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Department of Infrastructure and Regional Development

Bureau of Infrastructure, Transport and Regional Economics

An aerial photograph showing a large port area with numerous shipping containers and cranes in the foreground, a river or harbor in the middle ground, and a dense city skyline with many skyscrapers in the background.

STATISTICAL REPORT

Maritime

Australian sea freight 2014–15

Bureau of Infrastructure, Transport and Regional Economics

Statistical report
Australian sea freight 2014–15

Department of Infrastructure and Regional Development
Canberra, Australia

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Bureau of Infrastructure, Transport and Regional Economics (BITRE)
Department of Infrastructure and Transport
GPO Box 501, Canberra ACT 2601, Australia

Telephone: (international) +61 2 6274 7210
Fax: (international) +61 2 6274 6855
Email: bitre@infrastructure.gov.au
Website: www.bitre.gov.au

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 trading licences, and the size and composition of the Australian trading fleet. This report contains statistics on maritime freight and shipping activities in Australia from 2005–06 to 2014–15.

The publication was prepared in the Infrastructure and Surface Transport Statistics section by Simon O'Mahony, Miyoko Asai and Pearl Louis. To learn more about these statistics, or related publications, please phone Jack McAuley on (02) 6274 7309 or e-mail maritime_stats@infrastructure.gov.au.

Gary Dolman
Head of Bureau
Bureau of Infrastructure, Transport and Regional Economics
Canberra
April 2017

At a glance

In 2014–15, 1 548 million tonnes of cargo moved across Australian wharves. This represented a 8.6 per cent increase on the previous financial year. The average annual growth over the five-year period since 2009–10 was 8.5 per cent.

International exports represented 87.0 per cent of this cargo, while international imports and coastal freight (includes loaded and discharged coastal cargo) each represented 6.5 per cent.

International exports and imports by sea

In 2014–15, the value of Australia's exports by sea was \$227.5 billion, a 5.9 per cent decrease in real terms on 2013–14 and an average annual trend growth of 2.5 per cent, in real terms, over the five years to 2014–15. The weight of exports increased from 2013–14 by 10.2 per cent to 1 347.0 million tonnes. This coincides with a 20.6 per cent increase (74.9 million tonnes) in export volumes from the iron ore port of Port Hedland over the same period.

Australia's imports by sea were 100.1 million tonnes worth \$197.4 billion in 2014–15. The value of imports increased 0.5 per cent in real terms between 2013–14 and 2014–15 and increased at a trend rate of 3.7 per cent per annum, in real terms, over the last five years. The weight of imports increased 1.0 per cent from 2013–14 and the average annual trend growth was 3.0 per cent over the last five years.

Coastal freight

Australian ports handled 101.3 million tonnes of coastal freight during 2014–15, a 2.9 per cent decrease on 2013–14 and an average annual trend decline of 0.4 per cent over the five years to 2014–15. Measured in tonne-kilometre terms (tonnes of cargo loaded times the distance shipped), the freight task of loaded coastal cargo was 105.2 billion tonne-kilometres, as compared to 105.4 billion tonne-kilometres one year ago and 116.2 billion tonne-kilometres five years ago.

Coastal trading licences

During 2014–15 coastal trading licences were required for all interstate coastal shipping. The total tonnage carried under licence was 32.7 million tonnes, which represented 65.0 per cent of all loaded coastal freight in 2014–15. The remaining 17.6 million tonnes of coastal freight was intrastate cargo not carried under licence.

15.3 million tonnes of cargo was carried under Temporary Licence, 10.3 million tonnes by Australian-Flagged vessels under General Licence and 7.1 million tonnes by vessels with

Transitional General Licences. The freight task performed under Temporary Licences was 40.8 billion tonne-kilometres, accounting for 38.8 per cent of the coastal freight task (which include cargo not carried under licence). General Licences and Transitional General Licences accounted for 6.0 per cent and 17.7 per cent of the overall coastal freight task, respectively.

Vessel activities

Port calls data presented here exclude 'within port' movements where the target port equals the previous port. These movements mostly include movements from anchorage to port.

5 475 uniquely identified cargo ships made a total of 29 595 port calls at Australian ports in 2014–15. These included 5 387 cargo ships which made 16 556 voyages to Australian waters from overseas ports.

Over the five years to 2014–15, the total port calls by cargo ships increased by 5.1 per cent per annum in trend terms, while port calls by cargo ships from overseas increased by 7.8 per cent per annum. The total number of unique cargo ships calling at Australian ports, and cargo ships calling at Australian ports from overseas, each increased by 5.3 per cent per annum in trend terms from 2009–10.

Australian trading fleet

In 2014–15, there were 112 vessels in the Australian trading fleet, with a total deadweight tonnage of 4.9 million tonnes and total gross tonnage of 3.7 million tonnes. The total deadweight tonnage and gross tonnage increased 5.8 and 4.2 per cent per annum in trend terms respectively over the last five years. The total deadweight tonnage and gross tonnage of Major Australian registered licensed ships declined by 24.8 and 17.2 per cent per annum in trend terms respectively over the last five years.

The average age of vessels in the trading fleet was 14.1 years in 2014–15, compared to 14.6 years in 2013–14 and 16.8 years five years ago.

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Bundaberg Port Authority	New South Wales Ports
Christmas & Cocos (Keeling) Islands Port Authority	North Queensland Bulk Ports Corporation
Pilbara Ports Authority	Port Authority of New South Wales
Darwin Port Corporation	Port of Brisbane Corporation
Flinders Ports	Port of Melbourne Corporation
Fremantle Ports	Port of Portland Pty Ltd
Geelong Port Authority	Port of Townsville
Gippsland Ports	Ports Corporation of South Australia
Gladstone Ports Corporation	Ports North
Inco Ships Pty Ltd	Southern Ports Authority
Kimberley Ports Authority	Tasmanian Ports Corporation Pty Ltd
Mid-West Ports Authority	Toll Westernport

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CHAPTER I

International sea freight

Overview

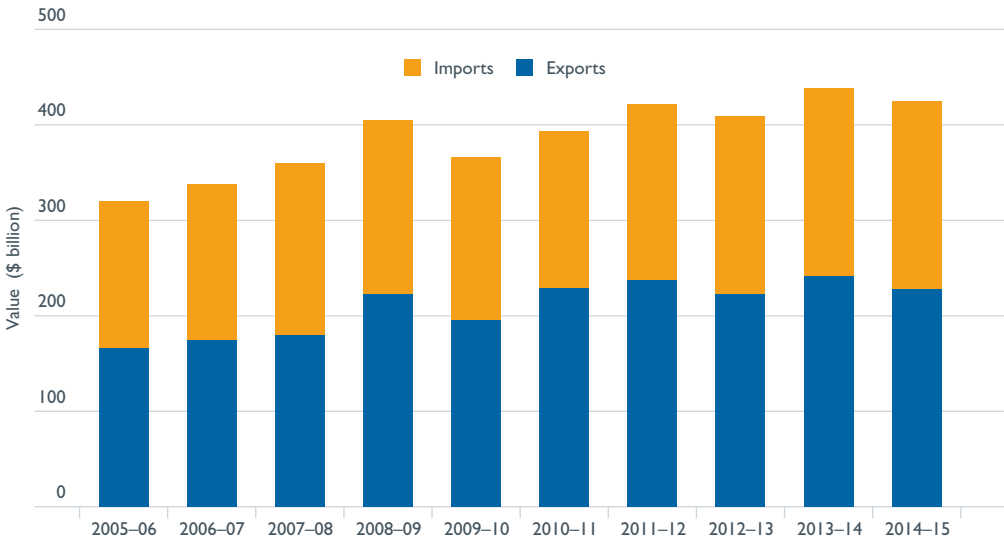
This chapter shows data about Australia's international exports and imports by sea from 2005–06 to 2014–15. The value and weight of exports and imports by Australian state/territory, major Australian ports, and by different trading regions and major trading partner countries are reported. Commodity types of exports and imports are also detailed in this chapter.

Data source

International sea freight data are derived from Australian Bureau of Statistics data (ABS 2016a), which are based on data collected by the Department of Immigration and Border Protection.

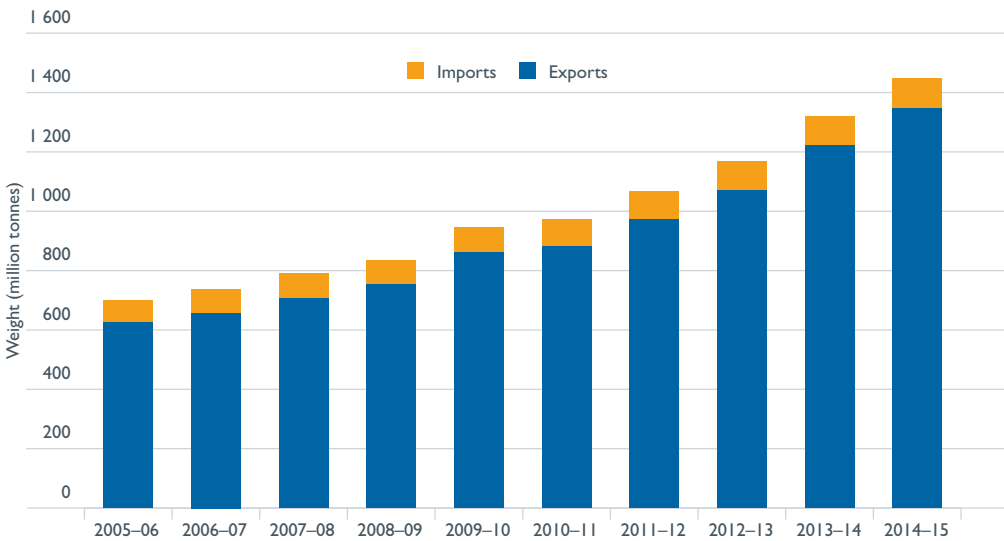
Value figures in this report are in real terms, adjusted for price changes using the GDP deflator (ABS 2016b). Previous editions of Australian Sea Freight have presented these figures in nominal terms. In this edition, nominal figures are included in Appendix C.

Figure 1.1 Value of Australia’s international sea freight (2014–15 prices)



Source: ABS (2016a), ABS (2016b)

Figure 1.2 Weight of Australia’s international sea freight



Source: ABS (2016a), ABS (2016b)

Table 1.1 Value of Australia's international sea freight, by Australian state/territory of origin and final destination (2014–15 prices)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Foreign origin ^b	Total
Exports – Australian state/territory as origin (\$ billion)										
2005–06	27.9	20.0	43.7	10.5	49.4	3.4	3.1	0.9	6.8	165.7
2006–07	27.5	20.0	41.7	9.9	58.5	4.2	4.7	1.0	6.9	174.3
2007–08	28.2	19.8	39.6	11.0	63.9	3.9	5.1	1.0	7.1	179.8
2008–09	36.9	18.4	61.0	9.6	74.7	3.5	6.7	0.9	10.9	222.5
2009–10	28.8	16.3	46.0	8.0	74.0	2.9	5.6	0.6	12.6	194.9
2010–11	32.2	16.8	49.5	10.9	99.5	3.0	5.5	0.5	10.7	228.4
2011–12	35.2	18.3	52.0	10.9	103.4	2.9	5.3	0.5	9.1	237.6
2012–13	32.2	18.5	43.5	10.1	99.0	2.8	6.0	0.2	10.6	222.9
2013–14	31.2	20.5	43.1	11.6	114.4	2.6	6.8	0.0	11.5	241.7
2014–15	31.5	20.2	45.1	10.7	95.5	2.4	6.3	0.0	15.7	227.5
Average annual per cent change (%)										
1 year	0.8	-1.4	4.7	-7.2	-16.5	-10.6	-7.0	0.0	37.3	-5.9
5 year trend	0.7	4.8	-2.0	4.6	4.8	-4.1	4.1	0.0	4.3	2.5
Imports – Australian state/territory as final destination (\$ billion)										
2005–06	50.5	48.8	28.0	6.9	17.7	0.7	2.2	0.0		154.8
2006–07	51.6	49.9	28.8	7.0	22.0	0.8	3.7	0.0		163.8
2007–08	55.9	53.7	32.5	7.5	25.6	0.9	3.7	0.0		179.8
2008–09	54.6	53.0	31.9	6.8	29.7	1.1	5.6	0.0		182.6
2009–10	51.9	48.6	29.6	6.3	29.4	0.9	4.2	0.0		170.9
2010–11	52.3	49.6	29.5	6.0	23.1	0.7	3.8	0.0		165.1
2011–12	54.8	50.7	36.1	6.6	29.9	1.0	4.1	0.0		183.3
2012–13	54.5	50.7	38.9	6.4	29.2	0.7	5.2	0.0		185.7
2013–14	57.5	56.5	38.8	7.5	31.6	0.8	3.7	0.0		196.5
2014–15	62.3	57.5	33.8	7.3	30.5	0.9	5.1	0.0		197.4
Average annual per cent change (%)										
1 year	8.4	1.7	-13.0	-2.3	-3.5	11.0	36.8	0.0		0.5
5 year trend	3.5	3.6	4.5	3.9	3.3	1.1	3.2	0.0		3.7

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 're exports'.

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. Figures are presented in real terms, adjusted for price changes using the GDP deflator.

Source: ABS (2016a), ABS (2016b)

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)										
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	196.5	21.1	563.5	4.7	12.7	1.6	1.4	973.1
2012–13	172.0	17.6	213.5	20.0	625.7	4.4	14.9	0.6	1.5	1 070.2
2013–14	179.0	18.8	237.2	25.7	736.3	5.4	17.7	0.0	1.8	1 221.8
2014–15	184.9	17.4	252.3	23.5	842.1	5.8	19.1	0.0	1.8	1 347.0
Average annual per cent change (%)										
1 year	3.3	-7.1	6.3	-8.4	14.4	8.7	7.7	0.0	4.2	10.2
5 year trend	8.8	9.0	5.1	10.6	12.2	-2.3	8.1	0.0	7.9	9.9
Imports – Australian state/territory as final destination (million tonnes)										
2005–06	18.2	17.4	18.9	3.2	11.4	0.6	3.0	0.0		72.7
2006–07	18.7	17.0	19.3	3.5	12.2	0.6	6.4	0.0		77.8
2007–08	20.2	18.8	20.6	3.5	14.3	0.8	6.5	0.0		84.6
2008–09	18.1	17.4	20.2	3.1	14.6	0.7	7.5	0.0		81.6
2009–10	19.3	17.9	22.1	3.1	15.7	0.7	6.8	0.0		85.7
2010–11	21.5	20.2	23.4	2.9	16.3	0.6	7.3	0.0		92.1
2011–12	21.0	19.8	25.0	3.1	18.4	0.6	6.9	0.0		94.9
2012–13	20.0	20.7	27.3	3.2	19.2	0.7	7.9	0.0		99.0
2013–14	18.5	22.2	26.2	3.6	20.3	0.8	7.4	0.0		99.1
2014–15	21.5	22.5	23.7	4.1	20.5	0.8	7.0	0.0		100.1
Average annual per cent change (%)										
1 year	15.8	1.3	-9.6	15.2	1.0	5.3	-6.5	0.0		1.0
5 year trend	0.1	4.3	2.3	5.9	6.0	5.0	0.8	0.0		3.0

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 're exports'.

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 (2016a), ABS (2016b)

Table 1.3 Top ten ports with the highest value of Australia's international sea freight (2014–15 prices)

Financial year	Port										Port	All ports ^a			
Exports	Dampier	Hedland	Melbourne	Newcastle	Brisbane	Hay Point	Walcott	Sydney	Fremantle	Gladstone					
					(\$ billion)										
2005–06	17.9	7.4	24.5	9.1	11.8	14.4	3.1	13.2	11.9	9.4					165.7
2006–07	18.8	8.2	25.5	7.9	12.5	12.6	3.3	13.7	14.8	8.1					174.3
2007–08	22.8	10.0	24.3	9.8	11.8	10.8	3.5	13.1	13.5	8.2					179.8
2008–09	28.3	18.3	22.7	17.8	12.3	24.3	5.0	12.4	11.1	16.2					222.5
2009–10	29.9	18.0	19.9	12.5	10.6	17.1	6.1	11.1	10.8	9.6					194.9
2010–11	37.5	28.1	20.3	14.5	10.8	18.9	10.1	11.1	11.2	10.8					228.4
2011–12	37.5	31.1	20.1	16.4	12.8	18.2	9.8	11.1	10.5	12.2					237.6
2012–13	37.0	30.0	20.1	15.3	12.7	14.1	8.3	10.2	10.9	8.9					222.9
2013–14	38.9	39.2	21.9	15.1	12.0	13.9	13.1	10.7	9.7	9.6					241.7
2014–15	34.0	29.7	22.6	14.6	14.0	13.3	11.7	11.4	11.0	10.2					227.5
Average annual per cent change															
					(%)										
1 year	-12.6	-24.2	3.2	-3.6	16.5	-4.3	-10.6	6.5	13.2	5.4					-5.9
5 year trend	2.1	10.5	2.5	2.4	5.0	-6.8	11.5	-0.3	-0.8	-1.0					2.5
Imports															
					(\$ billion)										
2005–06	47.1	50.4	23.0	13.6	0.4	4.1	1.4	4.1	2.3	1.3					154.8
2006–07	48.4	51.8	24.8	15.1	0.5	4.1	2.8	4.1	3.0	1.4					163.8
2007–08	51.0	53.7	27.1	17.2	3.1	4.8	3.2	4.7	4.2	1.9					179.8
2008–09	50.9	50.3	24.9	18.2	5.3	4.2	4.9	4.5	5.7	1.8					182.6
2009–10	47.1	45.1	23.1	15.7	8.3	4.3	3.4	3.8	8.8	2.2					170.9
2010–11	46.8	45.1	23.6	16.4	7.9	3.9	3.4	4.6	3.3	1.8					165.1
2011–12	48.3	46.0	28.6	20.3	8.7	4.5	3.5	4.6	5.3	2.5					183.3
2012–13	47.9	46.0	29.3	20.2	8.5	4.8	4.1	4.8	3.0	2.8					185.7
2013–14	52.4	49.1	29.9	19.2	8.5	6.0	3.3	5.7	4.2	2.5					196.5
2014–15	53.7	53.0	26.7	18.8	9.2	6.0	5.0	4.8	2.4	2.3					197.4
Average annual per cent change															
					(%)										
1 year	2.5	7.9	-10.7	-2.0	7.9	-1.1	51.1	-15.6	-43.0	-5.7					0.5
5 year trend	2.8	3.1	4.3	3.9	2.1	8.9	6.0	5.3	-16.8	3.7					3.7

^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”.

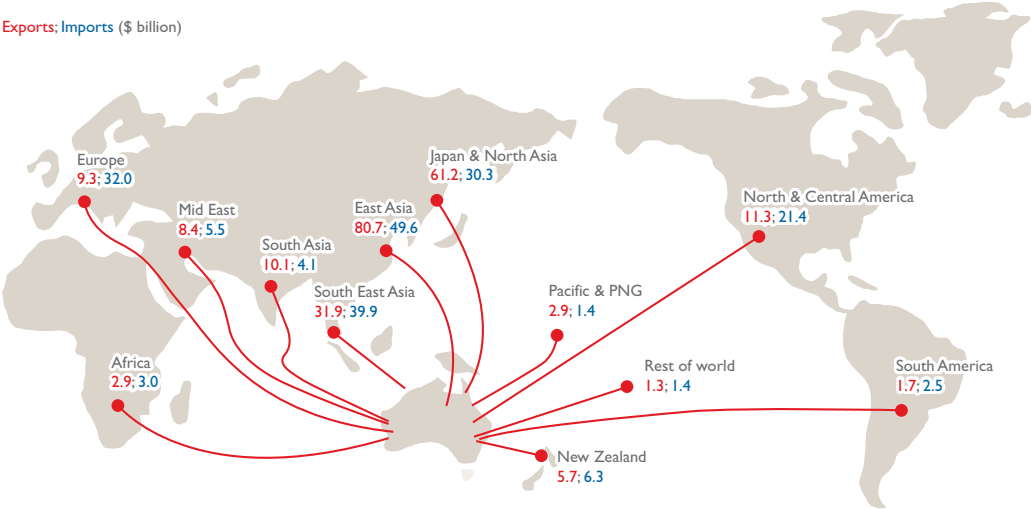
Figures are presented in real terms, adjusted for price changes using the GDP deflator.

Source: ABS (2016a), ABS (2016b).

