14.0	0.5	1.8	0.0	0.0	122.2
2006–07	42.8	41.3	23.8	5.8	18.3	0.7	3.1	0.0	0.0	135.7
2007–08	48.4	46.5	28.2	6.5	22.2	0.7	3.2	0.0	0.0	155.7
2008–09	49.6	48.2	29.0	6.2	27.0	1.0	5.1	0.0	0.0	166.0
2009–10	47.7	44.6	27.2	5.8	26.9	0.8	3.9	0.0	0.0	156.9
2010–11	51.0	48.3	28.8	5.9	22.5	0.6	3.7	0.0	0.0	160.9
2011–12	54.5	50.4	35.9	6.6	29.7	1.0	4.1	0.0	0.0	182.2
2012–13	54.1	50.3	38.6	6.4	29.0	0.7	5.2	0.0	0.0	184.4
Average per cent change (%)										
1 year	-0.8	-0.1	7.6	-3.6	-2.3	-26.6	25.7			1.2
5 years	2.6	1.8	6.7	0.2	4.2	-1.4	5.3			3.3

a "Other" includes state/territory not clearly specified, or state/territory confidentialised by ABS because indicating the state/territory 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, or per cent changes are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Source: ABS (2014).

Table 1.2 Weight of Australia's international sea freight, by Australian state/territory of origin and final destination

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Foreign origin ^b	Total
Exports – Australian state/territory as origin (million tonnes)										
2003–04	95.9	13.9	155.6	9.2	267.1	7.7	6.9	1.4	0.6	558.3
2004–05	99.3	12.9	167.4	8.9	305.9	7.3	6.8	1.6	0.5	610.6
2005–06	104.0	12.6	166.3	10.1	316.8	6.8	7.2	1.8	0.8	626.4
2006–07	104.0	11.1	175.7	8.4	338.2	6.9	10.1	1.8	0.9	657.1
2007–08	111.6	11.1	178.5	10.1	374.2	7.7	10.4	2.3	0.9	706.9
2008–09	114.9	10.3	184.7	12.5	408.4	6.8	11.6	2.1	2.0	753.2
2009–10	123.0	11.3	207.8	14.0	482.5	6.4	13.8	1.8	1.3	861.9
2010–11	137.1	14.1	188.9	18.5	501.1	5.9	13.0	1.3	1.4	881.3
2011–12	153.7	18.0	196.6	21.1	563.5	4.7	12.7	1.6	1.4	973.2
2012–13	172.0	17.6	213.5	20.0	625.7	4.4	14.9	0.6	1.5	1 070.2
Average per cent change (%)										
1 year	11.9	-1.9	8.6	-5.5	11.0	-6.4	17.6	-61.2	10.9	10.0
5 years	9.4	12.7	2.9	16.2	10.8	-10.9	5.9	-19.7	4.8	8.5
Imports – Australian state/territory as final destination (million tonnes)										
2003–04	16.8	15.5	16.6	2.7	10.5	0.7	1.5	0.0	0.0	64.2
2004–05	17.5	16.7	17.9	2.9	11.8	1.0	2.2	0.0	0.0	69.9
2005–06	18.2	17.4	18.9	3.2	11.4	0.6	3.0	0.0	0.0	72.7
2006–07	18.7	17.0	19.3	3.5	12.2	0.6	6.4	0.0	0.0	77.8
2007–08	20.2	18.8	20.6	3.5	14.3	0.8	6.5	0.0	0.0	84.6
2008–09	18.1	17.4	20.2	3.1	14.6	0.7	7.5	0.0	0.0	81.6
2009–10	19.3	17.9	22.1	3.1	15.7	0.7	6.8	0.0	0.0	85.7
2010–11	21.5	20.2	23.4	2.9	16.3	0.6	7.3	0.0	0.0	92.1
2011–12	21.0	19.8	25.0	3.1	18.4	0.6	6.9	0.0	0.0	94.9
2012–13	20.0	20.7	27.3	3.2	19.2	0.7	7.9	0.0	0.0	99.0
Average per cent change (%)										
1 year	-2.4	-1.9	6.8	8.2	13.5	1.4	-4.3			3.0
5 years	2.4	2.9	5.2	-2.8	7.4	-2.2	1.9			3.8

a "Other" includes state/territory not clearly specified, or state/territory confidentialised by ABS because indicating the state/territory 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, or per cent changes are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Source: ABS (2014).

Table I.3 Top ten ports with the highest value of Australia's international sea freight

Financial year	Dampier	Port Hedland	Melbourne	Newcastle	Hay Point	Brisbane	Fremantle	Sydney	Gladstone	Adelaide	All ports ^a
Exports											
2003–04	8.4	2.5	17.0	4.4	4.5	7.6	7.9	8.7	3.6	4.7	89.3
2004–05	11.5	3.7	18.2	6.0	7.4	8.7	9.4	4.7	4.4	106.3	
2005–06	14.1	5.8	19.3	7.1	11.3	9.3	9.4	10.4	7.4	5.1	130.9
2006–07	15.5	6.8	21.1	6.6	10.4	12.3	11.4	6.7	4.9	144.4	
2007–08	19.8	8.7	21.0	8.4	9.4	10.2	11.7	11.3	7.1	6.2	155.7
2008–09	25.7	16.7	20.7	16.2	22.1	11.2	10.1	11.2	14.7	5.7	202.3
2009–10	27.5	16.5	18.3	11.5	15.7	9.7	9.9	10.2	8.8	4.5	178.9
2010–11	36.6	27.4	19.8	14.1	18.4	10.5	11.0	10.8	10.5	5.9	222.6
2011–12	37.3	30.9	20.0	16.3	18.1	12.7	10.4	11.0	12.2	6.8	236.2
2012–13	36.8	29.8	19.9	15.2	14.0	12.6	10.8	10.1	8.8	7.4	221.3
Average per cent change											
1 year	-1.4	-3.6	-0.5	-6.8	-22.2	-0.6	3.7	-8.6	-27.7	8.4	-6.3
5 years	13.7	27.6	-0.8	9.5	4.6	4.4	-0.6	-1.6	1.9	5.0	7.2
Imports											
2003–04	32.0	32.6	12.7	7.8	0.2	2.4	2.0	0.7	0.3	0.7	93.5
2004–05	35.4	36.3	15.8	9.4	0.4	2.6	2.7	1.1	1.1	0.8	108.9
2005–06	37.2	39.8	18.2	10.8	0.3	3.2	3.3	1.1	1.8	1.0	122.2
2006–07	40.1	42.9	20.6	12.5	0.4	3.4	3.4	2.4	2.5	1.1	135.7
2007–08	44.1	46.5	23.4	14.9	2.7	4.1	4.1	2.7	3.6	1.7	155.7
2008–09	46.3	45.7	22.6	16.5	4.8	3.9	4.1	4.5	5.2	1.7	166.0
2009–10	43.2	41.4	21.2	14.4	7.6	4.0	3.5	3.1	8.1	2.1	156.9
2010–11	45.6	44.0	23.0	16.0	7.7	3.8	4.4	3.3	3.2	1.7	160.9
2011–12	48.0	45.7	28.4	20.2	8.7	4.4	4.5	3.5	5.3	2.5	182.2
2012–13	47.5	45.6	29.1	20.1	8.5	4.8	4.7	4.0	3.0	2.8	184.4
Average per cent change											
1 year	-1.1	-0.2	2.4	-0.6	-2.4	7.5	4.2	15.6	-43.7	13.5	1.2
5 years	1.5	-0.1	5.4	6.5	23.8	3.3	3.7	3.5	-5.3	10.7	3.3

^a "All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are Australian ports with the highest value of Australia's international exports or imports summed over ten years. The ports are sorted in descending order by the value for the most recent financial year with the port ranked the first on the left. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Table 1.4 Top ten ports with the largest weight of Australia's international sea freight

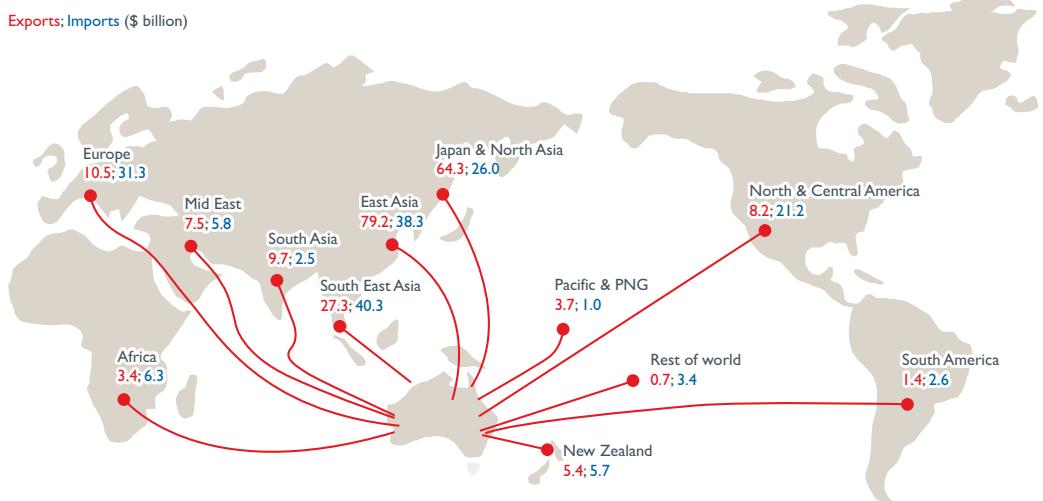
Financial year	Port	Hedland	Dampier	Newcastle	Hay Point	Walcott	Gladstone	Port Kembla	Abbot Point	Brisbane	Fremantle	All ports ^a
Exports												
2003–04	85.0	100.2	79.3	78.0	43.9	44.6	10.4	11.8	8.4	11.1	558.3	
2004–05	103.6	103.2	80.8	84.8	56.4	46.2	12.2	12.3	9.2	11.7	610.6	
2005–06	105.9	110.2	82.8	80.3	55.2	48.5	14.0	12.0	10.2	12.2	626.4	
2006–07	106.8	125.7	82.5	86.4	53.9	54.7	13.9	11.2	9.3	10.3	657.1	
2007–08	125.5	136.8	89.9	80.3	56.4	56.8	14.3	12.4	11.2	10.3	706.9	
2008–09	154.9	140.1	92.2	82.0	56.9	59.4	15.3	14.8	13.0	11.9	753.2	
2009–10	172.7	168.9	99.5	99.3	78.7	63.3	16.1	16.9	12.6	12.4	861.9	
2010–11	191.8	165.6	111.4	87.8	80.9	55.9	18.0	15.0	12.8	10.6	881.3	
2011–12	240.2	173.1	125.5	83.3	81.8	62.8	19.5	13.6	16.2	12.3	973.2	
2012–13	283.0	180.0	145.8	96.4	84.8	62.2	17.6	17.5	16.4	15.9	1 070.2	
Average per cent change												
1 year	17.8	4.0	16.2	15.7	3.8	-1.0	-9.8	28.8	1.8	29.1	10.0	
5 years	17.0	5.8	10.4	2.4	9.4	1.4	5.5	4.0	7.7	6.3	8.5	
Imports												
2003–04	13.7	10.1	9.8	8.4	5.4	0.6	4.5	1.1	1.9	2.2	64.2	
2004–05	14.2	10.9	11.0	9.2	5.9	1.1	4.4	1.6	2.0	2.3	69.9	
2005–06	15.4	10.8	11.2	8.4	6.1	1.9	4.7	2.2	2.2	1.9	72.7	
2006–07	15.7	12.0	12.2	9.0	5.1	5.2	4.1	2.1	2.2	2.2	77.8	
2007–08	17.1	12.5	13.5	9.9	5.4	5.3	4.4	2.2	2.4	2.4	84.6	
2008–09	15.4	12.3	12.3	10.0	5.2	6.1	4.1	2.6	2.2	2.1	81.6	
2009–10	16.1	13.3	12.5	10.4	5.4	5.3	5.0	2.4	2.3	2.7	85.7	
2010–11	17.7	14.2	13.5	11.4	6.5	5.9	5.1	2.6	2.0	3.1	92.1	
2011–12	17.7	14.7	14.2	12.1	5.6	5.4	3.2	2.2	1.9	1.9	94.9	
2012–13	17.4	15.8	14.0	12.4	6.5	6.3	5.8	3.6	2.5	1.5	99.0	
Average per cent change												
1 year	-1.4	6.9	-1.3	3.1	12.7	17.4	7.2	12.7	9.2	-22.5	4.3	
5 years	1.7	5.1	2.0	5.3	9.9	1.8	6.8	9.9	0.3	-6.7	3.8	

^a "All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are Australian ports with the largest weight of Australia's international exports or imports summed over recent ten years. The ports are sorted in descending order by the weight for the most recent financial year with the port ranked the first on the left. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: ABS (2014).

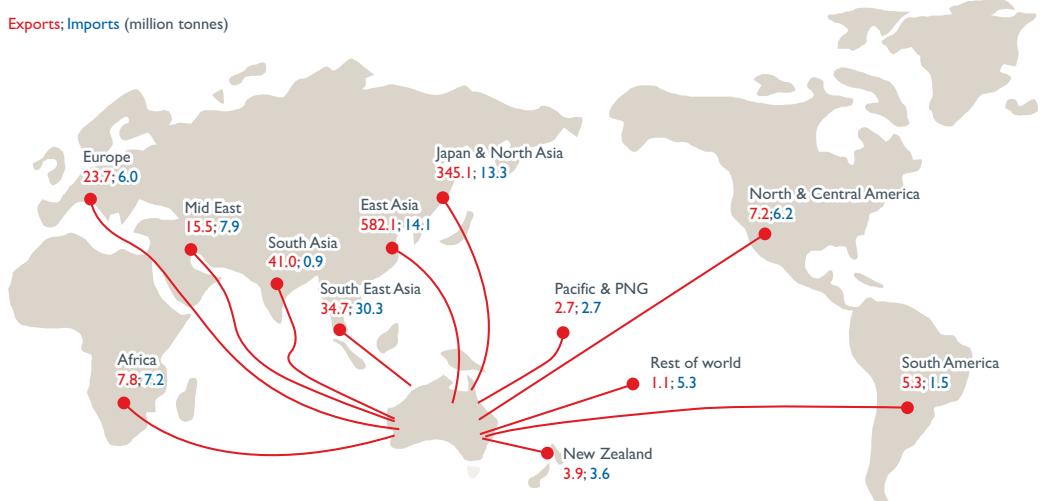
Figure 1.3 Value of Australia's international sea freight by trading region of final destination or origin, 2012–13



Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.
"PNG" stands for "Papua New Guinea".

Source: ABS (2014).

Figure 1.4 Weight of Australia's international sea freight by trading region of final destination or origin, 2012–13



Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.
"PNG" stands for "Papua New Guinea".

Source: ABS (2014).

Table 1.5 Value of Australia's international sea freight, by trading region of final destination or origin

	Financial year	Africa	East Asia	Europe	Japan & North Asia	Middle East	New Zealand	North & Central America	Pacific Islands & PNG ^a	South America	South Asia	East Asia	South of world	Total
Exports – region of final destination														
2003–04	3.0	14.8	8.9	26.1	5.1	5.7	9.6	1.7	0.8	2.7	10.2	0.7	89.3	
2004–05	2.8	18.9	10.4	33.2	5.0	6.7	9.9	1.0	3.8	12.0	0.7	106.3		
2005–06	3.4	25.1	13.1	41.3	5.8	6.6	10.1	2.4	1.4	5.0	15.5	1.1	130.9	
2006–07	3.4	30.2	15.2	44.4	5.8	7.4	10.3	2.3	1.3	5.9	17.0	1.2	144.4	
2007–08	3.0	34.4	14.7	48.0	6.8	7.5	10.3	2.6	1.4	6.1	19.6	1.3	155.7	
2008–09	3.7	48.4	14.7	70.8	7.8	6.2	10.7	2.5	2.2	10.9	23.2	1.3	202.3	
2009–10	3.2	53.8	9.8	52.0	5.6	6.3	8.4	2.8	1.9	10.2	23.8	1.4	178.9	
2010–11	3.6	73.5	12.8	68.0	6.4	5.5	8.2	3.0	2.3	12.6	25.6	1.2	222.6	
2011–12	3.9	81.3	13.5	71.9	6.8	5.8	9.1	3.3	2.2	11.3	26.1	1.0	236.2	
2012–13	3.4	79.2	10.5	64.3	7.5	5.4	8.2	3.7	1.4	9.7	27.3	0.7	221.3	
Average per cent change														
1 year	-14.0	-2.6	-22.5	-10.6	102	-6.2	-10.3	4.7	-37.0	-14.0	4.5	-33.4	-6.3	
5 years	2.6	18.9	-4.6	5.2	0.6	-5.5	-4.7	8.1	0.5	8.0	6.1	-11.8	7.2	
Imports – region of origin														
2003–04	1.3	15.8	20.9	17.6	24	3.9	124	0.7	0.9	1.0	16.1	0.5	93.5	
2004–05	1.6	19.2	23.0	19.4	35	42	135	1.1	1.0	1.2	20.9	0.5	108.9	
2005–06	1.8	22.4	23.9	20.7	33	43	142	1.6	1.1	1.2	27.2	0.6	122.2	
2006–07	1.8	26.1	26.4	21.4	40	45	155	1.6	1.4	1.3	30.4	1.4	135.7	
2007–08	1.8	28.8	30.4	23.2	51	5.8	16.3	1.8	1.7	1.5	37.9	1.4	155.7	
2008–09	1.7	36.1	33.0	22.0	4.9	5.7	18.0	1.2	2.0	2.1	36.5	2.7	166.0	
2009–10	2.2	31.8	29.6	24.4	46	5.7	15.2	1.2	2.1	1.9	36.1	2.1	156.9	
2010–11	4.7	35.1	27.1	22.3	5.3	6.0	16.4	1.4	2.1	2.2	35.5	2.6	160.9	
2011–12	5.8	36.9	30.7	27.6	6.1	6.2	21.5	1.5	2.6	2.5	38.2	2.6	182.2	
2012–13	6.3	38.3	31.3	26.0	5.8	5.7	21.2	1.0	2.6	2.5	40.3	3.4	184.4	
Average per cent change														
1 year	8.1	3.6	2.0	-6.0	-5.0	-8.0	-1.7	-34.1	1.5	-1.9	5.7	33.8	1.2	
5 years	35.8	4.7	-0.5	3.4	4.3	0.5	5.7	-6.3	8.5	9.0	1.3	13.8	3.3	

^a "PNG" stands for "Papua New Guinea".

Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.

Source: ABS (2014).

Table I.6 Weight of Australia's international sea freight, by trading region of final destination or origin

Financial year	Africa	East Asia	Europe	Japan & North Asia	Middle East	New Zealand	North & Central America (million tonnes)	Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
Exports – region of final destination													
2003–04	9.4	123.3	55.6	286.6	11.8	5.1	12.2	2.1	9.1	19.3	22.0	1.6	558.3
2004–05	8.2	165.2	51.9	295.4	11.6	6.1	12.9	2.0	8.5	23.7	23.7	1.7	610.6
2005–06	9.3	191.9	47.8	289.1	10.8	5.4	13.9	2.4	8.0	21.4	24.3	2.3	626.4
2006–07	6.9	210.4	48.0	299.3	8.2	5.6	12.3	2.1	8.4	25.6	28.1	2.2	657.1
2007–08	6.0	249.8	43.2	317.8	9.3	5.3	8.3	2.0	8.6	29.0	24.9	2.8	706.9
2008–09	6.2	330.4	30.2	293.2	12.0	4.1	8.7	1.7	5.7	30.2	28.1	2.6	753.2
2009–10	6.3	405.8	23.8	324.7	9.5	4.0	9.1	2.1	7.5	39.1	27.5	2.4	861.9
2010–11	6.4	415.2	26.9	326.8	11.2	3.7	7.0	2.4	7.6	38.7	33.5	1.9	881.3
2011–12	7.4	494.1	27.5	334.3	13.6	4.0	9.1	2.4	5.9	36.1	36.8	2.1	973.2
2012–13	7.8	582.1	23.7	345.1	5.5	3.9	7.2	2.7	5.3	41.0	34.7	1.1	1 070.2
Average per cent change													
1 year	5.5	17.8	-13.6	3.2	14.1	-4.0	-20.6	16.1	-11.4	13.5	-5.6	-47.3	10.0
5 years	5.2	16.9	-8.6	2.3	9.2	-4.7	-2.4	8.1	-6.4	6.7	7.9	-14.9	8.5
Imports – region of origin													
2003–04	1.0	6.2	4.1	6.4	6.5	2.6	6.5	3.1	1.2	0.5	25.9	0.3	64.2
2004–05	1.6	7.2	4.5	6.4	7.8	2.5	6.8	3.6	1.0	0.5	27.7	0.3	69.9
2005–06	1.1	8.4	4.3	7.6	5.9	2.5	6.3	3.9	1.2	0.5	29.5	1.5	72.7
2006–07	1.1	9.7	4.4	7.7	6.6	2.5	5.6	3.9	1.8	0.5	29.3	4.7	77.8
2007–08	1.1	10.6	5.1	8.7	7.4	3.7	6.2	3.3	1.7	0.6	31.9	4.4	84.6
2008–09	0.9	9.9	5.0	10.1	6.9	3.8	5.4	2.6	1.5	0.7	29.8	4.9	81.6
2009–10	2.2	10.6	4.8	10.6	7.5	3.9	5.0	3.5	1.9	0.9	30.4	4.4	85.7
2010–11	5.4	12.2	5.2	10.2	7.8	4.1	5.2	3.8	2.7	0.8	29.7	4.9	92.1
2011–12	6.4	13.0	6.4	11.3	7.8	3.9	5.9	3.5	1.9	1.0	29.6	4.4	94.9
2012–13	7.2	14.1	6.0	13.3	7.9	3.6	6.2	2.7	1.5	0.9	30.3	5.3	99.0
Average per cent change													
1 year	12.9	8.1	-5.2	17.3	1.1	-6.8	5.5	-23.0	-40	24	22.1	4.3	
5 years	59.4	7.1	4.7	7.1	2.0	-0.1	0.7	-0.1	0.8	8.7	-0.9	2.3	3.8

^a "PNG" stands for "Papua New Guinea".

Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.

Source: ABS (2014).

