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Australian sea freight 2018–19

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Australian sea freight 2018–19

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Communications

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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 2009–10 to 2018–19.

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 2018–19 updates two years: 2017–18 and 2018–19.

In 2017–18 the total cargo moving across Australian wharves increased by 3.4 per cent to a record 1 708.8 million tonnes before falling by 0.8 per cent to 1 694.9 million tonnes in 2018–19. The average annual trend growth over the five-years to 2018–19 was 3.5 per cent per annum.

Australian sea freight is heavily focused on exports – in 2018–19 exports made up 87.7 per cent of the sea freight handled in Australia by tonnage. Imports made up 5.9 per cent of total sea freight handled with coastal freight handled (domestic freight is handled twice in Australia) making up 6.4 per cent.

International exports and imports by sea — value up

In 2018–19, the value of Australia's maritime exports was \$333.8 billion, an 18.4 per cent increase in real terms on 2017–18 and an average annual trend increase of 4.8 per cent per annum, in real terms, over the five years to 2018–19. The weight of maritime exports in 2018–19 was 1 486.1 million tonnes, a 1.0 per cent decline on 2017–18 though trend growth shows an average annual increase of 3.9 per cent per annum over the five years to 2018–19.

Australia imported 100.5 million tonnes of goods worth \$239.0 billion by sea in 2018–19. The value of imports increased 3.5 per cent in real terms between 2017–18 and 2018–19 and increased at a trend rate of 1.8 per cent per annum over the five years to 2018–19. The weight of imports in 2018–19 decreased 3.2 per cent from 2017–18 though trend growth shows an average annual increase of 0.5 per cent per annum over the five years to 2018–19.

This edition includes a new table (Table 1.13), which describes the volumes of select commodity groups exported and imported through the top five Australian capital city ports. For example, in 2018–19, 1.1 million tonnes of wine was exported and 0.4 million tonnes of beer was imported through the top five Australian capital city ports.

Coastal freight — volumes increased because of increased grain movements due to drought

Australian ports loaded 51.8 million tonnes of domestic coastal¹ freight on to ships during 2017–18, a 0.3 per cent decrease on 2016–17. However in 2018–19, the coastal freight loaded suddenly jumped 4.3 per cent to 54.0 million tonnes, the largest annual change over the past decade. This increase was driven by an atypical 3.1 million tonnes increase in coastal grain, mostly from Western Australia to the east coast, due to the severe drought on the east coast. As coastal freight is also discharged from ships in Australia, the total coastal freight handled at Australian ports is around twice the freight loaded.

The freight task of loaded coastal cargo in 2018–19 was 119.8 billion tonne-kilometres², a 10.1 per cent increase on 2017–18. The increase in tonne-kilometres is higher than the increase in tonnage due to the long distances travelled by the grain.

¹ Coastal freight is freight transported by sea where the origin and destination ports are both in Australia. Freight where the origin and destination ports are the same and transshipments are excluded.

² 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.

Coastal trading licences — *general licence activity down but temporary licence activity up*

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 2017–18 was 37.6 million tonnes, an increase of 6.9 per cent on 2016–17. In 2018–19 this increased by a further 10.2 per cent to 41.4 million tonnes. The tonnage carried under licence in 2018–19 represented 76.7 per cent of all loaded coastal freight (which includes cargo not carried under licence).

31.6 million tonnes of cargo was carried in 2018–19 under temporary licence, an increase of 17.8 per cent from 2017–18, with the increase driven by dry bulk. In 2018–19 the freight task performed under temporary licence increased 29.4 per cent from 2017–18 to 87.0 billion tonne-kilometres. Temporary licences accounted for 58.6 per cent of loaded coastal freight tonnage and 72.6 per cent of the loaded coastal tonne-kilometres in 2018–19.

In 2018–19, 9.2 million tonnes was carried by Australian-flagged vessels under general licence, a 2.8 per cent decrease from 2017–18. The freight task performed under general licence in 2018–19 was 3.3 billion tonne-kilometres, a 56.1 per cent drop from 7.5 billion tonne-kilometres in 2013–14. However the amount of freight carried under general licence only dropped 8.4 per cent between 2013–14 and 2018–19. The tonne-kilometres under general licence has dropped much more than the tonnes carried as many of the remaining major general licence routes, such as the Bass Strait, only cover short distances.

Vessels with transitional general licences carried 0.6 million tonnes (all dry bulk), a decrease of 55.3 per cent from 2017–18.

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

6 013 uniquely identified cargo ships made a total of 34 130 port calls at Australian ports in 2018–19. This included 5 915 cargo ships which made 17 602 voyages to Australian ports from overseas ports.

In 2017–18, the port calls by all cargo ships increased by 4.0 per cent from 2016–17. However the port calls by all cargo ships only changed by 0.0 per cent (rounded down) in 2018–19. However, while the number of unique cargo ships that called at Australian ports increased by only 0.3 per cent in 2017–18 they increased by a much larger 2.6 per cent in 2018–19.

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 major active Australian registered ships with a general licence*

As of 30 June 2018, the number of vessels in the Australian trading fleet increased to 155 vessels with a total deadweight tonnage of 7.2 million tonnes and total gross tonnage of 5.3 million. Under all three measures this was the largest Australian trading fleet in the past decade. However as of 30 June 2019, the number of vessels in the Australian trading fleet decreased to 140 vessels with a total deadweight tonnage of 6.1 million tonnes and a total gross tonnage of 4.7 million. This annual decline was the first since 2011–12 and was broad-based across Australian and overseas registered vessels, the international and coastal trading fleets, and different vessel types.

The number of major (deadweight tonnage greater than 2 000 tonnes) active Australian registered ships with a general licence decreased by one to 14 as of 30 June 2018 with the removal of the bulk carrier *CSL Thevenard*. In 2018–19, the bulk carrier *Iron Chieftain* was retired after being severely damaged by fire and the bulk carrier *CSL Whyalla*, while still retaining its general licence, was not active in Australia during that year. The Bass Strait vessels *Victorian Reliance* and *Tasmanian Achiever* were replaced by the *Victorian Reliance II* and the *Tasmanian Achiever II* respectively and a new general cargo vessel, *John Duigan*, was added. The net result was the number of major active Australian registered vessels with a general licence as of 30 June

2019 decreased by one to 13. However as the vessels removed and not replaced tend to be the larger bulk carriers, while the number of major active Australian registered vessels with a general licence only declined by 13.3 per cent between 30 June 2017 and 30 June 2019, the total capacity of these vessels declined by 46.9 per cent. This continues the longer term pattern in which the decline in the capacity of these vessels is much more significant than the decline in the number of vessels itself.

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Overview

This chapter shows data about Australia's international exports and imports by sea from 2009–10 to 2018–19. 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 2021a), which are based on data collected by the Department of Home Affairs.

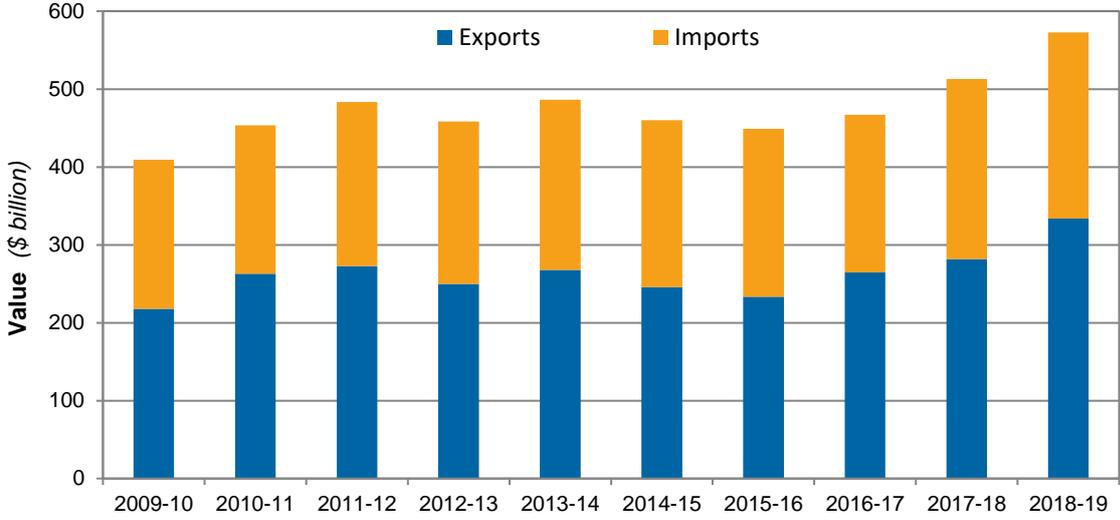
Value figures in this report are in real terms, adjusted for price changes using CPI (ABS 2021b). Nominal figures are included in Appendix C.

As the focus of this report is on freight throughput, non-merchandise trade³ is included. 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) are excluded. This is a change from previous versions of *Australian Sea Freight* which included these exports. While ship stores have a major impact on air freight tonnage, excluding ship stores has a minor impact on maritime exports with ship stores making up only 0.03 per cent of national maritime exports by tonnage and 0.1 per cent by value in 2018–19. Bunker fuel in ship stores is only estimated as export declarations are not required (ABS 2018). Because of how the bunker fuel is estimated the most significant impact of this change is on sea exports from Sydney with ship stores making up 4.3 per cent of Sydney's total maritime exports by tonnage and 1.7 per cent by value in 2018–19 with the impact concentrated on Sydney's petroleum 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.

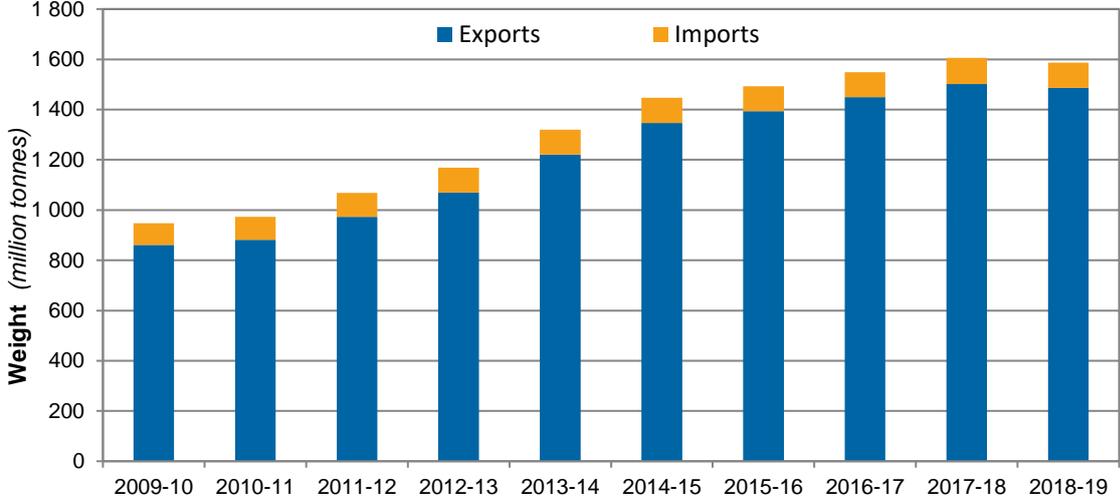
³ Non-merchandise trade consists of goods entering or leaving Australia on a temporary basis but still entered on an export or import declaration. For example: art exhibits, race horses, vessels or aircraft sent for repairs, machinery or equipment temporarily imported for construction and the personal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

Figure 1.1 Value of Australia's international sea freight (2019-20 prices)



Sources: ABS (2021a), ABS (2021b).

Figure 1.2 Weight of Australia's international sea freight



Source: ABS (2021a).

Table I.1 Value of Australia's international sea freight, by Australian state/territory of origin and final destination (2019-20 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>)										
2009–10	32.1	18.3	51.5	9.0	82.9	3.3	6.3	0.7	14.1	218.0
2010–11	36.9	19.4	57.1	12.5	114.6	3.4	6.3	0.5	12.3	263.1
2011–12	40.2	21.1	59.8	12.5	118.8	3.3	6.0	0.6	10.5	272.9
2012–13	36.0	20.7	48.8	11.4	111.2	3.1	6.7	0.2	11.9	250.0
2013–14	34.4	22.7	47.8	12.8	126.9	2.9	7.5	0.0	12.7	267.9
2014–15	33.8	21.8	48.8	11.6	103.4	2.6	6.9	0.0	17.0	245.9
2015–16	31.4	20.6	49.5	11.6	86.5	2.8	5.1	0.0	26.1	233.4
2016–17	38.1	21.1	68.1	11.3	105.2	2.7	5.1	0.0	12.8	264.4
2017–18	40.0	21.9	74.5	11.6	112.7	3.4	5.9	0.0	11.8	281.9
2018–19	44.6	22.1	86.2	11.2	145.2	3.5	9.6	0.0	11.4	333.8
Average annual per cent change (%)										
1 year	11.5	1.0	15.7	-4.0	28.9	0.9	61.6		-3.8	18.4
5 year trend	5.8	-0.3	13.8	-2.0	3.3	4.9	2.3		-6.5	4.8
Imports – Australian state/territory of final destination (<i>\$ billion</i>)										
2009–10	58.2	54.4	33.2	7.1	32.9	1.0	4.7	0.0		191.4
2010–11	60.3	57.2	34.1	6.9	26.6	0.8	4.4	0.0		190.4
2011–12	63.1	58.3	41.5	7.6	34.3	1.1	4.8	0.0		210.7
2012–13	61.2	56.9	43.7	7.2	32.9	0.8	5.8	0.0		208.6
2013–14	63.8	62.8	43.1	8.3	35.6	0.9	4.1	0.0		218.5
2014–15	67.5	62.2	36.6	7.9	33.7	1.0	5.5	0.0		214.3
2015–16	70.8	64.6	34.6	8.1	33.2	0.9	3.4	0.0		215.5
2016–17	70.5	63.2	36.2	8.4	22.0	1.0	1.5	0.0		202.7
2017–18	75.4	69.0	42.4	8.5	32.2	1.2	2.1	0.0		230.9
2018–19	80.1	73.7	44.0	9.1	29.0	1.5	1.7	0.0		239.0
Average annual per cent change (%)										
1 year	6.2	6.8	3.7	6.3	-10.0	20.6	-16.9			3.5
5 year trend	4.3	3.2	1.7	2.0	-4.4	10.6	-20.4			1.8

a “Other” includes state/territory not clearly specified, or state/territory confidentialised by ABS because indicating the state/territory of origin or destination for cargo may lead to disclosure of commercially sensitive information.

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

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

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

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2021a), ABS (2021b).

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)										
2009–10	122.8	11.2	207.8	14.0	482.4	6.4	13.7	1.8	1.2	861.5
2010–11	136.9	14.0	188.9	18.5	501.0	5.9	13.0	1.3	1.4	880.9
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
Average annual per cent change (%)										
1 year	2.6	-25.4	3.7	-40.3	-2.1	-5.7	17.0		14.9	-1.0
5 year trend	-0.6	0.3	3.9	-12.3	5.4	4.8	4.2		-11.3	3.9
Imports – Australian state/territory of final destination (million tonnes)										
2009–10	19.3	17.9	22.1	3.1	15.7	0.7	6.8	0.0		85.7
2010–11	21.5	20.2	23.4	2.9	16.3	0.6	7.3	0.0		92.1
2011–12	21.0	19.8	25.0	3.1	18.4	0.6	6.9	0.0		94.9
2012–13	20.0	20.7	27.3	3.2	19.2	0.7	7.9	0.0		98.9
2013–14	18.5	22.2	26.2	3.6	20.3	0.8	7.4	0.0		99.1
2014–15	21.5	22.5	23.7	4.1	20.5	0.8	7.0	0.0		100.1
2015–16	22.9	21.4	22.2	4.6	19.7	1.1	7.1	0.0		98.9
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
Average annual per cent change (%)										
1 year	-0.6	-2.8	-8.1	4.5	-2.6	-6.0	-3.7			-3.2
5 year trend	6.5	2.2	-3.3	5.7	-3.3	8.5	-3.8			0.5

a “Other” includes state/territory not clearly specified, or state/territory confidentialised by ABS because indicating the state/territory of origin or destination for cargo may lead to disclosure of commercially sensitive information.

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

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

Includes non-merchandise trade but excludes ship stores.

Source: ABS (2021a).

Table I.3 Top ten ports with the highest value of Australia's international sea freight (2019-20 prices)

Financial year	Dampier	Port Hedland	Melbourne	Hay Point	Newcastle	Gladstone	Brisbane	Sydney	Port Walcott	Fremantle	All ports ^a
Exports											
	(\$ billion)										
2009–10	33.5	20.1	22.3	19.2	14.0	10.7	11.8	12.2	6.9	12.1	218.0
2010–11	43.2	32.4	23.5	21.8	16.7	12.4	12.5	12.6	11.6	12.9	263.1
2011–12	43.1	35.7	23.1	20.9	18.8	14.1	14.7	12.5	11.3	12.0	272.9
2012–13	41.6	33.7	22.5	15.9	17.2	10.0	14.3	11.2	9.3	12.2	250.0
2013–14	43.1	43.5	24.4	15.4	16.8	10.7	13.3	11.6	14.5	10.8	267.9
2014–15	36.8	32.2	24.5	14.4	15.8	11.0	15.1	12.1	12.7	11.9	245.9
2015–16	35.4	28.1	23.9	12.9	14.4	14.9	13.8	12.3	11.8	10.6	233.4
2016–17	27.0	36.8	22.9	22.3	19.4	22.6	14.1	12.9	14.9	10.8	264.4
2017–18	29.9	35.1	24.5	25.8	21.3	25.0	14.4	13.3	14.7	10.8	281.9
2018–19	34.4	44.8	25.9	28.3	23.1	32.1	15.4	14.7	16.4	13.1	333.8
Average annual per cent change											
	(%)										
1 year	15.0	27.5	5.8	9.8	8.4	28.5	6.9	10.0	11.3	21.7	18.4
5 year trend	-5.6	1.9	0.8	16.5	8.3	27.0	1.7	4.4	3.8	2.0	4.8
	Melbourne	Sydney	Brisbane	Fremantle	Port Kembla	Adelaide	Geelong	Dampier	Darwin	Townsville	All ports ^a
Imports											
	(\$ billion)										
2009–10	52.8	50.5	25.9	17.6	9.3	4.8	4.3	9.9	3.8	2.5	191.4
2010–11	54.0	52.1	27.2	18.9	9.1	4.5	5.3	3.8	3.9	2.1	190.4
2011–12	55.5	52.9	32.9	23.3	10.1	5.1	5.2	6.1	4.0	2.8	210.7
2012–13	53.7	51.6	32.9	22.6	9.6	5.4	5.3	3.3	4.5	3.2	208.6
2013–14	58.1	54.5	33.2	21.3	9.5	6.7	6.3	4.5	3.6	2.7	218.5
2014–15	58.1	57.4	29.0	20.3	9.9	6.5	5.2	2.6	5.4	2.5	214.3
2015–16	62.5	59.4	28.3	18.8	11.6	6.6	3.3	6.3	3.3	1.7	215.5
2016–17	61.7	58.7	29.8	17.2	11.8	6.8	3.1	0.9	1.4	1.9	202.7
2017–18	65.9	62.2	34.4	19.2	12.7	7.3	4.3	1.2	2.0	2.7	230.9
2018–19	69.5	67.3	36.6	20.2	11.9	7.7	5.4	4.9	1.6	2.1	239.0
Average annual per cent change											
	(%)										
1 year	5.5	8.1	6.2	5.4	-6.3	4.9	23.4	295.8	-18.4	-24.0	3.5
5 year trend	3.7	3.7	3.1	-1.5	5.5	3.1	-4.0	-10.4	-20.2	-2.7	1.8

^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.

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

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

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2021a), ABS (2021b).

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

Financial year	Port Hedland	Dampier	Newcastle	Port Walcott	Hay Point	Gladstone	Abbot Point	Fremantle	Weipa	Brisbane	All ports ^a
Exports											
<i>(million tonnes)</i>											
2009–10	172.7	168.9	99.5	78.7	99.3	63.3	16.9	12.3	7.2	12.6	861.5
2010–11	191.8	165.6	111.4	80.9	87.8	55.9	15.0	10.5	8.9	12.8	880.9
2011–12	240.2	173.1	125.5	81.8	83.3	62.8	13.6	12.2	11.2	16.2	972.7
2012–13	283.0	180.0	145.8	84.8	96.4	62.2	17.5	15.8	12.6	16.4	1 069.7
2013–14	363.3	174.1	156.5	120.3	108.3	73.8	22.8	17.1	14.1	14.0	1 221.4
2014–15	438.2	167.5	161.7	157.4	114.9	74.7	28.7	18.3	15.1	13.6	1 346.5
2015–16	452.0	169.1	160.2	187.7	115.5	89.2	26.4	17.3	16.2	12.8	1 394.0
2016–17	489.0	162.5	166.1	188.9	106.7	95.1	25.1	18.4	19.8	13.8	1 449.7
2017–18	505.7	173.7	159.3	198.9	119.0	92.6	27.6	16.3	22.0	13.6	1 501.4
2018–19	503.6	171.4	161.5	180.3	118.9	99.1	28.9	14.6	24.5	12.2	1 486.1
Average annual per cent change											
<i>(%)</i>											
1 year	-0.4	-1.3	1.3	-9.3	-0.1	7.1	4.5	-10.0	11.2	-10.2	-1.0
5 year trend	6.3	0.0	0.4	8.1	1.4	6.4	3.0	-3.0	12.4	-1.7	3.9
	Sydney	Brisbane	Melbourne	Fremantle	Geelong	Darwin	Townsville	Gladstone	Adelaide	Port Kembla	All ports ^a
Imports											
<i>(million tonnes)</i>											
2009–10	16.1	13.3	12.5	10.4	5.4	5.3	5.0	2.4	2.3	2.7	85.7
2010–11	17.7	14.2	13.5	11.4	6.5	5.9	5.1	2.6	2.0	3.1	92.1
2011–12	17.7	14.7	14.2	12.1	5.6	5.4	5.4	3.2	2.3	1.9	94.9
2012–13	17.4	15.8	14.0	12.4	6.5	6.3	5.8	3.6	2.5	1.5	98.9
2013–14	16.1	16.3	14.4	12.8	7.5	6.5	4.8	3.3	2.9	1.4	99.1
2014–15	17.4	14.2	14.0	13.6	7.7	6.9	4.4	3.1	3.5	2.5	100.1
2015–16	18.3	13.4	14.0	13.1	6.7	7.0	3.3	3.3	4.0	2.5	98.9
2016–17	18.7	15.2	15.1	13.3	6.4	6.0	1.5	3.5	4.2	2.4	99.3
2017–18	20.0	16.7	16.6	13.1	7.7	6.3	1.7	1.6	3.9	3.2	103.8
2018–19	20.5	16.0	16.0	13.0	7.6	6.0	1.5	1.3	3.8	2.8	100.5
Average annual per cent change											
<i>(%)</i>											
1 year	2.2	-4.5	-3.8	-1.2	-1.4	-4.6	-15.5	-20.1	-1.2	-13.2	-3.2
5 year trend	4.9	1.5	3.3	-0.1	0.2	-2.5	-23.8	-16.7	5.2	13.2	0.5

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

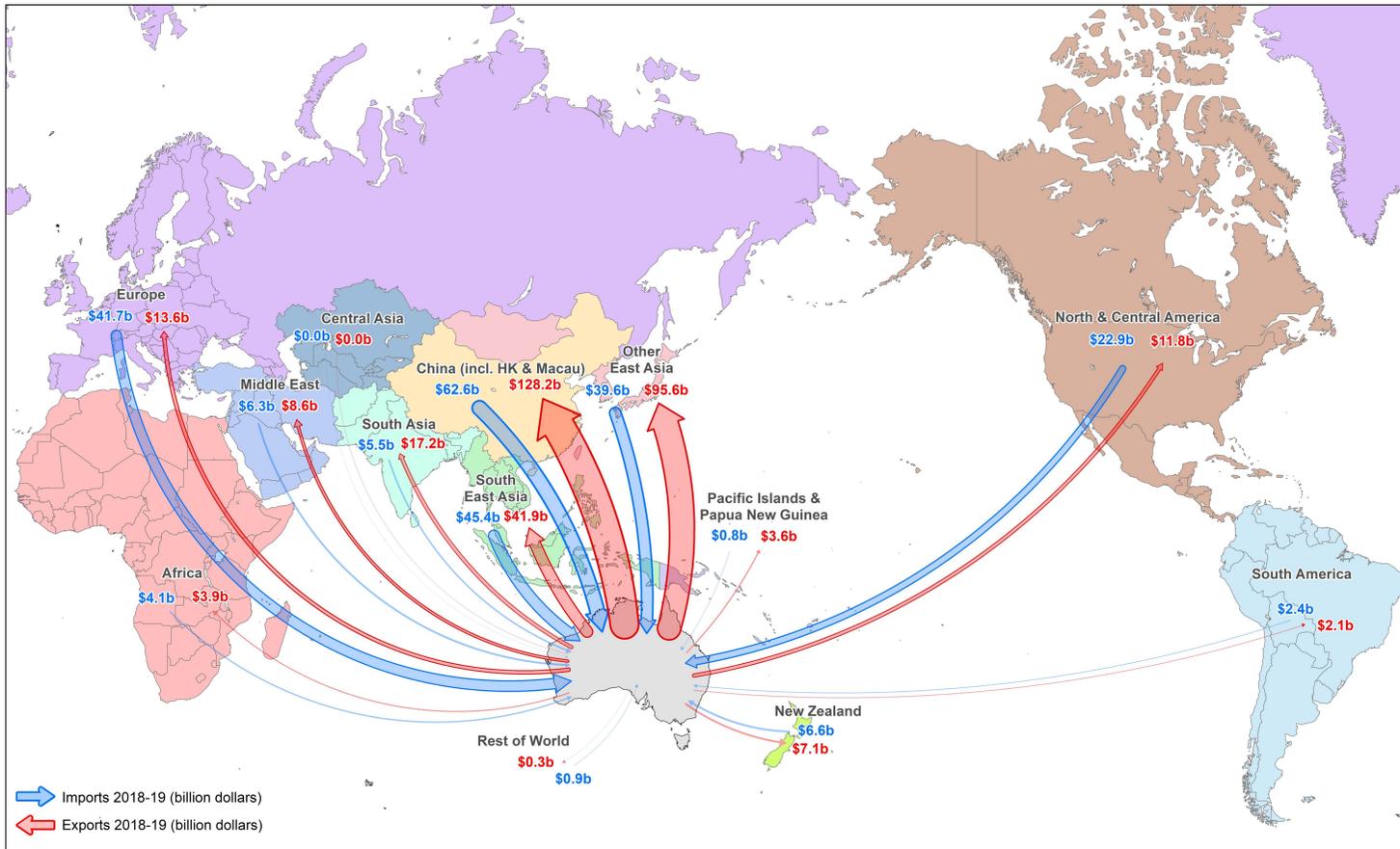
Notes: The top ten ports are Australian ports with the largest weight of Australia's international exports or imports summed over the last ten years. The ports are sorted in descending order by the total weight summed over the ten years, not by the most recent financial year.