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

Financial year	Port Hedland	Dampier	Newcastle	PortWalcott	Hay Point (million tonnes)	Gladstone	Abbot Point	Fremantle	Port Kembla	Brisbane	All ports ^a
Exports											
2005-06	105.9	110.2	82.8	55.2	80.3	48.5	12.0	12.2	14.0	10.2	626.4
2006-07	106.8	125.7	82.5	53.9	86.4	54.7	11.2	10.3	13.9	9.3	657.1
2007-08	125.5	136.8	89.9	56.4	80.3	56.8	12.4	10.3	14.3	11.2	706.9
2008-09	154.9	140.1	92.2	56.9	82.0	59.4	14.8	11.9	15.3	13.0	753.2
2009-10	172.7	168.9	99.5	78.7	99.3	63.3	16.9	12.4	16.1	12.6	861.9
2010-11	191.8	165.6	111.4	80.9	87.8	55.9	15.0	10.6	18.0	12.8	881.3
2011-12	240.2	173.1	125.5	81.8	83.3	62.8	13.6	12.3	19.5	16.2	973.1
2012-13	283.0	180.0	145.8	84.8	96.4	62.2	17.5	15.9	17.6	16.4	1 070.2
2013-14	363.3	174.1	156.5	120.3	108.3	73.8	22.8	17.1	14.9	14.0	1 221.8
2014-15	438.2	167.5	161.7	157.4	114.9	74.7	28.7	18.4	15.4	13.7	1 347.0
Average annual per cent change					(%)						
1 year	20.6	-3.8	3.3	30.9	6.1	1.1	25.8	7.5	3.5	-2.5	10.2
5 year trend	21.2	0.4	10.8	14.3	4.4	4.8	12.6	11.1	-2.5	1.9	9.9
Imports											
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	2.2	2.1	2.2	77.8
2007-08	17.1	12.5	13.5	9.9	5.4	5.3	4.4	2.4	2.2	2.4	84.6
2008-09	15.4	12.3	12.3	10.0	5.2	6.1	4.1	2.2	2.6	2.1	81.6
2009-10	16.1	13.3	12.5	10.4	5.4	5.3	5.0	2.3	2.4	2.7	85.7
2010-11	17.7	14.2	13.5	11.4	6.5	5.9	5.1	2.0	2.6	3.1	92.1
2011-12	17.7	14.7	14.2	12.1	5.6	5.4	5.4	2.3	3.2	1.9	94.9
2012-13	17.4	15.8	14.0	12.4	6.5	6.3	5.8	2.5	3.6	1.5	99.0
2013-14	16.1	16.3	14.4	12.8	7.5	6.6	4.8	2.9	3.3	1.4	99.1
2014-15	17.4	14.2	14.0	13.6	7.7	6.9	4.4	3.5	3.1	2.5	100.1
Average annual per cent change					(%)						
1 year	7.9	-13.2	-2.6	6.1	3.3	5.0	-7.2	22.1	-5.7	81.2	1.0
5 year trend	0.2	2.4	2.2	4.9	7.0	5.2	-2.3	9.5	6.5	-8.7	3.0

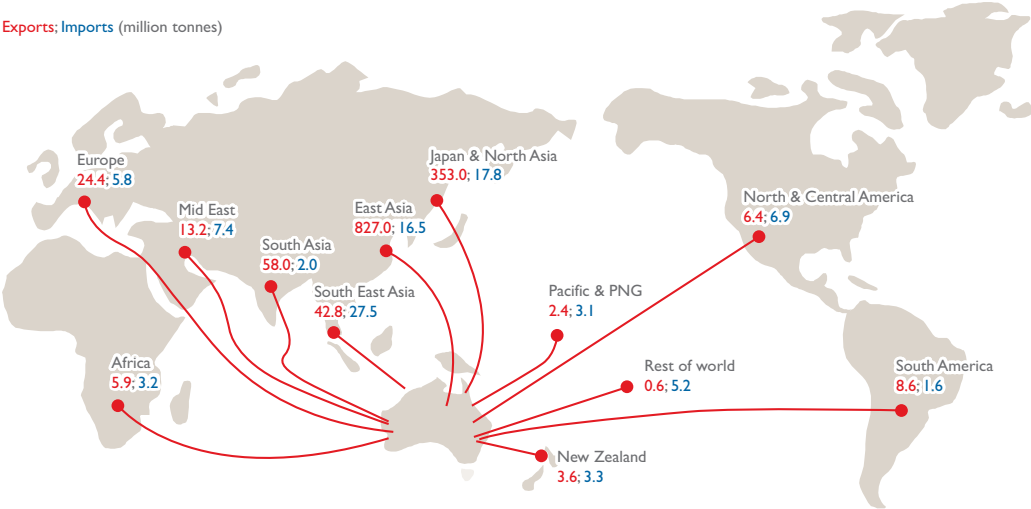
Figure 1.3 Value of Australia's international sea freight by trading region of final destination or origin, 2014–15



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

Source: Derived from ABS (2016a).

Figure 1.4 Weight of Australia's international sea freight by trading region of final destination or origin, 2014–15



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

Source: Derived from ABS (2016a).

Table 1.5 Value of Australia's international sea freight, by trading region of final destination or origin (2014–15 prices)

Financial year	Africa	East Asia	Europe	Japan & North Asia	Middle East	New Zealand	Central America	North & Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
Exports – region of final destination (\$ billion)													
2005–06	4.3	31.8	16.6	52.3	7.3	8.3	12.8	3.0	1.8	6.4	19.7	1.4	165.7
2006–07	4.1	36.5	18.3	53.6	7.0	8.9	12.4	2.8	1.5	7.1	20.6	1.5	174.3
2007–08	3.4	39.7	16.9	55.4	7.9	8.7	11.9	3.0	1.6	7.0	22.7	1.5	179.8
2008–09	4.1	53.2	16.1	77.8	8.6	6.8	11.8	2.8	2.4	11.9	25.6	1.4	222.5
2009–10	3.4	58.6	10.6	56.7	6.1	6.8	9.1	3.0	2.0	11.1	25.9	1.5	194.9
2010–11	3.7	75.4	13.1	69.8	6.5	5.7	8.4	3.1	2.3	12.9	26.3	1.2	228.4
2011–12	3.9	81.7	13.6	72.3	6.9	5.8	9.2	3.3	2.2	11.4	26.3	1.0	237.6
2012–13	3.4	79.8	10.6	64.7	7.6	5.5	8.2	3.8	1.4	9.8	27.5	0.7	222.9
2013–14	3.4	98.0	9.3	67.3	8.0	5.3	8.2	3.2	1.3	9.0	27.9	0.8	241.7
2014–15	2.9	80.7	9.3	61.2	8.4	5.7	11.3	2.9	1.7	10.1	31.9	1.3	227.5
Average annual per cent change (%)													
1 year	-13.8	-17.6	-0.1	-9.1	5.0	7.4	38.1	-8.3	38.6	12.9	14.1	54.5	-5.9
5 year trend	-3.3	7.0	-5.3	0.5	6.7	-3.1	2.5	-0.2	-8.4	-4.7	3.7	-6.8	2.5
Imports – region of origin (\$ billion)													
2005–06	2.3	28.4	30.3	26.2	4.1	5.5	18.0	2.0	1.4	1.5	34.4	0.8	154.8
2006–07	2.1	31.5	31.9	25.9	4.9	5.5	18.7	1.9	1.7	1.5	36.7	1.7	163.8
2007–08	2.1	33.2	35.1	26.8	5.9	6.7	18.8	2.1	2.0	1.8	43.7	1.6	179.8
2008–09	1.9	39.7	36.3	24.2	5.4	6.3	19.8	1.3	2.2	2.3	40.1	3.0	182.6
2009–10	2.4	34.7	32.2	26.6	5.0	6.2	16.5	1.3	2.3	2.1	39.3	2.3	170.9
2010–11	4.8	36.1	27.8	22.9	5.5	6.2	16.9	1.5	2.2	2.2	36.5	2.6	165.1
2011–12	5.9	37.2	30.9	27.8	6.2	6.2	21.6	1.5	2.6	2.5	38.4	2.6	183.3
2012–13	6.3	38.6	31.5	26.1	5.9	5.7	21.3	1.0	2.6	2.5	40.6	3.5	185.7
2013–14	5.5	43.0	34.3	29.2	5.7	6.4	20.0	1.5	2.5	3.2	42.9	2.3	196.5
2014–15	3.0	49.6	32.0	30.3	5.5	6.3	21.4	1.4	2.5	4.1	39.9	1.4	197.4
Average annual per cent change (%)													
1 year	-45.8	15.4	-6.6	3.8	-3.8	-0.9	7.0	-4.5	-1.3	27.1	-6.9	-42.0	0.5
5 year trend	4.4	7.0	1.8	3.9	1.5	0.3	5.3	0.4	2.8	13.2	1.8	-7.2	3.7

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

Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions. Figures are presented in real terms, adjusted for price changes using the GDP deflator.

Source: ABS (2016a), ABS (2016b).

Table 1.6 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	Central America	North & Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
Exports – region of final destination (million tonnes)													
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	973.1
2012–13	7.8	582.1	23.7	345.1	15.5	3.9	7.2	2.7	5.3	41.0	34.7	1.1	1 070.2
2013–14	6.7	727.9	23.5	352.8	15.0	3.4	6.0	2.5	5.4	44.2	33.9	0.5	1 221.8
2014–15	5.9	827.1	24.4	353.9	13.2	3.6	6.4	2.4	8.6	58.0	42.8	0.6	1 347.0
Average annual per cent change (%)													
1 year	-10.9	13.6	4.2	0.3	-11.9	4.2	5.6	-5.0	57.3	31.4	26.3	23.3	10.2
5 year trend	-0.4	16.7	-1.2	2.0	7.8	-2.5	-6.8	2.5	-1.4	7.4	6.5	-27.0	9.9
Imports – region of origin (million tonnes)													
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
2013–14	5.5	14.8	6.5	14.8	7.1	3.3	6.1	3.3	1.4	1.3	29.1	5.8	99.1
2014–15	3.2	16.5	5.8	17.8	7.4	3.3	6.9	3.1	1.6	2.0	27.5	5.2	100.1
Average annual per cent change (%)													
1 year	-43.0	11.6	-10.5	20.1	4.3	-1.6	12.7	-8.2	11.4	52.1	-5.7	-9.7	1.0
5 year trend	6.3	8.5	4.7	11.7	-1.1	-4.5	6.2	-3.6	-8.8	15.7	-1.5	4.4	3.0

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

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

Source: ABS (2016a), ABS (2016b)

Table 1.7 Value of Australia's international sea freight, by trading region of discharging and loading (2014–15 prices)

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>													
2005–06	3.7	30.1	15.0	51.4	4.9	8.5	11.4	2.9	1.6	5.5	29.2	1.5	165.7
2006–07	3.3	33.2	16.3	52.8	4.1	9.3	10.6	2.8	1.4	6.1	32.9	1.5	174.3
2007–08	2.6	37.3	14.9	55.1	4.8	9.5	10.3	2.9	1.5	6.1	33.3	1.5	179.8
2008–09	3.2	51.6	14.6	78.0	5.6	7.4	10.3	2.7	2.1	11.3	34.3	1.4	222.5
2009–10	2.7	56.0	9.2	56.6	3.6	7.3	7.6	3.0	2.0	10.3	34.9	1.7	194.9
2010–11	2.9	72.2	11.4	69.9	4.5	6.2	7.3	3.1	2.2	12.1	35.7	1.2	228.4
2011–12	3.1	79.2	11.0	72.1	4.9	6.4	8.2	3.2	2.0	10.5	36.0	1.0	237.6
2012–13	2.5	77.2	8.4	64.7	5.5	6.0	7.2	3.7	1.2	8.8	37.1	0.6	222.9
2013–14	2.9	95.8	7.6	67.0	5.7	6.1	6.9	3.1	1.2	7.8	36.8	0.8	241.7
2014–15	2.3	79.0	7.5	61.0	5.8	7.0	9.3	2.8	1.6	8.8	41.1	1.3	227.5
<i>Average annual per cent change</i>													
1 year	-18.9	-17.6	-0.4	-9.0	2.2	15.2	33.3	-8.4	38.1	11.9	11.7	59.9	-5.9
5 year trend	-2.6	7.5	-6.9	0.4	9.6	-0.9	2.1	-0.4	-9.3	-6.4	2.7	-8.0	2.5
<i>Imports – region where cargo was loaded</i>													
2005–06	2.5	28.3	28.4	25.5	4.0	5.8	17.5	2.1	1.3	1.4	37.6	0.4	154.8
2006–07	2.3	31.3	29.9	23.8	4.6	6.1	18.2	2.0	1.4	1.4	40.7	2.1	163.8
2007–08	2.2	33.0	31.5	25.3	5.7	7.7	18.2	2.3	1.9	1.7	49.0	1.5	179.8
2008–09	1.8	37.4	31.6	23.3	5.1	6.6	19.8	1.5	2.0	2.2	48.6	2.5	182.6
2009–10	2.2	34.4	27.3	24.2	4.6	6.5	16.4	1.5	2.2	2.1	47.4	2.0	170.9
2010–11	4.5	36.1	25.7	22.2	5.4	6.8	16.6	1.7	2.0	2.1	39.4	2.6	165.1
2011–12	4.9	37.1	28.6	27.4	5.9	6.8	20.9	1.7	2.3	2.5	42.9	2.3	183.3
2012–13	5.7	39.0	29.6	25.4	5.4	6.0	20.6	1.2	2.8	2.3	45.3	2.5	185.7
2013–14	5.1	43.3	31.0	28.0	5.4	6.7	19.8	1.8	2.2	2.8	48.9	1.5	196.5
2014–15	2.8	49.4	29.8	29.0	5.2	6.5	20.4	1.6	2.4	3.9	46.2	0.3	197.4
<i>Average annual per cent change</i>													
1 year	-45.5	14.1	-4.1	3.7	-4.9	-2.5	2.6	-10.6	10.0	40.3	-5.5	-80.1	0.5
5 year trend	4.7	7.1	2.9	4.5	1.3	-0.6	4.7	0.9	2.6	11.7	1.7	-26.5	3.7

^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.

Figures are presented in real terms, adjusted for price changes using the GDP deflator.

Source: ABS (2016a), ABS (2016b).

Table 1.8 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	Central America	North & Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
Exports – region where cargo was discharged													
2005–06	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
2006–07	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
2007–08	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
2008–09	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
2009–10	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
2010–11	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
2011–12	7.0	493.8	26.4	333.7	12.9	4.2	9.3	2.3	5.9	35.4	40.2	2.1	973.1
2012–13	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
2013–14	6.5	726.6	23.0	352.6	14.4	3.6	5.8	2.5	5.7	43.0	37.6	0.5	1 221.8
2014–15	5.7	826.6	24.1	353.8	12.4	3.8	6.0	2.3	8.6	57.1	46.0	0.6	1 347.0
Average annual per cent change													
1 year	-11.5	13.8	4.8	0.3	-14.0	4.9	3.5	-7.3	50.0	32.6	22.5	24.1	10.2
5 year trend	0.1	16.8	-0.8	2.0	8.0	-1.8	-8.3	2.0	-0.8	7.3	6.0	-27.2	9.9
Imports – region where cargo was loaded													
2005–06	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
2006–07	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
2007–08	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
2008–09	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
2009–10	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
2010–11	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
2011–12	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
2012–13	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
2013–14	5.2	14.9	4.8	15.4	6.7	3.3	6.1	3.3	1.3	1.0	31.9	5.2	99.1
2014–15	2.8	16.6	4.8	17.7	7.0	3.2	6.8	2.9	1.5	2.0	30.1	4.8	100.1
Average annual per cent change													
1 year	-46.2	11.6	-0.5	15.1	3.8	-4.9	11.3	-10.2	10.3	105.7	-5.8	-7.2	1.0
5 year trend	11.8	8.6	3.6	10.9	-0.9	-4.8	6.0	-4.8	-8.6	17.9	-0.9	2.6	3.0

^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 (2016a), ABS (2016b)

Table 1.9 Top ten countries that traded the highest value of sea freight with Australia (2014–15 prices)

Financial year	China ^a	Japan	Korea, Republic of	Singapore	United States of America	India	Taiwan	Malaysia	Indonesia	New Zealand	All countries ^b
Exports – country of final destination						(\$ billion)					
2005–06	248	38.1	14.1	6.1	9.6	5.5	7.0	2.9	5.0	8.3	165.7
2006–07	294	38.5	15.2	5.4	9.5	6.2	7.1	3.5	5.5	8.9	174.3
2007–08	32.6	39.7	15.7	6.7	9.6	5.9	7.1	3.6	4.8	8.7	179.8
2008–09	44.5	57.4	20.4	9.5	9.3	10.5	8.7	4.6	4.9	6.8	222.5
2009–10	51.5	39.8	16.9	9.0	6.8	9.7	7.1	4.4	5.9	6.8	194.9
2010–11	66.4	47.7	22.1	8.2	6.2	11.6	9.0	4.0	6.4	5.7	228.4
2011–12	73.4	51.0	21.3	7.5	6.7	10.1	8.3	5.1	6.6	5.8	237.6
2012–13	72.6	46.4	18.4	9.7	6.2	8.4	7.2	5.0	6.2	5.5	222.9
2013–14	91.3	47.7	19.6	9.8	6.7	7.9	6.8	5.0	5.6	5.3	241.7
2014–15	74.2	43.5	17.7	11.5	9.5	8.6	6.5	6.3	6.1	5.7	227.5
Average annual per cent change						(%)					
1 year	-18.7	-8.8	-9.8	17.2	43.0	9.7	-3.7	25.4	9.0	7.4	-5.9
5 year trend	8.2	1.0	-0.8	5.9	5.4	-5.4	-4.0	7.4	-0.6	-3.1	2.5
Imports – country of origin						(\$ billion)					
2005–06	24.6	15.5	19.4	6.7	5.7	10.5	6.1	8.4	5.5	4.9	154.8
2006–07	27.2	16.1	19.3	6.6	7.6	10.5	5.8	8.2	5.5	5.2	163.8
2007–08	29.3	16.0	21.2	5.6	8.3	15.5	7.4	9.6	6.7	4.9	179.8
2008–09	35.9	16.7	18.4	5.8	8.4	13.2	7.3	9.8	6.3	4.8	182.6
2009–10	31.6	14.1	19.5	7.1	10.5	11.8	7.5	9.0	6.2	4.8	170.9
2010–11	33.1	14.3	16.1	6.8	7.9	11.5	7.5	7.7	6.2	5.4	165.1
2011–12	34.2	18.7	19.2	8.6	7.4	13.5	7.8	8.4	6.2	5.5	183.3
2012–13	35.4	17.9	17.3	8.8	10.1	13.1	7.8	8.3	5.7	5.4	185.7
2013–14	39.7	17.0	17.1	12.2	9.9	11.6	9.7	8.7	6.4	6.3	196.5
2014–15	45.7	17.9	17.2	13.1	11.1	9.4	8.9	8.7	6.3	5.1	197.4
Average annual per cent change						(%)					
1 year	15.2	5.8	0.7	8.2	13.0	-18.8	-8.8	0.2	-0.9	-19.1	0.5
5 year trend	7.2	4.8	-1.6	14.9	3.8	-3.1	4.7	0.5	0.3	2.3	3.7

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.

Figures are presented in real terms, adjusted for price changes using the GDP deflator.

Source: ABS (2016a), ABS (2016b).

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

Financial year	China ^a	Japan	Korea, Republic of	India	Taiwan (million tonnes)	Indonesia	Malaysia	Netherlands	Thailand	Brazil	All countries ^b
Exports – country of final destination											
2005–06	155.9	219.3	69.8	19.8	36.0	7.8	5.7	9.4	3.6	5.6	626.4
2006–07	169.9	227.3	72.0	24.4	40.5	8.0	6.7	9.5	5.8	6.1	657.1
2007–08	207.3	238.9	78.9	27.3	42.5	6.8	5.8	9.0	5.0	6.8	706.9
2008–09	290.9	206.9	86.3	28.5	39.5	7.0	6.0	6.5	6.2	4.5	753.2
2009–10	361.3	231.6	93.1	36.6	44.5	7.7	5.5	5.9	5.7	5.7	861.9
2010–11	367.3	224.5	102.3	36.3	47.9	9.1	7.2	7.6	7.6	5.3	881.3
2011–12	449.3	226.7	107.6	34.0	44.8	9.6	8.3	8.4	7.0	3.7	973.1
2012–13	537.0	236.0	109.2	38.9	45.1	9.2	7.9	8.1	6.8	3.4	1 070.2
2013–14	682.8	236.7	116.1	42.8	45.1	8.8	8.4	7.9	7.5	3.8	1 221.8
2014–15	775.3	233.7	120.2	55.7	51.8	12.2	12.1	7.9	7.4	6.0	1 347.0
Average annual per cent change											
1 year	13.5	-1.2	3.5	30.1	14.9	38.8	44.0	-0.5	-1.6	58.6	10.2
5 year trend	18.2	0.7	4.9	8.1	1.7	6.3	13.4	4.5	3.7	-2.2	9.9
Imports – country of origin											
United States of America											
International Waters											
New Zealand											
Indonesia											
Viet Nam											
All countries ^b											
2005–06	6.2	5.0	2.5	8.9	4.5	4.2	1.1	5.9	2.5	5.4	72.7
2006–07	7.0	5.1	2.6	8.7	4.8	3.4	4.3	5.4	2.5	5.3	77.8
2007–08	7.9	6.4	2.3	10.9	4.9	3.7	4.2	5.3	3.7	5.7	84.6
2008–09	7.5	6.8	3.3	10.2	5.1	3.4	4.8	5.2	3.8	4.9	81.6
2009–10	8.2	7.1	3.5	10.4	6.0	3.5	4.1	5.5	3.9	3.7	85.7
2010–11	10.2	6.7	3.6	9.7	6.4	3.6	4.8	6.4	4.1	2.5	92.1
2011–12	11.0	7.0	4.3	11.1	6.1	4.2	4.3	5.8	3.9	1.9	94.9
2012–13	11.7	7.8	5.5	11.2	6.2	4.2	4.8	5.8	3.6	2.3	99.0
2013–14	12.7	8.5	6.3	9.4	7.5	4.2	5.1	5.3	3.3	3.1	99.1
2014–15	14.1	9.5	8.3	8.2	7.8	4.8	4.7	3.3	3.3	3.0	100.1
Average annual per cent change											
1 year	10.8	11.8	31.2	-12.3	3.6	14.9	-8.2	-36.4	-1.6	-3.2	1.0
5 year trend	10.3	6.8	19.6	-3.5	5.4	5.6	2.6	-8.5	-4.5	-0.8	3.0

^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 (2016a), ABS (2016b)

Table 1.11 Value of Australia's international sea freight, by commodity group (2014–15 prices)

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
Exports											
2005–06	22.7	3.8	43.6	47.7	0.3	4.6	17.7	11.4	2.1	11.8	165.7
2006–07	21.1	3.8	49.8	45.5	0.4	4.9	21.2	10.4	2.3	15.1	174.3
2007–08	20.8	3.4	53.8	50.3	0.6	5.1	19.4	11.3	2.1	13.1	179.8
2008–09	24.0	3.0	63.3	83.3	0.6	5.5	16.5	10.0	2.0	14.3	222.5
2009–10	19.7	2.7	64.2	60.7	0.5	4.8	14.3	8.2	1.7	18.1	194.9
2010–11	21.6	2.3	89.0	69.6	0.6	4.7	15.6	7.8	1.5	15.7	228.4
2011–12	23.5	2.2	95.4	74.6	0.5	4.5	14.2	8.1	1.5	13.0	237.6
2012–13	24.4	2.1	89.7	66.0	0.6	4.3	12.9	8.2	1.4	13.4	222.9
2013–14	27.2	2.1	105.4	69.0	0.6	4.8	13.5	8.4	1.5	9.2	241.7
2014–15	30.4	2.2	86.9	65.1	0.6	5.1	13.7	9.2	1.6	12.6	227.5
Average annual per cent change											
1 year	12.0	7.3	-17.5	-5.6	0.4	5.4	1.6	9.5	10.0	36.0	-5.9
5 year trend	8.6	-3.6	5.8	0.6	5.3	0.8	-2.1	2.3	-1.5	-9.2	2.5
Imports											
2005–06	7.0	1.4	2.4	27.3	0.5	12.6	20.8	62.1	17.0	3.7	154.8
2006–07	7.9	1.6	2.8	26.8	0.6	12.7	22.6	64.8	18.2	5.8	163.8
2007–08	8.3	1.7	2.7	35.3	0.6	14.1	22.5	68.9	17.8	8.0	179.8
2008–09	9.1	1.9	2.7	33.0	0.7	15.5	24.9	64.9	20.6	9.4	182.6
2009–10	8.8	1.8	2.1	30.0	0.6	13.0	21.6	64.9	17.8	10.3	170.9
2010–11	8.7	1.8	2.5	34.4	0.6	13.4	21.4	60.4	17.8	4.2	165.1
2011–12	9.2	1.9	2.5	40.2	0.5	14.2	23.3	70.1	18.2	3.1	183.3
2012–13	9.4	2.1	2.3	41.0	0.5	14.6	23.8	71.0	18.7	2.4	185.7
2013–14	11.0	2.6	2.3	42.9	0.6	16.0	25.3	70.8	21.4	3.6	196.5
2014–15	12.2	2.8	3.0	33.9	0.6	17.0	28.1	72.9	23.7	3.1	197.4
Average annual per cent change											
1 year	11.0	9.0	28.6	-21.0	5.4	6.6	10.9	2.9	10.8	-12.4	0.5
5 year trend	6.9	10.1	4.3	3.8	0.8	5.6	5.4	3.1	5.9	-17.4	3.7

