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Australian sea freight 2015–16

Bureau of Infrastructure, Transport and Regional Economics

**Statistical report
Australian sea freight 2015–16**

Department of Infrastructure, Regional Development and Cities
Canberra, Australia

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Foreword

This is the latest in a series of Bureau of Infrastructure, Transport and Regional Economics (BITRE) reports that provide information on Australian sea freight movements, vessel activity, the use of coastal 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 2006–07 to 2015–16.

The publication was prepared in the Infrastructure and Surface Transport Statistics section by Pearl Louis. To learn more about these statistics, or related publications, please phone Pearl Louis on (02) 6274 7397 or e-mail maritime_stats@infrastructure.gov.au.

Gary Dolman
Head of Bureau
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Canberra
May 2018

At a glance

In 2015–16, 1 597 million tonnes of cargo moved across Australian wharves. This represented a 3.1 per cent increase on the previous financial year. The average annual trend growth over the five-year period since 2010–11 was 8.7 per cent.

International exports represented 87.3 per cent and international imports represented 6.2 per cent of this cargo. Coastal freight (including both loaded and discharged cargo) represented 6.5 per cent of the total cargo.

International exports and imports by sea

In 2015–16, the value of Australia's exports by sea was \$218.9 billion, a 5.1 per cent decrease in real terms on 2014–15 and an average annual trend decline of 2.4 per cent, in real terms, over the five years to 2015–16. However the weight of exports in 2015–16 was 1 394.5 million tonnes, a 3.5 per cent increase on 2014–15 and an average annual trend increase of 10.2 per cent over the five years to 2015–16. This represents the lowest annual increase in export tonnage since 2010–11 and was driven by slowing growth in iron ore exports and a fall in coal exports. While Australia's maritime export tonnages increased over the five years to 2015–16, the average real prices received have fallen faster, leading to declines in the total value of exports by sea.

Australia imported 98.9 million tonnes of goods by sea worth \$201.8 billion in 2015–16. The value of imports increased 0.5 per cent in real terms between 2014–15 and 2015–16 and increased at a trend rate of 2.1 per cent per annum, in real terms, over the five years to 2015–16. Though the weight of imports in 2015–16 decreased 1.1 per cent from 2014–15, there was an average annual trend increase of 1.5 per cent over the five years to 2015–16.

Coastal freight

Australian ports handled 103.5 million tonnes of coastal freight (both loaded and discharged) during 2015–16, a 2.2 per cent increase on 2014–15 and an average annual trend increase of 0.2 per cent over the five years to 2015–16. Measured in tonne-kilometre terms (tonnes of cargo loaded times the distance shipped), the freight task of loaded coastal cargo was 110.2 billion tonne-kilometres, a 4.7 per cent increase on 2014–15 but an average annual trend decrease of 0.2 per cent over the five years to 2015–16. The main driver of increased coastal freight in 2015–16 was increased bauxite from Gove and Weipa to Gladstone as the Yarwun alumina refinery increased production. However over the five years to 2015–16 the average annual trend growth in coastal freight has been relatively flat.

Coastal trading licences

During 2015–16 coastal trading licences were required for all interstate coastal shipping. The total tonnage carried under licence was 34.3 million tonnes, an increase of 4.9 per cent on 2014–15. The tonnage carried under licence represented 66.3 per cent of all loaded coastal freight in 2015–16. The remaining 17.4 million tonnes of coastal freight was intrastate cargo not carried under licence.

20.0 million tonnes of cargo was carried under temporary licence, 10.4 million tonnes by Australian-flagged vessels under general licence and 3.9 million tonnes by vessels with transitional general licences.

The freight task performed under temporary licences was 50.8 billion tonne-kilometres, accounting for 46.1 per cent of the coastal freight task (which include cargo not carried under licence). Transitional general licences and general licences accounted for 11.2 per cent and 6.5 of the overall coastal freight task, respectively. While the percentage of the coastal freight task carried under general licence in 2015–16 was similar to that in 2014–15, the percentage carried under temporary licence increased from 38.8 per cent in 2014–15 and the percentage carried under transitional general licence decreased from 17.7 per cent in 2014–15.

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.

5 540 uniquely identified cargo ships made a total of 30 056 port calls at Australian ports in 2015–16. These included 5 439 cargo ships which made 16 528 voyages to Australian waters from overseas ports.

In 2015–16, the port calls by all cargo ships increased by 1.6 per cent from 2014–15 but the total port calls by cargo ships from overseas decreased by 0.1 per cent. Over the five years to 2015–16, port calls by all cargo ships increased by 3.9 per cent per annum in trend terms, while those by cargo ships from overseas increased by 6.8 per cent per annum in trend terms.

The total number of unique cargo ships calling at Australian ports increased by 3.8 per cent per annum in trend terms over the five years to 2015–16. The number of unique cargo ships from overseas increased by a slightly higher 3.9 per cent per annum in trend terms.

Australian trading fleet

In 2015–16, there were 116 vessels in the Australian trading fleet, with a total deadweight tonnage of 5.1 million tonnes and total gross tonnage of 3.7 million. The total deadweight tonnage and gross tonnage of the Australian trading fleet increased 6.8 and 4.9 per cent per annum in trend terms respectively over the five years to 2015–16. However, over the same time period the number of vessels dropped by 0.6 per cent per annum in trend terms meaning that the average size of ships in the Australian trading fleet has increased over time.

The number of major (deadweight tonnage greater than 2 000 tonnes) Australian registered ships with a general licence dropped by one to 14 in 2015–16 with the removal of Alcoa's *Portland*. This compares to 20 major Australian registered ships with a coastal trade licence in 2010–11. The total deadweight tonnage and gross tonnage of these ships declined by 23.4 and 15.6 per cent per annum in trend terms respectively over the five years to 2015–16.

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Gladstone Ports Corporation	Port of Townsville
Inco Ships Pty Ltd	Ports Australia
Kimberley Ports Authority	Ports North
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New South Wales Ports	Southern Ports Authority
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CHAPTER I

International sea freight

Overview

This chapter shows data about Australia's international exports and imports by sea from 2006–07 to 2015–16. 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

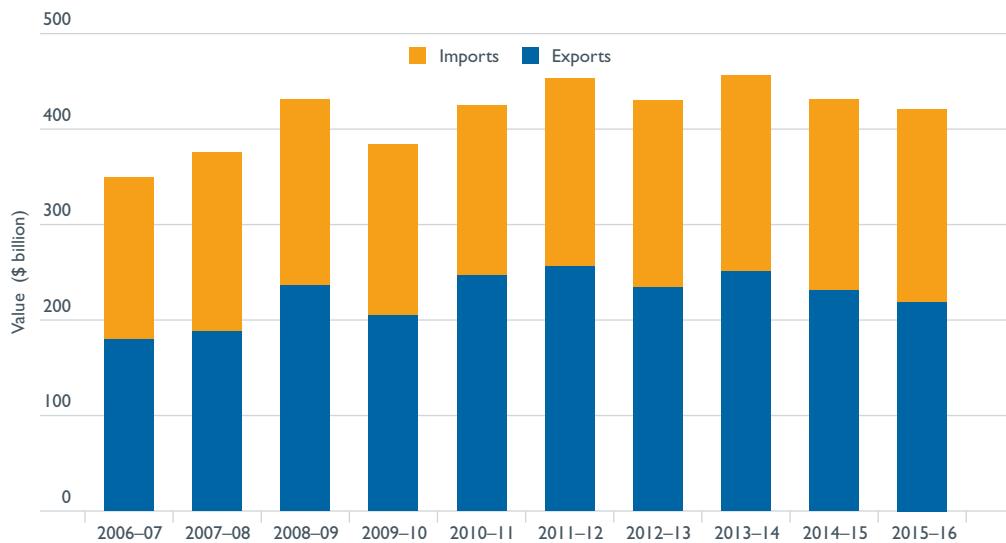
International sea freight data are derived from Australian Bureau of Statistics data (ABS 2017a), which are based on data collected by the Department of Home Affairs.

Value figures in this report are in real terms, adjusted for price changes using CPI (ABS 2017b). *Australian Sea Freight 2014 –15* adjusted prices using the GDP Deflator instead of CPI. Prior to *Australian Sea Freight 2014 –15* only nominal figures were reported. In this edition, nominal figures are included in Appendix C.

Trading regions

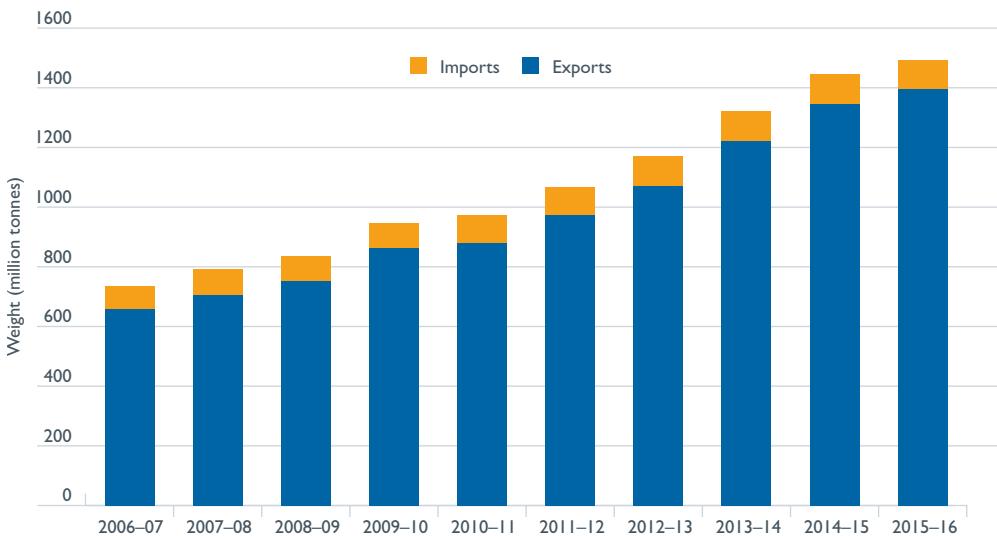
The trading regions used in this chapter have been defined slightly differently compared to previous editions with the main changes in Asia. The new trading region definitions can be found in "Appendix B: Trading regions and country codes".

Figure I.1 Value of Australia's international sea freight (2015-16 prices)



Sources: ABS (2017a), ABS (2017b).

Figure I.2 Weight of Australia's international sea freight



Source: ABS (2017a).

Table I.1 Value of Australia's international sea freight, by Australian state/territory of origin and final destination (2015-16 prices)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Foreign origin ^b	Total
Exports – Australian state/territory as origin									(\$ billion)	
2006–07	28.4	20.7	43.0	10.3	60.4	4.3	4.9	1.0	7.1	180.0
2007–08	29.4	20.6	41.4	11.5	66.7	4.1	5.3	1.1	7.4	187.7
2008–09	39.2	19.6	64.8	10.2	79.4	3.7	7.1	0.9	11.6	236.6
2009–10	30.2	17.1	48.2	8.4	77.7	3.1	5.9	0.6	13.2	204.4
2010–11	34.8	18.2	53.5	11.7	107.4	3.2	5.9	0.5	11.5	246.7
2011–12	37.9	19.7	56.0	11.7	111.3	3.1	5.7	0.6	9.8	255.9
2012–13	33.9	19.4	45.7	10.7	104.1	2.9	6.3	0.2	11.2	234.4
2013–14	32.4	21.3	44.8	12.0	118.9	2.7	7.1	0.0	11.9	251.2
2014–15	31.9	20.5	45.7	10.9	96.9	2.4	6.4	0.0	15.9	230.6
2015–16	29.5	19.3	46.3	10.9	81.0	2.6	4.8	0.0	24.4	218.9
Average annual per cent change									(%)	
1 year	-7.4	-5.8	1.3	0.3	-16.3	8.0	-26.0		53.3	-5.1
5 year trend	-3.9	1.4	-3.8	-1.3	-4.7	-5.3	-1.7		16.3	-2.4
Imports – Australian state/territory as final destination									(\$ billion)	
2006–07	53.3	51.5	29.7	7.2	22.8	0.9	3.8	0.0		169.1
2007–08	58.3	56.1	34.0	7.9	26.7	0.9	3.8	0.0		187.7
2008–09	58.0	56.3	33.9	7.2	31.6	1.1	5.9	0.0		194.1
2009–10	54.5	51.0	31.1	6.6	30.8	0.9	4.4	0.0		179.3
2010–11	56.5	53.6	31.9	6.5	24.9	0.7	4.1	0.0		178.3
2011–12	59.1	54.6	38.9	7.1	32.2	1.0	4.5	0.0		197.4
2012–13	57.3	53.3	40.9	6.7	30.8	0.7	5.5	0.0		195.3
2013–14	59.7	58.8	40.4	7.8	33.3	0.8	3.9	0.0		204.6
2014–15	63.2	58.3	34.2	7.4	31.5	0.9	5.2	0.0		200.7
2015–16	66.3	60.4	32.4	7.6	31.1	0.8	3.2	0.0		201.8
Average annual per cent change									(%)	
1 year	5.0	3.7	-5.5	2.3	-1.5	-5.4	-38.3			0.5
5 year trend	3.0	2.6	-0.9	3.0	3.2	1.4	-3.4			2.1

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 CPI.

Source: ABS (2017a), ABS (2017b).

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)										
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
2015–16	179.2	16.4	266.1	18.8	888.2	6.3	17.3	0.0	2.2	1 394.5
Average annual per cent change (%)										
1 year	-3.1	-6.1	5.5	-20.3	5.5	8.2	-9.5		22.2	3.5
5 year trend	5.7	2.1	7.6	1.9	12.8	3.7	8.4		10.0	10.2
Imports – Australian state/territory as final destination (million tonnes)										
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		98.9
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
2015–16	22.9	21.4	22.2	4.6	19.7	1.1	7.1	0.0		98.9
Average annual per cent change (%)										
1 year	6.9	-5.1	-6.5	11.6	-4.0	28.9	2.3			-1.1
5 year trend	0.9	2.1	-1.3	9.5	3.8	10.8	-0.4			1.5

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 (2017a).

Table I.3 Top ten ports with the highest value of Australia's international sea freight (2015-16 prices)

Financial year	Dampier	Port Hedland	Melbourne	Hay Point	Newcastle	Brisbane	Sydney	Fremantle	Gladstone	Port Wcott	All ports ^a
Exports											
2006–07	19.4	8.5	26.3	13.0	8.2	12.9 (\$ billion)	14.2	15.3	8.3	3.4	180.0
2007–08	23.8	10.5	25.4	11.3	10.2	12.3	13.7	14.1	8.6	3.7	187.7
2008–09	30.1	19.5	24.2	25.8	18.9	13.1	13.1	11.8	17.2	5.3	236.6
2009–10	31.4	18.8	20.9	18.0	13.2	11.1	11.6	11.3	10.1	6.4	204.4
2010–11	40.5	30.3	22.0	20.4	15.6	11.7	12.0	12.1	11.6	10.9	246.7
2011–12	40.4	33.5	21.7	19.6	17.7	13.8	12.0	11.3	13.2	10.6	255.9
2012–13	38.9	31.6	21.1	14.9	16.1	13.4	10.7	11.4	9.3	8.7	234.4
2013–14	40.4	40.8	22.8	14.4	15.7	12.5	11.1	10.1	10.0	13.6	251.2
2014–15	34.5	30.1	23.0	13.5	14.8	14.2	11.5	11.2	10.3	11.9	230.6
2015–16	33.2	26.3	22.4	12.1	13.5	13.0	11.7	10.0	13.9	11.1	218.9
Average annual per cent change											
1 year	-3.7	-12.8	-2.7	-10.2	-8.9	-8.5	1.3	-10.9	35.3	-6.6	-5.1
5 year trend	-4.0	-2.2	1.0	-10.2	-3.7	1.6	-0.6	-3.2	0.7	2.5	-2.4
Imports											
2006–07	50.0	53.5	25.6	15.6	0.5 (\$ billion)	4.3	3.1	4.2	2.9	1.4	162.1
2007–08	53.2	56.1	28.2	17.9	3.3	5.0	4.4	4.9	3.3	2.0	187.7
2008–09	54.1	53.4	26.4	19.3	5.6	4.5	6.1	4.8	5.3	1.9	194.1
2009–10	49.4	47.3	24.3	16.5	8.7	4.5	9.3	4.0	3.5	2.3	179.3
2010–11	50.6	48.8	25.5	17.7	8.5	4.2	3.6	4.9	3.7	1.9	178.3
2011–12	52.0	49.5	30.8	21.9	9.4	4.8	5.7	4.9	3.8	2.7	197.4
2012–13	50.3	48.3	30.8	21.2	9.0	5.1	3.1	5.0	4.2	3.0	195.3
2013–14	54.4	51.0	31.1	19.9	8.8	6.3	4.2	5.9	3.4	2.5	204.6
2014–15	54.4	53.8	27.1	19.0	9.3	6.0	2.4	4.8	5.0	2.3	200.7
2015–16	58.5	55.7	26.5	17.6	10.9	6.2	5.9	3.1	3.1	1.6	201.8
Average annual per cent change											
1 year	7.5	3.6	-2.3	-7.3	16.6	2.6	145.0	-35.7	-39.2	-30.5	0.5
5 year trend	2.7	2.8	-0.5	-1.4	3.4	8.4	0.8	-6.0	-0.6	-3.8	2.1

^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 the last ten years. The ports are sorted in descending order by the total value summed over ten years, not by 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".

Figures are presented in real terms, adjusted for price changes using CPI.
 • Source: ABS (2017a), ABS (2017b).

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

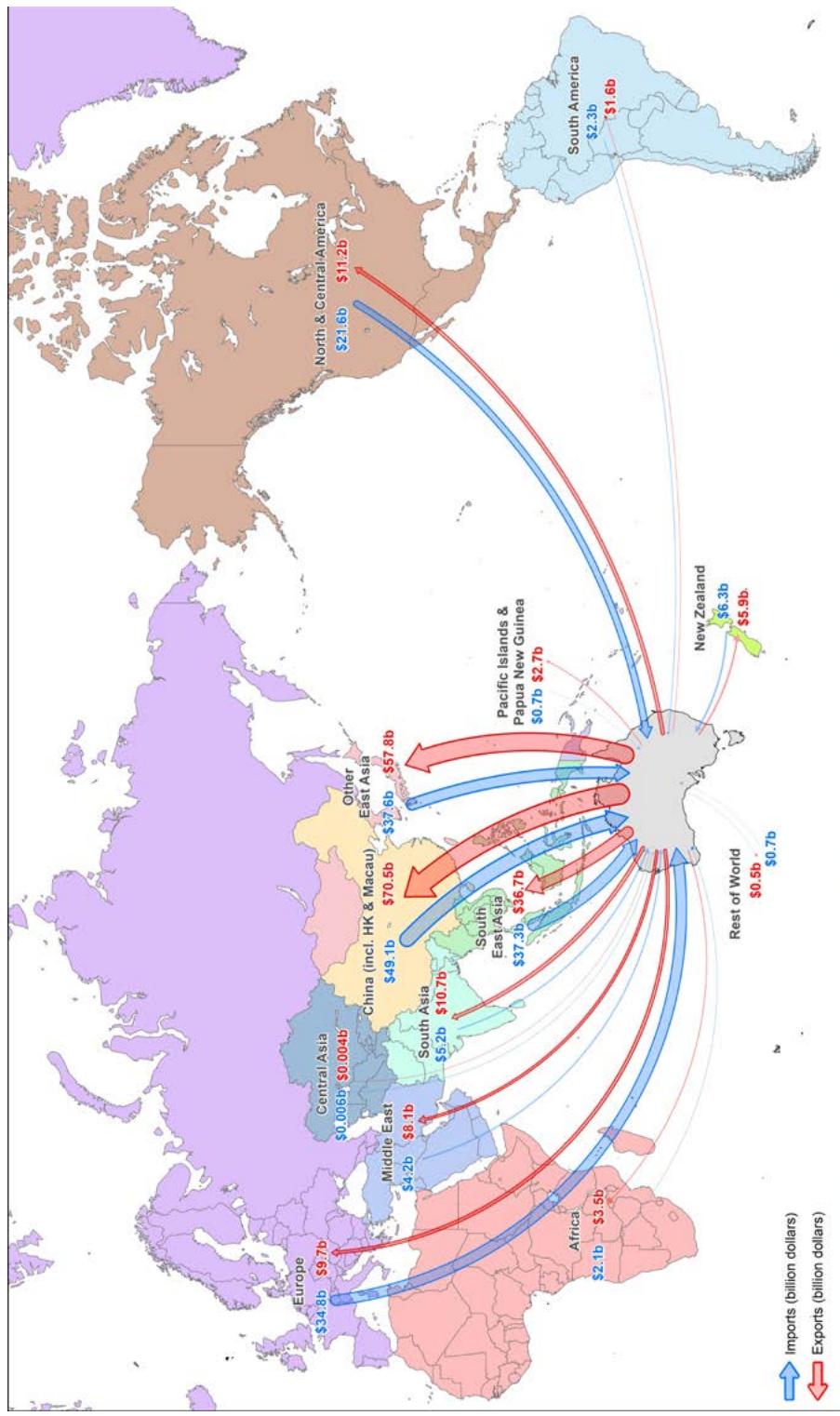
Financial year	Port Hedland	Dampier	Newcastle	Port Walcott	Hay Point	Gladstone	Abbot Point	Port Kembla	Fremantle	Brisbane	All ports ^a
Exports											
2006–07	106.8	125.7	82.5	53.9	86.4	54.7	11.2	13.9	103	9.3	657.1
2007–08	125.5	136.8	89.9	56.4	80.3	56.8	12.4	14.3	103	11.2	706.9
2008–09	54.9	140.1	92.2	56.9	82.0	59.4	14.8	15.3	119	130	753.2
2009–10	172.7	68.9	99.5	78.7	99.3	63.3	16.9	16.1	124	12.6	861.9
2010–11	191.8	165.6	111.4	80.9	87.8	55.9	15.0	18.0	106	12.8	88.3
2011–12	240.2	173.1	125.5	81.8	83.3	62.8	13.6	19.5	123	6.2	973.1
2012–13	283.0	180.0	145.8	84.8	96.4	62.2	17.5	17.6	15.9	16.4	1 070.2
2013–14	363.3	174.1	156.5	120.3	108.3	73.8	22.8	14.9	17.1	14.0	1 221.8
2014–15	438.2	167.5	161.7	157.4	114.9	74.7	28.7	15.4	18.4	13.7	1 347.0
2015–16	452.0	169.1	160.2	187.7	115.5	89.2	26.4	11.6	17.4	12.8	1 394.5
Average annual per cent change											
1 year	3.1	1.0	-1.0	19.2	0.5	19.4	-8.1	-24.6	-5.6	-6.4	3.5
5 year trend	19.9	-0.1	7.9	20.5	7.3	9.0	16.4	-8.4	11.3	-2.0	10.2
Imports											
2006–07	15.7	12.0	12.2	9.0	5.1	5.2	4.1	2.1	22	22	77.8
2007–08	17.1	12.5	13.5	9.9	5.4	5.3	4.4	2.2	24	24	84.6
2008–09	15.4	12.3	12.3	10.0	5.2	6.1	4.1	2.6	22	21	81.6
2009–10	16.1	13.3	12.5	10.4	5.4	5.3	5.0	2.4	23	2.7	85.7
2010–11	17.7	14.2	13.5	11.4	6.5	5.9	5.1	2.6	20	3.1	92.1
2011–12	17.7	14.7	14.2	12.1	5.6	5.4	5.4	3.2	23	1.9	94.9
2012–13	17.4	15.8	14.0	12.4	6.5	6.3	5.8	3.6	2.5	1.5	98.9
2013–14	16.1	16.3	14.4	12.8	7.5	6.5	4.8	3.3	2.9	1.4	99.1
2014–15	17.4	14.2	14.0	13.6	7.7	6.9	4.4	3.1	3.5	2.5	100.1
2015–16	18.3	13.4	14.0	13.1	6.7	7.0	3.3	3.3	4.0	2.5	98.9
Average annual per cent change											
1 year	5.2	-5.4	-0.1	-3.1	-12.8	1.9	-26.2	8.4	12.8	-0.5	-1.1
5 year trend	0.0	-1.0	0.6	3.1	3.7	4.7	-8.5	3.1	14.7	-1.5	1.5

^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 the last ten years. The ports are sorted in descending order by the total weight summed over the ten years, not by 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".