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

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

Source: ABS (2021a).

Figure I.3 Value of Australia's international sea freight by trading region of final destination or origin, 2018–19

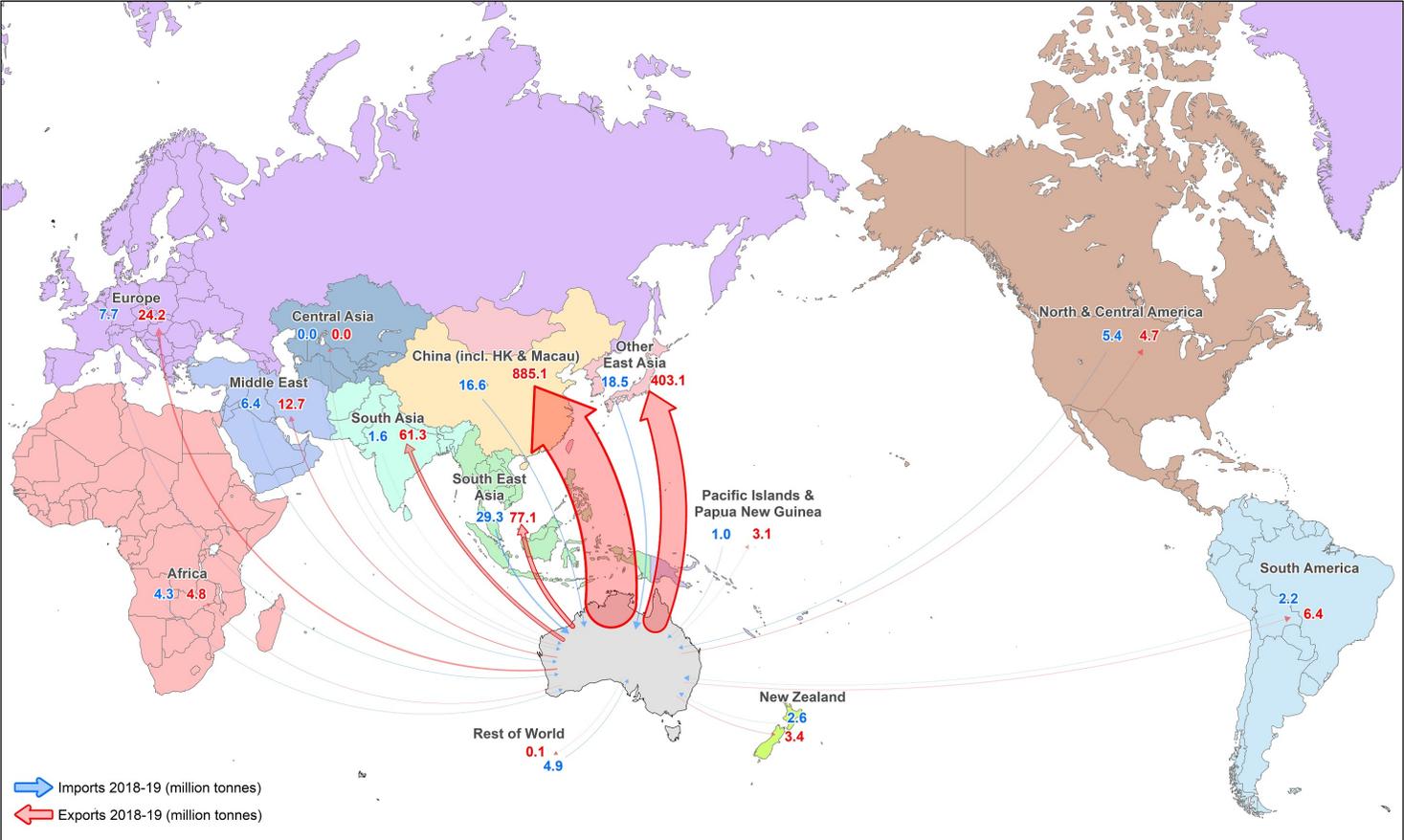


Notes: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.

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

Source: Derived from ABS (2021a). Adjusted to 2019–20 prices using ABS (2021b).

Figure 1.4 Weight of Australia's international sea freight by trading region of final destination or origin, 2018–19



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 (2021a).

Table I.5 Value of Australia's international sea freight, by trading region of final destination or origin (2019-20 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>)														
2009–10	3.9	0.0	57.6	12.0	6.8	7.6	10.2	71.4	3.4	2.3	12.3	29.0	1.4	218.0
2010–11	4.2	0.0	76.6	15.2	7.5	6.5	9.7	90.9	3.6	2.7	14.8	30.3	1.0	263.1
2011–12	4.5	0.0	84.4	15.7	7.9	6.7	10.5	92.7	3.8	2.5	13.0	30.2	0.8	272.9
2012–13	3.8	0.0	81.5	11.9	8.5	6.1	9.3	80.8	4.2	1.5	11.0	30.9	0.4	250.0
2013–14	3.8	0.0	101.3	10.4	8.9	5.9	9.1	82.2	3.5	1.4	9.9	31.0	0.5	267.9
2014–15	3.2	0.0	80.4	10.1	9.1	6.2	12.2	73.3	3.1	1.9	10.9	34.5	1.0	245.9
2015–16	3.7	0.0	75.3	10.3	8.7	6.3	11.9	61.7	2.9	1.7	11.4	39.2	0.2	233.4
2016–17	3.0	0.0	96.1	13.3	8.0	6.3	9.9	71.4	2.8	2.4	17.4	33.7	0.2	264.4
2017–18	3.6	0.0	103.5	12.5	7.6	6.6	9.7	79.0	3.0	2.3	17.6	36.0	0.2	281.9
2018–19	3.9	0.0	128.2	13.6	8.6	7.1	11.8	95.6	3.6	2.1	17.2	41.9	0.3	333.8
Average annual per cent change														
(<i>%</i>)														
1 year	8.2	35.1	23.8	8.2	13.0	6.8	21.3	21.0	20.7	-10.3	-2.4	16.2	16.8	18.4
5 year trend	0.9	-17.5	6.4	6.6	-2.1	3.1	1.3	3.3	-0.1	8.6	14.1	4.3	-21.0	4.8
Imports – region of origin														
(<i>\$ billion</i>)														
2009–10	2.7	0.0	35.4	36.3	5.6	6.9	18.5	33.2	1.4	2.6	2.1	44.0	2.5	191.4
2010–11	5.5	0.0	38.2	32.3	6.3	7.1	19.4	29.8	1.7	2.5	2.3	42.1	3.1	190.4
2011–12	6.7	0.0	39.3	35.6	7.1	7.1	24.9	35.4	1.7	3.0	2.8	44.1	3.0	210.7
2012–13	7.1	0.0	39.7	35.4	6.6	6.4	23.9	33.2	1.1	3.0	2.7	45.5	3.9	208.6
2013–14	6.1	0.0	44.0	38.4	6.3	7.1	22.2	36.7	1.6	2.8	3.2	47.5	2.6	218.5
2014–15	3.2	0.0	49.5	34.7	6.0	6.8	23.2	37.6	1.5	2.7	4.4	43.2	1.5	214.3
2015–16	2.2	0.0	52.4	37.1	4.5	6.7	23.1	40.1	0.7	2.4	5.6	39.8	0.7	215.5
2016–17	2.8	0.0	50.5	36.4	4.4	6.5	20.6	32.7	0.8	2.5	5.1	39.7	0.7	202.7
2017–18	4.5	0.0	55.0	41.0	5.3	6.7	21.9	44.2	0.6	2.2	6.0	42.7	0.8	230.9
2018–19	4.1	0.0	62.6	41.7	6.3	6.6	22.9	39.6	0.8	2.4	5.5	45.4	0.9	239.0
Average annual per cent change														
(<i>%</i>)														
1 year	-7.5	151.7	13.9	1.6	18.8	-1.5	4.8	-10.3	31.6	8.8	-8.0	6.4	16.7	3.5
5 year trend	-1.8	1.9	6.0	2.6	-1.2	-1.2	-0.4	1.9	-15.4	-3.8	10.8	-0.7	-18.0	1.8

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

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

Includes non-merchandise trade but excludes ship stores.

Sources: ABS (2021a), ABS (2021b).

Table I.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>														
2009–10	6.3	0.0	361.3	23.9	9.5	4.0	9.1	369.2	2.1	7.5	39.0	27.5	2.0	861.5
2010–11	6.4	0.0	367.3	27.2	11.2	3.7	7.0	374.8	2.4	7.6	38.5	33.5	1.4	880.9
2011–12	7.4	0.0	449.3	27.6	13.6	4.0	9.1	379.1	2.4	5.9	36.1	36.8	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
Average annual per cent change														
<i>(%)</i>														
1 year	-17.7	50.2	-3.5	-0.3	14.2	-3.7	10.5	1.4	17.1	-23.3	-1.9	21.5	-63.5	-1.0
5 year trend	-4.9	-6.9	5.5	0.4	-3.9	-0.2	-8.0	0.0	4.0	2.0	5.4	17.0	4.5	3.9
Imports – region of origin														
<i>(million tonnes)</i>														
2009–10	2.2	0.0	8.2	5.1	7.5	3.9	5.0	13.0	3.5	1.9	0.6	30.4	4.4	85.7
2010–11	5.4	0.0	10.2	5.4	7.8	4.1	5.2	12.3	3.8	2.7	0.6	29.7	4.9	92.1
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
Average annual per cent change														
<i>(%)</i>														
1 year	-21.9	33.5	7.0	8.0	-0.8	-3.7	-7.4	-13.2	24.2	4.3	-48.7	2.0	9.4	-3.2
5 year trend	2.5	-32.9	4.9	3.7	-2.3	-5.1	-2.9	1.6	-26.4	9.4	12.1	0.5	-4.0	0.5

^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 are 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 (2021a).

Table 1.7 Value of Australia's international sea freight, by trading region of discharging and loading (2019-20 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														
(\$ billion)														
2009–10	3.0		54.5	10.4	4.0	8.2	8.5	71.6	3.4	2.2	11.6	39.0	1.6	218.0
2010–11	3.3		72.9	13.2	5.1	7.1	8.4	91.0	3.6	2.5	13.9	41.2	1.0	263.1
2011–12	3.6		81.5	12.7	5.7	7.3	9.4	92.5	3.7	2.3	12.0	41.4	0.8	272.9
2012–13	2.9		78.4	9.5	6.2	6.8	8.1	80.9	4.1	1.3	9.9	41.7	0.4	250.0
2013–14	3.2		98.5	8.4	6.3	6.7	7.7	82.2	3.4	1.3	8.7	40.9	0.5	267.9
2014–15	2.5		77.9	8.2	6.3	7.6	10.0	73.5	3.1	1.8	9.5	44.5	1.0	245.9
2015–16	3.1		72.8	8.9	5.8	7.6	10.0	62.0	2.8	1.6	10.0	48.5	0.2	233.4
2016–17	2.5		94.3	12.3	5.8	7.2	8.4	71.6	2.7	2.4	15.6	41.5	0.1	264.4
2017–18	3.0		102.1	11.3	6.4	7.6	8.3	79.1	2.9	2.2	16.3	42.6	0.2	281.9
2018–19	3.5		125.5	12.3	7.7	8.1	10.3	95.5	3.5	2.0	16.3	48.8	0.2	333.8
Average annual per cent change														
(%)														
1 year	15.8		22.9	8.8	21.6	6.7	24.0	20.7	19.9	-7.5	0.2	14.7	21.4	18.4
5 year trend	2.2		6.7	9.5	3.2	2.4	2.0	3.2	-0.2	10.1	16.1	1.7	-23.6	4.8
Imports – region where cargo was loaded														
(\$ billion)														
2009–10	2.5		35.2	30.6	5.2	7.3	18.4	30.4	1.7	2.4	2.4	53.1	2.2	191.4
2010–11	5.2		38.3	29.7	6.2	7.9	19.1	28.9	1.9	2.3	2.4	45.4	3.0	190.4
2011–12	5.6		39.3	32.9	6.8	7.8	24.0	35.0	2.0	2.6	2.8	49.3	2.6	210.7
2012–13	6.4		40.2	33.2	6.1	6.7	23.2	32.3	1.3	3.1	2.6	50.6	2.8	208.6
2013–14	5.6		44.3	34.5	6.0	7.4	22.0	35.2	2.0	2.4	3.1	54.1	1.7	218.5
2014–15	3.0		49.3	32.2	5.6	7.0	22.0	36.2	1.8	2.6	4.3	50.1	0.3	214.3
2015–16	2.3		52.7	35.4	3.9	7.0	22.4	34.2	1.0	2.3	5.3	48.8	0.1	215.5
2016–17	2.7		50.9	34.6	4.0	6.8	20.4	32.4	1.0	2.5	4.8	42.5	0.1	202.7
2017–18	3.8		55.2	39.3	4.8	7.0	21.8	43.9	0.8	2.2	5.8	46.2	0.1	230.9
2018–19	4.0		62.5	40.1	5.3	6.9	22.6	35.8	1.1	2.4	5.2	52.7	0.3	239.0
Average annual per cent change														
(%)														
1 year	5.3		13.3	2.0	10.8	-1.3	3.9	-18.5	36.8	8.2	-9.4	14.2	118.9	3.5
5 year trend	-2.3		6.0	3.9	-2.9	-1.1	0.0	1.7	-13.9	-1.1	10.3	-1.5	-29.6	1.8

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

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

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

Sources: ABS (2021a), ABS (2021b).

Table I.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>														
2009–10	6.0		360.0	23.3	9.0	4.2	9.0	369.3	2.1	7.5	38.3	30.7	2.0	861.5
2010–11	6.0		366.3	26.0	10.5	3.9	7.4	374.6	2.4	7.6	38.0	36.9	1.4	880.9
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
Average annual per cent change														
<i>(%)</i>														
1 year	-17.4		-3.5	2.0	13.9	-3.8	13.9	1.2	14.8	-20.4	-1.6	19.4	8.2	-1.0
5 year trend	-4.9		5.5	0.8	-3.5	-0.4	-8.5	0.0	4.2	1.8	5.5	14.9	-15.5	3.9
Imports – region where cargo was loaded														
<i>(million tonnes)</i>														
2009–10	1.4		8.3	4.0	6.9	3.9	5.0	13.1	3.6	1.7	0.6	32.9	4.3	85.7
2010–11	4.6		10.3	4.3	7.6	4.1	5.2	12.8	3.9	2.7	0.8	31.0	4.9	92.1
2011–12	5.3		11.0	5.0	7.4	3.9	5.8	14.4	3.5	1.8	1.0	31.4	4.4	94.9
2012–13	6.5		11.9	5.0	7.3	3.6	6.1	15.6	2.7	1.4	0.7	33.3	4.8	98.9
2013–14	5.2		12.8	4.8	6.7	3.3	6.1	17.4	3.3	1.3	1.0	31.9	5.2	99.1
2014–15	2.8		14.1	4.8	7.0	3.2	6.8	20.2	2.9	1.5	2.0	30.1	4.8	100.1
2015–16	2.5		14.5	5.0	5.8	3.3	6.0	21.6	1.7	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
Average annual per cent change														
<i>(%)</i>														
1 year	-16.8		12.4	9.7	-9.4	-4.7	-13.6	-13.7	39.0	3.7	-50.4	0.7	9.7	-3.2
5 year trend	0.8		4.6	9.5	-3.9	-4.8	-4.1	1.4	-25.0	10.9	11.5	0.0	-2.3	0.5

^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 are 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 (2021a).

Table I.9 Top ten countries that traded the highest value of sea freight with Australia (2019-20 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											
(\$ billion)											
2009–10	57.6	44.6	18.9	10.9	10.1	7.9	7.6	6.6	7.6	4.9	218.0
2010–11	76.6	55.0	25.5	13.4	9.5	10.3	7.1	7.3	6.5	4.6	263.1
2011–12	84.4	58.7	24.4	11.6	8.6	9.5	7.7	7.6	6.7	5.8	272.9
2012–13	81.5	52.1	20.6	9.4	10.9	8.1	7.0	6.9	6.1	5.6	250.0
2013–14	101.3	52.9	21.8	8.7	10.9	7.5	7.4	6.2	5.9	5.6	267.9
2014–15	80.4	47.1	19.1	9.4	12.4	7.0	10.3	6.6	6.2	6.8	245.9
2015–16	75.3	37.2	18.1	9.4	17.6	6.4	9.7	8.5	6.3	5.0	233.4
2016–17	96.1	42.9	20.0	15.2	9.6	8.5	7.9	9.2	6.3	5.3	264.4
2017–18	103.5	49.0	20.8	15.7	10.4	9.2	7.7	9.3	6.6	6.0	281.9
2018–19	128.2	58.4	24.9	15.5	12.0	12.2	9.4	7.6	7.1	8.9	333.8
Average annual per cent change											
(%)											
1 year	23.8	19.3	19.8	-1.2	15.9	32.7	23.1	-18.2	6.8	48.8	18.4
5 year trend	6.4	2.2	3.0	15.1	-1.8	10.6	0.4	6.1	3.1	5.9	4.8
Imports – country of origin											
(\$ billion)											
2009–10	35.4	21.9	15.8	7.9	11.7	13.2	10.0	8.4	6.9	5.4	191.4
2010–11	38.2	18.5	16.5	7.9	9.1	13.2	8.9	8.7	7.1	6.3	190.4
2011–12	39.3	22.0	21.5	9.9	8.5	15.5	9.6	9.0	7.1	6.3	210.7
2012–13	39.7	19.5	20.0	10.2	11.3	14.6	9.3	8.7	6.4	6.0	208.6
2013–14	44.0	19.0	18.8	14.0	10.9	12.9	9.6	10.8	7.1	6.9	218.5
2014–15	49.5	18.6	19.4	14.8	12.1	10.2	9.4	9.6	6.8	5.6	214.3
2015–16	52.4	18.1	19.5	18.1	14.0	6.9	10.4	9.0	6.7	5.6	215.5
2016–17	50.5	17.8	17.3	11.2	13.5	7.5	10.5	9.5	6.5	4.5	202.7
2017–18	55.0	19.1	18.0	21.6	14.4	8.6	11.2	10.3	6.7	4.4	230.9
2018–19	62.6	20.0	19.3	15.5	13.8	9.8	11.1	10.9	6.6	4.8	239.0
Average annual per cent change											
(%)											
1 year	13.9	4.4	7.1	-28.0	-3.8	14.0	-0.1	6.4	-1.5	9.9	3.5
5 year trend	6.0	0.9	-0.7	3.4	4.9	-5.0	3.7	0.9	-1.2	-7.6	1.8

^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 and ship stores.

Sources: ABS (2021a), ABS (2021b).

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

Financial year	China ^a	Japan	Korea, Republic of	Taiwan	India	Indonesia	Malaysia	Netherlands	Thailand	Viet Nam	All countries ^b
Exports – country of final destination											
<i>(million tonnes)</i>											
2009–10	361.3	231.6	93.1	44.5	36.6	7.7	5.5	5.9	5.7	2.3	861.5
2010–11	367.3	224.5	102.3	47.9	36.3	9.1	7.2	7.6	7.6	2.9	880.9
2011–12	449.3	226.7	107.6	44.8	34.0	9.6	8.3	8.4	7.0	3.8	972.7
2012–13	537.0	236.0	109.2	45.1	38.9	9.2	7.9	8.1	6.8	2.7	1 069.7
2013–14	682.8	236.7	116.1	45.1	42.8	8.8	8.4	7.9	7.5	3.4	1 221.4
2014–15	775.3	233.7	120.2	51.8	55.7	12.2	12.1	7.9	7.4	3.4	1 346.5
2015–16	809.0	234.8	125.2	50.2	55.0	12.1	11.0	8.8	7.2	6.3	1 394.0
2016–17	868.9	231.1	114.7	56.4	52.9	15.5	12.5	9.6	6.7	8.0	1 449.7
2017–18	917.6	231.5	113.0	53.0	60.3	16.2	12.7	8.1	7.9	11.9	1 501.4
2018–19	885.1	225.1	119.3	58.7	59.7	13.8	18.5	8.4	8.0	20.9	1 486.1
Average annual per cent change											
<i>(%)</i>											
1 year	-3.5	-2.8	5.5	10.8	-1.0	-14.9	45.4	3.0	1.6	75.3	-1.0
5 year trend	5.5	-0.8	-0.4	4.4	5.5	10.0	12.7	1.4	1.3	45.1	3.9
	China ^a	Singapore	Japan	Malaysia	Korea, Republic of	Indonesia	International Waters	United States of America	United Arab Emirates	New Zealand	All countries ^b
Imports – country of origin											
<i>(million tonnes)</i>											
2009–10	8.2	10.4	7.1	6.0	3.5	5.5	4.1	3.5	3.4	3.9	85.7
2010–11	10.2	9.7	6.7	6.4	3.6	6.4	4.8	3.6	4.2	4.1	92.1
2011–12	11.0	11.1	7.0	6.1	4.3	5.8	4.3	4.2	4.3	3.9	94.9
2012–13	11.7	11.2	7.8	6.2	5.5	5.8	4.8	4.2	3.9	3.6	98.9
2013–14	12.7	9.4	8.5	7.5	6.3	5.3	5.1	4.2	3.4	3.3	99.1
2014–15	14.1	8.2	9.5	7.8	8.3	3.3	4.7	4.8	4.1	3.3	100.1
2015–16	14.5	7.1	9.8	8.6	10.1	4.3	5.3	4.4	3.4	3.3	98.9
2016–17	15.3	7.8	9.4	10.3	9.4	3.9	4.8	4.9	3.4	2.9	99.3
2017–18	15.5	8.5	9.1	10.4	10.6	4.1	4.4	4.2	3.8	2.7	103.8
2018–19	16.6	9.2	9.2	9.9	7.5	4.2	4.7	3.9	4.0	2.6	100.5
Average annual per cent change											
<i>(%)</i>											
1 year	7.0	8.0	1.2	-5.1	-29.8	4.4	8.3	-7.0	6.5	-3.7	-3.2
5 year trend	4.9	0.3	0.6	7.1	4.3	-1.7	-2.0	-1.6	1.6	-5.1	0.5

^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 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.

Source: ABS (2021a).

