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Australian sea freight 2020–21

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Communications and the Arts

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Foreword

This is the latest in a series of Bureau of Infrastructure and Transport Research 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 2011–12 to 2020–21.

The publication was prepared in the Infrastructure and Surface Transport 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.

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At a glance

Australian Sea Freight 2020–21 provides two additional years of data from the previous report (*Australian Sea Freight 2018–19*): 2019–20 and 2020–21.

In 2020–21 the total cargo (international and coastal) moving across Australian wharves fell by 1.2 per cent to 1 709.4 million tonnes. The average annual trend growth over the five-years to 2020–21 was 1.4 per cent per annum.

Australian sea freight is heavily focused on exports – in 2020–21 exports made up 88.7 per cent of the sea freight handled in Australia by tonnage. Imports made up 5.7 per cent of total sea freight handled with coastal freight handled (domestic freight is handled twice in Australia) making up 5.6 per cent. This export focus has increased over time – in 2011–12 exports made up only 83.3 per cent of the sea freight handled in Australia by tonnage.

International exports and imports by sea — *value growing faster than weight*

In 2020–21, the value of Australia's maritime exports was \$354.8 billion, a 1.3 per cent increase in real terms on 2019–20 and an average annual trend increase of 7.8 per cent per annum, in real terms, over the five years to 2020–21. 1 516.1 million tonnes of goods were exported from Australia by sea in 2020–21, a 1.0 per cent decline on 2019–20, though in trend terms there was an average annual increase of 1.7 per cent per annum over the five years to 2020–21.

Australia imported 97.1 million tonnes of goods worth \$246.6 billion by sea in 2020–21. The value of imports increased 5.9 per cent in real terms between 2019–20 and 2020–21 and increased at a trend rate of 1.9 per cent per annum over the five years to 2020–21. The weight of imports in 2020–21 increased 0.3 per cent from 2019–20 though trend growth shows an average annual decrease of 0.6 per cent per annum over the five years to 2020–21.

Coastal freight — *falls in volume and freight task*

In 2020–21 the coastal freight loaded fell by 6.1 per cent to 48.1 million tonnes. Similarly, the freight task of loaded coastal cargo in 2020–21 was 96.6 billion tonne-kilometres¹, an 11.3 per cent decrease on 2019–20.

Recent changes in coastal freight have been driven by a number of different events including:

- In 2018–19 severe drought on the east coast resulted in an atypical 3.1 million tonnes increase in coastal grain, mostly from Western Australia to the east coast. In 2019–20 this west-east coastal grain flow started to fall and by 2020–21 it had disappeared.
- The expansion of the Yarwun alumina refinery in Gladstone resulted in coastal bauxite flows to Gladstone increasing from 13.7 million tonnes in 2011–12 to 19.2 million tonnes in 2016–17. However this then gradually fell to a low of 16.2 million tonnes in 2019–20 before recovering to 17.2 million tonnes in 2020–21.
- The Kwinana petrol refinery closed in the first half of 2021. While the refinery processed some coastal crude oil, in recent years its main contribution to coastal freight was sending refined petroleum to other ports in Australia. In 2019–20 1.7 million tonnes of

¹ The 'tonne-kilometre' is a measure of freight activity. One tonne-kilometre represents one tonne of freight transported a distance of one kilometre. This takes into account both the quantity of freight carried and the distance travelled.

refined petroleum was sent coastally by Fremantle Ports (which includes Kwinana). In 2020–21 this flow was 0.8 million tonnes. The closure of the Kwinana petrol refinery was the latest in a series of petrol refinery closures in Australia which have impacted coastal shipping.

Other significant changes which occurred in recent years in coastal freight include:

- Diversification of BlueScope Steel's (in Port Kembla) supply of iron ore away from Port Hedland. Also, the total iron ore discharged at Port Kembla in 2019–20 and 2020–21 was lower than in previous years.
- Since 2017–18 there have been significant flows of coal from Queensland to Port Kembla.
- A fall in the limestone sent from Klein Point to Adelaide for use in cement clinker manufacturing in 2020–21.
- From 2018–19 onwards new crude oil flows from northern Australia which may be related to the opening of the Ichthys gas field in Western Australia and the INPEX LNG plant (which is included here as part of Darwin but is separate from Darwin Port).

Coastal trading licences — *General Licence activity up but Temporary Licence activity down*

Coastal trading licences are required for all interstate coastal shipping (intrastate coastal shipping can choose to be under licence). The total tonnage carried under licence in 2020–21 was 35.6 million tonnes, a decrease of 10.8 per cent on 2019–20. The tonnage carried under licence in 2020–21 represented 73.9 per cent of all loaded coastal freight (which includes cargo not carried under licence).

25.8 million tonnes of cargo was carried in 2020–21 under Temporary Licence, a decrease of 13.9 per cent from 2019–20, with dry bulk, liquid bulk and general cargo all declining. The freight task performed under Temporary Licence decreased 21.0 per cent in 2020–21 from 2019–20 to 64.4 billion tonne-kilometres. Temporary Licences accounted for 53.7 per cent of loaded coastal freight tonnage and 66.7 per cent of the loaded coastal tonne-kilometres in 2020–21.

In 2020–21, 9.7 million tonnes was carried by Australian-flagged vessels under General Licence, a 1.2 per cent decrease from 2019–20. However this was after a 6.6 per cent increase in 2019–20.² The freight task performed under General Licence in 2020–21 was 3.7 billion tonne-kilometres, a 4.6 per cent increase over 2019–20.

The number of containers carried under Temporary Licence, mainly between capital cities, decreased by 31.1 per cent in 2020–21 to 57 711 TEU. The number of voyages under Temporary Licence with containers also dropped by 18.7 per cent in 2020–21. In contrast, the number of containers carried under General Licence, which mainly services the Bass Strait trade, increased by 7.4 per cent in 2020–21.

Vessel activities — *port calls down but number of unique cargo ships calling up*

6 315 uniquely identified cargo ships made a total of 30 613 port calls at Australian ports in 2020–21. This included 6 219 unique cargo ships that made 17 303 voyages to Australian ports directly from overseas ports.

In 2020–21 the number of port calls by all cargo ships at Australian ports dropped by 1.2 per cent compared to 2019–20. This continued the 9.3 per cent drop seen in 2019–20. While the port

² This increase was driven by general cargo carried under General Licence which is mostly reported as TEU. BITRE then converted this to tonnes using a constant conversion factor. The BITRE Coastal Freight Survey results suggest that the actual percentage increase in tonnage may not be quite as high as that in the TEU reported through the General Licensing system.

calls by cargo ships directly from overseas also went down in each of these years it was by a milder 1.5 per cent in 2019–20 and 0.2 per cent in 2020–21.

While port calls decreased, the number of uniquely identified cargo ships calling at Australian ports continued to increase, growing by 4.6 per cent to 6 315 ships in 2020–21.

Vessel movement data in this report only includes movements for which both the arrival and previous port are covered by the data received from Lloyd's List Intelligence.

Australian trading fleet — *fall in size of Australian trading fleet*

Between 30 June 2020 and 30 June 2021 the size and capacity of the Australian trading fleet increased slightly from 136 vessels to 137 vessels. However the deadweight tonnage or capacity of the fleet increased by 8.8 percent from 6.1 million tonnes to 6.6 million tonnes. However this is still down from the recent peak of 158 vessels with a capacity of 7.2 million tonnes as of 30 June 2018.

The average age of ships in the Australian trading fleet, as shown in Table 5.6, is usually calculated using a simple average. This edition of *Australian Sea Freight* also includes the deadweight tonnage weighted average age of the ships. The deadweight tonnage weighted age is usually lower than the average age due to the larger cargo ships generally being younger. As of 30 June 2021 the average age of ships in the Australian trading fleet was 13.5 years, down from 15.4 years as of 30 June 2012. The deadweight tonnage weighted age was 10.2 years as of 30 June 2021, down from 14.7 years as of 30 June 2012.

Vehicle carriers have been added to the Australian trading fleet for the first time. As a result of revisions to the source data this change was backdated to 30 June 2019.

The number of major (deadweight tonnage greater than 2 000 tonnes) active Australian registered ships with a General Licence decreased by two to 11 as of 30 June 2021 with the removal of the bulk carrier *CSL Whyalla* and the general cargo ships *Aurora Australis* and *Searoad Tamar*. However the *Liekut*, which replaces the *Searoad Tamar*, joined the list.

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LIBERTY Primary Steel	Ports Victoria
LINX	Rio Tinto
Mid West Ports	Santos
NSW Ports	Southern Ports
North Queensland Bulk Ports Corporation	Tasmanian Ports Corporation
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Contents

Foreword	ii
At a glance	iii
Acknowledgements.....	vi
List of tables	viii
List of figures	x
Chapter 1 International sea freight.....	1
Chapter 2 Coastal freight	19
Chapter 3 Coastal trading under permit and licence.....	37
Chapter 4 Australian port activity	49
Chapter 5 Australian trading fleet	63
Glossary	75
Appendix A: Australian ports.....	77
Appendix B: Trading regions and country codes.....	79
Appendix C: Nominal trade values	81
Appendix D: Commodity groups for Table I.13.....	87
Appendix E: Australian trading fleet 2019–20.....	88
References	93

List of tables

Table 1.1	Value of Australia's international sea freight, by Australian state/territory of origin and final destination (2021-22 prices).....	3
Table 1.2	Weight of Australia's international sea freight, by Australian state/territory of origin and final destination.....	4
Table 1.3	Top ten ports with the highest value of Australia's international sea freight (2021-22 prices).....	5
Table 1.4	Top ten ports with the largest weight of Australia's international sea freight.....	6
Table 1.5	Value of Australia's international sea freight, by trading region of final destination or origin (2021-22 prices)	9
Table 1.6	Weight of Australia's international sea freight, by trading region of final destination or origin	10
Table 1.7	Value of Australia's international sea freight, by trading region of discharging and loading (2021-22 prices).....	11
Table 1.8	Weight of Australia's international sea freight, by trading region of discharging and loading	12
Table 1.9	Top ten countries that traded the highest value of sea freight with Australia (2021-22 prices).....	13
Table 1.10	Top ten countries that traded the largest weight of sea freight with Australia	14
Table 1.11	Value of Australia's international sea freight, by commodity group (2021-22 prices)	15
Table 1.12	Weight of Australia's international sea freight, by commodity group	16
Table 1.13	Weight of select commodity groups through the top five Australian capital city ^a ports	17
Table 2.1	Weight of coastal freight by state of loading and discharging.....	21
Table 2.2	Coastal freight task by state of loading and discharging.....	22
Table 2.3	Coastal freight flows between states/territories: Weight	23
Table 2.4	Coastal freight flows between states/territories: Freight task.....	26
Table 2.5	Top ten ports with largest weight of coastal freight.....	31
Table 2.6	Top ten coastal freight flows between Australian ports.....	33
Table 2.7	Weight and freight task of coastal freight loaded, by cargo type.....	34
Table 2.8	Weight and freight task of coastal freight loaded, by commodity group	35
Table 2.9	Coastal freight between Tasmania and mainland Australia, by commodity group	36
Table 3.1	Coastal shipping under licence: impact on coastal trade – weight carried and freight task.....	40
Table 3.2	Usage of Coastal Trade Permits and Temporary Licences	43
Table 3.3	Tonnage of freight carried on permits/Temporary Licences: The top routes.....	45
Table 3.4	Containerised freight carried on permits/Temporary Licences: The top routes ..	47
Table 4.1	Total throughput, by state/territory	51
Table 4.2	Top ten ports that handled the largest ten-year total throughput.....	52
Table 4.3	Number of port calls, by state/territory	54
Table 4.4	Top ten ports with the greatest number of port calls	55

Table 4.5	Number of port calls, by ship type.....	56
Table 4.6	Number of port calls at Australian ports, by ship size	57
Table 4.7	Number of cargo ships that called at Australian ports, by state/territory	59
Table 4.8	Top ten ports with the greatest number of cargo ships visited.....	60
Table 4.9	Number of cargo ships that called at Australian ports, by ship type	61
Table 4.10	Number of cargo ships that called at Australian ports, by ship size	62
Table 5.1	Number of ships in the Australian trading fleet	65
Table 5.2	Total deadweight tonnage of ships in the Australian trading fleet.....	65
Table 5.3	Total gross tonnage of ships in the Australian trading fleet.....	66
Table 5.4	Number of ships in the Australian trading fleet, by ship type.....	66
Table 5.5	Total deadweight tonnage of ships in the Australian trading fleet, by ship type	67
Table 5.6	Number of ships in the Australian trading fleet, by age of ship.....	67
Table 5.7	Total deadweight tonnage of ships in the Australian trading fleet, by age of ship .	68
Table 5.8	Ships in the major international trading fleet, 2020–21	70
Table 5.8	Ships in the major international trading fleet, 2020–21 (continued).....	71
Table 5.9	Ships in the major coastal trading fleet, 2020–21	72
Table 5.9	Ships in the major coastal trading fleet, 2020–21 (continued).....	73
Table 5.10	Ships in the minor trading fleet, 2020–21	74
Table C.1	Nominal value of Australia’s international sea freight, by Australian state/territory of origin and final destination.....	81
Table C.2	Top ten ports with the highest value of Australia’s international sea freight, nominal.....	82
Table C.3	Nominal value of Australia’s international sea freight, by trading region of final destination or origin.....	83
Table C.4	Nominal value of Australia’s international sea freight, by trading region of discharging and loading.....	84
Table C.5	Top ten countries that traded the highest value of sea freight with Australia, nominal.....	85
Table C.6	Nominal value of Australia’s international sea freight, by commodity group	86
Table E.1	Ships in the major international trading fleet, 2019–20.....	88
Table E.2	Ships in the major coastal trading fleet, 2019–20.....	90
Table E.3	Ships in the minor trading fleet, 2019–20	92

List of figures

Figure 1.1	Value of Australia's international sea freight (2021-22 prices)	2
Figure 1.2	Weight of Australia's international sea freight	2
Figure 1.3	Value of Australia's international sea freight by trading region of final destination or origin, 2020–21	7
Figure 1.4	Weight of Australia's international sea freight by trading region of final destination or origin, 2020–21	8
Figure 2.1	Coastal freight weight loaded by Australian state/territory	20
Figure 2.2	Coastal freight weight discharged by Australian state/territory	20
Figure 2.3	Top ten ports by volume of coastal freight loaded, ten years to 2020–2021	29
Figure 2.4	Top ten ports by volume of coastal freight discharged, ten years to 2020–21	30
Figure 2.5	Coastal freight carried on the top ten routes, 2020–21 (million tonnes)	32
Figure 3.1	Top routes for tonnage of freight carried under Temporary Licences, 2020–21 ('000 tonnes)	44
Figure 3.2	Top routes for containerised freight under Temporary Licences, 2020–21 (TEUs)	46
Figure 4.1	Total throughput at Australian ports	50
Figure 4.2	Total port calls at Australian ports	53
Figure 4.3	Total number of cargo ships that called at Australian ports	58
Figure 5.1	Number of ships in the Australian trading fleet by ship type, 2020–21	69
Figure 5.2	Total deadweight tonnage of ships in the Australian trading fleet by ship type, 2020–21 ('000 tonnes)	69

Overview

This chapter shows data about Australia's international exports and imports by sea from 2011–12 to 2020–21. 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 2022a), which are based on data collected by the Department of Home Affairs.

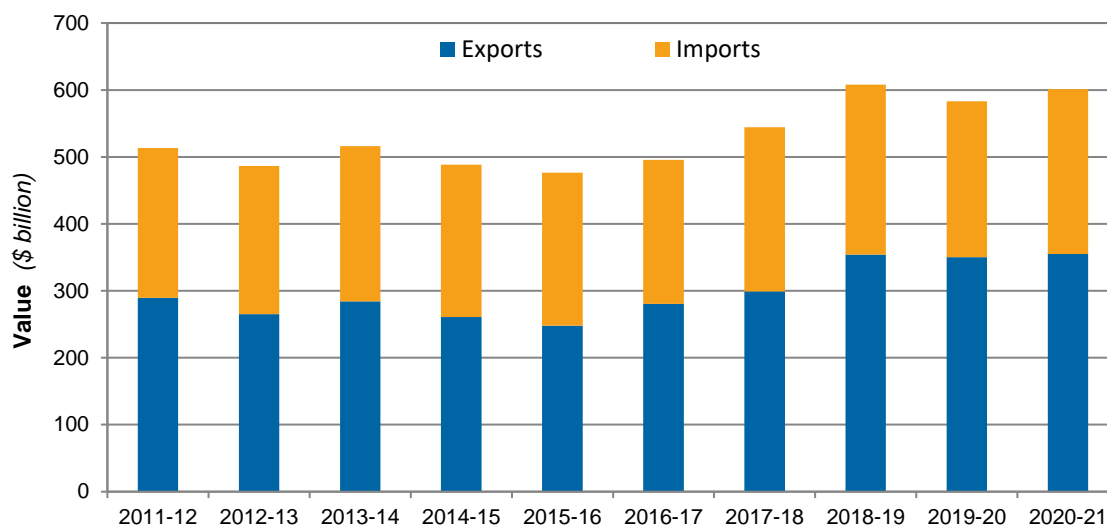
Value figures in this report are in real terms, adjusted for price changes using CPI (ABS 2022b). Nominal figures are included in Appendix C.

As the focus of this report is on freight throughput, non-merchandise trade³ is included. However, since *Australian Sea Freight 2018–19*, ship stores supplied to foreign vessels in Australia for consumption on the outward journey (such as bunker fuel and feed for the live animal trade) have been excluded, with changes backdated. This was a change from previous versions of *Australian Sea Freight* which included these exports.

The ABS changed how they handled confidentialised import data from September 2008 and confidentialised export data from June 2013. This change means that aggregates for port, state, country, and mode of transport totals may no longer be complete and changes in confidentiality restrictions over time may affect the time series. See ABS (2018) for more details.

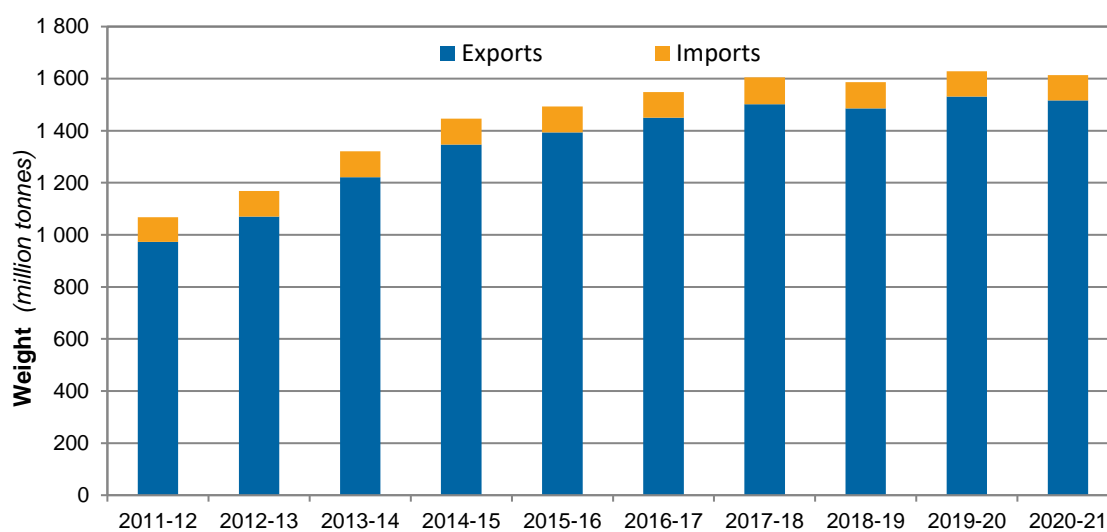
³ Non-merchandise trade consists of goods entering or leaving Australia on a temporary basis but still entered on an export or import declaration. For example: art exhibits, race horses, vessels or aircraft sent for repairs, machinery or equipment temporarily imported for construction and the personal belongings of passengers (ABS 2018).

Figure I.1 Value of Australia's international sea freight (2021-22 prices)



Sources: ABS (2022a), ABS (2022b).

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



Source: ABS (2022a).

Table 1.1 Value of Australia's international sea freight, by Australian state/territory of origin and final destination (2021-22 prices)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Foreign origin ^b	Total
Exports – Australian state/territory of origin (<i>\$ billion</i>)										
2011–12	42.7	22.4	63.5	13.3	126.1	3.5	6.4	0.6	11.1	289.6
2012–13	38.2	22.0	51.8	12.1	118.0	3.3	7.1	0.2	12.7	265.3
2013–14	36.5	24.1	50.8	13.6	134.7	3.1	8.0	0.0	13.5	284.3
2014–15	35.9	23.2	51.8	12.3	109.7	2.7	7.3	0.0	18.0	261.0
2015–16	33.3	21.8	52.5	12.4	91.8	2.9	5.4	0.0	27.7	247.7
2016–17	40.5	22.4	72.3	12.0	111.7	2.8	5.4	0.0	13.6	280.6
2017–18	42.4	23.3	79.1	12.3	119.6	3.6	6.3	0.0	12.5	299.2
2018–19	47.3	23.5	91.5	11.9	154.1	3.7	10.2	0.0	12.1	354.3
2019–20	41.1	22.6	78.8	11.1	170.3	3.6	13.0	0.0	9.8	350.3
2020–21	36.3	21.2	58.6	12.6	206.2	3.8	9.8	0.0	6.4	354.8
Average annual per cent change (%)										
1 year	-11.5	-6.3	-25.7	13.5	21.1	5.0	-24.8	-44.8	-34.5	1.3
5 year trend	1.7	-0.3	2.8	-0.5	17.2	5.7	19.0		-21.2	7.8
Imports – Australian state/territory of final destination (<i>\$ billion</i>)										
2011–12	66.9	61.9	44.1	8.1	36.5	1.2	5.1	0.0		223.7
2012–13	65.0	60.4	46.4	7.6	34.9	0.8	6.2	0.0		221.4
2013–14	67.7	66.6	45.7	8.8	37.7	0.9	4.4	0.0		231.9
2014–15	71.6	66.1	38.8	8.4	35.7	1.0	5.9	0.0		227.5
2015–16	75.1	68.5	36.7	8.6	35.2	1.0	3.6	0.0		228.7
2016–17	74.8	67.0	38.4	8.9	23.3	1.1	1.6	0.0		215.2
2017–18	80.1	73.2	45.0	9.0	34.2	1.3	2.2	0.0		245.0
2018–19	85.0	78.2	46.7	9.6	30.7	1.6	1.9	0.0		253.7
2019–20	80.2	73.6	41.2	8.7	26.5	1.2	1.3	0.0		232.7
2020–21	83.7	77.2	44.3	9.4	29.7	1.0	1.3	0.0		246.6
Average annual per cent change (%)										
1 year	4.4	4.9	7.5	8.2	12.1	-17.1	-5.3	347.0		5.9
5 year trend	2.3	2.7	3.4	1.1	-1.6	1.6	-15.8	-38.5		1.9

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. It also includes the ACT.

b “Foreign origin” refers to cargo without an Australian origin. Most of this category refers to ‘re exports’.

Notes: Blank cells mean no data was recorded for the categories, or per cent changes were 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.

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a), ABS (2022b).

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 of origin (million tonnes)										
2011–12	153.5	17.9	196.5	21.1	563.4	4.7	12.6	1.6	1.4	972.7
2012–13	171.7	17.6	213.5	20.0	625.5	4.4	14.9	0.6	1.5	1 069.7
2013–14	178.8	18.7	237.2	25.7	736.2	5.4	17.7	0.0	1.8	1 221.4
2014–15	184.7	17.4	252.3	23.5	842.0	5.8	19.0	0.0	1.8	1 346.5
2015–16	178.9	16.3	266.1	18.7	888.1	6.3	17.2	0.0	2.2	1 394.0
2016–17	184.7	21.1	265.9	20.5	932.9	6.2	17.3	0.0	1.1	1 449.7
2017–18	172.8	21.5	280.5	19.1	979.7	7.1	19.7	0.0	1.1	1 501.4
2018–19	177.3	16.0	290.9	11.4	959.6	6.7	23.0	0.0	1.2	1 486.1
2019–20	179.9	14.5	289.4	13.4	996.0	7.4	30.0	0.1	0.8	1 531.6
2020–21	175.7	17.6	267.7	17.2	999.8	6.6	30.8	0.0	0.6	1 516.1
Average annual per cent change (%)										
1 year	-2.4	21.2	-7.5	28.5	0.4	-10.6	2.7	-79.8	-23.6	-1.0
5 year trend	-0.4	-2.9	0.9	-6.1	2.2	1.8	14.5		-18.7	1.7
Imports – Australian state/territory of final destination (million tonnes)										
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
2016–17	23.7	22.1	22.4	4.9	19.1	1.0	6.1	0.0		99.3
2017–18	25.8	24.9	23.0	4.6	17.9	1.2	6.4	0.0		103.8
2018–19	25.6	24.2	21.1	4.8	17.5	1.1	6.2	0.0		100.5
2019–20	25.7	22.7	19.5	4.9	17.6	1.0	5.3	0.0		96.9
2020–21	24.6	23.2	20.2	5.5	16.7	1.0	6.0	0.0		97.1
Average annual per cent change (%)										
1 year	-4.2	2.0	3.2	12.5	-5.3	-3.7	12.3	2521.1		0.3
5 year trend	1.7	1.3	-2.8	2.7	-3.0	-0.7	-3.8	-27.5		-0.6

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. It also includes the ACT.

b “Foreign origin” refers to cargo without an Australian origin. Most of this category refers to ‘re exports’.

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

Includes non-merchandise trade but excludes ship stores.

Source: ABS (2022a).

Table 1.3 Top ten ports with the highest value of Australia's international sea freight (2021-22 prices)

Financial year	Port Hedland	Dampier	Melbourne	Hay Point	Gladstone	Newcastle	Port Walcott	Brisbane	Sydney	Fremantle	All ports ^a
Exports											
	(\$ billion)										
2011-12	37.9	45.8	24.6	22.2	14.9	20.0	12.0	15.6	13.3	12.8	289.6
2012-13	35.8	44.1	23.9	16.9	10.6	18.2	9.8	15.1	11.9	12.9	265.3
2013-14	46.2	45.8	25.8	16.3	11.3	17.8	15.4	14.1	12.3	11.4	284.3
2014-15	34.2	39.0	26.0	15.3	11.7	16.8	13.4	16.1	12.8	12.6	261.0
2015-16	29.8	37.6	25.3	13.7	15.8	15.3	12.5	14.7	13.0	11.2	247.7
2016-17	39.0	28.7	24.3	23.7	24.0	20.6	15.8	15.0	13.7	11.5	280.6
2017-18	37.3	31.8	26.0	27.4	26.5	22.7	15.6	15.3	14.2	11.4	299.2
2018-19	47.5	36.5	27.5	30.1	34.0	24.6	17.4	16.3	15.6	13.9	354.3
2019-20	63.4	33.1	26.0	22.4	29.4	19.3	23.5	15.9	15.1	12.2	350.3
2020-21	94.6	37.6	23.8	14.0	20.4	16.3	31.4	13.8	13.4	10.0	354.8
Average annual per cent change											
	(%)										
1 year	49.2	13.6	-8.4	-37.6	-30.5	-15.9	33.9	-13.1	-11.4	-18.5	1.3
5 year trend	23.8	1.7	-0.1	0.1	6.3	0.6	18.3	-0.2	1.5	-0.6	7.8
	Melbourne	Sydney	Brisbane	Fremantle	Port Kembla	Adelaide	Geelong	Dampier	Darwin	Townsville	All ports ^a
Imports											
	(\$ billion)										
2011-12	59.0	56.1	34.9	24.8	10.7	5.5	5.6	6.5	4.3	3.0	223.7
2012-13	57.0	54.8	34.9	24.0	10.2	5.7	5.7	3.5	4.8	3.4	221.4
2013-14	61.7	57.9	35.3	22.6	10.0	7.1	6.7	4.8	3.9	2.9	231.9
2014-15	61.7	60.9	30.7	21.6	10.6	6.9	5.5	2.7	5.7	2.7	227.5
2015-16	66.3	63.1	30.0	20.0	12.3	7.0	3.5	6.7	3.5	1.8	228.7
2016-17	65.5	62.3	31.6	18.3	12.5	7.2	3.3	0.9	1.5	2.0	215.2
2017-18	70.0	66.0	36.6	20.3	13.5	7.7	4.6	1.3	2.1	2.9	245.0
2018-19	73.8	71.4	38.8	21.4	12.6	8.1	5.7	5.2	1.7	2.2	253.7
2019-20	70.2	69.5	33.8	21.4	10.8	7.5	4.4	1.4	1.2	2.1	232.7
2020-21	76.7	68.8	37.3	23.4	13.4	8.0	3.2	1.9	1.2	2.3	246.6
Average annual per cent change											
	(%)										
1 year	9.3	-1.0	10.5	9.2	24.2	6.7	-26.7	38.9	-2.6	6.1	5.9
5 year trend	2.9	2.4	3.9	3.8	-0.2	2.2	1.8	-10.3	-16.0	2.7	1.9

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

Notes: 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.

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports"

For example, Darwin in this report includes Darwin Port and the neighbouring Darwin LNG and INPEX LNG. Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.

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

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a), ABS (2022b).

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

Financial year	Port Hedland	Dampier	Port Walcott	Newcastle	Hay Point	Gladstone	Abbot Point	Weipa	Fremantle	Geraldton	All ports ^a
Exports (million tonnes)											
2011–12	240.2	173.1	81.8	125.5	83.3	62.8	13.6	11.2	12.2	9.2	972.7
2012–13	283.0	180.0	84.8	145.8	96.4	62.2	17.5	12.6	15.8	14.7	1 069.7
2013–14	363.3	174.1	120.3	156.5	108.3	73.8	22.8	14.1	17.1	17.6	1 221.4
2014–15	438.2	167.5	157.4	161.7	114.9	74.7	28.7	15.1	18.3	16.1	1 346.5
2015–16	452.0	169.1	187.7	160.2	115.5	89.2	26.4	16.2	17.3	15.2	1 394.0
2016–17	489.0	162.5	188.9	166.1	106.7	95.1	25.1	19.8	18.4	15.9	1 449.7
2017–18	505.7	173.7	198.9	159.3	119.0	92.6	27.6	22.0	16.3	15.0	1 501.4
2018–19	503.6	171.4	180.3	161.5	118.9	99.1	28.9	24.5	14.6	14.3	1 486.1
2019–20	528.3	163.6	191.6	164.9	110.8	97.9	31.8	30.0	13.8	14.0	1 531.6
2020–21	537.5	163.7	185.1	157.5	97.6	98.4	29.7	26.7	13.9	14.3	1 516.1
Average annual per cent change (%)											
1 year	1.7	0.1	-3.4	-4.5	-12.0	0.5	-6.6	-11.1	0.4	2.3	-1.0
5 year trend	3.2	-0.4	-0.4	-0.3	-2.1	1.9	3.9	11.6	-5.7	-2.0	1.7
	Sydney	Brisbane	Melbourne	Fremantle	Geelong	Darwin	Adelaide	Townsville	Port Kembla	Gladstone	All ports ^a
Imports (million tonnes)											
2011–12	17.7	14.7	14.2	12.1	5.6	5.4	2.3	5.4	1.9	3.2	94.9
2012–13	17.4	15.8	14.0	12.4	6.5	6.3	2.5	5.8	1.5	3.6	98.9
2013–14	16.1	16.3	14.4	12.8	7.5	6.5	2.9	4.8	1.4	3.3	99.1
2014–15	17.4	14.2	14.0	13.6	7.7	6.9	3.5	4.4	2.5	3.1	100.1
2015–16	18.3	13.4	14.0	13.1	6.7	7.0	4.0	3.3	2.5	3.3	98.9
2016–17	18.7	15.2	15.1	13.3	6.4	6.0	4.2	1.5	2.4	3.5	99.3
2017–18	20.0	16.7	16.6	13.1	7.7	6.3	3.9	1.7	3.2	1.6	103.8
2018–19	20.5	16.0	16.0	13.0	7.6	6.0	3.8	1.5	2.8	1.3	100.5
2019–20	19.5	14.1	15.5	13.0	6.6	5.2	3.9	1.6	3.9	1.4	96.9
2020–21	18.4	14.9	16.3	11.6	6.5	5.9	4.6	1.7	3.7	1.2	97.1
Average annual per cent change (%)											
1 year	-5.4	5.3	5.0	-10.6	-2.6	13.1	17.7	7.2	-5.6	-12.4	0.3
5 year trend	0.5	0.7	2.3	-2.0	-0.3	-3.9	1.4	-8.9	10.2	-20.3	-0.6

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

Notes: 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.

