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Yearbook 2021

December 2021

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Australian Infrastructure and Transport Statistics Yearbook 2021

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Foreword

The aim of the Australian Infrastructure and Transport Statistics Yearbook is to provide a single, comprehensive annual source of statistics for use by policymakers, industry leaders, transport analysts and the wider Australian community.

The publication provides long-term, aggregate time series infrastructure and transport statistics. Most statistics included in the publication are currently collected by BITRE or other Australian, state or territory government agencies.

The 2021 Yearbook was prepared by Jesse Lamp and Natalie Fisher with thanks to contributions from David Cosgrove, David Gargett, David Mitchell, Thomas Rutherford, Pearl Louis, Rodney Avery, Mano Manoranjan, Tim Risbey and Jack McAuley.

Louise Rawlings
Head of Bureau
Bureau of Infrastructure and Transport Research Economics
December 2021

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Introduction

Introduction

The Australian Infrastructure Statistics Yearbook (Yearbook) provides comprehensive and coherent time series statistics on Australian infrastructure and its use.

The Infrastructure and the Economy chapter provides a summary of economic infrastructure and several statistical measures of factors that relate to investment in and use of economic infrastructure. The rest of the Yearbook focusses on statistics relating to transport infrastructure, freight, passengers, road, rail, aviation, shipping, safety and environment.

The Yearbook covers:

- Physical infrastructure – Measures include the value and capacity of infrastructure at a given time ('stock' measures); additions to the amount of infrastructure (construction) and reductions (depreciation) that take place during the year ('flow' measures); and measures of the quality of the infrastructure.
- Inputs to infrastructure – Measures of non-capital inputs to activities that rely on infrastructure.
- Infrastructure activity – For example, Chapters 4 to 9 includes freight and passenger movements, and road, rail, aviation and maritime activity.

Publication layout

End Notes are provided by table number at the end of the publication. References provided at the bottom of tables relate to the most recent issue of the statistical publication. Where a complete time series is not available from the most recent issue, earlier issues are used.

Australian Infrastructure Facts and Figures

Infrastructure and the economy

In 2020–21, 8.5 per cent of Australia's GDP was accounted for by Australian infrastructure industries.

The average weekly earnings for transport sector employees in 2018 was $1246 per week.

In 2020–21, 55 per cent of infrastructure construction was in the transport sector.

The transport sector employed 636.0 thousand people in August 2021.

In 2021, there are 1653 public charging locations for Australians to charge their electric vehicles.

Transport

$29.1 billion was spent on roads by governments in 2019–20.

Australia's total road length was 877 651 kilometres in 2018.

In 2020–21, there were 235.4 billion tonne kilometres of freight moved by road 453.1 billion tonne kilometres of freight moved by rail.

In 2020–21, 155.5 billion passenger kilometres were travelled by car on capital city roads, and 7.2 billion passenger kilometres were travelled on heavy rail networks.

There were 33 004 route kilometres of open railway as at September 2021.

In metropolitan areas there were 726 million heavy rail passenger movements in 2017–18, up from 588 million just 10 years prior.

In 2020–21, there were 1.1 million passengers on international flights in Australia down from 30.7 million the year prior, due to the pandemic.

There were 21.5 million passengers on domestic flights down from 45.2 million the year before.

Sydney airport was the busiest in the country with 7.8 million passengers using the facility in 2020–21 down from 32.2 million in 2019–20.

In 2019–20, 7.9 million TEUs were exchanged at Australia's five principal container ports.

In 2020, there were 1004 fatal car crashes and 17 fatal aviation accidents.

111.9 billion tonne kilometres of freight was moved by coastal shipping in 2020–21.

Road vehicles make up 82 per cent of direct greenhouse gas emissions from all transport modes in 2020–21 compared to 4.9 per cent from aviation.

The national average price for petrol was 129.3 cents per litres in the 2020–21 financial year.

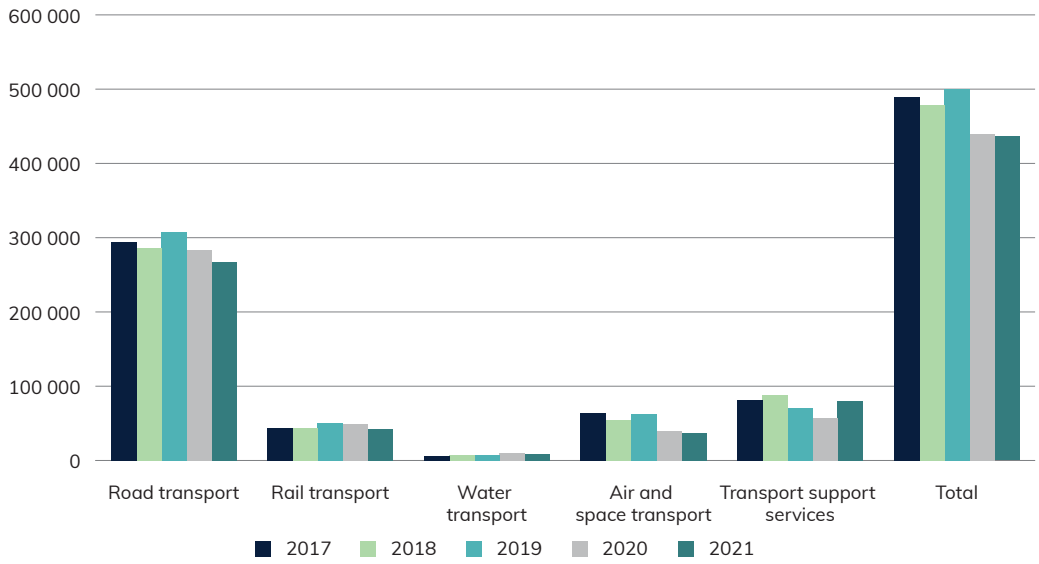
Chapter 1:
Infrastructure and the Economy

This chapter provides data on the Australian economy including the value added by Australian infrastructure industries in addition to:

- employment in the transport, energy, communication and water industries
- average weekly earnings for road, rail, water and Air and space industries
- price indices
- Population.

Figure 1 shows employment statistics for various transport industries as at August of each year. COVID-19 has impacted Australian employment for road, rail, and air and space transport. Transport support services have surpassed August 2019 levels and water transport has remained relatively stable. Figure 2 provides an insight into gender statistics by comparing the number of leadership positions held by men and women within the transport industry.

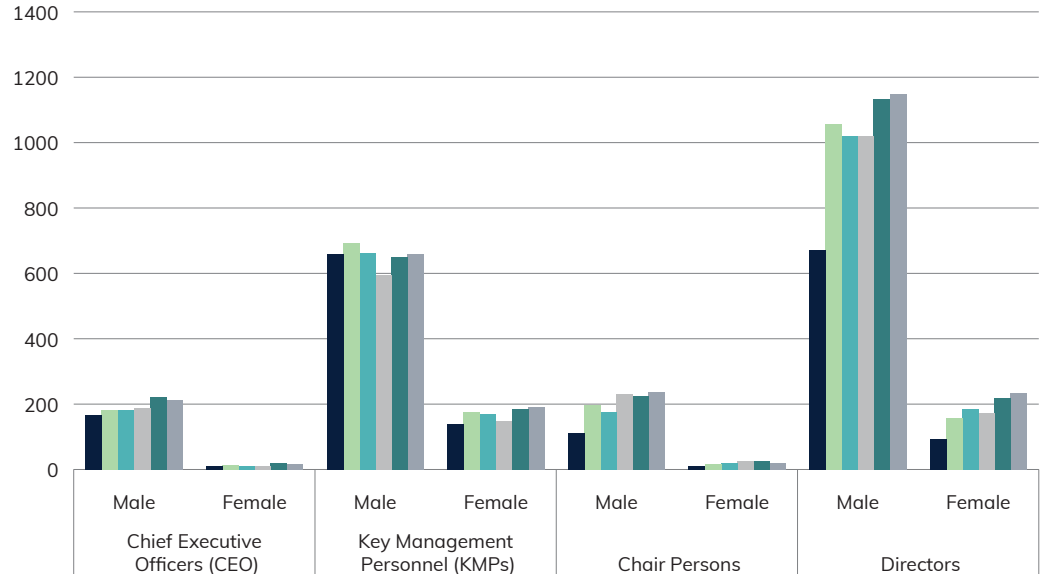
Figure 1 Australian employment numbers in selected major infrastructure industries



Note: This data refers to employment in August of each reference year

Source: ABS, 2021, Labour Force Australia, detailed

Figure 2 Leadership positions held in transport industries, by gender



Source: ABS, 2020, Gender Indicators, Australia

Table 1.1a Gross value added, major Australian infrastructure industries, 2020–21 prices

Financial year	Chain volume measures						
	Gross value added, by industry					Gross Domestic Product	Major infrastructure industries as percentage of GDP
	Transport, postal and warehousing	Energy industry		Information media and telecommunications	Water supply and waste services		
		Electricity	Gas				
	$ million						%
1976–77	21 310	9 751	243	3 582	9 583	546 896	8.1
1977–78	24 001	10 295	300	3 804	8 877	551 801	8.6
1978–79	24 387	10 909	351	4 113	9 127	574 113	8.5
1979–80	25 113	11 499	424	4 420	9 887	591 533	8.7
1980–81	26 651	12 252	444	4 893	9 931	611 277	8.9
1981–82	27 056	12 775	678	5 281	10 024	631 623	8.8
1982–83	26 070	12 982	674	5 515	10 617	617 598	9.0
1983–84	27 385	13 721	742	5 843	10 602	645 892	9.0
1984–85	29 610	14 562	830	6 296	11 146	679 797	9.2
1985–86	31 405	15 309	816	6 832	11 330	707 244	9.3
1986–87	31 987	15 958	800	7 350	11 265	725 287	9.3
1987–88	33 396	16 912	858	7 997	11 550	766 943	9.2
1988–89	34 915	17 825	917	8 655	11 833	796 556	9.3
1989–90	35 794	18 730	983	9 674	12 399	825 001	9.4
1990–91	36 038	19 079	931	10 207	12 970	821 719	9.6
1991–92	36 831	19 520	914	10 943	12 825	825 106	9.8
1992–93	37 080	20 113	925	12 222	12 721	858 357	9.7
1993–94	39 100	20 823	977	13 351	13 105	892 553	9.8
1994–95	41 462	21 290	1 044	14 930	13 519	926 807	10.0
1995–96	44 715	21 650	1 055	15 752	13 499	962 754	10.0
1996–97	46 616	21 543	1 058	16 915	13 415	1 000 942	9.9
1997–98	47 648	22 591	1 103	18 334	13 903	1 046 752	9.9
1998–99	49 114	23 094	1 190	19 635	14 285	1 099 860	9.8
1999–00	51 010	23 707	1 243	20 276	14 280	1 143 119	9.7
2000–01	52 948	24 075	1 279	21 023	14 621	1 165 191	9.8
2001–02	54 717	23 986	1 301	21 708	15 340	1 211 815	9.7
2002–03	57 939	24 020	1 320	23 042	15 363	1 247 999	9.8
2003–04	60 081	24 416	1 339	24 030	14 852	1 298 611	9.6
2004–05	63 684	24 854	1 329	24 700	14 891	1 340 222	9.7
2005–06	65 481	25 723	1 330	25 672	14 629	1 377 675	9.6
2006–07	69 342	25 911	1 405	27 362	14 869	1 430 636	9.7
2007–08	73 223	26 575	1 455	29 028	14 260	1 482 968	9.7
2008–09	72 760	27 973	1 464	29 421	14 738	1 511 693	9.7
2009–10	74 067	28 056	1 481	30 006	15 190	1 542 946	9.6
2010–11	76 271	28 076	1 585	31 005	16 092	1 580 945	9.7
2011–12	79 430	27 607	1 507	31 373	16 662	1 642 889	9.5
2012–13	82 291	27 159	1 648	31 330	17 200	1 685 356	9.5
2013–14	82 064	26 692	1 634	32 614	16 562	1 728 048	9.2
2014–15	82 336	26 706	1 755	34 966	17 075	1 765 938	9.2
2015–16	83 907	27 234	1 869	37 552	17 602	1 814 866	9.3
2016–17	86 555	26 948	1 886	38 621	17 927	1 856 619	9.3
2017–18	88 184	26 588	1 941	41 551	19 138	1 911 376	9.3
2018–19	89 584	26 807	2 047	43 032	19 233	1 952 680	9.3
2019–20	84 252	26 251	2 185	43 396	18 641	1 948 431	9.0
2020–21	77 492	25 763	2 262	44 560	18 448	1 975 866	8.5

See end notes

Source: ABS 2021, Australian National Accounts: National Income, Expenditure and Product

Table 1.1b Australian transport, postal and warehousing gross value added, 2020–21 prices

Financial year	Transport, postal and warehousing industry					In-house transport [a]	Gross Domestic Product	Transport, postal and warehousing industry as percentage of GDP	Transport, postal and warehousing activity (including in-house transport) as percentage of GDP
	Road transport	Air and space transport	Rail, pipeline and other transport (3)	Transport, postal and storage services	Total				
	$ million							%	%
1981–82	7 696	1 435	4 735	13 516	27 056		631 623	4.3	
1982–83	7 533	1 362	4 439	12 621	26 070		617 598	4.2	
1983–84	7 729	1 434	4 814	14 139	27 385		645 892	4.2	
1984–85	8 304	1 547	5 422	15 421	29 610		679 797	4.4	
1985–86	8 769	1 681	5 794	15 800	31 405		707 244	4.4	
1986–87	8 704	1 858	5 778	16 192	31 987		725 287	4.4	
1987–88	9 224	2 078	5 888	16 656	33 396		766 943	4.4	
1988–89	9 917	2 206	5 981	17 147	34 915		796 556	4.4	
1989–90	10 380	1 911	6 354	17 586	35 794		825 001	4.3	
1990–91	10 096	2 221	6 350	17 747	36 038		821 719	4.4	
1991–92	10 422	2 588	6 366	17 653	36 831		825 106	4.5	
1992–93	10 191	2 858	6 561	17 658	37 080		858 357	4.3	
1993–94	10 689	3 127	6 832	18 621	39 100		892 553	4.4	
1994–95	11 729	3 400	6 805	19 679	41 462		926 807	4.5	
1995–96	13 001	3 636	7 266	20 992	44 715		962 754	4.6	
1996–97	13 608	3 870	7 484	21 798	46 616		1 000 942	4.7	
1997–98	14 151	3 861	7 459	22 381	47 648		1 046 752	4.6	
1998–99	14 684	3 955	7 590	23 102	49 114		1 099 860	4.5	
1999–00	15 423	4 181	7 861	23 733	51 010		1 143 119	4.5	
2000–01	15 946	4 509	7 923	24 633	52 948		1 165 191	4.5	
2001–02	16 928	4 240	8 287	25 539	54 717		1 211 815	4.5	
2002–03	18 116	4 791	8 710	26 461	57 939		1 247 999	4.6	
2003–04	19 488	5 103	8 899	26 752	60 081		1 298 611	4.6	
2004–05	20 628	5 631	9 135	28 338	63 684		1 340 222	4.8	
2005–06	21 548	5 951	9 231	28 777	65 481		1 377 675	4.8	
2006–07	23 874	6 490	9 211	29 887	69 342		1 430 636	4.8	
2007–08	25 417	6 712	9 890	31 406	73 223		1 482 968	4.9	
2008–09	23 834	6 482	10 214	32 379	72 760		1 511 693	4.8	
2009–10	24 478	6 474	10 278	33 003	74 067		1 542 946	4.8	
2010–11	24 026	6 956	10 699	34 688	76 271	43 776	1 580 945	4.8	7.6
2011–12	23 899	7 327	11 258	37 062	79 430	48 311	1 642 889	4.8	7.8
2012–13	23 876	7 396	11 867	39 344	82 291	49 264	1 685 356	4.9	7.8
2013–14	24 278	7 542	11 080	39 308	82 064	49 394	1 728 048	4.7	7.6
2014–15	24 653	8 133	11 541	38 076	82 336	45 762	1 765 938	4.7	7.3
2015–16	24 796	9 056	11 612	38 392	83 907	45 980	1 814 866	4.6	7.2
2016–17	25 309	9 182	11 881	40 196	86 555		1 856 619	4.7	
2017–18	25 528	9 699	12 239	40 719	88 184		1 911 376	4.6	
2018–19	26 157	10 015	12 438	40 974	89 584		1 952 680	4.6	
2019–20	26 671	7 300	11 606	38 676	84 252		1 948 431	4.3	
2020–21	28 838	1 808	10 363	36 484	77 492		1 975 866	3.9	

See end notes

Note: (a) In-house transport refers to transport activities undertaken outside of the Transport, postal and warehousing industry (for example retailers using their own freight vehicles). This encapsulates both own-account (or 'ancillary') production, which is not intended for market, and is consumed in the production of the industry's primary input, as well as secondary production of transport on a fee for-hire basis.

Source: *ABS 2018, Australian Transport Economic Account: An Experimental Transport Satellite Account, 2010–11 to 2015–16*

ABS 2021, Australian National Accounts: National Income, Expenditure and Product

BITRE estimates

Table 1.1c In-house transport gross value added, by industry, 2018–19 prices

Financial Year	Agriculture, forestry and fishing	Mining	Manufacturing	Electricity, gas, water and waste services	Construction	Wholesale Trade	Retail Trade	Accommodation and food services	Information media and telecommunications
					$ *million*				
2010–11	3 760	4 537	4 007	1 181	9 051	3 158	1 796	363	1 024
2011–12	4 011	5 302	4 116	1 245	10 416	3 598	2 104	377	1 095
2012–13	4 075	5 684	4 108	1 687	10 634	3 450	1 994	387	977
2013–14	4 197	6 212	3 947	1 548	10 428	3 426	1 890	397	887
2014–15	3 982	5 708	3 685	1 695	9 033	2 881	1 602	357	876
2015–16	4 602	4 806	3 930	1 790	8 574	2 874	1 609	367	880

Financial Year	Financial and insurance services	Rental, hiring and real estate services	Professional, scientific and technical services	Administrative and support services	Public administration and safety	Education and training	Health care and social assistance	Arts and recreation services	Other services	Total
					$ *million*					
2010–11	1 799	993	2 528	1 011	5 397	856	1 058	921	337	43 778
2011–12	1 791	1 071	2 746	1 185	5 745	903	1 321	913	372	48 310
2012–13	2 062	1 019	2 731	1 204	5 737	932	1 288	903	392	49 265
2013–14	2 162	979	2 718	1 118	6 086	884	1 317	832	363	49 391
2014–15	2 139	944	2 566	1 075	5 883	813	1 197	961	364	45 763
2015–16	2 343	1 015	2 754	1 035	5 731	925	1 232	1 135	378	45 980

Note: In-house transport refers to transport activities undertaken outside of the transport, postal and warehousing industry (for example retailers using their own vehicles). This encapsulates both own-account (or 'ancillary') production, which is not intended for market, and is consumed in the production of the industry's primary input, as well as secondary production of transport on a fee for-hire basis.

Source: *ABS 2018, Australian Transport Economic Account: An Experimental Transport Satellite Account, 2010–11 to 2015–16*

BITRE estimates

Table 1.2a Australian employment, major infrastructure industries – transport and storage

August reference month	Road transport	Rail transport	Water transport	Air and space transport	Other Transport	Transport, postal and warehousing industry: Postal and courier services	Transport support services	Ware-housing and storage services	Total	In-house transport[a]	Total Aust employment	Transport, postal and warehousing industry as % of total employment	Transport, postal and warehousing activity (including in-house transport) as % of total employment
					thousands							%	
1998	190.6	30.0	7.9	46.4	12.2	78.0	36.5	19.6	421.1		8 455.2	5.0	
1999	204.3	27.8	8.2	44.9	11.2	73.2	45.6	24.8	440.1		8 603.6	5.1	
2000	205.1	30.8	9.2	56.6	8.1	81.8	35.4	30.3	459.8		8 911.6	5.2	
2001	213.8	28.7	10.7	52.5	8.0	81.2	37.4	26.6	460.6		8 971.9	5.1	
2002	204.2	28.4	7.9	45.2	6.9	78.9	36.3	27.7	438.1		9 150.3	4.8	
2003	217.8	32.3	8.5	47.7	8.1	77.9	39.4	27.2	460.0		9 327.0	4.9	
2004	218.9	29.9	13.4	40.3	9.2	81.7	39.6	36.2	487.3		9 462.1	5.2	
2005	214.1	30.3	8.7	50.3	7.4	86.3	41.9	41.4	495.2		9 870.3	5.0	
2006	228.8	33.1	12.4	46.0	7.6	74.8	45.0	43.2	501.0		10 105.8	5.0	
2007	234.5	30.5	12.6	46.4	13.8	88.6	44.6	48.1	536.3		10 406.4	5.2	
2008	228.3	48.5	9.4	48.7	8.9	96.6	57.3	57.0	566.4		10 710.4	5.3	
2009	231.0	52.0	8.5	51.0	11.5	97.9	71.2	25.1	571.6		10 707.3	5.3	
2010	215.0	46.9	7.2	52.1	9.3	93.1	79.8	43.3	562.7		10 973.8	5.1	
2011	233.6	46.0	9.2	56.9	10.9	89.4	67.7	48.0	576.3	411	11 127.2	5.2	8.7
2012	222.4	46.4	8.1	49.1	9.2	76.7	64.7	53.6	548.8	451	11 264.1	4.9	8.7
2013	220.0	45.0	11.8	54.5	5.5	97.3	82.8	51.4	582.4	436	11 361.4	5.1	8.8
2014	252.3	41.1	8.6	57.2	6.9	81.5	81.6	49.3	595.0	435	11 572.8	5.1	8.8
2015	252.6	40.6	6.4	59.2	7.6	89.3	83.5	53.3	611.2	406	11 702.6	5.2	8.5
2016	267.7	36.9	6.4	54.3	7.0	99.3	74.9	54.5	608.5	400	11 904.7	5.1	8.4
2017	294.5	43.8	5.7	64.3	4.9	79.8	81.1	61.0	638.7		12 245.3	5.2	
2018	285.7	43.4	7.0	53.9	6.2	87.3	88.1	70.3	642.0		12 547.5	5.1	
2019	307.6	50.6	7.9	63.0	6.2	98.1	70.8	64.4	668.5		12 858.8	5.2	
2020	283.7	49.5	9.9	39.3	7.7	95.5	57.0	71.0	613.6		12 562.7	4.9	
2021	267.7	42.2	8.5	37.2	10.2	107.6	80.6	79.5	636.0		12 956.2	4.9	

See end notes

(a) In-house transport refers to transport activities undertaken outside of the Transport, postal and warehousing industry (for example retailers using their own vehicles). This encapsulates both own-account (or 'ancillary') production, which is not intended for market, and is consumed in the production of the industry's primary input, as well as secondary production of transport on a fee for-hire basis.

Source: *ABS, 2021, Labour Force Australia, detailed*

Table 1.2b Australian employment, major infrastructure industries – energy

August reference month	Energy industry						Total Aust employment	Energy industry % of total employment
	Mining Industry		Petroleum and Coal Product Manufacturing	Electricity Supply	Gas Supply	Total		
	Coal mining	Oil and Gas Extraction						
	thousands							%
1985	37.2	2.3	6.7	81.4	10.5	138.0	6 675.5	2.1
1986	32.2	1.5	6.0	84.2	9.6	133.5	6 918.5	1.9
1987	39.2	1.7	6.2	72.8	11.2	131.0	7 092.3	1.8
1988	33.2	3.8	5.1	73.8	8.4	124.3	7 353.3	1.7
1989	28.8	3.4	7.5	66.9	10.4	117.2	7 715.3	1.5
1990	28.2	4.5	9.5	62.3	5.2	109.6	7 808.0	1.4
1991	32.6	5.2	6.8	62.6	7.2	114.4	7 620.7	1.5
1992	25.6	6.6	9.2	62.5	8.5	112.4	7 613.4	1.5
1993	29.4	3.2	6.4	54.5	7.9	101.4	7 589.4	1.3
1994	22.3	2.6	7.7	55.7	8.2	96.5	7 861.7	1.2
1995	24.0	4.0	5.2	49.3	7.6	90.1	8 165.9	1.1
1996	20.5	2.6	7.4	38.5	7.7	76.7	8 265.9	0.9
1997	23.1	3.5	9.0	37.7	6.4	79.7	8 250.3	1.0
1998	19.5	5.9	6.6	37.7	5.9	75.5	8 455.2	0.9
1999	18.4	4.0	6.2	38.1	5.7	72.5	8 603.6	0.8
2000	15.5	6.0	10.0	36.5	3.0	71.0	8 911.6	0.8
2001	21.7	3.9	13.6	44.6	4.9	88.7	8 971.9	1.0
2002	17.2	4.7	13.1	37.3	5.9	78.2	9 150.3	0.9
2003	20.8	5.4	6.0	57.1	5.0	94.3	9 327.0	1.0
2004	18.0	5.5	8.1	40.2	4.0	75.8	9 462.1	0.8
2005	27.3	7.3	7.7	45.1	7.3	94.7	9 870.3	1.0
2006	28.6	8.7	9.8	36.0	6.6	89.8	10 105.8	0.9
2007	24.6	10.6	6.7	39.8	10.0	91.6	10 406.4	0.9
2008	33.3	14.0	5.6	44.7	10.8	108.4	10 710.4	1.0
2009	39.6	11.6	6.2	61.1	9.3	127.8	10 707.3	1.2
2010	42.0	15.3	6.6	67.7	7.6	139.3	10 973.8	1.3
2011	50.9	14.1	11.0	60.4	9.7	146.1	11 127.2	1.3
2012	46.7	16.9	11.8	70.8	10.9	157.0	11 264.1	1.4
2013	51.5	19.8	6.8	58.6	22.5	159.2	11 361.4	1.4
2014	38.5	24.9	6.5	63.7	15.5	149.0	11 572.8	1.3
2015	45.0	35.5	9.2	62.8	14.3	167.0	11 702.6	1.4
2016	52.2	21.9	3.6	59.9	13.8	151.5	11 904.7	1.3
2017	45.6	22.1	11.1	57.2	11.5	147.4	12 245.3	1.2
2018	55.5	24.7	7.9	66.4	12.0	166.4	12 547.5	1.3
2019	46.5	26.2	7.1	64.9	16.1	160.8	12 858.8	1.3
2020	49.8	18.1	10.5	72.6	13.9	164.8	12 562.7	1.3
2021	44.6	20.2	3.3	69.9	13.5	151.5	12 956.2	1.2

See end notes

Source: *ABS, 2021, Labour Force Australia, detailed*

Table 1.2c Australian employment, major infrastructure industries – communication

August reference month	Communication services industry			Total Aust employment	Communication services industry as % of total employment
	Telecommunication services	Internet service providers, web search portals and data processing services	Total		
	thousands				%
1985	79.0	7.6	86.6	6 675.5	1.3
1986	79.0	7.7	86.7	6 918.5	1.3
1987	73.8	7.5	81.4	7 092.3	1.1
1988	71.4	7.5	78.9	7 353.3	1.1
1989	73.8	7.9	81.7	7 715.3	1.1
1990	76.7	8.3	85.0	7 808.0	1.1
1991	70.4	7.9	78.3	7 620.7	1.0
1992	61.7	7.4	69.1	7 613.4	0.9
1993	60.7	7.4	68.0	7 589.4	0.9
1994	74.9	9.6	84.4	7 861.7	1.1
1995	80.0	11.1	91.1	8 165.9	1.1
1996	92.1	12.8	104.8	8 265.9	1.3
1997	75.5	13.0	88.5	8 250.3	1.1
1998	70.3	14.4	84.7	8 455.2	1.0
1999	73.0	14.0	87.0	8 603.6	1.0
2000	88.7	20.3	109.0	8 911.6	1.2
2001	85.4	19.3	104.7	8 971.9	1.2
2002	85.6	20.7	106.3	9 150.3	1.2
2003	92.5	20.5	113.0	9 327.0	1.2
2004	88.2	18.6	106.8	9 462.1	1.1
2005	96.4	19.9	116.3	9 870.3	1.2
2006	97.9	21.6	119.5	10 105.8	1.2
2007	96.7	22.8	119.5	10 406.4	1.1
2008	96.5	15.9	112.4	10 710.4	1.0
2009	85.2	7.1	92.4	10 707.3	0.9
2010	89.7	8.0	97.7	10 973.8	0.9
2011	89.9	8.6	98.5	11 127.2	0.9
2012	102.3	7.6	109.9	11 264.1	1.0
2013	87.1	6.0	93.1	11 361.4	0.8
2014	103.1	7.8	110.9	11 572.8	1.0
2015	91.0	10.7	101.7	11 702.6	0.9
2016	101.6	11.3	112.8	11 904.7	0.9
2017	95.2	9.6	104.7	12 245.3	0.9
2018	105.7	5.7	111.4	12 547.5	0.9
2019	91.3	8.4	99.7	12 858.8	0.8
2020	84.2	7.8	92.0	12 562.7	0.7
2021	67.9	13.7	81.6	12 956.2	0.6

See end notes

Source: *ABS, 2021, Labour Force Australia, detailed*

Table 1.2d Australian employment, major infrastructure industries – Water

August reference month	Water supply, sewerage and drainage services industry	Total Aust employment	Water supply, sewerage and drainage services industry as % of total employment
	thousands		%
1985	46.8	6 675.5	0.7
1986	43.7	6 918.5	0.6
1987	35.7	7 092.3	0.5
1988	31.8	7 353.3	0.4
1989	35.5	7 715.3	0.5
1990	36.5	7 808.0	0.5
1991	32.7	7 620.7	0.4
1992	33.7	7 613.4	0.4
1993	32.1	7 589.4	0.4
1994	28.5	7 861.7	0.4
1995	27.7	8 165.9	0.3
1996	21.7	8 265.9	0.3
1997	22.0	8 250.3	0.3
1998	25.6	8 455.2	0.3
1999	23.0	8 603.6	0.3
2000	25.2	8 911.6	0.3
2001	20.5	8 971.9	0.2
2002	23.2	9 150.3	0.3
2003	18.7	9 327.0	0.2
2004	23.9	9 462.1	0.3
2005	26.0	9 870.3	0.3
2006	29.8	10 105.8	0.3
2007	25.2	10 406.4	0.2
2008	35.3	10 710.4	0.3
2009	28.2	10 707.3	0.3
2010	37.5	10 973.8	0.3
2011	32.5	11 127.2	0.3
2012	37.3	11 264.1	0.3
2013	29.3	11 361.4	0.3
2014	29.0	11 572.8	0.3
2015	33.1	11 702.6	0.3
2016	21.9	11 904.7	0.2
2017	33.6	12 245.3	0.3
2018	29.6	12 547.5	0.2
2019	34.2	12 858.8	0.3
2020	29.5	12 562.7	0.2
2021	29.0	12 956.2	0.2

See end notes

Source: *ABS, 2021, Labour Force Australia, detailed*

Table 1.2e In-house transport employment, by industry

Financial Year	Agriculture, forestry and fishing	Mining	Manufacturing	Electricity, gas, water and waste services	Construction	Wholesale Trade	Retail Trade	Accommodation and food services	Information media and telecommunications
					thousands				
2010–11	88	21	33	8	85	17	26	7	8
2011–12	93	26	33	9	94	20	31	7	8
2012–13	86	28	33	11	88	20	29	7	8
2013–14	88	31	32	10	87	19	28	7	6
2014–15	82	25	31	11	78	16	25	6	6
2015–16	88	22	31	11	73	14	24	6	6

Financial Year	Financial and insurance services	Rental, hiring and real estate services	Professional, scientific and technical services	Administrative and support services	Public administration and safety	Education and training	Health care and social assistance	Arts and recreation services	Other Services	Total (excluding Transport, postal and warehousing)
					thousands					
2010–11	10	7	17	6	45	7	9	13	4	411
2011–12	11	8	18	6	49	7	12	14	5	451
2012–13	12	7	18	6	45	7	12	14	5	436
2013–14	12	6	18	6	50	7	12	11	5	435
2014–15	12	7	18	5	48	6	11	14	5	406
2015–16	13	6	19	5	44	7	11	15	5	400

Note: In-house transport refers to transport activities undertaken outside of the Transport, postal and warehousing industry (for example retailers using their own vehicles). This encapsulates both own-account (or 'ancillary') production, which is not intended for market, and is consumed in the production of the industry's primary input, as well as secondary production of transport on a fee for-hire basis.