Note: "nes" stands for "Not Elsewhere Specified".
Figures are presented in real terms, adjusted for price changes using the GDP deflator.
Source: ABS (2016a), ABS (2016b)

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 chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
Exports	(million tonnes)										
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	34.2	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	973.1
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
2013-14	35.0	1.0	759.9	389.7	0.6	3.0	5.6	0.9	0.1	25.9	1 221.8
2014-15	33.0	1.1	867.2	407.3	0.7	2.9	5.7	1.0	0.2	28.0	1 347.0
Average annual per cent change	(%)										
1 year	-5.6	4.5	14.1	4.5	15.3	-3.3	2.1	3.8	7.5	7.8	10.2
5 year trend	4.4	-3.3	13.4	6.5	8.2	-3.0	-3.1	3.9	1.1	-6.8	9.9
Imports	(million tonnes)										
2005-06	2.4	0.4	8.5	33.3	0.3	11.0	9.6	4.5	2.2	0.6	72.7
2006-07	3.2	0.5	8.4	37.1	0.4	10.0	10.6	4.4	2.4	1.0	77.8
2007-08	3.5	0.6	8.7	40.1	0.3	11.2	11.3	5.2	2.6	1.1	84.6
2008-09	3.3	0.6	7.2	40.4	0.3	11.2	11.4	4.2	2.4	0.6	81.6
2009-10	3.5	0.7	8.3	42.8	0.3	10.8	11.3	4.5	2.5	1.0	85.7
2010-11	3.6	0.7	9.3	46.1	0.4	11.6	12.4	4.8	2.8	0.4	92.1
2011-12	3.8	0.8	8.6	47.2	0.3	12.4	12.6	5.8	2.9	0.5	94.9
2012-13	3.8	0.9	9.0	49.5	0.3	13.2	13.1	5.8	3.0	0.4	99.0
2013-14	4.0	1.0	8.3	49.0	0.3	13.3	14.2	5.5	3.0	0.5	99.1
2014-15	4.3	1.0	8.2	48.0	0.3	13.5	15.1	5.9	3.1	0.5	100.1
Average annual per cent change	(%)										
1 year	7.9	2.5	-0.6	-2.1	1.1	1.6	6.9	8.7	2.6	-6.5	1.0
5 year trend	4.1	8.3	-1.1	2.3	0.2	4.6	5.6	5.1	3.9	-7.0	3.0

Note: "nes" stands for "Not Elsewhere Specified".
Source: ABS (2016a), ABS (2016b)

CHAPTER 2

Coastal freight

Overview

This chapter summarises statistics about the coastal freight through Australian ports between 2005–06 and 2014–15. 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, and the coastal freight between Tasmania and mainland Australia.

Data sources

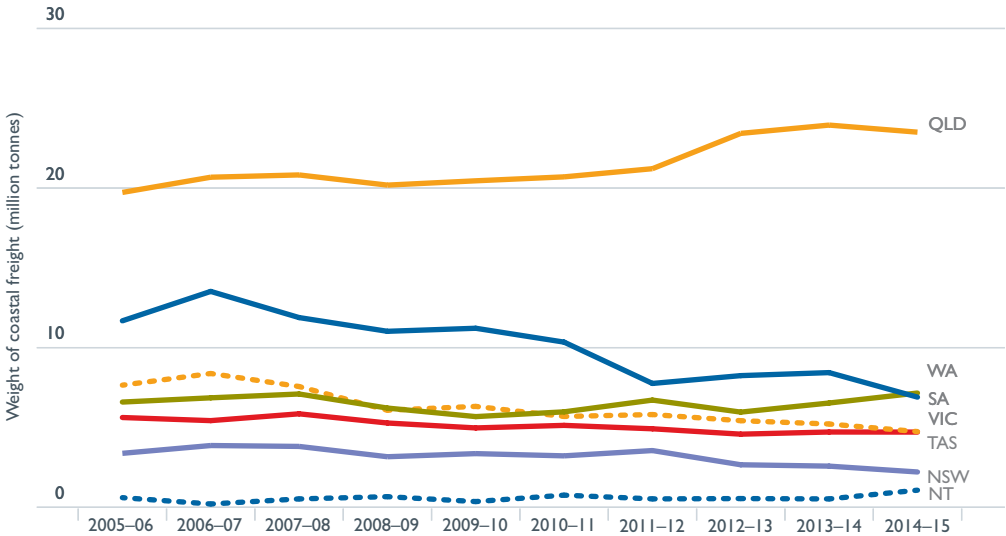
The weight of coastal freight has been derived from data supplied by port authorities in response to BITRE's annual coastal freight survey. The coastal freight task (tonne-kilometre) is calculated by applying port-to-port distances (kilometre) including pilotage (Australian Chamber of Shipping 1993) 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.

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, in some ports, crude and refined petroleum oil are coded separately, while other ports classify both under the 'Petroleum and Petroleum products' category.

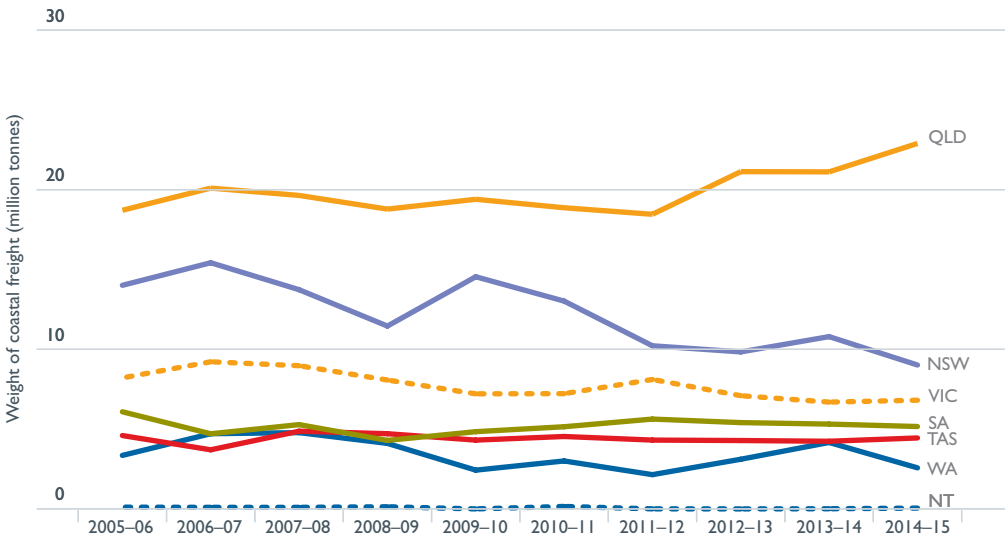
BITRE has endeavoured to reconcile some of the above data problems by matching corresponding loaded and discharged records and, where possible, by comparing to records in the Coastal Trading Licensing System (CTLS, see Chapter 3). Reconciliation was not attempted for many of the smaller shipments. This may lead to small differences in loaded and discharged coastal freight volumes for specific routes.

Figure 2.1 Coastal freight weight loaded by Australian state/territory



Source: BITRE (2017).

Figure 2.2 Coastal freight weight discharged by Australian state/territory



Source: BITRE (2017).

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)									
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	20.7	6.0	10.3	5.1	0.8	0.0	51.9
2011–12	3.6	5.8	21.2	6.7	7.8	4.9	0.5	0.0	50.5
2012–13	2.7	5.4	23.4	6.0	8.2	4.6	0.5	0.1	50.9
2013–14	2.6	5.2	23.9	6.5	8.4	4.7	0.5	0.0	52.0
2014–15	2.2	4.7	23.5	7.2	6.9	4.7	1.1	0.0	50.3
Average annual per cent change (%)									
1 year	-14.2	-9.1	-1.9	9.6	-18.2	-0.1	104.6	-66.8	-3.2
5 year trend	-8.4	-4.9	3.6	3.8	-8.2	-1.7	13.5	-4.8	-0.5
Discharged (million tonnes)									
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	7.2	18.9	5.1	3.0	4.5	0.2	0.0	52.0
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	3.1	4.3		0.0	50.9
2013–14	10.8	6.7	21.1	5.3	4.2	4.2	0.0	0.0	52.4
2014–15	9.0	6.8	22.9	5.2	2.6	4.4	0.1	0.0	51.0
Average annual per cent change (%)									
1 year	-16.5	1.8	8.4	-2.9	-38.2	4.9	428.7	-33.2	-2.6
5 year trend	-8.2	-1.8	3.8	1.1	4.8	-0.2		-5.6	-0.3

^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. Figures are presented in real terms, adjusted for price changes using the GDP deflator.

Source: BITRE (2017).

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)									
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	42.1	8.6	45.6	3.5	2.8	0.2	113.4
2011–12	5.3	5.8	43.6	9.1	32.9	3.3	2.3	0.2	102.6
2012–13	4.5	5.4	47.6	8.6	32.8	3.0	2.4	0.2	104.5
2013–14	4.7	5.1	49.0	9.8	30.9	3.3	2.4	0.1	105.4
2014–15	3.8	4.5	48.1	11.5	30.2	3.2	3.9	0.0	105.2
Average annual per cent change (%)									
1 year	-19.9	-12.3	-2.0	17.2	-2.0	-2.1	63.3	-76.5	-0.2
5 year trend	-6.6	-5.7	3.8	5.9	-9.9	-1.8	13.3	-9.7	-2.0
Discharged (billion tonne-kilometres)									
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	9.0	41.2	7.5	7.3	8.5	0.3	0.1	117.6
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	6.6	7.8		0.1	105.7
2013–14	30.4	7.9	44.8	7.5	8.9	7.2	0.0	0.1	106.8
2014–15	29.3	7.8	49.8	6.8	6.3	7.5	0.1	0.0	107.7
Average annual per cent change (%)									
1 year	-3.6	-1.0	11.2	-9.2	-29.3	3.6	1100.8	-34.1	0.8
5 year trend	-9.3	-3.5	3.8	0.0	2.9	1.6		-5.1	-1.7

^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.

Source: BITRE (2017).

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	
		('000 tonnes)							
NSW	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 b	373.5	980.8	864.3	269.2	101.2	21.3	2 661.0
	2013–14	103.8	89.3	1 008.2	897.2	383.0	92.7	0.1	2 575.6
	2014–15	306.2 c	132.1	542.4	780.3	286.7	162.3	0.0	2 210.1
	Average annual per cent change	(%)							
	5 year trend	13.7	-40.1	-0.9	-0.9	-7.2	-7.6	-72.7	-4.6
VIC	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
	2013–14	974.1	334.6	169.7	1 063.7	561.4	2 108.2	0.3	5 216.0
	2014–15	511.3	498.8	195.5	771.2	559.8	2 197.9	2.8	4 739.9
	Average annual per cent change	(%)							
	5 year trend	-19.8	-0.5	-12.8	9.2	1.2	-2.3		-4.9
QLD	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	860.6	15 890.5	516.2	176.6	662.1	17.1	20 700.6
	2011–12	2 478.7	1 112.8	16 103.4	468.6	282.3	726.4	40.1	21 212.5
	2012–13	2 555.9	864.8	18 956.4	235.7	200.7	581.9	20.1	23 425.1
	2013–14	2 616.3	651.7	19 148.5	369.6	254.3	858.0	46.9	23 945.3
	2014–15	2 606.5	489.9	19 150.7	334.7	218.8	687.7	13.5	23 501.7
	Average annual per cent change	(%)							
	5 year trend	2.2	-12.3	4.6	-6.7	0.8	11.6	-3.7	3.6

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	Total ^a
		('000 tonnes)							
SA	2005–06	2 125.3	1 322.8	715.8	2 109.1	102.1	215.7		6 590.7
	2006–07	1 978.3	1 137.4	848.5	2 368.0	348.4	175.1		6 855.7
	2007–08	2 382.6	1 077.6	881.7	2 111.3	503.5	138.9		7 095.6
	2008–09	2 502.1	1 128.2	527.9	1 606.0	310.0	139.8		6 213.9
	2009–10	1 750.6	1 028.4	692.1	1 689.4	423.2	95.6		5 679.3
	2010–11	1 343.1	1 257.4	610.8	1 695.0	975.7	96.2		5 978.2
	2011–12	971.9	1 463.8	831.8	2 381.6	978.3	86.8		6 714.2
	2012–13	1 321.8	1 229.0	1 032.2	1 912.7	385.3	80.1		5 961.0
	2013–14	2 172.2	1 174.0	705.9	1 688.2	693.6	97.0		6 530.9
	2014–15	1 094.5	1 627.8	1 868.0	1 919.3	566.5	80.7		7 156.8
	Average annual per cent change	(%)							
5 year trend	-1.7	5.6	17.4	1.2	-1.4	-2.5		3.8	
WA	2005–06	6 101.6	1 821.1	814.3	593.8	2 293.4	6.5	50.3	11 680.9
	2006–07	5 725.8	2 270.2	1 475.8	470.5	3 311.9	145.9	43.8	13 524.1
	2007–08	5 210.7	2 019.1	369.0	857.7	3 219.1	149.2	60.6	11 885.4
	2008–09	3 843.1	1 688.6	1 259.1	973.5	2 942.3	264.5	52.4	11 023.6
	2009–10	6 580.2	1 615.0	885.8	1 022.1	861.6	149.0	101.0	11 214.8
	2010–11	6 336.1	1 175.6	368.2	983.0	1 031.3	257.4	78.5	10 345.7
	2011–12	4 358.2	999.4	336.2	953.5	795.2	173.2	133.6	7 756.7
	2012–13	4 012.2	1 120.8	360.5	940.1	1 571.5	84.8	35.3	8 246.8
	2013–14	3 784.0	1 038.2	171.4	852.5	2 520.7	33.3	35.8	8 436.3
	2014–15	4 470.3	767.1	155.8	749.3	747.0	0.0	10.3	6 899.6
	Average annual per cent change	(%)							
5 year trend	-9.7	-10.8	-26.8	-5.5	7.9	-79.7	-35.1	-8.2	
TAS	2005–06	1 969.7	3 004.0	101.3	204.9	150.7	191.7		5 622.3
	2006–07	1 732.4	3 092.3	94.3	90.6	243.4	173.6		5 426.7
	2007–08	1 999.3	3 339.6	116.2	78.4	151.5	167.9		5 854.4
	2008–09	1 473.6	3 239.1	78.2	169.3	127.7	182.1	8.0	5 278.2
	2009–10	1 213.6	3 193.6	165.9	138.8	73.2	184.5		4 969.6
	2010–11	1 240.7	3 378.6	174.2	152.9	1.6	182.2	0.2	5 130.4
	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	173.1	248.3		160.7		4 579.1
	2013–14	752.3	3 278.7	262.2	241.6		178.7		4 713.7
	2014–15	467.1	3 468.7	260.0	332.8	0.6	179.4		4 708.6
	Average annual per cent change	(%)							
5 year trend	-17.3	0.9	10.4	17.8		-1.3		-1.7	

(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	
		(' 000 tonnes)							
NT	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
	2013–14	8.4				14.9	471.9	14.1	522.4
	2014–15	0.2	0.1	523.4		0.0	509.1	36.2	1 069.0
	Average annual per cent change	(%)							
	5 year trend						6.9	-21.4	13.5
Total ^a	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	8 076.5	18 369.0	5 104.9	3 215.6	3 935.0	173.1	51 858.9
	2011–12	10 070.2	8 565.7	18 725.6	5 732.1	2 961.9	4 201.7	254.4	50 519.0
	2012–13	9 746.1	7 378.9	21 743.5	5 232.7	2 995.6	3 526.8	105.5	50 902.4
	2013–14	10 411.1	6 566.6	21 466.0	5 112.8	4 453.2	3 851.8	97.2	51 977.7
	2014–15	9 456.1	6 984.5	22 695.7	4 887.5	2 391.8	3 817.2	62.8	50 298.2
	Average annual per cent change	(%)							
	1 year	-9.2	6.4	5.7	-4.4	-46.3	-0.9	-35.5	-3.2
	5 year trend	-7.2	-4.4	4.5	0.5	1.4	-0.9	-21.0	-0.5

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.

b Data for 2012–13 were not provided by Port Kembla and Newcastle port, meaning that it was not possible to estimate trade volumes between these two ports.

c It was not possible to estimate coal volumes from Newcastle to Port Kembla for 2014–15. The missing data may lead to an underestimate in the total NSW intrastate trade for 2014–15.

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: BITRE (2017).

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

State / territory of loading	Financial year	State / territory of discharging							Total ^a
		NSW	VIC	QLD	SA	WA	TAS	NT	
		(million tonne-kilometres)							
NSW	2005–06	16.1	1 184.2	562.7	2 274.3	1 065.2	184.9	18.0	5 305.4
	2006–07	17.4	1 566.6	737.3	1 980.4	1 623.6	219.8	26.2	6 171.3
	2007–08	22.0	1 243.3	786.8	2 290.7	1 368.1	254.1	30.3	5 995.3
	2008–09	15.1	875.0	913.1	1 647.6	1 308.2	196.1	41.2	4 996.3
	2009–10	18.1	979.9	588.0	1 929.9	2 228.1	166.0	14.6	5 924.5
	2010–11	18.1	877.3	1 067.6	1 451.8	1 180.8	149.1	17.0	4 761.6
	2011–12	21.2	870.0	1 069.8	1 697.6	1 109.1	466.8	28.2	5 262.7
	2012–13	1.8 ^b	390.6	994.3	1 780.4	1 096.6	113.6	86.1	4 463.4
	2013–14	20.4	111.7	1 106.5	1 856.2	1 545.7	98.5	0.6	4 739.7
	2014–15	56.6 ^c	163.1	659.2	1 597.6	1 144.6	173.9	0.0	3 795.0
	Average annual per cent change		(%)						
5 year trend	10.8	-36.6	1.7	-0.5	-7.0	-6.7	-72.6	-6.6	
VIC	2005–06	2 067.7	10.6	3 691.2	372.2	1 183.6	1 641.9		8 967.2
	2006–07	3 588.3	122.6	2 671.4	240.1	1 210.6	1 227.6	0.3	9 060.8
	2007–08	2 648.6	73.9	2 273.9	308.6	1 415.2	1 303.7	0.1	8 024.0
	2008–09	1 516.9	67.3	1 381.8	420.1	1 490.4	1 281.4	3.9	6 161.9
	2009–10	2 128.6	39.2	764.9	427.7	1 466.8	1 308.3	2.6	6 138.0
	2010–11	1 285.7	42.7	595.0	1 004.5	1 917.9	884.2		5 730.0
	2011–12	1 325.1	53.3	552.0	839.0	2 092.2	910.9	44.8	5 817.2
	2012–13	1 276.3	28.3	492.8	987.8	1 719.3	866.3		5 370.8
	2013–14	1 043.9	25.3	347.5	1 026.4	1 736.8	901.0	1.9	5 082.9
	2014–15	568.9	36.4	430.4	748.1	1 716.2	940.7	16.1	4 456.9
	Average annual per cent change		(%)						
5 year trend	-18.7	-7.1	-12.3	9.0	0.8	-4.6		-5.7	
QLD	2005–06	2 440.0	1 959.1	31 279.7	2 261.9	1 184.9	1 934.5	102.7	41 162.8
	2006–07	2 881.3	2 603.1	32 231.8	1 785.1	1 605.0	773.9	97.0	41 977.1
	2007–08	2 635.4	2 419.0	32 140.0	1 508.0	2 164.1	2 791.4	150.1	43 808.0
	2008–09	2 516.7	2 031.1	32 106.5	1 568.5	1 279.8	2 421.7	99.5	42 023.8
	2009–10	2 726.6	2 518.5	32 341.1	1 424.5	1 214.0	825.8	107.6	41 158.2
	2010–11	3 105.1	2 222.6	32 431.5	1 858.6	984.7	1 464.7	65.5	42 132.8
	2011–12	2 979.3	2 712.9	33 001.7	1 683.0	1 502.4	1 579.3	153.3	43 611.9
	2012–13	3 003.4	2 258.8	39 066.2	866.2	1 010.2	1 296.1	73.7	47 574.6
	2013–14	3 059.1	1 714.5	39 597.7	1 365.6	1 281.2	1 848.6	180.0	49 046.8
	2014–15	3 067.1	1 244.1	39 818.3	1 184.7	1 159.4	1 546.8	51.6	48 072.0
	Average annual per cent change		(%)						
5 year trend	1.6	-12.0	5.3	-6.9	0.5	11.0	-3.8	3.8	

(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	
		(million tonne-kilometres)							
SA	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
	2013–14	4 347.0	1 368.0	2 250.2	145.5	1 508.6	208.5		9 827.8
	2014–15	2 255.7	1 926.1	5 775.0	165.8	1 233.9	165.8		11 522.2
Average annual per cent change		(%)							
5 year trend	-1.6	4.5	17.3	-0.7	-1.5	-0.4		5.9	
WA	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	4 578.1	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	269.8	98.5	32 808.1
	2013–14	20 628.1	3 027.2	931.1	2 138.8	3 956.2	105.8	93.0	30 880.2
	2014–15	23 957.7	2 495.4	845.9	1 863.5	1 049.9	0.0	35.2	30 247.5
Average annual per cent change		(%)							
5 year trend	-9.8	-9.0	-26.1	-5.3	5.5	-80.6	-37.0	-9.9	
TAS	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
	2013–14	758.0	1 482.1	587.0	390.8		100.2		3 318.1
	2014–15	472.5	1 574.5	598.6	498.9	1.5	101.4		3 247.4
Average annual per cent change		(%)							
5 year trend	-16.5	1.0	11.5	17.6		-0.2		-1.8	

