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STATISTICAL REPORT



Maritime

**Australian sea freight 2016–17**



Bureau of Infrastructure, Transport and Regional Economics

**Statistical report  
Australian sea freight 2016–17**

Department of Infrastructure, Transport, Cities and Regional Development  
Canberra, Australia

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# Foreword

This is the latest in a series of Bureau of Infrastructure, Transport and Regional Economics (BITRE) reports that provide information on Australian sea freight movements, vessel activity, the use of coastal trading licences, and the size and composition of the Australian trading fleet. This report contains statistics on maritime freight and shipping activities in Australia from 2007–08 to 2016–17.

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

Gary Dolman  
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October 2019



# At a glance

In 2016–17, 1 653 million tonnes of cargo moved across Australian wharves. This represented a 3.5 per cent increase on the previous financial year. The average annual trend growth over the five-year period since 2011–12 was 7.4 per cent.

Australian sea freight has become increasingly focused on international exports over the decade to 2016–17. Between 2007–08 and 2016–17 export's share of total Australian sea freight (by tonnage) increased from 78.0 per cent to 87.7 per cent. Over the decade to 2016–17 import volumes grew but not as quickly as export volumes. This resulted in imports decreasing from 9.3 per cent of Australian sea freight in 2007–08 to 6.0 per cent in 2016–17.

Coastal freight (loaded and discharged) decreased from 12.7 per cent of Australian sea freight in 2007–08 to only 6.3 per cent in 2016–17. This was driven by large increases in international trade and a nearly 10 per cent fall in coastal freight tonnages. However most of this fall occurred between 2007–08 and 2008–09 with total coastal freight volumes largely stable since then.

## *International exports and imports by sea*

In 2016–17, the value of Australia's exports by sea was \$252.1 billion, a 13.2 per cent increase in real terms on 2015–16. However the five-year trend is an average decline of 1.3 per cent per annum, in real terms. The weight of sea exports in 2016–17 was 1 450.1 million tonnes, a 4.0 per cent increase on 2015–16 and an average annual trend increase of 8.6 per cent over the five years to 2016–17.

Australia imported 99.3 million tonnes of goods by sea worth \$193.1 billion in 2016–17. The value of imports decreased 5.9 per cent in real terms between 2015–16 and 2016–17 and decreased at a trend rate of 0.3 per cent per annum, in real terms, over the five years to 2016–17. The weight of imports in 2016–17 increased 0.4 per cent from 2015–16 with an average annual trend increase of 0.7 per cent over the five years to 2016–17.

## *Coastal freight*

Australian ports handled 103.9 million tonnes of coastal freight (both loaded and discharged) during 2016–17, a 0.2 per cent increase on 2015–16 and an average annual trend increase of 0.7 per cent over the five years to 2016–17. Measured in tonne-kilometre terms (tonnes of cargo loaded times the distance shipped), the freight task of loaded coastal cargo was 107.8 billion tonne-kilometres, a 2.3 per cent decrease on 2015–16 but an average annual trend increase of 1.2 per cent over the five years to 2016–17.

## ***Coastal trading licences***

During 2016–17 coastal trading licences were required for all interstate coastal shipping. The total tonnage carried under licence was 35.2 million tonnes, an increase of 2.5 per cent on 2015–16. The tonnage carried under licence represented 67.7 per cent of all loaded coastal freight in 2016–17. The remaining 16.8 million tonnes of coastal freight was intrastate cargo not carried under licence.

23.8 million tonnes of cargo was carried in 2016–17 under temporary licence, an increase of 18.8 per cent from 2015–16. In 2016–17, 9.9 million tonnes was carried by Australian-flagged vessels under general licence, a 5.3 per cent decrease from 2015–16 and 1.5 million tonnes by vessels with transitional general licences, a decrease of 60.8 per cent from 2015–16.

The freight task performed under temporary licences was 58.0 billion tonne-kilometres, an increase of 14.1 per cent from 2015–16. Temporary licences accounted for 53.7 per cent of the coastal freight task (which includes cargo not carried under licence) in 2016–17, a marked increase from the 46.0 per cent in 2015–16. The freight task performed under general licence was 5.8 billion tonne-kilometres, a drop of 19.3 per cent from 2015–16. The freight task performed under transitional general licences was 7.6 billion tonne-kilometres in 2016–17, a drop of 37.9 per cent from 2015–16.

## ***Vessel activities***

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

Landing craft are smaller vessels with a flat bottom that can be landed on a shore and are included as small general cargo vessels. In this edition, all, rather than just select, landing craft in the Lloyd’s ship movement data are included which affects port calls, number of vessels and the Australian trading fleet. This change is backdated.

5 845 uniquely identified cargo ships made a total of 32 801 port calls at Australian ports in 2016–17. These included 5 743 cargo ships which made 17 068 voyages to Australian waters from overseas ports.

In 2016–17, the port calls by all cargo ships increased by 4.1 per cent from 2015–16 with the total port calls by cargo ships from overseas increasing by 3.3 per cent. Over the five years to 2016–17, port calls by all cargo ships increased by 4.2 per cent per annum in trend terms, while those by cargo ships from overseas increased by 4.8 per cent per annum in trend terms.

The total number of unique cargo ships and the number of unique cargo ships from overseas calling at Australian ports both increased by 2.5 per cent per annum in trend terms over the five years to 2016–17.

## Australian trading fleet

In 2016–17, there were 143 vessels in the Australian trading fleet, with a total deadweight tonnage of 6.5 million tonnes and total gross tonnage of 4.7 million. The total deadweight tonnage and gross tonnage of the Australian trading fleet increased 10.7 and 8.4 per cent per annum in trend terms respectively over the five years to 2016–17. Over the same time period the number of vessels increased by 2.0 per cent per annum in trend terms meaning that the average size of ships in the Australian trading fleet has increased over time.

The increased number of vessels in the Australian trading fleet over the five years to 2016–17 was driven by increasing numbers of major overseas registered international trading vessels and minor Australian registered trading vessels. However the increase in deadweight tonnage and gross tonnage was driven largely by major overseas registered international trading vessels, particularly bulk carriers and hence is likely related to increased dry bulk exports.

The number of major (deadweight tonnage greater than 2 000 tonnes) Australian registered ships with a general licence increased by one to 15 in 2016–17 with the addition of the bulk carrier *Donnacona*. Another change was the replacement of *Searoad Mersey* with the larger *Searoad Mersey II*. This compares to 19 major Australian registered ships with a coastal trade licence in 2011–12. The total deadweight tonnage and gross tonnage of these ships declined by 16.2 and 9.7 per cent per annum in trend terms respectively between 2011–12 and 2016–17.

# Acknowledgements

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Gladstone Ports Corporation	Port of Townsville
Kimberley Ports Authority	Ports North
LIBERTY OneSteel	Rio Tinto
LINX	Santos
Mid West Ports Authority	Southern Ports Authority
NSW Ports	TasPorts
North Queensland Bulk Ports Corporation	Toll
Patrick	Victorian Ports Corporation
Pilbara Ports Authority	

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# CHAPTER I

# International sea freight

## Overview

This chapter shows data about Australia's international exports and imports by sea from 2007–08 to 2016–17. 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 2019a), 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 2019b). Nominal figures are included in Appendix C.

As the focus of this report is on freight throughput, non-merchandise trade<sup>1</sup> and ship stores (such as bunker fuel and feed for the live animal trade) are included. 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 (2019c) for more details.

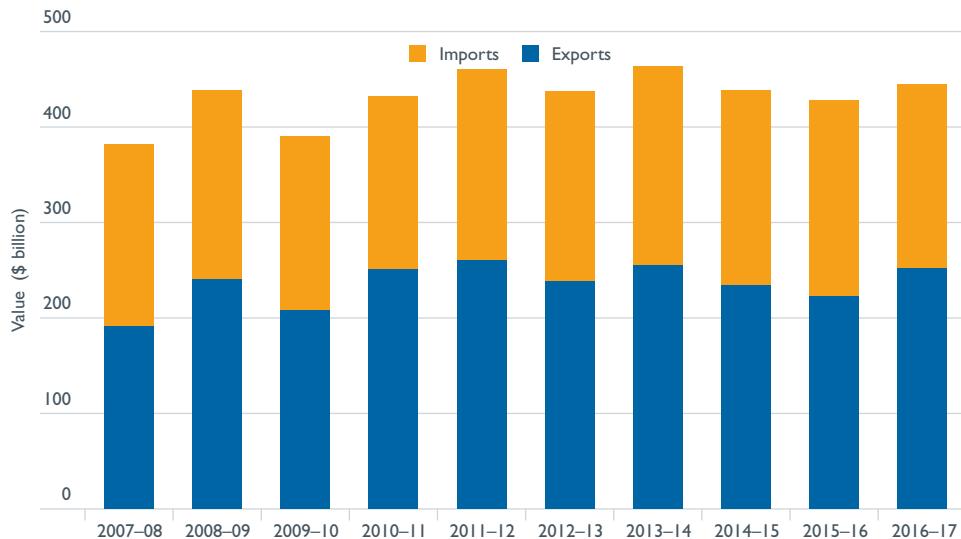
## Trading regions

The trading region definitions can be found in “Appendix B: Trading regions and country codes”.

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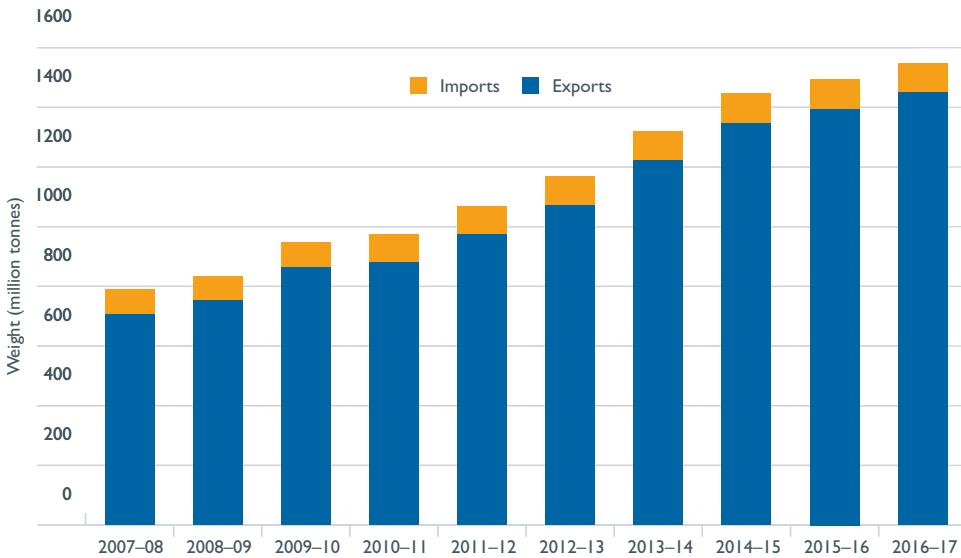
<sup>1</sup> Non-merchandise trade consists of goods entering or leaving Australia on a temporary basis but still entered on an export or import declaration. For example: art exhibits, race horses, vessels or aircraft sent for repairs, machinery or equipment temporarily imported for construction and the personal belongings of passengers (ABS 2019c).

**Figure I.1** Value of Australia's international sea freight (2016-17 prices)



Sources: ABS (2019a), ABS (2019b).

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



Source: ABS (2019a).

**Table I.1** Value of Australia's international sea freight, by Australian state/territory of origin and final destination (2016–17 prices)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other <sup>a</sup>	Foreign origin <sup>b</sup>	Total
<b>Exports—Australian state/territory of origin</b>									( \$ billion )	
2007–08	30.0	21.0	42.1	11.7	67.9	4.2	5.4	1.1	7.6	190.9
2008–09	39.9	19.9	65.9	10.4	80.8	3.8	7.2	0.9	11.8	240.6
2009–10	30.7	17.4	49.1	8.5	79.0	3.1	6.0	0.6	13.4	207.9
2010–11	35.3	18.5	54.4	11.9	109.3	3.2	6.0	0.5	11.7	250.9
2011–12	38.5	20.1	57.0	11.9	113.2	3.2	5.8	0.6	10.0	260.2
2012–13	34.5	19.7	46.5	10.9	105.9	3.0	6.4	0.2	11.4	238.4
2013–14	33.0	21.6	45.6	12.2	121.0	2.8	7.2	0.0	12.1	255.5
2014–15	32.4	20.8	46.5	11.1	98.5	2.4	6.5	0.0	16.2	234.5
2015–16	30.0	19.6	47.1	11.1	82.4	2.6	4.8	0.0	24.9	222.6
2016–17	36.5	20.1	64.9	10.8	100.2	2.6	4.9	0.0	12.3	252.1
<b>Average annual per cent change</b>									( % )	
1 year	21.3	2.4	37.7	-3.1	21.6	-3.0	0.5		-50.7	13.2
5 year trend	-2.0	-0.2	2.1	-1.5	-4.4	-4.4	-5.0		11.1	-1.3
<b>Imports—Australian state/territory of final destination</b>									( \$ billion )	
2007–08	59.3	57.0	34.6	8.0	27.2	0.9	3.9	0.0		191.0
2008–09	59.0	57.3	34.5	7.3	32.1	1.2	6.0	0.0		197.4
2009–10	55.4	51.8	31.6	6.8	31.3	0.9	4.5	0.0		182.3
2010–11	57.4	54.5	32.5	6.6	25.4	0.7	4.2	0.0		181.3
2011–12	60.1	55.5	39.5	7.3	32.7	1.1	4.5	0.0		200.7
2012–13	58.3	54.2	41.6	6.9	31.3	0.8	5.5	0.0		198.6
2013–14	60.8	59.8	41.0	7.9	33.9	0.8	3.9	0.0		208.1
2014–15	64.2	59.3	34.8	7.5	32.1	0.9	5.3	0.0		204.1
2015–16	67.4	61.5	32.9	7.7	31.6	0.9	3.2	0.0		205.2
2016–17	67.1	60.1	34.5	8.0	20.9	1.0	1.4	0.0		193.1
<b>Average annual per cent change</b>									( % )	
1 year	-0.4	-2.2	4.8	3.7	-33.8	11.2	-55.3			-5.9
5 year trend	3.0	2.2	-4.3	2.3	-6.3	-0.1	-18.2			-0.3

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

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

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

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

Includes ship stores and non-merchandise trade.

Sources: ABS (2019a), ABS (2019b).

**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 <sup>a</sup>	Foreign origin <sup>b</sup>	Total
<b>Exports—Australian state/territory of origin</b> ( million tonnes )										
2007–08	111.6	11.1	178.5	10.1	374.2	7.7	10.4	2.3	0.9	706.9
2008–09	114.9	10.3	184.7	12.5	408.4	6.8	11.6	2.1	2.0	753.2
2009–10	123.0	11.3	207.8	14.0	482.5	6.4	13.8	1.8	1.3	861.9
2010–11	137.1	14.1	188.9	18.5	501.1	5.9	13.0	1.3	1.4	881.3
2011–12	153.7	18.0	196.5	21.1	563.5	4.7	12.7	1.6	1.4	973.1
2012–13	172.0	17.6	213.5	20.0	625.7	4.4	14.9	0.6	1.5	1 070.2
2013–14	179.0	18.8	237.2	25.7	736.3	5.4	17.7	0.0	1.8	1 221.8
2014–15	184.9	17.4	252.3	23.5	842.1	5.8	19.1	0.0	1.8	1 347.0
2015–16	179.2	16.4	266.1	18.8	888.2	6.3	17.3	0.0	2.2	1 394.5
2016–17	184.9	21.1	266.0	20.5	933.0	6.2	17.3	0.0	1.1	1 450.1
<b>Average annual per cent change</b> (%)										
1 year	3.2	29.0	-0.1	9.5	5.0	-1.4	0.1		-51.9	4.0
5 year trend	3.1	1.4	6.6	-1.2	11.2	7.9	6.1		0.2	8.6
<b>Imports—Australian state/territory of final destination</b> ( million tonnes )										
2007–08	20.2	18.8	20.6	3.5	14.3	0.8	6.5	0.0		84.6
2008–09	18.1	17.4	20.2	3.1	14.6	0.7	7.5	0.0		81.6
2009–10	19.3	17.9	22.1	3.1	15.7	0.7	6.8	0.0		85.7
2010–11	21.5	20.2	23.4	2.9	16.3	0.6	7.3	0.0		92.1
2011–12	21.0	19.8	25.0	3.1	18.4	0.6	6.9	0.0		94.9
2012–13	20.0	20.7	27.3	3.2	19.2	0.7	7.9	0.0		98.9
2013–14	18.5	22.2	26.2	3.6	20.3	0.8	7.4	0.0		99.1
2014–15	21.5	22.5	23.7	4.1	20.5	0.8	7.0	0.0		100.1
2015–16	22.9	21.4	22.2	4.6	19.7	1.1	7.1	0.0		98.9
2016–17	23.7	22.1	22.4	4.9	19.1	1.0	6.1	0.0		99.3
<b>Average annual per cent change</b> (%)										
1 year	3.5	3.5	1.0	6.7	-3.0	-6.1	-14.7			0.4
5 year trend	3.4	1.9	-3.6	10.3	0.7	11.2	-2.9			0.7

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

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

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

Includes ship stores and non-merchandise trade.

Source: ABS (2019a).

**Table I.3** Top ten ports with the highest value of Australia's international sea freight (2016–17 prices)

Financial year	Dampier	Port Hedland	Melbourne	Hay Point	Newcastle	Brisbane	Gladstone	Sydney	Fremantle	Port Walcott	All ports <sup>a</sup>
<b>Exports</b>											
2007–08	24.3	10.6	25.8	11.5	10.4 (\$ billion)	12.6	8.7	13.9	14.4	3.7	190.9
2008–09	30.6	19.8	24.6	26.2	19.2	13.3	17.5	13.4	12.0	5.4	240.6
2009–10	31.9	19.2	21.2	18.3	13.4	11.3	10.2	11.8	11.5	6.6	207.9
2010–11	41.2	30.9	22.4	20.8	15.9	11.9	11.8	12.2	12.4	11.1	250.9
2011–12	41.1	34.0	22.0	19.9	18.0	14.0	13.4	12.2	11.5	10.8	260.2
2012–13	39.6	32.1	21.4	15.1	16.4	13.6	9.5	10.9	11.6	8.8	238.4
2013–14	41.1	41.5	23.2	14.7	16.0	12.7	10.2	11.3	10.3	13.8	255.5
2014–15	35.0	30.7	23.4	13.7	15.0	14.4	10.5	11.7	11.4	12.1	234.5
2015–16	33.8	26.7	22.7	12.3	13.7	13.2	14.2	11.9	10.1	11.3	222.6
2016–17	25.7	35.0	21.8	21.3	18.5	13.5	21.5	12.5	10.3	14.2	252.1
<b>Average annual per cent change</b>											
1 year	-23.7	31.0	-4.2	72.8	34.9 (%)	2.0	51.9	5.1	1.7	262	132
5 year trend	-8.2	-2.0	0.4	-1.0	-1.3	-0.4	10.9	1.2	-2.4	5.8	-1.3
<b>Imports</b>											
2007–08	54.1	57.0	28.7	18.3	3.3 (\$ billion)	5.0	4.5	5.0	3.4	2.1	191.0
2008–09	55.0	54.3	26.9	19.7	5.7	4.6	6.2	4.9	5.3	2.0	197.4
2009–10	50.3	48.1	24.7	16.7	8.8	4.6	9.4	4.1	3.6	2.4	182.3
2010–11	51.4	49.6	25.9	18.0	8.7	4.3	3.6	5.0	3.7	2.0	181.3
2011–12	52.9	50.4	31.3	22.2	9.6	4.9	5.8	5.0	3.8	2.7	200.7
2012–13	51.2	49.2	31.3	21.5	9.1	5.1	3.1	5.1	4.3	3.0	198.6
2013–14	55.4	51.9	31.6	20.3	9.0	6.4	4.3	6.0	3.5	2.6	208.1
2014–15	55.4	54.7	27.6	19.4	9.5	6.2	2.4	4.9	5.1	2.4	204.1
2015–16	59.5	56.6	26.9	17.9	11.0	6.3	6.0	3.2	3.1	1.7	205.2
2016–17	58.8	55.9	28.4	16.4	11.2	6.5	0.8	2.9	1.3	1.8	193.1
<b>Average annual per cent change</b>											
1 year	-1.3	-1.2	5.4	-8.6	1.6 (%)	2.7	-86.1	-8.0	-57.1	9.3	-5.9
5 year trend	2.8	2.9	-3.0	-5.9	4.1	5.8	-21.2	-115	-15.3	-10.5	-0.3

<sup>a</sup> "All ports" include the top ten ports and other ports not listed separately.

Notes: The top ten ports are Australian ports with the highest value of Australia's international exports or imports summed over the last ten years. The ports are sorted in descending order by the total value summed over ten years, not by the most recent financial year. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports". Figures are presented in real terms, adjusted for price changes using CPI. Includes ship stores and non-merchandise trade.

• Source: ABS (2019a), ABS (2019b).

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

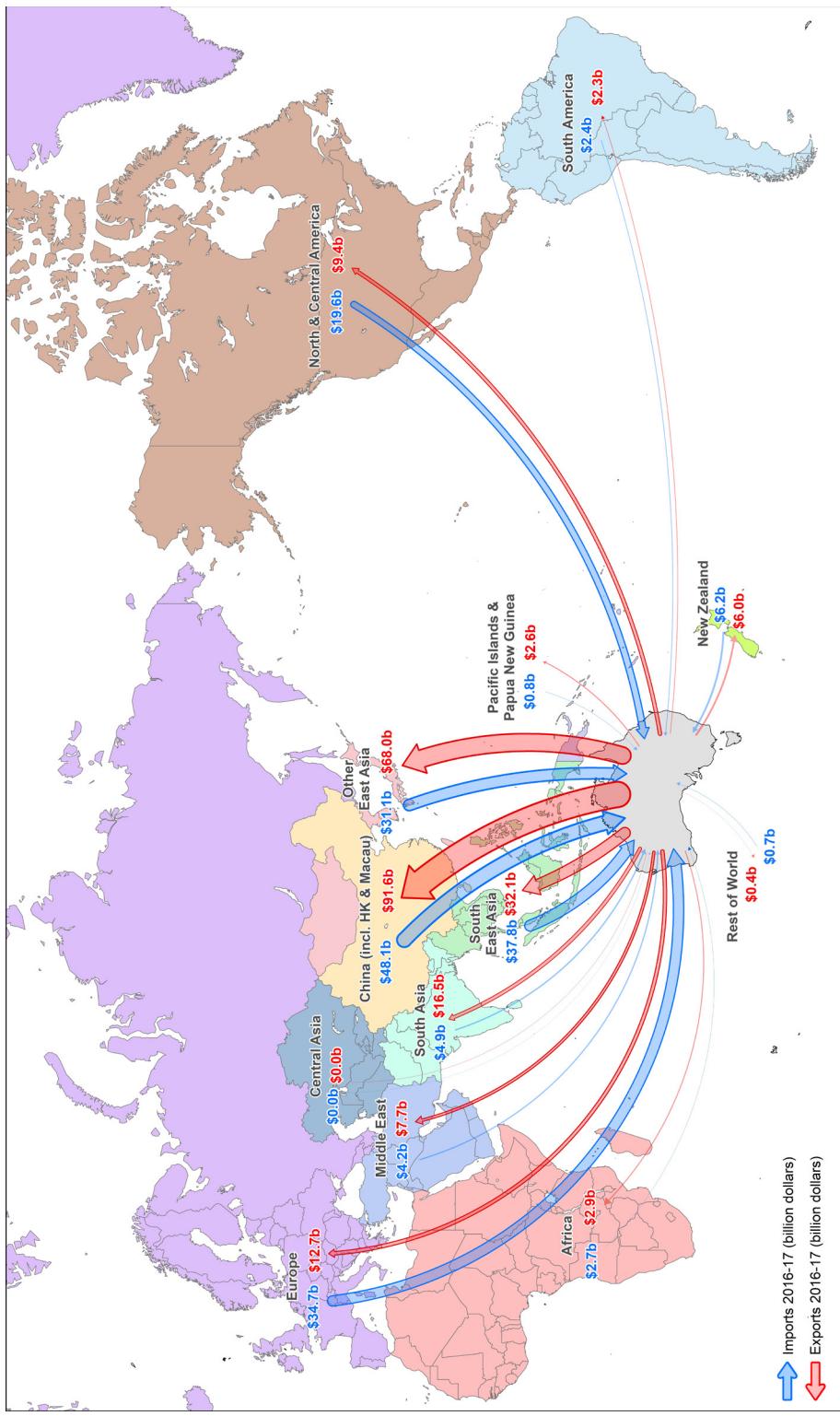
Financial year	Port Hedland	Dampier	Newcastle	Port Walcott	Hay Point	Gladstone	Abbot Point	Port Kembla	Fremantle	Brisbane	All ports <sup>a</sup>
<b>Exports</b>											
2007–08	125.5	136.8	89.9	56.4	80.3	56.8	12.4	14.3	10.3	11.2	706.9
2008–09	154.9	140.1	92.2	56.9	82.0	59.4	14.8	15.3	11.9	13.0	753.2
2009–10	172.7	168.9	99.5	78.7	99.3	63.3	16.9	16.1	12.4	12.6	861.9
2010–11	191.8	165.6	111.4	80.9	87.8	55.9	15.0	18.0	10.6	12.8	881.3
2011–12	240.2	173.1	125.5	81.8	83.3	62.8	13.6	19.5	12.3	16.2	973.1
2012–13	283.0	180.0	145.8	84.8	96.4	62.2	17.5	17.6	15.9	16.4	1 070.2
2013–14	363.3	174.1	156.5	120.3	108.3	73.8	22.8	14.9	17.1	14.0	1 221.8
2014–15	438.2	167.5	161.7	157.4	114.9	74.7	28.7	15.4	18.4	13.7	1 347.0
2015–16	452.0	169.1	160.2	187.7	115.5	89.2	26.4	11.6	17.4	12.8	1 394.5
2016–17	489.0	162.5	166.1	188.9	106.7	95.1	25.1	10.8	18.5	13.8	1 450.1
<b>Average annual per cent change</b>											
1 year	8.2	-3.9	3.7	0.7	-7.6	6.6	-4.6	-7.3	6.1	8.2	4.0
5 year trend	15.8	-1.5	5.0	21.6	5.4	9.5	13.9	-11.3	7.0	-4.4	8.6
<b>Imports</b>											
2007–08	17.1	12.5	13.5	9.9	5.4	5.3	4.4	2.2	2.4	2.4	84.6
2008–09	15.4	12.3	12.3	10.0	5.2	6.1	4.1	2.6	2.2	2.1	81.6
2009–10	16.1	13.3	12.5	10.4	5.4	5.3	5.0	2.4	2.3	2.7	85.7
2010–11	17.7	14.2	13.5	11.4	6.5	5.9	5.1	2.6	2.0	3.1	92.1
2011–12	17.7	14.7	14.2	12.1	5.6	5.4	5.4	3.2	2.3	1.9	94.9
2012–13	17.4	15.8	14.0	12.4	6.5	6.3	5.8	3.6	2.5	1.5	98.9
2013–14	16.1	16.3	14.4	12.8	7.5	6.5	4.8	3.3	2.9	1.4	99.1
2014–15	17.4	14.2	14.0	13.6	7.7	6.9	4.4	3.1	3.5	2.5	100.1
2015–16	18.3	13.4	14.0	13.1	6.7	7.0	3.3	3.3	4.0	2.5	98.9
2016–17	18.7	15.2	15.1	13.3	6.4	6.0	1.5	3.5	4.2	2.4	99.3
<b>Average annual per cent change</b>											
1 year	2.3	13.2	7.8	0.9	-4.6	-14.6	-53.8	4.3	4.9	-1.3	0.4
5 year trend	1.4	-1.4	0.9	2.0	2.3	2.5	-21.0	0.2	14.4	9.6	0.7

<sup>a</sup> "All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are Australian ports with the largest weight of Australia's international exports or imports summed over the last ten years. The ports are sorted in descending order by the total weight summed over the ten years, not by the most recent financial year. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports". Includes ship stores and non-merchandise trade.

Source: ABS (2019a).