Table 1.7 Value of Australia's international sea freight, by trading region of discharging and loading

Financial year	Japan & North Asia	Africa	East Asia	Europe	Middle East	New Zealand	North & Central America	Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
Exports – region where cargo was discharged													
2003–04	2.9	14.3	8.4	25.9	3.5	5.8	9.2	1.7	0.7	2.3	13.9	0.7	89.3
2004–05	2.6	18.1	9.4	32.7	3.3	6.8	9.3	1.9	0.8	3.2	17.4	0.7	106.3
2005–06	2.9	23.7	11.9	40.6	3.9	6.7	9.0	2.3	1.3	4.4	23.1	1.1	130.9
2006–07	2.8	27.5	13.5	43.7	3.4	7.7	8.8	2.3	1.2	5.1	27.2	1.2	144.4
2007–08	2.3	32.3	12.9	47.7	4.2	8.2	8.9	2.5	1.3	5.3	28.8	1.3	155.7
2008–09	2.9	46.9	13.2	70.9	5.1	6.8	9.4	2.5	1.9	10.3	31.2	1.3	202.3
2009–10	2.5	51.4	8.5	51.9	3.3	6.7	7.0	2.8	1.8	9.5	32.0	1.6	178.9
2010–11	2.8	70.3	11.1	68.1	4.3	6.0	7.1	3.0	2.1	11.8	34.8	1.1	222.6
2011–12	3.1	78.8	10.9	71.7	4.9	6.3	8.1	3.2	2.0	10.4	35.8	1.0	236.2
2012–13	2.5	76.6	8.3	64.2	5.5	6.0	7.1	3.6	1.2	8.8	36.8	0.6	221.3
Average per cent change													
1 year	-18.4	-2.7	-23.9	-10.5	11.2	-5.3	-12.4	13.6	-40.5	-15.9	2.9	-34.1	-6.3
5 years	2.5	19.3	-6.8	5.2	4.5	-5.3	-4.3	7.9	-0.4	8.3	5.0	-12.6	7.2
Imports – region where cargo was loaded													
2003–04	1.3	15.8	20.4	17.3	2.4	4.2	12.1	0.7	0.8	0.9	17.4	0.1	93.5
2004–05	1.6	19.1	22.7	19.0	3.3	4.5	13.1	1.2	0.9	1.1	22.4	0.1	108.9
2005–06	2.0	22.3	22.5	20.1	3.1	4.6	13.8	1.7	1.0	1.1	29.7	0.3	122.2
2006–07	1.9	26.0	24.8	19.7	3.8	5.1	15.1	1.6	1.2	1.2	33.7	1.8	135.7
2007–08	1.9	28.6	27.3	21.9	4.9	6.6	15.7	1.9	1.6	1.5	42.5	1.3	155.7
2008–09	1.6	34.0	28.7	21.2	4.7	6.0	18.0	1.4	1.8	2.0	44.2	2.3	166.0
2009–10	2.0	31.6	25.1	22.2	4.3	6.0	15.1	1.4	2.0	2.0	43.5	1.8	156.9
2010–11	4.4	35.2	25.1	21.7	5.3	6.7	16.1	2.0	2.1	2.1	38.4	2.5	160.9
2011–12	4.9	36.9	28.4	27.3	5.9	6.8	20.8	1.7	2.3	2.4	42.6	2.3	182.2
2012–13	5.7	38.7	29.3	25.2	5.4	5.9	20.5	1.2	2.8	2.3	44.9	2.5	184.4
Average per cent change													
1 year	16.4	4.8	3.2	-7.7	-8.5	-12.7	-1.4	-32.2	23.2	-5.4	5.4	10.3	1.2
5 years	31.3	5.5	1.0	4.2	4.1	-0.3	5.3	-5.1	10.0	8.6	0.1	10.7	3.3

^a "PNG" stands for "Papua New Guinea".

Note: Not all international sea freight is exported from Australia directly to its final destination, or imported from the country of origin directly to Australia. This analysis focuses on the trading regions where the Australian sea freight has been discharged after departing Australia, or loaded prior to arriving in Australia.

"Appendix B: Trading regions and country codes" shows the country composition of trading regions.

Source: ABS (2014).

Table I.8 Weight of Australia's international sea freight, by trading region of discharging and loading

Financial year	Africa	East Asia	Europe	Japan & North Asia	Middle East	New Zealand	North & Central America	Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
<i>Exports – region where cargo was discharged</i>													
2002–03	9.4	123.1	55.3	286.2	11.6	5.2	12.5	2.1	9.0	19.1	23.3	1.6	558.3
2003–04	8.0	164.8	50.7	295.1	11.1	6.1	14.0	2.0	8.4	23.2	25.7	1.7	610.6
2004–05	9.0	191.5	46.7	288.6	10.1	5.4	15.0	2.3	7.7	20.8	26.8	2.3	626.4
2005–06	6.5	209.5	47.3	299.0	7.4	5.7	12.7	2.1	8.4	24.9	31.4	2.3	657.1
2006–07	5.9	248.9	43.2	317.6	8.3	5.5	8.1	2.0	8.6	28.3	27.7	2.8	706.9
2007–08	5.9	329.6	30.0	293.2	11.3	4.2	8.6	1.7	5.6	29.6	30.9	2.6	753.2
2008–09	6.0	404.7	23.2	324.7	9.0	4.2	9.0	2.1	7.5	38.4	30.7	2.4	861.9
2009–10	6.0	414.1	25.8	326.8	10.5	3.9	7.4	2.4	7.6	38.2	36.9	1.8	881.3
2010–11	7.0	493.8	26.4	333.7	2.9	4.2	9.3	2.3	5.9	35.4	40.2	2.1	973.2
2011–12	7.3	581.2	23.2	344.5	14.9	4.0	7.1	2.7	5.2	40.2	38.6	1.1	1 070.2
<i>Average per cent change</i>													
1 year	5.1	17.7	-12.1	3.2	15.4	-3.4	-23.5	16.6	-12.1	13.6	-3.9	-47.5	10.0
5 years	4.7	16.9	-9.2	2.3	10.5	-4.6	-1.6	8.0	-6.5	6.8	7.8	-15.1	8.5
<i>Imports – region where cargo was loaded</i>													
2002–03	1.0	6.2	4.0	6.2	6.4	2.6	6.5	3.1	1.2	0.5	26.3	0.1	64.2
2003–04	1.5	7.3	4.5	6.3	7.7	2.5	6.8	3.5	1.0	0.5	28.2	0.1	69.9
2004–05	1.1	8.1	4.0	7.5	6.0	2.6	6.2	3.9	1.2	0.5	30.5	1.1	72.7
2005–06	1.1	9.7	4.1	7.4	6.2	2.7	5.5	3.9	1.6	0.5	30.5	4.6	77.8
2006–07	1.0	10.6	4.4	8.9	7.3	3.7	6.0	3.3	1.6	0.6	32.8	4.3	84.6
2007–08	0.8	9.9	4.1	10.7	6.4	3.8	5.4	2.7	1.5	0.7	30.7	5.0	81.6
2008–09	1.4	10.7	4.0	10.7	6.9	3.9	5.0	3.6	1.7	0.6	32.9	4.3	85.7
2009–10	4.6	12.2	4.3	10.8	7.6	4.1	5.2	3.9	2.7	0.8	31.0	4.9	92.1
2010–11	5.3	13.2	5.0	12.2	7.4	3.9	5.8	3.5	1.8	1.0	31.4	4.4	94.9
2011–12	6.5	14.3	5.0	13.2	7.3	3.6	6.1	2.7	1.4	0.7	33.4	4.8	99.0
<i>Average per cent change</i>													
1 year	22.1	8.3	0.0	7.4	-1.4	-6.9	5.4	-23.2	-22.5	-27.9	6.4	10.8	4.3
5 years	58.4	7.4	3.9	7.0	1.4	0.0	0.8	-0.2	1.4	6.4	0.3	0.7	3.8

^a "PNG" stands for "Papua New Guinea".

Note: Not all international sea freight is exported from Australia directly to its final destination country, or imported from the country of origin directly to Australia. This analysis focuses on the trading regions where the Australian sea freight has been discharged after departing Australia, or loaded prior to arriving in Australia. "Appendix B: Trading regions and country codes" shows the country composition of trading regions.

• Source: ABS (2014).

Table 1.9 Top ten countries that traded the highest value of sea freight with Australia

Financial year	China ^a	Japan	Korea, Republic of India	Taiwan	Singapore	of America	United States	New Zealand	Malaysia	All countries ^b
Exports – country of final destination										
2003–04	11.4	19.0	7.1	2.1	1.9	3.3	7.6	2.9	5.7	2.0
2004–05	14.3	24.2	9.0	2.5	2.8	4.6	7.5	3.4	6.7	2.3
2005–06	19.6	30.1	11.1	4.8	4.3	5.5	7.6	4.0	6.6	2.3
2006–07	24.3	31.9	12.6	4.5	5.2	5.9	7.9	4.5	7.4	2.9
2007–08	28.2	34.4	13.6	5.8	5.1	6.2	8.3	4.2	7.5	3.2
2008–09	40.4	52.2	18.6	8.7	9.6	7.9	8.4	4.5	6.2	4.2
2009–10	47.2	36.5	15.5	8.2	8.9	6.5	6.2	5.4	6.3	4.0
2010–11	64.7	46.5	21.5	8.0	11.4	8.7	6.0	6.2	5.5	3.9
2011–12	73.0	50.7	21.2	7.4	10.0	8.2	6.7	6.6	5.8	5.1
2012–13	72.0	46.0	18.2	9.7	8.3	7.1	6.2	6.1	5.4	4.9
Average per cent change						(%)				
1 year	-1.3	-9.3	-13.7	30.3	-17.1	-13.6	-6.9	-7.2	-6.2	-2.3
5 years	21.4	4.7	6.5	6.0	8.3	3.3	-6.1	9.7	-5.5	8.2
Imports – country of origin										
2003–04	13.4	10.7	14.2	3.7	3.1	3.3	6.0	3.5	3.9	2.8
2004–05	16.5	11.6	15.4	5.8	3.6	3.9	6.4	4.3	4.2	3.0
2005–06	19.4	12.3	15.3	8.3	4.5	5.3	6.6	4.8	4.3	3.8
2006–07	22.5	13.4	16.0	8.7	6.3	5.5	6.8	4.8	4.5	4.3
2007–08	25.3	13.8	18.4	13.4	7.2	4.8	8.3	6.4	5.8	4.2
2008–09	32.6	5.2	16.7	12.0	7.6	5.3	8.9	6.7	5.7	4.4
2009–10	29.0	13.0	17.9	10.8	9.6	6.5	8.2	6.9	5.7	4.4
2010–11	32.3	13.9	15.7	11.2	7.7	6.7	7.5	7.3	6.0	5.3
2011–12	34.0	18.6	19.1	13.4	7.3	8.6	8.3	7.8	6.2	5.5
2012–13	35.2	17.7	17.2	13.0	10.0	8.8	8.2	7.7	5.7	5.3
Average per cent change						(%)				
1 year	3.5	4.5	-9.8	-3.2	36.3	2.3	-1.3	-1.1	-8.0	-2.5
5 years	5.5	5.6	-0.2	0.6	3.9	13.6	-0.9	4.2	0.5	5.9

^a Statistics for "China" includes statistics for "People's Republic of China", "Hong Kong Special Administrative Region", and "Macau Special Administrative Region".

^b "All countries" include the top ten countries and other countries not listed separately.

Note: The top ten trading countries are selected based on the total value of sea freight traded with Australia in recent ten years. The countries are sorted in descending order by the value of the most recent financial year with the country ranked the first on the left in the tables.

Source: ABS (2014).

Table I.10 Top ten countries that traded the largest weight of sea freight with Australia

Financial year	China ^a	Japan	Korea, Republic of	Taiwan	India	Indonesia	Netherlands	Malaysia	France	United Kingdom	All countries ^b
Exports – country of final destination											
2003–04	93.8	219.0	67.5	29.5	16.7 (million tonnes)	7.4	11.0	6.1	8.2	12.5	558.3
2004–05	128.6	226.2	69.2	36.6	20.5	7.7	9.7	7.0	7.6	12.8	610.6
2005–06	155.9	219.3	69.8	36.0	19.8	7.8	9.4	5.7	7.2	9.4	626.4
2006–07	169.9	227.3	72.0	40.5	24.4	8.0	9.5	6.7	10.0	6.9	657.1
2007–08	207.3	238.9	78.9	42.5	27.3	6.8	9.0	5.8	7.7	5.7	706.9
2008–09	290.9	206.9	86.3	39.5	28.5	7.0	6.5	6.0	5.0	5.3	753.2
2009–10	361.3	231.6	93.1	44.5	36.6	7.7	5.9	5.5	2.9	4.2	861.9
2010–11	367.3	224.5	102.3	47.9	36.3	9.1	7.6	7.2	2.8	4.4	881.3
2011–12	449.3	226.7	107.6	44.8	34.0	9.6	8.4	8.3	2.6	4.0	973.2
2012–13	537.0	236.0	109.2	45.1	38.9	9.2	8.1	7.9	3.6	2.6	1 070.2
Average per cent change											
1 year	19.5	4.1	1.5	0.6	14.4 (%)	-3.5	-4.3	-4.5	36.8	-34.8	10.0
5 years	19.0	0.5	7.0	2.2	6.7	7.9	1.4	8.3	-15.4	-12.5	8.5
Imports – country of origin											
2003–04	4.5	6.4	4.2	4.8	5.9 (million tonnes)	2.2	4.4	2.1	2.6	5.0	64.2
2004–05	5.8	7.6	4.7	5.4	5.3	1.6	4.6	1.8	2.5	5.5	69.9
2005–06	6.2	8.9	5.0	4.5	5.9	2.5	4.2	1.0	2.5	5.4	72.7
2006–07	7.0	8.7	5.1	4.8	5.4	2.6	3.4	2.7	2.5	5.3	77.8
2007–08	7.9	10.9	6.4	4.9	5.3	2.3	3.7	3.2	3.7	5.7	84.6
2008–09	7.5	10.2	6.8	5.1	5.2	3.3	3.4	2.7	3.8	4.9	81.6
2009–10	8.2	10.4	7.1	6.0	5.5	3.5	3.5	3.4	3.9	3.7	85.7
2010–11	10.2	9.7	6.7	6.4	6.4	3.6	4.2	4.1	2.5	2.5	92.1
2011–12	11.0	11.1	7.0	6.1	5.8	4.3	4.2	4.3	3.9	1.9	94.9
2012–13	11.7	11.2	7.8	6.2	5.8	5.5	4.2	3.9	3.6	2.3	99.0
Average per cent change											
1 year	6.3	1.2	10.6	1.9	-0.3 (%)	28.4	1.9	-9.9	-6.8	22.8	4.3
5 years	9.9	1.0	2.9	5.3	2.4	16.1	3.9	7.8	-0.1	-19.9	3.8

^a Statistics for "China" includes statistics for "People's Republic of China", "Hong Kong Special Administrative Region", and "Macau Special Administrative Region".

^b "All countries" include the top ten countries and other countries not listed separately.

Note: The top ten trading countries are selected based on the total weight of sea freight traded with Australia in recent ten years. The countries are sorted in descending order by the weight of the most recent financial year with the country ranked the first on the left in the tables.

Source: ABS (2014).

Table I.II Value of Australia's international sea freight, by commodity group

	Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
Exports												
	2003–04	16.9	2.7	20.5	19.8	0.4	2.9	10.6	7.7	1.7	6.2	89.3
	2004–05	18.2	2.9	25.3	28.4	0.3	3.3	11.5	7.8	1.7	6.8	106.3
	2005–06	18.0	3.0	34.5	37.7	0.3	3.6	14.0	9.0	1.6	9.3	130.9
	2006–07	17.4	3.1	41.3	37.7	0.3	4.0	17.6	8.6	1.9	12.5	144.4
	2007–08	18.0	2.9	46.6	43.5	0.5	4.4	16.8	9.8	1.8	11.4	155.7
	2008–09	21.8	2.8	57.6	75.8	0.5	5.0	15.0	9.1	1.8	13.0	202.3
	2009–10	18.1	2.5	58.9	55.7	0.4	4.4	13.1	7.5	1.6	16.6	178.9
	2010–11	21.1	2.3	86.7	67.9	0.5	4.6	15.2	7.6	1.5	15.3	222.6
	2011–12	23.4	2.2	94.9	74.2	0.5	4.5	14.1	8.1	1.5	3.0	236.2
	2012–13	24.2	2.1	89.0	65.6	0.6	4.3	12.8	8.1	1.4	13.3	221.3
Average per cent change												
	1 year	3.4	-26	-62	-11.6	3.7	-4.6	-9.3	0.0	-3.3	2.4	-6.3
	5 years	5.4	-69	15.8	6.4	2.8	-1.2	-3.9	-3.6	-5.8	2.0	7.2
Imports												
	2003–04	4.8	0.9	1.8	10.1	0.4	8.1	13.9	40.6	11.7	1.2	93.5
	2004–05	5.3	1.0	1.8	15.1	0.4	9.5	15.8	45.5	12.6	1.8	108.9
	2005–06	5.6	1.1	1.9	21.5	0.4	9.9	16.4	49.0	13.4	2.9	122.2
	2006–07	6.5	1.3	2.3	22.2	0.5	10.5	18.7	53.7	15.1	4.8	135.7
	2007–08	7.2	1.5	2.4	30.5	0.5	12.2	19.5	59.6	15.4	6.9	155.7
	2008–09	8.3	1.7	2.5	30.0	0.6	14.1	22.7	59.0	18.7	8.5	166.0
	2009–10	8.1	1.7	2.7	27.5	0.5	11.9	19.8	59.6	16.4	9.4	156.9
	2010–11	8.5	1.7	2.4	33.6	0.5	13.1	20.9	58.8	17.3	4.1	160.9
	2011–12	9.1	1.9	2.5	40.0	0.5	14.1	23.2	69.7	18.1	3.1	182.2
	2012–13	9.4	2.1	2.3	40.7	0.5	14.5	23.6	70.5	18.5	2.4	184.4
Average per cent change												
	1 year	2.6	9.9	-8.5	1.7	-4.9	2.2	1.9	1.2	2.3	-23.3	1.2
	5 years	4.9	5.6	0.5	7.4	-2.1	2.7	3.2	3.9	2.5	-23.2	3.3

Note: "nes" stands for "Not Elsewhere Specified".

Source: ABS (2014).

Table I.12 Weight of Australia's international sea freight, by commodity group

Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
			(million tonnes)	(million tonnes)	(million tonnes)	(million tonnes)	(million tonnes)	(million tonnes)	(million tonnes)	(million tonnes)	
Exports											
2003–04	27.3	1.3	265.8	237.3	0.5	2.0	7.8	0.7	0.2	15.5	558.3
2004–05	29.4	1.2	304.0	248.3	0.5	2.0	6.0	0.7	0.2	18.4	610.6
2005–06	28.1	1.9	319.7	246.5	0.4	2.1	6.4	1.0	0.2	20.0	626.4
2006–07	21.6	1.3	340.8	260.7	0.4	2.7	6.1	0.9	0.2	22.3	657.1
2007–08	18.1	1.3	381.9	269.0	0.5	3.1	6.5	1.0	0.2	25.3	706.9
2008–09	25.8	1.3	402.5	278.6	0.5	2.9	6.5	0.7	0.1	34.3	753.2
2009–10	25.7	1.3	476.8	310.6	0.5	3.4	6.3	0.7	0.2	36.5	861.9
2010–11	31.2	1.1	494.1	304.2	0.5	3.3	6.6	1.0	0.1	39.0	881.3
2011–12	39.3	1.1	564.9	319.3	0.5	3.2	6.2	0.8	0.1	37.7	973.2
2012–13	36.6	1.1	627.9	352.4	0.6	3.1	5.6	0.8	0.1	42.1	1 070.2
Average per cent change											
1 year	-6.9	-2.8	11.1	10.3	12.7	-3.1	-10.8	1.5	0.3	11.6	100
5 years	15.3	-3.7	10.6	5.1	3.0	0.6	-2.4	-1.1	-3.4	8.6	8.5
Imports											
2002–03	2.2	0.3	8.8	29.2	0.3	9.4	8.5	3.3	1.8	0.4	64.2
2003–04	2.4	0.4	8.5	31.4	0.3	11.0	10.0	3.7	2.0	0.4	69.9
2004–05	2.4	0.4	8.5	33.3	0.3	11.0	9.6	4.5	2.2	0.6	72.7
2005–06	3.2	0.5	8.4	37.1	0.4	10.0	10.6	4.4	2.4	1.0	77.8
2006–07	3.5	0.6	8.7	40.1	0.3	11.2	11.3	5.2	2.6	1.1	84.6
2007–08	3.3	0.6	7.2	40.4	0.3	11.2	11.4	4.2	2.4	0.6	81.6
2008–09	3.5	0.7	8.3	42.8	0.3	10.8	11.3	4.5	2.5	1.0	85.7
2009–10	3.6	0.7	9.3	46.1	0.4	11.6	12.4	4.8	2.8	0.4	92.1
2010–11	3.8	0.8	8.6	47.2	0.3	12.4	12.6	5.8	2.9	0.5	94.9
2011–12	3.8	0.9	9.0	49.5	0.3	13.2	13.1	5.8	3.0	0.4	99.0
Average per cent change											
1 year	1.2	1.36	4.6	4.7	-2.5	6.6	3.8	-0.5	1.8	-7.7	4.3
5 years	2.7	7.9	2.3	4.7	-0.7	3.5	3.3	4.8	3.9	-16.9	3.8

• Note: "nes" stands for "Not Elsewhere Specified".

• Source: ABS (2014).

CHAPTER 2

Coastal freight

Overview

This chapter summarises statistics about the coastal freight through Australian ports between 2003–04 and 2012–13. Tables in this chapter include the total freight task, measured in tonne-kilometres, coastal freight loaded and discharged in Australian states/territories and ports, the coastal freight flows between Australian states/territories, the major coastal freight flows between Australian ports, the freight task of coastal freight by different cargo types or commodity groups, and the coastal freight between Tasmania and mainland Australia.

Data source

The weight of coastal freight has been derived from data supplied by port authorities in response to BITRE's annual coastal freight survey. The coastal freight task (tonne-kilometre) is calculated by applying port-to-port distances (kilometre) including pilotage (Australian Chamber of Shipping 1993) to total weight (tonne) loaded or discharged for each port pair. Where alternative routes within Australia could reasonably be used, the shorter distance has been applied.

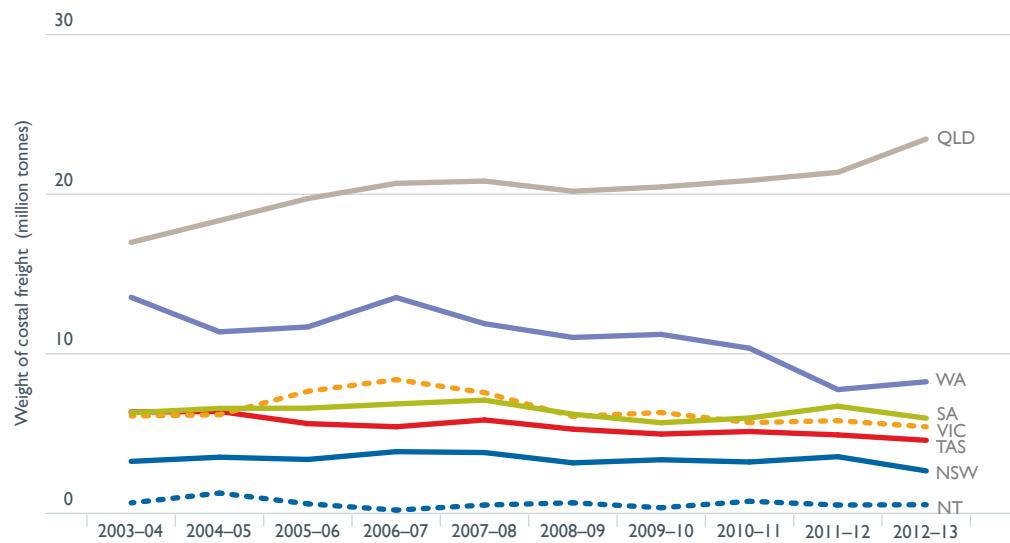
Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

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

- Port authorities record cargo as having been discharged 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 discharged 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 discharged is based on information provided by the ship's agents. This information could be incorrect because 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.
- The commodity recorded by the agent may not be classified in the same way at the ports of loading and discharging. For example, gypsum loaded in SA is classified as fertiliser at NSW ports, and petroleum products are classified as kerosene in Cairns.

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.