(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			
(million tonne-kilometres)											
NT	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		
	2013–14	33.8				27.0	2 295.1	15.3	2 371.2		
	2014–15	0.8	0.3	1 362.5		0.1	2 476.3	31.3	3 871.4		
	Average annual per cent change				(%)						
5 year trend									6.9	-14.5	13.3
Total ^a	2005–06	45 481.4	12 645.5	42 339.4	6 958.0	8 086.1	6 374.3	303.1	122 187.8		
	2006–07	44 104.3	15 690.0	46 619.8	5 535.6	11 964.6	3 103.9	280.8	127 589.2		
	2007–08	41 366.5	13 257.3	40 288.1	6 574.4	12 361.3	7 682.7	386.2	121 916.3		
	2008–09	31 100.2	11 161.9	43 078.3	6 435.6	9 736.3	7 758.6	351.0	109 621.9		
	2009–10	45 325.0	10 847.1	40 789.4	6 655.6	7 586.1	4 484.8	519.8	116 207.7		
	2010–11	43 099.1	9 751.0	38 396.1	7 163.0	7 759.2	6 371.8	398.6	113 356.9		
	2011–12	31 078.7	10 056.9	39 361.4	7 305.5	8 131.4	5 894.1	728.0	102 576.7		
	2012–13	29 910.6	9 175.3	46 073.9	6 540.2	7 279.5	5 198.9	283.6	104 462.1		
	2013–14	29 890.3	7 728.9	44 820.0	6 923.4	10 121.6	5 629.2	290.8	105 404.3		
	2014–15	30 379.3	7 440.0	49 489.9	6 058.6	6 337.9	5 404.9	134.2	105 244.8		
	Average annual per cent change				(%)						
1 year		1.6	-3.7	10.4	-12.5	-37.4	-4.0	-53.8	-0.2		
5 year trend		-8.6	-7.4	4.6	-1.9	-0.6	1.3	-21.9	-2.0		

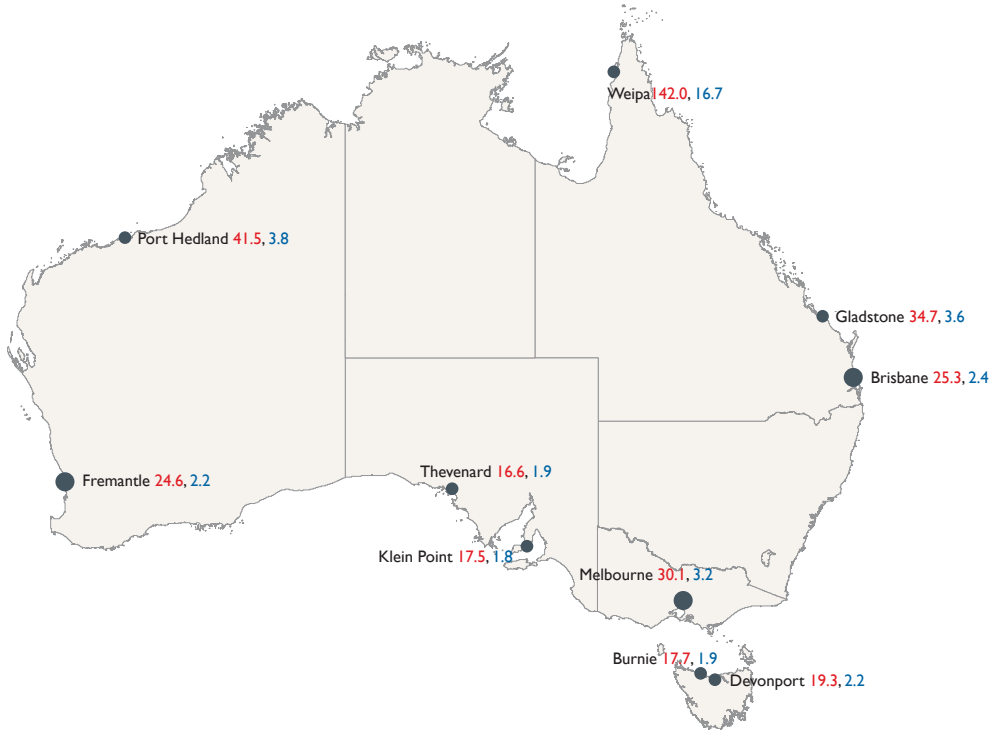
a The sum of states/territory does not necessarily equal to the total as there may be flows associated with unspecified origin or destination which are not listed separately although they are included in the total.

b Data for 2012–13 were not provided by Port Kembla and Newcastle port, meaning that it was not possible to estimate trade volumes between these two ports.

c It was not possible to estimate coal volumes from Newcastle to Port Kembla for 2014–15. The missing data may lead to an underestimate in the total NSW intrastate trade for 2014–15.

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: BITRE (2017).

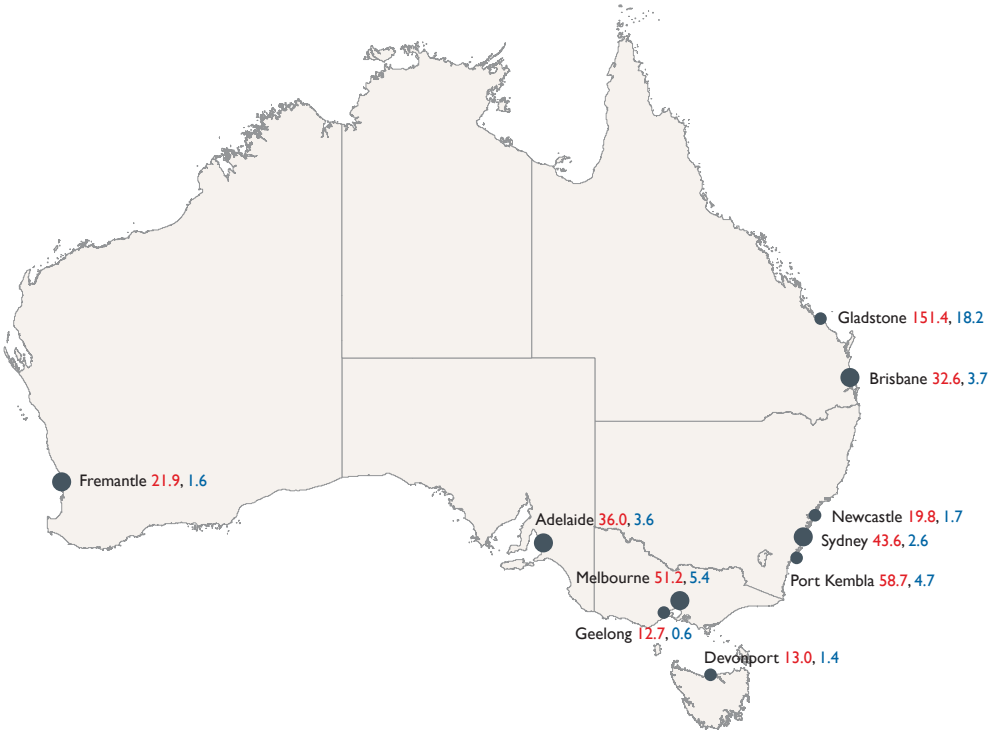
Figure 2.3 Top ten ports by volume of coastal freight loaded, ten years to 2014–15

Loaded coastal freight (million tonnes): **ten-year total tonnage**, **tonnage loaded in 2014–15**

Note: The top ten ports are selected based on the total volume of coastal freight loaded in the ten years to 2014–15. 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: BITRE (2017).

Figure 2.4 Top ten ports by volume of coastal freight discharged, ten years to 2014–15



Discharged coastal freight (million tonnes): **ten-year total tonnage**, **tonnage discharge in 2014–15**

Note: The top ten ports are selected based on the total volume of coastal freight discharged in the 10 years to 2014–15. 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”.

Containerised coastal trade through Sydney was estimated by converting the number of containers into tonnes using an average weight of 12.22 tonnes per TEU.

Source: BITRE (2017).

Table 2.5 Top ten ports with largest weight of coastal freight

Financial year	Port										All ports ^a
Loaded	Weipa	Hedland	Gladstone	Melbourne	Brisbane	Fremantle	Devonport	Thevenard	Burnie	Klein Point	
					(million tonnes)						
2005–06	12.7	4.3	3.4	2.5	1.8	2.0	1.8	1.3	1.5	1.9	55.2
2006–07	13.1	4.6	3.8	2.6	2.3	2.2	1.7	1.3	1.6	2.2	58.9
2007–08	13.0	4.4	3.6	3.0	2.3	2.5	1.9	1.5	1.6	1.9	57.6
2008–09	13.1	3.2	3.2	3.0	2.4	3.7	1.9	1.6	1.6	1.4	52.7
2009–10	13.2	5.4	3.6	3.1	2.6	3.0	1.9	1.6	1.8	1.6	52.4
2010–11	13.5	5.4	3.6	3.2	2.5	2.5	1.8	2.2	1.9	1.6	51.9
2011–12	13.7	3.6	3.6	3.3	3.0	2.0	2.0	2.1	1.9	1.9	50.5
2012–13	16.3	3.5	3.1	3.1	2.9	2.2	2.1	1.4	1.9	1.8	50.9
2013–14	16.6	3.4	3.3	3.1	3.0	2.2	2.1	1.7	1.9	1.6	52.0
2014–15	16.7	3.8	3.6	3.2	2.4	2.2	2.2	1.9	1.9	1.8	50.3
Average annual per cent change					(%)						
5 year trend	5.8	-8.8	-1.2	0.4	-0.1	-5.2	3.4	-0.3	1.4	1.7	-0.5
Discharged	Gladstone	Melbourne	Port Kembla	Brisbane	Adelaide	Sydney	Newcastle	Fremantle	Devonport	Geelong	All ports ^a
					(million tonnes)						
2005–06	13.2	5.0	7.2	3.6	4.2	5.1	1.7	2.7	1.3	1.5	55.1
2006–07	14.0	5.6	7.2	4.2	3.1	6.1	2.1	3.5	1.0	1.7	58.0
2007–08	13.8	5.3	7.4	3.9	3.6	4.2	2.1	3.7	1.3	1.8	57.4
2008–09	13.9	5.1	5.0	3.7	2.9	4.4	2.0	2.5	1.3	1.3	51.6
2009–10	14.3	4.8	7.2	3.3	3.2	5.2	2.1	1.7	1.3	0.9	52.8
2010–11	14.4	5.0	7.1	3.1	3.7	3.8	2.1	1.5	1.3	0.9	52.0
2011–12	14.6	5.1	4.6	2.7	4.1	3.5	2.2	1.6	1.4	1.7	48.9
2012–13	17.3	5.0	4.1	2.6	3.9	3.9	1.9	1.5	1.3	1.4	50.9
2013–14	17.6	4.9	4.1	1.9	3.8	4.6	2.0	1.6	1.4	1.0	52.4
2014–15	18.2	5.4	4.7	3.7	3.6	2.6	1.7	1.6	1.4	0.6	51.0
Average annual per cent change					(%)						
5 year trend	5.8	1.7	-10.6	-2.8	1.9	-7.6	-3.4	-0.5	1.2	-5.4	-0.3

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

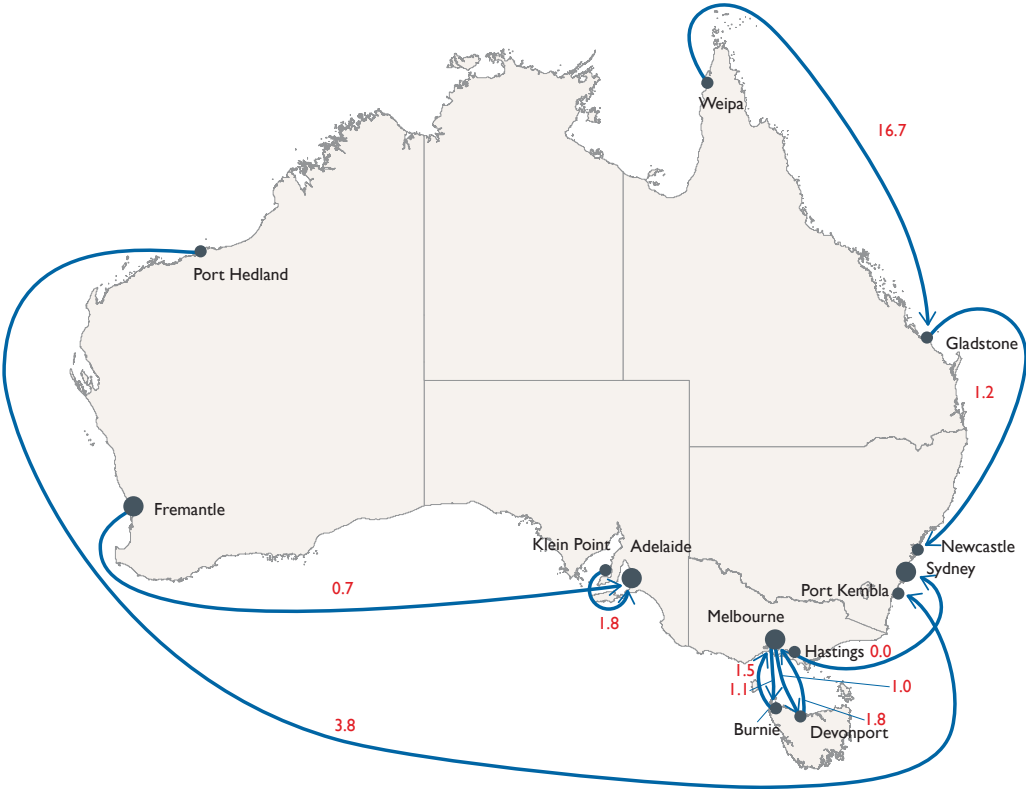
Note: The top ten ports are Australian ports that loaded, or discharged, the largest volume of coastal freight summed over recent ten years. The ports are sorted in descending order by the weight in the most recent year with the port ranked the first on the left in the table.

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

Containerised coastal trade through Sydney was estimated by converting the number of containers into tonnes using an average weight of 12.22 tonnes per TEU.

Source: BITRE (2017).

Figure 2.5 Coastal freight carried on the top ten routes, 2014–15 (million tonnes)



Note: The top ten routes for coastal freight flow are selected based on the summed coastal freight over the 10 years to 2014–15, though the volume illustrated in the chart is for the most recent financial year.

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".

Flows from Hastings to Sydney in 2014–15 were recorded as 0.004 million tonnes. The decline since 2013–14 is associated with the closure of the Kurnell refinery.

Source: BITRE (2017).

Table 2.6 Top ten coastal freight flows between Australian ports

Financial year	Port										Hastings to Sydney	All flows ^a
	Weipa to Gladstone	Hedland to Port Kembla	Klein Point to Adelaide	Devonport to Melbourne	Burnie to Melbourne	Gladstone to Newcastle	Melbourne to Burnie	Melbourne to Devonport	Fremantle to Adelaide			
(million tonnes)												
2005-06	12.7	4.2	1.9	1.2	1.2	1.3	0.9	0.8	0.6	1.7	55.2	
2006-07	13.1	4.5	2.2	1.2	1.3	1.4	0.9	0.8	0.4	2.9	58.9	
2007-08	13.0	4.3	1.9	1.4	1.3	1.3	1.0	0.9	0.9	2.3	57.6	
2008-09	13.1	3.1	1.4	1.4	1.3	1.4	1.0	0.8	0.9	0.8	52.7	
2009-10	13.2	5.4	1.6	1.5	1.5	1.4	1.0	0.9	0.9	1.4	52.4	
2010-11	13.5	5.3	1.6	1.5	1.5	1.3	1.0	0.9	1.0	0.8	51.9	
2011-12	13.7	3.6	1.9	1.6	1.5	1.4	1.1	1.0	1.0	0.8	50.5	
2012-13	16.3	3.5	1.8	1.6	1.6	1.1	1.1	0.9	0.9	0.7	50.9	
2013-14	16.6	3.4	1.6	1.6	1.5	1.2	1.1	1.0	0.9	0.5	52.0	
2014-15	16.7	3.8	1.8	1.8	1.5	1.2	1.1	1.0	0.7	0.0 ^b	50.3	
(%)												
Average annual per cent change												
5 year trend	5.8	-8.8	1.7	2.7	0.6	-3.0	2.7	1.9	-4.7	-59.2	-0.5	

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

^b Flows from Hastings to Sydney in 2014–15 were recorded as 0.004 million tonnes. The decline since 2013–14 is associated with the closure of the Kurnell refinery.

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.

Source: BITRE (2017).

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)					
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	34.0	9.3	4.0	4.6	51.9
2011–12	33.5	9.5	5.2	2.3	50.5
2012–13	33.8	9.7	5.2	2.2	50.9
2013–14	35.3	10.0	4.8	1.9	52.0
2014–15	35.6	8.2	5.5	1.0	50.3
Average annual per cent change (%)					
1 year	0.8	-17.9	14.5	-45.7	-3.2
5 year trend	1.0	-3.0	2.8	-19.1	-0.5
Freight task (billion tonne-kilometres)					
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	87.3	15.6	5.2	5.3	113.4
2011–12	78.8	16.0	6.0	1.8	102.6
2012–13	79.3	17.3	5.4	2.4	104.5
2013–14	81.5	16.3	5.8	1.8	105.4
2014–15	82.9	15.5	5.9	0.9	105.2
Average annual per cent change (%)					
1 year	1.7	-4.9	2.1	-49.2	-0.2
5 year trend	-1.1	-3.4	-1.6	-21.8	-2.0

Source: BITRE (2017).

Table 2.8 Weight and freight task of coastal 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 chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
Weight						(million tonnes)					
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	2.1	0.3	28.5	10.1	0.0	2.1	5.3	0.5	1.0	2.0	51.9
2011–12	2.1	0.4	27.4	10.5	0.1	2.2	5.1	0.6	0.9	1.3	50.5
2012–13	2.0	0.5	28.9	10.4	0.0	1.8	4.6	0.5	0.9	1.3	50.9
2013–14	2.0	0.5	29.9	10.8	0.0	1.6	4.8	0.4	0.9	1.1	52.0
2014–15	2.2	0.4	30.2	8.3	0.1	1.5	5.2	0.4	0.9	1.1	50.3
Average annual per cent change (%)											
5 year trend	-0.9	6.4	1.5	-4.3	42.7	-2.4	-2.2	-1.5	-0.3	-7.4	-0.5
Freight task						(billion tonne-kilometres)					
2005–06	2.1	0.2	69.8	30.4	0.1	3.1	6.1	0.4	0.5	1	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	2.3	0.5	78.2	17.4	0.0	5.3	5.4	0.5	0.9	2.8	113.4
2011–12	2.6	0.6	68.0	18.1	0.1	4.6	5.6	0.8	0.9	1.4	102.6
2012–13	2.2	0.6	72.0	18.9	0.0	3.3	4.7	0.7	0.7	1.4	104.5
2013–14	2.0	0.6	73.9	18.2	0.0	3.1	5.0	0.7	0.8	1.0	105.4
2014–15	2.4	0.5	75.7	16.3	0.1	2.8	4.9	0.6	0.9	0.9	105.2
Average annual per cent change (%)											
5 year trend	-2.9	0.6	-0.7	-4.3	36.8	-5.7	-4.5	1.5	-2.8	-14.7	-2.0

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

Cells with an entry of "0.0" mean that data was recorded but rounded to zero. Figures are presented in real terms, adjusted for price changes using the GDP deflator.

Source: BITRE (2017).

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

Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials except fuels	3-Mineral fuels and 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 nes	Total
Weight of costal freight loaded in Tasmania											
2005–06	258.4	13.5	1 694.8	1.7		364.0	1 887.0	17.9	9.9	1 183.4	5 430.6
2006–07	703.7	98.2	1 726.0	7.9	6.0	360.6	1 967.3	38.4	124.1	220.9	5 253.1
2007–08	699.7	79.9	1 808.1	18.8	3.2	396.6	1 696.7	146.4	0.6	836.6	5 686.6
2008–09	700.0	106.3	1 522.6	5.3	1.6	375.7	1 769.7	153.1		461.7	5 096.1
2009–10	642.7	122.8	1 256.0	3.0	0.4	272.3	1 879.3	144.1		464.5	4 785.1
2010–11	683.2	114.9	1 288.2	16.9	0.7	415.2	1 715.7	156.6		556.9	4 948.2
2011–12	615.8	187.1	848.8	7.7	1.3	500.5	1 745.2	158.3		641.0	4 705.6
2012–13	630.7	210.4	522.9	4.6	0.8	419.9	1 911.2	141.4		576.5	4 418.4
2013–14	647.2	176.6	644.4	3.3	0.4	408.5	1 904.4	133.7		616.4	4 534.9
2014–15	676.6	207.3	469.5	3.5	1.1	394.1	2 025.7	140.9		610.5	4 529.2
Average annual per cent change											
5 year trend	0.3	12.2	-19.2	-12.7	11.1	4.7	2.3	-2.0		4.6	-1.7
Weight of coastal freight discharged in Tasmania											
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	4 424.3
2006–07	535.2	61.1	957.7	672.1	5.6	159.4	304.6	77.4	602.6	158.1	3 533.9
2007–08	363.0	64.0	1 510.5	953.6	4.8	224.3	93.6	186.9	5.2	1 247.6	4 653.4
2008–09	361.2	65.4	1 476.8	929.8	3.1	225.0	151.7	185.0		1 135.5	4 533.5
2009–10	349.5	66.8	1 200.8	843.3	1.9	227.3	148.4	189.3		1 084.8	4 112.0
2010–11	433.4	66.0	1 398.9	828.3	1.5	198.4	140.1	188.6		1 099.3	4 354.5
2011–12	459.9	78.5	1 204.0	708.7	0.8	211.1	134.8	172.8		1 120.7	4 091.2
2012–13	434.7	71.2	1 343.9	679.1	1.2	178.1	112.8	167.9		1 140.9	4 129.6
2013–14	460.5	73.7	1 215.7	674.8	0.6	172.8	135.3	178.7		1 158.7	4 070.8
2014–15	460.2	96.8	1 301.3	648.7		190.8	127.8	192.4		1 210.6	4 228.7
Average annual per cent change											
5 year trend	4.4	6.1	0.3	-5.5		-4.1	-2.9	-0.3		2.1	-0.2

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. Figures are presented in real terms, adjusted for price changes using the GDP deflator.

Source: BITRE (2017).

CHAPTER 3

Coastal trading under permit and licence

Overview

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 Act a new licensing regime was created to regulate access to the coastal trade. The new regime is managed by the Australian Department of Infrastructure and Regional Development (DIRD) and replaces the previous permit system that was established under Part VI of the *Navigation Act 1912*.

