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Maritime

Australian Sea Freight 2023–24

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Australian sea freight 2023–24

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Contact us

Bureau of Infrastructure and Transport Research Economics (BITRE)
Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts
GPO Box 501, Canberra ACT 2601, Australia
Telephone: **(international) +61 2 6136 8687**
Email: **bitre@infrastructure.gov.au**
Website: **https://bitre.gov.au/**

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.

The publication was prepared in the Infrastructure and Surface Transport Statistics section by Pearl Louis and Brad Hotchkies. To learn more about these statistics, or related publications, please phone Pearl Louis on (02) 6136 8341 or e-mail maritime_stats@infrastructure.gov.au.

Georgia O'Cianain

Head of Bureau

Bureau of Infrastructure and Transport Research Economics

Canberra

August 2025

At a glance

Previous editions of *Australian Sea Freight* provided data for the decade up to the same financial year in every chapter. *Australian Sea Freight 2023–24* marks a change from previous editions as each chapter provides data for the decade to the last financial year for which reliable data is available. In addition, the former Chapter 4 has been split into two chapters – one for total port throughput and one for Australian vessel activity. The below table shows the organisation of *Australian Sea Freight 2023–24.*

Chapter	Years Covered
1 – International sea freight	2014–15 to 2023–24
2 – Coastal freight[a]	2011–12 to 2020–21
3 – Coastal trading under licence	2014–15 to 2023–24
4 – Total port throughput[a]	2011–12 to 2020–21
5 – Vessel activity	2013–14 to 2022–23
6 – Australian trading fleet	2013–14 to 2022–23

[a] Updated coastal and total throughput data for 2021-22 and 2022-23 will be released separately.

International exports and imports by sea — pullback in value of exports after large increase

In 2023–24, the value of Australia's maritime exports was $467.0[1] billion, a 15.5 per cent decrease in real terms on 2022–23 and a trend[2] increase of 6.4 per cent per annum, in real terms, over the five years to 2023–24.

This pullback occurred after a 33.5 per cent increase in the value of Australian sea exports from $395.7 billion in 2020−21 to $528.4 billion in 2021−22, driven by an almost tripling of the value of bituminous coal exports and a more than doubling in the value of LNG exports. However as the total volume of maritime exports only increased by 1.5 per cent between 2020−21 and 2021−22 this increase in value was mainly driven by increasing prices. The value of sea exports increased again by 4.6 per cent to $552.8 billion in 2022−23, driven by the increasing value of LNG, crude materials not elsewhere specified, and bituminous coal exports. While the value of seaborne exports increased, total maritime export volumes actually fell slightly in 2022−23.

Despite the fall in the value of maritime exports in 2023–24, the volume of goods exported by sea increased annually by 1.5 per cent to 1,558.2 million tonnes in 2023–24. In trend terms there was a real increase in volume of 0.7 per cent per annum over the five years to 2023–24.

Australia imported 111.6 million tonnes of goods worth $336.9 billion by sea in 2023–24. The value of imports decreased 2.7 per cent in real terms between 2022–23 and 2023–24 but increased at a trend rate of 5.5 per cent per annum over the five years to 2023–24. The tonnage of imports in 2023–24 increased 3.6 per cent from 2022–23 and trend growth shows an annual increase of 2.6 per cent per annum over the five years to 2023–24.

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[1] While the numbers shown in this report have been rounded to the first decimal place, the calculations done like summation and calculating growth rates have used the unrounded numbers.

[2] All the five year trend growth rates in this report are calculated using a logest function.

Coastal freight — falls in volume and freight task

In 2020–21 the coastal freight loaded fell by 6.1 per cent to 48.1 million tonnes. Similarly, the freight task of loaded coastal cargo in 2020–21 fell 11.3 per cent to 96.6 billion tonne-kilometres[3]. This data comes from the BITRE Coastal Freight Survey, which has a longer processing time than the data presented above.

Coastal trading licences — coastal freight carried under licence down

Coastal trading licences are required for all interstate coastal shipping (intrastate coastal shipping can choose to be under licence). Coastal freight carried under licence increased steadily from 32.7 million tonnes in 2014−15 to a peak of 41.4 million tonnes in 2018−19, helped by an atypical and temporary increase in coastal grain due to severe drought on the east coast. In 2020−21 only 35.6 million tonnes were carried under licence. Since then coastal freight under licence has declined gradually to 31.1 million tonnes in 2023–24 driven by declining bulk freight.

Volumes of general cargo carried under licence (mainly under general licence) have decreased 4.0 per cent (0.4 million tonnes) since 2020−21. However volumes of dry bulk carried under licence in 2023–24 (mainly under temporary licence) fell 10.2 per cent (2.2 million tonnes) and volumes of liquid bulk carried under licence (also mainly under temporary licence) fell 36.9 per cent (1.9 million tonnes) since 2020−21. The changes in dry bulk carried under licence since 2020−21 occurred on multiple routes including a large decline in dry bulk from Gove to Gladstone. The decline in liquid bulk carried under licence was driven by falls in coastal petroleum flows (both refined and crude) with significant drivers including falling petroleum from Kwinana which may be related to the closure of the Kwinana Petroleum Refinery in March 2021 and falling petroleum from Port Bonython.

In 2023–24, 20.9 million tonnes of cargo were carried under temporary licence, a decrease of 5.7 per cent from 2022–23. The freight task performed under temporary licence decreased 3.7 per cent between 2022–23 and 2023–24 to 54.1 billion tonne-kilometres.

In 2023–24, 10.2 million tonnes[4] were carried by Australian-flagged vessels under general licence, an 8.9 per cent decrease from 2022–23. However this was after a 9.1 per cent increase in 2022–23. The freight task performed under general licence in 2023–24 was 4.1 billion tonne-kilometres, a 7.7 per cent decrease from 2022–23 levels.

The number of containers carried under temporary licence, mainly between capital cities, decreased by 11.3 per cent in 2023–24 to 63,749 TEU. However this was after an increase of 36.2 per cent to 71,858 TEU in 2022−23.

Vessel activities — port calls up but little change in the number of unique cargo vessels

In 2022–23, 6,187 uniquely identified cargo vessels made a total of 30,850 port calls at Australian ports. This included 6,103 unique cargo vessels that made 16,840 voyages to Australian ports directly from overseas ports.

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[3] 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.

[4] Most freight carried under general licence is general cargo which is mostly reported as TEU. BITRE then converted this to tonnes using a constant conversion factor of 12.22 tonnes per TEU. This can result in differences with the freight reported in the BITRE Coastal Freight Survey where the reporting is done in tonnes.

In 2022–23 the number of port calls by all cargo vessels at Australian ports increased by 1.6 per cent compared to 2021–22. However in the five years to 2022−23, there was an annual trend decrease of 2.5 per cent per annum in the number of port calls. This reflects the 9.3 per cent drop in annual port calls in 2019−20 with only minor changes in the annual number of port calls since then.

The number of uniquely identified cargo vessels calling at Australian ports only dropped by one vessel to 6,187 in 2022−23. Over the five years to 2022−23 the trend increase in the number of uniquely identified cargo vessels calling at Australian ports was 1.2 per cent per annum.

Vessel movement data here only includes movements for which both the arrival and previous port are covered by the data received from Lloyd's List Intelligence. Also vessel movements where the target port equals the previous recorded port are excluded from port call counts.

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

Between 30 June 2022 and 30 June 2023 the size of the Australian trading fleet increased by 4.6 per cent to 136 vessels (an extra six vessels). However the deadweight tonnage or capacity of the fleet only increased by 1.1 per cent to 7.2 million tonnes.

As of 30 June 2023 the average age of vessels (calculated using a simple average) in the Australian trading fleet was 14.9 years, up from 14.0 years as of 30 June 2022. The deadweight tonnage weighted age was 10.7 years[5] as of 30 June 2023, up from 9.6 years as of 30 June 2022.

The number of major (deadweight tonnage greater than or equal to 2,000 tonnes) active Australian registered vessels with a general licence remained unchanged at 11 as of 30 June 2023 (it was also 11 as of 30 June 2022 and 30 June 2021).

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[5] The deadweight tonnage weighted age is usually lower than the average age due to the larger cargo vessels generally being younger.

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NSW Ports
North Queensland Bulk Ports Corporation
Patrick
Pilbara Ports Authority
Port Authority of New South Wales
Port of Brisbane
Port of Hastings Development Authority
Port of Melbourne
Port of Newcastle
Port of Portland
Port of Townsville
Ports North
Ports Victoria
Rio Tinto
Santos
Southern Ports
Tasmanian Ports Corporation
Toll

Table of Contents

List of tables

List of figures

Chapter 1 International sea freight

This chapter shows data about Australia's international exports and imports by sea from 2014–15 to 2023–24. 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 2024a), 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 2024b). Nominal figures are included in Appendix C.

As the focus of this report is on freight throughput, non-merchandise trade[6] is included. However, since *Australian Sea Freight 2018–19*, ship stores supplied to foreign vessels in Australia for consumption on the outward journey (such as bunker fuel and feed for the live animal trade) have been excluded, with changes backdated. This was a change from previous versions of *Australian Sea Freight* which included these exports.

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

BITRE amended the ABS (2024a) data to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

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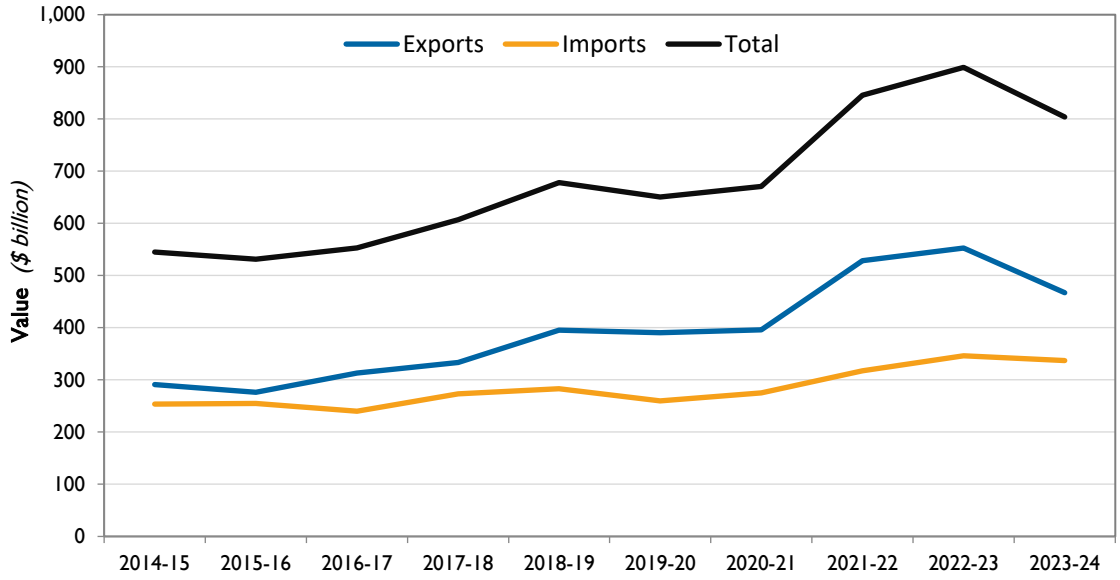
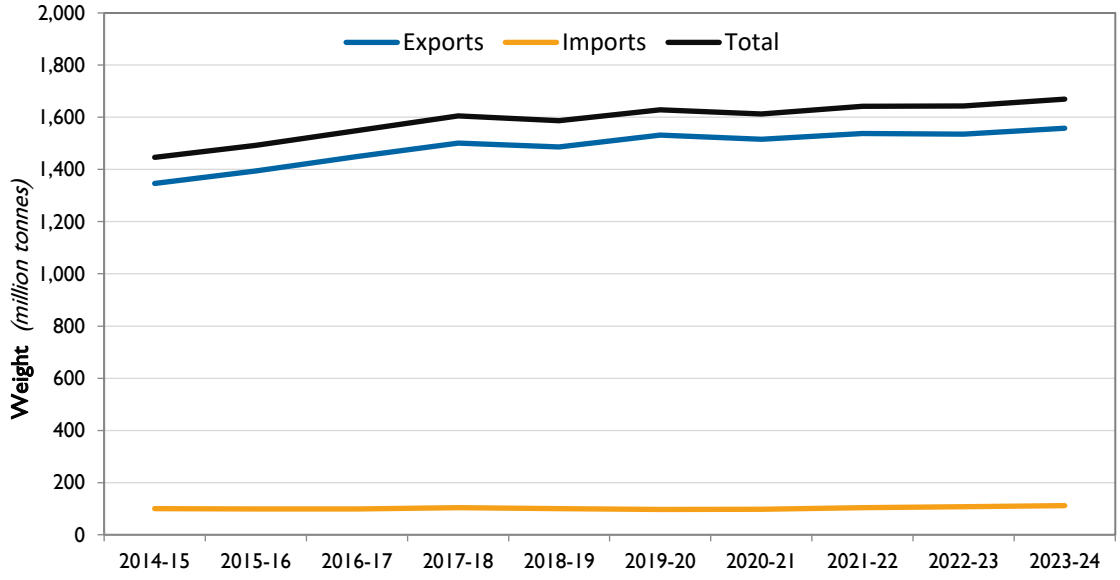
[6] Non-merchandise trade consists of goods entering or leaving Australia on a temporary basis but still entered on an export or import declaration. For example: art exhibits, race horses, vessels or aircraft sent for repairs, machinery or equipment temporarily imported for construction and the personal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

Figure 1.1 Value of Australia's international sea freight (2023–24 prices)



Sources: ABS (2024a), ABS (2024b).

Figure 1.2 Weight of Australia's international sea freight



Source: ABS (2024a).

Table 1.1 Value of Australia's international sea freight, by Australian state/territory of origin and final destination (2023–24 prices)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Foreign origin [b]	Total
Exports – Australian state/territory of origin *($ billion)*										
2014–15	40.1	25.8	57.8	13.7	122.3	3.0	8.1	0.0	20.1	291.1
2015–16	37.1	24.3	58.6	13.8	102.3	3.3	6.0	0.0	30.8	276.3
2016–17	45.1	24.9	80.7	13.4	124.5	3.2	6.0	0.0	15.2	313.0
2017–18	47.3	25.9	88.2	13.8	133.4	4.1	7.0	0.0	14.0	333.7
2018–19	52.8	26.2	102.1	13.2	171.9	4.1	11.4	0.0	13.5	395.1
2019–20	45.8	25.2	87.9	12.4	189.9	4.0	14.5	0.0	10.9	390.7
2020–21	40.5	23.6	65.3	14.1	229.9	4.2	10.9	0.0	7.2	395.7
2021–22	76.4	29.5	131.4	15.5	243.4	4.8	19.1	0.0	8.3	528.4
2022–23	88.2	28.6	131.8	17.4	255.5	4.2	16.7	0.0	10.4	552.8
2023–24	60.8	27.2	110.6	16.8	223.4	4.1	13.9	0.0	10.3	467.0
Annual growth rate					*(%)*					
1 year	-31.1	-5.1	-16.1	-3.8	-12.6	-1.9	-16.5	35.9	-0.8	-15.5
5 year trend	9.9	2.3	6.8	6.8	6.7	0.7	5.9	665.9	-3.8	6.4
Imports – Australian state/territory of final destination *($ billion)*										
2014–15	79.8	73.7	43.3	9.4	39.8	1.1	6.5	0.0		253.7
2015–16	83.8	76.4	40.9	9.6	39.3	1.1	4.0	0.0		255.1
2016–17	83.4	74.8	42.9	9.9	26.0	1.2	1.8	0.0		240.0
2017–18	89.3	81.6	50.2	10.1	38.1	1.5	2.5	0.0		273.3
2018–19	94.8	87.2	52.0	10.7	34.3	1.8	2.1	0.0		282.9
2019–20	89.5	82.1	45.9	9.7	29.6	1.3	1.5	0.0		259.6
2020–21	93.4	86.1	49.4	10.4	33.2	1.1	1.4	0.0		275.0
2021–22	102.3	97.9	61.3	12.9	38.6	2.0	2.3	0.0		317.2
2022–23	112.7	103.4	67.4	14.2	44.4	1.9	2.3	0.0		346.2
2023–24	106.9	103.3	64.6	13.6	44.2	1.6	2.6	0.0		336.9
Annual growth rate					*(%)*					
1 year	-5.1	-0.1	-4.1	-4.2	-0.5	-13.6	15.2	-73.8		-2.7
5 year trend	4.0	4.9	7.2	7.6	7.8	4.0	8.6	-10.1		5.5

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

b "Foreign origin" refers to cargo without an Australian origin. Most of this category refers to 're-exports'.

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

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

Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Sources: ABS (2024a), ABS (2024b).

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)*										
2014–15	184.7	17.4	252.3	23.5	842.0	5.8	19.0	0.0	1.8	1,346.5
2015–16	178.9	16.3	266.1	18.7	888.1	6.3	17.2	0.0	2.2	1,394.0
2016–17	184.7	21.1	265.9	20.5	932.9	6.2	17.3	0.0	1.1	1,449.7
2017–18	172.8	21.5	280.5	19.1	979.7	7.1	19.7	0.0	1.1	1,501.4
2018–19	177.3	16.0	290.9	11.4	959.6	6.7	23.0	0.0	1.2	1,486.1
2019–20	179.9	14.5	289.4	13.4	996.0	7.4	30.0	0.1	0.8	1,531.6
2020–21	175.7	17.6	267.7	17.2	999.8	6.6	30.8	0.0	0.6	1,516.1
2021–22	180.2	19.9	264.0	17.5	1,017.4	6.9	31.6	0.0	0.7	1,538.3
2022–23	157.5	19.5	265.5	21.6	1,036.5	6.6	26.9	0.0	1.2	1,535.4
2023–24	169.1	19.3	273.8	21.2	1,036.4	6.4	28.9	0.0	3.2	1,558.2
Annual growth rate					*(%)*					
1 year	7.4	-1.5	3.1	-1.8	0.0	-3.0	7.1	-88.7	166.1	1.5
5 year trend	-1.7	5.6	-1.6	13.9	1.5	-1.4	2.4	376.2	19.6	0.7
Imports – Australian state/territory of final destination *(million tonnes)*										
2014–15	21.5	22.5	23.7	4.1	20.5	0.8	7.0	0.0		100.1
2015–16	22.9	21.4	22.2	4.6	19.7	1.1	7.1	0.0		98.9
2016–17	23.7	22.1	22.4	4.9	19.1	1.0	6.1	0.0		99.3
2017–18	25.8	24.9	23.0	4.6	17.9	1.2	6.4	0.0		103.8
2018–19	25.6	24.2	21.1	4.8	17.5	1.1	6.2	0.0		100.5
2019–20	25.7	22.7	19.5	4.9	17.6	1.0	5.3	0.0		96.9
2020–21	24.6	23.2	20.2	5.5	16.7	1.0	6.0	0.0		97.1
2021–22	25.1	24.9	23.8	5.7	18.1	1.1	4.8	0.0		103.5
2022–23	27.2	24.7	25.8	6.5	19.8	1.3	2.4	0.0		107.7
2023–24	28.1	26.8	25.9	6.6	21.3	1.2	1.6	0.0		111.6
Annual growth rate					*(%)*					
1 year	3.4	8.5	0.2	1.6	7.3	-3.9	-31.0	-83.6		3.6
5 year trend	1.9	2.4	5.9	7.2	4.2	3.8	-23.1	-17.3		2.6

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

b "Foreign origin" refers to cargo without an Australian origin. Most of this category refers to 're-exports'.

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

Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Source: ABS (2024a).

Table 1.3 Top ten ports with the highest value of Australia's international sea freight (2023–24 prices)

Financial year	Port Hedland	Dampier	Gladstone	Newcastle	Melbourne	Hay Point	Port Walcott	Brisbane	Sydney	Various Offshore Facilities WA	All ports [a]
Exports						*($ billion)*					
2014–15	38.1	43.5	13.0	18.7	29.0	17.0	15.0	17.9	14.3	4.9	291.1
2015–16	33.2	41.9	17.6	17.0	28.3	15.3	14.0	16.4	14.5	3.7	276.3
2016–17	43.5	32.0	26.8	23.0	27.1	26.4	17.7	16.7	15.3	6.7	313.0
2017–18	41.6	35.4	29.5	25.3	29.0	30.5	17.4	17.0	15.8	12.2	333.7
2018–19	53.0	40.7	37.9	27.4	30.7	33.5	19.4	18.2	17.4	16.4	395.1
2019–20	70.7	37.0	32.7	21.6	29.0	25.0	26.2	17.7	16.9	16.6	390.7
2020–21	105.5	42.0	22.8	18.1	26.6	15.6	35.1	15.4	14.9	9.1	395.7
2021–22	87.8	47.3	48.8	47.1	31.0	45.7	30.7	19.5	17.7	23.7	528.4
2022–23	82.8	51.9	51.4	57.6	29.8	41.6	26.0	22.8	19.0	29.7	552.8
2023–24	84.3	41.8	43.3	33.4	29.4	33.0	26.5	20.0	18.5	21.8	467.0
Annual growth rate					*(%)*						
1 year	1.8	-19.4	-15.8	-42.0	-1.4	-20.6	2.3	-12.1	-2.3	-26.3	-15.5
5 year trend	7.8	3.7	8.2	15.0	0.1	7.5	4.1	4.3	2.4	12.5	6.4
	Melbourne	**Sydney**	**Brisbane**	**Fremantle**	**Port Kembla**	**Adelaide**	**Geelong**	**Dampier**	**Newcastle**	**Townsville**	**All ports [a]**
Imports						*($billion)*					
2014–15	68.8	67.9	34.3	24.1	11.8	7.6	6.1	3.0	2.3	3.0	253.7
2015–16	74.0	70.4	33.5	22.3	13.7	7.8	3.9	7.5	1.9	2.1	255.1
2016–17	73.0	69.5	35.3	20.4	13.9	8.1	3.6	1.0	2.3	2.3	240.0
2017–18	78.1	73.7	40.8	22.7	15.0	8.6	5.1	1.5	3.0	3.2	273.3
2018–19	82.3	79.6	43.3	23.9	14.1	9.1	6.3	5.8	3.5	2.5	282.9
2019–20	78.3	77.5	37.7	23.9	12.0	8.3	4.9	1.5	2.5	2.4	259.6
2020–21	85.6	76.7	41.6	26.1	14.9	8.9	3.6	2.1	2.7	2.5	275.0
2021–22	93.2	85.2	49.3	29.3	15.0	10.7	6.6	2.1	4.4	3.5	317.2
2022–23	98.1	92.2	53.9	32.8	19.0	11.9	7.3	4.6	4.9	3.2	346.2
2023–24	96.1	87.0	52.6	33.4	17.7	11.9	8.3	3.9	4.7	3.6	336.9
Annual growth rate					*(%)*						
1 year	-2.0	-5.7	-2.3	1.8	-7.0	0.4	14.4	-16.0	-3.7	12.6	-2.7
5 year trend	4.5	3.1	6.5	8.1	7.4	7.9	9.4	3.8	12.3	9.1	5.5

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

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

In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports". For example, Darwin in this report includes Darwin Port and the neighbouring Darwin LNG and INPEX LNG. Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun. Figures are presented in real terms, adjusted for price changes using CPI. Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Sources: ABS (2024a), ABS (2024b).

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

Financial year	Port Hedland	Port Walcott	Dampier	Newcastle	Hay Point	Gladstone	Abbot Point	Weipa	Other Ports WA	Various Offshore Facilities WA	All ports [a]
Exports					*(million tonnes)*						
2014–15	438.2	157.4	167.5	161.7	114.9	74.7	28.7	15.1	2.8	5.7	1,346.5
2015–16	452.0	187.7	169.1	160.2	115.5	89.2	26.4	16.2	7.3	6.2	1,394.0
2016–17	489.0	188.9	162.5	166.1	106.7	95.1	25.1	19.8	13.4	12.0	1,449.7
2017–18	505.7	198.9	173.7	159.3	119.0	92.6	27.6	22.0	20.8	19.0	1,501.4
2018–19	503.6	180.3	171.4	161.5	118.9	99.1	28.9	24.5	28.7	20.0	1,486.1
2019–20	528.3	191.6	163.6	164.9	110.8	97.9	31.8	30.0	30.0	22.4	1,531.6
2020–21	537.5	185.1	163.7	157.5	97.6	98.4	29.7	26.7	31.6	17.9	1,516.1
2021–22	554.6	179.8	160.3	160.5	98.3	94.6	28.4	26.2	33.2	24.2	1,538.3
2022–23	557.3	186.2	168.6	137.1	101.4	86.8	33.8	25.2	14.5	25.9	1,535.4
2023–24	563.8	181.5	167.3	150.9	97.8	93.7	34.5	28.3	0.2	25.3	1,558.2
Annual growth rate					*(%)*						
1 year	1.2	-2.5	-0.8	10.0	-3.5	8.0	2.0	12.3	-98.8	-2.6	1.5
5 year trend	2.2	-0.2	-0.1	-2.5	-3.5	-1.9	3.0	0.5	-54.7	5.6	0.7

	Sydney	Melbourne	Brisbane	Fremantle	Geelong	Darwin	Adelaide	Port Kembla	Newcastle	Gladstone	All ports [a]
Imports					*(million tonnes)*						
2014–15	17.4	14.0	14.2	13.6	7.7	6.9	3.5	2.5	2.2	3.1	100.1
2015–16	18.3	14.0	13.4	13.1	6.7	7.0	4.0	2.5	2.4	3.3	98.9
2016–17	18.7	15.1	15.2	13.3	6.4	6.0	4.2	2.4	3.0	3.5	99.3
2017–18	20.0	16.6	16.7	13.1	7.7	6.3	3.9	3.2	2.9	1.6	103.8
2018–19	20.5	16.0	16.0	13.0	7.6	6.0	3.8	2.8	2.7	1.3	100.5
2019–20	19.5	15.5	14.1	13.0	6.6	5.2	3.9	3.9	2.6	1.4	96.9
2020–21	18.4	16.3	14.9	11.6	6.5	5.9	4.6	3.7	2.7	1.2	97.1
2021–22	18.4	17.4	16.7	12.2	7.0	4.7	4.5	3.8	3.4	2.7	103.5
2022–23	20.5	16.7	18.1	13.1	7.3	2.3	5.2	4.0	3.3	3.3	107.7
2023–24	20.5	16.9	17.8	13.8	9.1	1.6	5.4	3.8	4.1	3.6	111.6
Annual growth rate					*(%)*						
1 year	0.4	1.5	-1.4	5.3	23.5	-31.4	3.1	-3.8	24.5	6.6	3.6
5 year trend	0.5	1.6	4.1	1.1	3.6	-23.6	7.7	4.8	8.9	27.1	2.6

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

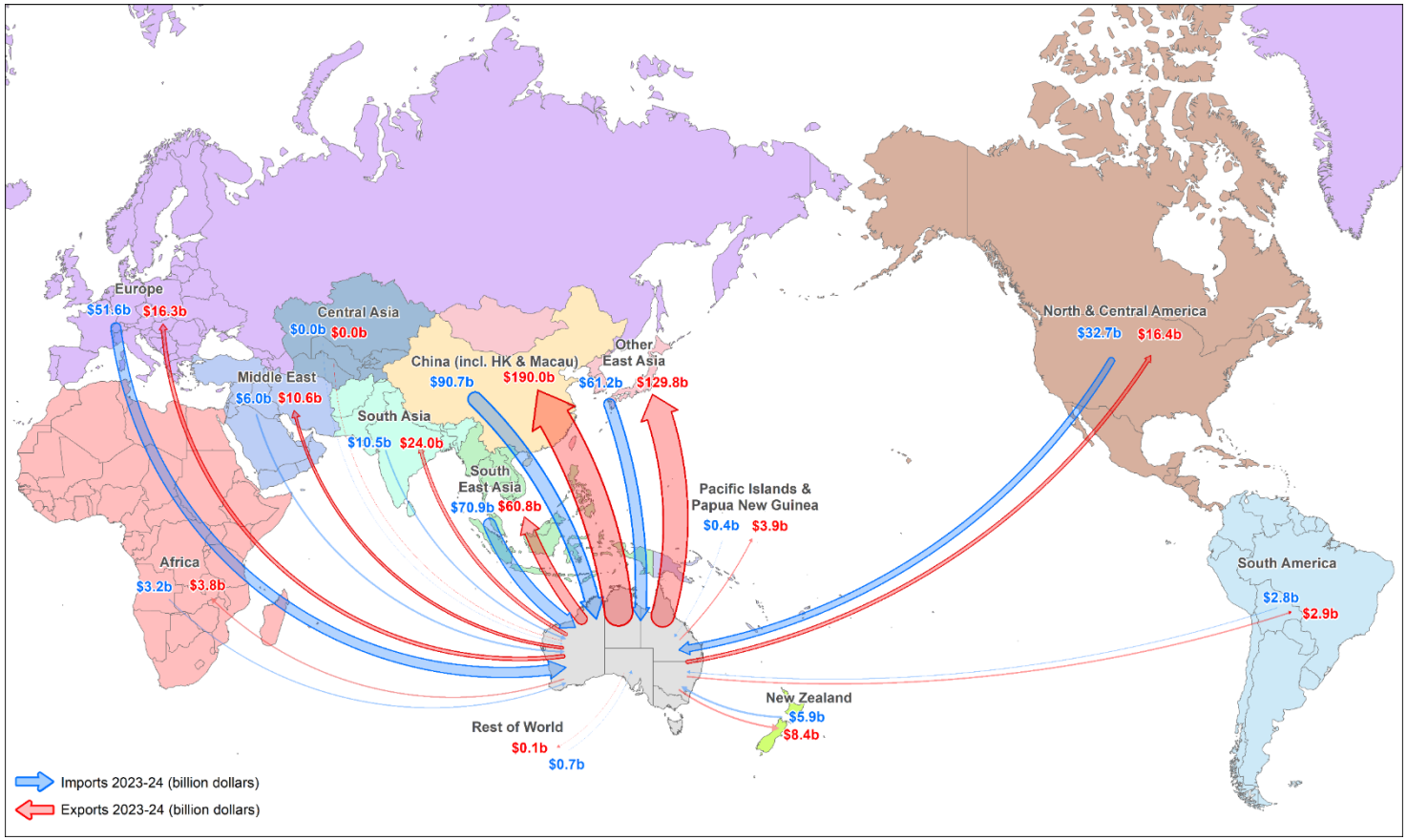
Notes: The top ten ports are Australian ports with the largest weight of Australia's international exports or imports summed over the last ten years. The ports are sorted in descending order by the total weight summed over the ten years, not by the most recent financial year.

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

Includes non-merchandise trade but excludes non-merchandise trade. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Source: ABS (2024a).