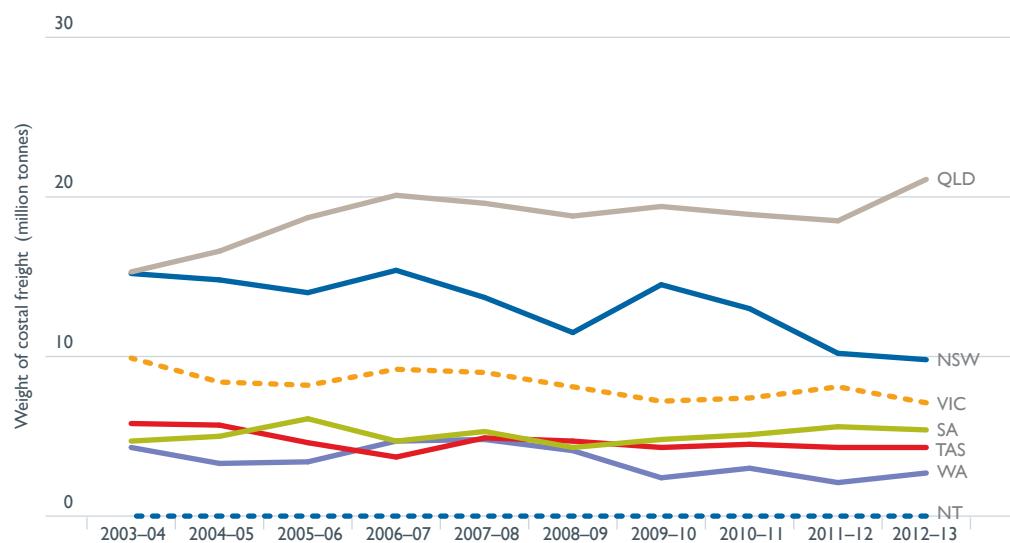
Figure 2.1 Coastal freight weight loaded by Australian state/territory



Source: BITRE (2014).

Note: Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

Figure 2.2 Coastal freight weight discharged by Australian state/territory



Source: BITRE (2014).

Note: Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

Table 2.1 Weight of coastal freight by state of loading and discharging

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Total
Loaded	(million tonnes)								
2003–04	3.3	6.1	17.0	6.3	13.5	6.4	0.7		53.2
2004–05	3.5	6.2	18.3	6.6	11.4	6.4	1.3	0.0	53.7
2005–06	3.4	7.6	19.7	6.6	11.7	5.6	0.6	0.0	55.2
2006–07	3.9	8.4	20.7	6.9	13.5	5.4	0.2	0.0	58.9
2007–08	3.8	7.6	20.8	7.1	11.9	5.9	0.5	0.1	57.6
2008–09	3.2	6.1	20.2	6.2	11.0	5.3	0.7	0.1	52.7
2009–10	3.4	6.3	20.5	5.7	11.2	5.0	0.4	0.0	52.4
2010–11	3.2	5.7	20.9	6.0	10.3	5.1	0.8	0.0	52.0
2011–12	3.6	5.8	21.4	6.7	7.8	4.9	0.5	0.0	50.7
2012–13	2.7	5.4	23.5	6.0	8.2	4.6	0.5	0.1	50.9
Average per cent change	(%)								
1 year	-25.1	-6.6	9.8	-11.2	6.3	-6.8	3.9	68.1	0.5
5 years	-4.2	-5.3	2.3	-1.7	-8.1	-3.9	0.7	-2.1	-2.1
Discharged	(million tonnes)								
2003–04	15.2	9.9	15.3	4.7	4.3	5.8	0.3		55.5
2004–05	14.8	8.4	16.6	5.0	3.3	5.7	0.2	0.0	54.0
2005–06	14.0	8.2	18.7	6.1	3.4	4.6	0.1	0.0	55.1
2006–07	15.4	9.2	20.1	4.7	4.7	3.7	0.1	0.0	58.0
2007–08	13.7	9.0	19.6	5.3	4.8	4.9	0.1	0.0	57.4
2008–09	11.5	8.1	18.8	4.3	4.1	4.7	0.1	0.0	51.6
2009–10	14.5	7.2	19.4	4.8	2.4	4.3		0.0	52.8
2010–11	13.0	7.4	18.9	5.1	3.0	4.5	0.2	0.0	52.1
2011–12	10.2	8.1	18.5	5.6	2.1	4.3	0.0	0.0	48.9
2012–13	9.8	7.1	21.1	5.4	2.7	4.3		0.0	50.5
Average per cent change	(%)								
1 year	-3.7	-12.5	14.5	-3.9	27.9	-0.6		35.9	3.3
5 years	-5.9	-3.2	0.8	2.9	-12.1	-2.4		7.6	-2.3

a "Other" includes state/territory not clearly specified in the source data.

Note: Blank cells mean no data was recorded for the categories. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

Source: BITRE (2014).

Table 2.2 Coastal freight task by state of loading and discharging

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Total
Loaded	(billion tonne-kilometres)								
2003–04	4.9	6.5	33.8	8.5	55.6	5.5	2.5		117.3
2004–05	5.3	6.6	37.1	8.5	48.0	4.6	3.6	0.3	114.1
2005–06	5.3	9.0	41.2	8.9	50.9	4.5	2.4	0.0	122.2
2006–07	6.2	9.1	42.0	9.4	56.3	4.4	0.2	0.0	127.6
2007–08	6.0	8.0	43.8	10.5	46.4	4.5	2.5	0.2	121.9
2008–09	5.0	6.2	42.0	9.3	40.1	3.9	2.8	0.3	109.6
2009–10	5.9	6.1	41.2	8.2	49.7	3.5	1.5	0.1	116.2
2010–11	4.8	5.7	42.5	8.6	45.6	3.5	2.8	0.2	113.7
2011–12	5.3	5.8	44.0	9.1	32.9	3.3	2.3	0.2	103.0
2012–13	4.4	5.4	47.6	8.6	32.8	3.0	2.4	0.2	104.4
Average per cent change	(%)								
1 year	-16.6	-7.7	8.2	-5.4	-0.4	-9.4	4.5	-0.5	1.4
5 years	-4.5	-6.2	1.7	-2.9	-6.6	-6.8	-0.6	0.0	-2.8
Discharged	(billion tonne-kilometres)								
2003–04	45.7	16.3	33.0	6.3	8.8	8.7	0.8		119.4
2004–05	43.6	13.9	35.3	6.8	7.3	9.5	0.4	0.0	116.7
2005–06	44.5	13.1	40.4	9.6	7.0	6.2	0.3	0.0	121.2
2006–07	43.1	14.2	45.5	5.7	10.1	4.6	0.3	0.0	123.6
2007–08	40.7	13.1	42.5	7.4	10.5	7.7	0.3	0.0	122.2
2008–09	30.8	10.5	41.8	6.5	8.4	7.6	0.4	0.0	106.2
2009–10	45.8	9.2	41.5	6.7	6.1	6.1		0.1	115.6
2010–11	43.6	9.4	41.2	7.5	7.3	8.5	0.3	0.1	117.9
2011–12	32.6	9.6	38.8	7.7	5.0	7.4	0.0	0.0	101.2
2012–13	29.0	9.2	45.7	7.3	6.0	7.8		0.1	105.2
Average per cent change	(%)								
1 year	-10.9	-4.0	18.0	-5.8	20.1	5.6		33.3	4.0
5 years	-4.4	-5.6	0.4	1.6	-11.1	0.9		8.4	-2.5

^a “Other” includes state/territory not clearly specified in the source data.

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of “0.0” mean that data was recorded but rounded to zero.

Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

Source: BITRE (2014).

Table 2.3 Coastal freight flows between states/territories: Weight

State / territory of loading	Financial year	State / territory of discharging							Total ^a
		NSW	VIC	QLD	SA	WA	TAS	NT	
NSW	2003–04	163.1	1 093.9	515.9	1 077.8	196.8	204.1	6.6	3 258.2
	2004–05	157.3	1 234.7	567.5	1 162.3	196.3	192.0	9.0	3 520.1
	2005–06	105.9	1 214.5	484.5	1 130.2	265.5	173.5	4.2	3 378.3
	2006–07	85.6	1 577.9	606.2	985.2	405.9	200.2	5.9	3 867.1
	2007–08	122.3	1 273.4	701.0	1 133.3	339.4	234.5	6.7	3 810.7
	2008–09	72.9	906.3	853.8	816.6	328.1	177.9	8.9	3 164.5
	2009–10	97.5	1 008.5	570.5	956.9	562.2	160.9	3.3	3 359.8
	2010–11	119.1	911.3	1 023.9	722.7	295.7	143.1	3.8	3 219.7
	2011–12	115.3	861.0	1 015.2	828.3	275.2	450.8	6.3	3 552.1
	2012–13	50.6	373.5	980.8	864.3	269.2	101.1	21.3	2 660.8
	Average per cent change								
	1 year	-56.1	-56.6	-3.4	4.3	-2.2	-77.6	238.4	-25.1
	5 years	-7.8	-16.7	8.3	-4.4	-6.4	-4.3	14.9	-4.2
VIC	2003–04	2 337.8	58.1	532.2	288.7	408.2	2 476.6	0.0	6 101.7
	2004–05	2 243.7	62.2	535.9	165.1	567.3	2 606.9		6 181.1
	2005–06	2 007.9	90.4	1 818.5	376.9	407.9	2 947.2		7 648.9
	2006–07	3 508.7	633.4	1 200.3	244.6	389.4	2 403.3	0.0	8 379.8
	2007–08	2 601.0	504.7	1 130.3	315.4	455.2	2 558.1	0.0	7 564.7
	2008–09	1 438.9	543.4	693.9	429.9	479.6	2 492.9	0.7	6 079.3
	2009–10	2 042.6	372.4	365.3	440.1	471.6	2 625.0	0.5	6 317.5
	2010–11	1 242.2	476.9	286.3	1 035.1	620.0	2 028.5		5 689.0
	2011–12	1 271.3	663.5	266.0	849.7	626.1	2 123.1	7.9	5 807.6
	2012–13	1 209.5	368.0	240.5	1 031.7	545.1	2 028.5		5 423.3
	Average per cent change								
	1 year	-4.9	-44.5	-9.6	21.4	-12.9	-4.5		-6.6
	5 years	-12.6	-2.1	-26.7	28.7	5.8	-5.3		-5.3
QLD	2003–04	2 355.1	912.7	12 736.6	293.4	138.0	508.3	36.3	16 981.3
	2004–05	2 241.2	965.3	14 042.5	339.6	219.5	510.8	30.5	18 349.7
	2005–06	1 949.7	763.3	15 660.8	518.3	232.7	573.8	27.6	19 726.3
	2006–07	2 239.0	1 025.6	16 269.3	465.9	320.5	331.8	26.8	20 678.9
	2007–08	2 017.7	964.9	16 265.0	355.1	417.6	756.9	45.0	20 822.3
	2008–09	1 972.4	798.9	16 120.3	381.6	250.1	635.1	25.9	20 184.4
	2009–10	2 275.8	987.6	16 177.3	388.5	241.2	355.9	28.0	20 454.3
	2010–11	2 577.4	1 020.6	15 890.5	516.2	176.6	662.1	17.1	20 860.6
	2011–12	2 478.7	1 269.7	16 103.4	468.6	282.3	726.4	40.1	21 369.4
	2012–13	2 555.9	864.8	18 988.2	235.7	200.7	581.9	20.1	23 456.9
	Average per cent change								
	1 year	3.1	-31.9	17.9	-49.7	-28.9	-19.9		9.8
	5 years	5.9	2.5	2.2	-3.2	-9.8	-0.8		2.3

(continued)

Table 2.3 Coastal freight flows between states/territories: Weight (continued)

State / territory of loading	Financial year	State / territory of discharging						
		NSW	VIC	QLD	SA	WA	TAS	NT
SA	2003–04	2 034.9	423.6	482.9	930.9	164.1	270.8	6 307.2
	2004–05	2 232.8	253.1	504.5	2 232.3	106.8	245.0	4.3
	2005–06	2 125.3	322.8	715.8	2 109.1	102.1	215.7	6 590.7
	2006–07	978.3	137.4	848.5	2 368.0	348.4	175.1	6 855.7
	2007–08	2 382.6	077.6	881.7	2 111.3	503.5	138.9	7 095.6
	2008–09	2 502.1	128.2	527.9	606.0	310.0	139.8	6 213.9
	2009–10	750.6	028.4	692.1	689.4	423.2	95.6	5 679.3
	2010–11	343.1	257.4	610.8	695.0	975.7	96.2	5 978.2
	2011–12	971.9	463.8	831.8	2 381.6	978.3	86.8	6 714.2
	2012–13	321.8	229.0	032.2	912.7	385.3	80.1	5 961.0
Average per cent change					(%)			
	1 year	36.0	-16.0	24.1	-19.7	-60.6	-7.7	-11.2
	5 years	-15.9	4.8	6.0	2.0	8.8	-11.3	-1.7
WA	2003–04	6 031.5	408.1	823.6	795.2	3 308.5	11.4	13 538.0
	2004–05	5 462.8	868.4	789.5	780.0	2 427.9	8.1	11 375.2
	2005–06	6 101.6	821.1	814.3	593.8	2 293.4	6.5	11 680.9
	2006–07	5 725.8	2 270.2	475.8	470.5	3 311.9	145.9	13 524.1
	2007–08	5 210.7	2 019.1	369.0	857.7	3 219.1	149.2	11 885.4
	2008–09	3 843.1	688.6	259.1	973.5	2 942.3	264.5	11 023.6
	2009–10	6 580.2	615.0	885.8	022.1	861.6	149.0	11 214.8
	2010–11	6 336.1	175.6	368.2	983.0	031.3	257.4	10 345.7
	2011–12	4 358.2	999.4	336.2	953.5	795.2	173.2	133.6
	2012–13	4 012.2	120.8	360.5	940.1	571.5	84.8	35.3
Average per cent change					(%)			
	1 year	-7.9	12.1	7.2	-1.4	97.6	-51.1	6.3
	5 years	-2.7	-12.9	-13.2	1.0	-18.9	-9.6	-8.1
TAS	2003–04	986.5	3 409.7	49.7	245.9	436.7	188.4	6 352.0
	2004–05	2 303.8	3 527.2	90.3	249.2	11.7	190.0	12.4
	2005–06	969.7	3 004.0	01.3	204.9	150.7	191.7	5 622.3
	2006–07	732.4	3 092.3	94.3	90.6	243.4	173.6	5 426.7
	2007–08	999.3	3 339.6	16.2	78.4	151.5	167.9	5 854.4
	2008–09	473.6	3 239.1	78.2	169.3	27.7	182.1	8.0
	2009–10	213.6	3 193.6	165.9	138.8	73.2	184.5	4 969.6
	2010–11	240.7	3 378.6	74.2	152.9	1.6	182.2	0.2
	2011–12	849.7	3 430.1	173.0	250.5	2.4	210.0	4 915.6
	2012–13	596.2	3 400.9	73.1	248.3		160.7	4 579.1
Average per cent change					(%)			
	1 year	-29.8	-0.9	0.1	-0.9	-100.0	-23.5	-6.8
	5 years	-19.7	0.9	3.5	22.3		0.6	-3.9

(continued)

Table 2.3 Coastal freight flows between states/territories: Weight (continued)

State / territory of loading	Financial year	State / territory of discharging							Total ^a
		NSW	VIC	QLD	SA	WA	TAS	NT	
NT	2003–04	101.4		12.1		125.1	409.1	7.9	655.6
	2004–05	91.8				71.1	626.5	482.8	1 272.2
	2005–06	26.4				50.9	432.7	90.4	600.4
	2006–07			0.0		123.7		80.8	204.5
	2007–08			0.6		16.9	504.9		522.4
	2008–09	0.6		1.0		139.4	515.8	5.4	662.3
	2009–10						294.6	60.7	355.3
	2010–11	0.4	0.1	15.1		111.7	556.6	73.6	757.5
	2011–12		25.1				431.4	66.4	522.9
	2012–13					9.7	477.7	27.1	543.4
Average per cent change					(%)				
1 year			-100.0				10.7	-59.2	3.9
5 years							-0.5		0.7
Total ^a	2003–04	15 010.4	9 306.1	15 153.1	4 631.9	4 777.4	4 068.6	210.6	53 194.0
	2004–05	14 760.6	8 921.4	16 530.2	4 928.4	3 602.6	4 384.3	577.6	53 706.5
	2005–06	14 286.6	8 216.0	19 595.2	4 933.2	3 504.7	4 541.1	172.6	55 249.3
	2006–07	15 269.8	9 736.9	20 494.3	4 624.8	5 145.6	3 429.9	157.3	58 939.0
	2007–08	14 333.6	9 199.4	19 463.8	4 851.3	5 121.9	4 525.0	112.3	57 608.8
	2008–09	11 303.7	8 325.7	19 534.3	4 376.8	4 615.7	4 427.2	101.4	52 684.8
	2009–10	13 960.4	8 205.5	18 856.8	4 635.9	2 652.4	3 865.4	193.5	52 370.0
	2010–11	12 869.1	8 236.5	18 369.0	5 104.9	3 215.6	3 935.0	173.1	52 018.9
	2011–12	10 070.2	8 722.7	18 725.6	5 732.1	2 961.9	4 201.7	254.4	50 675.9
	2012–13	9 746.1	7 378.9	21 775.3	5 232.7	2 995.6	3 526.8	105.5	50 934.2
Average per cent change				(%)					
1 year		-3.2	-15.4	16.3	-8.7	1.1	-16.1		0.5
5 years		-6.5	-2.7	1.2	3.7	-10.3	-3.9		-2.1

^a The sum of states/territory does not necessarily equal to the total as there may be flows associated with unspecified origin or destination which are not listed separately although they are included in the total.

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

Source: BITRE (2014).

Table 2.4 Coastal freight flows between states/territories: Freight task

State / territory of loading	Financial year	State / territory of discharging							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total ^a
NSW	2003–04	23.7	057.9	607.5	179.9	810.8	221.1	30.1	4 931.0
	2004–05	31.3	188.9	698.1	2 344.6	786.6	202.0	38.7	5 290.5
	2005–06	16.1	184.2	562.7	2 274.3	065.2	184.9	18.0	5 305.4
	2006–07	17.4	566.6	737.3	980.4	623.6	219.8	26.2	6 171.3
	2007–08	22.0	243.3	786.8	2 290.7	368.1	254.1	30.3	5 995.3
	2008–09	15.1	875.0	913.1	647.6	308.2	196.1	41.2	4 996.3
	2009–10	18.1	979.9	588.0	929.9	2 228.1	166.0	14.6	5 924.5
	2010–11	18.1	877.3	067.6	451.8	180.8	149.1	17.0	4 761.6
	2011–12	21.2	870.0	069.8	697.6	109.1	466.8	28.2	5 262.7
	2012–13	1.8	390.6	994.3	780.4	096.5	113.5	10.8	4 388.0
	Average per cent change				(%)				
	1 year	-91.6	-55.1	-7.1	4.9	-1.1	-75.7	-61.6	-16.6
	5 years	-28.2	-15.6	6.6	-4.1	-6.2	-4.3	-16.0	-4.5
VIC	2003–04	2 399.4	12.5	201.7	277.7	223.7	368.8	0.1	6 483.8
	2004–05	2 306.4	8.8	158.4	160.5	620.1	356.0		6 610.2
	2005–06	2 067.7	10.6	3 691.2	372.2	183.6	641.9		8 967.2
	2006–07	3 588.3	22.6	2 671.4	240.1	210.6	227.6	0.3	9 060.8
	2007–08	2 648.6	73.9	2 273.9	308.6	415.2	303.7	0.1	8 024.0
	2008–09	516.9	67.3	381.8	420.1	490.4	281.4	3.9	6 161.9
	2009–10	128.6	39.2	764.9	427.7	466.8	308.3	2.6	6 138.0
	2010–11	285.7	42.7	595.0	004.5	917.9	884.2		5 730.0
	2011–12	325.1	53.3	552.0	839.0	2 092.2	910.9	44.8	5 817.2
	2012–13	276.3	28.3	492.8	987.8	719.3	866.3		5 370.8
	Average per cent change				(%)				
	1 year	-3.7	-46.8	-10.7	17.7	-17.8	-4.9		-7.7
	5 years	-12.2	-14.3	-26.2	28.4	6.7	-9.4		-6.2
QLD	2003–04	2 918.8	2 372.5	24 690.3	325.1	727.4	645.2	133.0	33 812.4
	2004–05	2 772.5	2 520.1	27 506.0	393.3	129.7	654.1	113.3	37 088.9
	2005–06	2 440.0	959.1	31 279.7	2 261.9	184.9	934.5	102.7	41 162.8
	2006–07	2 881.3	2 603.1	32 231.8	785.1	605.0	773.9	97.0	41 977.1
	2007–08	2 635.4	2 419.0	32 140.0	508.0	2 164.1	2 791.4	150.1	43 808.0
	2008–09	2 516.7	2 031.1	32 106.5	568.5	279.8	2 421.7	99.5	42 023.8
	2009–10	2 726.6	2 518.5	32 341.1	424.5	214.0	825.8	107.6	41 158.2
	2010–11	3 105.1	2 608.8	32 431.5	858.6	984.7	464.7	65.5	42 519.0
	2011–12	2 979.3	3 091.7	33 001.7	683.0	502.4	579.3	153.3	43 990.7
	2012–13	3 003.4	2 258.8	39 080.2	866.2	010.2	296.1	73.7	47 588.6
	Average per cent change				(%)				
	1 year	0.8	-26.9	18.4	-48.5	-32.8	-17.9		8.2
	5 years	3.8	2.8	3.1	-6.3	-9.6	-12.2		1.7

(continued)

Table 2.4 Coastal freight flows between states/territories: Freight task (continued)