Source: ABS (2017a).

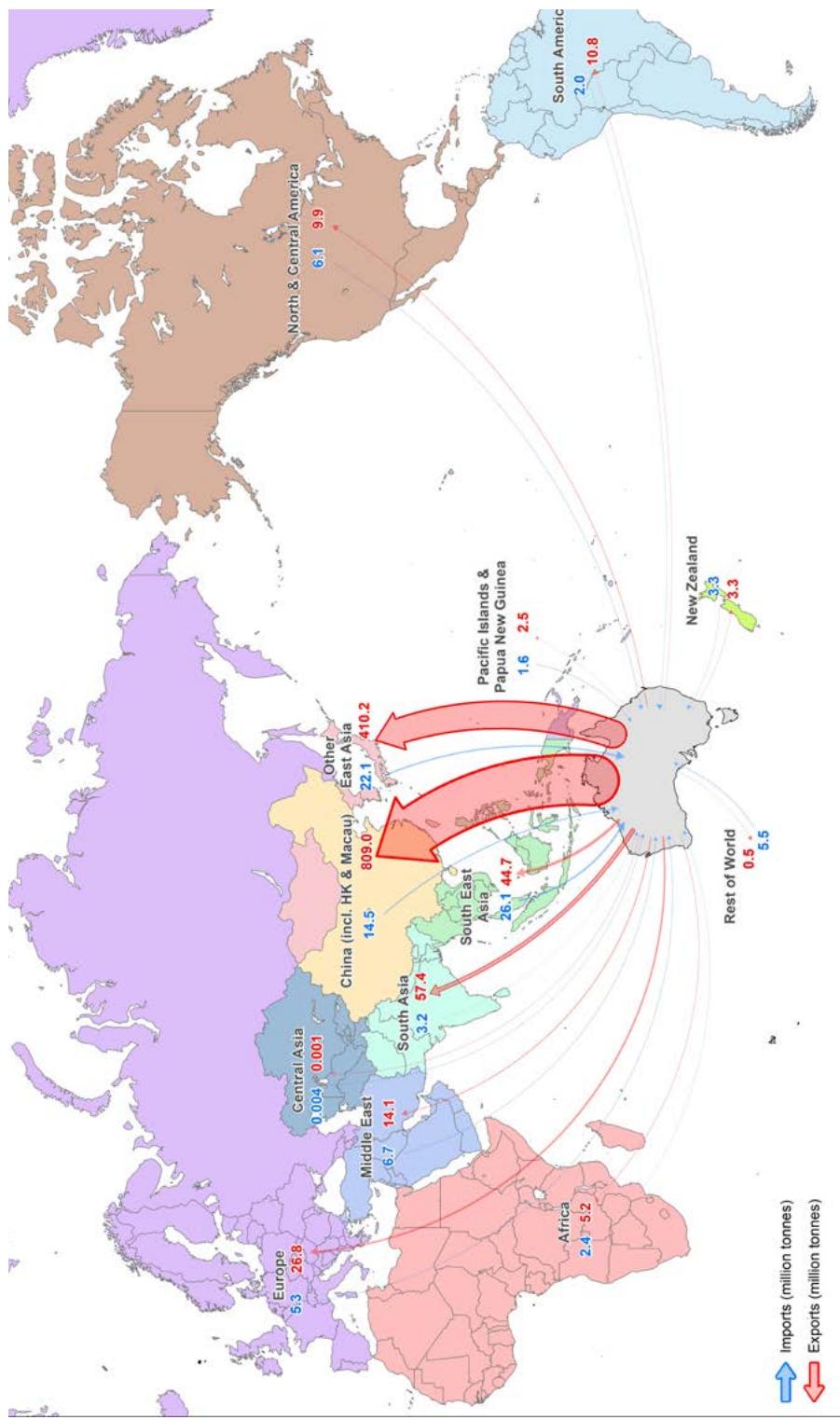
Figure I.3 Value of Australia's international sea freight by trading region of final destination or origin, 2015–16



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

Source: Derived from ABS (2017a).

Figure 1.4 Weight of Australia's international sea freight by trading region of final destination or origin, 2015–16



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

Source: Derived from ABS (2017a).

Table I.5 Value of Australia's international sea freight, by trading region of final destination or origin (2015-16 prices)

Financial year	Africa	Central Asia	China (inc Hong Kong & Macau)	Middle East	New Zealand	North & Central America	Other East Asia	Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
Exports – region of final destination													
2006–07	4.3	0.0	30.3	19.0	7.2	9.2	12.8	62.7	2.9	1.6	7.3	21.2	1.5
2007–08	3.6	0.0	34.0	17.7	8.3	9.1	12.5	65.2	3.1	1.6	7.3	23.7	1.6
2008–09	4.3	0.0	47.3	17.2	9.1	7.3	12.6	92.0	2.9	2.6	12.7	27.2	1.5
2009–10	3.6	0.0	54.0	11.2	6.4	7.1	9.6	66.9	3.2	2.1	11.5	27.2	1.6
2010–11	4.0	0.0	71.7	14.2	7.1	6.1	9.1	85.1	3.4	2.5	13.9	28.4	1.3
2011–12	4.2	0.0	79.1	14.7	7.4	6.3	9.9	86.8	3.5	2.4	12.2	28.3	1.1
2012–13	3.6	0.0	76.3	11.1	8.0	5.7	8.7	75.6	4.0	1.4	10.3	28.9	0.7
2013–14	3.5	0.0	94.9	9.7	8.3	5.6	8.5	77.0	3.3	1.3	9.3	29.0	0.9
2014–15	3.0	0.0	75.2	9.5	8.5	5.8	11.4	68.6	2.9	1.8	10.2	32.3	1.3
2015–16	3.5	0.0	70.5	9.7	8.1	5.9	11.2	57.8	2.7	1.6	10.7	36.7	0.5
Average annual per cent change													
1 year	16.5	-55.8	-6.3	1.8	-4.4	1.3	-2.2	-15.8	-7.9	-6.9	4.5	13.7	-58.3
5 year trend	-4.9	-15.7	0.0	-9.2	3.3	-1.3	4.3	-7.2	-5.1	-8.5	-5.4	5.0	-9.8
Imports – region of origin													
2006–07	2.2	0.0	28.1	32.9	5.0	5.7	19.3	31.2	1.9	1.7	1.5	37.9	1.7
2007–08	2.2	0.0	30.5	36.7	6.1	7.0	19.6	32.1	2.2	2.1	1.8	45.7	1.7
2008–09	2.0	0.0	38.2	38.6	5.7	6.7	21.1	29.8	1.4	2.3	2.4	42.6	3.2
2009–10	2.5	0.0	33.2	34.0	5.3	6.5	17.3	31.1	1.3	2.4	2.0	41.2	2.4
2010–11	5.2	0.0	35.8	30.2	5.9	6.7	18.2	27.9	1.6	2.4	2.2	39.4	2.9
2011–12	6.3	0.0	36.8	33.3	6.6	6.7	23.3	33.2	1.6	2.8	2.6	41.3	2.8
2012–13	6.7	0.0	37.2	33.2	6.2	6.0	22.4	31.1	1.0	2.8	2.5	42.6	3.6
2013–14	5.7	0.0	41.2	36.0	5.9	6.6	20.8	34.3	1.5	2.7	3.0	44.4	2.4
2014–15	3.0	0.0	46.4	32.5	5.6	6.4	21.7	35.2	1.4	2.6	4.1	40.5	1.4
2015–16	2.1	0.0	49.1	34.8	4.2	6.3	21.6	37.6	0.7	2.3	5.2	37.3	0.7
Average annual per cent change													
1 year	-30.5	-9.6	5.8	7.1	-25.0	-1.1	-0.4	6.7	-51.9	-10.4	26.8	-7.8	-50.1
5 year trend	-18.0	-19.8	7.0	2.0	-6.3	-0.9	1.7	5.2	-10.9	-1.5	18.2	-0.8	-24.0

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

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

Source: ABS (2017a), ABS (2017b).

Table 1.6 Weight of Australia's international sea freight, by trading region of final destination or origin

Financial year	Exports – region of final destination	China (inc. Hong Kong & Macau)	Central Asia	Middle East	New Zealand	North & Central America	Other East Asia	Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
		Europe	(million tonnes)										
2006–07	6.9	0.0	169.9	48.0	8.2	5.6	12.3	339.8	2.1	8.4	25.6	28.1	2.2
2007–08	6.0	0.0	207.3	43.2	9.3	5.3	8.3	360.3	2.0	8.6	28.9	24.9	2.8
2008–09	6.2	0.0	290.9	30.3	12.0	4.1	8.7	332.7	1.7	5.7	30.2	28.1	2.6
2009–10	6.3	0.0	361.3	23.9	9.5	4.0	9.1	369.2	2.1	7.5	39.0	27.5	2.4
2010–11	6.4	0.0	367.3	27.2	11.2	3.7	7.0	374.8	2.4	7.6	38.5	33.5	1.9
2011–12	7.4	0.0	449.3	27.6	13.6	4.0	9.1	379.1	2.4	5.9	36.1	36.8	2.1
2012–13	7.8	0.0	537.0	23.8	15.5	3.9	7.2	390.3	2.7	5.3	40.9	34.7	1.1
2013–14	6.7	0.0	682.8	23.5	15.0	3.4	6.0	397.9	2.5	5.4	44.2	33.9	0.5
2014–15	5.9	0.0	775.3	24.5	13.2	3.6	6.4	405.7	2.4	8.6	58.0	42.8	0.6
2015–16	5.2	0.0	809.0	26.8	14.1	3.3	9.9	410.2	2.5	10.8	57.4	44.7	0.5
Average annual per cent change													
1 year	-12.1	-56.1	4.4	9.5	6.9	-8.0	56.5	1.1	3.4	26.2	-1.2	4.4	-18.7
5 year trend	-5.0	-38.4	18.1	-1.3	3.0	-3.2	1.5	1.9	0.4	8.6	10.5	5.5	3.5
Imports – region of origin													
2006–07	1.1	0.0	7.0	4.4	6.6	2.5	5.6	10.4	3.9	1.8	0.5	29.3	4.7
2007–08	1.1	0.0	7.9	5.1	7.4	3.7	6.2	11.4	3.3	1.7	0.6	31.9	4.4
2008–09	0.9	0.0	7.5	5.0	6.9	3.8	5.4	12.4	2.6	1.5	0.7	29.8	4.9
2009–10	2.2	0.0	82	5.1	7.5	3.9	5.0	13.0	3.5	1.9	0.6	30.4	4.4
2010–11	5.4	0.0	102	5.4	7.8	4.1	5.2	12.3	3.8	2.7	0.6	29.7	4.9
2011–12	6.4	0.0	110	6.4	7.8	3.9	5.9	13.4	3.5	1.9	0.9	29.6	4.4
2012–13	7.2	0.0	117	6.2	7.9	3.6	6.2	15.7	2.7	1.5	0.8	30.3	5.3
2013–14	5.5	0.0	127	6.8	7.1	3.3	6.1	16.9	3.3	1.4	0.9	29.1	5.8
2014–15	3.2	0.0	141	5.8	7.4	3.3	6.9	20.2	3.1	1.6	2.0	27.5	5.2
2015–16	2.4	0.0	145	5.3	6.7	3.3	6.1	22.1	1.6	2.0	3.2	26.1	5.5
Average annual per cent change													
1 year	-22.7	-38.4	3.2	-9.1	-9.7	0.9	-11.9	9.5	-46.7	31.4	62.5	-5.0	-1.1
5 year trend	-16.5	-11.3	7.8	-0.8	-3.0	-4.5	3.6	12.9	-11.8	-5.8	35.4	-2.6	1.5

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

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

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 (2017a).

Table I.7 Value of Australia's international sea freight, by trading region of discharging and loading (2015-16 prices)

Financial year	Africa	Central Asia	China (inc Hong Kong & Macau)	Europe	Middle East	New Zealand	North & Central America	Other East Asia	Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
<i>Exports – region where cargo was discharged</i>														
2006–07	3.5	27.1	16.8	4.3	9.6	11.0	61.6	2.9	1.5	6.3	34.0	1.5	180.0	
2007–08	2.7	31.7	15.5	5.0	9.9	10.8	64.8	3.1	1.5	6.4	34.8	1.6	187.7	
2008–09	3.4	45.1	15.5	5.9	7.9	11.0	92.7	2.9	2.3	12.0	36.5	1.5	236.6	
2009–10	2.8	51.0	9.7	3.8	7.7	8.0	67.1	3.1	2.1	10.8	36.6	1.8	204.4	
2010–11	3.1	68.2	12.3	4.8	6.7	7.8	85.2	3.3	2.4	13.0	38.6	1.3	246.7	
2011–12	3.4	76.3	11.9	5.3	6.9	8.8	86.6	3.5	2.1	11.3	38.8	1.1	255.9	
2012–13	2.7	73.4	8.9	5.8	6.3	7.5	75.7	3.9	1.2	9.3	39.0	0.7	234.4	
2013–14	3.0	92.2	7.9	5.9	6.3	7.2	77.0	3.2	1.2	8.2	38.3	0.8	251.2	
2014–15	2.4	73.0	7.7	5.9	7.1	9.4	68.9	2.9	1.6	8.9	41.7	1.3	230.6	
2015–16	2.9	68.2	8.4	5.4	7.1	9.4	58.0	2.7	1.5	9.4	45.4	0.5	218.9	
<i>Average annual per cent change</i>														
1 year	25.1	-6.6	9.3	-7.6	-0.1	0.1	-15.8	-7.1	-9.1	5.6	9.0	-62.3	-5.1	
5 year trend	-3.4	0.3	9.2	2.6	1.1	3.0	-7.1	-5.2	-8.5	-6.8	3.0	-10.5	-2.4	
<i>Imports – region where cargo was loaded</i>														
2006–07	2.3	28.2	30.9	4.7	6.3	18.8	28.7	2.0	1.5	1.5	42.0	2.2	169.1	
2007–08	2.3	30.5	32.9	5.9	8.0	19.0	30.4	2.4	1.9	1.8	51.2	1.6	187.7	
2008–09	1.9	35.8	33.6	5.5	7.0	21.1	28.8	1.6	2.1	2.4	51.7	2.7	194.1	
2009–10	2.3	32.9	28.7	4.9	6.8	17.2	28.5	1.6	2.3	2.2	49.7	2.1	179.3	
2010–11	4.8	35.9	27.8	5.8	7.4	17.9	27.1	1.8	2.2	2.3	42.5	2.8	178.3	
2011–12	5.3	36.8	30.8	6.4	7.3	22.5	32.8	1.9	2.4	2.7	46.1	2.5	197.4	
2012–13	6.0	37.7	31.1	5.7	6.3	21.7	30.2	1.2	2.9	2.5	47.4	2.7	195.3	
2013–14	5.3	41.5	32.3	5.6	6.9	20.6	33.0	1.9	2.3	2.9	50.7	1.6	204.6	
2014–15	2.8	46.1	30.2	5.2	6.6	20.6	33.9	1.7	2.4	4.0	46.9	0.3	200.7	
2015–16	2.1	49.3	33.2	3.6	6.6	21.0	32.1	0.9	2.2	5.0	45.7	0.1	201.8	
<i>Average annual per cent change</i>														
1 year	-24.2	6.9	9.9	-30.8	-0.1	1.8	-5.4	-45.4	-10.8	25.0	-2.4	-65.1	0.5	
5 year trend	-16.2	7.0	2.5	-8.3	-2.2	1.4	3.0	-8.9	-1.0	16.4	1.4	-48.2	2.1	

^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.

— 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 (2017a), ABS (2017b).

Table 1.8 Weight of Australia's international sea freight, by trading region of discharging and loading

Financial year	China (inc Hong Kong & Macau)	Central Asia	Africa	Europe	Middle East	New Zealand	North & Central America	Other East Asia	Pacific Islands & PNG ^a	South America	South Asia	East Asia	South world	Total
Exports – region where cargo was discharged														
2006–07	6.5	168.4	47.3	7.4	5.7	12.7	340.1	2.1	8.4	24.9	31.4	2.3	657.1	
2007–08	5.9	206.5	43.2	8.3	5.5	8.1	360.1	2.0	8.6	28.3	27.7	2.8	706.9	
2008–09	5.9	290.1	30.1	11.3	4.2	8.6	332.7	1.7	5.6	29.5	30.9	2.6	753.2	
2009–10	6.0	360.0	23.3	9.0	4.2	9.0	369.3	2.1	7.5	38.3	30.7	2.4	861.9	
2010–11	6.0	366.3	26.0	10.5	3.9	7.4	374.6	2.4	7.6	38.0	36.9	1.8	881.3	
2011–12	7.0	448.8	26.5	12.9	4.2	9.3	378.7	2.3	5.9	35.4	40.2	2.1	973.1	
2012–13	7.3	536.1	23.3	14.9	4.0	7.1	389.6	2.7	5.2	40.2	38.6	1.1	1 070.2	
2013–14	6.5	681.3	23.0	14.4	3.6	5.8	397.9	2.5	5.7	43.0	37.6	0.5	1 221.8	
2014–15	5.7	774.7	24.1	12.4	3.8	6.0	405.6	2.3	8.6	57.1	46.0	0.6	1 347.0	
2015–16	5.0	807.6	26.5	13.5	3.5	9.6	410.7	2.5	10.8	56.2	48.1	0.5	1 394.5	
Average annual per cent change														
1 year	-12.6	4.2	9.9	8.7	-8.3	61.3	1.3	6.8	25.2	-1.5	4.5	-19.7	3.5	
5 year trend	-4.4	18.1	-0.6	3.1	-2.5	-0.6	2.0	0.2	8.9	10.4	5.0	-26.2	10.2	
Imports – region where cargo was loaded														
2006–07	1.1	7.0	4.1	6.2	2.7	5.5	10.0	3.9	1.6	0.5	30.5	4.6	77.8	
2007–08	1.0	8.0	4.4	7.3	3.7	6.0	11.5	3.3	1.6	0.6	32.8	4.3	84.6	
2008–09	0.8	7.5	4.1	6.4	3.8	5.4	13.1	2.7	1.5	0.7	30.7	5.0	81.6	
2009–10	1.4	8.3	4.0	6.9	3.9	5.0	13.1	3.6	1.7	0.6	32.9	4.3	85.7	
2010–11	4.6	10.3	4.3	7.6	4.1	5.2	12.8	3.9	2.7	0.8	31.0	4.9	92.1	
2011–12	5.3	11.0	5.0	7.4	3.9	5.8	14.4	3.5	1.8	1.0	31.4	4.4	94.9	
2012–13	6.5	11.9	5.0	7.3	3.6	6.1	15.6	2.7	1.4	0.7	33.3	4.8	98.9	
2013–14	5.2	12.8	4.8	6.7	3.3	6.1	17.4	3.3	1.3	1.0	31.9	5.2	99.1	
2014–15	2.8	14.1	4.8	7.0	3.2	6.8	20.2	2.9	1.5	2.0	30.1	4.8	100.1	
2015–16	2.5	14.5	5.0	5.8	3.3	6.0	21.6	1.7	3.2	28.4	5.3	98.9		
Average annual per cent change														
1 year	-10.5	30	3.8	-16.9	4.1	-11.5	6.9	-43.3	18.0	61.3	-5.7	10.2	-1.1	
5 year trend	-13.7	7.6	1.7	-4.4	-50	3.3	112	-122	-82	29.2	-1.8	2.3	1.5	

^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. 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 (2017a).