As part of the new Act, all domestic maritime movements of cargo or passengers on interstate voyages¹ must be authorised by one of the below licence types:

- General Licence
 - Available to Australian Registered vessels.
 - Each seafarer working on the vessel must be an Australian citizen or permanent resident or hold a visa with appropriate work rights.
 - Grants unrestricted access to engage in coastal trading in Australian waters for five years.
 - Licence holders are able to compete with planned voyages by Temporary Licence holders (see Temporary Licence).
 - Licence holders are required to provide annual aggregate cargo statistics relating to voyages under licence.
- Transitional General Licence
 - Available to foreign registered vessels that held a licence issued under the previous system. Applications for this licence type are no longer accepted.
 - Transitional General Licence ships have the same rights and obligations as General Licence holders.
- Temporary Licence
 - Provides limited access to predefined specific coastal trade voyages over a 12 month period.
 - Replaces arrangements for vessels operating under permit (under the old system).

¹ Vessels engaged in intrastate trade are also able to opt-in to the current licensing system, meaning that some intrastate trade also occurs under the national licensing system.

- Applications for new temporary licences must include a minimum of five voyages; however, licences may also be varied after issue.
- Information about applications is provided by the Department to all General Licence holders and allows them to provide notice that a General Licensed vessel is available to conduct any of the notified voyages. This triggers a mandatory consultation process between the shipper and the General Licence holder that may be arbitrated by the Department.
- Licence holders are required to provide the Department cargo statistics for each voyage.

This chapter summarises coastal shipping activity under the current licensing system used to regulate access to interstate coastal trade. Information is presented that shows the share of coastal shipping activity in 2014–15 undertaken under each licence type.

Data from the existing permits system are also compared to activity under Temporary Licence². 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.

Data sources

Licence data for 2012–13 to 2014–15 was 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 was based on extracts from the Coastal Trade Licences and Permits (COTLAP) system, which was maintained by the (former) Department of Infrastructure and Transport (DIT).

Comparability between 2002–03 to 2011–12 and 2012–13 to 2014–15

Caution should be taken when comparing shipping activity recorded under the previous (2002–03 to 2011–12) permits system and voyages under temporary licence (2012–13 to 2014–15), due to differences between the two systems.

Up to 2011–12, permit holders who carried out container shipments reported both the number of TEUs shipped and the weight of the TEUs. However, under the new system Temporary Licence holders record in CTLS either the number of TEUs or the weight of cargo shipped (not both). 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.

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 permits system as it is not valid to ascribe them to either regime. This may lead to an underestimation of 2012–13 trade (Tables 3.2–3.4). 2013–14 was the first reporting period where the new licensing system existed in isolation.

² General Licence and Transitional General Licence cargo statistics are not able to be compared with activity under the previous system, as no equivalent cargo statistics were recorded under the old system

Table 3.1 Coastal shipping under licence: impact on coastal trade – weight carried and freight task

		Freight transported under licence ^a				Proportion of freight under licence to total coastal freight ^a			
		Dry bulk cargo	Liquid bulk	General cargo ^b	Total	Dry bulk cargo	Liquid bulk	General cargo ^a	Total
Weight									
(million tonnes)					(%)				
General Licence	2013–14	4.9	0.0	5.2	10.1	13.9	0.0	77.5	19.4
	2014–15	4.9	0.0	5.4	10.3	13.9	0.1	82.4	20.5
Transitional General Licence	2013–14	4.6	4.3	0.0	8.9	13.1	43.0	0.0	17.1
	2014–15	4.0	3.0	0.0	7.1	11.4	36.8	0.0	14.0
Temporary Licence	2013–14	7.8	4.7	1.0	13.5	22.0	47.5	15.1	26.0
	2014–15	9.1	5.1	1.1	15.3	25.7	62.0	16.7	30.4
Total under licence	2013–14	17.3	9.0	6.2	32.5	48.9	90.5	92.6	62.5
	2014–15	18.1	8.1	6.5	32.7	50.9	98.9	99.1	65.0
Total coastal freight ^c	2013–14	35.3	10.0	6.7	52.0	100.0	100.0	100.0	100.0
	2014–15	35.6	8.2	6.5	50.3	100.0	100.0	100.0	100.0
Freight task									
(billion tonne-kilometres)					(%)				
General Licence	2013–14	5.2	0.0	2.3	7.5	6.4	0.0	30.4	7.1
	2014–15	3.9	0.0	2.4	6.4	4.7	0.0	35.9	6.0
Transitional General Licence	2013–14	15.3	5.8	0.0	21.1	18.8	35.6	0.0	20.0
	2014–15	13.6	5.0	0.0	18.7	16.5	32.4	0.0	17.7
Temporary licence	2013–14	21.9	9.7	3.0	34.5	26.8	59.3	39.4	32.8
	2014–15	26.7	11.0	3.1	40.8	32.2	70.9	46.0	38.8
Total under licence	2013–14	42.4	15.5	5.3	63.2	52.0	95.0	69.8	59.9
	2014–15	44.2	16.0	5.6	65.8	53.3	103.4	81.8	62.6
Total coastal freight ^c	2013–14	81.5	16.3	7.6	105.4	100.0	100.0	100.0	100.0
	2014–15	82.9	15.5	6.8	105.2	100.0	100.0	100.0	100.0

a Excludes reported activity under licence where volume was not recorded in tonnes or TEUs.

b Includes containerised and break bulk cargo.

c Total coastal freight loaded, including intrastate cargo not carried under licence, based on BITRE's coastal freight survey (Chapter 2).

Note: Tonnage was estimated for container shipments under licence when volume was recorded in TEUs, not tonnes, by applying the average weight (in tonnes) per TEU recorded in 2011–12, under the COTLAP system.

Source: DIRD (2016), BITRE (2017).

Table 3.2 Usage of coastal trade permits and temporary licences

Coastal Trade Permits (2002–03 to 2011–12)										
Financial year	Number of voyages on permits				Freight transported on permits					
					Tonnage			Containerised		
	CVP	SVP	Total	Voyages with no cargo carried ^a	CVP	SVP	Total	CVP	SVP	Total
	(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 to 2014–15)										
	Number of voyages under Temporary Licence				Tonnage (million tonnes) ^e			Containerised (TEUs) ^f		
					Temporary Licence			Temporary Licence		
2012–13 ^g			1 625 ^b			9.8			48 270	
2013–14			1 876 ^c			13.5			64 954	
2014–15			1 963 ^d			15.3			67 929	

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.

c Includes 60 voyages shipping general cargo where volume (in tonnes and TEU) could not be calculated.

d Includes 42 voyages shipping general cargo where volume (in tonnes and TEU) could not be calculated.

e Tonnage was estimated for container shipments under Temporary Licence when volume was recorded in TEUs, not tonnes, by applying the average weight (in tonnes) per TEU recorded in 2011–12, under the COTLAP system.

f TEUs were estimated for container shipments where volume was recorded in tonnes but the data indicated the pack type was ‘container’.

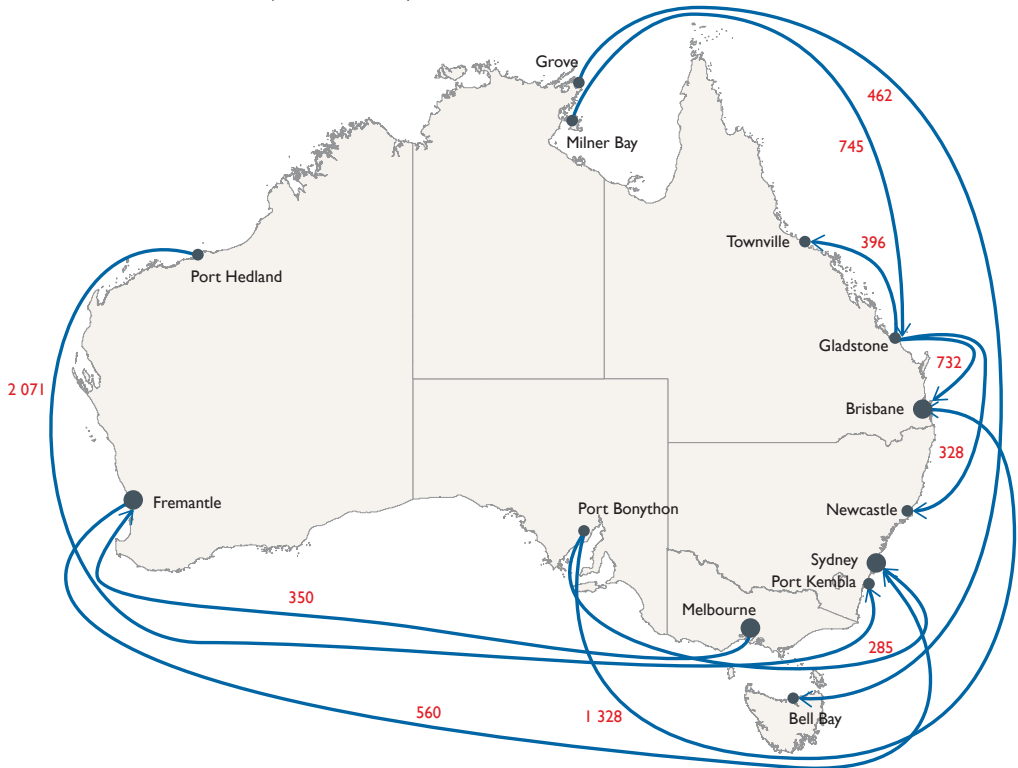
g The CLTS and permits system both operated in 2012–13, meaning the 2012–13 CLTS figures may underestimate 2012–13 trade.

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: DIT (2013) and DIRD (2016).

Figure 3.1 Top ten routes for tonnage of freight carried under temporary licences, 2014–15 ('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".

The top ten routes for tonnage are the routes that carried the largest weight of coastal freight under Temporary Licence summed over three years (2012–13 to 2014–15). 2014–15 freight volumes are displayed in the figure.

Source: DIRD (2016).

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	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	Port Latta to Port Kembla	All routes under permit ^a	
Weight	('000 tonnes)											
2007–08	2 611.2	635.9	154.3	236.4	543.1	605.9	57.0	1 399.4	400.9	1 554.2	15 354.3	
2008–09	1 362.5	991.8	199.7	259.4	475.8	48.3	493.3	1 296.6	795.9	1 007.6	13 673.9	
2009–10	2 968.8	921.5	386.7	352.5	372.9	257.8	641.0	1 348.1	801.4	175.4	14 757.3	
2010–11	3 606.4	711.0	428.8	504.5	563.9	210.9	491.6	341.3	281.5	45.3	14 045.8	
2011–12	2 317.5	734.5	488.3	474.8	382.2	229.8	207.9	153.7	124.1		11 790.8	
Voyages on permits												
	(number)											
2007–08	19	33	23	194	14	169	16	33	9	35	2 985	
2008–09	10	36	17	209	13	41	32	31	21	23	2 141	
2009–10	23	32	22	254	9	72	52	27	17	4	2 372	
2010–11	26	25	25	280	14	39	44	8	8	1	2 050	
2011–12	17	21	32	271	8	19	11	4	3		1 745	
Coastal Trading Licensing System (2012–13 to 2014–15)												
Financial year	Port Hedland to Port Kembla	Bonython to Brisbane	Port	Gladstone to Brisbane	Fremantle to Sydney	Milner Bay to Bell Bay	Gladstone to Townsville	Melbourne to Fremantle	Gladstone to Newcastle	Bonython to Sydney	Port	All routes under temporary licence ^b
Weight	('000 tonnes) ^c											
2012–13 ^d	1 506.3	42.1	60.5	315.4	234.2	390.4	388.0	272.9	112.9	467.1	9 806.9	
2013–14	1 509.0	291.3	432.8	421.8	376.7	518.8	683.9	383.9	523.2	1 407.0	13 520.4	
2014–15	2 071.4	1 327.8	744.9	732.3	560.0	462.0	395.7	350.3	328.4	284.6	15 306.2	
Licensed voyages												
	(number)											
2012–13 ^d	11	1	1	18	17	8	20	228	9	8	1 625	
2013–14	11	6	7	36	23	11	24	257	24	23	1 876	
2014–15	15	19	12	53	25	10	20	269	15	4	1 963	

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

^b "All routes under Temporary Licence" include the top ten routes under Temporary Licence and other routes under Temporary Licence not listed separately.

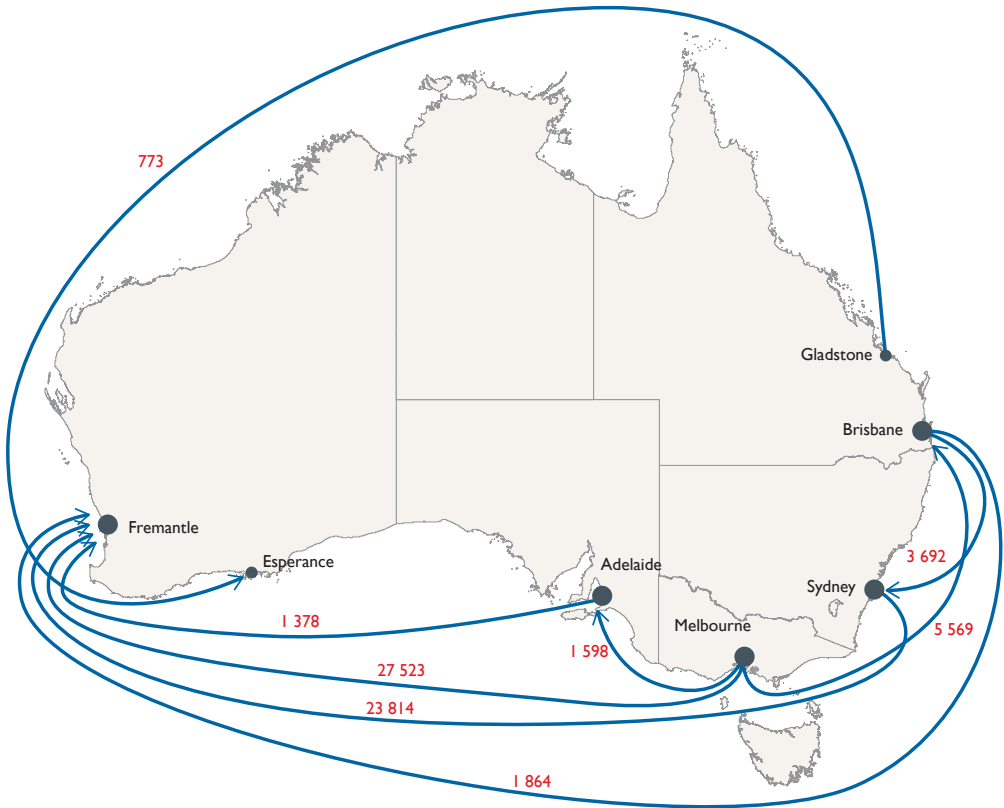
^c Tonnage was estimated for container shipments under Temporary Licence when volume was recorded in TEUs, not tonnes, by applying the average weight (in tonnes) per TEU recorded in 2011–12, under the COTLAP system.

^d The CLTS and permits system both operated in 2012–13, meaning the 2012–13 CLTS figures may underestimate 2012–13 trade.

Note: The top ten routes for tonnage are the routes that carried the largest weight of coastal freight summed over five years for permits (2007–08 to 2011–12) and three years for Temporary Licences (2012–13 to 2014–15). 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: DIT (2013) and DIRD (2016).

Figure 3.2 Top ten routes for containerised freight under Temporary Licences, 2014–15 (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”.

The top ten routes for containerised freight are the routes that carried the largest number of TEUs under Temporary Licence summed over two years (2012–13 to 2014–15). 2014–15 freight volumes are displayed in the figure.

During 2014–15, no containerised freight was carried under Temporary Licence from Gove to Darwin or Darwin to Gove. However, these routes were still part of the top ten routes during 2012–13 to 2014–15.

Source: DIRD (2016).

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	Darwin to Gove	Gove to Darwin	Bell Bay to Fremantle
Containerised freight	(TEUs)									
2007–08	14 257	6 667	894	350	9 860	1 254	1 034			3 303
2008–09	18 879	6 479	1 097	548	7 472	1 156	1 298			1 900
2009–10	26 618	15 479	3 310	1 405	9 511	625	1 373	2 038	1 682	2 701
2010–11	37 716	22 487	3 489	1 554	3 517	1 374	865	2 544	2 437	
2011–12	37 116	24 924	7 445	4 261	3 501	459	435			
Voyages on permits										
	(number)									
2007–08	104	45	34	40	165	60	14			13
2008–09	99	33	19	57	143	56	19			10
2009–10	113	99	53	68	178	50	17	15	14	14
2010–11	172	234	43	55	32	30	16	20	20	
2011–12	230	227	113	95	27	29	10			
Coastal Trading Licensing System (2012–13 to 2014–15)										
Financial year	Melbourne to Fremantle	Sydney to Fremantle	Melbourne to Brisbane	Brisbane to Sydney	Brisbane to Fremantle	Melbourne to Adelaide	Adelaide to Fremantle	Gladstone to Esperance	Darwin to Gove	Gove to Darwin
Containerised freight ^b	(TEUs)									
2012–13 ^c	21 187	11 791	2 926		3 450	1 016	1 386	194	2 607	2 051
2013–14	30 117	19 987	3 423	3 038	3 447	1 402	1 452	1 087		175
2014–15	27 523	23 814	5 569	3 692	1 864	1 598	1 378	773		
Voyages under Temporary Licence where containers were carried										
	(number)									
2012–13 ^c	139	120	17		78	34	43	2	24	20
2013–14	189	147	28	42	60	49	51	10		1
2014–15	186	135	28	49	51	45	53	8		

^a "All routes" include the top ten routes under permit and Temporary Licence where containers were carried and other routes under permit or Temporary Licence not listed separately (where containers were carried).

^b 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 average weight (in tonnes) per TEU recorded in 2011–12, under the Coastal Trade Licences and Permits (COTLAP) system.

^c The CLTS and permits system both operated in 2012–13, meaning the 2012–13 CLTS figures may underestimate 2012–13 trade.

Note: The top ten routes for TEUs are the routes that carried the largest number of TEUs summed over five years for permits (2007–08 to 2011–12) and three years for Temporary Licences (2012–13 to 2014–15). The routes are sorted in descending order by TEU count 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: DIT (2013) and DIRD (2016).

CHAPTER 4

Australian port activity

Overview

This chapter shows activities in Australian ports from 2005–06 to 2014–15. It covers total throughput and ship activities in each state/territory and ship activities at major Australian ports. It also shows ship activities by other characteristics such as ship type and ship size.

Data sources

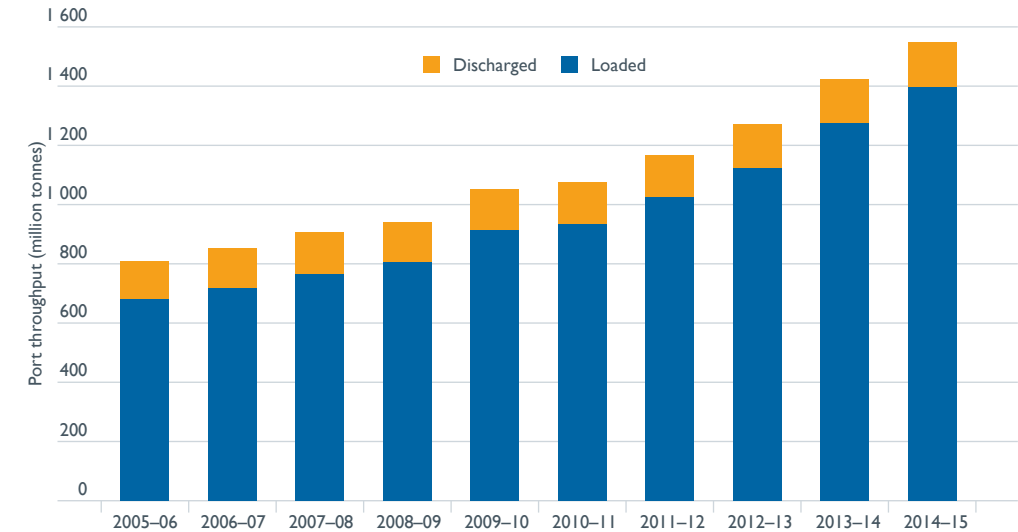
The total throughput figures include the tonnage of international sea freight derived from the international cargo statistics derived from ABS (2016a), and tonnage of domestic (coastal) freight from BITRE's coastal freight survey. The vessel movement information used to report ship activity is based on data obtained from Lloyd's List Intelligence.

From 2010–11 the Lloyds ship movement data set has increasingly captured ship movements where the target port equals the previous port. These 'Within port calls' often occur when a ship moves from anchorage to a port. These 'within port calls' have been excluded from all ship movement figures to ensure consistency across the time series and to capture only port calls, not all vessel movements.

Historical numbers vary slightly from previously published figures due to revisions to Lloyd's data.

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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 (2016a), BITRE (2017).