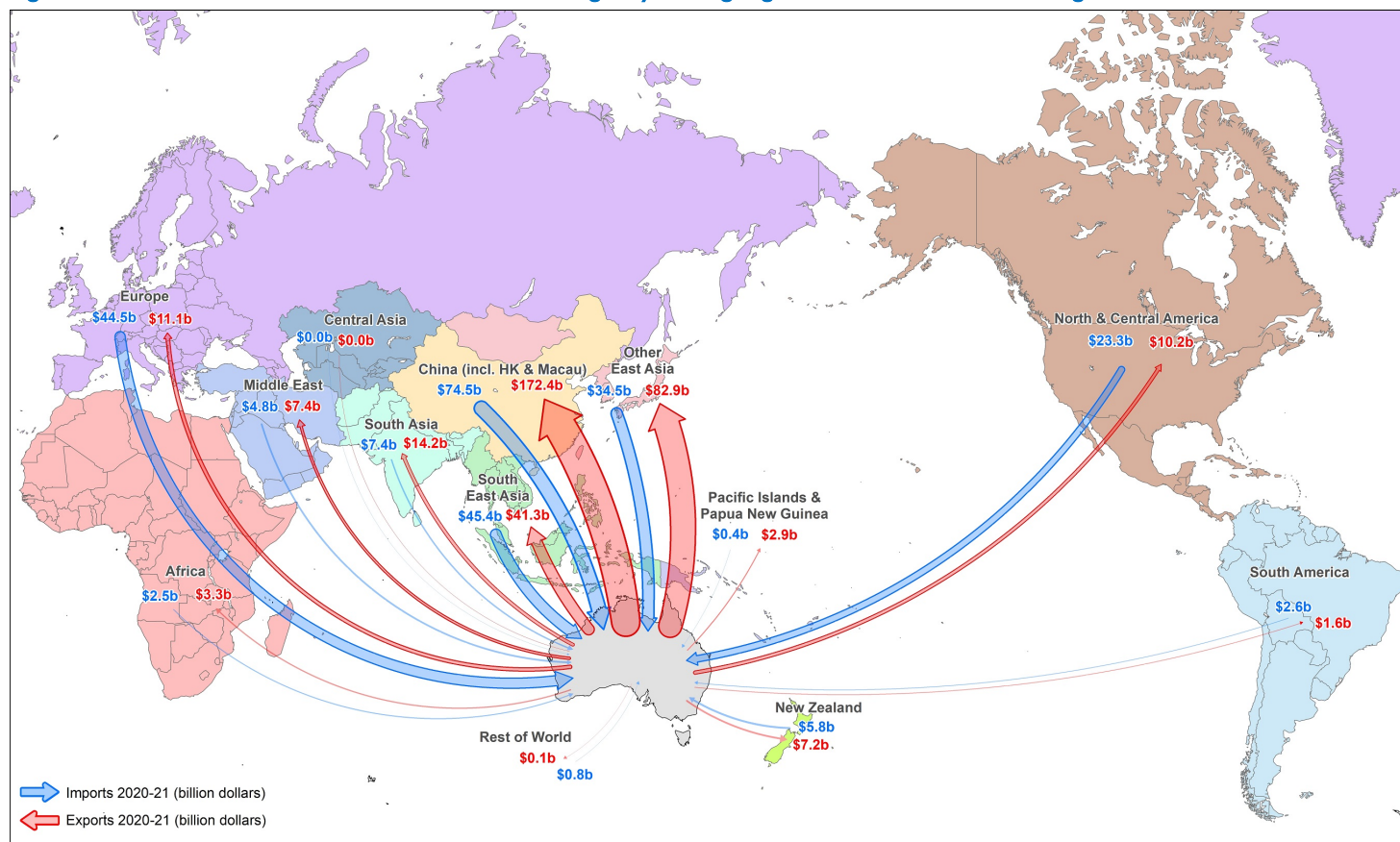
In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

For example, Darwin in this report includes Darwin Port and the neighbouring Darwin LNG and INPEX LNG. Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.

Includes non-merchandise trade but excludes non-merchandise trade.

Source: ABS (2022a).

Figure I.3 Value of Australia's international sea freight by trading region of final destination or origin, 2020–21

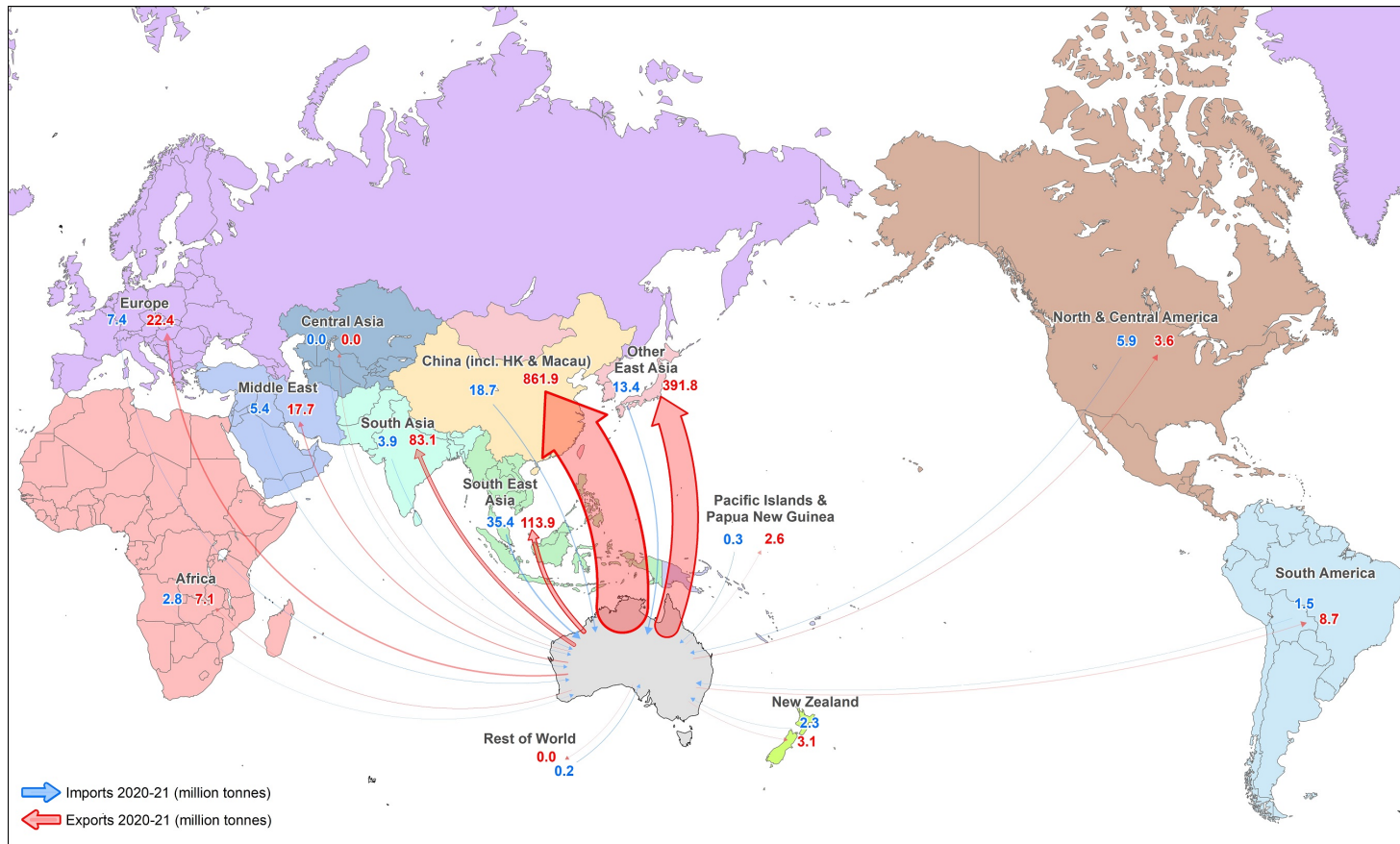


Notes: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.

"\$0.0b" means that data was recorded but rounded to zero.

Source: Derived from ABS (2022a). Adjusted to 2021–22 prices using ABS (2022b).

Figure 1.4 Weight of Australia's international sea freight by trading region of final destination or origin, 2020–21



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

"0.0" means that data was recorded but rounded to zero.

Source: Derived from ABS (2022a).

Table 1.5 Value of Australia's international sea freight, by trading region of final destination or origin (2021-22 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
Exports – region of final destination														
<i>(\$ billion)</i>														
2011–12	4.8	0.0	89.6	16.6	8.4	7.1	11.2	98.4	4.0	2.7	13.9	32.1	0.9	289.6
2012–13	4.0	0.0	86.5	12.6	9.1	6.5	9.8	85.7	4.5	1.6	11.6	32.8	0.4	265.3
2013–14	4.0	0.0	107.5	11.0	9.4	6.3	9.6	87.2	3.7	1.5	10.5	32.9	0.6	284.3
2014–15	3.4	0.0	85.3	10.7	9.6	6.6	13.0	77.8	3.3	2.0	11.6	36.6	1.1	261.0
2015–16	3.9	0.0	79.9	10.9	9.2	6.7	12.7	65.5	3.1	1.9	12.1	41.7	0.2	247.7
2016–17	3.2	0.0	102.1	14.1	8.5	6.7	10.5	75.7	2.9	2.6	18.4	35.7	0.2	280.6
2017–18	3.8	0.0	109.9	13.3	8.1	7.0	10.3	83.9	3.2	2.4	18.7	38.2	0.2	299.2
2018–19	4.1	0.0	136.0	14.4	9.1	7.5	12.5	101.5	3.8	2.2	18.3	44.4	0.3	354.3
2019–20	2.9	0.0	157.2	10.9	6.7	7.0	11.6	93.7	3.6	1.6	12.9	42.1	0.1	350.3
2020–21	3.3	0.0	172.4	11.1	7.4	7.2	10.2	82.9	2.9	1.6	14.2	41.3	0.1	354.8
Average annual per cent change														
<i>(%)</i>														
1 year	13.7	-21.5	9.7	1.8	10.8	2.1	-11.7	-11.5	-18.7	4.9	10.2	-1.7	-6.2	1.3
5 year trend	-2.9	49.8	16.5	-1.7	-4.6	1.7	-1.7	5.9	1.7	-6.1	-0.8	1.7	-23.2	7.8
Imports – region of origin														
<i>(\$ billion)</i>														
2011–12	7.1	0.0	41.7	37.8	7.5	7.6	26.4	37.6	1.8	3.2	3.0	46.8	3.1	223.7
2012–13	7.6	0.0	42.2	37.6	7.0	6.8	25.4	35.2	1.2	3.1	2.9	48.3	4.1	221.4
2013–14	6.4	0.0	46.7	40.8	6.7	7.5	23.6	38.9	1.7	3.0	3.4	50.4	2.8	231.9
2014–15	3.4	0.0	52.5	36.8	6.3	7.2	24.6	40.0	1.6	2.9	4.6	45.9	1.6	227.5
2015–16	2.4	0.0	55.6	39.4	4.7	7.2	24.5	42.6	0.8	2.6	5.9	42.3	0.8	228.7
2016–17	3.0	0.0	53.6	38.7	4.7	6.9	21.9	34.7	0.9	2.6	5.4	42.1	0.7	215.2
2017–18	4.8	0.0	58.4	43.5	5.6	7.1	23.2	46.9	0.7	2.4	6.4	45.3	0.9	245.0
2018–19	4.4	0.0	66.5	44.2	6.7	7.0	24.4	42.0	0.9	2.6	5.9	48.2	1.0	253.7
2019–20	3.4	0.0	66.8	40.3	4.7	6.6	26.2	33.4	0.3	2.5	5.7	41.7	1.0	232.7
2020–21	2.5	0.0	74.5	44.5	4.8	5.8	23.3	34.5	0.4	2.6	7.4	45.4	0.8	246.6
Average annual per cent change														
<i>(%)</i>														
1 year	-26.5	-83.1	11.6	10.3	1.1	-12.9	-11.1	3.3	35.2	5.9	29.2	8.8	-15.0	5.9
5 year trend	1.9	11.3	6.7	2.2	0.7	-3.4	1.0	-3.6	-14.6	-0.1	3.5	1.1	3.3	1.9

^a “PNG” stands for “Papua New Guinea”.

Notes: “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 were 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.

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a), ABS (2022b).

Table 1.6 Weight 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 & 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														
<i>(million tonnes)</i>														
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	1.7	972.7
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	0.7	1 069.7
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	0.1	1 221.4
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	0.2	1 346.5
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	0.0	1 394.0
2016–17	5.0	0.0	868.9	27.2	13.7	3.3	5.8	402.3	2.4	10.3	55.3	55.4	0.1	1 449.7
2017–18	5.8	0.0	917.6	24.3	11.1	3.5	4.3	397.6	2.7	8.4	62.5	63.4	0.2	1 501.4
2018–19	4.8	0.0	885.1	24.2	12.7	3.4	4.7	403.1	3.1	6.4	61.3	77.1	0.1	1 486.1
2019–20	4.7	0.0	963.0	17.6	10.5	3.1	3.7	382.5	3.0	5.6	49.6	88.3	0.0	1 531.6
2020–21	7.1	0.0	861.9	22.4	17.7	3.1	3.6	391.8	2.6	8.7	83.1	113.9	0.0	1 516.1
Average annual per cent change														
<i>(%)</i>														
1 year	50.8	-10.0	-10.5	27.0	68.8	1.3	-0.3	2.4	-12.8	56.0	67.6	29.0	21.5	-1.0
5 year trend	3.5	30.8	1.7	-6.1	1.3	-1.5	-16.5	-1.0	3.4	-8.8	4.4	19.6	-12.8	1.7
Imports – region of origin														
<i>(million tonnes)</i>														
2011–12	6.4	0.0	11.0	6.4	7.8	3.9	5.9	13.4	3.5	1.9	0.9	29.6	4.4	94.9
2012–13	7.2	0.0	11.7	6.2	7.9	3.6	6.2	15.7	2.7	1.5	0.8	30.3	5.3	98.9
2013–14	5.5	0.0	12.7	6.8	7.1	3.3	6.1	16.9	3.3	1.4	0.9	29.1	5.8	99.1
2014–15	3.2	0.0	14.1	5.8	7.4	3.3	6.9	20.2	3.1	1.6	2.0	27.5	5.2	100.1
2015–16	2.4	0.0	14.5	5.3	6.7	3.3	6.1	22.1	1.6	2.0	3.2	26.1	5.5	98.9
2016–17	3.7	0.0	15.3	5.8	6.9	2.9	6.4	20.9	1.2	2.1	2.6	26.7	4.9	99.3
2017–18	5.5	0.0	15.5	7.1	6.5	2.7	5.8	21.4	0.8	2.1	3.2	28.7	4.5	103.8
2018–19	4.3	0.0	16.6	7.7	6.4	2.6	5.4	18.5	1.0	2.2	1.6	29.3	4.9	100.5
2019–20	4.3	0.0	17.0	6.7	5.3	2.6	8.7	16.6	0.3	1.8	2.2	30.2	1.0	96.9
2020–21	2.8	0.0	18.7	7.4	5.4	2.3	5.9	13.4	0.3	1.5	3.9	35.4	0.2	97.1
Average annual per cent change														
<i>(%)</i>														
1 year	-35.8	-95.5	10.1	10.4	3.4	-11.7	-32.5	-19.3	-5.8	-17.3	72.9	16.9	-78.3	0.3
5 year trend	2.4	22.0	4.8	6.5	-5.2	-6.3	2.1	-9.1	-30.1	-4.9	-0.5	5.6	-44.4	-0.6

^a “PNG” stands for “Papua New Guinea”.

Notes: “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 were not calculated. Cells with an entry of “0.0” mean that data was recorded but rounded to zero.

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a).

Table 1.7 Value of Australia's international sea freight, by trading region of discharging and loading (2021-22 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
Exports – region where cargo was discharged														
<i>(\$ billion)</i>														
2011–12	3.8		86.5	13.5	6.0	7.8	10.0	98.2	3.9	2.4	12.8	43.9	0.8	289.6
2012–13	3.0		83.2	10.0	6.6	7.2	8.5	85.8	4.4	1.4	10.5	44.2	0.4	265.3
2013–14	3.4		104.5	8.9	6.7	7.2	8.2	87.3	3.6	1.4	9.2	43.4	0.5	284.3
2014–15	2.7		82.7	8.7	6.7	8.0	10.6	78.1	3.3	1.9	10.1	47.2	1.1	261.0
2015–16	3.3		77.3	9.5	6.1	8.0	10.6	65.8	3.0	1.7	10.6	51.5	0.2	247.7
2016–17	2.6		100.0	13.0	6.2	7.7	8.9	76.0	2.9	2.6	16.5	44.1	0.1	280.6
2017–18	3.2		108.4	12.0	6.8	8.0	8.8	83.9	3.1	2.3	17.3	45.2	0.2	299.2
2018–19	3.7		133.2	13.0	8.2	8.6	10.9	101.3	3.7	2.2	17.3	51.8	0.2	354.3
2019–20	2.2		155.4	9.7	5.9	7.9	10.1	93.4	3.5	1.4	12.1	48.6	0.0	350.3
2020–21	2.8		172.5	10.1	6.7	7.9	8.8	83.1	2.8	1.5	13.4	45.2	0.0	354.8
Average annual per cent change														
<i>(%)</i>														
1 year	23.4		11.0	4.7	14.3	-0.1	-12.7	-11.0	-19.5	6.7	10.3	-7.0	-15.0	1.3
5 year trend	-3.7		17.2	-1.3	1.5	0.1	-1.1	5.8	1.4	-6.9	0.6	-0.6	-27.8	7.8
Imports – region where cargo was loaded														
<i>(\$ billion)</i>														
2011–12	6.0		41.7	34.9	7.3	8.3	25.5	37.1	2.1	2.8	3.0	52.3	2.8	223.7
2012–13	6.8		42.7	35.2	6.5	7.1	24.6	34.3	1.4	3.3	2.8	53.7	3.0	221.4
2013–14	6.0		47.0	36.6	6.4	7.9	23.4	37.4	2.2	2.6	3.3	57.5	1.8	231.9
2014–15	3.2		52.3	34.2	5.9	7.5	23.4	38.4	1.9	2.8	4.5	53.1	0.3	227.5
2015–16	2.4		55.9	37.6	4.1	7.5	23.8	36.3	1.0	2.5	5.6	51.8	0.1	228.7
2016–17	2.9		54.0	36.8	4.3	7.2	21.7	34.4	1.1	2.6	5.1	45.1	0.1	215.2
2017–18	4.0		58.6	41.8	5.1	7.4	23.1	46.6	0.9	2.4	6.1	49.0	0.1	245.0
2018–19	4.2		66.4	42.6	5.6	7.3	24.0	38.0	1.2	2.6	5.6	55.9	0.3	253.7
2019–20	3.4		66.6	38.9	4.5	7.0	25.6	33.1	0.5	2.5	5.4	45.3	0.0	232.7
2020–21	2.6		74.4	42.7	4.7	6.1	23.2	33.6	0.7	2.6	7.1	49.0	0.0	246.6
Average annual per cent change														
<i>(%)</i>														
1 year	-22.9		11.7	9.6	4.4	-13.2	-9.2	1.4	37.3	5.1	32.0	8.1	-88.0	5.9
5 year trend	2.7		6.4	2.4	2.6	-3.1	1.2	-2.0	-11.0	0.4	3.6	-0.4	-46.9	1.9

^a “PNG” stands for “Papua New Guinea”.

Notes: 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 were 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.

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a), ABS (2022b).

Table 1.8 Weight 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 – region where cargo was discharged														
<i>(million tonnes)</i>														
2011–12	7.0		448.8	26.5	12.9	4.2	9.3	378.7	2.3	5.9	35.4	40.2	1.6	972.7
2012–13	7.3		536.1	23.3	14.9	4.0	7.1	389.6	2.7	5.2	40.2	38.6	0.7	1 069.7
2013–14	6.5		681.3	23.0	14.4	3.6	5.8	397.9	2.5	5.7	43.0	37.6	0.1	1 221.4
2014–15	5.7		774.7	24.1	12.4	3.8	6.0	405.6	2.3	8.6	57.1	46.0	0.2	1 346.5
2015–16	5.0		807.6	26.5	13.5	3.5	9.6	410.7	2.5	10.8	56.2	48.1	0.0	1 394.0
2016–17	4.8		867.5	27.3	13.1	3.6	4.9	403.3	2.4	10.4	53.8	58.5	0.0	1 449.7
2017–18	5.6		917.2	23.8	10.8	3.7	4.0	398.6	2.7	8.4	61.5	65.1	0.0	1 501.4
2018–19	4.6		885.4	24.3	12.3	3.6	4.5	403.3	3.1	6.7	60.5	77.8	0.0	1 486.1
2019–20	4.2		968.1	17.6	10.1	3.2	3.5	382.3	3.0	5.5	48.9	85.3	0.0	1 531.6
2020–21	6.8		875.7	22.6	17.4	3.2	3.4	392.3	2.6	8.4	82.2	101.5	0.0	1 516.1
Average annual per cent change														
<i>(%)</i>														
1 year	62.8		-9.5	28.5	72.8	-0.7	-0.5	2.6	-12.5	52.8	68.0	19.0	61.3	-1.0
5 year trend	2.8		2.0	-5.8	1.8	-2.1	-15.9	-1.1	3.1	-9.4	4.7	15.5	-8.3	1.7
Imports – region where cargo was loaded														
<i>(million tonnes)</i>														
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	1.7	3.2	28.4	5.3	98.9
2016–17	3.3		15.6	5.2	6.5	2.8	6.1	20.9	1.1	1.9	2.5	28.4	4.8	99.3
2017–18	4.6		14.9	6.7	6.0	2.8	5.8	21.5	0.8	2.1	3.2	31.1	4.4	103.8
2018–19	3.8		16.7	7.4	5.4	2.6	5.0	18.5	1.1	2.1	1.6	31.3	4.8	100.5
2019–20	4.1		17.0	6.4	5.1	2.6	8.2	16.7	0.3	1.8	2.2	32.3	0.3	96.9
2020–21	2.9		18.8	6.7	5.8	2.4	5.9	13.7	0.3	1.5	3.8	35.3	0.0	97.1
Average annual per cent change														
<i>(%)</i>														
1 year	-29.8		10.4	5.2	14.5	-10.7	-27.3	-17.9	-0.5	-14.3	73.8	9.6	-99.8	0.3
5 year trend	3.6		4.8	6.3	-2.2	-5.5	2.0	-8.5	-29.3	-2.5	-0.7	4.4	-79.6	-0.6

^a “PNG” stands for “Papua New Guinea”.

Notes: 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 were not calculated. Cells with an entry of “0.0” mean that data was recorded but rounded to zero.

Includes non-merchandise trade but excludes ship stores.

Source: ABS (2022a).

Table 1.9 Top ten countries that traded the highest value of sea freight with Australia (2021-22 prices)

Financial year	China ^a	Japan	Korea, Republic of	India	Singapore	Taiwan	United States of America	Indonesia	New Zealand	Malaysia	All countries ^b
Exports – country of final destination (<i>\$ billion</i>)											
2011–12	89.6	62.3	25.9	12.3	9.1	10.1	8.2	8.1	7.1	6.2	289.6
2012–13	86.5	55.2	21.9	10.0	11.6	8.6	7.4	7.3	6.5	5.9	265.3
2013–14	107.5	56.2	23.1	9.3	11.5	8.0	7.8	6.6	6.3	5.9	284.3
2014–15	85.3	50.0	20.3	9.9	13.2	7.5	10.9	7.1	6.6	7.2	261.0
2015–16	79.9	39.5	19.2	9.9	18.7	6.8	10.3	9.0	6.7	5.3	247.7
2016–17	102.1	45.5	21.3	16.1	10.2	9.0	8.4	9.7	6.7	5.6	280.6
2017–18	109.9	52.0	22.1	16.7	11.0	9.8	8.1	9.9	7.0	6.3	299.2
2018–19	136.0	62.0	26.5	16.5	12.8	13.0	10.0	8.1	7.5	9.4	354.3
2019–20	157.2	55.4	26.1	11.2	14.2	12.2	9.2	6.6	7.0	8.3	350.3
2020–21	172.4	44.9	26.8	11.9	10.5	11.2	7.8	7.1	7.2	7.9	354.8
Average annual per cent change (%)											
1 year	9.7	-19.0	2.8	6.9	-26.2	-8.0	-15.7	7.8	2.1	-5.9	1.3
5 year trend	16.5	4.1	7.3	-0.6	-4.9	11.1	-2.4	-7.1	1.7	10.8	7.8
	China ^a	United States of America	Japan	Korea, Republic of	Thailand	Germany	Singapore	Malaysia	New Zealand	Indonesia	All countries ^b
Imports – country of origin (<i>\$ billion</i>)											
2011–12	41.7	22.8	23.4	10.5	9.0	10.2	16.4	9.6	7.6	6.7	223.7
2012–13	42.2	21.3	20.6	10.8	12.0	9.9	15.5	9.3	6.8	6.3	221.4
2013–14	46.7	20.0	20.1	14.9	11.6	10.2	13.6	11.5	7.5	7.3	231.9
2014–15	52.5	20.6	19.7	15.7	12.8	10.0	10.8	10.2	7.2	5.9	227.5
2015–16	55.6	20.7	19.2	19.3	14.9	11.0	7.3	9.5	7.2	6.0	228.7
2016–17	53.6	18.4	18.9	11.9	14.4	11.1	8.0	10.1	6.9	4.8	215.2
2017–18	58.4	19.1	20.3	22.9	15.2	11.9	9.1	10.9	7.1	4.6	245.0
2018–19	66.5	20.5	21.2	16.5	14.7	11.8	10.4	11.6	7.0	5.1	253.7
2019–20	66.8	22.3	18.3	10.6	12.3	10.0	8.7	9.1	6.6	4.6	232.7
2020–21	74.5	19.3	20.0	10.3	14.1	10.5	8.0	11.0	5.8	4.7	246.6
Average annual per cent change (%)											
1 year	11.6	-13.4	8.9	-2.1	14.8	4.9	-7.7	21.4	-12.9	1.0	5.9
5 year trend	6.7	0.8	0.4	-10.3	-2.1	-1.5	2.5	1.3	-3.4	-3.4	1.9

^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.

Notes: 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.

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a), ABS (2022b).

Table 1.10 Top ten countries that traded the largest weight of sea freight with Australia

Financial year	China ^a	Japan	Korea, Republic of	India	Taiwan	Indonesia	Malaysia	Viet Nam	Singapore	Netherlands	All countries ^b
Exports – country of final destination											
	<i>(million tonnes)</i>										
2011–12	449.3	226.7	107.6	34.0	44.8	9.6	8.3	3.8	4.7	8.4	972.7
2012–13	537.0	236.0	109.2	38.9	45.1	9.2	7.9	2.7	5.2	8.1	1 069.7
2013–14	682.8	236.7	116.1	42.8	45.1	8.8	8.4	3.4	4.3	7.9	1 221.4
2014–15	775.3	233.7	120.2	55.7	51.8	12.2	12.1	3.4	5.5	7.9	1 346.5
2015–16	809.0	234.8	125.2	55.0	50.2	12.1	11.0	6.3	5.0	8.8	1 394.0
2016–17	868.9	231.1	114.7	52.9	56.4	15.5	12.5	8.0	7.6	9.6	1 449.7
2017–18	917.6	231.5	113.0	60.3	53.0	16.2	12.7	11.9	10.1	8.1	1 501.4
2018–19	885.1	225.1	119.3	59.7	58.7	13.8	18.5	20.9	11.7	8.4	1 486.1
2019–20	963.0	208.4	119.4	47.4	54.8	13.3	17.3	27.7	18.6	6.6	1 531.6
2020–21	861.9	208.7	127.1	78.2	56.0	19.8	18.2	33.7	26.8	7.9	1 516.1
Average annual per cent change											
	<i>(%)</i>										
1 year	-10.5	0.2	6.5	65.0	2.2	48.8	5.6	21.5	44.0	20.4	-1.0
5 year trend	1.7	-2.6	0.7	4.1	1.6	5.3	11.7	43.7	38.0	-4.7	1.7
	China ^a	Singapore	Malaysia	Japan	Korea, Republic of	United States of America	Indonesia	United Arab Emirates	New Zealand	Thailand	All countries ^b
Imports – country of origin											
	<i>(million tonnes)</i>										
2011–12	11.0	11.1	6.1	7.0	4.3	4.2	5.8	4.3	3.9	2.5	94.9
2012–13	11.7	11.2	6.2	7.8	5.5	4.2	5.8	3.9	3.6	2.6	98.9
2013–14	12.7	9.4	7.5	8.5	6.3	4.2	5.3	3.4	3.3	2.6	99.1
2014–15	14.1	8.2	7.8	9.5	8.3	4.8	3.3	4.1	3.3	2.5	100.1
2015–16	14.5	7.1	8.6	9.8	10.1	4.4	4.3	3.4	3.3	2.5	98.9
2016–17	15.3	7.8	10.3	9.4	9.4	4.9	3.9	3.4	2.9	2.4	99.3
2017–18	15.5	8.5	10.4	9.1	10.6	4.2	4.1	3.8	2.7	3.0	103.8
2018–19	16.6	9.2	9.9	9.2	7.5	3.9	4.2	4.0	2.6	3.0	100.5
2019–20	17.0	7.9	8.1	8.2	6.2	6.6	3.7	2.8	2.6	3.1	96.9
2020–21	18.7	8.4	10.9	5.6	6.2	4.2	3.4	2.8	2.3	3.9	97.1
Average annual per cent change											
	<i>(%)</i>										
1 year	10.1	6.3	34.4	-32.0	1.2	-36.6	-9.3	-1.8	-11.7	24.1	0.3
5 year trend	4.8	2.9	1.2	-8.7	-10.8	1.4	-3.4	-4.2	-6.3	8.4	-0.6

^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.

Notes: 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.