Table I.11 Value of Australia's international sea freight, by commodity group (2019-20 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>					
2009-10	22.0	3.0	71.9	67.8	0.5	5.4	16.0	9.2	2.0	20.3	218.0
2010-11	24.9	2.7	102.6	80.1	0.6	5.4	17.9	9.0	1.7	18.1	263.1
2011-12	27.0	2.5	109.7	85.5	0.6	5.2	16.3	9.4	1.7	15.0	272.9
2012-13	27.3	2.4	100.7	73.9	0.6	4.8	14.5	9.1	1.6	15.1	250.0
2013-14	30.1	2.3	116.9	76.3	0.7	5.3	15.0	9.3	1.6	10.3	267.9
2014-15	32.8	2.4	94.1	70.3	0.7	5.5	14.9	10.0	1.7	13.6	245.9
2015-16	31.9	2.6	83.2	61.3	0.7	5.9	13.8	9.4	2.0	22.6	233.4
2016-17	32.5	2.8	100.6	87.4	0.7	5.9	13.6	8.7	1.9	10.2	264.4
2017-18	31.4	3.3	104.0	102.6	0.7	6.4	14.4	7.7	1.9	9.6	281.9
2018-19	31.5	3.5	122.4	131.9	0.6	6.9	17.5	8.1	2.2	9.3	333.8
Average annual per cent change						<i>(%)</i>					
1 year	0.4	7.1	17.7	28.5	-10.1	7.8	21.3	5.8	12.5	-3.5	18.4
5 year trend	0.3	9.3	2.1	12.8	-1.6	5.1	1.9	-4.3	4.9	-6.4	4.8
Imports						<i>(\$ billion)</i>					
2009-10	9.9	2.1	2.4	33.6	0.6	14.6	24.2	72.7	20.0	11.5	191.4
2010-11	10.0	2.0	2.9	39.7	0.6	15.4	24.7	69.6	20.5	4.8	190.4
2011-12	10.6	2.2	2.9	46.2	0.6	16.3	26.9	80.6	20.9	3.6	210.7
2012-13	10.6	2.3	2.6	46.0	0.6	16.2	26.8	79.8	21.0	2.7	208.6
2013-14	12.2	2.9	2.6	47.6	0.6	17.7	28.2	79.0	23.8	4.0	218.5
2014-15	13.2	3.1	3.2	36.7	0.6	18.4	30.4	79.5	25.7	3.4	214.3
2015-16	14.4	3.5	3.2	26.4	0.7	19.3	29.3	83.5	29.0	6.2	215.5
2016-17	14.2	3.3	3.1	28.3	0.7	19.3	26.7	78.7	27.3	1.2	202.7
2017-18	14.3	3.4	3.7	35.7	0.7	19.2	29.0	95.7	27.4	1.7	230.9
2018-19	15.7	3.7	3.2	40.6	0.7	20.1	30.0	89.8	30.1	4.9	239.0
Average annual per cent change						<i>(%)</i>					
1 year	9.6	8.1	-11.8	13.8	2.0	4.6	3.6	-6.1	9.8	181.1	3.5
5 year trend	4.3	4.7	4.3	-2.3	3.6	2.3	0.2	3.3	3.8	-7.4	1.8

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 (2021a), ABS (2021b).

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

Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
Exports											
<i>(million tonnes)</i>											
2009-10	25.6	1.3	476.8	310.4	0.5	3.4	6.3	0.7	0.2	36.5	861.5
2010-11	31.0	1.1	494.1	304.0	0.5	3.3	6.6	1.0	0.1	39.0	880.9
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
Average annual per cent change											
<i>(%)</i>											
1 year	-31.0	-4.0	-3.1	5.7	-11.3	-11.4	4.9	13.9	2.0	-3.3	-1.0
5 year trend	-4.4	4.6	4.9	4.2	0.5	0.9	0.6	-3.0	-2.3	-53.2	3.9
Imports											
<i>(million tonnes)</i>											
2009-10	3.5	0.7	8.3	42.8	0.3	10.8	11.3	4.5	2.5	1.0	85.7
2010-11	3.6	0.7	9.3	46.1	0.4	11.6	12.4	4.8	2.8	0.4	92.1
2011-12	3.8	0.8	8.6	47.2	0.3	12.4	12.6	5.8	2.9	0.5	94.9
2012-13	3.8	0.9	9.0	49.5	0.3	13.2	13.1	5.7	3.0	0.4	98.9
2013-14	4.0	1.0	8.3	49.0	0.3	13.3	14.2	5.4	3.0	0.5	99.1
2014-15	4.3	1.0	8.2	48.0	0.3	13.5	15.1	5.9	3.1	0.5	100.1
2015-16	4.3	1.0	7.5	48.9	0.4	13.3	14.6	5.4	3.2	0.3	98.9
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
Average annual per cent change											
<i>(%)</i>											
1 year	14.3	-1.9	-15.5	-2.2	4.4	-6.5	-6.0	-6.0	1.2	301.4	-3.2
5 year trend	4.6	2.1	-9.8	2.4	3.1	-6.5	2.3	3.6	2.4	-21.9	0.5

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.

Source: ABS (2021a).

Table I.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											
<i>(million tonnes)</i>											
2009–10	1.5	6.8	5.8	1.5	3.3	0.4	0.9	1.2	7.3	1.1	42.8
2010–11	1.5	7.6	5.5	1.5	3.5	0.7	1.0	1.3	7.7	1.0	44.6
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
Average annual per cent change											
<i>(%)</i>											
1 year	2.2	-10.5	-29.7	8.5	4.6	-50.4	-1.0	-2.1	-34.7	-5.6	-16.2
5 year trend	4.1	-2.8	-2.0	-1.4	0.7	-15.0	-0.9	0.3	-9.6	4.2	-2.4
	Beer	Bitumen	Building materials	Cars and trucks	Cement and clinker	Confidentialised commodities	Crude oil	LPG	Petroleum fuels	Slag	Total ^b
Imports											
<i>(million tonnes)</i>											
2009–10	0.2	0.2	1.7	1.0	1.5	3.9	19.3	0.6	6.6	0.5	54.7
2010–11	0.2	0.2	2.0	0.9	2.1	4.1	21.9	0.5	5.6	0.6	58.9
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
Average annual per cent change											
<i>(%)</i>											
1 year	-7.9	4.5	-9.8	-5.7	-6.3	-8.4	-9.6	-2.6	5.1	0.7	-1.6
5 year trend	2.3	5.8	8.1	4.7	4.9	-4.2	-5.0	0.3	13.9	4.0	2.7

a Sydney, Melbourne, Brisbane, Adelaide and Fremantle. Associated ports like Kwinana are included. 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 I.13”.

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

Source: ABS (2021a).

Chapter 2

Coastal freight

Overview

This chapter summarises statistics about the coastal freight through Australian ports between 2009–10 and 2018–19. 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.

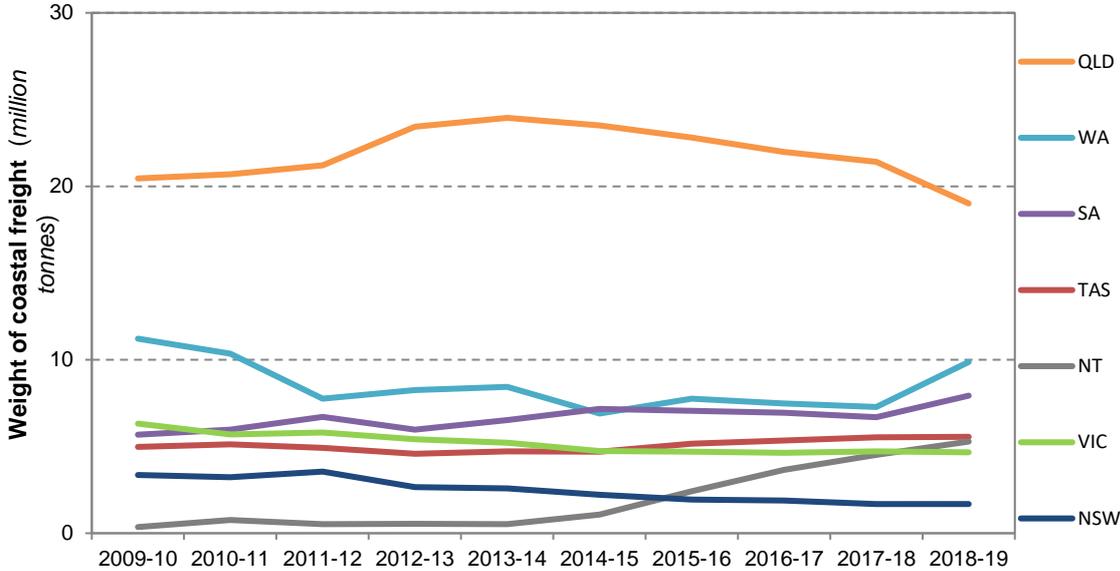
Coastal statistics provided by port authorities on weight loaded and discharged do not always balance. The most common reasons for this lack of consistency are:

- 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.

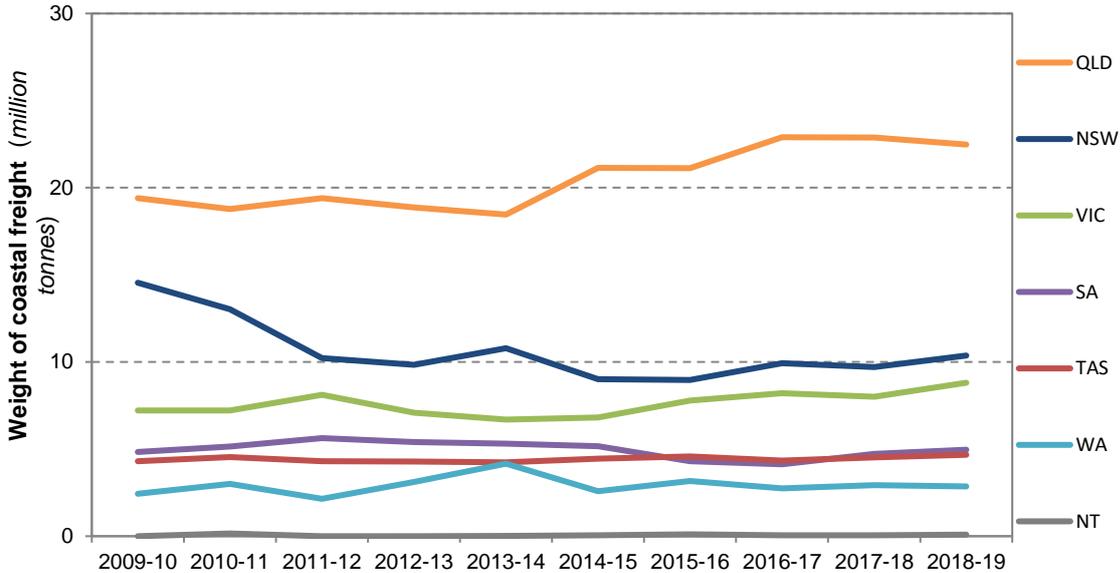
Freight flows where the origin and destination ports are the same are excluded.

Figure 2.1 Coastal freight weight loaded by Australian state/territory



Source: BITRE (2021).

Figure 2.2 Coastal freight weight discharged by Australian state/territory



Source: BITRE (2021).

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>									
2009–10	3.4	6.3	20.5	5.7	11.2	5.0	0.4	0.0	52.4
2010–11	3.2	5.7	20.7	6.0	10.3	5.1	0.8	0.0	51.9
2011–12	3.6	5.8	21.2	6.7	7.8	4.9	0.5	0.0	50.5
2012–13	2.7	5.4	23.4	6.0	8.2	4.6	0.5	0.1	50.9
2013–14	2.6	5.2	23.9	6.5	8.4	4.7	0.5	0.0	52.0
2014–15	2.2	4.7	23.5	7.2	6.9	4.7	1.1	0.0	50.3
2015–16	1.9	4.7	22.8	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	4.7	21.4	6.7	7.3	5.5	4.5	0.0	51.8
2018–19	1.7	4.7	19.0	7.9	9.9	5.6	5.3	0.0	54.0
Average annual per cent change <i>(%)</i>									
1 year	0.0	-1.1	-11.2	18.7	35.7	0.4	17.2	201.6	4.3
5 year trend	-8.2	-1.7	-4.1	2.2	2.6	3.9	59.3	-20.9	0.8
Discharged <i>(million tonnes)</i>									
2009–10	14.5	7.2	19.4	4.8	2.4	4.3		0.0	52.8
2010–11	13.0	7.2	18.9	5.1	3.0	4.5	0.2	0.0	52.0
2011–12	10.2	8.1	18.5	5.6	2.1	4.3	0.0	0.0	48.9
2012–13	9.8	7.1	21.1	5.4	3.1	4.3		0.0	50.9
2013–14	10.8	6.7	21.1	5.3	4.2	4.2	0.0	0.0	52.4
2014–15	9.0	6.8	22.9	5.2	2.6	4.4	0.1	0.0	51.0
2015–16	9.0	7.8	22.9	4.3	3.2	4.6	0.1	0.0	51.8
2016–17	9.9	8.2	22.5	4.1	2.7	4.3	0.1	0.0	51.9
2017–18	9.7	8.0	21.8	4.7	2.9	4.5	0.1	0.0	51.8
2018–19	10.4	8.8	22.5	5.0	2.9	4.7	0.1	0.0	54.2
Average annual per cent change <i>(%)</i>									
1 year	6.9	10.2	2.9	5.0	-2.3	3.2	37.1	-8.6	4.7
5 year trend	0.4	5.6	0.4	-1.9	-4.6	1.4	34.3	9.2	0.7

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

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

Source: BITRE (2021).

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>									
2009–10	5.9	6.1	41.2	8.2	49.7	3.5	1.5	0.1	116.2
2010–11	4.8	5.7	42.1	8.6	45.6	3.5	2.8	0.2	113.3
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	41.2	3.9	15.0	0.1	119.8
Average annual per cent change									
<i>(%)</i>									
1 year	-0.2	-1.1	-11.9	25.0	40.6	4.1	15.5	201.6	10.1
5 year trend	-5.0	-1.9	-3.5	-0.1	4.7	3.5	46.0	-25.8	2.3
Discharged									
<i>(billion tonne-kilometres)</i>									
2009–10	45.8	9.2	41.5	6.7	6.1	6.1		0.1	115.6
2010–11	43.6	9.0	41.2	7.5	7.3	8.5	0.3	0.1	117.5
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	10.4	56.2	6.4	7.0	7.4	0.2	0.1	120.8
Average annual per cent change									
<i>(%)</i>									
1 year	12.8	19.6	11.1	-6.9	7.4	7.5	12.4	0.2	10.7
5 year trend	1.3	4.9	3.4	-2.7	-0.8	-0.5		10.0	2.0

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

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

Source: BITRE (2021).

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	2009–10	97.5	1 008.5	570.5	956.9	562.2	160.9	3.3	3 359.8
	2010–11	119.1	911.3	1 023.9	722.7	295.7	143.1	3.8	3 219.7
	2011–12	115.3	861.0	1 015.2	828.3	275.2	450.8	6.3	3 552.1
	2012–13	50.6 ^b	373.5	980.8	864.3	269.2	101.2	21.3	2 661.0
	2013–14	103.8	89.3	1 008.2	897.2	383.0	92.7	0.1	2 575.6
	2014–15	306.2 ^c	132.1	542.4	780.3	286.7	162.3	0.0	2 210.1
	2015–16	67.5	145.1	475.4	887.1	307.6	60.7	1.0	1 944.4
	2016–17	372.6	226.1	410.1	561.3	306.0	11.6	0.0	1 888.5
	2017–18	68.1	223.2	215.9	763.4	357.8	32.5	19.0	1 679.8
	2018–19	80.2	225.0	255.0	690.3	415.3	10.6	3.8	1 680.1
Average annual per cent change									
5 year trend									
		-11.0	20.9	-24.4	-5.1	3.1	-39.0	206.5	-8.2
VIC	2009–10	2 042.6	372.4	365.3	440.1	471.6	2 625.0	0.5	6 317.5
	2010–11	1 242.2	476.9	286.3	1 035.1	620.0	2 028.5		5 689.0
	2011–12	1 271.3	663.5	266.0	849.7	626.1	2 123.1	7.9	5 807.6
	2012–13	1 209.5	368.0	240.5	1 031.7	545.1	2 028.5		5 423.3
	2013–14	974.1	334.6	169.7	1 063.7	561.4	2 108.2	0.3	5 216.0
	2014–15	511.3	498.8	195.5	771.2	559.8	2 197.9	2.8	4 739.9
	2015–16	715.8	430.2	223.6	406.1	614.4	2 313.8	2.7	4 706.5
	2016–17	675.2	453.4	229.9	307.1	595.0	2 374.3		4 634.9
	2017–18	515.5	266.7	242.4	359.9	579.4	2 740.6	5.9	4 710.3
	2018–19	552.8	298.0	298.9	280.3	558.3	2 670.3		4 658.6
Average annual per cent change									
5 year trend									
		-7.9	-6.6	10.5	-23.2	0.1	5.5		-1.7
QLD	2009–10	2 275.8	987.6	16 177.3	388.5	241.2	355.9	28.0	20 454.3
	2010–11	2 577.4	860.6	15 890.5	516.2	176.6	662.1	17.1	20 700.6
	2011–12	2 478.7	1 112.8	16 103.4	468.6	282.3	726.4	40.1	21 212.5
	2012–13	2 555.9	864.8	18 956.4	235.7	200.7	581.9	20.1	23 425.1
	2013–14	2 616.3	651.7	19 148.5	369.6	254.3	858.0	46.9	23 945.3
	2014–15	2 606.5	489.9	19 150.7	334.7	218.8	687.7	13.5	23 501.7
	2015–16	2 564.4	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
Average annual per cent change									
5 year trend									
		4.4	7.1	-5.8	10.4	-6.7	-14.3	-32.1	-4.1

SA	2009–10	1 750.6	1 028.4	692.1	1 689.4	423.2	95.6		5 679.3
	2010–11	1 343.1	1 257.4	610.8	1 695.0	975.7	96.2		5 978.2
	2011–12	971.9	1 463.8	831.8	2 381.6	978.3	86.8		6 714.2
	2012–13	1 321.8	1 229.0	1 032.2	1 912.7	385.3	80.1		5 961.0
	2013–14	2 172.2	1 174.0	705.9	1 688.2	693.6	97.0		6 530.9
	2014–15	1 094.5	1 627.8	1 868.0	1 919.3	566.5	80.7		7 156.8
	2015–16	968.6	2 210.0	1 446.0	1 561.4	693.4	169.9		7 051.7
	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	1 880.5	732.6	164.2		6 680.6
	2018–19	1 053.6	2 376.9	1 301.0	2 097.9	784.2	308.3	7.2	7 929.2
Average annual per cent change				(%)					
	5 year trend	-9.9	13.1	-0.7	3.5	3.6	26.0		2.2
WA	2009–10	6 580.2	1 615.0	885.8	1 022.1	861.6	149.0	101.0	11 214.8
	2010–11	6 336.1	1 175.6	368.2	983.0	1 031.3	257.4	78.5	10 345.7
	2011–12	4 358.2	999.4	336.2	953.5	795.2	173.2	133.6	7 756.7
	2012–13	4 012.2	1 120.8	360.5	940.1	1 571.5	84.8	35.3	8 246.8
	2013–14	3 784.0	1 038.2	171.4	852.5	2 520.7	33.3	35.8	8 436.3
	2014–15	4 470.3	767.1	155.8	749.3	747.0	0.0	10.3	6 899.6
	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	1 124.6	378.6	2.1	7 276.0
	2018–19	4 978.8	951.1	1 914.2	777.7	880.0	365.8	6.8	9 874.4
Average annual per cent change				(%)					
	5 year trend	3.2	-3.9	50.2	-1.8	-11.1	258.1	-32.8	2.6
TAS	2009–10	1 213.6	3 193.6	165.9	138.8	73.2	184.5		4 969.6
	2010–11	1 240.7	3 378.6	174.2	152.9	1.6	182.2	0.2	5 130.4
	2011–12	849.7	3 430.1	173.0	250.5	2.4	210.0		4 915.6
	2012–13	596.2	3 400.9	173.1	248.3		160.7		4 579.1
	2013–14	752.3	3 278.7	262.2	241.6		178.7		4 713.7
	2014–15	467.1	3 468.7	260.0	332.8	0.6	179.4		4 708.6
	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		172.2		5 534.7
	2018–19	610.9	4 032.5	226.2	508.5	16.2	162.2		5 556.6
Average annual per cent change				(%)					
	5 year trend	1.2	4.4	-6.4	14.0		-1.4		3.9

NT	2009–10						294.6	60.7	355.3
	2010–11	0.4	0.1	15.1		111.7	556.6	73.6	757.5
	2011–12		25.1				431.4	66.4	522.9
	2012–13					9.7	477.7	27.1	543.4
	2013–14	8.4				14.9	471.9	14.1	522.4
	2014–15	0.2	0.1	523.4		0.0	509.1	36.2	1 069.0
	2015–16	0.1		1 836.2		0.2	521.8	51.1	2 409.4
	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	0.0	4 710.8		0.3	571.8		5 283.0
	Average annual per cent change 5 year trend				(%)				
						-40.0	3.8		59.3
Total ^a	2009–10	13 960.4	8 205.5	18 856.8	4 635.9	2 652.4	3 865.4	193.5	52 370.0
	2010–11	12 869.1	8 076.5	18 369.0	5 104.9	3 215.6	3 935.0	173.1	51 858.9
	2011–12	10 070.2	8 565.7	18 725.6	5 732.1	2 961.9	4 201.7	254.4	50 519.0
	2012–13	9 746.1	7 378.9	21 743.5	5 232.7	2 995.6	3 526.8	105.5	50 902.4
	2013–14	10 411.1	6 566.6	21 466.0	5 112.8	4 453.2	3 851.8	97.2	51 977.7
	2014–15	9 456.1	6 984.5	22 695.7	4 887.5	2 391.8	3 817.2	62.8	50 298.2
	2015–16	9 173.2	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	9 597.9	8 005.7	21 859.5	4 875.8	2 951.2	4 484.5	32.2	51 807.7
	2018–19	10 301.7	8 686.2	22 763.3	4 858.7	2 878.0	4 501.3	23.1	54 012.2
	Average annual per cent change				(%)				
	1 year	7.3	8.5	4.1	-0.4	-2.5	0.4	-28.3	4.3
	5 year trend	0.3	5.4	0.5	-1.0	-4.6	3.7	-26.6	0.8

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 are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Source: BITRE (2021).

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	2009–10	18.1	979.9	588.0	1 929.9	2 228.1	166.0	14.6	5 924.5
	2010–11	18.1	877.3	1 067.6	1 451.8	1 180.8	149.1	17.0	4 761.6
	2011–12	21.2	870.0	1 069.8	1 697.6	1 109.1	466.8	28.2	5 262.7
	2012–13	1.8 ^b	390.6	994.3	1 780.4	1 096.6	113.6	86.1	4 463.4
	2013–14	20.4	111.7	1 106.5	1 856.2	1 545.7	98.5	0.6	4 739.7
	2014–15	56.6 ^c	163.1	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	12.4	220.6	254.3	1 545.1	1 422.8	36.1	88.6	3 579.7
	2018–19	16.0	224.9	310.3	1 324.0	1 666.7	12.2	17.1	3 571.2
Average annual per cent change									
	5 year trend	-10.8	15.0	-23.7	-6.2	3.0	-38.2	206.5	-5.0
VIC	2009–10	2 128.6	39.2	764.9	427.7	1 466.8	1 308.3	2.6	6 138.0
	2010–11	1 285.7	42.7	595.0	1 004.5	1 917.9	884.2		5 730.0
	2011–12	1 325.1	53.3	552.0	839.0	2 092.2	910.9	44.8	5 817.2
	2012–13	1 276.3	28.3	492.8	987.8	1 719.3	866.3		5 370.8
	2013–14	1 043.9	25.3	347.5	1 026.4	1 736.8	901.0	1.9	5 082.9
	2014–15	570.1	36.4	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
Average annual per cent change									
	5 year trend	-7.3	-4.7	10.0	-22.8	0.1	6.6		-1.9
QLD	2009–10	2 726.6	2 518.5	32 341.1	1 424.5	1 214.0	825.8	107.6	41 158.2
	2010–11	3 105.1	2 222.6	32 431.5	1 858.6	984.7	1 464.7	65.5	42 132.8
	2011–12	2 979.3	2 712.9	33 001.7	1 683.0	1 502.4	1 579.3	153.3	43 611.9
	2012–13	3 003.4	2 258.8	39 066.2	866.2	1 010.2	1 296.1	73.7	47 574.6
	2013–14	3 059.1	1 714.5	39 597.7	1 365.6	1 281.2	1 848.6	180.0	49 046.8
	2014–15	3 067.1	1 244.1	39 818.3	1 184.7	1 159.4	1 546.8	51.6	48 072.0
	2015–16	3 304.1	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
Average annual per cent change									
	5 year trend	7.8	7.8	-5.2	8.9	-7.0	-12.8	-32.0	-3.5

SA	2009–10	3 533.3	1 262.1	2 151.4	149.8	952.8	177.0		8 226.4
	2010–11	2 709.7	1 558.6	1 934.8	152.2	2 075.7	195.1		8 626.0
	2011–12	2 077.5	1 808.4	2 590.2	322.2	2 146.9	168.8		9 114.0
	2012–13	2 704.2	1 493.7	3 189.7	172.3	893.0	167.9		8 620.9
	2013–14	4 347.0	1 368.0	2 250.2	145.5	1 508.6	208.5		9 827.8
	2014–15	2 255.7	1 926.1	5 774.2	165.8	1 233.9	165.8		11 521.5
	2015–16	2 037.2	2 645.8	4 512.9	146.4	1 500.7	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
Average annual per cent change		(%)							
	5 year trend	-9.2	13.5	-0.6	1.8	3.1	21.1		-0.1
WA	2009–10	35 746.0	4 616.9	4 578.1	2 503.3	1 427.8	476.1	354.7	49 703.0
	2010–11	34 694.8	3 440.5	1 947.0	2 462.3	1 566.3	820.4	261.3	45 610.7
	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	1 056.0	1 242.7	7.1	29 301.2
	2018–19	25 141.6	3 092.9	9 013.1	1 958.1	751.9	1 223.3	23.2	41 204.0
Average annual per cent change		(%)							
	5 year trend	2.0	-3.3	46.7	-1.7	-15.7	271.2	-29.0	4.7
TAS	2009–10	1 172.4	1 430.5	365.9	220.5	239.1	98.8		3 527.1
	2010–11	1 216.8	1 521.6	381.4	233.5	5.2	97.6	0.8	3 456.9
	2011–12	862.7	1 607.8	378.8	371.3	7.9	117.8		3 346.3
	2012–13	616.9	1 537.5	401.8	385.4		90.2		3 031.8
	2013–14	758.0	1 482.1	587.0	390.8		100.2		3 318.2
	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
Average annual per cent change		(%)							
	5 year trend	1.5	4.4	-6.0	12.7		-3.1		3.5

NT	2009–10						1 432.7	40.3	1 473.0
	2010–11	2.0	0.5	38.9		9.0	2 707.1	53.9	2 811.4
	2011–12		127.6				2 098.1	39.9	2 265.5
	2012–13					17.6	2 323.4	25.3	2 366.4
	2013–14	33.8				27.0	2 295.1	15.3	2 371.2
	2014–15	0.8	0.3	1 362.5		0.1	2 476.3	31.3	3 871.4
	2015–16	0.3		4 751.3		0.7	2 538.0	49.8	7 340.1
	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	0.3	12 262.8		1.0	2 781.3		15 045.5
Average annual per cent change		(%)							
	5 year trend								
						-41.7	3.8		46.0
Total ^a	2009–10	45 325.0	10 847.1	40 789.4	6 655.6	7 578.8	4 484.8	519.8	116 200.5
	2010–11	43 099.1	9 751.0	38 396.1	7 163.0	7 747.1	6 371.8	398.6	113 344.8
	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	29 354.8	8 568.8	50 522.9	6 946.6	6 579.2	6 667.8	148.9	108 789.0
	2018–19	32 695.2	10 145.0	56 769.2	6 212.6	6 954.8	6 879.4	102.8	119 759.0
Average annual per cent change		(%)							
	1 year	11.4	18.4	12.4	-10.6	5.7	3.2	-31.0	10.1
	5 year trend	1.2	5.0	3.5	-1.1	-2.9	4.7	-15.0	2.3

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.