Table 4.1 Total throughput, by state/territory

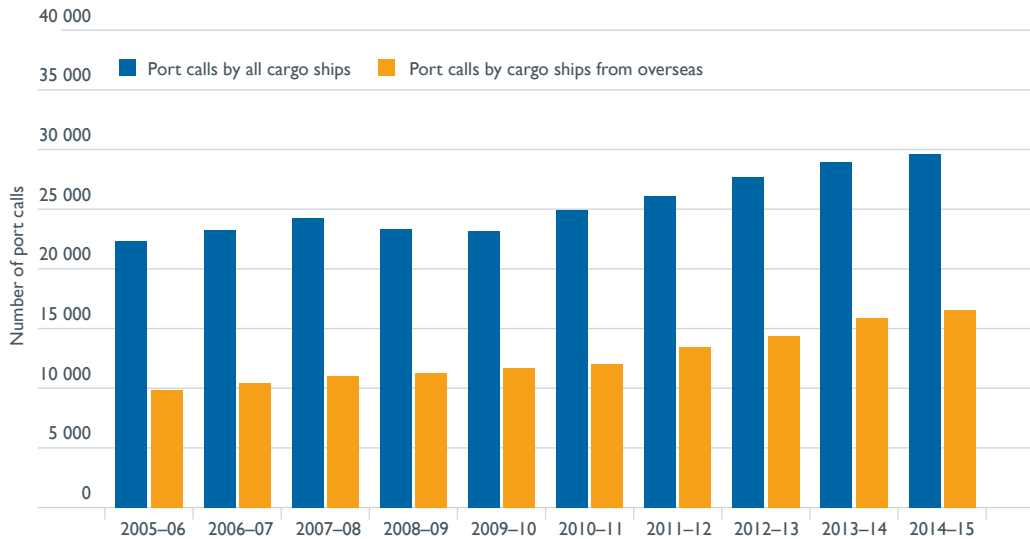
Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Total
Loaded (million tonnes)									
2005–06	106.7	23.1	186.0	15.6	328.7	12.0	7.6	1.8	681.6
2006–07	106.5	22.0	197.0	14.7	351.9	11.9	10.3	1.8	716.1
2007–08	114.7	20.6	199.5	16.8	386.2	13.1	11.2	2.3	764.5
2008–09	117.1	19.1	205.3	18.3	419.4	11.7	12.7	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
2013–14	180.0	26.3	261.6	32.2	745.6	9.4	18.6	0.0	1 273.8
2014–15	185.7	24.2	276.7	30.6	849.9	9.9	20.3	0.0	1 397.3
Average annual per cent change (%)									
1 year	3.2	-8.2	5.8	-5.1	14.0	5.1	9.2	-66.8	9.7
5 year trend	8.4	5.0	5.0	9.5	11.9	-2.5	7.0	-64.9	9.4
Discharged (million tonnes)									
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	7.6	16.8	4.3	6.5	0.0	135.8
2007–08	34.4	28.4	39.8	8.2	19.0	5.6	6.6	0.0	142.0
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	31.3	28.7	43.3	8.4	20.4	4.8	6.9	0.0	143.8
2012–13	30.1	28.4	48.1	8.4	22.2	4.8	7.9	0.0	149.9
2013–14	29.7	29.4	47.1	8.7	24.3	4.9	7.5	0.0	151.4
2014–15	31.0	29.5	46.3	9.1	22.9	5.2	7.0	0.0	151.0
Average annual per cent change (%)									
1 year	4.5	0.4	-1.6	5.2	-5.6	5.6	-6.1	-33.1	-0.3
5 year trend	-3.0	2.4	3.2	3.8	5.9	0.2	0.8	-5.6	1.8

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. Figures are presented in real terms, adjusted for price changes using the GDP deflator. "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 (2016a), BITRE (2017).

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 Tables 4.3–4.6.

"Within port calls" are excluded from port call counts. These movements refer 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.

Source: Lloyd's List Intelligence (2016).

Table 4.3 Number of port calls, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Total
Port calls by all cargo ships (number)									
2005–06	4 202	4 137	5 809	1 277	4 338	1 957	529	52	22 301
2006–07	4 218	4 211	6 405	1 210	4 662	1 929	577	32	23 244
2007–08	4 457	4 264	6 841	1 254	4 840	1 933	626	24	24 239
2008–09	4 273	3 738	6 441	1 216	5 288	1 736	639	34	23 365
2009–10	4 152	3 495	6 672	1 135	5 379	1 567	721	6	23 127
2010–11	4 522	4 164	6 554	1 376	6 000	1 682	668		24 966
2011–12	4 658	4 148	6 788	1 637	6 833	1 390	616	2	26 072
2012–13	5 074	4 226	6 961	1 723	7 471	1 516	688		27 659
2013–14	5 055	4 207	7 319	1 790	8 210	1 553	799		28 933
2014–15	5 102	3 997	7 820	1 831	8 418	1 569	858		29 595
Average annual per cent change (%)									
1 year	0.9	-5.0	6.8	2.3	2.5	1.0	7.4		2.3
5 year trend	4.2	2.1	3.3	9.7	9.8	-0.4	4.4		5.1
Port calls by cargo ships from overseas (number)									
2005–06	1 749	914	3 224	163	3 165	150	409	42	9 816
2006–07	1 763	936	3 543	120	3 406	161	464	23	10 416
2007–08	1 956	977	3 764	135	3 516	161	494	16	11 019
2008–09	2 000	796	3 704	175	3 971	122	510	28	11 306
2009–10	2 040	703	3 955	168	4 099	119	596	5	11 685
2010–11	2 183	768	3 676	244	4 522	120	540		12 053
2011–12	2 388	938	3 953	297	5 265	76	500		13 417
2012–13	2 541	922	4 084	232	5 933	106	573		14 391
2013–14	2 699	895	4 456	264	6 765	129	674		15 882
2014–15	2 978	846	4 505	286	7 144	125	672		16 556
Average annual per cent change (%)									
1 year	10.3	-5.5	1.1	8.3	5.6	-3.1	-0.3		4.2
5 year trend	7.7	4.0	3.7	7.9	12.4	2.3	4.1		7.8

^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.

State-level totals include within port calls.

"Within port calls" are excluded from port call counts. These movements refer 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.

Source: Lloyd's List Intelligence (2016).

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

Financial year	Melbourne	Port Hedland	Brisbane	Newcastle	Sydney	Gladstone	Fremantle	Dampier	Hay Point	Adelaide	All ports ^a
Port calls by all cargo ships						(number)					
2005–06	3 296	883	2 317	1 284	2 327	1 215	1 460	851	895	808	22 301
2006–07	3 386	879	2 410	1 307	2 294	1 368	1 565	929	962	779	23 244
2007–08	3 390	953	2 395	1 481	2 233	1 504	1 594	963	955	821	24 239
2008–09	3 032	1 172	2 265	1 490	1 886	1 518	1 688	1 184	992	759	23 365
2009–10	2 846	1 168	2 219	1 538	1 608	1 495	1 635	1 226	1 138	714	23 127
2010–11	3 274	1 312	2 380	1 774	1 703	1 422	1 603	1 408	847	844	24 966
2011–12	3 238	1 672	2 460	1 903	1 697	1 559	1 698	1 439	816	1 016	26 072
2012–13	3 313	1 913	2 469	2 119	1 781	1 628	1 816	1 500	901	1 114	27 659
2013–14	3 209	2 385	2 475	2 282	1 792	1 726	1 790	1 494	1 031	1 102	28 933
2014–15	3 109	2 719	2 498	2 391	1 741	1 704	1 634	1 412	1 128	1 119	29 595
Average annual per cent change						(%)					
1 year	-3.1	14.0	0.9	4.8	-2.8	-1.3	-8.7	-5.5	9.4	1.5	2.3
5 year trend	1.2	19.2	2.1	9.2	1.7	3.7	1.1	2.7	1.9	9.4	5.1
Port calls by cargo ships from overseas						(number)					
2005–06	806	795	720	1 117	820	739	624	311	738	679	9 816
2006–07	801	819	800	1 151	879	832	668	319	723	701	10 416
2007–08	848	983	835	1 176	885	803	743	326	745	720	11 019
2008–09	1 081	1 007	1 036	1 113	960	888	838	324	721	563	11 306
2009–10	1 083	1 132	1 074	1 103	965	1 030	874	354	623	477	11 685
2010–11	1 204	1 280	1 223	1 153	923	733	794	440	628	543	12 053
2011–12	1 560	1 415	1 286	1 245	997	736	912	458	651	689	13 417
2012–13	1 808	1 626	1 394	1 275	1 096	833	934	486	553	666	14 391
2013–14	2 275	1 837	1 383	1 359	1 163	948	998	666	563	610	15 882
2014–15	2 628	1 994	1 319	1 290	1 065	1 026	969	849	665	564	16 556
Average annual per cent change						(%)					
1 year	15.5	8.5	-4.6	-5.1	-8.4	8.2	-2.9	27.5	18.1	-7.5	4.2
5 year trend	20.4	12.3	4.3	3.8	3.7	2.5	3.6	17.6	-0.5	3.3	7.8

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

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.

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”.

“Within port calls” are excluded from port call counts. These movements refer 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.

Source: Lloyd's List Intelligence (2016).

Table 4.5 Number of port calls, by ship type

Financial year	Bulk carriers	Chemical tankers	Container carriers	General cargo ships	LNG tankers (number)	LPG tankers	Livestock carriers	Tankers	Vehicle carriers	Total
Port calls by all cargo ships										
2005–06	8 707	501	4 517	4 607	139	355	202	1 964	1 309	22 301
2006–07	9 299	540	4 770	4 529	176	410	207	2 019	1 294	23 244
2007–08	9 858	517	4 909	4 463	181	426	214	2 269	1 402	24 239
2008–09	9 973	480	4 342	4 054	265	407	248	2 338	1 258	23 365
2009–10	10 118	455	3 813	4 022	306	437	279	2 350	1 347	23 127
2010–11	10 707	533	4 229	4 479	322	368	244	2 704	1 380	24 966
2011–12	11 583	493	4 255	4 503	291	389	203	2 864	1 491	26 072
2012–13	12 579	557	4 211	4 631	376	381	222	3 130	1 572	27 659
2013–14	13 967	508	4 212	4 753	374	390	333	2 950	1 446	28 933
2014–15	14 932	486	4 087	4 689	401	464	368	2 748	1 420	29 595
Average annual per cent change (%)										
1 year	6.9	-4.3	-3.0	-1.3	7.2	19.0	10.5	-6.8	-1.8	2.3
5 year trend	8.4	0.9	0.9	2.8	6.1	1.3	7.1	3.3	1.3	5.1
Port calls by cargo ships from overseas (number)										
2005–06	5 695	136	1 603	805	139	132	167	787	352	9 816
2006–07	6 088	152	1 714	821	176	155	182	766	361	10 415
2007–08	6 527	152	1 776	757	181	167	186	880	393	11 019
2008–09	6 909	176	1 569	772	265	143	222	903	347	11 306
2009–10	7 271	156	1 456	783	301	147	249	946	376	11 685
2010–11	7 564	169	1 553	821	317	117	207	926	379	12 053
2011–12	8 584	151	1 664	904	291	151	168	1 089	415	13 417
2012–13	9 420	161	1 617	909	368	152	195	1 116	453	14 391
2013–14	10 819	143	1 646	958	363	141	283	1 132	397	15 882
2014–15	11 637	126	1 622	739	392	158	324	1 162	396	16 556
Average annual per cent change (%)										
1 year	7.6	-11.9	-1.5	-22.9	8.0	12.1	14.5	2.7	-0.3	4.2
5 year trend	10.6	-4.2	2.0	0.5	5.8	2.7	7.1	4.8	1.4	7.8

Note: "Within port calls" are excluded from port call counts. These movements refer 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.

Source: Lloyd's List Intelligence (2016).

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

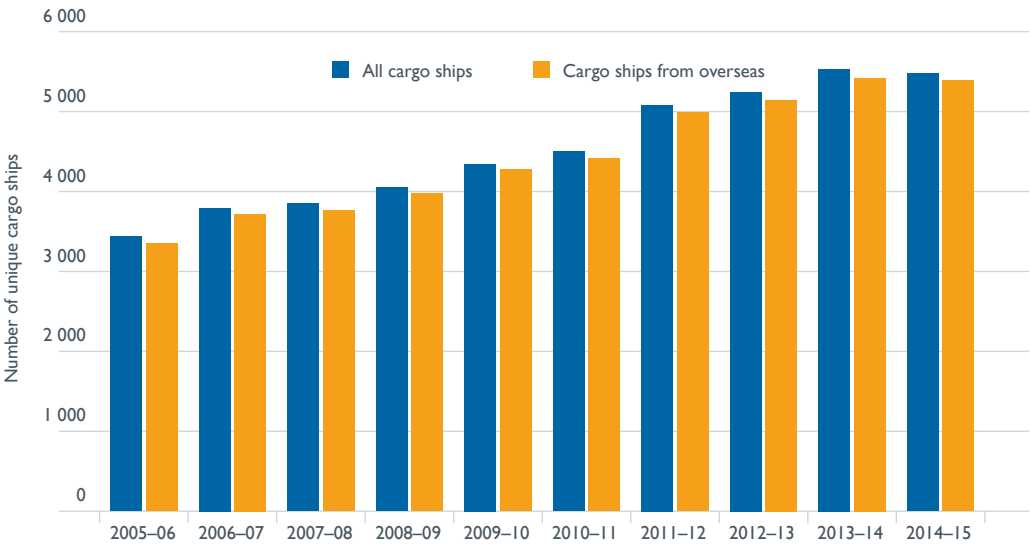
	Ship size (Deadweight tonnage, '000 tonnes)								
Financial year	<5	5–10	10–20	20–40	40–60	60–80	80–150	>150	Total ^a
Port calls by all cargo ships (number)									
2005–06	1 016	3 619	2 777	5 409	4 016	2 142	1 518	1 804	22 301
2006–07	1 167	3 151	3 177	5 389	4 546	2 205	1 642	1 967	23 244
2007–08	1 216	2 533	3 787	5 615	4 897	2 250	1 819	2 122	24 239
2008–09	891	2 447	3 475	4 959	4 773	2 420	1 971	2 429	23 365
2009–10	946	2 128	3 344	4 532	4 879	2 713	2 005	2 580	23 127
2010–11	1 109	2 263	3 918	4 553	5 229	2 544	2 366	2 984	24 966
2011–12	1 068	2 269	3 941	4 449	5 536	2 577	2 756	3 476	26 072
2012–13	1 101	2 555	3 819	4 282	6 105	2 714	3 081	4 002	27 659
2013–14	1 161	2 611	3 485	4 245	5 572	3 534	3 600	4 725	28 933
2014–15	1 607	2 515	3 155	4 227	5 289	3 716	3 764	5 322	29 595
Average annual per cent change (%)									
1 year	38.4	-3.7	-9.5	-0.4	-5.1	5.1	4.6	12.6	2.3
5 year trend	8.4	4.0	-1.9	-1.7	2.0	7.7	13.8	15.8	5.1
Port calls by cargo ships from overseas (number)									
2005–06	363	420	836	2 151	1 771	1 623	1 046	1 606	9 816
2006–07	422	421	929	2 127	1 961	1 606	1 149	1 801	10 416
2007–08	417	382	943	2 221	2 203	1 720	1 237	1 896	11 019
2008–09	335	439	974	1 972	2 182	1 804	1 397	2 203	11 306
2009–10	337	433	885	1 935	2 251	2 070	1 434	2 340	11 685
2010–11	264	428	990	1 928	2 272	1 809	1 700	2 662	12 053
2011–12	247	526	1 054	2 004	2 485	1 748	2 102	3 251	13 417
2012–13	265	511	1 069	1 927	2 627	1 855	2 348	3 789	14 391
2013–14	314	566	940	1 922	2 602	2 227	2 795	4 516	15 882
2014–15	319	506	786	1 877	2 612	2 273	3 053	5 130	16 556
Average annual per cent change (%)									
1 year	1.6	-10.6	-16.4	-2.3	0.4	2.1	9.2	13.6	4.2
5 year trend	0.9	4.6	-2.1	-0.6	3.5	3.3	16.6	17.6	7.8

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

Note: "Within port calls" are excluded from port call counts. These movements refer 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.

Source: Lloyd's List Intelligence (2016).

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: Lloyd’s List Intelligence (2016).

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
Port calls by all cargo ships (number)									
2005–06	1 587	1 010	2 888	684	2 540	330	315	39	3 440
2006–07	1 726	1 071	3 123	595	2 738	370	330	32	3 796
2007–08	1 789	1 112	3 255	600	2 690	369	349	20	3 852
2008–09	1 839	1 033	3 311	673	2 968	337	353	30	4 048
2009–10	1 855	994	3 432	590	3 044	327	432	5	4 343
2010–11	2 050	1 192	3 344	783	3 395	338	417		4 502
2011–12	2 214	1 386	3 560	862	3 857	265	405	2	5 082
2012–13	2 343	1 389	3 694	809	4 093	286	392		5 246
2013–14	2 206	1 437	3 771	858	4 352	303	483		5 530
2014–15	2 192	1 249	3 768	814	4 242	308	432		5 475
Average annual per cent change (%)									
1 year	-0.6	-13.1	-0.1	-5.1	-2.5	1.7	-10.6		-1.0
5 year trend	3.2	5.0	2.5	5.3	7.3	-1.6	1.2		5.3
Port calls by cargo ships from overseas (number)									
2005–06	855	411	2 025	152	1 990	120	244	35	3 348
2006–07	922	424	2 201	109	2 115	124	262	23	3 716
2007–08	982	428	2 268	125	2 093	122	273	14	3 764
2008–09	1 051	409	2 385	161	2 342	103	283	24	3 974
2009–10	1 137	377	2 612	154	2 421	94	350	5	4 277
2010–11	1 219	423	2 475	223	2 660	99	332		4 416
2011–12	1 329	525	2 590	267	3 052	68	316		4 986
2012–13	1 336	518	2 708	214	3 305	87	311		5 147
2013–14	1 307	529	2 834	237	3 562	104	397		5 419
2014–15	1 434	466	2 853	256	3 576	102	354		5 387
Average annual per cent change (%)									
1 year	9.7	-11.9	0.7	8.0	0.4	-1.9	-10.8		-0.6
5 year trend	4.0	5.0	2.6	7.4	8.7	2.3	1.7		5.3

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: Lloyd's List Intelligence (2016).

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

Financial year	Newcastle	Port Hedland	Gladstone	Brisbane	Fremantle	Hay Point (number)	Melbourne	Dampier	Port Kembla	Sydney	All ports ^a
All cargo ships											
2005–06	654	517	679	780	687	633	597	460	303	606	3 440
2006–07	706	491	737	786	745	704	697	513	324	671	3 796
2007–08	706	485	795	794	709	682	655	533	396	662	3 852
2008–09	760	550	852	841	838	718	653	621	497	555	4 048
2009–10	810	590	879	824	810	836	634	652	543	476	4 343
2010–11	905	679	832	891	795	689	689	731	612	506	4 502
2011–12	977	801	906	993	905	637	827	709	633	577	5 082
2012–13	1 026	858	947	1 007	964	702	839	729	743	543	5 246
2013–14	1 049	957	999	905	946	807	818	750	602	523	5 530
2014–15	1 046	990	944	872	834	830	734	731	612	512	5 475
Average annual per cent change (%)											
1 year	-0.3	3.4	-5.5	-3.6	-11.8	2.9	-10.3	-2.5	1.7	-2.1	-1.0
5 year trend	5.2	11.1	2.8	1.0	2.1	1.5	3.7	2.0	2.0	1.2	5.3
Cargo ships from overseas											
2005–06	471	540	455	394	479	465	199	228	203	230	3 348
2006–07	441	621	500	437	506	437	221	238	222	257	3 716
2007–08	442	606	520	459	492	440	198	274	220	236	3 764
2008–09	513	654	609	549	559	500	217	277	240	235	3 974
2009–10	546	775	659	563	581	525	212	242	254	198	4 277
2010–11	624	604	614	640	536	577	254	258	270	239	4 416
2011–12	751	580	677	621	640	627	260	284	291	320	4 986
2012–13	805	643	706	666	691	639	262	229	289	310	5 147
2013–14	900	744	745	682	704	585	361	215	263	300	5 419
2014–15	939	750	737	679	631	539	353	281	280	255	5 387
Average annual per cent change (%)											
1 year	4.3	0.8	-1.1	-0.4	-10.4	-7.9	-2.2	30.7	6.5	-15.0	-0.6
5 year trend	11.7	1.6	3.4	3.5	3.8	0.5	10.9	0.0	1.2	5.6	5.3

^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: Lloyd’s List Intelligence (2016).

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

Financial year	Bulk carriers	Chemical tankers	Container carriers	General cargo ships	LNG tankers (number)	LPG tankers	Livestock carriers	Tankers	Vehicle carriers	Total
All cargo ships										
2005–06	2 310	56	234	274	21	55	25	295	170	3 440
2006–07	2 552	59	304	301	31	55	25	301	168	3 796
2007–08	2 584	59	304	275	25	55	24	350	176	3 852
2008–09	2 683	74	302	313	40	54	26	374	182	4 048
2009–10	2 927	67	288	335	39	53	25	415	194	4 343
2010–11	3 041	71	279	371	43	47	26	437	187	4 502
2011–12	3 400	69	366	415	33	57	26	510	206	5 082
2012–13	3 614	70	310	377	53	55	23	517	227	5 246
2013–14	3 912	52	322	401	42	53	31	508	209	5 530
2014–15	3 947	46	298	312	69	55	31	504	213	5 475
Average annual per cent change										
1 year	0.9	-11.5	-7.5	-22.2	64.3	38	0.0	-0.8	1.9	-1.0
5 year trend	6.8	-7.7	1.2	-0.6	9.7	1.5	4.3	4.2	2.6	5.3
Cargo ships from overseas										
2005–06	2 269	54	232	243	21	55	25	284	165	3 348
2006–07	2 520	58	298	266	31	55	25	297	166	3 716
2007–08	2 540	59	300	243	25	55	24	343	175	3 764
2008–09	2 658	73	293	287	40	54	26	364	179	3 974
2009–10	2 901	67	286	309	39	53	25	404	193	4 277
2010–11	3 011	67	277	341	43	45	26	421	185	4 416
2011–12	3 371	67	358	380	33	57	26	490	204	4 986
2012–13	3 575	69	307	344	53	55	23	497	224	5 147
2013–14	3 859	52	320	373	41	52	31	486	205	5 419
2014–15	3 916	46	294	281	69	55	31	487	208	5 387
Average annual per cent change										
1 year	1.5	-11.5	-8.1	-24.7	68.3	5.8	0.0	0.2	1.5	-0.6
5 year trend	6.8	-7.2	1.2	-0.9	9.5	1.7	4.3	4.0	2.2	5.3

Source: Lloyd's List Intelligence (2016).

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)								
2005–06	107	137	255	660	798	751	299	433	3 440
2006–07	118	135	286	736	865	777	358	521	3 796
2007–08	117	116	297	718	947	745	387	525	3 852
2008–09	109	131	334	751	967	765	420	571	4 048
2009–10	93	138	337	810	956	827	491	691	4 343
2010–11	93	144	403	752	970	736	620	784	4 502
2011–12	101	175	411	844	1 103	752	754	942	5 082
2012–13	75	167	417	830	1 090	765	868	1 034	5 246
2013–14	84	172	381	825	1 108	848	976	1 136	5 530
2014–15	89	134	330	816	1 108	826	1 010	1 162	5 475
Average annual per cent change	(%)								
1 year	6.0	-22.1	-13.4	-1.1	0.0	-2.6	3.5	2.3	-1.0
5 year trend	-2.3	1.0	-0.7	0.9	3.3	1.3	15.7	11.5	5.3
Cargo ships from overseas	(number)								
2005–06	90	122	247	642	784	735	295	433	3 348
2006–07	100	120	275	721	856	771	355	518	3 716
2007–08	97	104	288	702	933	735	381	524	3 764
2008–09	91	124	327	734	959	757	414	568	3 974
2009–10	79	131	328	801	945	820	485	688	4 277
2010–11	73	136	392	738	954	728	614	781	4 416
2011–12	75	169	398	835	1 078	742	751	938	4 986
2012–13	57	157	405	815	1 074	755	856	1 028	5 147
2013–14	66	162	367	809	1 087	841	957	1 130	5 419
2014–15	66	128	315	803	1 094	822	1 001	1 158	5 387
Average annual per cent change	(%)								
1 year	0.0	-21.0	-14.2	-0.7	0.6	-2.3	4.6	2.5	-0.6
5 year trend	-4.1	1.0	-1.1	0.8	3.3	1.3	15.6	11.5	5.3

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Source: Lloyd's List Intelligence (2016).