Figure 1.3 Value of Australia's international sea freight by trading region of final destination or origin, 2023–24

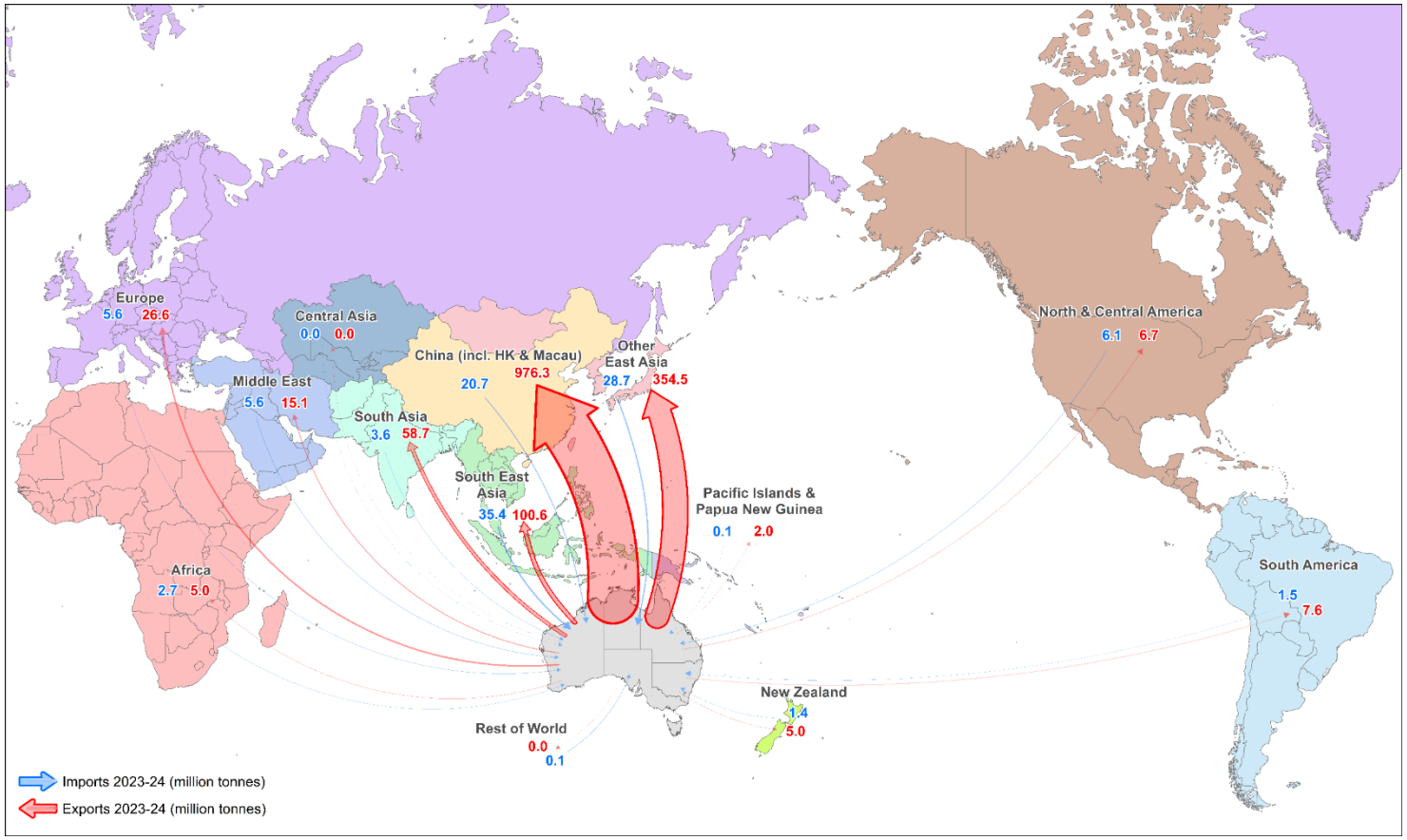


Notes: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.

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

Source: Derived from ABS (2024a). Adjusted to 2023–24 prices using ABS (2024b).

Figure 1.4 Weight of Australia's international sea freight by trading region of final destination or origin, 2023–24



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 (2024a).

Table 1.5 Value of Australia's international sea freight, by trading region of final destination or origin (2023–24 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							*($ billion)*							
2014–15	3.8	0.0	95.1	12.0	10.7	7.4	14.4	86.7	3.7	2.2	12.9	40.9	1.2	291.1
2015–16	4.4	0.0	89.1	12.2	10.3	7.4	14.1	73.0	3.4	2.1	13.5	46.5	0.3	276.3
2016–17	3.6	0.0	113.8	15.8	9.5	7.4	11.7	84.5	3.3	2.9	20.5	39.8	0.2	313.0
2017–18	4.3	0.0	122.6	14.8	9.0	7.8	11.5	93.6	3.5	2.7	20.9	42.7	0.3	333.7
2018–19	4.6	0.0	151.7	16.1	10.2	8.4	14.0	113.2	4.3	2.4	20.4	49.5	0.3	395.1
2019–20	3.3	0.0	175.3	12.2	7.5	7.8	12.9	104.5	4.0	1.8	14.4	46.9	0.1	390.7
2020–21	3.7	0.0	192.2	12.4	8.3	8.0	11.4	92.5	3.3	1.8	15.9	46.1	0.1	395.7
2021–22	5.4	0.0	177.9	24.0	12.8	8.6	14.2	174.3	4.3	5.3	32.6	68.9	0.1	528.4
2022–23	3.9	0.0	189.1	20.9	13.4	8.9	15.7	191.8	4.3	3.9	27.3	73.6	0.1	552.8
2023–24	3.8	0.0	190.0	16.3	10.6	8.4	16.4	129.8	3.9	2.9	24.0	60.8	0.1	467.0
Annual growth rate							*(%)*							
1 year	-3.6	-28.6	0.4	-21.7	-20.7	-5.3	4.6	-32.3	-7.8	-24.2	-12.2	-17.4	-5.2	-15.5
5 year trend	-0.1	-6.0	3.7	7.0	7.0	1.4	4.6	9.4	0.0	13.3	10.4	8.2	-11.5	6.4
Imports – region of origin							*($ billion)*							
2014–15	3.8	0.0	58.6	41.1	7.1	8.1	27.5	44.6	1.8	3.2	5.2	51.1	1.7	253.7
2015–16	2.6	0.0	62.0	44.0	5.3	8.0	27.3	47.5	0.9	2.9	6.6	47.1	0.9	255.1
2016–17	3.4	0.0	59.7	43.1	5.2	7.7	24.4	38.7	1.0	3.0	6.1	47.0	0.8	240.0
2017–18	5.3	0.0	65.1	48.5	6.2	7.9	25.9	52.3	0.8	2.6	7.1	50.5	1.0	273.3
2018–19	4.9	0.0	74.1	49.3	7.4	7.8	27.2	46.9	1.0	2.9	6.5	53.8	1.1	282.9
2019–20	3.8	0.0	74.5	45.0	5.3	7.4	29.3	37.2	0.4	2.8	6.4	46.5	1.1	259.6
2020–21	2.8	0.0	83.1	49.6	5.3	6.4	26.0	38.5	0.5	2.9	8.2	50.6	0.9	275.0
2021–22	3.4	0.0	89.7	49.3	6.6	6.1	28.0	52.2	0.2	2.9	12.5	65.4	0.7	317.2
2022–23	3.5	0.0	97.4	52.7	6.0	6.5	33.0	63.9	0.3	3.0	9.4	69.7	0.6	346.2
2023–24	3.2	0.0	90.7	51.6	6.0	5.9	32.7	61.2	0.4	2.8	10.5	70.9	0.7	336.9
Annual growth rate							*(%)*							
1 year	-8.7	-19.6	-6.9	-2.1	-0.8	-8.8	-0.8	-4.2	33.7	-6.4	12.1	1.7	17.0	-2.7
5 year trend	-6.2	5.5	5.6	2.0	-1.3	-5.0	4.0	9.8	-16.8	0.6	12.0	8.5	-11.0	5.5

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

Notes: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.
Blank cells mean no data was recorded for the categories, or per cent changes were not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.
Figures are presented in real terms, adjusted for price changes using CPI.
Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Sources: ABS (2024a), ABS (2024b).

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

Financial year	Africa	Central Asia	China (inc. Hong Kong & Macau)	Europe	Middle East	New Zealand	North & Central America	Other East Asia	Pacific Islands & PNG [a]	South America	South Asia	South East Asia	Rest of world	Total
Exports – region of final destination							*(million tonnes)*							
2014–15	5.9	0.0	775.3	24.5	13.2	3.6	6.4	405.7	2.4	8.6	58.0	42.8	0.2	1,346.5
2015–16	5.2	0.0	809.0	26.8	14.1	3.3	9.9	410.2	2.5	10.8	57.4	44.7	0.0	1,394.0
2016–17	5.0	0.0	868.9	27.2	13.7	3.3	5.8	402.3	2.4	10.3	55.3	55.4	0.1	1,449.7
2017–18	5.8	0.0	917.6	24.3	11.1	3.5	4.3	397.6	2.7	8.4	62.5	63.4	0.2	1,501.4
2018–19	4.8	0.0	885.1	24.2	12.7	3.4	4.7	403.1	3.1	6.4	61.3	77.1	0.1	1,486.1
2019–20	4.7	0.0	963.0	17.6	10.5	3.1	3.7	382.5	3.0	5.6	49.6	88.3	0.0	1,531.6
2020–21	7.1	0.0	861.9	22.4	17.7	3.1	3.6	391.8	2.6	8.7	83.1	113.9	0.0	1,516.1
2021–22	7.1	0.0	863.6	29.9	19.7	3.8	4.3	422.4	2.9	10.2	69.1	105.2	0.0	1,538.3
2022–23	5.5	0.0	913.2	30.0	20.4	4.1	6.2	380.7	2.4	8.7	58.7	105.6	0.0	1,535.4
2023–24	5.0	0.0	976.3	26.6	15.1	5.0	6.7	354.5	2.0	7.6	58.7	100.6	0.0	1,558.2
Annual growth rate							*(%)*							
1 year	-8.9	-38.9	6.9	-11.2	-25.8	23.3	9.1	-6.9	-16.4	-13.4	0.0	-4.7	-4.1	1.5
5 year trend	1.9	-20.4	1.0	7.0	8.9	8.7	10.5	-1.6	-7.8	6.9	0.3	5.3	-10.9	0.7
Imports – region of origin							*(million tonnes)*							
2014–15	3.2	0.0	14.1	5.8	7.4	3.3	6.9	20.2	3.1	1.6	2.0	27.5	5.2	100.1
2015–16	2.4	0.0	14.5	5.3	6.7	3.3	6.1	22.1	1.6	2.0	3.2	26.1	5.5	98.9
2016–17	3.7	0.0	15.3	5.8	6.9	2.9	6.4	20.9	1.2	2.1	2.6	26.7	4.9	99.3
2017–18	5.5	0.0	15.5	7.1	6.5	2.7	5.8	21.4	0.8	2.1	3.2	28.7	4.5	103.8
2018–19	4.3	0.0	16.6	7.7	6.4	2.6	5.4	18.5	1.0	2.2	1.6	29.3	4.9	100.5
2019–20	4.3	0.0	17.0	6.7	5.3	2.6	8.7	16.6	0.3	1.8	2.2	30.2	1.0	96.9
2020–21	2.8	0.0	18.7	7.4	5.4	2.3	5.9	13.4	0.3	1.5	3.9	35.4	0.2	97.1
2021–22	3.0	0.0	16.5	7.1	4.0	2.2	5.7	21.8	0.1	1.4	5.3	36.3	0.1	103.5
2022–23	2.9	0.0	19.1	5.9	4.4	1.9	6.3	28.1	0.1	1.3	2.3	35.4	0.1	107.7
2023–24	2.7	0.0	20.7	5.6	5.6	1.4	6.1	28.7	0.1	1.5	3.6	35.4	0.1	111.6
Annual growth rate							*(%)*							
1 year	-6.0	15.1	8.3	-3.9	27.4	-25.1	-1.7	2.0	51.4	14.8	55.1	0.0	-14.7	3.6
5 year trend	-9.1	-4.6	3.9	-5.6	-4.5	-10.5	-1.2	12.9	-38.4	-7.9	12.9	4.2	-54.3	2.6

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

Notes: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.
Blank cells mean no data was recorded for the categories, or per cent changes were not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.
Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Sources: ABS (2024a).

Table 1.7 Value of Australia's international sea freight, by trading region of discharging and loading (2023–24 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)*							
2014–15	3.0		92.2	9.7	7.4	9.0	11.9	87.1	3.6	2.1	11.2	52.7	1.2	291.1
2015–16	3.7		86.2	10.6	6.9	8.9	11.9	73.3	3.4	1.9	11.9	57.4	0.2	276.3
2016–17	2.9		111.6	14.5	6.9	8.5	10.0	84.8	3.2	2.9	18.4	49.2	0.1	313.0
2017–18	3.6		120.8	13.4	7.5	8.9	9.8	93.6	3.5	2.6	19.3	50.4	0.2	333.7
2018–19	4.1		148.6	14.5	9.2	9.5	12.2	113.0	4.2	2.4	19.3	57.8	0.3	395.1
2019–20	2.5		173.4	10.8	6.6	8.8	11.2	104.2	3.9	1.6	13.5	54.3	0.0	390.7
2020–21	3.1		192.4	11.3	7.5	8.8	9.8	92.7	3.2	1.7	14.9	50.4	0.0	395.7
2021–22	4.7		176.6	23.4	11.8	9.1	12.8	173.4	4.1	5.2	31.6	75.7	0.1	528.4
2022–23	3.3		188.8	20.0	12.2	9.2	14.2	190.9	4.1	3.8	26.4	79.9	0.1	552.8
2023–24	3.1		189.5	15.1	9.5	8.9	14.6	129.4	3.8	2.8	22.7	67.7	0.1	467.0
Annual growth rate							*(%)*							
1 year	-5.9		0.4	-24.7	-22.1	-3.5	2.9	-32.2	-6.5	-27.8	-14.2	-15.3	-7.0	-15.5
5 year trend	-0.7		4.0	8.2	7.3	-0.5	5.6	9.3	-0.1	13.5	10.7	7.0	-14.5	6.4
Imports – region where cargo was loaded							*($ billion)*							
2014–15	3.5		58.3	38.1	6.6	8.3	26.1	42.8	2.1	3.1	5.0	59.2	0.4	253.7
2015–16	2.7		62.3	41.9	4.6	8.3	26.6	40.5	1.2	2.7	6.3	57.8	0.1	255.1
2016–17	3.2		60.2	41.0	4.8	8.1	24.2	38.4	1.2	2.9	5.7	50.3	0.1	240.0
2017–18	4.5		65.3	46.6	5.7	8.3	25.8	52.0	1.0	2.6	6.8	54.6	0.2	273.3
2018–19	4.7		74.0	47.5	6.3	8.2	26.7	42.3	1.3	2.9	6.2	62.4	0.3	282.9
2019–20	3.8		74.2	43.4	5.0	7.8	28.5	36.9	0.6	2.7	6.0	50.5	0.0	259.6
2020–21	2.9		82.9	47.6	5.2	6.8	25.9	37.4	0.8	2.9	8.0	54.6	0.0	275.0
2021–22	2.9		89.5	47.6	6.6	6.6	27.8	52.9	0.4	2.8	13.0	67.1	0.1	317.2
2022–23	2.8		97.3	51.0	6.1	6.9	32.8	62.3	0.6	3.0	9.4	73.9	0.1	346.2
2023–24	3.0		90.5	50.1	5.6	6.4	32.2	60.4	0.8	2.7	10.1	75.0	0.1	336.9
Annual growth rate							*(%)*							
1 year	7.0		-7.0	-1.9	-8.1	-7.5	-1.7	-3.1	20.7	-9.7	8.0	1.5	-18.4	-2.7
5 year trend	-9.0		5.6	2.2	0.6	-4.6	4.2	11.1	-7.8	-0.2	13.0	6.7	9.0	5.5

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

Notes: Not all international sea freight is exported from Australia directly to its final destination, or imported from the country of origin directly to Australia. This analysis focuses on the trading regions where the Australian sea freight has been discharged after departing Australia, or loaded prior to arriving in Australia.
"Appendix B: Trading regions and country codes" shows the country composition of trading regions.
Blank cells mean no data was recorded for the categories, or per cent changes were not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.
Figures are presented in real terms, adjusted for price changes using CPI.
Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Sources: ABS (2024a), ABS (2024b).

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

Financial year	Africa	Central Asia	China (inc. Hong Kong & Macau)	Europe	Middle East	New Zealand	North & Central America	Other East Asia	Pacific Islands & PNG [a]	South America	South Asia	South East Asia	Rest of world	Total
Exports – region where cargo was discharged							*(million tonnes)*							
2014–15	5.7		774.7	24.1	12.4	3.8	6.0	405.6	2.3	8.6	57.1	46.0	0.2	1,346.5
2015–16	5.0		807.6	26.5	13.5	3.5	9.6	410.7	2.5	10.8	56.2	48.1	0.0	1,394.0
2016–17	4.8		867.5	27.3	13.1	3.6	4.9	403.3	2.4	10.4	53.8	58.5	0.0	1,449.7
2017–18	5.6		917.2	23.8	10.8	3.7	4.0	398.6	2.7	8.4	61.5	65.1	0.0	1,501.4
2018–19	4.6		885.4	24.3	12.3	3.6	4.5	403.3	3.1	6.7	60.5	77.8	0.0	1,486.1
2019–20	4.2		968.1	17.6	10.1	3.2	3.5	382.3	3.0	5.5	48.9	85.3	0.0	1,531.6
2020–21	6.8		875.7	22.6	17.4	3.2	3.4	392.3	2.6	8.4	82.2	101.5	0.0	1,516.1
2021–22	6.9		862.7	29.8	19.4	3.9	4.1	423.5	2.8	10.2	69.0	106.0	0.0	1,538.3
2022–23	5.3		913.7	30.3	19.6	4.1	5.8	380.3	2.3	8.7	62.1	103.1	0.0	1,535.4
2023–24	4.7		976.2	26.4	14.7	5.1	6.5	354.9	2.0	7.6	58.5	101.6	0.0	1,558.2
Annual growth rate							*(%)*							
1 year	-10.5		6.8	-12.8	-24.8	25.0	11.0	-6.7	-14.3	-13.2	-5.8	-1.5	-2.4	1.5
5 year trend	2.3		0.9	6.9	9.0	7.8	10.6	-1.6	-7.5	6.6	1.1	5.7	-6.2	0.7
Imports – region where cargo was loaded							*(million tonnes)*							
2014–15	2.8		14.1	4.8	7.0	3.2	6.8	20.2	2.9	1.5	2.0	30.1	4.8	100.1
2015–16	2.5		14.5	5.0	5.8	3.3	6.0	21.6	1.7	1.7	3.2	28.4	5.3	98.9
2016–17	3.3		15.6	5.2	6.5	2.8	6.1	20.9	1.1	1.9	2.5	28.4	4.8	99.3
2017–18	4.6		14.9	6.7	6.0	2.8	5.8	21.5	0.8	2.1	3.2	31.1	4.4	103.8
2018–19	3.8		16.7	7.4	5.4	2.6	5.0	18.5	1.1	2.1	1.6	31.3	4.8	100.5
2019–20	4.1		17.0	6.4	5.1	2.6	8.2	16.7	0.3	1.8	2.2	32.3	0.3	96.9
2020–21	2.9		18.8	6.7	5.8	2.4	5.9	13.7	0.3	1.5	3.8	35.3	0.0	97.1
2021–22	2.6		16.5	6.6	4.2	2.3	5.6	22.7	0.1	1.3	5.9	35.6	0.1	103.5
2022–23	2.3		19.3	5.5	4.5	2.0	6.0	28.6	0.1	1.3	2.6	35.4	0.1	107.7
2023–24	2.5		20.8	5.4	5.4	1.5	5.8	28.6	0.1	1.4	3.5	36.4	0.1	111.6
Annual growth rate							*(%)*							
1 year	7.8		7.9	-0.8	18.0	-24.3	-3.8	0.0	34.3	9.2	37.7	2.7	-12.9	3.6
5 year trend	-10.5		3.9	-5.6	-2.1	-9.9	-0.6	13.0	-35.6	-8.0	15.2	3.0	-38.7	2.6

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

Notes: Not all international sea freight is exported from Australia directly to its final destination country, or imported from the country of origin directly to Australia. This analysis focuses on the trading regions where the Australian sea freight has been discharged after departing Australia, or loaded prior to arriving in Australia.
"Appendix B: Trading regions and country codes" shows the country composition of trading regions.
Blank cells mean no data was recorded for the categories, or per cent changes were not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.
Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Source: ABS (2024a).

Table 1.9 Top ten countries that traded the highest value of sea freight with Australia (2023–24 prices)

Financial year	China [a]	Japan	Korea, Republic of (South)	India	Taiwan	Singapore	United States of America	Indonesia	Malaysia	New Zealand	All countries [b]
Exports – country of final destination						*($ billion)*					
2014–15	95.1	55.7	22.7	11.1	8.3	14.7	12.2	7.9	8.1	7.4	291.1
2015–16	89.1	44.0	21.4	11.1	7.6	20.9	11.4	10.1	5.9	7.4	276.3
2016–17	113.8	50.7	23.7	18.0	10.0	11.4	9.3	10.9	6.2	7.4	313.0
2017–18	122.6	58.0	24.6	18.6	10.9	12.3	9.1	11.0	7.1	7.8	333.7
2018–19	151.7	69.2	29.5	18.4	14.5	14.2	11.2	9.0	10.5	8.4	395.1
2019–20	175.3	61.8	29.1	12.5	13.6	15.8	10.3	7.3	9.3	7.8	390.7
2020–21	192.2	50.1	29.9	13.3	12.5	11.7	8.7	7.9	8.8	8.0	395.7
2021–22	177.9	98.8	49.7	29.4	25.9	17.9	11.5	11.7	12.2	8.6	528.4
2022–23	189.1	114.6	47.5	23.8	29.6	19.1	12.1	12.2	14.3	8.9	552.8
2023–24	190.0	74.8	36.3	20.5	18.7	15.7	12.9	12.8	10.0	8.4	467.0
Annual growth rate						*(%)*					
1 year	0.4	-34.7	-23.5	-13.7	-37.0	-17.8	6.6	4.6	-30.2	-5.3	-15.5
5 year trend	3.7	8.7	9.0	9.8	13.2	4.3	4.2	11.1	3.9	1.4	6.4

	China [a]	United States of America	Japan	Korea, Republic of (South)	Thailand	Malaysia	Germany	Singapore	New Zealand	India	All countries [b]
Imports – country of origin						*($ billion)*					
2014–15	58.6	23.0	22.0	17.5	14.3	11.4	11.1	12.1	8.1	3.9	253.7
2015–16	62.0	23.1	21.4	21.5	16.6	10.6	12.3	8.1	8.0	4.8	255.1
2016–17	59.7	20.5	21.1	13.3	16.0	11.2	12.4	8.9	7.7	4.4	240.0
2017–18	65.1	21.3	22.6	25.6	17.0	12.1	13.2	10.2	7.9	5.5	273.3
2018–19	74.1	22.8	23.6	18.4	16.4	12.9	13.2	11.6	7.8	4.7	282.9
2019–20	74.5	24.8	20.5	11.8	13.7	10.1	11.2	9.7	7.4	4.5	259.6
2020–21	83.1	21.5	22.3	11.5	15.8	12.3	11.7	8.9	6.4	6.2	275.0
2021–22	89.7	22.9	23.6	19.9	16.3	14.4	11.8	18.4	6.1	10.3	317.2
2022–23	97.4	27.1	24.4	29.6	17.4	17.1	13.1	16.9	6.5	7.0	346.2
2023–24	90.7	27.6	25.3	27.5	19.8	15.8	13.0	15.2	5.9	8.5	336.9
Annual growth rate						*(%)*					
1 year	-6.9	1.9	3.8	-7.2	13.8	-7.2	-1.1	-10.2	-8.8	20.6	-2.7
5 year trend	5.6	3.7	2.7	16.4	4.9	8.2	1.1	11.3	-5.0	14.8	5.5

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

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

Notes: The top ten trading countries are selected based on the total value of sea freight traded with Australia over the last ten years. The countries are sorted in descending order by the total value summed over the ten years, not by the most recent financial year.

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

Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Sources: ABS (2024a), ABS (2024b).

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

Financial year	China [a]	Japan	Korea, Republic of (South)	India	Taiwan	Vietnam	Indonesia	Malaysia	Singapore	Netherlands	All countries [b]
Exports – country of final destination						*(million tonnes)*					
2014–15	775.3	233.7	120.2	55.7	51.8	3.4	12.2	12.1	5.5	7.9	1,346.5
2015–16	809.0	234.8	125.2	55.0	50.2	6.3	12.1	11.0	5.0	8.8	1,394.0
2016–17	868.9	231.1	114.7	52.9	56.4	8.0	15.5	12.5	7.6	9.6	1,449.7
2017–18	917.6	231.5	113.0	60.3	53.0	11.9	16.2	12.7	10.1	8.1	1,501.4
2018–19	885.1	225.1	119.3	59.7	58.7	20.9	13.8	18.5	11.7	8.4	1,486.1
2019–20	963.0	208.4	119.4	47.4	54.8	27.7	13.3	17.3	18.6	6.6	1,531.6
2020–21	861.9	208.7	127.1	78.2	56.0	33.7	19.8	18.2	26.8	7.9	1,516.1
2021–22	863.6	229.8	129.5	65.2	63.0	33.9	22.1	16.2	15.3	12.1	1,538.3
2022–23	913.2	219.8	104.7	55.5	56.1	32.0	22.4	17.2	16.6	11.3	1,535.4
2023–24	976.3	201.4	103.5	54.8	49.6	31.2	22.9	15.6	16.3	11.1	1,558.2
Annual growth rate						*(%)*					
1 year	6.9	-8.4	-1.2	-1.2	-11.5	-2.5	2.4	-9.3	-2.2	-2.0	1.5
5 year trend	1.0	-0.8	-3.1	-0.4	-1.8	7.2	12.9	-2.7	2.2	10.4	0.7

	China [a]	Korea, Republic of (South)	Malaysia	Singapore	Japan	United States of America	Indonesia	Thailand	Taiwan	United Arab Emirates	All countries [b]
Imports – country of origin						*(million tonnes)*					
2014–15	14.1	8.3	7.8	8.2	9.5	4.8	3.3	2.5	2.4	4.1	100.1
2015–16	14.5	10.1	8.6	7.1	9.8	4.4	4.3	2.5	2.3	3.4	98.9
2016–17	15.3	9.4	10.3	7.8	9.4	4.9	3.9	2.4	2.1	3.4	99.3
2017–18	15.5	10.6	10.4	8.5	9.1	4.2	4.1	3.0	1.6	3.8	103.8
2018–19	16.6	7.5	9.9	9.2	9.2	3.9	4.2	3.0	1.9	4.0	100.5
2019–20	17.0	6.2	8.1	7.9	8.2	6.6	3.7	3.1	2.2	2.8	96.9
2020–21	18.7	6.2	10.9	8.4	5.6	4.2	3.4	3.9	1.6	2.8	97.1
2021–22	16.5	9.0	9.1	12.1	8.2	3.9	2.6	4.1	4.6	0.9	103.5
2022–23	19.1	14.7	11.5	10.1	8.5	4.6	3.4	4.0	4.9	1.0	107.7
2023–24	20.7	15.5	10.8	10.2	8.1	4.8	4.3	3.7	5.0	1.8	111.6
Annual growth rate						*(%)*					
1 year	8.3	5.3	-6.5	1.4	-3.7	4.6	23.5	-6.6	2.1	74.8	3.6
5 year trend	3.9	20.9	3.8	4.8	-0.4	-0.1	-1.3	5.5	27.1	-21.1	2.6

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

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

Notes: The top ten trading countries are selected based on the total weight of sea freight traded with Australia over the last ten years. The countries are sorted in descending order by the total weight summed over the ten years, not by the most recent financial year.

Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

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

Source: ABS (2024a).

Table 1.11 Value of Australia's international sea freight, by commodity group (2023–24 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						*($ billion)*					
2014–15	38.9	2.8	111.3	83.2	0.8	6.5	17.6	11.8	2.1	16.1	291.1
2015–16	37.7	3.1	98.5	72.6	0.8	7.0	16.3	11.1	2.4	26.8	276.3
2016–17	38.5	3.3	119.1	103.4	0.8	7.0	16.1	10.3	2.3	12.1	313.0
2017–18	37.1	3.9	123.1	121.4	0.8	7.5	17.0	9.1	2.3	11.4	333.7
2018–19	37.3	4.1	144.9	156.1	0.7	8.1	20.7	9.6	2.5	11.0	395.1
2019–20	40.3	3.9	166.2	134.1	0.8	8.3	17.3	9.2	2.5	8.0	390.7
2020–21	40.1	3.3	220.8	91.8	0.9	7.1	16.8	8.3	2.3	4.4	395.7
2021–22	50.0	2.9	206.7	223.4	1.5	8.0	19.3	8.4	2.6	5.6	528.4
2022–23	55.4	2.6	201.8	244.6	1.8	8.0	19.2	9.1	3.0	7.3	552.8
2023–24	47.3	2.7	194.7	175.7	1.5	6.7	18.3	9.8	3.4	7.0	467.0
Annual growth rate						*(%)*					
1 year	-14.7	7.0	-3.5	-28.2	-17.3	-16.6	-5.0	7.6	15.1	-4.5	-15.5
5 year trend	7.0	-9.5	5.9	9.8	19.7	-2.9	-0.5	0.2	6.1	-6.5	6.4
Imports						*($ billion)*					
2014–15	15.6	3.6	3.8	43.4	0.8	21.8	36.0	94.2	30.4	4.0	253.7
2015–16	17.0	4.1	3.7	31.3	0.9	22.8	34.7	98.8	34.3	7.4	255.1
2016–17	16.9	3.9	3.7	33.5	0.8	22.9	31.6	93.1	32.3	1.4	240.0
2017–18	16.9	4.1	4.3	42.3	0.9	22.8	34.3	113.2	32.4	2.0	273.3
2018–19	18.5	4.4	3.8	48.1	0.9	23.8	35.6	106.3	35.6	5.8	282.9
2019–20	20.3	4.2	3.5	38.4	0.9	25.4	34.9	96.1	34.6	1.3	259.6
2020–21	19.0	4.0	3.5	29.9	0.9	25.1	37.6	113.4	39.3	2.3	275.0
2021–22	18.7	3.9	5.1	55.9	1.0	32.3	42.8	116.6	39.8	1.1	317.2
2022–23	20.3	4.0	3.9	65.9	1.2	33.1	41.3	132.5	40.4	3.6	346.2
2023–24	20.2	3.4	3.3	62.3	1.0	30.2	39.4	138.3	36.6	2.1	336.9
Annual growth rate						*(%)*					
1 year	-0.6	-15.1	-15.3	-5.5	-13.7	-8.8	-4.5	4.4	-9.5	-40.1	-2.7
5 year trend	1.1	-4.2	0.0	10.6	5.0	6.6	3.3	6.8	1.8	-7.7	5.5

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.
Figures are presented in real terms, adjusted for price changes using CPI.
Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Sources: ABS (2024a), ABS (2024b).