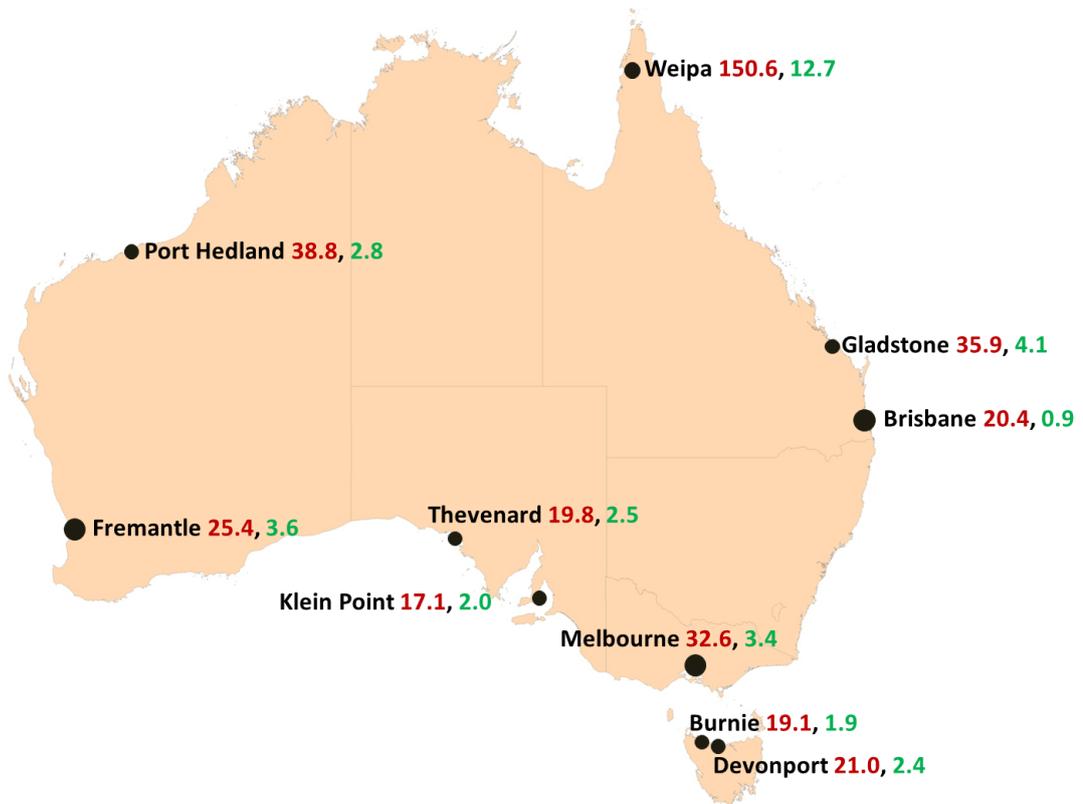
c This may include some international transshipments. Also, it was not possible to estimate coal volumes from the Port of Newcastle to Port Kembla for 2014-15.

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

Source: BITRE (2021).

Figure 2.3 Top ten ports by volume of coastal freight loaded, ten years to 2018–19

Loaded coastal freight (million tonnes): **ten-year total tonnage**, **tonnage loaded in 2018–19**

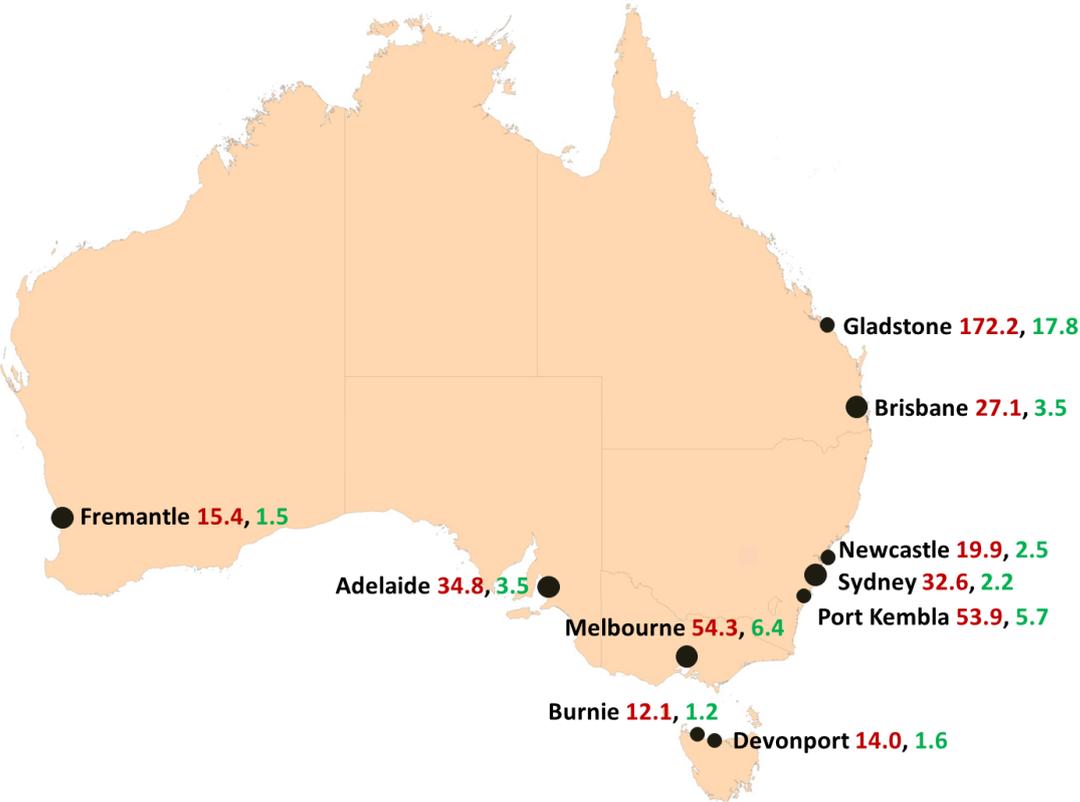


Notes: The top ten ports are selected based on the total volume of coastal freight loaded in the ten years to 2018–19. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”. Weipa includes the new port at Amrun.

Source: BITRE (2021).

Figure 2.4 Top ten ports by volume of coastal freight discharged, ten years to 2018–19

Discharged coastal freight (million tonnes): **ten-year total tonnage**, **tonnage discharged in 2018–19**



Notes: The top ten ports are selected based on the total volume of coastal freight discharged in the 10 years to 2018–19.

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

Weipa includes the new port at Amrun.

Source: BITRE (2021).

Table 2.5 Top ten ports with largest weight of coastal freight

Financial year	Weipa ^a	Port Hedland	Gladstone	Melbourne	Fremantle	Devonport	Brisbane	Thevenard	Burnie	Klein Point	All ports ^b
Loaded											
<i>(million tonnes)</i>											
2009–10	13.2	5.4	3.6	3.1	3.0	1.9	2.6	1.6	1.8	1.6	52.4
2010–11	13.5	5.4	3.6	3.2	2.5	1.8	2.5	2.2	1.9	1.6	51.9
2011–12	13.7	3.6	3.6	3.3	2.0	2.0	3.0	2.1	1.9	1.9	50.5
2012–13	16.3	3.5	3.1	3.1	2.2	2.1	2.9	1.4	1.9	1.8	50.9
2013–14	16.6	3.4	3.3	3.1	2.2	2.1	3.0	1.7	1.9	1.6	52.0
2014–15	16.7	3.8	3.6	3.2	2.2	2.2	2.4	1.9	1.9	1.8	50.3
2015–16	17.0	3.6	3.6	3.4	2.7	2.1	0.8	2.3	2.0	1.4	51.8
2016–17	16.1	4.1	3.5	3.3	2.3	2.2	1.3	2.2	2.0	1.8	51.9
2017–18	14.8	3.2	4.0	3.5	2.7	2.3	0.8	1.9	1.9	1.8	51.8
2018–19	12.7	2.8	4.1	3.4	3.6	2.4	0.9	2.5	1.9	2.0	54.0
Average annual per cent change											
<i>(%)</i>											
5 year trend	-4.9	-3.6	4.2	2.2	9.0	2.1	-22.4	5.5	0.3	3.8	0.8
Discharged											
<i>(million tonnes)</i>											
2009–10	14.3	4.8	7.2	3.2	5.2	3.3	2.1	1.7	1.3	1.2	52.8
2010–11	14.4	5.0	7.1	3.7	3.8	3.1	2.1	1.5	1.3	1.1	52.0
2011–12	14.6	5.1	4.6	4.1	3.5	2.7	2.2	1.6	1.4	1.2	48.9
2012–13	17.3	5.0	4.1	3.9	3.9	2.6	1.9	1.5	1.3	1.2	50.9
2013–14	17.6	4.9	4.1	3.8	4.6	1.9	2.0	1.6	1.4	1.1	52.4
2014–15	18.2	5.4	4.7	3.6	2.6	3.7	1.7	1.6	1.4	1.3	51.0
2015–16	19.3	5.8	5.2	2.8	2.1	2.7	1.7	1.6	1.3	1.3	51.8
2016–17	19.6	5.8	5.8	3.0	2.3	2.0	1.8	1.4	1.4	1.2	51.9
2017–18	19.0	6.2	5.4	3.2	2.3	1.6	1.9	1.4	1.6	1.3	51.8
2018–19	17.8	6.4	5.7	3.5	2.2	3.5	2.5	1.5	1.6	1.2	54.2
Average annual per cent change											
<i>(%)</i>											
5 year trend	0.6	5.0	6.4	-1.9	-11.0	0.9	4.4	-3.1	3.1	0.5	0.7

a Weipa includes the new port at Amrun.

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

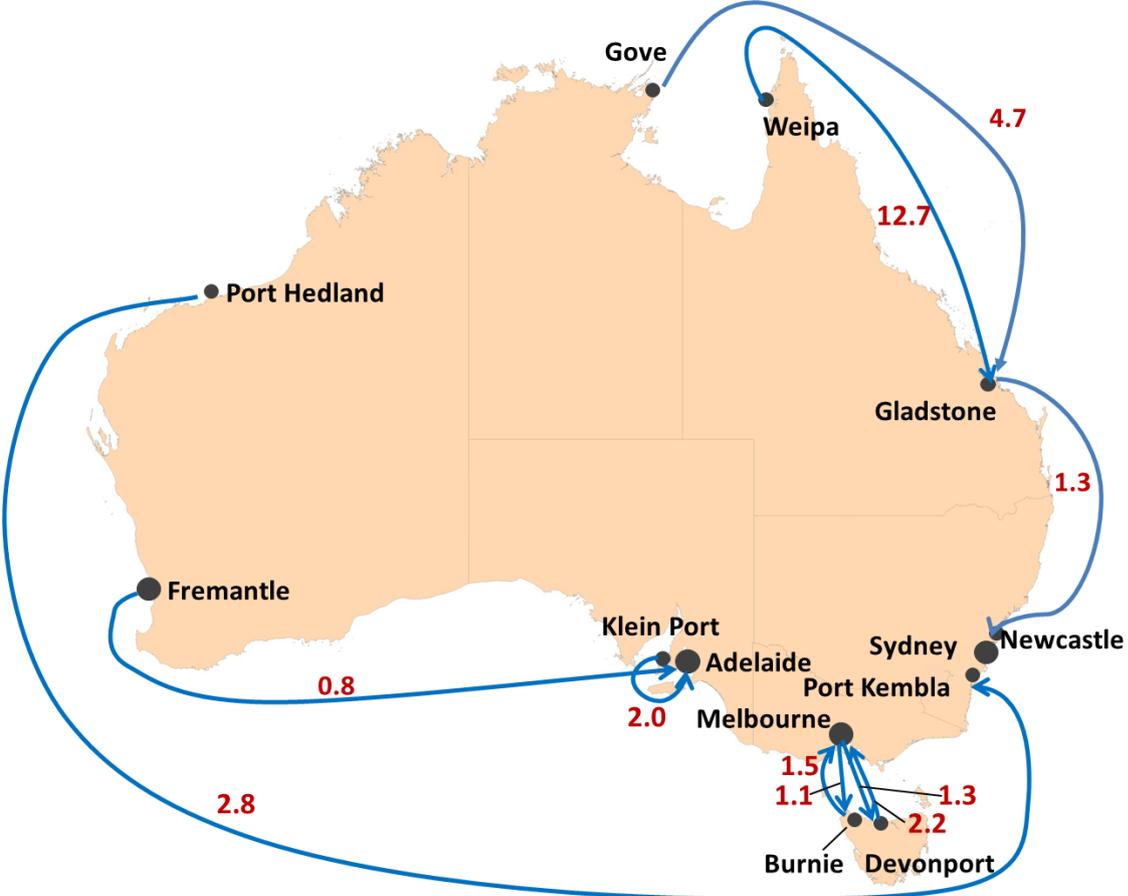
Notes: The top ten ports are Australian ports that loaded, or discharged, the largest volume of coastal freight summed over the last ten years. The ports are sorted in descending order by the total volume summed over the ten years, not by the most recent financial year.

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

Containerised coastal trade through Sydney in 2014–15 was estimated by converting the number of containers into tonnes using an average weight of 12.22 tonnes per TEU.

Source: BITRE (2021).

Figure 2.5 Coastal freight carried on the top ten routes, 2018–19 (million tonnes)



Notes: The top ten routes for coastal freight flow are selected based on the summed coastal freight over the ten years to 2018–19, though the volume illustrated in the chart is for the most recent financial year.

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

Weipa includes the new port at Amrun.

Source: BITRE (2021).

Table 2.6 Top ten coastal freight flows between Australian ports

Financial year	Weipa to Gladstone	Port Hedland to Port Kembla	Devonport to Melbourne	Klein Point to Adelaide	Burnie to Melbourne	Gove to Gladstone	Gladstone to Newcastle	Melbourne to Burnie	Melbourne to Devonport	Fremantle to Adelaide	All flows ^a
<i>(million tonnes)</i>											
2009–10	13.2	5.4	1.5	1.6	1.5	0.0	1.4	1.0	0.9	0.9	52.4
2010–11	13.5	5.3	1.5	1.6	1.5	0.0	1.3	1.0	0.9	1.0	51.9
2011–12	13.7	3.6	1.6	1.9	1.5	0.0	1.4	1.1	1.0	1.0	50.5
2012–13	16.3	3.5	1.6	1.8	1.6	0.0	1.1	1.1	0.9	0.9	50.9
2013–14	16.6	3.4	1.6	1.6	1.5	0.0	1.2	1.1	1.0	0.9	52.0
2014–15	16.7	3.8	1.8	1.8	1.5	0.5	1.2	1.1	1.0	0.7	50.3
2015–16	17.0	3.5	1.9	1.4	1.6	1.8	1.3	1.2	1.0	0.8	51.8
2016–17	16.1	3.9	2.0	1.8	1.5	3.1	1.1	1.1	1.1	0.7	51.9
2017–18	14.8	3.2	2.1	1.8	1.5	3.9	1.3	1.2	1.3	0.7	51.8
2018–19	12.7	2.8	2.2	2.0	1.5	4.7	1.3	1.1	1.3	0.8	54.0
<i>(%)</i>											
Average annual per cent change											
5 year trend	-4.9	-3.6	5.9	3.8	0.1		1.2	0.1	7.5	-1.7	0.8

^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.

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

Weipa includes the new port at Amrun.

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

Source: BITRE (2021).

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					
<i>(million tonnes)</i>					
2009–10	34.1	10.6	5.1	2.6	52.4
2010–11	34.0	9.3	4.0	4.6	51.9
2011–12	33.5	9.5	5.2	2.3	50.5
2012–13	33.8	9.7	5.2	2.2	50.9
2013–14	35.3	10.0	4.8	1.9	52.0
2014–15	35.6	8.2	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	37.7	6.0	5.0	3.1	51.8
2018–19	40.2	6.0	4.9	3.0	54.0
Average annual per cent change					
<i>(%)</i>					
1 year	6.6	-0.2	-1.7	-5.9	4.3
5 year trend	2.4	-9.6	0.4	12.7	0.8
Freight task					
<i>(billion tonne-kilometres)</i>					
2009–10	85.8	20.6	6.9	2.8	116.2
2010–11	87.3	15.6	5.2	5.3	113.3
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	11.6	5.8	2.5	119.8
Average annual per cent change					
<i>(%)</i>					
1 year	13.0	-2.1	1.8	-13.4	10.1
5 year trend	3.8	-7.5	0.3	12.1	2.3

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

Source: BITRE (2021).

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>					
2009–10	2.2	0.3	28.4	11.7	0.0	1.5	5.6	0.4	0.9	1.3	52.4
2010–11	2.1	0.3	28.5	10.1	0.0	2.1	5.3	0.5	1.0	2.0	51.9
2011–12	2.1	0.4	27.4	10.5	0.1	2.2	5.1	0.6	0.9	1.3	50.5
2012–13	2.0	0.5	28.9	10.4	0.0	1.8	4.6	0.5	0.9	1.3	50.9
2013–14	2.0	0.5	29.9	10.8	0.0	1.6	4.8	0.4	0.9	1.1	52.0
2014–15	2.2	0.4	30.2	8.3	0.1	1.5	5.2	0.4	0.9	1.1	50.3
2015–16	2.1	0.5	32.0	7.1	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	6.7	0.0	1.9	5.7	0.5	0.6	2.1	51.8
2018–19	5.2	0.5	30.9	6.6	0.0	1.6	5.7	0.6	0.6	2.3	54.0
Average annual per cent change						<i>(%)</i>					
5 year trend	13.7	5.3	0.9	-8.6	-24.4	1.8	3.4	8.3	-9.5	18.9	0.8
Freight task						<i>(billion tonne-kilometres)</i>					
2009–10	2.7	0.6	77.7	23.0	0.0	2.9	6.2	0.6	1.0	1.6	116.2
2010–11	2.3	0.5	78.2	17.4	0.0	5.3	5.4	0.5	0.9	2.8	113.3
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	13.1	0.0	3.1	6.3	0.7	0.6	2.3	119.8
Average annual per cent change						<i>(%)</i>					
5 year trend	35.0	5.6	1.4	-6.6	-20.1	2.3	5.3	0.7	-6.9	17.6	2.3

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 (2021).

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>					
2009–10	642.7	122.8	1 256.0	3.0	0.4	272.3	1 879.3	144.1		464.5	4 785.1
2010–11	683.2	114.9	1 288.2	16.9	0.7	415.2	1 715.7	156.6		556.9	4 948.2
2011–12	615.8	187.1	848.8	7.7	1.3	500.5	1 745.2	158.3		641.0	4 705.6
2012–13	630.7	210.4	522.9	4.6	0.8	419.9	1 911.2	141.4		576.5	4 418.4
2013–14	647.2	176.6	644.4	3.3	0.4	408.5	1 904.4	133.7		616.4	4 534.9
2014–15	676.6	207.3	469.5	3.5	1.1	394.1	2 025.7	140.9		610.5	4 529.2
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
Average annual per cent change						<i>(%)</i>					
5 year trend	1.7	6.2	13.9	29.5	29.5	-2.0	2.9	5.7		0.8	4.1
Weight of coastal freight discharged in Tasmania						<i>('000 tonnes)</i>					
2009–10	349.5	66.8	1 200.8	843.3	1.9	227.3	148.4	189.3		1 084.8	4 112.0
2010–11	433.4	66.0	1 398.9	828.3	1.5	198.4	140.1	188.6		1 099.3	4 354.5
2011–12	459.9	78.5	1 204.0	708.7	0.8	211.1	134.8	172.8		1 120.7	4 091.2
2012–13	434.7	71.2	1 343.9	679.1	1.2	178.1	112.8	167.9		1 140.9	4 129.6
2013–14	460.5	73.7	1 215.7	674.8	0.6	172.8	135.3	178.7		1 158.7	4 070.8
2014–15	460.2	96.8	1 301.3	648.7		190.8	127.8	192.4		1 210.6	4 228.7
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
Average annual per cent change						<i>(%)</i>					
5 year trend	-4.8	14.6	1.3	-2.5		-4.4	-2.2	5.8		5.5	1.6

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 are 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 (2021).

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 and Communications (DITRDC).

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.
- 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 the Department to all general licence holders and allows them to provide notice that a general licenced vessel is available to conduct any of the notified voyages. This triggers a mandatory consultation process between the shipper and the general licence holder that may be arbitrated by the Department.
- Licence holders are required to provide the Department cargo statistics for each voyage.

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 2018–19 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 2018–19 was extracted from the Coastal Trading Licensing System (CTLS) in 2020 by the Department of Infrastructure, Transport, Regional Development and Communications (DIRDC). Data for 2002–03 to 2011–12 was based on extracts from the Coastal Trade Licences and Permits (COTLAP) system, which was maintained by the (former) Department of Infrastructure and Transport (DIT).

Comparability between 2002–03 to 2011–12 and 2012–13 to 2018–19

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 2018–19), 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

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.

Australian Sea Freight with a warning, data for 2012–13 is excluded in this edition’s Chapter 3. 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.

Table 3.1
task

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

		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>Weight</i>				<i>(%)</i>			
		<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	9.4		73.6	18.3
	2018-19	3.2		6.0	9.2	8.0		76.8	17.1
Transitional general licence	2013-14	4.6	4.3	0.0	8.9	13.1	43.0	0.0	17.1
	2014-15	4.0	3.0		7.1	11.4	36.8		14.0
	2015-16	3.3	0.6		3.9	8.7	8.4		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
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	50.9	99.4	20.7	51.8
	2018-19	24.1	5.7	1.8	31.6	60.1	91.7	23.1	58.6
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	63.6	99.4	94.3	72.6
	2018-19	27.9	5.7	7.8	41.4	69.5	91.7	99.9	76.7
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	37.7	6.0	8.1	51.8	100.0	100.0	100.0	100.0
	2018-19	40.2	6.2	7.8	54.0	100.0	100.0	100.0	100.0
Freight task									
		<i>(billion tonne-kilometres)</i>				<i>(%)</i>			
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	2.8
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
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	102.3	60.3	72.6
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	94.9	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	102.3	91.9	78.0
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	11.6	8.3	119.8	100.0	100.0	100.0	100.0

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

b Includes containerised and break bulk cargo.

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

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

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

Differences in reporting and processing for the CTLS and BITRE's Coastal Freight Survey may lead to differences in reporting.

Sources: BITRE (2021), DITRDC (2020).