Table I.9 Top ten countries that traded the highest value of sea freight with Australia (2015-16 prices)

Financial year	China ^a	Japan	Korea, Republic of	Singapore	India	United States of America (\$ billion)	Taiwan	New Zealand	Indonesia	Malaysia	All countries ^b
Exports – country of final destination											
2006–07	30.3	39.7	15.7	5.6	6.4	9.9	7.3	9.2	5.7	3.6	180.0
2007–08	34.0	41.4	16.4	7.0	6.2	10.0	7.4	9.1	5.0	3.8	187.7
2008–09	47.3	61.0	21.7	10.1	11.2	9.8	9.3	7.3	5.2	4.9	236.6
2009–10	54.0	41.7	17.7	9.4	10.2	7.1	7.4	7.1	6.1	4.6	204.4
2010–11	71.7	51.5	23.9	8.9	12.6	6.7	9.7	6.1	6.9	4.3	246.7
2011–12	79.1	54.9	22.9	8.0	10.9	7.2	8.9	6.3	7.1	5.5	255.9
2012–13	76.3	48.7	19.3	10.2	8.8	6.6	7.5	5.7	6.5	5.2	234.4
2013–14	94.9	49.5	20.4	10.2	8.2	6.9	7.0	5.6	5.9	5.2	251.2
2014–15	75.2	44.1	17.9	11.6	8.8	9.7	6.6	5.8	6.2	6.4	230.6
2015–16	70.5	34.8	16.9	8.8	9.8	9.0	6.0	5.9	8.0	4.6	218.9
Average annual per cent change											
1 year	-6.3	-21.0	-5.5	42.1	0.1	-6.3	-8.8	1.3	27.8	-27.4	-5.1
5 year trend	0.0	-7.2	-6.6	12.8	-6.9	7.2	-9.1	-1.3	0.6	2.5	-2.4
Imports – country of origin											
China ^a	Japan	United States of America	Singapore	Thailand	Korea, Republic of (\$ billion)	Germany	Malaysia	New Zealand	Indonesia	Malaysia	All countries ^b
2006–07	28.1	19.9	16.7	10.9	7.9	6.8	8.5	6.0	5.7	5.4	169.1
2007–08	30.5	22.2	16.7	16.1	8.6	5.8	10.0	7.8	7.0	5.1	187.7
2008–09	38.2	19.6	17.8	14.0	8.9	6.2	10.4	7.8	6.7	5.1	194.1
2009–10	33.2	20.5	14.8	12.3	11.0	7.4	9.4	7.9	6.5	5.0	179.3
2010–11	35.8	17.3	15.5	12.4	8.5	7.4	8.3	8.1	6.7	5.9	178.3
2011–12	36.8	20.6	20.1	14.5	8.0	9.3	9.0	8.4	6.7	5.9	197.4
2012–13	37.2	18.2	18.8	13.7	10.6	9.5	8.7	8.2	6.0	5.6	195.3
2013–14	41.2	17.8	17.6	12.0	10.2	13.1	9.0	10.1	6.6	6.5	204.6
2014–15	46.4	17.4	18.2	9.5	11.3	13.9	8.8	9.0	6.4	5.2	200.7
2015–16	49.1	16.9	18.3	6.4	13.1	17.0	9.7	8.4	6.3	5.3	201.8
Average annual per cent change											
1 year	5.8	-2.8	0.6	-32.6	16.1	22.4	10.2	-6.6	-1.1	1.0	0.5
5 year trend	7.0	-1.9	1.4	-12.5	9.5	17.7	2.0	1.6	-0.9	-2.2	2.1

^a Statistics for "China" includes statistics for China, Hong Kong (SAR of China) and Macau (SAR of China).^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 over the last ten years. The countries are sorted in descending order by the total value summed over the ten years, not by the most recent financial year.

Figures are presented in real terms, adjusted for price changes using CPI.

Source: ABS (2017a), ABS (2017b).

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

Financial year	China ^a	Japan	Korea, Republic of Taiwan	India (million tonnes)	Indonesia	Netherlands	Malaysia	Thailand	Brazil	All countries ^b
Exports – country of final destination										
2006–07	169.9	227.3	720	40.5	24.4	80	9.5	6.7	5.8	6.1
2007–08	207.3	238.9	789	42.5	27.3	68	9.0	5.8	5.0	6.8
2008–09	290.9	206.9	86.3	39.5	28.5	70	6.5	6.0	6.2	4.5
2009–10	361.3	231.6	93.1	44.5	36.6	7.7	5.9	5.5	5.7	5.7
2010–11	367.3	224.5	102.3	47.9	36.3	9.1	7.6	7.2	7.6	5.3
2011–12	449.3	226.7	107.6	44.8	34.0	9.6	8.4	8.3	7.0	3.7
2012–13	537.0	236.0	109.2	45.1	38.9	9.2	8.1	7.9	6.8	3.4
2013–14	682.8	236.7	116.1	45.1	42.8	8.8	7.9	8.4	7.5	3.8
2014–15	775.3	233.7	120.2	51.8	55.7	12.2	7.9	12.1	7.4	6.0
2015–16	809.0	234.8	125.2	50.2	55.0	12.1	8.8	11.0	7.2	6.7
Average annual per cent change										
1 year	4.4	0.5	4.2	-3.1	-1.3	-0.6	12.3	-9.5	-2.5	10.3
5 year trend	18.1	0.9	4.1	1.9	11.0	6.1	1.5	10.0	0.1	7.9
Imports – country of origin										
2006–07	7.0	8.7	5.1	4.8	5.4	2.6	4.3	3.4	2.5	2.7
2007–08	7.9	10.9	6.4	4.9	5.3	2.3	4.2	3.7	3.7	3.2
2008–09	7.5	10.2	6.8	5.1	5.2	3.3	4.8	3.4	3.8	2.7
2009–10	8.2	10.4	7.1	6.0	5.5	3.5	4.1	3.5	3.9	3.4
2010–11	10.2	9.7	6.7	6.4	6.4	3.6	4.8	3.6	4.1	4.2
2011–12	11.0	11.1	7.0	6.1	5.8	4.3	4.3	4.2	3.9	4.3
2012–13	11.7	11.2	7.8	6.2	5.8	5.5	4.8	4.2	3.6	3.9
2013–14	12.7	9.4	8.5	7.5	5.3	6.3	5.1	4.2	3.3	3.4
2014–15	14.1	8.2	9.5	7.8	3.3	8.3	4.7	4.8	3.3	4.1
2015–16	14.5	7.1	9.8	8.6	4.3	10.1	5.3	4.4	3.3	3.4
Average annual per cent change										
1 year	3.2	-13.8	2.6	10.5	27.2	21.3	12.8	-7.3	0.9	-16.9
5 year trend	7.8	-7.2	8.7	7.1	-10.3	23.2	2.4	4.0	-4.5	-3.9

^a Statistics for "China" includes statistics for China, Hong Kong (SAR of China) and Macau (SAR of China).

^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 over the last ten years. The countries are sorted in descending order by the total weight summed over the ten years, not by the most recent financial year.

Source: ABS (2017a).

Table I.I | Value of Australia's international sea freight, by commodity group (2015-16 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)	(Exports)	(Exports)	(Exports)	(Exports)	(Exports)	(Exports)	(Exports)	(Exports)
2006-07	21.7	3.9	51.4	47.0	0.4	50	21.9	10.7	2.3	15.6	180.0
2007-08	21.7	3.5	56.1	52.5	0.6	53	20.2	11.8	2.2	13.7	187.7
2008-09	25.5	3.2	67.3	88.6	0.6	5.8	17.5	10.6	2.1	15.2	236.6
2009-10	20.7	2.8	67.3	63.7	0.5	5.0	15.0	8.6	1.8	19.0	204.4
2010-11	23.4	2.5	96.1	75.2	0.6	5.1	16.8	8.5	1.6	17.0	246.7
2011-12	25.4	2.3	102.7	80.3	0.6	4.8	15.3	8.8	1.6	14.1	255.9
2012-13	25.6	2.2	94.3	69.4	0.6	4.5	13.6	8.5	1.5	14.1	234.4
2013-14	28.2	2.2	109.5	71.7	0.7	5.0	14.0	8.7	1.5	9.6	251.2
2014-15	30.8	2.3	88.1	66.0	0.6	5.1	13.9	9.4	1.6	12.7	230.6
2015-16	29.9	2.4	77.9	57.6	0.6	5.6	12.9	8.8	1.9	21.2	218.9
Average annual per cent change											
1-year	-2.9	8.5	-11.6	-12.7	-0.7	8.6	-7.1	-5.8	14.9	66.3	-5.1
5-year trend	5.6	-0.8	-3.8	-5.2	1.9	2.1	-4.4	1.2	2.5	1.2	-2.4
Imports											
2006-07	8.2	1.7	2.9	27.6	0.6	13.1	23.3	66.9	18.8	6.0	169.1
2007-08	8.6	1.8	2.8	36.8	0.6	14.7	23.5	71.9	18.6	8.3	187.7
2008-09	9.7	2.0	2.9	35.0	0.7	16.5	26.5	69.0	21.9	10.0	194.1
2009-10	9.3	1.9	2.2	31.4	0.6	13.6	22.6	68.1	18.7	10.8	179.3
2010-11	9.4	1.9	2.7	37.2	0.6	14.5	23.1	65.2	19.2	4.5	178.3
2011-12	9.9	2.0	2.7	43.3	0.6	15.3	25.2	75.5	19.6	3.3	197.4
2012-13	9.9	2.2	2.4	43.1	0.5	15.2	25.1	74.7	19.6	2.5	195.3
2013-14	11.4	2.7	2.4	44.6	0.6	16.5	26.4	74.0	22.3	3.7	204.6
2014-15	12.4	2.9	3.0	34.3	0.6	17.3	28.5	74.5	24.1	3.2	200.7
2015-16	13.5	3.2	3.0	24.7	0.7	18.1	27.5	78.2	27.2	5.8	201.8
Average annual per cent change											
1-year	8.9	13.4	-2.6	-28.0	16.5	4.6	-3.6	5.0	12.9	83.6	0.5
5-year trend	7.7	11.8	2.3	-7.4	3.1	4.5	3.7	2.5	7.3	4.4	2.1

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

Figures are presented in real terms, adjusted for price changes using CPI.

• Source: ABS (2017a), ABS (2017b).

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

Financial year	0-Food and live animals	1-Beverages and tobacco	Exports	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
				(million tonnes)	(million tonnes)	(million tonnes)	(million tonnes)	(million tonnes)	(million tonnes)	(million tonnes)	(million tonnes)	(million tonnes)
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	
2015–16	31.5	1.1	909.5	440.2	0.6	3.2	5.5	0.9	0.1	1.8	1 394.5	
Average annual per cent change												
1 year	-4.6	6.6	4.9	8.1	-6.0	8.2	-3.7	-4.4	-12.5	-93.6	3.5	
5 year trend	-1.5	-0.4	13.8	8.0	7.0	-1.5	-3.3	0.0	1.9	-38.1	10.2	
Imports												
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	5.7	3.0	0.4	98.9	
2013–14	4.0	1.0	8.3	49.0	0.3	13.3	14.2	5.4	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	
2015–16	4.3	1.0	7.5	48.9	0.4	13.3	14.6	5.4	3.2	0.3	98.9	
Average annual per cent change												
1 year	0.8	3.9	-8.8	1.9	6.8	-1.2	-3.7	-9.7	2.9	-46.1	-1.1	
5 year trend	4.0	7.0	-3.6	1.0	1.6	2.8	4.2	1.5	2.5	-4.6	1.5	

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

Source: ABS (2017a).

CHAPTER 2

Coastal freight

Overview

This chapter summarises statistics about the coastal freight through Australian ports between 2006–07 and 2015–16. 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

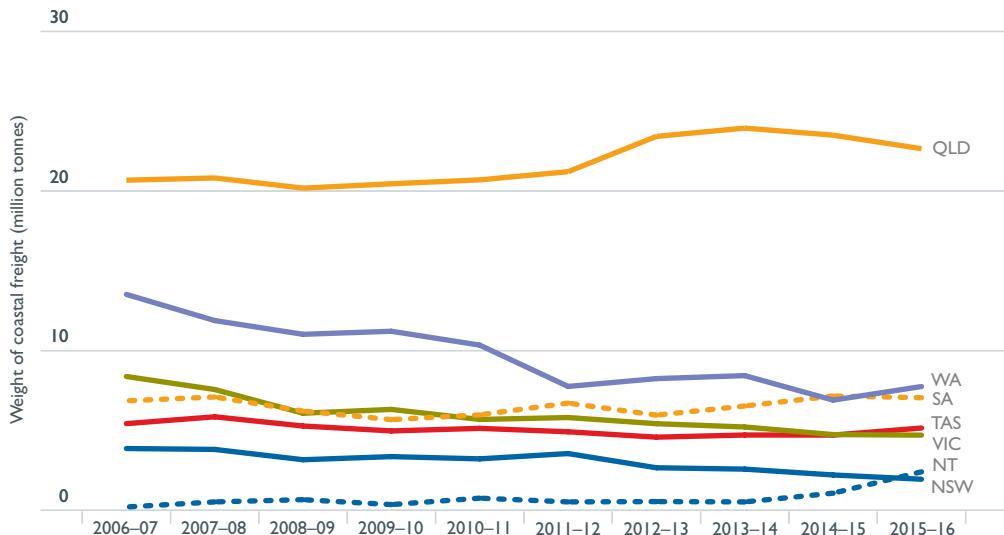
The weight of coastal freight has been derived from data supplied by port authorities in response to BITRE's annual Coastal Freight Survey. The coastal freight task (tonne-kilometre) is calculated by applying port-to-port distances (kilometre) including pilotage (Australian Chamber of Shipping 1993)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

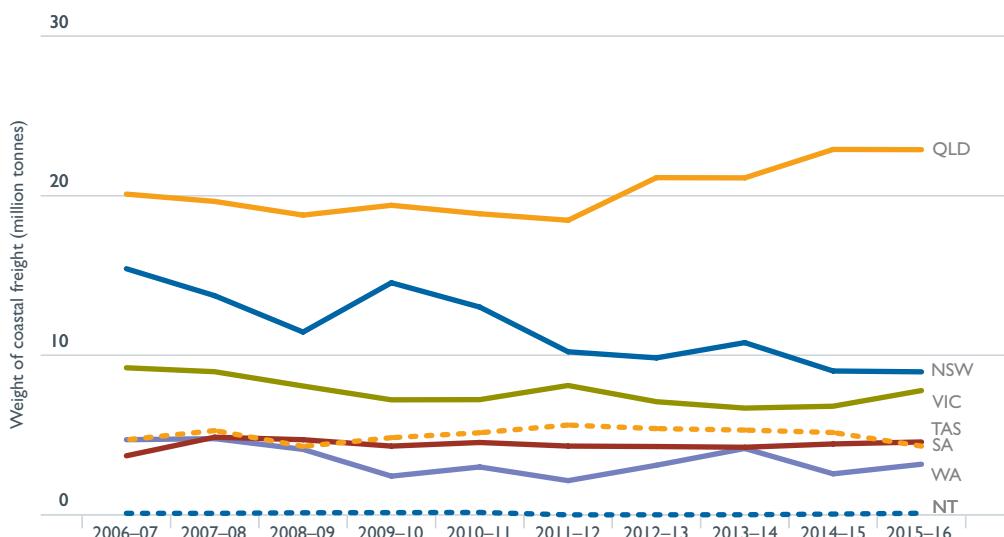
BITRE has endeavoured to reconcile some of the above data problems by matching corresponding loaded and discharged records and, where possible, by comparing to records in the Coastal Trading Licensing System (CTLs, see Chapter 3). Reconciliation was not attempted for many of the smaller shipments. This 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)								
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
2015–16	1.9	4.7	22.7	7.1	7.8	5.2	2.4	0.0	51.7
Average annual per cent change	(%)								
1 year	-12.0	-0.7	-3.6	-1.5	12.3	9.4	125.4	127.1	2.8
5 year trend	-10.7	-4.5	2.3	3.2	-4.9	-0.2	25.3	+14.1	0.0
Discharged	(million tonnes)								
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
2015–16	9.0	7.8	22.9	4.3	3.2	4.6	0.1	0.0	51.8
Average annual per cent change	(%)								
1 year	-0.6	14.4	-0.1	-16.5	23.4	2.8	101.9	24.3	1.7
5 year trend	-6.0	-0.6	4.7	-3.3	3.2	0.3		-4.7	0.4

^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 2.2 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)								
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
2015–16	3.8	4.6	48.8	11.1	30.8	3.6	7.3	0.1	110.2
Average annual per cent change	(%)								
1 year	1.1	2.3	1.5	-3.4	1.9	11.1	89.6	278.9	4.7
5 year trend	-5.6	-5.5	3.1	6.2	-6.3	0.6	20.1	-23.0	-0.2
Discharged	(billion tonne-kilometres)								
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
2015–16	29.3	8.6	51.4	6.0	7.1	7.6	0.2	0.0	110.3
Average annual per cent change	(%)								
1 year	-0.2	9.7	3.4	-11.6	12.5	2.1	74.2	20.8	2.5
5 year trend	-6.3	-2.8	5.4	-4.0	2.4	-1.6		-5.1	-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, 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							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total ^a
NSW	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
	2015–16	67.5	145.1	475.4	887.1	307.6	60.7	1.0	1 944.4
Average annual per cent change									(%)
	5 year trend	2.3	-37.1	-15.0	2.6	1.9	-19.2	-64.0	-10.7
VIC	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
	2015–16	715.8	430.2	223.6	406.1	614.4	2 313.8	2.7	4 706.5
Average annual per cent change									(%)
	5 year trend	-15.0	-4.1	-6.9	-13.2	-1.0	2.3		-4.5
QLD	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
	2015–16	2 413.9	785.6	18 326.4	286.7	182.2	655.6	3.4	22 653.8
Average annual per cent change									(%)
	5 year trend	-0.4	-8.7	3.6	-9.5	-1.1	0.5	-26.0	2.3

(continued)

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

State / territory of loading	Financial year	State / territory of discharging						
		NSW	VIC	QLD	SA	WA	TAS	Total ^a
SA	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
	2015–16	968.6	2 210.0	1 446.0	1 561.4	693.4	169.9	7 051.7
Average annual per cent change								
	5 year trend	-2.2	9.2	19.9	-3.3	-7.6	8.4	3.2
WA	2006–07	5 725.8	2 270.2	1 475.8	470.5	3 311.9	145.9	43.8
	2007–08	5 210.7	2 019.1	369.0	857.7	3 219.1	149.2	60.6
	2008–09	3 843.1	1 688.6	1 259.1	973.5	2 942.3	264.5	52.4
	2009–10	6 580.2	1 615.0	885.8	1 022.1	861.6	149.0	101.0
	2010–11	6 336.1	1 175.6	368.2	983.0	1 031.3	257.4	78.5
	2011–12	4 358.2	999.4	336.2	953.5	795.2	173.2	133.6
	2012–13	4 012.2	1 120.8	360.5	940.1	1 571.5	84.8	35.3
	2013–14	3 784.0	1 038.2	171.4	852.5	2 520.7	33.3	35.8
	2014–15	4 470.3	767.1	155.8	749.3	747.0	0.0	10.3
	2015–16	4 266.8	667.3	145.2	817.5	1 436.0	373.1	33.1
Average annual per cent change								
	5 year trend	-5.4	-10.0	-19.8	-4.9	5.7	-56.2	-29.0
TAS	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
	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
	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
	2015–16	590.1	3 722.4	231.9	428.9		178.6	5 152.3
Average annual per cent change								
	5 year trend	-14.0	1.4	9.2	18.6		-1.3	-0.2

(continued)

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

State / territory of loading	Financial year	State / territory of discharging							Total ^a
		NSW	VIC	QLD	SA	WA	TAS	NT	
NT	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
	2015–16	0.1		1 836.2		0.2	521.8	51.1	2 409.4
Average annual per cent change					(%)				
5 year trend						0.5	-11.5		25.3
Total ^a	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
	2015–16	9 022.7	7 971.0	22 684.6	4 387.6	3 245.6	4 279.4	91.3	51 697.0
Average annual per cent change					(%)				
1 year		-4.6	14.1	0.0	-10.2	35.7	12.1	45.5	2.8
5 year trend		-5.3	-2.2	4.7	-3.5	-0.6	0.6	-19.2	0.0

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 the Port of Newcastle, meaning that it was not possible to estimate trade volumes between these two ports.

c This may include some international transhipments. Also, it was not possible to estimate coal volumes from the Port of Newcastle to Port Kembla 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							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total ^a
NSW	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
	2015–16	12.2	142.9	550.5	1 830.1	1 226.9	68.6	4.6	3 835.8
Average annual per cent change					(%)				
	5 year trend	10.3	-35.5	-12.5	2.9	1.8	-18.1	-63.6	-5.6
VIC	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
	2015–16	796.9	31.2	454.4	396.4	1 855.1	1 009.3	15.4	4 558.7
Average annual per cent change					(%)				
	5 year trend	-13.6	-7.8	-6.7	-13.2	-2.1	2.3		-5.5
QLD	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
	2015–16	3 157.1	1 989.3	39 506.7	1 127.6	918.5	2 086.1	13.0	48 798.2
Average annual per cent change					(%)				
	5 year trend	0.5	-8.7	4.6	-8.5	-2.5	6.1	-25.8	3.1

(continued)

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

State / territory of loading	Financial year	State / territory of discharging							Total ^a
		NSW	VIC	QLD	SA	WA	TAS	NT	
SA	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	5 774.2	165.8	1 233.9	165.8		11 521.5
	2015–16	2 037.2	2 645.8	4 512.9	146.4	1 500.7	292.3		11 135.2
Average annual per cent change					(%)				
	5 year trend	-2.0	8.2	19.7	-6.5	-7.6	6.4		6.2
WA	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
	2015–16	22 685.7	2 002.4	796.8	2 071.4	1 987.6	1 229.7	61.0	30 834.8
Average annual per cent change					(%)				
	5 year trend	-6.0	-8.7	-19.1	-4.8	3.0	-57.1	-35.0	-6.3
TAS	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
	2015–16	599.1	1 699.8	535.9	676.4		96.3		3 607.6
Average annual per cent change					(%)				
	5 year trend	-13.7	1.3	10.4	19.4		-1.2		0.6

(continued)

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

State / territory of loading	Financial year	State / territory of discharging						
		NSW	VIC	QLD	SA	WA	TAS	Total ^a
NT	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
	2015–16	0.3		4 751.3		0.7 2 538.0	49.8	7 340.1
Average annual per cent change				(%)				
5 year trend						0.5	-4.6	20.1
Total ^a	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	49 489.2	6 058.6	6 337.9	5 404.9	134.2 105 244.1
	2015–16	29 288.5	8 567.7	51 108.4	6 248.3	7 520.0	7 356.1	143.7 110 232.9
Average annual per cent change				(%)				
1 year		-3.6	15.2	3.3	3.1	18.7	36.1	7.1 4.7
5 year trend		-5.6	-4.8	6.2	-3.3	-1.6	1.5	-25.2 -0.2

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.