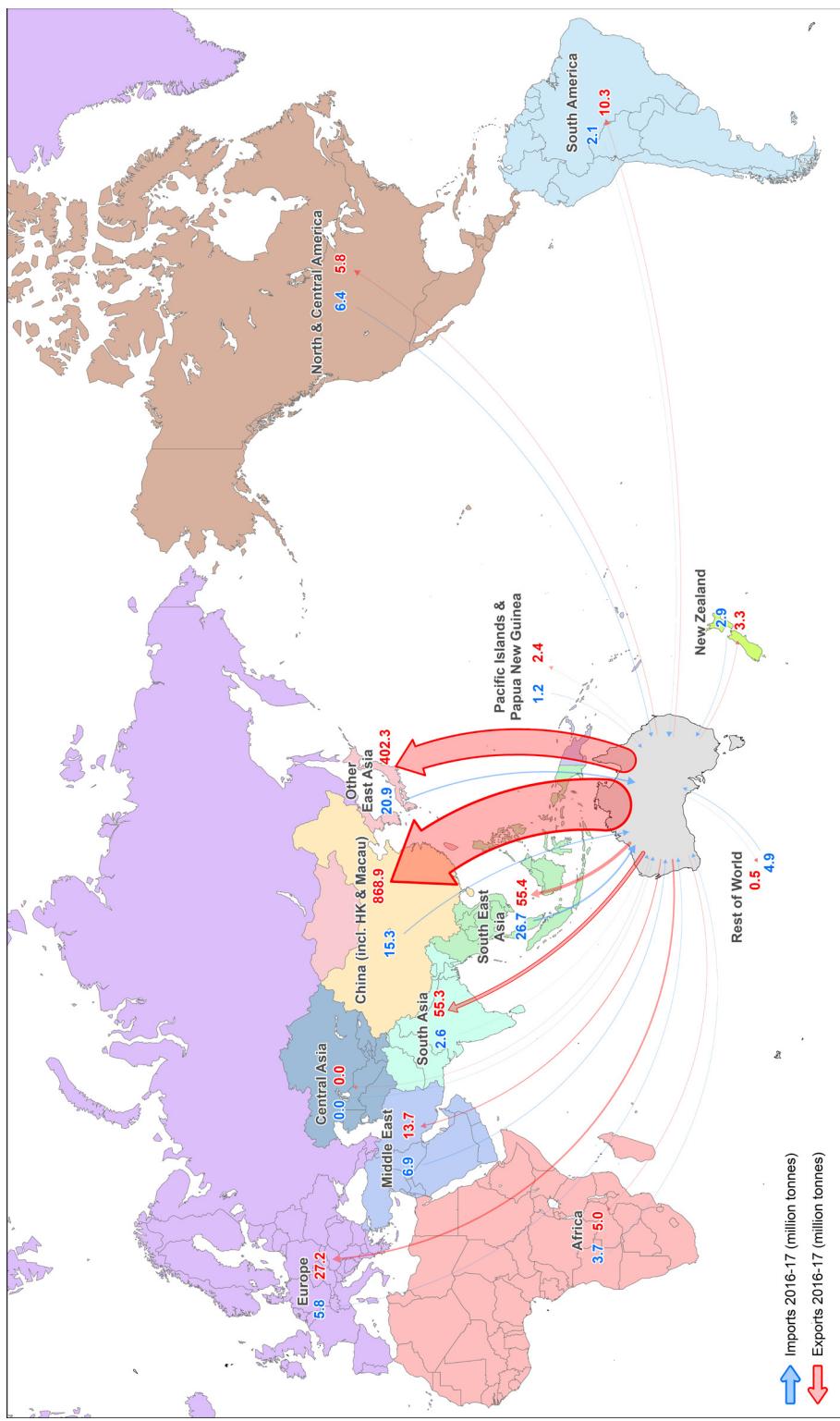
**Figure I.3** Value of Australia's international sea freight by trading region of final destination or origin, 2016–17



Note: "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 (2019a). Adjusted to 2016–17 prices using ABS (2019).

**Figure 1.4** Weight of Australia's international sea freight by trading region of final destination or origin, 2016–17



Note: "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 (2019a).

**Table I.5** Value of Australia's international sea freight, by trading region of final destination or origin (2016–17 prices)

Financial year	Africa	Central Asia	China (inc Hong Kong & Macau)	Middle East	New Zealand	North & Central America	Other East Asia	Pacific Islands & PNG <sup>a</sup>	South America	South Asia	South East Asia	Rest of world	Total
<b>Exports—region of final destination</b>													
2007–08	3.7	0.0	34.6	18.0	8.4	9.2	12.7	66.4	3.2	1.7	7.4	24.1	1.6
2008–09	4.4	0.0	48.1	17.5	9.3	7.4	12.8	93.6	3.0	2.6	12.9	27.6	1.5
2009–10	3.7	0.0	54.9	11.4	6.5	7.3	9.7	68.0	3.3	2.2	11.7	27.7	1.6
2010–11	4.0	0.0	72.9	14.5	7.2	6.2	9.2	86.6	3.4	2.5	14.1	28.9	1.3
2011–12	4.3	0.0	80.4	14.9	7.5	6.4	10.0	88.3	3.6	2.4	12.4	28.8	1.1
2012–13	3.6	0.0	77.6	11.3	8.1	5.8	8.8	76.9	4.0	1.5	10.4	29.4	0.7
2013–14	3.6	0.0	96.5	9.9	8.4	5.7	8.6	78.3	3.3	1.3	9.4	29.5	0.9
2014–15	3.0	0.0	76.5	9.6	8.6	5.9	11.6	69.8	3.0	1.8	10.4	32.9	1.3
2015–16	3.5	0.0	71.7	9.8	8.3	6.0	11.4	58.8	2.8	1.7	10.9	37.4	0.5
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	0.4
<b>Average annual per cent change</b>													
1 year	-19.0	11.5	27.7	29.1	-7.4	0.0	-17.2	15.7	-4.3	38.7	52.1	-14.2	-21.2
5 year trend	-6.4	-28.3	0.5	-36	0.4	-0.6	2.1	-6.2	-7.7	1.4	4.8	4.0	-13.4
<b>Imports—region of origin</b>													
2007–08	2.2	0.0	31.1	37.3	6.2	7.1	20.0	32.7	2.2	2.1	1.9	46.4	1.7
2008–09	2.0	0.0	38.8	39.3	5.8	6.8	21.4	30.4	1.4	2.4	2.5	43.3	3.2
2009–10	2.6	0.0	33.7	34.6	5.4	6.6	17.6	31.6	1.4	2.4	2.0	41.9	2.4
2010–11	5.3	0.0	36.4	30.7	6.0	6.8	18.5	28.4	1.6	2.4	2.2	40.1	2.9
2011–12	6.4	0.0	37.4	33.9	6.8	6.8	23.7	33.7	1.6	2.8	2.7	42.0	2.8
2012–13	6.8	0.0	37.8	33.8	6.3	6.1	22.8	31.6	1.0	2.8	2.6	43.4	3.7
2013–14	5.8	0.0	41.9	36.6	6.0	6.7	21.2	34.9	1.6	2.7	3.1	45.2	2.5
2014–15	3.0	0.0	47.1	33.0	5.7	6.5	22.1	35.8	1.5	2.6	4.2	41.2	1.4
2015–16	2.1	0.0	49.9	35.4	4.3	6.4	22.0	38.2	0.7	2.3	5.3	37.9	0.7
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
<b>Average annual per cent change</b>													
1 year	28.2	-21.1	-3.7	-1.8	-1.4	-3.2	-10.7	-18.7	9.2	2.1	-7.8	-0.4	-5.6
5 year trend	-21.4	-12.3	6.5	0.4	-9.8	-1.0	-2.8	0.6	-13.3	-4.3	16.9	-2.9	-30.7
													-0.3

<sup>a</sup> "PNG" stands for "Papua New Guinea".

Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions. Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero. Figures are presented in real terms, adjusted for price changes using CPI. Includes ship stores and non-merchandise trade.

Source: ABS (2019a), ABS (2019b).

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

		China (inc. Hong Kong & Macau)	Central Asia	Middle East	New Zealand	North & Central America (million tonnes)	Pacific Islands & PNG <sup>a</sup>	South America	South Asia	South East Asia	Rest of world	Total
<b>Exports—region of final destination</b>												
2007–08	6.0	0.0	207.3	43.2	9.3	5.3	8.3	360.3	2.0	8.6	24.9	2.8
2008–09	6.2	0.0	290.9	30.3	12.0	4.1	8.7	332.7	1.7	5.7	30.2	2.6
2009–10	6.3	0.0	361.3	23.9	9.5	4.0	9.1	369.2	2.1	7.5	39.0	2.4
2010–11	6.4	0.0	367.3	27.2	11.2	3.7	7.0	374.8	2.4	7.6	38.5	1.9
2011–12	7.4	0.0	449.3	27.6	13.6	4.0	9.1	379.1	2.4	5.9	36.1	2.1
2012–13	7.8	0.0	537.0	23.8	15.5	3.9	7.2	390.3	2.7	5.3	40.9	1.1
2013–14	6.7	0.0	682.8	23.5	15.0	3.4	6.0	397.9	2.5	5.4	44.2	33.9
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
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
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
<b>Average annual per cent change</b>												
1 year	-4.3	89.7	7.4	1.5	-2.8	1.3	-41.7	-1.9	-4.3	-4.7	-3.6	-6.6
5 year trend	-8.9	-22.1	14.2	0.9	-1.0	-3.9	-3.4	1.3	-1.0	16.6	10.3	9.1
<b>Imports—region of origin</b>												
2007–08	1.1	0.0	7.9	5.1	7.4	3.7	6.2	11.4	3.3	1.7	0.6	31.9
2008–09	0.9	0.0	7.5	5.0	6.9	3.8	5.4	12.4	2.6	1.5	0.7	29.8
2009–10	2.2	0.0	8.2	5.1	7.5	3.9	5.0	13.0	3.5	1.9	0.6	30.4
2010–11	5.4	0.0	10.2	5.4	7.8	4.1	5.2	12.3	3.8	2.7	0.6	29.7
2011–12	6.4	0.0	11.0	6.4	7.8	3.9	5.9	13.4	3.5	1.9	0.9	29.6
2012–13	7.2	0.0	11.7	6.2	7.9	3.6	6.2	15.7	2.7	1.5	0.8	30.3
2013–14	5.5	0.0	12.7	6.8	7.1	3.3	6.1	16.9	3.3	1.4	0.9	29.1
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
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
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
<b>Average annual per cent change</b>												
1 year	50.3	-62.8	5.3	9.6	4.1	-12.0	5.8	-5.8	-27.1	0.7	-19.3	2.3
5 year trend	-17.2	-28.9	7.1	-3.2	-2.9	-4.8	1.5	10.3	-18.1	4.5	34.0	-2.9

<sup>a</sup> "PNG" stands for "Papua New Guinea".

Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions. Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of '0.0' mean that data was recorded but rounded to zero. Includes ship stores and non-merchandise trade.

Source: ABS (2019a).

**Table I.7** Value of Australia's international sea freight, by trading region of discharging and loading (2016–17 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 <sup>a</sup>	South America	South East Asia	South Asia	Rest of world	Total
<i>Exports—region where cargo was discharged</i>														
2007–08	2.8	32.2	15.8	5.1	10.1	10.9	65.9	3.1	1.5	6.5	35.4	1.6	190.9	
2008–09	3.4	45.8	15.8	6.0	8.0	11.1	94.3	2.9	2.3	12.2	37.1	1.5	240.6	
2009–10	2.9	51.9	9.9	3.8	7.8	8.1	68.2	3.2	2.1	11.0	37.2	1.8	207.9	
2010–11	3.2	69.4	12.5	4.9	6.8	8.0	86.6	3.4	2.4	13.3	39.2	1.3	250.9	
2011–12	3.4	77.6	12.1	5.4	7.0	9.0	88.1	3.5	2.2	11.5	39.4	1.1	260.2	
2012–13	2.7	74.7	9.0	5.9	6.5	7.7	77.0	3.9	1.3	9.4	39.7	0.7	238.4	
2013–14	3.0	93.8	8.0	6.0	6.4	7.3	78.3	3.3	1.2	8.3	38.9	0.9	255.5	
2014–15	2.4	74.2	7.8	6.0	7.2	9.5	70.1	2.9	1.7	9.0	42.4	1.3	234.5	
2015–16	3.0	69.3	8.5	5.5	7.2	9.6	59.0	2.7	1.5	9.6	46.2	0.5	222.6	
2016–17	2.4	89.8	11.7	5.5	6.9	8.0	68.2	2.6	2.3	14.8	39.5	0.4	252.1	
<i>Average annual per cent change</i>														
1 year	-20.8	29.5	37.1	0.1	-4.6	-16.0	15.6	-5.3	53.2	55.2	-14.4	-23.5	132	
5 year trend	-4.9	0.8	-1.1	-0.3	1.1	1.1	-6.1	-7.7	3.4	4.1	1.6	-15.0	-1.3	
<i>Imports—region where cargo was loaded</i>														
2007–08	2.3	31.0	33.4	6.0	8.1	19.3	30.9	2.4	2.0	1.8	52.1	1.6	191.0	
2008–09	1.9	36.4	34.2	5.5	7.2	21.4	29.2	1.7	2.2	2.4	52.6	2.7	197.4	
2009–10	2.4	33.5	29.2	4.9	7.0	17.5	29.0	1.6	2.3	2.3	50.6	2.1	182.3	
2010–11	4.9	36.5	28.3	5.9	7.5	18.2	27.5	1.8	2.2	2.3	43.2	2.8	181.3	
2011–12	5.4	37.4	31.3	6.5	7.5	22.9	33.3	1.9	2.5	2.7	46.9	2.5	200.7	
2012–13	6.1	38.3	31.6	5.8	6.4	22.1	30.8	1.2	3.0	2.5	48.2	2.7	198.6	
2013–14	5.3	42.2	32.9	5.7	7.0	21.0	33.6	1.9	2.3	3.0	51.6	1.6	208.1	
2014–15	2.8	46.9	30.7	5.3	6.7	21.0	34.5	1.7	2.5	4.1	47.7	0.3	204.1	
2015–16	2.2	50.2	33.7	3.7	6.7	21.4	32.6	0.9	2.2	5.1	46.5	0.1	205.2	
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	
<i>Average annual per cent change</i>														
1 year	20.3	-3.4	-2.2	4.0	-3.2	-9.0	-5.3	1.9	7.0	-9.4	-13.0	-50.6	-5.9	
5 year trend	-19.0	6.5	1.1	-11.1	-1.7	-2.6	-0.5	-11.9	-3.1	15.7	-2.6	-58.1	-0.3	

<sup>a</sup> "PNG" stands for "Papua New Guinea".

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

Source: ABS (2019a), ABS (2019b).

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

Financial year	Exports—region where cargo was discharged				Imports—region where cargo was loaded				Exports—region where cargo was discharged				Imports—region where cargo was loaded			
	China (inc Hong Kong & Macau)	Central Asia	Africa	Europe	Middle East	New Zealand	North & Central America	Other East Asia	Pacific Islands & PNG <sup>a</sup>	South America	South Asia	East Asia	South	Rest of world	Total	
<i>(million tonnes)</i>																
2007–08	5.9	206.5	43.2	8.3	5.5	8.1	360.1	2.0	8.6	28.3	27.7	2.8	706.9			
2008–09	5.9	290.1	30.1	11.3	4.2	8.6	332.7	1.7	5.6	29.5	30.9	2.6	753.2			
2009–10	6.0	360.0	23.3	9.0	4.2	9.0	369.3	2.1	7.5	38.3	30.7	2.4	861.9			
2010–11	6.0	366.3	26.0	10.5	3.9	7.4	374.6	2.4	7.6	38.0	36.9	1.8	881.3			
2011–12	7.0	448.8	26.5	12.9	4.2	9.3	378.7	2.3	5.9	35.4	40.2	2.1	973.1			
2012–13	7.3	536.1	23.3	14.9	4.0	7.1	389.6	2.7	5.2	40.2	38.6	1.1	1 070.2			
2013–14	6.5	681.3	23.0	14.4	3.6	5.8	397.9	2.5	5.7	43.0	37.6	0.5	1 221.8			
2014–15	5.7	774.7	24.1	12.4	3.8	6.0	405.6	2.3	8.6	57.1	46.0	0.6	1 347.0			
2015–16	5.0	807.6	26.5	13.5	3.5	9.6	410.7	2.5	10.8	56.2	48.1	0.5	1 394.5			
2016–17	4.8	867.5	27.3	13.1	3.6	4.9	403.3	2.4	10.4	53.8	58.5	0.4	1 450.1			
<i>(%)</i>																
<i>Average annual per cent change</i>																
1 year	-4.8	7.4	3.2	-2.6	1.9	-48.8	-18	-38	-3.4	-4.3	21.6	-16.7	40			
5 year trend	-8.7	14.2	1.7	-1.1	-3.2	-6.1	1.4	-0.7	16.8	10.1	8.1	-24.6	8.6			
<i>(million tonnes)</i>																
2007–08	1.0	8.0	4.4	7.3	3.7	6.0	11.5	3.3	1.6	0.6	32.8	4.3	84.6			
2008–09	0.8	7.5	4.1	6.4	3.8	5.4	13.1	2.7	1.5	0.7	30.7	5.0	81.6			
2009–10	1.4	8.3	4.0	6.9	3.9	5.0	13.1	3.6	1.7	0.6	32.9	4.3	85.7			
2010–11	4.6	10.3	4.3	7.6	4.1	5.2	12.8	3.9	2.7	0.8	31.0	4.9	92.1			
2011–12	5.3	11.0	5.0	7.4	3.9	5.8	14.4	3.5	1.8	1.0	31.4	4.4	94.9			
2012–13	6.5	11.9	5.0	7.3	3.6	6.1	15.6	2.7	1.4	0.7	33.3	4.8	98.9			
2013–14	5.2	12.8	4.8	6.7	3.3	6.1	17.4	3.3	1.3	1.0	31.9	5.2	99.1			
2014–15	2.8	14.1	4.8	7.0	3.2	6.8	20.2	2.9	1.5	2.0	30.1	4.8	100.1			
2015–16	2.5	14.5	5.0	5.8	3.3	6.0	21.6	1.7	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			
<i>(%)</i>																
<i>Average annual per cent change</i>																
1 year	31.9	7.3	4.2	11.9	-14.0	2.3	-30	-32.1	12.8	-19.9	0.1	-9.3	0.4			
5 year trend	-15.4	7.2	0.3	-3.6	-5.2	1.0	8.9	-18.7	2.9	31.6	-2.9	2.1	0.7			

<sup>a</sup> "PNG" stands for "Papua New Guinea".

Note: Not all international sea freight is exported from Australia directly to its final destination country, or imported from the country of origin directly to Australia. This analysis focuses on the trading regions where the Australian sea freight has been discharged after departing Australia, or loaded prior to arriving in Australia. <sup>a</sup> Appendix B: Trading regions and country codes shows the country composition of trading regions. Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero. Includes ship stores and non-merchandise trade.

Source: ABS (2019a).

**Table I.9** Top ten countries that traded the highest value of sea freight with Australia (2016–17 prices)

Financial year	China <sup>a</sup>	Japan	Korea, Republic of	Singapore	India	United States of America	Taiwan	Indonesia	New Zealand	Malaysia	All countries <sup>b</sup>
<b>Exports—country of final destination</b>											
2007–08	34.6	42.1	16.7	7.2	6.3	10.2	7.6	5.1	9.2	3.9	190.9
2008–09	48.1	62.1	22.1	10.3	11.4	10.0	9.4	5.3	7.4	5.0	240.6
2009–10	54.9	42.5	18.0	9.6	10.4	7.3	7.6	6.2	7.3	4.7	207.9
2010–11	72.9	52.4	24.3	9.0	12.8	6.8	9.9	7.0	6.2	4.4	250.9
2011–12	80.4	55.9	23.3	8.2	11.0	7.3	9.1	7.3	6.4	5.6	260.2
2012–13	77.6	49.6	19.7	10.4	8.9	6.7	7.7	6.6	5.8	5.3	238.4
2013–14	96.5	50.4	20.7	10.3	8.3	7.0	7.1	6.0	5.7	5.3	255.5
2014–15	76.5	44.8	18.2	11.8	8.9	9.8	6.7	6.3	5.9	6.5	234.5
2015–16	71.7	35.4	17.2	16.8	8.9	9.2	6.1	8.1	6.0	4.7	222.6
2016–17	91.6	40.8	19.1	9.2	14.5	7.5	8.1	8.7	6.0	5.0	252.1
<b>Average annual per cent change</b>											
1 year	27.7	15.3	10.8	-45.4	62.1	-18.3	31.5	8.0	0.0	65	132
5 year trend	0.5	-7.4	-4.2	6.3	4.1	4.1	-3.8	4.7	-0.6	-1.9	-1.3
<b>Imports—country of origin</b>											
2007–08	31.1	22.5	17.0	16.4	8.8	5.9	10.2	7.9	7.1	5.2	191.0
2008–09	38.8	19.9	18.1	14.2	9.0	6.3	10.5	7.9	6.8	5.2	197.4
2009–10	33.7	20.8	15.1	12.5	11.2	7.5	9.6	8.0	6.6	5.1	182.3
2010–11	36.4	17.6	15.7	12.6	8.6	7.5	8.5	8.3	6.8	6.0	181.3
2011–12	37.4	21.0	20.4	14.7	8.1	9.4	9.2	8.6	6.8	6.0	200.7
2012–13	37.8	18.5	19.1	13.9	10.8	9.7	8.8	8.3	6.1	5.7	198.6
2013–14	41.9	18.1	17.9	12.2	10.4	13.4	9.2	10.3	6.7	6.6	208.1
2014–15	47.1	17.7	18.5	9.7	11.5	14.1	9.0	9.2	6.5	5.3	204.1
2015–16	49.9	17.2	18.6	6.5	13.3	17.3	9.9	8.5	6.4	5.3	205.2
2016–17	48.1	17.0	16.5	7.2	12.9	10.7	10.0	9.0	6.2	4.3	193.1
<b>Average annual per cent change</b>											
1 year	-3.7	-1.3	-11.2	9.5	-3.3	-38.2	1.3	5.7	-3.2	-19.5	-5.9
5 year trend	6.5	-3.6	-3.1	-16.0	9.1	7.2	2.1	0.6	-1.0	-5.8	-0.3

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

<sup>b</sup> "All countries" include the top ten countries and other countries not listed separately.

Note: The top ten trading countries are selected based on the total value of sea freight traded with Australia over the last ten years. The countries are sorted in descending order by the total value summed over the ten years, not by the most recent financial year. Figures are presented in real terms, adjusted for price changes using CPI. Includes ship stores and non-merchandise trade.

Source: ABS (2019a), ABS (2019b).

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

Financial year	China <sup>a</sup>	Japan	Korea, Republic of	Taiwan	India	Indonesia	Malaysia	Netherlands	Thailand	Brazil	All countries <sup>b</sup>
Exports—country of final destination					(million tonnes)						
2007–08	207.3	238.9	78.9	42.5	27.3	6.8	5.8	9.0	5.0	6.8	706.9
2008–09	290.9	206.9	86.3	39.5	28.5	7.0	6.0	6.5	6.2	4.5	753.2
2009–10	361.3	231.6	93.1	44.5	36.6	7.7	5.5	5.9	5.7	5.7	861.9
2010–11	367.3	224.5	102.3	47.9	36.3	9.1	7.2	7.6	7.6	5.3	881.3
2011–12	449.3	226.7	107.6	44.8	34.0	9.6	8.3	8.4	7.0	3.7	973.1
2012–13	537.0	236.0	109.2	45.1	38.9	9.2	7.9	8.1	6.8	3.4	1 070.2
2013–14	682.8	236.7	116.1	45.1	42.8	8.8	8.4	7.9	7.5	3.8	1 221.8
2014–15	775.3	233.7	120.2	51.8	55.7	12.2	12.1	7.9	7.4	6.0	1 347.0
2015–16	809.0	234.8	125.2	50.2	55.0	12.1	11.0	8.8	7.2	6.7	1 394.5
2016–17	868.9	231.1	114.7	56.4	52.9	15.5	12.5	9.6	6.7	6.4	1 450.1
Average annual per cent change					(%)						
1 year	7.4	-1.6	-8.4	12.4	-4.0	27.6	13.8	9.1	-7.3	-3.6	4.0
5 year trend	14.2	0.2	2.2	4.7	10.6	10.7	10.3	2.7	-0.1	15.9	8.6
Imports—country of origin	China <sup>a</sup>	Singapore	Japan	Malaysia	Korea, Republic of	Indonesia	International Waters	United States of America	United Arab Emirates	New Zealand	All countries <sup>b</sup>
2007–08	7.9	10.9	6.4	4.9	2.3	5.3	4.2	3.7	3.2	3.7	84.6
2008–09	7.5	10.2	6.8	5.1	3.3	5.2	4.8	3.4	2.7	3.8	81.6
2009–10	8.2	10.4	7.1	6.0	3.5	5.5	4.1	3.5	3.4	3.9	85.7
2010–11	10.2	9.7	6.7	6.4	3.6	6.4	4.8	3.6	4.2	4.1	92.1
2011–12	11.0	11.1	7.0	6.1	4.3	5.8	4.3	4.2	4.3	3.9	94.9
2012–13	11.7	11.2	7.8	6.2	5.5	5.8	4.8	4.2	3.9	3.6	98.9
2013–14	12.7	9.4	8.5	7.5	6.3	5.3	5.1	4.2	3.4	3.3	99.1
2014–15	14.1	8.2	9.5	7.8	8.3	3.3	4.7	4.8	4.1	3.3	100.1
2015–16	14.5	7.1	9.8	8.6	10.1	4.3	5.3	4.4	3.4	3.3	98.9
2016–17	15.3	7.8	9.4	10.3	9.4	3.9	4.8	4.9	3.4	2.9	99.3
Average annual per cent change					(%)						
1 year	5.3	9.6	-4.3	18.9	-6.9	-9.1	-8.8	10.6	0.4	-12.0	0.4
5 year trend	7.1	-9.0	6.6	10.8	18.7	-9.2	2.3	3.2	-4.2	-4.8	0.7

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

<sup>b</sup> "All countries" include the top ten countries and other countries not listed separately.

Note: The top ten trading countries are selected based on the total weight of sea freight traded with Australia over the last ten years. The countries are sorted in descending order by the total weight summed over the ten years, not by the most recent financial year. Includes ship stores and non-merchandise trade.

Source: ABS (2019a).

**Table I.I | Value of Australia's international sea freight, by commodity group (2016–17 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	9-Commodities and transactions, nes		Total
									( \$ billion )	( % )	
<b>Exports</b>											
2007–08	22.1	3.6	57.1	53.4	0.6	5.4	20.6	12.0	2.2	13.9	190.9
2008–09	25.9	3.3	68.5	90.1	0.6	5.9	17.8	10.8	2.2	15.5	240.6
2009–10	21.0	2.9	68.5	64.7	0.5	5.1	15.3	8.8	1.9	19.3	207.9
2010–11	23.8	2.6	97.8	76.5	0.6	5.2	17.1	8.6	1.6	17.3	250.9
2011–12	25.8	2.4	104.5	81.7	0.6	4.9	15.6	8.9	1.6	14.3	260.2
2012–13	26.1	2.3	95.9	70.6	0.6	4.6	13.8	8.7	1.5	14.4	238.4
2013–14	28.7	2.2	111.4	73.0	0.7	5.1	14.3	8.9	1.5	9.8	255.5
2014–15	31.4	2.3	89.6	67.2	0.7	5.2	14.1	9.5	1.7	13.0	234.5
2015–16	30.4	2.5	79.2	58.6	0.6	5.7	13.1	9.0	1.9	21.6	222.6
2016–17	31.0	2.7	95.9	83.4	0.7	5.6	13.0	8.3	1.8	9.8	252.1
<b>Average annual per cent change</b>											
1 year	1.8	8.0	21.0	42.2	4.4	-0.3	-1.2	-7.5	-2.9	-54.7	132
5 year trend	4.3	2.7	-3.4	-1.5	2.4	3.9	-3.0	-0.6	4.3	-1.2	-1.3
<b>Imports</b>											
2007–08	8.8	1.8	29	37.5	0.6	15.0	23.9	73.1	18.9	8.5	191.0
2008–09	9.8	2.0	2.9	35.6	0.7	16.8	27.0	70.1	22.2	10.1	197.4
2009–10	9.4	2.0	22	32.0	0.6	13.9	23.0	69.3	19.0	11.0	182.3
2010–11	9.6	1.9	2.7	37.8	0.6	14.7	23.5	66.3	19.5	4.6	181.3
2011–12	10.1	2.1	2.8	44.0	0.6	15.5	25.6	76.8	19.9	3.4	200.7
2012–13	10.1	2.2	2.5	43.8	0.5	15.5	25.5	76.0	20.0	2.5	198.6
2013–14	11.6	2.7	2.5	45.3	0.6	16.8	26.9	75.2	22.7	3.8	208.1
2014–15	12.6	2.9	3.1	34.9	0.6	17.5	29.0	75.8	24.5	3.2	204.1
2015–16	13.7	3.3	3.0	25.2	0.7	18.4	27.9	79.5	27.6	5.9	205.2
2016–17	13.6	3.1	3.0	26.9	0.7	18.4	25.4	74.9	26.0	1.1	193.1
<b>Average annual per cent change</b>											
1 year	-0.8	-4.8	-0.5	7.1	-4.2	0.2	-9.1	-5.8	-5.9	-81.5	-5.9
5 year trend	7.4	10.0	3.5	-11.8	5.4	4.1	0.9	0.1	7.0	-8.9	-0.3

Note: "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 ship stores and non-merchandise trade.