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					
	CVP	SVP	Total	Voyages with no cargo carried ^a	Tonnage			Containerised		
					CVP	SVP	Total	CVP	SVP	Total
<i>(number)</i>				<i>(million tonnes)</i>			<i>(TEUs)</i>			
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 2018–19)					
	Number of voyages under temporary licence ^c	Tonnage (million tonnes) ^d		Containerised (TEUs) ^e	
		Temporary licence	Temporary licence	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

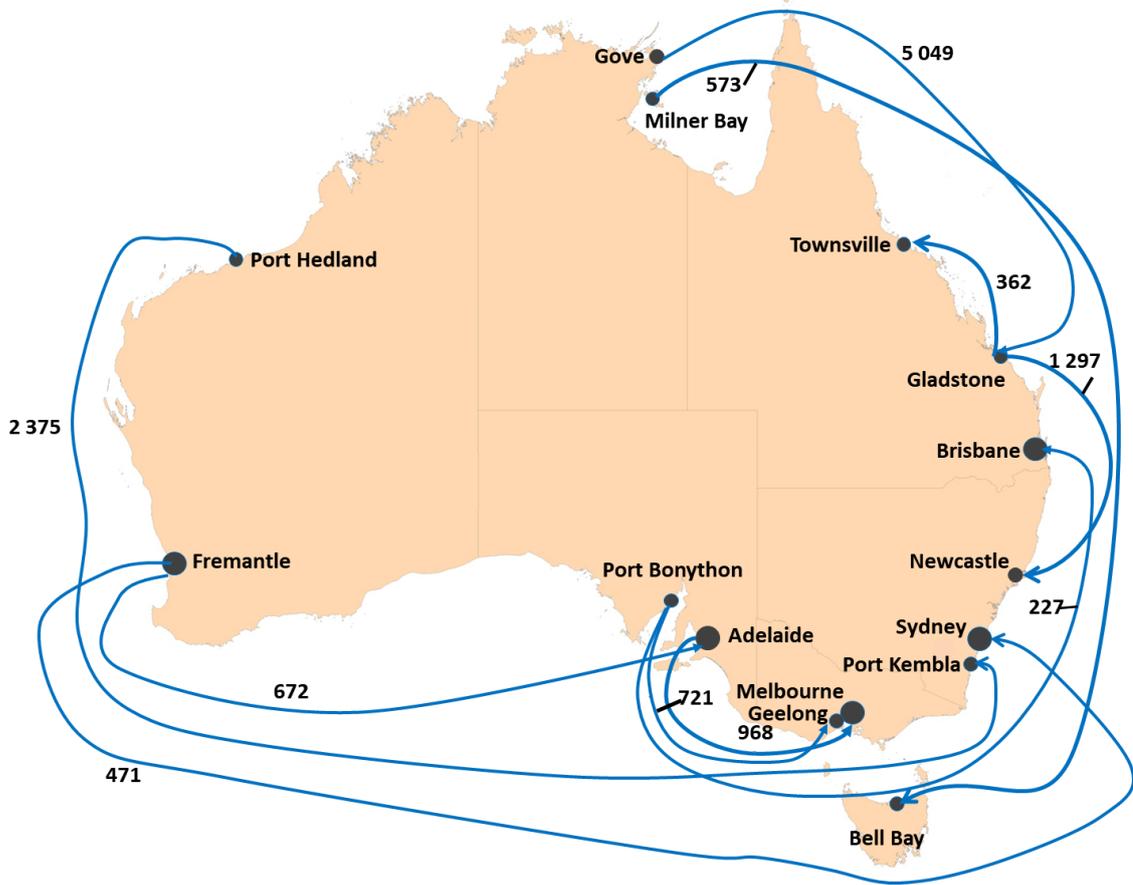
- a** The “Voyages with no cargo carried” refer to the voyages which were planned to carry coastal freight in the permit application, but where no cargo was carried. These planned voyages are not included in ‘Total’ counts for 2002-03 to 2011-12.
- b** 2012-13 trade is excluded as the CLTS and permits 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 and 90 voyages in 2018–19.
- 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), DITRDC (2020).

Figure 3.1 Top routes for tonnage of freight carried under temporary licences, 2018–19 (*'000 tonnes*)



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

The top ten routes for tonnage are the routes that carried the largest weight of coastal freight under temporary licence summed over six years (2013–14 to 2018–19). 2018–19 freight volumes are displayed in the figure.

Source: DITRDC (2020).

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 (<i>'000 tonnes</i>)											
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	341.3	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 (<i>number</i>)											
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 2018–19)											
Financial year	Gove to Gladstone	Port Hedland to Port Kembla	Gladstone to Newcastle	Adelaide to Melbourne	Milner Bay to Bell Bay	Port Bonython to Brisbane	Port Bonython to Geelong	Fremantle to Sydney	Fremantle to Adelaide	Gladstone to Townsville	All routes under temporary licence ^c
Weight (<i>'000 tonnes</i>) ^d											
2013–14	432.8	1 509.0	523.2	226.3	518.8	291.3		376.7	154.8	683.9	13 520.4
2014–15	744.9	2 071.4	328.4	557.4	462.0	1 327.8		560.0	142.7	395.7	15 306.2
2015–16	2 747.8	2 098.5	587.0	803.3	521.8	763.0	425.4	508.2	383.0	365.5	20 016.0
2016–17	3 421.3	2 644.8	1 148.9	725.3	515.9		1 090.5	328.9	634.6	341.5	23 779.7
2017–18	4 598.2	2 220.0	1 299.5	769.4	618.9	219.2	557.6	547.3	763.7	348.3	26 857.1
2018–19	5 049.0	2 375.5	1 296.5	967.5	572.8	227.1	721.1	470.5	672.5	362.5	31 624.7
Licensed voyages (<i>number</i>)											
2013–14	7	11	24	9	11	6		23	14	24	1 876
2014–15	12	15	15	30	10	19		25	5	20	1 963
2015–16	44	16	24	38	11	11	6	21	21	22	2 327
2016–17	46	19	38	41	11		15	26	43	19	2 349
2017–18	59	16	58	43	13	3	8	27	36	24	2 505
2018–19	65	18	52	42	12	3	12	32	38	23	2 688

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.

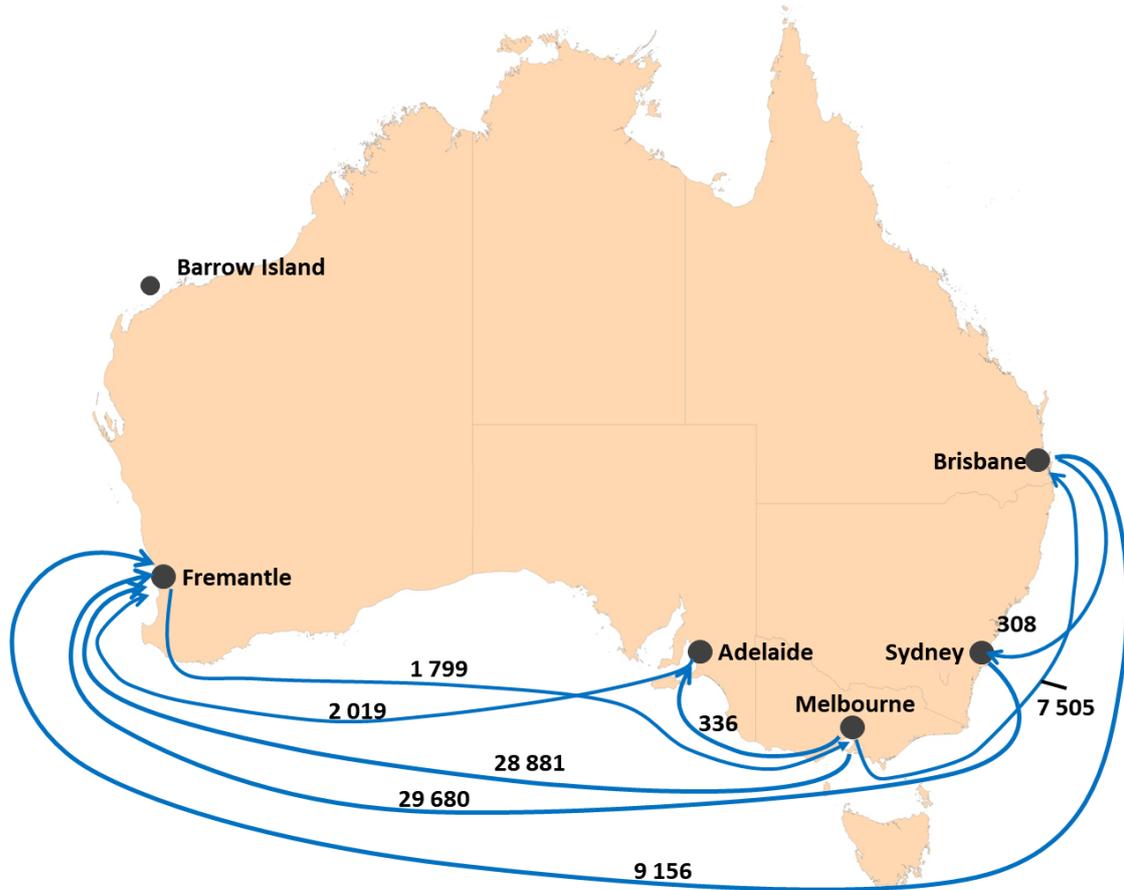
d Tonnage was estimated for container shipments under temporary licence when volume was recorded in TEUs, not tonnes, by applying the average weight (in tonnes) per TEU recorded in 2011–12, under the COTLAP system.

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 six years for temporary licences (2013–14 to 2018–19). 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 2018–19 are sorted in descending order by the total tonnage over the six years, not by the most recent financial year.

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

Sources: DIT (2013) and DITRDC (2020).

Figure 3.2 Top routes for containerised freight under temporary licences, 2018–19 (TEUs)



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

The top ten routes for containerised freight are the routes that carried the largest number of TEUs under temporary licence summed over six years (2013–14 to 2018–19). 2018–19 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 2018–19 on two of the top ten routes during 2013–14 to 2018–19: Barrow Island to Fremantle and Fremantle to Barrow Island.

Source: DITRDC (2020).

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 2018–19)											
Financial year	Melbourne to Fremantle	Sydney to Fremantle	Brisbane to Fremantle	Melbourne to Brisbane	Brisbane to Sydney	Adelaide to Fremantle	Barrow Island to Fremantle	Melbourne to Adelaide	Fremantle to Barrow Island	Fremantle to Melbourne	All routes under temporary licence ^a
Containerised freight ^c (TEUs)											
2013–14	30 117	19 987	3 447	3 423	3 038	1 452		1 402			64 954
2014–15	27 523	23 814	1 864	5 569	3 692	1 378		1 598			67 929
2015–16	27 845	26 051	5 569	5 516	2 463	1 144	1 538	614	601	202	75 625
2016–17	28 198	23 993	7 768	5 136	101	1 178	5 947	402	2 225	120	76 168
2017–18	29 710	25 110	9 252	6 263	407	1 470	632	495	269	941	76 040
2018–19	28 881	29 680	9 156	7 505	308	2 019		336		1 799	82 225
Voyages under temporary licence where containers were carried (number)											
2013–14	189	147	60	28	42	51		49			630
2014–15	186	135	51	28	49	53		45			630
2015–16	196	149	51	26	22	52	9	37	9	12	716
2016–17	196	145	50	41	3	51	24	33	24	16	642
2017–18	152	130	42	32	15	50	2	29	3	15	554
2018–19	153	148	49	28	19	53		18		23	603

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 six years for temporary licences (2013–14 to 2018–19). The routes for 2007–08 to 2011–12 and from 2013–14 to 2018–19 are sorted in descending order by the total TEU count over the relevant time period, not by the last financial year.

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

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

Sources: DIT (2013) and DITRDC (2020).

Chapter 4

Australian port activity

Overview

This chapter shows Australian port activities from 2009–10 to 2018–19. 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 2021a), and that of domestic (coastal) freight from BITRE's coastal freight survey (BITRE 2021). 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.

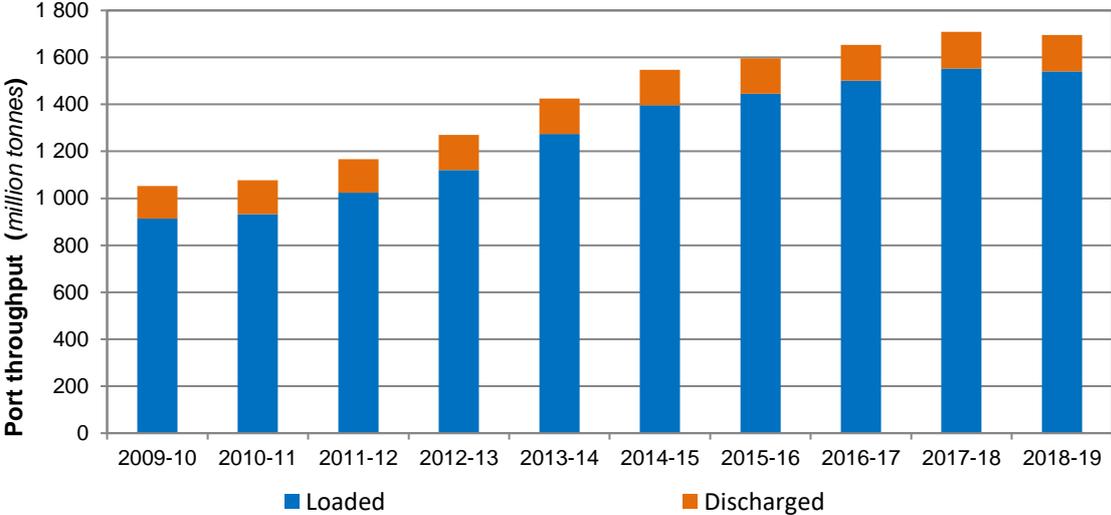
Lloyd's List Intelligence does not provide full coverage of very small ports such as those that service remote communities meaning vessels that mostly service very small ports may only be captured when they call at larger ports.

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. 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 (2021a), BITRE (2021).

Table 4.1 Total throughput, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other ^a	Total
Loaded <i>(million tonnes)</i>									
2009–10	125.1	19.2	228.8	19.2	493.7	10.9	15.0	1.9	913.9
2010–11	139.1	21.8	210.0	23.8	511.7	10.5	14.5	1.4	932.7
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	28.0	302.5	25.7	987.8	11.9	24.4	0.0	1 553.2
2018–19	177.6	22.1	311.1	19.8	968.9	11.5	29.1	0.0	1 540.1
Average annual per cent change <i>(%)</i>									
1 year	2.7	-21.1	2.9	-23.1	-1.9	-3.1	19.3	201.6	-0.8
5 year trend	-0.7	-0.7	3.3	-7.9	5.3	4.6	8.5	-20.9	3.8
Discharged <i>(million tonnes)</i>									
2009–10	34.5	25.7	40.9	7.6	17.9	4.9	6.8	0.0	138.4
2010–11	35.1	28.0	41.8	7.6	19.1	5.1	7.4	0.0	144.1
2011–12	31.3	28.7	43.3	8.4	20.4	4.8	6.9	0.0	143.8
2012–13	30.1	28.4	48.1	8.4	22.1	4.8	7.8	0.0	149.8
2013–14	29.7	29.4	47.1	8.7	24.3	4.9	7.4	0.0	151.4
2014–15	31.0	29.5	46.3	9.1	22.9	5.2	7.0	0.0	151.0
2015–16	32.1	29.5	44.8	8.8	22.7	5.5	7.2	0.0	150.7
2016–17	34.0	30.7	44.6	8.9	21.7	5.2	6.1	0.0	151.2
2017–18	35.8	33.2	44.5	9.2	20.7	5.6	6.4	0.0	155.6
2018–19	36.3	33.4	43.3	9.6	20.2	5.7	6.2	0.0	154.7
Average annual per cent change <i>(%)</i>									
1 year	1.4	0.4	-2.6	4.0	-2.6	1.2	-3.4	-8.6	-0.5
5 year trend	4.4	3.0	-1.6	1.6	-3.6	2.7	-3.7	9.2	0.6

^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 (2021a), BITRE (2021).

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

Financial year	Port Hedland	Dampier	Newcastle	Port Walcott	Hay Point	Gladstone	Weipa	Abbot Point	Fremantle	Brisbane	All ports ^a
Loaded											
<i>(million tonnes)</i>											
2009–10	178.1	169.4	99.8	78.7	99.3	67.0	20.4	16.9	15.3	15.3	913.9
2010–11	197.2	166.6	111.7	80.9	87.8	59.5	22.4	15.0	12.9	15.4	932.7
2011–12	243.8	173.6	126.2	81.8	83.3	66.4	24.9	13.6	14.3	19.2	1 023.3
2012–13	286.5	181.2	146.3	84.8	96.4	65.2	29.0	17.5	18.1	19.4	1 120.6
2013–14	366.6	175.7	157.1	120.3	108.3	77.1	30.7	22.8	19.2	17.0	1 273.4
2014–15	442.0	167.8	162.9	157.4	114.9	78.3	31.8	28.7	20.5	16.0	1 396.8
2015–16	455.6	169.6	160.7	187.7	115.6	92.7	33.2	26.4	20.0	13.6	1 445.8
2016–17	493.1	163.1	166.8	188.9	106.8	98.6	35.9	25.1	20.7	15.1	1 501.6
2017–18	508.9	174.3	159.7	198.9	119.5	96.6	36.9	27.6	18.9	14.4	1 553.2
2018–19	506.3	171.8	161.7	181.0	119.1	103.2	37.2	28.9	18.2	13.1	1 540.1
Average annual per cent change											
<i>(%)</i>											
1 year	-0.5	-1.4	1.2	-0.3	-9.0	6.9	0.9	4.5	-3.6	-9.0	-0.8
5 year trend	6.2	-0.1	0.3	1.5	8.2	6.3	4.3	3.0	-1.3	-4.2	3.8
	Sydney	Gladstone	Melbourne	Brisbane	Fremantle	Geelong	Port Kembla	Adelaide	Darwin	Townsville	All ports ^a
Discharged											
<i>(million tonnes)</i>											
2009–10	21.3	16.7	17.3	16.6	12.1	6.3	9.9	5.6	5.3	5.9	138.4
2010–11	21.5	17.0	18.4	17.2	13.0	7.4	10.2	5.7	6.1	6.0	144.1
2011–12	21.2	17.9	19.3	17.4	13.7	7.3	6.5	6.3	5.4	6.2	143.8
2012–13	21.3	21.0	19.0	18.3	13.9	7.9	5.6	6.4	6.3	6.7	149.8
2013–14	20.7	20.9	19.3	18.2	14.4	8.5	5.5	6.6	6.5	5.5	151.4
2014–15	20.0	21.3	19.4	17.9	15.2	8.3	7.1	7.2	6.9	5.2	151.0
2015–16	20.4	22.6	19.8	16.1	14.8	7.7	7.6	6.8	7.1	3.8	150.7
2016–17	21.0	23.1	20.9	17.2	14.6	8.0	8.2	7.1	6.0	2.0	151.2
2017–18	22.4	20.7	22.8	18.3	14.5	8.8	8.6	7.1	6.3	2.2	155.6
2018–19	22.6	19.1	22.4	19.5	14.4	9.1	8.5	7.4	6.1	1.9	154.7
Average annual per cent change											
<i>(%)</i>											
1 year	1.2	-7.6	-1.9	6.5	-0.7	2.8	-1.9	4.4	-4.2	-10.7	-0.5
5 year trend	2.4	-1.5	3.7	1.4	-0.4	1.6	8.4	1.5	-2.3	-21.6	0.6

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

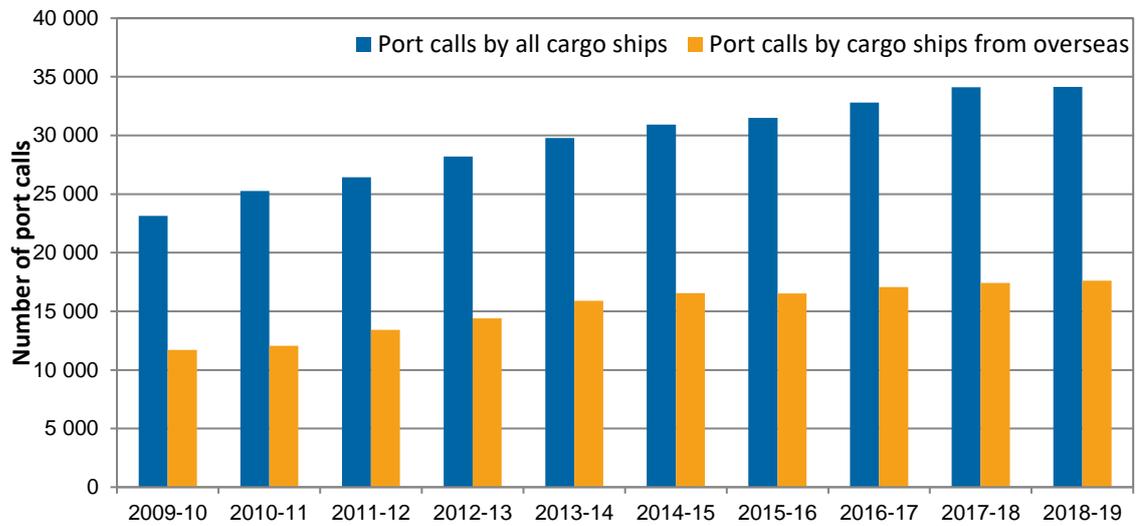
Notes: The top ten ports are selected based on the total tonnage loaded (exported), or discharged (imported), over the most recent ten years. The ports are sorted in descending order by the total tonnage over ten years, not by the most recent financial year.

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

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

Sources: ABS (2021a), BITRE (2021).

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 from overseas” is the count of arrival of cargo ships from overseas to show the international shipping activities. Ships with a gross tonnage smaller than 150 GT are not counted. This methodology is also used for analysis in Tables 4.3–4.6.

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

Source: Lloyd’s List Intelligence (2021).

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)									
2009–10	4 155	3 495	6 675	1 135	5 381	1 570	723	6	23 140
2010–11	4 528	4 164	6 572	1 376	6 269	1 689	677		25 275
2011–12	4 665	4 148	6 812	1 637	7 138	1 399	623	2	26 424
2012–13	5 080	4 226	6 976	1 723	7 961	1 542	694		28 202
2013–14	5 062	4 207	7 346	1 790	8 963	1 560	857		29 785
2014–15	5 105	3 998	8 092	1 830	9 343	1 575	980		30 923
2015–16	4 923	4 204	8 229	1 856	9 699	1 693	895	1	31 500
2016–17	5 113	4 296	8 757	2 136	9 805	1 814	873		32 794
2017–18	4 883	4 485	9 768	2 100	9 827	2 062	991	1	34 117
2018–19	4 874	4 290	9 982	2 046	9 885	1 965	1 088		34 130
Average annual per cent change (%)									
1 year	-0.2	-4.3	2.2	-2.6	0.6	-4.7	9.8		0.0
5 year trend	-0.8	1.3	6.4	3.6	1.9	6.0	3.5		2.9
Port calls by cargo ships from overseas (number)									
2009–10	2 040	703	3 957	168	4 100	119	597	5	11 689
2010–11	2 183	768	3 679	244	4 525	120	544		12 063
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	4 459	264	6 763	129	676		15 885
2014–15	2 977	846	4 497	285	7 138	125	676		16 544
2015–16	2 771	819	4 600	268	7 334	150	581	1	16 524
2016–17	2 826	878	4 608	340	7 685	176	548		17 061
2017–18	2 663	940	4 743	282	8 019	177	601	1	17 426
2018–19	2 712	778	5 001	202	8 084	161	664		17 602
Average annual per cent change (%)									
1 year	1.8	-17.2	5.4	-28.4	0.8	-9.0	10.5		1.0
5 year trend	-0.8	-0.9	2.1	-3.2	3.7	6.8	-1.4		2.0

^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 are not calculated.

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

Source: Lloyd’s List Intelligence (2021).