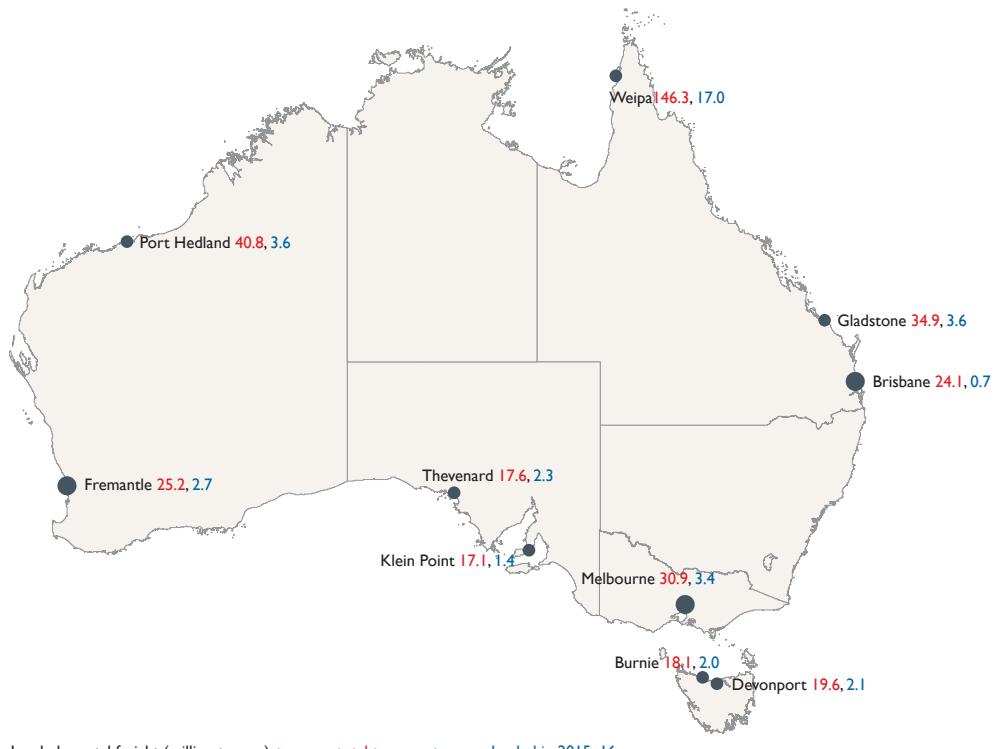
b Data for 2012–13 were not provided by Port Kembla and Port of Newcastle, meaning that it was not possible to estimate trade volumes between these two ports.

c This may include some international transhipments. Also, it was not possible to estimate coal volumes from the Port of Newcastle to Port Kembla 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 2015–16

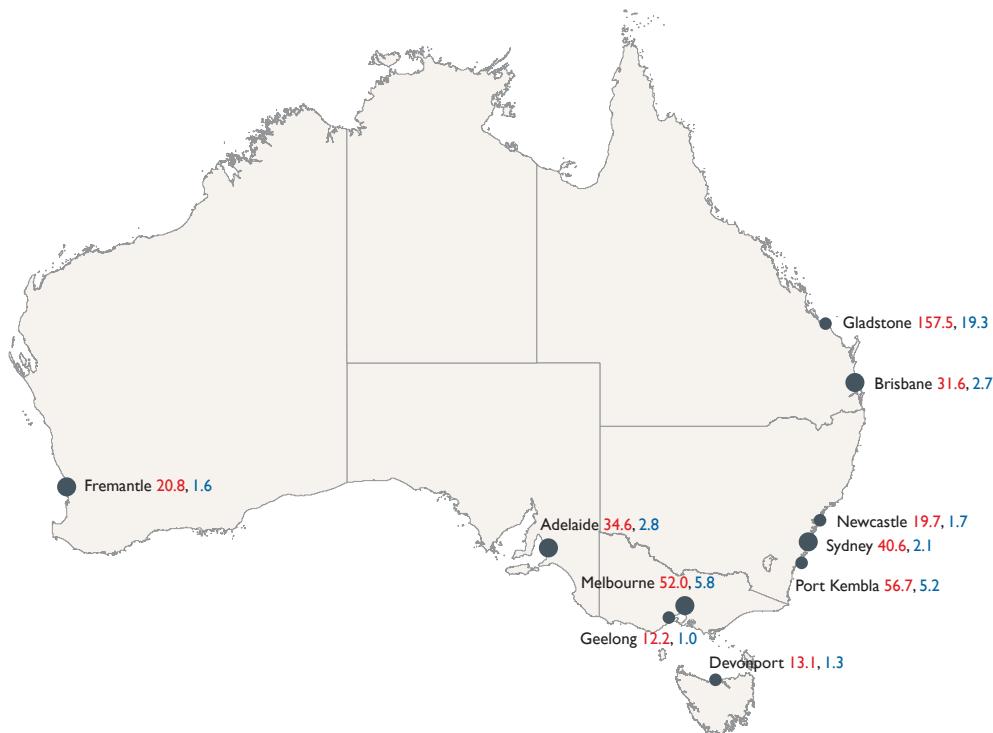


Loaded coastal freight (million tonnes): **ten-year total tonnage**, **tonnage loaded in 2015–16**

Note: The top ten ports are selected based on the total volume of coastal freight loaded in the ten years to 2015–16. 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 2015–16



Note: The top ten ports are selected based on the total volume of coastal freight discharged in the 10 years to 2015–16. 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).

Table 2.5 Top ten ports with largest weight of coastal freight

Financial year	Weipa	Port Hedland	Gladstone	Melbourne	Fremantle	Brisbane	Devonport	Burnie	Thevenard	Klein Point	All ports ^a
Loaded											
2006–07	13.1	4.6	3.8	2.6	2.2	2.3	1.7	1.6	1.3	2.2	58.9
2007–08	13.0	4.4	3.6	3.0	2.5	2.3	1.9	1.6	1.5	1.9	57.6
2008–09	13.1	3.2	3.2	3.0	3.7	2.4	1.9	1.6	1.6	1.4	52.7
2009–10	13.2	5.4	3.6	3.1	3.0	2.6	1.9	1.8	1.6	1.6	52.4
2010–11	13.5	5.4	3.6	3.2	2.5	2.5	1.8	1.9	2.2	1.6	51.9
2011–12	13.7	3.6	3.6	3.3	2.0	3.0	2.0	1.9	2.1	1.9	50.5
2012–13	16.3	3.5	3.1	3.1	2.2	2.9	2.1	1.9	1.4	1.8	50.9
2013–14	16.6	3.4	3.3	3.1	2.2	3.0	2.1	1.9	1.7	1.6	52.0
2014–15	16.7	3.8	3.6	3.2	2.2	2.4	2.2	1.9	1.9	1.8	50.3
2015–16	17.0	3.6	3.6	3.4	2.7	0.7	2.1	2.0	2.3	1.4	51.7
Average annual per cent change											
5 year trend	5.2	-5.6	0.2	0.6	1.8	-18.5	2.6	0.5	0.6	-2.2	0.0
Discharged											
2006–07	14.0	7.2	5.6	6.1	3.1	4.2	3.5	2.1	1.0	1.7	58.0
2007–08	13.8	7.4	5.3	4.2	3.6	3.9	3.7	2.1	1.3	1.8	57.4
2008–09	13.9	5.0	5.1	4.4	2.9	3.7	2.5	2.0	1.3	1.3	51.6
2009–10	14.3	7.2	4.8	5.2	3.2	3.3	1.7	2.1	1.3	0.9	52.8
2010–11	14.4	7.1	5.0	3.8	3.7	3.1	1.5	2.1	1.3	0.9	52.0
2011–12	14.6	4.6	5.1	3.5	4.1	2.7	1.6	2.2	1.4	1.7	48.9
2012–13	17.3	4.1	5.0	3.9	3.9	2.6	1.5	1.9	1.3	1.4	50.9
2013–14	17.6	4.1	4.9	4.6	3.8	1.9	1.6	2.0	1.4	1.0	52.4
2014–15	18.2	4.7	5.4	2.6	3.6	3.7	1.6	1.7	1.4	0.6	51.0
2015–16	19.3	5.2	5.8	2.1	2.8	2.7	1.6	1.7	1.3	1.0	51.8
Average annual per cent change											
5 year trend	6.3	-4.3	2.7	-10.0	-4.7	0.1	0.9	-4.5	0.8	-7.9	0.4

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

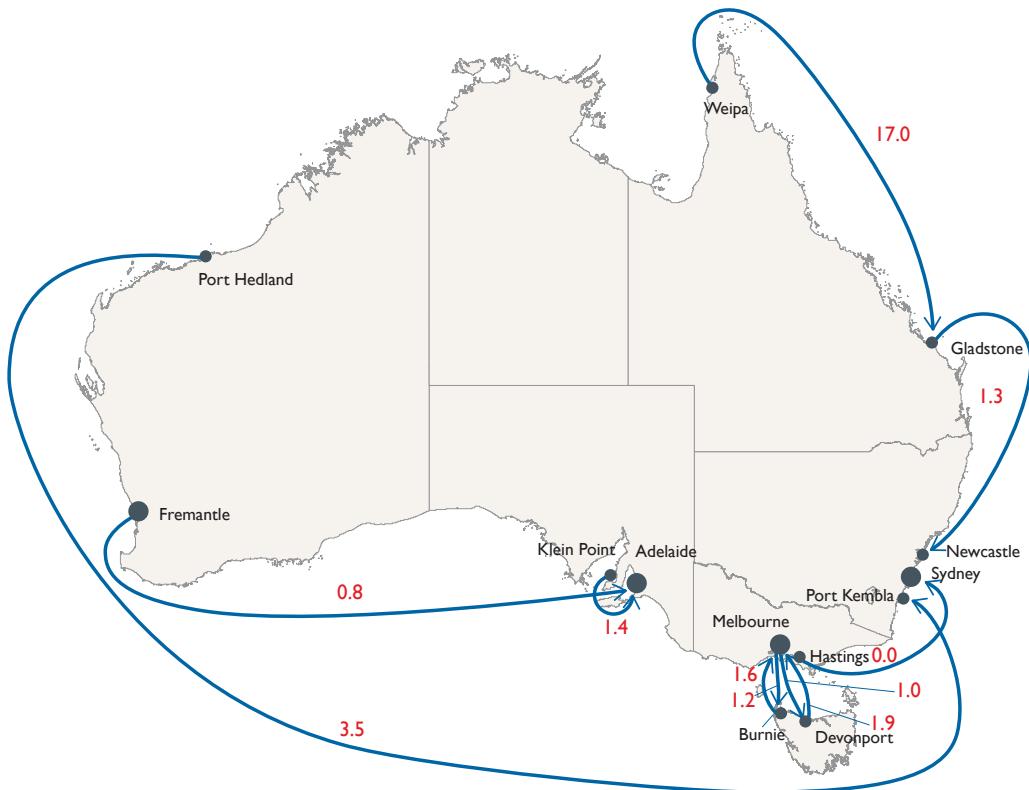
Note: The top ten ports are Australian ports that loaded, or discharged, the largest volume of coastal freight summed over the last ten years. The ports are sorted in descending order by the total volume summed over the ten years, not by the most recent financial year.

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’.

Containerised coastal trade through Sydney in 2014–15 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, 2015–16 (million tonnes)



Note: The top ten routes for coastal freight flow are selected based on the summed coastal freight over the ten years to 2015–16, 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 2015–16 were recorded as 0.04 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	Weipa to Gladstone	Port Hedland to Port Kembla	Klein Point to Adelaide	Devonport to Melbourne	Burnie to Melbourne	Gladstone to Newcastle	Melbourne to Burnie	Hastings to Sydney ^a	Melbourne to Devonport	Fremantle to Adelaide	All flows ^b
(million tonnes)											
2006–07	13.1	4.5	2.2	1.2	1.3	1.4	0.9	2.9	0.8	0.4	58.9
2007–08	13.0	4.3	1.9	1.4	1.3	1.3	1.0	2.3	0.9	0.9	57.6
2008–09	13.1	3.1	1.4	1.4	1.3	1.4	1.0	0.8	0.8	0.9	52.7
2009–10	13.2	5.4	1.6	1.5	1.5	1.4	1.0	1.4	0.9	0.9	52.4
2010–11	13.5	5.3	1.6	1.5	1.5	1.3	1.0	0.8	0.9	1.0	51.9
2011–12	13.7	3.6	1.9	1.6	1.5	1.4	1.1	0.8	1.0	1.0	50.5
2012–13	16.3	3.5	1.8	1.6	1.6	1.1	1.1	0.7	0.9	0.9	50.9
2013–14	16.6	3.4	1.6	1.6	1.5	1.2	1.1	0.5	1.0	0.9	52.0
2014–15	16.7	3.8	1.8	1.8	1.5	1.2	1.1	0.0	1.0	0.7	50.3
2015–16	17.0	3.5	1.4	1.9	1.6	1.3	1.2	0.0	1.0	0.8	51.7
Average annual per cent change											
(%)											
5 year trend	5.2	-5.7	-2.2	4.5	0.2	-1.3	4.0	-59.1	2.1	-5.5	0.0

a Coastal flows from Hastings to Sydney were 0.0 million tonnes (rounded down) in 2014–15 and 2015–16 due to the closure of the Kurnell refinery.

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

Note: The top ten routes for coastal freight flow are the routes between Australian ports that shipped the largest volume of coastal freight over the last ten years. The routes are sorted in descending order by the total volume summed over the ten years, not by 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’.

Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of “0” mean that data was recorded but rounded to zero.

Source: BITRE (2017).

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

Financial year	Dry bulk	Liquid bulk	Container	Other cargo	Total
Weight	(million tonnes)				
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
2015–16	37.8	6.8	5.7	1.4	51.7
Average annual per cent change	(%)				
1 year	6.3	-17.7	4.4	36.8	2.8
5 year trend	2.2	-5.6	5.6	-21.6	0.0
Freight task	(billion tonne-kilometres)				
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
2015–16	89.3	13.4	6.2	1.3	110.2
Average annual per cent change	(%)				
1 year	7.7	-13.9	5.5	46.5	4.7
5 year trend	0.8	-2.5	2.7	-23.3	-0.2

Source: BITRE (2017).

Table 2.8 Weight and freight task of coastal freight loaded, 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
Weight											
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
2015–16	2.1	0.5	32.0	7.0	0.1	1.7	5.4	0.4	1.0	1.5	51.7
Average annual per cent change											
5 year trend	0.3	6.3	2.6	-6.9	28.7	-5.8	0.6	-6.7	-0.2	-6.2	0.0
Freight task											
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
2015–16	2.4	0.7	81.6	14.1	0.1	3.3	5.3	0.5	0.8	1.4	110.2
Average annual per cent change											
5 year trend	0.1	3.2	1.6	-4.0	30.7	-10.3	-1.2	-3.3	0.0	-13.2	-0.2

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

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

Source: BITRE (2017).

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

	0-Food and live animals	1-Beverages and tobacco	2-Crude materials inedible except fuels	3-Mineral fuels and related materials	4-Animal and vegetable 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
Weight of coastal freight loaded in Tasmania											
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	144.9	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
2015–16	692.2	235.4	820.8	2.4	0.4	414.6	2 077.8	143.5	3.6	582.9	4 973.7
Average annual per cent change											
5 year trend	1.1	11.2	-10.3	-29.9	-10.3	-2.1	4.1	-2.4		0.4	-0.2
Weight of coastal freight discharged in Tasmania											
2006–07	535.2	6.1	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	1 505	953.6	4.8	224.3	93.6	186.9	5.2	1247.6	4 653.4
2008–09	361.2	65.4	1 476.8	929.8	3.1	225.0	151.7	185.0		1 355.5	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		120.7	4 091.2
2012–13	434.7	71.2	1 343.9	679.1	1.2	178.1	128.1	167.9		140.9	4 129.6
2013–14	460.5	73.7	215.7	674.8	0.6	172.8	135.3	178.7		158.7	4 070.8
2014–15	460.2	96.8	301.3	648.7	1.3	190.8	127.8	192.4		210.6	4 228.7
2015–16	436.7	115.6	1 378.4	607.7		215.8	143.5	207.3	4.7	1 280.2	4 390.0
Average annual per cent change											
5 year trend	0.3	10.4	0.2	-5.1		0.3	0.4	0.4		2.9	0.4

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

"nes" stands for "Not Elsewhere Specified".

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

Source: BITRE (2017).

CHAPTER 3

Coastal trading under permit and licence

Overview

The current coastal trading licensing regime was created by the *Coastal Trading (Revitalising Australian Shipping) Act 2012* (the Act) on 1 July 2012 to regulate access to the coastal trade. It replaced the previous permit system that was established under Part VI of the *Navigation Act 1912*. The regime is managed by the Australian Department of Infrastructure, Regional Development and Cities (DIRDC).

As part of the 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).
 - Applications for new temporary licences must include a minimum of five voyages; however, licences may also be varied after issue.

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.

- Information about applications is provided by the Department to all general licence holders and allows them to provide notice that a general licenced 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 summaries 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 2015–16 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 2015–16 was extracted from the Coastal Trading Licensing System (CTLS) maintained by DIRDC. 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 2015–16

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 2015–16), 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 ^b	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
	2015–16	4.6	0.0	5.8	10.4	12.2	0.4	81.1	20.1
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		7.1	11.4	36.8		14.0
	2015–16	3.3	0.6		3.9	8.7	8.6		7.5
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
	2015–16	13.1	5.4	1.5	20.0	34.6	80.1	21.6	38.7
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
	2015–16	20.9	6.0	7.3	34.3	55.4	89.1	102.7	66.3
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
	2015–16	37.8	6.8	7.1	51.7	100.0	100.0	100.0	100.0

(continued)

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

		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 ^b	Total
		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
	2015–16	4.5	0.0	2.6	7.1	5.0	0.0	34.8	6.5
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		18.7	16.5	32.4		17.7
	2015–16	10.9	1.4		12.3	12.2	10.7		11.2
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
	2015–16	35.8	11.1	3.9	50.8	40.1	82.9	51.6	46.1
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	103.3	81.8	62.6
	2015–16	51.1	12.5	6.5	70.2	57.3	93.6	86.4	63.7
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
	2015–16	89.3	13.4	7.6	110.2	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.

Blank cells mean no data was recorded for the categories, or per cent changes was not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero. Differences in reporting and processing for CTLS and the BITRE Coastal Freight Survey may lead to slight differences in reporting.

Source: BITRE (2017), DIRDC (2017).

Table 3.2 Usage of coastal trade permits and temporary licences

Coastal Trade Permits (2002–03 to 2011–12)							Freight transported on permits					
Financial year	Number of voyages on permits			Tonnage			Containerised					
	Voyages with no cargo carried ^a			CVP	SVP	Total	(million tonnes)	CVP	SVP	Total	(TEUs)	
	CVP	SVP	Total									
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	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 2015–16)												
	Number of voyages under temporary licence ^b			Tonnage (million tonnes) ^c			Containerised (TEUs) ^d					
	Temporary licence			Temporary licence			Temporary licence					
2012–13 ^e	1 625			9.8			48 270					
2013–14	1 876			13.5			64 954					
2014–15	1 963			15.3			67 929					
2015–16	2 327			20.0			75 625					

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 voyages shipping general cargo where volume (in tonnes and TEU) could not be calculated. In 2012–13 there were 72 such voyages. In 2013–14 there were 60 such voyages. In 2014–15 there were 42 such voyages. In 2015–16 there were 51 such voyages.