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

Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
Exports						*(million tonnes)*					
2014–15	32.8	1.1	867.2	407.1	0.7	2.9	5.7	0.9	0.2	28.0	1,346.5
2015–16	31.3	1.1	909.5	439.9	0.6	3.2	5.5	0.9	0.1	1.8	1,394.0
2016–17	42.9	1.2	950.2	444.5	0.6	2.9	5.6	0.8	0.1	0.9	1,449.7
2017–18	34.0	1.3	997.1	457.4	0.7	3.4	5.6	0.7	0.1	1.1	1,501.4
2018–19	23.4	1.2	966.6	483.3	0.6	3.0	5.9	0.9	0.1	1.0	1,486.1
2019–20	22.8	1.1	1,009.7	487.8	0.6	2.8	5.3	0.7	0.1	0.6	1,531.6
2020–21	38.1	1.1	1,008.8	457.5	0.7	2.9	5.7	0.7	0.1	0.5	1,516.1
2021–22	47.8	1.2	1,021.4	458.3	0.6	2.6	5.0	0.6	0.1	0.5	1,538.3
2022–23	54.9	1.1	1,033.0	435.9	0.8	2.6	5.3	0.6	0.3	0.9	1,535.4
2023–24	44.7	1.9	1,045.8	453.8	0.9	2.2	5.6	2.0	0.5	0.8	1,558.2
Annual growth rate						*(%)*					
1 year	-18.5	66.8	1.2	4.1	12.4	-12.7	4.7	224.2	67.0	-5.5	1.5
5 year trend	19.0	6.1	1.4	-1.8	6.3	-4.9	-1.0	11.8	27.6	-0.3	0.7
Imports						*(million tonnes)*					
2014–15	4.3	1.0	8.2	48.0	0.3	13.5	15.1	5.9	3.1	0.5	100.1
2015–16	4.3	1.0	7.5	48.9	0.4	13.3	14.6	5.4	3.2	0.3	98.9
2016–17	4.5	1.0	5.6	50.0	0.4	14.7	14.4	5.4	3.2	0.1	99.3
2017–18	4.6	1.1	6.0	54.5	0.4	10.2	16.7	6.8	3.4	0.1	103.8
2018–19	5.2	1.1	5.1	53.3	0.4	9.6	15.7	6.4	3.4	0.3	100.5
2019–20	6.2	1.1	5.5	49.7	0.4	10.6	14.4	5.5	3.4	0.1	96.9
2020–21	5.3	1.1	5.8	47.0	0.3	11.2	15.4	6.7	4.0	0.1	97.1
2021–22	5.0	1.1	6.5	47.7	0.3	13.7	18.1	7.1	4.0	0.1	103.5
2022–23	5.0	1.0	6.0	51.0	0.3	15.7	16.9	7.8	3.6	0.4	107.7
2023–24	5.3	0.9	5.8	51.6	0.3	17.4	17.9	8.4	3.7	0.3	111.6
Annual growth rate						*(%)*					
1 year	4.6	-12.2	-2.5	1.2	-13.0	10.9	6.1	7.6	0.7	-18.2	3.6
5 year trend	-1.8	-2.5	3.0	-0.2	-5.7	13.2	3.8	7.3	1.7	8.7	2.6

Notes: "nes" stands for "Not Elsewhere Specified".
Commodity descriptions are 1 digit (high-level) SITC (Standard International Trade Classification). The SITC is an international standard developed by the UN for classifying traded commodities.
Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Source: ABS (2024a).

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

Financial year	Animal feed	Coal	Confidentialised commodities	Meat	Metal and metal scrap	Ores and ore concentrates	Paper and paper products	Petroleum fuels	Wheat	Wine	Total[b]
Exports					*(million tonnes)*						
2014–15	1.7	7.3	6.6	2.1	3.6	5.7	1.2	0.9	8.5	1.0	53.9
2015–16	1.7	6.8	6.1	1.8	3.2	5.7	1.1	0.7	7.5	1.0	50.5
2016–17	1.7	6.8	7.9	1.6	3.3	5.9	1.3	1.0	9.4	1.1	57.3
2017–18	1.9	7.4	7.3	1.8	3.8	4.8	1.2	0.9	7.1	1.1	54.4
2018–19	1.9	6.6	5.2	2.0	4.0	2.4	1.2	0.9	4.6	1.1	45.6
2019–20	1.9	5.6	5.5	2.0	3.9	2.5	1.1	0.8	4.3	1.0	43.7
2020–21	2.4	4.1	3.9	1.7	3.7	3.2	1.0	0.5	8.4	0.9	46.5
2021–22	2.4	2.8	3.2	1.7	3.6	1.2	1.0	0.3	10.1	0.9	46.4
2022–23	2.4	2.9	3.1	1.8	3.4	1.0	0.9	0.3	13.5	0.9	51.7
2023–24	2.0	3.4	1.5	2.2	4.1	0.2	1.0	0.3	9.6	1.6	51.7
Annual growth rate					*(%)*						
1 year	-15.0	15.3	-51.6	24.2	20.2	-84.5	5.3	7.4	-29.4	78.7	0.1
5 year trend	2.9	-15.0	-20.4	0.7	-0.6	-38.6	-4.4	-23.3	23.0	4.5	3.3

	Beer	Bitumen	Building materials	Cars and trucks	Cement and clinker	Confidentialised commodities	Crude oil	LPG	Petroleum fuels	Slag	Total[b]
Imports					*(million tonnes)*						
2014–15	0.4	0.5	2.6	1.0	2.4	3.8	15.7	0.5	11.3	0.8	62.7
2015–16	0.4	0.5	2.9	1.2	2.6	3.5	12.6	0.5	14.3	0.9	62.8
2016–17	0.4	0.6	3.1	1.2	2.4	4.1	13.6	0.5	15.5	0.9	66.4
2017–18	0.4	0.7	3.8	1.3	3.1	3.2	15.0	0.4	15.9	1.0	70.4
2018–19	0.4	0.7	3.4	1.3	2.9	2.9	13.5	0.4	16.7	1.0	69.3
2019–20	0.4	0.6	2.9	1.0	2.4	3.1	11.7	0.3	16.3	0.9	65.9
2020–21	0.3	0.7	3.0	1.2	2.6	4.1	8.6	0.3	16.4	1.2	65.7
2021–22	0.3	0.6	3.5	1.4	2.8	5.2	5.1	0.4	20.4	1.3	69.1
2022–23	0.2	0.6	3.2	1.7	3.1	5.5	4.9	0.3	24.9	1.0	73.5
2023–24	0.2	0.6	3.3	1.9	3.0	4.6	4.5	0.3	25.7	1.3	74.5
Annual growth rate					*(%)*						
1 year	-5.5	-0.1	1.8	16.1	-2.6	-15.6	-7.8	3.3	3.3	23.2	1.3
5 year trend	-13.3	-1.4	1.2	11.3	3.1	12.9	-21.7	-2.4	11.0	4.5	2.1

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

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

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

Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Source: ABS (2024a).

Chapter 2 Coastal freight

This chapter summarises statistics about the coastal freight through Australian ports between 2011–12 and 2020–21 (Updated coastal and total throughput data for 2021–22 and 2022−23 will be released separately). 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.

Estimates of coastal freight up to 2023−24 are published in BITRE (2025). Coastal freight is estimated to have continued declining since 2020−21:

- 95.5 billion tonne kilometres in 2021−22 (87.2 billion bulk and 8.3 billion non-bulk).
- 90.7 billion tonne kilometres in 2022−23 (81.5 billion bulk and 9.2 billion non-bulk).
- 88.3 billion tonne kilometres in 2023−24 (80.3 billion bulk and 8.1 billion non-bulk).

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.

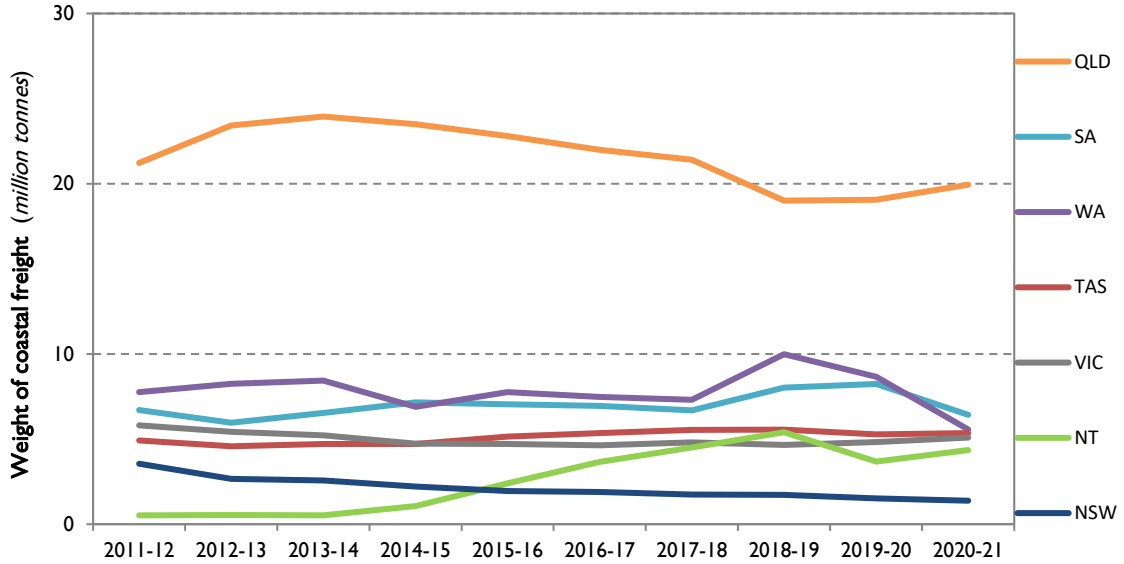
Coastal statistics provided by port authorities on weight loaded and discharged do not always balance. The most common reasons for this lack of consistency are:

- 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 vessel's agents. This information could be incorrect because the agent may provide only summary statistics for different types of cargo. The agent may also not know the true origin or destination of particular consignments, and may therefore record the last or next port of call respectively. This particularly applies to liquid and dry bulk commodities, where cargo may commonly originate from or be destined for multiple ports.
- The commodity recorded by the agent may not be classified in the same way at the ports of loading and discharging. For example, in some ports, crude and refined petroleum oil are coded separately, while other ports classify both under the 'Petroleum and Petroleum products' category.

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

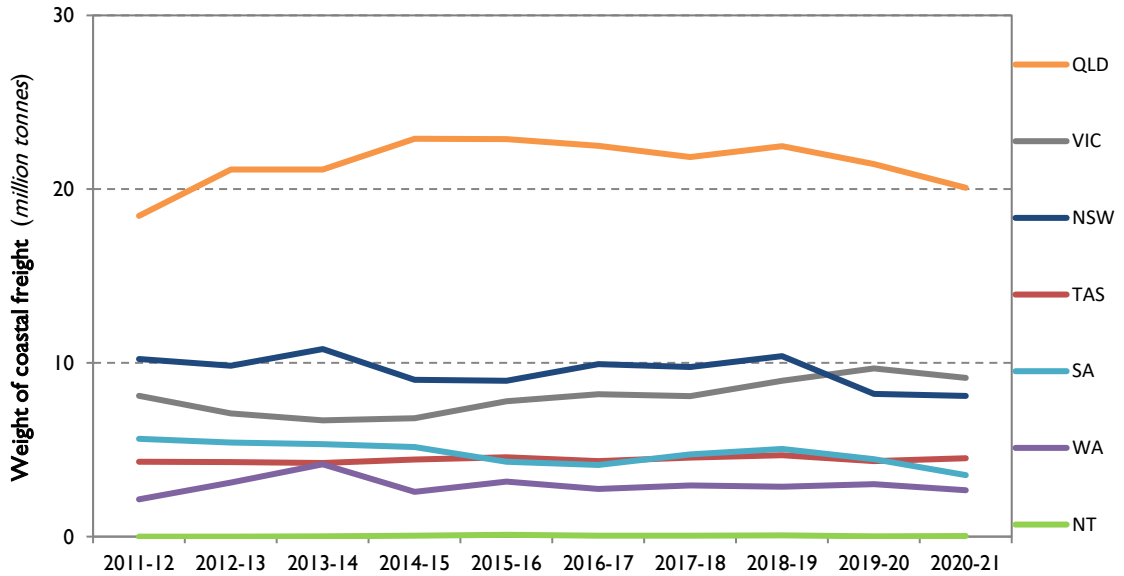
for many of the smaller shipments. This may lead to small differences in loaded and discharged coastal freight volumes for specific routes.

Figure 2.1 Coastal freight weight loaded by Australian state/territory



Source: BITRE (2022).

Figure 2.2 Coastal freight weight discharged by Australian state/territory



Source: BITRE (2022).

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

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Total
Loaded					*(million tonnes)*				
2011–12	3.6	5.8	21.2	6.7	7.8	4.9	0.5	0.0	50.5
2012–13	2.7	5.4	23.4	6.0	8.2	4.6	0.5	0.1	50.9
2013–14	2.6	5.2	23.9	6.5	8.4	4.7	0.5	0.0	52.0
2014–15	2.2	4.7	23.5	7.2	6.9	4.7	1.1	0.0	50.3
2015–16	1.9	4.7	22.8	7.1	7.8	5.2	2.4	0.0	51.8
2016–17	1.9	4.6	22.0	7.0	7.5	5.3	3.7	0.0	51.9
2017–18	1.7	4.8	21.4	6.7	7.3	5.5	4.5	0.0	52.0
2018–19	1.7	4.7	19.0	8.0	10.0	5.6	5.4	0.0	54.4
2019–20	1.5	4.8	19.1	8.2	8.7	5.3	3.7	0.0	51.3
2020–21	1.4	5.1	19.9	6.4	5.6	5.3	4.4	0.0	48.1
Annual growth rate					*(%)*				
1 year	-8.6	5.3	4.6	-22.1	-35.7	1.4	18.3	1373.5	-6.1
5 year trend	-6.6	1.4	-3.4	0.6	-2.6	0.4	9.5	-0.9	-1.1
Discharged					*(million tonnes)*				
2011–12	10.2	8.1	18.5	5.6	2.1	4.3	0.0	0.0	48.9
2012–13	9.8	7.1	21.1	5.4	3.1	4.3		0.0	50.9
2013–14	10.8	6.7	21.1	5.3	4.2	4.2	0.0	0.0	52.4
2014–15	9.0	6.8	22.9	5.2	2.6	4.4	0.1	0.0	51.0
2015–16	9.0	7.8	22.9	4.3	3.2	4.6	0.1	0.0	51.8
2016–17	9.9	8.2	22.5	4.1	2.7	4.3	0.1	0.0	51.9
2017–18	9.8	8.1	21.8	4.7	3.0	4.5	0.1	0.0	52.0
2018–19	10.4	9.0	22.5	5.0	2.9	4.7	0.1	0.0	54.5
2019–20	8.2	9.7	21.4	4.5	3.0	4.4	0.0	0.0	51.2
2020–21	8.1	9.1	20.1	3.5	2.7	4.5	0.0	0.0	48.1
Annual growth rate					*(%)*				
1 year	-1.5	-5.7	-6.3	-20.7	-11.7	3.6	94.6	17.7	-6.1
5 year trend	-2.9	4.1	-2.2	-1.9	-1.8	-0.1	-23.8	0.5	-1.1

a "Other" includes state/territory not clearly specified in the source data.
Note: Blank cells mean no data was recorded for the categories, or per cent changes were not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.
Source: BITRE (2022).

Table 2.2 Coastal freight task by state of loading and discharging

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Total
Loaded					*(billion tonne-kilometres)*				
2011–12	5.3	5.8	43.6	9.1	32.9	3.3	2.3	0.2	102.5
2012–13	4.5	5.4	47.6	8.6	32.3	3.0	2.4	0.2	104.0
2013–14	4.7	5.1	49.0	9.8	29.3	3.3	2.4	0.1	103.8
2014–15	3.8	4.5	48.1	11.5	30.2	3.2	3.9	0.0	105.3
2015–16	3.8	4.6	48.9	11.2	30.5	3.6	7.3	0.1	110.1
2016–17	3.1	4.4	45.9	9.0	30.7	3.7	10.7	0.0	107.5
2017–18	3.6	4.5	45.4	9.3	29.3	3.7	13.0	0.0	108.8
2018–19	3.6	4.4	40.0	11.6	41.7	3.9	15.5	0.1	120.7
2019–20	3.2	5.0	41.2	11.5	34.2	3.6	10.3	0.0	108.9
2020–21	2.7	4.4	42.7	8.8	22.1	3.7	12.2	0.0	96.6
Annual growth rate					*(%)*				
1 year	-14.4	-10.9	3.8	-24.2	-35.5	2.3	18.4	1,377.5	-11.3
5 year trend	-4.6	0.5	-3.2	-0.7	-2.6	0.0	7.7	-7.9	-1.4
Discharged					*(billion tonne-kilometres)*				
2011–12	32.6	9.6	38.8	7.7	5.0	7.4	0.0	0.0	101.1
2012–13	29.0	9.2	45.7	7.3	6.1	7.8		0.1	105.2
2013–14	30.4	7.9	44.8	7.5	7.4	7.2	0.0	0.1	105.2
2014–15	29.3	7.8	49.8	6.8	6.3	7.5	0.1	0.0	107.7
2015–16	29.3	8.6	51.4	6.0	6.8	7.7	0.2	0.0	110.1
2016–17	30.8	8.6	50.2	5.2	6.0	6.9	0.2	0.1	108.1
2017–18	29.3	8.7	50.6	6.9	6.5	6.9	0.2	0.1	109.2
2018–19	33.1	11.3	56.2	6.4	7.0	7.4	0.2	0.1	121.7
2019–20	25.5	11.7	52.2	6.2	7.2	5.8	0.0	0.0	108.9
2020–21	23.8	11.0	45.5	5.0	6.2	5.4	0.1	0.1	97.1
Annual growth rate					*(%)*				
1 year	-6.8	-6.6	-12.9	-18.3	-14.3	-7.3	200.0	17.7	-10.8
5 year trend	-4.1	7.1	-1.1	-1.3	0.5	-6.1		-0.2	-1.4

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

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

Source: BITRE (2022).

Table 2.3 Coastal freight flows between states/territories: Weight

State / territory of loading	Financial year	State / territory of discharging							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total [a]
					('000 tonnes)				
NSW	**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	125.6	223.2	215.9	763.4	357.8	32.5	19.0	1,737.4
	2018–19	131.9	225.0	255.0	690.3	415.3	10.6	3.8	1,731.9
	2019–20	53.7	327.7	321.5	317.2	458.5	28.4	4.2	1,511.3
	2020–21	37.9	293.8	342.2	282.3	348.8	70.6	5.0	1,380.6
	Annual growth rate				(%)				
	5 year trend	-21.9	14.2	-6.1	-19.4	5.9	6.9	101.8	-6.6
VIC	**2011–12**	1,271.3	663.5	266.0	849.7	626.1	2,123.1	7.9	5,807.6
	2012–13	1,209.5	368.0	240.5	1,031.7	545.1	2,028.5		5,423.3
	2013–14	974.1	334.6	169.7	1,063.7	561.4	2,108.2	0.3	5,216.0
	2014–15	511.3	498.9	195.5	771.2	559.8	2,197.9	2.8	4,739.9
	2015–16	715.8	430.2	223.6	406.1	614.4	2,313.8	2.7	4,706.5
	2016–17	675.2	453.4	229.9	307.1	595.0	2,374.3		4,634.9
	2017–18	515.5	365.7	242.4	359.9	579.4	2,740.6	5.9	4,809.3
	2018–19	552.8	298.0	298.9	280.3	558.3	2,670.3		4,658.6
	2019–20	409.3	420.9	639.9	251.7	551.3	2,555.4	0.9	4,829.4
	2020–21	666.2	363.2	334.5	267.8	429.6	3,021.7	0.1	5,083.2
	Annual growth rate				(%)				
	5 year trend	-5.0	-3.6	16.3	-8.0	-5.7	4.5		1.4
QLD	**2011–12**	2,478.7	1,112.8	16,103.4	468.6	282.3	726.4	40.1	21,212.5
	2012–13	2,555.9	864.8	18,956.4	235.7	200.7	581.9	20.1	23,425.1
	2013–14	2,616.3	651.7	19,148.5	369.6	254.3	858.0	46.9	23,945.3
	2014–15	2,606.5	489.9	19,150.7	334.7	218.8	687.7	13.5	23,501.7
	2015–16	2,564.4	785.6	18,326.4	286.7	182.2	655.6	3.4	22,804.3
	2016–17	2,867.3	643.4	17,565.8	268.2	155.5	482.8	4.1	21,987.0
	2017–18	3,254.9	823.8	16,106.0	647.0	149.8	425.5	5.2	21,412.2
	2018–19	3,025.4	802.5	14,057.1	503.9	202.5	412.2	5.4	19,009.1
	2019–20	2,610.7	890.5	14,053.2	755.1	222.8	519.4	2.0	19,066.3
	2020–21	2,809.6	1,034.7	14,598.0	684.1	211.1	556.8	0.0	19,937.3
	Annual growth rate				(%)				
	5 year trend	0.3	6.9	-5.4	22.9	6.2	-1.8	-54.0	-3.4
SA	**2011–12**	971.9	1,463.8	831.8	2,381.6	978.3	86.8		6,714.2
	2012–13	1,321.8	1,229.0	1,032.2	1,912.7	385.3	80.1		5,961.0
	2013–14	2,172.2	1,174.0	705.9	1,688.2	693.6	97.0		6,530.9
	2014–15	1,094.5	1,627.8	1,868.0	1,919.3	566.5	80.7		7,156.8
	2015–16	968.6	2,210.0	1,446.0	1,561.4	693.4	169.9		7,051.7
	2016–17	1,184.7	2,619.4	474.3	1,870.1	602.8	201.1		6,952.4
	2017–18	1,016.5	1,988.5	898.3	1,896.5	732.6	164.2		6,696.7
	2018–19	1,053.6	2,376.9	1,301.0	2,198.5	784.2	308.3	7.2	8,029.8
	2019–20	973.4	3,197.5	1,206.7	2,060.3	632.5	159.4	8.3	8,238.1
	2020–21	1,132.7	2,395.0	513.9	1,593.4	569.4	206.5	8.8	6,419.7
	Annual growth rate				(%)				
	5 year trend	0.7	3.4	-5.6	1.6	-2.2	2.6		0.6
WA	**2011–12**	4,358.2	999.4	336.2	953.5	795.2	173.2	133.6	7,756.7
	2012–13	4,012.2	1,120.8	360.5	940.1	1,571.5	84.8	35.3	8,246.8
	2013–14	3,784.0	1,038.2	171.4	852.5	2,520.7	33.3	35.8	8,436.3
	2014–15	4,470.3	767.1	155.8	749.3	747.0	0.0	10.3	6,899.6
	2015–16	4,266.8	667.3	145.2	817.5	1,436.0	373.1	33.1	7,750.9
	2016–17	4,285.8	414.7	167.5	689.6	1,312.6	601.7	14.0	7,485.7
	2017–18	4,061.2	653.3	307.5	748.5	1,159.5	378.6	2.1	7,310.9
	2018–19	4,978.8	1,035.7	1,914.2	777.7	909.1	365.8	6.8	9,988.0
	2019–20	3,790.8	961.7	1,671.4	732.9	1,117.5	381.0	1.7	8,656.9
	2020–21	3,135.5	835.7	106.0	465.0	1,008.2	14.3	1.4	5,566.2
	Annual growth rate				(%)				
	5 year trend	-4.8	12.5	22.7	-7.2	-6.9	-39.7	-45.2	-2.6

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

State / territory of loading	Financial year	State / territory of discharging							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total [a]
					('000 tonnes)				
TAS	2011–12	849.7	3,430.1	173.0	250.5	2.4	210.0		4,915.6
	2012–13	596.2	3,400.9	173.1	248.3		160.7		4,579.1
	2013–14	752.3	3,278.7	262.2	241.6		178.7		4,713.7
	2014–15	467.1	3,468.7	260.0	332.8	0.6	179.4		4,708.6
	2015–16	590.1	3,722.4	231.9	428.9		178.6		5,152.3
	2016–17	805.3	3,759.9	230.9	349.8	0.7	199.3		5,346.0
	2017–18	681.8	4,050.0	153.3	476.5		172.3		5,534.8
	2018–19	610.9	4,032.5	226.2	508.5	16.2	162.2		5,556.6
	2019–20	486.8	3,802.9	286.6	376.7		317.1		5,274.5
	2020–21	485.0	3,980.7	313.9	368.4		200.0		5,348.4
	Annual growth rate				(%)				
	5 year trend	-7.2	1.0	7.6	-1.3		5.6		0.4
NT	2011–12		25.1				431.4	66.4	522.9
	2012–13					9.7	477.7	27.1	543.4
	2013–14	8.4				14.9	471.9	14.1	522.4
	2014–15	0.2	0.1	523.4		0.0	509.1	36.2	1,069.0
	2015–16	0.1		1,836.2		0.2	521.8	51.1	2,409.4
	2016–17		0.0	3,134.7		0.6	515.9		3,651.2
	2017–18			3,936.0	0.0	0.0	570.9		4,507.0
	2018–19	0.0	84.6	4,710.8		0.3	571.8	35.0	5,402.5
	2019–20		0.0	3,291.6		117.4	270.2		3,679.2
	2020–21	0.1		3,896.0		123.7	334.0		4,353.8
	Annual growth rate				(%)				
	5 year trend			12.4		313.8	-11.2		9.5
Total [a]	2011–12	10,070.2	8,565.7	18,725.6	5,732.1	2,961.9	4,201.7	254.4	50,519.0
	2012–13	9,746.1	7,378.9	21,743.5	5,232.7	2,995.6	3,526.8	105.5	50,902.4
	2013–14	10,411.1	6,566.6	21,466.0	5,112.8	4,453.2	3,851.8	97.2	51,977.7
	2014–15	9,456.1	6,984.6	22,695.7	4,887.5	2,391.8	3,817.2	62.8	50,298.2
	2015–16	9,173.2	7,971.0	22,684.6	4,387.6	3,245.6	4,279.4	91.3	51,847.5
	2016–17	10,190.8	8,116.9	22,213.1	4,046.2	2,973.8	4,386.7	18.0	51,946.5
	2017–18	9,655.5	8,104.6	21,859.5	4,891.8	2,986.1	4,484.6	32.2	52,015.3
	2018–19	10,353.5	8,855.3	22,763.3	4,959.2	2,907.1	4,501.3	58.1	54,397.7
	2019–20	8,324.7	9,601.3	21,470.9	4,493.8	3,101.2	4,230.8	17.1	51,256.8
	2020–21	8,266.9	8,903.2	20,104.6	3,661.1	2,707.1	4,403.9	15.3	48,105.6
	Annual growth rate				(%)				
	1 year	-0.7	-7.3	-6.4	-18.5	-12.7	4.1	-10.6	-6.1
	5 year trend	-3.0	3.3	-1.9	-1.6	-2.3	0.1	-21.6	-1.1

a The sum of states/territory does not necessarily equal to the total as there may be flows associated with unspecified origins or destinations 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 transhipments. Also, it was not possible to estimate coal volumes from the Port of Newcastle to Port Kembla for 2014-15.

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

Source: BITRE (2022).