Source: ABS (2019a), ABS (2019b).

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

Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	9-Commodities and transactions, nes	
									Total	Miscellaneous manufactured articles
<b>Exports</b>										
2007–08	18.1	1.3	381.9	2690	0.5	3.1	6.5	1.0	0.2	25.3
2008–09	25.8	1.3	402.5	278.6	0.5	2.9	6.5	0.7	0.1	34.2
2009–10	25.7	1.3	476.8	310.6	0.5	3.4	6.3	0.7	0.2	36.5
2010–11	31.2	1.1	494.1	304.2	0.5	3.3	6.6	1.0	0.1	39.0
2011–12	39.3	1.1	564.9	319.3	0.5	3.2	6.2	0.8	0.1	37.7
2012–13	366	1.1	627.9	352.4	0.6	3.1	5.6	0.8	0.1	42.1
2013–14	35.0	1.0	759.9	389.7	0.6	3.0	5.6	0.9	0.1	25.9
2014–15	33.0	1.1	867.2	407.3	0.7	2.9	5.7	1.0	0.2	28.0
2015–16	31.5	1.1	909.5	440.2	0.6	3.2	5.5	0.9	0.1	1.8
2016–17	43.0	1.2	950.2	444.8	0.6	2.9	5.6	0.8	0.1	0.9
<b>Average annual per cent change</b>										
1 year	36.4	8.4	4.5	1.0	-5.4	-9.2	1.6	-9.9	-5.3	-51.4
5 year trend	-0.2	2.5	11.6	7.0	4.9	-1.4	-1.6	1.8	-0.2	4.0
<b>Imports</b>										
2007–08	3.5	0.6	8.7	40.1	0.3	11.2	11.3	5.2	2.6	1.1
2008–09	3.3	0.6	7.2	40.4	0.3	11.2	11.4	4.2	2.4	0.6
2009–10	3.5	0.7	8.3	42.8	0.3	10.8	11.3	4.5	2.5	1.0
2010–11	3.6	0.7	9.3	46.1	0.4	11.6	12.4	4.8	2.8	0.4
2011–12	3.8	0.8	8.6	47.2	0.3	12.4	12.6	5.8	2.9	0.5
2012–13	3.8	0.9	9.0	49.5	0.3	13.2	13.1	5.7	3.0	0.4
2013–14	4.0	1.0	8.3	49.0	0.3	13.3	14.2	5.4	3.0	0.5
2014–15	4.3	1.0	8.2	48.0	0.3	13.5	15.1	5.9	3.1	0.5
2015–16	4.3	1.0	7.5	48.9	0.4	13.3	14.6	5.4	3.2	0.3
2016–17	4.5	1.0	5.6	50.0	0.4	14.7	14.4	5.4	3.2	0.1
<b>Average annual per cent change</b>										
1 year	4.3	1.0	-24.9	2.1	0.0	9.9	-0.9	0.4	-0.1	-66.7
5 year trend	3.9	4.4	-7.3	0.7	3.5	2.6	3.1	-1.4	2.1	-23.8

Note: "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 ship stores and non-merchandise trade.

Source: ABS (2019a).

# CHAPTER 2

## Coastal freight

### Overview

This chapter summarises statistics about the coastal freight through Australian ports between 2007–08 and 2016–17. Tables in this chapter include the total freight task, measured in tonne-kilometres, coastal freight loaded and discharged in Australian states/territories and ports, the coastal freight flows between Australian states/territories, the major coastal freight flows between Australian ports, the freight task of coastal freight by different cargo types, and the coastal freight between Tasmania and mainland Australia.

### Data sources

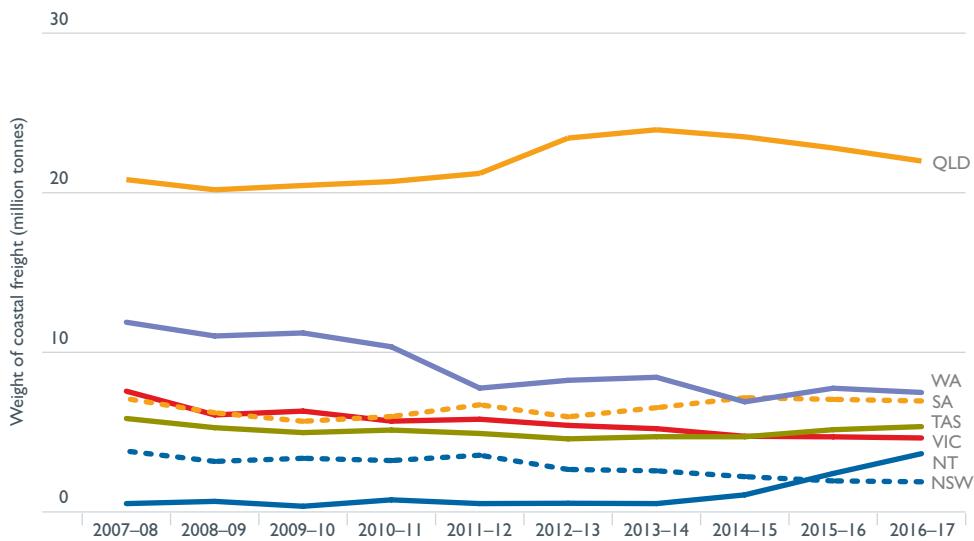
The weight of coastal freight has been derived from data supplied by port authorities in response to BITRE's annual Coastal Freight Survey. The coastal freight task (tonne-kilometre) is calculated by applying port-to-port distances (kilometre) including pilotage (Australian Chamber of Shipping 1993) to total weight (tonne) loaded or discharged for each port pair. Where alternative routes within Australia could reasonably be used, the shorter distance has been applied.

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

- Port authorities record cargo as having been discharged during the month the vessel arrives in port and cargo loaded against the month of the vessel's departure. Consequently, variations in the loaded and discharged cargo totals will occur due to cargo being in transit during the financial year cut off period.
- A port authority's record of cargo loaded and discharged is based on information provided by the ship's agents. This information could be incorrect because the agent may provide only summary statistics for different types of cargo. The agent may also not know the true origin or destination of particular consignments, and may therefore record the last or next port of call respectively. This particularly applies to liquid and dry bulk commodities, where cargo may commonly originate from or be destined for multiple ports.
- The commodity recorded by the agent may not be classified in the same way at the ports of loading and discharging. For example, in some ports, crude and refined petroleum oil are coded separately, while other ports classify both under the 'Petroleum and Petroleum products' category.

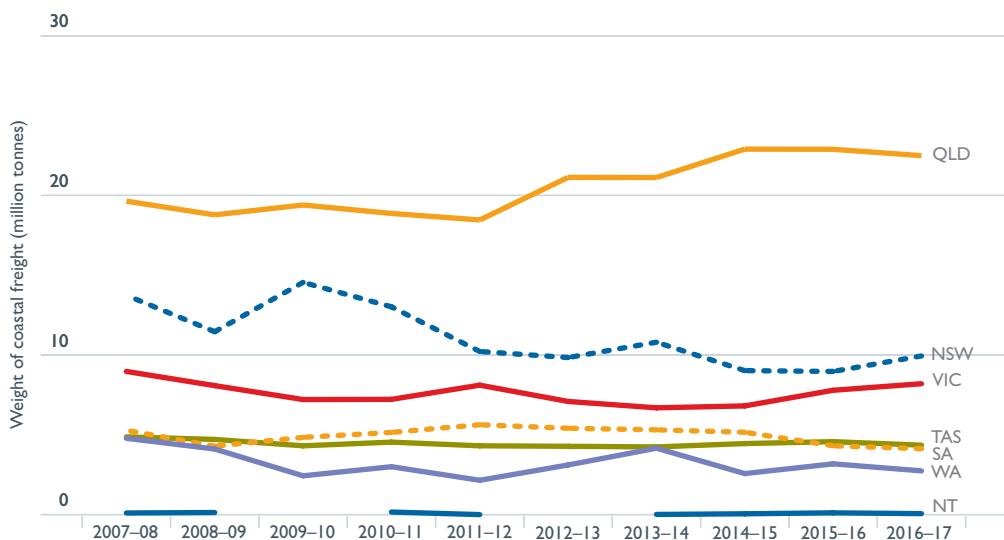
BITRE has endeavoured to reconcile some of the above data problems by matching corresponding loaded and discharged records and, where possible, by comparing to records in the Coastal Trading Licensing System (CTLs, see Chapter 3). Reconciliation was not attempted for many of the smaller shipments. This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

**Figure 2.1** Coastal freight weight loaded by Australian state/territory



Source: BITRE (2019).

**Figure 2.2** Coastal freight weight discharged by Australian state/territory



Source: BITRE (2019).

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

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other <sup>a</sup>	Total
<b>Loaded</b>	( million tonnes )								
2007–08	3.8	7.6	20.8	7.1	11.9	5.9	0.5	0.1	57.6
2008–09	3.2	6.1	20.2	6.2	11.0	5.3	0.7	0.1	52.7
2009–10	3.4	6.3	20.5	5.7	11.2	5.0	0.4	0.0	52.4
2010–11	3.2	5.7	20.7	6.0	10.3	5.1	0.8	0.0	51.9
2011–12	3.6	5.8	21.2	6.7	7.8	4.9	0.5	0.0	50.5
2012–13	2.7	5.4	23.4	6.0	8.2	4.6	0.5	0.1	50.9
2013–14	2.6	5.2	23.9	6.5	8.4	4.7	0.5	0.0	52.0
2014–15	2.2	4.7	23.5	7.2	6.9	4.7	1.1	0.0	50.3
2015–16	1.9	4.7	22.8	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
<b>Average annual per cent change</b>	( % )								
1 year	-2.9	-1.5	-3.6	-1.4	-3.4	3.8	51.5	-97.5	0.2
5 year trend	-11.4	-4.6	0.2	2.2	-1.6	2.2	53.1	-48.7	0.5
<b>Discharged</b>	( million tonnes )								
2007–08	13.7	9.0	19.6	5.3	4.8	4.9	0.1	0.0	57.4
2008–09	11.5	8.1	18.8	4.3	4.1	4.7	0.1	0.0	51.6
2009–10	14.5	7.2	19.4	4.8	2.4	4.3		0.0	52.8
2010–11	13.0	7.2	18.9	5.1	3.0	4.5	0.2	0.0	52.0
2011–12	10.2	8.1	18.5	5.6	2.1	4.3	0.0	0.0	48.9
2012–13	9.8	7.1	21.1	5.4	3.1	4.3		0.0	50.9
2013–14	10.8	6.7	21.1	5.3	4.2	4.2	0.0	0.0	52.4
2014–15	9.0	6.8	22.9	5.2	2.6	4.4	0.1	0.0	51.0
2015–16	9.0	7.8	22.9	4.3	3.2	4.6	0.1	0.0	51.8
2016–17	9.9	8.2	22.5	4.1	2.7	4.3	0.1	0.0	51.9
<b>Average annual per cent change</b>	( % )								
1 year	10.8	5.2	-1.7	-4.2	-13.6	-4.9	-44.3	58.5	0.2
5 year trend	-1.7	1.0	3.8	-6.3	2.3	0.8		4.3	0.9

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

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

Source: BITRE (2019).

**Table 2.2 Coastal freight task by state of loading and discharging**

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other <sup>a</sup>	Total
<b>Loaded</b>	( billion tonne-kilometres )								
2007–08	6.0	8.0	43.8	10.5	46.4	4.5	2.5	0.2	121.9
2008–09	5.0	6.2	42.0	9.3	40.1	3.9	2.8	0.3	109.6
2009–10	5.9	6.1	41.2	8.2	49.7	3.5	1.5	0.1	116.2
2010–11	4.8	5.7	42.1	8.6	45.6	3.5	2.8	0.2	113.4
2011–12	5.3	5.8	43.6	9.1	32.9	3.3	2.3	0.2	102.6
2012–13	4.5	5.4	47.6	8.6	32.8	3.0	2.4	0.2	104.5
2013–14	4.7	5.1	49.0	9.8	30.9	3.3	2.4	0.1	105.4
2014–15	3.8	4.5	48.1	11.5	30.2	3.2	3.9	0.0	105.2
2015–16	3.8	4.6	48.9	11.1	30.8	3.6	7.3	0.1	110.4
2016–17	3.1	4.4	45.9	9.0	31.0	3.7	10.7	0.0	107.8
<b>Average annual per cent change</b>	( % )								
1 year	-17.9	-3.8	-6.2	-19.1	0.6	2.6	45.4	-98.5	-2.3
5 year trend	-8.9	-5.7	0.9	2.5	-1.4	2.9	39.4	-54.2	1.2
<b>Discharged</b>	( billion tonne-kilometres )								
2007–08	40.7	13.1	42.5	7.4	10.5	7.7	0.3	0.0	122.2
2008–09	30.8	10.5	41.8	6.5	8.4	7.6	0.4	0.0	106.2
2009–10	45.8	9.2	41.5	6.7	6.1	6.1		0.1	115.6
2010–11	43.6	9.0	41.2	7.5	7.3	8.5	0.3	0.1	117.6
2011–12	32.6	9.6	38.8	7.7	5.0	7.4	0.0	0.0	101.2
2012–13	29.0	9.2	45.7	7.3	6.6	7.8		0.1	105.7
2013–14	30.4	7.9	44.8	7.5	8.9	7.2	0.0	0.1	106.8
2014–15	29.3	7.8	49.8	6.8	6.3	7.5	0.1	0.0	107.7
2015–16	29.3	8.6	51.4	6.0	7.1	7.6	0.2	0.0	110.3
2016–17	30.8	8.6	50.2	5.2	6.4	6.8	0.2	0.1	108.3
<b>Average annual per cent change</b>	( % )								
1 year	5.2	0.4	-2.3	-13.9	-10.1	-10.4	-24.1	75.5	-1.8
5 year trend	-0.8	-2.2	5.1	-7.3	3.1	-1.2		4.9	1.4

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

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

Source: BITRE (2019).

**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 <sup>a</sup>
NSW	2007–08	122.3	1 273.4	701.0	1 133.3	339.4	234.5	6.7	3 810.7
	2008–09	72.9	906.3	853.8	816.6	328.1	177.9	8.9	3 164.5
	2009–10	97.5	1 008.5	570.5	956.9	562.2	160.9	3.3	3 359.8
	2010–11	119.1	911.3	1 023.9	722.7	295.7	143.1	3.8	3 219.7
	2011–12	115.3	861.0	1 015.2	828.3	275.2	450.8	6.3	3 552.1
	2012–13	50.6 <sup>b</sup>	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 <sup>c</sup>	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
Average annual per cent change									(%)
	5 year trend	25.0	-23.0	-18.9	-5.6	1.8	-42.4	-72.8	-11.4
VIC	2007–08	2 601.0	504.7	1 130.3	315.4	455.2	2 558.1	0.0	7 564.7
	2008–09	1 438.9	543.4	693.9	429.9	479.6	2 492.9	0.7	6 079.3
	2009–10	2 042.6	372.4	365.3	440.1	471.6	2 625.0	0.5	6 317.5
	2010–11	1 242.2	476.9	286.3	1 035.1	620.0	2 028.5		5 689.0
	2011–12	1 271.3	663.5	266.0	849.7	626.1	2 123.1	7.9	5 807.6
	2012–13	1 209.5	368.0	240.5	1 031.7	545.1	2 028.5		5 423.3
	2013–14	974.1	334.6	169.7	1 063.7	561.4	2 108.2	0.3	5 216.0
	2014–15	511.3	498.8	195.5	771.2	559.8	2 197.9	2.8	4 739.9
	2015–16	715.8	430.2	223.6	406.1	614.4	2 313.8	2.7	4 706.5
	2016–17	675.2	453.4	229.9	307.1	595.0	2 374.3		4 634.9
Average annual per cent change									(%)
	5 year trend	-14.3	-2.9	-2.3	-20.9	0.3	2.9		-4.6
QLD	2007–08	2 017.7	964.9	16 265.0	355.1	417.6	756.9	45.0	20 822.3
	2008–09	1 972.4	798.9	16 120.3	381.6	250.1	635.1	25.9	20 184.4
	2009–10	2 275.8	987.6	16 177.3	388.5	241.2	355.9	28.0	20 454.3
	2010–11	2 577.4	860.6	15 890.5	516.2	176.6	662.1	17.1	20 700.6
	2011–12	2 478.7	1 112.8	16 103.4	468.6	282.3	726.4	40.1	21 212.5
	2012–13	2 555.9	864.8	18 956.4	235.7	200.7	581.9	20.1	23 425.1
	2013–14	2 616.3	651.7	19 148.5	369.6	254.3	858.0	46.9	23 945.3
	2014–15	2 606.5	489.9	19 150.7	334.7	218.8	687.7	13.5	23 501.7
	2015–16	2 564.4	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
Average annual per cent change									(%)
	5 year trend	2.1	-9.0	1.0	-6.4	-9.3	-5.3	-40.3	0.2

(continued)

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

State / territory of loading	Financial year	State / territory of discharging						
		NSW	VIC	QLD	SA	WA	TAS	Total <sup>a</sup>
SA	2007–08	2 382.6	1 077.6	881.7	2 111.3	503.5	138.9	7 095.6
	2008–09	2 502.1	1 128.2	527.9	1 606.0	310.0	139.8	6 213.9
	2009–10	1 750.6	1 028.4	692.1	1 689.4	423.2	95.6	5 679.3
	2010–11	1 343.1	1 257.4	610.8	1 695.0	975.7	96.2	5 978.2
	2011–12	971.9	1 463.8	831.8	2 381.6	978.3	86.8	6 714.2
	2012–13	1 321.8	1 229.0	1 032.2	1 912.7	385.3	80.1	5 961.0
	2013–14	2 172.2	1 174.0	705.9	1 688.2	693.6	97.0	6 530.9
	2014–15	1 094.5	1 627.8	1 868.0	1 919.3	566.5	80.7	7 156.8
	2015–16	968.6	2 210.0	1 446.0	1 561.4	693.4	169.9	7 051.7
	2016–17	1 184.7	2 619.4	474.3	1 870.1	602.8	201.1	6 952.4
<b>Average annual per cent change</b>					(%)			
	5 year trend	-1.8	15.3	-2.3	-4.7	-2.4	19.6	2.2
WA	2007–08	5 210.7	2 019.1	369.0	857.7	3 219.1	149.2	60.6
	2008–09	3 843.1	1 688.6	1 259.1	973.5	2 942.3	264.5	52.4
	2009–10	6 580.2	1 615.0	885.8	1 022.1	861.6	149.0	101.0
	2010–11	6 336.1	1 175.6	368.2	983.0	1 031.3	257.4	78.5
	2011–12	4 358.2	999.4	336.2	953.5	795.2	173.2	133.6
	2012–13	4 012.2	1 120.8	360.5	940.1	1 571.5	84.8	35.3
	2013–14	3 784.0	1 038.2	171.4	852.5	2 520.7	33.3	35.8
	2014–15	4 470.3	767.1	155.8	749.3	747.0	0.0	10.3
	2015–16	4 266.8	667.3	145.2	817.5	1 436.0	373.1	33.1
	2016–17	4 285.8	414.7	167.5	689.6	1 312.6	601.7	14.0
<b>Average annual per cent change</b>					(%)			
	5 year trend	0.8	-16.4	-16.5	-6.0	3.0	7.0	-30.5
TAS	2007–08	1 999.3	3 339.6	116.2	78.4	151.5	167.9	5 854.4
	2008–09	1 473.6	3 239.1	78.2	169.3	127.7	182.1	8.0
	2009–10	1 213.6	3 193.6	165.9	138.8	73.2	184.5	4 969.6
	2010–11	1 240.7	3 378.6	174.2	152.9	1.6	182.2	0.2
	2011–12	849.7	3 430.1	173.0	250.5	2.4	210.0	4 915.6
	2012–13	596.2	3 400.9	173.1	248.3		160.7	4 579.1
	2013–14	752.3	3 278.7	262.2	241.6		178.7	4 713.7
	2014–15	467.1	3 468.7	260.0	332.8	0.6	179.4	4 708.6
	2015–16	590.1	3 722.4	231.9	428.9		178.6	5 152.3
	2016–17	805.3	3 759.9	230.9	349.8	0.7	199.3	5 346.0
<b>Average annual per cent change</b>					(%)			
	5 year trend	-2.2	2.3	6.8	10.9		0.2	2.2

(continued)

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

State / territory of loading	Financial year	State / territory of discharging							Total <sup>a</sup>
		NSW	VIC	QLD	SA	WA	TAS	NT	
NT	2007–08			0.6		16.9	504.9		522.4
	2008–09	0.6		1.0		139.4	515.8	5.4	662.3
	2009–10						294.6	60.7	355.3
	2010–11	0.4	0.1	15.1		111.7	556.6	73.6	757.5
	2011–12		25.1				431.4	66.4	522.9
	2012–13					9.7	477.7	27.1	543.4
	2013–14	8.4				14.9	471.9	14.1	522.4
	2014–15	0.2	0.1	523.4		0.0	509.1	36.2	1 069.0
	2015–16	0.1		1 836.2		0.2	521.8	51.1	2 409.4
	2016–17		0.0	3 134.7		0.6	515.9		3 651.2
Average annual per cent change		( % )							
5 year trend							3.6		53.1
Total <sup>a</sup>	2007–08	14 333.6	9 199.4	19 463.8	4 851.3	5 121.9	4 525.0	112.3	57 608.8
	2008–09	11 303.7	8 325.7	19 534.3	4 376.8	4 615.7	4 427.2	101.4	52 684.8
	2009–10	13 960.4	8 205.5	18 856.8	4 635.9	2 652.4	3 865.4	193.5	52 370.0
	2010–11	12 869.1	8 076.5	18 369.0	5 104.9	3 215.6	3 935.0	173.1	51 858.9
	2011–12	10 070.2	8 565.7	18 725.6	5 732.1	2 961.9	4 201.7	254.4	50 519.0
	2012–13	9 746.1	7 378.9	21 743.5	5 232.7	2 995.6	3 526.8	105.5	50 902.4
	2013–14	10 411.1	6 566.6	21 466.0	5 112.8	4 453.2	3 851.8	97.2	51 977.7
	2014–15	9 456.1	6 984.5	22 695.7	4 887.5	2 391.8	3 817.2	62.8	50 298.2
	2015–16	9 173.2	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
Average annual per cent change		( % )							
1 year		11.1	1.8	-2.1	-7.8	-8.4	2.5	-80.3	0.2
5 year trend		-0.6	0.1	3.0	-6.4	-1.0	2.3	-33.2	0.5

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

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

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

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

Source: BITRE (2019).