Source: *ABS, 2021, Australian Transport Economic Account: An Experimental Transport Satellite Account, 2010–11 to 2015–16*

Table 1.3a Employment in major Australian transport industries, by gender

Calendar Year	Road Transport		Rail Transport		Water Transport		Air & Space Transport		Other Transport		Total
	million										
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	
2000	171.18	32.76	27.89	3.35	8.17	2.02	31.61	20.53	6.82	1.34	305.67
2001	183.26	36.90	23.79	2.90	7.83	2.66	32.28	17.76	6.78	1.19	315.33
2002	182.77	30.03	26.87	2.60	6.84	3.55	27.04	15.13	6.61	1.58	303.02
2003	190.48	40.39	27.79	4.66	8.65	3.11	31.90	14.79	7.61	1.58	330.96
2004	179.71	31.01	22.33	4.54	6.54	3.21	30.70	13.69	5.90	1.84	299.49
2005	179.59	34.61	26.88	4.78	7.48	2.76	30.73	19.01	6.90	1.78	314.52
2006	193.05	36.45	18.67	3.24	9.21	5.33	28.00	16.62	5.54	2.09	318.20
2007	212.01	34.05	23.16	3.34	8.78	3.52	34.83	15.70	13.47	3.83	352.69
2008	206.39	37.11	37.77	6.47	8.16	3.62	25.41	20.59	5.97	1.92	353.40
2009	193.37	35.80	36.27	8.00	6.66	1.76	27.63	20.22	7.66	3.58	340.96
2010	179.55	28.63	39.14	10.29	5.68	1.42	36.39	22.57	4.48	1.73	329.88
2011	195.74	32.18	39.26	5.69	9.96	4.77	31.46	19.94	7.39	2.87	349.27
2012	211.13	32.07	36.17	6.87	7.04	1.11	33.24	20.30	3.00	3.91	354.84
2013	205.20	28.67	41.80	5.25	7.50	4.95	31.82	20.05	6.44	4.93	356.61
2014	228.55	37.86	29.25	4.36	6.96	1.28	30.65	25.87	4.34	2.46	371.57
2015	216.21	37.69	39.67	5.59	3.02	0.63	29.42	26.50	5.88	3.05	367.66
2016	223.72	32.90	34.84	10.98	5.83	1.05	37.48	20.46	3.63	3.63	374.52
2017	255.63	43.42	27.84	10.47	6.63	1.73	37.21	20.20	6.06	2.50	411.69
2018	252.26	50.27	41.05	9.16	6.02	0.11	29.27	16.89	4.71	1.40	411.13
2019	232.18	43.77	44.16	7.73	6.18	3.95	28.07	18.68	7.73	3.84	396.28
2020	246.92	52.83	38.55	12.52	10.12	2.99	25.71	12.29	3.69	4.82	410.44

Note: Annual data is as at November of each calendar year

Note: Total included the listed transport industries and not the entire industry as a whole

Source: *ABS, 2021, Labour Force Australia, detailed*

Table 1.3b Employment in major Australian transport industries by gender, with percentages

Calendar Year	Road Transport		Rail Transport		Water Transport		Air & Space Transport		Other Transport		Other Transport	
	Percentage %											
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2000	83.9%	16.1%	89.3%	10.7%	80.2%	19.8%	60.6%	39.4%	83.6%	16.4%	80.4%	19.6%
2001	83.2%	16.8%	89.1%	10.9%	74.7%	25.3%	64.5%	35.5%	85.1%	14.9%	80.5%	19.5%
2002	85.9%	14.1%	91.2%	8.8%	65.8%	34.2%	64.1%	35.9%	80.7%	19.3%	82.5%	17.5%
2003	82.5%	17.5%	85.6%	14.4%	73.5%	26.5%	68.3%	31.7%	82.8%	17.2%	80.5%	19.5%
2004	85.3%	14.7%	83.1%	16.9%	67.1%	32.9%	69.2%	30.8%	76.2%	23.8%	81.9%	18.1%
2005	83.8%	16.2%	84.9%	15.1%	73.0%	27.0%	61.8%	38.2%	79.5%	20.5%	80.0%	20.0%
2006	84.1%	15.9%	85.2%	14.8%	63.3%	36.7%	62.8%	37.2%	72.6%	27.4%	80.0%	20.0%
2007	86.2%	13.8%	87.4%	12.6%	71.4%	28.6%	68.9%	31.1%	77.9%	22.1%	82.9%	17.1%
2008	84.8%	15.2%	85.4%	14.6%	69.3%	30.7%	55.2%	44.8%	75.6%	24.4%	80.3%	19.7%
2009	84.4%	15.6%	81.9%	18.1%	79.1%	20.9%	57.7%	42.3%	68.1%	31.9%	79.7%	20.3%
2010	86.2%	13.8%	79.2%	20.8%	80.0%	20.0%	61.7%	38.3%	72.1%	27.9%	80.4%	19.6%
2011	85.9%	14.1%	87.3%	12.7%	67.6%	32.4%	61.2%	38.8%	72.0%	28.0%	81.3%	18.7%
2012	86.8%	13.2%	84.0%	16.0%	86.4%	13.6%	62.1%	37.9%	43.4%	56.6%	81.9%	18.1%
2013	87.7%	12.3%	88.8%	11.2%	60.2%	39.8%	61.3%	38.7%	56.6%	43.4%	82.1%	17.9%
2014	85.8%	14.2%	87.0%	13.0%	84.5%	15.5%	54.2%	45.8%	63.9%	36.1%	80.7%	19.3%
2015	85.2%	14.8%	87.6%	12.4%	82.7%	17.3%	52.6%	47.4%	65.9%	34.1%	80.0%	20.0%
2016	87.2%	12.8%	76.0%	24.0%	84.7%	15.3%	64.7%	35.3%	50.0%	50.0%	81.6%	18.4%
2017	85.5%	14.5%	72.7%	27.3%	79.3%	20.7%	64.8%	35.2%	70.8%	29.2%	81.0%	19.0%
2018	83.4%	16.6%	81.7%	18.3%	98.3%	1.7%	63.4%	36.6%	77.1%	22.9%	81.1%	18.9%
2019	84.1%	15.9%	85.1%	14.9%	61.0%	39.0%	60.1%	39.9%	66.8%	33.2%	80.3%	19.7%
2020	82.4%	17.6%	75.5%	24.5%	77.2%	22.8%	67.7%	32.3%	43.3%	56.7%	79.2%	20.8%

Note: Annual data is as at November of each calendar year

Note: Total included the listed transport industries and not the entire industry as a whole

Source: *ABS, 2021, Labour Force Australia, detailed*

Table 1.3c Employment in Transport, postal and warehousing industries, by gender

Calendar Year	Transport, postal and warehousing			
	Millions		*Percentage*	
	Male	Female	Male	Female
2010	449.8	127.4	77.3%	22.8%
2011	447.3	127.5	77.7%	22.3%
2012	466.7	133.7	78.9%	21.1%
2013	473.1	125.6	78.3%	21.7%
2014	471.6	135.9	78.0%	22.0%
2015	474.9	142.4	76.9%	23.1%
2016	480.9	140.8	77.2%	22.8%
2017	510.4	141.5	77.3%	22.7%
2018	517.3	141.4	78.5%	21.5%
2019	521.7	137.1	78.4%	21.6%
2020	504.3	150.5	79.8%	20.2%

Note: Annual data is as at November of each calendar year

Source: ABS, 2021, Labour Force Australia, detailed

Table 1.3d Leadership positions held in Transport, postal and warehousing industries, by gender

Calendar Year	Chief Executive Officers (CEO)		Key Management Personnel (KMPs)		Chair Persons		Directors		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2014	166	12	659	140	112	10	672	92	1609	254
2015	183	14	693	177	196	18	1056	159	2128	368
2016	183	11	663	169	177	19	1021	184	2044	383
2017	188	12	594	148	231	25	1019	174	2032	359
2018	223	21	650	186	226	26	1133	218	2232	451
2019	214	16	659	191	237	19	1148	234	2258	460

Note: Annual data is as at December of each calendar year

Source: ABS, 2020, Gender Indicators, Australia

Table 1.4 Female Labour Force Participation in Transport, Postal and Warehousing, by age of youngest dependent child

November reference month	Females with younger child age 0–5 in Transport, Postal and Warehousing	Females with younger child age 6–14 in Transport, Postal and Warehousing	Females with younger child age 0–5, total workforce	Females with younger child age 6–14, total workforce	Females with younger child age 0–5, Percentage of Transport Postal and Warehousing Workforce	Females with younger child age 6–14, Percentage of Transport Postal and Warehousing Workforce	Females with youngest child, age 0–5, Percentage of total workforce	Females with youngest child, age 6–14, Percentage of total workforce
	thousand ('000)				*Percentage*			
2010	19.0	21.9	610.1	801.1	3.4%	3.9%	5.56%	7.30%
2011	16.0	21.8	645.1	805.3	2.8%	3.8%	5.80%	7.24%
2012	13.7	18.9	679.5	805.1	2.5%	3.4%	6.03%	7.15%
2013	17.7	18.9	712.8	804.1	3.0%	3.2%	6.27%	7.08%
2014	16.3	20.4	740.3	818.3	2.7%	3.4%	6.40%	7.07%
2015	19.9	21.6	780.0	815.0	3.3%	3.5%	6.67%	6.96%
2016	18.3	24.4	776.0	841.7	3.0%	4.0%	6.52%	7.07%
2017	15.7	24.1	792.1	864.7	2.5%	3.8%	6.47%	7.06%
2018	18.4	23.8	813.6	922.8	2.9%	3.7%	6.48%	7.35%
2019	19.9	25.9	861.9	957.4	3.0%	3.9%	6.70%	7.45%
2020	12.9	21.9	860.9	971.8	2.1%	3.6%	6.85%	7.74%

Sources: ABS, 2020, Gender Indicators, Australia

ABS, 2021, Labour Force Australia, detailed

Table 1.5a Australian average weekly earnings, transport industry (2017–18 prices, adjusted by CPI)

May reference month	Road	Rail	Water	Air and space	Other Transport	All industries
			$			
1996	1 030.17	1 342.92	1 126.96	1 407.73	818.92	965.70
1998	1 070.44	1 402.94	1 767.91	1 698.28	(b) 786.42	1 016.47
2000	1 028.87	1 504.84	1 750.02	1 741.54		1 044.06
2002	1 106.48	1 505.60	1 274.89	1 466.61		1 022.49
2004	1 089.32	1 598.73	(b) 1230.85	1 479.91		1 053.80
1905	1 187.45	1 873.52	1 424.28	1 537.61		1 075.04
2008	1 190.29	1 684.98	1 720.90	1 608.25	1 353.31	1 121.89
2010	1 120.41	1 849.37	2 130.65	1 954.85	716.19	1 137.63
2012	1 152.05	2 021.96	1 717.90	1 807.58	1 327.95	1 207.74
2014	1 264.60	1 996.78	1 893.20	1 570.37	(b) 1097.94	1 213.50
2016	1 266.14	2 076.78		1 846.23	1 261.70	1 232.96
2018	1 320.77	1 956.86	1 527.93	1 849.16	(b) 1481.73	1 246.35

(b) Use estimate with caution as it is subject to a relative standard error between 25 per cent and 50 per cent

See end notes

Sources: *ABS, 2019, Employee Earnings and Hours, Australia*
ABS, 2019, Consumer Price Index
Unpublished data

Table 1.5b Australian average weekly earnings, energy industry (2017–18 prices, adjusted by CPI)

May reference month	Electricity supply	Gas supply	All industries
		$	
1996	1 365.14	1 285.19	965.70
1998	1 593.67	1 388.78	1 016.47
2000	1 709.55	1 460.05	1 044.06
2002	1 666.24	1 603.36	1 022.49
2004	1 705.72	1 566.70	1 053.80
1905	1 779.67	1 495.26	1 075.04
2008	1 862.96	2 211.67	1 121.89
2010	2 018.96	1 513.60	1 137.63
2012	2 136.47	2 291.80	1 207.74
2014	2 190.16	1 915.35	1 213.50
2016	2 149.46	2 082.98	1 232.96
2018	2 066.95	1 940.57	1 246.35

See end notes

Sources: *ABS, 2019, Employee Earnings and Hours, Australia*
ABS, 2019, Consumer Price Index
Unpublished data

Table 1.5c Australian average weekly earnings, communication industry (2017–18 prices, adjusted by CPI)

May reference month	Telecommunication services	Radio and Television Services	Broadcasting (except internet)	Internet service providers, web search portals and data processing services	All industries
			$		
1996	1 357.90	1 169.04			965.70
1998	1 623.49	1 446.58			1 016.47
2000	1 700.28	1 591.04			1 044.06
2002	1 616.12	1 333.52			1 022.49
2004	1 540.93	1 341.87			1 053.80
2006	1 596.29	1 554.99			1 075.04
2008	1 630.19		1 497.33		1 121.89
2010	1 677.80		1 579.82		1 137.63
2012	1 647.11		1 613.00	1 477.69	1 207.74
2014	1 899.88		1 731.41	1 424.91	1 213.50
2016	2 111.41		1 670.06	1 251.67	1 232.96
2018	2 062.78		1 589.54	1 278.74	1 246.35

See end notes

Sources: *ABS, 2019, Employee Earnings and Hours, Australia*
ABS, 2019, Consumer Price Index
Unpublished data

Table 1.5d Australian average weekly earnings, water industry (2017–18 prices, adjusted by CPI)

May reference month	Water supply, sewerage and drainage services	All industries
	$	
1996	1 232.84	965.70
1998	1 345.47	1 016.47
2000	1 289.72	1 044.06
2002	1 498.56	1 022.49
2004	1 421.82	1 053.80
2006	1 404.94	1 075.04
2008	1 385.91	1 121.89
2010	1 653.65	1 137.63
2012	1 772.02	1 207.74
2014	1 612.14	1 213.50
2016	1 700.77	1 232.96
2018	1 834.35	1 246.35

See end notes

Sources: *ABS, 2019, Employee Earnings and Hours, Australia*
ABS, 2019, Consumer Price Index
Unpublished data

Table 1.6a Australian producer price indexes, transport industry

Financial year	Transport					Water transport support services			Airport operations and other air transport support services[d]	Customs agency services
	Road freight	Rail freight	Water freight	Pipeline transport	Postal and courier services	Stevedoring services	Port and water transport terminal operations	Other water transport support services		
	base of each index: 2011–12 = 100									
1996–97		79.4				108.4				
1997–98	64.8	76.1				102.0				
1998–99	65.6	72.4	90.7			100.3		74.4	94.3	82.3
1999–00	66.2	68.3	94.2			100.3		69.6	91.7	82.3
2000–01	67.6	69.0	99.7	72.2		98.1		69.7	87.1	83.7
2001–02	68.8	68.6	99.3	73.0	77.6	95.9	62.8	69.7	86.3	84.1
2002–03	70.4	68.6	96.5	73.3	79.1	93.7	63.2	72.8	91.2	85.6
2003–04	72.3	69.2	95.5	72.1	80.5	92.1	63.1	73.8	90.7	86.6
2004–05	75.9	70.0	103.8	76.5	82.2	95.4	66.1	75.1	91.5	88.2
2005–06	80.6	70.9	101.0	76.2	84.1	94.6	67.5	75.0	95.1	90.1
2006–07	83.2	72.4	100.3	76.4	85.7	98.9	72.9	80.5	94.2	90.9
2007–08	86.4	73.8	98.5	79.4	86.6	97.2	75.9	80.1	96.9	91.7
2008–09	92.5	80.3	108.9	89.5	90.2	98.9	80.0	81.2	97.3	94.1
2009–10	92.0	86.8	99.3	92.5	91.5	100.4	89.9	88.3	98.6	95.0
2010–11	95.9	91.8	97.3	96.6	96.4	99.6	96.2	96.9	99.2	96.4
2011–12	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
2012–13	104.2	101.9	107.8	103.1	101.6	102.4	108.6	103.8	102.7	100.3
2013–14	106.3	102.6	104.2	102.6	107.7	103.0	110.7	109.1	106.4	102.8
2014–15	107.2	100.5	101.3	102.7	112.7	102.2	113.0	112.4	109.2	102.7
2015–16	105.5	101.7	103.9	103.3	119.9	101.9	113.8	114.8	111.7	100.8
2016–17	106.5	111.4	92.6	102.1	128.7	101.2	115.8	114.4	113.5	95.3
2017–18	108.6	120.9	90.5	106.2	134.4	100.6	119.9	143.0	116.3	91.4
2018–19	111.6	123.3	96.9	109.7	140.2	99.6	122.7	157.2	118.4	94.0
2019–20	113.4	124.1	103.6	110.7	144.9	101.1	123.2	160.5	119.4	97.0
2020–21	112.6	123.8	120.3	111.1	147.7	105.9	124.8	160.5	124.5	91.6

Note: Data are not readily available for missing years

Source: *Australian Bureau of Statistics, 2021, Producer Price Indexes, Australia*

Table 1.6b Australian producer price indexes, communications industry

Financial year	Data processing and web hosting services	Electronic information storage services
	base of each index 2011–12 = 100	
1998–99		110.6
1999–00		109.6
2000–01		104.1
2001–02	83.7	103.8
2002–03	85.1	102.8
2003–04	86.1	105.3
2004–05	86.4	105.5
2005–06	91.8	107.4
2006–07	93.4	103.5
2007–08	94.2	102.1
2008–09	95.2	101.9
2009–10	95.7	99.9
2010–11	98.7	98.6
2011–12	100.0	100.0
2012–13	103.0	98.1
2013–14	105.4	99.2
2014–15	106.6	99.5
2015–16	106.8	98.5
2016–17	107.3	98.4
2017–18	107.7	98.7
2018–19	108.5	98.3
2019–20	109.6	97.8
2020–21	111.9	97.5

Note: Data are not readily available for missing years

Source: Australian Bureau of Statistics, 2021, Producer Price Indexes, Australia

Table 1.7a Australian population, by State/Territory – capital city

Estimated population as at:	NSW – Greater Sydney	VIC – Greater Melbourne	QLD – Greater Brisbane	SA – Greater Adelaide	WA – Greater Perth	TAS – Greater Hobart	NT – Greater Darwin	ACT – Greater Capital City
Jun–1973	3 040 800	2 597 200	941 800	877 800	751 700	155 500	42 800	185 100
Jun–1974	3 063 300	2 632 100	967 400	892 700	775 000	157 800	46 700	197 400
Jun–1975	3 082 500	2 658 800	979 000	905 100	799 600	160 600	25 700	209 900
Jun–1976	3 143 800	2 723 700	1 000 900	924 000	832 800	164 400	44 200	226 500
Jun–1977	3 168 100	2 740 800	1 012 200	934 200	851 800	165 800		232 600
Jun–1978	3 197 700	2 757 200	1 028 300	942 900	869 000	167 300		236 900
Jun–1979	3 226 800	2 771 000	1 046 400	944 800	882 900	168 400		239 700
Jun–1980	3 257 500	2 787 400	1 063 300	948 000	899 400	169 400		243 200
Jun–1981	3 279 500	2 806 300	1 096 200	953 700	922 000	171 100	56 400	246 500
Jun–1982	3 318 700	2 833 800	1 128 700	962 500	952 400	172 200	61 800	252 100
Jun–1983	3 350 700	2 861 700	1 148 300	973 400	976 800	173 400	65 100	258 400
Jun–1984	3 382 900	2 884 600	1 161 200	984 300	995 600	175 500	68 900	265 200
Jun–1985	3 425 200	2 909 100	1 176 500	994 000	1 018 200	177 500	72 200	272 300
Jun–1986	3 471 567	2 966 901	1 217 348	1 003 548	1 050 120	182 071	75 360	257 852
Jun–1987	3 528 486	3 003 582	1 238 378	1 011 904	1 079 603	183 321	77 047	264 405
Jun–1988	3 590 980	3 042 608	1 264 491	1 021 117	1 110 469	184 186	75 888	271 044
Jun–1989	3 622 859	3 085 580	1 300 218	1 033 471	1 147 375	185 938	76 025	275 334
Jun–1990	3 643 660	3 125 919	1 330 879	1 044 602	1 175 362	189 039	76 542	281 099
Jun–1991	3 672 855	3 155 576	1 357 993	1 056 561	1 188 762	190 739	86 415	288 195
Jun–1992	3 710 168	3 182 441	1 388 383	1 065 647	1 207 350	192 439	87 836	293 554
Jun–1993	3 734 809	3 197 927	1 422 783	1 068 616	1 225 552	193 627	89 908	298 222
Jun–1994	3 769 641	3 213 021	1 455 195	1 071 672	1 246 266	194 519	91 133	301 131
Jun–1995	3 821 233	3 243 707	1 486 730	1 074 679	1 271 738	195 026	93 238	304 463
Jun–1996	3 881 136	3 283 278	1 500 803	1 078 437	1 295 092	195 718	95 829	307 917
Jun–1997	3 928 658	3 309 601	1 524 315	1 083 906	1 316 274	195 976	98 891	308 700
Jun–1998	3 969 649	3 342 230	1 548 584	1 090 526	1 334 992	195 913	101 165	309 539
Jun–1999	4 019 954	3 379 714	1 572 204	1 096 934	1 355 373	196 011	103 064	311 967
Jun–2000	4 069 093	3 422 722	1 598 585	1 102 445	1 372 947	196 468	105 113	314 848
Jun–2001	4 128 272	3 471 625	1 663 120	1 107 986	1 393 002	197 282	106 842	318 939
Jun–2002	4 162 999	3 523 946	1 701 606	1 114 990	1 413 867	197 931	107 443	322 316
Jun–2003	4 162 593	3 594 031	1 780 650	1 162 250	1 496 016	199 788	108 433	327 357
Jun–2004	4 184 763	3 641 951	1 823 496	1 168 541	1 520 232	201 771	109 211	328 940
Jun–2005	4 217 563	3 697 372	1 866 210	1 177 345	1 544 977	203 288	111 388	331 399
Jun–2006	4 256 161	3 760 760	1 908 265	1 189 243	1 576 912	204 753	113 461	335 170
Jun–2007	4 325 525	3 841 760	1 958 907	1 204 210	1 628 467	206 649	116 935	342 644
Jun–2008	4 409 562	3 931 438	2 012 204	1 219 523	1 682 860	209 166	121 210	348 368
Jun–2009	4 492 380	4 031 787	2 068 479	1 237 354	1 739 342	212 085	125 315	354 785
Jun–2010	4 555 516	4 105 857	2 108 348	1 253 097	1 781 132	214 669	127 829	361 766
Jun–2011	4 608 949	4 169 366	2 147 436	1 264 091	1 833 567	216 273	129 106	367 985
Jun–2012	4 676 118	4 252 458	2 193 316	1 278 600	1 904 858	216 921	132 321	375 183
Jun–2013	4 755 029	4 343 568	2 235 774	1 291 206	1 970 005	217 977	137 370	380 914
Jun–2014	4 837 661	4 437 903	2 273 474	1 304 637	2 008 061	219 240	139 621	385 346
Jun–2015	4 922 561	4 533 866	2 308 564	1 316 983	2 039 136	221 016	142 482	391 274
Jun–2016	5 029 768	4 725 316	2 360 241	1 324 279	2 022 044	224 462	145 916	403 468
Jun–2017	5 131 326	4 850 740	2 408 223	1 333 927	2 043 138	226 884	146 612	412 025
Jun–2018	5 230 330	4 963 349	2 462 637	1 345 777	2 059 484	232 606	148 564	420 960
Jun–2019	5 312 163	5 078 193	2 514 184	1 359 760	2 085 973	236 136	147 255	426 704
Jun–2020	5 367 206	5 159 211	2 560 720	1 376 601	2 125 114	238 834	147 231	431 380