State / territory of loading	Financial year	State / territory of discharging							Total ^a
		NSW	VIC	QLD	SA	WA	TAS	NT	
SA	2003–04	4 182.9	1 727.1	1 431.3	208.4	475.2	446.1		8 470.9
	2004–05	4 524.8	1 510.8	1 510.3	201.1	281.6	453.0	25.9	8 507.5
	2005–06	4 328.1	1 586.5	2 179.4	219.3	251.0	385.0		8 949.3
	2006–07	4 032.9	1 349.0	2 560.4	219.0	915.1	314.8		9 391.2
	2007–08	4 832.0	1 294.0	2 679.1	202.4	1 267.0	226.9		10 501.4
	2008–09	5 096.2	1 406.9	1 656.7	141.4	761.9	278.4		9 341.5
	2009–10	3 533.3	1 262.1	2 151.4	149.8	952.8	177.0		8 226.4
	2010–11	2 709.7	1 558.6	1 934.8	152.2	2 075.7	195.1		8 626.0
	2011–12	2 077.5	1 808.4	2 590.2	322.2	2 146.9	168.8		9 114.0
	2012–13	2 704.2	1 493.7	3 189.7	172.3	893.0	167.9		8 620.9
Average per cent change					(%)				
	1 year	30.2	-17.4	23.1	-46.5	-58.4	-0.5		-5.4
	5 years	-15.4	4.9	6.2	4.9	6.3	-8.0		-2.9
WA	2003–04	34 609.4	8 711.1	4 436.1	1 994.0	5 268.3	31.2	533.0	55 583.0
	2004–05	30 947.6	6 460.3	4 138.0	1 947.7	4 378.6	26.8	132.0	48 031.0
	2005–06	34 622.4	6 501.7	4 387.2	1 498.6	3 687.8	21.2	172.6	50 891.6
	2006–07	31 925.4	8 610.6	8 205.4	1 169.8	5 522.0	472.1	147.8	56 343.4
	2007–08	29 310.1	6 549.1	2 118.8	2 152.1	5 554.7	474.0	205.7	46 364.4
	2008–09	20 522.7	5 148.7	6 838.6	2 402.3	4 137.5	862.2	160.2	40 072.2
	2009–10	35 746.0	4 616.9	4 557.1	2 503.3	1 435.0	476.1	354.7	49 710.2
	2010–11	34 694.8	3 440.5	1 947.0	2 462.3	1 578.4	820.4	261.3	45 622.8
	2011–12	23 645.7	2 823.2	1 768.9	2 392.4	1 266.6	552.4	461.8	32 931.8
	2012–13	22 308.0	3 348.4	1 929.1	2 347.9	2 506.1	266.2	98.5	32 804.4
Average per cent change					(%)				
	1 year	-5.7	18.6	9.1	-1.9	97.9	-51.8		-0.4
	5 years	-2.7	-14.4	-14.2	1.2	-19.1	-10.0		-6.6
TAS	2003–04	1 899.9	1 582.4	105.3	403.7	1 429.1	100.4		5 520.8
	2004–05	2 196.7	1 632.9	194.8	399.0	37.9	100.0	68.7	4 630.0
	2005–06	1 905.6	1 403.4	239.2	331.7	503.8	102.3		4 486.0
	2006–07	1 659.0	1 438.2	213.4	141.2	856.9	95.8		4 404.4
	2007–08	1 918.4	1 570.7	287.4	112.4	508.9	89.2		4 486.9
	2008–09	1 430.0	1 519.2	178.2	255.7	417.0	96.6	46.1	3 942.8
	2009–10	1 172.4	1 430.5	365.9	220.5	239.1	98.8		3 527.1
	2010–11	1 216.8	1 521.6	381.4	233.5	5.2	97.6	0.8	3 456.9
	2011–12	862.7	1 607.8	378.8	371.3	7.9	117.8		3 346.3
	2012–13	616.9	1 537.5	401.8	385.4		90.2		3 031.8
Average per cent change					(%)				
	1 year	-28.5	-4.4	6.1	3.8		-23.4		-9.4
	5 years	-18.5	0.4	12.0	23.3		1.8		-6.8

(continued)

Table 2.4 Coastal freight flows between states/territories: Freight task (continued)

State / territory of loading	Financial year	State / territory of discharging							
		NSW	VIC	QLD	SA	WA	TAS	Total ^a	
(million tonne-kilometres)									
NT	2003–04	397.8		34.5		32.4	1 989.7	8.1	2 462.5
	2004–05	360.0				137.8	3 047.2	93.2	3 638.3
	2005–06	101.5				205.7	2 104.4	9.8	2 421.5
	2006–07			0.0		225.7		9.5	235.1
	2007–08			1.5		34.8	2 456.0		2 492.3
	2008–09	2.5		3.3		241.2	2 509.0	0.1	2 756.2
	2009–10						1 432.7	40.3	1 473.0
	2010–11	2.0	0.5	38.9		9.0	2 707.1	53.9	2 811.4
	2011–12		127.6				2 098.1	39.9	2 265.5
	2012–13					17.6	2 323.4	25.3	2 366.4
Average per cent change (%)									
1 year									
5 years									
Total ^a	2003–04	46 431.9	15 463.5	32 506.7	6 388.8	9 967.0	5 802.4	704.3	117 265.0
	2004–05	43 321.0	13 380.4	35 205.7	6 446.3	8 377.8	6 869.0	471.8	114 072.0
	2005–06	45 481.4	12 645.5	42 339.4	6 958.0	8 086.1	6 374.3	303.1	122 188.0
	2006–07	44 104.3	15 690.0	46 619.8	5 535.6	11 964.6	3 103.9	280.8	127 589.0
	2007–08	41 366.5	13 257.3	40 288.1	6 574.4	12 361.3	7 682.7	386.2	121 916.0
	2008–09	31 100.2	11 161.9	43 078.3	6 435.6	9 736.3	7 758.6	351.0	109 622.0
	2009–10	45 325.0	10 847.1	40 789.4	6 655.6	7 586.1	4 484.8	519.8	116 208.0
	2010–11	43 099.1	10 137.2	38 396.1	7 163.0	7 759.2	6 371.8	398.6	113 743.0
	2011–12	31 078.7	10 435.7	39 361.4	7 305.5	8 131.4	5 894.1	728.0	102 956.0
	2012–13	29 910.6	9 175.3	46 087.9	6 540.2	7 279.4	5 195.2	208.4	104 397.0
Average per cent change (%)									
1 year									
5 years									

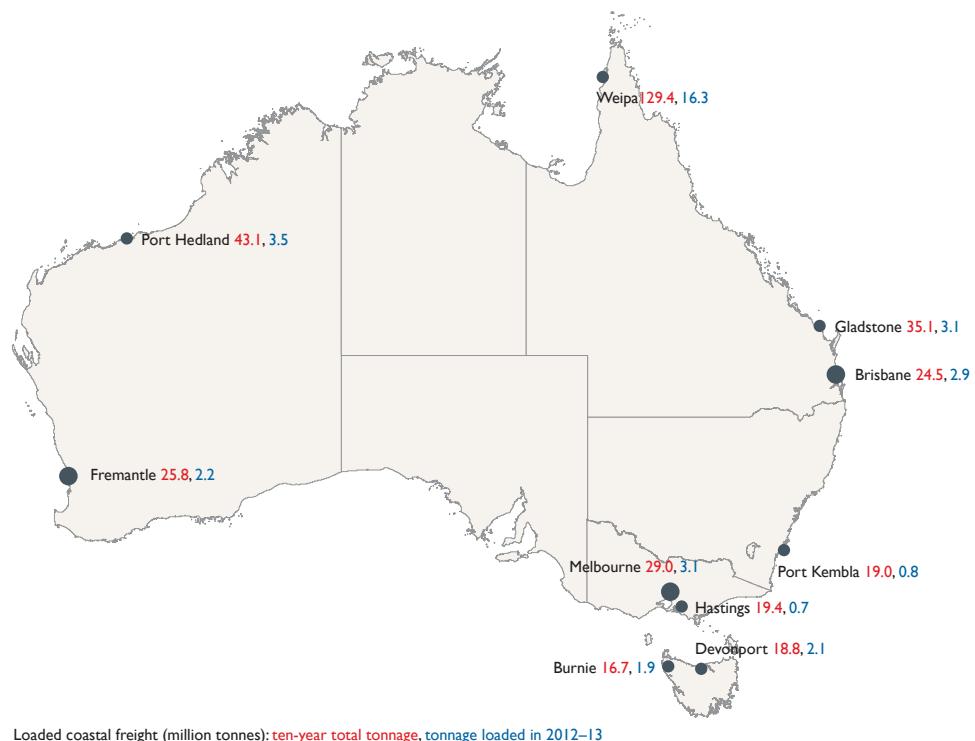
^a The sum of states/territory does not necessarily equal to the total as there may be flows associated with unspecified origin or destination which are not listed separately although they are included in the total.

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

Source: BITRE (2014).

Figure 2.3 Top ten ports by volume of coastal freight loaded, ten years to 2012–13

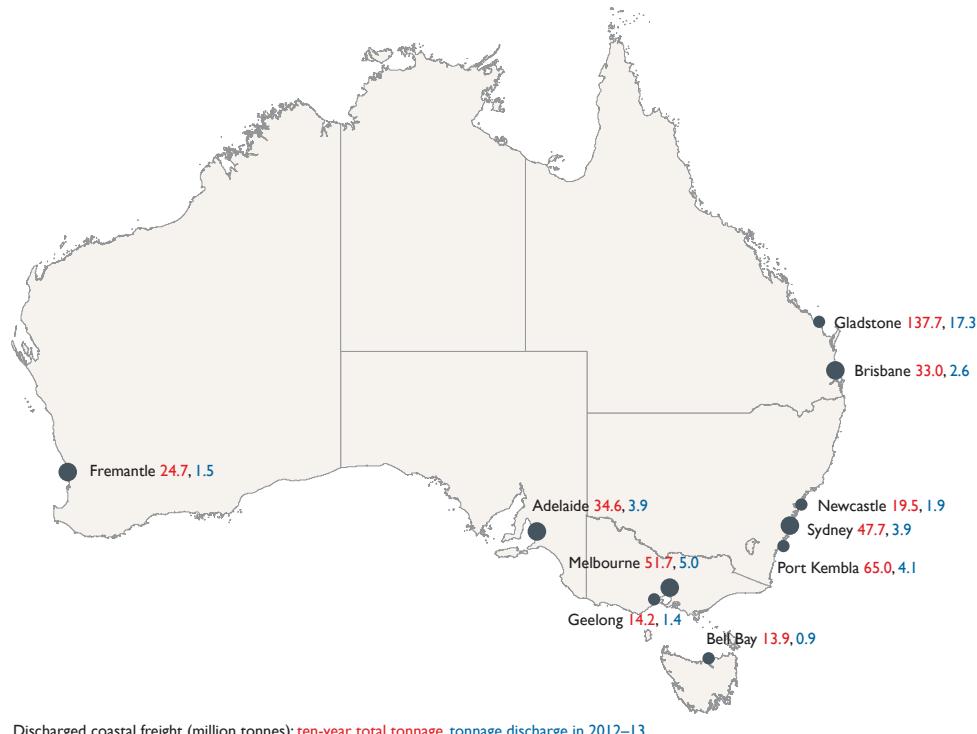


Note: The top ten ports are selected based on the total volume of coastal freight loaded in recent ten years. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

Source: BITRE (2014).

Figure 2.4 Top ten ports by volume of coastal freight discharged, ten years to 2012–13



Discharged coastal freight (million tonnes): ten-year total tonnage, tonnage discharge in 2012–13

Note: The top ten ports are selected based on the total volume of coastal freight discharged in recent ten years. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

Source: BITRE (2014).

Table 2.5 Top ten ports with largest weight of coastal freight

Financial year	Weipa	Port Hedland	Melbourne	Gladstone	Brisbane	Fremantle	Devonport	Burnie	Port Kembla	Hastings	All ports ^a
Loaded											
2003–04	9.6	4.4	2.6	3.4	2.4	3.1	1.9	1.4	2.3	2.0	53.2
2004–05	11.0	4.3	2.6	3.5	2.3	2.5	1.9	1.5	2.5	2.0	53.7
2005–06	12.7	4.3	2.5	3.4	1.8	2.0	1.8	1.5	2.3	3.1	55.2
2006–07	13.1	4.6	2.6	3.8	2.3	2.2	1.7	1.6	2.3	3.8	58.9
2007–08	13.0	4.4	3.0	3.6	2.3	2.5	1.9	1.6	2.2	3.1	57.6
2008–09	13.1	3.2	3.0	3.2	2.4	3.7	1.9	1.6	1.6	1.6	52.7
2009–10	13.2	5.4	3.1	3.6	2.6	3.0	1.9	1.8	2.0	1.4	52.4
2010–11	13.5	5.4	3.2	3.7	2.5	2.5	1.8	1.9	1.6	0.9	52.0
2011–12	13.7	3.6	3.3	3.7	3.0	2.0	2.0	1.9	1.4	0.8	50.7
2012–13	16.3	3.5	3.1	3.1	2.9	2.2	2.1	1.9	0.8	0.7	50.9
Average per cent change											
1 year	19.4	-2.6	-5.4	-17.6	-2.3	10.7	7.1	-1.3	-4.4	-14.2	0.5
5 years	3.7	-1.9	1.8	-0.6	5.8	-7.3	1.9	4.4	-14.7	-24.0	-2.1
Discharged											
2003–04	10.4	5.5	7.5	2.9	6.0	3.0	3.3	1.8	1.6	2.7	55.5
2004–05	11.7	5.1	7.6	3.1	5.4	3.0	2.7	1.8	1.5	2.5	54.0
2005–06	13.2	5.0	7.2	4.2	5.1	3.6	2.7	1.7	1.5	1.3	55.1
2006–07	14.0	5.6	7.2	3.1	6.1	4.2	3.5	2.1	1.7	0.8	58.0
2007–08	13.8	5.3	7.4	3.6	4.2	3.9	3.7	2.1	1.8	1.4	57.4
2008–09	13.9	5.1	5.0	2.9	4.4	3.7	2.5	2.0	1.3	1.3	51.6
2009–10	14.3	4.8	7.2	3.2	5.2	3.3	1.7	2.1	0.9	0.9	52.8
2010–11	14.4	5.1	7.1	3.7	3.8	3.1	1.5	2.1	0.9	1.1	52.1
2011–12	14.6	5.1	4.6	4.1	3.5	2.7	1.6	2.2	1.7	0.9	48.9
2012–13	17.3	5.0	4.1	3.9	3.9	2.6	1.5	1.9	1.4	0.9	50.5
Average per cent change											
1 year	18.3	-1.5	-9.9	-3.1	10.1	-4.1	-7.0	-13.4	-202	1.0	3.3
5 years	3.8	-0.5	-9.0	4.7	-4.1	-8.3	-15.4	-0.6	-1.2	-7.0	-2.3

^a "All ports" include the top ten ports and other ports not listed separately.

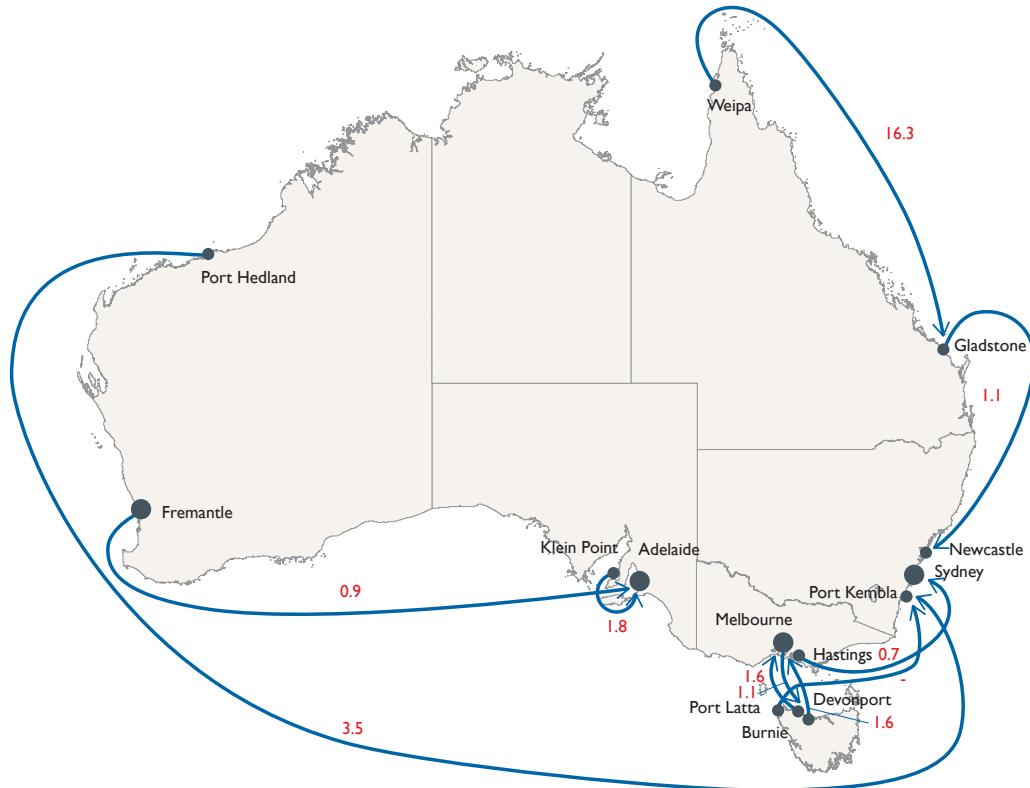
Note: The top ten ports are Australian ports that loaded, or discharged, the largest volume of coastal freight summed over recent ten years. The ports are sorted in descending order by the weight in the most recent year with the port ranked the first on the left in the table.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/facilities is in 'Appendix A: Australian ports'.

Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

Source: BITRE (2014).

Figure 2.5 Coastal freight carried on the top ten routes, 2012–13 (million tonnes)



Note: The top ten routes for coastal freight flow are selected based on the summed coastal freight over recent ten years, though the volume illustrated in the chart is for the most recent financial year.

No coastal freight ('-') were transported from Port Latta to Port Kembla in 2012–13.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

Source: BITRE (2014).

Table 2.6 Top ten coastal freight flows between Australian ports

Financial year	Weipa to Gladstone	Port Hedland to Port Kembla	Klein Point to Adelaide	Devonport to Melbourne	Burnie to Melbourne	Gladstone to Newcastle	Melbourne to Burnie	Fremantle to Adelaide	Hastings to Sydney	Port Latta to Port Kembla	All flows ^a
(million tonnes)											
2003–04	9.6	4.4	1.7	1.4	1.0	1.4	0.8	0.8	1.9	1.3	53.2
2004–05	11.0	4.3	2.0	1.3	1.2	1.4	0.9	0.8	1.8	1.3	53.7
2005–06	12.7	4.2	1.9	1.2	1.2	1.3	0.9	0.6	1.7	1.3	55.2
2006–07	13.1	4.5	2.2	1.2	1.3	1.4	0.9	0.4	2.9	1.2	58.9
2007–08	13.0	4.3	1.9	1.4	1.3	1.3	1.0	0.9	2.3	1.4	57.6
2008–09	13.1	3.1	1.4	1.4	1.3	1.4	1.0	0.9	0.8	1.0	52.7
2009–10	13.2	5.4	1.6	1.5	1.5	1.4	1.0	0.9	1.4	0.8	52.4
2010–11	13.5	5.3	1.6	1.5	1.5	1.3	1.0	1.0	0.8	0.8	52.0
2011–12	13.7	3.6	1.9	1.6	1.5	1.4	1.1	1.0	0.8	0.3	50.7
2012–13	16.3	3.5	1.8	1.6	1.6	1.1	1.1	0.9	0.7	50.9	
Average per cent change											
1 year	19.4	-3.0	-8.8	5.1	4.2	-19.0	2.5	-4.5	-13.7	0.5	
5 years	3.7	-1.7	1.4	2.9	4.8	-2.5	1.7	1.3	-16.4	-2.1	

^a "All flows" include the top ten coastal freight flows and other flows not listed separately.

Note: The top ten routes for coastal freight flow are the routes between Australian ports that shipped the largest volume of coastal freight in the most recent ten years. The routes are sorted in descending order by the volume in the most recent year with the route ranked the first on the left in the table.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in 'Appendix A: Australian ports'.

Blank cells mean no data was recorded for the categories, or per cent changes are not calculated.

Data for 2012–13 were not provided by Port Kembla and Newcastle port and were estimated using the reported origin and destination of cargo loaded and discharged at other ports.

Source: BITRE (2014).

Table 2.7 Weight and freight task of coastal freight, by cargo type

Financial year	Dry bulk	Liquid bulk	Container	Other cargo	Total
Weight	(million tonnes)				
2003–04	30.3	15.2	5.1	2.5	53.2
2004–05	33.4	12.6	4.6	3.2	53.7
2005–06	34.6	14.0	4.4	2.3	55.2
2006–07	35.9	15.9	4.4	2.7	58.9
2007–08	36.1	13.1	5.3	3.0	57.6
2008–09	32.9	12.0	5.2	2.6	52.7
2009–10	34.1	10.6	5.1	2.6	52.4
2010–11	34.1	9.3	4.0	4.6	52.0
2011–12	33.6	9.5	5.2	2.3	50.7
2012–13	33.5	9.7	5.2	2.6	50.9
Average per cent change	(%)				
1 year	-0.4	2.0	-1.5	11.6	0.5
5 years	-0.9	-6.4	-1.1	-1.5	-2.1
Freight task	(billion tonne-kilometres)				
2003–04	73.2	35.4	6.5	2.2	117.3
2004–05	79.0	27.7	4.7	2.7	114.1
2005–06	82.1	33.3	4.9	1.9	122.2
2006–07	84.2	35.4	5.7	2.3	127.6
2007–08	86.7	25.6	6.6	3.0	121.9
2008–09	77.4	23.0	6.6	2.7	109.6
2009–10	85.8	20.6	6.9	2.8	116.2
2010–11	87.7	15.6	5.2	5.3	113.7
2011–12	79.2	16.0	6.0	1.8	103.0
2012–13	78.8	17.2	5.4	2.9	104.4
Average per cent change	(%)				
1 year	-0.5	7.8	-9.2	59.4	1.4
5 years	-1.1	-9.1	-4.6	-1.5	-2.8

Source: BITRE (2014).

Table 2.8 Weight and freight task of coastal freight, by commodity group

Financial year	Weight	0-Food and live animals	1-Beverages and tobacco	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
2003-04	1.6	0.1	25.1	162	0.1	1.5	5.9	0.3	0.7	1.5	53.2	
2004-05	1.7	0.2	27.7	138	0.0	1.5	6.1	0.4	0.7	1.6	53.7	
2005-06	1.5	0.1	28.6	14.9	0.0	1.5	6.0	0.2	0.7	1.6	55.2	
2006-07	2.3	0.2	29.3	16.8	0.0	1.9	6.4	0.4	0.8	0.9	58.9	
2007-08	2.5	0.2	29.8	14.3	0.0	1.8	5.9	0.5	0.8	1.8	57.6	
2008-09	2.5	0.3	27.8	12.7	0.0	1.6	5.3	0.5	0.8	1.2	52.7	
2009-10	2.2	0.3	28.4	11.7	0.0	1.5	5.6	0.4	0.9	1.3	52.4	
2010-11	2.3	0.3	28.5	10.1	0.0	2.1	5.3	0.5	1.0	2.0	52.0	
2011-12	2.2	0.4	27.4	10.5	0.1	2.2	5.1	0.6	0.9	1.3	50.7	
2012-13	2.0	0.5	28.6	10.4	0.0	2.2	4.6	0.5	0.9	1.3	50.9	
Average per cent change						(%)						
1 year	-9.9	8.1	4.4	-1.6	-18.9	0.4	-9.1	-17.7	-6.6	3.5	0.5	
5 years	-3.9	136	-0.7	-6.4	11.7	6.4	-4.0	3.5	2.9	-2.1	-2.1	
Freight task							(billion tonne-kilometres)					
2003-04	2.8	0.3	652	37.4	0.1	3.1	6.6	0.3	0.6	0.9	117.3	
2004-05	2.4	0.2	698	30.4	0.1	3.1	6.1	0.4	0.5	1.0	114.1	
2005-06	2.1	0.3	727	35.5	0.0	3.1	6.4	0.4	0.5	1.0	122.2	
2006-07	3.3	0.3	72.1	37.2	0.0	4.8	6.9	0.7	0.6	1.8	127.6	
2007-08	3.6	0.3	76.0	28.4	0.0	3.8	6.4	0.6	0.6	2.2	121.9	
2008-09	3.2	0.5	69.7	25.0	0.0	2.9	5.6	0.6	0.7	1.4	109.6	
2009-10	2.7	0.6	77.7	23.0	0.0	2.9	6.2	0.6	1.0	1.6	116.2	
2010-11	2.7	0.5	78.2	17.4	0.0	5.3	5.4	0.5	0.9	2.8	113.7	
2011-12	2.9	0.6	68.0	18.1	0.1	4.6	5.6	0.8	0.9	1.4	103.0	
2012-13	2.2	0.6	71.5	18.8	0.0	3.8	4.7	0.7	0.7	1.4	104.4	
Average per cent change						(%)						
1 year	-24.5	6.2	5.1	3.8	-43.7	-17.1	-16.2	-15.2	-19.7	0.2	1.4	
5 years	-7.3	130	-1.1	-9.0	7.8	5.4	-4.7	4.6	4.5	-5.3	-2.8	

Note: "nes" stands for "Not Elsewhere Specified".

Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Source: BITRE (2014).

Table 2.9 Coastal freight between Tasmania and mainland Australia, by commodity group

Financial year	Weight of coastal freight loaded in Tasmania	2-Crude materials inedible except fuels	3-Mineral fuels lubricants and related materials	4-Animal and vegetable oils fats and waxes	5-Chemicals and related products	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions	Total
		('000 tonnes)								
2003–04	428.8	19.8	1 895.0	3.3	0.7	357.7	2 116.7	152.3	6.0	1 183.2
2004–05	421.2	26.2	1 979.7	0.9	0.7	360.1	2 082.5	143.5	5.1	1 174.6
2005–06	258.4	13.5	1 694.8	1.7		364.0	1 887.0	17.9	9.9	1 183.4
2006–07	703.7	98.2	1 726.0	7.9	6.0	360.6	1 967.3	38.4	124.1	220.9
2007–08	699.7	79.9	1 808.1	18.8	3.2	396.6	1 696.7	146.4	0.6	833.6
2008–09	700.0	106.3	1 522.6	5.3	1.6	375.7	1 769.7	153.1		461.7
2009–10	642.7	122.8	1 256.0	3.0	0.4	272.3	1 879.3	144.1		464.5
2010–11	683.2	114.9	1 288.2	16.9	0.7	415.2	1 715.7	156.6		556.9
2011–12	615.8	187.1	848.8	7.7	1.3	500.5	1 745.2	158.3		498.2
2012–13	630.7	210.4	522.9	4.6	0.8	419.9	1 911.2	141.4		641.0
Average per cent change										
1 year	2.4	12.5	-38.4	-40.3	-40.2	-16.1	9.5	-10.7	-10.1	-6.1
5 years	-2.4	20.3	-20.3	-11.3	-18.9	4.6	1.3	0.0	-2.0	-4.1
Weight of coastal freight discharged in Tasmania		(‘000 tonnes)								
2003–04	251.8	91.1	1 707.8	888.5	2.8	147.5	392.6	203.2	42.8	1 805.4
2004–05	238.8	93.9	2 150.0	969.4		129.9	432.3	206.3	65.4	1 270.4
2005–06	248.1	90.9	1 285.2	1 059.2	0.3	144.9	246.2	60.4	50.3	1 238.8
2006–07	535.2	61.1	957.7	672.1	5.6	159.4	304.6	77.4	602.6	1 158.1
2007–08	363.0	64.0	1 510.5	953.6	4.8	224.3	93.6	186.9	5.2	1 247.6
2008–09	361.2	65.4	1 476.8	929.8	3.1	225.0	151.7	185.0		1 135.5
2009–10	349.5	66.8	1 200.8	843.3	1.9	227.3	148.4	189.3		1 084.8
2010–11	433.4	66.0	1 398.9	828.3	1.5	198.4	140.1	188.6		1 099.3
2011–12	459.9	78.5	1 204.0	708.7	0.8	211.1	134.8	172.8		1 207.1
2012–13	434.7	71.2	1 343.9	679.1	1.2	178.1	112.8	167.9		1 140.9
Average per cent change										
1 year	-5.5	-9.4	11.6	-4.2	54.7	-15.6	-16.3	-2.8	1.8	0.9
5 years	5.4	3.1	-2.9	-7.0	-27.9	-4.1	1.5	-2.1	-1.3	-2.4

Note: This analysis includes coastal freight loaded in Tasmania and shipped to mainland Australia, or shipped from mainland Australia to Tasmania. Coastal freight shipped within Tasmania is not included.

“nes” stands for “Not Elsewhere Specified”.

Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of “0.0” mean that data was recorded but rounded to zero.

Source: BITRE (2014).

CHAPTER 3

Coastal trading under permit and licence

Overview

Up to 30 June 2012, part VI of the *Navigation Act 1912* required vessels trading interstate on the Australian coast to be licensed or have a permit (some trades have an exemption under the *Navigation Act*). An unlicensed ship could be granted a coastal voyage permit to trade on the Australian coast in the carriage of either cargo or passengers where there was no suitable licensed ship available for the shipping task; or the service carried out by licensed ships was inadequate; and it was considered to be desirable in the public interest that an unlicensed ship be allowed to undertake that shipping task.

On 1 July 2012 Part VI of the *Navigation Act 1912* was replaced by the *Coastal Trading (Revitalising Australian Shipping) Act 2012* (the Act). As a result of the new Act a new licensing regime was created to regulate access to the coastal trade. The new regime replaced the previous permit system that was established under Part VI of the *Navigation Act 1912*.

Under the new licensing regime, foreign flagged vessels (not transitioning to Australian registration) are permitted to engage in coastal trading through the Temporary Licence system.

This chapter reports a summary of shipping activity under Temporary Licences for 2012–13, shows the impact of the usage of Temporary Licences on the overall coastal trade, in terms of proportion of freight carried under licence, and presents data on the top ten routes for Temporary Licensed voyages. While data from the existing permits system are reported for the period 2002–03 to 2011–12, there is a break in the series at the end of 2011–12 as discussed below. For this reason, average per cent changes are not computed in this chapter.

Data source

Data for 2012–13 were extracted from the Coastal Trading Licensing System (CTLS) maintained by the Australian Department of Infrastructure and Regional Development. Data for 2002–03 to 2011–12 were based on extracts from the Coastal Trade Licences and Permits (COTLAP) system, which was maintained by the Department of Infrastructure and Transport.

Comparability between 2002–03 to 2011–12 and 2012–13

Caution should be taken when comparing shipping activity recorded under the previous (2002 to 2011–12) permits system and the new licensing system (2012–13), due to differences between the two systems.

Up to 2011–12 permit holders reported both the number of TEUs shipped and the weight of the TEUs. However, during 2012–13 the licence holders recorded in CTLS either the number of TEUs or the weight of cargo shipped. For containerised freight data are required on both the number of TEUs and the weight of freight. If the number of TEUs (or tonnes) are known it is possible to estimate the weight (or TEUs) of shipments in question. However, there were 72 voyages transporting general cargo recorded in CTLS (4.5 per cent of all shipments) where temporary license holders did not report the weight or the number of TEUs shipped.

During the first 4 months of 2012–13, there were also ‘carry over’ voyages from the previous permits system. Data presented for 2012–13 in Chapter 3 does not include transitional voyages under the old system carried out during 2012–13 as it is not valid to ascribe them to either regime. This may lead to an underestimation of the number of voyages and volume of freight carried during 2012–13.

Table 3.1 Usage of coastal voyage permits and temporary licences

Coastal Trade Permits (2002–03 to 2011–12)										
Financial year	Number of voyages on permits				Freight transported on permits					
					Total tonnage			Containerised		
	CVP	SVP	Total	Voyages with no cargo carried ^a	CVP	SVP	Total	CVP	SVP	
(number)				(million tonnes)				(TEUs)		
2002–03	454	798	1 252		1.7	10.6	12.3	37 619	12 161	49 780
2003–04	350	681	1 031		1.8	10.4	12.2	38 810	7 908	46 718
2004–05	977	892	1 869		2.0	11.0	13.0	56 938	5 855	62 793
2005–06	1 291	1 133	2 424		2.2	11.5	13.7	32 758	16 501	49 259
2006–07	1 915	1 876	3 791		1.8	14.8	16.7	53 474	20 455	73 929
2007–08	1 241	1 744	2 985	123	1.2	14.2	15.4	37 718	6 694	44 412
2008–09	697	1 444	2 141	523	0.9	12.7	13.7	38 559	5 761	44 320
2009–10	735	1 637	2 372	432	0.9	13.9	14.8	55 131	13 789	68 920
2010–11	472	1 578	2 050	483	0.9	13.2	14.0	57 865	21 445	79 310
2011–12	427	1 318	1 745	776	0.8	10.9	11.8	59 130	20 611	79 741

Coastal Trading Licensing System (2012–13)									
	Number of voyages under temporary licence ^b	Tonnage (million tonnes)			Containerised (TEUs)				
		Stated	Estimated ^c	Total	Stated	Estimated ^d	Total		
2012–13	1 627		9.3	0.6	9.9	47 343	2 738	50 081	

a The "Voyages with no cargo carried" refer to the voyages which were planned to carry coastal freight in the permit application, but where no cargo was carried. These planned voyages are not included in 'Total' counts for 2002–03 to 2011–12.

b Includes 72 voyages shipping general cargo where volume (in tonnes and TEU) could not be calculated (see Table 3.6).

c Tonnage was estimated for container shipments when volume was recorded in TEUs but no data on weight were provided. Tonnage was calculated by applying the median weight (in tonnes) per TEU recorded in 2011–12, under Coastal Trade Licences and Permits (COTLAP) system.

d TEUs were estimated for container shipments where volume was recorded in tonnes but the data indicated the pack type was 'container'. TEU estimates were based on the median weight (in tonnes) per TEU recorded in 2011–12, under the Coastal Trade Licences and Permits (COTLAP) system.

Note: Up to 30 June 2012, two kinds of permits were issued:

- 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 six months) and enables a vessel to carry specified cargo between nominated ports for that period; and
- a single voyage permit (SVP) is issued for a single voyage between designated ports for the carriage of a specified cargo or passengers.

Source: Infrastructure (2013, 2014).

Table 3.2 Permits to 2011–12 and temporary licences (2012–13): impact on coastal trade – weight carried

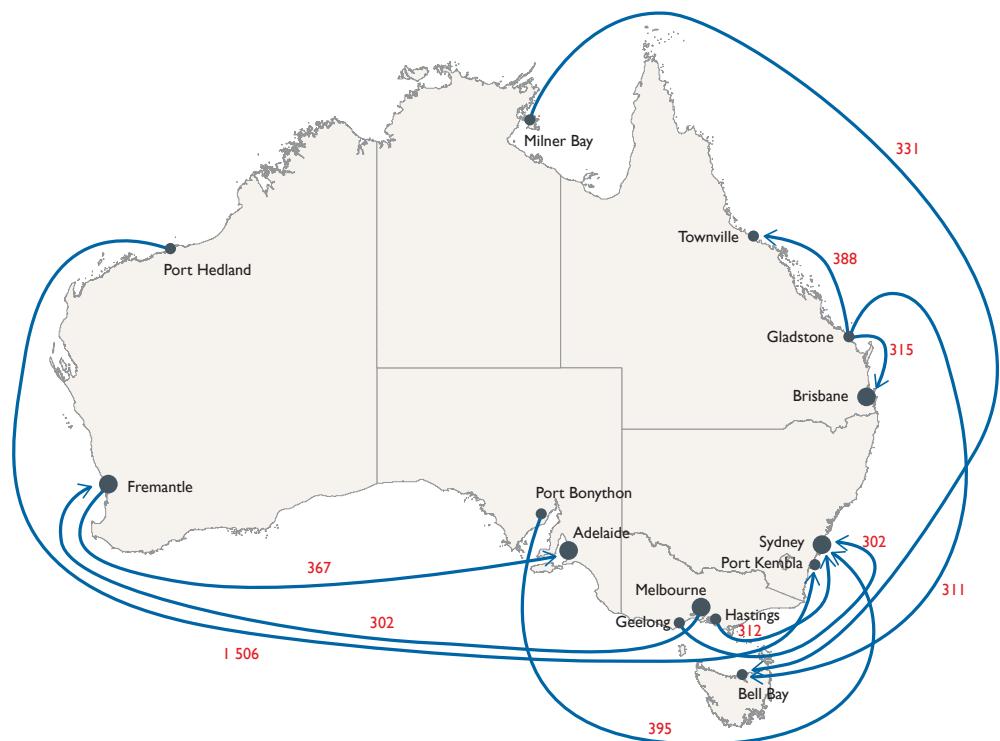
Financial year	Freight transported on permits				Proportion of freight on permits to total coastal freight ^a			
	Dry bulk cargo	Liquid bulk cargo	General cargo	Total	Dry bulk cargo	Liquid bulk cargo	General cargo	Total
Weight	(million tonnes)				(%)			
Coastal Trade Permits (2002–03 to 2011–12)								
2002–03	7.9	3.4	1.0	12.3	25.6	22.8	14.2	23.3
2003–04	7.3	3.5	1.4	12.2	24.1	23.0	18.2	22.9
2004–05	9.9	2.4	1.2	13.5	29.7	19.1	15.4	25.1
2005–06	8.8	3.6	1.3	13.7	25.4	25.8	19.5	24.8
2006–07	5.9	4.9	5.9	16.7	16.4	30.8	82.8	28.3
2007–08	10.7	3.8	0.8	15.4	29.6	28.9	9.6	26.7
2008–09	9.3	3.6	0.7	13.7	28.3	30.1	9.0	26.0
2009–10	9.8	3.9	1.1	14.8	28.8	36.8	14.3	28.3
2010–11	9.4	3.2	1.4	14.0	27.5	34.3	16.4	26.9
2011–12	7.2	3.2	1.4	11.8	21.4	33.7	18.5	23.3
Coastal Trading Licensing System (2012–13)								
Weight	(million tonnes)				(%)			
2012–13	5.3	3.8	0.8 ^b	9.9 ^b	15.8	39.4	10.4 ^b	19.4 ^b

a Total coastal freight includes all coastal freight moved along Australia's coast.

b The incompleteness of data (see Table 3.6) for general cargo voyages in CLTS means that this is an underestimate.

Source: BITRE (2014), Infrastructure (2013, 2014).

Figure 3.1 Top ten routes for tonnage of freight carried under temporary licences, 2012–13 ('000 tonnes)



Note: The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: Infrastructure (2014).

Table 3.3 Tonnage of freight carried on permits/ temporary licences: The top ten routes

Coastal Trade Permits (2002–03 to 2011–12)									
Financial year	Port Hedland to Port Kembla	Port Hastings to Sydney	Gladstone to Townsville	Melbourne to Fremantle	Milner Bay to Bell Bay	Fremantle to Adelaide	Gladstone to Brisbane	Gladstone to Newcastle	Port Bonython to Sydney
Weight									Port Latta to Port Kembla All routes ^a
2007–08	2 611.2	635.9	154.3	236.4	543.1	605.9	57.0	1 399.4	400.9
2008–09	1 362.5	991.8	199.7	259.4	475.8	483	493.3	1 296.6	795.9
2009–10	2 968.8	921.5	386.7	352.5	372.9	257.8	641.0	1 348.1	801.4
2010–11	3 606.4	711.0	428.8	504.5	563.9	210.9	491.6	341.3	281.5
2011–12	2 317.5	734.5	488.3	474.8	382.2	229.8	207.9	153.7	124.1
Voyages on permits									
2007–08	19	33	23	194	14	169	16	33	9
2008–09	10	36	17	209	13	41	32	31	21
2009–10	23	32	22	254	9	72	52	27	17
2010–11	26	25	25	280	14	39	44	8	8
2011–12	17	21	32	271	8	19	11	4	3
Coastal Trading Licensing System (2012–13)									
Financial year	Port Hedland to Port Kembla	Port Bonython to Sydney	Gladstone to Townsville	Fremantle to Adelaide	Milner Bay to Bell Bay	Gladstone to Brisbane	Hastings to Sydney	Gladstone to Bell Bay	Melbourne to Fremantle
Weight									Geelong to Sydney
2012–13	1 506.3	395.1	388.0	367.2	331.5	315.4	315.4	311.0	301.8
Licensed voyages									
2012–13	11	7	20	26	7	18	6	12	226
									1127

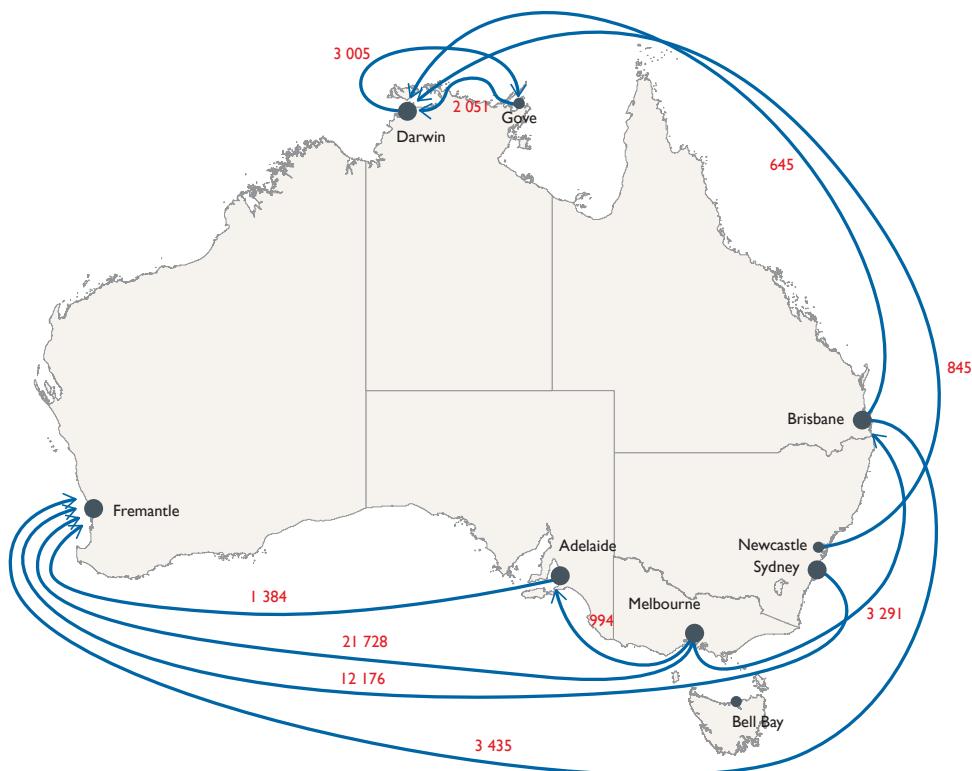
^a "All routes" include the top ten routes and other routes not listed separately.

Note: The top ten routes for tonnage of coastal freight carried on permits (2007–08 to 2011–12) are the routes that carried the largest weight of coastal freight summed over recent five years. The routes are sorted in descending order by the tonnage for the most recent year with the route ranked the first on the left in the table.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in 'Appendix A: Australian ports'.

Source: Infrastructure (2013, 2014).

Figure 3.2 Top ten routes for containerised freight under temporary licences, 2012–13 (TEUs)



Note: The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: Infrastructure (2014).

Table 3.4 Containerised freight carried on permits/ temporary licences: The top ten routes

Coastal Trade Permits (2002–03 to 2011–12)									
Financial year	Melbourne to Fremantle	Sydney to Fremantle	Brisbane to Fremantle	Adelaide to Fremantle	Melbourne to Brisbane	Melbourne to Adelaide	Brisbane to Darwin	Gove to Gove	Bell Bay to Fremantle
<i>Containerised freight</i>									
2007–08	14 257	6 667	893	350	9 860	1 254	1 114	3 303	44 412
2008–09	18 879	6 479	1 097	548	7 472	1 156	1 298	1 900	44 320
2009–10	26 618	15 479	3 310	1 405	9 511	625	1 373	2 038	68 920
2010–11	37 716	22 487	3 489	1 554	3 517	1 374	865	1 682	79 310
2011–12	37 116	24 924	7 445	4 261	3 501	459	435	2 437	79 741
<i>Voyages on permits</i>									
2007–08	194	95	103	87	223	98	21	13	2 985
2008–09	209	55	92	103	187	105	35	12	2 141
2009–10	254	106	145	118	203	91	32	30	2 372
2010–11	280	296	116	135	57	123	40	42	2 050
2011–12	271	228	167	111	35	56	10	41	1 745
<i>Coastal Trading Licensing System (2012–13)</i>									
Financial year	Melbourne to Fremantle	Sydney to Fremantle	Brisbane to Fremantle	Melbourne to Brisbane	Darwin to Gove	Gove to Darwin	Adelaide to Fremantle	Melbourne to Adelaide	Brisbane to Darwin
<i>Containerised freight</i>									
2012–13	21 728	12 176	3 435	3 291	3 005	2 051	1 384	994	845
<i>Licensed voyages</i>									
2012–13	228	120	144	39	24	20	66	48	17
								18	1 627

^a "All routes" include the top ten routes and other routes not listed separately.

Note: The top ten routes for TEU of coastal freight on permits (2007–08 to 2011–12) are selected based on the summed TEU over recent five years. The routes are sorted in descending order by the number of TEU for the most recent year with the route ranked the first on the left in the table.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports". Blank cells mean no data was recorded for the categories, or per cent changes are not calculated.

Source: Infrastructure (2013, 2014).

Table 3.5 Permits to 2011–12 and temporary licences (2012–13): impact on coastal trade – freight task

Financial year	Freight transported on permits				Proportion of freight task on permits or under licence to total coastal freight task			
	Dry bulk cargo	Liquid bulk	General cargo	Total	Dry bulk cargo	Liquid bulk	General cargo	Total
Freight task ^b	(billion tonne-kilometres)				(%)			
Coastal Trade Permits (2002–03 to 2011–12)								
2007–08	32.0	8.4	2.4	42.8	36.9	32.9	24.9	35.1
2008–09	23.3	7.3	2.2	32.7	30.1	31.8	23.6	29.8
2009–10	30.8	8.9	3.8	43.5	35.9	43.2	38.9	37.4
2010–11	33.7	7.6	4.7	46.0	38.4	48.9	44.8	40.4
2011–12	24.2	7.3	3.9	35.4	30.6	45.7	49.9	34.4
Coastal Trading Licensing System (2012–13)								
Freight task	(billion tonne-kilometres)				(%)			
2012–13	16.2	7.3	2.3 ^c	25.8 ^c	20.6	42.5	27.6 ^c	24.7 ^c

^a Total coastal freight includes all coastal freight moved along Australia's coast.

^b The unit record permits data are limited to last five years of the Coastal Trade Permits system, therefore the freight task is computed for the four-year period from 2007–08 to 2011–12.

^c The incompleteness of data (see table 3.6) for general cargo voyages in CLTS means that this is an underestimate.

Source: BITRE (2014), Infrastructure (2013, 2014).

Table 3.6 Voyages on temporary licences transporting general cargo where volume (in tonnes or TEUs) was not recorded

Coastal Trading Licensing System (2012–13)							
Financial year	Fremantle to Brisbane	Melbourne to Brisbane	Fremantle to Melbourne	Fremantle to Port Kembla	Port Kembla to Brisbane	Melbourne to Port Kembla	
Licensed voyages	(number)						
2012–13	21	17	13	13	6	2	72

Note: The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: Infrastructure (2014).