Includes non-merchandise trade but excludes ship stores.

“International waters” is excluded from the top ten list of countries. However it is still included in the “All countries” total.

Source: ABS (2022a).

Table 1.11 Value of Australia's international sea freight, by commodity group (2021-22 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											
<i>(\$ billion)</i>											
2011-12	28.7	2.6	116.4	90.8	0.7	5.5	17.3	9.9	1.8	15.9	289.6
2012-13	29.0	2.5	106.9	78.4	0.7	5.1	15.4	9.7	1.7	16.0	265.3
2013-14	31.9	2.4	124.1	81.0	0.7	5.6	15.9	9.9	1.7	10.9	284.3
2014-15	34.9	2.5	99.8	74.6	0.7	5.8	15.8	10.6	1.8	14.4	261.0
2015-16	33.8	2.7	88.3	65.1	0.7	6.3	14.6	10.0	2.1	24.0	247.7
2016-17	34.5	3.0	106.8	92.7	0.8	6.3	14.5	9.2	2.1	10.9	280.6
2017-18	33.3	3.5	110.4	108.9	0.7	6.8	15.3	8.2	2.0	10.2	299.2
2018-19	33.4	3.7	129.9	140.0	0.7	7.3	18.5	8.6	2.3	9.9	354.3
2019-20	36.1	3.5	149.0	120.3	0.7	7.5	15.5	8.3	2.3	7.2	350.3
2020-21	35.9	3.0	198.0	82.3	0.9	6.4	15.0	7.4	2.0	3.9	354.8
Average annual per cent change											
<i>(%)</i>											
1 year	-0.6	-15.5	32.9	-31.6	13.6	-14.7	-2.9	-10.4	-11.2	-45.5	1.3
5 year trend	1.3	2.9	16.0	6.5	2.0	1.9	1.5	-5.0	0.5	-25.6	7.8
Imports											
<i>(\$ billion)</i>											
2011-12	11.2	2.3	3.1	49.0	0.6	17.3	28.5	85.6	22.2	3.8	223.7
2012-13	11.2	2.5	2.8	48.8	0.6	17.2	28.5	84.7	22.2	2.8	221.4
2013-14	12.9	3.0	2.7	50.5	0.7	18.7	30.0	83.8	25.3	4.2	231.9
2014-15	14.0	3.2	3.4	38.9	0.7	19.6	32.3	84.4	27.3	3.6	227.5
2015-16	15.2	3.7	3.4	28.0	0.8	20.5	31.1	88.6	30.8	6.6	228.7
2016-17	15.1	3.5	3.3	30.0	0.8	20.5	28.3	83.5	29.0	1.2	215.2
2017-18	15.2	3.7	3.9	37.9	0.8	20.4	30.8	101.5	29.1	1.8	245.0
2018-19	16.6	3.9	3.4	43.1	0.8	21.4	31.9	95.4	32.0	5.2	253.7
2019-20	18.2	3.7	3.1	34.4	0.8	22.8	31.3	86.1	31.0	1.2	232.7
2020-21	17.0	3.6	3.2	26.8	0.8	22.5	33.7	101.7	35.2	2.1	246.6
Average annual per cent change											
<i>(%)</i>											
1 year	-6.6	-4.4	1.8	-22.2	-3.8	-1.3	7.7	18.1	13.6	73.3	5.9
5 year trend	3.5	0.4	-1.7	0.9	0.2	2.4	2.1	2.1	2.8	-12.7	1.9

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

Commodity descriptions are 1 digit (high-level) SITC (Standard International Trade Classification). The SITC is an international standard developed by the UN for classifying traded commodities.

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

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a), ABS (2022b).

Table 1.12 Weight of Australia's international sea freight, by commodity group

Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
Exports											
<i>(million tonnes)</i>											
2011-12	39.2	1.1	564.9	319.1	0.5	3.2	6.2	0.8	0.1	37.7	972.7
2012-13	36.5	1.1	627.8	352.1	0.6	3.1	5.6	0.8	0.1	42.1	1 069.7
2013-14	34.8	1.0	759.9	389.5	0.6	3.0	5.6	0.9	0.1	25.9	1 221.4
2014-15	32.8	1.1	867.2	407.1	0.7	2.9	5.7	0.9	0.2	28.0	1 346.5
2015-16	31.3	1.1	909.5	439.9	0.6	3.2	5.5	0.9	0.1	1.8	1 394.0
2016-17	42.9	1.2	950.2	444.5	0.6	2.9	5.6	0.8	0.1	0.9	1 449.7
2017-18	34.0	1.3	997.1	457.4	0.7	3.4	5.6	0.7	0.1	1.1	1 501.4
2018-19	23.4	1.2	966.6	483.3	0.6	3.0	5.9	0.9	0.1	1.0	1 486.1
2019-20	22.8	1.1	1 009.7	487.8	0.6	2.8	5.3	0.7	0.1	0.6	1 531.6
2020-21	38.1	1.1	1 008.8	457.5	0.7	2.9	5.7	0.7	0.1	0.5	1 516.1
Average annual per cent change											
<i>(%)</i>											
1 year	67.0	-1.4	-0.1	-6.2	8.3	4.1	7.8	2.5	-8.8	-12.0	-1.0
5 year trend	-3.6	-1.1	1.9	1.5	0.3	-2.1	0.2	-3.9	-0.6	-18.8	1.7
Imports											
<i>(million tonnes)</i>											
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
2016-17	4.5	1.0	5.6	50.0	0.4	14.7	14.4	5.4	3.2	0.1	99.3
2017-18	4.6	1.1	6.0	54.5	0.4	10.2	16.7	6.8	3.4	0.1	103.8
2018-19	5.2	1.1	5.1	53.3	0.4	9.6	15.7	6.4	3.4	0.3	100.5
2019-20	6.2	1.1	5.5	49.7	0.4	10.6	14.4	5.5	3.4	0.1	96.9
2020-21	5.3	1.1	5.8	47.0	0.3	11.2	15.4	6.7	4.0	0.1	97.1
Average annual per cent change											
<i>(%)</i>											
1 year	-14.9	4.0	5.8	-5.3	-6.2	5.7	7.1	22.5	18.9	-36.7	0.3
5 year trend	6.0	1.3	-4.1	-0.7	-1.4	-5.3	0.6	3.3	4.1	-12.6	-0.6

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

Commodity descriptions are 1 digit (high-level) SITC (Standard International Trade Classification). The SITC is an international standard developed by the UN for classifying traded commodities.

Includes non-merchandise trade but excludes ship stores.

Source: ABS (2022a).

Table 1.13 Weight of select commodity groups through the top five Australian capital city^a ports

Financial year	Animal feed	Coal	Confidentialised commodities	Meat	Metal and metal scrap	Ores and ore concentrates	Paper and paper products	Petroleum fuels	Wheat	Wine	Total ^b
Exports (million tonnes)											
2011–12	2.0	9.0	6.1	1.5	3.9	3.8	1.1	1.2	9.6	1.0	54.1
2012–13	2.1	9.4	5.5	1.7	3.7	5.9	1.1	1.4	9.6	0.9	56.6
2013–14	1.5	8.1	6.7	1.9	4.0	6.7	1.2	1.0	8.9	0.9	55.8
2014–15	1.7	7.3	6.6	2.1	3.6	5.7	1.2	0.9	8.5	1.0	53.9
2015–16	1.7	6.8	6.1	1.8	3.2	5.7	1.1	0.7	7.5	1.0	50.5
2016–17	1.7	6.8	7.9	1.6	3.3	5.9	1.3	1.0	9.4	1.1	57.3
2017–18	1.9	7.4	7.3	1.8	3.8	4.8	1.2	0.9	7.1	1.1	54.4
2018–19	1.9	6.6	5.2	2.0	4.0	2.4	1.2	0.9	4.6	1.1	45.6
2019–20	1.9	5.6	5.5	2.0	3.9	2.5	1.1	0.8	4.3	1.0	43.7
2020–21	2.4	4.1	3.9	1.7	3.7	3.2	1.0	0.5	8.4	0.9	46.5
Average annual per cent change (%)											
1 year	27.2	-26.4	-28.3	-17.9	-5.3	25.9	-10.1	-40.5	95.8	-2.4	6.4
5 year trend	6.1	-8.7	-10.1	0.9	3.6	-16.3	-2.7	-5.5	-6.2	-1.5	-3.9
	Beer	Bitumen	Building materials	Cars and trucks	Cement and clinker	Confidentialised commodities	Crude oil	LPG	Petroleum fuels	Slag	Total ^b
Imports (million tonnes)											
2011–12	0.3	0.4	2.1	1.1	1.9	4.3	21.3	0.5	6.6	0.6	60.9
2012–13	0.3	0.5	2.1	1.2	1.9	4.0	20.8	0.5	7.6	0.7	62.0
2013–14	0.4	0.6	2.4	1.1	2.3	3.7	19.1	0.4	8.4	0.9	62.5
2014–15	0.4	0.5	2.6	1.0	2.4	3.8	15.7	0.5	11.3	0.8	62.7
2015–16	0.4	0.5	2.9	1.2	2.6	3.5	12.6	0.5	14.3	0.9	62.8
2016–17	0.4	0.6	3.1	1.2	2.4	4.1	13.6	0.5	15.5	0.9	66.4
2017–18	0.4	0.7	3.8	1.3	3.1	3.2	15.0	0.4	15.9	1.0	70.4
2018–19	0.4	0.7	3.4	1.3	2.9	2.9	13.5	0.4	16.7	1.0	69.3
2019–20	0.4	0.6	2.9	1.0	2.4	3.1	11.7	0.3	16.3	0.9	65.9
2020–21	0.3	0.7	3.0	1.2	2.6	4.1	8.6	0.3	16.4	1.2	65.7
Average annual per cent change (%)											
1 year	-12.3	7.2	6.4	25.4	6.5	33.3	-26.7	-1.9	0.9	22.7	-0.3
5 year trend	-2.4	5.1	-0.3	-0.4	-0.4	-0.5	-6.9	-7.7	2.6	3.1	0.5

^a Sydney, Melbourne, Brisbane, Adelaide and Fremantle (Perth). Ports are grouped. For example Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. The full list of grouped ports/terminals/facilities included is in “Appendix A: Australian ports”.

^b The total freight through the top five capital city ports including other commodity groups not listed separately.

Notes: The commodity groups are defined in “Appendix D: Commodity groups for Table 1.13”.

Includes non-merchandise trade but excludes ship stores.

Source: ABS (2022a).

Chapter 2

Coastal freight

Overview

This chapter summarises statistics about the coastal freight through Australian ports between 2011–12 and 2020–21. 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

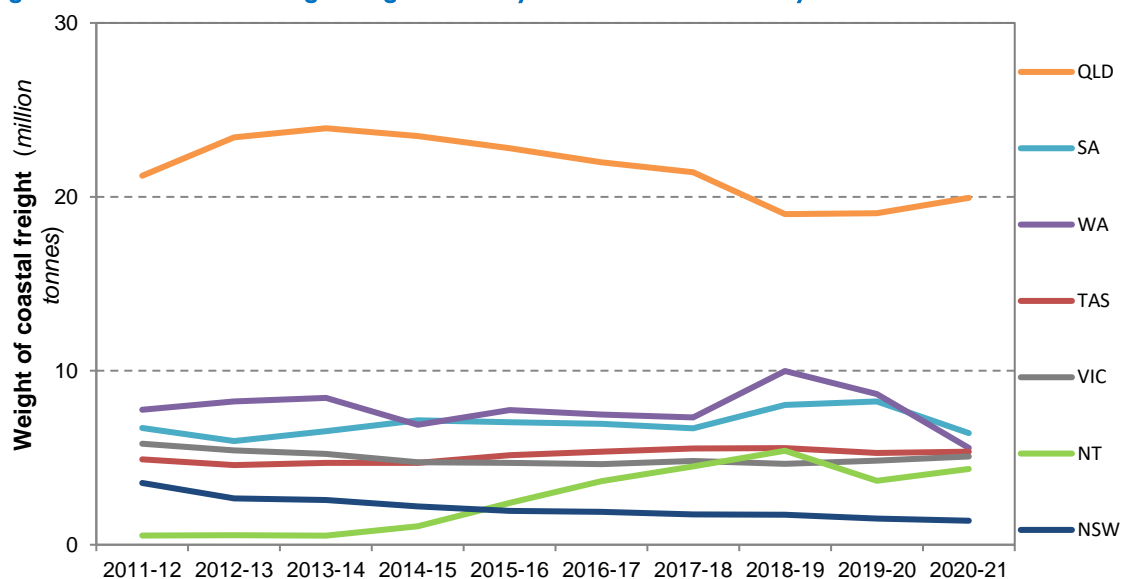
The weight of coastal freight has been derived from data supplied by port authorities in response to BITRE's annual Coastal Freight Survey. The coastal freight task (tonne-kilometre) is calculated by applying port-to-port distances (kilometre) including pilotage (Australian Chamber of Shipping 1993)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

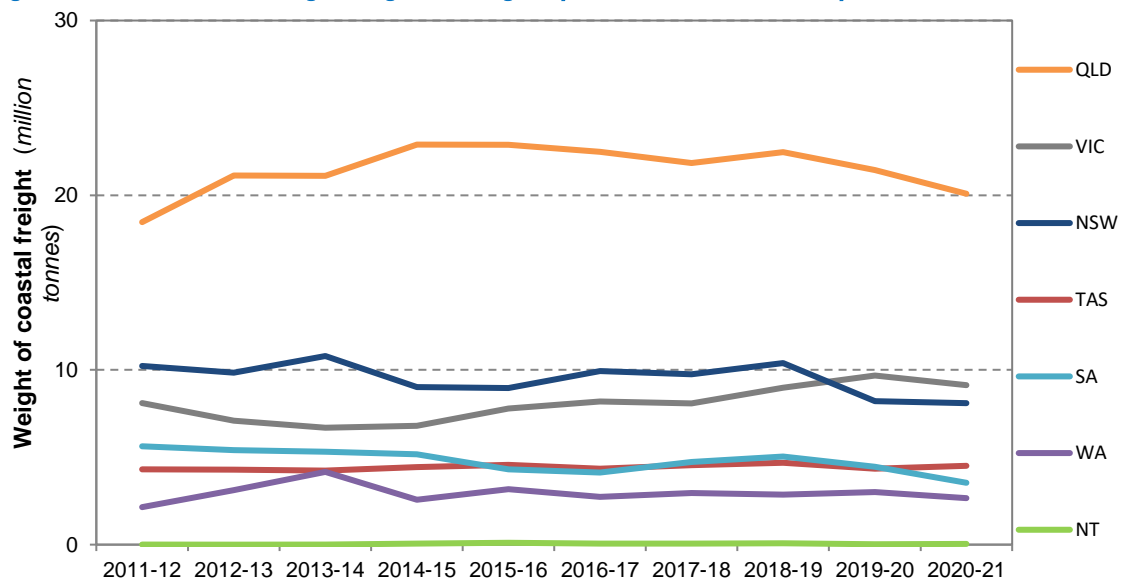
BITRE has endeavoured to reconcile some of the above data problems by matching corresponding loaded and discharged records and, where possible, by comparing to records in the Coastal Trading Licensing System (CTLS, see Chapter 3). Reconciliation was not attempted for many of the smaller shipments. This 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 (2022).

Figure 2.2 Coastal freight weight discharged by Australian state/territory



Source: BITRE (2022).

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 <i>(million tonnes)</i>									
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	22.8	7.1	7.8	5.2	2.4	0.0	51.8
2016–17	1.9	4.6	22.0	7.0	7.5	5.3	3.7	0.0	51.9
2017–18	1.7	4.8	21.4	6.7	7.3	5.5	4.5	0.0	52.0
2018–19	1.7	4.7	19.0	8.0	10.0	5.6	5.4	0.0	54.4
2019–20	1.5	4.8	19.1	8.2	8.7	5.3	3.7	0.0	51.3
2020–21	1.4	5.1	19.9	6.4	5.6	5.3	4.4	0.0	48.1
Average annual per cent change <i>(%)</i>									
1 year	-8.6	5.3	4.6	-22.1	-35.7	1.4	18.3	1373.5	-6.1
5 year trend	-6.6	1.4	-3.4	0.6	-2.6	0.4	9.5	-0.9	-1.1
Discharged <i>(million tonnes)</i>									
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
2016–17	9.9	8.2	22.5	4.1	2.7	4.3	0.1	0.0	51.9
2017–18	9.8	8.1	21.8	4.7	3.0	4.5	0.1	0.0	52.0
2018–19	10.4	9.0	22.5	5.0	2.9	4.7	0.1	0.0	54.5
2019–20	8.2	9.7	21.4	4.5	3.0	4.4	0.0	0.0	51.2
2020–21	8.1	9.1	20.1	3.5	2.7	4.5	0.0	0.0	48.1
Average annual per cent change <i>(%)</i>									
1 year	-1.5	-5.7	-6.3	-20.7	-11.7	3.6	94.6	17.7	-6.1
5 year trend	-2.9	4.1	-2.2	-1.9	-1.8	-0.1	-23.8	0.5	-1.1

^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 were not calculated. Cells with an entry of “0.0” mean that data was recorded but rounded to zero.

Source: BITRE (2022).

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 <i>(billion tonne-kilometres)</i>									
2011–12	5.3	5.8	43.6	9.1	32.9	3.3	2.3	0.2	102.5
2012–13	4.5	5.4	47.6	8.6	32.3	3.0	2.4	0.2	104.0
2013–14	4.7	5.1	49.0	9.8	29.3	3.3	2.4	0.1	103.8
2014–15	3.8	4.5	48.1	11.5	30.2	3.2	3.9	0.0	105.3
2015–16	3.8	4.6	48.9	11.2	30.5	3.6	7.3	0.1	110.1
2016–17	3.1	4.4	45.9	9.0	30.7	3.7	10.7	0.0	107.5
2017–18	3.6	4.5	45.4	9.3	29.3	3.7	13.0	0.0	108.8
2018–19	3.6	4.4	40.0	11.6	41.7	3.9	15.5	0.1	120.7
2019–20	3.2	5.0	41.2	11.5	34.2	3.6	10.3	0.0	108.9
2020–21	2.7	4.4	42.7	8.8	22.1	3.7	12.2	0.0	96.6
Average annual per cent change <i>(%)</i>									
1 year	-14.4	-10.9	3.8	-24.2	-35.5	2.3	18.4	1377.5	-11.3
5 year trend	-4.6	0.5	-3.2	-0.7	-2.6	0.0	7.7	-7.9	-1.4
Discharged <i>(billion tonne-kilometres)</i>									
2011–12	32.6	9.6	38.8	7.7	5.0	7.4	0.0	0.0	101.1
2012–13	29.0	9.2	45.7	7.3	6.1	7.8		0.1	105.2
2013–14	30.4	7.9	44.8	7.5	7.4	7.2	0.0	0.1	105.2
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	6.8	7.7	0.2	0.0	110.1
2016–17	30.8	8.6	50.2	5.2	6.0	6.9	0.2	0.1	108.1
2017–18	29.3	8.7	50.6	6.9	6.5	6.9	0.2	0.1	109.2
2018–19	33.1	11.3	56.2	6.4	7.0	7.4	0.2	0.1	121.7
2019–20	25.5	11.7	52.2	6.2	7.2	5.8	0.0	0.0	108.9
2020–21	23.8	11.0	45.5	5.0	6.2	5.4	0.1	0.1	97.1
Average annual per cent change <i>(%)</i>									
1 year	-6.8	-6.6	-12.9	-18.3	-14.3	-7.3	200.0	17.7	-10.8
5 year trend	-4.1	7.1	-1.1	-1.3	0.5	-6.1		-0.2	-1.4

^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 were not calculated. Cells with an entry of “0.0” mean that data was recorded but rounded to zero.

Source: BITRE (2022).

Table 2.3 Coastal freight flows between states/territories: Weight

State / territory of loading	Financial year	State / territory of discharging							Total ^a
		NSW	VIC	QLD	SA	WA	TAS	NT	
		('000 tonnes)							
NSW	2011–12	1 15.3	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
	2016–17	372.6	226.1	410.1	561.3	306.0	11.6	0.0	1 888.5
	2017–18	125.6	223.2	215.9	763.4	357.8	32.5	19.0	1 737.4
	2018–19	131.9	225.0	255.0	690.3	415.3	10.6	3.8	1 731.9
	2019–20	53.7	327.7	321.5	317.2	458.5	28.4	4.2	1 511.3
	2020–21	37.9	293.8	342.2	282.3	348.8	70.6	5.0	1 380.6
	Average annual per cent change				(%)				
5 year trend	-21.9	14.2	-6.1	-19.4	5.9	6.9	101.8	-6.6	
VIC	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	498.9	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
	2016–17	675.2	453.4	229.9	307.1	595.0	2 374.3		4 634.9
	2017–18	515.5	365.7	242.4	359.9	579.4	2 740.6	5.9	4 809.3
	2018–19	552.8	298.0	298.9	280.3	558.3	2 670.3		4 658.6
	2019–20	409.3	420.9	639.9	251.7	551.3	2 555.4	0.9	4 829.4
	2020–21	666.2	363.2	334.5	267.8	429.6	3 021.7	0.1	5 083.2
	Average annual per cent change				(%)				
5 year trend	-5.0	-3.6	16.3	-8.0	-5.7	4.5		1.4	
QLD	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	2 564.4	785.6	18 326.4	286.7	182.2	655.6	3.4	22 804.3
	2016–17	2 867.3	643.4	17 565.8	268.2	155.5	482.8	4.1	21 987.0
	2017–18	3 254.9	823.8	16 106.0	647.0	149.8	425.5	5.2	21 412.2
	2018–19	3 025.4	802.5	14 057.1	503.9	202.5	412.2	5.4	19 009.1
	2019–20	2 610.7	890.5	14 053.2	755.1	222.8	519.4	2.0	19 066.3
	2020–21	2 809.6	1 034.7	14 598.0	684.1	211.1	556.8	0.0	19 937.3
	Average annual per cent change				(%)				
5 year trend	0.3	6.9	-5.4	22.9	6.2	-1.8	-54.0	-3.4	

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

State / territory of loading	Financial year	State / territory of discharging							Total ^a
		NSW	VIC	QLD	SA	WA	TAS	NT	
		('000 tonnes)							
SA	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
	2016–17	1 184.7	2 619.4	474.3	1 870.1	602.8	201.1		6 952.4
	2017–18	1 016.5	1 988.5	898.3	1 896.5	732.6	164.2		6 696.7
	2018–19	1 053.6	2 376.9	1 301.0	2 198.5	784.2	308.3	7.2	8 029.8
	2019–20	973.4	3 197.5	1 206.7	2 060.3	632.5	159.4	8.3	8 238.1
	2020–21	1 132.7	2 395.0	513.9	1 593.4	569.4	206.5	8.8	6 419.7
	Average annual per cent change		(%)						
5 year trend	0.7	3.4	-5.6	1.6	-2.2	2.6		0.6	
WA	2011–12	4 358.2	999.4	336.2	953.5	795.2	173.2	133.6	7 756.7
	2012–13	4 012.2	1 120.8	360.5	940.1	1 571.5	84.8	35.3	8 246.8
	2013–14	3 784.0	1 038.2	171.4	852.5	2 520.7	33.3	35.8	8 436.3
	2014–15	4 470.3	767.1	155.8	749.3	747.0	0.0	10.3	6 899.6
	2015–16	4 266.8	667.3	145.2	817.5	1 436.0	373.1	33.1	7 750.9
	2016–17	4 285.8	414.7	167.5	689.6	1 312.6	601.7	14.0	7 485.7
	2017–18	4 061.2	653.3	307.5	748.5	1 159.5	378.6	2.1	7 310.9
	2018–19	4 978.8	1 035.7	1 914.2	777.7	909.1	365.8	6.8	9 988.0
	2019–20	3 790.8	961.7	1 671.4	732.9	1 117.5	381.0	1.7	8 656.9
	2020–21	3 135.5	835.7	106.0	465.0	1 008.2	14.3	1.4	5 566.2
	Average annual per cent change		(%)						
5 year trend	-4.8	12.5	22.7	-7.2	-6.9	-39.7	-45.2	-2.6	
TAS	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
	2016–17	805.3	3 759.9	230.9	349.8	0.7	199.3		5 346.0
	2017–18	681.8	4 050.0	153.3	476.5		172.3		5 534.8
	2018–19	610.9	4 032.5	226.2	508.5	16.2	162.2		5 556.6
	2019–20	486.8	3 802.9	286.6	376.7		317.1		5 274.5
	2020–21	485.0	3 980.7	313.9	368.4		200.0		5 348.4
	Average annual per cent change		(%)						
5 year trend	-7.2	1.0	7.6	-1.3		5.6		0.4	

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

State / territory of loading	Financial year	State / territory of discharging							Total ^a
		NSW	VIC	QLD	SA	WA	TAS	NT	
		('000 tonnes)							
NT	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
	2016–17		0.0	3 134.7		0.6	515.9		3 651.2
	2017–18			3 936.0	0.0	0.0	570.9		4 507.0
	2018–19	0.0	84.6	4 710.8		0.3	571.8	35.0	5 402.5
	2019–20		0.0	3 291.6		117.4	270.2		3 679.2
	2020–21	0.1		3 896.0		123.7	334.0		4 353.8
	Average annual per cent change 5 year trend				(%)				
			12.4		313.8	-11.2		9.5	
Total ^a	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	6 984.6	22 695.7	4 887.5	2 391.8	3 817.2	62.8	50 298.2
	2015–16	9 173.2	7 971.0	22 684.6	4 387.6	3 245.6	4 279.4	91.3	51 847.5
	2016–17	10 190.8	8 116.9	22 213.1	4 046.2	2 973.8	4 386.7	18.0	51 946.5
	2017–18	9 655.5	8 104.6	21 859.5	4 891.8	2 986.1	4 484.6	32.2	52 015.3
	2018–19	10 353.5	8 855.3	22 763.3	4 959.2	2 907.1	4 501.3	58.1	54 397.7
	2019–20	8 324.7	9 601.3	21 470.9	4 493.8	3 101.2	4 230.8	17.1	51 256.8
	2020–21	8 266.9	8 903.2	20 104.6	3 661.1	2 707.1	4 403.9	15.3	48 105.6
	Average annual per cent change				(%)				
	1 year	-0.7	-7.3	-6.4	-18.5	-12.7	4.1	-10.6	-6.1
5 year trend	-3.0	3.3	-1.9	-1.6	-2.3	0.1	-21.6	-1.1	

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

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

c This may include some international transshipments. 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 were not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Source: BITRE (2022).

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

State / territory of loading	Financial year	State / territory of discharging							Total ^a
		NSW	VIC	QLD	SA	WA	TAS	NT	
		<i>(million tonne-kilometres)</i>							
NSW	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	666.6	1 597.6	1 144.6	173.9	0.0	3 802.4
	2015–16	12.2	142.9	550.5	1 830.1	1 226.9	68.6	4.6	3 835.8
	2016–17	73.6	228.8	438.6	1 174.1	1 218.5	13.1	0.0	3 147.7
	2017–18	17.1	220.6	254.3	1 545.1	1 422.8	36.1	88.6	3 584.4
	2018–19	16.4	224.9	310.3	1 324.0	1 666.7	12.2	17.1	3 571.5
	2019–20	3.0	310.2	370.6	622.2	1 834.3	30.6	19.5	3 190.3
	2020–21	6.8	286.9	419.4	541.2	1 377.0	75.5	22.8	2 729.5
	Average annual per cent change 5 year trend	-30.2	13.5	-4.6	-20.8	5.8	5.7	101.5	-4.6
VIC	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	570.1	36.5	430.4	748.1	1 716.2	940.7	16.1	4 458.0
	2015–16	796.9	31.2	460.7	396.4	1 855.1	1 010.5	15.4	4 566.3
	2016–17	742.4	35.3	468.9	301.5	1 809.0	1 027.9		4 385.0
	2017–18	576.6	20.3	495.7	363.2	1 772.9	1 235.8	33.3	4 497.8
	2018–19	617.1	25.0	618.1	272.5	1 721.7	1 194.4		4 448.8
	2019–20	456.8	32.3	1 384.4	246.3	1 718.5	1 108.5	4.9	4 951.8
	2020–21	723.9	40.2	680.4	261.9	1 328.0	1 378.4	0.6	4 413.4
	Average annual per cent change 5 year trend	-5.2	3.5	16.7	-8.1	-5.2	5.1		0.5
QLD	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	3 304.1	1 989.3	39 506.7	1 127.6	918.5	2 086.1	13.0	48 945.2
	2016–17	3 632.8	1 663.5	37 624.8	992.0	802.0	1 171.8	15.6	45 902.6
	2017–18	4 443.3	2 167.2	34 713.3	2 291.4	735.3	993.9	19.9	45 364.3
	2018–19	4 052.3	2 150.6	29 938.4	1 718.2	1 043.3	1 035.3	20.6	39 958.8
	2019–20	3 459.9	2 401.9	30 104.2	2 631.5	1 140.3	1 429.9	0.4	41 168.1
	2020–21	3 822.9	2 693.6	31 247.1	2 358.8	1 097.6	1 529.0	0.1	42 749.0
	Average annual per cent change 5 year trend	1.4	7.7	-5.5	19.8	6.8	-2.6	-64.4	-3.2

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

State / territory of loading	Financial year	State / territory of discharging							Total ^a
		NSW	VIC	QLD	SA	WA	TAS	NT	
		(million tonne-kilometres)							
SA	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	324.7		11 167.7
	2016–17	2 474.3	3 154.4	1 566.9	136.2	1 290.9	382.0		9 004.6
	2017–18	2 081.6	2 365.0	2 828.6	145.7	1 573.9	295.6		9 290.5
	2018–19	2 240.9	2 835.5	4 103.2	180.2	1 662.0	545.4	41.9	11 609.3
	2019–20	2 073.8	3 815.0	3 767.0	160.6	1 365.1	319.3	48.4	11 549.1
	2020–21	2 370.4	2 836.2	1 720.6	146.4	1 230.2	399.8	51.0	8 754.6
	Average annual per cent change		(%)						
5 year trend	0.9	3.2	-5.1	2.0	-2.2	3.2		-0.7	
WA	2011–12	23 645.7	2 823.2	1 768.9	2 392.4	1 215.5	552.4	461.8	32 880.7
	2012–13	22 308.0	3 348.4	1 929.1	2 347.9	2 038.3	269.8	98.5	32 340.3
	2013–14	20 628.1	3 027.2	931.1	2 138.8	2 396.0	105.8	93.0	29 320.0
	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	1 673.6	1 229.7	61.0	30 520.8
	2016–17	23 450.5	1 173.9	879.7	1 730.6	1 385.5	2 002.3	47.8	30 670.2
	2017–18	21 553.5	1 933.5	1 627.7	1 880.6	1 056.4	1 242.7	7.1	29 301.6
	2018–19	25 141.6	3 534.6	9 013.1	1 958.1	778.7	1 223.3	23.2	41 672.5
	2019–20	19 182.8	3 325.4	7 732.2	1 834.8	887.8	1 257.1	5.7	34 225.8
	2020–21	16 618.8	2 866.3	512.7	1 170.4	867.4	48.1	4.5	22 088.2
	Average annual per cent change		(%)						
5 year trend	-5.6	17.1	18.8	-7.3	-13.1	-39.5	-40.7	-2.6	
TAS	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		3 318.2
	2014–15	472.5	1 574.5	598.6	498.9	1.5	101.5		3 247.5
	2015–16	599.1	1 699.8	535.9	676.4		96.3		3 607.6
	2016–17	835.1	1 703.5	516.9	540.1	2.4	101.9		3 700.0
	2017–18	687.4	1 862.2	357.6	720.5		86.6		3 714.3
	2018–19	627.2	1 815.8	523.2	759.6	52.9	87.5		3 866.2
	2019–20	485.4	1 692.4	614.8	595.8		181.4		3 569.8
	2020–21	494.0	1 784.0	683.3	576.5		114.3		3 652.0
	Average annual per cent change		(%)						
5 year trend	-7.4	0.6	6.2	-1.3		7.7		0.0	