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

Financial year	Melbourne	Brisbane	Port Hedland	Newcastle	Gladstone	Sydney	Fremantle	Dampier	Adelaide	Hay Point	All ports ^a
Port calls by all cargo ships											
	<i>(number)</i>										
2009–10	2 846	2 219	1 168	1 538	1 495	1 608	1 635	1 228	714	1 138	23 140
2010–11	3 274	2 381	1 312	1 774	1 425	1 703	1 604	1 543	844	848	25 275
2011–12	3 238	2 463	1 672	1 903	1 566	1 697	1 700	1 589	1 016	816	26 424
2012–13	3 313	2 473	1 913	2 119	1 634	1 781	1 817	1 746	1 114	901	28 202
2013–14	3 209	2 482	2 383	2 282	1 731	1 792	1 791	1 871	1 102	1 031	29 785
2014–15	3 109	2 499	2 717	2 390	1 703	1 741	1 635	1 874	1 118	1 119	30 923
2015–16	3 190	2 357	2 710	2 220	1 917	1 724	1 705	1 921	1 155	1 145	31 500
2016–17	3 328	2 730	2 869	2 322	2 132	1 786	1 764	1 791	1 328	1 076	32 794
2017–18	3 422	2 573	2 999	2 282	2 054	1 676	1 726	1 699	1 353	1 484	34 117
2018–19	3 270	2 625	2 969	2 256	2 163	1 743	1 848	1 752	1 280	1 431	34 130
Average annual per cent change											
	<i>(%)</i>										
1 year	-4.4	2.0	-1.0	-1.1	5.3	4.0	7.1	3.1	-5.4	-3.6	0.0
5 year trend	1.2	1.5	4.2	-0.4	5.2	-0.6	1.0	-2.0	4.3	7.2	2.9
	Port Hedland	Newcastle	Dampier	Brisbane	Fremantle	Gladstone	Hay Point	Port Walcott	Sydney	Melbourne	All ports ^a
Port calls by cargo ships from overseas											
	<i>(number)</i>										
2009–10	1 083	1 132	1 075	1 103	965	874	1 030	354	623	477	11 689
2010–11	1 204	1 280	1 226	1 153	923	795	733	440	628	543	12 063
2011–12	1 561	1 415	1 285	1 247	998	912	736	457	651	689	13 430
2012–13	1 808	1 626	1 394	1 275	1 097	935	833	485	553	666	14 396
2013–14	2 274	1 837	1 382	1 360	1 163	998	948	666	563	610	15 885
2014–15	2 626	1 993	1 318	1 291	1 065	966	1 018	846	665	564	16 544
2015–16	2 653	1 833	1 299	1 202	1 107	1 144	1 045	1 015	690	502	16 524
2016–17	2 824	1 890	1 300	1 258	1 158	1 236	990	1 006	709	571	17 061
2017–18	2 944	1 821	1 343	1 253	1 125	1 215	974	1 089	651	596	17 426
2018–19	2 909	1 811	1 415	1 307	1 246	1 275	1 092	1 004	700	445	17 602
Average annual per cent change											
	<i>(%)</i>										
1 year	-1.2	-0.5	5.4	4.3	10.8	4.9	12.1	-7.8	7.5	-25.3	1.0
5 year trend	4.8	-0.9	0.5	-0.7	1.6	5.9	1.5	8.3	3.1	-3.6	2.0

^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 from overseas, summed over the most recent ten years. The ports are sorted by the total number of port calls over ten years, not by the most recent financial year.

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

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

Source: Lloyd’s List Intelligence (2021).

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 (number)										
2009–10	10 115	455	3 813	4 078	306	437	279	2 350	1 307	23 140
2010–11	10 708	533	4 229	4 835	322	368	244	2 703	1 333	25 275
2011–12	11 586	493	4 255	4 904	291	389	203	2 858	1 445	26 424
2012–13	12 576	557	4 210	5 224	376	381	222	3 127	1 529	28 202
2013–14	13 944	508	4 211	5 711	374	390	333	2 947	1 367	29 785
2014–15	14 899	486	4 087	6 119	401	464	368	2 739	1 360	30 923
2015–16	15 119	412	4 200	6 057	591	550	391	2 777	1 403	31 500
2016–17	15 998	466	4 323	6 062	854	507	307	2 775	1 502	32 794
2017–18	16 433	528	4 347	6 770	992	418	338	2 681	1 610	34 117
2018–19	16 086	538	4 461	6 747	1 241	463	374	2 673	1 547	34 130
Average annual per cent change (%)										
1 year	-2.1	1.9	2.6	-0.3	25.1	10.8	10.7	-0.3	-3.9	0.0
5 year trend	3.1	1.9	1.4	3.3	29.6	1.3	0.2	-1.6	3.5	2.9
Port calls by cargo ships from overseas (number)										
2009–10	7 268	156	1 456	800	301	147	249	946	366	11 689
2010–11	7 565	169	1 553	843	317	117	207	925	367	12 063
2011–12	8 587	151	1 664	930	291	151	168	1 085	403	13 430
2012–13	9 418	161	1 616	930	368	152	195	1 114	442	14 396
2013–14	10 814	143	1 645	989	363	141	283	1 129	378	15 885
2014–15	11 620	126	1 622	767	392	158	324	1 154	381	16 544
2015–16	11 570	100	1 623	616	571	141	331	1 165	407	16 524
2016–17	11 970	132	1 651	574	792	139	269	1 110	424	17 061
2017–18	12 052	140	1 672	609	922	144	305	1 116	466	17 426
2018–19	12 001	150	1 663	574	1 125	157	335	1 120	477	17 602
Average annual per cent change (%)										
1 year	-0.4	7.1	-0.5	-5.7	22.0	9.0	9.8	0.4	2.4	1.0
5 year trend	1.9	2.4	0.5	-9.5	27.7	0.7	1.3	-0.5	5.3	2.0

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 (2021).

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

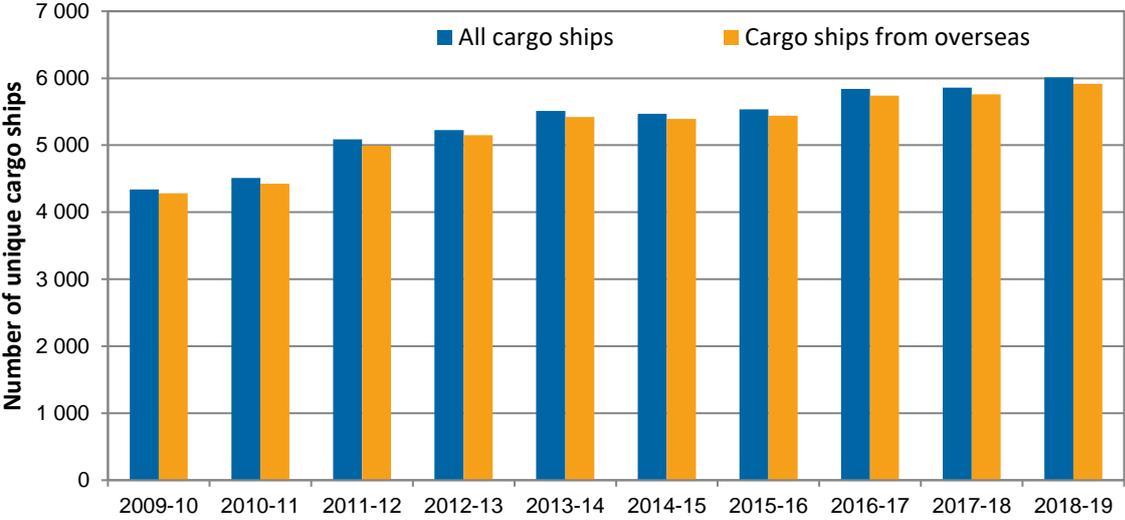
Financial year	Ship size (Deadweight tonnage, '000 tonnes)								Total ^a
	<5	5-10	10-20	20-40	40-60	60-80	80-150	>150	
Port calls by all cargo ships (number)									
2009-10	898	2 189	3 347	4 529	4 879	2 713	2 005	2 580	23 140
2010-11	1 370	2 311	3 910	4 560	5 229	2 546	2 364	2 985	25 275
2011-12	1 345	2 341	3 939	4 451	5 536	2 578	2 755	3 479	26 424
2012-13	1 602	2 597	3 812	4 289	6 105	2 714	3 081	4 002	28 202
2013-14	1 962	2 662	3 473	4 257	5 572	3 534	3 600	4 725	29 785
2014-15	2 893	2 568	3 149	4 233	5 289	3 712	3 758	5 321	30 923
2015-16	3 054	2 665	3 151	4 365	5 105	3 571	4 112	5 477	31 500
2016-17	2 777	2 943	3 513	4 491	4 804	3 634	5 127	5 505	32 794
2017-18	2 812	3 250	3 824	4 454	4 374	3 559	5 908	5 936	34 117
2018-19	2 939	3 274	3 451	4 715	4 431	3 254	6 325	5 741	34 130
Average annual per cent change (%)									
1 year	4.5	0.7	-9.8	5.9	1.3	-8.6	7.1	-3.3	0.0
5 year trend	5.4	5.4	1.9	2.0	-4.9	-1.5	13.4	3.8	2.9
Port calls by cargo ships from overseas (number)									
2009-10	334	440	886	1 934	2 251	2 070	1 434	2 340	11 689
2010-11	266	436	987	1 930	2 272	1 810	1 699	2 663	12 063
2011-12	251	532	1 053	2 005	2 485	1 749	2 101	3 254	13 430
2012-13	263	518	1 067	1 929	2 627	1 855	2 348	3 789	14 396
2013-14	309	573	937	1 925	2 602	2 227	2 795	4 517	15 885
2014-15	302	522	784	1 879	2 612	2 269	3 047	5 129	16 544
2015-16	260	506	674	1 929	2 576	2 000	3 314	5 265	16 524
2016-17	223	451	774	1 983	2 444	2 030	3 858	5 298	17 061
2017-18	266	446	863	1 957	2 231	1 913	4 212	5 538	17 426
2018-19	298	440	808	1 999	2 141	1 896	4 614	5 406	17 602
Average annual per cent change (%)									
1 year	12.0	-1.3	-6.4	2.1	-4.0	-0.9	9.5	-2.4	1.0
5 year trend	-2.0	-5.3	-0.9	1.0	-4.2	-3.7	10.9	3.3	2.0

^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 (2021).

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.

Source: Lloyd’s List Intelligence (2021).

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									
<i>(number)</i>									
2009–10	1 855	993	3 432	589	3 036	328	433	5	4 339
2010–11	2 048	1 190	3 346	782	3 394	337	422		4 511
2011–12	2 202	1 386	3 567	861	3 852	265	411	2	5 088
2012–13	2 324	1 387	3 685	805	4 075	289	397		5 228
2013–14	2 194	1 436	3 760	854	4 333	304	495		5 514
2014–15	2 185	1 250	3 768	808	4 233	308	448		5 469
2015–16	2 246	1 330	3 969	828	4 254	392	411	1	5 537
2016–17	2 406	1 419	4 052	949	4 483	355	393		5 843
2017–18	2 339	1 468	4 482	872	4 517	415	415	1	5 859
2018–19	2 388	1 359	4 613	794	4 648	420	449		6 013
Average annual per cent change									
<i>(%)</i>									
1 year	2.1	-7.4	2.9	-8.9	2.9	1.2	8.2		2.6
5 year trend	2.0	0.8	4.6	0.0	1.7	7.1	-2.2		2.0
Cargo ships from overseas									
<i>(number)</i>									
2009–10	1 137	377	2 615	154	2 422	94	351	4	4 281
2010–11	1 219	423	2 478	223	2 660	99	336		4 425
2011–12	1 328	525	2 596	267	3 048	68	320		4 994
2012–13	1 334	518	2 712	214	3 305	87	313		5 148
2013–14	1 307	529	2 838	237	3 560	104	399		5 423
2014–15	1 434	466	2 853	256	3 572	102	358		5 392
2015–16	1 418	438	3 003	246	3 589	124	295	1	5 441
2016–17	1 522	511	3 009	310	3 825	110	297		5 742
2017–18	1 447	527	3 131	258	3 897	142	316	1	5 759
2018–19	1 519	497	3 222	195	3 940	129	332		5 915
Average annual per cent change									
<i>(%)</i>									
1 year	5.0	-5.7	2.9	-24.4	1.1	-9.2	5.1		2.7
5 year trend	2.5	0.6	2.7	-2.0	2.4	5.7	-3.6		2.0

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 are 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.

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 (2021).

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

Financial year	Newcastle	Gladstone	Brisbane	Port Hedland	Fremantle	Hay Point	Melbourne	Dampier	Port Kembla	Sydney	All ports ^a
All cargo ships											
	<i>(number)</i>										
2009–10	809	879	824	589	809	832	634	647	543	476	4 339
2010–11	905	830	892	675	795	682	688	733	612	504	4 511
2011–12	967	910	992	797	905	635	827	708	632	575	5 088
2012–13	1 014	947	1 005	850	954	692	838	728	737	541	5 228
2013–14	1 046	989	908	952	939	799	817	746	596	519	5 514
2014–15	1 042	941	872	982	829	820	734	731	611	509	5 469
2015–16	1 070	1 012	894	963	875	861	755	722	611	541	5 537
2016–17	1 229	1 043	1 025	1 044	937	829	811	719	590	554	5 843
2017–18	1 216	1 051	1 000	1 087	881	922	839	704	576	514	5 859
2018–19	1 241	1 144	1 076	1 019	978	903	791	764	572	551	6 013
Average annual per cent change											
	<i>(%)</i>										
1 year	2.1	8.8	7.6	-6.3	11.0	-2.1	-5.7	8.5	-0.7	7.2	2.6
5 year trend	4.2	3.2	4.1	2.1	1.3	2.7	0.9	0.0	-1.2	1.0	2.0
	Newcastle	Port Hedland	Gladstone	Hay Point	Fremantle	Dampier	Brisbane	Port Walcott	Sydney	Melbourne	All ports ^a
Cargo ships from overseas											
	<i>(number)</i>										
2009–10	643	546	659	775	581	564	525	212	242	198	4 281
2010–11	715	623	615	604	536	643	577	253	258	239	4 425
2011–12	762	750	677	580	641	620	629	258	284	320	4 994
2012–13	804	805	707	643	692	666	639	261	229	310	5 148
2013–14	852	899	745	744	704	681	586	361	215	300	5 423
2014–15	892	938	736	749	630	678	540	352	281	255	5 392
2015–16	878	927	792	803	679	663	550	410	313	217	5 441
2016–17	1 013	1 010	827	781	727	670	599	410	293	293	5 742
2017–18	995	1 052	822	779	669	661	600	457	269	291	5 759
2018–19	999	978	871	813	744	706	614	426	327	268	5 915
Average annual per cent change											
	<i>(%)</i>										
1 year	0.4	-7.0	6.0	4.4	11.2	6.8	2.3	-6.8	21.6	-7.9	2.7
5 year trend	3.7	2.5	3.4	1.5	1.5	0.3	1.8	4.7	5.6	0.4	2.0

^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.

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

“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 (2021).

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										
<i>(number)</i>										
2009–10	2 921	67	288	342	39	53	25	414	190	4 339
2010–11	3 037	70	279	392	43	47	26	434	183	4 511
2011–12	3 394	69	366	436	33	57	26	505	202	5 088
2012–13	3 594	70	309	390	53	55	23	511	223	5 228
2013–14	3 890	52	321	422	42	53	31	500	203	5 514
2014–15	3 932	46	298	336	69	55	30	496	207	5 469
2015–16	3 965	46	318	275	105	55	33	523	217	5 537
2016–17	4 218	55	327	286	132	54	35	522	214	5 843
2017–18	4 155	54	318	317	157	68	33	518	239	5 859
2018–19	4 171	69	365	302	193	77	36	575	225	6 013
Average annual per cent change										
<i>(%)</i>										
1 year	0.4	27.8	14.8	-4.7	22.9	13.2	9.1	11.0	-5.9	2.6
5 year trend	1.7	6.1	2.5	-5.0	34.3	7.4	3.2	2.4	2.7	2.0
Cargo ships from overseas										
<i>(number)</i>										
2009–10	2 900	67	286	318	39	53	25	404	189	4 281
2010–11	3 011	67	277	355	43	45	26	420	181	4 425
2011–12	3 369	67	358	395	33	57	26	489	200	4 994
2012–13	3 569	69	306	357	53	55	23	496	220	5 148
2013–14	3 857	52	319	387	41	52	31	485	199	5 423
2014–15	3 915	46	294	295	69	55	30	486	202	5 392
2015–16	3 939	42	314	229	105	54	33	510	215	5 441
2016–17	4 187	54	323	240	132	51	35	508	212	5 742
2017–18	4 125	53	314	266	157	67	33	508	236	5 759
2018–19	4 148	68	361	252	193	75	36	561	221	5 915
Average annual per cent change										
<i>(%)</i>										
1 year	0.6	28.3	15.0	-5.3	22.9	11.9	9.1	10.4	-6.4	2.7
5 year trend	1.7	5.9	2.4	-6.6	34.8	7.0	3.2	2.5	2.8	2.0

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.

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 (2021).

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)									
2009-10	95	139	337	808	955	826	491	688	4 339
2010-11	107	146	401	750	970	735	618	784	4 511
2011-12	113	176	410	843	1 103	751	753	939	5 088
2012-13	82	165	412	828	1 088	762	863	1 028	5 228
2013-14	93	171	378	822	1 101	845	973	1 131	5 514
2014-15	99	135	326	814	1 106	823	1 007	1 159	5 469
2015-16	105	119	296	834	1 100	810	1 099	1 174	5 537
2016-17	96	130	317	889	1 042	882	1 269	1 218	5 843
2017-18	95	123	359	904	949	835	1 347	1 247	5 859
2018-19	101	121	330	972	928	841	1 499	1 221	6 013
Average annual per cent change (%)									
1 year	6.3	-1.6	-8.1	7.5	-2.2	0.7	11.3	-2.1	2.6
5 year trend	0.6	-5.3	-0.9	3.5	-3.8	0.3	9.5	1.8	2.0
Cargo ships from overseas (number)									
2009-10	82	132	329	800	945	820	485	688	4 281
2010-11	81	138	390	739	954	729	613	781	4 425
2011-12	84	170	398	835	1 078	743	750	936	4 994
2012-13	61	158	404	816	1 074	755	854	1 026	5 148
2013-14	69	163	366	810	1 087	841	957	1 130	5 423
2014-15	71	129	314	803	1 094	821	1 002	1 158	5 392
2015-16	63	113	288	820	1 089	802	1 092	1 174	5 441
2016-17	54	122	307	874	1 030	880	1 260	1 215	5 742
2017-18	56	115	346	891	940	824	1 341	1 246	5 759
2018-19	63	111	316	962	915	834	1 494	1 220	5 915
Average annual per cent change (%)									
1 year	12.5	-3.5	-8.7	8.0	-2.7	1.2	11.4	-2.1	2.7
5 year trend	-3.7	-6.1	-1.1	3.6	-3.8	0.2	9.7	1.8	2.0

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.

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 (2021).

Chapter 5

Australian trading fleet

Overview

This chapter shows various attributes of the Australian trading fleet from 2009–10 to 2018–19, 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 2017-18 and 2018-19 and summarises their activities.

Australian trading fleet statistics are based on cargo ships that are owned or operated by Australian companies as at the end of the financial year 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 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

Analysis of the Australian trading fleet is based on the data obtained from Lloyd's List Intelligence. Specific permission from Lloyd's List Intelligence is required before re-publication or further distribution of the copyrighted Lloyd's List Intelligence data included within this document.

Lloyd's List Intelligence does not 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 2018–19 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 Chapters 2–4, 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.

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 actually be a reflection of Lloyd’s List Intelligence’s improving ability over time to collect data on small vessels in small ports. This means that some of the large growth in the number of small vessels and the port calls they make may just be the result of better data collection.

Table 5.1 Number of ships in the Australian trading fleet

Financial year	Major trading fleet						Total	Major Australian registered ships with coastal trade licences/general licences ^a
	Coastal trading		International trading		Minor trading fleet			
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
	<i>(number)</i>							
2009–10	28	17	7	42	22	5	121	23
2010–11	26	22	7	39	32	4	130	20
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	3	133	15
2014–15	20	16	4	49	44	2	135	15
2015–16	18	17	4	49	49	2	139	14
2016–17	17	19	4	58	46	1	145	15
2017–18	18	21	5	64	45	2	155	14
2018–19	17	21	4	53	41	4	140	13
Average annual per cent change	<i>(%)</i>							
1 year	-5.6	0.0	-20.0	-17.2	-8.9	100.0	-9.7	-7.1
5 year trend	-4.0	4.2	1.9	6.7	-1.3	2.2	2.1	-2.4

^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), DITRDC (2020), Lloyd's List Intelligence (2021), Shipping companies (various) – personal communications.

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

Financial year	Major trading fleet						Total	Major Australian registered ships with coastal trade licences/general licences ^a
	Coastal trading		International trading		Minor trading fleet			
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
	<i>('000 tonnes)</i>							
2009–10	765.5	708.8	462.3	1 859.0	13.5	6.3	3 815.2	738.5
2010–11	695.8	866.7	338.3	1 671.4	21.4	4.3	3 597.9	641.2
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	3.7	4 586.6	222.3
2014–15	243.9	1 069.0	267.1	3 498.6	37.3	3.0	5 119.0	222.3
2015–16	201.9	1 074.9	267.1	4 067.1	41.7	2.3	5 655.1	185.6
2016–17	224.2	1 239.7	267.1	5 076.9	37.3	1.6	6 846.9	216.9
2017–18	191.5	1 270.7	270.8	5 409.3	36.1	3.4	7 181.6	176.2
2018–19	131.2	836.1	267.1	4 818.6	31.8	6.3	6 091.2	115.2
Average annual per cent change	<i>(%)</i>							
1 year	-31.5	-34.2	-1.3	-10.9	-11.8	89.0	-15.2	-34.6
5 year trend	-10.8	-2.6	0.1	12.4	-2.5	7.8	7.8	-10.4

^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), DITRDC (2020), 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						Total	Major Australian registered ships with coastal trade licences/general licences ^a
	Coastal trading		International trading		Minor trading fleet			
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
('000 GT)								
2009–10	588.1	453.0	522.1	1 464.1	18.8	11.8	3 057.9	558.6
2010–11	534.6	544.3	468.6	1 386.6	25.4	3.8	2 963.4	496.3
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	8.3	3 643.6	249.6
2014–15	266.7	621.0	420.0	2 591.6	36.8	2.1	3 938.3	249.6
2015–16	239.2	614.4	420.0	2 875.1	40.6	1.4	4 190.8	226.6
2016–17	266.7	723.2	420.0	3 596.2	39.8	1.0	5 046.9	261.5
2017–18	241.4	733.4	422.3	3 880.9	36.4	2.0	5 316.3	230.6
2018–19	215.3	526.3	420.0	3 458.1	35.1	5.2	4 660.0	202.9
Average annual per cent change (%)								
1 year	-10.8	-28.2	-0.5	-10.9	-3.4	163.0	-12.3	-12.0
5 year trend	-4.7	-1.7	0.0	11.1	-1.6	-8.1	6.8	-3.2

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

Sources: DIT (2013), DITRDC (2020), 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	
(number)								
2009–10	31	7	49	7	10	4	13	121
2010–11	32	8	55	7	10	5	13	130
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	11	133
2014–15	34	11	57	8	13	4	8	135
2015–16	34	9	60	8	13	4	11	139
2016–17	35	12	59	9	15	5	10	145
2017–18	39	15	62	7	16	6	10	155
2018–19	33	12	62	6	15	6	6	140
Average annual per cent change (%)								
1 year	-15.4	-20.0	0.0	-14.3	-6.3	0.0	-40.0	-9.7
5 year trend	2.2	14.3	0.7	-3.0	4.3	15.0	-6.8	2.1

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

Sources: Lloyd’s List Intelligence (2021), Shipping companies (various) – personal communications.

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

Financial year	Ship type						Total	
	Bulk carriers	Container carriers	General cargo ships	Livestock carriers	LNG tankers	LPG tankers		Tankers ^a
('000 tonnes)								
2009–10	2 147.6	183.9	240.7	50.3	714.5	13.0	465.1	3 815.2
2010–11	2 059.0	237.6	159.1	60.2	705.2	17.0	359.9	3 597.9
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	248.3	4 586.6
2014–15	3 307.2	467.2	135.8	105.9	982.3	17.7	103.1	5 119.0
2015–16	3 989.8	348.6	132.5	105.9	984.9	17.7	75.7	5 655.1
2016–17	4 623.4	552.8	162.2	129.4	1 159.2	22.8	197.2	6 846.9
2017–18	4 799.7	699.6	174.5	97.9	1 254.7	26.6	128.6	7 181.6
2018–19	3 957.2	605.0	177.0	71.2	1 186.8	26.6	67.4	6 091.2
Average annual per cent change (%)								
1 year	-17.6	-13.5	1.4	-27.3	-5.4	0.0	-47.6	-15.2
5 year trend	8.8	16.4	4.3	-2.3	5.5	15.8	-13.1	7.8

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

Sources: Lloyd’s List Intelligence (2021), Shipping companies (various) – personal communications.

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

Financial year	Age of ship (year)					Total	Average age of ship (years)
	0–4	5–9	10–14	15–19	20+		
(number)							
2009–10	16	13	22	28	42	121	16.8
2010–11	21	14	23	26	46	130	16.3
2011–12	25	18	20	23	42	128	15.4
2012–13	29	26	15	22	38	130	13.6
2013–14	28	33	11	26	35	133	13.6
2014–15	23	43	14	19	36	135	13.1
2015–16	28	48	13	13	37	139	12.4
2016–17	26	47	17	15	40	145	13.2
2017–18	20	47	32	14	42	155	13.3
2018–19	21	34	33	10	42	140	14.1
Average annual per cent change (%)							
1 year	5.0	-27.7	3.1	-28.6	0.0	-9.7	6.1
5 year trend	-5.4	1.1	26.6	-14.7	4.2	2.1	0.9

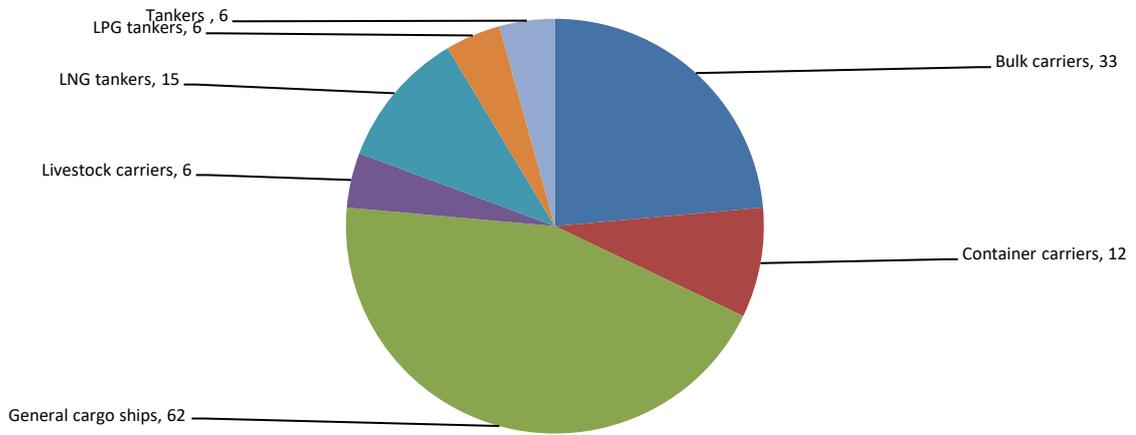
Sources: Lloyd’s List Intelligence (2021), Shipping companies (various) – personal communications.