CHAPTER 4

Australian port activity

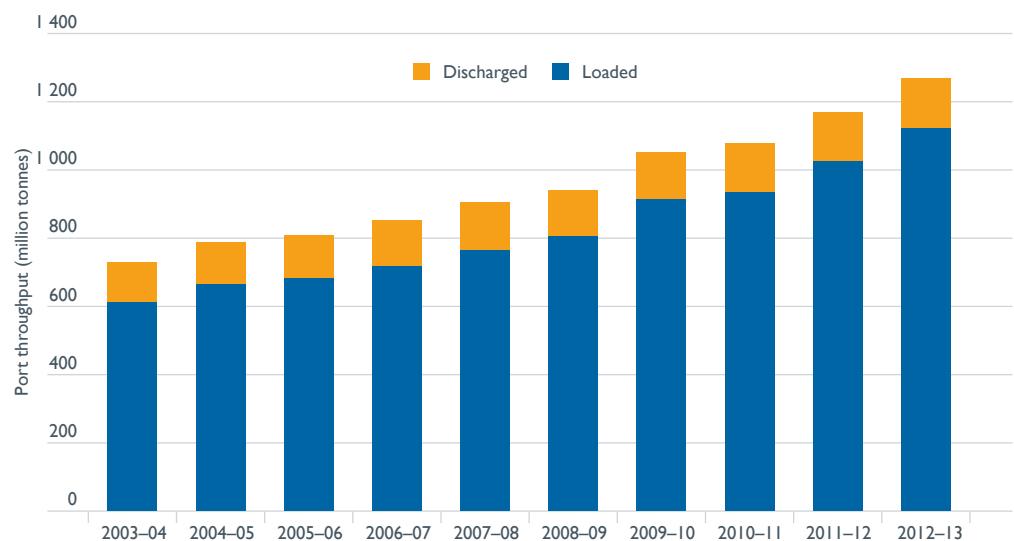
Overview

This chapter shows activities in Australian ports from 2003–04. It covers total throughput and ship activities in each state/territory, total throughput and ship activities at major Australian ports. It also demonstrates ship activities by other characteristics such as ship type and ship size.

Data sources

The total throughput figures include the tonnage of international sea freight that is derived from the international cargo statistics obtained from ABS, and tonnage of domestic (coastal) freight that is surveyed by the BITRE. The vessel movement information used to report ship activity is data obtained from Lloyd's List Intelligence (LLI).

Figure 4.1 Total throughput at Australian ports



Note: "Loaded" includes tonnage of international exports and tonnage of loaded coastal freight. "Discharged" includes tonnage of international imports and tonnage of discharged coastal freight.

Sources: ABS (2014), BITRE (2014).

Table 4.1 Total throughput, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Total
Loaded						(million tonnes)			
2003–04	98.1	21.6	172.8	15.2	282.2	13.8	6.3	1.4	611.5
2004–05	101.9	21.0	186.2	15.0	318.1	13.3	7.3	1.6	664.3
2005–06	106.7	23.1	186.0	15.6	328.7	12.0	7.6	1.8	681.6
2006–07	106.5	22.0	197.0	14.7	351.9	11.9	10.3	1.8	716.1
2007–08	114.7	20.6	199.5	16.8	386.2	13.1	11.2	2.3	764.5
2008–09	117.1	19.1	205.3	18.3	419.4	11.7	12.7	2.2	805.9
2009–10	125.4	19.2	228.8	19.2	493.9	10.9	15.0	1.9	914.3
2010–11	139.3	21.8	210.2	23.8	511.8	10.5	14.5	1.4	933.3
2011–12	155.8	26.1	218.3	27.6	571.8	8.9	13.8	1.6	1 023.8
2012–13	172.6	25.5	237.5	25.9	634.7	8.2	15.9	0.7	1 121.1
Average per cent change						(%)			
1 year	10.8	-2.1	8.8	-6.1	11.0	-7.6	15.3	-58.2	9.5
5 years	9.0	6.3	2.8	10.8	10.4	-8.8	5.7	+18.9	7.9
Discharged						(million tonnes)			
2003–04	32.1	25.9	31.6	6.9	15.0	6.4	1.8	0.0	119.7
2004–05	32.5	25.8	34.3	7.3	15.2	6.7	2.2	0.0	123.9
2005–06	32.3	26.2	37.4	8.8	14.7	5.2	3.1	0.0	127.8
2006–07	34.4	26.9	39.2	9.8	16.8	4.3	6.5	0.0	137.9
2007–08	34.4	28.4	39.8	10.6	19.0	5.6	6.6	0.0	144.5
2008–09	30.1	26.2	38.5	6.9	18.5	5.4	7.7	0.0	133.2
2009–10	34.5	25.7	40.9	7.6	17.9	4.9	6.8	0.0	138.4
2010–11	35.1	28.2	41.8	7.6	19.1	5.1	7.4	0.0	144.3
2011–12	31.2	27.9	43.5	8.8	20.6	5.0	6.9	0.0	143.8
2012–13	28.8	28.3	48.1	8.4	21.0	4.8	7.9	0.0	147.2
Average per cent change						(%)			
1 year	-3.6	-0.9	11.1	-0.3	6.6	0.3	13.1	35.8	4.0
5 years	-1.5	1.1	3.8	2.0	3.1	-2.9	1.8	7.5	1.5

^a "Other" includes state/territory not clearly specified in the source data, or state/territory confidentialised by ABS because indicating the state/territory for cargo may lead to disclosure of commercially sensitive information.

Note: Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

"Loaded" includes tonnage of international exports and tonnage of loaded coastal freight. "Discharged" includes tonnage of international imports and tonnage of discharged coastal freight.

Sources: ABS (2014), BITRE (2014).

Table 4.2 Top ten ports that handled the largest ten-year total throughput

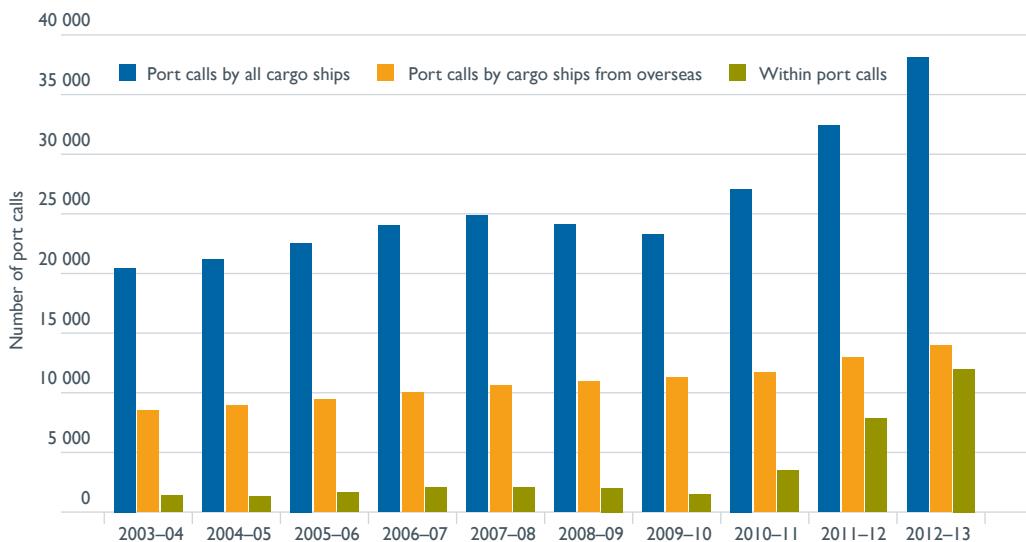
Financial year	Port	Hedland	Dampier	Newcastle	Hay Point	Port Walcott	Gladstone	Weipa	Brisbane	Port Kembla	Fremantle	All ports ^a
Loaded												
2003–04	89.4	101.6	79.6	78.0	43.9 (million tonnes)	48.0	13.4	10.8	12.7	14.2	611.5	
2004–05	107.9	104.2	81.1	84.8	56.4	49.7	15.4	11.5	14.6	14.2	664.3	
2005–06	110.2	112.1	83.1	80.3	55.2	52.0	17.8	12.1	16.2	14.3	681.6	
2006–07	111.4	128.2	82.8	86.4	53.9	58.4	19.3	11.6	16.2	12.6	716.1	
2007–08	129.9	137.9	90.3	80.3	56.4	60.4	22.1	13.4	16.6	12.8	764.5	
2008–09	158.0	141.9	92.5	82.0	56.9	62.6	20.5	15.3	16.9	15.6	805.9	
2009–10	178.1	169.4	99.8	99.3	78.7	67.0	20.4	15.3	18.0	15.4	914.3	
2010–11	197.2	166.7	111.7	87.8	80.9	59.6	22.4	15.4	19.6	13.0	933.3	
2011–12	243.9	173.6	126.2	83.3	81.8	66.5	24.9	19.2	20.9	14.3	1 023.8	
2012–13	286.5	181.2	146.3	96.4	84.8 (%)	65.3	29.0	19.4	18.4	18.1	1 211.1	
Average per cent change												
1 year	17.5	4.4	16.0	15.7	3.8	-1.9	16.4	1.1	-11.9	26.5	9.5	
5 years	16.5	5.7	10.4	2.4	9.4	1.3	6.0	7.4	3.6	3.8	7.9	
Discharged												
2003–04	19.7	11.5	15.4	13.1	11.6 (million tonnes)	6.9	5.3	4.9	0.9	9.7	119.7	
2004–05	19.6	13.3	16.2	13.9	12.0	7.3	5.3	5.1	1.3	9.9	123.9	
2005–06	20.5	15.4	16.2	14.4	11.1	7.6	5.6	6.4	2.0	9.1	127.8	
2006–07	21.8	16.1	17.7	16.2	12.4	6.8	5.2	5.3	5.3	9.4	135.8	
2007–08	21.4	16.0	18.8	16.4	13.6	7.1	5.3	6.0	5.4	9.8	142.0	
2008–09	19.9	16.5	17.3	16.0	12.5	6.5	4.8	5.0	6.2	7.1	133.2	
2009–10	21.3	16.7	17.3	16.6	12.1	6.3	5.9	5.6	5.3	9.9	138.4	
2010–11	21.5	17.0	18.6	17.2	13.0	7.4	6.0	5.7	6.1	10.2	144.3	
2011–12	21.2	17.9	19.3	17.4	13.7	7.3	6.2	6.3	5.4	6.5	143.8	
2012–13	21.3	21.0	19.0	18.3	13.9 (%)	7.9	6.7	6.4	6.3	5.6	149.5	
Average per cent change												
1 year	0.5	17.3	-1.4	5.2	1.9	8.3	7.2	1.2	17.3	4.0	4.0	
5 years	0.6	4.7	1.3	2.5	1.4	2.9	5.7	2.9	1.5	-8.4	1.5	

^a "All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are selected based on the total tonnage loaded (exported) or discharged (imported), in the most recent ten years. The ports are sorted in descending order by the tonnage for the most recent year with the port ranked the first on the left in the table.

"Loaded" includes tonnage of international exports and tonnage of loaded coastal freight. "Discharged" includes tonnage of international imports and tonnage of discharged coastal freight.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in 'Appendix A: Australian ports'. Sources: ABS (2014), BITRE (2014).

Figure 4.2 Total port calls at Australian ports

Note: "Port calls by all cargo ships" is the count of arrival of cargo ships in Australian ports in each financial year; which includes both coastal and international shipping activities. "Port calls by cargo ships from overseas" is the count of arrival of cargo ships from overseas to show the international shipping activities. Ships with a gross tonnage smaller than 150 GT are not counted. This methodology is also used for analysis in Table 4.3–4.6.

"Within port calls" refers to ship movements where the target port equals the previous port. "Within port calls" often occur when a ship moves from anchorage to a port.

The rapid increase in "Within port calls" from 2010–11 onwards is due in part to more port calls from anchorages being captured in the Lloyds dataset.

Source: LLI (2014), LLI (2014) – personal communications.

Table 4.3 Number of port calls, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Total	Within port calls ^b
Port calls by all cargo ships (number)										
2003–04	4 054	3 892	5 088	1 123	3 847	1 901	508	45	20 458	1 398
2004–05	4 260	3 993	5 204	1 059	4 028	2 117	514	28	21 203	1 289
2005–06	4 207	3 920	5 874	1 242	4 705	2 028	530	55	22 561	1 612
2006–07	4 269	4 015	6 543	1 080	5 507	1 982	587	33	24 016	2 090
2007–08	4 876	4 083	7 065	1 122	5 106	1 977	624	24	24 877	2 059
2008–09	4 580	3 659	6 513	1 093	5 730	1 814	684	35	24 108	2 014
2009–10	4 144	3 397	6 636	1 033	5 566	1 691	765	6	23 238	1 462
2010–11	5 082	4 032	6 616	1 271	7 584	1 769	728		27 082	3 520
2011–12	5 998	4 151	7 761	1 723	10 667	1 427	673	2	32 402	7 829
2012–13	6 661	4 334	9 284	1 945	13 517	1 540	788		38 073	11 989
Average per cent change (%)										
1 year	11.1	4.4	19.6	12.9	26.7	7.9	17.1		17.5	53.1
5 years	7.6	2.5	5.5	13.1	22.3	-5.3	3.1		9.5	48.2
Port calls by cargo ships from overseas (number)										
2003–04	1 641	810	2 644	197	2 664	173	364	28	8 521	n/a
2004–05	1 694	930	2 724	156	2 812	186	382	20	8 904	n/a
2005–06	1 736	898	2 993	153	3 064	150	408	42	9 444	n/a
2006–07	1 755	923	3 307	108	3 300	160	463	23	10 039	n/a
2007–08	1 952	965	3 509	126	3 392	160	493	16	10 613	n/a
2008–09	1 997	784	3 473	170	3 864	122	510	28	10 948	n/a
2009–10	2 031	703	3 705	164	3 980	119	596	5	11 303	n/a
2010–11	2 181	757	3 422	238	4 415	120	538		11 671	n/a
2011–12	2 379	916	3 697	292	5 137	76	497		12 994	n/a
2012–13	2 530	899	3 813	229	5 786	106	573		13 936	n/a
Average per cent change (%)										
1 year	6.3	-1.9	3.1	-21.6	12.6	39.5	15.3		7.2	n/a
5 years	5.6	0.5	1.5	15.3	10.9	-9.4	1.6		5.6	n/a

^a "Other" includes state/territory not clearly specified in the source data.

^b "Within port calls" includes port calls where the target port equals the previous port visited.

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated.

State-level totals include within port calls.

Source: LLI (2014).

Table 4.4 Top ten ports with the greatest number of port calls

Financial year	Port Hedland	Melbourne	Newcastle	Fremantle	Dampier	Gladstone (number)	Brisbane	Sydney	Hay Point	Devonport	All ports ^a	Within port calls ^b
Port calls by all cargo ships												
2003–04	547	2 915	380	1 403	698	1 236	1 727	2 044	944	931	20 458	1 398
2004–05	914	3 044	545	1 296	666	1 281	1 831	2 041	1 043	963	21 203	1 289
2005–06	1 206	3 054	403	375	939	1 410	2 099	2 152	948	958	22 561	1 612
2006–07	1 599	3 129	454	402	1 068	1 469	2 215	2 145	1 007	873	24 016	2 009
2007–08	1 155	3 088	873	1 410	1 067	1 665	2 170	2 254	1 055	842	24 877	2 014
2008–09	1 446	2 845	761	1 528	1 471	1 605	2 043	2 065	1 089	796	24 108	2 014
2009–10	1 278	2 625	617	1 452	1 426	1 583	1 927	1 796	1 234	830	23 238	1 462
2010–11	2 298	3 087	2 457	1 607	1 679	1 543	2 152	1 859	919	770	27 082	3 520
2011–12	3 198	3 166	3 042	2 410	2 258	2 154	2 488	1 863	1 024	730	32 402	7 829
2012–13	3 915	3 390	3 263	3 248	2 851	2 827	2 699	2 300	1 681	808	38 073	1 1 989
Average per cent change 1 year	22.4	7.1	7.3	348	26.3	8.5	31.2	23.5	64.2	10.7	17.5	n/a
5 years	29.6	2.7	148	17.5	19.9	10.5	5.3	-0.5	5.4	-1.5	9.5	48.2
Port calls by cargo ships from overseas												
2003–04	494	782	504	839	784	564	729	516	686	291	8 520	n/a
2004–05	735	831	513	818	740	599	822	645	664	269	8 905	n/a
2005–06	805	795	719	930	722	622	739	663	725	311	9 445	n/a
2006–07	800	819	800	955	774	668	832	688	715	319	10 039	n/a
2007–08	848	983	834	971	764	743	803	709	742	326	10 615	n/a
2008–09	1 080	1 007	1 034	931	855	834	888	551	720	324	10 947	n/a
2009–10	1 082	1 130	1 070	913	847	873	1 030	478	623	354	11 297	n/a
2010–11	1 205	1 279	1 221	953	816	793	733	532	628	439	11 669	n/a
2011–12	1 559	1 416	1 287	1 053	869	911	736	668	651	457	12 994	n/a
2012–13	1 808	1 626	1 394	1 058	949	933	833	643	553	486	13 936	n/a
Average per cent change 1 year	16.0	14.8	8.3	0.5	9.2	2.4	13.2	-3.7	-15.1	6.3	7.2	n/a
5 years	15.3	11.0	10.1	2.4	3.2	3.8	-2.0	0.6	-4.9	9.7	5.6	n/a

^a "All ports" include the top ten ports and other ports not listed separately.^b "Within port calls" includes port calls where the target port equals the previous port visited.

Note: The top ten ports are selected based on the number of port call made by all cargo ships, or by cargo ships from overseas, summed over recent ten years. The ports are sorted in descending order by the number of port calls for the most recent year, with the port ranked the first on the left in the table. Port-level totals include within port calls.

The statistics of some ports include data for other associated ports, terminals or facilities and within port calls. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Table 4.5 Number of port calls, by ship type

Financial year	Bulk carriers	Container carriers	General cargo ships	Livestock carriers	Chemical tankers (number)	LNG tankers	LPG tankers	Tankers	Total	Within port calls ^a
Port calls by all cargo ships										
2003–04	8 521	3 752	4 864	334	385	84	430	2 087	20 457	1 398
2004–05	8 951	4 146	5 009	266	437	93	343	1 957	21 202	1 289
2005–06	9 619	4 580	5 024	223	526	150	365	2 077	22 564	1 612
2006–07	10 592	4 853	4 963	232	587	201	429	2 159	24 016	2 090
2007–08	11 010	5 027	4 874	236	555	230	454	2 493	24 879	2 059
2008–09	11 106	4 452	4 494	263	496	294	449	2 555	24 109	2 014
2009–10	10 818	3 864	4 471	285	472	338	462	2 516	23 226	1 462
2010–11	13 139	4 324	4 970	259	591	358	407	3 114	27 162	3 520
2011–12	17 111	4 459	5 407	219	572	317	523	3 797	32 405	7 829
2012–13	21 070	4 719	5 596	249	732	398	576	4 733	38 073	11 989
Average per cent change										
1 year	23.2	5.8	3.8	6.4	28.9	25.6	10.1	24.5	17.5	53.1
5 years	14.5	-0.6	3.9	-0.5	6.3	9.0	4.4	13.9	9.5	48.2
Port calls by cargo ships from overseas										
2003–04	5 122	1 323	822	241	80	74	114	745	8 521	n/a
2004–05	5 415	1 420	820	210	93	89	105	752	8 904	n/a
2005–06	5 695	1 603	785	167	136	139	132	787	9 444	n/a
2006–07	6 088	1 714	805	182	152	176	155	767	10 039	n/a
2007–08	6 527	1 776	744	186	152	181	167	880	10 613	n/a
2008–09	6 909	1 569	761	222	176	265	143	903	10 948	n/a
2009–10	7 271	1 456	777	249	156	301	147	946	11 303	n/a
2010–11	7 563	1 554	819	206	169	317	117	926	11 671	n/a
2011–12	8 583	1 664	908	157	291	151	1089	12 994	n/a	n/a
2012–13	9 420	1 617	919	183	161	368	152	1116	13 936	n/a
Average per cent change										
1 year	9.8	-2.8	1.2	16.6	6.6	26.5	0.7	2.5	7.2	n/a
5 years	7.5	-0.6	4.8	-3.7	-0.3	11.7	-1.5	5.1	5.6	n/a

^a "Within port calls" includes port calls where the target port equals the previous port visited.

Note: Ship type totals include within port calls.

Source: LLI (2014).

Table 4.6 Number of port calls at Australian ports, by ship size

Financial year	Ship size (Deadweight tonnage, '000 tonnes)								Total	Within port calls ^b
	<5	5–10	10–20	20–40	40–60	60–80	80–150	>150		
Port calls by all cargo ships								(number)		
2003–04	1 241	3 599	1 810	5 009	3 968	1 948	1 480	1 384	20 458	1 398
2004–05	1 059	3 805	1 933	5 125	3 993	2 095	1 554	1 624	21 203	1 289
2005–06	1 120	3 787	2 033	5 300	4 105	2 331	1 703	2 177	22 561	1 612
2006–07	1 393	3 239	2 467	5 265	4 700	2 383	1 865	2 701	24 016	2 090
2007–08	1 463	2 645	3 002	5 512	5 144	2 548	2 143	2 415	24 877	2 059
2008–09	1 086	2 631	2 782	4 802	4 959	2 655	2 251	2 931	24 108	2 014
2009–10	1 177	2 353	2 579	4 189	5 029	2 854	2 175	2 880	23 238	1 462
2010–11	1 487	2 425	3 160	4 369	5 519	2 898	2 884	4 339	27 082	3 520
2011–12	1 718	2 556	3 471	4 635	6 371	3 353	4 089	6 208	32 402	7 829
2012–13	1 688	3 094	3 449	5 075	7 897	3 995	4 956	7 914	38 073	11 989
Average per cent change								(%)		
1 year	-1.7	21.0	-0.6	9.5	24.0	19.1	21.2	27.5	17.5	53.1
5 years	6.9	2.1	4.6	-1.4	8.9	8.8	19.6	27.8	9.5	48.2
Port calls by cargo ships from overseas								(number)		
2003–04	403	432	495	2 049	1 702	1 359	866	1 211	8 521	n/a
2004–05	383	408	557	2 016	1 711	1 514	972	1 342	8 904	n/a
2005–06	356	368	607	2 080	1 757	1 623	1 046	1 606	9 444	n/a
2006–07	418	360	706	2 050	1 948	1 606	1 149	1 801	10 039	n/a
2007–08	413	332	694	2 130	2 190	1 720	1 237	1 896	10 613	n/a
2008–09	327	410	752	1 883	2 172	1 804	1 390	2 210	10 948	n/a
2009–10	332	420	641	1 815	2 250	2 070	1 430	2 344	11 303	n/a
2010–11	258	415	742	1 823	2 262	1 810	1 694	2 666	11 671	n/a
2011–12	240	515	808	1 860	2 467	1 753	2 092	3 258	12 994	n/a
2012–13	262	502	792	1 781	2 606	1 855	2 340	3 797	13 936	n/a
Average per cent change								(%)		
1 year	9.2	-2.5	-2.0	-4.2	5.6	5.8	11.9	16.5	7.2	n/a
5 years	-9.4	8.1	3.0	-2.6	3.7	0.5	14.0	14.6	5.6	n/a

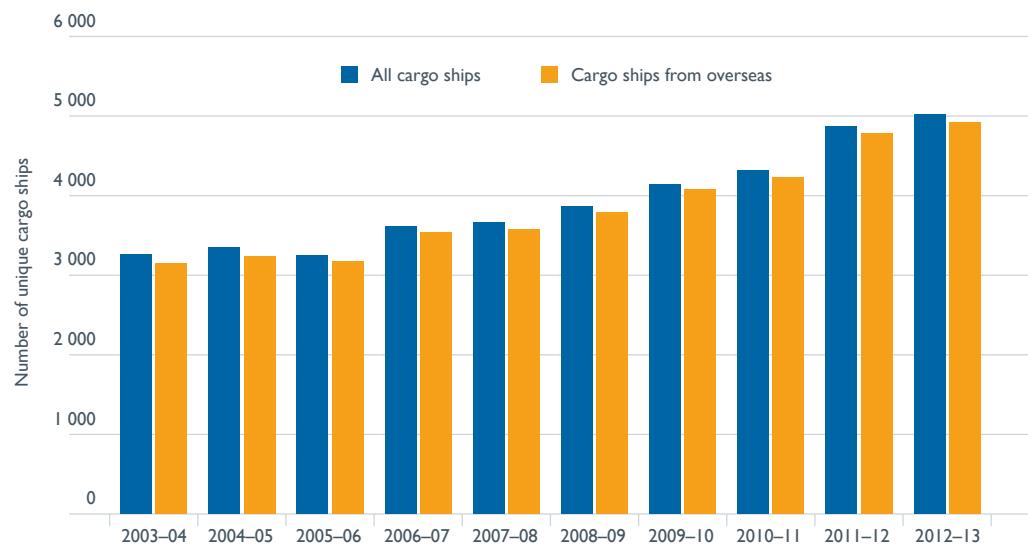
a Total includes port calls where ship size was not specified.

b "Within port calls" includes port calls where the target port equals the previous port visited.