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

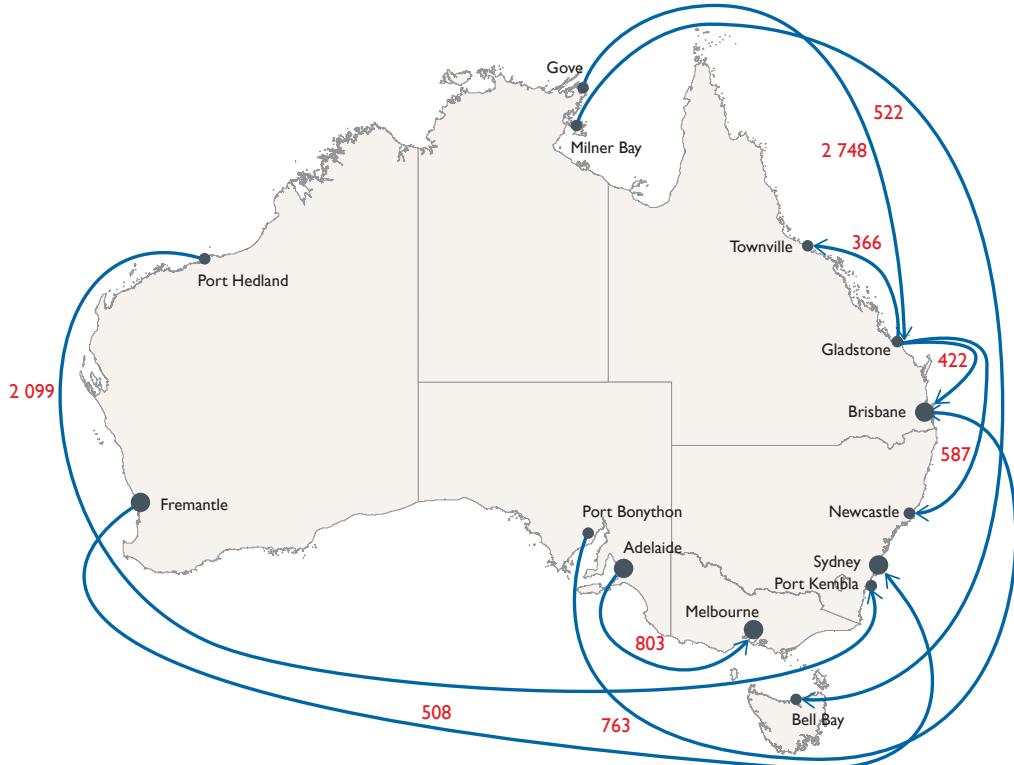
e The CLTS and permits system both operated in 2012–13, meaning the 2012–13 CLTS figures may underestimate 2012–13 trade.

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.

Sources: DIT (2013), DIRDC (2017).

Figure 3.1 Top ten routes for tonnage of freight carried under temporary licences, 2015–16 ('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 four years (2012–13 to 2015–16). 2015–16 freight volumes are displayed in the figure. Though Port Bonython to Sydney is in the top ten routes for 2012–13 to 2015–16, there was no recorded coastal freight carried under temporary licence on this route in 2015–16.

Source: DIRDC (2017).

Table 3.3 Tonnage of freight carried on permits and under temporary licence: The top ten routes

Coastal Trade Permits (2002–03 to 2011–12)											
Financial year	Port Hedland to Port Kembla	Gladstone to Newcastle	Hastings to Sydney	Port Latta to Port Kembla	Port Bonython to Sydney	Milner Bay to Bell Bay	Gladstone to Brisbane	Melbourne to Fremantle	Gladstone to Townsville	Fremantle to Adelaide	All routes under permit ^a
Weight	(‘000 tonnes)										
2007–08	2 611.2	1 399.4	635.9	1 554.2	400.9	543.1	57.0	236.4	154.3	605.9	15 354.3
2008–09	1 362.5	1 296.6	991.8	1 007.6	795.9	475.8	493.3	259.4	199.7	483	13 673.9
2009–10	2 968.8	1 348.1	921.5	175.4	801.4	372.9	641.0	352.5	386.7	257.8	14 757.3
2010–11	3 606.4	341.3	711.0	453	281.5	563.9	491.6	504.5	428.8	210.9	14 045.8
2011–12	2 317.5	1 537	734.5	124.1	382.2	207.9	474.8	488.3	229.8	11 790.8	
Voyages on permits											
2007–08	19	33	33	35	9	14	16	194	23	169	2 985
2008–09	10	31	36	23	21	13	32	209	17	41	2 141
2009–10	23	27	32	4	17	9	52	254	22	72	2 372
2010–11	26	8	25	1	8	14	44	280	25	39	2 050
2011–12	17	4	21	3	8	11	271	32	19	1745	

Table 3.3 Tonnage of freight carried on permits and under temporary licence: The top ten routes (continued)

Coastal Trading Licensing System (2012–13 to 2015–16)										All routes under temporary licence ^b	
Financial year	Port Hedland to Port Kembla	Gove to Gladstone	Port Bonython to Brisbane	Port Bonython to Sydney	Milner Bay to Bell Bay	Gladstone to Brisbane	Gladstone to Townsville	Adelaide to Melbourne	Fremantle to Sydney	Gladstone to Newcastle	All routes under temporary licence ^b
2012–13 ^d	1 506.3	60.5	42.1	467.1	390.4	315.4	388.0	112.4	234.2	112.9	9 806.9
2013–14	1 509.0	432.8	29.3	1 407.0	518.8	42.8	683.9	226.3	376.7	523.2	13 520.4
2014–15	2 071.4	744.9	1 327.8	284.6	462.0	732.3	395.7	557.4	560.0	328.4	15 306.2
2015–16	2 098.5	2 747.8	763.0	521.8	422.2	365.5	803.3	508.2	587.0	20 016.0	
Licensed voyages											
2012–13 ^d	11	1	1	8	8	18	20	5	17	9	1 625
2013–14	11	7	6	23	11	36	24	9	23	24	1 876
2014–15	15	12	19	4	10	53	20	30	25	15	1 963
2015–16	16	44	11	11	32	22	38	22	21	24	2327

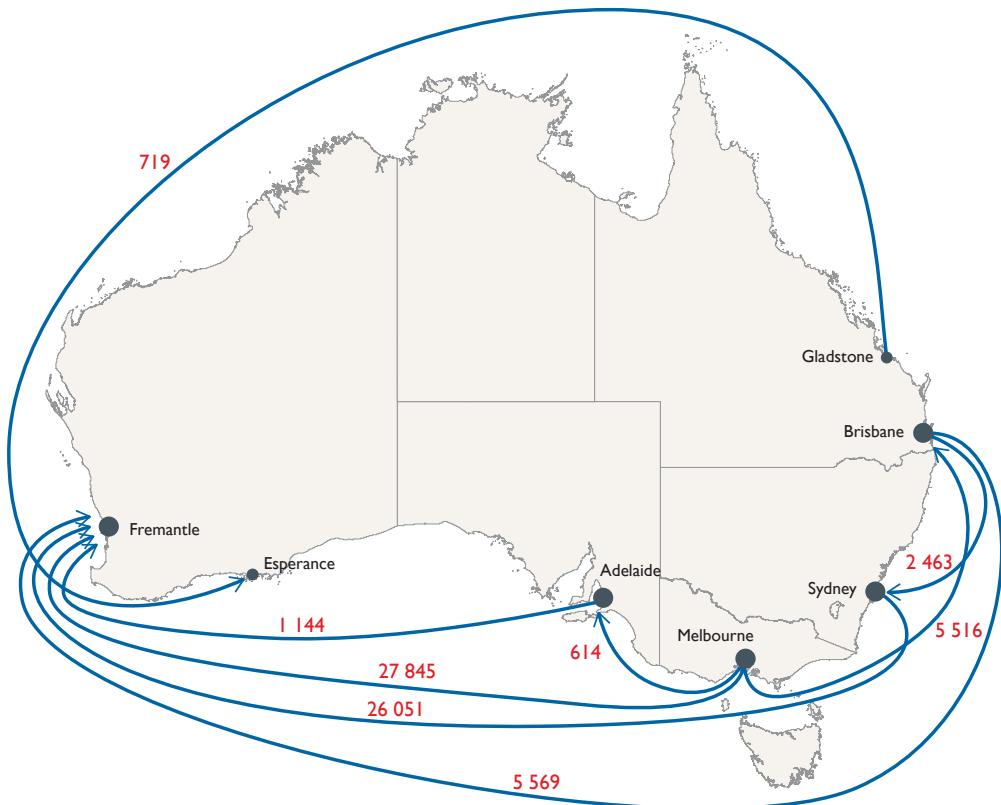
^a "All routes under permit" include the top ten routes under permit and other routes under permit not listed separately.^b "All routes under temporary licence" include the top ten routes under temporary licence and other routes under temporary licence not listed separately.^c Tonnage was estimated for 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 four years for temporary licences (2012–13 to 2015–16). The routes for 2007–08 to 2011–12 are sorted in descending order by the total tonnage over the five years and the routes from 2012–13 to 2015–16 are sorted in descending order by the total tonnage over the four years, not by 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'.

Source: DIT (2013) and DIRDC (2017).

Figure 3.2 Top ten routes for containerised freight under temporary licences, 2015–16 (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 four years (2012–13 to 2015–16). 2015–16 freight volumes are displayed in the figure.

During 2015–16, 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 2015–16.

Source: DIRDC (2017).

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

	Coastal Trade Permits (2002–03 to 2011–12)	Sydney to Fremantle	Melbourne to Brisbane	Brisbane to Fremantle	Adelaide to Fremantle	Bell Bay to Fremantle (TEUs)	Brisbane to Darwin	Melbourne to Adelaide	Darwin to Gove	Gove to Darwin	All routes under permit ^a
Financial year	Melbourne to Fremantle	Sydney to Fremantle	Melbourne to Brisbane	Brisbane to Fremantle	Adelaide to Fremantle	Bell Bay to Fremantle (TEUs)	Brisbane to Darwin	Melbourne to Adelaide	Darwin to Gove	Gove to Darwin	All routes under permit ^a
Containerised freight											
2007–08	14 257	6 667	9 860	894	350	3 303	1 034	1 254			44 354
2008–09	18 879	6 479	7 472	1 097	548	1 900	1 298	1 156			44 320
2009–10	26 618	15 479	9 511	3 310	1 405	2 701	1 373	625	2 038	1 682	68 920
2010–11	37 716	22 487	3 517	3 489	1 554		865	1 374	2 544	2 437	79 310
2011–12	37 116	24 924	3 501	7 445	4 261		435	459			79 741
<i>Voyages on permits where containers were carried</i>											
2007–08	104	45	165	34	40	13	14	60			770
2008–09	99	33	143	19	57	0	19	56			730
2009–10	113	99	178	53	68	4	17	50	15	14	887
2010–11	172	234	32	43	55		16	30	20	20	806
2011–12	230	227	27	113	95		10	29			826

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

Coastal Trading Licensing System (2012–13 to 2015–16)		Melbourne to Fremantle		Sydney to Fremantle		Melbourne to Brisbane		Brisbane to Fremantle		Brisbane to Sydney		Adelaide to Fremantle		Melbourne to Adelaide		Gladstone to Esperance		Darwin to Gove		Gove to Darwin		All routes under temporary licence ^a	
Financial year	Containerised freight ^b	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	(TEUs)	
2012–13 ^c	21 187	11 791	2 926	3 450	1 386	1 016	194	2 607	2 051	48 270													
2013–14	30 117	19 987	3 423	3 447	3 038	1 452	1 402	1 087	175	64 954													
2015–16	27 523	23 814	5 569	1 864	3 692	1 378	1 598	773		67 929													
2014–15	27 845	26 051	5 516	5 569	2 463	1 144	614	719		75 625													
<i>Voyages on permits</i>																							
2012–13 ^c	139	120	17	78	42	51	49	34	2	20													
2013–14	189	147	28	60	49	53	45	10															
2014–15	186	135	28	51	49	53	45	8															
2015–16	196	149	26	51	22	52	37	7															

^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 four years for temporary licences (2012–13 to 2015–16). The routes for 2007–08 to 2011–12 and from 2012–13 to 2015–16 are sorted in descending order by the total TEU count over the relevant time period, not by the last 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'.

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

Source: DIT (2013) and DIRDC (2017).

CHAPTER 4

Australian port activity

Overview

This chapter shows activities in Australian ports from 2006–07 to 2015–16. 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 (2017a), and tonnage of domestic (coastal) from BITRE's Coastal Freight Survey (BITRE 2017). The vessel movement information used to report ship activity is based on data obtained from Lloyd's List Intelligence.

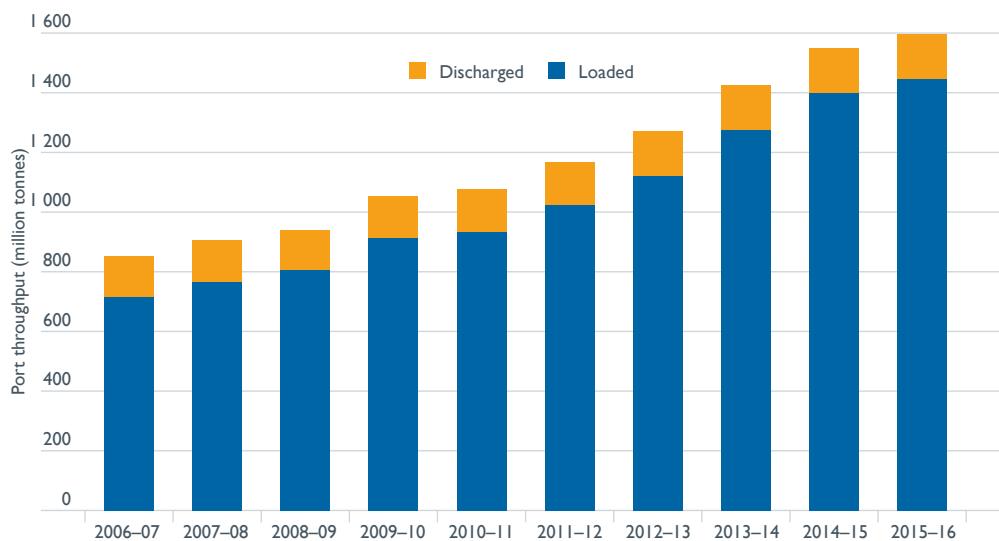
Lloyd's List Intelligence does not appear to provide full coverage of very small ports such as those that service remote communities. Hence vessels that mostly service very small ports may only be captured when they call at larger ports.

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 (2017a), 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)								
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	210.0	23.8	511.8	10.5	14.5	1.4	933.2
2011–12	155.8	26.1	218.1	27.6	571.8	8.9	13.8	1.6	1 023.7
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
2015–16	179.8	23.0	289.4	25.6	897.5	10.9	20.0	0.0	1 446.2
Average annual per cent change	(%)								
1 year	-3.2	-4.8	4.6	-16.3	5.6	9.5	-1.6	127.1	3.5
5 year trend	5.4	0.2	7.1	2.5	12.6	1.9	8.6	-65.2	9.7
Discharged	(million tonnes)								
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	28.0	41.8	7.6	19.1	5.1	7.4	0.0	144.1
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	22.1	4.8	7.8	0.0	149.8
2013–14	29.7	29.4	47.1	8.7	24.3	4.9	7.4	0.0	151.4
2014–15	31.0	29.5	46.3	9.1	22.9	5.2	7.0	0.0	151.0
2015–16	32.1	29.5	44.8	8.8	22.7	5.5	7.2	0.0	150.7
Average annual per cent change	(%)								
1 year	3.6	-0.1	-3.2	-3.5	-0.7	6.9	3.1	24.4	-0.2
5 year trend	-1.3	1.1	1.6	2.9	3.8	1.7	-0.5	-4.7	1.1

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

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

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

Sources: ABS (2017a), BITRE (2017).

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

Financial year	Port Hedland	Dampier	Newcastle	Port Walcott	Hay Point	Gladstone	Weipa	Abbot Point	Port Kembla	Fremantle	All ports ^a
Loaded											
2006–07	111.4	128.2	82.8	53.9	86.4	58.4 (million tonnes)	19.3	11.2	16.2	12.6	716.1
2007–08	129.9	137.9	90.3	56.4	80.3	60.4	22.1	12.4	16.6	12.8	764.5
2008–09	158.0	141.9	92.5	56.9	82.0	62.6	20.5	14.8	16.9	15.6	805.9
2009–10	178.1	169.4	99.8	78.7	99.3	67.0	20.4	16.9	18.0	15.4	914.3
2010–11	197.2	166.7	111.7	80.9	87.8	59.5	22.4	15.0	19.6	13.0	933.2
2011–12	243.8	173.6	126.2	81.8	83.3	66.4	24.9	13.6	20.9	14.3	1023.7
2012–13	286.5	181.2	146.3	84.8	96.4	65.2	29.0	17.5	18.4	18.1	121.1
2013–14	366.6	175.7	157.1	120.3	108.3	77.1	30.7	22.8	15.7	19.3	273.8
2014–15	442.0	167.9	162.9	157.4	114.9	78.3	31.8	28.7	16.1	20.6	397.3
2015–16	455.6	169.7	160.7	187.7	115.6	92.7	33.2	26.4	12.5	20.1	1462.1
Average annual per cent change						(%)					
1 year	3.1	1.1	-1.3	0.6	1.92	18.4	4.3	-8.1	-22.4	-2.7	3.5
5 year trend	19.4	-0.1	7.9	7.3	20.5	8.6	8.3	16.4	-8.8	9.9	9.7
Discharged											
2006–07	21.8	17.7	16.1	16.2	12.4	9.4 (million tonnes)	6.8	5.3	5.3	5.2	135.8
2007–08	21.4	18.8	16.0	16.4	13.6	9.8	7.1	6.0	5.4	5.3	142.0
2008–09	19.9	17.3	16.5	16.0	12.5	7.1	6.5	5.0	6.2	4.8	133.2
2009–10	21.3	17.3	16.7	16.6	12.1	9.9	6.3	5.6	5.3	5.9	138.4
2010–11	21.5	18.4	17.0	17.2	13.0	10.2	7.4	5.7	6.1	6.0	144.1
2011–12	21.2	19.3	17.9	17.4	13.7	6.5	7.3	6.3	5.4	6.2	143.8
2012–13	21.3	19.0	21.0	18.3	13.9	5.6	7.9	6.4	6.3	6.7	149.8
2013–14	20.7	19.3	20.9	18.2	14.4	5.5	8.5	6.6	6.5	5.5	151.4
2014–15	20.0	19.4	21.3	17.9	15.2	7.1	8.3	7.2	6.9	5.2	151.0
2015–16	20.4	19.8	22.6	16.1	14.8	7.6	7.7	6.8	7.1	3.8	150.7
Average annual per cent change						(%)					
1 year	2.0	1.9	6.1	-9.8	2.6	6.9	-6.8	-5.3	2.8	-27.3	-0.2
5 year trend	-1.4	1.2	5.8	-0.8	2.9	-3.4	2.0	3.8	4.6	-8.3	1.1

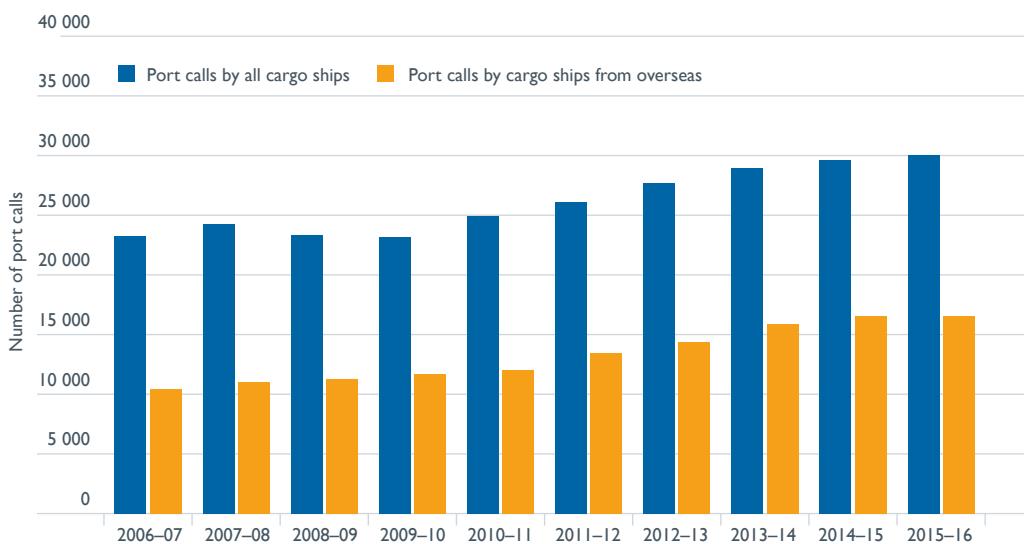
^a “All ports” include the top ten ports and other ports not listed separately.

Note: The top ten ports are selected based on the total tonnage loaded (exported), or discharged (imported), over the most recent ten years. The ports are sorted in descending order by the total tonnage over ten years, not by the most recent financial year.

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

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

Sources: ABS (2017a), 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.

Recorded ship movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 4 overview.

Source: Lloyd's List Intelligence (2017).

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								<i>(number)</i>	
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	5 101	3 997	7 811	1 830	8 418	1 569	858		29 584
2015–16	4 920	4 203	7 990	1 856	8 663	1 686	737	1	30 056
Average annual per cent change								<i>(%)</i>	
1 year	-3.5	5.2	2.3	1.4	2.9	7.5	-14.1		1.6
5 year trend	2.0	-0.2	4.3	5.5	7.6	1.1	4.8		3.9
Port calls by cargo ships from overseas								<i>(number)</i>	
2006–07	1 762	936	3 543	120	3 406	161	464	23	10 415
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	2 977	846	4 496	285	7 144	125	672		16 545
2015–16	2 774	819	4 599	268	7 336	150	581	1	16 528
Average annual per cent change								<i>(%)</i>	
1 year	-6.8	-3.2	2.3	-6.0	2.7	20.0	-13.5		-0.1
5 year trend	5.6	-0.1	4.7	1.4	10.4	8.3	4.1		6.8

^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.