See end notes

Note: Data are not readily available for missing years

Source: *ABS, 2021, Regional Population Growth, Australia*

Table 1.7b Australian population, by state/territory – Rest of state

Estimated population as at:	NSW – Rest of the state	VIC – Rest of the state	QLD – Rest of the state	SA – Rest of the state	WA – Rest of the state	TAS – Rest of the state	NT – Rest of the state	ACT – Rest of the state
Jun–1973	1 801 098	1 110 453	1 010 151	350 675	349 341	247 587	54 327	
Jun–1974	1 830 753	1 123 626	1 040 940	348 838	352 598	248 351	56 224	
Jun–1975	1 849 516	1 128 641	1 072 362	360 164	355 348	249 488	67 169	
Jun–1976	1 815 788	1 086 726	1 091 475	350 070	345 542	247 914	54 028	
Jun–1977	1 833 788	1 096 564	1 117 639	351 919	352 566	249 232		
Jun–1978	1 856 090	1 106 559	1 143 747	353 305	358 851	250 342		
Jun–1979	1 884 330	1 115 406	1 168 371	356 309	363 711	252 356		
Jun–1980	1 914 027	1 126 903	1 202 635	360 397	369 668	254 190		
Jun–1981	1 955 389	1 140 617	1 249 008	365 069	378 056	256 124	66 216	
Jun–1982	1 984 880	1 159 070	1 295 886	368 608	386 499	257 645	68 514	
Jun–1983	2 002 259	1 174 002	1 333 982	372 375	392 250	259 405	70 816	
Jun–1984	2 019 829	1 191 892	1 362 659	375 748	395 637	262 260	73 254	
Jun–1985	2 039 312	1 210 968	1 394 718	377 197	400 364	265 328	76 336	
Jun–1986	2 059 959	1 193 955	1 407 247	379 002	408 899	264 402	79 061	
Jun–1987	2 088 250	1 206 529	1 436 729	380 860	416 645	265 905	81 158	
Jun–1988	2 116 329	1 219 961	1 475 416	383 792	424 698	266 962	83 138	
Jun–1989	2 153 424	1 234 584	1 527 419	385 558	431 059	269 320	85 154	
Jun–1990	2 190 361	1 252 673	1 568 404	387 454	437 687	273 149	87 186	
Jun–1991	2 225 876	1 264 797	1 602 958	389 738	447 305	276 063	79 078	1 125
Jun–1992	2 252 401	1 272 561	1 641 567	390 865	450 695	277 387	80 250	1 120
Jun–1993	2 270 071	1 274 460	1 687 005	392 058	452 117	278 032	80 826	1 080
Jun–1994	2 290 549	1 274 549	1 731 918	394 466	456 743	278 420	82 242	355
Jun–1995	2 305 748	1 273 680	1 778 379	394 750	462 049	278 647	84 314	342
Jun–1996	2 295 325	1 251 706	1 802 389	390 642	473 114	279 887	88 687	1 712
Jun–1997	2 317 609	1 259 696	1 831 102	391 752	482 067	278 932	90 864	1 833
Jun–1998	2 336 150	1 264 740	1 855 900	392 744	491 448	277 517	91 740	1 993
Jun–1999	2 355 149	1 272 748	1 881 732	394 000	498 563	277 019	92 948	2 204
Jun–2000	2 377 465	1 281 343	1 910 873	395 058	506 146	276 655	94 036	2 387
Jun–2001	2 402 077	1 291 990	1 908 349	395 475	513 272	276 386	94 901	2 599
Jun–2002	2 417 808	1 293 828	1 951 517	396 577	514 645	276 221	94 808	2 311
Jun–2003	2 458 122	1 279 778	1 962 471	358 149	456 725	278 746	93 292	
Jun–2004	2 465 972	1 285 198	2 006 474	359 648	459 310	281 407	93 452	
Jun–2005	2 475 643	1 291 874	2 052 284	361 459	466 230	282 914	94 517	
Jun–2006	2 486 529	1 300 506	2 099 727	363 286	473 669	284 549	95 596	
Jun–2007	2 508 631	1 311 762	2 152 111	366 409	477 672	286 613	96 813	
Jun–2008	2 533 899	1 324 937	2 207 301	369 142	488 840	289 402	98 664	
Jun–2009	2 561 375	1 340 147	2 260 292	371 548	500 908	292 268	100 712	
Jun–2010	2 588 776	1 355 244	2 296 396	374 225	509 713	294 178	101 949	
Jun–2011	2 609 580	1 368 451	2 329 342	375 523	519 842	295 210	102 186	
Jun–2012	2 628 126	1 398 633	2 375 371	378 125	520 649	294 803	103 594	1 356
Jun–2013	2 649 003	1 429 101	2 417 050	380 282	516 939	294 254	104 352	
Jun–2014	2 670 692	1 457 014	2 446 179	382 308	509 547	294 381	103 273	
Jun–2015	2 693 607	1 488 456	2 469 128	383 685	501 536	294 101	102 210	
Jun–2016	2 703 090	1 447 856	2 484 911	388 564	533 934	293 052	99 762	
Jun–2017	2 736 610	1 470 866	2 519 406	389 996	531 055	295 526	100 905	
Jun–2018	2 749 838	1 498 670	2 546 787	390 750	534 697	295 692	98 494	
Jun–2019	2 775 216	1 518 687	2 579 700	392 921	537 286	298 439	98 888	
Jun–2020	2 800 687	1 537 419	2 615 324	393 893	538 862	301 947	99 052	

See end notes

Note: Data are not readily available for missing years

Source: *ABS, 2021, Regional Population Growth, Australia*

Table 1.7c Australian population, by state/territory – total

Estimated population as at:	NSW	VIC	QLD	SA	WA	TAS	NT	ACT
Jun–1973	4 841 898	3 707 653	1 951 951	1 228 475	1 101 041	403 087	97 127	173 306
Jun–1974	4 894 053	3 755 726	2 008 340	1 241 538	1 127 598	406 151	102 924	186 241
Jun–1975	4 932 016	3 787 441	2 051 362	1 265 264	1 154 948	410 088	92 869	199 007
Jun–1976	4 959 588	3 810 426	2 092 375	1 274 070	1 178 342	412 314	98 228	207 740
Jun–1977	5 001 888	3 837 364	2 129 839	1 286 119	1 204 366	415 032	103 938	213 688
Jun–1978	5 053 790	3 863 759	2 172 047	1 296 205	1 227 851	417 642	109 980	217 981
Jun–1979	5 111 130	3 886 406	2 214 771	1 301 109	1 246 611	420 756	114 149	220 797
Jun–1980	5 171 527	3 914 303	2 265 935	1 308 397	1 269 068	423 590	118 245	224 291
Jun–1981	5 234 889	3 946 917	2 345 208	1 318 769	1 300 056	427 224	122 616	227 581
Jun–1982	5 303 580	3 992 870	2 424 586	1 331 108	1 338 899	429 845	130 314	233 045
Jun–1983	5 352 959	4 035 702	2 482 282	1 345 775	1 369 050	432 805	135 916	238 983
Jun–1984	5 402 729	4 076 492	2 523 859	1 360 048	1 391 237	437 760	142 154	245 112
Jun–1985	5 464 512	4 120 068	2 571 218	1 371 197	1 418 564	442 828	148 536	251 389
Jun–1986	5 531 526	4 160 856	2 624 595	1 382 550	1 459 019	446 473	154 421	258 910
Jun–1987	5 616 736	4 210 111	2 675 107	1 392 764	1 496 248	449 226	158 205	265 477
Jun–1988	5 707 309	4 262 569	2 739 907	1 404 909	1 535 167	451 148	159 026	272 129
Jun–1989	5 776 283	4 320 164	2 827 637	1 419 029	1 578 434	455 258	161 179	276 432
Jun–1990	5 834 021	4 378 592	2 899 283	1 432 056	1 613 049	462 188	163 728	282 211
Jun–1991	5 898 731	4 420 373	2 960 951	1 446 299	1 636 067	466 802	165 493	289 320
Jun–1992	5 957 822	4 450 217	3 023 198	1 455 442	1 658 544	469 979	168 546	294 887
Jun–1993	5 995 055	4 462 766	3 096 185	1 458 632	1 678 722	471 987	171 708	299 753
Jun–1994	6 044 819	4 472 989	3 166 566	1 463 089	1 704 649	473 499	174 908	302 194
Jun–1995	6 105 560	4 497 660	3 237 380	1 465 340	1 736 066	474 515	179 602	305 838
Jun–1996	6 176 461	4 534 984	3 303 192	1 469 079	1 768 206	475 605	184 516	309 629
Jun–1997	6 246 267	4 569 297	3 355 417	1 475 658	1 798 341	474 908	189 755	310 533
Jun–1998	6 305 799	4 606 970	3 404 484	1 483 270	1 826 440	473 430	192 905	311 532
Jun–1999	6 375 103	4 652 462	3 453 936	1 490 934	1 853 936	473 030	196 012	314 171
Jun–2000	6 446 558	4 704 065	3 509 458	1 497 503	1 879 093	473 123	199 149	317 235
Jun–2001	6 530 349	4 763 615	3 571 469	1 503 461	1 906 274	473 668	201 743	321 538
Jun–2002	6 580 807	4 817 774	3 653 123	1 511 567	1 928 512	474 152	202 251	324 627
Jun–2003	6 620 715	4 873 809	3 743 121	1 520 399	1 952 741	478 534	201 725	327 357
Jun–2004	6 650 735	4 927 149	3 829 970	1 528 189	1 979 542	483 178	202 663	328 940
Jun–2005	6 693 206	4 989 246	3 918 494	1 538 804	2 011 207	486 202	205 905	331 399
Jun–2006	6 742 690	5 061 266	4 007 992	1 552 529	2 050 581	489 302	209 057	335 170
Jun–2007	6 834 156	5 153 522	4 111 018	1 570 619	2 106 139	493 262	213 748	342 644
Jun–2008	6 943 461	5 256 375	4 219 505	1 588 665	2 171 700	498 568	219 874	348 368
Jun–2009	7 053 755	5 371 934	4 328 771	1 608 902	2 240 250	504 353	226 027	354 785
Jun–2010	7 144 292	5 461 101	4 404 744	1 627 322	2 290 845	508 847	229 778	361 766
Jun–2011	7 218 529	5 537 817	4 476 778	1 639 614	2 353 409	511 483	231 292	367 985
Jun–2012	7 304 244	5 651 091	4 568 687	1 656 725	2 425 507	511 724	235 915	376 539
Jun–2013	7 404 032	5 772 669	4 652 824	1 671 488	2 486 944	512 231	241 722	383 257
Jun–2014	7 508 353	5 894 917	4 719 653	1 686 945	2 517 608	513 621	242 894	388 799
Jun–2015	7 616 168	6 022 322	4 777 692	1 700 668	2 540 672	515 117	244 692	395 813
Jun–2016	7 732 858	6 173 172	4 845 152	1 712 843	2 555 978	517 514	245 678	403 104
Jun–2017	7 867 936	6 321 606	4 927 629	1 723 923	2 574 193	522 410	247 517	412 025
Jun–2018	7 980 168	6 462 019	5 009 424	1 736 527	2 594 181	528 298	247 058	420 379
Jun–2019	8 087 379	6 596 880	5 093 884	1 752 681	2 623 259	534 575	246 143	426 285
Jun–2020	8 167 893	6 696 630	5 176 044	1 770 494	2 663 976	540 781	246 283	431 325

See end notes

Source: *ABS, 2021, Regional Population Growth, Australia*

Table 1.8 Key indicators influencing Australian infrastructure

Financial year			Rate at close of financial year	
	Goods exports	Goods imports	Exchange rate	Interest rate
	$ million – Chain Volume Measures		1$A=$US	%
1972–73	43 388	18 535	1.4	6.4
1973–74	40 417	24 712	1.5	18.8
1974–75	43 548	25 201	1.3	8.8
1975–76	46 014	23 387	1.2	10.3
1976–77	49 715	26 300	1.1	11.0
1977–78	50 694	24 777	1.1	10.6
1978–79	53 444	27 047	1.1	10.3
1979–80	57 614	27 472	1.2	13.8
1980–81	53 199	30 031	1.1	15.6
1981–82	54 450	33 628	1.0	18.6
1982–83	54 782	29 855	0.9	14.2
1983–84	59 267	31 585	0.9	12.8
1984–85	69 211	36 944	0.7	15.8
1985–86	71 689	37 984	0.7	14.7
1986–87	78 551	36 068	0.7	13.7
1987–88	83 383	39 702	0.8	13.1
1988–89	82 246	50 021	0.8	18.4
1989–90	86 815	52 355	0.8	15.0
1990–91	97 184	49 748	0.8	10.4
1991–92	107 134	51 918	0.7	6.4
1992–93	113 313	56 228	0.7	5.2
1993–94	123 100	60 145	0.7	5.1
1994–95	126 038	71 527	0.7	7.6
1995–96	139 378	74 898	0.8	7.6
1996–97	156 442	82 969	0.7	5.4
1997–98	164 049	93 127	0.6	5.3
1998–99	165 904	98 482	0.7	4.9
1999–00	183 382	112 600	0.6	6.2
2000–01	194 444	111 528	0.5	5.0
2001–02	195 749	115 140	0.6	5.1
2002–03	196 490	133 681	0.7	4.7
2003–04	197 958	149 376	0.7	5.5
2004–05	205 406	168 847	0.8	5.7
2005–06	209 586	184 403	0.7	6.0
2006–07	214 778	202 958	0.8	6.4
2007–08	222 093	229 188	1.0	7.8
2008–09	226 584	221 000	0.8	3.3
2009–10	243 259	234 536	0.9	4.9
2010–11	246 487	255 672	1.1	5.0
2011–12	262 106	287 542	1.0	3.5
2012–13	278 726	282 898	0.9	2.8
2013–14	295 597	277 972	0.9	2.7
2014–15	314 447	284 394	0.8	2.2
2015–16	334 754	284 950	0.7	2.0
2016–17	350 652	299 654	0.8	1.7
2017–18	363 628	321 037	0.7	2.1
2018–19	373 508	320 008	0.7	1.2
2019–20	371 456	307 970	0.7	0.1
2020–21	360 364	334 070	0.8	0.1

See end notes

Source: *ABS, 2021, Consumer Price Index, Australia*
Reserve Bank of Australia, 2021

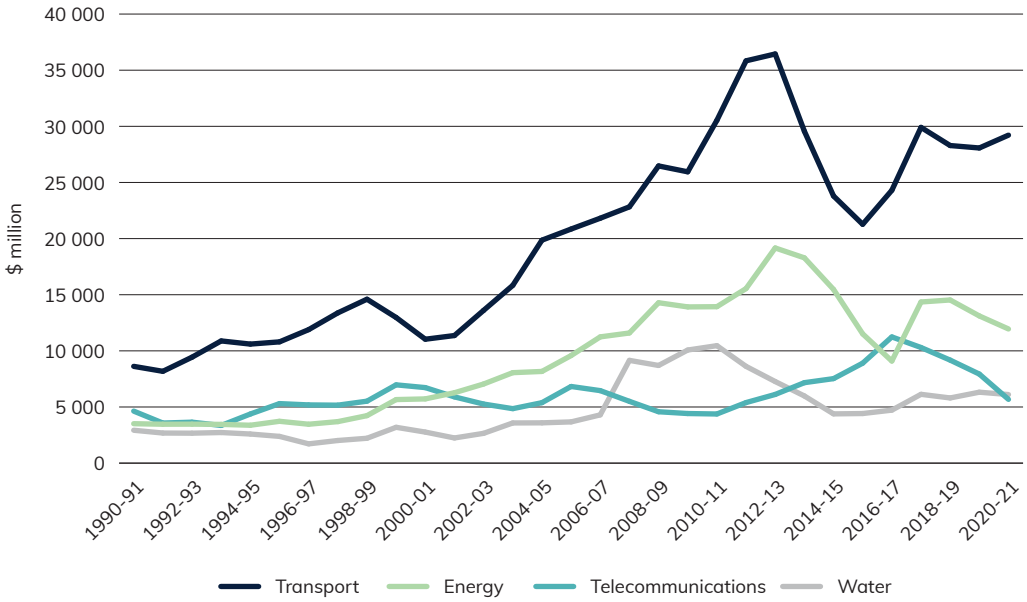
Chapter 2:
Infrastructure Construction

This chapter provides information on Australian measures of non-building construction, classified by major forms of infrastructure: transport (roads, rail, ports, etc.), energy (electricity and gas transmission networks, etc.), telecommunications networks, and water supply and distribution networks with data from the Australian Bureau of Statistics Publication Engineering Construction Activity, Australia (ABS cat. no. 8762.0).

Figure 3 and Figure 4 show the change in infrastructure investment activity in Australia over time. Figure 3 depicts the change in infrastructure investment since 1990–91. Transport, water and energy investment peaked approximately a decade ago whereas telecommunication investment has only recently started to decline after three decades of increasing investment. Figure 4 illustrates the private and public sector changes in Australian infrastructure expenditure as a percentage of national GDP. Both public and private sector construction activities are derived from the activity by major forms of infrastructure; transport, energy, telecommunications and water supply.

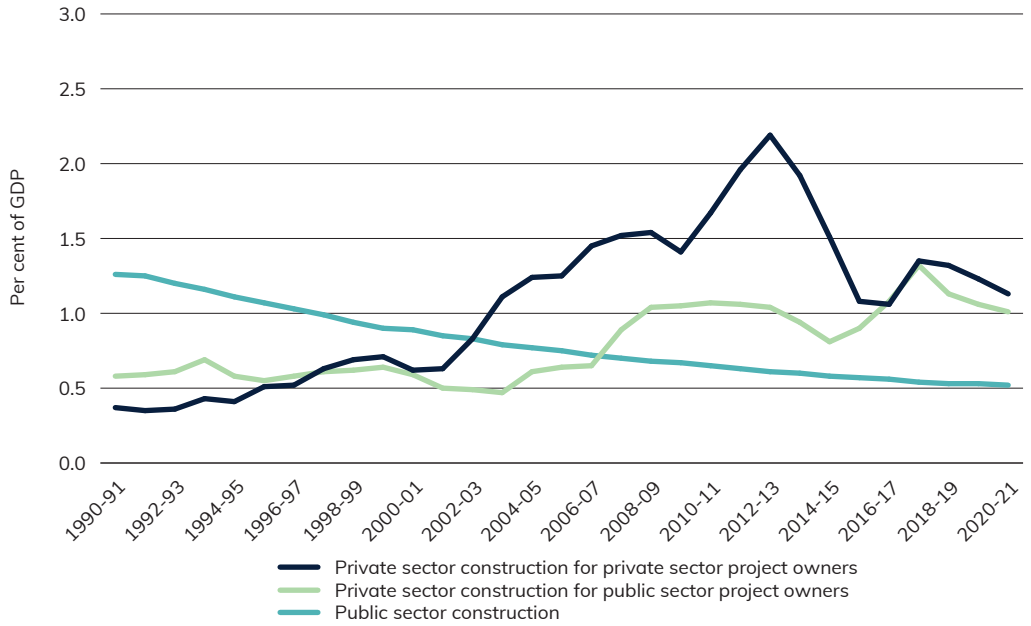
Figure 5 shows the split between private and public spending on transport infrastructure in Australia. Transport infrastructure expenditure for the public sector peaked in 2009–10 associated with a stimulus and has been rising since 2014–15. The private sector peaked in 2012–13 driven by transport construction for mining.

Figure 3 Infrastructure construction activity, adjusted by chain volume index



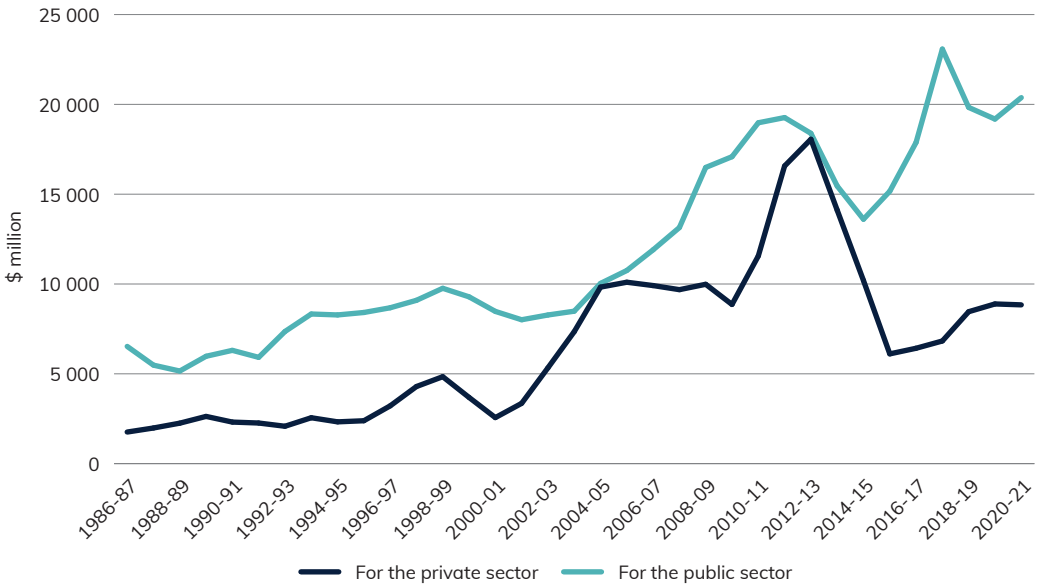
Source: ABS, 2021, Engineering Construction

Figure 4 **Infrastructure construction activity, by sector, adjusted by chain volume index**



Source: ABS, 2021, Engineering Construction

Figure 5 **Value of transport infrastructure spending**



Source: ABS, 2021, Government Finance Statistics

Table 2.1 Charging Infrastructure sites, by state or territory

Calendar Year	NSW	VIC	QLD	SA	WA	NT	TAS	ACT	National
2021	504	362	291	158	210	16	79	33	1653

Source: Electric Vehicle Council, State of Electric Vehicles (2021)

Note: Charging Infrastructure figures include DC fast, ultra-fast and standard speed chargers

Table 2.2a Value of major infrastructure engineering construction work done, by the private sector for the private sector, adjusted by chain volume index, 2020–21 prices

Financial year	Transport	Energy	Telecommunications	Water	Total infrastructure engineering construction work done
			$ million		
1986–87	1 758.4	489.7	33.0	214.0	2495.2
1987–88	1 984.1	475.8	16.6	281.0	2757.5
1988–89	2 252.6	443.1	17.5	294.6	3007.8
1989–90	2 628.8	341.5	14.0	286.2	3270.5
1990–91	2 312.7	341.9	18.5	407.2	3080.2
1991–92	2 260.7	404.3	13.9	236.5	2915.3
1992–93	2 080.6	540.5	140.4	316.9	3078.4
1993–94	2 554.7	590.2	167.4	513.7	3826.1
1994–95	2 325.7	663.5	144.2	673.8	3807.2
1995–96	2 387.2	1 391.4	378.2	780.7	4937.5
1996–97	3 214.8	1 255.6	321.6	379.6	5171.7
1997–98	4 291.5	1 716.4	128.2	460.2	6596.3
1998–99	4 840.0	2 155.4	207.7	414.7	7617.7
1999–00	3 685.9	3 180.1	629.8	578.2	8073.9
2000–01	2 562.3	2 953.4	1 094.5	655.1	7265.3
2001–02	3 355.2	3 181.8	623.4	510.6	7671.0
2002–03	5 332.9	3 716.5	591.6	740.1	10381.1
2003–04	7 345.5	4 625.1	1 244.4	1 250.3	14465.2
2004–05	9 827.0	4 313.2	1 418.4	993.6	16552.2
2005–06	10 098.7	4 192.7	1 762.6	1 116.6	17170.6
2006–07	9 912.8	5 218.6	4 557.5	1 120.1	20809.0
2007–08	9 684.6	5 396.5	5 464.3	2 042.4	22587.8
2008–09	9 984.1	6 987.8	4 511.6	1 861.9	23345.4
2009–10	8 860.6	6 065.8	4 208.5	2 593.4	21728.3
2010–11	11 559.1	6 687.4	4 072.3	4 041.5	26360.3
2011–12	16 569.5	7 871.5	4 822.7	2 992.3	32256.0
2012–13	18 057.1	11 861.7	4 853.1	2 217.2	36989.1
2013–14	14 111.4	12 193.0	5 039.5	1 860.9	33204.9
2014–15	10 192.5	10 233.2	4 801.1	1 372.4	26599.2
2015–16	6 109.9	7 348.2	5 064.1	1 163.7	19685.8
2016–17	6 422.4	5 886.0	6 210.5	1 172.5	19691.3
2017–18	6 827.4	11 538.9	5 564.3	1 845.9	25776.4
2018–19	8 457.4	11 751.5	4 054.1	1 529.6	25792.6
2019–20	8 889.4	10 301.7	3 393.0	1 386.1	23970.3
2020–21	8 838.8	8 564.1	3 404.7	1 558.3	22365.9

Source: ABS, 2021, Engineering Construction Activity, Australia

Table 2.2b Value of major infrastructure engineering construction work done, by the private sector for the public sector, adjusted by chain volume index, 2020–21 prices

Financial year	Transport	Energy	Telecommunications	Water	Total infrastructure engineering construction work done
			$ million		
1986–87	2 973.1	1 547.0	83.6	871.4	5475.1
1987–88	2 140.4	1 003.8	63.3	831.0	4038.5
1988–89	1 952.0	988.0	14.5	673.7	3628.2
1989–90	2 257.7	920.1	22.3	691.7	3891.8
1990–91	2 513.7	1 340.1	42.2	875.0	4771.0
1991–92	2 482.5	1 414.2	61.0	900.2	4857.9
1992–93	3 113.6	1 212.5	44.8	887.4	5258.2
1993–94	3 847.8	1 107.9	60.3	1 140.7	6156.7
1994–95	3 587.1	906.4	23.0	865.6	5382.0
1995–96	3 427.1	986.7	48.8	788.9	5251.5
1996–97	3 995.4	1 102.5	13.2	709.6	5820.6
1997–98	4 831.8	784.4	58.6	757.3	6432.2
1998–99	5 481.5	477.1	39.5	874.3	6872.3
1999–00	5 086.1	523.5	232.0	1 506.3	7347.9
2000–01	4 646.9	471.8	444.7	1 255.7	6819.2
2001–02	3 924.5	619.0	537.6	924.9	6006.0
2002–03	4 006.6	715.6	454.7	980.1	6157.0
2003–04	4 161.5	443.5	69.8	1 427.2	6102.0
2004–05	5 582.5	752.0	240.4	1 614.8	8189.7
2005–06	6 280.0	1 016.7	82.4	1 417.9	8797.0
2006–07	6 923.5	656.7	50.3	1 614.1	9244.6
2007–08	7 600.9	538.0	30.1	5 019.7	13188.8
2008–09	10 094.5	757.4	56.3	4 858.1	15766.2
2009–10	10 135.9	1 054.2	197.6	4 781.9	16169.7
2010–11	12 044.9	1 099.8	297.6	3 480.5	16922.8
2011–12	12 845.6	1 241.5	564.7	2 786.9	17438.7
2012–13	12 560.7	1 518.9	1 253.7	2 138.3	17471.6
2013–14	11 166.7	1 282.9	2 118.5	1 739.3	16307.4
2014–15	9 721.7	711.5	2 723.1	1 205.6	14361.9
2015–16	10 873.2	523.3	3 825.9	1 077.1	16299.5
2016–17	13 429.5	397.5	5 024.7	1 186.8	20038.5
2017–18	18 399.3	437.0	4 724.2	1 599.4	25160.0
2018–19	15 208.8	331.1	5 115.0	1 358.0	22013.0
2019–20	14 214.3	424.0	4 532.4	1 557.7	20728.5
2020–21	15 164.1	1 068.8	2 267.6	1 388.3	19888.8

Source: *ABS, 2021, Engineering Construction Activity, Australia*

Table 2.2c Value of major infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2020–21 prices

Financial year	Transport	Energy	Telecommunications	Water	Total infrastructure engineering construction work done
			$ million		
1986–87	3 551.9	1 610.2	4 118.1	1 909.8	11 189.9
1987–88	3 341.8	1 600.0	3 809.8	1 566.7	10 318.2
1988–89	3 202.7	1 587.7	4 100.7	1 558.9	10 450.1
1989–90	3 718.7	2 193.2	4 499.4	1 547.5	11 958.8
1990–91	3 792.7	1 829.7	4 572.2	1 646.2	11 840.8
1991–92	3 434.0	1 646.0	3 495.4	1 542.4	10 117.9
1992–93	4 242.3	1 718.7	3 463.1	1 462.7	10 886.8
1993–94	4 482.0	1 752.6	3 127.0	1 070.9	10 432.5
1994–95	4 690.3	1 804.1	4 207.8	1 053.0	11 755.3
1995–96	4 986.7	1 348.2	4 875.2	811.7	12 021.8
1996–97	4 680.4	1 106.1	4 850.5	625.9	11 262.9
1997–98	4 259.8	1 195.4	4 975.7	798.0	11 228.9
1998–99	4 279.3	1 596.4	5 270.8	925.1	12 071.6
1999–00	4 199.9	1 956.8	6 110.9	1 106.4	13 374.0
2000–01	3 827.4	2 294.8	5 188.0	854.5	12 164.6
2001–02	4 085.1	2 468.7	4 738.6	805.6	12 097.9
2002–03	4 267.9	2 615.1	4 215.2	933.1	12 031.3
2003–04	4 324.5	2 988.6	3 537.1	900.8	11 751.0
2004–05	4 450.4	3 101.2	3 725.2	979.5	12 256.2
2005–06	4 471.5	4 370.6	4 982.4	1 137.7	14 962.1
2006–07	4 978.2	5 370.3	1 850.0	1 562.9	13 761.4
2007–08	5 541.9	5 656.7	8.5	2 091.1	13 298.2
2008–09	6 393.2	6 541.7	8.3	1 979.0	14 922.1
2009–10	6 951.3	6 795.3	11.3	2 698.4	16 456.3
2010–11	6 930.6	6 147.0	6.7	2 940.7	16 025.0
2011–12	6 419.2	6 433.4	5.2	2 839.6	15 697.4
2012–13	5 827.1	5 785.3	10.1	2 912.2	14 534.7
2013–14	4 287.8	4 811.4	8.1	2 382.4	11 489.8
2014–15	3 882.7	4 528.2	1.9	1 808.1	10 220.9
2015–16	4 288.2	3 642.1	11.9	2 176.2	10 118.4
2016–17	4 449.4	2 808.9	6.1	2 359.6	9 624.0
2017–18	4 678.4	2 377.2	10.4	2 683.0	9 749.1
2018–19	4 622.1	2 449.4	7.3	2 917.1	9 995.9
2019–20	4 967.0	2 385.7	7.3	3 373.9	10 733.9
2020–21	5 211.8	2 316.8	6.4	3 161.5	10 696.5

Source: *ABS, 2021, Engineering Construction Activity, Australia*

Table 2.2d Total value of major infrastructure engineering construction work done, adjusted by chain volume index, 2020–21 prices