CHAPTER 5

Australian trading fleet

Overview

This chapter shows various attributes of the Australian trading fleet from 2005–06 to 2014–15, 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 2014–15 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. Information sourced from various shipping companies, via personal communications, and the Coastal Trading Licensing System (CTLS) are also used in the analysis of the trading fleet.

The 2012–13 to 2014–15 results for “Major Australian registered ships with Coastal Trade Licences/General Licences” are based on General Licence data obtained from the CTLS. Data for other years are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system, which was maintained by the (former) Department of Infrastructure and Transport (see Chapter 3 for more information). It is worth noting that for certain years, some Major Australian registered ships with Coastal Trade Licences/General Licences may fall under the Major International trading fleet (due to more than 20 per cent of their port calls being to overseas ports).

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Data revisions and updates

BITRE reviews all vessel list information presented in Australian Sea Freight as new information becomes available. This sometimes results in revisions to historical data, meaning that data presented in this version on Australian Sea Freight may differ slightly from the corresponding data in previous issues.

- Updates in this version to previously published data for Major Trading Vessels include:
- Adding *Northwest Swan* (73 676 DWT) to the 2009–10 fleet.
- Adding *Northwest Swan* (73 676 DWT), *Ocean Outback* (7 907 DWT) and *Ocean Swagman* (7 850 DWT) to the 2010–11 fleet.
- Adding *Northwest Swan* (73 676 DWT), *Bader III* (26 762 DWT), *Ocean Outback* (7 907 DWT) and *Ocean Swagman* (7 850 DWT) to the 2011–12 fleet.
- Adding *Northwest Swan* (73 676 DWT), *Bader III* (26 762 DWT), *Ocean Outback* (7 907 DWT) and *Ocean Swagman* (7 850 DWT) to the 2012–13 fleet.
- Adding *Northwest Swan* (73 676 DWT), *Bader III* (26 762 DWT), *Ocean Outback* (7 907 DWT) and *Ocean Swagman* (7 850 DWT) to the 2013–14 fleet.

Table 5.1 Number of ships in the Australian trading fleet

Financial year	Major trading fleet						Total	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		
	(number)							
2005–06	32	3	9	38	18	5	105	33
2006–07	30	9	9	38	20	4	110	30
2007–08	28	16	10	37	17	3	111	27
2008–09	29	17	7	36	20	2	111	27
2009–10	28	17	7	42	18	4	116	23
2010–11	26	22	8	40	20	2	118	20
2011–12	23	19	6	40	22	4	114	19
2012–13	19	19	6	41	23	3	111	16
2013–14	21	18	4	40	26	5	114	15
2014–15	20	16	4	45	24	3	112	15
Average annual per cent change				(%)				
1 year	-4.8	-11.1	0.0	12.5	-7.7	-40.0	-1.8	0.0
5 year trend	-6.9	-2.6	-13.0	1.1	6.7	3.0	-0.9	-8.7

^a Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2014–15 results are based on General Licence holders recorded in the Trading Licensing System (CTLS).

Sources: Lloyd's List Intelligence (2016), DIT (2013), DIRD (2016), Shipping companies (various) – personal communications.

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

Financial year	Major trading fleet						Total	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 tonnes)								
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	12.0	3.5	3 576.4	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	708.8	462.3	1 859.0	11.2	5.1	3 811.8	738.5
2010–11	695.8	866.7	375.7	1 841.4	14.8	2.4	3 796.9	641.2
2011–12	591.4	847.8	326.5	1 973.0	16.7	3.7	3 759.2	595.3
2012–13	253.8	1 036.8	303.0	2 936.4	20.7	3.7	4 554.5	271.4
2013–14	257.2	1 120.8	267.1	2 867.1	22.6	5.9	4 540.8	222.3
2014–15	243.9	1 069.0	267.1	3 276.8	23.7	4.0	4 884.6	222.3
Average annual per cent change					(%)			
1 year	-5.2	-4.6	0.0	14.3	4.7	-32.6	7.6	0.0
5 year trend	-23.9	9.0	-10.4	13.9	16.1	4.1	5.8	-24.8

^a Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2014–15 results are based on General Licence holders recorded in the Trading Licensing System (CTLS).

Sources: Lloyd's List Intelligence (2016), DIT (2013), DIRD (2016), 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)								
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	16.6	8.7	2 569.0	763.9
2007–08	553.3	389.8	577.1	1 219.6	16.1	8.4	2 764.3	643.1
2008–09	555.8	473.4	522.1	1 121.8	22.3	7.0	2 702.4	643.1
2009–10	588.1	453.0	522.1	1 464.1	16.6	10.9	3 054.9	558.6
2010–11	534.6	544.3	494.0	1 472.2	19.2	2.4	3 066.8	496.3
2011–12	464.1	529.0	462.5	1 543.5	21.5	9.2	3 029.8	467.5
2012–13	269.5	618.6	448.7	2 027.2	26.1	8.3	3 398.3	284.5
2013–14	289.7	665.4	420.0	2 084.5	27.9	10.2	3 497.8	249.6
2014–15	266.7	621.0	420.0	2 333.7	25.5	3.0	3 669.9	249.6
Average annual per cent change				(%)				
1 year	-7.9	-6.7	0.0	12.0	-8.7	-70.3	4.9	0.0
5 year trend	-16.6	6.9	-4.5	11.0	10.4	-6.1	4.2	-17.2

^a Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2014–15 results are based on General Licence holders recorded in the Trading Licensing System (CTLS).

Sources: Lloyd's List Intelligence (2016), DIT (2013), DIRD (2016), 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	
	(number)							
2005–06	29	5	44	6	5	3	13	105
2006–07	27	4	45	9	6	3	16	110
2007–08	29	7	42	8	7	3	15	111
2008–09	30	5	44	7	8	3	14	111
2009–10	31	7	44	7	10	4	13	116
2010–11	33	8	42	7	10	5	13	118
2011–12	30	5	44	8	10	5	12	114
2012–13	33	5	42	7	10	5	9	111
2013–14	31	6	44	7	11	3	12	114
2014–15	34	11	36	6	11	4	10	112
Average annual per cent change	(%)							
1 year	9.7	83.3	-18.2	-14.3	0.0	33.3	-16.7	-1.8
5 year trend	1.1	4.1	-2.6	-2.6	2.2	-4.3	-5.1	-0.9

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

Sources: Lloyd's List Intelligence (2016), 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)							
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	225.7	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	3 576.4
2008–09	1 943.9	127.7	225.3	50.3	558.4	9.1	443.1	3 357.1
2009–10	2 147.6	183.9	237.3	50.3	714.5	13.0	465.1	3 811.8
2010–11	2 228.9	237.6	152.0	60.2	705.2	17.0	396.0	3 796.9
2011–12	2 266.3	197.2	181.2	86.9	722.5	17.0	288.1	3 759.2
2012–13	3 112.3	237.7	142.5	83.2	722.8	17.0	239.1	4 554.5
2013–14	2 961.6	291.9	146.6	83.2	795.5	12.7	249.3	4 540.8
2014–15	3 297.8	467.2	120.7	74.0	801.8	17.7	105.5	4 884.6
Average annual per cent change	(%)							
1 year	11.4	60.0	-17.7	-11.1	0.8	39.2	-57.7	7.6
5 year trend	9.9	16.9	-10.1	8.5	2.7	2.0	-22.7	5.8

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

Sources: Lloyd's List Intelligence (2016), 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
	0–4	5–9	10–14	15–19	20+		
	(number)						(years)
2005–06	6	14	22	22	41	105	17.2
2006–07	6	15	19	25	45	110	18.0
2007–08	12	11	22	28	38	111	16.7
2008–09	14	9	26	24	38	111	16.7
2009–10	15	13	21	26	41	116	16.8
2010–11	16	14	21	24	43	118	16.5
2011–12	16	17	18	23	40	114	16.3
2012–13	17	23	14	20	37	111	14.8
2013–14	16	30	11	25	32	114	14.6
2014–15	15	34	12	18	33	112	14.1
Average annual per cent change	(%)						
1 year	-6.3	13.3	9.1	-28.0	3.1	-1.8	-3.3
5 year trend	0.2	23.5	-13.3	-5.2	-5.7	-0.9	-3.7

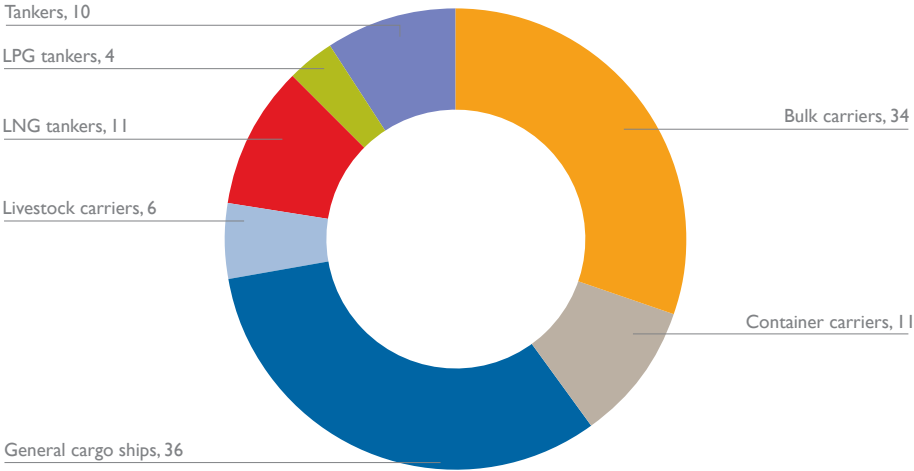
Sources: Lloyd's List Intelligence (2016), Shipping companies (various) – personal communications.

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	15–19	20+	
	('000 tonnes)					
2005–06	103.9	512.7	1 135.0	471.4	817.7	3 040.7
2006–07	108.4	338.0	842.7	1 172.9	862.9	3 324.2
2007–08	562.4	283.8	779.8	1 268.8	680.6	3 576.4
2008–09	701.5	338.0	750.8	775.3	792.2	3 357.1
2009–10	873.3	170.7	913.6	902.8	951.3	3 811.8
2010–11	918.8	242.9	653.1	1 149.2	832.8	3 796.9
2011–12	823.1	308.5	542.5	845.9	1 239.2	3 759.2
2012–13	995.3	1 070.6	667.4	641.2	1 179.9	4 554.5
2013–14	683.4	1 466.9	665.9	690.0	1 034.7	4 540.8
2014–15	970.2	1 565.5	467.8	859.8	1 021.2	4 884.6
Average annual per cent change	(%)					
1 year	42.0	6.7	-29.7	24.6	-1.3	7.6
5 year trend	-0.5	65.9	-8.4	-5.7	2.8	5.8

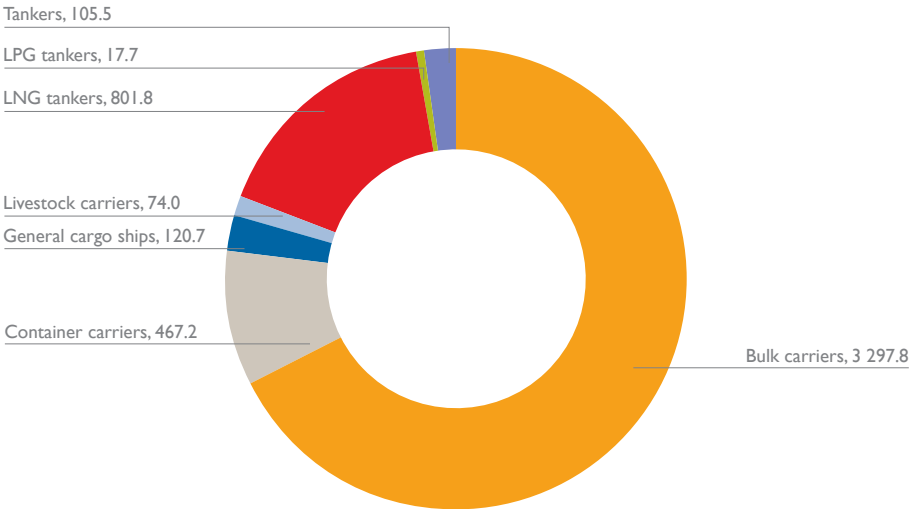
Sources: Lloyd's List Intelligence (2016), Shipping companies (various) – personal communications.

Figure 5.1 Number of ships in the Australian trading fleet by ship type, 2014–15



Sources: Lloyd's List Intelligence (2016), Shipping companies (various) – personal communications.

Figure 5.2 Total deadweight tonnage of ships in the Australian trading fleet by ship type, 2014–15 ('000 tonnes)



Sources: Lloyd's List Intelligence (2016), Shipping companies (various) – personal communications.

Table 5.8 Ships in the major international trading fleet, 2014–15

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					
FMG Grace	HKG	205.2	Iron ore	Port Hedland	CHN, PHL
FMG Matilda	HKG	205.2	Iron ore	Port Hedland	CHN
FMG Cloudbreak	HKG	205.1	Iron ore	Port Hedland	CHN, PHL, RUS, SGP
Pacific Triangle	LBR	184.7	Iron ore, coal	Newcastle, Port Hedland, Port Kembla	JPN
Mineral Manila; RS Iron Range	BEL; MHL	179.8	Iron ore	Dampier; Port Walcott	CHN
Goonyella Trader	LBR	170.9	Coal	Hay Point	GBR, NLD, SGP
Star Yandi	BHS	170.0	Iron ore, coal	Dampier; Newcastle, Port Walcott (Cape Lambert)	CHN
Cape Mary	CYP	170.0	Coal, dry bulk	Hay Point	BRA, CHN
Frontier	KOR	151.5	Coal	Newcastle	CHN, KOR
Goodwill	KOR	149.4	Coal	Gladstone, Newcastle	KOR
Yarra	LBR	78.2	Bauxite	Gladstone, Weipa	CHN, JPN
Barwon	LBR	78.2	Bauxite	Gladstone, Gove, Weipa	CHN, JPN
Artemis	MHL	76.9	Coal, dry bulk	Camrvaron, Gladstone, Gove, Hay Point, Newcastle, Weipa	CHN, SGP, THA, TWN
Melia	MHL	76.2	Dry bulk	Brisbane, Gladstone, Gove, Hay Point, Weipa	CHN, JPN
Pacific Dolphin	HKG	49.0	Dry bulk	Gladstone	IDN, RUS
Pioneer	HKG	22.1	Sugar	Mackay, Sydney	SGP
Container carriers					
ANL Wodonga	MHL	68.1	General cargo	Brisbane, Melbourne, Sydney	CHN
ANL Wyong	GBR	52.0	General cargo	Brisbane, Melbourne, Sydney	JPN, TWN
ANL Wangaratta	GBR	52.0	General cargo	Brisbane, Melbourne, Sydney	CHN, JPN
OOCL Brisbane	HKG	50.6	General cargo	Adelaide, Fremantle, Melbourne	MYS, SGP
OOCL New Zealand	HKG	50.6	General cargo	Brisbane	NZL, SGP
ANL Barega	CYP	46.2	General cargo	Melbourne, Sydney	NZL
ANL Barwon	LBR	42.0	General cargo	Melbourne, Sydney	NZL
ANL Kurango	LBR	35.4	General cargo	Brisbane, Sydney	MYS, NZL, SGP, URY
ANL Echuca	LBR	23.6	General cargo	Melbourne, Sydney	NZL, PNG
ANL Elanora	LBR	23.5	General cargo	Brisbane, Melbourne, Sydney	MYS, NZL
ANL Euroa	CYP	23.3	General cargo	Brisbane, Melbourne, Sydney	MYS, NZL
General cargo ships					
Capitaine Fearn	WSM	8.1	General cargo	Brisbane	FJI, SLB, VUT
ANL Darwin Trader; MCP Vienna	CYP; CYP	7.7	General cargo	Darwin, Gladstone, Mackay, Townsville	NCL, SGP
Livestock carriers					
Bader III	BHS	26.8	Livestock carrier	Adelaide, Darwin, Fremantle	ARE, IDN, ISR, JOR, QAT, SGP
Maysora	BHS	24.4	Livestock carrier	Adelaide, Broome, Darwin, Fremantle	ARE, DJI, EGY, IDN, ISR, KWT, SGP

(continued)

Table 5.8 Ships in the major international trading fleet, 2014–15 (continued)

Ship name ^a	Flag ^{a,b}	DWT ^c (‘000 tonnes)	Products ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Ocean Outback	SGP	7.9	Livestock carrier	Darwin, Fremantle, Townsville	CHN, IDN, NZL, PHL, SGP,VNM
Ocean Swagman	SGP	7.9	Livestock carrier	Darwin, Portland, Townsville	CHN, IDN, PHL, SGP, VNM
Devon Express	PHL	3.7	Livestock carrier	Brisbane, Darwin, Fremantle, Portland, Townsville	CHN, IDN, KOR, MYS, NZL, PAK, PHL, SGP, VNM
Nine Eagle	SGP	3.4	Livestock carrier	Darwin, Karumba	IDN, MYS,VNM
LNG tankers					
Dapeng Sun	HKG	83.1	LNG	Dampier, Port Walcott	CHN
Dapeng Moon	HKG	82.6	LNG	Dampier	CHN, SGP
Dapeng Star	HKG	82.4	LNG	Dampier	CHN, SGP
Methane Rita Andrea	BMU	79.0	LNG	Gladstone	PNG, SGP
Northwest Swan	BMU	73.7	LNG	Dampier	JPN, KOR, SGP,THA
Northwest Seaeagle	BMU	67.0	LNG	Dampier	JPN
Northwest Stormpetrel	AUS	66.9	LNG	Dampier	JPN, SGP
Northwest Sanderling	AUS	66.8	LNG	Dampier	JPN, KOR
Northwest Shearwater	BMU	66.8	LNG	Dampier	JPN, SGP
Northwest Sandpiper	AUS	66.8	LNG	Dampier, Port Hedland	JPN, KOR, SGP
Northwest Snipe	AUS	66.7	LNG	Dampier	JPN
LPG tankers					
Gas Defiance	MHL	5.0	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Port Kembla, Sydney, Townsville	IDN, NZL, PNG, SLB
Maea	PAN	3.9	LPG	Brisbane, Hastings, Melbourne, Port Kembla, Sydney	ASM, FJI, NCL, NZL, WSM
Victoire	PAN	3.9	LPG	Hastings, Melbourne, Port Kembla	FJI, NCL, NZL, PYF,TON

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: Lloyd’s List Intelligence (2016), DIT (2013), DIRD (2016), Shipping companies (various) – personal communications.

Table 5.9 Ships in the major coastal trading fleet, 2014–15

Ship name ^a	Flag ^b	DWT ^c (‘000 tonnes)	Products ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Bulk carriers					
Mariloula	MHL	179.8	Dry bulk	Abbot Point, Gladstone, Hay Point, Port Hedland, Port Kembla, Whyalla	CHN
Lowlands Brilliance	MLT	169.6	Dry bulk	Gladstone, Hay Point, Port Hedland, Port Kembla	CHN, SGP
RTM Weipa	SGP	90.3	Bauxite	Brisbane, Gladstone, Weipa	CHN
RTM Wakmatha	SGP	90.3	Bauxite	Brisbane, Gladstone, Weipa	CHN
RTM Gladstone	SGP	90.3	Bauxite	Brisbane, Gladstone, Weipa	CHN
RTM Piiramu	SGP	89.9	Bauxite	Brisbane, Gladstone, Weipa	
RTM Twarra	SGP	89.9	Bauxite	Brisbane, Gladstone, Weipa	
Iron Chieftain#	AUS	50.6	Iron ore, coal	Ardrossan, Gladstone, Newcastle, Port Kembla, Port Latta, Sydney, Whyalla	
CSL Melbourne	BRB	49.4	Dry bulk	Ardrossan, Gladstone, Newcastle, Port Kembla, Port Latta, Sydney, Thevenard, Whyalla	
CSL Brisbane	BHS	45.6	Alumina, cement, gypsum	Adelaide, Ardrossan, Brisbane, Geelong, Geraldton, Gladstone, Mackay, Melbourne, Port Kembla, Portland, Thevenard, Towns	CHN
CSL Thevenard#	AUS	40.7	Cement	Adelaide, Brisbane, Geelong, Geraldton, Gladstone, Hobart, Melbourne, Port Kembla, Portland, Sydney, Thevenard	
Portland#	AUS	36.6	Alumina	Bunbury, Fremantle, Portland	
Stadacona	BHS	32.5	Dry bulk	Adelaide, Brisbane, Fremantle, Geraldton, Gladstone, Melbourne, Port Kembla, Portland, Thevenard, Townsville	CHN, TWN
CSL Pacific	BHS	31.9	Dry bulk	Adelaide, Ardrossan, Brisbane, Devonport, Geraldton, Gladstone, Melbourne, Port Kembla, Portland, Sydney, Thevenard, Townsville, Whyalla	
Goliath#	AUS	15.5	Cement	Adelaide, Devonport, Melbourne, Sydney	
CSL Whyalla#	AUS	13.7	Iron ore	Whyalla	
Wunma	AUS	5.1	Metal concentrates	Karumba	SGP
Aburri	AUS	3.3	Metal concentrates	Bing Bong, Cairns	SGP
General cargo ships					
ICS Silver Lining	ATG	12.7	General cargo ship	Adelaide, Bell Bay, Burnie, Fremantle, Hobart, Melbourne, Newcastle, Port Kembla, Port Pirie, Portland, Sydney, Whyalla	CHN, KOR
Tasmanian Achiever#	AUS	11.0	General cargo ship	Burnie, Melbourne	SGP
Victorian Reliance#	AUS	11.0	General cargo ship	Burnie, Melbourne	SGP
Searoad Tamar#	AUS	10.0	General cargo ship	Devonport, Melbourne	

(continued)

Table 5.9 Ships in the major coastal trading fleet, 2014–15 (continued)

Ship name ^a	Flag ^b	DWT ^c (‘000 tonnes)	Products ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Accolade II#	AUS	8.1	General cargo ship	Adelaide, Klein Point	
Hakula	TON	5.6	General cargo ship	Burnie, Hobart, Port Pirie	IND
Spirit of Tasmania I#	AUS	5.1	General cargo ship	Devonport, Melbourne	
Spirit of Tasmania II#	AUS	5.1	General cargo ship	Devonport, Melbourne, Sydney	
Searoad Mersey#	AUS	4.8	General cargo ship	Devonport, Melbourne	
Aurora Australis#	AUS	3.9	General cargo ship	Hobart	SGP
Trinity Bay#	AUS	3.2	General cargo ship	Cairns, Thursday Island, Weipa	
Newcastle Bay#	AUS	2.8	General cargo ship	Cairns, Thursday Island, Weipa	DEU
Tankers					
British Fidelity	IOM	46.8	Petroleum products	Adelaide, Fremantle, Port Hedland	SGP
Alexander Spirit	BHS	40.1	Petroleum products	Brisbane, Cairns, Devonport, Gladstone, Hobart, Mackay, Sydney, Townsville	
Destine	AUS	5.4	Petroleum products	Port Kembla, Sydney	
Gas Shuriken	MHL	5.0	Petroleum products	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Port Kembla, Sydney, Townsville	CHN, GUM, NCL, PNG
Larcom	AUS	4.0	Petroleum products	Gladstone	
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.