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	NT	Total ^a	
		<i>(million tonne-kilometres)</i>								
NT	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	
	2016–17		0.0	8 157.8		2.0	2 509.5		10 669.2	
	2017–18			10 245.8	0.1	0.0	2 777.0		13 022.9	
	2018–19	0.0	478.9	12 262.8		1.0	2 781.3	0.8	15 524.8	
	2019–20		0.1	8 568.6		402.2	1 318.3		10 289.1	
	2020–21	0.4		10 130.7		422.9	1 629.9		12 184.0	
	Average annual per cent change		<i>(%)</i>							
	5 year trend			12.5		330.5	-11.2		7.7	
Total ^a	2011–12	31 078.7	10 056.9	39 361.4	7 305.5	8 080.3	5 894.1	728.0	102 525.7	
	2012–13	29 910.6	9 175.3	46 073.9	6 540.2	6 811.7	5 198.9	283.6	103 994.3	
	2013–14	29 890.3	7 728.9	44 820.0	6 923.4	8 561.4	5 629.2	290.8	103 844.1	
	2014–15	30 380.4	7 440.0	49 496.6	6 058.6	6 337.9	5 405.0	134.2	105 252.7	
	2015–16	29 435.6	8 567.7	51 114.8	6 248.3	7 206.0	7 389.8	143.7	110 106.0	
	2016–17	31 208.7	7 959.5	49 653.6	4 874.3	6 512.2	7 208.5	63.5	107 481.3	
	2017–18	29 359.5	8 568.8	50 522.9	6 946.6	6 579.6	6 667.8	148.9	108 794.1	
	2018–19	32 695.6	11 065.3	56 769.2	6 212.6	6 981.6	6 879.4	103.6	120 707.2	
	2019–20	25 661.7	11 577.2	52 541.8	6 091.1	7 351.1	5 645.1	78.8	108 946.9	
	2020–21	24 037.3	10 507.2	45 394.2	5 055.1	6 365.5	5 174.9	79.0	96 613.2	
	Average annual per cent change		<i>(%)</i>							
	1 year	-6.3	-9.2	-13.6	-17.0	-13.4	-8.3	0.2	-11.3	
	5 year trend	-4.2	7.1	-0.9	-1.4	-0.6	-6.9	-7.4	-1.4	

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

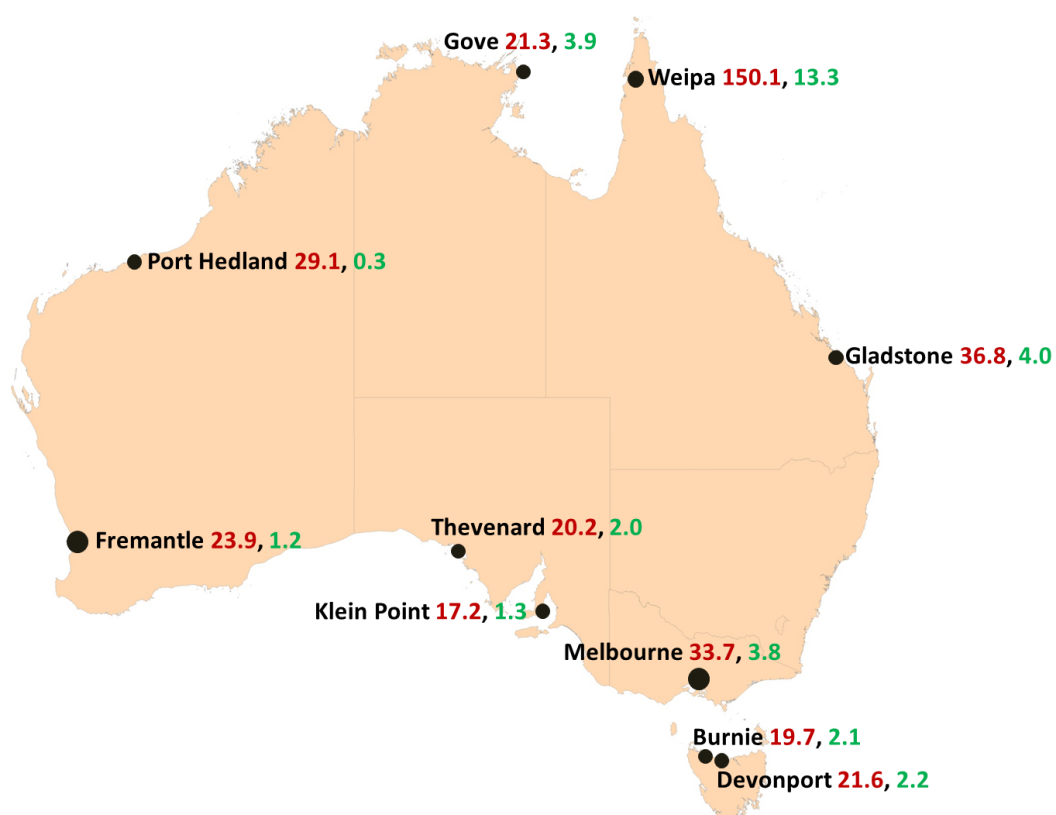
c This may include some international transshipments. Also, it was not possible to estimate coal volumes from the Port of Newcastle to Port Kembla for 2014-15.

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

Source: BITRE (2022).

Figure 2.3 Top ten ports by volume of coastal freight loaded, ten years to 2020–21

Loaded coastal freight (*million tonnes*): **ten-year total tonnage**, **tonnage loaded in 2020–21**



Notes: The top ten ports are selected based on the total volume of coastal freight loaded in the ten years to 2020–21.

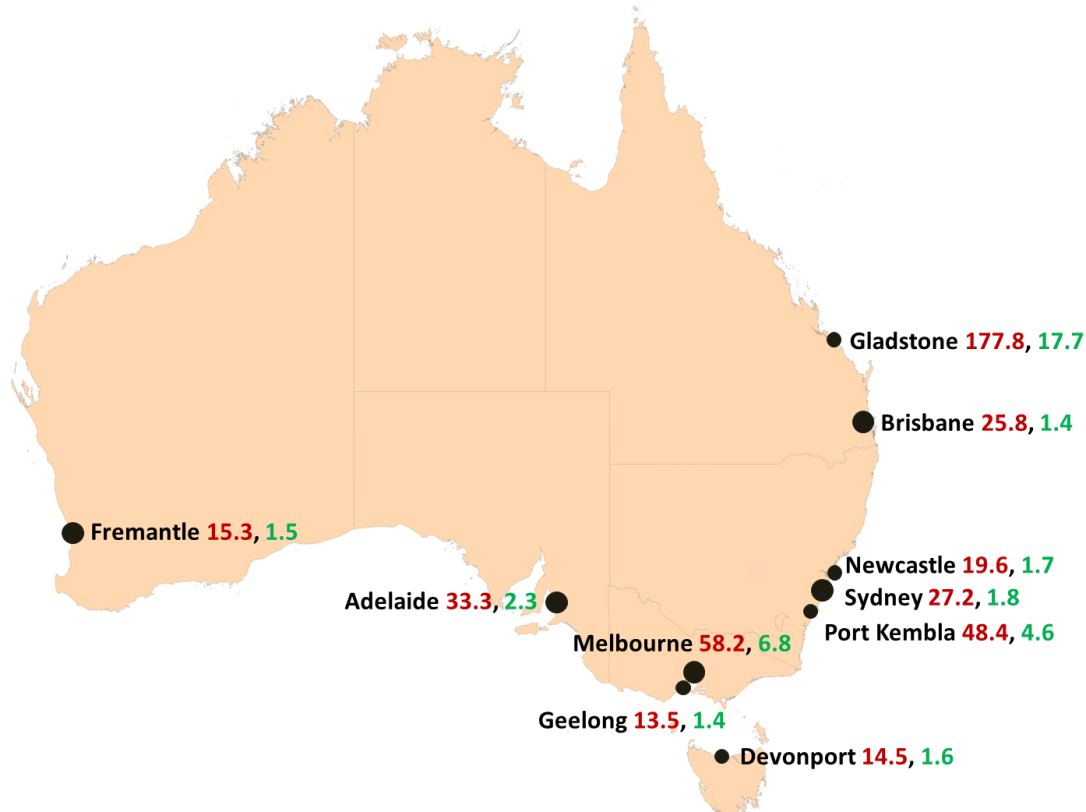
In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

For example, Fremantle in this report also includes Kwinana and Weipa in this report also includes Amrun.

Source: BITRE (2022).

Figure 2.4 Top ten ports by volume of coastal freight discharged, ten years to 2020–21

Discharged coastal freight (million tonnes): **ten-year total tonnage**, **tonnage discharged in 2020–21**



Notes: The top ten ports are selected based on the total volume of coastal freight discharged in the 10 years to 2020–21.

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.

Source: BITRE (2022).

Table 2.5 Top ten ports with largest weight of coastal freight

Financial year	Weipa ^a	Gladstone	Melbourne	Port Hedland	Fremantle	Devonport	Gove	Thevenard	Burnie	Klein Point	All ports ^b
Loaded											
<i>(million tonnes)</i>											
2011–12	13.7	3.6	3.3	3.6	2.0	2.0	0.0	2.1	1.9	1.9	50.5
2012–13	16.3	3.1	3.1	3.5	2.2	2.1	0.0	1.4	1.9	1.8	50.9
2013–14	16.6	3.3	3.1	3.4	2.2	2.1	0.0	1.7	1.9	1.6	52.0
2014–15	16.7	3.6	3.2	3.8	2.2	2.2	0.5	1.9	1.9	1.8	50.3
2015–16	17.0	3.6	3.4	3.6	2.7	2.1	1.8	2.3	2.0	1.4	51.8
2016–17	16.1	3.5	3.3	4.1	2.3	2.2	3.1	2.2	2.0	1.8	51.9
2017–18	14.8	4.0	3.5	3.2	2.7	2.3	3.9	1.9	1.9	1.8	52.0
2018–19	12.7	4.1	3.4	2.8	3.6	2.4	4.7	2.5	1.9	2.0	54.4
2019–20	12.9	4.0	3.5	0.7	2.8	2.2	3.3	2.1	2.1	1.9	51.3
2020–21	13.3	4.0	3.8	0.3	1.2	2.2	3.9	2.0	2.1	1.3	48.1
Average annual per cent change											
<i>(%)</i>											
5 year trend	-5.6	3.0	2.2	-39.0	-8.4	0.4	12.3	-1.6	1.6	-0.6	-1.1
	Gladstone	Melbourne	Port Kembla	Adelaide	Sydney	Brisbane	Newcastle	Fremantle	Devonport	Geelong	All ports ^b
Discharged											
<i>(million tonnes)</i>											
2011–12	14.6	5.1	4.6	4.1	3.5	2.7	2.2	1.6	1.4	1.7	48.9
2012–13	17.3	5.0	4.1	3.9	3.9	2.6	1.9	1.5	1.3	1.4	50.9
2013–14	17.6	4.9	4.1	3.8	4.6	1.9	2.0	1.6	1.4	1.0	52.4
2014–15	18.2	5.4	4.7	3.6	2.6	3.7	1.7	1.6	1.4	0.6	51.0
2015–16	19.3	5.8	5.2	2.8	2.1	2.7	1.7	1.6	1.3	1.0	51.8
2016–17	19.6	5.8	5.8	3.0	2.3	2.0	1.8	1.4	1.4	1.6	51.9
2017–18	19.0	6.2	5.5	3.2	2.3	1.6	1.9	1.4	1.6	1.2	52.0
2018–19	17.8	6.5	5.7	3.6	2.2	3.5	2.5	1.5	1.6	1.5	54.5
2019–20	16.6	6.6	4.2	3.1	1.8	3.8	2.2	1.6	1.5	2.1	51.2
2020–21	17.7	6.8	4.6	2.3	1.8	1.4	1.7	1.5	1.6	1.4	48.1
Average annual per cent change											
<i>(%)</i>											
5 year trend	-2.8	3.7	-4.3	-2.2	-4.5	-2.1	2.7	0.1	3.2	7.8	-1.1

^a Weipa includes the new port at Amrun.

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

Notes: 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.

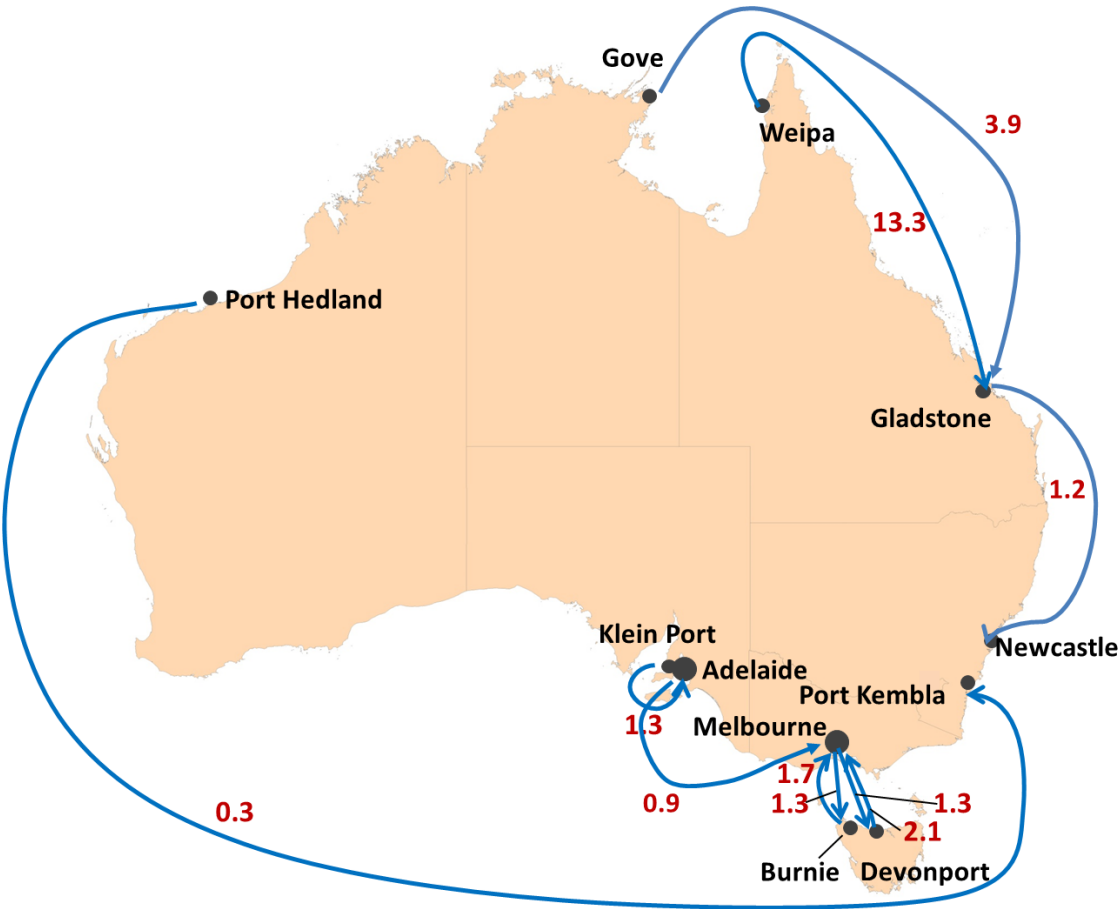
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For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.

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 (2022).

Figure 2.5 Coastal freight carried on the top ten routes, 2020–21 (million tonnes)



Notes: The top ten routes for coastal freight flow are selected based on the summed coastal freight over the ten years to 2020–21, though the volume illustrated in the chart is for the most recent financial year.

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.

Source: BITRE (2022).

Table 2.6 Top ten coastal freight flows between Australian ports

Financial year	Weipa to Gladstone	Port Hedland to Port Kembla	Gove to Gladstone	Devonport to Melbourne	Klein Point to Adelaide	Burnie to Melbourne	Gladstone to Newcastle	Melbourne to Burnie	Melbourne to Devonport	Adelaide to Melbourne	All flows ^a
<i>(million tonnes)</i>											
2011–12	13.7	3.6	0.0	1.6	1.9	1.5	1.4	1.1	1.0	0.5	50.5
2012–13	16.3	3.5	0.0	1.6	1.8	1.6	1.1	1.1	0.9	0.5	50.9
2013–14	16.6	3.4	0.0	1.6	1.6	1.5	1.2	1.1	1.0	0.7	52.0
2014–15	16.7	3.8	0.5	1.8	1.8	1.5	1.2	1.1	1.0	0.9	50.3
2015–16	17.0	3.5	1.8	1.9	1.4	1.6	1.3	1.2	1.0	0.9	51.8
2016–17	16.1	3.9	3.1	2.0	1.8	1.5	1.1	1.1	1.1	0.8	51.9
2017–18	14.8	3.2	3.9	2.1	1.8	1.5	1.3	1.2	1.3	0.8	52.0
2018–19	12.7	2.8	4.7	2.2	2.0	1.5	1.3	1.1	1.3	0.9	54.4
2019–20	12.9	0.7	3.3	2.1	1.9	1.5	1.3	1.2	1.3	1.0	51.3
2020–21	13.3	0.3	3.9	2.1	1.3	1.7	1.2	1.3	1.3	0.9	48.1
<i>(%)</i>											
Average annual per cent change											
5 year trend	-5.6	-38.9	12.6	2.4	-0.6	0.3	1.1	1.2	5.9	2.2	-1.1

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

Notes: 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.

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.

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

Source: BITRE (2022).

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)					
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	4.8	1.8	50.3
2015–16	37.8	6.9	5.0	2.2	51.8
2016–17	38.1	6.6	4.7	2.6	51.9
2017–18	37.8	6.1	5.0	3.1	52.0
2018–19	40.2	6.3	4.9	3.0	54.4
2019–20	36.6	6.7	5.0	2.9	51.3
2020–21	34.7	5.3	5.1	3.1	48.1
Average annual per cent change (%)					
1 year	-5.3	-21.5	2.7	4.1	-6.1
5 year trend	-1.4	-3.5	0.8	6.0	-1.1
Freight task (billion tonne-kilometres)					
2011–12	78.8	16.0	6.0	1.8	102.5
2012–13	78.8	17.3	5.4	2.4	104.0
2013–14	79.9	16.3	5.8	1.8	103.8
2014–15	82.9	15.5	5.4	1.4	105.3
2015–16	89.3	13.5	5.8	1.5	110.1
2016–17	89.0	11.0	5.4	2.1	107.5
2017–18	88.4	11.8	5.7	2.8	108.8
2018–19	99.9	12.5	5.8	2.5	120.7
2019–20	87.3	13.2	5.9	2.5	108.9
2020–21	79.2	8.9	5.4	3.1	96.6
Average annual per cent change (%)					
1 year	-9.3	-32.4	-9.0	23.4	-11.3
5 year trend	-1.5	-4.2	-0.1	12.7	-1.4

Note: Rounding means that the sum of the cargo types may not equal the total.

Source: BITRE (2022).

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 <i>(million tonnes)</i>											
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	7.1	0.1	1.7	5.4	0.4	1.0	1.5	51.8
2016–17	1.7	0.6	32.6	6.8	0.1	1.7	5.5	0.5	0.6	1.8	51.9
2017–18	2.1	0.6	31.5	6.8	0.0	1.9	5.7	0.5	0.6	2.2	52.0
2018–19	5.2	0.5	30.9	6.8	0.0	1.6	5.8	0.6	0.6	2.3	54.4
2019–20	5.0	0.4	28.4	6.8	0.0	1.7	5.5	0.6	0.8	2.0	51.3
2020–21	2.4	0.4	29.2	5.6	0.0	1.7	5.4	0.6	0.8	2.1	48.1
Average annual per cent change <i>(%)</i>											
5 year trend	14.2	-6.1	-2.5	-3.5	-26.7	-1.0	-0.1	7.0	-1.5	6.4	-1.1
Freight task <i>(billion tonne-kilometres)</i>											
2011–12	2.6	0.6	68.0	18.1	0.1	4.5	5.6	0.8	0.9	1.3	102.5
2012–13	2.2	0.6	71.5	18.9	0.0	3.3	4.7	0.7	0.7	1.4	104.0
2013–14	2.0	0.6	72.4	18.2	0.0	3.1	5.0	0.7	0.8	1.0	103.8
2014–15	2.4	0.5	75.7	16.3	0.1	2.8	4.9	0.6	0.9	0.9	105.3
2015–16	2.4	0.7	81.6	14.3	0.1	3.3	5.3	0.5	0.8	1.0	110.1
2016–17	1.8	0.7	82.3	11.3	0.1	3.4	5.4	0.6	0.7	1.1	107.5
2017–18	2.9	0.7	78.9	13.7	0.0	3.7	6.0	0.6	0.6	1.6	108.8
2018–19	15.3	0.8	77.5	14.0	0.0	3.1	6.3	0.7	0.6	2.3	120.7
2019–20	13.5	0.8	68.1	14.0	0.0	3.7	6.2	0.7	0.7	1.1	108.9
2020–21	3.0	0.7	70.9	10.1	0.0	3.2	5.9	0.9	0.7	1.2	96.6
Average annual per cent change <i>(%)</i>											
5 year trend	28.6	2.9	-3.6	-3.0	-24.7	-0.3	2.8	10.0	-3.3	2.9	-1.4

Notes: “nes” stands for “Not Elsewhere Specified”.

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

Commodity descriptions are 1 digit (high-level) ATFCC (Australian Transport Freight Commodity Classification).

Source: BITRE (2022).

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

Financial year	0–Food and live animals	1–Beverages and tobacco	2–Crude materials, 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 of coastal freight loaded in Tasmania						<i>('000 tonnes)</i>					
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
2016–17	639.8	256.1	938.0	1.3	0.9	372.1	2 235.4	148.9	2.8	551.4	5 146.7
2017–18	695.1	270.1	1 024.6	0.5	0.7	364.7	2 270.8	158.5		577.4	5 362.5
2018–19	729.1	225.9	979.8	74.6	3.1	380.2	2 137.4	182.4		682.0	5 394.4
2019–20	773.2	136.0	997.6	5.2	0.7	305.4	1 833.1	189.5	0.2	716.6	4 957.4
2020–21	826.7	83.7	1 058.0	0.5	0.7	366.1	1 816.0	104.1	0.1	892.6	5 148.4
Average annual per cent change						<i>(%)</i>					
5 year trend	4.4	-18.7	4.1	2.9	10.0	-3.3	-3.7	-2.1		9.2	0.2
Weight of coastal freight discharged in Tasmania						<i>('000 tonnes)</i>					
2011–12	459.9	78.5	1 204.0	708.7	0.8	211.1	134.8	172.8		1 120.7	4 091.2
2012–13	434.7	71.2	1 343.9	679.1	1.2	178.1	112.8	167.9		1 140.9	4 129.6
2013–14	460.5	73.7	1 215.7	674.8	0.6	172.8	135.3	178.7		1 158.7	4 070.8
2014–15	460.2	96.8	1 301.3	648.7		190.8	127.8	192.4		1 210.6	4 228.7
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
2016–17	350.9	137.0	1 183.9	549.4		208.9	131.6	213.4	2.2	1 362.7	4 140.2
2017–18	371.6	150.7	1 180.1	672.7	0.0	148.6	152.8	219.4		1 499.5	4 395.2
2018–19	387.8	141.3	1 456.8	566.3		147.2	105.8	244.0		1 459.2	4 508.5
2019–20	427.3	148.5	1 017.4	491.0		180.5	92.4	191.8	1.9	1 482.2	4 033.1
2020–21	449.3	152.7	1 150.9	527.4		195.0	105.5	170.2	1.9	1 547.1	4 299.9
Average annual per cent change						<i>(%)</i>					
5 year trend	2.2	4.6	-3.2	-3.4		-2.7	-8.1	-3.4		3.4	-0.4

Notes: 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 were not calculated. Cells with an entry of “0.0” mean that data was recorded but rounded to zero.

Commodity descriptions are 1 digit (high-level) ATFCC (Australian Transport Freight Commodity Classification).

Source: BITRE (2022).

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, Transport, Regional Development, Communications and the Arts (DITRDCA).

As part of the Act, all domestic maritime movements of cargo or passengers on interstate voyages⁴ 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.
 - From 2019–20 onwards no freight was carried under this licence.
- 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.

⁴ 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 DITRDCA 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 DITRDCA.
- Licence holders are required to provide DITRDCA cargo statistics for each voyage.

Intrastate shipping is not required to be under licence but can choose to be under licence. As Tables 3.3 and 3.4 show, some of the top Temporary Licence routes are intrastate. There is also substantial intrastate freight carried under General Licence.

Licences are also not required for repositioning of empty containers between ports by shipping companies.

This chapter summarises coastal shipping activity under the current licensing system used to regulate access to interstate coastal trade. Information is presented that shows the share of coastal shipping activity between 2013–14 to 2020–21 undertaken under each licence type.

Data from the previous permits system are also compared to activity under Temporary Licence⁵. While data from the previous 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 2013–14 to 2020–21 was extracted from the Coastal Trading Licensing System (CTLS) in 2020 by DITRDCA. 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 2020–21

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 2020–21), 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 the shipments in question.

During the first 4 months of 2012–13, there were ‘carry over’ voyages from the previous permits system. The CTLS data for 2012–13 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). While data for 2012–13 was included in previous editions of *Australian Sea Freight* with a warning, starting from *Australian Sea Freight 2018–19*, data for

⁵ 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.

2012–13 was excluded. The new time series starts at 2013–14, the first reporting period where the new licensing system existed in isolation.

Comparison with BITRE's Coastal Freight Survey (Chapter 2)

Freight volumes reported under the licensing system can differ from that reported by the ports as part of the Coastal Freight Survey (Chapter 2). While BITRE endeavoured to reconcile the differences between the volumes reported by loading and discharge ports in the Coastal Freight Survey no reconciliation was done between the results of the Coastal Freight Survey and the freight volumes reported under the licensing system. Hence the differences in reporting and processing for the CTLS and BITRE's Coastal Freight Survey may lead to differences in reporting between Chapter 2 and Chapter 3.

Differences between the non-bulk tonnage carried under licence may differ from that reported in BITRE's Coastal Freight Survey because while the Survey reports most non-bulk freight in tonnes, a large part of the non-bulk freight carried under licence is reported in TEUs and then BITRE converts this into tonnes using a constant conversion factor of 12.22 tonnes per TEU. This is a particular problem for non-bulk freight carried under General Licence where nearly all the non-bulk freight is reported in TEUs.

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

<i>Weight</i>									
		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
		<i>(million tonnes)</i>				<i>(%)</i>			
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
	2016-17	4.6		5.2	9.9	12.2		71.1	19.0
	2017-18	3.5		6.0	9.5	9.3		73.5	18.3
	2018-19	3.2		6.0	9.2	8.0		75.9	17.0
	2019-20	3.2	0.0	6.7	9.9	8.7	0.0	84.1	19.2
	2020-21	2.6		7.2	9.7	7.4	0.0	87.8	20.2
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	8.4		7.5
	2016-17	1.5			1.5	4.0			2.9
	2017-18	1.2			1.2	3.3			2.4
	2018-19	0.6			0.6	1.4			1.0
	2019-20								
	2020-21								
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	78.4	21.6	38.6
	2016-17	16.4	5.8	1.6	23.8	43.1	88.7	21.4	45.8
	2017-18	19.2	6.0	1.7	26.9	50.8	98.2	20.7	51.6
	2018-19	24.1	5.7	1.8	31.6	60.0	90.9	22.9	58.1
	2019-20	22.0	6.0	2.0	30.0	60.1	89.6	24.9	58.5
	2020-21	19.0	5.2	1.7	25.8	54.8	98.4	20.2	53.7
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	87.2	102.7	66.1
	2016-17	22.6	5.8	6.8	35.2	59.3	88.7	92.5	67.7
	2017-18	24.0	6.0	7.6	37.6	63.4	98.2	94.1	72.3
	2018-19	27.9	5.7	7.8	41.4	69.4	90.9	98.8	76.1
	2019-20	25.2	6.0	8.6	39.8	68.8	89.6	109.0	77.7
	2020-21	21.5	5.2	8.8	35.6	62.1	98.4	108.0	73.9
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	6.9	7.1	51.8	100.0	100.0	100.0	100.0
	2016-17	38.1	6.6	7.3	51.9	100.0	100.0	100.0	100.0
	2017-18	37.8	6.1	8.1	52.0	100.0	100.0	100.0	100.0
	2018-19	40.2	6.3	7.9	54.4	100.0	100.0	100.0	100.0
	2019-20	36.6	6.7	7.9	51.3	100.0	100.0	100.0	100.0
	2020-21	34.7	5.3	8.2	48.1	100.0	100.0	100.0	100.0

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

Freight task									
Freight transported under licence ^a						Proportion of freight task under licence to total coastal freight task ^a			
		Dry bulk cargo	Liquid bulk	General cargo ^b	Total	Dry bulk cargo	Liquid bulk	General cargo ^b	Total
(billion tonne-kilometres)						(%)			
General Licence	2013-14	5.2	0.0	2.3	7.5	6.5	0.0	30.4	7.2
	2014-15	3.9	0.0	2.4	6.3	4.7	0.0	34.8	6.0
	2015-16	4.5	0.0	2.5	7.0	5.0	0.1	34.6	6.3
	2016-17	3.5		2.2	5.8	4.0		29.9	5.4
	2017-18	2.3		2.6	4.9	2.6		30.1	4.5
	2018-19	0.7		2.6	3.3	0.7		31.5	2.7
	2019-20	0.7	0.0	2.9	3.5	0.8	0.0	33.9	3.2
	2020-21	0.6		3.1	3.7	0.7		36.4	3.8
Transitional General Licence	2013-14	15.3	5.8	0.0	21.1	19.1	35.6	0.0	20.3
	2014-15	13.6	5.2		18.8	16.5	33.2		17.9
	2015-16	10.9	1.5		12.4	12.2	11.5		11.3
	2016-17	7.6			7.6	8.6			7.1
	2017-18	7.0			7.0	7.9			6.4
	2018-19	3.1			3.1	3.1			2.6
	2019-20								
	2020-21								
Temporary Licence	2013-14	21.9	9.7	3.0	34.6	27.4	59.4	39.4	33.3
	2014-15	26.7	11.0	3.1	40.9	32.3	71.1	45.9	38.9
	2015-16	36.0	11.3	3.9	51.2	40.3	83.5	53.9	46.5
	2016-17	44.0	10.6	4.1	58.6	49.4	96.0	54.6	54.6
	2017-18	50.2	12.5	4.6	67.2	56.8	105.4	53.5	61.8
	2018-19	70.1	11.8	5.0	87.0	70.2	94.5	60.3	72.0
	2019-20	64.0	12.4	5.2	81.6	73.3	94.2	61.4	74.9
	2020-21	51.1	9.0	4.4	64.4	64.5	100.7	51.2	66.7
Total under licence	2013-14	42.4	15.5	5.3	63.2	53.1	95.0	69.9	60.9
	2014-15	44.3	16.2	5.5	66.0	53.4	104.3	80.7	62.7
	2015-16	51.4	12.8	6.4	70.7	57.5	95.0	88.6	64.2
	2016-17	55.2	10.6	6.3	72.0	62.0	96.0	84.5	67.0
	2017-18	59.5	12.5	7.1	79.1	67.3	105.4	83.6	72.7
	2018-19	73.9	11.8	7.6	93.4	74.0	94.5	91.9	77.4
	2019-20	64.6	12.4	8.1	85.1	74.0	94.2	95.3	78.1
	2020-21	51.7	9.0	7.5	68.1	65.3	100.7	87.6	70.5
Total coastal freight ^c	2013-14	79.9	16.3	7.6	103.8	100.0	100.0	100.0	100.0
	2014-15	82.9	15.5	6.8	105.3	100.0	100.0	100.0	100.0
	2015-16	89.3	13.5	7.2	110.1	100.0	100.0	100.0	100.0
	2016-17	89.0	11.0	7.5	107.5	100.0	100.0	100.0	100.0
	2017-18	88.4	11.8	8.5	108.8	100.0	100.0	100.0	100.0
	2018-19	99.9	12.5	8.3	120.7	100.0	100.0	100.0	100.0
	2019-20	87.3	13.2	8.5	108.9	100.0	100.0	100.0	100.0
	2020-21	79.2	8.9	8.5	96.6	100.0	100.0	100.0	100.0

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

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).
Notes:	<p>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. This is 12.22 tonnes per TEU.</p> <p>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.</p> <p>Differences in reporting and processing for the CTLS and BITRE's Coastal Freight Survey may lead to differences in reporting.</p>
Sources:	BITRE (2022), DITRDCA (2022).