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)					
2009–10	873.8	170.7	914.5	904.8	951.4	3 815.2
2010–11	922.3	205.9	485.0	1 151.2	833.4	3 597.9
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	871.9	1 468.4	665.9	521.4	1 059.0	4 586.6
2014–15	1 155.6	1 750.2	492.9	691.2	1 029.2	5 119.0
2015–16	1 780.2	2 380.3	393.9	98.4	1 002.2	5 655.1
2016–17	1 969.0	2 759.2	811.3	474.3	833.0	6 846.9
2017–18	2 448.2	1 917.6	1 577.9	516.7	721.2	7 181.6
2018–19	2 053.7	1 473.8	1 548.0	334.0	681.8	6 091.2
Average annual per cent change	(%)					
1 year	-16.1	-23.1	-1.9	-35.4	-5.5	-15.2
5 year trend	20.9	1.3	27.2	-4.3	-9.4	7.8

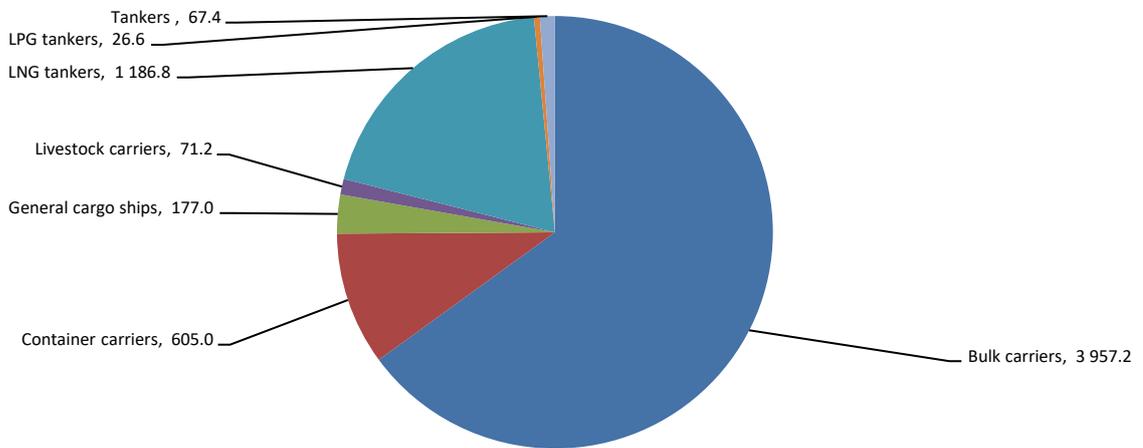
Sources: Lloyd's List Intelligence (2021), Shipping companies (various) – personal communications.

Figure 5.1 Number of ships in the Australian trading fleet by ship type, 2018–19



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

Figure 5.2 Total deadweight tonnage of ships in the Australian trading fleet by ship type, 2018–19 ('000 tonnes)



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

Table 5.8 Ships in the major international trading fleet, 2017–18

Ship name ^a	Flag ^{a,b}	DWT ^c (<i>'000 tonnes</i>)	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, SGP
FMG Grace	HKG	261.1	Iron ore	Port Hedland	CHN, SGP
FMG David	HKG	261.1	Iron ore	Port Hedland	CHN
FMG Matilda	HKG	260.9	Iron ore	Port Hedland	CHN
FMG Nicola	HKG	260.8	Iron ore	Port Hedland	CHN
FMG Sophia	HKG	260.0	Iron ore	Port Hedland	CHN
FMG Amanda	HKG	250.0	Iron ore	Port Hedland	CHN
Mineral Charlie	HKG	205.2	Iron ore	Port Hedland	CHN
Mineral Cloudbreak	HKG	205.1	Iron ore	Port Hedland	CHN, KOR, SGP
Aquataine	LBR	181.7	Coal	Gladstone, Port Kembla, Port Walcott	CHN, CNI, JPN
CS Grace	HKG	180.4	Iron ore	Gladstone, Hay Point, Port Hedland	CHN, KOR, SGP
Aquarange	LBR	179.8	Dry bulk	Dampier, Gladstone, Hay Point, Mackay, Port Hedland, Port Kembla	CHN
Aquamaka; Maka Franz	LBR; PAN	179.4	Iron ore	Dampier, Hay Point, Mackay, Port Walcott	CHN, KOR, SGP, VNM
Angel	MLT	175.9	Coal	Newcastle	JPN
Yarra	LBR	78.2	Dry bulk	Carnarvon, Newcastle, Port Hedland, Weipa	CHN, KOR, MYS, SGP, TWN
Barwon	LBR	78.2	Dry bulk	Carnarvon, Gove, Newcastle, Port Hedland	CHN, SGP, TWN
Artemis	MHL	76.9	Dry bulk	Geraldton, Newcastle	CHN, MYS, SGP
Melbourne	PAN	76.0	Coal	Newcastle	CHN, YEM
Glorious Sunshine	PAN	28.3	Dry bulk	Esperance, Fremantle, Geelong, Geraldton, Townsville	CHN, IDN, JPN, LKA, NZL, PHL
Container carriers					
ANL Wahroonga	PMD	68.1	Containers	Brisbane, Melbourne, Sydney	CHN
MP The Brady	LBR	68.0	Containers	Adelaide, Brisbane, Melbourne, Sydney	IDN, MYS
ANL Wendouree	PAN	66.6	Containers	Brisbane	MYS, NZL, SGP, ZAF
ANL Walwa	LBR	54.1	Containers	Brisbane	MYS, NZL, SGP
ANL Wangaratta	GBR	52.0	Containers	Brisbane, Melbourne, Sydney	JPN, TWN
ANL Wyong	GBR	52.0	Containers	Brisbane, Melbourne, Sydney	JPN, TWN
ANL Warrnambool	DEU	51.8	Containers	Brisbane, Melbourne, Sydney	MYS, NZL, SGP
ANL Warragul	LBR	51.7	Containers	Melbourne, Sydney	NZL, TWN
ANL Tongala	LBR	50.8	Containers	Brisbane, Melbourne, Sydney	NZL, TWN
ANL Barega	CYP	46.2	Containers	Melbourne, Sydney	NZL
TRF Pescara	LBR	42.0	Containers	Melbourne, Sydney	NZL
ANL Emora; Komati	PAN; PAN	25.9	Containers	Melbourne, Sydney, Townsville	MYS, NZL, PNG
ANL Echuca	LBR	23.6	Containers	Brisbane, Melbourne, Sydney, Townsville	MYS, NZL
ANL Elanora	LBR	23.5	Containers	Melbourne, Sydney	NZL
ANL Elaroo	LBR	23.4	Containers	Brisbane, Melbourne, Sydney	CHN, NZL
General cargo ships					
Pioneer	HKG	22.1	General cargo	Mackay, Sydney	SGP
Pacific Venture	CYM	8.8	General cargo	Brisbane, Dampier, Geelong, Melbourne, Newcastle, Sydney	FJI, IDN, MYS, NCL, NZL, PNG, SGP, TON, TWN
Capitaine Quiros	SGP	8.1	General cargo, containers	Brisbane	FJI, NFK, NRU, SLB
ANL Timor Trader	LBR	7.9	General cargo, containers	Dampier, Darwin, Geraldton, Gladstone, Port Hedland, Rockhampton	CHN, IDN, MYS, PHL, SGP
ANL Darwin Trader	CYP	7.7	General cargo, containers	Darwin	SGP
Livestock carriers					
Bader III	BHS	26.8	Livestock	Adelaide, Fremantle	ARE, EGY, ISR, SGP, YEM
Ocean Drover	MHL	24.6	Livestock	Broome, Darwin, Fremantle, Portland	CHN, IDN, NZL, OMN, SGP, YEM
Maysora	BHS	24.4	Livestock	Adelaide, Fremantle, Portland	ARE, EGY, KWT, YEM
Ocean Swagman	SGP	7.9	Livestock	Darwin, Fremantle, Portland, Townsville	CHN, IDN, OMN, SGP, VNM
Ocean Ute	MHL	7.3	Livestock	Darwin, Fremantle, Portland, Townsville	CHN, IDN, PHL, SGP, VNM
Devon Express	PHL	3.7	Livestock	Darwin, Geraldton, Townsville, Wyndham	IDN, MYS, SGP, VNM
Nine Eagle	SGP	3.4	Livestock	Cairns, Darwin, Townsville	IDN, MYS, PHL, THA, VNM

Table 5.8 Ships in the major international trading fleet, 2017–18 (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					
Cesi Wenzhou	HKG	95.5	LNG	Gladstone	CHN
Woodside Rees Withers	GRC	95.2	LNG	Various Offshore Facilities WA	JPN, SGP
Woodside Rogers	GRC	90.3	LNG	Dampier, Various Offshore Facilities WA	CHN, JPN, KOR, SGP, TWN
Woodside Goode	GRC	90.1	LNG	Ashburton, Barrow Island, Various Offshore Facilities WA	JPN, KOR, SGP, TWN
Dapeng Sun	HKG	83.1	LNG	Dampier	CHN, SGP
Dapeng Moon	HKG	82.6	LNG	Dampier	CHN
Dapeng Star	HKG	82.4	LNG	Dampier	CHN, SGP
Woodside Chaney	GRC	81.7	LNG	Ashburton, Dampier, Various Offshore Facilities WA	JPN, KOR, SGP, THA
Methane Rita Andrea	BMU	79.0	LNG	Gladstone	JPN
Northwest Swan	BMU	73.7	LNG	Dampier	JPN, MYS
Northwest Seaeagle	BMU	67.0	LNG	Dampier	JPN, SGP
Northwest Stormpetrel	AUS	66.9	LNG	Dampier	JPN
Northwest Sanderling	AUS	66.8	LNG	Dampier	JPN, SGP
Northwest Shearwater	BMU	66.8	LNG	Dampier	JPN, SGP
Northwest Sandpiper	AUS	66.8	LNG	Dampier	JPN, SGP
Northwest Snipe	AUS	66.7	LNG	Dampier	JPN, SGP
LPG tankers					
Astrid	PAN	5.0	LPG	Darwin, Hastings, Melbourne, Port Kembla, Sydney	FJI, GUM, IDN, NCL, NZL, SGP
Maea	PAN	3.9	LPG	Hastings, Melbourne, Sydney	CAN, FJI, NFK, NZL, WLF, WSM
Victoire	PAN	3.9	LPG	Hastings, Melbourne, Port Kembla, Sydney	CAN, COK, FJI, NCL, NZL, PYF, TON
Inge Kosan	IOM	3.8	LPG	Brisbane, Cairns, Gladstone, Sydney	NCL, PNG, SGP, VUT
Tankers					
Verige	HRV	52.7	Liquid bulk	Gladstone	JPN, SGP
Alexander Spirit	BHS	40.1	Liquid bulk	Adelaide, Albany, Brisbane, Cairns, Gladstone, Mackay, Port Hedland, Sydney, Townsville	KOR, MYS, PAN, SGP
Seger	AUS	3.6	Petroleum products	Brisbane	SGP

- a** Multiple names or flags are listed for some ships because these ships changed their name or flag during the financial year.
- b** Country codes are used in tables for ship flags and known countries visited by ships. Full name of countries are in “Appendix B: Trading regions and country codes”.
- c** Ships of the same type are sorted by their size (DWT, ‘000 tonnes) in descending order.
- d** The goods carried by ships in the trading fleet are derived based on industry knowledge.
- e** The “Known Australian ports visited” by ships may include other associated ports, terminals or facilities. Full list of ports is in “Appendix A: Australian ports”.
- f** Only includes foreign countries where there was at least one ship visit or departure directly from or to an Australian port.

Sources: DITRDC (2020), Lloyd’s List Intelligence (2021), Shipping companies (various) – personal communications.

Table 5.9 Ships in the major coastal trading fleet, 2017–18

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					
Mariloula	MHL	179.8	Iron ore	Hay Point, Port Hedland, Port Kembla, Whyalla	CHN, SGP
Scope	MLT	174.0	Coal	Hay Point	ZAF
Lowlands Brilliance	MLT	169.6	Iron ore	Fremantle, Hay Point, Mackay, Port Hedland, Port Kembla	CHN, SGP
RTM Gladstone	SGP	90.3	Bauxite	Brisbane, Gladstone, Gove, Weipa	CHN
RTM Weipa	SGP	90.3	Bauxite	Brisbane, Gladstone, Gove, Weipa	CHN
RTM Wakmatha	SGP	90.3	Bauxite	Brisbane, Gladstone, Gove, Weipa	CHN
RTM Twarra	SGP	89.9	Bauxite	Brisbane, Gladstone, Gove, Weipa	
RTM Piiramu	SGP	89.9	Bauxite	Brisbane, Gladstone, Gove, Weipa	CHN
Iron Chieftain#	AUS	50.6	Coal, dolomite	Ardrossan, Gladstone, Newcastle, Port Kembla, Sydney, Whyalla	
CSL Reliance	BHS	49.5	Mineral sands, gypsum, sugar, dolomite	Adelaide, Ardrossan, Brisbane, Fremantle, Geraldton, Lucinda, Melbourne, Sydney, Thevenard, Townsville, Whyalla	
Adelie	BHS	45.6	Mineral sands, gypsum, dolomite, clinker	Adelaide, Ardrossan, Brisbane, Bunbury, Fremantle, Geelong, Geraldton, Gladstone, Hobart, Melbourne, Port Kembla, Portland, Sydney, Thevenard	
Acacia	BHS	40.7	Cement, gypsum	Adelaide, Brisbane, Melbourne, Sydney, Thevenard	TWN
Stadacona	BHS	32.5	Cement, clinker, gypsum, fly ash	Adelaide, Brisbane, Gladstone, Melbourne, Port Kembla, Thevenard	TWN
Alcem Lugait; Luga	BHS; BHS	29.0	Cement, fly ash	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	NCL
Kondili	BHS	28.4	Cement	Adelaide, Devonport, Melbourne	TWN
Diana	BHS	28.4	Gypsum, clinker, sugar	Adelaide, Brisbane, Devonport, Geelong, Gladstone, Melbourne, Newcastle, Port Kembla, Thevenard, Townsville	KOR, THA
Donnacona#	AUS	28.1	Iron ore	Dampier, Other Ports WA, Port Hedland	
Goliath#	AUS	15.5	Cement	Adelaide, Devonport, Melbourne, Newcastle	CHN
CSL Whyalla#	AUS	13.7	Iron ore	Dampier, Other Ports WA	SGP
Aburri	AUS	3.3	Zinc and lead concentrate	Bing Bong	
General cargo ships					
ICS Silver Lining	ATG	12.7	Zinc concentrate, lead, general cargo	Bell Bay, Burnie, Hobart, Melbourne, Newcastle, Port Kembla, Port Pirie, Whyalla	
Tasmanian Achiever#	AUS	11.0	Ro-Ro, containers, general cargo	Burnie, Melbourne	
Victorian Reliance#	AUS	11.0	Ro-Ro, containers, general cargo	Burnie, Melbourne	
Searoad Tamar#	AUS	10.0	Ro-Ro, containers, general cargo	Devonport, Melbourne	
Accolade II#	AUS	8.1	Limestone	Adelaide, Klein Point	
Searoad Mersey II#	AUS	8.0	Ro-Ro, containers, general cargo	Devonport, Melbourne	
Spirit of Tasmania II#	AUS	5.1	Ro-Ro, containers, general cargo	Devonport, Melbourne	
Spirit of Tasmania I#	AUS	5.1	Ro-Ro, containers, general cargo	Devonport, Melbourne, Sydney	
Aurora Australis#	AUS	3.9	General cargo	Hobart	
Trinity Bay#	AUS	3.2	General cargo	Cairns, Other Ports Qld, Thursday Island	
Newcastle Bay#	AUS	2.8	General cargo	Cairns, Other Ports Qld, Thursday Island, Weipa	
John Duigan	AUS	2.4	General cargo	Bell Bay, Devonport, Geelong, King Island	

Table 5.9 **Ships in the major coastal trading fleet, 2017–18 (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 Shuriken	MHL	5.0	LPG	Brisbane, Cairns, Devonport, Gladstone, Hobart, Port Kembla, Sydney, Townsville	FJI, PNG, SLB, VUT
Gas Defiance	MHL	5.0	LPG	Brisbane, Cairns, Devonport, Gladstone, Hobart, Port Kembla, Sydney, Townsville	NZL, SGP
Tankers					
ICS Integrity	BHS	7.5	Petroleum products	Geelong, Melbourne, Sydney	CHN
ICS Allegiance	BHS	6.1	Petroleum products	Geelong, Melbourne, Sydney	
ICS Reliance	BHS	6.1	Petroleum products	Geelong, Melbourne, Sydney	
Vitality	AUS	5.7	Petroleum products	Port Kembla, Sydney	SGP
Larcom	AUS	4.0	Bunker fuel	Gladstone	PNG

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

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

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

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

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

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

Denotes major Australian registered vessels with a general trading licence.

Sources: DITRDC (2020), Lloyd’s List Intelligence (2021), Shipping companies (various) – personal communications.

Table 5.10 Ships in the minor trading fleet, 2017–18

Ship name	Flag ^a	DWT ^b ('000 tonnes)	Ship name	Flag ^a	DWT ^b ('000 tonnes)
General cargo ships			General cargo ships		
Toll Osprey	AUS	1.8	Malu Explorer	AUS	0.6
Ironclad I	COK	1.8	Bhagwan Mover	AUS	0.6
Sandfly; Toll Sandfly	AUS; AUS	1.7	Bhagwan Shaker	AUS	0.6
Giluwe	PNG	1.6	Malu Titan	AUS	0.5
Kogarah	AUS	1.5	Fourcroy	AUS	0.5
Kaleen	AUS	1.5	Sealink Express	AUS	0.5
Biquele Bay	AUS	1.4	Malu Warrior	AUS	0.5
King Islander	AUS	1.4	Svitzer Doolja	AUS	0.5
Toll Firefly	AUS	1.3	Toll Endurance III	AUS	0.5
Malu Trader	AUS	1.3	Karribi	AUS	0.5
Kestrel Bay	AUS	1.2	Seawind I	AUS	0.5
Toll Warrender	AUS	1.2	Coral Bay	AUS	0.4
Toll Astrolabe	AUS	1.1	Sealion 2000	AUS	0.4
Cygnets I; Toll Cygnets	AUS; AUS	1.1	Malu Chief	AUS	0.4
Ebenezer	AUS	1.0	Minjerribah	AUS	0.4
Territorian	AUS	1.0	Mirambeena	AUS	0.4
Statesman	AUS	0.9	Spirit of Kangaroo Island	AUS	0.4
Investigator II	AUS	0.9	Malu Trojan	AUS	0.3
Arnhem Trader; Bhagwan Roller	AUS; AUS	0.8	Sorrento	AUS	0.3
Bruce	AUS	0.7	Matthew Flinders III	AUS	0.3
Bima Express	AUS	0.7	Bhagwan Rocker	AUS	0.3
Lauren Hansen	AUS	0.7	Tankers		
Jane Virgo	AUS	0.7	Anatoma	AUS	1.4
Trader Express	AUS	0.6	Valiant III	AUS	1.3

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: DITRDC (2020), Lloyd's List Intelligence (2021), Shipping companies (various) – personal communications.

Table 5.11 Ships in the major international trading fleet, 2018–19

Ship name ^a	Flag ^{a,b}	DWT ^c (<i>'000 tonnes</i>)	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
FMG Matilda	HKG	260.9	Iron ore	Port Hedland	CHN, IDN
FMG Nicola	HKG	260.8	Iron ore	Port Hedland	CHN, IDN
FMG Sophia	HKG	260.0	Iron ore	Port Hedland	CHN, IDN
Mineral Cloudbreak	HKG	205.1	Iron ore	Port Hedland	CHN, IDN, RUS
Aquataine	LBR	181.7	Iron ore	Port Hedland	EGY, JPN
CS Grace	HKG	180.4	Dry bulk	Dampier, Hay Point, Port Hedland	CHN, EGY, IDN
Aquarange	LBR	179.8	Coal	Gladstone, Newcastle, Port Walcott	CHN, IDN, KOR
Aquamaka	LBR	179.4	Coal	Dampier, Gladstone, Hay Point, Newcastle	CHN, IDN, JPN, KOR
Philippus A.	MLT	176.0	Iron ore	Port Hedland	CHN, IDN
Aquacarrier	LBR	175.9	Coal	Gladstone, Newcastle	CHN, KOR
Aquascope	LBR	174.0	Coal	Abbot Point, Newcastle	CHN, KOR
Yarra	LBR	78.2	Dry bulk	Carnarvon, Gladstone, Gove, Newcastle, Weipa	CHN, IDN, TWN
Barwon	LBR	78.2	Dry bulk	Brisbane, Carnarvon, Gladstone, Hay Point, Weipa	CHN, IDN, TWN
Container carriers					
ANL Gippsland	LBR	90.8	Containers	Brisbane, Melbourne, Sydney	CHN, TWN
ANL Wahrenonga; Conti Gothenburg	PMD; LBR	68.1	Containers	Brisbane, Melbourne, Sydney	CHN, SGP
MP The Brady	LBR	68.0	Containers	Brisbane, Melbourne, Sydney	CHN, JPN
ANL Wendouree	PAN	66.6	Containers	Brisbane	MYS, NZL, SGP
ANL Walwa	LBR	54.1	Containers	Brisbane, Melbourne, Sydney	CHN, MYS, NZL, SGP
ANL Warrnambool	DEU	51.8	Containers	Adelaide, Melbourne, Sydney	CAN, NZL, USA
ANL Warragul	LBR	51.7	Containers	Brisbane, Melbourne, Sydney	NZL, SGP
ANL Tongala	LBR	50.8	Containers	Melbourne, Sydney	NZL, PYF
GSL Keta	BHS	30.5	Containers	Brisbane, Sydney, Townsville	IDN, MYS, PNG
ANL Emora	PAN	25.9	Containers	Melbourne, Sydney	NZL
ANL Elanora	LBR	23.5	Containers	Burnie, Melbourne, Sydney	NZL
ANL Elaroo; Ela	LBR; LBR	23.4	Containers	Bell Bay, Burnie, Melbourne, Sydney, Townsville	GBR, MYS, NZL
General cargo ships					
Pacific Venture	CYM	8.8	General cargo, containers	Brisbane, Broome, Dampier, Darwin, Gladstone, Newcastle, Port Hedland, Rockhampton	CHN, IDN, KOR, NRU, VNM
Capitaine Quiros	SGP	8.1	General cargo, containers	Brisbane, Newcastle, Townsville	FJI, NRU, SLB
ANL Timor Trader	LBR	7.9	General cargo, containers	Darwin	SGP
ANL Darwin Trader	CYP	7.7	General cargo, containers	Darwin	SGP
Livestock carriers					
Ocean Drover	MHL	24.6	Livestock	Fremantle, Geelong, Townsville	CHN, EGY, IDN, LKA, SGP
Maysora	BHS	24.4	Livestock	Fremantle	ARE, IDN, ISR, LKA, SGP, YEM
Ocean Swagman	SGP	7.9	Livestock	Darwin, Fremantle, Gladstone, Portland, Townsville	CHN, IDN, OMN, PHL, SGP, VNM
Ocean Ute	MHL	7.3	Livestock	Darwin, Fremantle, Portland, Townsville	CHN, IDN, PHL, SGP, VNM
Devon Express	PHL	3.7	Livestock	Brisbane, Broome, Darwin, Fremantle, Port Hedland, Townsville, Wyndham	IDN, KOR, MYS, SGP, VNM
Nine Eagle	SGP	3.4	Livestock	Broome, Darwin, Geraldton, Karumba	BRN, IDN, PHL, SGP, THA

Table 5.11 Ships in the major international trading fleet, 2018–19 (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					
Cesi Wenzhou	HKG	95.5	LNG	Gladstone	CHN, KOR
Woodside Rees Withers	GRC	95.2	LNG	Ashburton, Dampier, Various Offshore Facilities WA	CHN, JPN, TWN
Maran Gas Leto; Woodside Chaney	GRC; GRC	92.8	LNG	Ashburton, Dampier, Various Offshore Facilities WA	CHN, JPN, KOR, SGP
Woodside Rogers	GRC	90.3	LNG	Ashburton, Dampier, Various Offshore Facilities WA	CHN, IDN, JPN, KOR, TWN
Woodside Goode	GRC	90.1	LNG	Ashburton, Barrow Island, Dampier, Various Offshore Facilities WA	CHN, IDN, JPN, KOR, SGP, TWN
Dapeng Sun	HKG	83.1	LNG	Dampier	CHN, IDN
Dapeng Moon	HKG	82.6	LNG	Dampier	CHN, IDN
Dapeng Star	HKG	82.4	LNG	Dampier	CHN, IDN
Northwest Swan	BMU	73.7	LNG	Dampier	JPN
Northwest Seaeagle	BMU	67.0	LNG	Dampier	IDN, JPN
Northwest Stormpetrel	AUS	66.9	LNG	Dampier	IDN, JPN
Northwest Sanderling	AUS	66.8	LNG	Dampier	JPN, SGP
Northwest Shearwater	BMU	66.8	LNG	Dampier	JPN, SGP
Northwest Sandpiper	AUS	66.8	LNG	Dampier	JPN, PHL
Northwest Snipe	AUS	66.7	LNG	Dampier	IDN, JPN
LPG tankers					
Astrid	PAN	5.0	LPG	Darwin	GUM, SGP
Maea	PAN	3.9	LPG	Hastings, Melbourne, Port Kembla, Sydney	COK, FJI, NCL, NZL, PNG, PYF
Victoire	PAN	3.9	LPG	Hastings, Melbourne, Sydney	COK, FJI, NCL, NZL, PNG, PYF, WLF
Inge Kosan	IOM	3.8	LPG	Brisbane, Cairns, Gladstone, Sydney	FJI, PNG, VUT

- a** Multiple names or flags are listed for some ships because these ships changed their name or flag during the financial year.
- b** Country codes are used in tables for ship flags and known countries visited by ships. Full name of countries are in “Appendix B: Trading regions and country codes”.
- c** Ships of the same type are sorted by their size (DWT, ‘000 tonnes) in descending order.
- d** The goods carried by ships in the trading fleet are derived based on industry knowledge.
- e** The “Known Australian ports visited” by ships may include other associated ports, terminals or facilities. Full list of ports is in “Appendix A: Australian ports”.
- f** Only includes foreign countries where there was at least one ship visit or departure directly from or to an Australian port.