**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 <sup>a</sup>
NSW	2007–08	22.0	1 243.3	786.8	2 290.7	1 368.1	254.1	30.3	5 995.3
	2008–09	15.1	875.0	913.1	1 647.6	1 308.2	196.1	41.2	4 996.3
	2009–10	18.1	979.9	588.0	1 929.9	2 228.1	166.0	14.6	5 924.5
	2010–11	18.1	877.3	1 067.6	1 451.8	1 180.8	149.1	17.0	4 761.6
	2011–12	21.2	870.0	1 069.8	1 697.6	1 109.1	466.8	28.2	5 262.7
	2012–13	1.8 <sup>b</sup>	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 <sup>c</sup>	163.1	659.2	1 597.6	1 144.6	173.9	0.0	3 795.0
	2015–16	12.2	142.9	550.5	1 830.1	1 226.9	68.6	4.6	3 835.8
	2016–17	73.6	228.8	438.6	1 174.1	1 218.5	13.1	0.0	3 147.7
Average annual per cent change					(%)				
	5 year trend	45.1	-23.4	-17.5	-5.3	1.5	-41.6	-72.4	-8.9
VIC	2007–08	2 648.6	73.9	2 273.9	308.6	1 415.2	1 303.7	0.1	8 024.0
	2008–09	1 516.9	67.3	1 381.8	420.1	1 490.4	1 281.4	3.9	6 161.9
	2009–10	2 128.6	39.2	764.9	427.7	1 466.8	1 308.3	2.6	6 138.0
	2010–11	1 285.7	42.7	595.0	1 004.5	1 917.9	884.2		5 730.0
	2011–12	1 325.1	53.3	552.0	839.0	2 092.2	910.9	44.8	5 817.2
	2012–13	1 276.3	28.3	492.8	987.8	1 719.3	866.3		5 370.8
	2013–14	1 043.9	25.3	347.5	1 026.4	1 736.8	901.0	1.9	5 082.9
	2014–15	568.9	36.4	430.4	748.1	1 716.2	940.7	16.1	4 456.9
	2015–16	796.9	31.2	454.4	396.4	1 855.1	1 009.3	15.4	4 558.7
	2016–17	742.4	35.3	468.9	301.5	1 809.0	1 026.4		4 383.5
Average annual per cent change				(%)					
	5 year trend	-13.1	-3.9	-2.4	-20.8	-1.4	3.2		-5.7
QLD	2007–08	2 635.4	2 419.0	32 140.0	1 508.0	2 164.1	2 791.4	150.1	43 808.0
	2008–09	2 516.7	2 031.1	32 106.5	1 568.5	1 279.8	2 421.7	99.5	42 023.8
	2009–10	2 726.6	2 518.5	32 341.1	1 424.5	1 214.0	825.8	107.6	41 158.2
	2010–11	3 105.1	2 222.6	32 431.5	1 858.6	984.7	1 464.7	65.5	42 132.8
	2011–12	2 979.3	2 712.9	33 001.7	1 683.0	1 502.4	1 579.3	153.3	43 611.9
	2012–13	3 003.4	2 258.8	39 066.2	866.2	1 010.2	1 296.1	73.7	47 574.6
	2013–14	3 059.1	1 714.5	39 597.7	1 365.6	1 281.2	1 848.6	180.0	49 046.8
	2014–15	3 067.1	1 244.1	39 818.3	1 184.7	1 159.4	1 546.8	51.6	48 072.0
	2015–16	3 304.1	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
Average annual per cent change				(%)					
	5 year trend	3.7	-8.6	2.0	-5.5	-9.6	-0.7	-40.0	0.9

(continued)

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

State / territory of loading	Financial year	State / territory of discharging							Total <sup>a</sup>
		NSW	VIC	QLD	SA	WA	TAS	NT	
SA	2007–08	4 832.0	1 294.0	2 679.1	202.4	1 267.0	226.9		10 501.4
	2008–09	5 096.2	1 406.9	1 656.7	141.4	761.9	278.4		9 341.5
	2009–10	3 533.3	1 262.1	2 151.4	149.8	952.8	177.0		8 226.4
	2010–11	2 709.7	1 558.6	1 934.8	152.2	2 075.7	195.1		8 626.0
	2011–12	2 077.5	1 808.4	2 590.2	322.2	2 146.9	168.8		9 114.0
	2012–13	2 704.2	1 493.7	3 189.7	172.3	893.0	167.9		8 620.9
	2013–14	4 347.0	1 368.0	2 250.2	145.5	1 508.6	208.5		9 827.8
	2014–15	2 255.7	1 926.1	5 774.2	165.8	1 233.9	165.8		11 521.5
	2015–16	2 037.2	2 645.8	4 512.9	146.4	1 500.7	292.3		11 135.2
	2016–17	2 474.3	3 154.4	1 566.9	136.2	1 290.9	382.0		9 004.6
Average annual per cent change					( % )				
	5 year trend	-1.8	14.8	-1.5	-12.5	-3.3	17.1		2.5
WA	2007–08	29 310.1	6 549.1	2 118.8	2 152.1	5 554.7	474.0	205.7	46 364.4
	2008–09	20 522.7	5 148.7	6 838.6	2 402.3	4 137.5	862.2	160.2	40 072.2
	2009–10	35 746.0	4 616.9	4 578.1	2 503.3	1 435.0	476.1	354.7	49 710.2
	2010–11	34 694.8	3 440.5	1 947.0	2 462.3	1 578.4	820.4	261.3	45 622.8
	2011–12	23 645.7	2 823.2	1 768.9	2 392.4	1 266.6	552.4	461.8	32 931.8
	2012–13	22 308.0	3 348.4	1 929.1	2 347.9	2 506.1	269.8	98.5	32 808.1
	2013–14	20 628.1	3 027.2	931.1	2 138.8	3 956.2	105.8	93.0	30 880.2
	2014–15	23 957.7	2 495.4	845.9	1 863.5	1 049.9	0.0	35.2	30 247.5
	2015–16	22 685.7	2 002.4	796.8	2 071.4	1 987.6	1 229.7	61.0	30 834.8
	2016–17	23 450.5	1 173.9	879.7	1 730.6	1 735.5	2 002.3	47.8	31 020.2
Average annual per cent change					( % )				
	5 year trend	0.5	-16.1	-16.3	-5.9	-1.3	7.1	-32.5	-1.4
TAS	2007–08	1 918.4	1 570.7	287.4	1 12.4	508.9	89.2		4 486.9
	2008–09	1 430.0	1 519.2	178.2	255.7	417.0	96.6	46.1	3 942.8
	2009–10	1 172.4	1 430.5	365.9	220.5	239.1	98.8		3 527.1
	2010–11	1 216.8	1 521.6	381.4	233.5	5.2	97.6	0.8	3 456.9
	2011–12	862.7	1 607.8	378.8	371.3	7.9	117.8		3 346.3
	2012–13	616.9	1 537.5	401.8	385.4		90.2		3 031.8
	2013–14	758.0	1 482.1	587.0	390.8		100.2		3 318.1
	2014–15	472.5	1 574.5	598.6	498.9	1.5	101.4		3 247.4
	2015–16	599.1	1 699.8	535.9	676.4		96.3		3 607.6
	2016–17	835.1	1 703.5	516.9	540.1	2.4	101.9		3 700.0
Average annual per cent change					( % )				
	5 year trend	-2.0	1.9	7.2	11.5		-1.4		2.9

(continued)

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

State / territory of loading	Financial year	State / territory of discharging						
		NSW	VIC	QLD	SA	WA	TAS	Total <sup>a</sup>
NT	2007–08			1.5		34.8	2 456.0	2 492.3
	2008–09	2.5		3.3		241.2	2 509.0	2 756.2
	2009–10					1 432.7	40.3	1 473.0
	2010–11	2.0	0.5	38.9		9.0	2 707.1	53.9
	2011–12		127.6			2 098.1	39.9	2 265.5
	2012–13					17.6	2 323.4	25.3
	2013–14	33.8				27.0	2 295.1	15.3
	2014–15	0.8	0.3	1 362.5		0.1	2 476.3	31.3
	2015–16	0.3		4 751.3		0.7	2 538.0	49.8
	2016–17		0.0	8 157.8		2.0	2 509.5	10 669.2
Average annual per cent change		( % )						
5 year trend						3.6		39.4
Total <sup>a</sup>	2007–08	41 366.5	13 257.3	40 288.1	6 574.4	12 361.3	7 682.7	386.2
	2008–09	31 100.2	11 161.9	43 078.3	6 435.6	9 736.3	7 758.6	351.0
	2009–10	45 325.0	10 847.1	40 789.4	6 655.6	7 586.1	4 484.8	519.8
	2010–11	43 099.1	9 751.0	38 396.1	7 163.0	7 759.2	6 371.8	398.6
	2011–12	31 078.7	10 056.9	39 361.4	7 305.5	8 131.4	5 894.1	728.0
	2012–13	29 910.6	9 175.3	46 073.9	6 540.2	7 279.5	5 198.9	283.6
	2013–14	29 890.3	7 728.9	44 820.0	6 923.4	10 121.6	5 629.2	290.8
	2014–15	30 379.3	7 440.0	49 489.2	6 058.6	6 337.9	5 404.9	134.2
	2015–16	29 435.6	8 567.7	51 108.4	6 248.3	7 520.0	7 356.1	143.7
	2016–17	31 208.7	7 959.5	49 653.6	4 874.3	6 862.2	7 207.0	63.5
Average annual per cent change		( % )						
1 year		6.0	-7.1	-2.8	-22.0	-8.7	-2.0	-55.8
5 year trend		0.0	-4.0	4.6	-6.3	-3.4	5.9	-34.9
								1.2

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

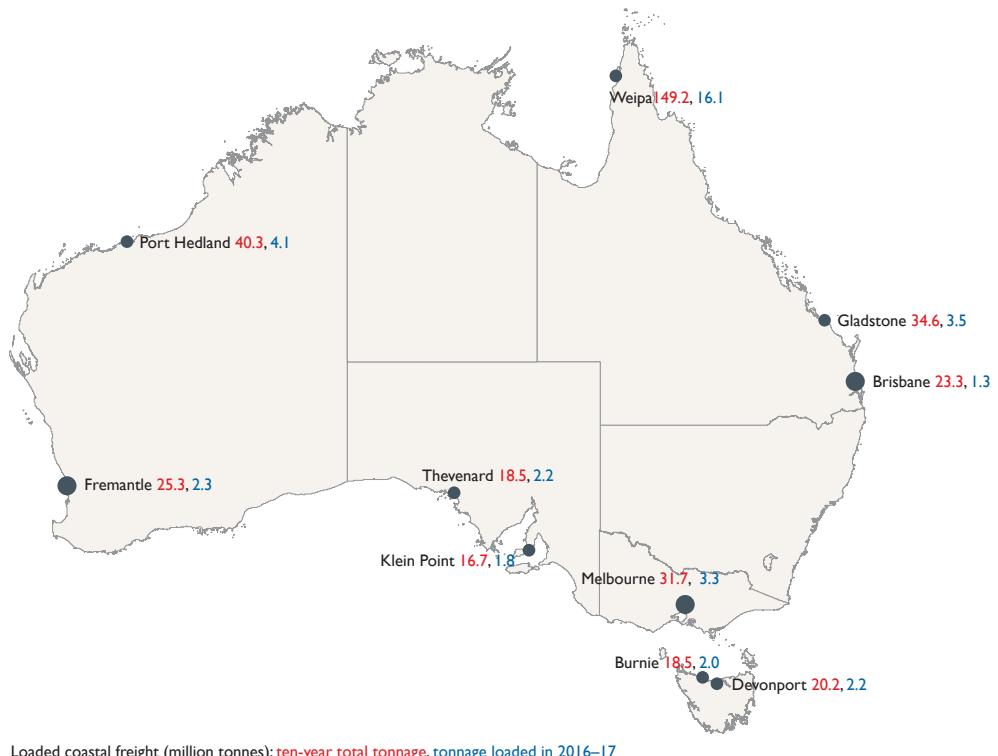
**b** Data for 2012–13 were not provided by Port Kembla and Port of Newcastle, meaning that it was not possible to estimate trade volumes between these two ports.

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

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

Source: BITRE (2019).

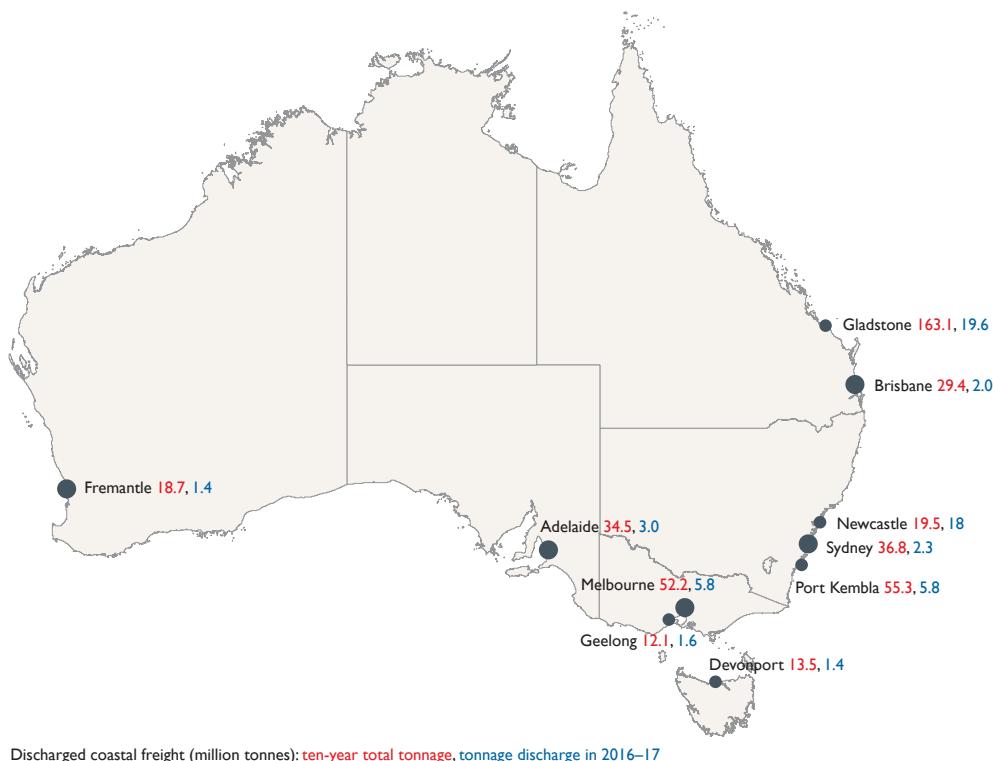
Figure 2.3 Top ten ports by volume of coastal freight loaded, ten years to 2016–17



Note: The top ten ports are selected based on the total volume of coastal freight loaded in the ten years to 2016–17. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: BITRE (2019).

**Figure 2.4** Top ten ports by volume of coastal freight discharged, ten years to 2016–17



Note: The top ten ports are selected based on the total volume of coastal freight discharged in the 10 years to 2016–17. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: BITRE (2019).

**Table 2.5** Top ten ports with largest weight of coastal freight

Financial year	Weipa	Port Hedland	Gladstone	Melbourne	Fremantle	Brisbane	Devonport	Thevenard	Burnie	Klein Point	All ports <sup>a</sup>
<b>Loaded</b>											
2007–08	13.0	4.4	3.6	3.0	2.5	2.3	1.9	1.5	1.6	1.9	57.6
2008–09	13.1	3.2	3.2	3.0	3.7	2.4	1.9	1.6	1.6	1.4	52.7
2009–10	13.2	5.4	3.6	3.1	3.0	2.6	1.9	1.6	1.8	1.6	52.4
2010–11	13.5	5.4	3.6	3.2	2.5	1.8	2.2	1.9	1.6	1.6	51.9
2011–12	13.7	3.6	3.6	3.3	2.0	3.0	2.0	2.1	1.9	1.9	50.5
2012–13	16.3	3.5	3.1	3.1	2.2	2.9	2.1	1.4	1.9	1.8	50.9
2013–14	16.6	3.4	3.3	3.1	2.2	3.0	2.1	1.7	1.9	1.6	52.0
2014–15	16.7	3.8	3.6	3.2	2.2	2.4	2.2	1.9	1.9	1.8	50.3
2015–16	17.0	3.6	3.6	3.4	2.7	0.8	2.1	2.3	2.0	1.4	51.8
2016–17	16.1	4.1	3.5	3.3	2.3	1.3	2.2	2.2	2.0	1.8	51.9
<b>Average annual per cent change</b>					(%)						
5 year trend	2.7	2.0	1.2	0.8	3.8	-20.5	1.9	5.7	0.4	-2.4	0.5
<b>Discharged</b>											
2007–08	13.8	7.4	5.3	4.2	3.6	3.9	2.1	3.7	1.3	1.8	57.4
2008–09	13.9	5.0	5.1	4.4	2.9	3.7	2.0	2.5	1.3	1.3	51.6
2009–10	14.3	7.2	4.8	5.2	3.2	3.3	2.1	1.7	1.3	0.9	52.8
2010–11	14.4	7.1	5.0	3.8	3.7	3.1	2.1	1.5	1.3	0.9	52.0
2011–12	14.6	4.6	5.1	3.5	4.1	2.7	2.2	1.6	1.4	1.7	48.9
2012–13	17.3	4.1	5.0	3.9	3.9	2.6	1.9	1.5	1.3	1.4	50.9
2013–14	17.6	4.1	4.9	4.6	3.8	1.9	2.0	1.6	1.4	1.0	52.4
2014–15	18.2	4.7	5.4	2.6	3.6	3.7	1.7	1.6	1.4	0.6	51.0
2015–16	19.3	5.2	5.8	2.1	2.8	2.7	1.7	1.6	1.3	1.0	51.8
2016–17	19.6	5.8	5.8	2.3	3.0	2.0	1.8	1.4	1.4	1.6	51.9
<b>Average annual per cent change</b>					(%)						
5 year trend	5.3	6.0	3.3	-11.9	-7.2	-1.7	-3.8	-1.7	0.8	-4.7	0.9

<sup>a</sup> “All ports” include the top ten ports and other ports not listed separately.

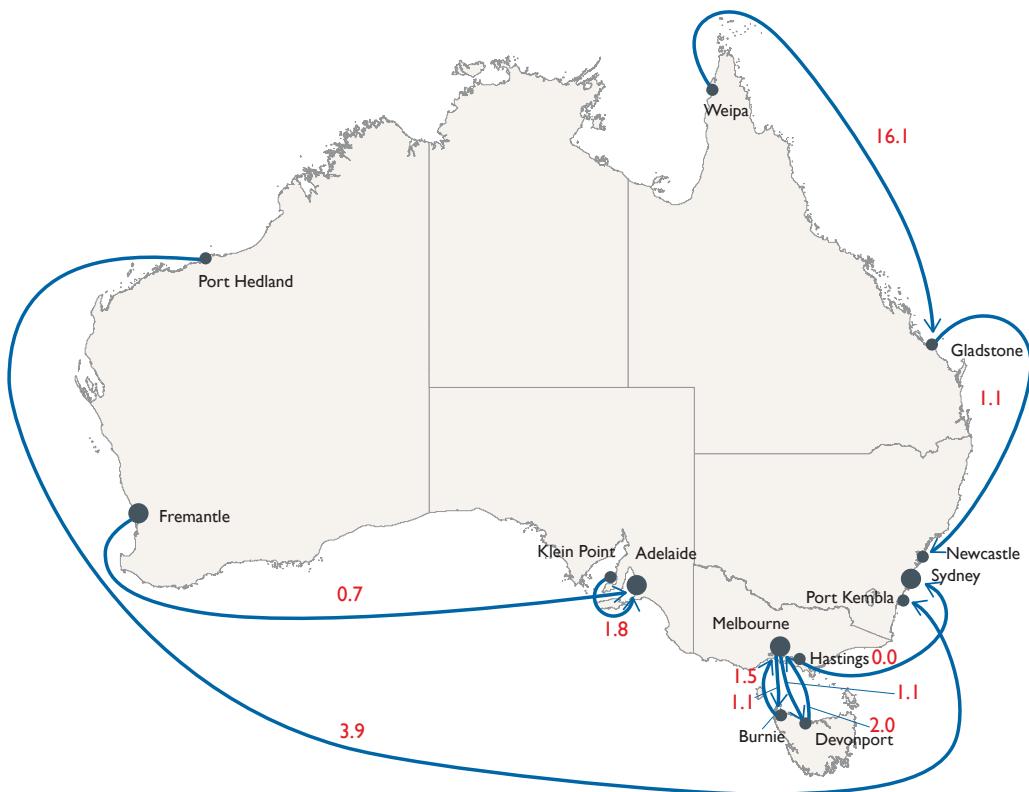
Note: The top ten ports are Australian ports that loaded, or discharged, the largest volume of coastal freight summed over the last ten years. The ports are sorted in descending order by the total volume summed over the ten years, not by the most recent financial year.

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

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

Source: BITRE (2019).

**Figure 2.5 Coastal freight carried on the top ten routes, 2016–17 (million tonnes)**



Note: The top ten routes for coastal freight flow are selected based on the summed coastal freight over the ten years to 2016–17, though the volume illustrated in the chart is for the most recent financial year.

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

Flows from Hastings to Sydney in 2016–17 were recorded as 0.03 million tonnes. The decline in freight on this route from 2014–15 onwards is associated with the closure of the Kurnell refinery.

Source: BITRE (2019).

**Table 2.6** Top ten coastal freight flows between Australian ports

Financial year	Weipa to Gladstone	Port Hedland to Port Kembla	Klein Point to Adelaide	Devonport to Melbourne	Burnie to Melbourne	Gladstone to Newcastle	Melbourne to Burnie	Melbourne to Devonport	Fremantle to Adelaide	Hastings to Sydney <sup>a</sup>	All flows <sup>b</sup>
( million tonnes )											
2007–08	13.0	4.3	1.9	1.4	1.3	1.3	1.0	0.9	0.9	2.3	57.6
2008–09	13.1	3.1	1.4	1.4	1.3	1.4	1.0	0.8	0.9	0.8	52.7
2009–10	13.2	5.4	1.6	1.5	1.5	1.4	1.0	0.9	0.9	1.4	52.4
2010–11	13.5	5.3	1.6	1.5	1.5	1.3	1.0	0.9	1.0	0.8	51.9
2011–12	13.7	3.6	1.9	1.6	1.5	1.4	1.1	1.0	1.0	0.8	50.5
2012–13	16.3	3.5	1.8	1.6	1.6	1.1	1.1	0.9	0.9	0.7	50.9
2013–14	16.6	3.4	1.6	1.6	1.5	1.2	1.1	1.0	0.9	0.5	52.0
2014–15	16.7	3.8	1.8	1.8	1.5	1.2	1.1	1.0	0.7	0.0	50.3
2015–16	17.0	3.5	1.4	1.9	1.6	1.3	1.2	1.0	0.8	0.0	51.8
2016–17	16.1	3.9	1.8	2.0	1.5	1.1	1.1	0.7	0.7	0.0	51.9
Average annual per cent change ( % )											
5 year trend	2.7	1.2	-2.4	5.0	0.0	-1.5	2.1	3.2	-6.3	-56.5	0.5

**a** Coastal flows from Hastings to Sydney were 0.0 million tonnes (rounded down) from 2014–15 onwards due to the closure of the Kurnell refinery

**b** "All flows" include the top ten coastal freight flows and other flows not listed separately.

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

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

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

Source: BITRE (2019).

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

Financial year	Dry bulk	Liquid bulk	Container	Other cargo	Total
<b>Weight</b>	( million tonnes )				
2007–08	36.1	13.1	5.3	3.0	57.6
2008–09	32.9	12.0	5.2	2.6	52.7
2009–10	34.1	10.6	5.1	2.6	52.4
2010–11	34.0	9.3	4.0	4.6	51.9
2011–12	33.5	9.5	5.2	2.3	50.5
2012–13	33.8	9.7	5.2	2.2	50.9
2013–14	35.3	10.0	4.8	1.9	52.0
2014–15	35.6	8.2	5.5	1.0	50.3
2015–16	37.8	6.9	5.7	1.4	51.8
2016–17	38.1	6.6	5.1	2.3	51.9
<b>Average annual per cent change</b>	( % )				
1 year	0.7	-5.0	-11.8	61.8	0.2
5 year trend	2.9	-8.4	0.9	-5.8	0.5
<b>Freight task</b>	( billion tonne-kilometres )				
2007–08	86.7	25.6	6.6	3.0	121.9
2008–09	77.4	23.0	6.6	2.7	109.6
2009–10	85.8	20.6	6.9	2.8	116.2
2010–11	87.3	15.6	5.2	5.3	113.4
2011–12	78.8	16.0	6.0	1.8	102.6
2012–13	79.3	17.3	5.4	2.4	104.5
2013–14	81.5	16.3	5.8	1.8	105.4
2014–15	82.9	15.5	5.9	0.9	105.2
2015–16	89.3	13.5	6.2	1.3	110.4
2016–17	89.0	11.0	5.8	2.1	107.8
<b>Average annual per cent change</b>	( % )				
1 year	-0.3	-18.4	-7.6	53.5	-2.3
5 year trend	2.8	-7.3	0.7	-5.4	1.2

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

Source: BITRE (2019).

**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 )					
2007–08	2.5	0.2	29.8	14.3	0.0	1.8	5.9	0.5	0.8	1.8	57.6
2008–09	2.5	0.3	27.8	12.7	0.0	1.6	5.3	0.5	0.8	1.2	52.7
2009–10	2.2	0.3	28.4	11.7	0.0	1.5	5.6	0.4	0.9	1.3	52.4
2010–11	2.1	0.3	28.5	10.1	0.0	2.1	5.3	0.5	1.0	2.0	51.9
2011–12	2.1	0.4	27.4	10.5	0.1	2.2	5.1	0.6	0.9	1.3	50.5
2012–13	2.0	0.5	28.9	10.4	0.0	1.8	4.6	0.5	0.9	1.3	50.9
2013–14	2.0	0.5	29.9	10.8	0.0	1.6	4.8	0.4	0.9	1.1	52.0
2014–15	2.2	0.4	30.2	8.3	0.1	1.5	5.2	0.4	0.9	1.1	50.3
2015–16	2.1	0.5	32.0	7.1	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
Average annual per cent change	-2.0	4.5	3.5	9.6	8.7	-3.9	2.7	-3.8	-5.1	6.1	0.5
Freight task						( billion tonne-kilometres )					
2007–08	3.6	0.3	76.0	28.4	0.0	3.8	6.4	0.6	0.6	2.2	121.9
2008–09	3.2	0.5	69.7	25.0	0.0	2.9	5.6	0.6	0.7	1.4	109.6
2009–10	2.7	0.6	77.7	23.0	0.0	2.9	6.2	0.6	1.0	1.6	116.2
2010–11	2.3	0.5	78.2	17.4	0.0	5.3	5.4	0.5	0.9	2.8	113.4
2011–12	2.6	0.6	68.0	18.1	0.1	4.6	5.6	0.8	0.9	1.4	102.6
2012–13	2.2	0.6	72.0	18.9	0.0	3.3	4.7	0.7	0.7	1.4	104.5
2013–14	2.0	0.6	73.9	18.2	0.0	3.1	5.0	0.7	0.8	1.0	105.4
2014–15	2.4	0.5	75.7	16.3	0.1	2.8	4.9	0.6	0.9	0.9	105.2
2015–16	2.4	0.7	81.6	14.2	0.1	3.3	5.3	0.5	0.8	1.4	110.4
2016–17	1.8	0.7	82.3	11.3	0.1	3.4	5.4	0.6	0.7	1.5	107.8
Average annual per cent change	-3.3	2.3	3.9	-9.1	11.0	-4.1	0.6	-6.7	-1.2	1.1	1.2

Note: "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) ATFC (Australian Transport Freight Commodity Classification).

Source: BITRE (2019).

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

Financial year	Weight of coastal freight loaded in Tasmania	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
		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																					
2007–08	699.7	79.9	1 808.1	188	3.2	396.6	1 696.7	146.4	0.6	836.6	5 686.6																					
2008–09	700.0	106.3	1 522.6	5.3	1.6	375.7	1 769.7	153.1	461.7	5 096.1																						
2009–10	642.7	122.8	1 256.0	3.0	0.4	272.3	1 879.3	144.1	464.5	4 785.1																						
2010–11	683.2	114.9	1 288.2	16.9	0.7	415.2	1 715.7	156.6	556.9	4 948.2																						
2011–12	615.8	187.1	848.8	7.7	1.3	500.5	1 745.2	158.3	641.0	4 705.6																						
2012–13	630.7	210.4	522.9	4.6	0.8	419.9	1 911.2	141.4	576.5	4 418.4																						
2013–14	647.2	176.6	644.4	3.3	0.4	408.5	1 904.4	133.7	61.6	4 534.9																						
2014–15	676.6	207.3	469.5	3.5	1.1	394.1	2 025.7	140.9	60.5	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																						
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																					
Average annual per cent change		5 year trend	1.5	6.1	4.5	-26.9	-8.3	-4.3	4.5	-0.6	-2.1	2.3																				
Weight of coastal freight discharged in Tasmania																																
2007–08	3630	64.0	1 510.5	953.6	4.8	224.3	93.6	186.9	5.2	1 247.6	4 653.4																					
2008–09	361.2	65.4	1 476.8	929.8	3.1	225.0	151.7	185.0		135.5	4 533.5																					
2009–10	349.5	66.8	1 200.8	843.3	1.9	227.3	148.4	189.3		1084.8	4 112.0																					
2010–11	433.4	66.0	398.9	828.3	1.5	198.4	140.1	188.6		109.3	4 354.5																					
2011–12	459.9	78.5	204.0	708.7	0.8	211.1	134.8	172.8		120.7	4 091.2																					
2012–13	434.7	71.2	1 343.9	679.1	1.2	178.1	112.8	167.9		140.9	4 129.6																					
2013–14	460.5	73.7	1 215.7	674.8	0.6	172.8	135.3	178.7		158.7	4 070.8																					
2014–15	460.2	96.8	1 301.3	648.7		190.8	127.8	192.4		210.6	4 228.7																					
2015–16	436.7	115.6	1 378.4	607.7		215.8	143.5	207.3	4.7	280.2	4 390.0																					
2016–17	350.9	137.0	1 183.9	549.4		208.9	131.6	213.4	2.2	362.7	4 140.2																					
Average annual per cent change		5 year trend	-3.8	13.8	0.2	-4.6		1.8	1.6	5.2	4.0	0.8																				

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

Source: BITRE (2019).

## CHAPTER 3

# Coastal trading under permit and licence

## Overview

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

As part of the Act, all domestic maritime movements of cargo or passengers on interstate voyages<sup>2</sup> must be authorised by one of the below licence types:

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

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<sup>2</sup> Vessels engaged in intrastate trade are also able to opt-in to the current licensing system, meaning that some intrastate trade also occurs under the national licensing system.

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

This chapter summarises coastal shipping activity under the current licensing system used to regulate access to interstate coastal trade. Information is presented that shows the share of coastal shipping activity in 2016–17 undertaken under each licence type.

Data from the existing permits system are also compared to activity under temporary licence<sup>3</sup>. While data from the existing permits system are reported for the period 2002–03 to 2011–12, there is a break in the series at the end of 2011–12 as discussed below.

## **Data sources**

Licence data for 2012–13 to 2016–17 was extracted from the Coastal Trading Licensing System (CTLS) in 2018 by the then Department of Infrastructure, Regional Development and Cities (DIRDC). Data for 2002–03 to 2011–12 was based on extracts from the Coastal Trade Licences and Permits (COTLAP) system, which was maintained by the (former) Department of Infrastructure and Transport (DIT).

## ***Comparability between 2002–03 to 2011–12 and 2012–13 to 2016–17***

Caution should be taken when comparing shipping activity recorded under the previous (2002–03 to 2011–12) permits system and voyages under temporary licence (2012–13 to 2016–17), due to differences between the two systems.

Up to 2011–12, permit holders who carried out container shipments reported both the number of TEUs shipped and the weight of the TEUs. However, under the new system temporary licence holders record in CTLS either the number of TEUs or the weight of cargo shipped (not both). For containerised freight, data are required on both the number of TEUs and the weight of freight. If the number of TEUs (or tonnes) are known it is possible to estimate the weight (or TEUs) of shipments in question.