Denotes Major Australian registered vessels with a General Trading Licence.

Sources: Lloyd’s List Intelligence (2016), DIRD (2016), Shipping companies (various) – personal communications.

Table 5.10 Ships in the minor trading fleet, 2014–15

Ship name	Flag ^a	DWT ^b ('000 tonnes)	Ship name	Flag ^a	DWT ^b ('000 tonnes)
General cargo ships			General cargo ships		
Toll Kestrel	AUS	1.8	Malu Explorer	AUS	0.6
Toll Osprey	AUS	1.8	Malu Titan	AUS	0.5
Toll Sandfly	AUS	1.7	Fourcroy	AUS	0.5
Giluwe	PNG	1.6	Sealion 2000	AUS	0.4
Toll Biquele Bay	AUS	1.4	Malu Chief	AUS	0.4
Toll Firefly	AUS	1.3	Spirit of Kangaroo Island	AUS	0.4
Toll Dragonfly	AUS	1.3	Malu Trojan	AUS	0.3
Malu Trader	AUS	1.3	Sorrento	AUS	0.3
Kestrel Bay	AUS	1.2	Tankers		
Toll Warrender	AUS	1.2	Parmelia I	AUS	1.6
Toll Territorian	AUS	1.0	Anatoma	AUS	1.4
Ebenezer	AUS	1.0	Manning	VCT	1.4
Endeavour Bay	AUS	0.9	Macleay	VCT	1.0
Bruce	AUS	0.7	Valiant II	AUS	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.

Sources: Lloyd's List Intelligence (2016), Shipping companies (various) – personal communications.

Glossary

Term	Definition
1 year per cent change	Per cent change computed using most recent two years' data.
5 year trend annual change	Average annual per cent change estimated by fitting an exponential curve through recent five years' data using the Excel function LOGEST. 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	The <i>Navigation Act 1912</i> required all vessels trading interstate on the Australian coast to be licensed or have a permit. An unlicensed vessel could be granted a permit if there was inadequate service (or no service) offered by licensed vessels for that shipping task, and provided a public interest criteria was satisfied. Permits could be either cargo or passenger single voyage permits or cargo continuing voyage permits. See Chapter 3 for more details. The permit system was replaced by the Coastal Trading (<i>Revitalising Australian Shipping</i>) Act 2012 in 2012–13.
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".

Term	Definition
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.
DIRD	Australian Department of Infrastructure and Regional Development.
DIT	The (former) Department of Infrastructure and Transport.
DWT	See “Deadweight tonnage”.
Freight task	See “Tonne-kilometres”.
General Licence	A licence type under the Coastal Trading (<i>Revitalising Australian Shipping</i>) Act 2012 (the Act). Available to Australian Registered Vessels that meet specific crewing requirements. Grants unrestricted coastal access unrestricted access to engage in coastal trading in Australian waters for five years. See Chapter 3.
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 licence	The <i>Navigation Act 1912</i> required all vessels trading interstate on the Australian coast to be licensed or have a permit. Under the Act vessels could be licensed to participate in Australia’s coastal trade irrespective of flag and crew nationality. The permit system was replaced by the Coastal Trading (<i>Revitalising Australian Shipping</i>) Act 2012 in 2012–13. Licenses under the old act were issued on condition that: • 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
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”.

Term	Definition
Temporary Licence	A licence type under the Coastal Trading (<i>Revitalising Australian Shipping</i>) Act 2012 (the Act). Provides limited access to predefined specific coastal trade voyages over a 12 month period and replaces arrangements for vessels operating under permit (under the old system). See Chapter 3.
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	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.
Transitional General Licence	A licence type under the Coastal Trading (<i>Revitalising Australian Shipping</i>) Act 2012 (the Act). Available to foreign registered vessels that held a licence issued under the previous coastal shipping system. Transitional General Licence ships have the same rights and obligations as General Licence ships. See Chapter 3.
Twenty-foot equivalent unit	Often abbreviated to “TEU”. 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.

Appendix A: Australian ports

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
New South Wales	Coffs Harbour	
	Eden	Twofold 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 G Tanna 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	

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
	Weipa	
	Other Ports QLD	Other ports or terminals in Queensland not elsewhere specified
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 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

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	
	Other Ports TAS	Other ports or terminals in Tasmania not elsewhere specified
Northern Territory	Bing Bong	
	Darwin	
	Gove	
	Milner Bay	Groote Eylandt
	Various offshore facilities NT	Various offshore facilities / terminals in NT
	Other Ports NT	Other ports or terminals in Northern Territory not elsewhere specified
Other	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)
	Burundi (BDI)	Cameroon (CMR)	Canary Islands (CNI)
	Cape Verde (CPV)	Central African Republic (CAF)	Chad (TCD)
	Comoros (COM)	Congo, Democratic Republic of (COD)	Congo, Republic of (COG)
	Côte d'Ivoire (CIV)	Djibouti (DJI)	Egypt (EGY)
	Equatorial Guinea (GNQ)	Eritrea (ERI)	Ethiopia (ETH)
	Gabon (GAB)	Gambia (GMB)	Ghana (GHA)
	Guinea (GIN)	Guinea-Bissau (GNB)	Kenya (KEN)
	Lesotho (LSO)	Liberia (LBR)	Libya (LBY)
	Madagascar (MDG)	Malawi (MWI)	Mali (MLI)
	Mauritania (MRT)	Mauritius (MUS)	Morocco (MAR)
	Mozambique (MOZ)	Namibia (NAM)	Niger (NER)
	Nigeria (NGA)	Réunion (REU)	Rwanda (RWA)
	Sao Tomé and Príncipe (STP)	Senegal (SEN)	Seychelles (SYC)
	Sierra Leone (SLE)	Somalia (SOM)	South Africa (ZAF)
	St. Helena (SHN)	Sudan (SDN)	Swaziland (SWZ)
	Tanzania (TZA)	Togo (TGO)	Tunisia (TUN)
	Uganda (UGA)	Western Sahara (ESH)	Zimbabwe (ZWE)
Europe	Albania (ALB)	Austria (AUT)	Belarus (BLR)
	Belgium (BEL)	Bosnia and Herzegovina (BIH)	Bulgaria (BGR)
	Croatia (HRV)	Cyprus (CYP)	Czech Republic (CZE)
	Denmark (DNK)	Estonia (EST)	Finland (FIN)
	France (FRA)	Germany (DEU)	Gibraltar (GIB)
	Greece (GRC)	Hungary (HUN)	Iceland (ISL)
	Ireland (IRL)	Italy (ITA)	Kosovo #
	Latvia (LVA)	Lithuania (LTU)	Macedonia (MKD)
	Malta (MLT)	Moldova (MDA)	Montenegro (MNE)
	Netherlands (NLD)	Norway (NOR)	Poland (POL)
	Portugal (PRT)	Romania (ROU)	Russian Federation (RUS)
	Serbia (SRB)	Slovak Republic (SVK)	Slovenia (SVN)

Trading region	Country/Area names (Country/Area code)		
	Spain (ESP)	Sweden (SWE)	Switzerland (CHE)
	Ukraine (UKR)	United Kingdom (GBR)	
East Asia	China, People's Republic of (CHN)	Hong Kong, SAR of China (HKG)	Macau, SAR of China (MAC)
	Mongolia (MCO)	Taiwan (TWN)	
South Asia	Afghanistan (AFG)	Armenia (ARM)	Azerbaijan (AZE)
	Bangladesh (BGD)	Bhutan (BTN)	Georgia (GEO)
	India (IND)	Kazakhstan (KAZ)	Kyrgyzstan (KGZ)
	Maldives (MDV)	Nepal (NPL)	Pakistan (PAK)
	Sri Lanka (LKA)	Tajikistan (TJK)	Turkmenistan (TKM)
	Uzbekistan (UZB)		
Japan and North Asia	Japan (JPN)	Korea, Democratic People's Republic of (PRK)	Korea, Republic of (KOR)
South East Asia	Brunei (BRN)	Burma/Myanmar (MMR)	Cambodia (KHM)
	Indonesia (IDN)	Laos (LAO)	Malaysia (MYS)
	Philippines (PHL)	Singapore (SGP)	Thailand (THA)
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)	

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

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

Appendix C: Nominal trade values

The tables in this Appendix show nominal equivalents of the trade value tables in Chapter I. These are estimated using the same methodology as those in Chapter I, but are not adjusted for price changes.

Table C.1 Nominal value of Australia's international sea freight

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Foreign origin ^b	Total
Exports - Australian state/territory of origin								(\$ billion)		
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
2013–14	31.4	20.6	43.4	11.7	115.3	2.7	6.9	0.0	11.5	243.6
2014–15	31.5	20.2	45.1	10.7	95.5	2.4	6.3	0.0	15.7	227.5
Average annual per cent change								(%)		
1 year	0.0	-2.2	3.9	-7.9	-17.2	-11.3	-7.8	0.0	36.2	-6.6
5 years	2.3	6.4	-0.5	6.2	6.4	-2.6	5.7	0.0	5.9	4.1
Imports - Australian state/territory of final destination								(\$ billion)		
2005–06	39.8	38.6	22.1	5.5	14.0	0.5	1.8	0.0		122.2
2006–07	42.8	41.3	23.8	5.8	18.3	0.7	3.1	0.0		135.7
2007–08	48.4	46.5	28.2	6.5	22.2	0.7	3.2	0.0		155.7
2008–09	49.6	48.2	29.0	6.2	27.0	1.0	5.1	0.0		166.0
2009–10	47.7	44.6	27.2	5.8	26.9	0.8	3.9	0.0		156.9
2010–11	51.0	48.3	28.8	5.9	22.5	0.6	3.7	0.0		160.9
2011–12	54.5	50.4	35.9	6.6	29.7	1.0	4.1	0.0		182.2
2012–13	54.1	50.3	38.6	6.4	29.0	0.7	5.2	0.0		184.4
2013–14	57.9	57.0	39.1	7.5	31.9	0.8	3.8	0.0		198.1
2014–15	62.3	57.5	33.8	7.3	30.5	0.9	5.1	0.0		197.4
Average annual per cent change								(%)		
1 year	7.5	0.9	-13.7	-3.1	-4.2	10.2	35.7	0.0		-0.3
5 years	5.0	5.2	6.1	5.5	4.8	2.7	4.8	0.0		5.2

^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 're exports'.

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 (2016a), ABS (2016b)

Table C.2 Top ten ports with the highest value of international sea freight, nominal

Financial year	Dampier	Port Hedland	Melbourne	Newcastle	Brisbane	Hay Point	Port Walcott	Sydney	Fremantle	Gladstone	All ports ^a
Exports (\$ billion)											
2005–06	14.1	5.8	19.3	7.1	9.3	11.3	2.5	10.4	9.4	7.4	130.9
2006–07	15.5	6.8	21.1	6.6	10.4	10.4	2.7	11.4	12.3	6.7	144.4
2007–08	19.8	8.7	21.0	8.4	10.2	9.4	3.0	11.3	11.7	7.1	155.7
2008–09	25.7	16.7	20.7	16.2	11.2	22.1	4.6	11.2	10.1	14.7	202.3
2009–10	27.5	16.5	18.3	11.5	9.7	15.7	5.6	10.2	9.9	8.8	178.9
2010–11	36.6	27.4	19.8	14.1	10.5	18.4	9.8	10.8	11.0	10.5	222.6
2011–12	37.3	30.9	20.0	16.3	12.7	18.1	9.8	11.0	10.4	12.2	236.2
2012–13	36.8	29.8	19.9	15.2	12.6	14.0	8.2	10.1	10.8	8.8	221.3
2013–14	39.2	39.5	22.1	15.2	12.1	14.0	13.2	10.8	9.8	9.7	243.6
2014–15	34.0	29.7	22.6	14.6	14.0	13.3	11.7	11.4	11.0	10.2	227.5
Average annual per cent change (%)											
1 year	-13.3	-24.8	2.4	-4.4	15.6	-5.0	-11.3	5.6	12.3	4.6	-6.6
5 years	3.7	12.2	4.1	3.9	6.6	-5.3	13.2	1.3	0.7	0.5	4.1
Imports (\$ billion)											
Melbourne											
Adelaide											
Darwin											
Geelong											
Dampier											
Townsville											
All ports ^a											
2005–06	37.2	39.8	18.2	10.8	0.3	3.2	1.1	3.3	1.8	1.0	122.2
2006–07	40.1	42.9	20.6	12.5	0.4	3.4	2.4	3.4	2.5	1.1	135.7
2007–08	44.1	46.5	23.4	14.9	2.7	4.1	2.7	4.1	3.6	1.7	155.7
2008–09	46.3	45.7	22.6	16.5	4.8	3.9	4.5	4.1	5.2	1.7	166.0
2009–10	43.2	41.4	21.2	14.4	7.6	4.0	3.1	3.5	8.1	2.1	156.9
2010–11	45.6	44.0	23.0	16.0	7.7	3.8	3.3	4.4	3.2	1.7	160.9
2011–12	48.0	45.7	28.4	20.2	8.7	4.4	3.5	4.5	5.3	2.5	182.2
2012–13	47.5	45.6	29.1	20.1	8.5	4.8	4.0	4.7	3.0	2.8	184.4
2013–14	52.8	49.5	30.2	19.3	8.6	6.1	3.3	5.7	4.2	2.5	198.1
2014–15	53.7	53.0	26.7	18.8	9.2	6.0	5.0	4.8	2.4	2.3	197.4
Average annual per cent change (%)											
1 year	1.7	7.1	-11.4	-2.8	7.1	-1.9	49.9	-16.2	-43.5	-6.4	-0.3
5 years	4.4	4.7	5.8	5.5	3.6	10.5	7.6	6.9	-15.5	5.2	5.2

^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".

Source: ABS (2016a), ABS (2016b)

Table C.3 Nominal value of Australia's international sea freight, by trading region of origin and final destination

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
Exports - region of final destination													
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
2013-14	3.4	98.8	9.4	67.8	8.0	5.4	8.2	3.2	1.3	9.0	28.2	0.8	243.6
2014-15	2.9	80.7	9.3	61.2	8.4	5.7	11.3	2.9	1.7	10.1	31.9	1.3	227.5
Average annual per cent change (%)													
1 year	-14.5	-18.3	-0.9	-9.8	4.2	6.5	37.0	-9.1	37.5	12.0	13.2	53.3	-6.6
5 years	-1.8	8.6	-3.9	2.0	8.3	-1.6	4.1	1.3	-7.0	-3.3	5.3	-5.4	4.1
Imports - region of origin													
2005-06	1.8	22.4	23.9	20.7	3.3	4.3	14.2	1.6	1.1	1.2	27.2	0.6	122.2
2006-07	1.8	26.1	26.4	21.4	4.0	4.5	15.5	1.6	1.4	1.3	30.4	1.4	135.7
2007-08	1.8	28.8	30.4	23.2	5.1	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	4.6	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
2013-14	5.5	43.3	34.6	29.4	5.8	6.4	20.2	1.5	2.6	3.2	43.2	2.4	198.1
2014-15	3.0	49.6	32.0	30.3	5.5	6.3	21.4	1.4	2.5	4.1	39.9	1.4	197.4
Average annual per cent change (%)													
1 year	-46.3	14.5	-7.4	3.0	-4.6	-1.7	6.1	-5.3	-2.0	26.1	-7.6	-42.4	-0.3
5 years	5.9	8.6	3.3	5.4	3.1	1.8	6.9	2.0	4.3	14.9	3.3	-5.8	5.2

^a "PNG" stands for "Papua New Guinea".
Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.
Source: ABS (2016a), ABS (2016b)

Table C.4 Nominal value 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	Central America	Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
Exports - regions where cargo was discharged													
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	11.0	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
2013–14	2.9	96.6	7.6	67.5	5.7	6.1	7.0	3.1	1.2	7.9	37.1	0.8	243.6
2014–15	2.3	79.0	7.5	61.0	5.8	7.0	9.3	2.8	1.6	8.8	41.1	1.3	227.5
Average annual per cent change													
1 year	-19.6	-18.2	-1.2	-9.8	1.4	14.3	32.2	-9.2	37.0	11.0	10.8	58.7	-6.6
5 years	-1.1	9.2	-5.5	1.9	11.2	0.6	3.6	1.1	-7.9	-4.9	4.3	-6.6	4.1
Imports - regions where cargo was loaded													
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	1.6	2.0	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
2013–14	5.1	43.6	31.3	28.2	5.5	6.7	20.0	1.9	2.2	2.8	49.3	1.5	198.1
2014–15	2.8	49.4	29.8	29.0	5.2	6.5	20.4	1.6	2.4	3.9	46.2	0.3	197.4
Average annual per cent change													
1 year	-46.0	13.2	-4.8	2.9	-5.7	-3.3	1.8	-11.3	9.1	39.2	-6.2	-80.2	-0.3
5 years	6.3	8.7	4.5	6.0	2.9	0.9	6.3	2.4	4.1	13.4	3.2	-25.4	5.2

^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 (2016a), ABS (2016b)

Table C.5 Top ten countries that traded the highest value of sea freight with Australia, nominal

Financial year	China ^a	Japan	Korea, Republic of	Singapore	United States of America	India	Taiwan	Malaysia	Indonesia	New Zealand	All countries ^b
Exports - country of final destination											
2005-06	19.6	30.1	11.1	4.8	7.6	4.3	5.5	2.3	4.0	6.6	130.9
2006-07	24.3	31.9	12.6	4.5	7.9	5.2	5.9	2.9	4.5	7.4	144.4
2007-08	28.2	34.4	13.6	5.8	8.3	5.1	6.2	3.2	4.2	7.5	155.7
2008-09	40.4	52.2	18.6	8.7	8.4	9.6	7.9	4.2	4.5	6.2	202.3
2009-10	47.2	36.5	15.5	8.2	6.2	8.9	6.5	4.0	5.4	6.3	178.9
2010-11	64.7	46.5	21.5	8.0	6.0	11.4	8.7	3.9	6.2	5.5	222.6
2011-12	73.0	50.7	21.1	7.4	6.7	10.0	8.2	5.1	6.6	5.8	236.2
2012-13	72.0	46.0	18.2	9.7	6.2	8.3	7.1	4.9	6.1	5.4	221.3
2013-14	92.0	48.0	19.8	9.9	6.7	7.9	6.8	5.1	5.7	5.4	243.6
2014-15	74.2	43.5	17.7	11.5	9.5	8.6	6.5	6.3	6.1	5.7	227.5
Average annual per cent change (%)											
1 year	-19.6	-18.2	-1.2	-9.8	1.4	14.3	32.2	-9.2	37.0	11.0	10.8
5 years	-1.1	9.2	-5.5	1.9	11.2	0.6	3.6	1.1	-7.9	-4.9	4.3
Imports - country of origin											
2005-06	19.4	12.3	15.3	5.3	4.5	8.3	4.8	6.6	4.3	3.8	122.2
2006-07	22.5	13.4	16.0	5.5	6.3	8.7	4.8	6.8	4.5	4.3	135.7
2007-08	25.3	13.8	18.4	4.8	7.2	13.4	6.4	8.3	5.8	4.2	155.7
2008-09	32.6	15.2	16.7	5.3	7.6	12.0	6.7	8.9	5.7	4.4	166.0
2009-10	29.0	13.0	17.9	6.5	9.6	10.8	6.9	8.2	5.7	4.4	156.9
2010-11	32.3	13.9	15.7	6.7	7.7	11.2	6.7	7.5	6.0	5.3	160.9
2011-12	34.0	18.6	19.1	8.6	7.3	13.4	7.8	8.3	6.2	5.5	182.2
2012-13	35.2	17.7	17.2	8.8	10.0	13.0	7.7	8.2	5.7	5.3	184.4
2013-14	40.0	17.1	17.2	12.2	9.9	11.7	9.8	8.7	6.4	6.4	198.1
2014-15	45.7	17.9	17.2	13.1	11.1	9.4	8.9	8.7	6.3	5.1	197.4
Average annual per cent change (%)											
1 year	14.3	4.9	-0.1	7.3	12.1	-19.5	-9.6	-0.6	-1.7	-19.7	-0.3
5 years	8.8	6.4	-0.1	16.6	5.4	-1.6	6.3	2.0	1.8	3.8	5.2

^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 (2016a), ABS (2016b)

Table C.6 Nominal 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 chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
Exports											
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	94.8	74.1	0.5	4.5	14.1	8.1	1.5	13.0	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
2013–14	27.4	2.1	106.2	69.6	0.6	4.8	13.6	8.5	1.5	9.3	243.6
2014–15	30.4	2.2	86.9	65.1	0.6	5.1	13.7	9.2	1.6	12.6	227.5
Average annual per cent change											
1 year	11.1	6.4	-18.2	-6.4	-0.4	4.6	0.8	8.6	9.2	34.9	-6.6
5 years	10.3	-2.2	7.4	2.1	6.9	2.3	-0.6	3.9	0.0	-7.9	4.1
Imports											
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	1.9	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	39.9	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
2013–14	11.1	2.6	2.3	43.2	0.6	16.1	25.5	71.4	21.6	3.6	198.1
2014–15	12.2	2.8	3.0	33.9	0.6	17.0	28.1	72.9	23.7	3.1	197.4
Average annual per cent change											
1 year	10.1	8.1	27.6	-21.6	4.5	5.8	10.0	2.1	9.9	-13.1	-0.3
5 years	8.5	11.7	5.9	5.3	2.4	7.2	7.0	4.7	7.5	-16.1	5.2

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

Source: ABS (2016a), ABS (2016b)

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