Recorded ship movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 4 overview.

Source: Lloyd's List Intelligence (2017).

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

Financial year	Melbourne	Brisbane	Newcastle	Sydney	Port Hedland	Fremantle	Gladstone	Dampier	Hay Point	Adelaide	All ports ^a
Port calls by all cargo ships											
2006–07	3 386	2 410	1 307	2 294	879	1 565	1 368	929	962	779	23 244
2007–08	3 390	2 395	1 481	2 233	953	1 594	1 504	963	955	821	24 239
2008–09	3 032	2 265	1 490	1 886	1 172	1 688	1 518	1 184	992	759	23 365
2009–10	2 846	2 219	1 538	1 608	1 168	1 635	1 495	1 226	1 138	714	23 127
2010–11	3 274	2 380	1 774	1 703	1 312	1 603	1 422	1 408	847	844	24 966
2011–12	3 238	2 460	1 903	1 697	1 672	1 698	1 559	1 439	816	1 016	26 072
2012–13	3 313	2 469	2 119	1 781	1 913	1 816	1 628	1 500	901	1 114	27 659
2013–14	3 209	2 475	2 282	1 792	2 385	1 790	1 726	1 494	1 031	1 102	28 933
2014–15	3 109	2 498	2 390	1 741	2 719	1 634	1 702	1 412	1 21	1 18	29 584
2015–16	3 189	2 353	2 221	1 726	2 712	1 705	1 913	1 401	1 145	1 155	30 056
Average annual per cent change											
1 year	2.6	-5.8	-7.1	-0.9	-0.3	4.3	12.4	-0.8	2.1	3.3	1.6
5 year trend	-0.8	0.0	5.5	0.4	16.4	0.5	5.3	-0.2	7.7	5.4	3.9
Port calls by cargo ships from overseas											
Port Hedland	Newcastle	Brisbane	Dampier	Fremantle	Gladstone	Hay Point	Sydney	Melbourne	Port	Walcott	All ports ^a
2006–07	801	819	1 151	800	879	668	832	722	701	319	10 415
2007–08	848	983	1 176	835	885	743	803	745	720	326	11 019
2008–09	1 081	1 007	1 113	1 036	960	838	888	721	563	324	11 306
2009–10	1 083	1 132	1 033	1 074	965	874	1 030	623	477	354	11 685
2010–11	1 204	1 280	1 153	1 223	923	794	733	628	543	440	12 053
2011–12	1 560	1 415	1 245	1 286	997	912	736	651	689	458	13 417
2012–13	1 808	1 626	1 275	1 394	1 096	934	833	553	666	486	14 391
2013–14	2 275	1 837	1 359	1 383	1 163	998	948	563	610	666	15 882
2014–15	2 628	1 993	1 290	1 319	1 065	967	1 019	665	564	849	16 545
2015–16	2 655	1 834	1 201	1 298	1 107	1 144	1 045	692	502	1 016	16 528
Average annual per cent change											
1 year	1.0	-8.0	-6.9	-1.6	3.9	18.3	2.6	4.1	-11.0	19.7	-0.1
5 year trend	17.8	8.8	1.1	1.1	3.4	6.1	8.6	1.6	-3.0	19.9	6.8

^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 the most recent ten years. The ports are sorted by the total number of port calls over ten years, not by 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". Recorded ship movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 4 overview.

Source: Lloyd's List Intelligence (2017).

Table 4.5 Number of port calls, by ship type

Financial year	Bulk carriers	Chemical tankers	Container carriers	General cargo ships (number)	LNG tankers	LPG tankers	Livestock carriers	Tankers	Vehicle carriers	Total
Port calls by all cargo ships										
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	10 115	455	3 813	4 025	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	12 578	557	4 211	4 632	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	14 921	486	4 087	4 689	401	464	368	2 748	1 420	29 584
2015–16	15 143	412	4 200	4 529	591	550	391	2 783	1 457	30 056
Average annual per cent change										
1 year	1.5	-15.2	2.8	-3.4	47.4	185	6.3	1.3	2.6	1.6
5 year trend	7.7	-4.0	-0.4	0.6	12.1	7.6	13.9	-0.1	0.1	3.9
Port calls by cargo ships from overseas										
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	7 268	156	1 456	786	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	9 419	161	1 617	910	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	11 626	126	1 622	739	392	158	324	1 162	396	16 545
2015–16	11 578	100	1 623	592	571	141	331	1 171	421	16 528
Average annual per cent change										
1 year	-0.4	-20.6	0.1	-19.9	45.7	-10.8	2.2	0.8	6.3	-0.1
5 year trend	9.5	-9.0	0.5	-6.1	11.5	2.9	14.3	4.0	0.7	6.8

Note: Recorded ship movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 4 overview.

Source: Lloyd's List Intelligence (2017).

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

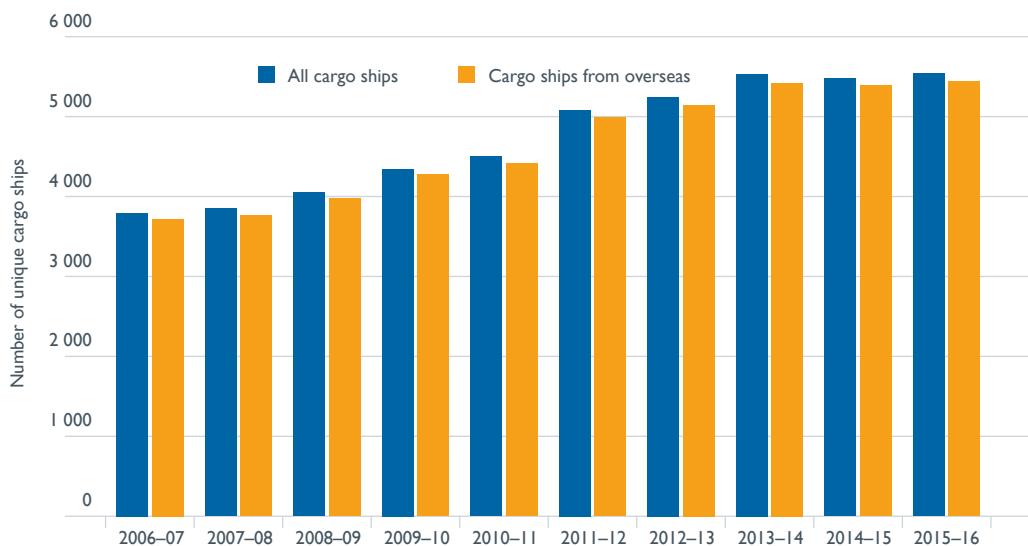
Financial year	Ship size (Deadweight tonnage, '000 tonnes)								Total ^a
	<5	5–10	10–20	20–40	40–60	60–80	80–150	>150	
Port calls by all cargo ships								(number)	
2006–07	1 167	3 151	3 177	5 389	4 546	2 205	1 642	1 967	23 244
2007–08	1 216	2 533	3 787	5 615	4 897	2 250	1 819	2 122	24 239
2008–09	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	2 546	2 364	2 984	24 966
2011–12	1 068	2 269	3 941	4 449	5 536	2 578	2 755	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	3 712	3 758	5 321	29 584
2015–16	1 685	2 590	3 160	4 353	5 108	3 569	4 114	5 477	30 056
Average annual per cent change								(%)	
1 year	4.9	3.0	0.2	3.0	-3.4	-3.9	9.5	2.9	1.6
5 year trend	10.1	2.9	-5.1	-1.1	-1.0	9.1	11.7	13.7	3.9
Port calls by cargo ships from overseas								(number)	
2006–07	422	421	929	2 127	1 961	1 606	1 148	1 801	10 415
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	1 810	1 699	2 662	12 053
2011–12	247	526	1 054	2 004	2 485	1 749	2 101	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	2 269	3 047	5 129	16 545
2015–16	270	500	676	1 926	2 577	1 998	3 316	5 265	16 528
Average annual per cent change								(%)	
1 year	-15.4	-1.2	-14.0	2.6	-1.3	-11.9	8.8	2.7	-0.1
5 year trend	3.0	2.2	-8.0	-0.6	2.2	4.3	14.2	15.2	6.8

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

Note: Recorded ship movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 4 overview.

Source: Lloyd's List Intelligence (2017).

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 (2017).

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

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Total ^b			
All cargo ships				(number)								
2006–07	1 726	1 071	3 123	596	2 739	370	330	32	3 796			
2007–08	1 789	1 112	3 255	600	2 691	369	349	20	3 852			
2008–09	1 839	1 033	3 311	673	2 969	337	353	30	4 048			
2009–10	1 855	994	3 433	590	3 044	327	432	5	4 343			
2010–11	2 050	1 192	3 344	784	3 395	338	417		4 502			
2011–12	2 214	1 386	3 560	863	3 857	265	405	2	5 082			
2012–13	2 343	1 389	3 694	809	4 095	286	392		5 245			
2013–14	2 206	1 437	3 772	858	4 356	303	483		5 530			
2014–15	2 192	1 249	3 768	814	4 244	308	432		5 475			
2015–16	2 251	1 335	3 951	832	4 270	394	386	1	5 540			
Average annual per cent change				(%)								
1 year	2.7	6.9	4.9	2.2	0.6	27.9	-10.6		1.2			
5 year trend	1.1	0.8	3.0	0.5	4.4	3.7	0.0		3.8			
Cargo ships from overseas				(number)								
2006–07	921	424	2 201	109	2 116	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	2 613	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	2 709	214	3 305	87	311		5 146			
2013–14	1 307	529	2 835	237	3 562	104	397		5 419			
2014–15	1 434	466	2 853	256	3 576	102	354		5 387			
2015–16	1 419	438	3 002	246	3 591	124	295	1	5 439			
Average annual per cent change				(%)								
1 year	-1.0	-6.0	5.2	-3.9	0.4	21.6	-16.7		1.0			
5 year trend	2.8	-0.5	3.8	1.3	6.0	7.5	0.0		3.9			

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

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

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

Source: Lloyd's List Intelligence (2017).

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

Financial year	Newcastle	Gladstone	Brisbane	Fremantle	Hay Point	Port Hedland	Melbourne	Dampier	Port Kembla	Sydney	All ports ^a
All cargo ships											
2006–07	706	737	786	745	704	491	697	513	324	671	3 796
2007–08	706	795	794	709	682	485	655	533	396	662	3 852
2008–09	760	852	841	838	718	550	653	621	497	555	4 048
2009–10	810	879	824	810	836	590	634	652	543	476	4 343
2010–11	905	832	891	795	689	679	689	731	612	506	4 502
2011–12	977	906	993	905	637	801	827	709	633	577	5 082
2012–13	1 026	947	1 007	964	701	858	839	729	743	543	5 245
2013–14	1 049	999	905	946	807	957	818	750	602	523	5 530
2014–15	1 046	944	872	834	830	990	734	731	612	512	5 475
2015–16	1 073	1 022	893	882	870	971	760	719	613	543	5 540
Average annual per cent change											
1 year	2.6	8.3	2.4	5.8	4.8	-1.9	3.5	-1.6	0.2	6.1	1.2
5 year trend	3.1	3.5	-1.4	0.7	6.2	7.5	0.3	0.1	-0.9	-0.1	3.8
Cargo ships from overseas											
Financial year	Newcastle	Port Hedland	Hay Point	Gladstone	Fremantle	Dampier	Brisbane	Port Walcott	Sydney	Townsville	All ports ^a
2006–07	490	441	621	500	506	437	437	221	237	222	3 716
2007–08	507	442	606	520	492	459	440	198	274	220	3 764
2008–09	550	513	654	609	559	549	500	217	277	240	3 974
2009–10	643	546	775	659	581	563	525	212	242	254	4 277
2010–11	715	624	604	614	536	640	577	254	258	270	4 416
2011–12	763	751	580	677	640	621	627	260	284	291	4 986
2012–13	806	805	643	706	691	666	639	262	229	289	5 146
2013–14	852	900	744	745	704	682	585	361	215	263	5 419
2014–15	892	939	750	737	631	679	539	353	281	280	5 387
2015–16	879	929	803	792	679	661	549	412	313	281	5 439
Average annual per cent change											
1 year	-1.5	-1.1	7.1	7.5	7.6	-2.7	1.9	16.7	11.4	0.4	1.0
5 year trend	4.5	8.2	6.9	4.6	3.4	1.3	-2.2	11.0	2.5	0.0	3.9

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

Note: The top ten ports are selected based on the total number of unique cargo ships that called at the ports over the most recent ten years. The ports are sorted in descending order by the total number of ships over ten years, not by 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'.

Source: Lloyd's List Intelligence (2017).

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	LPG tankers	Livestock carriers	Tankers	Vehicle carriers	Total
All cargo ships										
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	2 926	67	288	336	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	3 612	70	310	378	53	55	23	517	227	5 245
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
2015–16	3 986	46	318	241	105	55	33	534	222	5 540
Average annual per cent change										
1 year	1.0	0.0	6.7	-22.8	52.2	0.0	6.5	6.0	4.2	1.2
5 year trend	5.5	-10.0	0.2	-8.1	20.2	1.9	5.9	2.7	2.5	3.8
Cargo ships from overseas										
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	2 900	67	286	310	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	3 573	69	307	345	53	55	23	497	224	5 146
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
2015–16	3 942	42	314	218	105	54	33	511	220	5 439
Average annual per cent change										
1 year	0.7	-8.7	6.8	-22.4	52.2	-1.8	6.5	4.9	5.8	1.0
5 year trend	5.5	-10.2	0.2	-8.4	20.1	2.2	5.9	2.7	2.4	3.9

Source: Lloyd's List Intelligence (2017).

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)								
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	737	619	784	4 502
2011–12	101	175	411	844	1 103	753	753	942	5 082
2012–13	75	167	417	830	1 090	765	867	1 034	5 245
2013–14	84	172	381	825	1 108	848	976	1 136	5 530
2014–15	89	134	330	816	1 108	825	1 011	1 162	5 475
2015–16	84	120	299	834	1 106	812	1 104	1 181	5 540
Average annual per cent change	(%)								
1 year	-5.6	-10.4	-9.4	2.2	-0.2	-1.6	9.2	1.6	1.2
5 year trend	-2.2	-4.7	-6.2	1.2	2.0	2.5	11.8	8.2	3.8
Cargo ships from overseas	(number)								
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	729	613	781	4 416
2011–12	75	169	398	835	1 078	743	750	938	4 986
2012–13	57	157	405	815	1 074	755	855	1 028	5 146
2013–14	66	162	367	809	1 087	841	957	1 130	5 419
2014–15	66	128	315	803	1 094	821	1 002	1 158	5 387
2015–16	61	112	289	818	1 090	801	1 093	1 175	5 439
Average annual per cent change	(%)								
1 year	-7.6	-12.5	-8.3	1.9	-0.4	-2.4	9.1	1.5	1.0
5 year trend	-3.2	-4.9	-6.4	1.1	2.1	2.5	11.7	8.2	3.9

Source: Lloyd's List Intelligence (2017).

CHAPTER 5

Australian trading fleet

Overview

This chapter shows various attributes of the Australian trading fleet from 2006–07 to 2015–16, 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 2015–16 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. This means not all ships that carried cargo during the year will be in the fleet. 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. Specific permission from Lloyds List Intelligence is required before re-publication or further distribution of the copyrighted Lloyd's List Intelligence data included within this document.

Lloyd's List Intelligence does not appear to provide full coverage of very small ports such as those that service remote communities. Hence vessels that mostly call at very small ports may only be captured when they call at larger ports.

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 2015–16 results for “Major Australian registered ships with coastal trading 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 trading 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).

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. Only the last five years are updated.

The previously published data for major trading vessels were updated to remove *Sirius* (37 432 DWT) from the 2010–11 and 2011–12 fleets. Also, some minor vessels have been added.

Table 5.1 Number of ships in the Australian trading fleet

Financial year	Major trading fleet						Major Australian registered ships with coastal trade licences/general licences ^a	
	Coastal trading		International trading		Minor trading fleet			
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
(number)								
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	19	4	117	23
2010–11	26	22	7	40	23	2	120	20
2011–12	23	19	5	40	25	4	116	19
2012–13	19	19	6	41	25	3	113	16
2013–14	21	18	4	40	30	3	116	15
2014–15	20	16	4	45	26	3	114	15
2015–16	18	17	4	43	32	2	116	14
Average annual per cent change (%)								
1 year	-10.0	6.3	0.0	-4.4	23.1	-33.3	1.8	-6.7
5 year trend	-6.0	-5.2	-10.5	2.0	5.7	-2.4	-0.6	-7.0

^a Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2015–16 results are based on general licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DIT (2013), DIRDC (2017), Lloyd's List Intelligence (2017), Shipping companies (various) – personal communications.

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

Financial year	Major trading fleet						Major Australian registered ships with coastal trade licences/general licences ^a	
	Coastal trading		International trading		Minor trading fleet			
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
('000 tonnes)								
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	12.1	5.1	3 812.7	738.5
2010–11	695.8	866.7	338.3	1 841.4	17.4	2.4	3 762.1	641.2
2011–12	591.4	847.8	289.0	1 973.0	19.4	3.7	3 724.5	595.3
2012–13	253.8	1 036.8	303.0	2 936.4	22.1	3.7	4 555.8	271.4
2013–14	257.2	1 120.8	267.1	2 867.1	26.6	3.3	4 542.2	222.3
2014–15	243.9	1 069.0	267.1	3 276.8	25.0	4.0	4 886.0	222.3
2015–16	201.9	1 074.9	267.1	3 492.6	29.5	2.3	5 068.4	185.6
Average annual per cent change (%)								
1 year	-17.2	0.6	0.0	6.6	17.7	-41.1	3.7	-16.5
5 year trend	-22.3	5.4	-4.3	14.4	10.8	-0.4	6.8	-23.4

^a Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2015–16 results are based on general licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DIT (2013), DIRDC (2017), Lloyd's List Intelligence (2017), 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)								
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	17.5	10.9	3 055.7	558.6
2010–11	534.6	544.3	468.6	1 472.2	21.3	2.4	3 043.5	496.3
2011–12	464.1	529.0	437.1	1 543.5	23.5	9.2	3 006.5	467.5
2012–13	269.5	618.6	448.7	2 027.2	27.2	8.3	3 399.5	284.5
2013–14	289.7	665.4	420.0	2 084.5	31.1	8.2	3 498.9	249.6
2014–15	266.7	621.0	420.0	2 333.7	26.6	3.0	3 671.1	249.6
2015–16	239.2	614.4	420.0	2 436.7	30.6	1.4	3 742.5	226.6
Average annual per cent change								
1 year	-10.3	-1.1	0.0	4.4	15.1	-52.5	1.9	-9.2
5 year trend	-14.8	3.4	-2.1	11.4	6.9	-15.7	4.9	-15.6

^a Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2015–16 results are based on general licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DIT (2013), DIRDC (2017), Lloyd's List Intelligence (2017), 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		
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	45	7	10	4	13	117	
2010–11	33	8	44	7	10	5	13	120	
2011–12	30	5	46	8	10	5	12	116	
2012–13	33	5	44	7	10	5	9	113	
2013–14	31	6	46	7	11	3	12	116	
2014–15	34	11	38	6	11	4	10	114	
2015–16	32	9	42	6	11	4	12	116	
Average annual per cent change									
1 year	-5.9	-18.2	10.5	0.0	0.0	0.0	20.0	1.8	
5 year trend	0.5	9.4	-2.2	-4.6	2.5	-6.3	-1.9	-0.6	

^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 (2017), Shipping companies (various) – personal communications.

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

	Ship type							
	Bulk carriers	Container carriers	General cargo ships	Livestock carriers	LNG tankers	LPG tankers	Tankers ^a	Total
Financial year	('000 tonnes)							
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	238.2	50.3	714.5	13.0	465.1	3 812.7
2010–11	2 228.9	237.6	153.3	60.2	705.2	17.0	359.9	3 762.1
2011–12	2 266.3	197.2	182.6	86.9	722.5	17.0	252.0	3 724.5
2012–13	3 112.3	237.7	143.8	83.2	722.8	17.0	239.1	4 555.8
2013–14	2 961.6	291.9	147.9	83.2	795.5	12.7	249.3	4 542.2
2014–15	3 297.8	467.2	122.1	74.0	801.8	17.7	105.5	4 886.0
2015–16	3 627.6	348.6	119.0	74.0	804.5	17.7	77.0	5 068.4
Average annual per cent change								
1 year	10.0	-25.4	-2.5	0.0	0.3	0.0	-27.0	3.7
5 year trend	10.6	14.4	-6.8	1.6	3.1	0.1	-25.5	6.8

^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 (2017), Shipping companies (various) – personal communications.