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

State / territory of loading	Financial year	State / territory of discharging							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total [a]
		(million tonne-kilometres)							
NSW	**2011–12**	21.2	870.0	1,069.8	1,697.6	1,109.1	466.8	28.2	5,262.7
	2012–13	1.8 [b]	390.6	994.3	1,780.4	1,096.6	113.6	86.1	4,463.4
	2013–14	20.4	111.7	1,106.5	1,856.2	1,545.7	98.5	0.6	4,739.7
	2014–15	56.6 [c]	163.1	666.6	1,597.6	1,144.6	173.9	0.0	3,802.4
	2015–16	12.2	142.9	550.5	1,830.1	1,226.9	68.6	4.6	3,835.8
	2016–17	73.6	228.8	438.6	1,174.1	1,218.5	13.1	0.0	3,147.7
	2017–18	17.1	220.6	254.3	1,545.1	1,422.8	36.1	88.6	3,584.4
	2018–19	16.4	224.9	310.3	1,324.0	1,666.7	12.2	17.1	3,571.5
	2019–20	3.0	310.2	370.6	622.2	1,834.3	30.6	19.5	3,190.3
	2020–21	6.8	286.9	419.4	541.2	1,377.0	75.5	22.8	2,729.5
	Annual growth rate				*(%)*				
	5 year trend	-30.2	13.5	-4.6	-20.8	5.8	5.7	101.5	-4.6
VIC	**2011–12**	1,325.1	53.3	552.0	839.0	2,092.2	910.9	44.8	5,817.2
	2012–13	1,276.3	28.3	492.8	987.8	1,719.3	866.3		5,370.8
	2013–14	1,043.9	25.3	347.5	1,026.4	1,736.8	901.0	1.9	5,082.9
	2014–15	570.1	36.5	430.4	748.1	1,716.2	940.7	16.1	4,458.0
	2015–16	796.9	31.2	460.7	396.4	1,855.1	1,010.5	15.4	4,566.3
	2016–17	742.4	35.3	468.9	301.5	1,809.0	1,027.9		4,385.0
	2017–18	576.6	20.3	495.7	363.2	1,772.9	1,235.8	33.3	4,497.8
	2018–19	617.1	25.0	618.1	272.5	1,721.7	1,194.4		4,448.8
	2019–20	456.8	32.3	1,384.4	246.3	1,718.5	1,108.5	4.9	4,951.8
	2020–21	723.9	40.2	680.4	261.9	1,328.0	1,378.4	0.6	4,413.4
	Annual growth rate				*(%)*				
	5 year trend	-5.2	3.5	16.7	-8.1	-5.2	5.1		0.5
QLD	**2011–12**	2,979.3	2,712.9	33,001.7	1,683.0	1,502.4	1,579.3	153.3	43,611.9
	2012–13	3,003.4	2,258.8	39,066.2	866.2	1,010.2	1,296.1	73.7	47,574.6
	2013–14	3,059.1	1,714.5	39,597.7	1,365.6	1,281.2	1,848.6	180.0	49,046.8
	2014–15	3,067.1	1,244.1	39,818.3	1,184.7	1,159.4	1,546.8	51.6	48,072.0
	2015–16	3,304.1	1,989.3	39,506.7	1,127.6	918.5	2,086.1	13.0	48,945.2
	2016–17	3,632.8	1,663.5	37,624.8	992.0	802.0	1,171.8	15.6	45,902.6
	2017–18	4,443.3	2,167.2	34,713.3	2,291.4	735.3	993.9	19.9	45,364.3
	2018–19	4,052.3	2,150.6	29,938.4	1,718.2	1,043.3	1,035.3	20.6	39,958.8
	2019–20	3,459.9	2,401.9	30,104.2	2,631.5	1,140.3	1,429.9	0.4	41,168.1
	2020–21	3,822.9	2,693.6	31,247.1	2,358.8	1,097.6	1,529.0	0.1	42,749.0
	Annual growth rate				*(%)*				
	5 year trend	1.4	7.7	-5.5	19.8	6.8	-2.6	-64.4	-3.2
SA	**2011–12**	2,077.5	1,808.4	2,590.2	322.2	2,146.9	168.8		9,114.0
	2012–13	2,704.2	1,493.7	3,189.7	172.3	893.0	167.9		8,620.9
	2013–14	4,347.0	1,368.0	2,250.2	145.5	1,508.6	208.5		9,827.8
	2014–15	2,255.7	1,926.1	5,774.2	165.8	1,233.9	165.8		11,521.5
	2015–16	2,037.2	2,645.8	4,512.9	146.4	1,500.7	324.7		11,167.7
	2016–17	2,474.3	3,154.4	1,566.9	136.2	1,290.9	382.0		9,004.6
	2017–18	2,081.6	2,365.0	2,828.6	145.7	1,573.9	295.6		9,290.5
	2018–19	2,240.9	2,835.5	4,103.2	180.2	1,662.0	545.4	41.9	11,609.3
	2019–20	2,073.8	3,815.0	3,767.0	160.6	1,365.1	319.3	48.4	11,549.1
	2020–21	2,370.4	2,836.2	1,720.6	146.4	1,230.2	399.8	51.0	8,754.6
	Annual growth rate				*(%)*				
	5 year trend	0.9	3.2	-5.1	2.0	-2.2	3.2		-0.7
WA	**2011–12**	23,645.7	2,823.2	1,768.9	2,392.4	1,215.5	552.4	461.8	32,880.7
	2012–13	22,308.0	3,348.4	1,929.1	2,347.9	2,038.3	269.8	98.5	32,340.3
	2013–14	20,628.1	3,027.2	931.1	2,138.8	2,396.0	105.8	93.0	29,320.0
	2014–15	23,957.7	2,495.4	845.9	1,863.5	1,049.9	0.0	35.2	30,247.5
	2015–16	22,685.7	2,002.4	796.8	2,071.4	1,673.6	1,229.7	61.0	30,520.8
	2016–17	23,450.5	1,173.9	879.7	1,730.6	1,385.5	2,002.3	47.8	30,670.2
	2017–18	21,553.5	1,933.5	1,627.7	1,880.6	1,056.4	1,242.7	7.1	29,301.6
	2018–19	25,141.6	3,534.6	9,013.1	1,958.1	778.7	1,223.3	23.2	41,672.5
	2019–20	19,182.8	3,325.4	7,732.2	1,834.8	887.8	1,257.1	5.7	34,225.8
	2020–21	16,618.8	2,866.3	512.7	1,170.4	867.4	48.1	4.5	22,088.2
	Annual growth rate				*(%)*				
	5 year trend	-5.6	17.1	18.8	-7.3	-13.1	-39.5	-40.7	-2.6

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

State / territory of loading	Financial year	State / territory of discharging							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total [a]
		(million tonne-kilometres)							
TAS	**2011–12**	862.7	1,607.8	378.8	371.3	7.9	117.8		3,346.3
	2012–13	616.9	1,537.5	401.8	385.4		90.2		3,031.8
	2013–14	758.0	1,482.1	587.0	390.8		100.2		3,318.2
	2014–15	472.5	1,574.5	598.6	498.9	1.5	101.5		3,247.5
	2015–16	599.1	1,699.8	535.9	676.4		96.3		3,607.6
	2016–17	835.1	1,703.5	516.9	540.1	2.4	101.9		3,700.0
	2017–18	687.4	1,862.2	357.6	720.5		86.6		3,714.3
	2018–19	627.2	1,815.8	523.2	759.6	52.9	87.5		3,866.2
	2019–20	485.4	1,692.4	614.8	595.8		181.4		3,569.8
	2020–21	494.0	1,784.0	683.3	576.5		114.3		3,652.0
	Annual growth rate				*(%)*				
	5 year trend	-7.4	0.6	6.2	-1.3		7.7		0.0
NT	**2011–12**		127.6				2,098.1	39.9	2,265.5
	2012–13					17.6	2,323.4	25.3	2,366.4
	2013–14	33.8				27.0	2,295.1	15.3	2,371.2
	2014–15	0.8	0.3	1,362.5		0.1	2,476.3	31.3	3,871.4
	2015–16	0.3		4,751.3		0.7	2,538.0	49.8	7,340.1
	2016–17		0.0	8,157.8		2.0	2,509.5		10,669.2
	2017–18			10,245.8	0.1	0.0	2,777.0		13,022.9
	2018–19	0.0	478.9	12,262.8		1.0	2,781.3	0.8	15,524.8
	2019–20		0.1	8,568.6		402.2	1,318.3		10,289.1
	2020–21	0.4		10,130.7		422.9	1,629.9		12,184.0
	Annual growth rate				*(%)*				
	5 year trend			12.5		330.5	-11.2		7.7
Total [a]	**2011–12**	31,078.7	10,056.9	39,361.4	7,305.5	8,080.3	5,894.1	728.0	102,525.7
	2012–13	29,910.6	9,175.3	46,073.9	6,540.2	6,811.7	5,198.9	283.6	103,994.3
	2013–14	29,890.3	7,728.9	44,820.0	6,923.4	8,561.4	5,629.2	290.8	103,844.1
	2014–15	30,380.4	7,440.0	49,496.6	6,058.6	6,337.9	5,405.0	134.2	105,252.7
	2015–16	29,435.6	8,567.7	51,114.8	6,248.3	7,206.0	7,389.8	143.7	110,106.0
	2016–17	31,208.7	7,959.5	49,653.6	4,874.3	6,512.2	7,208.5	63.5	107,481.3
	2017–18	29,359.5	8,568.8	50,522.9	6,946.6	6,579.6	6,667.8	148.9	108,794.1
	2018–19	32,695.6	11,065.3	56,769.2	6,212.6	6,981.6	6,879.4	103.6	120,707.2
	2019–20	25,661.7	11,577.2	52,541.8	6,091.1	7,351.1	5,645.1	78.8	108,946.9
	2020–21	24,037.3	10,507.2	45,394.2	5,055.1	6,365.5	5,174.9	79.0	96,613.2
	Annual growth rate				*(%)*				
	1 year	-6.3	-9.2	-13.6	-17.0	-13.4	-8.3	0.2	-11.3
	5 year trend	-4.2	7.1	-0.9	-1.4	-0.6	-6.9	-7.4	-1.4

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

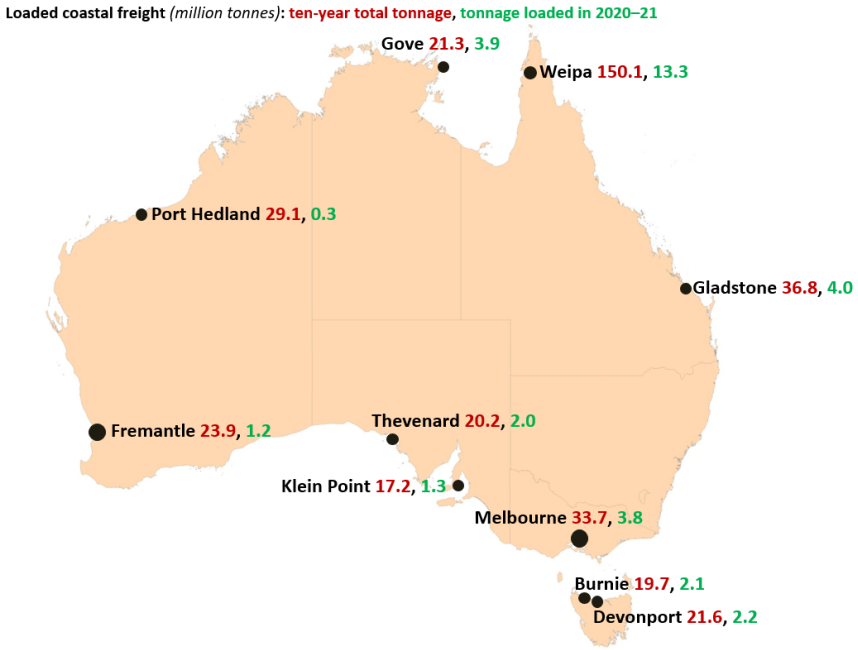
b Data for 2012-13 was not provided by Port Kembla or the Port of Newcastle, meaning that it was not possible to estimate trade volumes between these two ports.

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

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

Source: BITRE (2022).

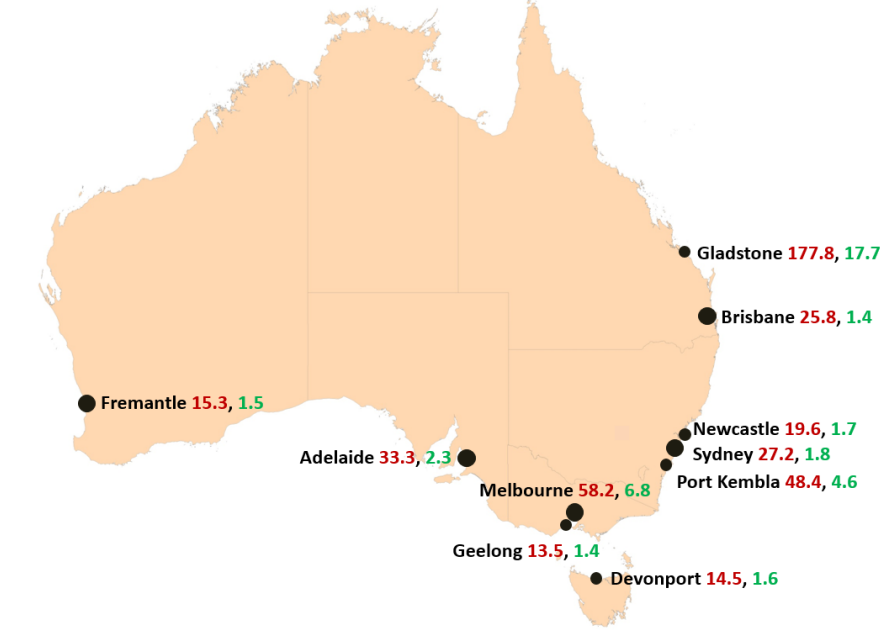
Figure 2.3 Top ten ports by volume of coastal freight loaded, ten years to 2020–21



Notes: The top ten ports are selected based on the total volume of coastal freight loaded in the ten years to 2020–21.
In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".
For example, Fremantle in this report also includes Kwinana and Weipa in this report also includes Amrun.

Source: BITRE (2022).

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



Notes: The top ten ports are selected based on the total volume of coastal freight discharged in the 10 years to 2020–21.
In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".
For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.

Source: BITRE (2022).

Table 2.5 Top ten ports with largest weight of coastal freight

Financial year	Weipa[a]	Gladstone	Melbourne	Port Hedland	Fremantle	Devonport	Gove	Thevenard	Burnie	Klein Point	All ports[b]
Loaded					*(million tonnes)*						
2011–12	13.7	3.6	3.3	3.6	2.0	2.0	0.0	2.1	1.9	1.9	50.5
2012–13	16.3	3.1	3.1	3.5	2.2	2.1	0.0	1.4	1.9	1.8	50.9
2013–14	16.6	3.3	3.1	3.4	2.2	2.1	0.0	1.7	1.9	1.6	52.0
2014–15	16.7	3.6	3.2	3.8	2.2	2.2	0.5	1.9	1.9	1.8	50.3
2015–16	17.0	3.6	3.4	3.6	2.7	2.1	1.8	2.3	2.0	1.4	51.8
2016–17	16.1	3.5	3.3	4.1	2.3	2.2	3.1	2.2	2.0	1.8	51.9
2017–18	14.8	4.0	3.5	3.2	2.7	2.3	3.9	1.9	1.9	1.8	52.0
2018–19	12.7	4.1	3.4	2.8	3.6	2.4	4.7	2.5	1.9	2.0	54.4
2019–20	12.9	4.0	3.5	0.7	2.8	2.2	3.3	2.1	2.1	1.9	51.3
2020–21	13.3	4.0	3.8	0.3	1.2	2.2	3.9	2.0	2.1	1.3	48.1
Annual growth rate					*(%)*						
5 year trend	-5.6	3.0	2.2	-39.0	-8.4	0.4	12.3	-1.6	1.6	-0.6	-1.1

	Gladstone	Melbourne	Port Kembla	Adelaide	Sydney	Brisbane	Newcastle	Fremantle	Devonport	Geelong	All ports[b]
Discharged					*(million tonnes)*						
2011–12	14.6	5.1	4.6	4.1	3.5	2.7	2.2	1.6	1.4	1.7	48.9
2012–13	17.3	5.0	4.1	3.9	3.9	2.6	1.9	1.5	1.3	1.4	50.9
2013–14	17.6	4.9	4.1	3.8	4.6	1.9	2.0	1.6	1.4	1.0	52.4
2014–15	18.2	5.4	4.7	3.6	2.6	3.7	1.7	1.6	1.4	0.6	51.0
2015–16	19.3	5.8	5.2	2.8	2.1	2.7	1.7	1.6	1.3	1.0	51.8
2016–17	19.6	5.8	5.8	3.0	2.3	2.0	1.8	1.4	1.4	1.6	51.9
2017–18	19.0	6.2	5.5	3.2	2.3	1.6	1.9	1.4	1.6	1.2	52.0
2018–19	17.8	6.5	5.7	3.6	2.2	3.5	2.5	1.5	1.6	1.5	54.5
2019–20	16.6	6.6	4.2	3.1	1.8	3.8	2.2	1.6	1.5	2.1	51.2
2020–21	17.7	6.8	4.6	2.3	1.8	1.4	1.7	1.5	1.6	1.4	48.1
Annual growth rate					*(%)*						
5 year trend	-2.8	3.7	-4.3	-2.2	-4.5	-2.1	2.7	0.1	3.2	7.8	-1.1

a Weipa includes the new port at Amrun.

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

Notes: The top ten ports are Australian ports that loaded, or discharged, had 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.

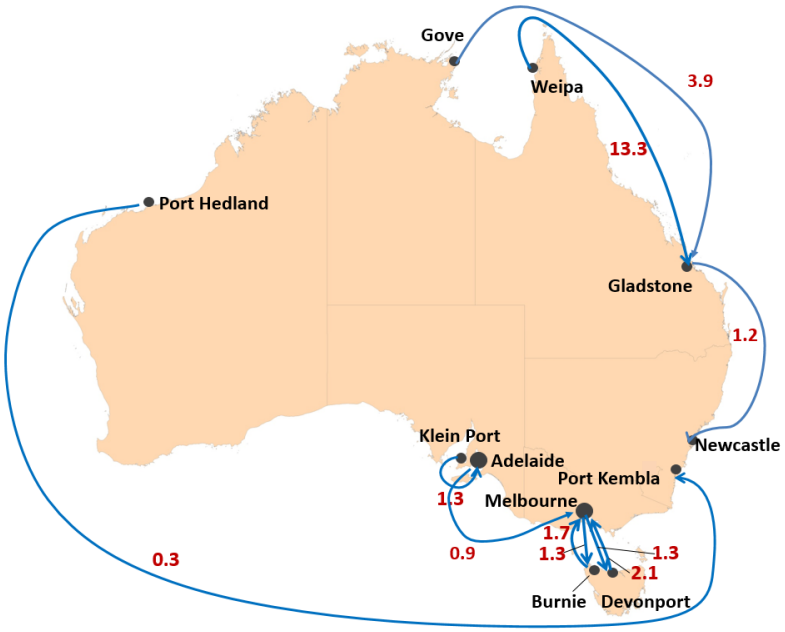
In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

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

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

Source: BITRE (2022).

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



Notes: The top ten routes for coastal freight flow are selected based on the summed coastal freight over the ten years to 2020–21, though the volume illustrated in the chart is for the most recent financial year.
In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".
For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.

Source: BITRE (2022).

Table 2.6 Top ten coastal freight flows between Australian ports

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

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

Notes: The top ten routes for coastal freight flow are the routes between Australian ports that shipped the largest volume of coastal freight over the last ten years. The routes are sorted in descending order by the total volume summed over the ten years, not by the most recent financial year.
In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".
For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana. Weipa in this report also includes Amrun.
Blank cells mean no data was recorded for the categories, or per cent changes were not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Source: BITRE (2022).

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

Financial year	Dry bulk	Liquid bulk	Container	Other cargo	Total
Weight			*(million tonnes)*		
2011–12	33.5	9.5	5.2	2.3	50.5
2012–13	33.8	9.7	5.2	2.2	50.9
2013–14	35.3	10.0	4.8	1.9	52.0
2014–15	35.6	8.2	4.8	1.8	50.3
2015–16	37.8	6.9	5.0	2.2	51.8
2016–17	38.1	6.6	4.7	2.6	51.9
2017–18	37.8	6.1	5.0	3.1	52.0
2018–19	40.2	6.3	4.9	3.0	54.4
2019–20	36.6	6.7	5.0	2.9	51.3
2020–21	34.7	5.3	5.1	3.1	48.1
Annual growth rate			*(%)*		
1 year	-5.3	-21.5	2.7	4.1	-6.1
5 year trend	-1.4	-3.5	0.8	6.0	-1.1
Freight task			*(billion tonne-kilometres)*		
2011–12	78.8	16.0	6.0	1.8	102.5
2012–13	78.8	17.3	5.4	2.4	104.0
2013–14	79.9	16.3	5.8	1.8	103.8
2014–15	82.9	15.5	5.4	1.4	105.3
2015–16	89.3	13.5	5.8	1.5	110.1
2016–17	89.0	11.0	5.4	2.1	107.5
2017–18	88.4	11.8	5.7	2.8	108.8
2018–19	99.9	12.5	5.8	2.5	120.7
2019–20	87.3	13.2	5.9	2.5	108.9
2020–21	79.2	8.9	5.4	3.1	96.6
Annual growth rate			*(%)*		
1 year	-9.3	-32.4	-9.0	23.4	-11.3
5 year trend	-1.5	-4.2	-0.1	12.7	-1.4

Note: Rounding means that the sum of the cargo types may not equal the total.
Source: BITRE (2022).

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

Financial year	0–Food and live animals	1–Beverages and tobacco	2–Crude materials, inedible, except fuels	3–Mineral fuels, lubricants and related materials	4–Animal and vegetable oils, fats and waxes	5–Chemicals and related products, nes	6–Manufactured goods classified chiefly by material	7–Machinery and transport equipment	8–Miscellaneous manufactured articles	9–Commodities and transactions, nes	Total
Weight						*(million tonnes)*					
2011–12	2.1	0.4	27.4	10.5	0.1	2.2	5.1	0.6	0.9	1.3	50.5
2012–13	2.0	0.5	28.9	10.4	0.0	1.8	4.6	0.5	0.9	1.3	50.9
2013–14	2.0	0.5	29.9	10.8	0.0	1.6	4.8	0.4	0.9	1.1	52.0
2014–15	2.2	0.4	30.2	8.3	0.1	1.5	5.2	0.4	0.9	1.1	50.3
2015–16	2.1	0.5	32.0	7.1	0.1	1.7	5.4	0.4	1.0	1.5	51.8
2016–17	1.7	0.6	32.6	6.8	0.1	1.7	5.5	0.5	0.6	1.8	51.9
2017–18	2.1	0.6	31.5	6.8	0.0	1.9	5.7	0.5	0.6	2.2	52.0
2018–19	5.2	0.5	30.9	6.8	0.0	1.6	5.8	0.6	0.6	2.3	54.4
2019–20	5.0	0.4	28.4	6.8	0.0	1.7	5.5	0.6	0.8	2.0	51.3
2020–21	2.4	0.4	29.2	5.6	0.0	1.7	5.4	0.6	0.8	2.1	48.1
Annual growth rate						*(%)*					
5 year trend	14.2	-6.1	-2.5	-3.5	-26.7	-1.0	-0.1	7.0	-1.5	6.4	-1.1
Freight task						*(billion tonne-kilometres)*					
2011–12	2.6	0.6	68.0	18.1	0.1	4.5	5.6	0.8	0.9	1.3	102.5
2012–13	2.2	0.6	71.5	18.9	0.0	3.3	4.7	0.7	0.7	1.4	104.0
2013–14	2.0	0.6	72.4	18.2	0.0	3.1	5.0	0.7	0.8	1.0	103.8
2014–15	2.4	0.5	75.7	16.3	0.1	2.8	4.9	0.6	0.9	0.9	105.3
2015–16	2.4	0.7	81.6	14.3	0.1	3.3	5.3	0.5	0.8	1.0	110.1
2016–17	1.8	0.7	82.3	11.3	0.1	3.4	5.4	0.6	0.7	1.1	107.5
2017–18	2.9	0.7	78.9	13.7	0.0	3.7	6.0	0.6	0.6	1.6	108.8
2018–19	15.3	0.8	77.5	14.0	0.0	3.1	6.3	0.7	0.6	2.3	120.7
2019–20	13.5	0.8	68.1	14.0	0.0	3.7	6.2	0.7	0.7	1.1	108.9
2020–21	3.0	0.7	70.9	10.1	0.0	3.2	5.9	0.9	0.7	1.2	96.6
Annual growth rate						*(%)*					
5 year trend	28.6	2.9	-3.6	-3.0	-24.7	-0.3	2.8	10.0	-3.3	2.9	-1.4

Notes: "nes" stands for "Not Elsewhere Specified".
Cells with an entry of "0.0" mean that data was recorded but rounded to zero.
Commodity descriptions are 1 digit (high-level) ATFCC (Australian Transport Freight Commodity Classification).

Source: BITRE (2022).

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

Financial year	0–Food and live animals	1–Beverages and tobacco	2–Crude materials, inedible, except fuels	3–Mineral fuels, lubricants and related materials	4–Animal and vegetable oils, fats and waxes	5–Chemicals and related products, nes	6–Manufactured goods classified chiefly by material	7–Machinery and transport equipment	8–Miscellaneous manufactured articles	9–Commodities and transactions, nes	Total
Weight of coastal freight loaded in Tasmania						*('000 tonnes)*					
2011–12	615.8	187.1	848.8	7.7	1.3	500.5	1,745.2	158.3		641.0	4,705.6
2012–13	630.7	210.4	522.9	4.6	0.8	419.9	1,911.2	141.4		576.5	4,418.4
2013–14	647.2	176.6	644.4	3.3	0.4	408.5	1,904.4	133.7		616.4	4,534.9
2014–15	676.6	207.3	469.5	3.5	1.1	394.1	2,025.7	140.9		610.5	4,529.2
2015–16	692.2	235.4	820.8	2.4	0.4	414.6	2,077.8	143.5	3.6	582.9	4,973.7
2016–17	639.8	256.1	938.0	1.3	0.9	372.1	2,235.4	148.9	2.8	551.4	5,146.7
2017–18	695.1	270.1	1,024.6	0.5	0.7	364.7	2,270.8	158.5		577.4	5,362.5
2018–19	729.1	225.9	979.8	74.6	3.1	380.2	2,137.4	182.4		682.0	5,394.4
2019–20	773.2	136.0	997.6	5.2	0.7	305.4	1,833.1	189.5	0.2	716.6	4,957.4
2020–21	826.7	83.7	1,058.0	0.5	0.7	366.1	1,816.0	104.1	0.1	892.6	5,148.4
Annual growth rate						*(%)*					
5 year trend	4.4	-18.7	4.1	2.9	10.0	-3.3	-3.7	-2.1		9.2	0.2
Weight of coastal freight discharged in Tasmania						*('000 tonnes)*					
2011–12	459.9	78.5	1,204.0	708.7	0.8	211.1	134.8	172.8		1,120.7	4,091.2
2012–13	434.7	71.2	1,343.9	679.1	1.2	178.1	112.8	167.9		1,140.9	4,129.6
2013–14	460.5	73.7	1,215.7	674.8	0.6	172.8	135.3	178.7		1,158.7	4,070.8
2014–15	460.2	96.8	1,301.3	648.7		190.8	127.8	192.4		1,210.6	4,228.7
2015–16	436.7	115.6	1,378.4	607.7		215.8	143.5	207.3	4.7	1,280.2	4,390.0
2016–17	350.9	137.0	1,183.9	549.4		208.9	131.6	213.4	2.2	1,362.7	4,140.2
2017–18	371.6	150.7	1,180.1	672.7	0.0	148.6	152.8	219.4		1,499.5	4,395.2
2018–19	387.8	141.3	1,456.8	566.3		147.2	105.8	244.0		1,459.2	4,508.5
2019–20	427.3	148.5	1,017.4	491.0		180.5	92.4	191.8	1.9	1,482.2	4,033.1
2020–21	449.3	152.7	1,150.9	527.4		195.0	105.5	170.2	1.9	1,547.1	4,299.9
Annual growth rate						*(%)*					
5 year trend	2.2	4.6	-3.2	-3.4		-2.7	-8.1	-3.4		3.4	-0.4

Notes: This analysis includes coastal freight loaded in Tasmania and shipped to mainland Australia, or shipped from mainland Australia to Tasmania. Coastal freight shipped within Tasmania is not included. “nes” stands for “Not Elsewhere Specified”. Blank cells mean no data was recorded for the categories, or per cent changes were not calculated. Cells with an entry of “0.0” mean that data was recorded but rounded to zero. Commodity descriptions are 1 digit (high-level) ATFCC (Australian Transport Freight Commodity Classification).

Source: BITRE (2022).

Chapter 3 Coastal trading under licence

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

As part of the Act, all domestic maritime movements of cargo or passengers on interstate voyages[7] 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 below).
    - 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 vessels have the same rights and obligations as general licence holders.
    - From 2019–20 onwards no freight was carried under this licence.
- Temporary licence
    - Provides limited access to predefined specific coastal trade voyages over a 12 month period.
    - Replaces arrangements for vessels operating under permit (under the old system).
    - Applications for new temporary licences must include a minimum of five voyages; however, licences may also be varied after issue.
    - Information about applications is provided by DITRDCA to all general licence holders and allows them to provide notice that a general licenced vessel is available to conduct any of the notified voyages. This triggers a mandatory consultation process between the shipper and the general licence holder that

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[7] 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.

may be arbitrated by DITRDCA.

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

Intrastate shipping is not required to be under licence but can choose to be under licence. As Tables 3.3 and 3.4 show, some of the top temporary licence routes are intrastate. There is also substantial intrastate freight carried under general licence. Licences are also not required for repositioning of empty containers between ports by shipping companies.

Information is presented that shows the share of coastal shipping activity carried under the current licensing system compared to the BITRE Coastal Freight Survey (Chapter 2) between 2014–15 to 2020–21. Results from the BITRE Coastal Freight Survey for after 2020–21 are not yet available and will be released separately.

Data sources

Licence data for 2014–15 to 2023–24 was extracted from the Coastal Trading Licensing System (CTLS) in 2024 by DITRDCA. The following entries were not included in this chapter:

- Duplicates (all details the same including duplicated administrative data).
- The vessel name indicated that a voyage didn't occur (e.g. "Voyage not performed").
- Voyages where the recorded loading and discharge ports were the same.

Freight with volume type "unit"

Freight with volume type "unit" are not included in Chapter 3. Common types of freight with volume type "unit" include live animals and roll-on/roll-off freight carried on trucks or trailers. This freight can also be reported in tonnes or TEU and the choice of volume type can contribute to annual fluctuations in the volume reported. This primarily impacts the figures for freight carried under general licence.

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 recorded 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 may lead to differences in reporting between Chapters 2 and 3.

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

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

		Weight							
		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
		(million tonnes)				*(%)*			
General licence	2014-15	4.9	0.0	5.4	10.3	13.9	0.1	82.4	20.5
	2015-16	4.6	0.0	5.8	10.4	12.2	0.4	81.1	20.1
	2016-17	4.6		5.2	9.9	12.2		71.1	19.0
	2017-18	3.5		6.0	9.5	9.3		73.5	18.3
	2018-19	3.2		6.0	9.2	8.0		75.9	17.0
	2019-20	3.2	0.0	6.7	9.9	8.7	0.0	84.1	19.2
	2020-21	2.6		7.2	9.7	7.4	0.0	87.8	20.2
	2021-22	3.0		7.2	10.2				
	2022-23	3.3		7.8	11.2				
	2023-24	3.1	0.0	7.1	10.2				
Transitional general licence	2014-15	4.0	3.0		7.1	11.4	36.8		14.0
	2015-16	3.3	0.6		3.9	8.7	8.4		7.5
	2016-17	1.5			1.5	4.0			2.9
	2017-18	1.2			1.2	3.3			2.4
	2018-19	0.6			0.6	1.4			1.0
	2019-20								
	2020-21								
	2021-22								
	2022-23								
	2023-24								
Temporary licence	2014-15	9.1	5.1	1.1	15.3	25.7	62.0	16.7	30.4
	2015-16	13.1	5.4	1.5	20.0	34.6	78.4	21.6	38.6
	2016-17	16.4	5.8	1.6	23.8	43.1	88.7	21.4	45.8
	2017-18	19.2	6.0	1.7	26.9	50.8	98.2	20.7	51.6
	2018-19	24.1	5.7	1.8	31.6	60.0	90.9	22.9	58.1
	2019-20	22.0	6.0	2.0	30.0	60.1	89.6	24.9	58.5
	2020-21	19.0	5.2	1.7	25.8	54.8	98.4	20.2	53.7
	2021-22	18.1	4.2	1.9	24.1				
	2022-23	17.2	3.2	1.8	22.2				
	2023-24	16.3	3.3	1.4	20.9				
Total under licence	2014-15	18.1	8.1	6.5	32.7	50.9	98.9	99.1	65.0
	2015-16	20.9	6.0	7.3	34.3	55.4	87.2	102.7	66.1
	2016-17	22.6	5.8	6.8	35.2	59.3	88.7	92.5	67.7
	2017-18	24.0	6.0	7.6	37.6	63.4	98.2	94.1	72.3
	2018-19	27.9	5.7	7.8	41.4	69.4	90.9	98.8	76.1
	2019-20	25.2	6.0	8.6	39.8	68.8	89.6	109.0	77.7
	2020-21	21.5	5.2	8.8	35.6	62.1	98.4	108.0	73.9
	2021-22	21.1	4.2	9.1	34.4				
	2022-23	20.5	3.2	9.7	33.4				
	2023-24	19.3	3.3	8.5	31.1				
Total coastal freight [c]	2014-15	35.6	8.2	6.5	50.3	100.0	100.0	100.0	100.0
	2015-16	37.8	6.9	7.1	51.8	100.0	100.0	100.0	100.0
	2016-17	38.1	6.6	7.3	51.9	100.0	100.0	100.0	100.0
	2017-18	37.8	6.1	8.1	52.0	100.0	100.0	100.0	100.0
	2018-19	40.2	6.3	7.9	54.4	100.0	100.0	100.0	100.0
	2019-20	36.6	6.7	7.9	51.3	100.0	100.0	100.0	100.0
	2020-21	34.7	5.3	8.2	48.1	100.0	100.0	100.0	100.0
	2021-22								
	2022-23								
	2023-24								

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

		Freight task							
		Freight transported under licence [a]				Proportion of freight task under licence to total coastal freight task [a]			
		Dry bulk cargo	Liquid bulk	General cargo [b]	Total	Dry bulk cargo	Liquid bulk	General cargo [b]	Total
		(billion tonne-kilometres)				*(%)*			
General licence	2014-15	3.9	0.0	2.4	6.3	4.7	0.0	34.8	6.0
	2015-16	4.5	0.0	2.5	7.0	5.0	0.1	34.6	6.3
	2016-17	3.5		2.2	5.8	4.0		29.9	5.4
	2017-18	2.3		2.6	4.9	2.6		30.1	4.5
	2018-19	0.7		2.6	3.3	0.7		31.5	2.7
	2019-20	0.7	0.0	2.9	3.5	0.8	0.0	33.9	3.2
	2020-21	0.6		3.1	3.7	0.7		36.4	3.8
	2021-22	0.6		3.1	3.7				3.9
	2022-23	0.9		3.6	4.4				4.9
	2023-24	0.6	0.0	3.5	4.1				4.6
Transitional general licence	2014-15	13.6	5.2		18.8	16.5	33.2		17.9
	2015-16	10.9	1.5		12.4	12.2	11.5		11.3
	2016-17	7.6			7.6	8.6			7.1
	2017-18	7.0			7.0	7.9			6.4
	2018-19	3.1			3.1	3.1			2.6
	2019-20								
	2020-21								
	2021-22								
	2022-23								
	2023-24								
Temporary licence	2014-15	26.7	11.0	3.1	40.9	32.3	71.1	45.9	38.9
	2015-16	36.0	11.3	3.9	51.2	40.3	83.5	53.9	46.5
	2016-17	44.0	10.6	4.1	58.6	49.4	96.0	54.6	54.6
	2017-18	50.2	12.5	4.6	67.2	56.8	105.4	53.5	61.8
	2018-19	70.1	11.8	5.0	87.0	70.2	94.5	60.3	72.0
	2019-20	64.0	12.4	5.2	81.6	73.3	94.2	61.4	74.9
	2020-21	51.1	9.0	4.4	64.4	64.5	100.7	51.2	66.7
	2021-22	49.7	6.8	4.5	61.0				63.9
	2022-23	46.1	5.2	4.8	56.2				62.0
	2023-24	44.7	5.5	3.9	54.1				61.3
Total under licence	2014-15	44.3	16.2	5.5	66.0	53.4	104.3	80.7	62.7
	2015-16	51.4	12.8	6.4	70.7	57.5	95.0	88.6	64.2
	2016-17	55.2	10.6	6.3	72.0	62.0	96.0	84.5	67.0
	2017-18	59.5	12.5	7.1	79.1	67.3	105.4	83.6	72.7
	2018-19	73.9	11.8	7.6	93.4	74.0	94.5	91.9	77.4
	2019-20	64.6	12.4	8.1	85.1	74.0	94.2	95.3	78.1
	2020-21	51.7	9.0	7.5	68.1	65.3	100.7	87.6	70.5
	2021-22	50.4	6.8	7.6	64.7				67.8
	2022-23	47.0	5.2	8.4	60.6				66.8
	2023-24	45.3	5.5	7.4	58.2				65.9
Total coastal freight [c]	2014-15	82.9	15.5	6.8	105.3	100.0	100.0	100.0	100.0
	2015-16	89.3	13.5	7.2	110.1	100.0	100.0	100.0	100.0
	2016-17	89.0	11.0	7.5	107.5	100.0	100.0	100.0	100.0
	2017-18	88.4	11.8	8.5	108.8	100.0	100.0	100.0	100.0
	2018-19	99.9	12.5	8.3	120.7	100.0	100.0	100.0	100.0
	2019-20	87.3	13.2	8.5	108.9	100.0	100.0	100.0	100.0
	2020-21	79.2	8.9	8.5	96.6	100.0	100.0	100.0	100.0
	2021-22				95.5	100.0	100.0	100.0	100.0
	2022-23				90.7	100.0	100.0	100.0	100.0
	2023-24				88.3	100.0	100.0	100.0	100.0

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

a Excludes reported activity under licence where volume was not recorded in tonnes or TEUs. This is mainly freight with volume type “unit”. For a more detailed explanation see the introduction of Chapter 3.

b Includes containerised and break bulk cargo.

c For 2014-15 to 2020-21, 'Total coastal freight' is based on BITRE's Coastal Freight Survey (Chapter 2) data alone (BITRE 2022). For 2021-22 to 2023-24, estimates of the total freight task were taken from BITRE's *Yearbook 2024: Australian Infrastructure and Transport Statistics*.