Financial year	Transport	Energy	Telecommunications	Water	Total infrastructure engineering construction work done
			$ million		
1986–87	8 283.4	3 646.9	4 234.7	2 995.2	19160.2
1987–88	7 466.2	3 079.5	3 889.8	2 678.7	17114.2
1988–89	7 407.3	3 018.8	4 132.7	2 527.2	17086.1
1989–90	8 605.2	3 454.8	4 535.7	2 525.4	19121.1
1990–91	8 619.0	3 511.7	4 632.8	2 928.5	19692.0
1991–92	8 177.3	3 464.5	3 570.3	2 679.1	17891.2
1992–93	9 436.4	3 471.7	3 648.2	2 667.0	19223.4
1993–94	10 884.5	3 450.8	3 354.7	2 725.3	20415.3
1994–95	10 603.1	3 374.0	4 375.0	2 592.4	20944.5
1995–96	10 801.0	3 726.3	5 302.2	2 381.3	22210.8
1996–97	11 890.6	3 464.2	5 185.3	1 715.1	22255.2
1997–98	13 383.1	3 696.2	5 162.5	2 015.6	24257.4
1998–99	14 600.8	4 228.8	5 518.0	2 214.1	26561.7
1999–00	12 971.9	5 660.4	6 972.7	3 190.9	28795.8
2000–01	11 036.6	5 720.0	6 727.2	2 765.3	26249.2
2001–02	11 364.8	6 269.4	5 899.6	2 241.1	25774.9
2002–03	13 607.4	7 047.1	5 261.4	2 653.4	28569.3
2003–04	15 831.5	8 057.2	4 851.3	3 578.3	32318.2
2004–05	19 859.9	8 166.4	5 384.0	3 587.9	36998.2
2005–06	20 850.2	9 580.0	6 827.4	3 672.1	40929.7
2006–07	21 814.4	11 245.6	6 457.8	4 297.1	43814.9
2007–08	22 827.4	11 591.3	5 502.9	9 153.1	49074.8
2008–09	26 471.7	14 286.9	4 576.1	8 699.0	54033.7
2009–10	25 947.8	13 915.3	4 417.4	10 073.7	54354.3
2010–11	30 534.6	13 934.2	4 376.5	10 462.8	59308.2
2011–12	35 834.3	15 546.4	5 392.6	8 618.8	65392.0
2012–13	36 444.9	19 165.8	6 117.0	7 267.7	68995.4
2013–14	29 566.0	18 287.3	7 166.2	5 982.7	61002.1
2014–15	23 796.9	15 472.9	7 526.2	4 386.2	51182.1
2015–16	21 271.3	11 513.6	8 901.9	4 416.9	46103.7
2016–17	24 301.3	9 092.4	11 241.2	4 718.9	49353.8
2017–18	29 905.1	14 353.1	10 298.9	6 128.4	60685.5
2018–19	28 288.3	14 532.0	9 176.4	5 804.7	57801.4
2019–20	28 070.8	13 111.4	7 932.8	6 317.7	55432.7
2020–21	29 214.7	11 949.7	5 678.7	6 108.1	52951.2

Source: *ABS, 2021, Engineering Construction Activity, Australia*

Table 2.3a Value of transport infrastructure engineering construction work done, by the private sector for the private sector, adjusted by chain volume index, 2020–21 prices

Financial year	Roads, highways, subdivisions and bridges	Railways	Ports and harbours	Transport infrastructure engineering construction work done	Transport percentage of total major infrastructure engineering construction work done
		$ million			*per cent*
1986–87	1 119.6	221.7	417.1	1 758.4	70.47
1987–88	1 572.7	100.4	311.0	1 984.1	71.95
1988–89	2 142.9	48.9	60.7	2 252.6	74.89
1989–90	2 463.1	33.6	132.1	2 628.8	80.38
1990–91	2 172.8	37.0	102.9	2 312.7	75.08
1991–92	2 132.0	67.8	60.9	2 260.7	77.55
1992–93	1 988.7	25.5	66.4	2 080.6	67.59
1993–94	2 337.3	78.1	139.4	2 554.7	66.77
1994–95	2 218.7	56.5	50.6	2 325.7	61.09
1995–96	2 220.8	118.9	47.5	2 387.2	48.35
1996–97	2 906.5	154.1	154.2	3 214.8	62.16
1997–98	3 575.8	325.1	390.6	4 291.5	65.06
1998–99	4 183.2	295.5	361.2	4 840.0	63.54
1999–00	3 265.4	277.1	143.3	3 685.9	45.65
2000–01	2 248.5	158.6	155.1	2 562.3	35.27
2001–02	2 714.6	463.4	177.2	3 355.2	43.74
2002–03	4 226.3	876.1	230.4	5 332.9	51.37
2003–04	6 447.8	438.5	459.1	7 345.5	50.78
2004–05	7 918.5	744.1	1 164.5	9 827.0	59.37
2005–06	8 128.6	702.4	1 267.7	10 098.7	58.81
2006–07	7 245.3	1 322.7	1 344.8	9 912.8	47.64
2007–08	6 447.6	1 956.3	1 280.7	9 684.6	42.88
2008–09	7 164.9	1 395.4	1 423.8	9 984.1	42.77
2009–10	5 653.5	1 538.1	1 669.0	8 860.6	40.78
2010–11	5 951.7	2 379.5	3 227.8	11 559.1	43.85
2011–12	6 135.9	4 503.8	5 929.8	16 569.5	51.37
2012–13	5 674.7	4 687.2	7 695.2	18 057.1	48.82
2013–14	4 606.1	3 973.5	5 531.8	14 111.4	42.50
2014–15	4 836.9	2 925.7	2 429.9	10 192.5	38.32
2015–16	4 471.1	840.6	798.2	6 109.9	31.04
2016–17	5 074.9	523.8	823.7	6 422.4	32.62
2017–18	5 675.3	693.6	458.5	6 827.4	26.49
2018–19	7 145.6	779.5	532.3	8 457.4	32.79
2019–20	7 537.5	813.9	538.1	8 889.4	37.09
2020–21	7 397.8	1 081.6	359.3	8 838.8	39.52

Source: *ABS, 2021, Engineering Construction Activity, Australia*

Table 2.3b Value of transport infrastructure engineering construction work done by the private sector for the public sector, adjusted by chain volume index, by the private sector for the public sector, adjusted by chain volume index, 2020–21 prices

Financial year	Roads, highways, subdivisions and bridges	Railways	Ports and Harbours	Transport infrastructure engineering construction work done	Transport percentage of total major infrastructure engineering construction work done
		$ million			*per cent*
1986–87	2 370.4	324.2	278.5	2 973.1	54.30
1987–88	1 739.0	294.7	106.6	2 140.4	53.00
1988–89	1 708.1	90.1	153.8	1 952.0	53.80
1989–90	2 070.9	105.8	81.0	2 257.7	58.01
1990–91	2 216.5	173.8	123.3	2 513.7	52.69
1991–92	2 216.1	188.3	78.2	2 482.5	51.10
1992–93	2 716.3	209.9	187.3	3 113.6	59.21
1993–94	3 219.5	425.3	203.0	3 847.8	62.50
1994–95	2 888.6	585.1	113.3	3 587.1	66.65
1995–96	2 948.6	359.7	118.9	3 427.1	65.26
1996–97	2 993.3	723.7	278.4	3 995.4	68.64
1997–98	3 895.4	782.5	153.9	4 831.8	75.12
1998–99	4 678.6	632.2	170.6	5 481.5	79.76
1999–00	4 670.0	289.4	126.6	5 086.1	69.22
2000–01	4 347.4	181.1	118.4	4 646.9	68.14
2001–02	3 562.3	106.5	255.7	3 924.5	65.34
2002–03	3 440.9	373.4	192.2	4 006.6	65.07
2003–04	2 945.6	1 023.6	192.4	4 161.5	68.20
2004–05	3 924.1	1 438.7	219.8	5 582.5	68.17
2005–06	4 642.5	1 455.4	182.1	6 280.0	71.39
2006–07	5 742.1	1 012.3	169.1	6 923.5	74.89
2007–08	6 608.0	741.6	251.2	7 600.9	57.63
2008–09	8 302.1	1 449.1	343.2	10 094.5	64.03
2009–10	7 914.8	1 623.1	598.0	10 135.9	62.68
2010–11	9 072.3	2 225.4	747.3	12 044.9	71.18
2011–12	9 880.3	2 628.4	337.0	12 845.6	73.66
2012–13	9 659.2	2 668.2	233.3	12 560.7	71.89
2013–14	8 250.7	2 475.2	440.8	11 166.7	68.48
2014–15	6 966.1	2 140.3	615.2	9 721.7	67.69
2015–16	7 724.1	2 704.4	444.7	10 873.2	66.71
2016–17	9 588.2	3 561.9	279.3	13 429.5	67.02
2017–18	12 182.6	5 924.8	291.9	18 399.3	73.13
2018–19	8 816.4	6 113.9	278.5	15 208.8	69.09
2019–20	7 353.0	6 470.7	390.7	14 214.3	68.57
2020–21	6 862.3	7 964.3	337.5	15 164.1	76.24

Source: *ABS, 2021, Engineering Construction Activity, Australia*

Table 2.3c Value of transport infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2020–21 prices

Financial year	Roads, highways, subdivisions and bridges	Railways	Ports and Harbours	Transport infrastructure engineering construction work done	Transport percentage of total major infrastructure engineering construction work done
	$ *million*				*per cent*
1986–87	3 157.2	315.6	79.1	3 551.9	31.74
1987–88	2 948.7	344.1	48.9	3 341.8	32.39
1988–89	2 934.8	216.4	51.6	3 202.7	30.65
1989–90	3 069.5	584.7	64.5	3 718.7	31.10
1990–91	3 067.0	647.9	77.8	3 792.7	32.03
1991–92	2 714.3	686.2	33.6	3 434.0	33.94
1992–93	3 403.5	801.2	37.6	4 242.3	38.97
1993–94	3 496.1	931.4	54.5	4 482.0	42.96
1994–95	3 405.8	1 241.8	42.7	4 690.3	39.90
1995–96	3 449.0	1 502.9	34.7	4 986.7	41.48
1996–97	3 060.3	1 577.2	42.9	4 680.4	41.56
1997–98	3 213.7	994.1	52.0	4 259.8	37.94
1998–99	3 242.1	950.0	87.2	4 279.3	35.45
1999–00	3 358.4	812.7	28.8	4 199.9	31.40
2000–01	3 045.0	712.9	69.5	3 827.4	31.46
2001–02	3 066.7	908.4	110.0	4 085.1	33.77
2002–03	3 308.1	887.8	72.0	4 267.9	35.47
2003–04	3 298.8	949.8	75.9	4 324.5	36.80
2004–05	3 196.9	1 221.6	31.9	4 450.4	36.31
2005–06	3 387.1	1 065.5	18.9	4 471.5	29.89
2006–07	3 773.9	1 165.6	38.6	4 978.2	36.18
2007–08	4 101.1	1 083.3	357.5	5 541.9	41.67
2008–09	4 835.0	1 085.1	473.0	6 393.2	42.84
2009–10	4 491.4	2 230.2	229.7	6 951.3	42.24
2010–11	4 588.2	2 284.9	57.6	6 930.6	43.25
2011–12	5 142.0	1 233.0	44.1	6 419.2	40.89
2012–13	5 027.8	751.3	48.1	5 827.1	40.09
2013–14	3 761.5	466.3	60.0	4 287.8	37.32
2014–15	3 587.8	261.9	33.0	3 882.7	37.99
2015–16	4 004.6	250.5	33.1	4 288.2	42.38
2016–17	3 985.3	403.2	60.9	4 449.4	46.23
2017–18	4 132.7	484.7	61.1	4 678.4	47.99
2018–19	4 000.2	552.0	69.9	4 622.1	46.24
2019–20	4 289.9	614.9	62.3	4 967.0	46.27
2020–21	4 551.2	600.7	60.0	5 211.8	48.72

Source: *ABS, 2021, Engineering Construction Activity, Australia*

Table 2.3d Total value of transport infrastructure engineering construction work done, adjusted by chain volume index, 2020–21 prices

Financial year	Roads, highways, subdivisions and bridges	Railways	Ports and Harbours	Transport infrastructure engineering construction work done	Transport percentage of total major infrastructure engineering construction work done
	$ million				per cent
1986–87	6 647.2	861.5	774.7	8 283.4	43.23
1987–88	6 260.4	739.3	466.5	7 466.2	43.63
1988–89	6 785.8	355.4	266.1	7 407.3	43.35
1989–90	7 603.5	724.1	277.6	8 605.2	45.00
1990–91	7 456.3	858.7	304.0	8 619.0	43.77
1991–92	7 062.3	942.3	172.7	8 177.3	45.71
1992–93	8 108.5	1 036.6	291.3	9 436.4	49.09
1993–94	9 052.8	1 434.8	396.9	10 884.5	53.32
1994–95	8 513.1	1 883.5	206.6	10 603.1	50.63
1995–96	8 618.4	1 981.5	201.2	10 801.0	48.63
1996–97	8 960.1	2 455.0	475.5	11 890.6	53.43
1997–98	10 684.9	2 101.7	596.5	13 383.1	55.17
1998–99	12 103.9	1 877.7	619.1	14 600.8	54.97
1999–00	11 293.8	1 379.3	298.8	12 971.9	45.05
2000–01	9 640.9	1 052.7	343.0	11 036.6	42.05
2001–02	9 343.7	1 478.3	542.9	11 364.8	44.09
2002–03	10 975.3	2 137.4	494.6	13 607.4	47.63
2003–04	12 692.2	2 411.9	727.4	15 831.5	48.99
2004–05	15 039.5	3 404.3	1 416.1	19 859.9	53.68
2005–06	16 158.2	3 223.3	1 468.6	20 850.2	50.94
2006–07	16 761.3	3 500.6	1 552.5	21 814.4	49.79
2007–08	17 156.8	3 781.2	1 889.4	22 827.4	46.52
2008–09	20 302.0	3 929.7	2 240.0	26 471.7	48.99
2009–10	18 059.8	5 391.4	2 496.7	25 947.8	47.74
2010–11	19 612.1	6 889.8	4 032.7	30 534.6	51.48
2011–12	21 158.2	8 365.2	6 310.9	35 834.3	54.80
2012–13	20 361.7	8 106.7	7 976.5	36 444.9	52.82
2013–14	16 618.3	6 915.0	6 032.6	29 566.0	48.47
2014–15	15 390.9	5 327.9	3 078.2	23 796.9	46.49
2015–16	16 199.8	3 795.6	1 276.0	21 271.3	46.14
2016–17	18 648.4	4 488.9	1 164.0	24 301.3	49.24
2017–18	21 990.6	7 103.0	811.5	29 905.1	49.28
2018–19	19 962.2	7 445.4	880.7	28 288.3	48.94
2019–20	19 180.3	7 899.4	991.0	28 070.8	50.64
2020–21	18 811.3	9 646.6	756.8	29 214.7	55.17

Source: *ABS, 2021, Engineering Construction Activity, Australia*

Chapter 3: Road-related Revenue and Expenditure

Table 3.1a Road-related expenditure, by commonwealth (constant 2019–20 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other	Total Government
					$ million					
1998–99	959.6	487.6	596.2	280.9	320.3	115.9	92.4	53.6	4.8	2 911.2
1999–00	924.5	444.2	615.7	217.7	286.1	123.8	96.1	76.4	5.5	2 789.9
2000–01	766.3	354.8	600.5	129.4	246.8	91.0	69.4	28.0	4.2	2 290.3
2001–02	856.9	634.2	595.7	173.2	314.9	82.2	66.8	51.8	5.0	2 780.7
2002–03	856.9	527.2	561.5	148.0	275.4	82.3	63.5	30.2	3.7	2 548.6
2003–04	999.6	415.8	596.2	172.6	281.0	72.7	60.6	30.4	3.2	2 632.0
2004–05	1 106.0	579.2	577.9	196.4	313.6	91.5	71.3	32.5	3.7	2 972.2
2005–06	2 435.8	726.9	1 129.2	355.4	817.6	185.7	119.9	42.8	4.9	5 818.2
2006–07	1 245.4	711.1	895.2	238.7	399.4	90.8	59.2	39.0	8.2	3 687.0
2007–08	923.5	697.1	950.2	252.8	449.5	89.3	82.9	24.1	7.9	3 477.4
2008–09	1 886.2	793.4	2 267.8	425.9	557.1	116.4	99.5	32.9	5.2	6 184.4
2009–10	1 942.3	955.6	1 956.0	567.5	463.2	183.6	177.1	48.8	7.5	6 301.7
2010–11	1 759.8	623.8	932.0	223.4	394.4	159.8	91.2	56.3	7.2	4 248.0
2011–12	3 077.6	1 272.3	2 427.5	548.1	720.1	117.5	167.5	58.5	8.6	8 397.6
2012–13	1 417.3	488.7	789.9	210.3	561.6	73.7	106.5	54.9	7.9	3 710.7
2013–14	2 127.8	2 073.2	1 211.3	135.7	414.5	68.2	110.2	83.8	7.9	6 232.6
2014–15	1 949.7	580.6	1 237.1	213.1	1 355.4	113.5	143.7	92.9	8.5	5 694.5
2015–16	2 123.5	585.1	1 551.3	366.9	505.6	143.0	189.0	45.1	8.2	5 517.7
2016–17	2 978.3	636.5	1 874.2	711.9	816.4	188.3	109.0	54.8	9.6	7 378.9
2017–18	2 033.8	668.7	1 780.5	702.3	793.4	181.1	88.1	34.1	10.8	6 292.8
2018–19	2 269.4	414.2	1 322.7	1 196.0	809.2	143.7	157.2	33.0	0.3	6 345.7
2019–20	1 683.1	926.9	1 457.3	190.3	711.0	133.7	192.7	37.2	0.4	5 332.6

See end notes

Sources: *ABS, 2021, Consumer Price Index, Australia*
ABS, 2021, Government Finance Statistics, Australia
BITRE estimates

Table 3.1b Road-related expenditure, by state/territory government (constant 2019–20 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total Government	Total public sector
					$ million					
1998–99	2 643.0	1 176.8	2 864.8	236.0	710.0	134.8	86.5	- 14.3	7 837.5	7 710.5
1999–00	2 891.9	1 773.3	1 873.1	430.9	1 134.9	129.4	32.4	- 34.8	8 231.0	8 046.3
2000–01	3 804.4	1 733.8	2 629.6	521.8	991.2	132.0	76.1	72.5	9 961.5	9 777.2
2001–02	3 221.2	1 176.3	2 353.4	431.5	1 347.5	168.2	68.0	68.9	8 835.0	7 963.6
2002–03	3 158.0	2 110.4	3 224.4	485.5	843.0	193.1	62.9	84.0	10 161.2	9 159.0
2003–04	3 046.9	1 645.8	3 964.3	259.3	944.0	202.2	66.7	72.4	10 201.6	9 872.9
2004–05	3 292.1	1 702.2	4 030.5	349.4	1 027.4	269.8	60.2	62.2	10 793.9	10 246.4
2005–06	2 225.4	1 527.1	3 726.3	372.4	596.2	162.1	228.0	64.1	8 901.5	8 239.5
2006–07	3 534.5	1 713.0	4 876.3	377.8	1 305.5	199.2	270.0	88.8	12 365.1	11 811.3
2007–08	4 144.7	2 108.5	6 064.5	422.0	1 568.4	231.3	265.6	131.7	14 936.7	14 958.6
2008–09	3 972.7	2 579.3	3 346.5	452.6	1 368.3	192.4	345.9	130.7	12 388.5	12 381.5
2009–10	4 149.7	2 360.3	3 350.5	286.0	1 289.0	251.5	202.4	139.1	12 028.6	11 815.6
2010–11	4 019.0	2 546.4	4 872.8	567.7	1 131.3	279.2	283.0	156.7	13 855.9	13 295.3
2011–12	3 175.1	1 487.8	3 904.8	327.2	1 036.0	221.3	334.4	131.2	10 617.8	11 276.4
2012–13	4 709.2	1 572.8	6 921.7	814.4	1 735.2	241.0	179.2	138.5	16 311.8	15 882.8
2013–14	3 497.3	1 062.8	5 749.4	609.0	2 101.9	247.6	241.7	184.9	13 694.7	13 463.0
2014–15	4 341.4	2 047.4	4 220.3	417.1	1 010.5	231.9	253.8	75.9	12 598.3	12 026.3
2015–16	5 677.9	2 134.1	2 318.9	611.1	1 792.1	134.7	286.9	15.8	12 971.5	14 131.1
2016–17	4 251.0	4 247.2	2 603.0	647.3	1 674.4	214.1	354.5	113.2	14 104.6	15 515.4
2017–18	5 899.3	6 217.1	2 349.9	662.3	1 811.9	186.3	547.9	135.9	17 810.4	19 450.5
2018–19	5 382.8	5 138.3	3 163.7	- 95.3	1 860.3	269.6	468.2	207.6	16 395.3	16 384.5
2019–20	5 878.2	5 320.0	3 116.2	1 068.4	1 999.0	319.0	325.4	192.9	18 219.2	17 582.2

See end notes

Note: Total public sector includes general government and public non-financial corporations

In 2018–19 the Commonwealth provided SA with a prepayment for road construction. The prepayment is netted off the state government expenditure figure resulting in a negative value. In future years SA government figures are expected to be higher than they would have been if the prepayment was split over several years.

Sources: *ABS, 2021, Consumer Price Index, Australia*

ABS, 2021, Government Finance Statistics, Australia

BITRE estimates

Table 3.1c Road-related expenditure, by local government (constant 2019–20 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total Government
					$ million				
1998–99	2 434.1	1 274.2	1 071.2	267.8	441.8	104.1	3.4	na	5 596.6
1999–00	2 270.5	1 319.3	1 046.1	279.9	529.7	96.6	31.7	na	5 573.9
2000–01	2 060.3	1 132.3	860.0	265.4	594.3	94.5	17.2	na	5 023.9
2001–02	2 002.4	1 184.7	1 297.4	269.3	294.6	102.5	8.6	na	5 159.5
2002–03	1 852.6	1 131.2	1 698.2	253.5	354.4	101.4	30.1	na	5 421.5
2003–04	1 665.8	1 134.8	1 712.6	264.8	307.4	138.8	31.9	na	5 256.1
2004–05	1 475.3	1 181.6	1 079.2	318.3	416.9	133.7	31.2	na	4 636.3
2005–06	1 380.3	1 049.7	1 168.1	288.2	226.4	120.1	9.3	na	4 242.1
2006–07	1 323.3	1 147.7	1 190.2	329.0	328.6	144.4	47.6	na	4 510.9
2007–08	1 463.3	1 298.8	1 649.8	356.3	452.8	145.1	20.6	na	5 386.7
2008–09	1 360.3	1 258.6	1 811.6	395.1	593.0	175.2	24.2	na	5 618.0
2009–10	612.1	1 185.5	2 159.6	342.4	622.4	169.9	- 1.2	na	5 090.7
2010–11	1 121.8	1 322.8	2 157.3	358.7	669.6	192.2	7.1	na	5 829.3
2011–12	969.1	1 473.3	1 798.8	416.0	606.1	191.8	- 74.2	na	5 380.9
2012–13	1 348.7	1 507.8	1 527.9	429.2	627.0	186.6	- 2.9	na	5 624.4
2013–14	1 523.7	1 448.9	1 240.8	455.7	571.3	161.5	- 33.8	na	5 368.0
2014–15	1 579.4	1 454.9	1 129.2	458.1	649.3	203.7	- 44.8	na	5 429.8
2015–16	1 414.3	1 337.1	1 551.3	379.7	709.4	171.5	- 97.8	na	5 465.3
2016–17	1 367.6	1 300.4	1 713.2	447.4	631.7	191.4	0.6	na	5 652.3
2017–18	1 158.2	1 383.5	1 705.9	451.2	572.5	187.1	- 9.3	na	5 449.0
2018–19	1 523.8	1 770.6	1 809.6	523.6	680.7	256.0	- 11.3	na	6 552.9
2019–20	1 342.7	1 625.3	1 706.4	501.8	773.0	191.2	9.4	na	6 149.9

See end notes

Note: negative figures result from the sum of commonwealth and state grants to local governments exceeding gross local government expenditure

na: not applicable

Sources: *ABS, 2021, Consumer Price Index, Australia*

ABS, 2021, Government Finance Statistics, Australia

BITRE estimates

Table 3.1d Road-related expenditure, by all government (constant 2019–20 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other	Total Government	Total Public Sector
						$ million					
1998–99	6 036.7	2 938.7	4 532.2	784.6	1 472.1	354.8	182.2	39.2	4.8	16 345.3	16 218.3
1999–00	6 086.9	3 536.8	3 534.9	928.5	1 950.7	349.8	160.1	41.6	5.5	16 594.8	16 410.1
2000–01	6 631.0	3 220.9	4 090.2	916.6	1 832.2	317.4	162.7	100.6	4.2	17 275.7	17 091.4
2001–02	6 080.4	2 995.3	4 246.5	873.9	1 957.0	352.9	143.5	120.7	5.0	16 775.2	15 903.8
2002–03	5 867.4	3 768.8	5 484.1	886.9	1 472.8	376.7	156.6	114.2	3.7	18 131.3	17 129.1
2003–04	5 712.3	3 196.4	6 273.1	696.7	1 532.3	413.7	159.2	102.8	3.2	18 089.7	17 761.0
2004–05	5 873.4	3 462.9	5 687.7	864.1	1 757.9	495.1	162.8	94.8	3.7	18 402.3	17 854.9
2005–06	6 041.5	3 303.6	6 023.7	1 016.0	1 640.2	467.9	357.2	106.9	4.9	18 961.7	18 299.8
2006–07	6 103.2	3 571.7	6 961.7	945.5	2 033.5	434.5	376.8	127.8	8.2	20 563.1	20 009.2
2007–08	6 531.5	4 104.4	8 664.5	1 031.1	2 470.7	465.8	369.1	155.8	7.9	23 800.8	23 822.7
2008–09	7 219.3	4 631.3	7 426.0	1 273.6	2 518.4	484.0	469.6	163.6	5.2	24 190.8	24 183.8
2009–10	6 704.1	4 501.3	7 466.2	1 195.9	2 374.6	605.0	378.4	187.9	7.5	23 421.0	23 208.1
2010–11	6 900.5	4 492.9	7 962.1	1 149.8	2 195.2	631.2	381.3	213.0	7.2	23 933.3	23 372.6
2011–12	7 221.8	4 233.4	8 131.1	1 291.3	2 362.2	530.5	427.7	189.7	8.6	24 396.3	25 054.9
2012–13	7 475.1	3 569.3	9 239.6	1 453.9	2 923.8	501.2	282.8	193.4	7.9	25 646.9	25 217.9
2013–14	7 148.8	4 584.9	8 201.5	1 200.4	3 087.7	477.3	318.2	268.7	7.9	25 295.4	25 063.6
2014–15	7 870.6	4 082.9	6 586.6	1 088.2	3 015.1	549.0	352.7	168.9	8.5	23 722.6	23 150.6
2015–16	9 215.7	4 056.3	5 421.6	1 357.6	3 007.1	449.2	378.0	60.9	8.2	23 954.5	25 114.1
2016–17	8 596.8	6 184.1	6 190.4	1 806.6	3 122.5	593.8	464.1	168.0	9.6	27 135.8	28 546.6
2017–18	9 091.3	8 269.2	5 836.3	1 815.8	3 177.7	554.5	626.7	170.0	10.8	29 552.2	31 192.3
2018–19	9 176.0	7 323.0	6 296.0	1 624.4	3 350.2	669.3	614.1	240.7	0.3	29 293.9	29 283.1
2019–20	8 904.0	7 872.2	6 280.0	1 760.5	3 483.0	644.0	527.5	230.1	0.4	29 701.7	29 064.7

See end notes

Note: Total public sector includes general government and public non-financial corporations

Sources: *ABS, 2021, Consumer Price Index, Australia*
ABS, 2021, Government Finance Statistics, Australia
BITRE estimates

Table 3.1e Road expenditure – origin of funding – New South Wales (constant 2019–20 prices, adjusted by CPI)

Financial year	Origin of state government expenditure					Origin of local government expenditure		
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils (excluding originating from commonwealth)	Local from own sources	Local gross
				$ *million*				
1998–99	959.6	2 643.0	3 602.5	0.0	186.8	208.1	2 434.1	2 642.2
1999–00	924.5	2 891.9	3 816.4	0.0	187.8	353.2	2 270.5	2 623.7
2000–01	716.3	3 804.4	4 520.7	50.0	185.3	306.4	2 060.3	2 416.7
2001–02	726.5	3 221.2	3 947.7	130.3	188.3	316.2	2 002.4	2 449.0
2002–03	769.5	3 158.0	3 927.4	87.4	194.2	329.3	1 852.6	2 269.2
2003–04	860.7	3 046.9	3 907.6	138.9	195.6	325.9	1 665.8	2 130.5
2004–05	1 004.4	3 292.1	4 296.5	101.6	194.2	472.4	1 475.3	2 049.2
2005–06	2 195.1	2 225.4	4 420.5	240.7	198.5	311.0	1 380.3	1 932.1
2006–07	1 003.6	3 534.5	4 538.2	241.8	200.1	481.8	1 323.3	2 046.8
2007–08	795.4	4 144.7	4 940.2	128.1	202.7	579.4	1 463.3	2 170.7
2008–09	1 703.3	3 972.7	5 676.1	182.9	264.0	764.1	1 360.3	2 307.4
2009–10	1 774.6	4 149.7	5 924.4	167.7	212.7	1 242.2	612.1	2 022.0
2010–11	1 624.8	4 019.0	5 643.7	135.0	222.4	792.9	1 121.8	2 049.7
2011–12	2 958.2	3 175.1	6 133.3	119.4	282.6	950.9	969.1	2 039.4
2012–13	1 258.2	4 709.2	5 967.4	159.0	217.6	814.4	1 348.7	2 322.0
2013–14	1 993.1	3 497.3	5 490.4	134.6	111.1	713.6	1 523.7	2 371.9
2014–15	1 781.8	4 341.4	6 123.3	167.9	332.7	631.2	1 579.4	2 378.5
2015–16	1 791.8	5 677.9	7 469.7	331.7	109.0	713.3	1 414.3	2 459.3
2016–17	2 663.9	4 251.0	6 914.9	314.4	325.1	796.9	1 367.6	2 478.9
2017–18	1 760.2	5 899.3	7 659.5	273.6	221.7	1 096.0	1 158.2	2 527.8
2018–19	2 169.8	5 382.8	7 552.6	99.6	224.5	977.9	1 523.8	2 601.3
2019–20	1 584.8	5 878.2	7 463.0	98.3	221.6	1 101.0	1 342.7	2 542.0