During the first 4 months of 2012–13, there were also ‘carry over’ voyages from the previous permits system. Data presented for 2012–13 in Chapter 3 does not include transitional voyages under the old permits system as it is not valid to ascribe them to either regime. This may lead to an underestimation of 2012–13 trade (Tables 3.2–3.4). 2013–14 was the first reporting period where the new licensing system existed in isolation.

<sup>3</sup> General licence and transitional general licence cargo statistics are not able to be compared with activity under the previous system, as no equivalent cargo statistics were recorded under the old system.

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

		Freight transported under licence <sup>a</sup>				Proportion of freight under licence to total coastal freight <sup>a</sup>			
		Dry bulk cargo	Liquid bulk	General cargo <sup>b</sup>	Total	Dry bulk cargo	Liquid bulk	General cargo <sup>b</sup>	Total
		Weight							
		( million tonnes )						( % )	
General licence	2013–14	4.9	0.0	5.2	10.1	13.9	0.0	77.5	19.4
	2014–15	4.9	0.0	5.4	10.3	13.9	0.1	82.4	20.5
	2015–16	4.6	0.0	5.8	10.4	12.2	0.4	81.1	20.1
	2016–17	4.6		5.2	9.9	12.2		71.1	19.0
Transitional general licence	2013–14	4.6	4.3	0.0	8.9	13.1	43.0	0.0	17.1
	2014–15	4.0	3.0		7.1	11.4	36.8		14.0
	2015–16	3.3	0.6		3.9	8.7	8.4		7.5
	2016–17	1.5			1.5	4.0			2.9
Temporary licence	2013–14	7.8	4.7	1.0	13.5	22.0	47.5	15.1	26.0
	2014–15	9.1	5.1	1.1	15.3	25.7	62.0	16.7	30.4
	2015–16	13.1	5.4	1.5	20.0	34.6	78.4	21.6	38.6
	2016–17	16.4	5.8	1.6	23.8	43.1	88.7	21.4	45.8
Total under licence	2013–14	17.3	9.0	6.2	32.5	48.9	90.5	92.6	62.5
	2014–15	18.1	8.1	6.5	32.7	50.9	98.9	99.1	65.0
	2015–16	20.9	6.0	7.3	34.3	55.4	87.2	102.7	66.1
	2016–17	22.6	5.8	6.8	35.2	59.3	88.7	92.5	67.7
Total coastal freight <sup>c</sup>	2013–14	35.3	10.0	6.7	52.0	100.0	100.0	100.0	100.0
	2014–15	35.6	8.2	6.5	50.3	100.0	100.0	100.0	100.0
	2015–16	37.8	6.9	7.1	51.8	100.0	100.0	100.0	100.0
	2016–17	38.1	6.6	7.3	51.9	100.0	100.0	100.0	100.0

(continued)

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

		Freight transported under licence <sup>a</sup>				Proportion of freight under licence to total coastal freight <sup>a</sup>				
		Dry bulk cargo	Liquid bulk	General cargo <sup>b</sup>	Total	Dry bulk cargo	Liquid bulk	General cargo <sup>b</sup>	Total	
<b>Freight task</b>										
( billion tonne-kilometres )										
General licence	2013–14	5.2	0.0	2.3	7.5	6.4	0.0	30.4	7.1	
	2014–15	3.9	0.0	2.4	6.4	4.7	0.0	35.9	6.0	
	2015–16	4.5	0.0	2.6	7.1	5.0	0.0	34.8	6.5	
	2016–17	3.5		2.2	5.8	4.0		28.6	5.3	
Transitional general licence	2013–14	15.3	5.8	0.0	21.1	18.8	35.6	0.0	20.0	
	2014–15	13.6	5.0		18.7	16.5	32.4		17.7	
	2015–16	10.9	1.4		12.3	12.2	10.6		11.2	
	2016–17	7.6			7.6	8.6			7.1	
Temporary licence	2013–14	21.9	9.7	3.0	34.5	26.8	59.3	39.4	32.8	
	2014–15	26.7	11.0	3.1	40.8	32.2	70.9	46.0	38.8	
	2015–16	35.8	11.1	3.9	50.8	40.1	82.0	51.6	46.0	
	2016–17	43.8	10.1	4.1	58.0	49.2	91.8	52.1	53.7	
Total under licence	2013–14	42.4	15.5	5.3	63.2	52.0	95.0	69.8	59.9	
	2014–15	44.2	16.0	5.6	65.8	53.3	103.3	81.8	62.6	
	2015–16	51.1	12.5	6.5	70.2	57.3	92.6	86.4	63.6	
	2016–17	54.9	10.1	6.3	71.4	61.7	91.8	80.7	66.2	
Total coastal freight <sup>c</sup>	2013–14	81.5	16.3	7.6	105.4	100.0	100.0	100.0	100.0	
	2014–15	82.9	15.5	6.8	105.2	100.0	100.0	100.0	100.0	
	2015–16	89.3	13.5	7.6	110.4	100.0	100.0	100.0	100.0	
	2016–17	89.0	11.0	7.8	107.8	100.0	100.0	100.0	100.0	

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

**b** Includes containerised and break bulk cargo.

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

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

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

Source: BITRE (2019), DIRDC (2018).

**Table 3.2** Usage of coastal trade permits and temporary licences

Coastal Trade Permits (2002–03 to 2011–12)									
Financial year	Number of voyages on permits			Freight transported on permits					
	Voyages with no cargo carried <sup>a</sup>			Tonnage			Containerised		
	CVP	SVP	Total	CVP	SVP	Total	CVP	SVP	Total
	( number )			( million tonnes )			( TEUs )		
2002–03	454	798	1 252	1.7	10.6	12.3	37 619	12 161	49 780
2003–04	350	681	1 031	1.8	10.4	12.2	38 810	7 908	46 718
2004–05	977	892	1 869	2.0	11.0	13.0	56 938	5 855	62 793
2005–06	1 291	1 133	2 424	2.2	11.5	13.7	32 758	16 501	49 259
2006–07	1 915	1 876	3 791	1.8	14.8	16.7	53 474	20 455	73 929
2007–08	1 241	1 744	2 985	1.2	14.2	15.4	37 718	6 694	44 412
2008–09	697	1 444	2 141	0.9	12.7	13.7	38 559	5 761	44 320
2009–10	735	1 637	2 372	0.9	13.9	14.8	55 131	13 789	68 920
2010–11	472	1 578	2 050	0.9	13.2	14.0	57 865	21 445	79 310
2011–12	427	1 318	1 745	0.8	10.9	11.8	59 130	20 611	79 741
Coastal Trading Licensing System (2012–13 to 2016–17)									
	Number of voyages under temporary licence <sup>b</sup>			Tonnage (million tonnes) <sup>c</sup>			Containerised (TEUs) <sup>d</sup>		
	Temporary licence			Temporary licence			Temporary licence		
2012–13 <sup>e</sup>	1 625			9.8			48 270		
2013–14	1 876			13.5			64 954		
2014–15	1 963			15.3			67 929		
2015–16	2 327			20.0			75 625		
2016–17	2 349			23.8			76 168		

**a** The “Voyages with no cargo carried” refer to the voyages which were planned to carry coastal freight in the permit application, but where no cargo was carried. These planned voyages are not included in ‘Total’ counts for 2002–03 to 2011–12.

**b** Includes voyages shipping general cargo where volume (in tonnes and TEU) could not be calculated. This equates to 72 voyages in 2012–13, 60 voyages in 2013–14, 42 voyages in 2014–15, 51 voyages in 2015–16 and 78 voyages in 2016–17.

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

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

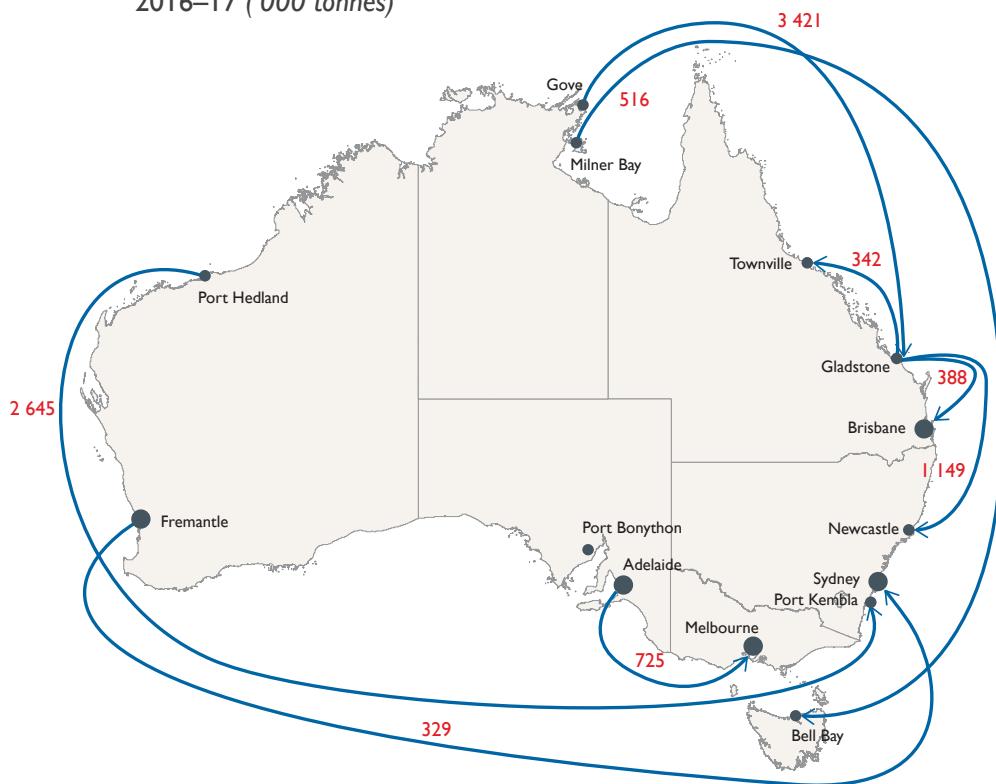
**e** The CLTS and permits system both operated in 2012–13, meaning the 2012–13 CLTS figures may underestimate 2012–13 trade.

Up to 30 June 2012, two kinds of permits were issued:

- a continuing voyage permit (CVP) is issued for a period of up to three months (up to December 2002 a CVP could be issued up to six months) and enables a vessel to carry specified cargo between nominated ports for that period; and
- a single voyage permit (SVP) is issued for a single voyage between designated ports for the carriage of a specified cargo or passengers.

Sources: DIT (2013), DIRDC (2018).

**Figure 3.1** Top routes for tonnage of freight carried under temporary licences, 2016–17 ('000 tonnes)



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

The top ten routes for tonnage are the routes that carried the largest weight of coastal freight under temporary licence summed over five years (2012–13 to 2016–17). 2016–17 freight volumes are displayed in the figure. Though Port Bonython to Sydney and Port Bonython to Brisbane are in the top ten routes for 2012–13 to 2016–17, there was no recorded coastal freight carried under temporary licence on these routes in 2016–17.

Source: DIRDC (2018).

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

Coastal Trade Permits (2002–03 to 2011–12)		Port Hedland to Gladstone to Newcastle		Hastings to Sydney		Port Latta to Port Kembla		Port Botanyton to Sydney		Milner Bay to Bell Bay		Gladstone to Brisbane		Melbourne to Fremantle		Gladstone to Townsville		Fremantle to Adelaide	
Financial year	Weight	Port Kembla	Newcastle																
2007–08	2 611.2	1 399.4	635.9	1 554.2		400.9		543.1		57.0		236.4		154.3		605.9		15 354.3	
2008–09	1 362.5	1 296.6	991.8	1 007.6		795.9		475.8		493.3		259.4		199.7		48.3		13 673.9	
2009–10	2 968.8	1 348.1	921.5	175.4		801.4		372.9		641.0		352.5		386.7		257.8		14 757.3	
2010–11	3 606.4	341.3	711.0	45.3		281.5		563.9		491.6		504.5		428.8		210.9		14 045.8	
2011–12	2 317.5	153.7	734.5	124.1		382.2		207.9		474.8		488.3		229.8		11 790.8			
Voyages on permits																			
2007–08	19	33	33	35		9		14		16		194		23		169		2 985	
2008–09	10	31	36	23		21		13		32		209		17		41		2 141	
2009–10	23	27	32	4		17		9		52		254		22		72		2 372	
2010–11	26	8	25	1		8		14		44		280		25		39		2 050	
2011–12	17	4	21	3		8		11		271		32		19		1745			

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

Coastal Trading Licensing System (2012–13 to 2016–17)									
	Port Hedland	Gove	Gladstone	Adelaide	Port Bonython	Miner Bay	Gladstone	Port Bonython	Fremantle
Weight	Port Kembla	Gladstone	Newcastle	Melbourne	Brisbane	Bell Bay	Brisbane	Townsville	Sydney
2012–13 <b>d</b>	1 506.3	60.5	112.9	112.4	42.1	390.4	315.4	388.0	467.1
2013–14	1 509.0	432.8	523.2	226.3	291.3	518.8	421.8	683.9	1 407.0
2014–15	2 071.4	744.9	328.4	57.4	1 327.8	462.0	732.3	395.7	284.6
2015–16	2 098.5	2 747.8	587.0	803.3	763.0	521.8	422.2	365.5	508.2
2016–17	2 644.8	3 421.3	1 148.9	725.3		515.9	388.3	341.5	328.9
<i>Licensed voyages</i>									
2012–13 <b>d</b>	11	1	9	5	1	8	18	20	8
2013–14	11	7	24	9	6	11	36	24	23
2014–15	15	12	15	30	19	10	53	20	4
2015–16	16	44	24	38	11	11	32	22	25
2016–17	19	46	38	41	11	11	27	19	21
					(number)				

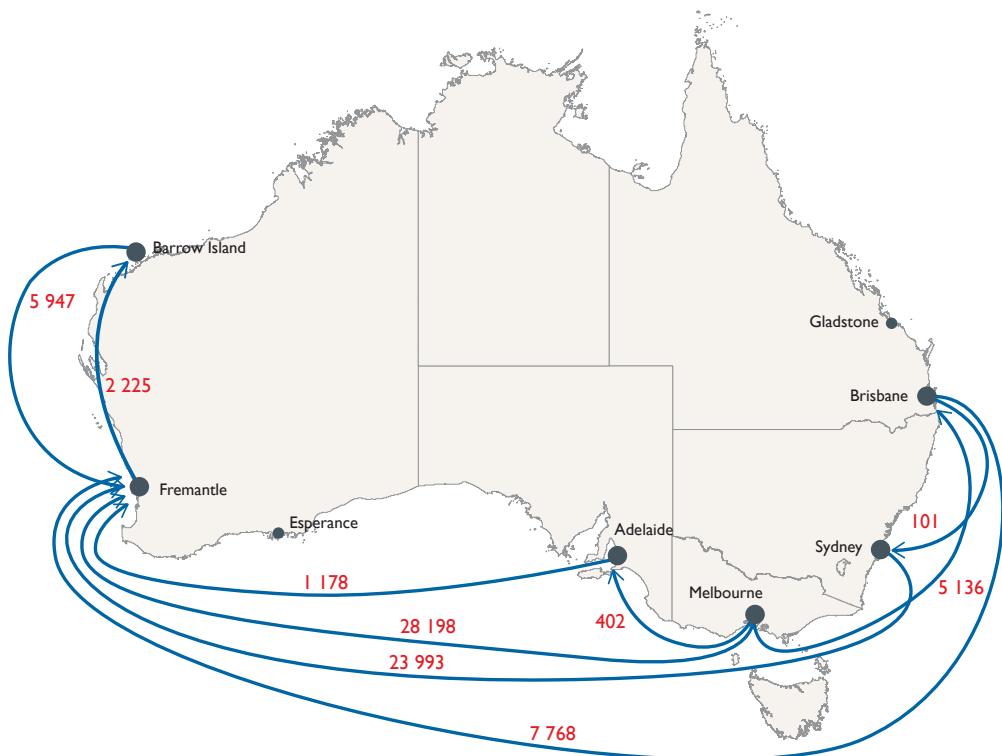
**a** "All routes under permit" include the top ten routes under permit and other routes under permit not listed separately.**b** "All routes under temporary licence" include the top ten routes under temporary licence and other routes under temporary licence not listed separately.**c** Tonnage was estimated for container shipments under temporary licence when volume was recorded in TEUs, not tonnes, by applying the average weight (in tonnes) per TEU recorded in 2011–12, under the COTLAP system.**d** The CLTS and permits system both operated in 2012–13, meaning the 2012–13 CLTS figures may underestimate 2012–13 trade.

**Note:** Note: The top ten routes for tonnage are the routes that carried the largest weight of coastal freight summed over five years for permits (2007–08 to 2011–12) and five years for temporary licences (2012–13 to 2016–17). The routes for 2007–08 to 2011–12 are sorted in descending order by the total tonnage over the five years and the routes from 2012–13 to 2015–16 are sorted in descending order by the total tonnage over the five years, not by the most recent financial year.

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

Source: DIT (2013) and DIRDC (2018).

**Figure 3.2** Top routes for containerised freight under temporary licences, 2016–17 (TEUs)



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

The top ten routes for containerised freight are the routes that carried the largest number of TEUs under temporary licence summed over five years (2012–13 to 2016–17). 2016–17 freight volumes are displayed in the figure.

During 2016–17, no containerised freight was carried under temporary licence from Gladstone to Esperance. However, these routes were still part of the top ten routes during 2012–13 to 2016–17.

Source: DIRDC (2018).

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

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

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

		Coastal Trading Licensing System (2012–13 to 2016–17)						All routes under temporary licence <sup>a</sup>					
Financial year		Melbourne to Fremantle	Sydney to Fremantle	Melbourne to Brisbane	Brisbane to Fremantle	Brisbane to Sydney	Barrow Island to Fremantle	Adelaide to Fremantle	Melbourne to Adelaide	Fremantle to Barrow Island	Gladstone to Esperance		
Containerised freight <sup>b</sup>	2012–13 <sup>c</sup>	21 187	11 791	2 926	3 450			1 386	1 016		194	48 270	
	2013–14	30 117	19 987	3 423	3 447	3 038		1 452	1 402		1 087	64 954	
	2015–16	27 523	23 814	5 569	1 864	3 692		1 378	1 598		773	67 929	
	2014–15	27 845	26 051	5 516	5 569	2 463	1 538	1 44	614	601	719	75 625	
	2016–17	28 198	23 993	5 136	7 768	101	5 947	1 78	402	2 225		76 168	
Voyages under temporary licence where containers were carried													
	2012–13 <sup>c</sup>	139	120	17	78			43	34		2	534	
	2013–14	189	147	28	60	42		51	49		10	630	
	2014–15	186	135	28	51	49		53	45		8	630	
	2015–16	196	149	26	51	22	9	52	37	9	7	716	
	2016–17	196	145	41	50	3	24	51	33	24		642	

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

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

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

Note: The top ten routes for TEUs are the routes that carried the largest number of TEUs summed over five years for permits (2007–08 to 2011–12) and five years for temporary licences (2012–13 to 2016–17). The routes for 2007–08 to 2011–12 and from 2012–13 to 2016–17 are sorted in descending order by the total TEU count over the relevant time period, not by the last financial year.

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

Blank cells mean no data was recorded for the categories, or per cent changes are not calculated.  
Source: DIT (2013) and DIRDC (2018).



# CHAPTER 4

## Australian port activity

### Overview

This chapter shows Australian port activities from 2006–07 to 2016–17. It covers total throughput and ship activities in each state/territory and ship activities at major Australian ports. It also shows ship activities by other characteristics such as ship type and ship size.

### Data sources

The total throughput figures include the tonnage of international sea freight derived from international cargo statistics data (ABS 2019a), and the tonnage of domestic (coastal) from BITRE's Coastal Freight Survey (BITRE 2019). The vessel movement information used to report ship activity is based on data obtained from Lloyd's List Intelligence. Historic vessel movement numbers can vary slightly from previously published figures due to revisions to Lloyd's data.

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

Lloyd's List Intelligence does not appear to 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.

Landing craft are smaller general cargo vessels with a flat bottom that can be landed on a shore. In the 2016–17 edition of *Australian Sea Freight*, all landing craft in the Lloyd's ship movement data are included. This change is backdated to previous years in the time series. Including all landing craft better captures coastal activity and vessels that operate in regional areas, especially northern Australia. Due to their domestic focus this change has less of an effect on port calls from overseas.

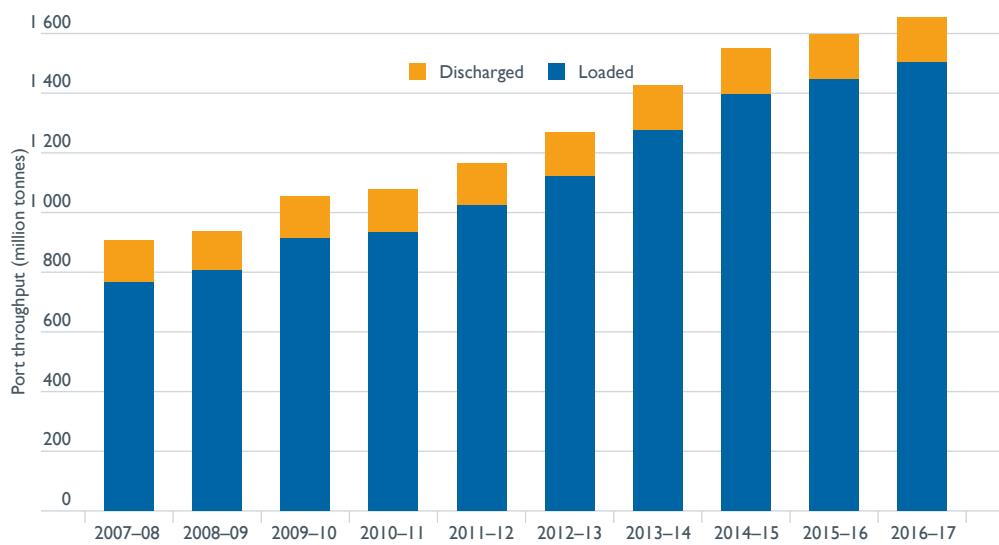
From 2010–11 the Lloyd's ship movement data set has increasingly captured ship movements where the target port equals the previous port. These ‘within port calls’ often occur when a ship moves from anchorage to a port. These ‘within port calls’ have been excluded from all ship movement figures to ensure consistency across the time series and to capture only port calls, not all vessel movements. Vessels which made only within port calls in Australia during a

<sup>4</sup> The ‘coastal trading fleet’ (Chapter 4) is made up of ships in the Australian trading fleet for which 80 per cent or more of their voyages called at an Australian port.

financial year are excluded from the number of cargo ships that called at Australian ports for that year.

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**Figure 4.1 Total throughput at Australian ports**



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

Sources: ABS (2017a), BITRE (2019).

**Table 4.1** Total throughput, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other <sup>a</sup>	Total
<b>Loaded</b>	( million tonnes )								
2007–08	114.7	20.6	199.5	16.8	386.2	13.1	11.2	2.3	764.5
2008–09	117.1	19.1	205.3	18.3	419.4	11.7	12.7	2.2	805.9
2009–10	125.4	19.2	228.8	19.2	493.9	10.9	15.0	1.9	914.3
2010–11	139.3	21.8	210.0	23.8	511.8	10.5	14.5	1.4	933.2
2011–12	155.8	26.1	218.1	27.6	571.8	8.9	13.8	1.6	1 023.7
2012–13	172.6	25.5	237.5	25.9	634.7	8.2	15.9	0.7	1 121.1
2013–14	180.0	26.3	261.6	32.2	745.6	9.4	18.6	0.0	1 273.8
2014–15	185.7	24.2	276.7	30.6	849.9	9.9	20.3	0.0	1 397.3
2015–16	179.8	23.0	289.6	25.6	897.5	10.9	20.0	0.0	1 446.3
2016–17	185.9	27.0	288.3	27.7	941.0	11.0	21.1	0.0	1 502.0
<b>Average annual per cent change</b>	( % )								
1 year	3.4	17.3	-0.4	8.1	4.9	1.5	5.5	-97.5	3.8
5 year trend	3.0	-0.6	6.0	-0.2	11.0	5.8	8.6	-75.6	8.2
<b>Discharged</b>	( million tonnes )								
2007–08	34.4	28.4	39.8	8.2	19.0	5.6	6.6	0.0	142.0
2008–09	30.1	26.2	38.5	6.9	18.5	5.4	7.7	0.0	133.2
2009–10	34.5	25.7	40.9	7.6	17.9	4.9	6.8	0.0	138.4
2010–11	35.1	28.0	41.8	7.6	19.1	5.1	7.4	0.0	144.1
2011–12	31.3	28.7	43.3	8.4	20.4	4.8	6.9	0.0	143.8
2012–13	30.1	28.4	48.1	8.4	22.1	4.8	7.8	0.0	149.8
2013–14	29.7	29.4	47.1	8.7	24.3	4.9	7.4	0.0	151.4
2014–15	31.0	29.5	46.3	9.1	22.9	5.2	7.0	0.0	151.0
2015–16	32.1	29.5	44.8	8.8	22.7	5.5	7.2	0.0	150.7
2016–17	34.0	30.7	44.6	8.9	21.7	5.2	6.1	0.0	151.2
<b>Average annual per cent change</b>	( % )								
1 year	5.8	4.1	-0.6	1.5	-4.7	-5.6	-15.1	58.5	0.3
5 year trend	1.9	1.3	-0.2	1.4	0.9	2.4	-2.6	4.3	0.8

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

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

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

Sources: ABS (2019a), BITRE (2019).