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. This was 12.22 tonnes per TEU.

The following voyages were not included: duplicate entries, voyages that were not performed, and voyages where the recorded loading and discharge ports were the same.

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.

In 2022-23, 1,788 TEU of “dry bulk” zinc and lead middlings were reported as being carried under temporary licence. After further investigation it was concluded that it was likely the “TEU” unit should have been tonnes.

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

Sources: BITRE (2022), BITRE (2025), DITRDCA (2024).

Table 3.2 Usage of temporary licences

	Voyages [a]	Tonnage [b]	Containerised [c]
	(number)	*(million tonnes)*	*(TEUs)*
2014–15	1,963	15.3	67,929
2015–16	2,327	20.0	75,625
2016–17	2,349	23.8	76,168
2017–18	2,505	26.9	76,040
2018–19	2,688	31.6	82,225
2019–20	2,615	30.0	83,803
2020–21	2,420	25.8	57,711
2021–22	2,089	24.1	52,772
2022-23	1,972	22.2	71,858
2023-24	1,940	20.9	63,749

a Voyage count includes voyages where volume (in tonnes and TEU) could not be calculated due to incomplete cargo information, usually because the unit of measurement is "unit" and not "tonnes" or "TEUs". Commodities with volumes measured in units tend to be motor vehicles, livestock or break bulk. This equates to 42 voyages in 2014-15, 51 voyages in 2015-16, 78 voyages in 2016-17, 57 voyages in 2017-18, 90 voyages in 2018-19, 119 voyages in 2019-20, 182 voyages in 2020-21, 188 voyages in 2021-22, 63 voyages in 2022-23 and 56 voyages in 2023-24. For a more detailed explanation on the treatment of cargo of type “unit”, see the introduction of Chapter 3.

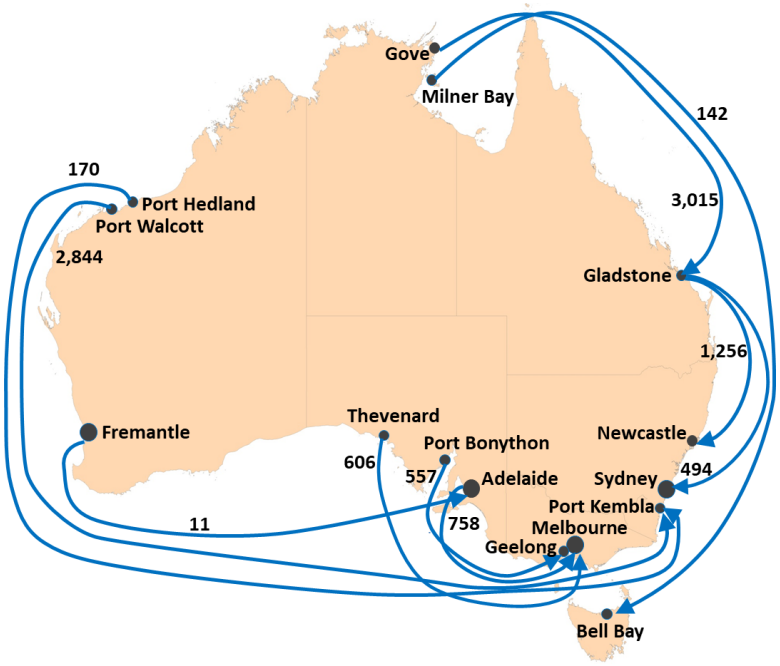
b Tonnage was estimated for container shipments under licence when volume was recorded in TEUs (as opposed to tonnes) by applying the average weight in tonnes per TEU recorded in 2011–12, under the COTLAP system. This was 12.22 tonnes per TEU.

c TEUs were estimated for container shipments where volume was recorded in tonnes but the data indicated the pack type was ‘Container’. In 2022-23, 1,788 TEU of “dry bulk” zinc and lead middlings were reported as being carried under temporary licence. After further investigation it was concluded that it was likely the “TEU” unit should have been tonnes.

Notes: The following voyages were not included: duplicate entries, voyages that were not performed, and voyages where the recorded loading and discharge ports were the same.

Sources: DITRDCA (2024).

Figure 3.1 Top 10 routes for tonnage of freight carried under temporary licence, 2023–24 *(‘000 tonnes)*



Notes: The top 10 routes for tonnage are the routes that carried the largest weight of coastal freight under temporary licence summed over 10 years (2014–15 to 2023–24). Only 2023–24 freight volumes are displayed in the figure.
In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in “Appendix A: Australian ports”. For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana.

Source: DITRDCA (2024).

Table 3.3 Tonnage of freight carried under temporary licence: Top 10 routes

Financial year	Gove to Gladstone	Port Walcott to Port Kembla	Port Hedland to Port Kembla	Gladstone to Newcastle	Adelaide to Melbourne	Port Bonython to Geelong	Thevenard to Melbourne	Milner Bay to Bell Bay	Gladstone to Sydney	Fremantle to Adelaide	All routes [a]
						Weight ('000 tonnes) [b]					
2014–15	744.9		2,071.4	328.4	557.4		232.6	462.0	115.9	142.7	15,306.2
2015–16	2,747.8		2,098.5	587.0	803.3	425.4	245.1	521.8	333.8	383.0	20,016.0
2016–17	3,421.3		2,644.8	1,148.9	725.3	1,090.5	439.9	515.9	469.8	634.6	23,779.7
2017–18	4,598.2		2,220.0	1,299.5	769.4	557.6	466.8	618.9	639.1	763.7	26,857.1
2018–19	5,049.0	837.5	2,375.5	1,296.5	967.5	721.1	570.7	572.8	489.5	672.5	31,624.7
2019–20	3,994.7	3,073.8	309.7	1,349.4	1,002.0	1,345.4	527.8	234.0	351.2	685.7	29,992.2
2020–21	4,399.2	2,499.4	310.5	1,273.4	898.6	949.9	584.6	288.2	375.4	413.3	25,821.5
2021–22	3,020.1	2,962.3	33.0	1,353.6	852.4	729.9	510.4	434.4	363.4	73.8	24,137.0
2022–23	3,466.3	2,638.4	27.5	1,230.2	800.6	529.0	474.7	241.1	354.7	45.0	22,207.0
2023–24	3,015.4	2,844.3	170.4	1,255.6	758.0	557.1	605.9	142.2	494.3	10.6	20,936.0
						Voyages (number) [c]					
2014–15	12		15	15	30		9	10	17	5	1,963
2015–16	44		16	24	38	6	9	11	28	21	2,327
2016–17	46		19	38	41	15	19	11	50	43	2,349
2017–18	59		16	58	43	8	18	13	75	36	2,505
2018–19	65	6	18	52	42	12	22	12	53	38	2,688
2019–20	52	22	3	51	42	18	19	5	32	32	2,615
2020–21	57	18	3	49	38	13	20	6	32	46	2,420
2021–22	39	21	1	53	39	11	17	9	32	34	2,089
2022–23	47	19	1	44	36	9	18	5	28	29	1,972
2023–24	42	20	2	41	33	9	22	3	44	3	1,940

a "All routes" include the top ten routes under temporary licence and other routes under temporary licence not listed separately.

b 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. This was 12.22 tonnes per TEU. Tonnage excludes reported activity under licence where volume was not recorded in tonnes or TEUs. This is mainly freight with volume type "unit". For a more detailed explanation on the treatment of cargo of type "unit", see the introduction of Chapter 3.

c Voyage count includes voyages where volume (in tonnes and TEU) could not be calculated due to incomplete cargo information, usually because the unit of measurement is "unit" and not "tonnes" or "TEUs". Commodities with volumes measured in units tend to be motor vehicles, livestock or break bulk. This equates to 42 voyages in 2014-15, 51 voyages in 2015-16, 78 voyages in 2016-17, 57 voyages in 2017-18, 90 voyages in 2018-19, 119 voyages in 2019-20, 182 voyages in 2020-21, 188 voyages in 2021-22, 63 voyages in 2022-23 and 56 voyages in 2023-24.

Notes: The top 10 routes for tonnage are the routes that carried the largest weight of coastal freight under temporary licence summed over 10 years (2014–15 to 2023–24). The routes are sorted in descending order by the total tonnage over that time, not by the most recent financial year.

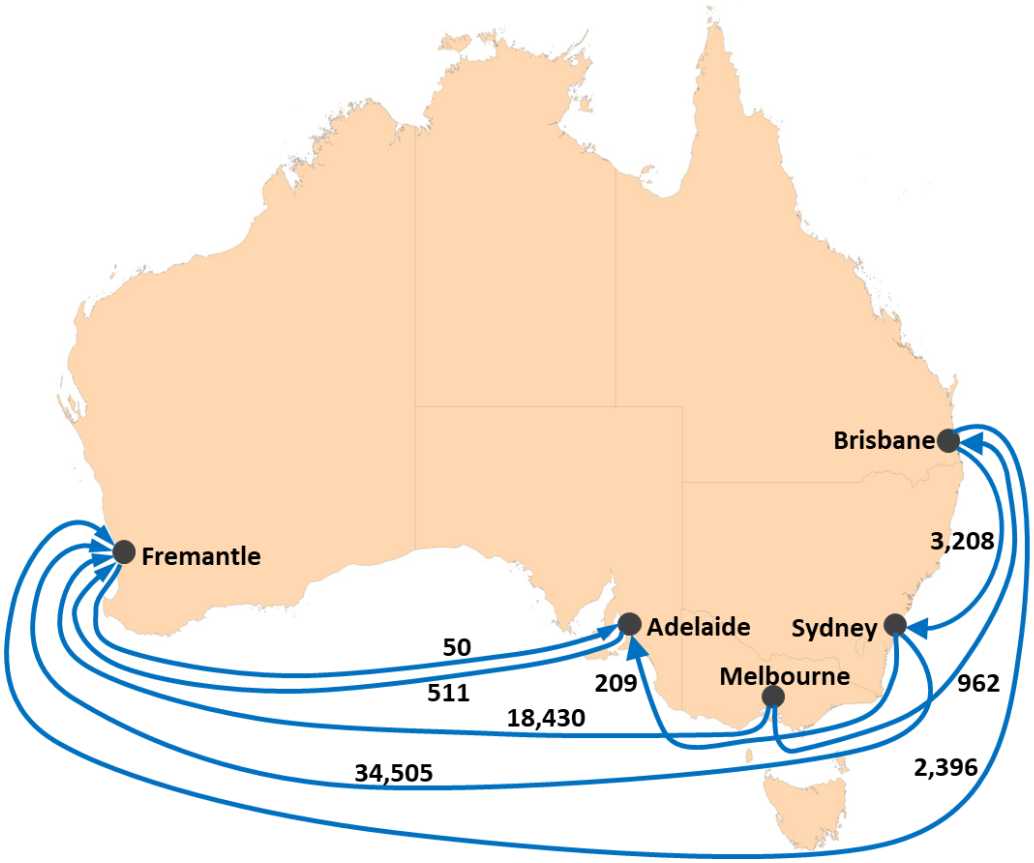
In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

The following voyages were not included: duplicate entries, voyages that were not performed, and voyages where the recorded loading and discharge ports were the same.

Blank cells mean no data was recorded for the categories.

Sources: DITRDCA (2024).

Figure 3.2 Top 10 routes for containerised freight under temporary licence, 2023–24 *(TEUs)*



Notes: The top 10 routes for containerised freight are the routes that carried the largest number of TEUs under temporary licence summed over 10 years (2014–15 to 2023–24). Only 2023–24 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 2023–24 on two of the top ten routes during 2014–15 to 2023–24: Barrow Island to Fremantle and Fremantle to Melbourne.
In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports". For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana.

Source: DITRDCA (2024).

Table 3.4 Containerised freight carried under temporary licence: Top 10 routes

Financial year	Sydney to Fremantle	Melbourne to Fremantle	Brisbane to Fremantle	Melbourne to Brisbane	Adelaide to Fremantle	Brisbane to Sydney	Barrow Island to Fremantle	Sydney to Adelaide	Fremantle to Adelaide	Fremantle to Melbourne	All routes [a]
						Containerised freight (TEUs) [b]					
2014–15	23,814	27,523	1,864	5,569	1,378	3,692		274			67,929
2015–16	26,051	27,845	5,569	5,516	1,144	2,463	1,538	255		202	75,625
2016–17	23,993	28,198	7,768	5,136	1,178	101	5,947	47		120	76,168
2017–18	25,110	29,710	9,252	6,263	1,470	407	632	772		941	76,040
2018–19	29,680	28,881	9,156	7,505	2,019	308		1,316		1,799	82,225
2019–20	32,415	27,828	10,020	6,036	1,811	265		1,316	118	1,035	83,803
2020–21	18,729	20,235	9,991	2,828	1,191	12		983	1,206	335	57,711
2021–22	18,973	14,898	9,051	2,287	1,096			174	2,292	509	52,772
2022–23	30,872	20,105	8,318	3,312	964	1,814		282	1,958	458	71,858
2023–24	34,505	18,430	2,396	962	511	3,208		209	50		63,749
						Voyages where containers were carried (number)					
2014–15	135	186	51	28	53	49		14			630
2015–16	149	196	51	26	52	22	9	21		12	716
2016–17	145	196	50	41	51	3	24	7		16	642
2017–18	130	152	42	32	50	15	2	29		15	554
2018–19	148	153	49	28	53	19		41		23	603
2019–20	147	146	78	25	54	13		50	5	20	651
2020–21	99	95	88	21	31	4		37	14	21	529
2021–22	77	76	67	16	33			6	14	16	414
2022–23	120	119	61	24	37	19		8	21	17	536
2023–24	151	158	14	16	41	65		5	1		507

a "All routes" includes the top ten routes under temporary licence and other routes under temporary licence not listed separately (where containers were carried).

b TEUs were estimated for container shipments where volume was recorded in tonnes but the data indicated the pack type was 'container'. TEU estimates were based on the average weight (in tonnes) per TEU recorded in 2011–12 under the Coastal Trade Licences and Permits (COTLAP) system. This was 12.22 tonnes per TEU.

Notes: The top 10 routes for TEUs are the routes that carried the largest number of TEUs under temporary licences summed over 10 years (2014–15 to 2023–24). The routes are sorted in descending order by the total TEU over this period, not by the most recent financial year.

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

The following voyages were not included: duplicate entries, voyages that were not performed, and voyages where the recorded loading and discharge ports were the same.

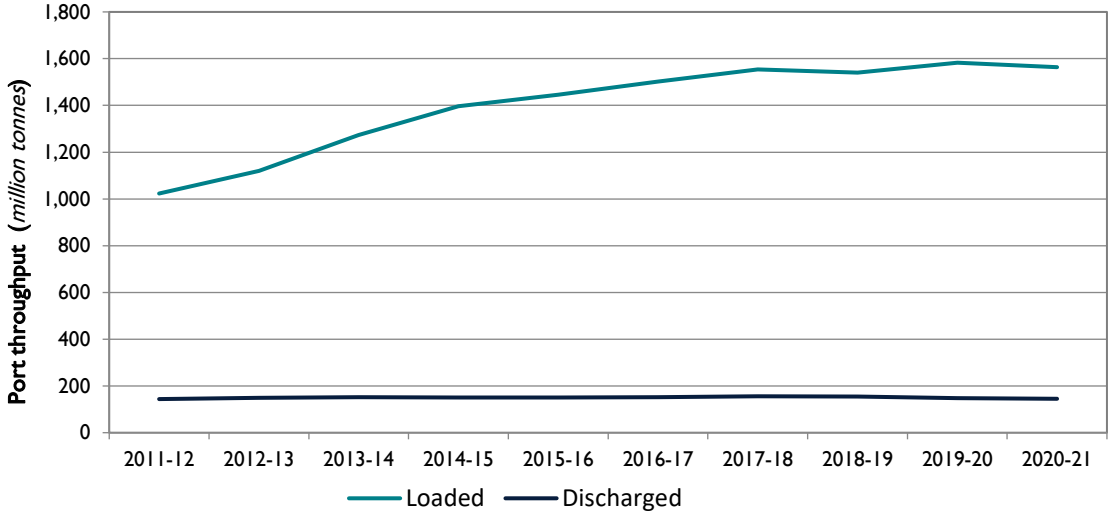
Blank cells mean no data was recorded for the categories.

Sources: DITRDCA (2024).

Chapter 4 Total port throughput

This chapter shows total port throughput from 2011–12 to 2020–21 (updated coastal and total throughput data for 2021–22 and 2022–23 will be released separately). The total throughput figures include the tonnage of international sea freight derived from international merchandise trade data (ABS 2024a), and that of domestic (coastal) freight from BITRE's Coastal Freight Survey (BITRE 2022). Please see Chapter 1 for more information on international sea freight and Chapter 2 for more information on domestic (coastal) sea freight.

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 (2024a), BITRE (2022).

Table 4.1 Total throughput, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Total
Loaded					*(million tonnes)*				
2011–12	155.5	26.0	218.1	27.6	571.7	8.9	13.8	1.6	1,023.3
2012–13	172.4	25.5	237.5	25.9	634.6	8.2	15.9	0.7	1,120.6
2013–14	179.8	26.3	261.6	32.2	745.5	9.4	18.6	0.0	1,273.4
2014–15	185.5	24.1	276.6	30.6	849.8	9.9	20.3	0.0	1,396.8
2015–16	179.6	23.0	289.5	25.6	897.3	10.9	19.9	0.0	1,445.8
2016–17	185.7	27.0	288.3	27.7	940.9	11.0	21.0	0.0	1,501.6
2017–18	173.0	28.1	302.5	25.8	987.8	11.9	24.4	0.0	1,553.4
2018–19	177.6	22.1	311.1	19.9	969.0	11.5	29.2	0.0	1,540.5
2019–20	179.9	20.9	310.6	22.8	1,002.7	11.7	34.2	0.0	1,582.8
2020–21	175.6	24.0	288.8	24.7	1,003.6	11.4	36.1	0.0	1,564.2
Annual growth rate					*(%)*				
1 year	-2.4	14.7	-7.0	8.2	0.1	-2.6	5.7	1373.5	-1.2
5 year trend	-0.5	-2.2	0.7	-2.9	2.1	1.1	14.1	-0.9	1.6
Discharged					*(million tonnes)*				
2011–12	31.3	28.7	43.3	8.4	20.4	4.8	6.9	0.0	143.8
2012–13	30.1	28.4	48.1	8.4	22.1	4.8	7.8	0.0	149.8
2013–14	29.7	29.4	47.1	8.7	24.3	4.9	7.4	0.0	151.4
2014–15	31.0	29.5	46.3	9.1	22.9	5.2	7.0	0.0	151.0
2015–16	32.1	29.5	44.8	8.8	22.7	5.5	7.2	0.0	150.7
2016–17	34.0	30.7	44.6	8.9	21.7	5.2	6.1	0.0	151.2
2017–18	35.9	33.3	44.5	9.2	20.7	5.6	6.4	0.0	155.8
2018–19	36.4	33.6	43.3	9.7	20.2	5.7	6.2	0.0	155.0
2019–20	34.3	32.8	40.8	9.2	20.5	5.2	5.3	0.0	148.1
2020–21	32.9	32.8	40.0	8.9	19.2	5.3	6.0	0.0	145.2
Annual growth rate					*(%)*				
1 year	-3.9	0.3	-1.9	-3.7	-6.3	2.0	12.5	17.7	-1.9
5 year trend	0.4	2.2	-2.4	0.5	-2.9	-0.5	-3.9	0.5	-0.7

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

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

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

Sources: ABS (2024a), BITRE (2022).

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

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

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

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

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

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

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

Sources: ABS (2024a), BITRE (2022).

Chapter 5 Vessel activity

This chapter shows Australian vessel activities from 2013–14 to 2022–23 for port calls and number of unique cargo vessels[8]. It covers vessel activities in each state/territory and vessel activities at major Australian ports. It also shows vessel activities by other characteristics such as vessel type and vessel size.

Data sources

The vessel movement information used to report vessel activity is based on data obtained from Lloyd's List Intelligence. Historic numbers can vary slightly from previously published figures due to revisions.

A vessel is considered a "cargo vessel from overseas" if it made a port call in Australia from overseas in that financial year. Hence some of the vessels that are considered part of the coastal trading fleet in Chapter 6 are considered a "cargo vessel from overseas" in Chapter 5.

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 vessel movement data set has increasingly captured vessel movements where the current port is recorded as the same as the previous port. This can occur when a vessel moves from anchorage to a port, or when the vessels are serving a second port which is not covered by the Lloyd's data. These records have been excluded from all vessel movement figures to ensure consistency across the time series and to capture only port calls, not all vessel movements. In addition, vessels which made only port calls where the recorded origin and destination ports are the same during a financial year are excluded from the number of cargo vessels that called at Australian ports for that year.

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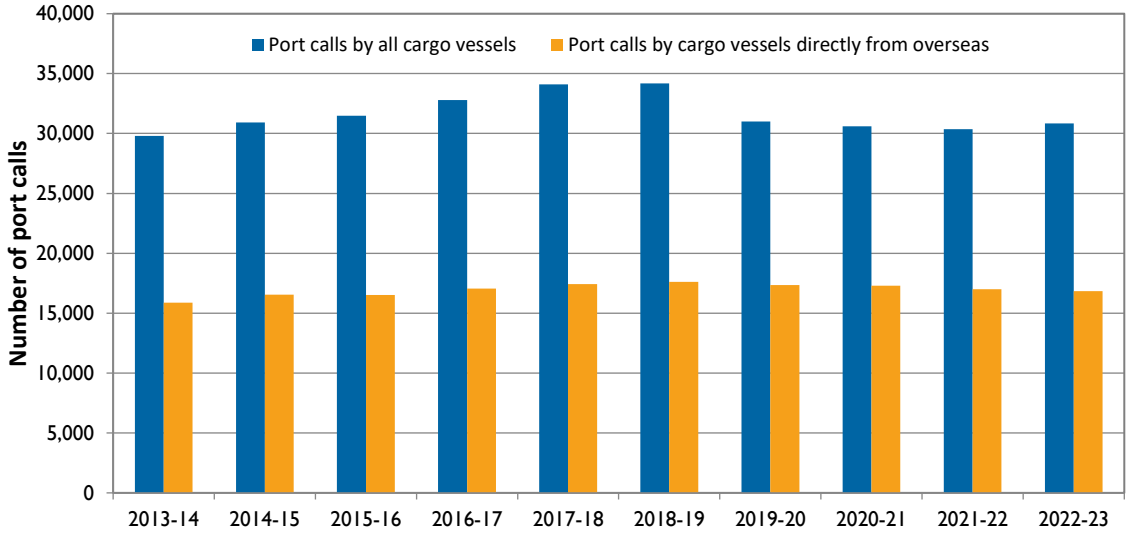
[8] For the definitions of the different trading/cargo vessel types used here, please see Appendix F.

Figure 5.1 Total port calls at Australian ports



Notes: "Port calls by all cargo vessels" is the count of arrival of cargo vessels in Australian ports in each financial year, which includes both coastal and international shipping activities. "Port calls by cargo vessels directly from overseas" is the count of arrival of cargo vessels where the previous recorded port is not in Australia to show the international shipping activities. Vessels with a gross tonnage smaller than 150 GT are not counted. This methodology is also used for analysis in Tables 5.1–5.4.
Recorded vessel movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 5 overview.

Source: Lloyd's List Intelligence (2024).

Table 5.1 Number of port calls, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Total
Port calls by all cargo vessels					*(number)*				
2013–14	5,062	4,208	7,345	1,790	8,964	1,560	857		29,786
2014–15	5,105	3,998	8,092	1,830	9,343	1,575	979		30,922
2015–16	4,923	4,204	8,229	1,856	9,690	1,693	895	1	31,491
2016–17	5,110	4,296	8,773	2,136	9,802	1,814	873		32,804
2017–18	4,876	4,484	9,773	2,099	9,825	2,062	988	1	34,108
2018–19	4,867	4,289	10,034	2,045	9,890	1,966	1,088		34,179
2019–20	4,583	3,933	8,027	1,853	9,641	1,848	1,111	1	30,997
2020–21	4,517	3,919	8,036	1,812	9,330	1,920	1,078		30,612
2021–22	4,601	4,147	7,613	1,914	9,306	1,748	1,038		30,367
2022–23	4,575	4,389	7,744	2,019	9,403	1,765	955		30,850
Annual growth rate					*(%)*				
1 year	-0.6	5.8	1.7	5.5	1.0	1.0	-8.0		1.6
5 year trend	-1.4	-0.6	-5.5	-1.2	-1.2	-3.1	-1.0		-2.5
Port calls by cargo vessels directly from overseas					*(number)*				
2013–14	2,699	895	4,458	264	6,764	129	676		15,885
2014–15	2,977	846	4,497	285	7,138	125	675		16,543
2015–16	2,771	819	4,600	268	7,328	150	581	1	16,518
2016–17	2,825	878	4,607	340	7,684	176	548		17,058
2017–18	2,662	940	4,743	281	8,017	177	599	1	17,420
2018–19	2,712	778	5,001	202	8,085	163	664		17,605
2019–20	2,683	724	4,833	198	8,051	134	720	1	17,344
2020–21	2,576	815	4,755	298	8,034	129	695		17,302
2021–22	2,770	906	4,385	305	7,843	133	650		16,992
2022–23	2,652	989	4,291	348	7,886	127	547		16,840
Annual growth rate					*(%)*				
1 year	-4.3	9.2	-2.1	14.1	0.5	-4.5	-15.8		-0.9
5 year trend	0.0	2.4	-2.6	8.1	-0.5	-6.4	-1.6		-0.8

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

Notes: Blank cells mean no data was recorded for the categories, or per cent changes were not calculated.
Recorded vessel movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 5 overview.

Source: Lloyd's List Intelligence (2024).