Sources: DITRDC (2020), Lloyd’s List Intelligence (2021), Shipping companies (various) – personal communications.

Table 5.12 Ships in the major coastal trading fleet, 2018–19

Ship name ^a	Flag ^b	DWT ^c (<i>'000 tonnes</i>)	Goods carried ^d	Known Australian ports visited ^e	Known foreign countries visited ^{b,f}
Bulk carriers					
RTM Gladstone	SGP	90.3	Bauxite	Brisbane, Darwin, Gladstone, Gove, Weipa	CHN
RTM Weipa	SGP	90.3	Bauxite	Brisbane, Gladstone, Gove, Weipa	CHN
RTM Wakmatha	SGP	90.3	Bauxite	Brisbane, Gladstone, Gove, Weipa	
RTM Twarra	SGP	89.9	Bauxite	Brisbane, Gladstone, Gove, Weipa	CHN
RTM Piiramu	SGP	89.9	Bauxite	Brisbane, Gladstone, Gove, Weipa	
CSL Reliance	BHS	49.5	Mineral sands, gypsum, sugar	Ardrossan, Bunbury, Fremantle, Geraldton, Gladstone, Melbourne, Sydney, Thevenard, Townsville	
Adelie	BHS	45.6	Gypsum, mineral sands, calcite, coal	Adelaide, Brisbane, Fremantle, Geelong, Geraldton, Gladstone, Hobart, Mackay, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	CHN
Acacia	BHS	40.7	Gypsum, fly ash, clinker	Adelaide, Brisbane, Devonport, Geelong, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard	KOR
Stadacona	BHS	32.5	Gypsum, cement, clinker	Adelaide, Brisbane, Geelong, Gladstone, Melbourne, Port Kembla, Thevenard	MYS, TWN
Luga	BHS	29.0	Cement, fly ash	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IDN
Kondili	BHS	28.4	Cement	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Townsville	NZL, TWN
Wyuna	BHS	28.4	Cement, fly ash	Brisbane, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IND
Donnacona#	AUS	28.1	Iron ore	Dampier, Other Ports WA	
Akuna	BHS	26.5	Cement, fly ash	Brisbane, Esperance, Gladstone, Melbourne, Newcastle, Sydney, Townsville	CHN, IDN, SGP
Goliath#	AUS	15.5	Cement	Adelaide, Devonport, Gladstone, Melbourne, Sydney	TWN
Wunma	AUS	5.1	Zinc and lead concentrate	Bing Bong, Karumba, Thursday Island	PNG
Aburri	AUS	3.3	Zinc and lead concentrate	Bing Bong	SGP
General cargo ships					
Pioneer	HKG	22.1	General cargo	Hay Point, Mackay, Sydney	SGP
ICS Silver Lining	ATG	12.7	Lead, zinc concentrate, coal, coke, general cargo	Bell Bay, Burnie, Hobart, Melbourne, Newcastle, Port Kembla, Port Pirie, Sydney, Whyalla	
Victorian Reliance II#	AUS	11.5	Ro-Ro, containers, general cargo	Burnie, Melbourne	SGP
Tasmanian Achiever II#	AUS	11.5	Ro-Ro, containers, general cargo	Burnie, Hobart, Melbourne	SGP
Searoad Tamar#	AUS	10.0	Ro-Ro, containers, general cargo	Devonport, Melbourne	
Accolade II#	AUS	8.1	Limestone	Adelaide, Klein Point	
Searoad Mersey II#	AUS	8.0	Ro-Ro, containers, general cargo	Devonport, Melbourne	
Spirit of Tasmania II#	AUS	5.1	Ro-Ro, containers, general cargo	Devonport, Melbourne, Sydney	
Spirit of Tasmania I#	AUS	5.1	Ro-Ro, containers, general cargo	Devonport, Melbourne, Sydney	
Aurora Australis#	AUS	3.9	General cargo	Hobart	
Trinity Bay#	AUS	3.2	General cargo, containers	Cairns, Cape Flattery, Other Ports Qld, Thursday Island, Weipa	
Newcastle Bay#	AUS	2.8	General cargo, containers	Cairns, Hay Point, Other Ports Qld, Thursday Island, Weipa	
John Duigan#	AUS	2.4	General cargo	Bell Bay, Devonport, Geelong, King Island	

Table 5.12 Ships in the major coastal trading fleet, 2018–19 (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 Shuriken	MHL	5.0	LPG	Brisbane, Cairns, Devonport, Gladstone, Hastings, Hobart, Sydney	PNG
Gas Defiance	MHL	5.0	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hobart, Port Kembla, Sydney	
Tankers					
Alexander Spirit	BHS	40.1	Petroleum products	Adelaide, Albany, Brisbane, Cairns, Gladstone, Port Hedland, Sydney	CHN, IDN, JPN, SGP
ICS Integrity	BHS	7.5	Petroleum products	Geelong, Melbourne, Port Kembla, Sydney	
ICS Allegiance	BHS	6.1	Petroleum products	Geelong, Sydney	
ICS Reliance	BHS	6.1	Petroleum products	Geelong, Melbourne	
Larcom	AUS	4.0	Bunker fuel	Gladstone	PNG
Seger	AUS	3.6	Petroleum products	Brisbane, Cairns, Port Kembla, Sydney	SGP

- a** Multiple names are listed for some ships because these ships changed their name during the financial year.
- b** Country codes are used in tables for ship flags and known countries visited by ships. Full name of countries are in “Appendix B: Trading regions and country codes”.
- c** Ships of the same type are sorted by their size (DWT, ‘000 tonnes) in descending order.
- d** The goods carried by ships in the trading fleet are derived based on industry knowledge.
- e** The “Known Australian ports visited” by ships may include other associated ports, terminals or facilities. Full list of ports is in “Appendix A: Australian ports”.
- f** Only includes foreign countries where there was at least one ship visit or departure directly from or to an Australian port.
- #** Denotes major Australian registered vessels with a general trading licence.

Sources: DITRDC (2020), Lloyd’s List Intelligence (2021), Shipping companies (various) – personal communications.

Table 5.13 Ships in the minor trading fleet, 2018–19

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	Lauren Hansen	AUS	0.7
Toll Osprey; Osprey	AUS; TUV	1.8	Trader Express	AUS	0.6
Ironclad I	COK	1.8	Malu Explorer	AUS	0.6
Sandfly	AUS	1.7	Bhagwan Shaker; Tiwi Islander	AUS;	0.6
Giluwe	PNG	1.6	Bhagwan Mover	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	Sealink Express	AUS	0.5
King Islander	AUS	1.4	Malu Warrior	AUS	0.5
Toll Firefly	AUS	1.3	Queenscliff	AUS	0.5
Malu Trader	AUS	1.3	Svitzer Doolja	AUS	0.5
Kestrel Bay	AUS	1.2	Toll Endurance III	AUS	0.5
Huon Supply	VCT	1.2	Karribi	AUS	0.5
Toll Warrender	AUS	1.2	Seawind I	AUS	0.5
Toll Astrolabe	AUS	1.1	Coral Bay	AUS	0.4
Cygnets I	AUS	1.1	Malu Chief	AUS	0.4
Territorian	AUS	1.0	Spirit of Kangaroo Island	AUS	0.4
Statesman	AUS	0.9	Malu Trojan	AUS	0.3
Investigator II	AUS	0.9	Sorrento	AUS	0.3
Arnhem Trader	AUS	0.8	Matthew Flinders III	AUS	0.3
Bruce	AUS	0.7	Bhagwan Rocker	AUS	0.3
Jane Virgo	AUS	0.7	Peninsula Princess	AUS	0.1
Bima Express	AUS	0.7			

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: DITRDC (2020), Lloyd's List Intelligence (2021), 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 Australian Department of Infrastructure, Transport, Regional Development and Communications.
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
	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
	Broome	

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

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

Appendix B: Trading regions and country codes

Trading Region	Country/Area names (Country/Area code)		
Africa	Algeria (DZA)	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 (\$ billion)										
2009–10	26.3	15.0	42.2	7.4	67.9	2.7	5.1	0.6	11.5	178.7
2010–11	31.2	16.4	48.3	10.6	96.9	2.9	5.3	0.4	10.4	222.3
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
Average annual per cent change (%)										
1 year	13.3	2.7	17.6	-2.4	31.0	2.5	64.2		-2.2	20.4
5 year trend	7.6	1.4	15.7	-0.4	5.0	6.7	4.0		-4.9	6.5
Imports – Australian state/territory of final destination (\$ billion)										
2009–10	47.7	44.6	27.2	5.8	26.9	0.8	3.9	0.0		156.9
2010–11	51.0	48.3	28.8	5.9	22.5	0.6	3.7	0.0		160.9
2011–12	54.5	50.4	35.9	6.6	29.7	1.0	4.1	0.0		182.2
2012–13	54.1	50.3	38.6	6.4	29.1	0.7	5.2	0.0		184.4
2013–14	57.9	57.0	39.1	7.5	32.3	0.8	3.7	0.0		198.4
2014–15	62.3	57.5	33.8	7.3	31.1	0.9	5.1	0.0		198.0
2015–16	66.3	60.4	32.4	7.6	31.1	0.8	3.2	0.0		201.8
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
Average annual per cent change (%)										
1 year	7.9	8.6	5.4	8.1	-8.5	22.6	-15.6			5.2
5 year trend	6.0	4.9	3.4	3.7	-2.8	12.4	-19.1			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.

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 are 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 (2021a).

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

Financial year	Dampier	Port Hedland	Melbourne	Hay Point	Newcastle	Gladstone	Brisbane	Sydney	Port Walcott	Fremantle	All ports ^a
Exports											
	(\$ billion)										
2009–10	27.4	16.5	18.3	15.7	11.5	8.8	9.7	10.0	5.6	9.9	178.7
2010–11	36.5	27.4	19.8	18.4	14.1	10.5	10.5	10.6	9.8	10.9	222.3
2011–12	37.3	30.9	20.0	18.1	16.3	12.2	12.7	10.8	9.8	10.4	235.9
2012–13	36.7	29.8	19.9	14.0	15.2	8.8	12.6	9.9	8.2	10.8	221.0
2013–14	39.2	39.5	22.1	14.0	15.2	9.7	12.1	10.5	13.2	9.8	243.3
2014–15	34.0	29.7	22.6	13.3	14.6	10.2	14.0	11.2	11.7	11.0	227.1
2015–16	33.2	26.3	22.3	12.1	13.5	13.9	13.0	11.5	11.1	9.9	218.6
2016–17	25.7	35.0	21.8	21.3	18.5	21.5	13.5	12.3	14.2	10.3	251.8
2017–18	29.0	34.1	23.8	25.0	20.7	24.2	14.0	13.0	14.3	10.5	273.7
2018–19	33.9	44.2	25.6	28.0	22.8	31.6	15.2	14.5	16.2	12.9	329.4
Average annual per cent change											
	(%)										
1 year	16.9	29.6	7.5	11.6	10.2	30.6	8.7	11.8	13.1	23.7	20.4
5 year trend	-4.0	3.7	2.5	18.5	10.2	29.1	3.4	6.2	5.5	3.7	6.5
	Melbourne	Sydney	Brisbane	Fremantle	Port Kembla	Adelaide	Geelong	Dampier	Darwin	Townsville	All ports ^a
Imports											
	(\$ billion)										
2009–10	43.2	41.4	21.2	14.4	7.6	4.0	3.5	8.1	3.1	2.1	156.9
2010–11	45.6	44.0	23.0	16.0	7.7	3.8	4.4	3.2	3.3	1.7	160.9
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
Average annual per cent change											
	(%)										
1 year	7.2	9.9	8.0	7.2	-4.7	6.6	25.4	302.3	-17.0	-22.7	5.2
5 year trend	5.4	5.5	4.8	0.2	7.3	4.8	-2.3	-8.9	-18.8	-1.1	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 real value of Australia's international exports or imports summed over the last ten years. The ports are sorted in descending order by the total value summed over ten years, not by the most recent financial year.

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

Includes non-merchandise trade but excludes ship stores.

Source: ABS (2021a).

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														
(\$ billion)														
2009–10	3.2	0.0	47.2	9.8	5.6	6.3	8.4	58.5	2.8	1.9	10.1	23.8	1.2	178.7
2010–11	3.6	0.0	64.7	12.9	6.4	5.5	8.2	76.8	3.0	2.3	12.5	25.6	0.9	222.3
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
Average annual per cent change														
(%)														
1 year	10.0	37.3	25.8	9.9	14.9	8.6	23.3	23.0	22.7	-8.8	-0.7	18.1	18.8	20.4
5 year trend	2.6	-16.2	8.2	8.4	-0.4	4.8	3.0	5.0	1.5	10.4	16.0	6.1	-19.7	6.5
Imports – region of origin														
(\$ billion)														
2009–10	2.2	0.0	29.0	29.8	4.6	5.7	15.2	27.2	1.2	2.1	1.7	36.1	2.1	156.9
2010–11	4.7	0.0	32.3	27.3	5.3	6.0	16.4	25.2	1.4	2.1	2.0	35.5	2.6	160.9
2011–12	5.8	0.0	34.0	30.8	6.1	6.2	21.5	30.6	1.5	2.6	2.4	38.2	2.6	182.2
2012–13	6.3	0.0	35.1	31.3	5.8	5.7	21.2	29.3	1.0	2.6	2.4	40.3	3.4	184.4
2013–14	5.5	0.0	39.9	34.9	5.8	6.4	20.2	33.3	1.5	2.6	2.9	43.1	2.4	198.4
2014–15	3.0	0.0	45.7	32.0	5.5	6.3	21.4	34.8	1.4	2.5	4.0	39.9	1.4	198.0
2015–16	2.1	0.0	49.1	34.8	4.2	6.3	21.6	37.6	0.7	2.3	5.2	37.3	0.7	201.8
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
Average annual per cent change														
(%)														
1 year	-6.0	155.9	15.7	3.3	20.7	0.1	6.5	-8.9	33.8	10.6	-6.5	8.1	18.6	5.2
5 year trend	-0.2	3.7	7.8	4.3	0.4	0.5	1.3	3.6	-14.0	-2.1	12.6	0.9	-16.7	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 are 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 (2021a).

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>
2009–10	2.5		44.6	8.5	3.3	6.7	7.0	58.7	2.8	1.8	9.5	32.0	1.3	178.7
2010–11	2.8		61.6	11.1	4.3	6.0	7.1	76.9	3.0	2.1	11.8	34.8	0.9	222.3
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
Average annual per cent change														
														<i>(%)</i>
1 year	17.7		25.0	10.6	23.6	8.4	26.1	22.7	21.9	-6.0	1.8	16.6	23.4	20.4
5 year trend	4.0		8.5	11.3	4.9	4.1	3.8	4.9	1.5	12.0	18.0	3.4	-22.3	6.5
Imports – region where cargo was loaded														
														<i>(\$ billion)</i>
2009–10	2.0		28.8	25.1	4.3	6.0	15.1	24.9	1.4	2.0	2.0	43.5	1.8	156.9
2010–11	4.4		32.4	25.1	5.3	6.7	16.1	24.4	1.6	2.0	2.1	38.4	2.5	160.9
2011–12	4.9		34.0	28.4	5.9	6.8	20.8	30.2	1.7	2.3	2.4	42.6	2.3	182.2
2012–13	5.7		35.6	29.3	5.4	5.9	20.5	28.6	1.1	2.8	2.3	44.8	2.5	184.4
2013–14	5.1		40.2	31.3	5.5	6.7	20.0	32.0	1.9	2.2	2.8	49.2	1.5	198.4
2014–15	2.8		45.5	29.8	5.2	6.5	20.4	33.4	1.6	2.4	3.9	46.2	0.3	198.0
2015–16	2.1		49.3	33.2	3.6	6.6	21.0	32.1	0.9	2.2	5.0	45.7	0.1	201.8
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
Average annual per cent change														
														<i>(%)</i>
1 year	7.0		15.2	3.7	12.6	0.3	5.6	-17.2	39.1	10.0	-7.9	16.1	122.5	5.2
5 year trend	-0.7		7.7	5.6	-1.3	0.5	1.7	3.4	-12.5	0.6	12.1	0.2	-28.4	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 are 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 (2021a).

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>)											
2009–10	47.2	36.5	15.5	8.9	8.2	6.5	6.2	5.4	6.3	4.0	178.7
2010–11	64.7	46.5	21.5	11.4	8.0	8.7	6.0	6.2	5.5	3.9	222.3
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
Average annual per cent change											
(<i>%</i>)											
1 year	25.8	21.3	21.8	0.4	17.8	34.8	25.1	-16.8	8.6	51.2	20.4
5 year trend	8.2	3.9	4.7	17.0	-0.2	12.5	2.1	7.8	4.8	7.6	6.5
Imports – country of origin											
(<i>\$ billion</i>)											
2009–10	29.0	17.9	13.0	6.5	9.6	10.8	8.2	6.9	5.7	4.4	156.9
2010–11	32.3	15.7	13.9	6.7	7.7	11.2	7.5	7.3	6.0	5.3	160.9
2011–12	34.0	19.1	18.6	8.6	7.3	13.4	8.3	7.8	6.2	5.5	182.2
2012–13	35.1	17.2	17.7	9.0	10.0	12.9	8.2	7.7	5.7	5.3	184.4
2013–14	39.9	17.2	17.1	12.7	9.9	11.7	8.7	9.8	6.4	6.3	198.4
2014–15	45.7	17.2	17.9	13.7	11.1	9.4	8.7	8.9	6.3	5.1	198.0
2015–16	49.1	16.9	18.3	17.0	13.1	6.4	9.7	8.4	6.3	5.3	201.8
2016–17	48.1	17.0	16.5	10.7	12.9	7.2	10.0	9.0	6.2	4.3	193.1
2017–18	53.4	18.6	17.5	21.0	13.9	8.3	10.8	10.0	6.5	4.2	224.1
2018–19	61.8	19.7	19.0	15.3	13.6	9.7	11.0	10.8	6.5	4.7	235.8
Average annual per cent change											
(<i>%</i>)											
1 year	15.7	6.1	8.8	-26.8	-2.2	15.9	1.5	8.1	0.1	11.7	5.2
5 year trend	7.8	2.6	1.0	5.1	6.6	-3.4	5.4	2.5	0.5	-6.1	3.5

a Statistics for “China” includes statistics for “People’s Republic of China”, “Hong Kong Special Administrative Region”, and “Macau Special Administrative Region”.

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

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.

Source: ABS (2021a)

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>					
2009–10	18.0	2.4	58.9	55.5	0.4	4.4	13.1	7.5	1.6	16.6	178.7
2010–11	21.0	2.3	86.7	67.7	0.5	4.6	15.2	7.6	1.5	15.3	222.3
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
Average annual per cent change						<i>(%)</i>					
1 year	2.0	8.9	19.6	30.6	-8.6	9.6	23.3	7.5	14.4	-1.9	20.4
5 year trend	2.0	11.1	3.8	14.7	0.0	6.9	3.6	-2.7	6.7	-4.8	6.5
Imports						<i>(\$ billion)</i>					
2009–10	8.1	1.7	1.9	27.5	0.5	11.9	19.8	59.6	16.4	9.4	156.9
2010–11	8.5	1.7	2.4	33.6	0.5	13.1	20.9	58.8	17.3	4.1	160.9
2011–12	9.1	1.9	2.5	39.9	0.5	14.1	23.2	69.7	18.1	3.1	182.2
2012–13	9.4	2.1	2.3	40.7	0.5	14.4	23.7	70.5	18.5	2.4	184.4
2013–14	11.1	2.6	2.3	43.2	0.6	16.0	25.6	71.7	21.6	3.6	198.4
2014–15	12.2	2.8	3.0	33.9	0.6	17.0	28.1	73.5	23.7	3.1	198.0
2015–16	13.5	3.2	3.0	24.7	0.7	18.1	27.5	78.2	27.2	5.8	201.8
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
Average annual per cent change						<i>(%)</i>					
1 year	11.4	9.8	-10.4	15.7	3.7	6.3	5.3	-4.5	11.7	185.7	5.2
5 year trend	6.1	6.5	6.1	-0.6	5.4	4.0	1.9	5.0	5.5	-5.8	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.

Source: ABS (2021a).

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>.

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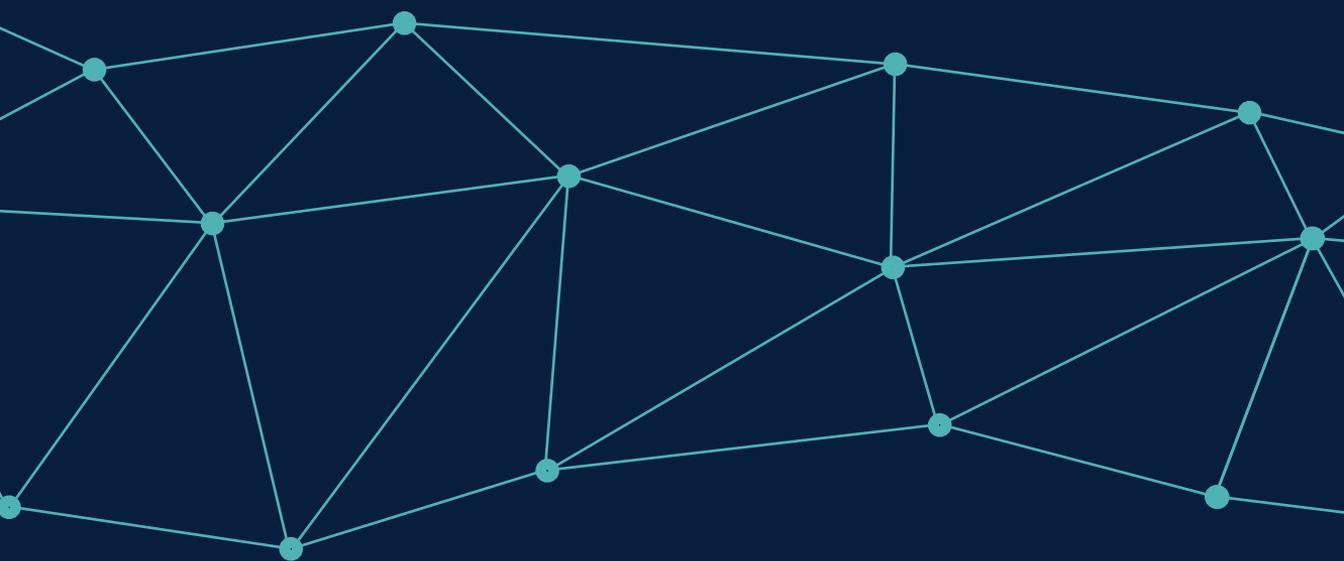
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