Table 3.2 Usage of Coastal Trade Permits and Temporary Licences

Coastal Trade Permits (2002–03 to 2011–12)										
Financial year	Number of voyages on permits				Freight transported on permits					
					Tonnage			Containerised		
	CVP	SVP	Total	Voyages with no cargo carried ^a	CVP	SVP	Total	CVP	SVP	Total
	(number)				(million tonnes)			(TEUs)		
2002–03	454	798	1 252		1.7	10.6	12.3	37 619	12 161	49 780
2003–04	350	681	1 031		1.8	10.4	12.2	38 810	7 908	46 718
2004–05	977	892	1 869		2.0	11.0	13.0	56 938	5 855	62 793
2005–06	1 291	1 133	2 424		2.2	11.5	13.7	32 758	16 501	49 259
2006–07	1 915	1 876	3 791		1.8	14.8	16.7	53 474	20 455	73 929
2007–08	1 241	1 744	2 985	123	1.2	14.2	15.4	37 718	6 694	44 412
2008–09	697	1 444	2 141	523	0.9	12.7	13.7	38 559	5 761	44 320
2009–10	735	1 637	2 372	432	0.9	13.9	14.8	55 131	13 789	68 920
2010–11	472	1 578	2 050	483	0.9	13.2	14.0	57 865	21 445	79 310
2011–12	427	1 318	1 745	776	0.8	10.9	11.8	59 130	20 611	79 741
Coastal Trading Licensing System (2013–14 ^b to 2020–21)										
Number of voyages under Temporary Licence ^c				Tonnage (million tonnes) ^d			Containerised (TEUs) ^e			
				Temporary Licence			Temporary Licence			
2013–14		1 876			13.5			64 954		
2014–15		1 963			15.3			67 929		
2015–16		2 327			20.0			75 625		
2016–17		2 349			23.8			76 168		
2017–18		2 505			26.9			76 040		
2018–19		2 688			31.6			82 225		
2019–20		2 615			30.0			83 803		
2020–21		2 420			25.8			57 711		

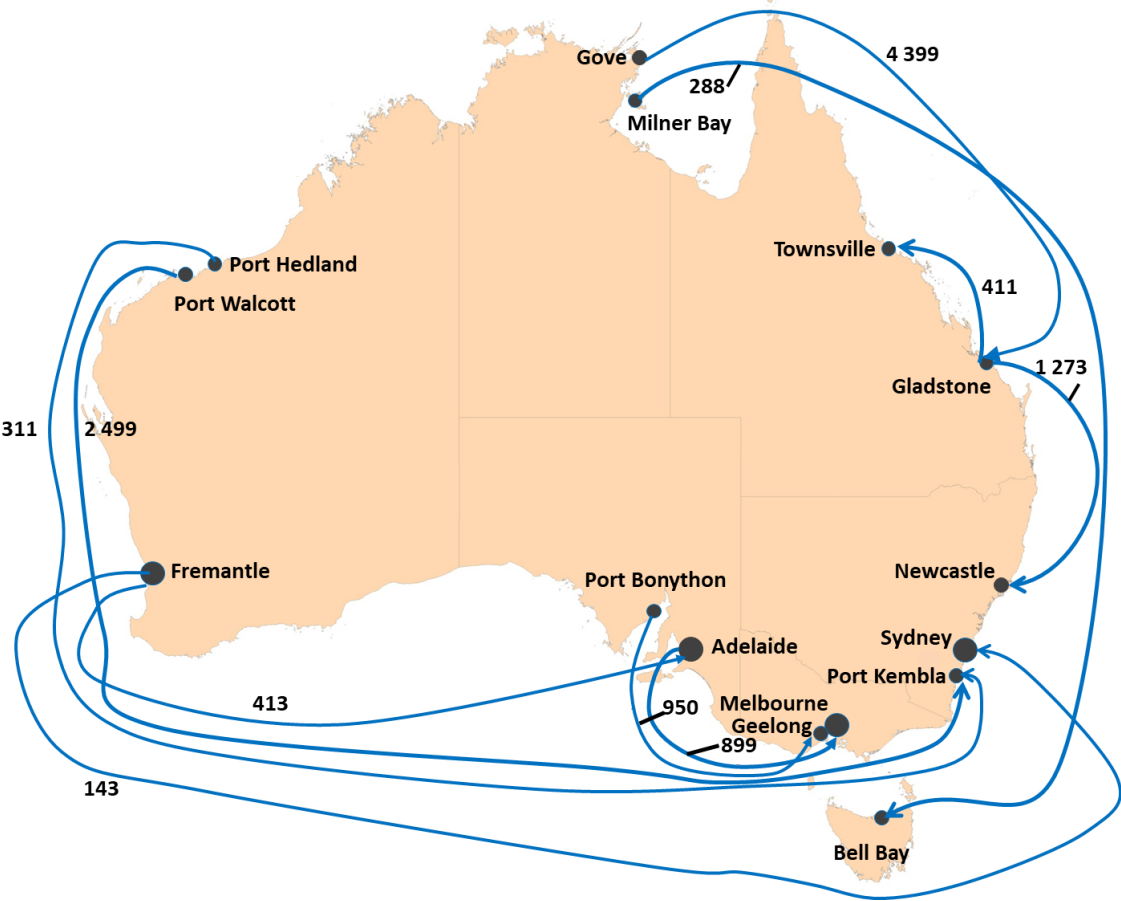
- a** The “Voyages with no cargo carried” refer to the voyages which were planned to carry coastal freight in the permit application, but where no cargo was carried. These planned voyages are not in ‘Total’ counts for 2002–03 to 2011–12.
- b** 2012–13 trade is excluded as the CLTS and permits system both operated in 2012–13, meaning the 2012–13 CLTS figures may underestimate 2012–13 trade.
- c** Includes voyages shipping general cargo where volume (in tonnes and TEU) could not be calculated. This equates to 72 voyages in 2012–13, 60 voyages in 2013–14, 42 voyages in 2014–15, 51 voyages in 2015–16, 78 voyages in 2016–17, 57 voyages in 2017–18, 90 voyages in 2018–19, 119 voyages in 2019–20 and 182 voyages in 2020–21.
- d** 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.
- e** TEUs were estimated for container shipments where volume was recorded in tonnes but the data indicated the pack type was ‘container’.

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), DITRDCA (2022).

Figure 3.1 **Top routes for tonnage of freight carried under Temporary Licences, 2020–21 ('000 tonnes)**



Notes: In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana.

The top ten routes for tonnage are the routes that carried the largest weight of coastal freight under Temporary Licence summed over eight years (2013–14 to 2020–21). Only 2020–21 freight volumes are displayed in the figure.

Source: DITRDCA (2022).

Table 3.3 Tonnage of freight carried on permits/Temporary Licences: The top 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	48.3	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	3 641.3	711.0	45.3	281.5	563.9	491.6	504.5	428.8	210.9	14 045.8
2011–12	2 317.5	153.7	734.5		124.1	382.2	207.9	474.8	488.3	229.8	11 790.8
Voyages on permits (number)											
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	1 745
Coastal Trading Licensing System (2013–14 ^b to 2020–21)											
Financial year	Gove to Gladstone	Port Hedland to Port Kembla	Gladstone to Newcastle	Port Walcott to Port Kembla	Adelaide to Melbourne	Port Bonython to Geelong	Fremantle to Adelaide	Milner Bay to Bell Bay	Fremantle to Sydney	Gladstone to Townsville	All routes under Temporary Licence ^c
Weight ('000 tonnes) ^d											
2013–14	432.8	1 509.0	523.2		226.3		154.8	518.8	376.7	683.9	13 520.4
2014–15	744.9	2 071.4	328.4		557.4		142.7	462.0	560.0	395.7	15 306.2
2015–16	2 747.8	2 098.5	587.0		803.3	425.4	383.0	521.8	508.2	365.5	20 016.0
2016–17	3 421.3	2 644.8	1 148.9		725.3	1 090.5	634.6	515.9	328.9	341.5	23 779.7
2017–18	4 598.2	2 220.0	1 299.5		769.4	557.6	763.7	618.9	547.3	348.3	26 857.1
2018–19	5 049.0	2 375.5	1 296.5	837.5	967.5	721.1	672.5	572.8	470.5	362.5	31 624.7
2019–20	3 994.7	309.7	1 349.4	3 073.8	1 002.0	1 345.4	685.7	234.0	386.5	340.3	29 992.2
2020–21	4 399.2	310.5	1 273.4	2 499.4	898.6	949.9	413.3	288.2	142.9	410.7	25 821.5
Licensed voyages (number)											
2013–14	7	11	24		9		14	11	23	24	1 876
2014–15	12	15	15		30		5	10	25	20	1 963
2015–16	44	16	24		38	6	21	11	21	22	2 327
2016–17	46	19	38		41	15	43	11	26	19	2 349
2017–18	59	16	58		43	8	36	13	27	24	2 505
2018–19	65	18	52	6	42	12	38	12	32	23	2 688
2019–20	52	3	51	22	42	18	32	5	33	16	2 615
2020–21	57	3	49	18	38	13	46	6	23	19	2 420

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

^b 2012–13 trade is excluded as the CLTS and permits system both operated in 2012–13, meaning the 2012–13 CLTS figures may underestimate 2012–13 trade.

^c “All routes under Temporary Licence” include the top ten routes under Temporary Licence and other routes under Temporary Licence not listed separately.

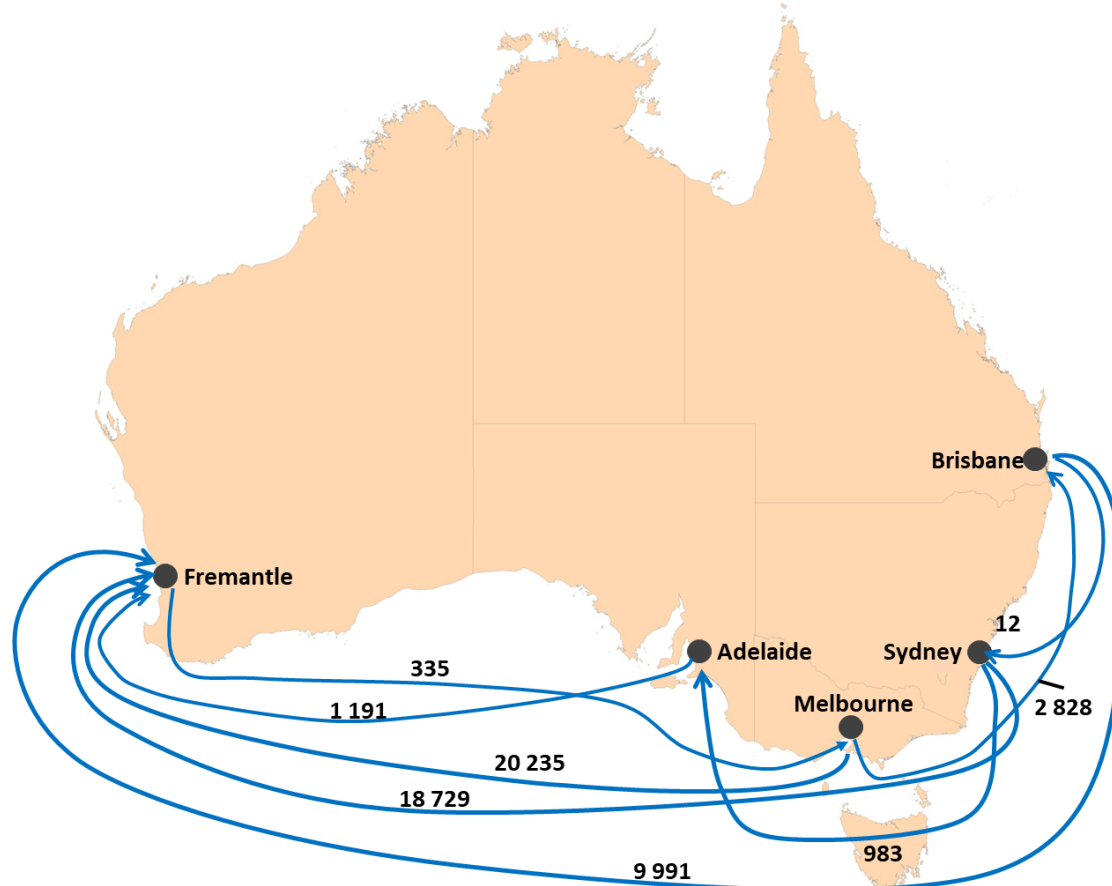
^d Tonnage was estimated for container shipments under Temporary Licence when volume was recorded in TEUs, not tonnes, by applying the average weight (in tonnes) per TEU recorded in 2011–12, under the COTLAP system.

Notes: 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 eight years for Temporary Licences (2013–14 to 2020–21). 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 2013–14 to 2020–21 are sorted in descending order by the total tonnage over that time, not by the most recent financial year.

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

Sources: DIT (2013) and DITRDCA (2022).

Figure 3.2 Top routes for containerised freight under Temporary Licences, 2020–21 (TEUs)



Notes: The top ten routes for containerised freight are the routes that carried the largest number of TEUs under Temporary Licence summed over eight years (2013–14 to 2020–21). Only 2020–21 freight volumes are displayed in the figure.

There are fewer than ten routes on this map as there were no reports of containerised freight being carried under Temporary Licence in 2020–21 on two of the top ten routes during 2013–14 to 2020–21: Barrow Island to Fremantle and Melbourne to Adelaide.

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana.

Source: DITRDCA (2022).

Table 3.4 Containerised freight carried on permits/Temporary Licences: The top routes

Coastal Trade Permits (2002–03 to 2011–12)											
Financial year	Melbourne to Fremantle	Sydney to Fremantle	Melbourne to Brisbane	Brisbane to Fremantle	Adelaide to Fremantle	Bell Bay to Fremantle	Brisbane to Darwin	Melbourne to Adelaide	Darwin to Gove	Gove to Darwin	All routes under permit ^a
Containerised freight (TEUs)											
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
Voyages on permits where containers were carried (number)											
2007–08	104	45	165	34	40	13	14	60			770
2008–09	99	33	143	19	57	10	19	56			730
2009–10	113	99	178	53	68	14	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
Coastal Trading Licensing System (2013–14 ^b to 2020–21)											
Financial year	Melbourne to Fremantle	Sydney to Fremantle	Brisbane to Fremantle	Melbourne to Brisbane	Adelaide to Fremantle	Brisbane to Sydney	Barrow Island to Fremantle	Sydney to Adelaide	Melbourne to Adelaide	Fremantle to Melbourne	All routes under Temporary Licence ^a
Containerised freight ^c (TEUs)											
2013–14	30 117	19 987	3 447	3 423	1 452	3 038			1 402		64 954
2014–15	27 523	23 814	1 864	5 569	1 378	3 692		274	1 598		67 929
2015–16	27 845	26 051	5 569	5 516	1 144	2 463	1 538	255	614	202	75 625
2016–17	28 198	23 993	7 768	5 136	1 178	101	5 947	47	402	120	76 168
2017–18	29 710	25 110	9 252	6 263	1 470	407	632	772	495	941	76 040
2018–19	28 881	29 680	9 156	7 505	2 019	308		1 316	336	1 799	82 225
2019–20	27 828	32 415	10 020	6 036	1 811	265		1 316	1	1 035	83 803
2020–21	20 235	18 729	9 991	2 828	1 191	12		983		335	57 711
Voyages under Temporary Licence where containers were carried (number)											
2013–14	189	147	60	28	51	42			49		630
2014–15	186	135	51	28	53	49		14	45		630
2015–16	196	149	51	26	52	22	9	21	37	12	716
2016–17	196	145	50	41	51	3	24	7	33	16	642
2017–18	152	130	42	32	50	15	2	29	29	15	554
2018–19	153	148	49	28	53	19		41	18	23	603
2019–20	146	147	78	25	54	13		50	1	20	651
2020–21	95	99	88	21	31	4		37		21	529

^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 2012–13 trade is excluded as the CLTS and permits system both operated in 2012–13, meaning the 2012–13 CLTS figures may underestimate 2012–13 trade.

^c 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.

Notes: 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 eight years for Temporary Licences (2013–14 to 2020–21). The routes for 2007–08 to 2011–12 and from 2013–14 to 2020–21 are sorted in descending order by the total TEU count over the relevant time period, not by the last financial year.

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”. For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana.

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

Sources: DIT (2013) and DITRDCA (2022).

Chapter 4

Australian port activity

Overview

This chapter shows Australian port activities from 2011–12 to 2020–21. 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 international merchandise trade data (ABS 2022a), and that of domestic (coastal) freight from BITRE's Coastal Freight Survey (BITRE 2022). The vessel movement information used to report ship activity is based on data obtained from Lloyd's List Intelligence. Historic vessel movement numbers can vary slightly from previously published figures due to revisions to Lloyd's data.

A vessel is considered a "cargo ship from overseas" if it made a port call in Australia from overseas in that financial year. Hence some of the vessels that are considered part of the coastal trading fleet⁶ in Chapter 5 are considered a "cargo ship from overseas" in Chapter 4.

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

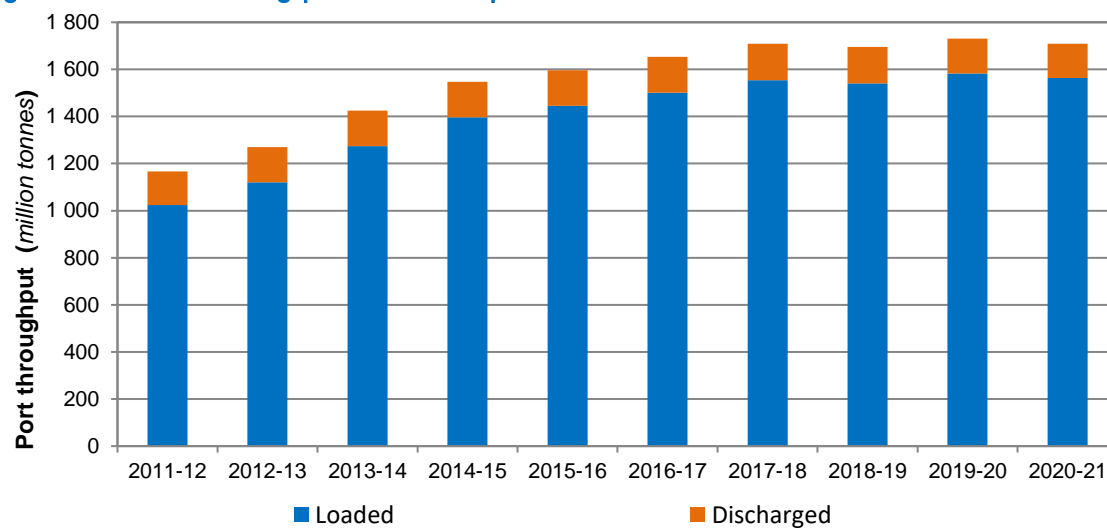
From 2010–11 the Lloyd's ship movement data set has increasingly captured ship movements where the current port is recorded as the same as the previous port. This can occur when a ship moves from anchorage to a port, or when the ships are serving a second port which is not covered by the Lloyd's data. These records 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. In addition vessels which made only port calls where the origin and destination ports are the same during a financial year are excluded from the number of cargo ships that called at Australian ports for that year.

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⁶ The 'coastal trading fleet' (Chapter 5) is made up of ships in the Australian trading fleet for which 80 per cent or more of their voyages called at an Australian port.

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 (2022a), BITRE (2022).

Table 4.1 Total throughput, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Total
Loaded (million tonnes)									
2011–12	155.5	26.0	218.1	27.6	571.7	8.9	13.8	1.6	1 023.3
2012–13	172.4	25.5	237.5	25.9	634.6	8.2	15.9	0.7	1 120.6
2013–14	179.8	26.3	261.6	32.2	745.5	9.4	18.6	0.0	1 273.4
2014–15	185.5	24.1	276.6	30.6	849.8	9.9	20.3	0.0	1 396.8
2015–16	179.6	23.0	289.5	25.6	897.3	10.9	19.9	0.0	1 445.8
2016–17	185.7	27.0	288.3	27.7	940.9	11.0	21.0	0.0	1 501.6
2017–18	173.0	28.1	302.5	25.8	987.8	11.9	24.4	0.0	1 553.4
2018–19	177.6	22.1	311.1	19.9	969.0	11.5	29.2	0.0	1 540.5
2019–20	179.9	20.9	310.6	22.8	1 002.7	11.7	34.2	0.0	1 582.8
2020–21	175.6	24.0	288.8	24.7	1 003.6	11.4	36.1	0.0	1 564.2
Average annual per cent change (%)									
1 year	-2.4	14.7	-7.0	8.2	0.1	-2.6	5.7	1373.5	-1.2
5 year trend	-0.5	-2.2	0.7	-2.9	2.1	1.1	14.1	-0.9	1.6
Discharged (million tonnes)									
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
2016–17	34.0	30.7	44.6	8.9	21.7	5.2	6.1	0.0	151.2
2017–18	35.9	33.3	44.5	9.2	20.7	5.6	6.4	0.0	155.8
2018–19	36.4	33.6	43.3	9.7	20.2	5.7	6.2	0.0	155.0
2019–20	34.3	32.8	40.8	9.2	20.5	5.2	5.3	0.0	148.1
2020–21	32.9	32.8	40.0	8.9	19.2	5.3	6.0	0.0	145.2
Average annual per cent change (%)									
1 year	-3.9	0.3	-1.9	-3.7	-6.3	2.0	12.5	17.7	-1.9
5 year trend	0.4	2.2	-2.4	0.5	-2.9	-0.5	-3.9	0.5	-0.7

^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.

Notes: 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 (2022a), BITRE (2022).

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

Financial year	Port Hedland	Dampier	Port Walcott	Newcastle	Hay Point	Gladstone	Weipa	Abbot Point	Fremantle	Brisbane	All ports ^a
Loaded											
	<i>(million tonnes)</i>										
2011–12	243.8	173.6	81.8	126.2	83.3	66.4	24.9	13.6	14.3	19.2	1 023.3
2012–13	286.5	181.2	84.8	146.3	96.4	65.2	29.0	17.5	18.1	19.4	1 120.6
2013–14	366.6	175.7	120.3	157.1	108.3	77.1	30.7	22.8	19.2	17.0	1 273.4
2014–15	442.0	167.8	157.4	162.9	114.9	78.3	31.8	28.7	20.5	16.0	1 396.8
2015–16	455.6	169.6	187.7	160.7	115.6	92.7	33.2	26.4	20.0	13.6	1 445.8
2016–17	493.1	163.1	188.9	166.8	106.8	98.6	35.9	25.1	20.7	15.1	1 501.6
2017–18	508.9	174.3	198.9	159.7	119.5	96.6	36.9	27.6	19.0	14.4	1 553.4
2018–19	506.3	171.8	181.0	161.7	119.1	103.2	37.2	28.9	18.2	13.1	1 540.5
2019–20	529.1	164.1	193.5	165.1	111.0	101.9	42.9	31.8	16.6	11.7	1 582.8
2020–21	537.8	164.5	187.3	157.8	98.0	102.3	40.0	29.7	15.1	11.1	1 564.2
Average annual per cent change											
	<i>(%)</i>										
1 year	1.7	0.2	-3.2	-11.7	-4.4	0.4	-6.7	-6.6	-9.2	-4.5	-1.2
5 year trend	3.0	-0.4	-0.1	-2.0	-0.3	1.9	4.3	3.9	-5.8	-5.3	1.6
	Sydney	Melbourne	Gladstone	Brisbane	Fremantle	Geelong	Port Kembla	Adelaide	Darwin	Newcastle	All ports ^a
Discharged											
	<i>(million tonnes)</i>										
2011–12	21.2	19.3	17.9	17.4	13.7	7.3	6.5	6.3	5.4	3.6	143.8
2012–13	21.3	19.0	21.0	18.3	13.9	7.9	5.6	6.4	6.3	3.2	149.8
2013–14	20.7	19.3	20.9	18.2	14.4	8.5	5.5	6.6	6.5	3.4	151.4
2014–15	20.0	19.4	21.3	17.9	15.2	8.3	7.1	7.2	6.9	3.9	151.0
2015–16	20.4	19.8	22.6	16.1	14.8	7.7	7.6	6.8	7.1	4.1	150.7
2016–17	21.0	20.9	23.1	17.2	14.6	8.0	8.2	7.1	6.0	4.8	151.2
2017–18	22.4	22.8	20.7	18.3	14.6	8.9	8.7	7.1	6.3	4.8	155.8
2018–19	22.7	22.6	19.1	19.5	14.4	9.1	8.5	7.4	6.1	5.2	155.0
2019–20	21.3	22.1	18.0	17.9	14.6	8.8	8.1	7.0	5.2	4.9	148.1
2020–21	20.2	23.1	18.9	16.2	13.1	7.9	8.3	6.8	5.9	4.4	145.2
Average annual per cent change											
	<i>(%)</i>										
1 year	-5.0	4.4	4.9	-9.3	-10.3	-10.6	2.8	-2.2	13.4	-9.9	-1.9
5 year trend	0.0	2.7	-4.8	0.6	-1.8	1.1	1.1	0.1	-4.0	1.4	-0.7

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

Notes: 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.

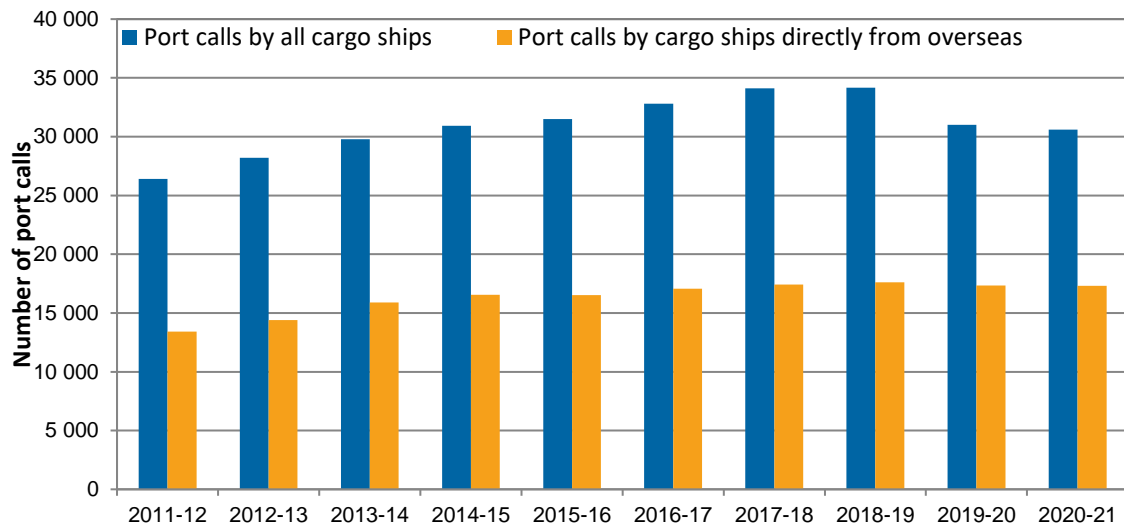
“Loaded” includes tonnage of international exports and tonnage of loaded coastal freight. “Discharged” includes tonnage of international imports and tonnage of discharged coastal freight.

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.

Sources: ABS (2022a), BITRE (2022).

Figure 4.2 Total port calls at Australian ports



Notes: “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 directly from overseas” is the count of arrival of cargo ships where the previous recorded port is not in Australia 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 (2022).

Table 4.3 **Number of port calls, by state/territory**

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Total
Port calls by all cargo ships (number)									
2011–12	4 665	4 148	6 812	1 637	7 120	1 399	623	2	26 406
2012–13	5 080	4 226	6 976	1 723	7 961	1 542	694		28 202
2013–14	5 062	4 207	7 345	1 790	8 963	1 560	857		29 784
2014–15	5 105	3 998	8 092	1 830	9 343	1 575	979		30 922
2015–16	4 923	4 204	8 229	1 856	9 699	1 693	895	1	31 500
2016–17	5 110	4 296	8 773	2 136	9 804	1 814	873		32 806
2017–18	4 876	4 484	9 773	2 099	9 824	2 062	988	1	34 107
2018–19	4 867	4 289	10 034	2 045	9 891	1 965	1 088		34 179
2019–20	4 583	3 933	8 027	1 848	9 646	1 848	1 111	1	30 997
2020–21	4 517	3 919	8 036	1 720	9 423	1 920	1 078		30 613
Average annual per cent change (%)									
1 year	-1.4	-0.4	0.1	-6.9	-2.3	3.9	-3.0		-1.2
5 year trend	-2.1	-1.9	-1.0	-2.4	-0.5	1.8	5.1		-0.9
Port calls by cargo ships directly from overseas (number)									
2011–12	2 388	938	3 962	297	5 265	76	504		13 430
2012–13	2 541	922	4 087	232	5 933	106	575		14 396
2013–14	2 699	895	4 458	264	6 763	129	676		15 884
2014–15	2 977	846	4 497	285	7 138	125	675		16 543
2015–16	2 771	819	4 600	268	7 334	150	581	1	16 524
2016–17	2 825	878	4 607	340	7 685	176	548		17 059
2017–18	2 662	940	4 743	281	8 017	177	599	1	17 420
2018–19	2 712	778	5 001	202	8 086	162	664		17 605
2019–20	2 683	724	4 833	198	8 051	134	720	1	17 344
2020–21	2 576	815	4 755	298	8 035	129	695		17 303
Average annual per cent change (%)									
1 year	-4.0	12.6	-1.6	50.5	-0.2	-3.7	-3.5		-0.2
5 year trend	-1.4	-2.2	1.0	-4.0	1.7	-4.6	5.3		0.8

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

Notes: Blank cells mean no data was recorded for the categories, or per cent changes were 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 (2022).