Table 5.2 Top ten ports with the greatest number of port calls

Financial year	Melbourne	Port Hedland	Brisbane	Newcastle	Gladstone	Dampier	Sydney	Fremantle	Hay Point	Adelaide	All ports[a]
Port calls by all cargo vessels						*(number)*					
2013–14	3,210	2,383	2,481	2,282	1,731	1,871	1,792	1,792	1,031	1,102	29,786
2014–15	3,109	2,717	2,499	2,390	1,703	1,874	1,741	1,635	1,119	1,118	30,922
2015–16	3,190	2,710	2,357	2,220	1,917	1,919	1,724	1,705	1,145	1,155	31,491
2016–17	3,328	2,869	2,729	2,322	2,132	1,790	1,784	1,763	1,075	1,328	32,804
2017–18	3,421	2,999	2,573	2,282	2,054	1,698	1,671	1,726	1,484	1,353	34,108
2018–19	3,270	2,970	2,620	2,256	2,163	1,752	1,737	1,850	1,431	1,279	34,179
2019–20	3,017	3,100	2,157	2,246	1,881	1,596	1,532	1,522	1,189	1,104	30,997
2020–21	3,042	3,174	2,134	2,222	1,885	1,486	1,402	1,424	1,217	971	30,612
2021–22	3,203	3,180	2,107	2,253	1,889	1,446	1,395	1,418	1,232	984	30,367
2022–23	3,054	3,057	2,242	2,010	1,777	1,610	1,630	1,402	1,246	1,077	30,850
Annual growth rate						*(%)*					
1 year	-4.7	-3.9	6.4	-10.8	-5.9	11.3	16.8	-1.1	1.1	9.5	1.6
5 year trend	-1.8	0.9	-3.8	-1.8	-3.2	-2.6	-2.5	-5.3	-3.6	-5.7	-2.5

	Port Hedland	Newcastle	Dampier	Brisbane	Gladstone	Fremantle	Hay Point	Port Walcott	Sydney	Melbourne	All ports[a]
Port calls by cargo vessels directly from overseas						*(number)*					
2013–14	2,274	1,837	1,382	1,359	998	1,164	948	666	563	610	15,885
2014–15	2,626	1,993	1,318	1,291	966	1,065	1,018	846	665	564	16,543
2015–16	2,653	1,833	1,299	1,202	1,144	1,107	1,045	1,015	690	502	16,518
2016–17	2,824	1,890	1,299	1,258	1,236	1,158	990	1,006	708	571	17,058
2017–18	2,944	1,821	1,342	1,253	1,215	1,125	974	1,089	650	596	17,420
2018–19	2,910	1,811	1,411	1,307	1,275	1,248	1,092	1,005	700	445	17,605
2019–20	3,035	1,857	1,306	1,127	1,246	1,012	1,076	1,086	614	437	17,344
2020–21	3,110	1,798	1,302	1,121	1,289	994	1,056	1,044	512	532	17,302
2021–22	3,094	1,837	1,258	1,039	1,225	949	1,037	988	609	623	16,992
2022–23	2,946	1,588	1,351	1,114	1,134	969	1,029	994	753	672	16,840
Annual growth rate						*(%)*					
1 year	-4.8	-13.6	7.4	7.2	-7.4	2.1	-0.8	0.6	23.6	7.9	-0.9
5 year trend	0.6	-1.9	-0.9	-3.6	-1.2	-4.4	0.3	-1.6	0.4	5.3	-0.8

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

Notes: The top ten ports are selected based on the number of port call made by all cargo vessels, or by cargo vessels directly from overseas, summed over the most recent ten years. The ports are sorted by the total number of port calls over ten years, not by the most recent financial year.

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

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

Recorded vessel movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 5 overview.

Source: Lloyd's List Intelligence (2024).

Table 5.3 Number of port calls, by vessel type

Financial year	Bulk carriers	Chemical tankers	Container carriers	General cargo vessels	LNG tankers	LPG tankers	Livestock carriers	Tankers	Vehicle carriers	Total
Port calls by all cargo vessels					*(number)*					
2013–14	13,930	508	4,211	5,659	374	390	333	2,947	1,434	29,786
2014–15	14,899	479	4,096	6,056	401	464	368	2,746	1,413	30,922
2015–16	15,105	409	4,280	5,934	591	550	391	2,780	1,451	31,491
2016–17	15,983	441	4,363	6,008	855	507	307	2,800	1,540	32,804
2017–18	16,431	503	4,387	6,657	993	418	338	2,706	1,675	34,108
2018–19	16,078	500	4,496	6,695	1,243	463	374	2,712	1,618	34,179
2019–20	15,090	380	3,998	5,472	1,293	425	387	2,648	1,304	30,997
2020–21	15,247	370	3,707	5,316	1,222	456	313	2,566	1,415	30,612
2021–22	15,251	329	3,631	5,102	1,273	421	230	2,735	1,395	30,367
2022–23	14,999	333	4,098	5,218	1,265	464	238	2,936	1,299	30,850
Annual growth rate					*(%)*					
1 year	-1.7	1.2	12.9	2.3	-0.6	10.2	3.5	7.3	-6.9	1.6
5 year trend	-1.7	-9.1	-3.0	-5.7	3.6	0.9	-9.3	1.2	-4.6	-2.5
Port calls by cargo vessels directly from overseas					*(number)*					
2013–14	10,812	143	1,645	976	363	141	283	1,129	393	15,885
2014–15	11,620	123	1,625	747	392	158	324	1,157	397	16,543
2015–16	11,566	98	1,650	574	571	141	331	1,167	420	16,518
2016–17	11,965	125	1,663	554	792	139	269	1,117	434	17,058
2017–18	12,051	128	1,682	575	922	144	305	1,128	485	17,420
2018–19	12,001	138	1,674	542	1,125	157	335	1,132	501	17,605
2019–20	12,078	109	1,492	496	1,165	161	355	1,124	364	17,344
2020–21	12,165	97	1,483	462	1,144	156	290	1,102	403	17,302
2021–22	11,755	98	1,511	471	1,191	152	216	1,182	416	16,992
2022–23	11,375	108	1,624	538	1,112	160	215	1,255	453	16,840
Annual growth rate					*(%)*					
1 year	-3.2	10.2	7.5	14.2	-6.6	5.3	-0.5	6.2	8.9	-0.9
5 year trend	-1.0	-5.5	-1.4	-2.3	3.2	1.1	-8.9	1.9	-2.3	-0.8

Note: Recorded vessel movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 5 overview.

Source: Lloyd's List Intelligence (2024).

Table 5.4 Number of port calls at Australian ports, by vessel size

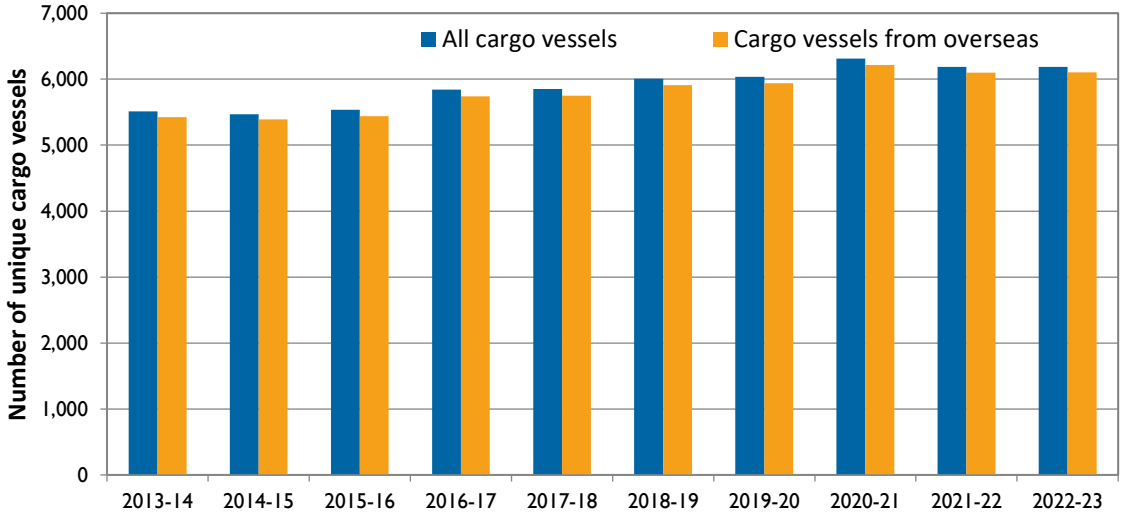
Financial year	Vessel size (Deadweight tonnage, *'000 tonnes*)								Total[a]
	<5	5-10	10-20	20-40	40-60	60-80	80-150	>150	
Port calls by all cargo vessels				*(number)*					
2013–14	1,961	2,662	3,475	4,257	5,572	3,504	3,630	4,725	29,786
2014–15	2,892	2,568	3,149	4,235	5,287	3,687	3,783	5,321	30,922
2015–16	3,054	2,665	3,142	4,365	5,105	3,541	4,143	5,476	31,491
2016–17	2,789	2,943	3,510	4,491	4,804	3,610	5,153	5,504	32,804
2017–18	2,803	3,250	3,824	4,454	4,374	3,529	5,936	5,938	34,108
2018–19	2,981	3,274	3,451	4,718	4,432	3,231	6,349	5,743	34,179
2019–20	2,097	2,917	2,947	4,463	3,960	2,826	6,145	5,642	30,997
2020–21	2,192	2,536	3,012	4,371	3,848	2,808	6,215	5,630	30,612
2021–22	1,714	2,457	3,170	4,567	3,718	2,828	6,336	5,577	30,367
2022–23	1,856	2,553	3,249	4,732	3,806	2,713	6,417	5,524	30,850
Annual growth rate				*(%)*					
1 year	8.3	3.9	2.5	3.6	2.4	-4.1	1.3	-1.0	1.6
5 year trend	-10.0	-6.1	-2.9	0.5	-3.5	-4.8	1.1	-1.3	-2.5
Port calls by cargo vessels directly from overseas				*(number)*					
2013–14	308	573	938	1,925	2,602	2,197	2,825	4,517	15,885
2014–15	301	522	784	1,880	2,611	2,244	3,072	5,129	16,543
2015–16	260	506	668	1,929	2,576	1,970	3,345	5,264	16,518
2016–17	221	451	773	1,983	2,444	2,006	3,883	5,297	17,058
2017–18	261	446	863	1,957	2,231	1,883	4,239	5,540	17,420
2018–19	297	440	809	2,002	2,141	1,872	4,637	5,407	17,605
2019–20	251	406	715	1,844	2,023	1,829	4,799	5,477	17,344
2020–21	200	384	688	1,900	2,061	1,844	4,781	5,444	17,302
2021–22	165	324	672	1,859	2,016	1,740	4,899	5,317	16,992
2022–23	193	367	776	1,983	1,984	1,685	4,673	5,179	16,840
Annual growth rate				*(%)*					
1 year	17.0	13.3	15.5	6.7	-1.6	-3.2	-4.6	-2.6	-0.9
5 year trend	-9.5	-5.4	-3.2	-0.4	-2.1	-2.2	1.9	-1.1	-0.8

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

Note: Recorded vessel movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 5 overview.

Source: Lloyd's List Intelligence (2024).

Figure 5.2 Total number of cargo vessels that called at Australian ports



Note: The number of cargo vessels is the count of unique cargo vessels that called at Australian ports in each financial year. "All cargo vessels" include the count of unique cargo vessels involved in coastal and international shipping. "Cargo vessels from overseas" is the count of all unique cargo vessels that made a port call in Australia from overseas during the financial year. Vessels with a gross tonnage smaller than 150 GT are not counted. For consistency with the port call numbers vessels 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 Tables 5.5–5.8.

A vessel is considered a "cargo vessel from overseas" if it made a port call in Australia from overseas in that financial year. Hence some of the vessels that are considered part of the coastal trading fleet in Chapter 6 are considered a "cargo vessel from overseas" in Chapter 5.

Source: Lloyd's List Intelligence (2024).

Table 5.5 Number of cargo vessels that called at Australian ports, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Total [b]
All cargo vessels					*(number)*				
2013–14	2,194	1,437	3,759	853	4,334	304	495		5,514
2014–15	2,185	1,250	3,769	808	4,234	308	447		5,468
2015–16	2,246	1,329	3,971	828	4,251	392	411	1	5,535
2016–17	2,404	1,419	4,051	949	4,481	355	393		5,840
2017–18	2,334	1,466	4,486	870	4,515	415	413	1	5,851
2018–19	2,385	1,358	4,614	792	4,650	421	449		6,009
2019–20	2,367	1,269	4,271	792	4,728	361	449	1	6,035
2020–21	2,436	1,292	4,296	842	4,780	352	448		6,313
2021–22	2,536	1,420	4,168	808	4,821	352	461		6,188
2022–23	2,504	1,539	4,182	911	4,723	362	403		6,187
Annual growth rate					*(%)*				
1 year	-1.3	8.4	0.3	12.7	-2.0	2.8	-12.6		0.0
5 year trend	1.6	1.1	-1.8	1.0	1.0	-3.5	-0.1		1.2
Cargo vessels from overseas					*(number)*				
2013–14	1,307	529	2,837	237	3,561	104	399		5,423
2014–15	1,434	466	2,853	256	3,572	102	357		5,391
2015–16	1,418	438	3,003	246	3,587	124	295	1	5,440
2016–17	1,521	511	3,008	310	3,825	110	297		5,739
2017–18	1,444	527	3,131	257	3,896	142	314	1	5,751
2018–19	1,518	497	3,222	195	3,942	130	332		5,912
2019–20	1,532	462	3,180	190	4,054	104	339	1	5,937
2020–21	1,610	530	3,197	284	4,111	105	361		6,217
2021–22	1,727	606	2,975	274	4,024	112	361		6,101
2022–23	1,631	673	2,975	323	3,995	98	301		6,103
Annual growth rate					*(%)*				
1 year	-5.6	11.1	0.0	17.9	-0.7	-12.5	-16.6		0.0
5 year trend	3.0	5.7	-1.4	7.6	0.6	-6.3	0.3		1.3

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

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

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

"Cargo vessels from overseas" is the count of all unique cargo vessels that made a port call in Australia from overseas during the financial year. Some of the vessels that are considered part of the coastal trading fleet in Chapter 6 are considered a "cargo vessel from overseas" in Chapter 5.

Vessels 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 (2024).

Table 5.6 Top ten ports with the greatest number of cargo vessels visited

Financial year	Newcastle	Port Hedland	Gladstone	Brisbane	Fremantle	Hay Point	Melbourne	Dampier	Port Kembla	Sydney	All ports[a]
All cargo vessels					*(number)*						
2013–14	1,046	952	989	907	940	799	818	746	596	519	5,514
2014–15	1,042	982	941	872	829	820	734	731	611	509	5,468
2015–16	1,070	963	1,012	894	875	861	754	721	611	541	5,535
2016–17	1,229	1,044	1,043	1,024	936	828	811	718	590	553	5,840
2017–18	1,215	1,086	1,051	1,000	881	922	837	702	576	511	5,851
2018–19	1,240	1,019	1,144	1,074	980	903	791	764	572	550	6,009
2019–20	1,273	1,123	1,121	928	894	894	727	752	541	531	6,035
2020–21	1,340	1,162	1,107	910	867	979	748	747	610	465	6,313
2021–22	1,389	1,167	1,074	969	884	965	841	701	655	474	6,188
2022–23	1,251	1,060	1,012	1,028	887	956	923	743	690	552	6,187
Annual growth rate					*(%)*						
1 year	-9.9	-9.2	-5.8	6.1	0.3	-0.9	9.8	6.0	5.3	16.5	0.0
5 year trend	1.5	0.9	-1.1	-0.5	-0.9	1.4	2.0	0.1	4.2	-0.5	1.2

	Port Hedland	Newcastle	Gladstone	Hay Point	Fremantle	Dampier	Brisbane	Port Walcott	Melbourne	Sydney	All ports[a]
Cargo vessels from overseas					*(number)*						
2013–14	899	852	745	744	705	681	585	361	300	215	5,423
2014–15	938	892	736	749	630	678	540	352	255	281	5,391
2015–16	927	878	792	803	679	663	550	410	217	313	5,440
2016–17	1,010	1,013	827	781	727	669	599	410	293	292	5,739
2017–18	1,051	994	822	779	669	659	600	456	291	267	5,751
2018–19	978	998	871	813	746	705	614	427	268	327	5,912
2019–20	1,071	1,045	871	821	688	704	542	490	253	288	5,937
2020–21	1,121	1,082	891	853	672	706	561	506	316	274	6,217
2021–22	1,124	1,125	821	822	657	654	578	499	394	302	6,101
2022–23	1,013	1,000	810	802	664	684	616	464	420	345	6,103
Annual growth rate					*(%)*						
1 year	-9.9	-11.1	-1.3	-2.4	1.1	4.6	6.6	-7.0	6.6	14.2	0.0
5 year trend	0.8	1.2	-0.6	0.6	-1.3	-0.1	0.0	1.7	9.6	2.9	1.3

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

Notes: The top ten ports are selected based on the total number of unique cargo vessels that called at the ports over the most recent ten years. The ports are sorted in descending order by the total number of vessels over ten years, not by the most recent financial year. In some cases the statistics for several nearby ports are included in one heading, mainly because of difficulties in clearly identifying exact freight origins and destinations. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports". For example, Sydney in this report includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson and White Bay. Fremantle in this report also includes Kwinana.

"Cargo vessels from overseas" is the count of all unique cargo vessels that made a port call in Australia from overseas during the financial year. Vessels 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 (2024).

Table 5.7 Number of cargo vessels that called at Australian ports, by vessel type

Financial year	Bulk carriers	Chemical tankers	Container carriers	General cargo vessels	LNG tankers	LPG tankers	Livestock carriers	Tankers	Vehicle carriers	Total
All cargo vessels						*(number)*				
2013–14	3,889	52	321	419	42	53	31	500	207	5,514
2014–15	3,932	44	300	325	69	55	30	498	215	5,468
2015–16	3,964	43	321	266	105	55	33	525	223	5,535
2016–17	4,217	52	329	276	132	54	35	525	220	5,840
2017–18	4,153	49	318	302	157	68	33	523	248	5,851
2018–19	4,169	63	366	290	192	77	36	581	235	6,009
2019–20	4,263	52	352	285	200	67	35	593	188	6,035
2020–21	4,613	51	318	261	210	69	31	566	194	6,313
2021–22	4,453	45	328	273	205	75	27	567	215	6,188
2022–23	4,351	43	370	259	211	66	25	612	250	6,187
Annual growth rate						*(%)*				
1 year	-2.3	-4.4	12.8	-5.1	2.9	-12.0	-7.4	7.9	16.3	0.0
5 year trend	1.5	-4.7	0.9	-2.9	5.0	-0.6	-6.6	1.9	-0.6	1.2
Cargo vessels from overseas						*(number)*				
2013–14	3,856	52	319	384	41	52	31	485	203	5,423
2014–15	3,915	44	296	284	69	55	30	488	210	5,391
2015–16	3,938	40	317	220	105	54	33	512	221	5,440
2016–17	4,186	51	325	230	132	51	35	511	218	5,739
2017–18	4,123	48	314	251	157	67	33	513	245	5,751
2018–19	4,146	63	362	241	192	75	36	566	231	5,912
2019–20	4,230	51	346	244	200	66	35	581	184	5,937
2020–21	4,574	51	311	227	210	69	31	552	192	6,217
2021–22	4,416	45	324	234	205	74	27	564	212	6,101
2022–23	4,317	43	366	226	211	63	24	608	245	6,103
Annual growth rate						*(%)*				
1 year	-2.2	-4.4	13.0	-3.4	2.9	-14.9	-11.1	7.8	15.6	0.0
5 year trend	1.4	-4.4	0.9	-1.9	5.0	-0.9	-7.1	2.3	-0.6	1.3

Notes: "Cargo vessels from overseas" is the count of all unique cargo vessels that made a port call in Australia from overseas during the financial year. Some of the vessels that are considered part of the coastal trading fleet in Chapter 6 are considered a "cargo vessel from overseas" in Chapter 5.
Vessels 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 (2024).

Table 5.8 Number of cargo vessels that called at Australian ports, by vessel size

Financial year	Vessel size (Deadweight tonnage, *'000 tonnes*)								Total
	<5	5-10	10-20	20-40	40-60	60-80	80-150	>150	
All cargo vessels					*(number)*				
2013–14	92	171	379	822	1,101	842	976	1,131	5,514
2014–15	98	135	326	815	1,105	820	1,010	1,159	5,468
2015–16	105	119	295	834	1,099	807	1,103	1,173	5,535
2016–17	94	130	316	889	1,042	880	1,272	1,217	5,840
2017–18	90	123	359	904	948	833	1,347	1,247	5,851
2018–19	99	121	330	974	928	838	1,498	1,221	6,009
2019–20	69	101	296	923	912	813	1,608	1,313	6,035
2020–21	55	100	279	934	954	889	1,728	1,374	6,313
2021–22	62	82	284	868	895	831	1,770	1,396	6,188
2022–23	61	85	316	926	890	803	1,781	1,325	6,187
Annual growth rate					*(%)*				
1 year	-1.6	3.7	11.3	6.7	-0.6	-3.4	0.6	-5.1	0.0
5 year trend	-9.7	-8.3	-3.2	-0.6	-1.1	-0.3	5.8	2.2	1.2
Cargo vessels from overseas					*(number)*				
2013–14	68	163	367	810	1,087	838	960	1,130	5,423
2014–15	70	129	314	804	1,093	818	1,005	1,158	5,391
2015–16	63	113	287	820	1,089	799	1,096	1,173	5,440
2016–17	52	122	306	874	1,030	878	1,263	1,214	5,739
2017–18	51	115	346	891	939	822	1,341	1,246	5,751
2018–19	62	111	316	964	915	831	1,493	1,220	5,912
2019–20	40	89	288	898	900	811	1,600	1,311	5,937
2020–21	31	92	275	903	944	886	1,712	1,374	6,217
2021–22	35	78	276	846	886	827	1,760	1,393	6,101
2022–23	35	79	312	900	883	797	1,772	1,325	6,103
Annual growth rate					*(%)*				
1 year	0.0	1.3	13.0	6.4	-0.3	-3.6	0.7	-4.9	0.0
5 year trend	-10.4	-8.0	-2.7	-1.0	-1.0	-0.2	5.7	2.2	1.3

Notes: "Cargo vessels from overseas" is the count of all unique cargo vessels that made a port call in Australia from overseas during the financial year. Some of the vessels that are considered part of the coastal trading fleet in Chapter 6 are considered a "cargo vessel from overseas" in Chapter 5.

Vessels 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 (2024).

Chapter 6 Australian trading fleet

This chapter shows various attributes of the Australian trading fleet from 2013–14 to 2022–23 (with new data for 2021–22 and 2022–23), which includes: the number of vessels in different types of trading fleet, the total deadweight tonnage, the total gross tonnage, and the age distribution of vessels in the trading fleet.

This chapter also reports more detailed information on vessels in the Australian trading fleet for the latest year of the updated data (2022–23). Details on the vessels in the Australian trading fleet in 2021–22 are included in Appendix E.

Australian trading fleet[9] statistics are based on cargo vessels[10] 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 of the end of the financial year means that not all vessels that carried cargo during the year will be in the fleet. The trading fleet includes vessels that carried cargo, or both cargo and passengers, but excludes vessels that carried passengers only. Vessels not owned nor operated by any Australian companies, even if they traded in Australian waters, and vessels with gross tonnage smaller than 150 GT (gross tonnage), are excluded in the analysis in this chapter.

Only 'active' vessels are included. A cargo vessel in the trading fleet is considered 'active' during a financial year if it called at an Australian port during the financial year; vessels 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": Vessels in the Australian trading fleet that have deadweight tonnage greater than or equal to 2,000 tonnes.
- "Minor trading fleet": Vessels in the Australian trading fleet that have deadweight tonnage less than 2,000 tonnes.
- "Coastal trading fleet": Vessels in the Australian trading fleet for which 80 per cent or more of their voyages which called at an Australian port also departed from an Australian port.
- "International trading fleet": Vessels in the Australian trading fleet for which more than 20 per cent of their voyages which called at an Australian port departed from an overseas port.
- "Australian registered": Vessels in the trading fleet that have an Australian flag.
- "Overseas registered": Vessels in the trading fleet that have foreign flags.

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[9] Other sources may use different definitions of 'Australian trading fleet' and hence have different numbers.
[10] For the definitions of the different trading/cargo vessel types used here, please see Appendix F.

Data sources

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

Information sourced from various shipping companies, via personal communications, and the Coastal Trading Licensing System (CTLS) are also used in the analysis of the trading fleet.

The 2013–14 to 2022–23 results for "Major Australian registered vessels with coastal trading licences/general licences" are based on general licence data obtained from the CTLS. Data for years prior to 2012–13 in previous editions of *Australian Sea Freight* are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. It is worth noting that for certain years, some major Australian registered vessels with coastal trading licences/general licences may fall under the major international trading fleet (due to more than 20 per cent of their voyages which called at an Australian port departing from an overseas port).

Unlike Chapter 5, vessels which only make port calls where the recorded origin port and destination port are the same are included in the Australian trading fleet in Chapter 6. This is to capture transhipment 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.

Table 6.1 Number of vessels in the Australian trading fleet

Financial year	Major trading fleet				Minor trading fleet		Total	Major Australian registered vessels with general licences [a]
	Coastal trading		International trading					
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
	(number)							
2013–14	21	19	4	41	45	4	134	15
2014–15	20	16	4	49	45	4	138	15
2015–16	18	17	4	49	51	2	141	14
2016–17	17	20	4	58	49	1	149	15
2017–18	17	22	5	64	47	3	158	14
2018–19	16	22	4	57	45	4	148	13
2019–20	17	20	5	55	41	1	139	13
2020–21	16	22	4	59	36	5	142	11
2021–22	16	20	4	54	35	1	130	11
2022–23	16	20	4	61	33	2	136	11
Annual growth rate				*(%)*				
1 year	0.0	0.0	0.0	13.0	-5.7	100.0	4.6	0.0
5 year trend	-1.0	-1.9	-3.8	-0.9	-7.3	-12.3	-3.1	-5.2

a Based on general licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024), Shipping companies (various) – personal communications.

Table 6.2 Total deadweight tonnage of vessels in the Australian trading fleet

Financial year	Major trading fleet				Minor trading fleet		Total	Major Australian registered vessels with general licences [a]
	Coastal trading		International trading					
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
	('000 tonnes)							
2013–14	257.2	1,144.5	267.1	2,877.6	36.4	4.7	4,587.6	222.3
2014–15	243.9	1,069.0	267.1	3,498.6	38.4	5.4	5,122.5	222.3
2015–16	201.9	1,074.9	267.1	4,067.1	44.1	2.3	5,657.5	185.6
2016–17	224.2	1,244.7	267.1	5,076.9	40.8	1.6	6,855.3	216.9
2017–18	185.8	1,276.4	270.8	5,409.3	38.2	4.7	7,185.1	176.2
2018–19	127.6	839.7	267.1	5,390.1	36.3	6.3	6,667.1	115.2
2019–20	147.3	841.6	270.5	5,341.6	34.9	1.8	6,637.7	126.2
2020–21	135.0	909.9	267.1	5,871.3	32.2	3.3	7,218.9	110.5
2021–22	135.3	842.9	267.1	5,818.7	31.2	0.3	7,095.5	110.8
2022–23	135.3	861.1	267.1	5,875.2	30.6	1.6	7,171.0	110.8
Annual growth rate				*(%)*				
1 year	0.0	2.2	0.0	1.0	-1.7	471.4	1.1	0.0
5 year trend	-4.2	-5.2	-0.2	2.1	-4.6	-33.1	0.7	-7.1

a Based on general licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024), Shipping companies (various) – personal communications.

Table 6.3 Total gross tonnage of vessels in the Australian trading fleet

Financial year	Major trading fleet				Minor trading fleet		Total	Major Australian registered vessels with general licences[a]
	Coastal trading		International trading					
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
	('000 GT)							
2013–14	289.7	679.9	420.0	2,206.8	38.9	9.3	3,644.6	249.6
2014–15	266.7	621.0	420.0	2,591.6	37.7	4.1	3,941.2	249.6
2015–16	239.2	614.4	420.0	2,875.1	42.6	1.4	4,192.8	226.6
2016–17	266.7	728.2	420.0	3,596.2	42.7	1.0	5,054.9	261.5
2017–18	237.6	737.2	422.3	3,880.9	38.3	2.9	5,319.2	230.6
2018–19	213.1	528.6	420.0	3,820.2	39.0	5.2	5,026.1	202.9
2019–20	228.9	521.1	423.3	3,804.9	34.9	0.9	5,014.0	212.6
2020–21	232.8	610.7	420.0	4,017.0	29.7	10.3	5,320.7	213.3
2021–22	232.8	516.5	420.0	3,911.2	31.6	0.9	5,113.0	213.3
2022–23	232.8	575.8	420.0	3,986.2	27.3	2.0	5,244.1	213.3
Annual growth rate				*(%)*				
1 year	0.0	11.5	0.0	1.9	-13.7	124.9	2.6	0.0
5 year trend	0.5	-3.2	-0.1	0.7	-6.9	-12.9	0.1	-0.7

a Based on general licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024), Shipping companies (various) – personal communications.

Table 6.4 Number of vessels in the Australian trading fleet, by vessel type

Financial year	Vessel type								Total
	Bulk carriers	Container carriers	General cargo vessels	Livestock carriers	LNG tankers	LPG tankers	Tankers[a]	Vehicle carriers	
	(number)								
2013–14	31	6	62	7	13	3	12		134
2014–15	34	11	57	8	13	4	11		138
2015–16	34	9	60	8	13	4	13		141
2016–17	35	12	59	9	15	6	13		149
2017–18	39	15	62	7	16	6	13		158
2018–19	35	12	62	6	15	6	11	1	148
2019–20	37	10	52	6	16	5	12	1	139
2020–21	41	10	51	6	14	5	12	3	142
2021–22	38	9	48	6	13	7	7	2	130
2022–23	39	15	46	6	14	6	8	2	136
Annual growth rate				*(%)*					
1 year	2.6	66.7	-4.2	0.0	7.7	-14.3	14.3	0.0	4.6
5 year trend	1.0	-2.4	-6.3	-2.2	-3.5	1.3	-10.2		-3.1

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

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

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024), Shipping companies (various) – personal communications.

Table 6.5 Total deadweight tonnage of vessels in the Australian trading fleet, by vessel type

Financial year	Vessel type								Total
	Bulk carriers	Container carriers	General cargo vessels	Livestock carriers	LNG tankers	LPG tankers	Tankers [a]	Vehicle carriers	
	('000 tonnes)								
2013–14	2,815.3	291.9	159.2	83.2	975.9	12.7	249.3		4,587.6
2014–15	3,307.2	467.2	135.8	105.9	982.3	17.7	106.5		5,122.5
2015–16	3,989.8	348.6	132.5	105.9	984.9	17.7	78.0		5,657.5
2016–17	4,623.4	552.8	162.2	129.4	1,159.2	27.8	200.6		6,855.3
2017–18	4,799.7	699.6	174.5	97.9	1,254.7	26.6	132.0		7,185.1
2018–19	4,468.3	605.0	177.0	71.2	1,186.8	26.6	116.9	15.4	6,667.1
2019–20	4,453.5	530.5	153.3	71.2	1,269.0	21.5	123.3	15.4	6,637.7
2020–21	5,089.7	537.0	158.3	71.2	1,154.3	21.7	133.2	53.6	7,218.9
2021–22	5,124.2	483.9	174.0	71.2	1,059.1	30.6	115.7	36.8	7,095.5
2022–23	5,025.9	618.3	143.2	71.2	1,132.8	25.6	121.9	32.2	7,171.0
Annual growth rate				*(%)*					
1 year	-1.9	27.8	-17.7	0.0	7.0	-16.3	5.3	-12.7	1.1
5 year trend	2.2	-3.6	-2.8	-4.5	-2.7	0.7	-1.0		0.7

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

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

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024), Shipping companies (various) – personal communications.