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

Financial year	Port Hedland	Dampier	Newcastle	Port Walcott	Hay Point	Gladstone	Weipa	Abbot Point	Fremantle	Port Kembla	All ports <sup>a</sup>
Loaded											
2007–08	129.9	137.9	90.3	56.4	80.3	60.4	22.1	12.4	12.8	16.6	764.5
2008–09	158.0	141.9	92.5	56.9	82.0	62.6	20.5	14.8	15.6	16.9	805.9
2009–10	178.1	169.4	99.8	78.7	99.3	67.0	20.4	16.9	15.4	18.0	914.3
2010–11	197.2	166.7	111.7	80.9	87.8	59.5	22.4	15.0	13.0	19.6	933.2
2011–12	243.8	173.6	126.2	81.8	83.3	66.4	24.9	13.6	14.3	20.9	1 023.7
2012–13	286.5	181.2	146.3	84.8	96.4	65.2	29.0	17.5	18.1	18.4	1 121.1
2013–14	366.6	175.7	157.1	120.3	108.3	77.1	30.7	22.8	19.3	15.7	1 273.8
2014–15	442.0	167.9	162.9	157.4	114.9	78.3	31.8	28.7	20.6	16.1	1 397.3
2015–16	455.6	169.7	160.7	187.7	115.6	92.7	33.2	26.4	20.1	12.5	1 446.3
2016–17	493.1	163.1	166.8	188.9	106.8	98.6	35.9	25.1	20.8	11.4	1 502.0
Average annual per cent change											
1 year	8.2	-3.9	3.8	-7.6	0.7	6.3	8.1	-4.6	3.7	-8.7	3.8
5 year trend	15.7	-1.6	5.0	5.4	21.6	9.1	6.7	13.9	6.6	-11.3	8.2
Discharged											
2007–08	21.4	16.0	18.8	16.4	13.6	9.8	7.1	6.0	5.4	5.3	142.0
2008–09	19.9	16.5	17.3	16.0	12.5	7.1	6.5	5.0	6.2	4.8	133.2
2009–10	21.3	16.7	17.3	16.6	12.1	9.9	6.3	5.6	5.3	5.9	138.4
2010–11	21.5	17.0	18.4	17.2	13.0	10.2	7.4	5.7	6.1	6.0	144.1
2011–12	21.2	17.9	19.3	17.4	13.7	6.5	7.3	6.3	5.4	6.2	143.8
2012–13	21.3	21.0	19.0	18.3	13.9	5.6	7.9	6.4	6.3	6.7	149.8
2013–14	20.7	20.9	19.3	18.2	14.4	5.5	8.5	6.6	6.5	5.5	151.4
2014–15	20.0	21.3	19.4	17.9	5.2	7.1	8.3	7.2	6.9	5.2	151.0
2015–16	20.4	22.6	19.8	16.1	4.8	7.6	7.7	6.8	7.1	3.8	150.7
2016–17	21.0	23.1	20.9	17.2	4.6	8.2	8.0	7.1	6.0	2.0	151.2
Average annual per cent change											
1 year	3.2	2.0	5.3	6.8	-1.0	7.9	4.0	5.1	-15.1	-48.2	0.3
5 year trend	-0.6	4.4	1.5	-1.3	1.6	7.0	1.1	2.5	2.8	-19.5	0.8

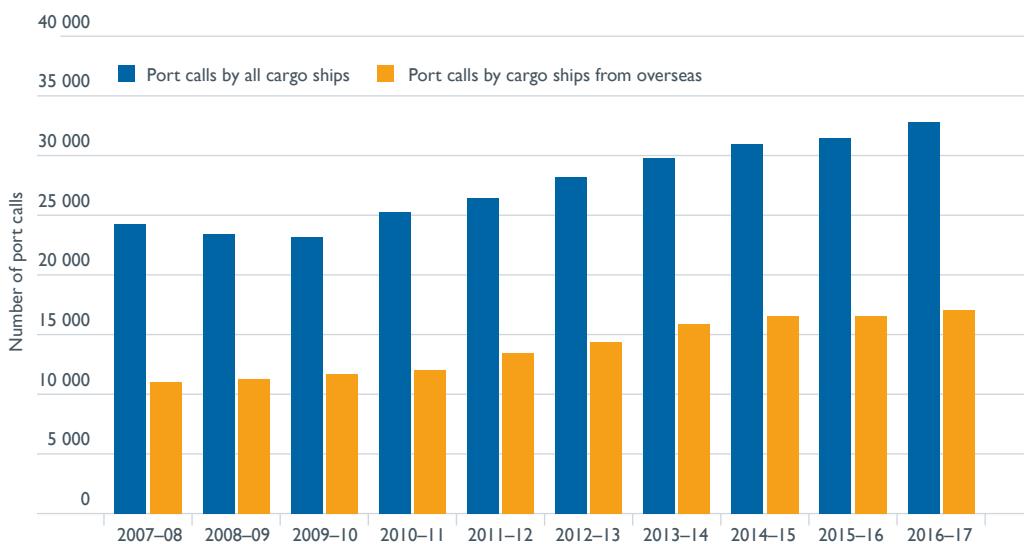
<sup>a</sup> “All ports” include the top ten ports and other ports not listed separately.

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

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

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

Sources: ABS (2019a), BITRE (2019).

**Figure 4.2** Total port calls at Australian ports

Note: "Port calls by all cargo ships" is the count of arrival of cargo ships in Australian ports in each financial year; which includes both coastal and international shipping activities. "Port calls by cargo ships from overseas" is the count of arrival of cargo ships from overseas to show the international shipping activities. Ships with a gross tonnage smaller than 150 GT are not counted. This methodology is also used for analysis in Tables 4.3–4.6.

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

Source: Lloyd's List Intelligence (2019).

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

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other <sup>a</sup>	Total
<b>Port calls by all cargo ships</b> ( number )									
2007–08	4 457	4 264	6 848	1 254	4 840	1 933	630	24	24 250
2008–09	4 274	3 738	6 449	1 216	5 289	1 738	641	34	23 379
2009–10	4 155	3 495	6 675	1 135	5 381	1 570	723	6	23 140
2010–11	4 528	4 164	6 572	1 376	6 269	1 689	677		25 275
2011–12	4 665	4 148	6 812	1 637	7 138	1 399	623	2	26 424
2012–13	5 080	4 226	6 976	1 723	7 961	1 542	694		28 202
2013–14	5 062	4 207	7 346	1 790	8 963	1 560	857		29 785
2014–15	5 105	3 998	8 092	1 830	9 343	1 575	980		30 923
2015–16	4 925	4 204	8 229	1 856	9 699	1 693	895	1	31 502
2016–17	5 120	4 296	8 757	2 136	9 805	1 814	873		32 801
<b>Average annual per cent change</b> (%)									
1 year	4.0	2.2	6.4	15.1	1.1	7.1	-2.5		4.1
5 year trend	1.1	0.3	5.4	4.6	6.6	4.6	7.7		4.2
<b>Port calls by cargo ships from overseas</b> ( number )									
2007–08	1 956	977	3 764	135	3 516	161	494	16	11 019
2008–09	2 000	796	3 707	175	3 972	122	510	28	11 310
2009–10	2 040	703	3 957	168	4 100	119	597	5	11 689
2010–11	2 183	768	3 679	244	4 525	120	544		12 063
2011–12	2 388	938	3 962	297	5 265	76	504		13 430
2012–13	2 541	922	4 087	232	5 933	106	575		14 396
2013–14	2 699	895	4 459	264	6 763	129	676		15 885
2014–15	2 977	846	4 497	285	7 138	125	676		16 544
2015–16	2 773	819	4 600	268	7 334	150	581	1	16 526
2016–17	2 833	878	4 608	340	7 685	176	548		17 068
<b>Average annual per cent change</b> (%)									
1 year	2.2	7.2	0.2	26.9	4.8	17.3	-5.7		3.3
5 year trend	3.5	-2.1	3.2	3.4	7.7	16.0	1.3		4.8

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

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

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

Source: Lloyd's List Intelligence (2019).

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

Financial year	Melbourne	Brisbane	Newcastle	Port Hedland	Sydney	Fremantle	Gladstone	Dampier	Hay Point	Adelaide	All ports <sup>a</sup>
<b>Port calls by all cargo ships</b>											
2007–08	3 390	2 395	1 481	953	2 233	1 594	1 504	963	955	821	24 250
2008–09	3 032	2 267	1 490	172	1 886	688	1 518	1 185	992	759	23 379
2009–10	2 846	2 219	1 538	168	608	635	1 495	1 228	1 138	714	23 140
2010–11	3 274	2 381	1 774	312	703	604	1 425	1 543	848	844	25 275
2011–12	3 238	2 463	1 903	672	697	700	1 566	1 589	816	1 016	26 424
2012–13	3 313	2 473	2 119	913	781	817	1 634	1 746	901	1 144	28 202
2013–14	3 209	2 482	2 282	2 383	792	791	1 731	1 871	1 031	1 022	29 785
2014–15	3 109	2 499	2 390	2 717	741	635	1 703	1 874	1 19	1 18	30 923
2015–16	3 190	2 357	2 220	2 710	726	705	1 917	1 921	1 45	1 55	31 502
2016–17	3 328	2 730	2 322	2 869	793	1 764	2 132	1 791	1 076	1 328	32 801
<b>Average annual per cent change</b>											
1 year	4.3	15.8	4.6	5.9	3.9	3.5	11.2	-6.8	-60	150	4.1
5 year trend	0.0	1.1	3.4	11.7	0.4	-0.3	5.9	2.6	6.4	4.3	4.2
<b>Port calls by cargo ships from overseas</b>											
Port Hedland	Newcastle	Brisbane	Dampier	Fremantle	Gladstone	Hay Point	Sydney	Port	Walcott	Melbourne	All ports <sup>a</sup>
2007–08	848	983	176	835	885	743	803	745	326	720	11 019
2008–09	1 081	1 007	115	1 037	960	838	888	721	324	563	11 310
2009–10	1 083	1 132	103	1 075	965	874	1 030	623	354	477	11 689
2010–11	1 204	1 280	153	1 226	923	795	733	628	440	543	12 063
2011–12	1 561	1 415	247	1 285	998	912	736	651	457	689	13 430
2012–13	1 808	1 626	275	1 394	1 097	935	833	553	485	666	14 396
2013–14	2 274	1 837	1 360	1 382	1 163	998	948	563	666	610	15 885
2014–15	2 626	1 993	291	1 318	1 065	1 018	665	846	564	16 544	
2015–16	2 653	1 833	202	1 299	1 07	1 144	1 045	692	1 015	502	16 526
2016–17	2 824	1 890	1 258	1 300	1 158	1 236	990	716	1 006	571	17 068
<b>Average annual per cent change</b>											
1 year	6.4	3.1	4.7	0.1	4.6	80	-5.3	3.5	-0.9	13.7	3.3
5 year trend	12.9	5.5	-0.5	-0.6	2.0	6.2	6.6	3.8	20.1	-5.2	4.8

<sup>a</sup> "All ports" include the top ten ports and other ports not listed separately.

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

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports". Recorded ship movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 4 overview.

Source: Lloyd's List Intelligence (2019).

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

Financial year	Bulk carriers	Chemical tankers	Container carriers	General cargo ships	LNG tankers (number)	LPG tankers	Livestock carriers	Tankers	Vehicle carriers	Total
<b>Port calls by all cargo ships</b>										
2007–08	9 858	517	4 909	4 474	181	426	214	2 269	1 402	24 250
2008–09	9 973	480	4 342	4 068	265	407	248	2 338	1 258	23 379
2009–10	10 115	455	3 813	4 038	306	437	279	2 350	1 347	23 140
2010–11	10 708	533	4 229	4 788	322	368	244	2 703	1 380	25 275
2011–12	11 586	493	4 255	4 858	291	389	203	2 858	1 491	26 424
2012–13	12 576	557	4 210	5 181	376	381	222	3 127	1 572	28 202
2013–14	13 944	508	4 211	5 632	374	390	333	2 947	1 446	29 785
2014–15	14 899	486	4 087	6 059	401	464	368	2 739	1 420	30 923
2015–16	15 119	412	4 200	6 005	591	550	391	2 777	1 457	31 502
2016–17	15 998	466	4 323	6 019	854	507	307	2 775	1 552	32 801
<b>Average annual per cent change</b>										
1 year	5.8	13.1	2.9	0.2	44.5	-7.8	-21.5	-0.1	6.5	4.1
5 year trend	6.6	-3.5	0.1	4.6	21.5	7.7	11.7	-1.6	-0.1	4.2
<b>Port calls by cargo ships from overseas</b>										
2007–08	6 527	152	1 776	757	181	167	186	880	393	11 019
2008–09	6 909	176	1 569	776	265	143	222	903	347	11 310
2009–10	7 268	156	1 456	790	301	147	249	946	376	11 689
2010–11	7 565	169	1 553	831	317	117	207	925	379	12 063
2011–12	8 587	151	1 664	918	291	151	168	1 085	415	13 430
2012–13	9 418	161	1 616	919	368	152	195	1 114	453	14 396
2013–14	10 814	143	1 645	970	363	141	283	1 129	397	15 885
2014–15	11 620	126	1 622	752	392	158	324	1 154	396	16 544
2015–16	11 570	100	1 623	604	571	141	331	1 165	421	16 526
2016–17	11 970	132	1 651	568	792	139	269	1 110	437	17 068
<b>Average annual per cent change</b>										
1 year	3.5	32.0	1.7	-6.0	38.7	-1.4	-18.7	-4.7	3.8	3.3
5 year trend	6.9	-6.2	0.1	-10.6	20.1	-1.5	12.4	0.8	0.1	4.8

Note: Recorded ship movements where the target port equals the previous recorded port are excluded from port call counts. For explanation, see the Chapter 4 overview.  
Source: Lloyd's List Intelligence (2019).

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

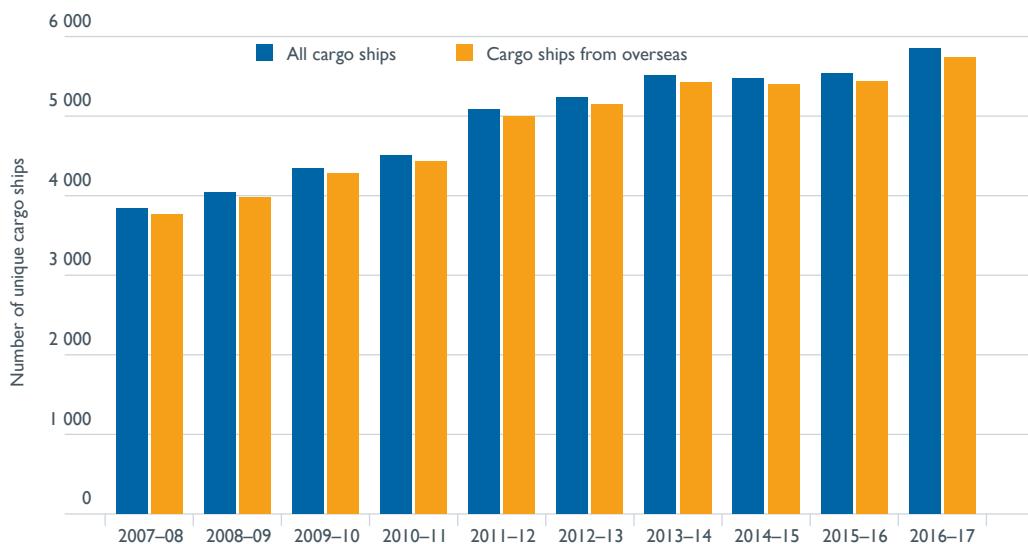
Financial year	Ship size (Deadweight tonnage, '000 tonnes)								Total <sup>a</sup>
	<5	5–10	10–20	20–40	40–60	60–80	80–150	>150	
<b>Port calls by all cargo ships</b>								( number )	
2007–08	1 227	2 533	3 787	5 615	4 897	2 250	1 819	2 122	24 250
2008–09	847	2 506	3 474	4 959	4 773	2 420	1 971	2 429	23 379
2009–10	898	2 189	3 344	4 532	4 879	2 713	2 005	2 580	23 140
2010–11	1 370	2 311	3 905	4 565	5 229	2 546	2 364	2 985	25 275
2011–12	1 345	2 341	3 933	4 457	5 536	2 578	2 755	3 479	26 424
2012–13	1 602	2 597	3 812	4 289	6 105	2 714	3 081	4 002	28 202
2013–14	1 962	2 662	3 473	4 257	5 572	3 534	3 600	4 725	29 785
2014–15	2 893	2 568	3 149	4 233	5 289	3 712	3 758	5 321	30 923
2015–16	3 054	2 667	3 151	4 362	5 108	3 571	4 112	5 477	31 502
2016–17	2 778	2 948	3 514	4 491	4 804	3 634	5 127	5 505	32 801
<b>Average annual per cent change</b>								( % )	
1 year	-9.0	10.5	11.5	3.0	-6.0	1.8	24.7	0.5	4.1
5 year trend	18.5	3.5	-3.5	0.2	-3.6	7.7	12.2	10.1	4.2
<b>Port calls by cargo ships from overseas</b>								( number )	
2007–08	417	382	943	2 221	2 203	1 720	1 237	1 896	11 019
2008–09	337	442	973	1 972	2 182	1 804	1 397	2 203	11 310
2009–10	334	440	885	1 935	2 251	2 070	1 434	2 340	11 689
2010–11	266	436	986	1 931	2 272	1 810	1 699	2 663	12 063
2011–12	251	532	1 052	2 006	2 485	1 749	2 101	3 254	13 430
2012–13	263	518	1 067	1 929	2 627	1 855	2 348	3 789	14 396
2013–14	309	573	937	1 925	2 602	2 227	2 795	4 517	15 885
2014–15	302	522	784	1 879	2 612	2 269	3 047	5 129	16 544
2015–16	260	508	674	1 928	2 577	2 000	3 314	5 265	16 526
2016–17	224	456	775	1 983	2 444	2 030	3 858	5 298	17 068
<b>Average annual per cent change</b>								( % )	
1 year	-13.8	-10.2	15.0	2.9	-5.2	1.5	16.4	0.6	3.3
5 year trend	-1.8	-2.6	-8.4	-0.2	-0.4	2.9	12.6	10.7	4.8

<sup>a</sup> Total includes port calls where ship size was not specified.

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

Source: Lloyd's List Intelligence (2019).

**Figure 4.3 Total number of cargo ships that called at Australian ports**



Note: The number of cargo ships is the count of unique cargo ships that called at Australian ports in each financial year. "All cargo ships" include the count of unique cargo ships involved in coastal and international shipping. "Cargo ships from overseas" is the count of all unique cargo ships that made a port call in Australia from overseas during the financial year. Ships with a gross tonnage smaller than 150 GT are not counted. For consistency with the port call numbers which exclude within port calls, ships that have made only within port calls in the financial year are excluded. This methodology is also used for analysis in Table 4.7–4.10.

Source: Lloyd's List Intelligence (2019).

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

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other <sup>a</sup>	Total <sup>b</sup>			
All cargo ships				( number )								
2007–08	1 784	1 106	3 255	600	2 682	367	351	21	3 842			
2008–09	1 826	1 030	3 310	672	2 966	336	354	30	4 040			
2009–10	1 855	993	3 432	589	3 036	328	433	6	4 339			
2010–11	2 048	1 190	3 346	782	3 397	337	422		4 512			
2011–12	2 203	1 386	3 567	861	3 856	265	411	2	5 090			
2012–13	2 325	1 387	3 685	805	4 076	289	397		5 230			
2013–14	2 194	1 436	3 762	853	4 333	304	495		5 515			
2014–15	2 185	1 250	3 768	808	4 232	308	448		5 469			
2015–16	2 246	1 330	3 969	828	4 254	392	411	1	5 537			
2016–17	2 407	1 419	4 052	949	4 483	355	393		5 845			
Average annual per cent change				( % )								
1 year	7.2	6.7	2.1	14.6	5.4	-9.4	-4.4		5.6			
5 year trend	1.0	-0.4	2.5	1.5	2.5	7.1	-0.6		2.5			
Cargo ships from overseas				( number )								
2007–08	982	428	2 268	125	2 093	122	273	14	3 764			
2008–09	1 051	409	2 387	161	2 343	103	283	24	3 977			
2009–10	1 137	377	2 615	154	2 422	94	351	5	4 281			
2010–11	1 219	423	2 478	223	2 663	99	336		4 426			
2011–12	1 329	525	2 596	267	3 050	68	320		4 996			
2012–13	1 335	518	2 712	214	3 305	87	313		5 150			
2013–14	1 307	529	2 838	237	3 560	104	399		5 423			
2014–15	1 434	466	2 853	256	3 571	102	358		5 392			
2015–16	1 418	438	3 003	246	3 589	124	295	1	5 441			
2016–17	1 523	511	3 009	310	3 825	110	297		5 743			
Average annual per cent change				( % )								
1 year	7.4	16.7	0.2	26.0	6.6	-11.3	0.7		5.6			
5 year trend	2.8	-2.2	3.0	3.6	4.0	10.4	-1.9		2.5			

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

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

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

“Cargo ships from overseas” is the count of all unique cargo ships that made a port call in Australia from overseas during the financial year.

Ships that have made only within port calls in the financial year are excluded.

Source: Lloyd's List Intelligence (2019).

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

Financial year	Newcastle	Gladstone	Brisbane	Fremantle	Port Hedland	Hay Point (number)	Melbourne	Dampier	Port Kembla	Sydney	All ports <sup>a</sup>
<b>All cargo ships</b>											
2007–08	703	794	793	708	481	681	654	530	395	661	3 842
2008–09	748	849	842	836	548	716	652	622	497	553	4 040
2009–10	809	879	824	809	589	832	634	647	543	476	4 339
2010–11	905	830	892	795	676	688	733	612	504	4 512	
2011–12	968	910	992	905	797	635	827	708	632	575	5 090
2012–13	1 015	947	1 005	954	850	692	838	728	737	541	5 230
2013–14	1 046	989	908	939	952	799	817	746	596	519	5 515
2014–15	1 042	941	872	829	982	820	734	731	611	509	5 469
2015–16	1 070	1 012	894	875	963	861	755	722	611	541	5 537
2016–17	1 230	1 043	1 025	937	1 044	829	811	719	590	554	5 845
<b>Average annual per cent change</b>											
1 year	15.0	3.1	14.7	7.1	8.4	-3.7	7.4	-0.4	-3.4	2.4	5.6
5 year trend	3.9	2.4	-0.6	-0.6	5.1	5.9	-1.5	0.1	-2.5	-0.6	2.5
<b>Cargo ships from overseas</b>											
Financial year	Newcastle	Port Hedland	Hay Point	Gladstone	Fremantle	Port Hedland (number)	Dampier	Brisbane	Port Walcott	Sydney	Townsville
2007–08	507	442	606	520	492	459	440	198	274	220	3 764
2008–09	550	513	654	609	559	550	501	217	277	241	3 977
2009–10	643	546	775	659	581	564	525	212	242	256	4 281
2010–11	715	624	604	615	536	643	577	254	258	272	4 426
2011–12	763	750	580	677	641	620	629	259	284	293	4 996
2012–13	805	805	643	707	692	666	639	261	229	289	5 150
2013–14	852	899	744	745	704	681	586	361	215	263	5 423
2014–15	892	938	749	736	630	678	540	352	281	279	5 392
2015–16	878	927	803	792	679	663	550	410	313	281	5 441
2016–17	1 014	1 010	781	827	727	670	599	410	293	255	5 743
<b>Average annual per cent change</b>											
1 year	15.5	9.0	-2.7	4.4	7.1	1.1	8.9	0.0	-6.4	-9.3	5.6
5 year trend	5.1	5.7	6.4	3.9	1.3	1.1	-2.2	10.9	4.0	-2.0	2.5

<sup>a</sup> "All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are selected based on the total number of unique cargo ships that called at the ports over the most recent ten years. The ports are sorted in descending order by the total number of ships over ten years, not by the most recent financial year. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in 'Appendix A: Australian ports'."Cargo ships from overseas" is the count of all unique cargo ships that made a port call in Australia from overseas during the financial year. Ships that have made only within port calls in the financial year are excluded.

Source: Lloyd's List Intelligence (2019).

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

Financial year	Bulk carriers	Chemical tankers	Container carriers	General cargo ships	LNG tankers	LPG tankers	Livestock carriers	Tankers	Vehicle carriers	Total
All cargo ships				(number)						
2007–08	2 580	59	304	271	25	55	24	348	176	3 842
2008–09	2 676	73	302	315	40	54	26	372	182	4 040
2009–10	2 921	67	288	338	39	53	25	414	194	4 339
2010–11	3 038	70	279	388	43	47	26	434	187	4 512
2011–12	3 396	69	366	432	33	57	26	505	206	5 090
2012–13	3 596	70	309	386	53	55	23	511	227	5 230
2013–14	3 890	52	321	417	42	53	31	500	209	5 515
2014–15	3 932	46	298	330	69	55	30	496	213	5 469
2015–16	3 965	46	318	270	105	55	33	523	222	5 537
2016–17	4 219	55	327	282	132	54	35	522	219	5 845
Average annual per cent change							(%)			
1 year	6.4	19.6	2.8	4.4	25.7	-1.8	6.1	-0.2	-1.4	5.6
5 year trend	4.0	-6.9	-1.6	-9.4	31.1	-0.7	7.5	0.7	0.7	2.5
Cargo ships from overseas				(number)						
2007–08	2 540	59	300	243	25	55	24	343	175	3 764
2008–09	2 658	73	293	290	40	54	26	364	179	3 977
2009–10	2 900	67	286	314	39	53	25	404	193	4 281
2010–11	3 012	67	277	351	43	45	26	420	185	4 426
2011–12	3 371	67	358	391	33	57	26	489	204	4 996
2012–13	3 571	69	306	353	53	55	23	496	224	5 150
2013–14	3 857	52	319	381	41	52	31	485	205	5 423
2014–15	3 915	46	294	289	69	55	30	486	208	5 392
2015–16	3 939	42	314	224	105	54	33	510	220	5 441
2016–17	4 188	54	323	235	132	51	35	508	217	5 743
Average annual per cent change				(%)						
1 year	6.3	28.6	2.9	4.9	25.7	-5.6	6.1	-0.4	-1.4	5.6
5 year trend	4.1	-7.4	-1.5	-11.3	31.2	-1.6	7.5	0.8	0.8	2.5

Notes: "Cargo ships from overseas" is the count of all unique cargo ships that made a port call in Australia from overseas during the financial year. Ships that have made only within port calls in the financial year are excluded.

Source: Lloyd's List Intelligence (2019).

**Table 4.10 Number of cargo ships that called at Australian ports, by ship size**

Financial year	Ship size (Deadweight tonnage, '000 tonnes)								Total
	<5	5–10	10–20	20–40	40–60	60–80	80–150	>150	
<b>All cargo ships</b>	( number )								
2007–08	112	116	296	718	946	743	387	524	3 842
2008–09	110	131	333	748	966	762	420	570	4 040
2009–10	95	139	336	809	955	826	491	688	4 339
2010–11	107	146	400	751	970	735	618	785	4 512
2011–12	113	176	409	844	1 103	751	753	941	5 090
2012–13	82	165	412	828	1 088	762	864	1 029	5 230
2013–14	94	171	378	822	1 101	845	973	1 131	5 515
2014–15	99	135	326	814	1 106	823	1 007	1 159	5 469
2015–16	105	119	296	833	1 101	810	1 099	1 174	5 537
2016–17	97	130	317	889	1 042	882	1 270	1 218	5 845
<b>Average annual per cent change</b>	( % )								
1 year	-7.6	9.2	7.1	6.7	-5.4	8.9	15.6	3.7	5.6
5 year trend	0.1	-7.5	-6.7	0.8	-0.7	2.8	10.1	5.0	2.5
<b>Cargo ships from overseas</b>	( number )								
2007–08	97	104	288	702	933	735	381	524	3 764
2008–09	93	126	326	734	959	757	414	568	3 977
2009–10	82	132	328	801	945	820	485	688	4 281
2010–11	81	138	389	740	954	729	613	782	4 426
2011–12	84	170	397	836	1 078	743	750	938	4 996
2012–13	61	158	404	816	1 074	755	855	1 027	5 150
2013–14	69	163	366	810	1 087	841	957	1 130	5 423
2014–15	71	129	314	803	1 094	821	1 002	1 158	5 392
2015–16	63	113	288	819	1 090	802	1 092	1 174	5 441
2016–17	54	122	307	874	1 030	880	1 261	1 215	5 743
<b>Average annual per cent change</b>	( % )								
1 year	-14.3	8.0	6.6	6.7	-5.5	9.7	15.5	3.5	5.6
5 year trend	-5.8	-7.9	-6.8	0.6	-0.5	2.9	10.1	5.0	2.5

Notes: "Cargo ships from overseas" is the count of all unique cargo ships that made a port call in Australia from overseas during the financial year.

Ships that have made only within port calls in the financial year are excluded.

Source: Lloyd's List Intelligence (2019).

# CHAPTER 5

## Australian trading fleet

### Overview

This chapter shows various attributes of the Australian trading fleet from 2007–08 to 2016–17, which include: the number of ships in different types of trading fleet, the total deadweight tonnage, the total gross tonnage, and the age distribution of ships in the trading fleet.

This chapter also reports the number of ships in the Australian trading fleet for 2016–17 and summarises their activities.

Australian trading fleet statistics are based on cargo ships that are owned or operated by Australian companies as at the end of the financial year. This means not all ships that carried cargo during the year will be in the fleet. The trading fleet includes ships that carried cargo, or both cargo and passengers, but excludes ships that carried passengers only. Cargo ships in the trading fleet must have called at an Australian port during the financial year; ships that operated internationally without calling at any Australian port in the financial year are excluded. Ships not owned nor operated by any Australian companies, even if they traded in Australian waters, and ships with gross tonnage smaller than 150 GT (gross tonnage), are excluded in analysis in this chapter.

Sub-categories of the trading fleet include:

- “Major trading fleet”: Ships in the Australian trading fleet that have deadweight tonnage greater than or equal to 2 000 tonnes.
- “Minor trading fleet”: Ships in the Australian trading fleet that have deadweight tonnage less than 2 000 tonnes.
- “Coastal trading fleet”: Ships in the Australian trading fleet for which 80 per cent or more of their voyages called at an Australian port.
- “International trading fleet”: Ships in the Australian trading fleet for which more than 20 per cent of their voyages called at an overseas port.
- “Australian registered”: Ships in the trading fleet that have an Australian flag.
- “Overseas registered”: Ships in the trading fleet that have foreign flags.