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

Financial year	Melbourne	Port Hedland	Brisbane	Newcastle	Gladstone	Dampier	Fremantle	Sydney	Adelaide	Hay Point	All ports ^a
Port calls by all cargo ships											
	<i>(number)</i>										
2011–12	3 238	1 672	2 463	1 903	1 566	1 580	1 700	1 697	1 016	816	26 406
2012–13	3 313	1 913	2 473	2 119	1 634	1 746	1 817	1 781	1 114	901	28 202
2013–14	3 209	2 383	2 481	2 282	1 731	1 871	1 791	1 792	1 102	1 031	29 784
2014–15	3 109	2 717	2 499	2 390	1 703	1 874	1 635	1 741	1 118	1 119	30 922
2015–16	3 190	2 710	2 357	2 220	1 917	1 921	1 705	1 724	1 155	1 145	31 500
2016–17	3 328	2 869	2 729	2 322	2 132	1 791	1 763	1 784	1 328	1 075	32 806
2017–18	3 421	2 999	2 573	2 282	2 054	1 698	1 726	1 671	1 353	1 484	34 107
2018–19	3 270	2 970	2 620	2 256	2 163	1 752	1 850	1 737	1 279	1 431	34 179
2019–20	3 017	3 100	2 157	2 246	1 881	1 596	1 522	1 532	1 104	1 189	30 997
2020–21	3 042	3 174	2 134	2 222	1 885	1 486	1 424	1 402	971	1 217	30 613
Average annual per cent change											
	<i>(%)</i>										
1 year	0.8	2.4	-1.1	-1.1	0.2	-6.9	-6.4	-8.5	-12.0	2.4	-1.2
5 year trend	-1.6	2.9	-3.3	-0.3	-1.2	-4.5	-3.6	-4.1	-4.1	1.6	-0.9
	Port Hedland	Newcastle	Dampier	Brisbane	Gladstone	Fremantle	Hay Point	Port Walcott	Sydney	Melbourne	All ports ^a
Port calls by cargo ships directly from overseas											
	<i>(number)</i>										
2011–12	1 561	1 415	1 285	1 247	912	998	736	457	651	689	13 430
2012–13	1 808	1 626	1 394	1 275	935	1 097	833	485	553	666	14 396
2013–14	2 274	1 837	1 382	1 359	998	1 163	948	666	563	610	15 884
2014–15	2 626	1 993	1 318	1 291	966	1 065	1 018	846	665	564	16 543
2015–16	2 653	1 833	1 299	1 202	1 144	1 107	1 045	1 015	690	502	16 524
2016–17	2 824	1 890	1 300	1 258	1 236	1 158	990	1 006	708	571	17 059
2017–18	2 944	1 821	1 342	1 253	1 215	1 125	974	1 089	650	596	17 420
2018–19	2 910	1 811	1 411	1 307	1 275	1 248	1 092	1 005	700	445	17 605
2019–20	3 035	1 857	1 306	1 127	1 246	1 012	1 076	1 086	614	437	17 344
2020–21	3 110	1 798	1 302	1 121	1 289	994	1 056	1 044	512	532	17 303
Average annual per cent change											
	<i>(%)</i>										
1 year	2.5	-3.2	-0.3	-0.5	3.5	-1.8	-1.9	-3.9	-16.6	21.7	-0.2
5 year trend	2.9	-0.4	0.2	-1.8	1.9	-2.4	1.2	0.8	-5.1	-2.3	0.8

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

Notes: The top ten ports are selected based on the number of port call made by all cargo ships, or by cargo ships directly 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.

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana.

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 (2022).

Table 4.5 **Number of port calls, by ship type**

Financial year	Bulk carriers	Chemical tankers	Container carriers	General cargo ships	LNG tankers	LPG tankers	Livestock carriers	Tankers	Vehicle carriers	Total
Port calls by all cargo ships <i>(number)</i>										
2011–12	11 566	493	4 255	4 906	291	389	203	2 858	1 445	26 406
2012–13	12 554	557	4 210	5 253	376	381	222	3 127	1 522	28 202
2013–14	13 930	508	4 211	5 730	374	390	333	2 947	1 361	29 784
2014–15	14 899	484	4 094	6 111	401	464	368	2 741	1 360	30 922
2015–16	15 105	409	4 234	6 037	591	550	391	2 780	1 403	31 500
2016–17	15 983	451	4 323	6 089	854	507	307	2 790	1 502	32 806
2017–18	16 431	518	4 347	6 762	992	418	338	2 691	1 610	34 107
2018–19	16 079	529	4 461	6 800	1 243	463	374	2 683	1 547	34 179
2019–20	15 090	407	3 997	5 519	1 293	425	387	2 621	1 258	30 997
2020–21	15 252	437	3 707	5 340	1 222	456	313	2 499	1 387	30 613
Average annual per cent change <i>(%)</i>										
1 year	1.1	7.4	-7.3	-3.2	-5.5	7.3	-19.1	-4.7	10.3	-1.2
5 year trend	-0.4	0.1	-2.5	-2.5	15.7	-3.8	-0.9	-2.0	-1.8	-0.9
Port calls by cargo ships directly from overseas <i>(number)</i>										
2011–12	8 582	151	1 664	935	291	151	168	1 085	403	13 430
2012–13	9 413	161	1 616	937	368	152	195	1 114	440	14 396
2013–14	10 812	143	1 645	991	363	141	283	1 129	377	15 884
2014–15	11 620	124	1 624	764	392	158	324	1 156	381	16 543
2015–16	11 566	98	1 632	611	571	141	331	1 167	407	16 524
2016–17	11 965	127	1 651	577	792	139	269	1 115	424	17 059
2017–18	12 051	134	1 672	604	922	144	305	1 122	466	17 420
2018–19	12 002	145	1 664	575	1 125	157	335	1 125	477	17 605
2019–20	12 078	115	1 491	511	1 165	161	355	1 118	350	17 344
2020–21	12 168	112	1 483	472	1 144	156	290	1 087	391	17 303
Average annual per cent change <i>(%)</i>										
1 year	0.7	-2.6	-0.5	-7.6	-1.8	-3.1	-18.3	-2.8	11.7	-0.2
5 year trend	0.8	1.3	-2.2	-4.8	14.8	3.0	0.8	-1.0	-2.1	0.8

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 (2022).

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

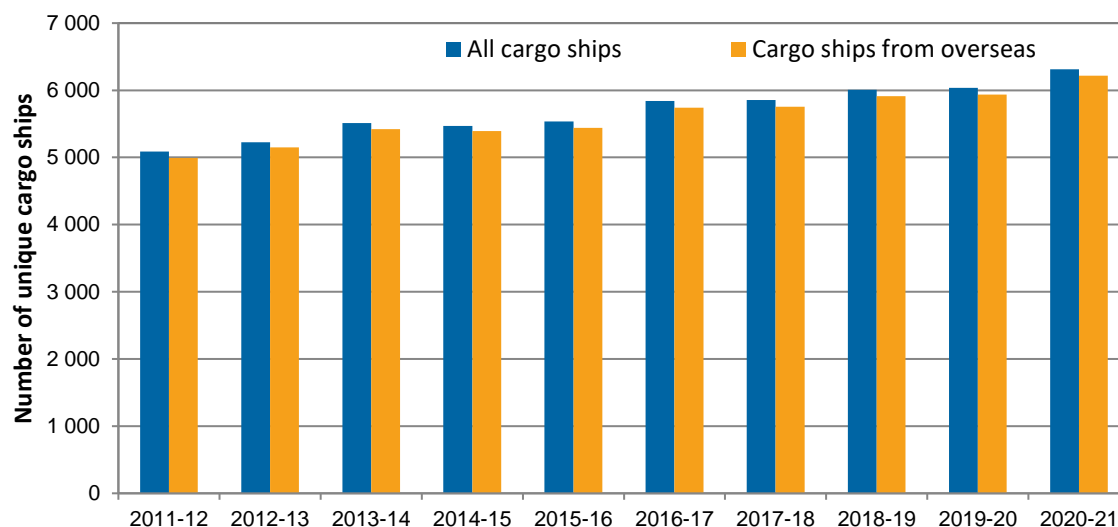
Financial year	Ship size (Deadweight tonnage, '000 tonnes)								Total ^a
	<5	5-10	10-20	20-40	40-60	60-80	80-150	>150	
Port calls by all cargo ships (number)									
2011-12	1 327	2 341	3 939	4 451	5 536	2 559	2 774	3 479	26 406
2012-13	1 602	2 597	3 812	4 289	6 105	2 688	3 107	4 002	28 202
2013-14	1 961	2 662	3 473	4 257	5 572	3 508	3 626	4 725	29 784
2014-15	2 892	2 568	3 149	4 235	5 287	3 689	3 781	5 321	30 922
2015-16	3 054	2 665	3 151	4 365	5 105	3 550	4 133	5 477	31 500
2016-17	2 789	2 943	3 513	4 491	4 804	3 609	5 152	5 505	32 806
2017-18	2 803	3 250	3 824	4 454	4 374	3 536	5 930	5 936	34 107
2018-19	2 981	3 274	3 451	4 717	4 432	3 237	6 344	5 743	34 179
2019-20	2 097	2 917	2 945	4 466	3 961	2 826	6 143	5 642	30 997
2020-21	2 192	2 536	3 005	4 380	3 845	2 812	6 213	5 630	30 613
Average annual per cent change (%)									
1 year	4.5	-13.1	2.0	-1.9	-2.9	-0.5	1.1	-0.2	-1.2
5 year trend	-6.8	-0.8	-2.5	0.2	-5.5	-5.5	7.8	0.5	-0.9
Port calls by cargo ships directly from overseas (number)									
2011-12	251	532	1 053	2 005	2 485	1 730	2 120	3 254	13 430
2012-13	263	518	1 067	1 929	2 627	1 829	2 374	3 789	14 396
2013-14	308	573	937	1 925	2 602	2 201	2 821	4 517	15 884
2014-15	301	522	784	1 880	2 611	2 246	3 070	5 129	16 543
2015-16	260	506	674	1 929	2 576	1 979	3 335	5 265	16 524
2016-17	221	451	774	1 983	2 444	2 005	3 883	5 298	17 059
2017-18	261	446	863	1 957	2 231	1 890	4 234	5 538	17 420
2018-19	297	440	809	2 001	2 141	1 878	4 632	5 407	17 605
2019-20	251	406	713	1 847	2 024	1 829	4 797	5 477	17 344
2020-21	200	384	681	1 909	2 059	1 847	4 779	5 444	17 303
Average annual per cent change (%)									
1 year	-20.3	-5.4	-4.5	3.4	1.7	1.0	-0.4	-0.6	-0.2
5 year trend	-2.3	-4.8	-0.7	-0.7	-4.8	-1.8	7.5	0.7	0.8

^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 (2022).

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. “Cargo ships from overseas” is the count of all unique cargo ships that made a port call in Australia from overseas during the financial year. Ships with a gross tonnage smaller than 150 GT are not counted. For consistency with the port call numbers ships that have made only port calls in the financial year where the target port equals the previous recorded port are excluded. This methodology is also used for analysis in Table 4.7–4.10.

A vessel is considered a “cargo ship from overseas” if it made a port call in Australia from overseas in that financial year. Hence some of the vessels that are considered part of the coastal trading fleet in Chapter 5 are considered a “cargo ship from overseas” in Chapter 4.

Source: Lloyd’s List Intelligence (2022).

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)									
2011–12	2 202	1 386	3 566	861	3 847	265	411	2	5 087
2012–13	2 324	1 387	3 684	805	4 075	289	397		5 228
2013–14	2 194	1 436	3 759	852	4 333	304	495		5 513
2014–15	2 184	1 250	3 769	808	4 232	308	447		5 468
2015–16	2 246	1 329	3 971	828	4 254	392	411	1	5 536
2016–17	2 404	1 419	4 051	949	4 483	355	393		5 841
2017–18	2 335	1 466	4 486	870	4 517	415	413	1	5 853
2018–19	2 385	1 358	4 614	792	4 650	420	449		6 009
2019–20	2 367	1 269	4 272	787	4 730	361	449	1	6 036
2020–21	2 437	1 292	4 295	825	4 795	352	448		6 315
Average annual per cent change (%)									
1 year	3.0	1.8	0.5	4.8	1.4	-2.5	-0.2		4.6
5 year trend	1.1	-1.6	1.7	-1.9	2.3	-1.4	2.6		2.3
Cargo ships from overseas (number)									
2011–12	1 328	525	2 596	267	3 048	68	320		4 994
2012–13	1 334	518	2 711	214	3 305	87	313		5 148
2013–14	1 307	529	2 837	237	3 560	104	399		5 422
2014–15	1 434	466	2 853	256	3 571	102	357		5 391
2015–16	1 418	438	3 003	246	3 589	124	295	1	5 441
2016–17	1 521	511	3 008	310	3 825	110	297		5 740
2017–18	1 445	527	3 131	257	3 898	142	314	1	5 753
2018–19	1 518	497	3 222	195	3 942	129	332		5 912
2019–20	1 532	462	3 181	190	4 053	104	339	1	5 938
2020–21	1 611	530	3 197	284	4 112	105	361		6 219
Average annual per cent change (%)									
1 year	5.2	14.7	0.5	49.5	1.5	1.0	6.5		4.7
5 year trend	2.0	1.7	1.5	-2.9	2.5	-3.1	4.3		2.3

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

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

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

“Cargo ships from overseas” is the count of all unique cargo ships that made a port call in Australia from overseas during the financial year. Some of the vessels that are considered part of the coastal trading fleet in Chapter 5 are considered a “cargo ship from overseas” in Chapter 4.

Ships that have made only port calls in the financial year where the target port equals the previous recorded port are excluded.

Source: Lloyd’s List Intelligence (2022).

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

Financial year	Newcastle	Gladstone	Port Hedland	Brisbane	Fremantle	Hay Point	Melbourne	Dampier	Port Kembla	Sydney	All ports ^a
All cargo ships											
	<i>(number)</i>										
2011–12	967	910	797	992	905	635	827	707	632	575	5 087
2012–13	1 014	947	850	1 005	954	692	838	728	737	541	5 228
2013–14	1 046	989	952	907	939	799	817	746	596	519	5 513
2014–15	1 042	941	982	872	829	820	734	731	611	509	5 468
2015–16	1 070	1 012	963	894	875	861	754	722	611	541	5 536
2016–17	1 229	1 043	1 044	1 024	936	828	811	719	590	553	5 841
2017–18	1 216	1 051	1 087	1 000	881	922	837	703	576	511	5 853
2018–19	1 240	1 144	1 019	1 074	980	903	791	764	572	550	6 009
2019–20	1 273	1 121	1 123	928	894	894	727	752	541	531	6 036
2020–21	1 341	1 107	1 162	910	867	979	748	747	610	465	6 315
Average annual per cent change											
	<i>(%)</i>										
1 year	5.3	-1.2	3.5	-1.9	-3.0	9.5	2.9	-0.7	12.8	-12.4	4.6
5 year trend	3.6	2.2	3.2	-0.4	-0.2	2.5	-1.2	1.1	-0.8	-2.3	2.3
	Port Hedland	Newcastle	Gladstone	Hay Point	Fremantle	Dampier	Brisbane	Port Walcott	Melbourne	Sydney	All ports ^a
Cargo ships from overseas											
	<i>(number)</i>										
2011–12	750	762	677	580	641	620	629	258	320	284	4 994
2012–13	805	804	707	643	692	666	639	261	310	229	5 148
2013–14	899	852	745	744	704	681	585	361	300	215	5 422
2014–15	938	892	736	749	630	678	540	352	255	281	5 391
2015–16	927	878	792	803	679	663	550	410	217	313	5 441
2016–17	1 010	1 013	827	781	727	670	599	410	293	292	5 740
2017–18	1 052	995	822	779	669	660	600	457	291	267	5 753
2018–19	978	998	871	813	746	705	614	427	268	327	5 912
2019–20	1 071	1 045	871	821	688	704	542	490	253	288	5 938
2020–21	1 121	1 083	891	853	672	706	561	506	316	274	6 219
Average annual per cent change											
	<i>(%)</i>										
1 year	4.7	3.6	2.3	3.9	-2.3	0.3	3.5	3.3	24.9	-4.9	4.7
5 year trend	3.1	3.3	2.3	1.4	-0.3	1.5	-0.5	4.4	4.0	-1.4	2.3

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

Notes: 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.

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”. For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana.

“Cargo ships from overseas” is the count of all unique cargo ships that made a port call in Australia from overseas during the financial year. Ships that have made only port calls in the financial year where the target port equals the previous recorded port are excluded.

Source: Lloyd’s List Intelligence (2022).

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 (number)										
2011–12	3 393	69	366	436	33	57	26	505	202	5 087
2012–13	3 593	70	309	392	53	55	23	511	222	5 228
2013–14	3 889	52	321	423	42	53	31	500	202	5 513
2014–15	3 932	45	299	334	69	55	30	497	207	5 468
2015–16	3 964	43	319	275	105	55	33	525	217	5 536
2016–17	4 217	53	327	285	132	54	35	524	214	5 841
2017–18	4 155	52	317	312	157	68	33	520	239	5 853
2018–19	4 170	67	365	300	192	77	36	577	225	6 009
2019–20	4 264	54	351	293	200	67	35	591	181	6 036
2020–21	4 617	56	318	266	210	69	31	561	187	6 315
Average annual per cent change (%)										
1 year	8.3	3.7	-9.4	-9.2	5.0	3.0	-11.4	-5.1	3.3	4.6
5 year trend	2.3	4.8	1.0	-0.3	15.1	5.6	-0.6	2.3	-3.7	2.3
Cargo ships from overseas (number)										
2011–12	3 368	67	358	396	33	57	26	489	200	4 994
2012–13	3 568	69	306	359	53	55	23	496	219	5 148
2013–14	3 856	52	319	388	41	52	31	485	198	5 422
2014–15	3 915	45	295	293	69	55	30	487	202	5 391
2015–16	3 938	40	315	229	105	54	33	512	215	5 441
2016–17	4 186	52	323	239	132	51	35	510	212	5 740
2017–18	4 125	51	313	261	157	67	33	510	236	5 753
2018–19	4 147	66	361	251	192	75	36	563	221	5 912
2019–20	4 231	53	345	252	200	66	35	579	177	5 938
2020–21	4 578	56	311	232	210	69	31	547	185	6 219
Average annual per cent change (%)										
1 year	8.2	5.7	-9.9	-7.9	5.0	4.5	-11.4	-5.5	4.5	4.7
5 year trend	2.3	5.9	0.8	0.5	15.1	6.2	-0.6	2.3	-3.8	2.3

Notes: “Cargo ships from overseas” is the count of all unique cargo ships that made a port call in Australia from overseas during the financial year. Some of the vessels that are considered part of the coastal trading fleet in Chapter 5 are considered a “cargo ship from overseas” in Chapter 4.

Ships that have made only port calls in the financial year where the target port equals the previous recorded port are excluded.

Source: Lloyd’s List Intelligence (2022).

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)									
2011-12	112	176	410	843	1 103	749	755	939	5 087
2012-13	82	165	412	828	1 088	760	865	1 028	5 228
2013-14	92	171	378	822	1 101	843	975	1 131	5 513
2014-15	98	135	326	815	1 105	821	1 009	1 159	5 468
2015-16	105	119	296	834	1 099	808	1 101	1 174	5 536
2016-17	94	130	317	889	1 042	880	1 271	1 218	5 841
2017-18	90	123	359	904	948	833	1 349	1 247	5 853
2018-19	99	121	330	973	928	838	1 499	1 221	6 009
2019-20	69	101	295	925	913	812	1 608	1 313	6 036
2020-21	55	100	278	936	953	890	1 729	1 374	6 315
Average annual per cent change (%)									
1 year	-20.3	-1.0	-5.8	1.2	4.4	9.6	7.5	4.6	4.6
5 year trend	-11.0	-4.6	-1.7	2.2	-3.2	0.7	9.2	2.9	2.3
Cargo ships from overseas (number)									
2011-12	84	170	398	835	1 078	741	752	936	4 994
2012-13	61	158	404	816	1 074	753	856	1 026	5 148
2013-14	68	163	366	810	1 087	839	959	1 130	5 422
2014-15	70	129	314	804	1 093	819	1 004	1 158	5 391
2015-16	63	113	288	820	1 089	800	1 094	1 174	5 441
2016-17	52	122	307	874	1 030	878	1 262	1 215	5 740
2017-18	51	115	346	891	939	822	1 343	1 246	5 753
2018-19	62	111	316	963	915	831	1 494	1 220	5 912
2019-20	40	89	287	900	901	810	1 600	1 311	5 938
2020-21	31	92	274	905	943	887	1 713	1 374	6 219
Average annual per cent change (%)									
1 year	-22.5	3.4	-4.5	0.6	4.7	9.5	7.1	4.8	4.7
5 year trend	-11.1	-5.6	-1.5	1.9	-3.2	0.8	9.1	2.9	2.3

Notes: "Cargo ships from overseas" is the count of all unique cargo ships that made a port call in Australia from overseas during the financial year. Some of the vessels that are considered part of the coastal trading fleet in Chapter 5 are considered a "cargo ship from overseas" in Chapter 4.

Ships that have made only port calls in the financial year where the target port equals the previous recorded port are excluded.

Source: Lloyd's List Intelligence (2022).

Chapter 5

Australian trading fleet

Overview

This chapter shows various attributes of the Australian trading fleet from 2011–12 to 2020–21 (with new data for 2019–20 and 2020–21), 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 more detailed information on ships in the Australian trading fleet for the latest year of the updated data (2020–21). Details on the ships in the Australian trading fleet in 2019–20 are included in Appendix E.

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 as recorded by Lloyd's List Intelligence. This information is verified by other sources, e.g. private communications with BITRE, news articles or Departmental records, and at times corrections are made to the Lloyd's data.

The requirement that the vessel be Australian owned or operated as at the end of the financial year means that 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. 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 the analysis in this chapter.

Only 'active' vessels are included. A cargo ship in the trading fleet is considered 'active' during a financial year if it 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.

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

Lloyd's List Intelligence does not 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 2020–21 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 then 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).

Unlike Chapter 4, vessels which only make port calls where the origin port and destination port are the same are included in the Australian trading fleet in Chapter 5. This is to capture transshipment vessels and bunker tankers and to try to take into account the data problems described above.

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Data revisions and updates

BITRE reviews all vessel list information presented in *Australian Sea Freight* as new information becomes available. This sometimes results in revisions to historical data, meaning that data presented in this version of *Australian Sea Freight* may differ slightly from the corresponding data in previous issues. For these minor revisions usually only the last five years are updated.

The increasing number of additional minor vessels over the time series may be a reflection of Lloyd’s List Intelligence’s improving ability over time to collect data on small vessels in small ports.

Table 5.1 Number of ships in the Australian trading fleet

Financial year	Major trading fleet				Minor trading fleet		Total	Major Australian registered ships with Coastal Trade Licences/General Licences ^a
	Coastal trading		International trading		Australian registered	Overseas registered		
	Australian registered	Overseas registered	Australian registered	Overseas registered				
	(number)							
2011–12	23	19	5	39	37	5	128	19
2012–13	20	19	6	40	41	4	130	16
2013–14	21	19	4	41	45	4	134	15
2014–15	20	16	4	49	44	4	137	15
2015–16	18	17	4	49	51	2	141	14
2016–17	17	19	4	58	49	1	148	15
2017–18	18	21	5	64	48	2	158	14
2018–19	17	21	4	54	45	4	145	13
2019–20	17	20	5	52	41	1	136	13
2020–21	16	22	4	54	36	5	137	11
Average annual per cent change	(%)							
1 year	-5.9	10.0	-20.0	3.8	-12.2	400.0	0.7	-15.4
5 year trend	-1.8	4.2	1.3	0.0	-6.5	16.3	-1.4	-4.8

^a Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2020–21 results are based on General Licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DIT (2013), DITRDCA (2022), Lloyd's List Intelligence (2022), Shipping companies (various) – personal communications.

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

Financial year	Major trading fleet				Minor trading fleet		Total	Major Australian registered ships with Coastal Trade Licences/General Licences ^a
	Coastal trading		International trading		Australian registered	Overseas registered		
	Australian registered	Overseas registered	Australian registered	Overseas registered				
	('000 tonnes)							
2011–12	591.4	847.8	289.0	1 803.1	27.1	4.9	3 563.4	595.3
2012–13	330.1	1 036.8	303.0	2 766.4	33.3	5.1	4 474.8	271.4
2013–14	257.2	1 144.5	267.1	2 877.6	36.4	4.7	4 587.6	222.3
2014–15	243.9	1 069.0	267.1	3 498.6	37.3	5.4	5 121.4	222.3
2015–16	201.9	1 074.9	267.1	4 067.1	44.1	2.3	5 657.5	185.6
2016–17	224.2	1 239.7	267.1	5 076.9	40.8	1.6	6 850.3	216.9
2017–18	191.5	1 270.7	270.8	5 409.3	39.5	3.4	7 185.1	176.2
2018–19	131.2	836.1	267.1	4 834.0	36.3	6.3	6 111.1	115.2
2019–20	147.3	841.6	270.5	4 785.6	34.9	1.8	6 081.7	126.2
2020–21	135.0	909.9	267.1	5 268.3	32.2	3.3	6 615.9	110.5
Average annual per cent change	(%)							
1 year	-8.3	8.1	-1.3	10.1	-7.6	91.1	8.8	-12.4
5 year trend	-9.9	-6.7	0.1	2.9	-5.9	7.9	0.8	-12.4

^a Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2018–19 results are based on General Licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DIT (2013), DITRDCA (2022), Lloyd's List Intelligence (2021), Shipping companies (various) – personal communications.

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

Financial year	Major trading fleet				Minor trading fleet		Total	Major Australian registered ships with Coastal Trade Licences/General Licences ^a
	Coastal trading		International trading		Australian registered	Overseas registered		
	Australian registered	Overseas registered	Australian registered	Overseas registered				
	('000 GT)							
2011–12	464.1	529.0	437.1	1 457.9	29.9	10.1	2 928.2	467.5
2012–13	320.5	618.6	448.7	1 941.6	35.9	9.4	3 374.7	284.5
2013–14	289.7	679.9	420.0	2 206.8	38.9	9.3	3 644.6	249.6
2014–15	266.7	621.0	420.0	2 591.6	36.8	4.1	3 940.3	249.6
2015–16	239.2	614.4	420.0	2 875.1	42.6	1.4	4 192.8	226.6
2016–17	266.7	723.2	420.0	3 596.2	42.7	1.0	5 049.8	261.5
2017–18	241.4	733.4	422.3	3 880.9	39.3	2.0	5 319.2	230.6
2018–19	215.3	526.3	420.0	3 521.2	39.0	5.2	4 727.0	202.9
2019–20	228.9	521.1	423.3	3 505.8	34.9	0.9	4 714.9	212.6
2020–21	232.8	610.7	420.0	3 629.9	29.7	10.3	4 933.5	213.3
Average annual per cent change				(%)				
1 year	1.7	17.2	-0.8	3.5	-14.9	998.1	4.6	0.3
5 year trend	-2.0	-3.8	0.1	2.9	-6.7	35.2	1.4	-3.0

^a Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2020–21 results are based on General Licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DIT (2013), DITRDC (2022), Lloyd's List Intelligence (2021), 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		Vehicle carriers
	(number)								
2011–12	29	5	59	8	10	5	12		128
2012–13	33	5	61	7	10	5	9		130
2013–14	31	6	62	7	13	3	12		134
2014–15	34	11	57	8	13	4	11		138
2015–16	34	9	60	8	13	4	13		141
2016–17	35	12	59	9	15	5	13		148
2017–18	39	15	62	7	16	6	13		158
2018–19	33	12	62	6	15	6	10	1	145
2019–20	35	10	52	6	16	5	11	1	136
2020–21	39	9	51	6	14	5	11	2	137
Average annual per cent change				(%)					
1 year	11.4	-10.0	-1.9	0.0	-12.5	0.0	0.0	100.0	0.7
5 year trend	1.5	-2.2	-3.3	-7.7	1.4	3.2	-4.5		-1.4

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

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

Sources: Lloyd's List Intelligence (2022), Shipping companies (various) – personal communications.

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

Financial year	Ship type								Total
	Bulk carriers	Container carriers	General cargo ships	Livestock carriers	LNG tankers	LPG tankers	Tankers ^a	Vehicle carriers	
	('000 tonnes)								
2011–12	2 096.3	197.2	191.5	86.9	722.5	17.0	252.0		3 563.4
2012–13	3 018.6	237.7	156.5	83.2	722.8	17.0	239.1		4 474.8
2013–14	2 815.3	291.9	159.2	83.2	975.9	12.7	249.3		4 587.6
2014–15	3 307.2	467.2	135.8	105.9	982.3	17.7	106.5		5 122.5
2015–16	3 989.8	348.6	132.5	105.9	984.9	17.7	78.0		5 657.5
2016–17	4 623.4	552.8	162.2	129.4	1 159.2	22.8	200.6		6 850.3
2017–18	4 799.7	699.6	174.5	97.9	1 254.7	26.6	132.0		7 185.1
2018–19	3 957.2	605.0	177.0	71.2	1 186.8	26.6	71.9	15.4	6 111.1
2019–20	3 942.5	530.5	153.3	71.2	1 269.0	21.5	78.3	15.4	6 081.7
2020–21	4 578.6	506.8	158.3	71.2	1 154.3	21.7	88.2	36.8	6 615.9
Average annual per cent change				(%)					
1 year	16.1	-4.5	3.2	0.0	-9.0	0.7	12.6	138.9	8.8
5 year trend	0.0	4.7	2.1	-11.0	2.9	2.4	-7.7		0.8

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

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

Sources: Lloyd's List Intelligence (2022), Shipping companies (various) – personal communications.