Table 6.6 Number of vessels in the Australian trading fleet, by age of vessel

Financial year	Age of vessel (*year*)						Average age of vessels	Average age of vessels (weighted by DWT)
	0 – 4	5 – 9	10 – 14	15 – 19	20+	Total		
	(number)						*(years)*	
2013–14	29	33	11	26	35	134	13.5	11.8
2014–15	26	43	14	19	36	138	12.9	11.5
2015–16	30	48	13	13	37	141	12.3	9.4
2016–17	30	47	17	15	40	149	13.0	9.0
2017–18	21	49	32	14	42	158	13.2	8.9
2018–19	25	38	33	10	42	148	13.6	8.7
2019–20	23	35	30	14	37	139	13.8	9.3
2020–21	22	34	39	18	29	142	13.2	9.6
2021–22	20	28	36	14	32	130	14.0	9.6
2022–23	11	31	40	18	36	136	14.9	10.7
Annual growth rate			*(%)*					
1 year	-45.0	10.7	11.1	28.6	12.5	4.6	6.4	10.7
5 year trend	-10.7	-8.8	4.8	7.5	-5.1	-3.1	2.0	3.6

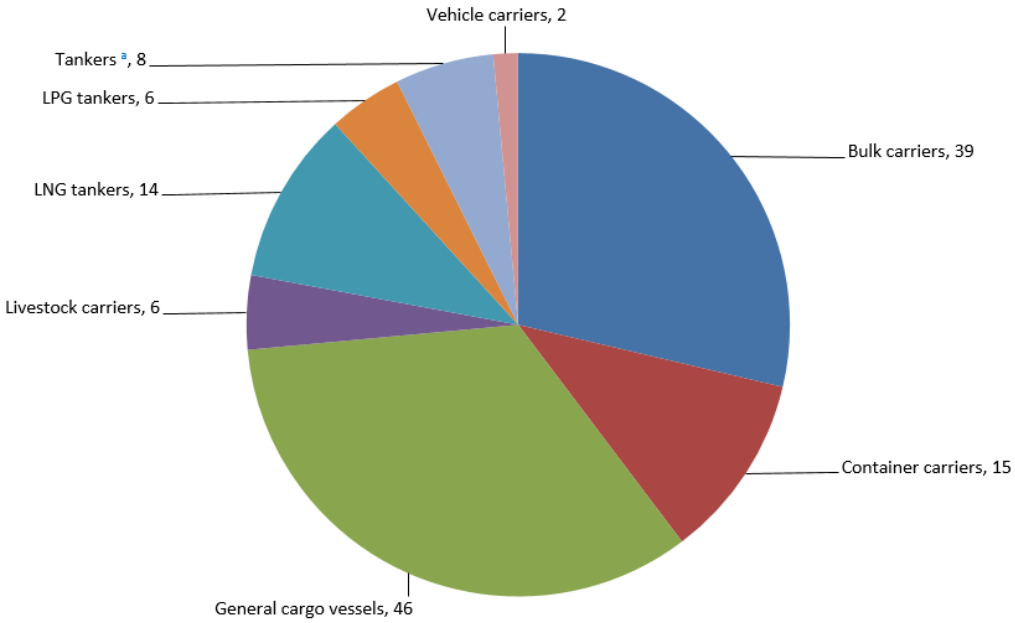
Sources: DITRDCA (2024), Lloyd's List Intelligence (2024), Shipping companies (various) – personal communications.

Table 6.7 Total deadweight tonnage of vessels in the Australian trading fleet, by age of vessel

Financial year	Age of vessel (*year*)					Total
	0 – 4	5 – 9	10 – 14	15 – 19	20+	
			('000 tonnes)			
2013–14	872.9	1,468.4	665.9	521.4	1,059.0	4,587.6
2014–15	1,159.0	1,750.2	492.9	691.2	1,029.2	5,122.5
2015–16	1,782.6	2,380.3	393.9	98.4	1,002.2	5,657.5
2016–17	1,977.4	2,759.2	811.3	474.3	833.0	6,855.3
2017–18	2,449.2	1,920.0	1,577.9	516.7	721.2	7,185.1
2018–19	2,625.1	1,478.2	1,548.0	334.0	681.8	6,667.1
2019–20	2,683.5	1,248.2	1,569.9	479.5	656.6	6,637.7
2020–21	2,380.3	1,578.5	2,020.1	718.7	521.4	7,218.9
2021–22	1,728.2	2,218.7	2,120.5	426.1	602.0	7,095.5
2022–23	819.9	2,962.3	1,824.4	811.0	753.5	7,171.0
Annual growth rate			*(%)*			
1 year	-52.6	33.5	-14.0	90.3	25.2	1.1
5 year trend	-17.8	10.9	5.6	10.2	-1.1	0.7

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024), Shipping companies (various) – personal communications.

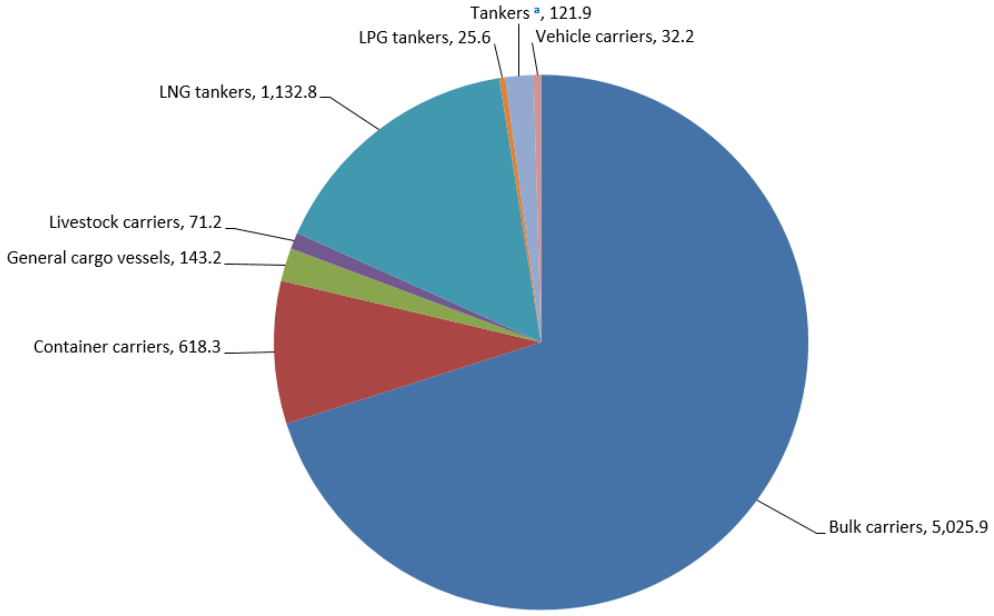
Figure 6.1 Number of vessels in the Australian trading fleet by vessel type, 2022–23



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

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024).

Figure 6.2 Total deadweight tonnage of vessels in the Australian trading fleet by vessel type, 2022–23 ('000 tonnes)



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

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024).

Table 6.8 Vessels in the major international trading fleet, 2022–23

Vessel name [a]	Flag [a,b]	DWT [c] *('000 tonnes)*	Goods carried [d]	Known Australian ports visited [e]	Known foreign countries visited [b,f]
Bulk carriers					
FMG Sydney	HKG	261.1	Iron ore	Port Hedland	CHN
FMG Grace	HKG	261.1	Iron ore	Port Hedland	CHN, IDN, SGP
FMG David	HKG	261.1	Iron ore	Port Hedland	CHN, IDN, SGP
FMG Northern Spirit	HKG	261.0	Iron ore	Port Hedland	CHN
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, SGP
FMG Amanda	HKG	250.0	Iron ore	Port Hedland	CHN, IDN, KOR
Mount Tourmaline	LBR	209.9	Iron ore	Port Hedland	CHN, IDN
Mount Nova Terra	LBR	209.8	Iron ore	Port Hedland	CHN, IDN
Cape Eternity	PAN	207.9	Iron ore	Port Hedland	IDN, SGP
Mineral Cloudbreak	HKG	205.1	Iron ore	Port Hedland	CHN, IDN
Aquataine; Cape Horn	LBR; MHL	181.7	Dry bulk	Abbot Point, Port Hedland	CHN, IDN, IND, PHL
CS Grace	HKG	180.4	Dry Bulk	Newcastle, Port Hedland, Port Walcott	CHN, IDN
Nicolemy	CYP	179.9	Dry bulk	Newcastle	IND, SGP
Aquarange	LBR	179.8	Dry bulk	Dampier, Esperance, Hay Point	CHN, IDN
Alpha Peace	LBR	179.4	Dry bulk	Newcastle	CHN, TWN
Berge Torre	LBR	175.9	Dry bulk	Port Hedland	IDN
Yarra	LBR	78.2	Dry bulk	Cairns, Gladstone, Gove, Weipa	CHN, KOR
Barwon	LBR	78.2	Dry bulk	Cape Cuvier, Gove, Port Hedland, Weipa	CHN, IDN, KOR
Spica Harmony	LBR	36.9	Dry bulk	Adelaide	ARE
Container carriers					
ANL Gippsland	LBR	90.8	Containers	Brisbane, Melbourne, Sydney	CHN, TWN
Irenes Wave	MLT	67.8	Containers	Brisbane, Melbourne, Sydney	TWN
Antwerp Bridge	KOR	66.6	Containers	Brisbane	MYS, NZL, SGP
ANL Warrnambool	MLT	51.8	Containers	Adelaide, Melbourne, Sydney	NZL, USA
Navios Miami	LBR	51.7	Containers	Brisbane	CHN, NZL
Sunny Phoenix	BHS	50.8	Containers	Brisbane, Melbourne, Port Kembla, Sydney	KOR, TWN
OOCL Brisbane	HKG	50.6	Containers	Brisbane, Melbourne, Sydney	SGP, THA
Keta	LBR	30.5	Containers	Melbourne, Sydney	NZL
Mia Schulte	SGP	30.2	Containers	Melbourne, Sydney	NZL
Ela	LBR	23.4	Containers	Fremantle	MYS, SGP
ANL Dhambi	MLT	23.4	Containers	Gladstone, Melbourne, Newcastle, Sydney, Townsville	MYS, NZL, PNG, SGP
ANL Kokoda	MLT	23.3	Containers	Brisbane, Gladstone, Townsville	MYS, PNG, SGP, SLB
Capitaine Dampier	SGP	23.0	Containers	Brisbane, Melbourne, Sydney	NZL
Capitaine Tasman	SGP	22.7	Containers	Brisbane, Melbourne, Newcastle, Port Kembla, Sydney	NZL
ANL Tasman Trader; Feeder Ace	PAN	11.8	Containers	Brisbane, Sydney	CHN, NZL
General cargo vessels					
ANL Darwin Trader	CYP	7.7	General cargo	Dampier, Port Hedland	IDN
Vehicle carriers					
Beluga Ace	PAN	15.4	Vehicles	Brisbane, Melbourne, Port Kembla, Townsville	JPN, KOR
Livestock carriers					
Ocean Drover	SGP	24.6	Livestock	Fremantle, Gladstone, Portland	BRA, CHN, IDN, KOR, NZL, PHL
Maysora	PLW	24.4	Livestock	Fremantle	ARE, IDN, ISR, YEM
Ocean Swagman	SGP	7.9	Livestock	Darwin, Fremantle, Gladstone, Portland, Townsville	CHN, IDN, NZL, SGP
Ocean Ute	MHL	7.3	Livestock	Fremantle, Gladstone, Melbourne, Townsville	CHN, IDN, NZL, SGP, VNM
Devon Express	LUX	3.7	Livestock	Darwin, Fremantle, Townsville, Wyndham	IDN, PHL, SGP, VNM
Nine Eagle	PAN	3.4	Livestock	Broome, Cairns, Darwin, Townsville	IDN, PHL

Table 6.8 Vessels in the major international trading fleet, 2022–23 (continued)

Vessel name [a]	Flag [a,b]	DWT [c] *('000 tonnes)*	Goods carried [d]	Known Australian ports visited [e]	Known foreign countries visited [b,f]
LNG tankers					
Woodside Rees Withers	GRC	96.0	LNG	Ashburton, Dampier	IDN, JPN, KOR, NLD
Cesi Wenzhou	HKG	95.5	LNG	Gladstone	CHN, KOR
Maran Gas Leto	GRC	92.8	LNG	Gladstone	CHN, JPN
Woodside Rogers	GRC	90.3	LNG	Ashburton, Dampier	CHN, IDN, JPN, KOR, THA, TWN
Woodside Goode	GRC	90.1	LNG	Ashburton, Dampier	IDN, JPN, KOR, TWN
Dapeng Sun	HKG	83.0	LNG	Dampier	CHN, IDN
Dapeng Moon	HKG	82.6	LNG	Dampier	CHN, IDN
Dapeng Star	HKG	82.4	LNG	Dampier	CHN, IDN
Methane Rita Andrea	BMU	79.0	LNG	Ashburton, Barrow Island, Dampier	IDN, TWN
Hongkong Energy	MHL	73.7	LNG	Dampier	IDN, MYS
Northwest Stormpetrel	AUS	66.9	LNG	Dampier	IDN, JPN
Northwest Sanderling	AUS	66.8	LNG	Dampier	IDN, JPN
Northwest Sandpiper	AUS	66.8	LNG	Dampier	IDN, JPN
Northwest Snipe	AUS	66.7	LNG	Dampier	JPN, SGP
LPG tankers					
Epic St.Agnes	SGP	5.2	LPG	Brisbane, Cairns, Darwin, Hastings, Sydney	FJI
Maea	PAN	3.9	LPG	Brisbane, Hastings, Sydney	FJI, NCL, NZL, PNG, PYF
Victoire	PAN	3.9	LPG	Brisbane, Hastings, Sydney	FJI, NCL, NFK, NZL, PNG, PYF
Gas Antasena; Inge Kosan	IOM; PAN	3.8	LPG	Brisbane, Cairns, Gladstone, Sydney	FJI, PNG, SLB, VUT
Tankers					
Nord Vision	MHL	50.0	Petroleum	Fremantle, Port Hedland, Sydney	IDN, MYS, NZL
Forever Prosperity	HKG	45.0	Petroleum	Adelaide, Brisbane, Cairns, Gladstone, Hay Point, Mackay, Sydney, Townsville	IDN, KOR, MYS, NZL, PHL, SGP
ICS Reliance	BHS	6.1	Petroleum	Sydney	CHN

a Multiple names or flags are listed for some ships because these vessels 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 names of countries are in "Appendix B: Trading regions and country codes".

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

d The goods carried by vessels in the trading fleet are derived based on industry knowledge and/or vessel type.

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

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

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

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024).

Table 6.9 Vessels in the major coastal trading fleet, 2022–23

Vessel name [a]	Flag [b]	DWT [c] *('000 tonnes)*	Goods carried [d]	Known Australian ports visited [e]	Known foreign countries visited [b,f]
Bulk carriers					
RTM Wakmatha	SGP	93.9	Bauxite	Cairns, Gladstone, Gove, Weipa	SGP
RTM Weipa	SGP	90.3	Bauxite	Gladstone, Gove, Weipa	CHN
RTM Gladstone	SGP	90.3	Bauxite	Gladstone, Weipa	CHN, KOR
RTM Piiramu	SGP	89.9	Bauxite	Gladstone, Gove, Weipa	CHN
RTM Twarra	SGP	89.9	Bauxite	Gladstone, Gove, Weipa	
CSL Reliance	BHS	49.5	Mineral sands, gypsum	Adelaide, Brisbane, Fremantle, Geelong, Geraldton, Gladstone, Melbourne, Sydney, Thevenard	SGP
Mareeba	BHS	46.7	Gypsum, clinker	Ardrossan, Brisbane, Geelong, Gladstone, Hobart, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	NZL
Elanora	BHS	46.2	Gypsum, clinker, mineral sands	Brisbane, Fremantle, Geelong, Geraldton, Melbourne, Port Kembla, Sydney, Thevenard	IDN
Adelie	BHS	45.6	Gypsum, mineral sands	Ardrossan, Brisbane, Fremantle, Geelong, Geraldton, Mackay, Melbourne, Sydney, Thevenard, Whyalla	
Tawaki	BHS	39.9	Gypsum, mineral sands, dolomite, sugar, salt, and coal	Ardrossan, Bell Bay, Brisbane, Devonport, Fremantle, Geelong, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	CHN, PHL, THA
Luga	BHS	29.0	Cement, fly ash	Adelaide, Brisbane, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IDN
Kondili	BHS	28.4	Cement, fly ash	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	CHN, IDN
Wyuna	BHS	28.4	Cement, fly ash	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	
Donnacona #	AUS	28.1	Magnetite (iron ore)	Cape Preston, Dampier	IDN
Akuna	BHS	26.5	Cement, fly ash	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	
Goliath #	AUS	15.5	Cement	Devonport, Melbourne	SGP
Wunma	AUS	5.1	Zinc concentrate, lead concentrate	Karumba	
Aburri	AUS	3.3	Zinc concentrate, lead concentrate	Bing Bong	
General cargo vessels					
Pioneer	HKG	22.1	Sugar	Gladstone, Hay Point, Mackay, Sydney	SGP
ICS Silver Lining	ATG	12.7	Containers, zinc and lead middlings, zinc concentrate, lead and alloys	Adelaide, Bell Bay, Burnie, Hobart, Port Kembla, Port Pirie, Whyalla	
Liekut #	AUS	11.9	General cargo, vehicles	Devonport, Melbourne	
Victorian Reliance II #	AUS	11.5	General cargo, vehicles	Burnie, Melbourne	
Tasmanian Achiever II #	AUS	11.5	General cargo, vehicles	Burnie, Melbourne	
Searoad Mersey II #	AUS	8.3	General cargo, vehicles	Devonport, Melbourne	
Accolade II #	AUS	8.1	Limestone	Adelaide, Klein Point	
Spirit of Tasmania II #	AUS	5.1	General cargo, vehicles	Devonport, Geelong, Melbourne	
Spirit of Tasmania I #	AUS	5.1	General cargo, vehicles	Devonport, Geelong, Melbourne, Sydney	
Lucky Eyre	AUS	3.4	Grain	Lucky Bay	
Trinity Bay #	AUS	3.2	General cargo	Cairns, Horn Island, Weipa	
John Duigan #	AUS	2.4	General cargo	Devonport, King Island	
Vehicle carriers					
Leo Spirit	PAN	16.8	Vehicles	Adelaide, Brisbane, Melbourne, Port Kembla	JPN, KOR, PNG

Table 6.9 Vessels in the major coastal trading fleet, 2022–23 (continued)

Vessel name [a]	Flag [b]	DWT [c] *('000 tonnes)*	Goods carried [d]	Known Australian ports visited [e]	Known foreign countries visited [b,f]
LPG Tankers					
Gaschem Iliad	LBR	5.0	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Sydney	
Gaschem Homer	LBR	3.9	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Sydney	FJI
Tankers					
Absolute I	AUS	8.6	Petroleum	Fremantle	
ICS Allegiance	BHS	6.1	Petroleum	Geelong, Melbourne	
Larcom	AUS	4.0	Bunker fuel	Gladstone, Yamba	

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

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

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

d The goods carried by vessels in the trading fleet are derived based on industry knowledge and/or vessel type.

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

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

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

# Denotes major Australian registered vessels with a general trading licence.

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024).

Table 6.10 Vessels in the minor trading fleet, 2022–23

Vessel name	Flag [a]	DWT [b] *('000 tonnes)*
General cargo vessels		
Go Provider; Toll Provider	AUS	1.8
Bandicoot	AUS	1.6
Albatross Bay	AUS	1.6
Kogarah	AUS	1.5
Kaleen	AUS	1.5
Biquele Bay	AUS	1.4
King Islander	AUS	1.4
Firefly	VUT	1.3
Kestrel Bay	AUS	1.2
Huon Supply	AUS	1.2
Warrender	AUS	1.2
Toll Astrolabe	AUS	1.1
Cygnet 1	AUS	1.1
Ebenezer	AUS	1.0
Territorian	AUS	1.0
Statesman	AUS	0.9
Investigator II	AUS	0.9
Arnhem Trader	AUS	0.8
General cargo vessels		
Bruce	AUS	0.7
Bima Express	AUS	0.7
Jane Virgo	AUS	0.7
Trader Express	AUS	0.6
Malu Explorer	AUS	0.6
Bhagwan Mover	AUS	0.6
Tiwi Islander	AUS	0.6
Malu Titan	AUS	0.5
Fourcroy	AUS	0.5
Malu Warrior	AUS	0.5
Karribi	AUS	0.5
Seawind 1	AUS	0.5
Minjerribah	AUS	0.4
Malu Trojan	AUS	0.3
Aurora V	TUV	0.3
Tankers		
McArthur	AUS	1.0
Mowamba	AUS	1.0

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

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

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024).

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 6 for more details.
BITRE	Bureau of Infrastructure and Transport Research Economics. (Formerly) Bureau of Infrastructure, Transport and Regional Economics.
Coastal trade licence	The *Navigation Act 1912* 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 *(Revitalising Australian Shipping)* Act 2012 in 2012-13. Licenses under the old act were issued on condition that: • the vessel's crew are paid Australian wages while the vessel trades on the Australian coast; and • the vessel's crew have access to the vessel's library facilities
Coastal trade permit	See "Coastal voyage permit".
Coastal voyage permit	The *Navigation Act 1912* required all vessels trading interstate on the Australian coast to be licensed or have a permit. An unlicensed vessel could be granted a permit if there was inadequate service (or no service) offered by licensed vessels for that shipping task, and provided a public interest criteria was satisfied. Permits could be either cargo or passenger single voyage permits or cargo continuing voyage permits. See Chapter 3 for more details. The permit system was replaced by the Coastal Trading *(Revitalising Australian Shipping)* Act 2012 in 2012-13.
Continuing voyage permit	Often abbreviated to "CVP". See "Coastal voyage permit" and Chapter 3 for more details.
CVP	See "Continuing voyage permit".
Deadweight tonnage	Often abbreviated to "DWT". A measure of total carrying capacity of a vessel in tonnes. It is calculated as the difference between the vessel's lightship (unloaded) and its loaded displacement. As such, it includes the weight of crew, passengers, fuel, water, and stores as well as cargo.
DIRD	The (former) Australian Department of Infrastructure and Regional Development.
DIRDC	The (former) Australian Department of Infrastructure, Regional Development and Cities.
DIT	The (former) Australian Department of Infrastructure and Transport.

DITCRD	The (former) Australian Department of Infrastructure, Transport, Cities and Regional Development.
DITRDC	The (former) Australian Department of Infrastructure, Transport, Regional Development and Communications.
DITRDCA	The Australian Department of Infrastructure, Transport, Regional Development, Communications and the Arts.
DWT	See “Deadweight tonnage”.
Freight task	See “Tonne-kilometres”.
General licence	A licence type under the Coastal Trading *(Revitalising Australian Shipping)* 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 *(Revitalising Australian Shipping)* Act 2012 (the Act). Provides limited access to predefined specific coastal trade voyages over a 12 month period and replaces arrangements for vessels operating under permit (under the old system). See Chapter 3.
TEU	See “Twenty-foot equivalent unit”.
Tonne	Unless otherwise stated, in this publication “tonne” always means metric tonne (t), equal to one thousand kilograms.
Tonne-kilometres	A unit used to measure used freight task. For maritime freight it is calculated as the product of the total net weight of freight transported (in tonnes) and the sea route distance it is carried (in kilometres), including pilotage.
Transhipped cargo	Transhipped cargo refers to cargo that is unloaded at a port other than its final destination in order to be loaded onto a different vessel for the remainder of its journey. International cargo with a foreign origin and destination is sometimes transhipped through Australian ports.
Transitional general licence	A licence type under the Coastal Trading *(Revitalising Australian Shipping)* Act 2012 (the Act). Available to foreign registered vessels that held a licence issued under the previous coastal shipping system. Transitional general licence ships have the same rights and obligations as general ;icence ships. See Chapter 3.
Trend growth rate	All the five year trend growth rates in this report are calculated using a logest function.
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, Alexandria
	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, Westernport (incl. Port of Hastings)
	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, Bass Strait VIC
Queensland	Abbot Point	
	Brisbane	Fisherman Islands, Pinkenba Bulk Terminal
	Bundaberg	
	Cairns	Smiths Creek, Trinity Inlet
	Cape Flattery	
	Gladstone	Auckland Point Wharf, Barney Point Coal Terminal, Boyne Wharf, Fishermans's Landing, R G Tanna Coal Terminal, South Trees Wharf
	Hay Point	Dalrymple Bay Coal Terminal, Hay Point Coal Terminal, Port Dalrymple, Dalyrmple Bay
	Horn Island	Torres Strait (Excluding Thursday Island)
	Karumba	
	Lucinda	
	Mackay	
	Mourilyan	Innisfail
	Quintell Beach	
	Rockhampton	Port Alma
	Thursday Island	
	Townsville	
	Weipa	Amrun
	Other Ports QLD	Other ports or terminals in Queensland not elsewhere specified, Fitroy Island/Green Island, Cape York
South Australia	Adelaide	Pelican Point, Osborne, Outer Harbor, Port Adelaide, Cavan
	Ardrossan	
	Edithburgh	
	Kingscote	
	Klein Point	
	Lucky Bay	
	Port Bonython	
	Port Giles	Formerly Port Giles
	Port Lincoln	
	Port Pirie	
	Port Stanvac	
	Thevenard	
	Wallaroo	
	Whyalla	
	Other Ports SA	Other ports or terminals in South Australia not elsewhere specified, Port Victoria
Western Australia	Airlie Island	
	Albany	
	Ashburton	

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
	Barrow Island	Barrow Island Terminal
	Broome	
	Bunbury	
	Cape Cuvier	
	Cape Preston	
	Carnarvon	
	Dampier	East Intercourse Island, Karratha, Mistaken Island, Parker Point, Withnell Bay, Dampier (King Bay)
	Derby	
	Esperance	
	Exmouth	
	Fremantle	Kwinana, Perth, Henderson
	Geraldton	
	Onslow	
	Pluto LNG Terminal	Pluto Terminal
	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
	Useless Loop	Shark Bay
	Varanus Island	
	Wyndham	
	Yampi Sound	Cockatoo Island, Koolan Island
	Various Offshore Facilities WA	Griffin Terminal, Laminaria-Corallina Terminal, Legendre Terminal, Ichthys Field, Ichthys Venture etc., Offshore Ports – Western Australia
	Other Ports WA	Other ports or terminals in Western Australia not elsewhere specified
Tasmania	Bell Bay	Georgetown, Launceston, Long Reach
	Bridport	
	Burnie	
	Devonport	Quioba
	Flinders Island	Lady Barron, Whitemark
	Hobart	Risdon Wharf
	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	Darwin LNG, INPEX LNG
	Gove	
	Milner Bay	Groote Eylandt
	Various offshore facilities NT	Various offshore facilities / terminals in NT, Offshore Ports – Northern Territory
	Other Ports NT	Other ports or terminals in Northern Territory not elsewhere specified, Northern Territory
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 Antillesnfd (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 Territory (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 (2024a).

Country/area codes are taken from Lloyd's List Intelligence (2024) except for those denoted by "#" which are taken from ABS (2024a) because those countries/areas do not exist in Lloyd's List Intelligence (2024).

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 1. These are estimated using the same methodology as those in Chapter 1, 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)*					
2014–15	31.3	20.2	45.1	10.7	95.5	2.4	6.3	0.0	15.7	227.1
2015–16	29.4	19.3	46.3	10.9	81.0	2.6	4.7	0.0	24.4	218.6
2016–17	36.3	20.1	64.9	10.8	100.2	2.6	4.9	0.0	12.2	251.8
2017–18	38.8	21.3	72.4	11.3	109.4	3.3	5.8	0.0	11.5	273.7
2018–19	44.0	21.9	85.1	11.0	143.3	3.4	9.5	0.0	11.2	329.4
2019–20	38.7	21.3	74.3	10.5	160.4	3.4	12.2	0.0	9.2	330.1
2020–21	34.8	20.3	56.1	12.1	197.4	3.6	9.4	0.0	6.2	339.7
2021–22	68.5	26.5	117.8	13.9	218.2	4.3	17.1	0.0	7.4	473.8
2022–23	84.6	27.5	126.5	16.7	245.2	4.0	16.0	0.0	10.0	530.5
2023–24	60.8	27.2	110.6	16.8	223.4	4.1	13.9	0.0	10.3	467.0
Annual growth rate					*(%)*					
1 year	-28.2	-1.1	-12.6	0.3	-8.9	2.2	-12.9	41.6	3.4	-12.0
5 year trend	14.2	6.2	11.0	11.0	10.8	4.6	10.0	695.7	0.0	10.5
Imports – Australian state/territory of final destination					*($ billion)*					
2014–15	62.3	57.5	33.8	7.3	31.1	0.9	5.1	0.0		198.0
2015–16	66.3	60.4	32.4	7.6	31.1	0.8	3.2	0.0		201.8
2016–17	67.1	60.1	34.5	8.0	20.9	1.0	1.4	0.0		193.1
2017–18	73.2	66.9	41.2	8.3	31.2	1.2	2.0	0.0		224.1
2018–19	79.0	72.7	43.4	8.9	28.6	1.5	1.7	0.0		235.8
2019–20	75.6	69.4	38.8	8.2	25.0	1.1	1.3	0.0		219.3
2020–21	80.2	73.9	42.4	9.0	28.5	0.9	1.2	0.0		236.1
2021–22	91.7	87.8	54.9	11.6	34.6	1.8	2.0	0.0		284.4
2022–23	108.1	99.3	64.7	13.7	42.6	1.8	2.2	0.0		332.2
2023–24	106.9	103.3	64.6	13.6	44.2	1.6	2.6	0.0		336.9
Annual growth rate					*(%)*					
1 year	-1.1	4.1	-0.1	-0.2	3.7	-10.0	20.0	-72.7		1.4
5 year trend	8.1	9.0	11.4	11.8	12.0	8.0	12.8	-6.6		9.6

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

b "Foreign origin" refers to cargo without an Australian origin. Most of this category refers to 're-exports'.

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

Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Sources: ABS (2024a).