## Data sources

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

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

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

The 2012–13 to 2016–17 results for “Major Australian registered ships with coastal trading licences/general licences” are based on general licence data obtained from the CTLS. Data for other years are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system, which was maintained by then Department of Infrastructure and Transport (see Chapter 3 for more information). It is worth noting that for certain years, some major Australian registered ships with coastal trading licences/general licences may fall under the major international trading fleet (due to more than 20 per cent of their port calls being to overseas ports).

## 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.

Landing craft are small vessels with a flat bottom that can be landed on a shore and are included as general cargo vessels in the minor trading fleet. Nearly all are Australian registered. In the 2016–17 edition of *Australian Sea Freight*, all landing craft in the Lloyd's ship movement data are included, instead of only select ones. This better captures coastal activity in regional areas, especially northern Australia. In this chapter, the change is back-dated to 2009–10.

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

**Table 5.1** Number of ships in the Australian trading fleet

Financial year	Major trading fleet						Major Australian registered ships with coastal trade licences/general licences <sup>a</sup>	
	Coastal trading		International trading		Minor trading fleet			
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
( number )								
2007–08	28	16	10	37	17	3	111	27
2008–09	29	17	7	36	20	2	111	27
2009–10	28	17	7	42	22	5	121	23
2010–11	26	22	7	39	32	4	130	20
2011–12	23	19	5	39	37	5	128	19
2012–13	20	19	6	40	41	4	130	16
2013–14	21	19	4	39	45	4	132	15
2014–15	20	16	4	45	45	4	134	15
2015–16	18	17	4	44	51	2	136	14
2016–17	17	19	4	53	49	1	143	15
Average annual per cent change (%)								
1 year	-5.6	11.8	0.0	20.5	-3.9	-50.0	5.1	7.1
5 year trend	-5.2	-1.4	-6.4	5.8	6.1	-25.1	2.0	-4.4

<sup>a</sup> Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2016–17 results are based on general licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DIT (2013), DIRDC (2018), Lloyd's List Intelligence (2019), Shipping companies (various)—personal communications.

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

Financial year	Major trading fleet						Major Australian registered ships with coastal trade licences/general licences <sup>a</sup>	
	Coastal trading		International trading		Minor trading fleet			
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
('000 tonnes)								
2007–08	686.2	622.0	537.7	1 715.0	12.0	3.5	3 576.4	863.3
2008–09	690.1	729.5	462.3	1 461.9	11.6	1.6	3 357.1	863.3
2009–10	765.5	708.8	462.3	1 859.0	13.5	6.3	3 815.2	738.5
2010–11	695.8	866.7	338.3	1 671.4	21.4	4.3	3 597.9	641.2
2011–12	591.4	847.8	289.0	1 803.1	27.1	4.9	3 563.4	595.3
2012–13	330.1	1 036.8	303.0	2 766.4	32.6	5.1	4 474.2	271.4
2013–14	257.2	1 144.5	267.1	2 697.2	35.8	4.7	4 406.5	222.3
2014–15	243.9	1 069.0	267.1	3 286.2	37.7	5.4	4 909.5	222.3
2015–16	201.9	1 074.9	267.1	3 674.3	43.4	2.3	5 264.0	185.6
2016–17	224.2	1 239.7	267.1	4 684.1	40.1	1.6	6 456.9	216.9
Average annual per cent change (%)								
1 year	11.0	15.3	0.0	27.5	-7.6	-31.8	22.7	16.8
5 year trend	-16.7	5.7	-2.2	18.1	8.5	-20.0	10.7	-16.2

<sup>a</sup> Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2016–17 results are based on general licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DIT (2013), DIRDC (2018), Lloyd's List Intelligence (2019), Shipping companies (various)—personal communications.

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

Financial year	Major trading fleet						Major Australian registered ships with coastal trade licences/general licences <sup>a</sup>	
	Coastal trading		International trading		Minor trading fleet			
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered		
( '000 GT )								
2007–08	553.3	389.8	577.1	1 219.6	16.1	8.4	2 764.3	643.1
2008–09	555.8	473.4	522.1	1 121.8	22.3	7.0	2 702.4	643.1
2009–10	588.1	453.0	522.1	1 464.1	18.8	11.8	3 057.9	558.6
2010–11	534.6	544.3	468.6	1 386.6	25.4	3.8	2 963.4	496.3
2011–12	464.1	529.0	437.1	1 457.9	29.9	10.1	2 928.2	467.5
2012–13	320.5	618.6	448.7	1 941.6	35.9	9.4	3 374.7	284.5
2013–14	289.7	679.9	420.0	1 998.9	38.9	9.3	3 436.7	249.6
2014–15	266.7	621.0	420.0	2 341.3	37.7	4.1	3 690.8	249.6
2015–16	239.2	614.4	420.0	2 529.5	42.6	1.4	3 847.2	226.6
2016–17	266.7	723.2	420.0	3 250.6	42.7	1.0	4 704.2	261.5
<b>Average annual per cent change</b>								
1 year	11.5	17.7	0.0	28.5	0.2	-28.9	22.3	15.4
5 year trend	-10.1	4.2	-1.1	15.2	6.7	-40.0	8.4	-9.7

<sup>a</sup> Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 to 2016–17 results are based on general licence holders recorded in the Coastal Trading Licensing System (CTLS).

Sources: DIT (2013), DIRDC (2018), Lloyd's List Intelligence (2019), Shipping companies (various)– personal communications

**Table 5.4 Number of ships in the Australian trading fleet, by ship type**

Financial year	Ship type							Total	
	Bulk carriers	Container carriers	General cargo ships	Livestock carriers	LNG tankers	LPG tankers	Tankers <sup>a</sup>		
2007–08	29	7	42	8	7	3	15	111	
2008–09	30	5	44	7	8	3	14	111	
2009–10	31	7	49	7	10	4	13	121	
2010–11	32	8	55	7	10	5	13	130	
2011–12	29	5	59	8	10	5	12	128	
2012–13	33	5	61	7	10	5	9	130	
2013–14	31	6	62	7	11	3	12	132	
2014–15	34	11	57	6	11	4	11	134	
2015–16	33	9	60	6	11	4	13	136	
2016–17	34	12	59	7	13	5	13	143	
<b>Average annual per cent change</b>									
1 year	3.0	33.3	-1.7	16.7	18.2	25.0	0.0	5.1	
5 year trend	2.6	21.3	-0.4	-3.6	4.7	-1.1	4.1	2.0	

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

Sources: Lloyd's List Intelligence (2019), Shipping companies (various)– personal communications.

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

	Ship type							Total
	Bulk carriers	Container carriers	General cargo ships	Livestock carriers	LNG tankers	LPG tankers	Tankers <sup>a</sup>	
Financial year	( '000 tonnes)							
2007–08	2 017.1	222.4	222.5	56.1	475.8	9.1	572.4	3 576.4
2008–09	1 943.9	127.7	225.3	50.3	558.4	9.1	443.1	3 357.1
2009–10	2 147.6	183.9	240.7	50.3	714.5	13.0	465.1	3 815.2
2010–11	2 059.0	237.6	159.1	60.2	705.2	17.0	359.9	3 597.9
2011–12	2 096.3	197.2	191.5	86.9	722.5	17.0	252.0	3 563.4
2012–13	3 018.6	237.7	155.8	83.2	722.8	17.0	239.1	4 474.2
2013–14	2 815.3	291.9	158.5	83.2	795.5	12.7	249.3	4 406.5
2014–15	3 307.2	467.2	135.1	74.0	801.8	17.7	106.5	4 909.5
2015–16	3 809.4	348.6	131.9	74.0	804.5	17.7	78.0	5 264.0
2016–17	4 443.0	552.8	161.5	97.5	978.7	22.8	200.6	6 456.9
Average annual per cent change		( % )						
1 year	16.6	58.6	22.5	31.8	21.7	28.5	157.0	22.7
5 year trend	14.1	21.4	-4.2	0.3	5.4	5.6	-14.2	10.7

<sup>a</sup> “Chemical tankers” are not listed separately due to the small number over years; instead they are included in “Tankers”. Sources: Lloyd’s List Intelligence (2019), Shipping companies (various)– personal communications.

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

	Age of ship ( year )					Average age of ship	
	0–4	5–9	10–4	15–19	20+		
Financial year	( number )					( years )	
2007–08	12	11	22	28	38	111	16.7
2008–09	14	9	26	24	38	111	16.7
2009–10	16	13	22	28	42	121	16.8
2010–11	21	14	23	26	46	130	16.3
2011–12	25	18	20	23	42	128	15.4
2012–13	29	26	15	22	38	130	13.6
2013–14	27	33	11	26	35	132	13.7
2014–15	24	43	13	19	35	134	13.0
2015–16	27	48	12	13	36	136	12.4
2016–17	26	47	17	14	39	143	13.1
Average annual per cent change		( % )					
1 year	-3.7	-2.1	41.7	7.7	8.3	5.1	5.6
5 year trend	-0.4	21.8	-3.7	-11.7	-1.5	2.0	-3.2

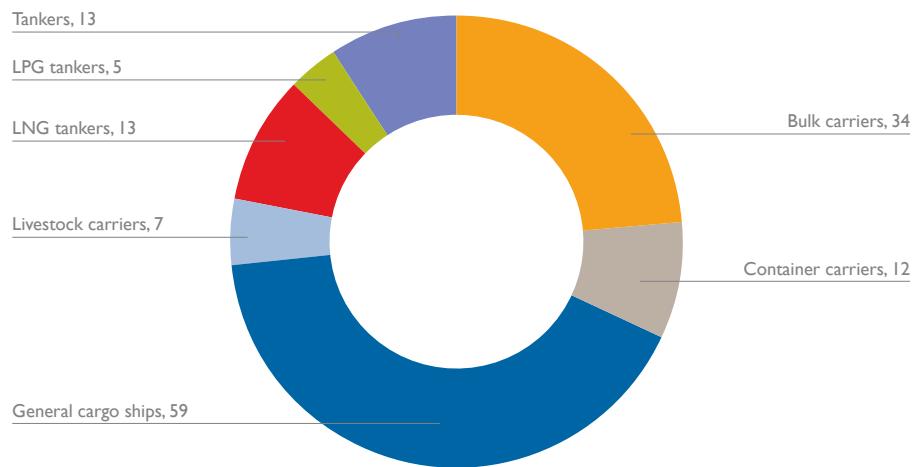
Sources: Lloyd’s List Intelligence (2019), Shipping companies (various)– personal communications.

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

Financial year	Age of ship ( year )					Total
	0–4	5–9	10–14	15–19	20+	
2007–08	562.4	283.8	779.8	1 268.8	680.6	3 576.4
2008–09	701.5	338.0	750.8	775.3	792.2	3 357.1
2009–10	873.8	170.7	914.5	904.8	951.4	3 815.2
2010–11	922.3	205.9	485.0	1 151.2	833.4	3 597.9
2011–12	830.4	272.0	543.9	676.5	1 240.7	3 563.4
2012–13	1 004.8	1 072.0	668.3	472.8	1 256.2	4 474.2
2013–14	691.8	1 468.4	665.9	521.4	1 059.0	4 406.5
2014–15	978.5	1 749.6	468.3	691.2	1 021.9	4 909.5
2015–16	1 421.7	2 379.7	369.3	98.4	994.9	5 264.0
2016–17	1 611.5	2 758.6	811.3	449.7	825.7	6 456.9
Average annual per cent change			( % )			
1 year	13.3	15.9	119.7	357.0	-17.0	22.7
5 year trend	14.4	49.8	-0.4	-16.9	-7.6	10.7

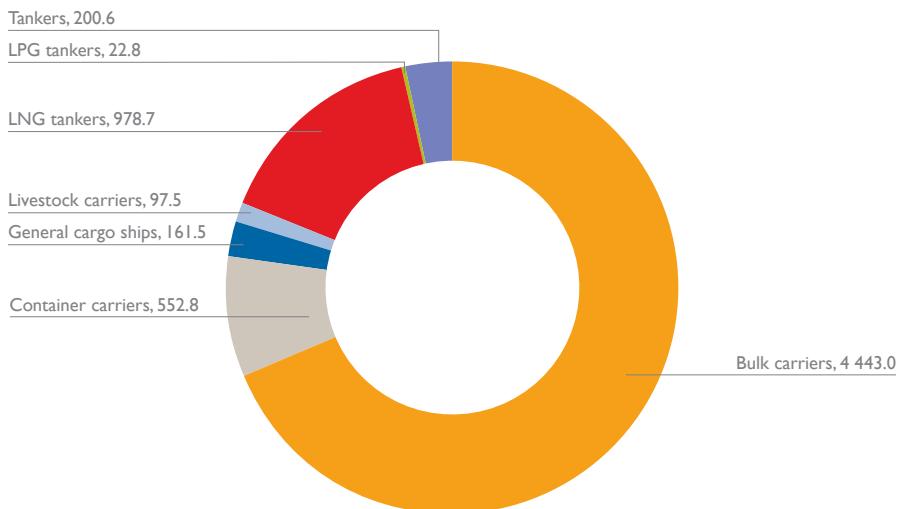
Sources: Lloyd's List Intelligence (2019), Shipping companies (various) – personal communications.

**Figure 5.1** Number of ships in the Australian trading fleet by ship type, 2016–17



Sources: Lloyd's List Intelligence (2019), Shipping companies (various)— personal communications.

**Figure 5.2** Total deadweight tonnage of ships in the Australian trading fleet by ship type, 2016–17 ('000 tonnes)



Sources: Lloyd's List Intelligence (2019), Shipping companies (various)— personal communications.

**Table 5.8** Ships in the major international trading fleet, 2016–17

Ship name <sup>a</sup>	Flag <sup>a,b</sup>	DWT <sup>c</sup> (‘000 tonnes)	Good carried <sup>d</sup>	Known Australian ports visited <sup>e</sup>	Known foreign countries visited <sup>b,f</sup>
<b>Bulk carriers</b>					
FMG Sydney	HKG	261.1	Iron ore	Port Hedland	CHN
FMG Grace	HKG	261.1	Iron ore	Port Hedland	CHN, SGP
FMG Nicola	HKG	260.8	Iron ore	Port Hedland	CHN, SGP
FMG Sophia	HKG	260.0	Iron ore	Port Hedland	CHN
FMG Grace; Mineral Charlie	HKG; HKG	205.2	Iron ore	Port Hedland	CHN, SGP
FMG Cloudbreak	HKG	205.1	Iron ore	Port Hedland	CHN, RUS, SGP
Minnetonka	LBR	180.0	Dry bulk	Dampier, Gladstone, Port Hedland	CHN
RS Iron Range	MHL	179.8	Dry bulk	Gladstone, Port Hedland	CHN, SGP
Maka Franz	PAN	179.4	Dry bulk	Hay Point, Newcastle, Port Walcott	CHN, GBR, JPN, THA
Minnehaha	LBR	179.0	Dry bulk	Abbot Point, Newcastle, Port Hedland	CHN, GBR, JPN
Silver Surfer	MHL	178.9	Dry bulk	Dampier, Port Hedland	CHN, SGP,TWN
Proud	MLT	178.1	Dry bulk	Hay Point, Port Hedland	CHN, SGP
Voyageurs	PAN	177.0	Coal	Hay Point	ESP, KOR
Angel	MLT	175.9	Dry bulk	Gladstone, Port Hedland	CHN, JPN
Scope	MLT	174.0	Dry bulk	Hay Point, Port Hedland	CHN, JPN, SGP
Frontier	KOR	151.5	Dry bulk	Gladstone	KOR
<b>Container carriers</b>					
ANL Wahroonga	PMD	68.1	General cargo	Brisbane, Melbourne, Sydney	CHN
ANL Wangaratta	GBR	52.0	General cargo	Brisbane, Melbourne, Sydney	JPN,TWN
ANL Wyong	GBR	52.0	General cargo	Brisbane, Melbourne, Sydney	JPN,TWN
ANL Warrnambool	DEU	51.8	General cargo	Brisbane	MYS, NZL, SGP
ANL Warragul	LBR	51.7	General cargo	Brisbane, Melbourne, Sydney	JPN,TWN
OOCL Brisbane	HKG	50.6	General cargo	Adelaide, Fremantle, Melbourne	MYS, SGP
ANL Barega	CYP	46.2	General cargo	Melbourne, Sydney	NZL
ANL Barwon;TRF Pescara	LBR; LBR	42.0	General cargo	Melbourne, Sydney	NZL
ANL Echuca	LBR	23.6	General cargo	Melbourne, Sydney	NZL
ANL Elanora	LBR	23.5	General cargo	Melbourne, Sydney	NZL
Acrux N.	CYP	23.3	General cargo	Townsville	IDN, PNG
<b>General cargo ships</b>					
Pioneer	HKG	22.1	General cargo	Mackay, Sydney	SGP
Eggella; Pacific Venture	LBR; CYM	8.8	General cargo	Brisbane, Geelong, Melbourne	CHN, FJI, PRK
Capitaine Quiros	SGP	8.1	General cargo	Brisbane	FJI, MYS, NRU
ANL Darwin Trader	CYP	7.7	General cargo	Darwin	SGP
<b>Livestock carriers</b>					
Bader III	BHS	26.8	Livestock	Fremantle	DJI,YEM
Maysora	BHS	24.4	Livestock	Adelaide, Fremantle	ARE, EGY, SAU
Ocean Shearer	SGP	23.5	Livestock	Fremantle	EGY, URY

(continued)

**Table 5.8** Ships in the major international trading fleet, 2016–17 (continued)

Ship name <sup>a</sup>	Flag <sup>a b</sup>	DWT <sup>c</sup> (‘000 tonnes)	Good carried <sup>d</sup>	Known Australian ports visited <sup>e</sup>	Known foreign countries visited <sup>b f</sup>
Bahijah; Ocean Outback	MHL; SGP	7.9	Livestock	Darwin, Fremantle, Portland, Townsville	CHN, IDN, ISR, OMN, SGP, VNM
Ocean Swagman	SGP	7.9	Livestock	Darwin, Fremantle, Townsville	IDN, KWT, SGP, VNM
Devon Express	PHL	3.7	Livestock	Brisbane, Darwin, Townsville, Wyndham	IDN, JPN, PHL, SGP
Nine Eagle	SGP	3.4	Livestock	Darwin, Townsville	IDN, PHL, VNM
<b>LNG Tankers</b>					
Woodside Rees Withers	GRC	95.2	LNG	Dampier, Gladstone, Various Offshore Facilities WA	JPN, KOR, SGP
Dapeng Sun	HKG	83.1	LNG	Dampier	CHN
Dapeng Moon	HKG	82.6	LNG	Dampier	CHN
Dapeng Star	HKG	82.4	LNG	Dampier	CHN
Woodside Chaney	GRC	81.7	LNG	Dampier, Gladstone, Various Offshore Facilities WA	CHN, IND, JPN, KOR, SGP
Methane Rita Andrea	BMU	79.0	LNG	Gladstone	JPN, TWN
Northwest Swan	BMU	73.7	LNG	Dampier	JPN, SGP
Northwest Seaeagle	BMU	67.0	LNG	Dampier	JPN
Northwest Stormpetrel	AUS	66.9	LNG	Dampier	JPN, SGP
Northwest Sanderling	AUS	66.8	LNG	Dampier	JPN
Northwest Shearwater	BMU	66.8	LNG	Dampier	JPN, MYS, SGP
Northwest Sandpiper	AUS	66.8	LNG	Dampier	JPN
Northwest Snipe	AUS	66.7	LNG	Dampier	JPN
<b>LPG Tankers</b>					
Astrid	PAN	5.0	LPG	Hastings	MUS, NCL
Maea	PAN	3.9	LPG	Hastings, Melbourne, Sydney	ASM, COK, FJI, NCL, NFK, NZL, PYF, TON
Victoire	PAN	3.9	LPG	Brisbane, Hastings, Port Kembla, Sydney	FJI, NCL, NZL, PYF
<b>Tankers</b>					
Kakariki	NZL	46.7	Petroleum products	Sydney	NZL
Alexander Spirit	BHS	40.1	Petroleum products	Brisbane, Cairns, Gladstone, Mackay, Sydney, Townsville	JPN, KOR, SGP
Torea	SGP	37.1	Liquid chemicals	Brisbane, Sydney	NZL, SGP

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

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

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

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

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

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

Sources: DIRDC (2018), Lloyd's List Intelligence (2019), Shipping companies (various)—personal communications.

**Table 5.9** Ships in the major coastal trading fleet, 2016–17

Ship name <sup>a</sup>	Flag <sup>b</sup>	DWT <sup>c</sup> (‘000 tonnes)	Goods carried <sup>d</sup>	Known Australian ports visited <sup>e</sup>	Known foreign countries visited <sup>b,f</sup>
<b>Bulk carriers</b>					
Mariloula	MHL	179.8	Iron ore	Fremantle, Hay Point, Port Hedland, Port Kembla	CHN
Lowlands Brilliance	MLT	169.6	Iron ore	Hay Point, Port Hedland, Port Kembla	CHN, SGP
RTM Gladstone	SGP	90.3	Bauxite	Brisbane, Gladstone, Weipa	CHN
RTM Weipa	SGP	90.3	Bauxite	Brisbane, Cairns, Gladstone, Gove, Weipa	
RTM Wakmatha	SGP	90.3	Bauxite	Brisbane, Gladstone, Gove, Weipa	CHN
RTM Twarra	SGP	89.9	Bauxite	Brisbane, Gladstone, Gove, Weipa	CHN
RTM Piiramu	SGP	89.9	Bauxite	Brisbane, Gladstone, Gove, Weipa	
Yarra	LBR	78.2	Bauxite	Gladstone, Gove, Newcastle, Port Hedland, Weipa	CHN, PHL, TWN
Barwon	LBR	78.2	Bauxite	Brisbane, Gladstone, Gove, Newcastle, Port Hedland, Weipa	CHN, JPN
Iron Chieftain#	AUS	50.6	Coal, dolomite	Ardrossan, Gladstone, Newcastle, Port Kembla, Whyalla	
CSL Reliance	BHS	49.5	Gypsum, sugar	Adelaide, Ardrossan, Brisbane, Mackay, Melbourne, Sydney, Thevenard	CHN
Adelie; CSL Brisbane	BHS; BHS	45.6	Dolomite, gypsum, mineral sands	Abbot Point, Adelaide, Brisbane, Fremantle, Geraldton, Melbourne, Port Kembla, Portland, Sydney, Thevenard, Whyalla	JPN, SGP
CSL Thevenard#	AUS	40.7	Cement, gypsum	Adelaide, Ardrossan, Brisbane, Geelong, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard	CHN, TWN
Stadacona	BHS	32.5	Cement, clinker, gypsum	Adelaide, Brisbane, Gladstone, Melbourne, Port Kembla, Portland, Sydney, Thevenard	TWN
Donnacona#	BHS; AUS	28.1	Iron ore	Fremantle, Geraldton, Other Ports WA, Port Hedland, Portland, Thevenard	CHN
Goliath#	AUS	15.5	Cement	Adelaide, Devonport, Melbourne, Newcastle	KOR
CSL Whyalla#	AUS	13.7	Iron ore	Dampier, Exmouth, Fremantle, Geraldton, Other Ports WA, Port Pirie, Portland, Thevenard, Whyalla	
Aburri	AUS	3.3	Metal concentrates	Bing Bong	
<b>Container carriers</b>					
ANL Woomera	LBR	68.0	General cargo	Adelaide, Fremantle, Melbourne, Sydney	MYS, SGP
<b>General cargo ships</b>					
ICS Silver Lining	ATG	12.7	Dry bulk	Bell Bay, Burnie, Hobart, Melbourne, Newcastle, Port Kembla, Port Pirie, Sydney, Whyalla	
Tasmanian Achiever#	AUS	11.0	Ro-Ro, general cargo	Burnie, Melbourne	

(continued)

**Table 5.9** Ships in the major coastal trading fleet, 2016–17 (continued)

Ship name <sup>a</sup>	Flag <sup>b</sup>	DWT <sup>c</sup> (‘000 tonnes)	Goods carried <sup>d</sup>	Known Australian ports visited <sup>e</sup>	Known foreign countries visited <sup>b,f</sup>
Victorian Reliance#	AUS	11.0	Ro-Ro, general cargo	Burnie, Melbourne	
Searoad Tamar#	AUS	10.0	Ro-Ro, general cargo	Devonport, Fremantle, Melbourne	
Accolade II#	AUS	8.1	Limestone	Adelaide, Klein Point	
Searoad Mersey II#	AUS	8.0	Ro-Ro, general cargo	Devonport, Fremantle, Melbourne, Sydney	ZAF
Spirit of Tasmania II#	AUS	5.1	Ro-Ro, general cargo	Devonport, Melbourne, Sydney	
Spirit of Tasmania I#	AUS	5.1	Ro-Ro, general cargo	Devonport, Melbourne	
Aurora Australis#	AUS	3.9	General cargo	Hobart	
Trinity Bay#	AUS	3.2	General cargo	Cairns, Other Ports Qld, Thursday Island	
Newcastle Bay#	AUS	2.8	General cargo	Cairns, Other Ports Qld, Thursday Island, Weipa	
<b>LPG Tankers</b>					
Gas Shuriken	MHL	5.0	LPG	Brisbane, Cairns, Devonport, Gladstone, Hastings, Hobart, Port Kembla, Sydney, Townsville	NZL, PNG, SLB
Gas Defiance	MHL	5.0	LPG	Brisbane, Cairns, Devonport, Gladstone, Hobart, Port Kembla, Sydney, Townsville	NZL, PNG
<b>Tankers</b>					
Verige	HRV	52.7	Liquid bulk	Brisbane, Gladstone, Townsville	KOR, PAN
ICS Allegiance	BHS	6.1	Petroleum products	Geelong, Melbourne, Port Kembla, Sydney	
ICS Reliance	BHS	6.1	Petroleum products	Geelong, Melbourne, Sydney	
Larcom	AUS	4.0	Bunker fuel	Gladstone	

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

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

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

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

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

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

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

Sources: DIRDC (2018), Lloyd’s List Intelligence (2019), Shipping companies (various)—personal communications.

**Table 5.10 Ships in the minor trading fleet, 2016–17**

Ship name	Flag <sup>a</sup>	DWT <sup>b</sup> (‘000 tonnes)	Ship name	Flag <sup>a</sup>	DWT <sup>b</sup> (‘000 tonnes)		
<b>General cargo ships</b>		<b>General cargo ships</b>					
Toll Osprey	AUS	1.8	Fourcroy	AUS	0.5		
Toll Sandfly	AUS	1.7	Sealink Express	AUS	0.5		
Giluwe	PNG	1.6	Malu Warrior	AUS	0.5		
Kaleen	AUS	1.5	Queenscliff	AUS	0.5		
Kogarah	AUS	1.5	Endurance III; Toll Endurance III	AUS; AUS	0.5		
Biquele Bay	AUS	1.4	Karribi	AUS	0.5		
Go Lesath	AUS	1.4	Seawind I	AUS	0.5		
Toll Firefly	AUS	1.3	Coral Bay	AUS	0.4		
Malu Trader	AUS	1.3	Malu Chief	AUS	0.4		
Kestrel Bay	AUS	1.2	Minjerribah	AUS	0.4		
Toll Warrender	AUS	1.2	Spirit of Kangaroo Island	AUS	0.4		
Toll Astrolabe	AUS	1.1	Mirambeena	AUS	0.4		
Toll Cygnet	AUS	1.1	Malu Trojan	AUS	0.3		
Territorian	AUS	1.0	Sorrento	AUS	0.3		
Endeavour Bay	AUS	0.9	Matthew Flinders III	AUS	0.3		
Statesman	AUS	0.9	Bhagwan Rocker	AUS	0.3		
Investigator II; Toll Investigator	AUS; AUS	0.9	Peninsula Princess	AUS	0.1		
Bhagwan Roller	AUS	0.8	Bima Express	AUS	0.0		
Bruce	AUS	0.7	<b>Tankers</b>				
Jane Virgo	AUS	0.7	Parmelia I	AUS	1.6		
Lauren Hansen	AUS	0.7	Anatoma	AUS	1.4		
Trader Express	AUS	0.6	Manning	AUS	1.4		
Malu Explorer	AUS	0.6	Valiant III	AUS	1.3		
Bhagwan Shaker	AUS	0.6	McArthur	AUS	1.0		
Bhagwan Mover	AUS	0.6	Macleay	AUS	1.0		
Malu Titan	AUS	0.5					

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

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

Sources: Lloyd's List Intelligence (2019), Shipping companies (various)— personal communications.