Note: Ship size totals include within port calls.

Source: LLI (2014).

Figure 4.3 Total number of cargo ships that called at Australian ports



Note: The number of cargo ships is the count of unique cargo ships that called at Australian ports in each financial year. "All cargo ships" include the count of unique cargo ships involved in coastal and international shipping, while cargo ships calling from overseas are counted separately as "Cargo ships from overseas". Ships with a gross tonnage smaller than 150 GT are not counted. This methodology is also used for analysis in Table 4.7–4.10.

Source: LLI (2014).

Table 4.7 Number of cargo ships that called at Australian ports, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Total ^b			
All cargo ships				(number)								
2003–04	1 484	917	2 475	610	2 271	361	275	38	3 266			
2004–05	1 466	965	2 524	580	2 342	386	309	26	3 351			
2005–06	1 429	858	2 668	592	2 443	328	303	39	3 253			
2006–07	1 562	921	2 924	521	2 634	369	321	32	3 613			
2007–08	1 604	944	3 048	526	2 577	368	337	20	3 666			
2008–09	1 653	877	3 109	599	2 857	337	344	30	3 861			
2009–10	1 694	835	3 212	530	2 931	327	420	5	4 143			
2010–11	1 884	1 025	3 121	716	3 284	338	401		4 315			
2011–12	2 038	1 204	3 320	786	3 725	263	386	2	4 875			
2012–13	2 115	1 184	3 436	734	3 932	285	375		5 016			
Average per cent change				(%)								
1 year	3.8	-1.7	3.5	-6.6	5.6	8.4	-2.8		2.9			
5 years	6.2	6.8	2.2	8.3	9.0	-5.5	2.4		6.8			
Cargo ships from overseas				(number)								
2003–04	920	410	1 694	176	1 779	131	223	28	3 152			
2004–05	865	443	1 769	149	1 828	141	239	19	3 238			
2005–06	842	395	1 889	142	1 924	120	243	35	3 168			
2006–07	914	412	2 086	97	2 043	123	261	23	3 536			
2007–08	978	417	2 133	116	2 014	121	272	14	3 579			
2008–09	1 049	398	2 257	156	2 271	103	283	24	3 790			
2009–10	1 129	378	2 463	150	2 334	94	350	5	4 077			
2010–11	1 218	412	2 330	218	2 583	100	330		4 231			
2011–12	1 321	504	2 432	263	2 963	68	312		4 781			
2012–13	1 326	496	2 547	211	3 191	87	311		4 921			
Average per cent change				(%)								
1 year	0.4	-1.6	4.7	-19.8	7.7	27.9	-0.3		2.9			
5 years	6.8	4.9	3.1	15.1	9.6	-7.8	2.6		6.9			

a “Other” includes state/territory not clearly specified in the source data.

b “Total” refers to the number of cargo ships that visited at least one Australian port. The “Total” value is less than the sum of all states/territory values as some cargo ships may visit multiple jurisdictions.

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated.

Source: LLI (2014).

Table 4.8 Top ten ports with the greatest number of cargo ships visited

Financial year	Newcastle	Gladstone	Port Hedland	Brisbane	Fremantle	Dampier	Hay Point	Melbourne	Sydney	Port Kembla	All ports ^a
All cargo ships											
2003–04	687	633	332	564	626	393	650	478	478	309	3 266
2004–05	684	652	437	580	617	405	717	517	457	313	3 351
2005–06	653	676	516	610	593	459	633	445	449	303	3 253
2006–07	705	736	490	627	643	512	704	547	510	322	3 613
2007–08	706	795	485	632	599	532	682	491	517	356	3 666
2008–09	758	846	551	682	727	621	719	497	493	375	3 861
2009–10	808	875	589	653	699	651	836	475	476	384	4 143
2010–11	904	830	680	716	692	729	689	523	507	446	4 315
2011–12	979	903	801	812	774	709	637	646	579	453	4 875
2012–13	1 010	943	858	805	805	729	702	634	542	532	5 016
Average per cent change						(%)					
1 year	3.2	4.4	7.1	-0.9	4.0	2.8	102	-1.9	-6.4	17.4	2.9
5 years	7.9	2.9	12.5	5.4	4.8	6.1	-1.2	6.4	2.3	8.1	6.8
Cargo ships from overseas											
2002–03	499	311	436	320	545	447	346	202	184	266	3 152
2003–04	456	406	447	335	609	437	354	238	187	237	3 238
2004–05	439	470	453	393	540	415	367	214	199	215	3 168
2005–06	490	440	500	437	621	435	357	245	221	230	3 536
2006–07	507	442	521	458	606	414	346	226	198	271	3 579
2007–08	551	514	606	549	655	487	412	224	217	276	3 790
2008–09	642	545	658	562	775	496	423	199	212	242	4 077
2009–10	715	625	614	638	604	466	479	228	253	258	4 231
2010–11	764	751	676	621	580	552	523	300	259	284	4 781
2011–12	806	805	705	666	643	577	525	288	262	229	4 921
Average per cent change						(%)					
1 year	5.5	7.2	4.3	7.2	10.9	4.5	0.4	-4.0	1.2	-19.4	2.9
5 years	10.2	13.0	5.2	7.0	-0.9	5.8	8.7	6.6	6.2	-2.0	6.9

^a

"All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are selected based on the total number of unique cargo ships that called at the ports in recent ten years. The ports are sorted in descending order by the number of ships for the most recent year with the port ranked the first on the left in the table.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: LLI (2014).

Table 4.9 Number of cargo ships that called at Australian ports, by ship type

Financial year	Bulk carriers	Container carriers	General cargo ships	Livestock carriers	Chemical tankers	LNG tankers	LPG tankers	Tankers	Total
All cargo ships									
2003–04	2 304	243	289	40	34	16	39	301	3 266
2004–05	2 368	240	300	34	35	19	47	308	3 351
2005–06	2 309	234	258	25	57	21	55	294	3 253
2006–07	2 550	304	288	25	61	31	55	299	3 613
2007–08	2 585	304	264	24	61	25	55	348	3 666
2008–09	2 684	303	306	26	74	40	54	374	3 861
2009–10	2 928	288	328	25	67	39	53	415	4 143
2010–11	3 041	280	370	24	71	43	47	439	4 315
2011–12	3 401	368	413	24	71	33	57	508	4 875
2012–13	3 614	310	375	22	70	53	55	517	5 016
Average per cent change									
1 year	6.3	-15.8	-9.2	-8.3	-14	60.6	-35	1.8	2.9
5 years	7.2	1.9	8.3	-2.0	1.8	9.8	0.1	8.8	6.8
Cargo ships from overseas									
2003–04	2 223	239	270	38	33	16	38	295	3 152
2004–05	2 305	234	269	34	33	19	45	299	3 238
2005–06	2 268	232	229	25	55	21	55	283	3 168
2006–07	2 518	298	254	25	60	31	55	295	3 536
2007–08	2 541	300	232	24	61	25	55	341	3 579
2008–09	2 659	294	280	26	73	40	54	364	3 790
2009–10	2 902	286	302	25	67	39	53	403	4 077
2010–11	3 011	278	340	24	67	43	45	423	4 231
2011–12	3 372	360	379	24	69	33	57	487	4 781
2012–13	3 575	307	343	22	69	53	55	497	4 921
Average per cent change									
1 year	6.0	-14.7	-9.5	-8.3	0.0	60.6	-35	2.1	2.9
5 years	7.3	2.0	8.9	-2.0	1.3	9.8	0.0	8.3	6.9

Source: LLI (2014).

Table 4.10 Number of cargo ships that called at Australian ports, by ship size

Financial year	Ship size (Deadweight tonnage, '000 tonnes)								Total
	<5	5–10	10–20	20–40	40–60	60–80	80–150	>150	
All cargo ships	(number)								
2003–04	116	117	136	765	803	677	285	367	3 266
2004–05	109	126	161	683	812	751	313	396	3 351
2005–06	102	111	143	620	794	751	300	432	3 253
2006–07	110	116	183	688	860	778	358	520	3 613
2007–08	109	105	188	664	942	748	386	524	3 666
2008–09	102	116	230	691	963	768	418	573	3 861
2009–10	89	131	225	733	956	831	488	690	4 143
2010–11	91	140	281	699	963	741	618	782	4 315
2011–12	96	171	292	771	1 094	756	752	943	4 875
2012–13	70	163	283	749	1 082	765	868	1 034	5 016
Average per cent change	(%)								
1 year	-27.1	-4.7	-3.1	-2.9	-1.1	1.2	15.4	9.7	2.9
5 years	-6.6	10.3	8.9	2.6	3.1	-0.1	18.9	15.4	6.8
Cargo ships from overseas	(number)								
2003–04	100	106	132	742	781	643	283	365	3 152
2004–05	93	111	153	661	786	733	307	394	3 238
2005–06	85	98	138	604	780	735	296	432	3 168
2006–07	93	101	173	674	851	772	355	517	3 536
2007–08	89	93	180	648	928	738	380	523	3 579
2008–09	84	109	225	675	955	760	412	570	3 790
2009–10	74	124	217	724	945	824	482	687	4 077
2010–11	71	132	272	685	947	733	612	779	4 231
2011–12	70	165	281	761	1 070	746	749	939	4 781
2012–13	54	153	273	735	1 066	755	856	1 028	4 921
Average per cent change	(%)								
1 year	-22.9	-7.3	-2.8	-3.4	-0.4	1.2	14.3	9.5	2.9
5 years	-8.4	11.5	8.9	2.7	3.0	-0.2	19.0	15.4	6.9

Source: LLI (2014).

CHAPTER 5

Australian trading fleet

Overview

This chapter shows various attributes of the Australian trading fleet from 2003–04 to 2012–13, which include: the number of ships in different types of trading fleet, the total deadweight tonnage, the total gross tonnage, and the age distribution of ships in the trading fleet.

This chapter also reports the number of ships in the Australian trading fleet for the latest financial year and summarises their activities.

Australian trading fleet statistics are based on cargo ships that are owned or operated by Australian companies as at the end of the financial year. The trading fleet includes ships that carried cargo, or both cargo and passengers, but excludes ships that carried passengers only. Cargo ships in the trading fleet must have called at an Australian port during the financial year; ships that operated internationally without calling at any Australian port in the financial year are excluded. Ships not owned nor operated by any Australian companies, even if they traded in Australian waters, and ships with gross tonnage smaller than 150 GT (gross tonnage), are excluded in analysis in this chapter.

Sub-categories of the trading fleet include:

- “Major trading fleet”: Ships in the Australian trading fleet that have deadweight tonnage greater than or equal to 2 000 tonnes.
- “Minor trading fleet”: Ships in the Australian trading fleet that have deadweight tonnage less than 2 000 tonnes.
- “Coastal trading fleet”: Ships in the Australian trading fleet for which 80 per cent or more of their voyages called at an Australian port.
- “International trading fleet”: Ships in the Australian trading fleet for which more than 20 per cent of their voyages called at an overseas port.
- “Australian registered”: Ships in the trading fleet that have an Australian flag.
- “Overseas registered”: Ships in the trading fleet that have foreign flags.

Data sources

Analysis of the Australian trading fleet is based on the data obtained from Lloyd's List Intelligence (LLI). Information sourced from various shipping companies, via personal communications, has also been used in the analysis of the trading fleet.

The 2012–13 results for “Australian registered ships with Coastal Trade Licenses” are based on data obtained from the Coastal Trading Licensing System (CTLS) maintained by the Australian Department of Infrastructure and Regional Development. Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system, which was maintained by the Department of Infrastructure and Transport (see Chapter 3 for more information). Major ships are ships that have deadweight tonnage greater than or equal to 2 000 tonnes, or gross tonnage greater than or equal to 2 000 GT.

Table 5.1 Number of ships in the Australian trading fleet

Financial year	Major trading fleet						Major Australian registered ships with Coastal Trade Licences/General Licences ^a	
	Coastal trading		International trading		Minor trading fleet			
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered	Total	
(number)								
2003–04	31	6	11	41	18	8	115	37
2004–05	35	3	7	41	16	5	107	36
2005–06	32	3	9	38	18	5	105	33
2006–07	30	9	9	38	18	4	108	30
2007–08	28	16	10	37	17	3	111	27
2008–09	29	17	7	36	18	2	109	27
2009–10	28	19	7	41	18	3	116	23
2010–11	26	23	8	37	19	1	114	20
2011–12	23	20	6	36	22	3	110	19
2012–13	20	19	6	34	22	2	103	13
Average per cent change (%)								
1 year	-13.0	-5.0	0.0	-5.6	0.0	-33.3	-6.4	-31.6
5 years	-6.8	4.5	-7.9	-1.5	5.7	-5.3	-1.0	-12.9

^a Data for 2003–04 to 2011–12 were based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 results were based on extracts from the Coastal Trade Licensing System (CTLS).

Note: Blank cells mean no data was recorded for the categories.

Sources: LLI (2014), Infrastructure (2013, 2014), Shipping companies (various) – personal communications.

Table 5.2 Total deadweight tonnage of ships in the Australian trading fleet

Financial year	Major trading fleet						Major Australian registered ships with Coastal Trade Licences/General Licences ^a	
	Coastal trading		International trading		Minor trading fleet			
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered	Total	
('000 tonnes)								
2003–04	732.0	134.1	865.8	1 999.7	9.8	5.4	3 746.8	1 477.9
2004–05	889.2	43.7	565.5	1 804.0	9.7	3.2	3 315.3	1 307.6
2005–06	737.0	135.9	622.9	1 530.3	10.5	4.1	3 040.7	1 200.7
2006–07	739.4	403.7	622.3	1 543.1	11.7	3.9	3 324.2	1 052.2
2007–08	686.2	622.0	537.7	1 715.0	11.1	3.5	3 575.6	863.3
2008–09	690.1	729.5	462.3	1 461.9	11.6	1.6	3 357.1	863.3
2009–10	765.5	795.6	462.3	1 785.3	11.4	3.6	3 823.7	738.5
2010–11	695.8	906.8	375.7	1 752.0	15.9	1.0	3 747.2	641.2
2011–12	591.4	887.9	326.5	1 856.8	19.1	2.3	3 684.0	597.6
2012–13	291.2	1 036.3	303.0	2 204.8	20.6	2.3	3 858.2	216.3
Average per cent change (%)								
1 year	-50.8	16.7	-7.2	18.7	8.1	-0.9	4.7	-63.8
5 years	-12.9	9.8	-11.1	5.7	15.0	-6.5	1.8	-20.8

^a Data for 2003–04 to 2011–12 were based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 results were based on extracts from the Coastal Trade Licensing System (CTLS).

Note: Blank cells mean no data was recorded for the categories.

Sources: LLI (2014), Infrastructure (2013, 2014), Shipping companies (various) – personal communications.

Table 5.3 Total gross tonnage of ships in the Australian trading fleet

Financial year	Major trading fleet						Major Australian registered ships with Coastal Trade Licences/General Licences ^a	
	Coastal trading		International trading		Minor trading fleet			
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
('000 GT)								
2003–04	603.9	83.6	759.6	1 256.7	16.3	20.5	2 740.6	1 018.6
2004–05	710.3	31.7	581.5	1 122.9	15.8	9.5	2 471.7	911.4
2005–06	611.4	84.6	626.3	1 024.0	16.2	6.6	2 369.1	848.3
2006–07	593.5	241.9	622.4	1 085.9	15.8	8.7	2 568.2	763.9
2007–08	553.3	389.8	577.1	1 219.6	15.3	8.4	2 763.5	643.1
2008–09	555.8	473.4	522.1	1 121.8	21.5	7.0	2 701.6	643.1
2009–10	588.1	507.8	522.1	1 368.0	16.7	9.8	3 012.4	558.6
2010–11	534.6	569.7	494.0	1 350.2	18.8	1.4	2 968.7	496.3
2011–12	464.1	554.5	462.5	1 385.2	23.0	8.1	2 897.3	467.5
2012–13	294.8	620.7	449.5	1 548.0	25.5	6.7	2 945.2	246.0
Average per cent change								
1 year	-36.5	11.9	-2.8	11.8	11.1	-17.3	1.7	-47.4
5 years	-10.2	8.7	-4.7	5.3	8.6	-7.3	1.5	-15.5

^a Data for 2003–04 to 2011–12 were based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 results were based on extracts from the Coastal Trade Licensing System (CTLS).

Sources: LLI (2014), Infrastructure (2013, 2014), Shipping companies (various) – personal communications.

Table 5.4 Number of ships in the Australian trading fleet, by ship type

Financial year	Ship type							Total	
	Bulk carriers	Container carriers	General cargo ships	Livestock carriers	LNG tankers	LPG tankers	Tankers ^a		
2003–04	34	5	44	1	6	5	20	115	
2004–05	30	4	45	5	5	3	15	107	
2005–06	29	5	44	6	5	3	13	105	
2006–07	27	4	43	9	6	3	16	108	
2007–08	29	7	42	8	7	3	15	111	
2008–09	30	5	42	7	8	3	14	109	
2009–10	31	7	43	7	9	4	15	116	
2010–11	33	8	40	5	9	5	14	114	
2011–12	30	5	43	5	9	5	13	110	
2012–13	30	5	40	4	9	5	10	103	
Average per cent change									
1 year	0.0	0.0	-7.0	-20.0	0.0	0.0	-23.1	-6.4	
5 years	0.7	-4.3	-0.7	-12.8	4.7	13.1	-6.4	-1.0	

^a "Chemical tankers" are not listed separately due to the small number over years; instead they are included in "Tankers".

Sources: LLI (2014), Shipping companies (various) – personal communications.

Table 5.5 Total deadweight tonnage of ships in the Australian trading fleet, by ship type

Financial year	Ship type							Total
	Bulk carriers	Container carriers	General cargo ships	Livestock carriers	LNG tankers	LPG tankers	Tankers ^a	
('000 tonnes)								
2003–04	2 301.3	85.3	134.7	1.0	402.9	13.5	808.1	3 746.8
2004–05	1 920.2	60.9	270.2	46.4	333.9	7.6	676.0	3 315.3
2005–06	1 639.4	105.4	251.7	68.2	333.9	9.1	632.8	3 040.7
2006–07	1 824.7	112.5	224.8	87.3	400.7	9.1	664.9	3 324.2
2007–08	2 017.1	222.4	222.5	56.1	475.8	9.1	572.4	3 575.6
2008–09	1 943.9	127.7	224.4	50.3	558.4	9.1	443.1	3 357.1
2009–10	2 147.6	183.9	236.0	50.3	640.9	13.0	552.0	3 823.7
2010–11	2 228.9	237.6	151.6	44.4	631.5	17.0	436.0	3 747.2
2011–12	2 266.3	197.2	182.2	44.4	648.8	17.0	328.1	3 684.0
2012–13	2 496.4	237.7	140.9	40.7	649.1	17.0	276.4	3 858.2
Average per cent change								
1 year	10.2	20.5	-22.6	-8.4	0.0	0.0	-15.8	4.7
5 years	4.6	5.6	-9.1	-5.8	5.8	16.3	-12.8	1.8

^a "Chemical tankers" are not listed separately due to the small number over years; instead they are included in "Tankers".

Sources: LLI (2014), Shipping companies (various) – personal communications.

Table 5.6 Number of ships in the Australian trading fleet, by age of ship

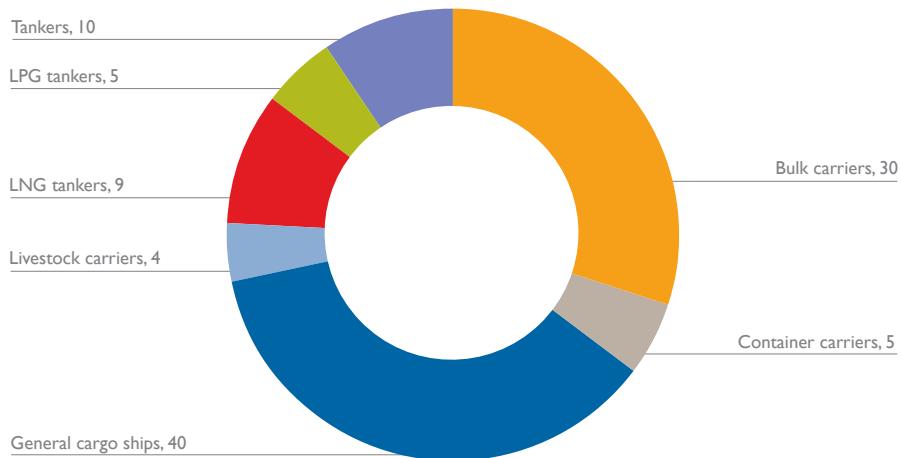
Financial year	Age of ship (year)					Total	Average age of ship (years)
	0–4	5–9	10–4	15–19	20+		
(number)							
2003–04	8	29	25	21	32	115	14.8
2004–05	6	26	23	16	36	107	16.0
2005–06	6	14	22	22	41	105	17.2
2006–07	6	14	19	25	44	108	18.0
2007–08	12	11	22	28	38	111	16.7
2008–09	14	9	25	24	37	109	16.6
2009–10	16	15	20	26	39	116	16.6
2010–11	20	11	19	22	42	114	16.6
2011–12	16	16	17	22	39	110	16.1
2012–13	13	22	13	20	35	103	15.3
Average per cent change							
1 year	-18.8	37.5	-23.5	-9.1	-10.3	-6.4	-4.6
5 years	3.0	15.0	-10.4	-5.9	-0.5	-1.0	-1.5

Sources: LLI (2014), Shipping companies (various) – personal communications.