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

Financial year	Age of ship (year)						Average age of ships	Average age of ships (weighted by DWT)
	0 – 4	5 – 9	10 – 14	15 – 19	20+	Total		
	(number)							
2011–12	25	18	20	23	42	128	15.4	14.7
2012–13	29	26	15	22	38	130	13.6	12.3
2013–14	29	33	11	26	35	134	13.5	11.8
2014–15	26	43	14	19	36	138	12.9	11.5
2015–16	30	48	13	13	37	141	12.3	9.4
2016–17	29	47	17	15	40	148	13.0	9.0
2017–18	21	49	32	14	42	158	13.2	8.9
2018–19	22	38	33	10	42	145	13.8	9.4
2019–20	20	35	30	14	37	136	14.0	10.0
2020–21	19	33	38	18	29	137	13.5	10.2
Average annual per cent change	(%)							
1 year	-5.0	-5.7	26.7	28.6	-21.6	0.7	-4.0	1.5
5 year trend	-9.1	-8.2	22.5	3.1	-4.1	-1.4	2.1	2.3

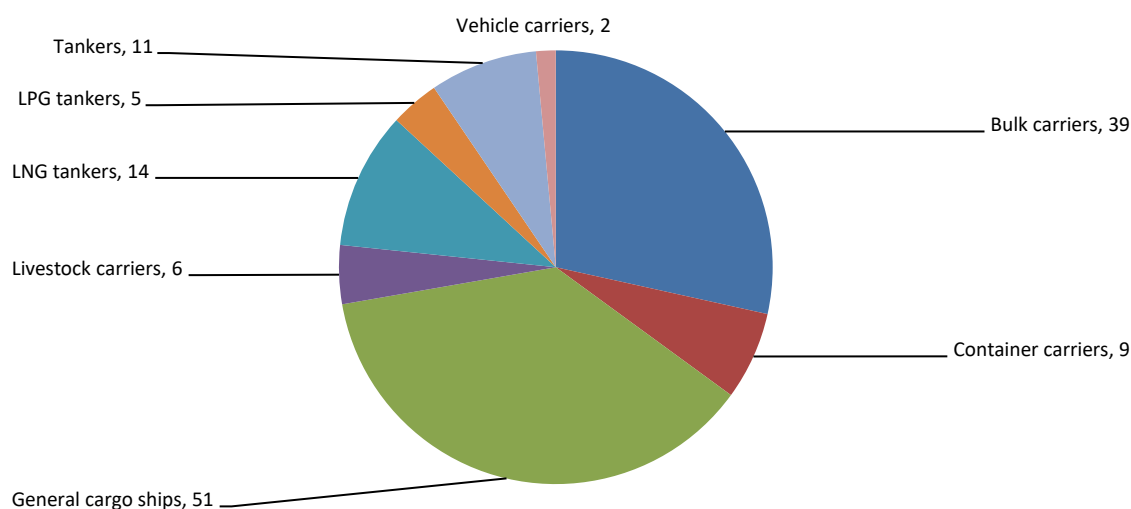
Sources: Lloyd's List Intelligence (2022), Shipping companies (various) – personal communications.

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

Financial year	Age of ship (year)					Total
	0 – 4	5 – 9	10 – 14	15 – 19	20+	
	('000 tonnes)					
2011–12	830.4	272.0	543.9	676.5	1 240.7	3 563.4
2012–13	1 005.5	1 072.0	668.3	472.8	1 256.2	4 474.8
2013–14	872.9	1 468.4	665.9	521.4	1 059.0	4 587.6
2014–15	1 159.0	1 750.2	492.9	691.2	1 029.2	5 122.5
2015–16	1 782.6	2 380.3	393.9	98.4	1 002.2	5 657.5
2016–17	1 972.4	2 759.2	811.3	474.3	833.0	6 850.3
2017–18	2 449.2	1 920.0	1 577.9	516.7	721.2	7 185.1
2018–19	2 069.1	1 478.2	1 548.0	334.0	681.8	6 111.1
2019–20	2 127.4	1 248.2	1 569.9	479.5	656.6	6 081.7
2020–21	1 824.2	1 548.2	2 003.4	718.7	521.4	6 615.9
Average annual per cent change						(%)
1 year	-14.3	24.0	27.6	49.9	-20.6	8.8
5 year trend	0.5	-12.8	33.4	31.3	-10.9	0.8

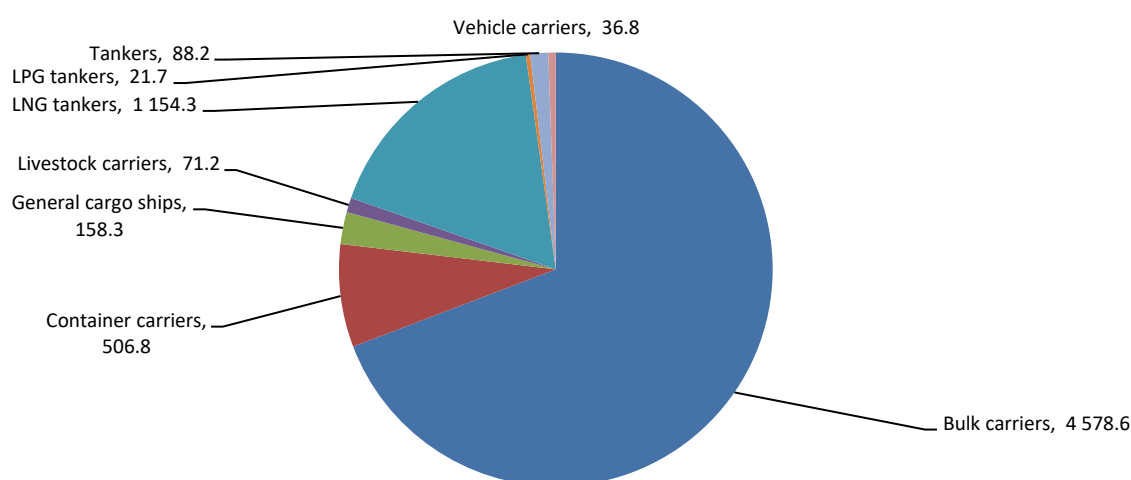
Sources: Lloyd's List Intelligence (2022), Shipping companies (various) – personal communications.

Figure 5.1 Number of ships in the Australian trading fleet by ship type, 2020–21



Sources: Lloyd's List Intelligence (2022), Shipping companies (various) – personal communications.

Figure 5.2 Total deadweight tonnage of ships in the Australian trading fleet by ship type, 2020–21 ('000 tonnes)



Sources: Lloyd's List Intelligence (2022), Shipping companies (various) – personal communications.

Table 5.8 Ships in the major international trading fleet, 2020–21

Ship name ^a	Flag ^{a,b}	DWT ^c (‘000 tonnes)	Goods carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Bulk carriers					
FMG Sydney	HKG	261.1	Iron ore	Port Hedland	CHN, KOR
FMG Grace	HKG	261.1	Iron ore	Port Hedland	CHN, KOR
FMG David	HKG	261.1	Iron ore	Port Hedland	CHN, IDN, KOR
FMG Matilda	HKG	260.9	Iron ore	Port Hedland	CHN, KOR
FMG Nicola	HKG	260.8	Iron ore	Port Hedland	CHN, IDN, KOR
FMG Sophia	HKG	260.0	Iron ore	Port Hedland	CHN, KOR
Cape Eternity	PAN	207.9	Iron ore	Port Hedland, Port Walcott	KOR
Philadelphia	MHL	206.0	Iron ore	Port Hedland	CHN, IDN, KOR
Mineral Cloudbreak	HKG	205.1	Iron ore	Port Hedland	CHN, IDN, KOR, TWN
Aquataine	LBR	181.7	Iron ore	Dampier, Hay Point	CHN, IDN, VNM
CS Grace	HKG	180.4	Iron ore	Dampier, Port Hedland, Port Walcott	CHN, IDN
Aquarange	LBR	179.8	Iron ore	Port Hedland	CHN, IDN
Aquamaka	LBR	179.4	Dry bulk	Gladstone	CHN, SGP
Philippos A.	MLT	176.0	Iron ore	Port Hedland	CHN, IDN, PHL
Berge Torre	LBR	175.9	Dry bulk	Gladstone	CHN, SGP
Aquascope	LBR	174.0	Dry bulk	Dampier, Newcastle	CHN, IDN
Yarra	LBR	78.2	Dry bulk	Gove, Port Hedland, Port Latta, Weipa	CHN, IDN, KOR, PHL, TWN
Barwon	LBR	78.2	Dry bulk	Cape Cuvier, Gladstone, Gove, Port Hedland, Weipa	CHN, IDN, TWN
Artemis	MHL	76.9	Dry bulk	Adelaide, Fremantle, Port Lincoln	CHN, SAU, SGP
TSL Rosemary	HKG	33.2	Dry bulk	Brisbane, Geraldton, Hay Point, Mackay	JPN, MMR, MYS, SGP
Container carriers					
ANL Gippsland	LBR	90.8	Containers	Brisbane, Melbourne, Sydney	CHN, TWN
Irenes Wave	LBR	67.8	Containers	Brisbane, Melbourne, Sydney	TWN
Antwerp Bridge	KOR	66.6	Containers	Brisbane	MYS, NZL
ANL Warrnambool	LBR	51.8	Containers	Adelaide, Melbourne, Sydney	NZL, USA
Navios Miami	LBR	51.7	Containers	Brisbane	CHN, NZL, SGP
ANL Tongala; Tongala	LBR; LBR	50.8	Containers	Adelaide, Esperance, Melbourne, Sydney	NZL, SGP, USA
Holsatia	GBR	50.8	Containers	Adelaide, Brisbane, Melbourne, Newcastle, Sydney	IDN, SGP
OOCL Brisbane	HKG	50.6	Containers	Brisbane, Melbourne, Sydney	MYS, SGP, THA
ANL Emora; Emora	PAN; PAN	25.9	Containers	Melbourne, Port Kembla, Sydney	NZL
General cargo ships					
Capitaine Magellan	SGP	9.8	General cargo	Darwin	SGP
ANL Darwin Trader	CYP	7.7	General cargo	Darwin, Port Hedland	IDN, SGP
Karratha Bay	SGP	6.0	General cargo	Dampier, Weipa	IDN, MYS, SGP
Vehicle carriers					
Beluga Ace	PAN	15.4	Vehicles	Brisbane, Melbourne, Port Kembla	JPN, KOR
Livestock carriers					
Ocean Drover	SGP	24.6	Livestock	Darwin, Fremantle, Geelong, Townsville	CHN, IDN, NZL, PHL, SGP
Maysora	BHS	24.4	Livestock	Fremantle, Townsville	EGY, ISR, NZL, SGP, YEM
Ocean Swagman	SGP	7.9	Livestock	Darwin, Fremantle, Gladstone, Portland, Townsville	CHL, CHN, IDN, NZL, PHL, SGP, VNM
Ocean Ute	MHL	7.3	Livestock	Brisbane, Darwin, Gladstone, Townsville, Wyndham	CHN, IDN, NZL, PHL, SGP, VNM
Devon Express	LUX	3.7	Livestock	Broome, Darwin, Port Hedland, Townsville, Wyndham	IDN, MYS, PHL, SGP, VNM
Nine Eagle	PAN	3.4	Livestock	Broome, Darwin, Fremantle, Townsville	BRN, IDN, PHL, VNM

Table 5.8 Ships in the major international trading fleet, 2020–21 (continued)

Ship name ^a	Flag ^{a,b}	DWT ^c (‘000 tonnes)	Goods carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
LNG tankers					
Woodside Rees Withers	GRC	96.0	LNG	Ashburton, Dampier, Various Offshore Facilities WA	CHN, IDN, JPN, KOR
Cesi Wenzhou	HKG	95.5	LNG	Gladstone	CHN
Maran Gas Vergina	GRC	95.2	LNG	Barrow Island, Dampier, Gladstone	CHN, IDN, KOR, MYS, TWN
Maran Gas Leto	GRC	92.8	LNG	Darwin	CHN, JPN
Woodside Rogers	GRC	90.3	LNG	Dampier, Darwin, Various Offshore Facilities WA	CHN, IDN, JPN, KOR, SGP
Woodside Goode	GRC	90.1	LNG	Ashburton, Dampier, Various Offshore Facilities WA	CHN, JPN, KOR, SGP, TWN
Dapeng Sun	HKG	83.1	LNG	Dampier	CHN, IDN, SGP
Dapeng Moon	HKG	82.6	LNG	Dampier, Various Offshore Facilities WA	CHN, IDN, SGP
Dapeng Star	HKG	82.4	LNG	Dampier	CHN, IDN
Methane Rita Andrea	BMU	79.0	LNG	Barrow Island, Dampier, Darwin	CHN, IDN, JPN, PAK, PHL, TWN
Northwest Stormpetrel	AUS	66.9	LNG	Dampier	JPN
Northwest Sanderling	AUS	66.8	LNG	Dampier	JPN
Northwest Sandpiper	AUS	66.8	LNG	Dampier	IDN, JPN
Northwest Snipe	AUS	66.7	LNG	Dampier	IDN, JPN, SGP
LPG tankers					
JS Cougar	SGP	5.0	LPG	Brisbane, Hastings	FJI
Maea	PAN	3.9	LPG	Brisbane, Cairns, Darwin, Hastings, Port Kembla, Sydney	COK, FJI, IDN, NCL, NFK, NZL, PNG, PYF
Victoire	PAN	3.9	LPG	Brisbane, Hastings, Sydney	COK, FJI, NCL, NFK, NZL, PNG, PYF
Inge Kosan	IOM	3.8	LPG	Brisbane, Cairns, Gladstone, Sydney	FJI, PNG, SGP, VUT
Tankers					
Atlantic Falcon	MHL	50.0	Petroleum	Adelaide, Brisbane, Cairns, Fremantle, Gladstone, Mackay, Newcastle, Port Hedland, Sydney	BRN, IDN, SGP, TWN

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 and/or vessel type.

e The “Known Australian ports visited” by ships may include several nearby ports, terminals or facilities, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

For example, Darwin in this report includes Darwin Port and the neighbouring Darwin LNG and INPEX LNG. Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.

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

Sources: DITRDCA (2022), Lloyd’s List Intelligence (2022), Shipping companies (various) – personal communications.

Table 5.9 Ships in the major coastal trading fleet, 2020–21

Ship name ^a	Flag ^b	DWT ^c (‘000 tonnes)	Goods carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Bulk carriers					
RTM Gladstone	SGP	90.3	Bauxite	Gladstone, Gove, Weipa	CHN, JPN
RTM Wakmatha	SGP	90.3	Bauxite	Gladstone, Gove, Weipa	
RTM Weipa	SGP	90.3	Bauxite	Gladstone, Gove, Weipa	
RTM Piiramu	SGP	89.9	Bauxite	Gladstone, Gove, Weipa	
RTM Twarra	SGP	89.9	Bauxite	Gladstone, Gove, Weipa	
CSL Reliance	BHS	49.5	Mineral sands, gypsum, sugar, clinker	Brisbane, Fremantle, Geraldton, Gladstone, Hay Point, Mackay, Melbourne, Sydney, Thevenard	PHL
Mareeba; Sidera	BHS; BHS	46.7	Dry bulk	Bell Bay, Devonport, Geelong, Geraldton, Gladstone, Mackay, Melbourne, Mourilyan, Newcastle, Port Kembla, Sydney, Thevenard, Whyalla	JPN, KOR, MYS, PHL
Elanora	BHS	46.2	Gypsum, mineral sands	Ardrossan, Brisbane, Devonport, Fremantle, Geelong, Geraldton, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard, Townsville, Whyalla	PHL
Adelie	BHS	45.6	Clinker, gypsum, calcite, coal, dolomite, mineral sands	Adelaide, Ardrossan, Brisbane, Devonport, Fremantle, Geraldton, Gladstone, Mackay, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	
Acacia	BHS	40.7	Gypsum	Brisbane, Melbourne, Port Kembla, Thevenard	IDN
Spica Harmony	LBR	36.9	Dry bulk	Adelaide, Devonport, Geelong, Newcastle, Portland	NZL, PHL
Luga	BHS	29.0	Cement	Adelaide, Gladstone, Melbourne, Newcastle, Townsville	IDN
Kondili	BHS	28.4	Cement, fly ash	Adelaide, Brisbane, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IDN
Wyuna	BHS	28.4	Cement, fly ash	Adelaide, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IDN
Donnacona#	AUS	28.1	Iron ore	Cape Preston, Dampier	
Akuna	BHS	26.5	Cement, fly ash	Adelaide, Gladstone, Melbourne, Newcastle, Sydney, Townsville	
Goliath#	AUS	15.5	Cement	Devonport, Melbourne	
Wunma	AUS	5.1	Zinc concentrate, lead concentrate	Karumba	
Aburri	AUS	3.3	Zinc concentrate, lead concentrate	Bing Bong	
General cargo ships					
Pioneer	HKG	22.1	Sugar	Hay Point, Mackay, Sydney	SGP
ICS Silver Lining	ATG	12.7	Zinc and lead middlings, lead and alloys, containers, general cargo	Bell Bay, Burnie, Hobart, Melbourne, Port Pirie, Whyalla	CHN, PHL
Liekut#	AUS	11.9	Vehicles, general cargo, containers	Devonport, Melbourne	ZAF
Tasmanian Achiever II#	AUS	11.5	Vehicles, general cargo, containers	Burnie, Melbourne	
Victorian Reliance II#	AUS	11.5	Vehicles, general cargo, containers	Burnie, Melbourne	
Accolade II#	AUS	8.1	Limestone	Adelaide, Klein Point	SGP
Searoad Mersey II#	AUS	8.0	Vehicles, general cargo, containers	Devonport, Melbourne	
Spirit of Tasmania I#	AUS	5.1	Vehicles, general cargo	Devonport, Geelong, Melbourne	
Spirit of Tasmania II#	AUS	5.1	Vehicles, general cargo	Devonport, Melbourne	
Lucky Eyre	AUS	3.4	General cargo	Fremantle, Other Ports WA	
Trinity Bay#	AUS	3.2	General cargo	Cairns, Horn Island, Thursday Island, Weipa	
John Duigan#	AUS	2.4	General cargo, livestock, containers	Adelaide, Bell Bay, Geelong, King Island, Melbourne, Sydney	
Vehicle carriers					
Daedalus Leader	JPN	21.4	Vehicles	Adelaide, Brisbane, Darwin, Fremantle, Melbourne, Port Kembla, Townsville	IDN, JPN, SGP, THA

Table 5.9 **Ships in the major coastal trading fleet, 2020–21 (continued)**

Ship name ^a	Flag ^b	DWT ^c (‘000 tonnes)	Goods carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
LPG Tankers					
Epic St.Agnes	SGP	5.2	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Port Kembla, Sydney	FJI, PNG, SLB
Tankers					
Absolute I	AUS	8.6	Bunker fuel	Fremantle	
ICS Integrity	BHS	7.5	Petroleum	Geelong, Melbourne, Sydney	PHL
ICS Allegiance	BHS	6.1	Petroleum	Geelong, Melbourne	CHN
ICS Reliance	BHS	6.1	Petroleum	Geelong, Melbourne, Sydney	PHL
Larcom	AUS	4.0	Bunker fuel	Gladstone	

- 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 and/or vessel type.
- e** The “Known Australian ports visited” by ships may include several nearby ports, terminals or facilities, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”
- For example, Darwin in this report includes Darwin Port and the neighbouring Darwin LNG and INPEX LNG. Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.
- 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: DITRDCA (2022), Lloyd’s List Intelligence (2022), Shipping companies (various) – personal communications.

Table 5.10 Ships in the minor trading fleet, 2020–21

Ship name	Flag ^a	DWT ^b ('000 tonnes)	Ship name	Flag ^a	DWT ^b ('000 tonnes)
General cargo ships			General cargo ships		
Toll Provider	AUS	1.8	Trader Express	AUS	0.6
Teras Bandicoot	AUS	1.6	Bhagwan Mover	AUS	0.6
Albatross Bay	AUS	1.6	Tiwi Islander	AUS	0.6
Kaleen	AUS	1.5	Malu Titan	AUS	0.5
Kogarah	AUS	1.5	Fourcroy	AUS	0.5
Biquele Bay	AUS	1.4	Endurance III; Samoa Express II	AUS; WSM	0.5
King Islander	AUS	1.4	Karribi	AUS	0.5
Huon Supply	AUS	1.2	Seawind I	AUS	0.5
Toll Warrender; Warrender	AUS; AUS	1.2	Taunga Nui	COK	0.5
Cygnat I	AUS	1.1	Coral Bay	AUS	0.4
Toll Astrolabe	AUS	1.1	Minjerribah	AUS	0.4
Ebenezer	AUS	1.0	Malu Trojan	AUS	0.3
Territorian	AUS	1.0	Aurora V	TUV	0.3
Statesman	AUS	0.9	Matthew Flinders III	AUS	0.3
Investigator II	AUS	0.9	The Sara	AUS	0.2
Arnhem Trader	AUS	0.8	Tankers		
Buccoo Reef	TTO	0.7	Korimako	NZL	1.4
Bruce	AUS	0.7	Manning	AUS	1.4
Bima Express	AUS	0.7	Macleay	AUS	1.0
Jane Virgo	AUS	0.7	McArthur	AUS	1.0
Lauren Hansen	AUS	0.7	Mowamba	AUS	1.0

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: DITRDCA (2022), Lloyd’s List Intelligence (2022), Shipping companies (various) – personal communications.

Glossary

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 and Transport Research Economics. (Formerly) 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".
Coastal voyage permit	The <i>Navigation Act 1912</i> required all vessels trading interstate on the Australian coast to be licensed or have a permit. An unlicensed vessel could be granted a permit if there was inadequate service (or no service) offered by licensed vessels for that shipping task, and provided a public interest criteria was satisfied. Permits could be either cargo or passenger single voyage permits or cargo continuing voyage permits. See Chapter 3 for more details. The permit system was replaced by the Coastal Trading (<i>Revitalising Australian Shipping</i>) Act 2012 in 2012-13.
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) Australian Department of Infrastructure and Regional Development.
DIRDC	The (former) Australian Department of Infrastructure, Regional Development and Cities.
DIT	The (former) Australian Department of Infrastructure and Transport.

DITCRD	The (former) Australian Department of Infrastructure, Transport, Cities and Regional Development.
DITRDC	The (former) Australian Department of Infrastructure, Transport, Regional Development and Communications.
DITRDCA	The Australian Department of Infrastructure, Transport, Regional Development, Communications and the Arts.
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.
SVP	See “Single voyage permit”.
Temporary Licence	A licence type under the Coastal Trading (<i>Revitalising Australian Shipping</i>) Act 2012 (the Act). Provides limited access to predefined specific coastal trade voyages over a 12 month period and replaces arrangements for vessels operating under permit (under the old system). See Chapter 3.
TEU	See “Twenty-foot equivalent unit”.
Tonne	Unless otherwise stated, in this publication “tonne” always means metric tonne (t), equal to one thousand kilograms.
Tonne-kilometres	A unit used to measure used freight task. For maritime freight it is calculated as the product of the total net weight of freight transported (in tonnes) and the sea route distance it is carried (in kilometres), including pilotage.
Transhipped cargo	Transhipped cargo refers to cargo that is unloaded at a port other than its final destination in order to be loaded onto a different vessel for the remainder of its journey. International cargo with a foreign origin and destination is sometimes transhipped through Australian ports.
Transitional General Licence	A licence type under the Coastal Trading (<i>Revitalising Australian Shipping</i>) Act 2012 (the Act). Available to foreign registered vessels that held a licence issued under the previous coastal shipping system. Transitional General Licence ships have the same rights and obligations as General Licence ships. See Chapter 3.
Twenty-foot equivalent unit	Often abbreviated to “TEU”. A unit used to measure containerised freight. It is calculated by converting the various sizes of container to an equivalent number of twenty-foot containers. For example, one 40-foot container is 2 TEU.

Appendix A: Australian ports

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

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
	Broome	East Intercourse Island, Karratha, Mistaken Island, Parker Point, Withnell Bay
	Bunbury	
	Cape Cuvier	
	Carnarvon	
	Dampier	
	Derby	Kwinana, Perth
	Esperance	
	Exmouth	
	Fremantle	
	Geraldton	
	Henderson	Anderson Point (Herb Elliot Port), Burgess Point, Finucane Island, Harriet Point, Lumsden Point, Nelson Point, Utah Point
	Onslow	
	Port Hedland	
	Port Walcott	
	Thevenard Island	
	Useless Loop	Cape Lambert
	Varanus Island	Saladin Terminal
	Wyndham	Cockatoo Island, Koolan Island
	Yampi Sound	
	Various Offshore Facilities WA	
	Other Ports WA	
Tasmania	Bell Bay	Georgetown, Launceston, Long Reach
	Bridport	
	Burnie	
	Devonport	
	Flinders Island	
	Hobart	
	King Island	
	Port Arthur	
	Port Huon	
	Port Latta	
	Spring Bay	
	Stanley	
	Other Ports TAS	
Northern Territory	Bing Bong	Darwin LNG, INPEX LNG
	Darwin	
	Gove	
	Milner Bay	Groote Eylandt
	Various offshore facilities NT	Various offshore facilities / terminals in NT
	Other Ports NT	Other ports or terminals in Northern Territory not elsewhere specified
Other	Christmas Island	Other ports or terminals not elsewhere specified
	Cocos (Keeling) Islands	
	Macquarie Island	
	Norfolk Island	
	Other ports AUS	

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 (LBY)	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)
	Kyrgyztan (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)
	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)		

Trading Region	Country/Area names (Country/Area code)		
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)
	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)	Unidentified (UNID)#
	Christmas Island (CXR)	International Waters (IWAS)#	
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)	

Notes: Country/area names are taken from ABS (2021a).

Country/area codes are taken from Lloyd's List Intelligence (2021) except for those denoted by “#” which are taken from ABS (2021a) because those countries/areas do not exist in Lloyd's List Intelligence (2021).

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.1 **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 (<i>\$ billion</i>)										
2011–12	34.8	18.2	51.7	10.8	102.7	2.9	5.2	0.5	9.0	235.9
2012–13	31.8	18.3	43.1	10.1	98.3	2.7	5.9	0.2	10.5	221.0
2013–14	31.3	20.6	43.4	11.6	115.3	2.7	6.9	0.0	11.5	243.3
2014–15	31.3	20.2	45.1	10.7	95.5	2.4	6.3	0.0	15.7	227.1
2015–16	29.4	19.3	46.3	10.9	81.0	2.6	4.7	0.0	24.4	218.6
2016–17	36.3	20.1	64.9	10.8	100.2	2.6	4.9	0.0	12.2	251.8
2017–18	38.8	21.3	72.4	11.3	109.4	3.3	5.8	0.0	11.5	273.7
2018–19	44.0	21.9	85.1	11.0	143.3	3.4	9.5	0.0	11.2	329.4
2019–20	38.7	21.3	74.3	10.5	160.4	3.4	12.2	0.0	9.2	330.1
2020–21	34.8	20.3	56.1	12.1	197.4	3.6	9.4	0.0	6.2	339.7
Average annual per cent change (%)										
1 year	-10.1	-4.8	-24.5	15.3	23.1	6.7	-23.6	-43.9	-33.4	2.9
5 year trend	3.4	1.4	4.4	1.2	19.2	7.4	21.0		-19.9	9.6
Imports – Australian state/territory of final destination (<i>\$ billion</i>)										
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
2016–17	67.1	60.1	34.5	8.0	20.9	1.0	1.4	0.0		193.1
2017–18	73.2	66.9	41.2	8.3	31.2	1.2	2.0	0.0		224.1
2018–19	79.0	72.7	43.4	8.9	28.6	1.5	1.7	0.0		235.8
2019–20	75.6	69.4	38.8	8.2	25.0	1.1	1.3	0.0		219.3
2020–21	80.2	73.9	42.4	9.0	28.5	0.9	1.2	0.0		236.1
Average annual per cent change (%)										
1 year	6.1	6.6	9.2	9.9	13.9	-15.7	-3.7	354.2		7.7
5 year trend	4.0	4.4	5.1	2.8	0.0	3.3	-14.4	-37.5		3.5

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. It also includes the ACT.

b “Foreign origin” refers to cargo without an Australian origin. Most of this category refers to ‘re exports’.

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

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a).

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

Financial year	Port Hedland	Dampier	Melbourne	Hay Point	Gladstone	Newcastle	Port Walcott	Brisbane	Sydney	Fremantle	All ports ^a
Exports											
	(\$ billion)										
2011–12	30.9	37.3	20.0	18.1	12.2	16.3	9.8	12.7	10.8	10.4	235.9
2012–13	29.8	36.7	19.9	14.0	8.8	15.2	8.2	12.6	9.9	10.8	221.0
2013–14	39.5	39.2	22.1	14.0	9.7	15.2	13.2	12.1	10.5	9.8	243.3
2014–15	29.7	34.0	22.6	13.3	10.2	14.6	11.7	14.0	11.2	11.0	227.1
2015–16	26.3	33.2	22.3	12.1	13.9	13.5	11.1	13.0	11.5	9.9	218.6
2016–17	35.0	25.7	21.8	21.3	21.5	18.5	14.2	13.5	12.3	10.3	251.8
2017–18	34.1	29.0	23.8	25.0	24.2	20.7	14.3	14.0	13.0	10.5	273.7
2018–19	44.2	33.9	25.6	28.0	31.6	22.8	16.2	15.2	14.5	12.9	329.4
2019–20	59.7	31.2	24.5	21.1	27.7	18.2	22.1	15.0	14.3	11.5	330.1
2020–21	90.5	36.0	22.8	13.4	19.5	15.6	30.1	13.2	12.8	9.6	339.7
Average annual per cent change											
	(%)										
1 year	51.7	15.4	-6.9	-36.6	-29.4	-14.6	36.1	-11.6	-10.0	-17.1	2.9
5 year trend	25.8	3.4	1.5	1.7	8.1	2.3	20.2	1.5	3.2	1.0	9.6
	Melbourne	Sydney	Brisbane	Fremantle	Port Kembla	Adelaide	Geelong	Dampier	Darwin	Townsville	All ports ^a
Imports											
	(\$ billion)										
2011–12	48.0	45.7	28.4	20.2	8.7	4.4	4.5	5.3	3.5	2.5	182.2
2012–13	47.5	45.6	29.1	20.0	8.5	4.8	4.7	2.9	4.0	2.8	184.4
2013–14	52.8	49.5	30.2	19.3	8.6	6.1	5.7	4.1	3.3	2.5	198.4
2014–15	53.7	53.0	26.7	18.8	9.2	6.0	4.8	2.4	5.0	2.3	198.0
2015–16	58.5	55.7	26.5	17.6	10.9	6.2	3.1	5.9	3.1	1.6	201.8
2016–17	58.8	55.9	28.4	16.4	11.2	6.5	2.9	0.8	1.3	1.8	193.1
2017–18	64.0	60.4	33.4	18.6	12.3	7.1	4.2	1.2	1.9	2.7	224.1
2018–19	68.6	66.4	36.1	19.9	11.7	7.6	5.3	4.8	1.6	2.1	235.8
2019–20	66.1	65.5	31.8	20.2	10.2	7.0	4.1	1.3	1.2	2.0	219.3
2020–21	73.4	65.9	35.7	22.4	12.8	7.6	3.1	1.8	1.1	2.2	236.1
Average annual per cent change											
	(%)										
1 year	11.1	0.6	12.3	11.0	26.2	8.4	-25.5	41.1	-1.0	7.8	7.7
5 year trend	4.6	4.1	5.6	5.5	1.4	3.9	3.4	-8.8	-14.7	4.4	3.5

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

Notes: 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.

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”

For example, Darwin in this report includes Darwin Port and the neighbouring Darwin LNG and INPEX LNG. Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a).