# Glossary

Term	Definition
1 year per cent change	Per cent change computed using most recent two years' data.
5 year trend annual change	Average annual per cent change estimated by fitting an exponential curve through recent five years' data using the Excel function LOGEST. The resulting trend line represents a constant annual per cent change over the period of five years.
ABS	Australian Bureau of Statistics.
ATFCC	Australian Transport Freight Commodity Classification.
Australian trading fleet	BITRE uses as definition of the Australian trading fleet which includes all vessels above 150 GT which are used to transport cargo either domestically or internationally (to or from Australia) and which are owned or operated by Australian entities as at the end of the financial year. The fleet includes vessels that carry cargo and passengers, but does not include vessels that carry passengers only. The fleet excludes vessels which operated internationally without calling to Australian ports in the financial year, and also excludes non-Australian owned or operated vessels trading in Australian waters. See Chapter 5 for more details.
BITRE	Bureau of Infrastructure, Transport and Regional Economics.
Coastal trade licence	The <i>Navigation Act 1912</i> required all vessels trading interstate on the Australian coast to be licensed or have a permit. Under the Act vessels could be licensed to participate in Australia's coastal trade irrespective of flag and crew nationality. The permit system was replaced by the Coastal Trading ( <i>Revitalising Australian Shipping</i> ) Act 2012 in 2012-13.  Licenses under the old act were issued on condition that:
	<ul style="list-style-type: none"><li>• the vessel's crew are paid Australian wages while the vessel trades on the Australian coast; and</li><li>• the vessel's crew have access to the vessel's library facilities</li></ul>
Coastal trade permit	See "Coastal voyage permit".

Term	Definition
Coastal voyage permit	The Navigation Act 1912 required all vessels trading interstate on the Australian coast to be licensed or have a permit. An unlicensed vessel could be granted a permit if there was inadequate service (or no service) offered by licensed vessels for that shipping task, and provided a public interest criteria was satisfied. Permits could be either cargo or passenger single voyage permits or cargo continuing voyage permits. See Chapter 3 for more details. The permit system was replaced by the Coastal Trading (Revitalising Australian Shipping) Act 2012 in 2012–13.
Continuing voyage permit	Often abbreviated to "CVP". See "Coastal voyage permit" and Chapter 3 for more details.
CVP	See "Continuing voyage permit".
Deadweight tonnage	Often abbreviated to "DWT". A measure of total carrying capacity of a vessel in tonnes. It is calculated as the difference between the vessel's lightship (unloaded) and its loaded displacement. As such, it includes the weight of crew, passengers, fuel, water, and stores as well as cargo.
DIRD	The (former) Department of Infrastructure and Regional Development.
DIRDC	The former Department of Infrastructure, Regional Development and Cities.
DITCRD	The Australian Department of Infrastructure, Transport, Cities and Regional Development.
DIT	The (former) Department of Infrastructure and Transport.
DWT	See "Deadweight tonnage".
Freight task	See "Tonne-kilometres".
General licence	A licence type under the Coastal Trading ( <i>Revitalising Australian Shipping</i> ) Act 2012 (the Act). Available to Australian registered vessels that meet specific crewing requirements. Grants unrestricted coastal access unrestricted access to engage in coastal trading in Australian waters for five years. See Chapter 3.
Gross tonnage	Often abbreviated to "GT". A quantity which serves as a measure of vessel size. It is a function of the volume of all the enclosed spaces of a vessel. Its precise definition is set out in IMO (1969). In July 1982 it became the standard measure for vessel size for new vessels and between 1982 and 1994 was progressively phased in for all older vessels. It is used as the basis for manning regulations, safety rules, and registration fees, and may also be used to calculate port dues.
GT	See "Gross tonnage".

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



# Appendix A: Australian ports

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

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
	Weipa	
	Other Ports QLD	Other ports or terminals in Queensland not elsewhere specified
South Australia	Adelaide	Pelican Point, Osborne, Outer Harbor; Port Adelaide
	Ardrossan	
	Edithburgh	
	Kingscote	
	Klein Point	
	Port Bonython	
	Port Giles	
	Port Lincoln	
	Port Pirie	
	Port Stanvac	
	Thevenard	
	Wallaroo	
	Whyalla	
	Other Ports SA	Other ports or terminals in South Australia not elsewhere specified
Western Australia	Airlie Island	
	Albany	
	Barrow Island	Barrow Island Terminal
	Broome	
	Bunbury	
	Carnarvon	Cape Cuvier; Useless Loop
	Dampier	East Intercourse Island, Karratha, Mistaken Island, Parker Point, Withnell Bay
	Derby	
	Esperance	
	Exmouth	
	Fremantle	Kwinana, Perth
	Geraldton	
	Onslow	
	Port Hedland	Anderson Point (Herb Elliot Port), Burgess Point, Finucane Island, Harriet Point, Lumsden Point, Nelson Point, Utah Point
	Port Walcott	Cape Lambert
	Thevenard Island	Saladin Terminal
	Varanus Island	
	Wyndham	
	Yampi Sound	Cockatoo Island, Koolan Island
	Various Offshore Facilities WA	Griffin Terminal, Laminaria-Corallina Terminal, Legendre Terminal, etc.
	Other Ports WA	Other ports or terminals in Western Australia not elsewhere specified

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
Tasmania	Bell Bay	Georgetown, Launceston, Long Reach
	Bridport	
	Burnie	
	Devonport	
	Flinders Island	Lady Barron, Whitemark
	Hobart	Risdon Wharf, Spring Bay
	King Island	Currie, Grassy, Narracoopa
	Port Arthur	
	Port Huon	
	Port Latta	
	Spring Bay	
	Stanley	
Northern Territory	Other Ports TAS	Other ports or terminals in Tasmania not elsewhere specified
	Bing Bong	
	Darwin	
	Gove	
	Milner Bay	Groote Eylandt
	Various offshore facilities NT	Various offshore facilities / terminals in NT
Other	Other Ports NT	Other ports or terminals in Northern Territory not elsewhere specified
	Christmas Island	
	Cocos (Keeling) Islands	
	Macquarie Island	
	Norfolk Island	
	Other ports AUS	Other ports or terminals not elsewhere specified

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



# Appendix B: Trading regions and country codes

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

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

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

Note: Country/area names are taken from ABS (2019a).

Country/area codes are taken from Lloyds List Intelligence (2019) except for those denoted by "#" which are taken from ABS (2019a) because those countries/areas do not exist in Lloyds List Intelligence (2019).

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



# Appendix C: Nominal trade values

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

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

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other <sup>a</sup>	Foreign origin <sup>b</sup>	Total
<b>Exports—Australian state/territory of origin</b>									(\$ billion )	
2007–08	24.4	17.1	34.3	9.6	55.3	3.4	4.4	0.9	6.2	155.7
2008–09	33.5	16.8	55.5	8.7	67.9	3.2	6.1	0.8	9.9	202.3
2009–10	26.4	15.0	42.2	7.4	68.0	2.7	5.1	0.6	11.6	178.9
2010–11	31.4	16.4	48.3	10.6	96.9	2.9	5.4	0.4	10.4	222.6
2011–12	35.0	18.2	51.7	10.8	102.8	2.9	5.2	0.5	9.1	236.2
2012–13	32.0	18.3	43.1	10.1	98.3	2.7	6.0	0.2	10.6	221.3
2013–14	31.4	20.6	43.4	11.7	115.3	2.7	6.9	0.0	11.5	243.6
2014–15	31.5	20.2	45.1	10.7	95.5	2.4	6.3	0.0	15.7	227.5
2015–16	29.5	19.3	46.3	10.9	81.0	2.6	4.8	0.0	24.4	218.9
2016–17	36.5	20.1	64.9	10.8	100.2	2.6	4.9	0.0	12.3	252.1
<b>Average annual per cent change</b>									(% )	
1 year	23.4	4.1	40.1	-1.4	23.7	-1.3	2.3		-49.8	15.2
5 year trend	-0.1	1.8	4.0	0.4	-2.5	-2.6	-3.2		13.2	0.6
<b>Imports—Australian state/territory of final destination</b>									(\$ billion )	
2007–08	48.4	46.5	28.2	6.5	22.2	0.7	3.2	0.0		155.7
2008–09	49.6	48.2	29.0	6.2	27.0	1.0	5.1	0.0		166.0
2009–10	47.7	44.6	27.2	5.8	26.9	0.8	3.9	0.0		156.9
2010–11	51.0	48.3	28.8	5.9	22.5	0.6	3.7	0.0		160.9
2011–12	54.5	50.4	35.9	6.6	29.7	1.0	4.1	0.0		182.2
2012–13	54.1	50.3	38.6	6.4	29.1	0.7	5.2	0.0		184.4
2013–14	57.9	57.0	39.1	7.5	32.3	0.8	3.7	0.0		198.4
2014–15	62.3	57.5	33.8	7.3	31.1	0.9	5.1	0.0		198.0
2015–16	66.3	60.4	32.4	7.6	31.1	0.8	3.2	0.0		201.8
2016–17	67.1	60.1	34.5	8.0	20.9	1.0	1.4	0.0		193.1
<b>Average annual per cent change</b>									(% )	
1 year	1.3	-0.5	6.6	5.5	-32.7	13.1	-54.6			-4.3
5 year trend	5.0	4.2	-2.5	4.3	-4.5	1.8	-16.6			1.6

<sup>a</sup> "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.

<sup>b</sup> "Foreign origin" refers to cargo without an Australian origin. Most of this category refers to 're exports'.

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

Source: ABS (2019a).

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

Financial year	Dampier	Port Hedland	Melbourne	Hay Point	Newcastle	Brisbane	Gladstone	Sydney	Fremantle	Port Walcott	All ports <sup>a</sup>
<b>Exports</b>											
2007–08	19.8	8.7	21.0	9.4	8.4	10.2	7.1	11.3	11.7	3.0	155.7
2008–09	25.7	16.7	20.7	22.1	16.2	11.2	14.7	11.2	10.1	4.6	202.3
2009–10	27.5	16.5	18.3	15.7	11.5	9.7	8.8	10.2	9.9	5.6	178.9
2010–11	36.6	27.4	19.8	18.4	14.1	10.5	10.5	10.8	11.0	9.8	222.6
2011–12	37.3	30.9	20.0	18.1	16.3	12.7	12.2	11.0	10.4	9.8	236.2
2012–13	36.8	29.8	19.9	14.0	15.2	12.6	8.8	10.1	10.8	8.2	221.3
2013–14	39.2	39.5	22.1	14.0	15.2	12.1	9.7	10.8	9.8	13.2	243.6
2014–15	34.0	29.7	22.6	13.3	14.6	14.0	10.2	11.4	11.0	1.7	227.5
2015–16	33.2	26.3	22.4	12.1	13.5	13.0	13.9	11.7	10.0	1.1	218.9
2016–17	25.7	35.0	21.8	21.3	18.5	13.5	21.5	12.5	10.3	14.2	252.1
<b>Average annual per cent change</b>											
1 year	-22.4	33.2	-2.5	75.7	37.2	3.8	54.5	6.9	3.5	28.4	15.2
5 year-trend	-6.4	-0.1	2.3	0.9	0.6	1.5	13.0	3.2	-0.5	7.9	0.6
<b>Imports</b>											
2007–08	44.1	46.5	23.4	14.9	2.7	4.1	4.1	3.6	2.7	1.7	155.7
2008–09	46.3	45.7	22.6	16.5	4.8	3.9	4.1	5.2	4.5	1.7	166.0
2009–10	43.2	41.4	21.2	14.4	7.6	4.0	3.5	8.1	3.1	2.1	156.9
2010–11	45.6	44.0	23.0	16.0	7.7	3.8	4.4	3.2	3.3	1.7	160.9
2011–12	48.0	45.7	28.4	20.2	8.7	4.4	4.5	5.3	3.5	2.5	182.2
2012–13	47.5	45.6	29.1	20.0	8.5	4.8	4.7	2.9	4.0	2.8	184.4
2013–14	52.8	49.5	30.2	19.3	8.6	6.1	5.7	4.1	3.3	2.5	198.4
2014–15	53.7	53.0	26.7	18.8	9.2	6.0	4.8	2.4	5.0	2.3	198.0
2015–16	58.5	55.7	26.5	17.6	10.9	6.2	3.1	5.9	3.1	1.6	201.8
2016–17	58.8	55.9	28.4	16.4	11.2	6.5	2.9	0.8	1.3	1.8	193.1
<b>Average annual per cent change</b>											
1 year	0.4	0.5	7.2	-7.0	3.3	4.5	-6.4	-85.9	-56.4	11.2	-4.3
5 year-trend	4.8	4.9	-1.2	-4.0	6.2	7.9	-9.8	-19.6	-13.7	-8.8	1.6

<sup>a</sup> "All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are Australian ports with the highest nominal value of Australia's international exports or imports summed over the last ten years. The ports are sorted in descending order by the total value summed over ten years, not by the most recent financial year. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports." Includes ship stores and non-merchandise trade.

Source: ABS (2019a).

**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 HK & Macau)	Europe	Middle East	New Zealand	North & Central America	Other East Asia	Pacific Islands & PNG <sup>a</sup>	South America	South East Asia	South Asia	Rest of world	Total
Exports—region of final destination														
2007–08	30	0.0	282	14.7	6.8	7.5	10.3	54.1	2.6	1.4	6.0	19.6	1.3	155.7
2008–09	3.7	0.0	40.4	14.7	7.8	6.2	10.7	78.7	2.5	2.2	10.8	23.2	1.3	202.3
2009–10	3.2	0.0	47.2	9.8	5.6	6.3	8.4	58.5	2.8	1.9	10.1	23.8	1.4	178.9
2010–11	3.6	0.0	64.7	12.9	6.4	5.5	8.2	76.8	3.0	2.3	12.5	25.6	1.2	222.6
2011–12	3.9	0.0	73.0	13.6	6.8	5.8	9.1	80.1	3.3	2.2	11.3	26.1	1.0	236.2
2012–13	3.4	0.0	72.0	10.5	7.5	5.4	8.2	71.4	3.7	1.4	9.7	27.3	0.7	221.3
2013–14	3.4	0.0	92.0	9.4	8.0	5.4	8.2	74.6	3.2	1.3	9.0	28.2	0.8	243.6
2014–15	2.9	0.0	74.2	9.4	8.4	5.7	11.3	67.7	2.9	1.7	10.1	31.9	1.3	227.5
2015–16	3.5	0.0	70.5	9.7	8.1	5.9	11.2	57.8	2.7	1.6	10.7	36.7	0.5	218.9
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	0.4	252.1
Average annual per cent change														
1 year	-17.6	13.5	29.9	31.3	-5.8	1.7	-15.7	17.6	-2.6	41.1	54.7	-12.8	-19.9	152
5 year trend	-4.6	-26.9	2.5	-1.7	2.4	1.4	4.1	-4.4	-5.9	3.4	6.9	6.0	-11.8	0.6
Imports—region of origin														
2007–08	1.8	0.0	25.3	30.4	5.1	5.8	16.3	26.6	1.8	1.7	1.5	37.9	1.4	155.7
2008–09	1.7	0.0	32.6	33.0	4.9	5.7	18.0	25.5	1.2	2.0	2.1	36.5	2.7	166.0
2009–10	2.2	0.0	29.0	29.8	4.6	5.7	15.2	27.2	1.2	2.1	1.7	36.1	2.1	156.9
2010–11	4.7	0.0	32.3	27.3	5.3	6.0	16.4	25.2	1.4	2.1	2.0	35.5	2.6	160.9
2011–12	5.8	0.0	34.0	30.8	6.1	6.2	21.5	30.6	1.5	2.6	2.4	38.2	2.6	182.2
2012–13	6.3	0.0	35.1	31.3	5.8	5.7	21.2	29.3	1.0	2.6	2.4	40.3	3.4	184.4
2013–14	5.5	0.0	39.9	34.9	5.8	6.4	20.2	33.3	1.5	2.6	2.9	43.1	2.4	198.4
2014–15	3.0	0.0	45.7	32.0	5.5	6.3	21.4	34.8	1.4	2.5	4.0	39.9	1.4	198.0
2015–16	2.1	0.0	49.1	34.8	4.2	6.3	21.6	37.6	0.7	2.3	5.2	37.3	0.7	201.8
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
Average annual per cent change														
1 year	30.4	-19.8	-2.0	-0.2	0.3	-1.6	-9.2	-17.3	11.1	3.8	-6.3	1.3	-3.9	-4.3
5 year trend	-19.9	-10.6	8.6	2.4	-8.0	0.9	-0.9	2.5	-11.6	-2.4	19.2	-1.0	-29.3	1.6

<sup>a</sup> "PNG" stands for "Papua New Guinea".

Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions. Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of '0.0' mean that data was recorded but rounded to zero. Includes ship stores and non-merchandise trade.

Source: ABS (2019a).

**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 HK & Macau)	Europe	Middle East	New Zealand	North & Central America	Other East Asia	Pacific Islands & PNG <sup>a</sup>	South America	South Asia	South East Asia	Rest of world	Total
Exports - regions where cargo was discharged														
2007–08	2.3		26.3	12.9	4.2	8.2	8.9	53.8	2.5	1.3	5.3	28.8	1.3	155.7
2008–09	2.9		38.5	13.2	5.1	6.8	9.4	79.3	2.5	1.9	10.3	31.2	1.3	202.3
2009–10	2.5		44.6	8.5	3.3	6.7	7.0	58.7	2.8	1.8	9.5	32.0	1.6	178.9
2010–11	2.8		61.6	11.1	4.3	6.0	7.1	76.9	3.0	2.1	11.8	34.8	1.1	222.6
2011–12	3.1		70.5	11.0	4.9	6.3	8.1	80.0	3.2	2.0	10.4	35.8	1.0	236.2
2012–13	2.5		69.3	8.4	5.5	6.0	7.1	71.5	3.6	1.2	8.7	36.8	0.6	221.3
2013–14	2.9		89.4	7.6	5.7	6.1	7.0	74.7	3.1	1.2	7.9	37.1	0.8	243.6
2014–15	2.3		72.0	7.6	5.8	7.0	9.3	67.9	2.8	1.6	8.8	41.1	1.3	227.5
2015–16	2.9		68.2	8.4	5.4	7.1	9.4	58.0	2.7	1.5	9.4	45.4	0.5	218.9
2016–17	2.4		89.8	11.7	5.5	6.9	8.0	68.2	2.6	2.3	14.8	39.5	0.4	252.1
Average annual per cent change														
1 year	-19.5		31.7	39.4	1.8	-2.9	-14.6	17.6	-3.7	55.8	57.9	-12.9	-22.2	15.2
5 year trend	-3.1		2.7	0.9	1.7	3.0	3.0	4.2	-5.9	5.5	6.2	3.6	-13.4	0.6

(continued)

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

Financial year	Africa	Central Asia	China (inc HK & Macau)	Europe	Middle East	New Zealand	North America	Other East Asia	Pacific Islands & PNG <sup>a</sup>	South America	South Asia	South East Asia	Rest of world	Total
Imports - regions where cargo was loaded	(\$ billion)													
2007–08	1.9		25.3	27.3	4.9	6.6	15.7	25.2	1.9	1.6	1.5	42.5	1.3	155.7
2008–09	1.6		30.6	28.7	4.7	6.0	18.0	24.6	1.4	1.8	2.0	44.2	2.3	166.0
2009–10	2.0		28.8	25.1	4.3	6.0	15.1	24.9	1.4	2.0	2.0	43.5	1.8	156.9
2010–11	4.4		32.4	25.1	5.3	6.7	16.1	24.4	1.6	2.0	2.1	38.4	2.5	160.9
2011–12	4.9		34.0	28.4	5.9	6.8	20.8	30.2	1.7	2.3	2.4	42.6	2.3	182.2
2012–13	5.7		35.6	29.3	5.4	5.9	20.5	28.6	1.1	2.8	2.3	44.8	2.5	184.4
2013–14	5.1		40.2	31.3	5.5	6.7	20.0	32.0	1.9	2.2	2.8	49.2	1.5	198.4
2014–15	2.8		45.5	29.8	5.2	6.5	20.4	33.4	1.6	2.4	3.9	46.2	0.3	198.0
2015–16	2.1		49.3	33.2	3.6	6.6	21.0	32.1	0.9	2.2	5.0	45.7	0.1	201.8
2016–17	2.6		48.4	33.0	3.8	6.5	19.5	30.9	0.9	2.4	4.6	40.5	0.1	193.1
Average annual per cent change	(%)													
1 year	22.4		-1.8	-0.5	5.8	-1.5	-7.4	-3.7	3.6	8.8	-7.8	-11.5	-49.7	-4.3
5 year trend	-17.5		8.6	3.1	-9.4	0.2	-0.7	1.4	-10.2	-1.2	18.0	-0.7	-57.3	1.6

<sup>a</sup> "PNG" stands for "Papua New Guinea".

Note: Not all international sea freight is exported from Australia directly to its final destination, or imported from the country of origin directly to Australia. This analysis focuses on the trading regions where the Australian sea freight has been discharged after departing Australia, or loaded prior to arriving in Australia. "Appendix B: Trading regions and country codes" shows the country composition of trading regions. Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero. Includes ship stores and non-merchandise trade.

Source: ABS (2019a).

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

Financial year	China <sup>a</sup>	Japan	Korea, Republic of Singapore	India	United States (\$ billion)	Taiwan	Indonesia	New Zealand	Malaysia	All countries <sup>b</sup>
<b>Exports - country of final destination</b>										
2007–08	28.2	34.4	13.6	5.8	5.1	8.3	6.2	4.2	7.5	3.2
2008–09	40.4	52.2	18.6	8.7	9.6	8.4	7.9	4.5	6.2	4.2
2009–10	47.2	36.5	15.5	8.2	8.9	6.2	6.5	5.4	6.3	4.0
2010–11	64.7	46.5	21.5	8.0	11.4	6.0	8.7	6.2	5.5	3.9
2011–12	73.0	50.7	21.1	7.4	10.0	6.7	8.2	6.6	5.8	5.1
2012–13	72.0	46.0	18.2	9.7	8.3	6.2	7.1	6.1	5.4	4.9
2013–14	92.0	48.0	19.8	9.9	7.9	6.7	6.8	5.7	5.4	5.1
2014–15	74.2	43.5	17.7	11.5	8.6	9.5	6.5	6.1	5.7	6.3
2015–16	70.5	34.8	16.9	16.5	8.8	9.0	6.0	8.0	5.9	4.6
2016–17	91.6	40.8	19.1	9.2	14.5	7.5	8.1	8.7	6.0	5.0
<b>Average annual per cent change</b>										
1 year	29.9	17.3	12.7	-44.5	64.8	-17.0	33.8	9.8	1.7	8.3
5 year trend	2.5	-5.6	-2.4	8.4	6.1	6.1	-1.9	6.7	1.4	0.0
<b>Imports - country of origin</b>										
2007–08	25.3	18.4	13.8	1.34	7.2	4.8	8.3	6.4	5.8	4.2
2008–09	32.6	16.7	15.2	12.0	7.6	5.3	8.9	6.7	5.7	4.4
2009–10	29.0	17.9	13.0	10.8	9.6	6.5	8.2	6.9	5.7	4.4
2010–11	32.3	15.7	13.9	11.2	7.7	6.7	7.5	7.3	6.0	5.3
2011–12	34.0	19.1	18.6	13.4	7.3	8.6	8.3	7.8	6.2	5.5
2012–13	35.1	17.2	17.7	12.9	10.0	9.0	8.2	7.7	5.7	5.3
2013–14	39.9	17.2	17.1	11.7	9.9	12.7	8.7	9.8	6.4	6.3
2014–15	45.7	17.2	17.9	9.4	11.1	13.7	8.7	8.9	6.3	5.1
2015–16	49.1	16.9	18.3	6.4	13.1	17.0	9.7	8.4	6.3	5.3
2016–17	48.1	17.0	16.5	7.2	12.9	10.7	10.0	9.0	6.2	4.3
<b>Average annual per cent change</b>										
1 year	-2.0	0.4	-9.7	11.4	-1.7	-37.1	3.0	7.5	-1.6	-18.1
5 year trend	8.6	-1.8	-1.2	-14.4	11.3	9.2	4.1	2.6	0.9	-3.9
									-4.3	1.6

**a** Statistics for "China" includes statistics for "People's Republic of China", "Hong Kong Special Administrative Region", and "Macau Special Administrative Region".

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

Note: The top ten trading countries are selected based on the total value of sea freight traded with Australia over the last ten years. The countries are sorted in descending order by the total value summed over the ten years, not by the most recent financial year. Includes ship stores and non-merchandise trade.

Source: ABS (2019a)

**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
						( \$ billion )					
<b>Exports</b>											
2007–08	18.0	2.9	46.6	43.5	0.5	4.4	16.8	9.8	1.8	11.4	155.7
2008–09	21.8	2.8	57.6	75.8	0.5	5.0	15.0	9.1	1.8	13.0	202.3
2009–10	18.1	2.5	58.9	55.7	0.4	4.4	13.1	7.5	1.6	16.6	178.9
2010–11	21.1	2.3	86.7	67.9	0.5	4.6	15.2	7.6	1.5	15.3	222.6
2011–12	23.4	2.2	94.8	74.1	0.5	4.5	14.1	8.1	1.5	13.0	236.2
2012–13	24.2	2.1	89.0	65.6	0.6	4.3	12.8	8.1	1.4	13.3	221.3
2013–14	27.4	2.1	106.2	69.6	0.6	4.8	13.6	8.5	1.5	9.3	243.6
2014–15	30.4	2.2	86.9	65.1	0.6	5.1	13.7	9.2	1.6	12.6	227.5
2015–16	29.9	2.4	77.9	57.6	0.6	5.6	12.9	8.8	1.9	21.2	218.9
2016–17	31.0	2.7	95.9	83.4	0.7	5.6	13.0	8.3	1.8	9.8	252.1
<b>Average annual per cent change</b>											
1 year	3.6	9.9	23.1	44.7	6.2	1.4	0.5	-5.9	-1.2	-54.0	152
5 year trend	6.3	4.7	-1.6	0.4	4.4	5.9	-1.1	1.4	6.4	0.8	0.6
<b>Imports</b>											
2007–08	7.2	1.5	2.4	30.5	0.5	12.2	19.5	59.6	15.4	6.9	155.7
2008–09	8.3	1.7	2.5	30.0	0.6	14.1	22.7	59.0	18.7	8.5	166.0
2009–10	8.1	1.7	1.9	27.5	0.5	11.9	19.8	59.6	16.4	9.4	156.9
2010–11	8.5	1.7	2.4	33.6	0.5	13.1	20.9	58.8	17.3	4.1	160.9
2011–12	9.1	1.9	2.5	39.9	0.5	14.1	23.2	69.7	18.1	3.1	182.2
2012–13	9.4	2.1	2.3	40.7	0.5	14.4	23.7	70.5	18.5	2.4	184.4
2013–14	11.1	2.6	2.3	43.2	0.6	16.0	25.6	71.7	21.6	3.6	198.4
2014–15	12.2	2.8	3.0	33.9	0.6	17.0	28.1	73.5	23.7	3.1	198.0
2015–16	13.5	3.2	3.0	24.7	0.7	18.1	27.5	78.2	27.2	5.8	201.8
2016–17	13.6	3.1	3.0	26.9	0.7	18.4	25.4	74.9	26.0	1.1	193.1
<b>Average annual per cent change</b>											
1 year	0.8	-3.2	1.2	8.9	-2.5	1.9	-7.5	-4.2	-4.3	-81.2	-4.3
5 year trend	9.5	12.2	5.5	-10.0	7.4	6.1	2.8	2.0	9.1	-7.1	1.6

Note: "nes" stands for "Not Elsewhere Specified". Commodity descriptions are 1 digit (high-level) STTC (Standard International Trade Classification). The STTC is an international standard developed by the UN for classifying traded commodities. Includes ship stores and non-merchandise trade.

- Source: ABS (2019a)
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