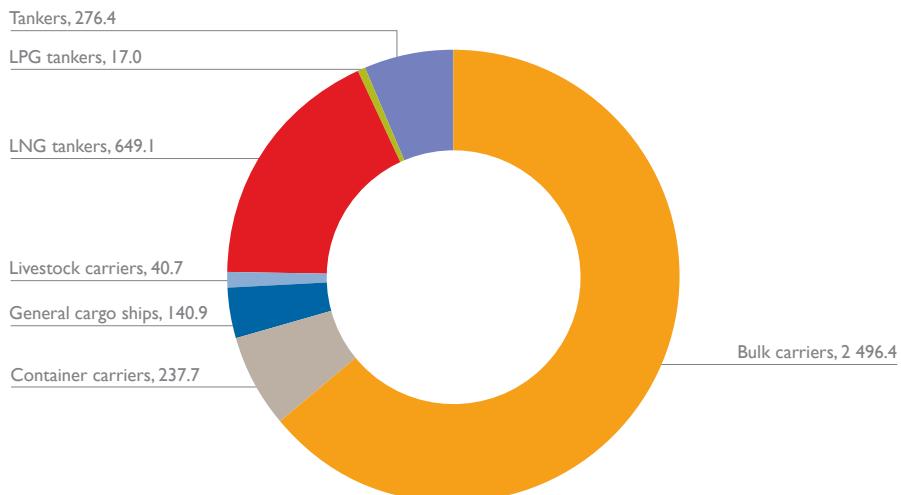
Table 5.7 Total deadweight tonnage of ships in the Australian trading fleet, by age of ship

Financial year	Age of ship (year)					Total
	0–4	5–9	10–14 ('000 tonnes)	15–19	20+	
2003–04	349.6	815.4	925.7	966.9	689.2	3 746.8
2004–05	103.5	1 049.2	751.8	507.5	903.2	3 315.3
2005–06	103.9	512.7	1 135.0	471.4	817.7	3 040.7
2006–07	108.4	337.5	842.7	1 172.9	862.6	3 324.2
2007–08	562.4	283.8	779.8	1 268.8	680.6	3 575.6
2008–09	701.5	338.0	750.3	775.3	791.9	3 357.1
2009–10	913.4	264.3	866.8	830.5	948.6	3 823.7
2010–11	1 012.6	228.0	598.4	1 075.1	832.8	3 747.2
2011–12	823.1	332.8	468.8	845.4	1 213.9	3 684.0
2012–13	377.2	1 091.9	593.8	641.1	1 154.1	3 858.2
Average per cent change			(%)			
1 year	-54.2	228.1	26.7	-24.2	-4.9	4.7
5 years	-4.0	20.6	-8.6	-7.9	11.4	1.8

Sources: LLI (2014), Shipping companies (various) – personal communications.

Figure 5.1 Number of ships in the Australian trading fleet by ship type, 2012–13

Sources: LLI (2014), Shipping companies (various) – personal communications.

Figure 5.2 Total deadweight tonnage of ships in the Australian trading fleet by ship type, 2012–13 ('000 tonnes)

Sources: LLI (2014), Shipping companies (various) – personal communications.

Table 5.8 Ships in the major international trading fleet, 2012–13

Ship name ^a	Flag ^{a,b}	DWT ^c ('000 tonnes)	Products ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Bulk carriers					
Pacific Triangle	LBR	184.7	Iron ore, coal	Newcastle, Port Hedland, Port Kembla	JPN, PHL
Mariloula	MHL	179.8	Iron ore	Port Hedland, Port Kembla, Whyalla	CHN
Goonyella Trader	LBR	170.9	Coal	Hay Point	BRA, CNI, JPN, PHL, SGP
Star Yandi	BHS	170.0	Iron ore, coal	Dampier; Newcastle, Port Walcott	CHN, SGP
Cape Mary	CYP	170.0	Coal, dry bulk	Gladstone, Hay Point	CNI, KOR
Lowlands Brilliance	MLT	169.6	Iron ore, coal	Port Hedland, Port Kembla, Whyalla	CHN
Frontier	KOR	151.5	Coal	Newcastle	IDN, KOR
POS Ambition	KOR	149.3	Coal, dry bulk	Hay Point	ESP, KOR
Melia	MHL	76.2	Dry bulk	Gladstone, Newcastle, Weipa	CHN, JPN, KOR
Tian Du Feng	HKG	74.2	Iron ore, dry bulk	Weipa	CHN
Pioneer	AUS	22.1	Sugar	Mackay, Sydney	SGP
CSL Whyalla	AUS	13.7	Iron ore	Brisbane, Whyalla	CHN, JPN, TWN
Container carriers					
ANL Wyong	GBR	52.0	General cargo	Brisbane, Melbourne, Sydney	JPN, TWN
ANL Wangaratta	GBR	50.6	General cargo	Brisbane, Melbourne, Sydney	CHN, JPN, TWN
OOCL Brisbane	HKG	50.6	General cargo	Brisbane, Melbourne, Sydney	CHN, TWN
OOCL New Zealand	HKG	50.6	General cargo	Adelaide, Brisbane, Fremantle, Melbourne	MYS, NZL, SGP
ANL Binburra	LBR	33.9	General cargo	Melbourne, Sydney	USA
General cargo ships					
Danny Rose	DMA	9.6	General cargo	Adelaide, Brisbane, Port Kembla, Thevenard	FJI, NZL, PNG
Opal Harmony	WSM	8.1	General cargo	Broome, Bunbury, Dampier, Fremantle, Geraldton, Port Hedland, Port Walcott, Townsville	CHN, IDN, KOR, SGP
Red Resource	SGP	6.0	General cargo	Broome, Dampier; Fremantle, Geraldton, Gove	IDN, MYS, SGP, THA
Kathryn Bay	BLZ	4.8	General cargo	Darwin	IDN, SGP

(continued)

Table 5.8 Ships in the major international trading fleet, 2012–13 (continued)

Ship name ^a	Flag ^{a,b}	DWT ^c ('000 tonnes)	Products ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Antung; Tiare Moana	SGP; SGP	4.2	General cargo	Darwin	SGP
Norfolk Guardian	TON	2.4	General cargo	Bell Bay, Eden, Yamba	NFK, NZL
Livestock carriers					
Maysora	BHS	24.4	Livestock carriers	Adelaide, Fremantle	EGY, ISR, JOR, QAT, SGP
Torrens	TON	9.2	Livestock carriers	Darwin, Fremantle, Sydney, Wyndham	CHN, IDN, KOR, PAK, SGP
Devon Express	PHL	3.7	Livestock carriers	Darwin, Fremantle, Karumba, Portland, Wyndham	CHN, IDN, MYS, PAK, PHL, RUS, SGP
Nine Eagle	SGP	3.4	Livestock carriers	Broome, Darwin, Karumba	BRN, IDN, MYS, VNM
LNG tankers					
Dapeng Sun	HKG	83.1	LNG	Dampier	CHN, SGP
Dapeng Moon	HKG	82.6	LNG	Dampier	CHN
Dapeng Star	HKG	82.4	LNG	Dampier	CHN, SGP
Northwest Seaeagle	BMU	67	LNG	Dampier	JPN, KOR, SGP
Northwest Stormpetrel	AUS	66.9	LNG	Dampier	JPN, KOR
Northwest Sanderling	AUS	66.8	LNG	Dampier	JPN, SGP
Northwest Shearwater	BMU	66.8	LNG	Dampier	JPN
Northwest Sandpiper	AUS	66.8	LNG	Dampier	JPN, KOR, SGP
Northwest Snipe	AUS	66.7	LNG	Dampier	CHN, JPN, KOR, SGP
LPG tankers					
Astrid	PAN	5.0	LPG	Brisbane, Hastings, Sydney	FJI, NCL, NZL
Victoire	PAN	3.9	LPG	Brisbane, Hastings, Sydney	COK, FJI, NZL, PYF
Boral Gas	VUT	2.1	LPG	Brisbane, Darwin, Gladstone, Townsville	PNG, SGP
Pacific Gas; SP Gas 02	VUT	2.1	LPG	Brisbane, Gladstone, Townsville	FJI, GUM, TON, WSM

a Multiple names or flags are listed for some ships because these ships changed their name or flag during the financial year.

b Country codes are used in tables for ship flags and known countries visited by ships. Full name of countries are in "Appendix B: Trading regions and country codes".

c Ships of the same type are sorted by their size (DWT,'000 tonnes) in descending order.

d The products carried by ships in the trading fleet are derived based on industry knowledge.

e The "Known Australian ports visited" by ships may include other associated ports, terminals or facilities. Full list of ports is in "Appendix A: Australian ports".

f Only includes foreign countries where there was at least one ship visit or departure directly from or to an Australian port.

Sources: LLI (2014), Shipping companies (various) – personal communications.

Table 5.9 Ships in the major coastal trading fleet, 2012–13

Ship name ^a	Flag ^b	DWT ^c (‘000 tonnes)	Products ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Bulk carriers					
Goodwill	KOR	149.4	Coal	Gladstone, Newcastle	KOR
RTM Wakmatha	GBR	90.3	Bauxite	Gladstone, Weipa	PHL
RTM Gladstone	GBR	90.3	Bauxite	Gladstone, Weipa	CHN
RTM Weipa	GBR	89.9	Bauxite	Gladstone, Weipa	CHN
RTM Piiramu	GBR	89.9	Bauxite	Gladstone, Weipa	CHN, PHL
RTM Twarra	GBR	89.9	Bauxite	Gladstone, Weipa	
Iron Chieftain	AUS	50.6	Iron ore, coal	Ardrossan, Newcastle, Port Kembla, Port Latta, Sydney, Whyalla	
CSL Melbourne	BRB	49.4	Dry bulk	Ardrossan, Gladstone, Hay Point, Newcastle, Port Kembla, Whyalla	CHN
CSL Brisbane	BHS	45.6	Alumina, cement, gypsum	Adelaide, Ardrossan, Brisbane, Devonport, Mackay, Melbourne, Newcastle, Port Kembla, Rockhampton, Sydney, Thevenard, Townsville, Whyalla	
CSL Thevenard	AUS	40.7	Cement	Adelaide, Ardrossan, Brisbane, Devonport, Geelong, Geraldton, Gladstone, Melbourne, Port Kembla, Portland, Sydney, Thevenard	
Portland	AUS	36.6	Alumina	Bell Bay, Bunbury, Fremantle, Portland	
Stadacona	BHS	32.5	Dry bulk	Adelaide, Brisbane, Gladstone, Melbourne, Thevenard, Townsville	NCL, PNG, TWN
CSL Pacific	BHS	31.9	Dry bulk	Adelaide, Ardrossan, Brisbane, Bunbury, Fremantle, Geelong, Geraldton, Gladstone, Melbourne, Port Kembla, Portland, Sydney, Thevenard, Townsville	
Lindesay Clark	AUS	29.5	Alumina, gypsum	Bunbury, Fremantle, Geelong	
CSL Atlantic	MLT	23.7	Cement, coal, gypsum	Adelaide, Brisbane, Bunbury, Fremantle, Geraldton, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard	
Goliath	AUS	15.5	Cement	Devonport, Melbourne, Newcastle, Sydney	CHN, TWN
Wunma	AUS	5.1	Metal concentrates	Karumba	
Aburri	AUS	3.3	Metal concentrates	Bing Bong	
General cargo ships					
ICS Silver Lining	ATG	12.7	General cargo ships	Bell Bay, Burnie, Hobart, Newcastle, Port Kembla, Port Pirie, Whyalla	SGP
Tasmanian Achiever	AUS	11.0	General cargo ships	Burnie, Melbourne	

(continued)

Table 5.9 Ships in the major coastal trading fleet, 2012–13 (continued)

Ship name ^a	Flag ^b	DWT ^c ('000 tonnes)	Products ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Victorian Reliance	AUS	11.0	General cargo ships	Burnie, Melbourne	
Searoad Tamar	AUS	10.0	General cargo ships	Brisbane, Devonport, Melbourne	
Accolade II	AUS	8.1	General cargo ships	Adelaide, Klein Point	
Hakula	TON	5.6	General cargo ships	Adelaide, Brisbane, Burnie, Devonport, Geelong, Hobart, Newcastle, Port Kembla, Port Pirie, Portland	NZL
Spirit of Tasmania II	AUS	5.1	General cargo ships	Devonport, Melbourne, Sydney	
Spirit of Tasmania I	AUS	5.1	General cargo ships	Devonport, Melbourne	
Searoad Mersey	AUS	4.8	General cargo ships	Devonport, Melbourne	
Aurora Australis	AUS	3.9	General cargo ships	Hobart	SGP
Melville Bay	AUS	3.5	General cargo ships	Darwin	IDN
Trinity Bay	AUS	3.2	General cargo ships	Cairns	
Newcastle Bay	AUS	2.8	General cargo ships	Cairns, Weipa	DEU
LPG tankers					
Maea	PAN	3.9	LPG	Brisbane, Devonport, Gladstone, Hastings, Hobart, Port Kembla, Sydney	COK, FJI, NCL, NZL
Tankers					
Tandara Spirit	MHL	50.8	Petroleum products	Adelaide, Brisbane, Geelong, Gladstone, Melbourne, Port Bonython, Sydney, Townsville	SGP
Hugli Spirit	BHS	47.0	Petroleum products	Brisbane, Devonport, Gladstone, Hobart, Mackay, Port Kembla, Sydney, Townsville	
British Loyalty	IOM	46.8	Petroleum products	Brisbane, Hobart, Melbourne, Newcastle, Port Kembla, Sydney	
British Fidelity	IOM	46.8	Petroleum products	Adelaide, Fremantle	
Alexander Spirit	BHS	40.1	Petroleum products	Brisbane, Cairns, Devonport, Gladstone, Hobart, Mackay, Port Kembla, Sydney, Townsville	SGP
Sirius	AUS	37.3	Petroleum products	Darwin, Fremantle, Hobart, Melbourne, Sydney	IDN, TTO
Zemira	AUS	3.9	Petroleum products	Geelong, Melbourne	

a Multiple names are listed for some ships because these ships changed their name during the financial year.

b Country codes are used in tables for ship flags and known countries visited by ships. Full name of countries are in "Appendix B: Trading regions and country codes".

c Ships of the same type are sorted by their size (DWT, '000 tonnes) in descending order.

d The products carried by ships in the trading fleet are derived based on industry knowledge.

e The "Known Australian ports visited" by ships may include other associated ports, terminals or facilities. Full list of ports is in "Appendix A: Australian ports".

f Only includes foreign countries where there was at least one ship visit or departure directly from or to an Australian port.

Sources: LLI (2014), Shipping companies (various) – personal communications.

Table 5.10 Ships in the minor trading fleet, 2012–13

Ship name	Flag ^a	DWT ^b (‘000 tonnes)	Ship name	Flag ^a	DWT ^b (‘000 tonnes)			
General cargo ships								
Toll Kestrel ^c	AUS	1.8	Queenscliff	AUS	0.5			
Toll Osprey ^c	AUS	1.8	Sealion 2000	AUS	0.4			
Toll Sandfly	AUS	1.7	Minjerribah	AUS	0.4			
Giluwe	PNG	1.6	Island Trader	AUS	0.4			
Biquele Bay	AUS	1.4	Spirit of Kangaroo Island	AUS	0.4			
Toll Firefly ^c	AUS	1.3	Mirambeena	AUS	0.4			
Toll Dragonfly ^c	AUS	1.3	Sorrento	AUS	0.3			
Malu Trader	AUS	1.3	Southern Condor II	AUS	0.3			
Kestrel Bay	AUS	1.2	Matthew Flinders III	AUS	0.3			
Warrender	AUS	1.2	Tankers					
Yard No.270 Austal	BHS	0.7	Larcom	AUS	1.8			
Emu Bay	AUS	0.6	Anatoma	AUS	1.4			
			Valiant II	SGP	0.6			

a Country codes are used in tables for ship flags and known countries visited by ships. Full name of countries are in "Appendix B: Trading regions and country codes".

b Ships of the same type are sorted by their size (DWT,‘000 tonnes) in descending order.

c Vessels only operated within the Port of Gladstone during 2012–13.

Sources: LLI (2014), Shipping companies (various) – personal communications.

Glossary

Term	Definition
1 year per cent change	Per cent change computed using most recent two years' data.
5 years average per cent change	Average annual per cent change estimated by fitting an exponential curve through recent five years' data using the Excel function, LOGTEST. The resulting trend line represents a constant annual per cent change over the period of five years.
ABS	Australian Bureau of Statistics.
ATFCC	Australian Transport Freight Commodity Classification.
Australian trading fleet	BITRE uses as definition of the Australian trading fleet which includes all vessels above 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. See Chapter 5 for more details.
BITRE	Bureau of Infrastructure, Transport and Regional Economics.
Coastal voyage permit	<i>The Navigation Act 1912</i> requires all vessels trading interstate on the Australian coast to be licensed or have a permit. 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 Chapter 3 for more details.
Coastal trade permit	See "Coastal voyage permit".
Continuing voyage permit	Often abbreviated to "CVP". See "Coastal voyage permit" and Chapter 3 for more details.
CVP	See "Continuing voyage permit".
Deadweight tonnage	Often abbreviated to "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.

Term	Definition
DWT	See “Deadweight tonnage”.
Freight task	See “Tonne-kilometres”.
Gross tonnage	Often abbreviated to “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 for 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.
GT	See “Gross tonnage”.
Infrastructure	Australian Government Department of Infrastructure and Regional Development.
Coastal trade license	The <i>Navigation Act 1912</i> requires all vessels trading interstate on the Australian coast to be licensed or have a permit. Under the Act vessels may be licensed to participate in Australia’s coastal trade irrespective of flag and crew nationality. Licenses are issued on condition that:
	<ul style="list-style-type: none"> • the vessel’s crew are paid Australian wages while the vessel trades on the Australian coast; and • the vessel’s crew have access to the vessel’s library facilities
LLI	Lloyd’s List Intelligence. Used to be “Lloyd’s Marine Intelligence Unit”.
Single voyage permit	Often abbreviated to “SVP”. See “Coastal voyage permit” and Chapter 3 for more details.
SITC	Standard International Trade Classification.
SVP	See “Single voyage permit”.
TEU	See “Twenty-foot equivalent unit”.
Tonne	Unless otherwise stated, in this publication “tonne” always means metric tonne (t), equal to one thousand kilograms.
Tonne-kilometres	It is a unit used to measure used freight task. 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	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 A: Australian ports

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
New South Wales	Coffs Harbour	
	Eden	Two fold Bay
	Lord Howe Island	
	Newcastle	Carrington, Kooragang (Port Waratah Coal Service), Kooragang (Newcastle Coal Infrastructure Group)
	Port Kembla	
	Sydney	Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson, White Bay
	Yamba	Clarence River, Grafton, Harwood Island
	Other Ports NSW	Other ports or terminals in New South Wales not elsewhere specified
Victoria	Geelong	
	Hastings	Western Port, Bluescope Steel Wharf, Stony Point Wharf, Long Island Jetty, Cribb Point Jetty
	Melbourne	Appleton Dock, Holden Dock, Maribyrnong, Port Melbourne (Station Pier), South Wharf, Swanson Docks, Victoria Dock, Webb Dock, Williamstown Area, Yarraville
	Portland	
	Welshpool	
	Other Ports VIC	Other ports or terminals in Victoria not elsewhere specified
Queensland	Abbot Point	
	Brisbane	Fisherman Islands, Pinkenba Bulk Terminal
	Bundaberg	
	Cairns	Smiths Creek, Trinity Inlet
	Cape Flattery	
	Gladstone	Auckland Point Wharf, Barney Point Coal Terminal, Boyne Wharf, Fishermans's Landing, R GTanna Coal Terminal, South Trees Wharf
	Hay Point	Dalrymple Bay Coal Terminal, Hay Point Coal Terminal
	Karumba	
	Lucinda	
	Mackay	
	Mourilyan	Innisfail
	Quintell Beach	
	Rockhampton	Port Alma
	Thursday Island	
	Townsville	
	Weipa	
	Other Ports QLD	Other ports or terminals in Queensland not elsewhere specified

(continued)

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
South Australia	Adelaide	Pelican Point, Osborne, Outer Harbor; Port Adelaide
	Ardrossan	
	Edithburgh	
	Kingscote	
	Klein Point	
	Port Bonython	
	Port Giles	
	Port Lincoln	
	Port Pirie	
	Port Stanvac	
	Thevenard	
	Wallaroo	
	Whyalla	
Other Ports SA	Other Ports SA	Other ports or terminals in South Australia not elsewhere specified
Western Australia	Airlie Island	
	Albany	
	Barrow Island	Barrow Island Terminal
	Broome	
	Bunbury	
	Carnarvon	Cape Cuvier; Useless Loop
	Dampier	East Intercourse Island, Karratha, Mistaken Island, Parker Point, Withnell Bay
	Derby	
	Esperance	
	Exmouth	
	Fremantle	Kwinana, Perth
	Geraldton	
	Onslow	
	Port Hedland	Anderson Point (Herb Elliot Port), Burgess Point, Finucane Island, Harriet Point, Lumsden Point, Nelson Point, Utah Point
	Port Walcott	Cape Lambert
	Thevenard Island	Saladin Terminal
	Varanus Island	
	Wyndham	
	Yampi Sound	Cockatoo Island, Koolan Island
	Various Offshore Facilities WA	Griffin Terminal, Laminaria-Corallina Terminal, Legendre Terminal, etc.
	Other Ports WA	Other ports or terminals in Western Australia not elsewhere specified

(continued)

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
Tasmania	Bell Bay	Georgetown, Launceston, Long Reach
	Bridport	
	Burnie	
	Devonport	
	Flinders Island	Lady Barron, Whitemark
	Hobart	Risdon Wharf, Spring Bay
	King Island	Currie, Grassy, Narracoopa
	Port Arthur	
	Port Huon	
	Port Latta	
	Spring Bay	
	Stanley	
Northern Territory	Other Ports TAS	Other ports or terminals in Tasmania not elsewhere specified
	Bing Bong	
	Darwin	
	Gove	
	Milner Bay	Groote Eylandt
	Various offshore facilities NT	Various offshore facilities / terminals in NT
Other	Other Ports NT	Other ports or terminals in Northern Territory not elsewhere specified
	Christmas Island	
	Cocos (Keeling) Islands	
	Macquarie Island	
	Norfolk Island	
	Other ports AUS	Other ports or terminals not elsewhere specified

Note: This list of ports, and their related terminals and facilities are based on raw data obtained from various data sources used to produce this report. As the data quality and level of detail of data varies significantly among the various data sources, the purpose of this list is to reconcile the names for locations appearing in all data sets. To further simplify the reporting, statistics are aggregated for related locations. Users should be aware of this process when using data in this report. This list does not aim to cover all sea ports or to detail organizational structure of any port or port authority.

Appendix B: 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)
Europe	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 (DJJ)	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)
	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)
	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)	

(continued)

Trading region	Country/Area names (Country/Area code)		
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)
	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)	

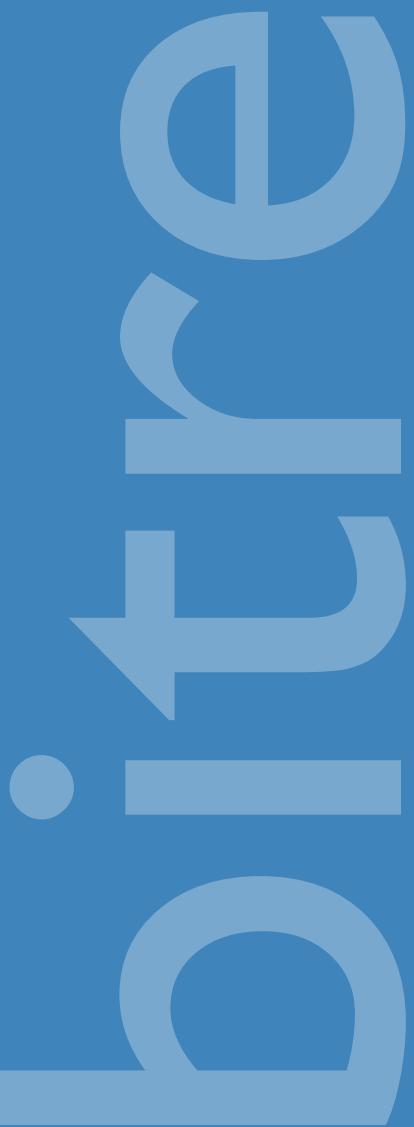
(continued)

Trading region	Country/Area names (Country/Area code)		
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)
	Australian fishing zone #	Christmas Island (CXR)	Cocos (Keeling) Islands (CCK)
Rest of world	Country not available #	International waters #	Ship and aircraft stores #

Note: # indicates that the country/area code is not available.

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