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

	Age of ship (year)					Average age of ship	
	0–4	5–9	10–4	15–19	20+		
Financial year	(number)					(years)	
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	22	26	41	117	16.7
2010–11	17	13	23	24	43	120	16.4
2011–12	17	16	19	24	40	116	16.2
2012–13	17	23	15	21	37	113	14.8
2013–14	16	30	11	27	32	116	14.6
2014–15	15	34	12	20	33	114	14.2
2015–16	21	37	10	13	35	116	13.5
Average annual per cent change							
1 year	40.0	8.8	-16.7	-35.0	6.1	1.8	-4.9
5 year trend	1.8	24.8	-15.4	-9.2	-4.9	-0.6	-3.9

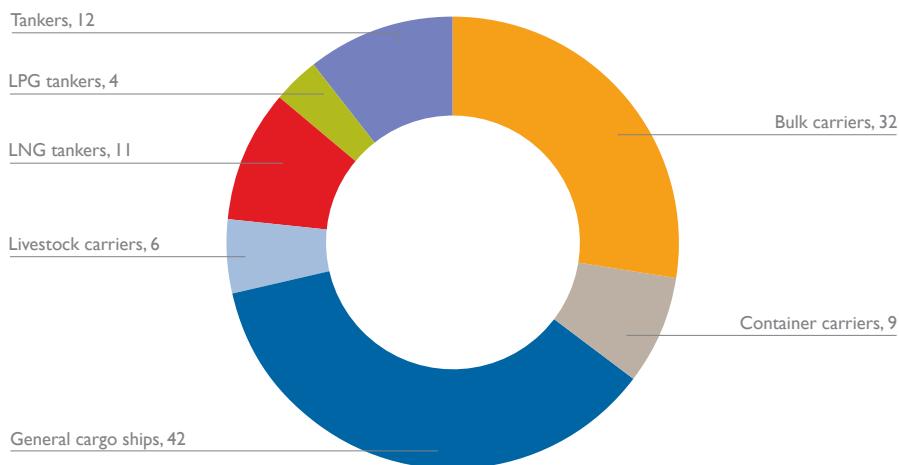
Sources: Lloyd’s List Intelligence (2017), Shipping companies (various) – personal communications

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+	
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	914.5	902.8	951.3	3 812.7
2010–11	920.2	205.4	654.5	1 149.2	832.8	3 762.1
2011–12	824.4	271.1	543.3	846.4	1 239.2	3 724.5
2012–13	995.3	1 070.6	668.3	641.7	1 179.9	4 555.8
2013–14	683.4	1 466.9	665.9	691.4	1 034.7	4 542.2
2014–15	970.2	1 565.5	467.8	861.2	1 021.2	4 886.0
2015–16	1 417.0	2 190.2	368.4	98.4	994.4	5 068.4
Average annual per cent change			(%)			
1 year	46.0	39.9	-21.2	-88.6	-2.6	3.7
5 year trend	6.7	64.4	-9.1	-29.4	0.5	6.8

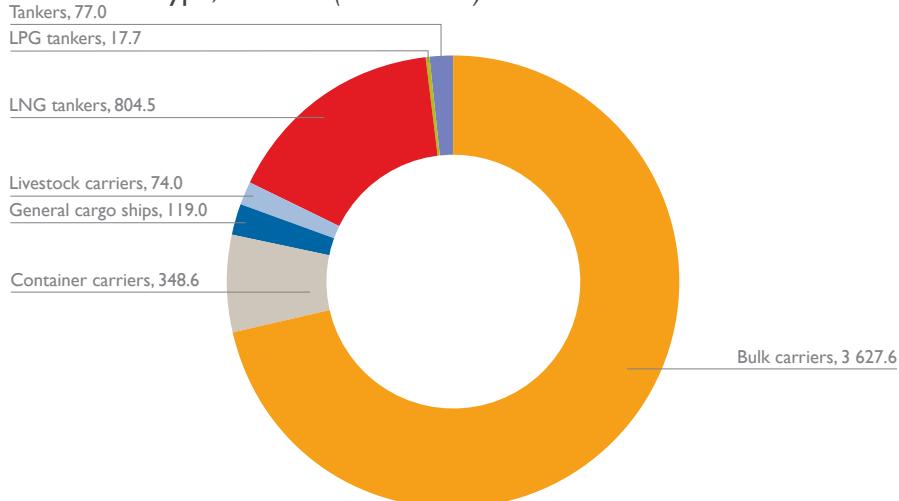
Sources: Lloyd's List Intelligence (2017), Shipping companies (various) – personal communications.

Figure 5.1 Number of ships in the Australian trading fleet by ship type, 2015–16



Sources: Lloyd's List Intelligence (2017), Shipping companies (various) – personal communications.

Figure 5.2 Total deadweight tonnage of ships in the Australian trading fleet by ship type, 2015–16 ('000 tonnes)



Sources: Lloyd's List Intelligence (2017), Shipping companies (various) – personal communications.

Table 5.8 Ships in the major international trading fleet, 2015–16

Ship name ^a	Flag ^{a,b}	DWT ^c ('000 tonnes)	Good carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Bulk carriers					
FMG Grace	HKG	205.2	Iron ore	Port Hedland	CHN, SGP
FMG Matilda	HKG	205.2	Iron ore	Port Hedland	CHN, SGP
FMG Cloudbreak	HKG	205.1	Iron ore	Port Hedland	CHN, RUS
Minnetonka	LBR	180.0	Iron ore	Dampier; Port Hedland, Port Walcott	CHN, SGP
RS Iron Range	MHL	179.8	Iron ore	Dampier; Newcastle, Port Hedland, Port Walcott	CHN, SGP, THA
Maka Franz	PAN	179.4	Dry bulk	Dampier; Hay Point, Port Hedland, Port Walcott	CHN, IDN, IND, SGP
Minnehaha	LBR	179.0	Iron ore	Port Hedland	CHN, KOR
Silver Surfer	MHL	178.9	Iron ore	Port Hedland	CHN
Proud	MLT	178.1	Coal	Newcastle	JPN, SGP
Pretty	MLT	176.0	Iron ore	Port Hedland	CHN
Angel	MLT	175.9	Iron ore	Dampier; Port Hedland, Port Walcott	CHN, IDN, JPN, SGP
Goonyella Trader	LBR	170.9	Coal	Hay Point	GBR, JPN, PHL, SGP
Frontier	KOR	151.5	Coal	Gladstone, Hay Point, Newcastle	KOR
Artemis	MHL	76.9	Dry bulk	Geraldton, Newcastle	CHN, SGP, UKR
Pioneer	HKG	22.1	Sugar	Mackay, Sydney	SGP
Container carriers					
ANL Wangaratta	GBR	52.0	General cargo	Brisbane, Melbourne, Sydney	CHN, JPN, TWN
ANL Wyong	GBR	52.0	General cargo	Brisbane, Melbourne, Sydney	JPN, TWN
OOCL Brisbane	HKG	50.6	General cargo	Adelaide, Fremantle, Melbourne	MYS, 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, Melbourne, Sydney	MYS, NCL, NZL, SGP
ANL Echuca	LBR	23.6	General cargo	Melbourne, Sydney	NZL
ANL Elanora	LBR	23.5	General cargo	Melbourne, Sydney	NZL
ANL Euroa; Acrux N	CYP; CYP	23.3	General cargo	Brisbane, Melbourne, Sydney	NZL, SGP
General cargo ships					
Capitaine Fearn; Capitaine Quiros	DMA; SGP	8.1	General cargo	Brisbane	FJI, NRU, SGP, SLB
ANL Darwin Trader	CYP	7.7	General cargo	Darwin	SGP
Livestock carriers					
Bader III	BHS	26.8	Livestock	Adelaide, Fremantle	QAT, SGP
Maysora	BHS	24.4	Livestock	Adelaide, Fremantle	ARE, ISR, JOR, QAT
Ocean Outback	SGP	7.9	Livestock	Broome, Darwin, Fremantle, Portland, Townsville	CHN, IDN, ISR, LKA, NZL, PHL, SGP, VNM
Ocean Swagman	SGP	7.9	Livestock	Darwin, Fremantle, Geelong, Townsville	CHN, IDN, ISR, MDV, SGP, VNM

(continued)

Table 5.8 Ships in the major international trading fleet, 2015–16 (continued)

Ship name ^a	Flag ^{a,b}	DWT ^c (‘000 tonnes)	Good carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Devon Express	PHL	3.7	Livestock	Broome, Darwin, Fremantle, Portland, Townsville, Wyndham	CHN, IDN, MUS, MYS, PHL, SGP, VNM
Nine Eagle	SGP	3.4	Livestock	Darwin, Karumba	IDN, MYS, PHL, SGP, THA, VNM
LNG tankers					
Dapeng Sun	HKG	83.1	LNG	Dampier	CHN, SGP
Dapeng Moon	HKG	82.6	LNG	Dampier	CHN, SGP
Dapeng Star	HKG	82.4	LNG	Dampier, Various Offshore Facilities WA	CHN
Woodside Chaney	GRC	81.7	LNG	Various Offshore Facilities WA	JPN, KOR, SGP
Northwest Swan	BMU	73.7	LNG	Dampier	JPN, KOR, SGP
Northwest Seaeagle	BMU	67.0	LNG	Dampier	JPN, KOR, SGP
Northwest Stormpetrel	AUS	66.9	LNG	Dampier	JPN, KOR, SGP
Northwest Sanderling	AUS	66.8	LNG	Dampier	JPN, SGP
Northwest Shearwater	BMU	66.8	LNG	Dampier	JPN, SGP
Northwest Sandpiper	AUS	66.8	LNG	Dampier	JPN, SGP
Northwest Snipe	AUS	66.7	LNG	Dampier	JPN, SGP
LPG tankers					
Maea	PAN	3.9	LPG	Hastings, Melbourne, Port Kembla, Sydney	ASM, FJI, NCL, NFK, NZL, TON
Victoire	PAN	3.9	LPG	Hastings, Melbourne, Port Kembla, Sydney	ASM, FJI, NCL, NZL, PYF, TON
Tankers					
Alexander Spirit	BHS	40.1	Petroleum products	Brisbane, Cairns, Devonport, Gladstone, Hobart, Mackay, Milner Bay, Sydney, Townsville	JPN, KOR, SGP
Western Queen	SGP	5.1	Petroleum products	Wyndham	SGP

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 goods 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: DIRDC (2017), Lloyd’s List Intelligence (2017), Shipping companies (various) – personal communications.

Table 5.9 Ships in the major coastal trading fleet, 2015–16

Ship name ^a	Flag ^b	DWT ^c (‘000 tonnes)	Goods carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{bf}
Bulk carriers					
Mariloula	MHL	179.8	Iron ore	Gladstone, Hay Point, Port Hedland, Port Kembla	CHN
Lowlands Brilliance	MLT	169.6	Iron ore	Abbot Point, Hay Point, Port Hedland, Port Kembla	CHN
RTM Gladstone	SGP	90.3	Bauxite	Brisbane, Gladstone, Weipa	CHN
RTM Weipa	SGP	90.3	Bauxite	Brisbane, Gladstone, Weipa	CHN
RTM Wakmatha	SGP	90.3	Bauxite	Brisbane, Gladstone, Weipa	CHN
RTM Twarra	SGP	89.9	Bauxite	Brisbane, Gladstone, Gove, Weipa	
RTM Piiramu	SGP	89.9	Bauxite	Brisbane, Gladstone, Weipa	CHN
Yarra	LBR	78.2	Bauxite	Brisbane, Gladstone, Gove, Weipa	CHN
Barwon	LBR	78.2	Bauxite	Brisbane, Gladstone, Gove, Weipa	ARG, CHN, KOR
Iron Chieftain#	AUS	50.6	Coal, dolomite	Ardrossan, Newcastle, Port Kembla, Sydney, Whyalla	
CSL Brisbane	BHS	45.6	Gypsum, dolomite, mineral sands	Adelaide, Ardrossan, Brisbane, Bundaberg, Geelong, Geraldton, Gladstone, Hobart, Mackay, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	
CSL Thevenard#	AUS	40.7	Gypsum	Adelaide, Ardrossan, Brisbane, Devonport, Geelong, Gladstone, Melbourne, Sydney, Thevenard	
Stadacona	BHS	32.5	Cement, clinker	Adelaide, Brisbane, Gladstone, Melbourne, Port Kembla, Thevenard, Townsville	TWN
Goliath#	AUS	15.5	Cement	Adelaide, Devonport, Melbourne, Newcastle, Sydney	
CSL Whyalla#	AUS	13.7	Iron ore	Port Pirie, Whyalla	
Wunma	AUS	5.1	Metal concentrates	Karumba	
Aburri	AUS	3.3	Metal concentrates	Bing Bong	
General cargo ships					
ICS Silver Lining	ATG	12.7	General cargo, dry bulk	Adelaide, Bell Bay, Burnie, Fremantle, Hobart, Melbourne, Newcastle, Port Kembla, Port Pirie, Portland, Sydney, Whyalla	
Tasmanian Achiever#	AUS	11.0	General cargo	Burnie, Melbourne	
Victorian Reliance#	AUS	11.0	General cargo	Burnie, Melbourne	
Searoad Tamar#	AUS	10.0	General cargo	Bell Bay, Devonport, Melbourne	
Accolade II#	AUS	8.1	Limestone	Adelaide, Klein Point	SGP
Spirit of Tasmania II#	AUS	5.1	General cargo	Devonport, Melbourne	

(continued)

Table 5.9 Ships in the major coastal trading fleet, 2015–16 (continued)

Ship name ^a	Flag ^b	DWT ^c (‘000 tonnes)	Goods carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Spirit of Tasmania I#	AUS	5.1	General cargo	Devonport, Melbourne, Sydney	
Searoad Mersey#	AUS	4.8	General cargo	Bell Bay, Devonport, Melbourne	
Aurora Australis#	AUS	3.9	General cargo	Fremantle, Hobart	SGP
Trinity Bay#	AUS	3.2	General cargo	Cairns, Other Ports Qld, Thursday Island	
Newcastle Bay#	AUS	2.8	General cargo	Cairns, Other Ports Qld, Thursday Island, Weipa	PNG
LPG Tankers					
Gas Shuriken	MHL	5.0	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Port Kembla, Sydney, Townsville	NZL
Gas Defiance	MHL	5.0	LPG	Brisbane, Cairns, Devonport, Gladstone, Hastings, Hobart, Port Kembla, Sydney, Townsville	NZL, PNG, SLB
Tankers					
ICS Allegiance	BHS	6.1	Petroleum products	Geelong, Melbourne, Sydney	CHN
ICS Reliance	BHS	6.1	Petroleum products	Sydney	CHN
Destine	SGP	5.4	Petroleum products	Geelong, Gladstone, Melbourne, Sydney	SGP
Larcom	AUS	4.0	Petroleum products	Gladstone	
Zemira	AUS	3.9	Petroleum products	Geelong, Melbourne	SGP

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 goods 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: DIRDC (2017), Lloyd's List Intelligence (2017), Shipping companies (various) – personal communications.

Table 5.10 Ships in the minor trading fleet, 2015–16

Ship name	Flag ^a	DWT ^b (‘000 tonnes)	Ship name	Flag ^a	DWT ^b (‘000 tonnes)			
General cargo ships								
Toll Osprey	AUS	1.8	Malu Titan	AUS	0.5			
Ironclad I	COK	1.8	Fourcroy	AUS	0.5			
Toll Sandfly	AUS	1.7	Malu Warrior	AUS	0.5			
Biquele Bay; Toll Biquele Bay	AUS	1.4	Queenscliff	AUS	0.5			
Toll Firefly	AUS	1.3	Sealion 2000	AUS	0.4			
Toll Dragonfly	AUS	1.3	Malu Chief	AUS	0.4			
Malu Trader	AUS	1.3	Minjerribah	AUS	0.4			
Kestrel Bay	AUS	1.2	Mirambeena	AUS	0.4			
Toll Warrender	AUS	1.2	Spirit of Kangaroo Island	AUS	0.4			
Toll Astrolabe	AUS	1.1	Malu Trojan	AUS	0.3			
Toll Cygnet	AUS	1.1	Matthew Flinders III	AUS	0.3			
Ebenezer	AUS	1.0	Tankers					
Territorian; Toll Territorian	AUS	1.0	Parmelia I	AUS	1.6			
Endeavour Bay	AUS	0.9	Anatoma	AUS	1.4			
Statesman	AUS	0.9	Manning	AUS	1.4			
Toll Investigator	AUS	0.9	Valiant III	AUS	1.3			
Bruce	AUS	0.7	Valiant II	SGP	0.6			
Malu Explorer	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 (2017), 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 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:
	<ul style="list-style-type: none">• the vessel's crew are paid Australian wages while the vessel trades on the Australian coast; and• the vessel's crew have access to the vessel's library facilities
Coastal trade permit	See "Coastal voyage permit".

Term	Definition
Coastal voyage permit	The Navigation Act 1912 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 (Revitalising Australian Shipping) Act 2012 in 2012–13.
Continuing voyage permit	Often abbreviated to "CVP". See "Coastal voyage permit" and Chapter 3 for more details.
CVP	See "Continuing voyage permit".
Deadweight tonnage	Often abbreviated to "DWT". A measure of total carrying capacity of a vessel in tonnes. It is calculated as the difference between the vessel's lightship (unloaded) and its loaded displacement. As such, it includes the weight of crew, passengers, fuel, water, and stores as well as cargo.
DIRD	The (former) Department of Infrastructure and Regional Development.
DIRDC	The Australian Department of Infrastructure, Regional Development and Cities.
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".
Single voyage permit	Often abbreviated to "SVP". See "Coastal voyage permit" and Chapter 3 for more details.
SITC	Standard International Trade Classification.

Term	Definition
SVP	See "Single voyage permit".
Temporary licence	A licence type under the Coastal Trading (Revitalising Australian Shipping) 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 (Revitalising Australian Shipping) 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, Crib 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
South Australia	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	
Northern Territory	Other Ports TAS	Other ports or terminals in Tasmania not elsewhere specified
	Bing Bong	
	Darwin	
	Gove	
	Milner Bay	Groote Eylandt
	Various offshore facilities NT	Various offshore facilities / terminals in NT
Other	Other Ports NT	Other ports or terminals in Northern Territory not elsewhere specified
	Christmas Island	
	Cocos (Keeling) Islands	
	Macquarie Island	
	Norfolk Island	
	Other ports AUS	Other ports or terminals not elsewhere specified

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

Appendix B: Trading regions and country codes

Trading region	Country/Area names (Country/Area code)		
Africa	Algeria (DZA)	Former Sudan (SDN)	Nigeria (NGA)
	Angola (AGO)	French Southern Territory (ATF)	Reunion (REU)
	Benin (BEN)	Gabon (GAB)	Rwanda (RWA)
	Botswana (BWA)	Gambia (GMB)	Sao Tome and Principe (STP)
	Brit.Ind.Ocean Territory (IOT)	Ghana (GHA)	Senegal (SEN)
	Burkina Faso (BFA)	Guinea (GIN)	Seychelles (SYC)
	Burundi (BDI)	Guinea-Bissau (GNB)	Sierra Leone (SLE)
	Cameroon (CMR)	Kenya (KEN)	Somalia (SOM)
	Cape Verde (CPV)	Lesotho (LSO)	South Africa (ZAF)
	Central African Republic (CAF)	Liberia (LBR)	South Sudan (SSUD) #
	Chad (TCD)	Libya (LYB)	St. Helena (SHN)
	Comoros, Republic of (COM)	Madagascar (MDG)	Sudan (SDN)
	Congo (COD)	Malawi (MWI)	Swaziland (SWZ)
	Cote d'Ivoire (CIV)	Mali (MLI)	Tanzania (TZA)
	Dem Rep of Congo, Zaire (ZAR)	Mauritania (MRT)	Togo (TGO)
	Djibouti (DJI)	Mauritius (MUS)	Tunisia (TUN)
	Egypt (EGY)	Morocco (MAR)	Uganda (UGA)
	Equatorial Guinea (GNQ)	Mozambique (MOZ)	Western Sahara (ESH)
	Eritrea (ERI)	Namibia (NAM)	Zambia (ZMB)
	Ethiopia (ETH)	Niger (NER)	Zimbabwe (ZWE)
Central Asia	Kazakhstan (KAZ)	Tajikistan (TJK)	Uzbekistan (UZB)
	Kyrgyzstan (KGZ)	Turkmenistan (TKM)	
China (inc HK and Macau)	China (CHN)	Hong Kong (SAR of China) (HKG)	Macau (SAR of China) (MAC)
Europe	Albania (ALB)	France (FRA)	Netherlands (NLD)
	Armenia (ARM)	Georgia (GEO)	Norway (NOR)
	Austria (AUT)	Germany (DEU)	Poland (POL)
	Azerbaijan (AZE)	Gibraltar (GIB)	Portugal (PRT)
	Belarus (BLR)	Greece (GRC)	Romania (ROM)
	Belgium (BEL)	Hungary (HUN)	Russian Federation (RUS)
	Bosnia and Herzegovina (BIH)	Iceland (ISL)	Serbia (SCG)