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2021, Consumer Price Index, Australia*

ABS, 2021, Government Finance Statistics, Australia

BITRE estimates

Table 3.1f Road expenditure – origin of funding – Victoria (constant 2019–20 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils (excluding originating from commonwealth)	Local from own sources	Local gross
				$ *million*				
1998–99	487.6	1 176.8	1 664.5	0.0	132.7	27.3	1 274.2	1 434.2
1999–00	444.2	1 773.3	2 217.4	0.0	133.5	23.3	1 319.3	1 476.1
2000–01	305.5	1 733.8	2 039.3	49.4	131.7	0.0	1 132.3	1 313.3
2001–02	541.7	1 176.3	1 718.1	92.5	133.8	0.0	1 184.7	1 411.0
2002–03	467.4	2 110.4	2 577.8	59.8	138.0	10.4	1 131.2	1 339.4
2003–04	329.7	1 645.8	1 975.5	86.1	139.0	2.9	1 134.8	1 362.8
2004–05	496.4	1 702.2	2 198.6	82.8	138.0	2.8	1 181.6	1 405.2
2005–06	551.5	1 527.1	2 078.6	175.4	141.0	15.1	1 049.7	1 381.1
2006–07	575.8	1 713.0	2 288.8	135.2	142.2	9.3	1 147.7	1 434.4
2007–08	610.5	2 108.5	2 719.1	86.6	144.1	25.8	1 298.8	1 555.2
2008–09	682.3	2 579.3	3 261.6	111.1	187.6	81.2	1 258.6	1 638.4
2009–10	774.4	2 360.3	3 134.7	181.2	151.1	112.3	1 185.5	1 630.1
2010–11	525.3	2 546.4	3 071.6	98.5	158.0	71.0	1 322.8	1 650.3
2011–12	1 151.6	1 487.8	2 639.3	120.7	200.8	82.1	1 473.3	1 877.0
2012–13	376.9	1 572.8	1 949.6	111.8	154.6	48.6	1 507.8	1 822.9
2013–14	1 960.6	1 062.8	3 023.5	112.6	78.9	74.9	1 448.9	1 715.3
2014–15	493.8	2 047.4	2 541.3	86.7	236.4	77.9	1 454.9	1 856.0
2015–16	309.7	2 134.1	2 443.8	275.4	77.4	45.9	1 337.1	1 735.8
2016–17	238.1	4 247.2	4 485.3	398.4	231.0	49.3	1 300.4	1 979.1
2017–18	308.3	6 217.1	6 525.4	360.4	157.5	63.9	1 383.5	1 965.3
2018–19	344.5	5 138.3	5 482.7	69.7	159.5	94.2	1 770.6	2 094.1
2019–20	816.2	5 320.0	6 136.2	110.7	163.2	174.0	1 625.3	2 073.2

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2021, Consumer Price Index, Australia*

ABS, 2021, Government Finance Statistics, Australia

BITRE estimates

Table 3.1g Road expenditure – origin of funding – Queensland (constant 2019–20 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils (excluding originating from commonwealth)	Local from own sources	Local gross
				$ million				
1998–99	596.2	2 864.8	3 461.0	0.0	120.6	494.7	1 071.2	1 565.9
1999–00	615.7	1 873.1	2 488.7	0.0	121.3	636.3	1 046.1	1 682.5
2000–01	530.3	2 629.6	3 159.9	70.2	119.7	730.7	860.0	1 660.9
2001–02	499.8	2 353.4	2 853.2	95.9	121.6	264.3	1 297.4	1 779.2
2002–03	500.7	3 224.4	3 725.1	60.8	125.4	295.2	1 698.2	2 179.6
2003–04	514.3	3 964.3	4 478.6	81.9	126.3	323.0	1 712.6	2 243.8
2004–05	514.4	4 030.5	4 545.0	63.5	125.4	338.0	1 079.2	1 606.1
2005–06	951.7	3 726.3	4 678.1	177.5	128.2	397.4	1 168.1	1 743.0
2006–07	700.0	4 876.3	5 576.3	195.2	129.2	421.9	1 190.2	1 936.5
2007–08	885.1	6 064.5	6 949.5	65.2	130.9	297.4	1 649.8	2 143.3
2008–09	2 141.6	3 346.5	5 488.2	126.2	170.5	473.2	1 811.6	2 581.5
2009–10	1 821.6	3 350.5	5 172.1	134.4	137.3	119.6	2 159.6	2 551.0
2010–11	760.3	4 872.8	5 633.1	171.7	143.6	510.1	2 157.3	2 839.0
2011–12	2 272.4	3 904.8	6 177.3	155.0	182.5	1 258.6	1 798.8	3 212.4
2012–13	712.9	6 921.7	7 634.6	77.0	140.5	1 702.2	1 527.9	3 307.2
2013–14	792.6	5 749.4	6 542.0	418.7	71.7	1 658.4	1 240.8	3 317.8
2014–15	940.5	4 220.3	5 160.8	296.6	214.8	1 396.6	1 129.2	2 822.4
2015–16	1 210.4	2 318.9	3 529.3	341.0	70.4	697.3	1 551.3	2 589.6
2016–17	1 623.0	2 603.0	4 226.0	251.2	209.9	594.3	1 713.2	2 558.7
2017–18	1 561.3	2 349.9	3 911.1	219.3	143.2	631.4	1 705.9	2 556.6
2018–19	1 237.3	3 163.7	4 401.0	85.4	145.0	738.7	1 809.6	2 633.7
2019–20	1 341.8	3 116.2	4 458.0	115.6	148.3	871.0	1 706.4	2 693.0

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2021, Consumer Price Index, Australia*

ABS, 2021, Government Finance Statistics, Australia

BITRE estimates

Table 3.1h Road expenditure – origin of funding – South Australia (constant 2019–20 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils (excluding originating from commonwealth)	Local from own sources	Local gross
				$ million				
1998–99	280.9	236.0	516.8	0.0	35.4	35.8	267.8	303.6
1999–00	217.7	430.9	648.6	0.0	35.6	35.0	279.9	350.4
2000–01	112.0	521.8	633.8	17.4	35.1	34.6	265.4	352.5
2001–02	130.7	431.5	562.2	42.4	35.7	41.2	269.3	352.9
2002–03	119.6	485.5	605.1	28.3	36.8	41.5	253.5	323.3
2003–04	136.1	259.3	395.4	36.5	37.0	42.0	264.8	343.3
2004–05	166.8	349.4	516.2	29.6	42.8	0.0	318.3	384.7
2005–06	279.1	372.4	651.5	76.3	49.9	0.0	288.2	402.1
2006–07	164.5	377.8	542.3	74.2	55.2	0.0	329.0	441.1
2007–08	212.5	422.0	634.5	40.3	55.9	0.0	356.3	435.0
2008–09	386.5	452.6	839.1	39.4	67.8	26.2	395.1	510.7
2009–10	526.7	286.0	812.7	40.8	58.4	26.8	342.4	450.3
2010–11	182.1	567.7	749.8	41.3	60.6	17.8	358.7	459.9
2011–12	511.8	327.2	839.0	36.3	72.3	16.2	416.0	522.0
2012–13	174.6	814.4	989.0	35.7	60.3	7.9	429.2	514.0
2013–14	101.3	609.0	710.4	34.3	40.7	12.1	455.7	523.2
2014–15	181.8	417.1	598.9	31.2	63.0	2.2	458.1	554.5
2015–16	250.0	611.1	861.0	116.9	20.6	6.4	379.7	523.6
2016–17	625.9	647.3	1 273.2	85.9	61.6	9.4	447.4	604.4
2017–18	600.3	662.3	1 262.6	102.0	62.6	7.2	451.2	602.3
2018–19	1 166.4	- 95.3	1 071.1	29.7	29.7	8.1	523.6	603.9
2019–20	137.1	1 068.4	1 205.5	53.2	53.2	10.0	501.8	608.5

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2021, Consumer Price Index, Australia*

ABS, 2021, Government Finance Statistics, Australia

BITRE estimates

Table 3.1i Road expenditure – origin of funding – Western Australia (constant 2019–20 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils (excluding originating from commonwealth)	Local from own sources	Local gross
				$ million				
1998–99	320.3	710.0	1 030.3	0.0	98.4	213.2	441.8	655.0
1999–00	286.1	1 134.9	1 420.9	0.0	99.0	266.5	529.7	796.3
2000–01	215.6	991.2	1 206.8	31.1	97.7	168.1	594.3	793.5
2001–02	246.0	1 347.5	1 593.4	69.0	99.2	417.1	294.6	780.7
2002–03	232.3	843.0	1 075.3	43.1	102.4	388.6	354.4	786.1
2003–04	214.7	944.0	1 158.7	66.3	103.1	366.4	307.4	740.1
2004–05	256.8	1 027.4	1 284.1	56.9	102.4	381.8	416.9	855.6
2005–06	701.5	596.2	1 297.6	116.1	104.6	424.8	226.4	767.3
2006–07	299.5	1 305.5	1 605.0	99.9	105.4	384.6	328.6	813.1
2007–08	380.9	1 568.4	1 949.3	68.6	106.8	476.4	452.8	997.8
2008–09	484.6	1 368.3	1 852.9	72.5	139.1	313.4	593.0	978.9
2009–10	308.3	1 289.0	1 597.3	154.9	112.1	236.7	622.4	1 014.0
2010–11	317.2	1 131.3	1 448.5	77.2	117.2	269.8	669.6	1 016.6
2011–12	639.0	1 036.0	1 675.0	81.0	148.9	310.0	606.1	997.2
2012–13	459.1	1 735.2	2 194.2	102.5	114.7	342.7	627.0	1 072.2
2013–14	351.5	2 101.9	2 453.4	63.0	58.5	431.7	571.3	1 065.9
2014–15	1 260.9	1 010.5	2 271.3	94.5	175.3	362.7	649.3	1 106.4
2015–16	307.3	1 792.1	2 099.4	198.3	57.4	258.4	709.4	1 166.1
2016–17	676.4	1 674.4	2 350.8	140.0	171.3	463.0	631.7	1 234.7
2017–18	567.6	1 811.9	2 379.4	225.8	116.8	392.5	572.5	1 190.7
2018–19	750.1	1 860.3	2 610.4	59.1	59.1	456.0	680.7	1 195.8
2019–20	635.0	1 999.0	2 634.0	76.0	76.0	318.0	773.0	1 167.0

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2021, Consumer Price Index, Australia*

ABS, 2021, Government Finance Statistics, Australia

BITRE estimates

Table 3.1j Road expenditure – origin of funding – Tasmania (constant 2019–20 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils (excluding originating from commonwealth)	Local from own sources	Local gross
				$ million				
1998–99	115.9	134.8	250.7	0.0	34.1	37.5	104.1	141.6
1999–00	123.8	129.4	253.2	0.0	34.3	40.0	96.6	136.6
2000–01	83.3	132.0	215.3	7.7	33.8	40.9	94.5	143.0
2001–02	67.0	168.2	235.3	15.1	34.4	39.7	102.5	157.4
2002–03	72.4	193.1	265.5	9.8	35.5	38.6	101.4	149.8
2003–04	56.5	202.2	258.8	16.2	35.7	4.3	138.8	195.0
2004–05	81.0	269.8	350.9	10.5	35.5	4.2	133.7	184.0
2005–06	153.7	162.1	315.8	32.0	36.3	8.2	120.1	196.6
2006–07	70.2	199.2	269.4	20.6	36.5	5.3	144.4	206.9
2007–08	64.5	231.3	295.8	24.8	37.0	6.4	145.1	213.4
2008–09	94.3	192.4	286.7	22.1	48.2	8.7	175.2	254.2
2009–10	158.3	251.5	409.8	25.3	38.8	14.6	169.9	248.7
2010–11	134.2	279.2	413.4	25.6	40.6	10.7	192.2	269.0
2011–12	101.0	221.3	322.3	16.4	51.6	6.9	191.8	266.8
2012–13	55.5	241.0	296.5	18.2	39.7	3.4	186.6	247.9
2013–14	33.7	247.6	281.3	34.5	20.3	6.6	161.5	222.9
2014–15	94.1	231.9	326.0	19.4	60.8	9.7	203.7	293.5
2015–16	107.3	134.7	242.0	35.7	19.9	8.5	171.5	235.6
2016–17	148.7	214.1	362.8	39.6	59.4	9.4	191.4	299.8
2017–18	140.6	186.3	326.8	40.5	40.5	12.4	187.1	280.5
2018–19	133.2	269.6	402.8	10.5	41.0	12.2	256.0	319.7
2019–20	117.0	319.0	436.0	16.8	42.0	18.0	191.2	268.0

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2021, Consumer Price Index, Australia*

ABS, 2021, Government Finance Statistics, Australia

BITRE estimates

Table 3.1k Road expenditure – origin of funding – Northern Territory (constant 2019–20 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding			
	Commonwealth grants to territory government	Territory from own sources	Territory gross	Direct commonwealth grants to local government	Indirect commonwealth grants to local government via state government	Local from own sources	Local gross
				$ million			
1998–99	92.4	86.5	178.8	0.0	15.1	5.1	23.6
1999–00	96.1	32.4	128.4	0.0	15.2	0.0	46.8
2000–01	61.4	76.1	137.5	8.0	15.0	0.0	40.1
2001–02	57.2	68.0	125.2	9.7	15.2	0.0	33.5
2002–03	58.0	62.9	121.0	5.5	15.7	0.0	51.3
2003–04	56.3	66.7	123.0	4.3	15.8	0.0	52.0
2004–05	67.2	60.2	127.4	4.1	15.7	0.0	51.0
2005–06	94.9	228.0	323.0	25.0	16.0	1.4	51.7
2006–07	49.5	270.0	319.6	9.6	16.2	0.0	73.4
2007–08	61.0	265.6	326.7	21.9	16.4	2.6	61.4
2008–09	86.2	345.9	432.1	13.2	21.3	2.5	61.3
2009–10	143.0	202.4	345.4	34.1	17.2	4.9	55.0
2010–11	68.7	283.0	351.7	22.5	18.0	9.5	57.0
2011–12	87.5	334.4	421.9	80.0	22.8	13.9	42.5
2012–13	94.6	179.2	273.7	11.9	17.6	21.5	30.5
2013–14	68.8	241.7	310.5	41.5	9.0	19.8	27.5
2014–15	69.6	253.8	323.5	74.0	26.9	5.4	61.5
2015–16	69.8	286.9	356.7	119.2	8.8	17.1	38.4
2016–17	80.2	354.5	434.7	28.8	26.2	8.4	64.0
2017–18	55.0	547.9	603.0	33.0	17.9	7.2	48.8
2018–19	146.9	468.2	615.1	10.3	18.1	29.4	28.4
2019–20	180.1	325.4	505.5	12.6	18.5	4.0	44.5

Road expenditure figures for NT are not broken down below territory level

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2021, Consumer Price Index, Australia*

ABS, 2021, Government Finance Statistics, Australia

BITRE estimates

Table 3.1l Road expenditure – origin of funding – Australian Capital Territory (constant 2019–20 prices, adjusted by CPI)

Financial year	Territory Government expenditure – Origin of funding		
	Commonwealth grants to the territory government	Territory from own sources	Territory gross
	$ million		
1998–99	53.6	–14.3	39.2
1999–00	76.4	–34.8	41.6
2000–01	28.0	72.5	100.6
2001–02	51.8	68.9	120.7
2002–03	30.2	84.0	114.2
2003–04	30.4	72.4	102.8
2004–05	32.5	62.2	94.8
2005–06	42.8	64.1	106.9
2006–07	39.0	88.8	127.8
2007–08	24.1	131.7	155.8
2008–09	32.9	130.7	163.6
2009–10	48.8	139.1	187.9
2010–11	56.3	156.7	213.0
2011–12	58.5	131.2	189.7
2012–13	54.9	138.5	193.4
2013–14	83.8	184.9	268.7
2014–15	92.9	75.9	168.9
2015–16	45.1	15.8	60.9
2016–17	54.8	113.2	168.0
2017–18	34.1	135.9	170.0
2018–19	33.0	207.6	210.8
2019–20	37.2	160.8	198.0

Sources: *ABS, 2021, Consumer Price Index, Australia*
ABS, 2021, Government Finance Statistics, Australia
BITRE estimates

Table 3.2 Road-related expenditure by jurisdictions, (constant 2019–20 prices), adjusted by BITRE Road Construction and Maintenance Price Index

Financial year	Commonwealth government	State – general government	State – public sector	Local government	Total government	Total public sector
			$ million			
2000–01	2 431.4	10 575.2	10 379.5	5 333.5	18 340.0	18 144.4
2001–02	3 019.8	9 595.0	8 648.6	5 603.3	18 218.2	17 271.8
2002–03	2 731.4	10 890.0	9 815.9	5 810.3	19 431.8	18 357.7
2003–04	2 743.7	10 634.5	10 291.9	5 479.1	18 857.3	18 514.7
2004–05	3 004.4	10 910.9	10 357.6	4 686.5	18 601.9	18 048.6
2005–06	5 793.9	8 864.4	8 205.2	4 224.4	18 882.7	18 223.6
2006–07	3 664.2	12 288.8	11 738.3	4 483.1	20 436.1	19 885.6
2007–08	3 374.0	14 492.6	14 513.8	5 226.5	23 093.0	23 114.2
2008–09	5 741.1	11 500.6	11 494.1	5 215.4	22 457.1	22 450.6
2009–10	6 041.5	11 531.9	11 327.8	4 880.5	22 453.9	22 249.8
2010–11	4 078.7	13 303.7	12 765.4	5 597.0	22 979.3	22 441.0
2011–12	7 855.4	9 932.3	10 548.4	5 033.5	22 821.2	23 437.3
2012–13	3 500.5	15 388.0	14 983.2	5 305.8	24 194.3	23 789.6
2013–14	5 975.5	13 129.8	12 907.6	5 146.6	24 252.0	24 029.8
2014–15	5 595.0	12 378.3	11 816.3	5 334.9	23 308.2	22 746.2
2015–16	5 632.4	13 241.3	14 425.0	5 579.0	24 452.7	25 636.4
2016–17	7 658.8	14 639.6	16 103.9	5 866.8	28 165.1	29 629.4
2017–18	6 436.9	18 218.2	19 895.7	5 573.7	30 228.8	31 906.4
2018–19	6 298.5	16 273.3	16 262.6	6 504.1	29 076.0	29 065.3
2019–20	5 332.6	18 219.2	17 582.2	6 149.9	29 701.7	29 064.7

Sources: *ABS, 2021, Consumer Price Index, Australia*
ABS, 2021, Government Finance Statistics, Australia
BITRE estimates

Table 3.3a Selected road-related taxes and charges (Constant 2019–20 prices, adjusted by ABS Consumer Price Index)

Financial year	Australian Government (excluding taxes)			State and Territory governments				Taxes			
	Net road-related petroleum products excise	Federal Interstate Registration Scheme (FIRS)	Passenger motor vehicles customs duty	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls	Total (excluding taxes)	Road-related Goods and Service Tax (GST)	Road-related Fringe Benefits Tax (FBT)	Luxury car tax
						$ *million*					
1997–98	14 627.7	30.6	0.0	3 947.1	382.8	2 176.5	238.1	21 402.9	na	2 566.0	na
1998–99	14 695.7	32.2	0.0	4 407.7	328.9	2 248.2	464.7	22 177.3	na	2 603.4	na
1999–00	14 802.3	36.4	0.0	4 211.2	371.2	2 273.9	600.6	22 295.5	na	2 617.5	na
2000–01	13 921.3	41.8	0.0	4 157.7	398.1	2 179.4	738.3	21 436.7	1 759.2	2 596.9	268.4
2001–02	13 901.9	47.8	0.0	4 257.8	365.3	2 297.7	918.5	21 789.2	1 780.5	2 452.0	337.6
2002–03	14 057.4	53.4	0.0	4 439.1	349.5	2 515.5	980.6	22 395.4	1 819.0	2 350.8	400.5
2003–04	13 530.6	59.5	2 240.6	4 697.0	380.5	2 733.0	1 061.3	24 702.5	1 975.0	2 307.2	482.3
2004–05	13 286.9	61.0	1 975.7	4 945.6	443.7	2 712.5	1 095.6	24 521.0	2 035.8	2 310.9	421.4
2005–06	12 994.3	68.6	1 547.0	4 997.3	427.4	2 633.6	1 100.7	23 768.9	2 149.3	2 276.3	439.9
2006–07	13 059.6	68.3	1 667.5	5 204.9	335.8	2 668.3	1 166.3	24 170.7	3 257.9	2 148.5	492.4
2007–08	12 826.7	69.8	1 802.5	5 115.7	302.1	2 685.7	1 125.9	23 928.4	3 157.0	1 949.0	575.5
2008–09	12 408.3	68.2	1 417.1	5 303.2	360.9	2 408.5	1 181.2	23 147.5	3 582.2	1 831.9	469.5
2009–10	12 321.5	75.5	1 496.0	5 780.6	387.9	2 464.7	1 397.5	23 923.8	3 677.9	1 705.5	588.2
2010–11	12 162.6	88.3	916.0	5 830.5	410.7	2 466.0	1 521.8	23 395.9	4 072.2	1 619.1	566.9
2011–12	12 139.9	95.4	1 044.6	6 196.0	441.0	2 553.7	1 601.6	24 072.1	4 236.2	1 554.1	510.1
2012–13	12 169.6	86.9	1 008.9	6 550.5	473.9	2 722.2	1 609.2	24 621.3	4 327.4	1 502.9	481.8
2013–14	11 936.7	82.7	1 013.1	6 795.3	532.3	2 642.9	1 723.7	24 726.8	4 282.4	1 443.4	509.8
2014–15	11 943.1	78.6	792.5	7 136.8	557.7	2 684.0	1 906.8	25 099.5	4 258.3	1 331.9	568.4
2015–16	11 720.8	73.5	655.7	7 353.3	585.3	2 808.4	2 130.4	25 327.4	4 288.3	1 177.8	650.3
2016–17	11 880.8	72.9	567.0	7 515.0	585.3	2 856.6	2 292.2	25 769.8	4 136.9	1 073.3	718.2
2017–18	12 227.0	70.7	504.7	7 860.6	600.3	2 990.1	2 485.6	26 739.0	4 092.4	1 036.7	726.2
2018–19	11 768.5	0.2	455.0	7 480.8	628.1	2 956.4	2 630.2	25 919.3	4 385.8	1 002.4	686.0
2019–20	11 706.5	na	369.0	8 208.5	634.8	2 857.4	2 641.0	26 417.3	4 199.6	981.7	591.0

Note: This table excludes items that raise relatively small amounts of revenue and FIRS had it's final payment in 2018–19
na: not applicable

Source: *ABS, 2021, Consumer Price Index, and Taxation Revenue*
ATO, 2020, Statistical Inquiry Service, and Taxation Statistics
Treasury, 2020, Final Budget Outcomes 2019–20
State Governments and private toll-road operators

Table 3.3b Gross excise on petroleum products and fuel tax credits (Constant 2019–20 prices, adjusted by CPI)

Financial year	Excise on petroleum products				Fuel tax credits
	Petrol	Diesel	Other petroleum products	Total (excluding crude and condensate)	
			$ million		
2008–09	8 092.1	8 369.3	1 716.8	18 178.1	6 324.5
2009–10	7 669.3	8 373.4	2 230.6	18 273.4	6 093.6
2010–11	7 028.3	8 834.3	2 488.7	18 351.3	6 046.7
2011–12	7 110.8	9 702.0	2 192.1	19 004.9	6 393.7
2012–13	6 836.1	9 684.1	2 598.0	19 118.2	6 116.7
2013–14	6 567.4	9 530.6	2 658.2	18 756.2	6 283.4
2014–15	6 593.1	9 573.5	2 499.8	18 666.4	6 506.5
2015–16	6 557.8	10 311.3	1 784.4	18 653.5	6 494.8
2016–17	6 476.0	10 839.5	1 577.0	18 892.5	6 568.4
2017–18	6 362.7	11 553.2	1 773.8	19 689.6	7 000.3
2018–19	6 065.0	11 637.5	1 755.1	19 457.6	7 232.4
2019–20	5 646.0	11 865.0	1 578.0	19 089.0	7 382.0

Note The net road-related petroleum products excise figure in Table 3.3a above also includes an adjustment for the component of off-road use that is not covered by fuel tax credits. See endnotes.

Source: *ATO, 2020, Statistical Inquiry Service*

ABS, 2021, Consumer Price Index, and Taxation Revenue

Table 3.3c Road-related taxes and charges, New South Wales (Constant 2019–20 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls
		$ million		
2007–08	1 805.0	117.5	772.5	550.7
2008–09	1 852.8	144.6	670.5	577.2
2009–10	1 875.5	177.7	716.3	576.8
2010–11	1 933.8	189.7	697.0	623.5
2011–12	2 102.9	144.0	688.3	652.1
2012–13	2 178.2	130.5	720.5	623.8
2013–14	2 267.1	144.9	731.9	686.5
2014–15	2 346.6	153.3	765.7	812.4
2015–16	2 456.4	180.4	839.3	892.0
2016–17	2 546.1	199.5	867.5	952.4
2017–18	2 789.9	216.3	860.2	1 037.1
2018–19	2 239.9	210.2	804.5	1 134.6
2019–20	2 754.0	213.3	768.0	1 368.0

Source: *Transport for NSW, 2021*

Private toll road operators

ABS, 2021, Consumer Price Index, and Taxation Revenue

Table 3.3d Road-related taxes and charges, Victoria (Constant 2019–20 prices, adjusted by ABS Consumer Price Index)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls
		$ million		
2007–08	978.0	29.8	580.7	367.6
2008–09	1 001.2	34.6	521.9	373.3
2009–10	1 041.6	35.4	580.7	570.9
2010–11	1 080.3	53.2	586.7	641.8
2011–12	1 150.8	68.8	591.8	684.8
2012–13	1 313.0	79.1	644.5	713.0
2013–14	1 338.1	128.1	669.5	758.6
2014–15	1 495.1	134.0	727.4	807.5
2015–16	1 537.2	135.1	787.4	904.1
2016–17	1 612.0	111.0	824.7	935.5
2017–18	1 588.1	92.5	928.8	1 043.8
2018–19	1 652.5	100.8	910.5	1 082.2
2019–20	1 732.5	103.7	886.8	869.2

Source: *VicRoads, 2021*
Private toll road operators
ABS, 2021, Consumer Price Index, and Taxation Revenue

Table 3.3e Road-related taxes and charges, Queensland (Constant 2019–20 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls
		$ million		
2007–08	1 250.2	64.4	518.9	207.6
2008–09	1 307.0	73.0	540.6	230.6
2009–10	1 534.0	74.7	485.7	249.8
2010–11	1 581.3	72.7	511.2	256.6
2011–12	1 661.7	103.2	533.3	264.7
2012–13	1 688.8	141.2	575.7	272.5
2013–14	1 707.7	150.0	535.2	278.5
2014–15	1 709.7	157.8	528.3	286.9
2015–16	1 752.7	154.9	538.2	334.2
2016–17	1 774.4	157.2	539.7	404.2
2017–18	1 831.6	168.9	559.3	404.8
2018–19	1 853.4	173.4	599.9	413.5
2019–20	1 918.9	181.5	549.0	403.8

Source: *Department of Transport and Main Roads Queensland, 2021*
Private toll road operators
ABS, 2021, Consumer Price Index, and Taxation Revenue

Table 3.3f Road-related taxes and charges, South Australia (Constant 2019–20 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
		$ million	
2007–08	294.8	30.3	190.6
2008–09	306.8	45.8	173.6
2009–10	320.2	32.9	176.9
2010–11	336.0	32.1	174.0
2011–12	345.2	60.4	166.6
2012–13	361.1	59.4	168.5
2013–14	376.8	38.5	172.9
2014–15	377.9	38.0	168.9
2015–16	382.1	38.8	169.7
2016–17	381.1	44.9	177.6
2017–18	384.2	49.5	178.5
2018–19	399.3	64.9	172.3
2019–20	416.3	53.5	170.7

Source: *Department for Infrastructure and Transport, South Australia, 2021*
Private toll road operators
ABS, 2021, Consumer Price Index, and Taxation Revenue

Table 3.3g Road-related taxes and charges, Western Australia (Constant 2019–20 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
		$ million	
2007–08	525.9	40.3	506.0
2008–09	571.4	44.0	397.0
2009–10	728.4	43.0	405.1
2010–11	618.4	41.7	400.0
2011–12	649.3	40.7	424.5
2012–13	697.3	40.1	456.9
2013–14	756.5	47.1	432.0
2014–15	870.7	52.0	391.8
2015–16	887.6	51.5	372.4
2016–17	854.0	46.9	345.4
2017–18	906.4	44.7	359.2
2018–19	961.5	50.3	366.0
2019–20	997.2	55.5	377.1

Source: *Department of Transport, Western Australia, 2021*
Private toll road operators
ABS, 2021, Consumer Price Index, and Taxation Revenue

Table 3.3h Road-related taxes and charges, Tasmania (Constant 2019–20 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
		$ million	
2007–08	105.6	9.0	52.8
2008–09	103.6	8.7	47.4
2009–10	109.8	11.0	39.0
2010–11	112.4	8.3	39.1
2011–12	112.2	10.4	91.4
2012–13	119.9	10.2	97.3
2013–14	180.6	9.9	42.9
2014–15	166.6	9.0	43.6
2015–16	168.8	8.6	46.3
2016–17	171.8	9.2	46.4
2017–18	173.2	9.7	48.9
2018–19	179.0	9.4	49.4
2019–20	188.1	8.9	49.4

Note: 2015–16 vehicle registration fees includes motor tax, vehicle registration fees, motor vehicle fire levy, road safety levy, motor accident insurance board (MAIB) premiums

Source: *Transport Tasmania, 2021*
Private toll road operators
ABS, 2021, Consumer Price Index, and Taxation Revenue

Table 3.3i Road-related taxes and charges, Northern Territory (Constant 2019–20 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
		$ million	
2007–08	68.2	2.7	28.3
2008–09	68.5	2.4	25.0
2009–10	72.6	2.8	25.6
2010–11	74.1	2.9	23.7
2011–12	76.2	2.9	25.4
2012–13	91.3	3.0	29.4
2013–14	51.1	3.5	26.9
2014–15	50.2	3.8	26.3
2015–16	51.9	4.7	24.2
2016–17	50.8	4.5	23.1
2017–18	56.0	4.1	23.2
2018–19	55.5	3.4	22.6
2019–20	55.6	3.6	19.5

Source: *Department of Treasury and Finance, Northern Territory, 2021*
Private toll road operators
ABS, 2021, Consumer Price Index, and Taxation Revenue

Table 3.3j Road-related taxes and charges, Australian Capital Territory (Constant 2019–20 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
		$ million	
2007–08	88.1	8.1	36.1
2008–09	91.9	7.8	32.5
2009–10	98.6	10.4	35.4
2010–11	94.2	10.2	34.3
2011–12	97.6	10.5	32.4
2012–13	101.0	10.4	29.4
2013–14	117.5	10.4	31.5
2014–15	120.1	9.9	32.0
2015–16	116.7	11.3	30.8
2016–17	124.8	12.1	32.2
2017–18	131.1	14.6	32.0
2018–19	139.7	15.7	31.2
2019–20	145.9	14.9	36.9

Source: *ACT Government Data, 2021*
Private toll road operators
ABS, 2021, Consumer Price Index, and Taxation Revenue

Chapter 4: Freight

Data on goods moved in the Australian economy

Chapter 4 focuses on Freight, and will explore the amount of goods moved in the Australian economy. Freight transport activity (Figure 7) is measured in terms of tonne kilometres (the movement of one tonne of freight by one kilometre). The Australian domestic freight task has been increasing strongly for the last 40 years, with road and rail freight now dominating domestic freight activity. The rapid growth in rail freight task has been driven by rail movement of iron ore in the Pilbara region.