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

Financial year	Port Hedland	Dampier	Gladstone	Newcastle	Melbourne	Hay Point	Port Walcott	Brisbane	Sydney	Various Offshore Facilities WA	All ports [a]
Exports						*($ billion)*					
2014–15	29.7	34.0	10.2	14.6	22.6	13.3	11.7	14.0	11.2	3.9	227.1
2015–16	26.3	33.2	13.9	13.5	22.3	12.1	11.1	13.0	11.5	2.9	218.6
2016–17	35.0	25.7	21.5	18.5	21.8	21.3	14.2	13.5	12.3	5.4	251.8
2017–18	34.1	29.0	24.2	20.7	23.8	25.0	14.3	14.0	13.0	10.0	273.7
2018–19	44.2	33.9	31.6	22.8	25.6	28.0	16.2	15.2	14.5	13.7	329.4
2019–20	59.7	31.2	27.7	18.2	24.5	21.1	22.1	15.0	14.3	14.1	330.1
2020–21	90.5	36.0	19.5	15.6	22.8	13.4	30.1	13.2	12.8	7.8	339.7
2021–22	78.7	42.4	43.8	42.2	27.8	41.0	27.6	17.5	15.9	21.2	473.8
2022–23	79.5	49.8	49.3	55.3	28.6	40.0	24.9	21.9	18.2	28.5	530.5
2023–24	84.3	41.8	43.3	33.4	29.4	33.0	26.5	20.0	18.5	21.8	467.0
Annual growth rate						*(%)*					
1 year	6.1	-16.0	-12.3	-39.6	2.7	-17.3	6.6	-8.4	1.8	-23.2	-12.0
5 year trend	11.9	7.7	12.4	19.5	4.0	11.7	8.2	8.3	6.4	16.9	10.5
	Melbourne	**Sydney**	**Brisbane**	**Fremantle**	**Port Kembla**	**Adelaide**	**Geelong**	**Dampier**	**Newcastle**	**Townsville**	**All ports [a]**
Imports						*($ billion)*					
2014–15	53.7	53.0	26.7	18.8	9.2	6.0	4.8	2.4	1.8	2.3	198.0
2015–16	58.5	55.7	26.5	17.6	10.9	6.2	3.1	5.9	1.5	1.6	201.8
2016–17	58.8	55.9	28.4	16.4	11.2	6.5	2.9	0.8	1.9	1.8	193.1
2017–18	64.0	60.4	33.4	18.6	12.3	7.1	4.2	1.2	2.5	2.7	224.1
2018–19	68.6	66.4	36.1	19.9	11.7	7.6	5.3	4.8	2.9	2.1	235.8
2019–20	66.1	65.5	31.8	20.2	10.2	7.0	4.1	1.3	2.1	2.0	219.3
2020–21	73.4	65.9	35.7	22.4	12.8	7.6	3.1	1.8	2.3	2.2	236.1
2021–22	83.6	76.4	44.2	26.2	13.5	9.6	5.9	1.9	4.0	3.2	284.4
2022–23	94.1	88.5	51.7	31.5	18.2	11.4	7.0	4.4	4.7	3.1	332.2
2023–24	96.1	87.0	52.6	33.4	17.7	11.9	8.3	3.9	4.7	3.6	336.9
Annual growth rate						*(%)*					
1 year	2.1	-1.7	1.8	6.1	-3.1	4.7	19.2	-12.5	0.4	17.3	1.4
5 year trend	8.6	7.1	10.7	12.3	11.6	12.0	13.7	7.8	16.6	13.3	9.6

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

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

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

Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Source: ABS (2024a).

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)*							
2014–15	2.9	0.0	74.2	9.4	8.4	5.7	11.3	67.7	2.9	1.7	10.1	31.9	0.9	227.1
2015–16	3.5	0.0	70.5	9.7	8.1	5.9	11.2	57.8	2.7	1.6	10.7	36.7	0.2	218.6
2016–17	2.9	0.0	91.6	12.7	7.7	6.0	9.4	68.0	2.6	2.3	16.5	32.1	0.2	251.8
2017–18	3.5	0.0	100.5	12.2	7.4	6.4	9.5	76.7	2.9	2.2	17.1	35.0	0.2	273.7
2018–19	3.8	0.0	126.5	13.4	8.5	7.0	11.7	94.4	3.6	2.0	17.0	41.3	0.3	329.4
2019–20	2.8	0.0	148.1	10.3	6.3	6.6	10.9	88.3	3.4	1.5	12.2	39.6	0.1	330.1
2020–21	3.2	0.0	165.0	10.7	7.1	6.9	9.8	79.4	2.8	1.6	13.6	39.6	0.1	339.7
2021–22	4.8	0.0	159.5	21.5	11.5	7.7	12.7	156.3	3.9	4.8	29.2	61.8	0.1	473.8
2022–23	3.8	0.0	181.5	20.0	12.8	8.5	15.0	184.1	4.1	3.7	26.2	70.6	0.1	530.5
2023–24	3.8	0.0	190.0	16.3	10.6	8.4	16.4	129.8	3.9	2.9	24.0	60.8	0.1	467.0
Annual growth rate							*(%)*							
1 year	0.5	-25.6	4.7	-18.4	-17.4	-1.3	9.0	-29.5	-3.9	-21.0	-8.6	-13.9	-1.2	-12.0
5 year trend	3.7	-2.3	7.7	11.1	11.1	5.3	8.7	13.6	3.9	17.7	14.7	12.5	-8.0	10.5
Imports – region of origin							*($ billion)*							
2014–15	3.0	0.0	45.7	32.0	5.5	6.3	21.4	34.8	1.4	2.5	4.0	39.9	1.4	198.0
2015–16	2.1	0.0	49.1	34.8	4.2	6.3	21.6	37.6	0.7	2.3	5.2	37.3	0.7	201.8
2016–17	2.7	0.0	48.1	34.7	4.2	6.2	19.6	31.1	0.8	2.4	4.9	37.8	0.7	193.1
2017–18	4.3	0.0	53.4	39.8	5.1	6.5	21.3	42.9	0.6	2.2	5.8	41.5	0.8	224.1
2018–19	4.1	0.0	61.8	41.1	6.2	6.5	22.6	39.1	0.8	2.4	5.5	44.8	0.9	235.8
2019–20	3.2	0.0	62.9	38.0	4.5	6.2	24.7	31.5	0.3	2.3	5.4	39.3	0.9	219.3
2020–21	2.4	0.0	71.3	42.6	4.6	5.5	22.3	33.0	0.4	2.5	7.1	43.5	0.8	236.1
2021–22	3.0	0.0	80.5	44.2	5.9	5.5	25.1	46.8	0.2	2.6	11.2	58.7	0.7	284.4
2022–23	3.4	0.0	93.5	50.6	5.8	6.2	31.7	61.3	0.3	2.9	9.0	66.9	0.6	332.2
2023–24	3.2	0.0	90.7	51.6	6.0	5.9	32.7	61.2	0.4	2.8	10.5	70.9	0.7	336.9
Annual growth rate							*(%)*							
1 year	-4.9	-16.2	-3.0	2.0	3.4	-5.0	3.4	-0.2	39.3	-2.5	16.8	6.0	21.9	1.4
5 year trend	-2.5	9.6	9.7	6.0	2.6	-1.3	8.0	14.0	-13.6	4.5	16.4	12.7	-7.5	9.6

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

Notes: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.
Blank cells mean no data was recorded for the categories, or per cent changes were not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.
Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Source: ABS (2024a).

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							*($ billion)*							
2014–15	2.3		72.0	7.6	5.8	7.0	9.3	67.9	2.8	1.6	8.8	41.1	0.9	227.1
2015–16	2.9		68.2	8.4	5.4	7.1	9.4	58.0	2.7	1.5	9.4	45.4	0.2	218.6
2016–17	2.4		89.8	11.7	5.5	6.9	8.0	68.2	2.6	2.3	14.8	39.5	0.1	251.8
2017–18	2.9		99.1	11.0	6.2	7.3	8.1	76.8	2.8	2.1	15.8	41.3	0.2	273.7
2018–19	3.4		123.8	12.1	7.6	7.9	10.2	94.2	3.5	2.0	16.1	48.2	0.2	329.4
2019–20	2.1		146.4	9.1	5.5	7.4	9.5	88.0	3.3	1.3	11.4	45.8	0.0	330.1
2020–21	2.6		165.1	9.7	6.4	7.5	8.4	79.6	2.7	1.4	12.8	43.3	0.0	339.7
2021–22	4.2		158.4	21.0	10.6	8.1	11.5	155.4	3.7	4.6	28.4	67.9	0.1	473.8
2022–23	3.1		181.1	19.2	11.7	8.8	13.7	183.2	3.9	3.7	25.4	76.6	0.1	530.5
2023–24	3.1		189.5	15.1	9.5	8.9	14.6	129.4	3.8	2.8	22.7	67.7	0.1	467.0
Annual growth rate							*(%)*							
1 year	-2.0		4.6	-21.6	-18.8	0.5	7.2	-29.3	-2.5	-24.7	-10.5	-11.7	-3.1	-12.0
5 year trend	3.2		8.1	12.4	11.5	3.4	9.7	13.6	3.7	17.9	15.0	11.1	-11.2	10.5
Imports – region where cargo was loaded							*($ billion)*							
2014–15	2.8		45.5	29.8	5.2	6.5	20.4	33.4	1.6	2.4	3.9	46.2	0.3	198.0
2015–16	2.1		49.3	33.2	3.6	6.6	21.0	32.1	0.9	2.2	5.0	45.7	0.1	201.8
2016–17	2.6		48.4	33.0	3.8	6.5	19.5	30.9	0.9	2.4	4.6	40.5	0.1	193.1
2017–18	3.7		53.6	38.2	4.7	6.8	21.1	42.6	0.8	2.2	5.6	44.8	0.1	224.1
2018–19	3.9		61.7	39.6	5.2	6.8	22.3	35.3	1.1	2.4	5.2	52.0	0.3	235.8
2019–20	3.2		62.7	36.7	4.2	6.6	24.1	31.2	0.5	2.3	5.1	42.7	0.0	219.3
2020–21	2.5		71.2	40.9	4.5	5.8	22.2	32.1	0.6	2.5	6.8	46.9	0.0	236.1
2021–22	2.6		80.2	42.6	5.9	5.9	24.9	47.4	0.4	2.5	11.7	60.2	0.1	284.4
2022–23	2.6		93.4	49.0	5.8	6.6	31.5	59.8	0.6	2.9	9.0	70.9	0.1	332.2
2023–24	3.0		90.5	50.1	5.6	6.4	32.2	60.4	0.8	2.7	10.1	75.0	0.1	336.9
Annual growth rate							*(%)*							
1 year	11.5		-3.1	2.2	-4.3	-3.6	2.4	1.0	25.8	-5.9	12.5	5.8	-15.0	1.4
5 year trend	-5.4		9.7	6.1	4.6	-0.9	8.2	15.4	-4.2	3.7	17.4	10.8	13.3	9.6

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

Notes: Not all international sea freight is exported from Australia directly to its final destination, or imported from the country of origin directly to Australia. This analysis focuses on the trading regions where the Australian sea freight has been discharged after departing Australia, or loaded prior to arriving in Australia.
"Appendix B: Trading regions and country codes" shows the country composition of trading regions.
Blank cells mean no data was recorded for the categories, or per cent changes were not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.
Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Sources: ABS (2024a).

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 (South)	India	Taiwan	Singapore	United States of America	Indonesia	Malaysia	New Zealand	All countries [b]
Exports – country of final destination						*($ billion)*					
2014–15	74.2	43.5	17.7	8.6	6.5	11.5	9.5	6.1	6.3	5.7	227.1
2015–16	70.5	34.8	16.9	8.8	6.0	16.5	9.0	8.0	4.6	5.9	218.6
2016–17	91.6	40.8	19.1	14.5	8.1	9.2	7.5	8.7	5.0	6.0	251.8
2017–18	100.5	47.6	20.2	15.3	9.0	10.1	7.5	9.0	5.8	6.4	273.7
2018–19	126.5	57.7	24.6	15.3	12.1	11.9	9.3	7.5	8.8	7.0	329.4
2019–20	148.1	52.2	24.6	10.5	11.5	13.4	8.7	6.2	7.9	6.6	330.1
2020–21	165.0	43.0	25.7	11.4	10.7	10.0	7.5	6.8	7.5	6.9	339.7
2021–22	159.5	88.6	44.5	26.3	23.2	16.0	10.3	10.5	10.9	7.7	473.8
2022–23	181.5	110.0	45.6	22.8	28.4	18.3	11.6	11.7	13.7	8.5	530.5
2023–24	190.0	74.8	36.3	20.5	18.7	15.7	12.9	12.8	10.0	8.4	467.0
Annual growth rate						*(%)*					
1 year	4.7	-32.0	-20.3	-10.1	-34.4	-14.3	11.1	9.0	-27.2	-1.3	-12.0
5 year trend	7.7	12.9	13.3	14.1	17.6	8.4	8.3	15.4	8.0	5.3	10.5

	China [a]	United States of America	Japan	Korea, Republic of (South)	Thailand	Malaysia	Germany	Singapore	New Zealand	India	All countries [b]
Imports – country of origin						*($ billion)*					
2014–15	45.7	17.9	17.2	13.7	11.1	8.9	8.7	9.4	6.3	3.0	198.0
2015–16	49.1	18.3	16.9	17.0	13.1	8.4	9.7	6.4	6.3	3.8	201.8
2016–17	48.1	16.5	17.0	10.7	12.9	9.0	10.0	7.2	6.2	3.5	193.1
2017–18	53.4	17.5	18.6	21.0	13.9	10.0	10.8	8.3	6.5	4.5	224.1
2018–19	61.8	19.0	19.7	15.3	13.6	10.8	11.0	9.7	6.5	3.9	235.8
2019–20	62.9	21.0	17.3	10.0	11.6	8.5	9.4	8.2	6.2	3.8	219.3
2020–21	71.3	18.5	19.1	9.9	13.5	10.5	10.1	7.7	5.5	5.3	236.1
2021–22	80.5	20.6	21.2	17.8	14.6	12.9	10.6	16.5	5.5	9.3	284.4
2022–23	93.5	26.0	23.4	28.5	16.7	16.4	12.6	16.2	6.2	6.7	332.2
2023–24	90.7	27.6	25.3	27.5	19.8	15.8	13.0	15.2	5.9	8.5	336.9
Annual growth rate						*(%)*					
1 year	-3.0	6.2	8.2	-3.3	18.5	-3.3	3.1	-6.4	-5.0	25.7	1.4
5 year trend	9.7	7.7	6.7	21.0	9.0	12.4	5.1	15.6	-1.3	19.2	9.6

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

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

Notes: The top ten trading countries are selected based on the total 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. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Sources: ABS (2024a).

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						*($ billion)*					
2014–15	30.3	2.2	86.9	64.9	0.6	5.1	13.7	9.2	1.6	12.6	227.1
2015–16	29.9	2.4	77.9	57.4	0.6	5.6	12.9	8.8	1.9	21.2	218.6
2016–17	30.9	2.7	95.9	83.2	0.7	5.6	13.0	8.3	1.8	9.7	251.8
2017–18	30.4	3.2	101.0	99.6	0.7	6.2	14.0	7.5	1.9	9.4	273.7
2018–19	31.1	3.4	120.8	130.1	0.6	6.8	17.2	8.0	2.1	9.2	329.4
2019–20	34.0	3.3	140.4	113.3	0.7	7.0	14.6	7.8	2.1	6.8	330.1
2020–21	34.4	2.9	189.6	78.8	0.8	6.1	14.4	7.1	1.9	3.7	339.7
2021–22	44.8	2.6	185.4	200.4	1.4	7.2	17.3	7.5	2.3	5.0	473.8
2022–23	53.2	2.5	193.7	234.8	1.7	7.7	18.4	8.8	2.8	7.0	530.5
2023–24	47.3	2.7	194.7	175.7	1.5	6.7	18.3	9.8	3.4	7.0	467.0
Annual growth rate						*(%)*					
1 year	-11.1	11.5	0.5	-25.1	-13.9	-13.1	-1.0	12.1	19.9	-0.5	-12.0
5 year trend	11.2	-6.0	10.0	14.1	24.4	0.9	3.4	4.1	10.2	-2.8	10.5
Imports						*($ billion)*					
2014–15	12.2	2.8	3.0	33.9	0.6	17.0	28.1	73.5	23.7	3.1	198.0
2015–16	13.5	3.2	3.0	24.7	0.7	18.1	27.5	78.2	27.2	5.8	201.8
2016–17	13.6	3.1	3.0	26.9	0.7	18.4	25.4	74.9	26.0	1.1	193.1
2017–18	13.9	3.3	3.6	34.7	0.7	18.7	28.1	92.9	26.6	1.7	224.1
2018–19	15.4	3.7	3.2	40.1	0.7	19.9	29.6	88.7	29.7	4.8	235.8
2019–20	17.2	3.5	2.9	32.5	0.8	21.4	29.5	81.1	29.2	1.1	219.3
2020–21	16.3	3.4	3.0	25.7	0.7	21.5	32.3	97.4	33.7	2.0	236.1
2021–22	16.8	3.5	4.5	50.1	0.9	28.9	38.4	104.6	35.7	1.0	284.4
2022–23	19.5	3.8	3.8	63.3	1.1	31.8	39.6	127.2	38.8	3.4	332.2
2023–24	20.2	3.4	3.3	62.3	1.0	30.2	39.4	138.3	36.6	2.1	336.9
Annual growth rate						*(%)*					
1 year	3.5	-11.5	-11.7	-1.5	-10.1	-4.9	-0.5	8.7	-5.6	-37.6	1.4
5 year trend	5.1	-0.5	3.9	14.9	9.1	10.8	7.4	11.0	5.7	-4.1	9.6

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

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

Includes non-merchandise trade but excludes ship stores. The ABS (2024a) data was amended to remove a possibly erroneous entry for footwear exports (SITC 85151) in 2023–24.

Sources: ABS (2024a).

Appendix D Commodity groups for Table 1.13

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

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

Appendix E Australian trading fleet 2021–22

Table E.1 Vessels in the major international trading fleet, 2021–22

Vessel name [a]	Flag [a,b]	DWT [c] *('000 tonnes)*	Goods carried [d]	Known Australian ports visited [e]	Known foreign countries visited [b,f]
Bulk carriers					
FMG Sydney	HKG	261.1	Iron ore	Port Hedland	CHN, KOR
FMG Grace	HKG	261.1	Iron ore	Port Hedland	CHN, KOR
FMG David	HKG	261.1	Iron ore	Port Hedland	CHN, KOR
FMG Northern Spirit	HKG	261.0	Iron ore	Port Hedland	CHN, IDN, KOR
FMG Matilda	HKG	260.9	Iron ore	Port Hedland	CHN, KOR
FMG Nicola	HKG	260.8	Iron ore	Port Hedland	CHN, KOR
FMG Sophia	HKG	260.0	Iron ore	Port Hedland	CHN, KOR
FMG Amanda	HKG	250.0	Iron ore	Port Hedland	CHN, IDN, KOR, SGP
Mount Tourmaline	LBR	209.9	Iron ore	Port Hedland	CHN, IDN, JPN, SGP
Mount Nova Terra	LBR	209.8	Iron ore	Port Hedland	IDN
Cape Eternity	PAN	207.9	Iron ore	Port Hedland	CHN, KOR
Mineral Cloudbreak	HKG	205.1	Iron ore	Port Hedland	CHN, IDN, KOR, PHL
Aquataine	LBR	181.7	Dry bulk	Newcastle	CHN, VNM
CS Grace	HKG	180.4	Iron ore	Dampier, Port Hedland	CHN, IDN
Nicolemy	CYP	179.9	Dry bulk	Gladstone	BRA, CHN
Aquarange	LBR	179.8	Dry bulk	Dampier, Gladstone	CHN, VNM
Alpha Peace; Aquamaka	LBR	179.4	Dry bulk	Gladstone, Hay Point, Port Hedland, Port Walcott	CHN, IDN, KOR, SGP, VNM
Berge Torre	LBR	175.9	Dry bulk	Gladstone, Newcastle, Port Hedland, Port Walcott	IDN, JPN, TWN
Philippos A.	MLT	175.1	Iron ore	Dampier, Port Hedland, Port Walcott	CHN, IDN
Yarra	LBR	78.2	Dry bulk	Cape Cuvier, Gove, Port Hedland, Weipa	CHN, IDN, KOR, PHL
Barwon	LBR	78.2	Dry bulk	Cape Cuvier, Gladstone, Weipa	CHN, IDN, JPN, KOR
Container carriers					
ANL Gippsland	LBR	90.8	Containers	Brisbane, Melbourne, Sydney	CHN, JPN, NLD, TWN
Irenes Wave	LBR; MLT	67.8	Containers	Brisbane, Melbourne, Sydney	TWN
Antwerp Bridge	KOR	66.6	Containers	Brisbane	MYS, NZL, SGP
ANL Warrnambool	LBR; MLT	51.8	Containers	Adelaide, Melbourne, Sydney	NZL, USA
Navios Miami	LBR	51.7	Containers	Brisbane	CHN, NZL
Holsatia	GBR	50.8	Containers	Adelaide, Brisbane, Melbourne, Sydney	IDN, MYS, SGP
OOCL Brisbane	HKG	50.6	Containers	Brisbane, Melbourne, Sydney	SGP, THA
Keta	LBR	30.5	Containers	Melbourne, Sydney	CHN, NZL
ANL Kokoda; Hansa Offenburg	LBR; MLT	23.3	Containers	Brisbane, Melbourne, Port Kembla, Sydney	NZL, SGP
General cargo vessels					
Dayak Mas; Karratha Bay	SGP; IDN	6.0	General cargo	Dampier, Port Hedland	IDN, SGP
Vehicle carriers					
Daedalus Leader	JPN	21.4	Vehicles	Brisbane, Fremantle, Melbourne, Port Kembla, Townsville	IDN, JPN, PHL, THA
Beluga Ace	PAN	15.4	Vehicles	Brisbane, Melbourne, Port Kembla	JPN, KOR
Livestock carriers					
Ocean Drover	SGP	24.6	Livestock	Fremantle, Gladstone, Portland	CHN, IDN, KOR, MUS, PHL
Maysora	BHS	24.4	Livestock	Darwin, Fremantle, Townsville	CHN, IDN, VNM, YEM
Ocean Swagman	SGP	7.9	Livestock	Darwin, Fremantle, Gladstone, Portland, Townsville	CHN, IDN, KOR, NZL, PHL, SGP
Ocean Ute	MHL	7.3	Livestock	Darwin, Gladstone, Townsville, Wyndham	CHN, IDN, NZL, SGP

Table E.1 Vessels in the major international trading fleet, 2021–22 (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]
Devon Express	LUX	3.7	Livestock	Broome, Darwin, Fremantle	BRN, IDN, MYS, PHL, SGP, VNM
Nine Eagle	PAN	3.4	Livestock	Broome, Darwin, Fremantle, Townsville	BRN, IDN, PHL, VNM
LNG tankers					
Woodside Rees Withers	GRC	96.0	LNG	Ashburton, Dampier	CHN, IDN, JPN, KOR, SGP, THA, TWN
Cesi Wenzhou	HKG	95.5	LNG	Gladstone	CHN, KOR
Maran Gas Leto	GRC	92.8	LNG	Barrow Island, Dampier	IDN, KOR
Woodside Rogers	GRC	90.3	LNG	Ashburton, Barrow Island, Dampier, Gladstone, Pluto LNG Terminal	CHN, IDN, JPN, KOR, SGP, TWN
Woodside Goode	GRC	90.1	LNG	Ashburton, Dampier, Pluto LNG Terminal, Various Offshore Facilities WA	CHN, IDN, JPN, KOR, SGP, THA
Dapeng Sun	HKG	83.0	LNG	Dampier	CHN, IDN, SGP
Dapeng Moon	HKG	82.6	LNG	Dampier	CHN, IDN
Dapeng Star	HKG	82.4	LNG	Dampier	CHN, IDN, SGP
Methane Rita Andrea	BMU	79.0	LNG	Ashburton, Barrow Island, Dampier	IDN, PHL, SGP, TWN
Northwest Stormpetrel	AUS	66.9	LNG	Dampier, Fremantle	JPN
Northwest Sanderling	AUS	66.8	LNG	Dampier, Fremantle	IDN, JPN
Northwest Sandpiper	AUS	66.8	LNG	Dampier	IDN, JPN
Northwest Snipe	AUS	66.7	LNG	Dampier	JPN
LPG tankers					
JS Cougar	SGP	5.0	LPG	Brisbane, Cairns, Darwin, Hastings, Sydney	FJI, SGP
Maea	PAN	3.9	LPG	Brisbane, Hastings	FJI, NCL, NFK, NZL
Victoire	PAN	3.9	LPG	Brisbane, Hastings	COK, FJI, NZL, PYF
Inge Kosan	IOM	3.8	LPG	Brisbane, Darwin, Gladstone, Port Kembla, Sydney	FJI, IDN, PNG, VUT
Tankers					
Forever Splendor	HKG	49.9	Petroleum	Adelaide, Brisbane, Melbourne	BRN, MYS, SGP
Forever Prosperity	HKG	45.0	Petroleum	Melbourne, Sydney	CHN, PNG, SGP

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

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

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

d The goods carried by vessels in the trading fleet are derived based on industry knowledge and/or vessel type.

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

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

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

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024).

Table E.2 Vessels in the major coastal trading fleet, 2021–22

Vessel name [a]	Flag [b]	DWT [c] *('000 tonnes)*	Goods carried [d]	Known Australian ports visited [e]	Known foreign countries visited [b,f]
Bulk carriers					
RTM Wakmatha	SGP	93.9	Bauxite	Gladstone, Gove, Weipa	
RTM Weipa	SGP	90.3	Bauxite	Gladstone, Gove, Weipa	
RTM Gladstone	SGP	90.3	Bauxite	Gladstone, Gove, Weipa	CHN, KOR
RTM Piiramu	SGP	89.9	Bauxite	Gladstone, Gove, Weipa	
RTM Twarra	SGP	89.9	Bauxite	Gladstone, Gove, Weipa	
CSL Reliance	BHS	49.5	Mineral sands, gypsum	Fremantle, Geraldton, Melbourne, Port Kembla, Thevenard	IDN
Mareeba	BHS	46.7	Gypsum, clinker	Ardrossan, Brisbane, Gladstone, Mackay, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	
Elanora	BHS	46.2	Gypsum, clinker, mineral sands	Adelaide, Brisbane, Devonport, Fremantle, Geelong, Geraldton, Gladstone, Hobart, Melbourne, Thevenard, Whyalla	NZL
Adelie	BHS	45.6	Gypsum, mineral sands	Adelaide, Ardrossan, Brisbane, Devonport, Fremantle, Geelong, Geraldton, Gladstone, Melbourne, Mourilyan, Port Kembla, Sydney, Thevenard, Whyalla	
Luga	BHS	29.0	Cement, fly ash	Adelaide, Brisbane, Gladstone, Melbourne, Newcastle, Sydney, Townsville	PHL
Kondili	BHS	28.4	Cement, fly ash	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IDN
Wyuna	BHS	28.4	Cement, fly ash	Adelaide, Gladstone, Melbourne, Newcastle, Sydney, Townsville	
Donnacona #	AUS	28.1	Magnetite (iron ore)	Cape Preston, Dampier, Port Hedland	SGP
Akuna	BHS	26.5	Cement, fly ash	Adelaide, Gladstone, Melbourne, Newcastle, Sydney, Townsville	
Goliath #	AUS	15.5	Cement	Adelaide, Devonport, Melbourne	
Wunma	AUS	5.1	Zinc concentrate, lead concentrate	Karumba	
Aburri	AUS	3.3	Zinc concentrate, lead concentrate	Bing Bong	
General cargo vessels					
TSL Rosemary	HKG; MLT	33.2	General cargo	Esperance, Fremantle, Geelong, Geraldton, Gladstone, Hay Point, Karumba, Mackay, Melbourne, Port Kembla, Townsville, Wallaroo	CHL, IDN, PHL, SGP, ZAF
Pioneer	HKG	22.1	Sugar	Cairns, Hay Point, Mackay, Sydney	SGP
ICS Silver Lining	ATG	12.7	Containers, zinc and lead middlings, zinc concentrate, lead and alloys	Bell Bay, Burnie, Hobart, Port Pirie, Whyalla	
Liekut #	AUS	11.9	General cargo, vehicles	Devonport, Melbourne	
Victorian Reliance II #	AUS	11.5	General cargo, vehicles	Burnie, Melbourne	
Tasmanian Achiever II #	AUS	11.5	General cargo, vehicles	Burnie, Melbourne	
Searoad Mersey II #	AUS	8.3	General cargo, vehicles	Devonport, Melbourne	
Accolade II #	AUS	8.1	Limestone	Adelaide, Klein Point	SGP
Spirit of Tasmania II #	AUS	5.1	General cargo, vehicles	Devonport, Melbourne, Sydney	
Spirit of Tasmania I #	AUS	5.1	General cargo, vehicles	Devonport, Melbourne, Sydney	
Lucky Eyre	AUS	3.4	Grain	Esperance, Fremantle, Lucky Bay, Wallaroo	
Trinity Bay #	AUS	3.2	General cargo	Cairns, Horn Island, Thursday Island, Weipa	
John Duigan #	AUS	2.4	General cargo	Bell Bay, Burnie, Devonport, King Island, Melbourne	

Table E.2 Vessels in the major coastal trading fleet, 2021–22 (continued)

Vessel name [a]	Flag [b]	DWT [c] *('000 tonnes)*	Goods carried [d]	Known Australian ports visited [e]	Known foreign countries visited [b,f]
LPG Tankers					
Epic St.Agnes	SGP	5.2	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Newcastle, Port Kembla, Sydney	FJI
Gaschem Iliad	LBR	5.0	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Sydney	MYS
Gaschem Homer	LBR	3.9	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Sydney	KOR
Tankers					
Absolute I	AUS	8.6	Petroleum	Fremantle	
ICS Allegiance	BHS	6.1	Petroleum	Geelong, Melbourne	
Larcom	AUS	4.0	Bunker fuel	Gladstone	

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

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

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

d The goods carried by vessels in the trading fleet are derived based on industry knowledge and/or vessel type.

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

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

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

# Denotes major Australian registered vessels with a general trading licence.

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024).

Table E.3 Vessels in the minor trading fleet, 2021–22

Vessel name	Flag [a]	DWT [b] *('000 tonnes)*
General cargo vessels		
Toll Provider	AUS	1.8
Bandicoot; Teras Bandicoot	AUS	1.6
Albatross Bay	AUS	1.6
Kogarah	AUS	1.5
Kaleen	AUS	1.5
Biquele Bay	AUS	1.4
King Islander	AUS	1.4
Toll Firefly	AUS	1.3
Huon Supply	AUS	1.2
Warrender	AUS	1.2
Toll Astrolabe	AUS	1.1
Cygnet 1	AUS	1.1
Ebenezer	AUS	1.0
Territorian	AUS	1.0
Statesman	AUS	0.9
Investigator II	AUS	0.9
Arnhem Trader	AUS	0.8
Bruce	AUS	0.7
Bima Express	AUS	0.7
Jane Virgo	AUS	0.7
Trader Express	AUS	0.6
Malu Explorer	AUS	0.6
Bhagwan Mover	AUS	0.6
Tiwi Islander	AUS	0.6
Malu Titan	AUS	0.5
Fourcroy	AUS	0.5
Karribi	AUS	0.5
Seawind 1	AUS	0.5
Malu Chief	AUS	0.4
Minjerribah	AUS	0.4
Malu Trojan	AUS	0.3
Sorrento	AUS	0.3
Aurora V	TUV	0.3
The Sara	AUS	0.2
Tankers		
McArthur	AUS	1.0
Mowamba	AUS	1.0

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

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

Sources: DITRDCA (2024), Lloyd's List Intelligence (2024).

Appendix F Trading/cargo vessel types

Trading vessel type	Vessels included
Bulk carriers	Bulk carrier, bulk carrier with container capacity, bulk cement carrier, bulk ore carrier
General cargo vessels	General cargo, general cargo with container capacity, reefer, fully cellular refrigerated, roll on roll off with container capacity, Roll On Roll Off, landing craft, combined bulk and oil carrier, combined ore and oil carrier
LPG tankers	Liquid Petroleum Gas Carrier
LNG tankers	Liquid Natural Gas Carrier, Combined LNG and LPG Gas Carrier
Livestock carriers	Livestock
Chemical tankers	Chemical tanker
Tankers	Acid tanker, asphalt tanker, bunkering tanker, combined chemical and oil tanker, crude oil tanker, edible oil tanker, fruit juice tanker, fish oil tanker, molasses tanker, product tanker, tanker (unspecified), wine tanker, water tanker
Container carriers	Fully cellular containership
Vehicle carriers	Vehicle carrier

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