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 & 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														
<i>(\$ billion)</i>														
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	0.7	235.9
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	0.4	221.0
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	0.5	243.3
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	0.9	227.1
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	0.2	218.6
2016–17	2.9	0.0	91.6	12.7	7.7	6.0	9.4	68.0	2.6	2.3	16.5	32.1	0.2	251.8
2017–18	3.5	0.0	100.5	12.2	7.4	6.4	9.5	76.7	2.9	2.2	17.1	35.0	0.2	273.7
2018–19	3.8	0.0	126.5	13.4	8.5	7.0	11.7	94.4	3.6	2.0	17.0	41.3	0.3	329.4
2019–20	2.8	0.0	148.1	10.3	6.3	6.6	10.9	88.3	3.4	1.5	12.2	39.6	0.1	330.1
2020–21	3.2	0.0	165.0	10.7	7.1	6.9	9.8	79.4	2.8	1.6	13.6	39.6	0.1	339.7
Average annual per cent change														
<i>(%)</i>														
1 year	15.6	-20.3	11.4	3.5	12.6	3.7	-10.3	-10.1	-17.4	6.6	12.0	-0.1	-4.7	2.9
5 year trend	-1.3	52.2	18.4	-0.1	-3.1	3.3	-0.1	7.7	3.4	-4.5	0.8	3.4	-22.0	9.6
Imports – region of origin														
<i>(\$ billion)</i>														
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
2016–17	2.7	0.0	48.1	34.7	4.2	6.2	19.6	31.1	0.8	2.4	4.9	37.8	0.7	193.1
2017–18	4.3	0.0	53.4	39.8	5.1	6.5	21.3	42.9	0.6	2.2	5.8	41.5	0.8	224.1
2018–19	4.1	0.0	61.8	41.1	6.2	6.5	22.6	39.1	0.8	2.4	5.5	44.8	0.9	235.8
2019–20	3.2	0.0	62.9	38.0	4.5	6.2	24.7	31.5	0.3	2.3	5.4	39.3	0.9	219.3
2020–21	2.4	0.0	71.3	42.6	4.6	5.5	22.3	33.0	0.4	2.5	7.1	43.5	0.8	236.1
Average annual per cent change														
<i>(%)</i>														
1 year	-25.3	-82.8	13.4	12.1	2.7	-11.5	-9.6	5.0	37.4	7.6	31.2	10.6	-13.6	7.7
5 year trend	3.6	13.2	8.4	3.8	2.4	-1.8	2.7	-2.0	-13.2	1.5	5.2	2.8	5.0	3.5

^a “PNG” stands for “Papua New Guinea”.

Notes: “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 were not calculated. Cells with an entry of “0.0” mean that data was recorded but rounded to zero.

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a).

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 – region where cargo was discharged														
<i>(\$ billion)</i>														
2011–12	3.1		70.5	11.0	4.9	6.3	8.1	80.0	3.2	2.0	10.4	35.8	0.7	235.9
2012–13	2.5		69.3	8.4	5.5	6.0	7.1	71.5	3.6	1.2	8.7	36.8	0.3	221.0
2013–14	2.9		89.4	7.6	5.7	6.1	7.0	74.7	3.1	1.2	7.9	37.1	0.5	243.3
2014–15	2.3		72.0	7.6	5.8	7.0	9.3	67.9	2.8	1.6	8.8	41.1	0.9	227.1
2015–16	2.9		68.2	8.4	5.4	7.1	9.4	58.0	2.7	1.5	9.4	45.4	0.2	218.6
2016–17	2.4		89.8	11.7	5.5	6.9	8.0	68.2	2.6	2.3	14.8	39.5	0.1	251.8
2017–18	2.9		99.1	11.0	6.2	7.3	8.1	76.8	2.8	2.1	15.8	41.3	0.2	273.7
2018–19	3.4		123.8	12.1	7.6	7.9	10.2	94.2	3.5	2.0	16.1	48.2	0.2	329.4
2019–20	2.1		146.4	9.1	5.5	7.4	9.5	88.0	3.3	1.3	11.4	45.8	0.0	330.1
2020–21	2.6		165.1	9.7	6.4	7.5	8.4	79.6	2.7	1.4	12.8	43.3	0.0	339.7
Average annual per cent change														
<i>(%)</i>														
1 year	25.4		12.8	6.4	16.2	1.6	-11.3	-9.6	-18.2	8.5	12.1	-5.5	-13.7	2.9
5 year trend	-2.1		19.1	0.3	3.2	1.8	0.5	7.6	3.1	-5.3	2.2	1.0	-26.7	9.6
Imports – region where cargo was loaded														
<i>(\$ billion)</i>														
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
2016–17	2.6		48.4	33.0	3.8	6.5	19.5	30.9	0.9	2.4	4.6	40.5	0.1	193.1
2017–18	3.7		53.6	38.2	4.7	6.8	21.1	42.6	0.8	2.2	5.6	44.8	0.1	224.1
2018–19	3.9		61.7	39.6	5.2	6.8	22.3	35.3	1.1	2.4	5.2	52.0	0.3	235.8
2019–20	3.2		62.7	36.7	4.2	6.6	24.1	31.2	0.5	2.3	5.1	42.7	0.0	219.3
2020–21	2.5		71.2	40.9	4.5	5.8	22.2	32.1	0.6	2.5	6.8	46.9	0.0	236.1
Average annual per cent change														
<i>(%)</i>														
1 year	-21.7		13.5	11.4	6.1	-11.8	-7.7	3.0	39.6	6.8	34.2	9.9	-87.8	7.7
5 year trend	4.4		8.2	4.1	4.3	-1.5	2.8	-0.4	-9.5	2.1	5.3	1.2	-46.1	3.5

^a “PNG” stands for “Papua New Guinea”.

Notes: 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 were not calculated. Cells with an entry of “0.0” mean that data was recorded but rounded to zero.

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a).

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	India	Singapore	Taiwan	United States of America	Indonesia	New Zealand	Malaysia	All countries ^b
Exports – country of final destination (<i>\$ billion</i>)											
2011–12	73.0	50.7	21.1	10.0	7.4	8.2	6.7	6.6	5.8	5.1	235.9
2012–13	72.0	46.0	18.2	8.3	9.7	7.1	6.2	6.1	5.4	4.9	221.0
2013–14	92.0	48.0	19.8	7.9	9.9	6.8	6.7	5.7	5.4	5.1	243.3
2014–15	74.2	43.5	17.7	8.6	11.5	6.5	9.5	6.1	5.7	6.3	227.1
2015–16	70.5	34.8	16.9	8.8	16.5	6.0	9.0	8.0	5.9	4.6	218.6
2016–17	91.6	40.8	19.1	14.5	9.2	8.1	7.5	8.7	6.0	5.0	251.8
2017–18	100.5	47.6	20.2	15.3	10.1	9.0	7.5	9.0	6.4	5.8	273.7
2018–19	126.5	57.7	24.6	15.3	11.9	12.1	9.3	7.5	7.0	8.8	329.4
2019–20	148.1	52.2	24.6	10.5	13.4	11.5	8.7	6.2	6.6	7.9	330.1
2020–21	165.0	43.0	25.7	11.4	10.0	10.7	7.5	6.8	6.9	7.5	339.7
Average annual per cent change (%)											
1 year	11.4	-17.7	4.5	8.6	-25.0	-6.5	-14.3	9.6	3.7	-4.4	2.9
5 year trend	18.4	5.8	9.1	1.1	-3.4	12.9	-0.8	-5.6	3.3	12.7	9.6
	China ^a	United States of America	Japan	Korea, Republic of	Thailand	Germany	Singapore	Malaysia	New Zealand	Indonesia	All countries ^b
Imports – country of origin (<i>\$ billion</i>)											
2011–12	34.0	18.6	19.1	8.6	7.3	8.3	13.4	7.8	6.2	5.5	182.2
2012–13	35.1	17.7	17.2	9.0	10.0	8.2	12.9	7.7	5.7	5.3	184.4
2013–14	39.9	17.1	17.2	12.7	9.9	8.7	11.7	9.8	6.4	6.3	198.4
2014–15	45.7	17.9	17.2	13.7	11.1	8.7	9.4	8.9	6.3	5.1	198.0
2015–16	49.1	18.3	16.9	17.0	13.1	9.7	6.4	8.4	6.3	5.3	201.8
2016–17	48.1	16.5	17.0	10.7	12.9	10.0	7.2	9.0	6.2	4.3	193.1
2017–18	53.4	17.5	18.6	21.0	13.9	10.8	8.3	10.0	6.5	4.2	224.1
2018–19	61.8	19.0	19.7	15.3	13.6	11.0	9.7	10.8	6.5	4.7	235.8
2019–20	62.9	21.0	17.3	10.0	11.6	9.4	8.2	8.5	6.2	4.4	219.3
2020–21	71.3	18.5	19.1	9.9	13.5	10.1	7.7	10.5	5.5	4.5	236.1
Average annual per cent change (%)											
1 year	13.4	-12.0	10.6	-0.5	16.7	6.6	-6.2	23.3	-11.5	2.6	7.7
5 year trend	8.4	2.5	2.1	-8.8	-0.5	0.1	4.1	3.0	-1.8	-1.8	3.5

^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.

Notes: 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.

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a).

Table C.6 Nominal value of Australia's international sea freight, by commodity group

Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
Exports											
<i>(\$ billion)</i>											
2011-12	23.4	2.1	94.8	73.9	0.5	4.5	14.1	8.1	1.5	13.0	235.9
2012-13	24.1	2.1	89.0	65.3	0.6	4.3	12.8	8.1	1.4	13.3	221.0
2013-14	27.3	2.1	106.2	69.3	0.6	4.8	13.6	8.5	1.5	9.3	243.3
2014-15	30.3	2.2	86.9	64.9	0.6	5.1	13.7	9.2	1.6	12.6	227.1
2015-16	29.9	2.4	77.9	57.4	0.6	5.6	12.9	8.8	1.9	21.2	218.6
2016-17	30.9	2.7	95.9	83.2	0.7	5.6	13.0	8.3	1.8	9.7	251.8
2017-18	30.4	3.2	101.0	99.6	0.7	6.2	14.0	7.5	1.9	9.4	273.7
2018-19	31.1	3.4	120.8	130.1	0.6	6.8	17.2	8.0	2.1	9.2	329.4
2019-20	34.0	3.3	140.4	113.3	0.7	7.0	14.6	7.8	2.1	6.8	330.1
2020-21	34.4	2.9	189.6	78.8	0.8	6.1	14.4	7.1	1.9	3.7	339.7
Average annual per cent change											
<i>(%)</i>											
1 year	1.0	-14.1	35.1	-30.4	15.4	-13.3	-1.3	-8.9	-9.7	-44.6	2.9
5 year trend	2.9	4.6	17.9	8.3	3.7	3.5	3.2	-3.4	2.2	-24.4	9.6
Imports											
<i>(\$ billion)</i>											
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
2016-17	13.6	3.1	3.0	26.9	0.7	18.4	25.4	74.9	26.0	1.1	193.1
2017-18	13.9	3.3	3.6	34.7	0.7	18.7	28.1	92.9	26.6	1.7	224.1
2018-19	15.4	3.7	3.2	40.1	0.7	19.9	29.6	88.7	29.7	4.8	235.8
2019-20	17.2	3.5	2.9	32.5	0.8	21.4	29.5	81.1	29.2	1.1	219.3
2020-21	16.3	3.4	3.0	25.7	0.7	21.5	32.3	97.4	33.7	2.0	236.1
Average annual per cent change											
<i>(%)</i>											
1 year	-5.1	-2.8	3.5	-21.0	-2.2	0.3	9.5	20.0	15.5	76.1	7.7
5 year trend	5.2	2.1	-0.1	2.6	1.8	4.1	3.8	3.8	4.5	-11.3	3.5

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

Commodity descriptions are 1 digit (high-level) SITC (Standard International Trade Classification). The SITC is an international standard developed by the UN for classifying traded commodities.

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2022a).

Appendix D: Commodity groups for Table I.13

Commodity group	Standard International Trade Classification (SITC) revision 4 codes
Exports	
Animal feed	8111, 8112, 8113, 8119, 8123, 8124, 8125, 8126, 8129, 8131, 8132, 8133, 8134, 8135, 8136, 8137, 8138, 8139, 8141, 8142, 8151, 8152, 8153, 8194, 8195, 8199
Coal	32110, 32121, 32122, 32210, 32221, 32222, 32500
Confidentialised commodities	98888
Meat	1111, 1112, 1121, 1122, 1211, 1212, 1213, 1221, 1222, 1231, 1232, 1233, 1234, 1235, 1236, 1240, 1251, 1252, 1253, 1254, 1255, 1256, 1291, 1292, 1293, 1299
Metal and metal scrap	28210, 28221, 28229, 28231, 28232, 28233, 28239, 28821, 28822, 28823, 28824, 28825, 28826, 28921, 28929, 67121, 67122, 67123, 67131, 67132, 67133, 67141, 67149, 67151, 67152, 67153, 67154, 67155, 67159, 67241, 67245, 67247, 67249, 67261, 67262, 67269, 67270, 67281, 67282, 67310, 67311, 67312, 67313, 67314, 67315, 67316, 67317, 67318, 67319, 67320, 67321, 67322, 67323, 67324, 67325, 67326, 67327, 67329, 67331, 67332, 67333, 67334, 67335, 67336, 67337, 67338, 67339, 67340, 67341, 67342, 67343, 67344, 67345, 67346, 67347, 67348, 67349, 67351, 67352, 67353, 67411, 67412, 67413, 67414, 67421, 67422, 67431, 67432, 67441, 67442, 67443, 67444, 67451, 67452, 67511, 67512, 67520, 67521, 67522, 67531, 67532, 67533, 67534, 67535, 67536, 67537, 67538, 67541, 67542, 67543, 67551, 67552, 67553, 67554, 67555, 67556, 67561, 67562, 67571, 67572, 67573, 67574, 67611, 67612, 67613, 67614, 67615, 67616, 67617, 67619, 67621, 67622, 67623, 67624, 67625, 67626, 67629, 67631, 67632, 67633, 67634, 67639, 67641, 67642, 67643, 67644, 67645, 67646, 67647, 67648, 67649, 67681, 67682, 67683, 67684, 67685, 67686, 67687, 67688, 67689, 67811, 67812, 67813, 67814, 67815, 67819, 67821, 67829, 67911, 67912, 67913, 67914, 67915, 67916, 67917, 67931, 67932, 67933, 67939, 67941, 67942, 67943, 67944, 67949, 67951, 67952, 67953, 67954, 67955, 67956, 67959, 68112, 68113, 68114, 68122, 68123, 68124, 68125, 68211, 68212, 68213, 68214, 68231, 68232, 68241, 68242, 68251, 68252, 68261, 68262, 68271, 68272, 68311, 68312, 68321, 68322, 68323, 68324, 68411, 68412, 68421, 68422, 68423, 68424, 68425, 68426, 68427, 68511, 68512, 68520, 68521, 68522, 68524, 68611, 68612, 68631, 68632, 68633, 68634, 68711, 68712, 68720, 68721, 68722, 68723, 68724, 68911, 68912, 68913, 68914, 68915, 68981, 68982, 68983, 68984, 68991, 68998
Ores and ore concentrates	28150, 28160, 28310, 28410, 28510, 28610, 28620, 28740, 28750, 28760, 28770, 28781, 28782, 28783, 28784, 28785, 28791, 28792, 28793, 28799, 28911, 28919
Paper and paper products	64110, 64121, 64122, 64123, 64124, 64125, 64126, 64127, 64129, 64131, 64132, 64133, 64134, 64141, 64142, 64146, 64147, 64148, 64151, 64152, 64153, 64154, 64155, 64156, 64157, 64158, 64159, 64161, 64162, 64163, 64164, 64169, 64171, 64172, 64173, 64174, 64175, 64176, 64177, 64178, 64179, 64191, 64192, 64193, 64194, 64211, 64212, 64213, 64214, 64215, 64216, 64221, 64222
Petroleum fuels	33411, 33412, 33419, 33421, 33429, 33430, 33440, 33450, 33460, 33470
Wheat	4110, 4120
Wine	11213, 11215, 11217
Imports	
Beer	11230
Bitumen	27897, 33541, 33543
Building materials	27311, 27312, 27313, 27323, 27324, 27331, 27339, 27340, 27723, 27729, 27823, 27826, 27827, 27829, 27840, 27851, 27852, 27893, 27894, 63411, 63412, 63421, 63422, 63423, 63431, 63432, 63433, 63439, 63441, 63449, 63451, 63452, 63453, 63454, 63459, 63491, 63531, 63532, 63533, 63534, 63539, 66111, 66112, 66113, 66131, 66132, 66133, 66134, 66135, 66136, 66139, 66181, 66182, 66183, 66231, 66232, 66233, 66241, 66242, 66243, 66244, 66245, 66331, 66332, 66333, 66334, 66335, 66491, 66492, 66495, 66496, 69113, 69114, 69119, 69121, 69129, 69410, 69421, 69422, 69431, 69432, 69433, 69440, 74485
Cars and trucks	78120, 78211, 78219, 78221, 78227
Cement and clinker	66121, 66122, 66123, 66129
Confidentialised commodities	98888
Crude oil	33300
LPG	34210, 34250
Petroleum fuels	33411, 33412, 33419, 33421, 33429, 33430, 33440, 33450, 33460, 33470
Slag	27861, 27862, 27869, 28810, 56221

Note: For full commodity descriptions see <https://unstats.un.org/unsd/trade/sitcrev4.htm>.

Appendix E: Australian trading fleet 2019–20

Table E.1 Ships in the major international trading fleet, 2019–20

Ship name ^a	Flag ^{a,b}	DWT ^c (‘000 tonnes)	Goods carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Bulk carriers					
FMG Sydney	HKG	261.1	Iron ore	Port Hedland	CHN, IDN
FMG Grace	HKG	261.1	Iron ore	Port Hedland	CHN, IDN, SGP
FMG David	HKG	261.1	Iron ore	Port Hedland	CHN, IDN, SGP
FMG Matilda	HKG	260.9	Iron ore	Port Hedland	CHN, IDN, KOR, SGP
FMG Nicola	HKG	260.8	Iron ore	Port Hedland	CHN, IDN, SGP
FMG Sophia	HKG	260.0	Iron ore	Port Hedland	CHN, IDN, SGP
Philadelphia	MHL	206.0	Iron ore	Port Hedland	CHN, IDN, SGP
Mineral Cloudbreak	HKG	205.1	Iron ore	Port Hedland	CHN, IDN, KOR, SGP
Aquarange	LBR	179.8	Dry bulk	Newcastle, Port Hedland	CHN, IDN
Aquamaka	LBR	179.4	Iron ore	Dampier, Port Hedland	IDN
Philippus A.	MLT	176.0	Dry bulk	Dampier, Hay Point, Port Hedland	CHN, IDN, PHL
Berge Torre	LBR	175.9	Iron ore	Dampier	CHN, IDN
Aquascope	LBR	174.0	Iron ore	Port Hedland	IDN, PHL
Yarra	LBR	78.2	Dry bulk	Cape Cuvier, Port Hedland, Weipa	CHN, IDN, PHL, TWN
Barwon	LBR	78.2	Dry bulk	Cape Cuvier, Port Hedland, Weipa	CHN, IDN, TWN
Artemis	MHL	76.9	Dry bulk	Geraldton, Newcastle	CHN, MYS, SGP
Container carriers					
ANL Gippsland	LBR	90.8	Containers	Brisbane, Melbourne, Sydney	CHN, TWN
MP The Brady	LBR	68.0	Containers	Brisbane, Melbourne, Sydney	TWN
ANL Wendouree; Antwerp Bridge	KOR; KOR	66.6	Containers	Brisbane	MYS, NZL, SGP
ANL Warrnambool	LBR	51.8	Containers	Adelaide, Melbourne, Sydney	NZL
Navios Miami	LBR	51.7	Containers	Brisbane	CHN, NZL
ANL Tongala	LBR	50.8	Containers	Adelaide, Melbourne, Sydney	NZL
Holsatia	GBR	50.8	Containers	Brisbane	MYS, NZL
OOCL Brisbane	HKG	50.6	Containers	Brisbane, Melbourne, Port Kembla, Sydney	SGP
ANL Emora	PAN	25.9	Containers	Melbourne, Sydney	NZL
ANL Elanora; Hansa Coburg	LBR; LBR	23.5	Containers	Melbourne, Sydney	CHN, NZL, SGP
General cargo ships					
ANL Timor Trader; MCP Copenhagen	LBR; LBR	7.9	General cargo	Darwin	SGP
ANL Darwin Trader	CYP	7.7	General cargo	Darwin	SGP
Lucky Eyre	AUS	3.4	General cargo	Other Ports WA, Whyalla, Yamba	CHN
Vehicle carriers					
Beluga Ace	PAN	15.4	Vehicles	Brisbane, Melbourne, Port Kembla, Townsville	JPN, KOR
Livestock carriers					
Ocean Drover	SGP	24.6	Livestock	Darwin, Fremantle, Portland, Townsville	CHN, IDN, LKA, OMN, SGP
Maysora	BHS	24.4	Livestock	Darwin, Fremantle, Townsville	IDN, ISR, JOR, SAU, SGP
Ocean Swagman	SGP	7.9	Livestock	Darwin, Fremantle, Portland, Townsville	CHN, IDN, NZL, SGP, VNM
Ocean Ute	MHL	7.3	Livestock	Darwin, Fremantle, Geraldton, Gladstone, Portland, Townsville	CHN, IDN, SGP, VNM
Devon Express	LUX	3.7	Livestock	Broome, Darwin, Fremantle, Port Hedland, Portland	CHN, IDN, KOR, PHL, SGP, VNM
Nine Eagle	PAN; SGP	3.4	Livestock	Darwin, Fremantle, Townsville	BRN, IDN, MYS, PHL, SGP, THA

Table E.1 Ships in the major international trading fleet, 2019–20 (continued)

Ship name ^a	Flag ^{a,b}	DWT ^c (‘000 tonnes)	Goods carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
LNG tankers					
Woodside Rees Withers	GRC	96.0	LNG	Ashburton, Dampier, Various Offshore Facilities WA	IDN, JPN, KOR
Cesi Wenzhou	HKG	95.5	LNG	Gladstone	CHN, KOR
Maran Gas Vergina;	GRC;	95.2	LNG	Ashburton, Barrow Island, Dampier,	CHN, IDN, JPN, MYS
Woodside Rees Withers	GRC			Darwin, Various Offshore Facilities WA	
Woodside Rogers	GRC	90.3	LNG	Dampier, Various Offshore Facilities WA	CHN, IDN, JPN, KOR, TWN
Woodside Goode	GRC	90.1	LNG	Ashburton, Dampier, Various Offshore Facilities WA	CHN, IDN, JPN, KOR, SGP
Dapeng Sun	HKG	83.1	LNG	Dampier	CHN, IDN, SGP
Dapeng Moon	HKG	82.6	LNG	Dampier, Various Offshore Facilities WA	CHN, IDN
Dapeng Star	HKG	82.4	LNG	Dampier, Various Offshore Facilities WA	CHN, IDN, SGP
Methane Rita Andrea	BMU	79.0	LNG	Gladstone	CHN, JPN, KOR
Hongkong Energy	MHL	73.7	LNG	Dampier	CHN, IDN, JPN, SGP
Northwest Seaeagle	BMU	67.0	LNG	Dampier	JPN
Northwest Stormpetrel	AUS	66.9	LNG	Dampier	IDN, JPN
Northwest Sanderling	AUS	66.8	LNG	Dampier	IDN, JPN, SGP
Northwest Shearwater	BMU	66.8	LNG	Dampier	JPN
Northwest Sandpiper	AUS	66.8	LNG	Dampier	IDN, JPN
Northwest Snipe	AUS	66.7	LNG	Dampier	IDN, JPN
LPG tankers					
JS Cougar	SGP	5.0	LPG	Brisbane, Cairns, Devonport, Hastings, Hobart, Sydney	FJI, IDN
Maea	PAN	3.9	LPG	Hastings, Melbourne, Sydney	FJI, NCL, NFK, NZL, PNG, PYF, WLF
Victoire	PAN	3.9	LPG	Hastings, Port Kembla, Sydney	FJI, NCL, NZL, SGP, WLF
Inge Kosan	IOM	3.8	LPG	Brisbane, Cairns, Gladstone, Port Kembla, Sydney	FJI, NZL, PNG, SLB, VUT
Tankers					
Alexander Spirit	BHS	40.1	Petroleum	Port Hedland	IDN, 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 and/or vessel type.
- e** The “Known Australian ports visited” by ships may include several nearby ports, terminals or facilities, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”
- For example, Darwin in this report includes Darwin Port and the neighbouring Darwin LNG and INPEX LNG. Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.
- f** Only includes foreign countries where there was at least one ship visit or departure directly from or to an Australian port.

Sources: DITRDCA (2022), Lloyd’s List Intelligence (2022), Shipping companies (various) – personal communications.

Table E.2 Ships in the major coastal trading fleet, 2019–20

Ship name ^a	Flag ^b	DWT ^c (’000 tonnes)	Goods carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Bulk carriers					
RTM Gladstone	SGP	90.3	Bauxite	Gladstone, Gove, Weipa	CHN
RTM Wakmatha	SGP	90.3	Bauxite	Gladstone, Gove, Weipa	
RTM Weipa	SGP	90.3	Bauxite	Cairns, Gladstone, Gove, Weipa	
RTM Piiramu	SGP	89.9	Bauxite	Gladstone, Gove, Weipa	CHN
RTM Twarra	SGP	89.9	Bauxite	Cairns, Gladstone, Gove, Weipa	
CSL Reliance	BHS	49.5	Minerals sands, gypsum, calcite, clinker	Brisbane, Fremantle, Geelong, Geraldton, Gladstone, Hobart, Melbourne, Port Kembla, Portland, Sydney, Thevenard	
Paradise	BHS	46.2	Dolomite, clinker, gypsum	Ardrossan, Brisbane, Eden, Gladstone, Melbourne, Port Kembla, Thevenard, Whyalla	CHN, IDN
Adelie	BHS	45.6	Sugar, mineral sands, gypsum, clinker	Adelaide, Ardrossan, Brisbane, Fremantle, Geelong, Geraldton, Gladstone, Mackay, Melbourne, Port Kembla, Sydney, Thevenard, Townsville, Whyalla	NZL
Acacia	BHS	40.7	Gypsum	Adelaide, Ardrossan, Brisbane, Geelong, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	CHN, MYS
Spica Harmony	LBR	36.9	Dry bulk	Adelaide, Fremantle, Geelong, Newcastle, Portland	
Luga	BHS	29.0	Cement	Adelaide, Fremantle, Gladstone, Melbourne, Newcastle, Sydney, Townsville	
Kondili	BHS	28.4	Cement	Adelaide, Gladstone, Melbourne, Newcastle, Sydney, Townsville	SGP
Wyuna	BHS	28.4	Cement, fly ash	Adelaide, Brisbane, Gladstone, Melbourne, Newcastle, Portland, Sydney, Townsville	
Donnacona#	AUS	28.1	Iron ore	Cape Preston, Dampier	
Akuna	BHS	26.5	Cement	Adelaide, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	SGP
Goliath#	AUS	15.5	Cement	Adelaide, Devonport, Melbourne	
CSL Whyalla#	AUS	13.7	Iron ore	Cape Preston, Dampier, Geraldton	
Wunma	AUS	5.1	Zinc concentrate, lead concentrate	Bing Bong, Darwin, Karumba	SGP
Aburri	AUS	3.3	Zinc concentrate, lead concentrate	Bing Bong, Darwin, Karumba	SGP
General cargo ships					
Pioneer	HKG	22.1	Sugar, general cargo	Hay Point, Mackay, Sydney	SGP
ICS Silver Lining	ATG	12.7	Containers, zinc and lead middlings, machinery, break bulk	Bell Bay, Burnie, Hobart, Melbourne, Port Kembla, Port Pirie, Whyalla	SGP
Tasmanian Achiever II#	AUS	11.5	Vehicles, containers, general cargo	Burnie, Melbourne	
Victorian Reliance II#	AUS	11.5	Vehicles, containers, general cargo	Burnie, Melbourne	
Searoad Tamar#	AUS	10.0	Containers	Devonport, Melbourne	SGP
Accolade II#	AUS	8.1	Limestone	Adelaide, Klein Point	
Searoad Mersey II#	AUS	8.0	Containers	Devonport, Melbourne	
Spirit of Tasmania I#	AUS	5.1	Vehicles, general cargo	Devonport, Melbourne, Sydney	SGP
Spirit of Tasmania II#	AUS	5.1	Vehicles, general cargo	Devonport, Melbourne	
Aurora Australis#	AUS	3.9	General cargo	Hobart	
Trinity Bay#	AUS	3.2	General cargo	Cairns, Horn Island, Thursday Island, Weipa	SGP
John Duigan#	AUS	2.4	General cargo	Bell Bay, Devonport, Geelong, King Island, Melbourne, Sydney	

Table E.2 **Ships in the major coastal trading fleet, 2019–20 (continued)**

Ship name ^a	Flag ^b	DWT ^c (‘000 tonnes)	Goods carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
LPG Tankers					
Gas Defiance	MHL	5.0	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hobart, Port Kembla, Sydney	EGY, PNG, SGP
Tankers					
Absolute I	AUS	8.6	Bunker fuel	Fremantle	IDN
ICS Integrity	BHS	7.5	Petroleum	Geelong, Melbourne	NZL
ICS Allegiance	BHS	6.1	Petroleum	Geelong, Sydney	
ICS Reliance	BHS	6.1	Petroleum	Geelong, Melbourne, Port Kembla, Sydney	
Larcom	AUS	4.0	Bunker fuel	Gladstone	

- 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 and/or vessel type.
- e** The “Known Australian ports visited” by ships may include several nearby ports, terminals or facilities, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”
- For example, Darwin in this report includes Darwin Port and the neighbouring Darwin LNG and INPEX LNG. Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.
- 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: DITRDCA (2022), Lloyd’s List Intelligence (2022), Shipping companies (various) – personal communications.

Table E.3 Ships in the minor trading fleet, 2019–20

Ship name	Flag ^a	DWT ^b ('000 tonnes)	Ship name	Flag ^a	DWT ^b ('000 tonnes)
General cargo ships			General cargo ships		
Toll Provider	AUS	1.8	Tiwi Islander ^c	AUS	0.6
Ironclad I	COK	1.8	Malu Titan	AUS	0.5
Albatross Bay	AUS	1.6	Fourcroy	AUS	0.5
Kaleen	AUS	1.5	Sealink Express	AUS	0.5
Kogarah	AUS	1.5	Queenscliff	AUS	0.5
Biquele Bay	AUS	1.4	Endurance III	AUS	0.5
King Islander	AUS	1.4	Seawind I	AUS	0.5
Toll Firefly	AUS	1.3	Svitzer Doolja	AUS	0.5
Malu Trader	AUS	1.3	Coral Bay	AUS	0.4
Toll Warrender	AUS	1.2	Minjerribah	AUS	0.4
Cygnat I	AUS	1.1	Malu Trojan	AUS	0.3
Toll Astrolabe	AUS	1.1	Matthew Flinders III	AUS	0.3
Ebenezer	AUS	1.0	Bhagwan Rocker	AUS	0.3
Territorian	AUS	1.0	The Sara	AUS	0.2
Statesman	AUS	0.9	Tiwi Islander ^c	AUS	0.2
Investigator II	AUS	0.9	Tankers		
Arnhem Trader	AUS	0.8	Anatoma	AUS	1.4
Bruce	AUS	0.7	Manning	AUS	1.4
Bima Express	AUS	0.7	Macleay	AUS	1.0
Jane Virgo	AUS	0.7	McArthur	AUS	1.0
Trader Express	AUS	0.6	Mowamba	AUS	1.0
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.

c In 2019-20 there were two different vessels in the minor trading fleet named 'Tiwi Islander'.

Sources: DITRDC (2022), Lloyd's List Intelligence (2022), Shipping companies (various) – personal communications.

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