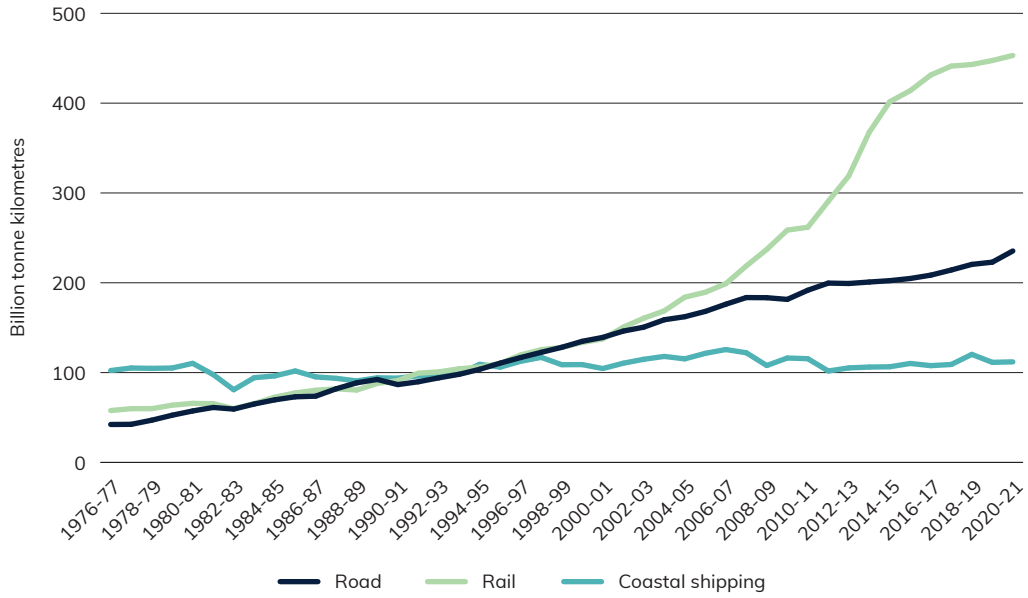
Figure 6 Australia's domestic freight, 2020–21

The data provided below shows domestic freight – Total bulk and non-bulk (see table 4.1c)

Mode	Goods moved billion tonne kilometres	Change since previous year
Road	235.4	↑ 5.6%
Rail	453.1	↑ 1.3%
Coastal shipping	111.9	↑ 0.5%
Air freight	0.3	↓ 9.1%
Total freight task	800.4	↑ 2.4%

Source: BITRE estimates, BITRE 2020 Trainline 8

Figure 7 **Australian domestic freight task, by mode of transport**



Source: BITRE Estimates, 2021

Table 4.1a Domestic freight, by transport mode – bulk

Financial year	Goods moved (billion tkm)				Goods moved (million tonnes)	
	Road	Rail	Coastal shipping	Total freight task	Rail	Coastal shipping
1978–79	14.4	48.4	100.5	163.3		
1979–80	16.1	52.4	101.2	169.6		
1980–81	17.5	55.0	106.6	179.1		
1981–82	18.8	55.3	94.1	168.2		
1982–83	18.2	51.4	78.4	147.9		
1983–84	20.1	55.8	91.3	167.2		
1984–85	21.4	62.8	93.3	177.5		
1985–86	22.6	66.5	99.0	188.1		
1986–87	22.7	69.1	92.5	184.3		
1987–88	25.3	69.7	90.9	185.9		
1988–89	27.4	66.8	87.8	182.0		
1989–90	28.6	74.3	91.3	194.2		
1990–91	26.8	77.7	90.8	195.4		
1991–92	28.0	85.5	93.3	206.8		
1992–93	29.6	85.5	92.8	207.9		
1993–94	31.1	88.4	95.4	214.8		
1994–95	33.0	91.0	105.6	229.6		
1995–96	35.5	95.6	102.4	233.5		43.5
1996–97	37.7	104.0	109.0	250.7		44.7
1997–98	39.9	107.7	112.1	259.7		47.6
1998–99	42.1	109.5	104.4	256.0		43.3
1999–00	44.6	114.4	102.6	261.5		45.1
2000–01	46.2	117.9	97.1	261.2		45.3
2001–02	48.8	129.6	102.8	281.2		46.1
2002–03	50.6	138.8	106.3	295.7		45.7
2003–04	53.7	142.8	109.3	305.8		45.5
2004–05	55.2	155.0	107.9	318.1		45.9
2005–06	57.5	157.0	114.7	329.2		48.6
2006–07	60.6	172.7	117.7	351.0		51.8
2007–08	63.7	187.4	112.6	363.6	642.8	49.3
2008–09	64.1	207.6	99.4	371.1	705.0	44.9
2009–10	64.0	230.5	106.5	400.9	798.8	44.7
2010–11	68.2	233.8	105.0	407.0	840.3	43.3
2011–12	71.7	260.0	94.0	425.6	908.0	43.0
2012–13	72.3	288.1	97.4	457.8	1 013.0	43.5
2013–14	73.7	337.6	98.6	509.9	1 089.6	45.3
2014–15	74.6	369.4	99.7	543.7	1 210.9	43.8
2015–16	75.1	382.8	102.9	560.8	1 322.1	44.7
2016–17	75.8	399.9	100.2	575.9		44.6
2017–18	76.3	409.4	100.5	586.2		43.7
2018–19	75.4	411.4	112.0	598.8		46.2
2019–20	69.3	415.6	103.0	587.9		
2020–21	67.2	420.6	103.5	591.3		

See end notes

Note: Small differences may exist in historical estimates of coastal freight due to revised estimates for some years

Note: From 2016–17 for Rail and 2019–20 for Coastal shipping (Total, bulk and non-bulk) are provisional forecasts based on trend and are subject to revision

Note: From 2016–17 the totals are approximations due to trend forecasts for rail and coastal shipping

Note: Data are not readily available for missing years

Sources: *BITRE, 2021, Australian Sea Freight*

BITRE, 2020, TrainLine 8

BITRE estimates

Table 4.1b Domestic freight by transport mode – non–bulk

Financial year	Goods moved (billion tkm)					Goods moved (million tonnes)		
	Road	Rail	Coastal shipping	Air freight	Total freight task	Rail	Coastal shipping	Air freight
1975–76	26.0	10.4	5.6	0.1	42.2			
1976–77	29.3	10.2	5.0	0.1	44.7			
1977–78	29.5	10.6	4.8	0.1	45.0			
1978–79	32.6	11.5	4.2	0.2	48.4			
1979–80	36.5	11.3	3.9	0.2	51.9			
1980–81	39.7	10.8	3.7	0.2	54.4			
1981–82	42.4	10.0	3.7	0.2	56.3			
1982–83	41.1	8.5	2.5	0.2	52.2			
1983–84	45.0	9.6	3.0	0.2	57.8			
1984–85	48.1	9.8	3.0	0.2	61.1			
1985–86	50.5	10.8	2.8	0.2	64.3			
1986–87	51.0	11.3	2.7	0.2	65.2			
1987–88	56.6	12.2	2.7	0.2	71.7			
1988–89	61.2	13.8	2.9	0.2	78.2			
1989–90	63.8	13.6	2.9	0.1	80.4			
1990–91	59.8	13.4	3.0	0.2	76.4			
1991–92	61.8	13.8	3.1	0.2	78.9			
1992–93	64.6	15.2	3.2	0.2	83.3			
1993–94	67.1	15.9	3.4	0.3	86.7			
1994–95	70.6	15.2	3.6	0.3	89.8			
1995–96	75.0	14.6	3.7	0.3	93.6		4.3	
1996–97	79.1	15.6	3.6	0.3	98.6		4.4	
1997–98	82.7	17.9	4.8	0.3	105.7		4.9	
1998–99	86.2	18.4	4.4	0.4	109.3		5.1	
1999–00	90.4	19.2	6.3	0.4	116.2		6.2	
2000–01	93.0	19.6	7.4	0.4	120.4		6.7	
2001–02	97.4	20.9	7.6	0.3	126.3		6.3	
2002–03	100.0	21.8	8.5	0.3	130.6		7.1	
2003–04	105.2	25.9	8.7	0.3	140.0		7.7	
2004–05	107.1	29.0	7.4	0.4	143.8		7.8	
2005–06	110.6	32.4	6.7	0.4	150.1		6.7	0.3
2006–07	115.4	26.3	8.0	0.4	150.0		7.1	0.3
2007–08	119.8	31.3	9.5	0.4	161.1	19.5	8.3	0.3
2008–09	119.3	29.6	8.4	0.3	157.6	17.5	7.8	0.2
2009–10	117.5	28.1	9.7	0.3	155.7	16.5	7.7	0.2
2010–11	123.4	28.0	10.5	0.3	162.2	18.8	8.5	0.3
2011–12	127.9	30.7	7.8	0.3	166.7	21.6	7.5	0.2
2012–13	126.9	30.8	7.8	0.3	165.8	27.6	7.4	0.2
2013–14	127.2	30.1	7.6	0.3	165.1	21.9	6.7	0.2
2014–15	127.7	32.2	6.8	0.3	167.0	24.3	6.5	0.2
2015–16	129.6	31.1	7.3	0.3	168.3	25.4	7.1	0.2
2016–17	132.8	31.4	7.5	0.3	172.0		7.3	0.2
2017–18	137.9	31.9	8.5	0.3	178.6		8.1	0.2
2018–19	145.1	31.6	8.3	0.3	185.3		7.8	
2019–20	153.6	31.9	8.4	0.3	194.2			
2020–21	160.1	32.5	8.5	0.3	201.4			

See end notes

Note: Small differences may exist in historical estimates of coastal freight due to revised estimates for some years

Note: From 2016–17 for Rail and 2019–20 for Coastal shipping (Total, bulk and non-bulk) are provisional forecasts based on trend and are subject to revision

Note: From 2016–17 the totals are approximations due to trend forecasts for rail and coastal shipping

Note: Data are not readily available for missing years

Sources: *BITRE, 2021, Australian Sea Freight*

BITRE, 2020, TrainLine 8

BITRE estimates

Table 4.1c Domestic freight by transport mode – total bulk and non–bulk

Financial year	Goods moved (billion tkm)					Goods moved (million tonnes)				
	Road	Rail	Coastal shipping	Air freight	Total freight task	Road	Rail	Coastal shipping	Air freight	Total freight weight
1976–77	42.2	57.7	102.3	0.1	202.2			47.2		
1977–78	42.4	59.8	105.1	0.1	207.3			48.0		
1978–79	47.0	59.8	104.7	0.2	211.5			47.4		
1979–80	52.5	63.7	105.1	0.2	221.3			48.1		
1980–81	57.3	65.7	110.3	0.2	233.3			47.3		
1981–82	61.2	65.4	97.8	0.2	224.3			43.1		
1982–83	59.3	59.8	80.9	0.2	200.1			38.3		
1983–84	65.0	65.4	94.3	0.2	224.8			42.7		
1984–85	69.6	72.6	96.3	0.2	238.5	1 030.6		42.7		
1985–86	73.0	77.3	101.8	0.2	252.2	1 017.5		44.7		
1986–87	73.8	80.4	95.2	0.2	249.3	1 004.4		44.4		
1987–88	82.0	81.9	93.6	0.2	257.5	991.3		43.2		
1988–89	88.6	80.6	90.7	0.2	259.9	1 005.4		43.0		
1989–90	92.4	87.9	94.2	0.1	274.5	1 019.5		44.5		
1990–91	86.6	91.1	93.8	0.2	271.6	1 033.6		44.2		
1991–92	89.8	99.3	96.4	0.2	285.5	1 081.3		43.6		
1992–93	94.1	100.8	96.0	0.2	290.9	1 129.1		44.2		
1993–94	98.1	104.2	98.8	0.3	301.1	1 176.8		45.3		
1994–95	103.7	106.2	109.2	0.3	319.1	1 224.5		49.2		
1995–96	110.5	110.3	106.1	0.3	326.9	1 265.1		47.8		
1996–97	116.8	119.6	112.6	0.3	349.0					
1997–98	122.5	125.6	116.9	0.3	365.1					
1998–99	128.1	128.0	108.8	0.4	364.9					
1999–00	134.8	133.6	108.9	0.4	377.3					
2000–01	139.2	137.5	104.5	0.4	381.2					
2001–02	146.2	150.5	110.4	0.3	407.1					
2002–03	150.6	160.6	114.8	0.3	426.0	1 553.0	575.7	52.8		2 181.5
2003–04	158.8	168.7	118.0	0.3	445.5	1 696.0	590.9	53.2		2 340.1
2004–05	162.2	183.9	115.3	0.4	461.4	1 756.0	634.3	53.7		2 444.0
2005–06	168.1	189.4	121.4	0.4	479.0	1 844.0	641.2	55.2	0.3	2 540.8
2006–07	176.1	199.0	125.7	0.4	500.7	2 146.0	665.6	58.9	0.3	2 870.9
2007–08	183.5	218.7	122.1	0.4	524.3		662.3	57.6	0.3	
2008–09	183.4	237.2	107.9	0.3	528.4		722.5	52.7	0.2	
2009–10	181.5	258.6	116.2	0.3	556.3	2 092.0	815.3	52.4	0.2	2 959.9
2010–11	191.7	261.8	115.5	0.3	569.0		859.1	51.9	0.3	
2011–12	199.6	290.7	101.8	0.3	592.1	2 280.0	929.6	50.5	0.2	3 260.4
2012–13	199.2	319.0	105.2	0.3	623.4		1,040.6	50.9	0.2	
2013–14	200.8	367.7	106.2	0.3	674.7	2 276.5	1,111.5	52.0	0.2	3 440.1
2014–15	202.4	401.6	106.5	0.3	710.4		1,235.2	50.3	0.2	
2015–16	204.8	413.9	110.2	0.3	728.9		1,347.5	51.8	0.2	
2016–17	208.5	431.3	107.7	0.3	747.5			51.9	0.2	
2017–18	214.2	441.3	109.0	0.3	764.5			51.8	0.2	
2018–19	220.5	443.0	120.3	0.3	783.7			54.0		
2019–20	222.9	447.4	111.4	0.3	781.8					
2020–21	235.4	453.1	111.9	0.3	800.4					

See end notes

Note: Small differences may exist in historical estimates of coastal freight due to revised estimates for some years

Note: From 2016–17 for Rail and 2019–20 for Coastal shipping (Total, bulk and non-bulk) are provisional forecasts based on trend and are subject to revision

Note: From 2016–17 the totals are approximations due to trend forecasts for rail and coastal shipping

Note: Data are not readily available for missing years

Sources: *BITRE, 2021, Australian Sea Freight*

BITRE, 2020, TrainLine 8

BITRE estimates

Table 4.2a Total domestic freight, by state/territory, by transport mode – road

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total (11)
	billion tonne-kilometres								
1972–73	12.2	7.5	4.2	3.0	2.8	0.6	0.3	0.1	30.8
1973–74	14.1	8.8	5.0	3.4	3.4	0.8	0.3	0.1	35.9
1974–75	14.0	8.9	5.1	3.4	3.6	0.8	0.3	0.1	36.2
1975–76	14.6	9.4	5.3	3.6	3.9	0.8	0.3	0.1	38.1
1976–77	15.9	10.4	6.0	3.9	4.6	1.0	0.4	0.2	42.2
1977–78	15.7	10.4	6.1	3.8	4.8	1.0	0.4	0.2	42.4
1978–79	17.1	11.5	6.9	4.2	5.5	1.1	0.5	0.2	47.0
1979–80	18.8	12.9	7.9	4.5	6.5	1.3	0.5	0.2	52.5
1980–81	20.2	14.1	8.7	4.7	7.4	1.4	0.6	0.2	57.3
1981–82	21.3	15.4	9.3	4.7	8.1	1.5	0.7	0.2	61.2
1982–83	20.3	14.8	8.9	4.7	8.2	1.4	0.7	0.2	59.3
1983–84	22.1	16.7	9.7	5.4	8.5	1.5	0.9	0.2	65.0
1984–85	23.6	17.6	10.4	5.8	9.5	1.6	0.9	0.2	69.6
1985–86	24.9	18.1	10.8	6.2	10.0	1.7	1.0	0.2	73.0
1986–87	25.6	17.7	10.8	6.1	10.5	1.7	1.1	0.2	73.8
1987–88	28.8	19.8	11.8	6.6	11.8	1.8	1.2	0.3	82.0
1988–89	31.5	20.3	13.2	7.2	12.9	2.0	1.2	0.3	88.6
1989–90	32.8	20.8	14.0	7.6	13.6	2.0	1.3	0.3	92.4
1990–91	31.3	18.9	13.0	7.2	12.7	1.8	1.3	0.3	86.6
1991–92	32.5	18.8	13.9	7.5	13.7	1.9	1.3	0.3	89.8
1992–93	34.1	20.1	14.6	7.8	14.1	1.9	1.3	0.3	94.1
1993–94	35.7	20.7	15.2	8.2	14.8	1.9	1.3	0.2	98.1
1994–95	37.8	21.6	16.3	8.5	15.9	2.0	1.3	0.2	103.7
1995–96	40.2	22.9	17.4	9.1	17.2	2.1	1.5	0.2	110.5
1996–97	42.5	24.4	18.5	9.6	17.8	2.1	1.5	0.3	116.8
1997–98	44.4	26.3	19.2	10.2	18.5	2.1	1.6	0.3	122.5
1998–99	47.8	28.2	19.7	10.5	17.8	2.0	1.9	0.3	128.1
1999–00	50.5	29.6	21.0	10.9	18.6	2.0	1.9	0.2	134.8
2000–01	51.6	30.2	22.3	11.2	19.6	2.1	1.9	0.2	139.2
2001–02	53.6	31.5	24.1	11.6	20.9	2.3	2.0	0.2	146.2
2002–03	55.1	32.6	24.9	11.7	21.7	2.3	2.0	0.3	150.6
2003–04	58.2	33.4	27.0	12.0	23.5	2.5	2.1	0.3	158.8
2004–05	60.0	34.5	27.9	12.0	23.0	2.4	2.1	0.2	162.2
2005–06	62.2	35.6	28.7	12.2	24.3	2.5	2.3	0.2	168.1
2006–07	62.7	36.2	31.5	12.5	27.6	2.7	2.6	0.3	176.1
2007–08	65.7	37.6	32.8	13.1	28.7	2.8	2.6	0.3	183.5
2008–09	66.4	38.0	31.9	13.1	28.2	2.7	2.7	0.3	183.4
2009–10	65.9	37.3	31.5	13.1	28.2	2.6	2.6	0.3	181.5
2010–11	66.9	39.1	33.7	13.8	32.1	2.9	2.8	0.3	191.7
2011–12	66.1	38.4	36.9	14.0	37.7	3.3	3.0	0.3	199.6
2012–13	65.8	37.7	36.8	13.5	38.6	3.2	3.2	0.3	199.2
2013–14	65.9	38.4	36.8	13.2	39.9	3.2	3.2	0.3	200.8
2014–15	66.4	39.2	37.0	13.0	40.2	3.3	3.1	0.3	202.4
2015–16	66.8	38.9	38.5	12.9	41.0	3.4	3.0	0.3	204.8
2016–17	69.5	42.0	38.3	13.5	38.6	3.4	3.0	0.3	208.5
2017–18	71.7	43.7	39.1	14.1	38.8	3.4	3.1	0.3	214.2
2018–19	74.5	45.6	39.9	14.4	39.1	3.4	3.1	0.3	220.5
2019–20	75.2	44.0	41.1	15.4	40.4	3.5	3.2	0.3	222.9
2020–21	78.0	45.1	42.6	15.7	41.6	3.6	3.2	0.3	230.1

See end notes

Source: *BITRE estimates*

Table 4.2b Total domestic freight, by state/territory, by transport mode – rail

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1971–72	7.4	2.9	7.0	3.2	22.0	0.2	na	na	42.7
1972–73	8.1	3.2	7.6	3.5	24.1	0.2	na	na	46.7
1973–74	8.5	3.1	7.7	3.9	30.6	0.3	na	na	54.1
1974–75	8.6	3.0	9.0	3.8	34.2	0.3	na	na	59.0
1975–76	8.3	3.0	9.8	3.8	30.4	0.2	na	na	55.6
1976–77	9.1	3.0	10.0	4.0	31.4	0.2	na	na	57.7
1977–78	9.2	3.1	10.4	4.1	32.9	0.2	na	na	59.8
1978–79	9.1	3.3	11.3	4.5	31.4	0.3	na	na	59.8
1979–80	10.6	3.9	11.4	4.7	32.9	0.2	na	na	63.7
1980–81	10.6	3.7	12.0	4.9	34.2	0.2	na	na	65.7
1981–82	10.8	3.5	13.2	4.9	32.7	0.2	na	na	65.4
1982–83	9.2	2.5	13.3	4.6	30.1	0.2	na	na	59.8
1983–84	11.2	3.1	15.5	5.0	30.3	0.2	na	na	65.4
1984–85	12.5	3.6	16.9	5.3	34.0	0.2	na	na	72.6
1985–86	14.1	3.2	18.5	6.1	35.2	0.3	na	na	77.3
1986–87	14.4	3.3	19.8	5.9	36.7	0.3	na	na	80.4
1987–88	14.4	3.4	20.7	6.4	36.7	0.2	na	na	81.9
1988–89	13.6	3.3	21.9	6.7	34.9	0.2	na	na	80.6
1989–90	14.7	3.8	22.8	6.9	39.5	0.2	na	na	87.9
1990–91	14.7	3.8	23.4	6.6	42.4	0.3	na	na	91.1
1991–92	15.4	3.6	27.2	7.2	45.7	0.3	na	na	99.3
1992–93	16.2	4.0	26.7	7.6	46.0	0.3	na	na	100.8
1993–94	17.3	4.5	26.7	8.0	47.5	0.3	na	na	104.2
1994–95	16.9	4.6	28.7	7.9	47.7	0.3	na	na	106.2
1995–96	18.1	4.8	28.4	7.8	50.8	0.4	na	na	110.3
1996–97	20.0	5.5	30.9	10.2	52.7	0.4	na	na	119.6
1997–98	20.0	4.5	32.0	9.8	58.9	0.5	na	na	125.6
1998–99	19.5	4.6	33.2	9.9	60.2	0.5	na	na	128.0
1999–00	19.9	4.8	35.5	9.6	63.3	0.5	na	na	133.6
2000–01	21.0	5.0	39.4	10.0	60.8	0.7	na	na	136.9
2001–02	23.1	5.5	43.3	11.0	66.8	0.8	na	na	150.5
2002–03	24.3	5.7	45.5	11.5	70.2	0.8	na	na	158.1
2003–04	25.8	6.1	48.4	12.3	74.7	0.9	na	na	168.1
2004–05	28.1	6.6	52.7	13.4	81.3	0.9	na	na	183.0
2005–06	29.0	6.9	54.4	13.8	84.0	1.0	na	na	189.0
2006–07	30.5	7.2	57.2	14.5	88.2	1.0	na	na	198.7
2007–08 (9)	28.9	15.3	52.2	12.8	123.8	0.5	2.4	na	203.5
2008–09	27.4	13.6	56.0	11.4	153.6	0.3	3.1	na	237.2
2009–10	28.2	12.6	60.7	10.5	170.9	0.1	3.2	na	258.6

See End notes

na: not available

Source: *ARA, 2008 and BITRE, 2012*

Table 4.2c Total domestic freight, by state/territory, by transport mode – shipping

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1995–96	4.7	8.6	24.1	9.1	54.2	3.7	1.6	na	106.1
1996–97	5.5	8.8	25.6	9.7	57.6	3.2	2.2	na	112.6
1997–98	5.6	10.3	25.6	9.7	60.5	2.4	2.8	na	116.9
1998–99	4.9	7.9	24.8	9.7	55.1	3.5	2.9	na	108.8
1999–00	6.4	8.9	30.3	9.6	46.3	4.0	3.3	na	108.8
2000–01	7.4	9.4	30.7	9.0	41.8	2.9	3.2	na	104.5
2001–02	5.2	6.7	30.9	9.6	50.0	5.7	2.4	na	110.5
2002–03	5.2	6.7	30.9	9.6	50.0	5.7	2.4	na	110.5
2003–04	5.7	7.6	31.7	10.1	51.9	5.8	2.3	na	114.9
2004–05	4.9	6.5	33.8	8.5	55.6	5.5	2.5	na	117.3
2005–06	5.3	6.6	37.1	8.5	48.0	4.6	3.6	na	114.1
2006–07	5.3	9.0	41.2	8.9	50.9	4.5	2.4	na	122.2
2007–08	6.2	9.1	42.0	9.4	56.3	4.4	0.2	na	127.6
2008–09	6.0	8.0	43.8	10.5	46.4	4.5	2.5	na	121.9
2009–10	5.0	6.2	42.0	9.3	40.1	3.9	2.8	na	109.6
2010–11	5.9	6.1	41.2	8.2	49.7	3.5	1.5	na	116.2
2011–12	4.8	5.7	42.1	8.6	45.6	3.5	2.8	na	113.3
2012–13	5.3	5.8	43.6	9.1	32.9	3.3	2.3	na	102.5
2013–14	4.5	5.4	47.6	8.6	32.3	3.0	2.4	na	104.0
2014–15	4.7	5.1	49.0	9.8	29.3	3.3	2.4	na	103.8
2015–16	3.8	4.5	48.1	11.5	30.2	3.2	3.9	na	105.3
2016–17	3.8	4.6	48.9	11.2	30.5	3.6	7.3	na	110.1
2017–18	3.1	4.4	45.9	9.0	30.7	3.7	10.7	na	107.5
2018–19	3.6	4.5	45.4	9.3	29.3	3.7	13.0	na	108.8