Trading region	Country/Area names (Country/Area code)		
	Bulgaria (BGR)	Ireland (IRL)	Serbia and Montenegro (YUGO)#+
	Croatia (HRV)	Italy (ITA)	Slovak Republic (SVK)
	Cyprus (CYP)	Latvia (LVA)	Slovenia (SVN)
	Czech Republic (CZE)	Lithuania (LTU)	Spain (ESP)
	Denmark (DNK)	Luxembourg (LUX)	Sweden (SWE)
	Estonia (EST)	Malta (MLT)	Switzerland (CHE)
	Finland (FIN)	Moldova (MDA)	Ukraine (UKR)
	Former Yug Rep Macedonia (MKD)	Montenegro (MTG)	United Kingdom (GBR)
Middle East	Bahrain (BHR)	Kuwait (KWT)	Saudi Arabia (SAU)
	Iran (IRN)	Lebanon (LBN)	Syria (SYR)
	Iraq (IRQ)	Oman (OMN)	Turkey (TUR)
	Israel (ISR)	Palestine, Terr Admin By (PALA)#+	United Arab Emirates (ARE)
	Jordan (JOR)	Qatar (QAT)	Yemen (YEM)
New Zealand	New Zealand (NZL)		
North and Central America	Anguilla (AIA)	French Antilles (FWIN)#+	Panama (PAN)
	Antigua and Barbuda (ATG)	Grenada (GRD)	Puerto Rico (PRI)
	Bahamas (BHS)	Guatemala (GTM)	St Christopher and Nevis (STCN)#+
	Barbados (BRB)	Haiti (HTI)	St Pierre and Miquelon (SPM)
	Belize (BLZ)	Honduras (HND)	St. Lucia (LCA)
	Bermuda (BMU)	Jamaica (JAM)	St.Vincent & Grenadines (VCT)
	Canada (CAN)	Johnston and Sand Island (JSIS)#+	Trinidad and Tobago (TTO)
	Cayman Islands (CYM)	Mexico (MEX)	Turks and Caicos Islands (TCA)
	Costa Rica (CRI)	Midway Islands (MIDW)#+	United States of America (USA)
	Cuba (CUB)	Montserrat (MSR)	United States Virgin Is (VIR)
	Dominica (DMA)	Netherlands Antilles (ANT)	US Minor Outlying Islands (USOI)#+
	Dominican Republic (DOM)	Nicaragua (NIC)	Virgin Islands, British (VGB)
	El Salvador (SLV)		
Other East Asia	Japan (JPN)	Korea, Republic of (KOR)	Taiwan (TWN)
	Korea, Dem People's Rep (PRK)	Mongolia (MNG)	
Pacific Islands and Papua New Guinea	Antarctica (ATA)	Micronesia Fed States of (FSM)	Samoa (American) (ASM)
	Australian Antarctic Terr (ANCA)#+	Nauru (NRU)	Solomon Islands (SLB)

Trading region	Country/Area names (Country/Area code)		
Trading region	Cook Islands (COK)	New Caledonia (NCL)	Tokelau (TKL)
	Fiji (FJI)	Niue (NIU)	Tonga (TON)
	French Polynesia (PYF)	Norfolk Island (NFK)	Tuvalu (TUV)
	French Sth Antarct Terr (FSAT) #	Palau (PLW)	U.S. Misc Pacific Islnds (UMI) #
	Guam (GUM)	Papua New Guinea (PNG)	Vanuatu (VUT)
	Kiribati (KIR)	Pitcairn Island (PCN)	Wake Island (WAKE) #
	Marianas Northern (MNP)	Ross Dependency (ROSS) #	Wallis & Futuna Islands (WLF)
	Marshall Islands (MHL)	Samoa (WSM)	
Rest of world	Aust Fishing Zone (AFZ) #	Cocos (Keeling) Island (CCK)	No Country Details (NCD) #
	Australia (Re-imports) (AUST) #	Country Unknown (UNK)	Ship & Aircraft Stores (SHIP) #
	Christmas Island (CXR)	International Waters (IWAS) #	Unidentified (UNID) #
South America	Argentina (ARG)	Ecuador (ECU)	Peru (PER)
	Bolivia (BOL)	Falkland Islands (FLK)	Suriname (SUR)
	Brazil (BRA)	French Guiana (GUF)	Uruguay (URY)
	Chile (CHL)	Guyana (GUY)	Venezuela (VEN)
	Colombia (COL)	Paraguay (PRY)	
South Asia	Afghanistan (AFG)	India (IND)	Pakistan (PAK)
	Bangladesh (BGD)	Maldives (MDV)	Sri Lanka (LKA)
	Bhutan (BTN)	Nepal (NPL)	
South East Asia	Brunei Darussalam (BRN)	Malaysia (MYS)	Thailand (THA)
	Cambodia (KHM)	Myanmar; Republic of (MMR)	Timor-Leste (TLS)
	Indonesia (IDN)	Philippines (PHL)	Viet Nam (VNM)
	Laos (LAO)	Singapore (SGP)	

Note: Country/area names are taken from ABS (2017a).

Country/area codes are taken from Lloyds List Intelligence (2017) except for those denoted by "#" which are taken from ABS (2017a) because those countries/areas do not exist in Lloyds List Intelligence (2017).

Some countries/areas that no longer exist are still listed as they existed during the time span covered by *Australian Sea Freight*.

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.I Nominal value of Australia's international sea freight, by Australian state/territory of origin and final destination

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Foreign origin ^b	Total
Exports – Australian state/territory of origin				(\$ billion)						
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
2015–16	29.5	19.3	46.3	10.9	81.0	2.6	4.8	0.0	24.4	218.9
Average annual per cent change				(%)						
1 year	-6.1	-4.5	2.7	1.7	-15.2	9.5	-25.0		55.4	-3.8
5 year trend	-1.8	3.6	-1.7	0.8	-2.7	-3.3	0.4		18.8	-0.3
Imports – Australian state/territory of final destination				(\$ billion)						
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	29.1	0.7	5.2	0.0		184.4
2013–14	57.9	57.0	39.1	7.5	32.3	0.8	3.7	0.0		198.4
2014–15	62.3	57.5	33.8	7.3	31.1	0.9	5.1	0.0		198.0
2015–16	66.3	60.4	32.4	7.6	31.1	0.8	3.2	0.0		201.8
Average annual per cent change				(%)						
1 year	6.4	5.2	-4.2	3.8	-0.1	-4.1	-37.5			1.9
5 year trend	5.2	4.8	1.2	5.2	5.4	3.5	-1.4			4.2

^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 (2017a).

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

Financial year	Dampier	Port Hedland	Melbourne	Hay Point	Newcastle	Brisbane	Sydney	Fremantle	Gladstone	Port Walcott	All ports ^a
Exports	15.5	6.8	21.1	10.4	6.6	10.4	11.4	12.3	6.7	2.7	144.4
Imports	40.1	42.9	20.6	12.5	0.4	3.4	2.5	3.4	2.4	1.1	135.7
2006–07	19.8	8.7	21.0	9.4	8.4	10.2	11.3	11.7	7.1	3.0	155.7
2007–08	25.7	16.7	20.7	22.1	16.2	11.2	11.2	10.1	14.7	4.6	202.3
2008–09	27.5	16.5	18.3	15.7	11.5	9.7	10.2	9.9	8.8	5.6	178.9
2009–10	36.6	27.4	19.8	18.4	14.1	10.5	10.8	11.0	10.5	9.8	222.6
2010–11	37.3	30.9	20.0	18.1	16.3	12.7	11.0	10.4	12.2	9.8	236.2
2011–12	36.8	29.8	19.9	14.0	15.2	12.6	10.1	10.8	8.8	8.2	221.3
2012–13	39.2	39.5	22.1	14.0	15.2	12.1	10.8	9.8	9.7	13.2	243.6
2013–14	34.0	29.7	22.6	13.3	14.6	14.0	11.4	11.0	10.2	1.7	227.5
2014–15	33.2	26.3	22.4	12.1	13.5	13.0	11.7	10.0	13.9	1.1	218.9
Average annual per cent change						(%)					
1 year	-2.4	-11.6	-1.3	-8.9	-7.6	-7.3	2.7	-9.6	37.2	-5.3	-3.8
5 year-trend	-2.0	-0.1	3.1	-8.3	-1.6	3.8	1.5	-1.1	2.8	4.7	-0.3
Imports	Melbourne	Sydney	Brisbane	Fremantle	Port Kembla	Adelaide	Dampier	Geelong	Darwin	Townsville	All ports ^a
2006–07	44.1	46.5	23.4	14.9	2.7	4.1	3.6	4.1	2.7	1.7	155.7
2007–08	46.3	45.7	22.6	16.5	4.8	3.9	5.2	4.1	4.5	1.7	166.0
2008–09	43.2	41.4	21.2	14.4	7.6	4.0	8.1	3.5	3.1	2.1	156.9
2009–10	45.6	44.0	23.0	16.0	7.7	3.8	3.2	4.4	3.3	1.7	160.9
2010–11	48.0	45.7	28.4	20.2	8.7	4.4	5.3	4.5	3.5	2.5	182.2
2011–12	47.5	45.6	29.1	20.0	8.5	4.8	2.9	4.7	4.0	2.8	184.4
2012–13	52.8	49.5	30.2	19.3	8.6	6.1	4.1	5.7	3.3	2.5	198.4
2013–14	53.7	53.0	26.7	18.8	9.2	6.0	2.4	4.8	5.0	2.3	198.0
2014–15	58.5	55.7	26.5	17.6	10.9	6.2	5.9	3.1	3.1	1.6	201.8
Average annual per cent change						(%)					
1 year	9.0	5.0	-1.0	-6.0	18.2	4.0	148.4	-34.8	-38.4	-29.6	1.9
5 year-trend	4.9	5.0	1.6	0.7	5.6	10.7	2.9	-4.0	1.5	-1.7	4.2

^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 real value of Australia’s international exports or imports summed over the last ten years. The ports are sorted in descending order by the total value summed over ten years, not by 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”.

Source: ABS (2017a).

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

Financial year	Africa	Central Asia	China (inc. Hong Kong & Macau)	Europe	Middle East	New Zealand	North America	Other East Asia	Pacific Islands & PNG ^a	South America	South East Asia	South Asia	Rest of world	Total
Exports – region of final destination	(\$ billion)													
2006–07	34	0.0	24.3	15.2	5.8	7.4	10.3	50.3	2.3	1.3	5.9	17.0	1.2	144.4
2007–08	30	0.0	28.2	14.7	6.8	7.5	10.3	54.1	2.6	1.4	6.0	19.6	1.3	155.7
2008–09	3.7	0.0	40.4	14.7	7.8	6.2	10.7	78.7	2.5	2.2	10.8	23.2	1.3	202.3
2009–10	3.2	0.0	47.2	9.8	5.6	6.3	8.4	58.5	2.8	1.9	10.1	23.8	1.4	178.9
2010–11	3.6	0.0	64.7	12.9	6.4	5.5	8.2	76.8	3.0	2.3	12.5	25.6	1.2	222.6
2011–12	3.9	0.0	73.0	13.6	6.8	5.8	9.1	80.1	3.3	2.2	11.3	26.1	1.0	236.2
2012–13	3.4	0.0	72.0	10.5	7.5	5.4	8.2	71.4	3.7	1.4	9.7	27.3	0.7	221.3
2013–14	3.4	0.0	92.0	9.4	8.0	5.4	8.2	74.6	3.2	1.3	9.0	28.2	0.8	243.6
2014–15	2.9	0.0	74.2	9.4	8.4	5.7	11.3	67.7	2.9	1.7	10.1	31.9	1.3	227.5
2015–16	3.5	0.0	70.5	9.7	8.1	5.9	11.2	57.8	2.7	1.6	10.7	36.7	0.5	218.9
Average annual per cent change	(%)													
1 year	18.1	-55.2	5.0	3.2	-3.0	2.6	-0.9	-14.6	-6.7	-5.6	5.9	15.3	-57.8	-3.8
5 year trend	-2.8	-13.9	2.1	-7.3	5.5	0.8	6.5	5.2	-3.0	-6.6	-3.4	7.2	-7.9	-0.3
Imports – region of origin	(\$ billion)													
2006–07	1.8	0.0	22.5	26.4	4.0	4.5	15.5	25.0	1.6	1.4	1.2	30.4	1.4	135.7
2007–08	1.8	0.0	25.3	30.4	5.1	5.8	16.3	26.6	1.8	1.7	1.5	37.9	1.4	155.7
2008–09	1.7	0.0	32.6	33.0	4.9	5.7	18.0	25.5	1.2	2.0	2.1	36.5	2.7	166.0
2009–10	2.2	0.0	29.0	29.8	4.6	5.7	15.2	27.2	1.2	2.1	1.7	36.1	2.1	156.9
2010–11	4.7	0.0	32.3	27.3	5.3	6.0	16.4	25.2	1.4	2.1	2.0	35.5	2.6	160.9
2011–12	5.8	0.0	34.0	30.8	6.1	6.2	21.5	30.6	1.5	2.6	2.4	38.2	2.6	182.2
2012–13	6.3	0.0	35.1	31.3	5.8	5.7	21.2	29.3	1.0	2.6	2.4	40.3	3.4	184.4
2013–14	5.5	0.0	39.9	34.9	5.8	6.4	20.2	33.3	1.5	2.6	2.9	43.1	2.4	198.4
2014–15	3.0	0.0	45.7	32.0	5.5	6.3	21.4	34.8	1.4	2.5	4.0	39.9	1.4	198.0
2015–16	2.1	0.0	49.1	34.8	4.2	6.3	21.6	37.6	0.7	2.3	5.2	37.3	0.7	201.8
Average annual per cent change	(%)													
1 year	-29.6	-8.4	7.3	8.5	-24.0	0.3	0.9	8.1	-51.3	-9.1	28.6	-6.6	-49.4	1.9
5 year trend	-16.3	-18.1	9.3	4.2	-4.3	1.2	3.8	7.4	-9.0	0.6	20.7	1.3	-22.4	4.2

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

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

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.

Table C.4 Nominal value of Australia's international sea freight, by trading region of discharging and loading

Financial year	Africa	Central Asia	China (inc. Hong Kong & Macau)	Europe	Middle East	New Zealand	North & Central America	Other East Asia	Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
Exports - regions where cargo was discharged	(\$ billion)													
2006–07	2.8		21.8	13.5	3.4	7.7	8.8	49.5	2.3	1.2	5.1	27.2	1.2	144.4
2007–08	2.3		26.3	12.9	4.2	8.2	8.9	53.8	2.5	1.3	5.3	28.8	1.3	155.7
2008–09	2.9		38.5	13.2	5.1	6.8	9.4	79.3	2.5	1.9	10.3	31.2	1.3	202.3
2009–10	2.5		44.6	8.5	3.3	6.7	7.0	58.7	2.8	1.8	9.5	32.0	1.6	178.9
2010–11	2.8		61.6	11.1	4.3	6.0	7.1	76.9	3.0	2.1	11.8	34.8	1.1	222.6
2011–12	3.1		70.5	11.0	4.9	6.3	8.1	80.0	3.2	2.0	10.4	35.8	1.0	236.2
2012–13	2.5		69.3	8.4	5.5	6.0	7.1	71.5	3.6	1.2	8.7	36.8	0.6	221.3
2013–14	2.9		89.4	7.6	5.7	6.1	7.0	74.7	3.1	1.2	7.9	37.1	0.8	243.6
2014–15	2.3		72.0	7.6	5.8	7.0	9.3	67.9	2.8	1.6	8.8	41.1	1.3	227.5
2015–16	2.9		68.2	8.4	5.4	7.1	9.4	58.0	2.7	1.5	9.4	45.4	0.5	218.9
Average annual per cent change														
1 year	26.9		-5.3	10.8	-6.3	1.3	1.5	-14.6	-5.8	-7.8	7.0	10.5	-61.7	-3.8
5 year trend	-1.3		2.4	-7.2	4.8	3.3	5.2	-5.2	-3.1	-6.5	-4.8	5.1	-8.6	-0.3

(continued)

Table C.4 Nominal value of Australia's international sea freight, by trading region of discharging and loading (continued)

Financial year	Africa	Central Asia	China (inc. Hong Kong & Macau)	Europe	Middle East	New Zealand	North America	Other East Asia	Pacific Islands & PNG ^a	South America	South Asia	South East Asia	Rest of world	Total
Imports - regions where cargo was loaded	(\$ billion)													
2006–07	1.9		22.6	24.8	3.8	5.1	15.1	23.0	1.6	1.2	33.7	1.8	135.7	
2007–08	1.9		25.3	27.3	4.9	6.6	15.7	25.2	1.9	1.6	42.5	1.3	155.7	
2008–09	1.6		30.6	28.7	4.7	6.0	18.0	24.6	1.4	1.8	20	44.2	2.3	166.0
2009–10	2.0		28.8	25.1	4.3	6.0	15.1	24.9	1.4	2.0	20	43.5	1.8	156.9
2010–11	4.4		32.4	25.1	5.3	6.7	16.1	24.4	1.6	2.0	2.1	38.4	2.5	160.9
2011–12	4.9		34.0	28.4	5.9	6.8	20.8	30.2	1.7	2.3	2.4	42.6	2.3	182.2
2012–13	5.7		35.6	29.3	5.4	5.9	20.5	28.6	1.1	2.8	2.3	44.8	2.5	184.4
2013–14	5.1		40.2	31.3	5.5	6.7	20.0	32.0	1.9	2.2	2.8	49.2	1.5	198.4
2014–15	2.8		45.5	29.8	5.2	6.5	20.4	33.4	1.6	2.4	3.9	46.2	0.3	198.0
2015–16	2.1		49.3	33.2	3.6	6.6	21.0	32.1	0.9	2.2	5.0	45.7	0.1	201.8
Average annual per cent change														
1 year	-23.2		8.4	11.4	-29.9	1.3	3.2	-4.1	-44.6	-9.6	26.7	-1.1	-64.6	1.9
5 year trend	-14.4		9.3	4.7	-6.3	-0.1	3.6	5.2	-6.9	1.2	18.9	3.5	-47.1	4.2

^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.

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 (2017a).

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	India	United States of America (\$ billion)		Taiwan	New Zealand	Indonesia	Malaysia	All countries ^b	
					Exports - country of final destination	Imports - country of origin						
2006–07	24.3	31.9	12.6	4.5	5.2	7.9	5.9	7.4	4.5	2.9	144.4	
2007–08	28.2	34.4	13.6	5.8	5.1	8.3	6.2	7.5	4.2	3.2	155.7	
2008–09	40.4	52.2	18.6	8.7	9.6	8.4	7.9	6.2	4.5	4.2	202.3	
2009–10	47.2	36.5	15.5	8.2	8.9	6.2	6.5	6.3	5.4	4.0	178.9	
2010–11	64.7	46.5	21.5	8.0	11.4	6.0	8.7	5.5	6.2	3.9	222.6	
2011–12	73.0	50.7	21.1	7.4	10.0	6.7	8.2	5.8	6.6	5.1	236.2	
2012–13	72.0	46.0	18.2	9.7	8.3	6.2	7.1	5.4	6.1	4.9	221.3	
2013–14	92.0	48.0	19.8	9.9	7.9	6.7	6.8	5.4	5.7	5.1	243.6	
2014–15	74.2	43.5	17.7	11.5	8.6	9.5	6.5	5.7	6.1	6.3	227.5	
2015–16	70.5	34.8	16.9	16.5	8.8	9.0	6.0	5.9	8.0	4.6	218.9	
Average annual per cent change						(%)						
1 year	-5.0	-19.9	-4.2	44.1	1.5	-5.0	-7.6	2.6	29.6	-26.4	-3.8	
5 year trend	2.1	-5.2	-4.6	15.2	-4.9	9.5	-7.2	0.8	2.7	-0.3	-0.3	
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Financial year	China ^a	Japan	Korea, Republic of Singapore	India	United States of America (\$ billion)	Thailand	Korea, Republic of (\$ billion)	Germany	Malaysia	New Zealand	Indonesia	All countries ^b
2006–07	22.5	16.0	13.4	8.7	6.3	5.5	6.8	4.8	4.5	4.3	135.7	
2007–08	25.3	18.4	13.8	13.4	7.2	4.8	8.3	6.4	5.8	4.2	155.7	
2008–09	32.6	16.7	15.2	12.0	7.6	5.3	8.9	6.7	5.7	4.4	166.0	
2009–10	29.0	17.9	13.0	10.8	9.6	6.5	8.2	6.9	5.7	4.4	156.9	
2010–11	32.3	15.7	13.9	11.2	7.7	6.7	7.5	7.3	6.0	5.3	160.9	
2011–12	34.0	19.1	18.6	13.4	7.3	8.6	8.3	7.8	6.2	5.5	182.2	
2012–13	35.1	17.2	17.7	12.9	10.0	9.0	8.2	7.7	5.7	5.3	184.4	
2013–14	39.9	17.2	17.1	11.7	9.9	12.7	8.7	9.8	6.4	6.3	198.4	
2014–15	45.7	17.2	17.9	9.4	11.1	13.7	8.7	8.9	6.3	5.1	198.0	
2015–16	49.1	16.9	18.3	6.4	13.1	17.0	9.7	8.4	6.3	5.3	201.8	
Average annual per cent change						(%)						
1 year	7.3	-1.5	2.0	-31.7	17.7	24.1	11.7	-5.3	0.3	2.4	1.9	
5 year trend	9.3	0.2	3.5	-106	11.9	202	4.2	3.8	1.2	4.2	4.2	
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^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 over the last ten years. The countries are sorted in descending order by the total value summed over the ten years, not by the most recent financial year.

Source: ABS (2017a)

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	9-Commodities and transactions, nes	Total
Exports											
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
2015-16	29.9	2.4	77.9	57.6	0.6	5.6	12.9	8.8	1.9	21.2	218.9
Average annual per cent change							(%)				
1 year	-1.6	10.0	-10.4	-11.5	0.6	10.1	-5.8	-4.5	16.5	68.6	-3.8
5 year trend	7.9	1.3	-1.8	-3.2	4.1	4.3	-2.3	3.4	4.7	3.4	-0.3
Imports							(\$ billion)				
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	14.4	23.7	70.5	18.5	2.4	184.4
2013-14	11.1	2.6	2.3	43.2	0.6	16.0	25.6	71.7	21.6	3.6	198.4
2014-15	12.2	2.8	3.0	33.9	0.6	17.0	28.1	73.5	23.7	3.1	198.0
2015-16	13.5	3.2	3.0	24.7	0.7	18.1	27.5	78.2	27.2	5.8	201.8
Average annual per cent change							(%)				
1 year	10.4	15.0	-1.2	-27.0	18.1	6.1	-2.3	6.4	14.4	86.1	1.9
5 year trend	10.0	14.2	4.4	-5.4	5.3	6.8	6.0	4.7	9.6	6.6	4.2

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

Source: ABS (2017a)

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