Note: Small differences may exist in historical estimates due to revised estimates for some years

na: not applicable

Source: *BITRE, 2021, Australian Sea Freight*

Table 4.2d Total domestic freight, by state/territory, by transport mode – total

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1995–96	63.0	36.3	69.8	26.0	122.2	6.1	3.1	na	326.9
1996–97	67.9	38.8	75.1	29.5	128.2	5.7	3.7	na	349.0
1997–98	69.9	41.1	76.7	29.7	137.9	5.0	4.4	na	365.0
1998–99	72.2	40.7	77.8	30.1	133.1	6.0	4.8	na	364.9
1999–00	76.8	43.3	86.9	30.1	128.2	6.5	5.2	na	377.2
2000–01	80.0	44.5	92.5	30.2	122.2	5.7	5.1	na	380.6
2001–02	81.9	43.7	98.3	32.2	137.7	8.7	4.4	na	407.2
2002–03	84.6	45.0	101.3	32.8	141.9	8.8	4.5	na	419.2
2003–04	89.6	47.1	107.0	34.4	150.0	9.1	4.3	na	441.8
2004–05	93.0	47.7	114.4	33.8	159.9	8.9	4.6	na	462.5
2005–06	96.5	49.1	120.3	34.5	156.3	8.1	6.0	na	471.2
2006–07	98.5	52.4	129.9	36.0	166.7	8.2	5.0	na	496.9
2007–08	100.8	62.0	127.0	35.3	208.8	7.7	5.3	na	514.6
2008–09	99.7	59.7	131.7	35.0	228.1	7.5	8.4	na	542.4
2009–10	99.1	56.1	134.2	32.9	239.2	6.7	8.6	na	549.7

na: not available

Source: *ARA, 2008 and BITRE, 2012*
BITRE, 2019, TrainLine 7
BITRE estimates

Table 4.3a Intrastate freight, by state/territory, by transport mode – road

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1972–73	7.5	5.5	3.5	2.2	2.4	0.6	0.1	0.1	22.1
1973–74	8.9	6.5	4.3	2.6	3.0	0.8	0.1	0.1	26.2
1974–75	8.9	6.6	4.3	2.6	3.1	0.8	0.1	0.1	26.6
1975–76	9.4	7.0	4.6	2.6	3.5	0.8	0.1	0.1	28.2
1976–77	10.5	7.9	5.3	2.9	4.1	1.0	0.2	0.2	31.9
1977–78	10.6	8.0	5.4	2.9	4.3	1.0	0.2	0.2	32.4
1978–79	11.6	8.9	6.1	3.1	4.9	1.1	0.2	0.2	36.1
1979–80	13.2	10.2	7.1	3.3	5.9	1.3	0.3	0.2	41.5
1980–81	14.5	11.3	7.9	3.5	6.7	1.4	0.4	0.2	45.8
1981–82	15.3	12.5	8.5	3.5	7.4	1.5	0.4	0.2	49.1
1982–83	14.5	11.9	8.1	3.4	7.5	1.4	0.5	0.2	47.5
1983–84	15.6	13.5	8.8	4.0	7.7	1.5	0.6	0.2	51.9
1984–85	16.3	14.1	9.4	4.3	8.6	1.6	0.6	0.2	55.1
1985–86	17.1	14.3	9.7	4.5	9.1	1.7	0.7	0.2	57.5
1986–87	17.2	13.6	9.6	4.3	9.5	1.7	0.7	0.2	57.0
1987–88	18.8	15.0	10.4	4.6	10.7	1.8	0.7	0.3	62.3
1988–89	20.3	15.0	11.6	4.9	11.7	2.0	0.7	0.3	66.4
1989–90	20.7	15.0	12.3	5.1	12.3	2.0	0.8	0.3	68.5
1990–91	19.2	13.1	11.3	4.6	11.4	1.8	0.8	0.3	62.5
1991–92	19.8	12.6	12.0	4.7	12.3	1.9	0.8	0.3	64.4
1992–93	20.0	13.3	12.6	4.7	12.6	1.9	0.7	0.3	66.1
1993–94	20.4	13.3	12.9	4.8	13.2	1.9	0.6	0.2	67.5
1994–95	21.4	13.7	13.8	4.9	14.1	2.0	0.7	0.2	70.7
1995–96	22.8	14.5	14.8	5.2	15.4	2.1	0.7	0.2	75.7
1996–97	23.7	15.3	15.7	5.4	15.9	2.1	0.7	0.3	79.2
1997–98	24.2	16.4	16.1	5.6	16.5	2.1	0.8	0.3	81.9
1998–99	23.6	16.7	16.0	5.3	15.6	2.0	0.9	0.3	80.3
1999–00	24.7	17.5	17.1	5.5	16.3	2.0	0.8	0.2	84.1
2000–01	26.0	18.2	18.4	5.9	17.3	2.1	0.9	0.2	89.0
2001–02	26.7	19.0	19.9	6.1	18.6	2.3	1.0	0.2	93.8
2002–03	27.0	19.6	20.5	6.1	19.4	2.3	0.9	0.3	96.1
2003–04	28.2	20.0	22.3	6.3	21.1	2.5	0.9	0.3	101.6
2004–05	27.8	20.6	22.9	6.2	20.5	2.4	0.9	0.2	101.6
2005–06	27.4	20.3	23.4	6.2	21.7	2.5	1.0	0.2	102.7
2006–07	29.2	21.4	26.4	6.7	25.1	2.7	1.3	0.3	113.0
2007–08	29.6	21.9	27.2	6.9	26.0	2.8	1.2	0.3	115.9
2008–09	28.6	21.6	26.1	6.7	25.4	2.7	1.3	0.3	112.7
2009–10	28.2	21.1	25.6	6.6	25.6	2.6	1.2	0.3	111.2
2010–11	31.1	23.4	28.0	7.2	29.5	2.9	1.3	0.3	123.7
2011–12	33.8	23.9	31.6	7.7	35.0	3.3	1.5	0.3	137.0
2012–13	33.6	22.8	31.6	7.6	36.3	3.2	1.8	0.3	137.1
2013–14	33.6	22.9	31.7	7.5	37.8	3.2	1.8	0.3	138.8
2014–15	34.1	24.0	31.8	7.5	38.1	3.3	1.8	0.3	140.9
2015–16	35.8	25.5	33.2	7.7	39.0	3.4	1.9	0.3	146.7
2016–17	35.5	27.0	32.6	7.6	36.3	3.4	1.8	0.3	144.5
2017–18	35.8	28.0	33.2	7.6	36.1	3.4	1.8	0.3	146.3
2018–19	36.0	29.0	33.5	7.7	36.4	3.4	1.8	0.3	148.0
2019–20	36.1	29.5	33.9	7.7	37.0	3.5	1.7	0.3	149.7
2020–21	37.7	30.3	35.3	7.9	38.1	3.6	1.7	0.3	154.8

Source: *BITRE estimates*

Table 4.3b Intrastate freight, by state/territory, by transport mode – rail

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
2007–08	16.8	0.7	45.1	2.1	105.0	0.5	0.8	na	171.0
2008–09	17.6	0.4	50.6	1.8	137.0	0.3	1.1	na	208.9
2009–10	18.3	0.4	54.9	2.0	154.0	0.1	1.2	na	231.0

na: not applicable

Source: *BITRE, 2012*

Table 4.3c Intrastate freight, by state/territory, by transport mode – shipping

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1995–96	0.1	0.0	19.3	0.1	3.6	0.2	0.0	na	23.4
1996–97	0.1	0.0	20.9	0.2	3.8	0.0	0.0	na	25.0
1997–98	0.2	0.0	20.8	0.1	4.0	0.1	0.0	na	25.3
1998–99	0.1	0.1	19.8	0.1	2.9	0.2	0.1	na	23.3
1999–00	0.1	0.0	23.7	0.2	3.3	0.2	0.1	na	27.6
2000–01	0.1	0.0	24.1	0.2	6.6	0.1	0.1	na	31.1
2001–02	0.1	0.0	24.1	0.2	5.6	0.6	0.1	na	30.7
2002–03	0.0	0.0	24.4	0.2	5.7	0.1	0.1	na	30.6
2003–04	0.0	0.0	24.7	0.2	5.3	0.1	0.0	na	30.3
2004–05	0.0	0.0	27.5	0.2	4.4	0.1	0.1	na	32.3
2005–06	0.0	0.0	31.3	0.2	3.7	0.1	0.0	na	35.3
2006–07	0.0	0.1	32.2	0.2	5.5	0.1	0.0	na	38.2
2007–08	0.0	0.1	32.1	0.2	5.5	0.1		na	38.1
2008–09	0.0	0.1	32.1	0.1	4.1	0.1	0.0	na	36.6
2009–10	0.0	0.0	32.3	0.1	1.4	0.1	0.0	na	34.1
2010–11	0.0	0.0	32.4	0.2	1.6	0.1	0.1	na	34.4
2011–12	0.0	0.1	33.0	0.3	1.2	0.1	0.0	na	34.8
2012–13	0.0	0.0	39.1	0.2	2.0	0.1	0.0	na	41.4
2013–14	0.0	0.0	39.6	0.1	2.4	0.1	0.0	na	42.3
2014–15	0.1	0.0	39.8	0.2	1.0	0.1	0.0	na	41.3
2015–16	0.0	0.0	39.5	0.1	1.7	0.1	0.0	na	41.5
2016–17	0.1	0.0	37.6	0.1	1.4	0.1		na	39.4
2017–18	0.0	0.0	34.7	0.1	1.1	0.1		na	36.0

Note: Small differences may exist in historical estimates due to revised estimates for some years

na: not applicable

Blank cells mean no data was recorded. Cells with "0.0" indicate data was recorded but rounded to zero.

Source: *BITRE estimates*

Table 4.4a Interstate freight, by state/territory, by transport mode – road

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1979–80	5.6	2.7	0.8	1.1	0.6	na	0.2	0.0	11.1
1980–81	5.7	2.8	0.8	1.2	0.7	na	0.2	0.0	11.5
1981–82	6.0	3.0	0.8	1.3	0.7	na	0.2	0.0	12.0
1982–83	5.9	2.9	0.8	1.3	0.8	na	0.2	0.0	11.8
1983–84	6.5	3.2	0.9	1.4	0.8	na	0.3	0.0	13.1
1984–85	7.3	3.6	1.0	1.5	0.9	na	0.3	0.0	14.6
1985–86	7.8	3.8	1.1	1.6	0.9	na	0.3	0.0	15.6
1986–87	8.4	4.1	1.2	1.8	1.0	na	0.4	0.0	16.8
1987–88	9.9	4.8	1.4	2.1	1.1	na	0.4	0.0	19.7
1988–89	11.2	5.4	1.6	2.3	1.2	na	0.5	0.0	22.2
1989–90	12.1	5.8	1.7	2.5	1.3	na	0.5	0.0	23.9
1990–91	12.1	5.8	1.8	2.6	1.3	na	0.5	0.0	24.1
1991–92	12.7	6.1	1.9	2.8	1.4	na	0.5	0.0	25.4
1992–93	14.0	6.7	2.1	3.1	1.5	na	0.6	0.0	28.0
1993–94	15.3	7.4	2.3	3.4	1.6	na	0.6	0.0	30.6
1994–95	16.5	7.9	2.5	3.7	1.8	na	0.7	0.0	32.9
1995–96	17.4	8.4	2.6	3.9	1.8	na	0.7	0.0	34.8
1996–97	18.7	9.1	2.8	4.2	1.9	na	0.8	0.0	37.6
1997–98	20.2	9.9	3.1	4.6	2.0	na	0.8	0.0	40.6
1998–99	24.2	11.5	3.7	5.2	2.3	na	1.0	0.0	47.8
1999–00	25.8	12.1	4.0	5.4	2.3	na	1.0	0.0	50.7
2000–01	25.6	12.0	3.9	5.3	2.3	na	1.0	0.0	50.1
2001–02	26.9	12.5	4.1	5.5	2.3	na	1.1	0.0	52.4
2002–03	28.1	13.0	4.4	5.6	2.3	na	1.1	0.0	54.5
2003–04	30.0	13.4	4.7	5.7	2.4	na	1.2	0.0	57.2
2004–05	32.1	13.9	5.0	5.8	2.5	na	1.3	0.0	60.6
2005–06	34.8	15.2	5.4	6.0	2.6	na	1.3	0.0	65.4
2006–07	33.5	14.8	5.1	5.9	2.5	na	1.3	0.0	63.1
2007–08	36.1	15.7	5.6	6.2	2.7	na	1.4	0.0	67.7
2008–09	37.8	16.4	5.8	6.4	2.8	na	1.4	0.0	70.7
2009–10	37.7	16.2	5.9	6.5	2.6	na	1.4	0.0	70.3
2010–11	35.8	15.7	5.6	6.6	2.7	na	1.4	0.0	68.0
2011–12	32.3	14.4	5.3	6.3	2.7	na	1.5	0.0	62.6
2012–13	32.2	14.9	5.2	5.9	2.4	na	1.4	0.0	62.1
2013–14	32.3	15.5	5.1	5.7	2.1	na	1.4	0.0	62.0
2014–15	32.3	15.2	5.2	5.4	2.1	na	1.3	0.0	61.4
2015–16	31.0	13.4	5.3	5.2	2.0	na	1.1	0.0	58.1
2016–17	33.9	15.0	5.7	5.9	2.4	na	1.2	0.0	64.0
2017–18	35.8	15.7	5.9	6.5	2.7	na	1.2	0.0	67.9
2018–19	38.5	16.6	6.4	6.8	2.8	na	1.3	0.0	72.4
2019–20	39.1	14.5	7.1	7.6	3.4	na	1.4	0.0	73.2
2020–21	40.3	14.8	7.3	7.8	3.5	na	1.5	0.0	75.3

na: not applicable

Source: *BITRE estimates*

Table 4.4b Interstate freight, by state/territory, by transport mode – shipping

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1995–96	4.6	8.5	4.8	9.0	50.7	3.5	1.6	na	82.7
1996–97	5.4	8.8	4.7	9.5	53.8	3.2	2.2	na	87.6
1997–98	5.4	10.3	4.8	9.6	56.5	2.3	2.8	na	91.7
1998–99	4.8	7.8	4.9	9.6	52.2	3.3	2.8	na	85.4
1999–00	6.2	8.8	6.6	9.4	43.0	3.9	3.3	na	81.2
2000–01	7.3	9.4	6.6	8.9	35.2	2.8	3.1	na	73.3
2001–02	5.1	6.6	6.8	9.4	44.3	5.1	2.4	na	79.8
2002–03	5.6	7.5	7.2	9.9	46.1	5.6	2.2	na	84.3
2003–04	4.9	6.5	9.1	8.3	50.3	5.4	2.5	na	87.0
2004–05	5.3	6.6	9.6	8.3	43.7	4.5	3.5	na	81.5
2005–06	5.3	9.0	9.9	8.7	47.2	4.4	2.4	na	86.9
2006–07	6.2	8.9	9.7	9.2	50.5	4.3	0.2	na	89.1
2007–08	6.0	8.0	11.7	10.3	40.8	4.4	2.5	na	83.6
2008–09	5.0	6.1	9.9	9.2	35.9	3.8	2.8	na	72.7
2009–10	5.9	6.1	8.8	8.1	48.3	3.4	1.4	na	82.0
2010–11	4.7	5.7	9.7	8.5	43.6	3.4	2.8	na	78.3
2011–12	5.2	5.8	10.6	8.8	31.6	3.2	2.2	na	67.5
2012–13	4.5	5.3	8.5	8.4	30.3	2.9	2.3	na	62.3
2013–14	4.7	5.1	9.4	9.7	26.9	3.2	2.4	na	61.4
2014–15	3.7	4.4	8.3	11.4	29.2	3.1	3.8	na	64.0
2015–16	3.8	4.5	9.4	11.0	28.8	3.5	7.3	na	68.5
2016–17	3.1	4.3	8.3	8.9	29.3	3.6	10.7	na	68.1
2017–18	3.6	4.5	10.7	9.1	28.2	3.6	13.0	na	72.7
2018–19	3.6	4.4	10.0	11.4	40.5	3.8	15.0	na	88.7

Note: Small differences may exist in historical estimates due to revised estimates for some years

na: not applicable

Blank data means no data was recorded. Cell with "0.0" indicate data was recorded by rounded to zero.

Source: *BITRE, 2021, Australian Sea Freight*
BITRE estimates

Table 4.5 Metropolitan road freight, by capital city

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra	Total capital cities
	billion tonne kilometres								
1971–72	2.9	2.1	0.7	0.7	0.8	0.1	0.0	0.1	7.5
1972–73	3.2	2.2	0.8	0.8	0.9	0.2	0.1	0.1	8.1
1973–74	3.5	2.5	0.9	0.9	1.0	0.2	0.1	0.1	9.2
1974–75	3.6	2.6	0.9	0.9	1.0	0.2	0.1	0.1	9.3
1975–76	3.7	2.7	1.0	0.9	1.1	0.2	0.1	0.1	9.8
1976–77	4.0	2.9	1.2	1.0	1.2	0.2	0.1	0.2	10.7
1977–78	4.0	3.0	1.3	1.0	1.2	0.2	0.1	0.2	10.9
1978–79	4.2	3.2	1.5	1.0	1.3	0.2	0.1	0.2	11.8
1979–80	4.7	3.6	1.7	1.1	1.5	0.2	0.1	0.2	13.0
1980–81	5.0	3.9	1.9	1.1	1.6	0.3	0.2	0.2	14.0
1981–82	5.2	4.1	2.2	1.1	1.7	0.3	0.2	0.2	14.9
1982–83	5.2	4.1	2.2	1.0	1.6	0.3	0.2	0.2	14.7
1983–84	5.5	4.4	2.3	1.1	1.7	0.3	0.2	0.2	15.9
1984–85	5.8	4.7	2.5	1.2	1.8	0.3	0.2	0.2	16.8
1985–86	6.0	5.0	2.6	1.3	1.9	0.3	0.2	0.2	17.5
1986–87	6.0	5.1	2.6	1.3	1.9	0.3	0.2	0.2	17.7
1987–88	6.5	5.6	2.9	1.4	2.1	0.3	0.2	0.3	19.3
1988–89	6.9	6.0	3.0	1.5	2.3	0.4	0.3	0.3	20.6
1989–90	7.1	6.3	3.1	1.5	2.4	0.4	0.3	0.3	21.3
1990–91	7.0	6.2	3.1	1.5	2.4	0.4	0.2	0.3	21.0
1991–92	6.9	6.2	3.1	1.5	2.4	0.3	0.2	0.3	20.9
1992–93	7.1	6.5	3.2	1.5	2.5	0.3	0.2	0.3	21.7
1993–94	7.4	6.8	3.4	1.6	2.5	0.3	0.2	0.2	22.4
1994–95	7.7	7.2	3.6	1.7	2.7	0.3	0.2	0.2	23.6
1995–96	8.1	7.6	3.8	1.8	2.8	0.3	0.2	0.2	25.0
1996–97	8.5	8.0	4.1	1.8	3.0	0.3	0.2	0.3	26.2
1997–98	8.8	8.3	4.3	1.9	3.1	0.3	0.2	0.3	27.2
1998–99	9.0	8.7	4.7	1.9	3.2	0.3	0.2	0.3	28.3
1999–00	9.3	9.1	5.0	2.0	3.4	0.3	0.2	0.2	29.6
2000–01	9.6	9.4	5.3	2.0	3.5	0.3	0.2	0.2	30.6
2001–02	9.9	9.8	5.7	2.1	3.7	0.3	0.2	0.2	32.0
2002–03	10.1	10.0	6.1	2.1	3.8	0.3	0.2	0.3	32.8
2003–04	10.4	10.3	6.6	2.2	4.1	0.4	0.2	0.3	34.4
2004–05	10.6	10.5	6.9	2.3	3.7	0.4	0.2	0.2	34.9
2005–06	10.5	10.7	7.0	2.3	4.5	0.4	0.2	0.2	36.0
2006–07	10.7	11.2	7.3	2.4	5.1	0.5	0.3	0.3	37.6
2007–08	11.0	11.7	7.6	2.5	5.3	0.5	0.3	0.3	39.1
2008–09	11.2	12.0	7.8	2.5	5.5	0.5	0.3	0.3	40.1
2009–10	11.4	12.3	8.0	2.5	5.7	0.5	0.3	0.3	40.9
2010–11	11.9	12.9	8.4	2.6	6.0	0.6	0.3	0.3	42.9
2011–12	12.2	13.5	8.7	2.7	6.3	0.6	0.3	0.3	44.5
2012–13	12.3	13.6	8.7	2.7	6.5	0.6	0.3	0.3	45.0
2013–14	12.5	13.9	8.9	2.8	6.8	0.6	0.3	0.3	45.9
2014–15	12.6	14.3	9.0	2.8	6.6	0.6	0.3	0.3	46.5
2015–16	12.8	14.7	9.3	2.9	6.5	0.7	0.3	0.3	47.4
2016–17	13.0	15.2	9.5	3.0	6.3	0.7	0.3	0.3	48.3
2017–18	13.0	15.4	9.6	3.0	6.0	0.7	0.3	0.3	48.4
2018–19	13.2	15.8	9.9	3.1	6.4	0.7	0.3	0.3	49.7
2019–20	13.2	16.0	10.0	3.1	6.6	0.8	0.3	0.3	50.4
2020–21	14.0	16.3	10.3	3.2	6.6	0.8	0.3	0.3	51.8

Note: Greater Capital City Statistical Areas are used for each capital city

Source: BITRE estimates

Chapter 5: Passengers

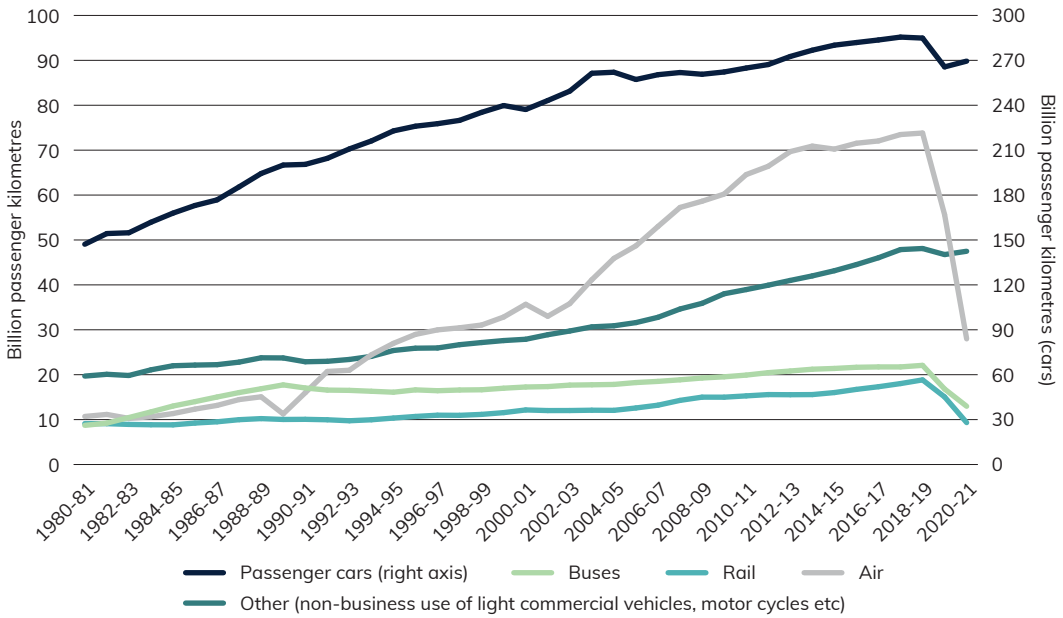
Passenger transport activity (Figure 9) is measured by passenger kilometres (the movement of one passenger by one kilometre). The Australian domestic passenger task is dominated by road transport, mainly passenger cars (right axis). Passenger travel on other modes is generally increasing, although the pandemic has caused a minor decline. Air travel has expectedly fallen in recent years, but otherwise has been on an uptrend since 2001.

Figure 8 Australia's National Passenger Travel, 2020–21 (see table 5.1)

Mode	Billion passenger kilometres	Change since previous year
Passenger Cars	270	↑ 1.4%
Buses	13	↓ 22.8%
Rail	9	↓ 38.0%
Air	28	↓ 49.7%
Other	47	↑ 1.6%
Total	367	↓ 8.2%

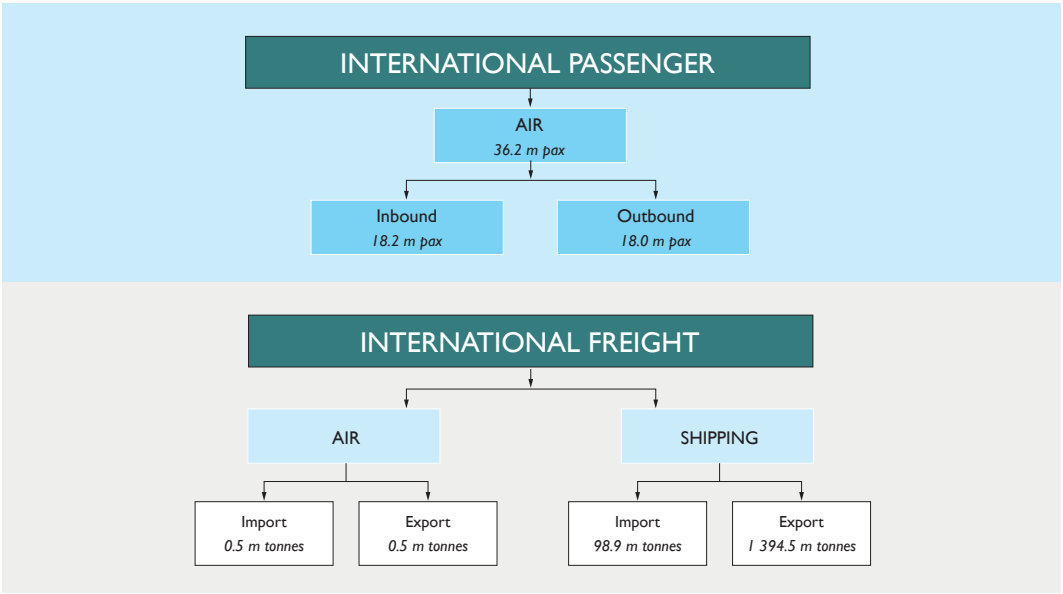
Source: BITRE estimates

Figure 9 Australian domestic passenger task, by mode of transport



Source: BITRE, 2021

Figure 10 Australia's international transport, 2018–19



Source: BITRE, 2019

Table 5.1 Total national passenger travel, by transport mode

Financial year	Passenger cars	Buses	Rail	Air	Other	Total
			billion passenger km			
1974–75	125.27	7.44	10.00	8.28	15.89	166.87
1975–76	130.14	7.42	8.93	8.29	16.54	171.32
1976–77	135.96	7.50	8.87	7.99	18.08	178.40
1977–78	140.52	7.60	8.66	8.90	18.99	184.66
1978–79	144.42	7.70	8.50	9.40	19.36	189.38
1979–80	144.94	8.16	8.82	10.36	19.26	191.52
1980–81	147.14	8.72	9.11	10.70	19.69	195.37
1981–82	154.29	9.22	9.09	11.15	20.09	203.84
1982–83	154.81	10.46	8.93	10.27	19.82	204.29
1983–84	161.84	11.71	8.85	10.64	21.08	214.11
1984–85	167.93	13.02	8.83	11.34	21.99	223.12
1985–86	173.05	14.00	9.23	12.34	22.14	230.77
1986–87	176.78	15.03	9.51	13.16	22.23	236.71
1987–88	185.47	16.02	9.98	14.46	22.80	248.73
1988–89	194.41	16.87	10.22	15.07	23.76	260.32
1989–90	200.05	17.73	10.03	11.26	23.73	262.81
1990–91	200.49	17.04	10.06	15.98	22.88	266.44
1991–92	204.51	16.57	9.96	20.72	22.98	274.74
1992–93	210.81	16.51	9.74	20.99	23.39	281.44
1993–94	216.15	16.31	9.96	24.43	24.08	290.93
1994–95	222.87	16.10	10.34	26.98	25.39	301.68
1995–96	226.01	16.62	10.70	28.98	25.90	308.21
1996–97	227.68	16.43	10.98	29.98	25.95	311.01
1997–98	229.90	16.59	10.95	30.44	26.68	314.56
1998–99	235.27	16.64	11.16	31.06	27.16	321.29
1999–00	239.81	16.99	11.55	32.84	27.60	328.80
2000–01	237.16	17.26	12.15	35.68	27.89	330.14
2001–02	243.17	17.35	12.01	33.01	28.90	334.43
2002–03	249.45	17.68	12.02	35.83	29.73	344.72
2003–04	261.37	17.75	12.09	41.15	30.65	363.01
2004–05	262.06	17.83	12.06	45.90	30.89	368.74
2005–06	257.21	18.25	12.59	48.70	31.60	368.36
2006–07	260.42	18.51	13.21	53.01	32.78	377.95
2007–08	261.87	18.86	14.28	57.24	34.63	386.88
2008–09	260.70	19.26	15.00	58.63	35.89	389.48
2009–10	262.23	19.53	14.99	60.22	38.02	395.00
2010–11	264.86	19.91	15.28	64.56	38.95	403.56
2011–12	267.18	20.45	15.57	66.41	39.93	409.53
2012–13	272.59	20.82	15.54	69.68	40.99	419.62
2013–14	276.78	21.22	15.57	70.90	42.00	426.46
2014–15	280.14	21.39	16.02	70.23	43.15	430.94
2015–16	281.90	21.65	16.73	71.54	44.52	436.33
2016–17	283.61	21.73	17.32	72.05	46.04	440.76
2017–18	285.53	21.73	18.02	73.48	47.86	446.63
2018–19	284.88	22.08	18.84	73.81	48.10	447.71
2019–20	265.63	16.81	15.05	55.62	46.75	399.86
2020–21	269.48	12.97	9.33	27.98	47.49	367.25

Note: Bus and rail pkm values are trend estimates – subject to later revision when final data become available

See end notes

Source: BITRE estimates

Table 5.2a Inter-capital city passenger travel by city pair – All modes

Financial year	Syd-Mel	Syd-Cbr	Syd-Bne	Mel-Adl	Mel-Bne	Syd-Adl
	thousand passenger movements					
1999–00	7 169	9 519	5 283	2 554	2 008	1 407
2000–01	8 314	8 616	6 171	2 708	2 477	1 737
2001–02	7 293	9 225	5 400	2 664	2 638	1 397
2002–03	7 066	8 556	5 376	2 588	2 630	1 371
2003–04	7 303	8 681	5 459	2 744	2 948	1 533
2004–05	7 652	7 732	5 511	2 756	2 912	1 525
2005–06	7 761	7 230	5 287	2 805	2 911	1 572
2006–07	8 074	7 741	5 277	2 832	3 038	1 647
2007–08	8 297	7 738	5 831	2 906	3 000	1 755
2008–09	8 213	7 945	5 630	2 939	3 034	1 685
2009–10	8 814	8 157	5 799	3 064	3 119	1 899
2010–11	9 186	8 877	5 952	3 082	3 487	1 965
2011–12	8 915	8 992	5 518	2 924	3 469	1 792
2012–13	9 290	9 237	5 619	2 983	3 490	1 823
2013–14	9 487	9 095	5 551	3 138	3 543	1 968
2014–15	9 940	9 948	5 856	3 163	3 618	1 995
2015–16	10 471	9 698	6 258	3 310	3 735	2 048
2016–17	10 645	10 889	6 499	3 499	3 905	2 039
2017–18	11 329	11 539	6 690	3 704	3 905	2 085
2018–19	11 497	12 637	6 834	3 861	4 010	2 048
2019–20	8 316	10 080	5 297	2 721	3 031	1 522
2020–21	2 690	8 244	2 336	1 127	995	785

Sources: *Tourism Research Australia, 2021*
BITRE estimates

Table 5.2b Inter-capital city passenger travel by city pair – Car

Financial year	Syd-Mel	Syd-Cbr	Syd-Bne	Mel-Adl	Mel-Bne	Syd-Adl
	thousand passenger movements					
1999–00	1 252	7 814	1 531	916	246	172
2000–01	1 723	7 070	1 440	1 005	232	405
2001–02	1 550	8 025	1 365	1 018	389	197
2002–03	1 410	7 298	1 571	960	367	103
2003–04	1 003	7 395	1 227	931	418	132
2004–05	1 110	6 483	1 327	829	297	159
2005–06	1 201	5 962	1 259	814	351	176
2006–07	1 155	6 364	1 083	806	358	107
2007–08	1 061	6 220	1 310	706	204	141
2008–09	1 134	6 504	1 114	639	262	105
2009–10	983	6 626	1 184	861	262	153
2010–11	1 103	7 157	1 314	671	258	156
2011–12	1 020	7 454	977	735	258	60
2012–13	896	7 629	1 024	769	295	54
2013–14	1 018	7 492	879	807	228	159
2014–15	1 262	8 481	1 255	758	238	140
2015–16	1 431	8 105	1 415	865	253	155
2016–17	1 436	9 243	1 572	959	335	126
2017–18	1 796	9 689	1 666	1 095	301	143
2018–19	1 937	10 961	1 711	1 222	345	139
2019–20	1 492	8 708	1 562	770	300	148
2020–21	921	7 819	1 040	559	206	166

Sources: *Tourism Research Australia, 2021*
BITRE estimates

Table 5.2c Inter-capital city passenger travel by city pair – Air

Financial year	Syd-Mel	Syd-Cbr	Syd-Bne	Mel-Adl	Mel-Bne	Syd-Adl
	thousand passenger movements					
1999–00	5 421	882	3 266	1 352	1 703	1 172
2000–01	6 183	929	4 329	1 422	2 153	1 250
2001–02	5 424	725	3 718	1 403	2 227	1 161
2002–03	5 357	737	3 503	1 428	2 210	1 242
2003–04	5 964	857	3 914	1 569	2 449	1 351
2004–05	6 273	792	3 834	1 731	2 542	1 345
2005–06	6 237	786	3 758	1 839	2 488	1 352
2006–07	6 625	829	3 935	1 862	2 633	1 483
2007–08	6 993	887	4 246	1 989	2 699	1 577
2008–09	6 811	984	4 263	2 196	2 699	1 552
2009–10	7 640	1 074	4 333	2 097	2 796	1 721
2010–11	7 907	1 085	4 449	2 299	3 111	1 779
2011–12	7 728	1 058	4 353	2 071	3 152	1 710
2012–13	8 201	1 041	4 426	2 115	3 163	1 754
2013–14	8 275	994	4 454	2 242	3 276	1 779
2014–15	8 455	962	4 408	2 283	3 320	1 817
2015–16	8 796	949	4 608	2 363	3 439	1 870
2016–17	8 974	955	4 696	2 413	3 500	1 886
2017–18	9 240	952	4 788	2 487	3 557	1 909
2018–19	9 196	927	4 815	2 507	3 595	1 877
2019–20	6 603	671	3 533	1 848	2 671	1 368
2020–21	1 728	166	1 238	547	773	617

Sources: *Tourism Research Australia, 2021*
BITRE estimates

Table 5.2d Inter-capital city passenger travel by city pair – Rail, Coach and Other

Financial year	Syd-Mel	Syd-Cbr	Syd-Bne	Mel-Adl	Mel-Bne	Syd-Adl
	thousand passenger movements					
1999–00	496	823	486	286	59	64
2000–01	408	617	402	281	92	82
2001–02	320	475	317	243	21	39
2002–03	300	520	303	199	54	25
2003–04	337	428	317	244	81	50
2004–05	270	456	350	195	73	21
2005–06	323	482	270	153	71	44
2006–07	293	548	259	164	48	56
2007–08	243	631	275	212	97	37
2008–09	268	458	254	104	73	29
2009–10	191	457	282	106	61	24
2010–11	176	635	189	113	119	31
2011–12	166	479	188	118	58	22
2012–13	193	567	169	99	33	16
2013–14	194	609	218	88	39	31
2014–15	224	506	193	122	59	38
2015–16	245	644	235	83	43	23
2016–17	235	690	231	127	69	27
2017–18	292	898	236	122	46	34
2018–19	363	749	308	132	71	32
2019–20	221	702	202	103	59	6
2020–21	41	258	58	20	17	2

Sources: *Tourism Research Australia, 2021*
BITRE estimates

Table 5.3a Total passenger kilometres travelled by capital city – Sydney

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	24.13	2.02	0.24	3.14	0.00	1.57	0.10	31.20
1977–78	24.80	2.10	0.24	3.09	0.00	1.60	0.11	31.94
1978–79	25.59	2.15	0.25	3.09	0.00	1.59	0.11	32.78
1979–80	25.79	2.13	0.27	3.52	0.00	1.63	0.12	33.48
1980–81	26.15	2.18	0.29	3.64	0.00	1.69	0.13	34.07
1981–82	27.17	2.26	0.32	3.76	0.00	1.68	0.14	35.33
1982–83	26.97	2.22	0.33	3.55	0.00	1.72	0.15	34.94
1983–84	28.34	2.37	0.34	3.47	0.00	1.76	0.15	36.42
1984–85	29.65	2.47	0.34	3.45	0.00	1.81	0.15	37.87
1985–86	30.51	2.54	0.31	3.72	0.00	1.84	0.16	39.09
1986–87	31.20	2.56	0.29	3.81	0.00	1.91	0.17	39.94
1987–88	32.59	2.63	0.27	4.13	0.00	1.97	0.15	41.74
1988–89	33.83	2.68	0.27	4.18	0.01	2.00	0.16	43.14
1989–90	34.70	2.63	0.24	4.29	0.01	1.96	0.18	44.01
1990–91	34.69	2.47	0.21	4.37	0.01	2.01	0.15	43.90
1991–92	35.29	2.47	0.20	4.27	0.01	2.01	0.13	44.39
1992–93	36.35	2.51	0.20	4.12	0.01	1.95	0.11	45.25
1993–94	37.20	2.60	0.20	4.22	0.01	1.98	0.11	46.32
1994–95	38.26	2.78	0.19	4.51	0.01	2.02	0.12	47.88
1995–96	38.48	2.91	0.18	4.62	0.01	2.08	0.12	48.41
1996–97	38.43	2.97	0.18	4.76	0.01	2.13	0.13	48.62
1997–98	38.99	3.09	0.17	4.80	0.01	2.18	0.12	49.36
1998–99	39.93	3.19	0.16	4.88	0.02	2.21	0.12	50.52
1999–00	40.94	3.27	0.16	5.05	0.02	2.21	0.12	51.77
2000–01	40.68	3.32	0.16	5.44	0.02	2.21	0.14	51.97
2001–02	41.52	3.40	0.17	5.06	0.02	2.12	0.13	52.41
2002–03	42.18	3.48	0.16	5.07	0.02	2.12	0.13	53.16
2003–04	44.28	3.57	0.17	5.12	0.02	2.10	0.13	55.38
2004–05	44.55	3.56	0.18	5.16	0.02	2.11	0.13	55.72
2005–06	43.70	3.59	0.20	5.28	0.02	2.11	0.13	55.03
2006–07	43.99	3.71	0.22	5.46	0.02	2.15	0.13	55.67
2007–08	44.26	3.89	0.24	5.76	0.02	2.22	0.13	56.51
2008–09	44.20	3.98	0.27	5.73	0.02	2.30	0.13	56.64
2009–10	44.63	4.17	0.30	5.56	0.02	2.29	0.14	57.11
2010–11	45.43	4.29	0.30	5.57	0.02	2.36	0.14	58.12
2011–12	45.71	4.40	0.29	5.78	0.02	2.43	0.14	58.76
2012–13	46.70	4.52	0.30	5.80	0.02	2.45	0.14	59.93
2013–14	47.33	4.60	0.31	5.93	0.01	2.46	0.15	60.79
2014–15	47.96	4.68	0.31	6.18	0.02	2.46	0.14	61.75
2015–16	48.40	4.77	0.32	6.46	0.04	2.49	0.15	62.63
2016–17	48.88	4.99	0.32	6.91	0.04	2.55	0.15	63.84
2017–18	49.29	5.20	0.32	7.32	0.04	2.70	0.15	65.03
2018–19	49.15	5.24	0.32	7.77	0.04	2.87	0.15	65.54
2019–20	44.74	5.12	0.28	6.25	0.05	2.24	0.11	58.80
2020–21	46.36	5.23	0.29	4.26	0.07	1.64	0.06	57.91

Source: *BITRE estimates*

Table 5.3b Total passenger kilometres travelled by capital city – Melbourne

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	21.79	1.96	0.20	1.91	0.53	0.56	na	26.94
1977–78	22.76	2.09	0.20	1.81	0.53	0.56	na	27.95
1978–79	23.54	2.09	0.19	1.71	0.53	0.57	na	28.63
1979–80	23.76	2.00	0.19	1.60	0.52	0.58	na	28.66
1980–81	24.29	1.95	0.19	1.53	0.53	0.59	na	29.09
1981–82	25.83	1.95	0.20	1.39	0.54	0.61	na	30.51
1982–83	26.07	1.86	0.20	1.41	0.53	0.62	na	30.69
1983–84	27.08	1.97	0.21	1.44	0.54	0.64	na	31.88
1984–85	27.98	2.05	0.21	1.45	0.60	0.68	na	32.97
1985–86	29.07	2.21	0.20	1.54	0.62	0.71	na	34.36
1986–87	29.91	2.34	0.20	1.60	0.63	0.74	na	35.43
1987–88	31.46	2.54	0.20	1.53	0.65	0.78	na	37.15
1988–89	32.96	2.71	0.22	1.61	0.66	0.81	na	38.98
1989–90	33.74	2.74	0.20	1.63	0.53	0.85	na	39.71
1990–91	33.51	2.68	0.19	1.63	0.59	0.85	na	39.45
1991–92	33.97	2.73	0.19	1.76	0.59	0.81	na	40.06
1992–93	34.63	2.80	0.20	1.81	0.51	0.81	na	40.77
1993–94	35.30	2.89	0.20	1.81	0.51	0.84	na	41.55
1994–95	36.30	3.02	0.20	1.94	0.51	0.86	na	42.84
1995–96	37.03	2.96	0.20	1.99	0.52	0.88	na	43.58
1996–97	37.41	2.92	0.20	1.97	0.52	0.88	na	43.90
1997–98	38.15	2.97	0.20	1.90	0.52	0.90	na	44.64
1998–99	39.21	2.98	0.19	1.99	0.53	0.92	na	45.81
1999–00	40.12	2.98	0.19	2.11	0.56	0.93	na	46.89
2000–01	40.14	3.04	0.20	2.19	0.58	0.94	na	47.09
2001–02	40.88	3.12	0.21	2.30	0.59	0.95	na	48.05
2002–03	41.64	3.18	0.21	2.34	0.60	0.96	na	48.92
2003–04	43.04	3.26	0.22	2.41	0.60	0.96	na	50.50
2004–05	43.27	3.30	0.24	2.48	0.61	0.95	na	50.84
2005–06	42.80	3.38	0.26	2.78	0.62	0.96	na	50.80
2006–07	42.83	3.52	0.27	3.07	0.63	1.02	na	51.34
2007–08	43.39	3.69	0.27	3.48	0.65	1.13	na	52.61
2008–09	42.89	3.80	0.27	3.72	0.71	1.23	na	52.63
2009–10	43.57	3.99	0.28	3.82	0.70	1.29	na	53.64
2010–11	44.45	4.12	0.27	3.98	0.73	1.36	na	54.91
2011–12	45.12	4.23	0.26	3.86	0.77	1.53	na	55.77
2012–13	46.31	4.31	0.27	3.92	0.73	1.46	na	57.01
2013–14	47.24	4.45	0.27	3.94	0.71	1.53	na	58.14
2014–15	48.00	4.58	0.27	3.96	0.73	1.53	na	59.06
2015–16	48.35	4.73	0.28	4.06	0.78	1.52	na	59.73
2016–17	48.94	4.93	0.28	4.12	0.80	1.50	na	60.56
2017–18	49.47	5.21	0.28	4.19	0.80	1.50	na	61.45
2018–19	49.95	5.26	0.28	4.25	0.80	1.54	na	62.09
2019–20	46.68	5.16	0.24	3.26	0.55	1.19	na	57.10
2020–21	41.68	5.15	0.23	1.42	0.23	0.72	na	49.42

na: not applicable

Source: *BITRE estimates*

Table 5.3c Total passenger kilometres travelled by capital city – Brisbane

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	7.82	0.86	0.14	0.38	na	0.49	0.00	9.70
1977–78	8.21	0.95	0.14	0.37	na	0.51	0.00	10.17
1978–79	8.60	1.01	0.14	0.35	na	0.50	0.00	10.61
1979–80	8.78	1.02	0.15	0.38	na	0.49	0.00	10.83
1980–81	9.16	1.03	0.16	0.42	na	0.45	0.00	11.23
1981–82	9.88	1.07	0.17	0.46	na	0.47	0.00	12.05
1982–83	10.07	1.08	0.17	0.47	na	0.49	0.00	12.29
1983–84	10.50	1.21	0.17	0.52	na	0.47	0.00	12.87
1984–85	10.82	1.29	0.18	0.55	na	0.49	0.00	13.33
1985–86	11.40	1.37	0.17	0.62	na	0.49	0.00	14.04
1986–87	11.68	1.43	0.17	0.68	na	0.51	0.00	14.47
1987–88	12.39	1.50	0.18	0.74	na	0.55	0.00	15.36
1988–89	13.23	1.54	0.21	0.85	na	0.61	0.00	16.44
1989–90	13.69	1.54	0.20	0.78	na	0.58	0.00	16.80
1990–91	13.94	1.49	0.20	0.79	na	0.62	0.00	17.04
1991–92	14.53	1.50	0.21	0.75	na	0.64	0.00	17.63
1992–93	15.28	1.53	0.21	0.74	na	0.63	0.00	18.39
1993–94	15.80	1.62	0.20	0.72	na	0.66	0.00	19.00
1994–95	16.46	1.79	0.19	0.70	na	0.72	0.01	19.86
1995–96	16.87	1.93	0.17	0.74	na	0.71	0.01	20.43
1996–97	17.01	1.99	0.17	0.79	na	0.71	0.01	20.68
1997–98	17.34	2.14	0.16	0.80	na	0.71	0.01	21.15
1998–99	17.70	2.19	0.15	0.81	na	0.65	0.01	21.51
1999–00	18.21	2.25	0.15	0.87	na	0.69	0.01	22.17
2000–01	18.24	2.28	0.16	0.94	na	0.70	0.01	22.32
2001–02	18.81	2.40	0.17	0.96	na	0.72	0.01	23.06
2002–03	19.36	2.48	0.16	0.97	na	0.74	0.01	23.73
2003–04	20.70	2.57	0.17	1.01	na	0.78	0.01	25.25
2004–05	21.12	2.59	0.18	0.99	na	0.84	0.02	25.74
2005–06	21.10	2.64	0.20	1.07	na	0.94	0.02	25.96
2006–07	21.75	2.75	0.22	1.05	na	0.98	0.02	26.77
2007–08	22.35	2.93	0.24	1.08	na	1.03	0.02	27.65
2008–09	22.18	3.05	0.25	1.17	na	1.11	0.02	27.79
2009–10	22.34	3.29	0.25	1.13	na	1.19	0.02	28.22
2010–11	22.59	3.36	0.24	1.10	na	1.24	0.02	28.55
2011–12	22.94	3.48	0.24	1.10	na	1.29	0.02	29.06
2012–13	23.59	3.59	0.24	1.06	na	1.30	0.02	29.80
2013–14	23.98	3.66	0.25	1.05	na	1.29	0.02	30.26
2014–15	24.36	3.77	0.25	1.07	na	1.26	0.03	30.73
2015–16	24.67	3.89	0.26	1.08	na	1.27	0.03	31.19
2016–17	24.86	4.04	0.26	1.08	na	1.24	0.03	31.51
2017–18	25.09	4.14	0.26	1.12	na	1.27	0.03	31.90
2018–19	25.31	4.21	0.26	1.17	na	1.30	0.03	32.27
2019–20	24.19	4.13	0.23	0.92	na	1.01	0.02	30.50
2020–21	25.96	4.23	0.24	0.68	na	0.84	0.02	31.97

na: not applicable

Source: *BITRE estimates*

Table 5.3d Total passenger kilometres travelled by capital city – Adelaide

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	8.23	0.57	0.11	0.17	0.01	0.42	na	9.50
1977–78	8.46	0.59	0.11	0.16	0.01	0.43	na	9.77
1978–79	8.50	0.60	0.11	0.16	0.01	0.44	na	9.82
1979–80	8.30	0.58	0.11	0.18	0.02	0.46	na	9.64
1980–81	8.17	0.58	0.11	0.19	0.02	0.51	na	9.58
1981–82	8.48	0.58	0.12	0.20	0.02	0.52	na	9.93
1982–83	8.53	0.57	0.12	0.18	0.02	0.47	na	9.90
1983–84	8.94	0.63	0.12	0.17	0.02	0.48	na	10.37
1984–85	9.31	0.67	0.12	0.17	0.02	0.46	na	10.75
1985–86	9.62	0.67	0.11	0.18	0.02	0.47	na	11.07
1986–87	9.81	0.66	0.10	0.18	0.02	0.47	na	11.24
1987–88	10.20	0.68	0.10	0.13	0.02	0.50	na	11.62
1988–89	10.58	0.71	0.10	0.14	0.02	0.47	na	12.02
1989–90	10.75	0.71	0.09	0.14	0.02	0.50	na	12.20
1990–91	10.66	0.69	0.08	0.12	0.02	0.53	na	12.10
1991–92	10.75	0.70	0.08	0.11	0.01	0.53	na	12.19
1992–93	10.94	0.72	0.07	0.12	0.01	0.51	na	12.38
1993–94	10.94	0.74	0.07	0.15	0.02	0.52	na	12.44
1994–95	11.03	0.78	0.07	0.16	0.01	0.54	na	12.60
1995–96	11.00	0.80	0.07	0.15	0.01	0.54	na	12.57
1996–97	11.06	0.79	0.06	0.15	0.01	0.54	na	12.62
1997–98	11.22	0.81	0.06	0.14	0.01	0.54	na	12.79
1998–99	11.61	0.81	0.06	0.14	0.01	0.53	na	13.15
1999–00	12.00	0.80	0.06	0.13	0.01	0.53	na	13.53
2000–01	11.96	0.79	0.06	0.13	0.01	0.55	na	13.50
2001–02	12.13	0.80	0.06	0.14	0.02	0.56	na	13.71
2002–03	12.53	0.82	0.06	0.16	0.02	0.57	na	14.16
2003–04	12.66	0.83	0.07	0.18	0.02	0.57	na	14.32
2004–05	12.41	0.83	0.07	0.18	0.02	0.58	na	14.08
2005–06	12.17	0.84	0.08	0.19	0.02	0.61	na	13.90
2006–07	12.26	0.86	0.08	0.19	0.02	0.62	na	14.03
2007–08	11.91	0.91	0.09	0.19	0.02	0.63	na	13.76
2008–09	11.83	0.94	0.09	0.20	0.02	0.64	na	13.72
2009–10	11.95	0.98	0.09	0.19	0.03	0.65	na	13.90
2010–11	11.88	1.01	0.09	0.17	0.03	0.65	na	13.83
2011–12	11.80	1.03	0.09	0.16	0.03	0.65	na	13.75
2012–13	12.08	1.05	0.09	0.16	0.04	0.65	na	14.06
2013–14	12.36	1.08	0.09	0.17	0.05	0.65	na	14.40
2014–15	12.48	1.11	0.09	0.23	0.05	0.66	na	14.63
2015–16	12.50	1.15	0.09	0.24	0.05	0.66	na	14.69
2016–17	12.54	1.19	0.09	0.24	0.04	0.65	na	14.77
2017–18	12.62	1.25	0.09	0.25	0.05	0.65	na	14.91
2018–19	12.42	1.26	0.09	0.27	0.05	0.65	na	14.73
2019–20	11.81	1.23	0.08	0.22	0.03	0.53	na	13.90
2020–21	12.32	1.26	0.08	0.15	0.03	0.45	na	14.29

na: not applicable

Source: *BITRE estimates*

Table 5.3e Total passenger kilometres travelled by capital city – Perth

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	8.19	0.92	0.10	0.09	na	0.52	na	9.82
1977–78	8.61	0.97	0.10	0.10	na	0.53	na	10.31
1978–79	8.86	1.00	0.10	0.10	na	0.52	na	10.58
1979–80	8.88	1.00	0.11	0.08	na	0.56	na	10.63
1980–81	8.95	1.02	0.11	0.07	na	0.58	na	10.74
1981–82	9.45	1.03	0.13	0.07	na	0.55	na	11.22
1982–83	9.53	0.99	0.13	0.08	na	0.55	na	11.29
1983–84	10.15	1.04	0.14	0.11	na	0.48	na	11.91
1984–85	10.52	1.06	0.14	0.11	na	0.46	na	12.29
1985–86	10.90	1.07	0.13	0.12	na	0.50	na	12.72
1986–87	11.19	1.06	0.13	0.12	na	0.51	na	13.02
1987–88	11.78	1.10	0.13	0.12	na	0.51	na	13.64
1988–89	12.36	1.16	0.14	0.11	na	0.54	na	14.32
1989–90	12.73	1.19	0.13	0.11	na	0.57	na	14.73
1990–91	12.65	1.15	0.11	0.09	na	0.55	na	14.56
1991–92	12.85	1.17	0.11	0.12	na	0.53	na	14.77
1992–93	13.31	1.22	0.10	0.17	na	0.52	na	15.32
1993–94	14.06	1.30	0.09	0.30	na	0.51	na	16.26
1994–95	14.96	1.41	0.09	0.30	na	0.52	na	17.29
1995–96	15.28	1.49	0.09	0.34	na	0.52	na	17.71
1996–97	15.44	1.49	0.09	0.38	na	0.52	na	17.91
1997–98	15.66	1.51	0.08	0.39	na	0.53	na	18.17
1998–99	16.08	1.51	0.08	0.38	na	0.52	na	18.58
1999–00	16.31	1.52	0.08	0.39	na	0.55	na	18.85
2000–01	16.11	1.52	0.09	0.41	na	0.57	na	18.71
2001–02	16.44	1.58	0.09	0.41	na	0.59	na	19.11
2002–03	16.89	1.62	0.09	0.42	na	0.60	na	19.62
2003–04	17.74	1.68	0.10	0.42	na	0.62	na	20.56
2004–05	18.02	1.70	0.11	0.44	na	0.64	na	20.91
2005–06	17.68	1.74	0.12	0.46	na	0.65	na	20.65
2006–07	18.08	1.82	0.14	0.50	na	0.65	na	21.20
2007–08	18.18	1.93	0.15	0.66	na	0.62	na	21.53
2008–09	18.69	2.00	0.16	0.87	na	0.64	na	22.35
2009–10	18.56	2.10	0.16	0.90	na	0.64	na	22.36
2010–11	18.79	2.16	0.16	0.94	na	0.66	na	22.72
2011–12	19.18	2.24	0.16	1.02	na	0.71	na	23.31
2012–13	19.52	2.32	0.16	1.06	na	0.74	na	23.80
2013–14	19.94	2.40	0.17	1.03	na	0.75	na	24.28
2014–15	20.22	2.51	0.17	1.05	na	0.74	na	24.69
2015–16	20.51	2.61	0.17	1.02	na	0.72	na	25.04
2016–17	20.62	2.66	0.17	0.98	na	0.70	na	25.13
2017–18	20.66	2.72	0.17	0.99	na	0.70	na	25.24
2018–19	20.69	2.74	0.17	1.01	na	0.70	na	25.31
2019–20	19.98	2.70	0.15	0.81	na	0.58	na	24.23
2020–21	21.05	2.78	0.16	0.70	na	0.53	na	25.22

na: not applicable

Source: *BITRE estimates*

Table 5.3f Total passenger kilometres travelled by capital city – Hobart

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	1.23	0.13	0.01	na	na	0.12	na	1.51
1977–78	1.31	0.14	0.01	na	na	0.12	na	1.60
1978–79	1.37	0.15	0.01	na	na	0.11	na	1.64
1979–80	1.39	0.15	0.01	na	na	0.11	na	1.66
1980–81	1.42	0.15	0.01	na	na	0.11	na	1.69
1981–82	1.47	0.16	0.01	na	na	0.10	na	1.74
1982–83	1.47	0.17	0.01	na	na	0.09	na	1.74
1983–84	1.53	0.18	0.01	na	na	0.10	na	1.83
1984–85	1.59	0.20	0.01	na	na	0.10	na	1.90
1985–86	1.67	0.19	0.01	na	na	0.11	na	1.98
1986–87	1.68	0.19	0.01	na	na	0.11	na	1.99
1987–88	1.75	0.19	0.01	na	na	0.10	na	2.05
1988–89	1.82	0.19	0.01	na	na	0.10	na	2.12
1989–90	1.91	0.18	0.01	na	na	0.10	na	2.20
1990–91	1.92	0.17	0.01	na	na	0.10	na	2.20
1991–92	1.95	0.18	0.01	na	na	0.10	na	2.24
1992–93	2.02	0.19	0.01	na	na	0.10	na	2.33
1993–94	2.07	0.21	0.01	na	na	0.10	na	2.38
1994–95	2.10	0.22	0.01	na	na	0.10	na	2.43
1995–96	2.12	0.22	0.01	na	na	0.10	na	2.45
1996–97	2.12	0.22	0.01	na	na	0.09	na	2.45
1997–98	2.09	0.22	0.01	na	na	0.09	na	2.41
1998–99	2.08	0.22	0.01	na	na	0.09	na	2.40
1999–00	2.08	0.22	0.01	na	na	0.09	na	2.40
2000–01	2.02	0.22	0.01	na	na	0.09	na	2.35
2001–02	2.06	0.23	0.01	na	na	0.09	na	2.39
2002–03	2.14	0.23	0.01	na	na	0.09	na	2.47
2003–04	2.25	0.24	0.01	na	na	0.09	na	2.59
2004–05	2.20	0.24	0.01	na	na	0.09	na	2.55
2005–06	2.17	0.24	0.01	na	na	0.09	na	2.52
2006–07	2.19	0.25	0.01	na	na	0.09	na	2.55
2007–08	2.19	0.27	0.01	na	na	0.09	na	2.57
2008–09	2.16	0.28	0.01	na	na	0.10	na	2.55
2009–10	2.14	0.29	0.02	na	na	0.10	na	2.53
2010–11	2.12	0.29	0.01	na	na	0.10	na	2.53
2011–12	2.12	0.30	0.01	na	na	0.10	na	2.54
2012–13	2.14	0.31	0.01	na	na	0.10	na	2.56
2013–14	2.15	0.31	0.01	na	na	0.10	na	2.58
2014–15	2.15	0.32	0.02	na	na	0.10	na	2.59
2015–16	2.14	0.34	0.02	na	na	0.10	na	2.59
2016–17	2.12	0.35	0.02	na	na	0.10	na	2.59
2017–18	2.18	0.37	0.02	na	na	0.10	na	2.67
2018–19	2.20	0.37	0.02	na	na	0.11	na	2.69
2019–20	2.04	0.37	0.01	na	na	0.09	na	2.51
2020–21	2.13	0.37	0.01	na	na	0.08	na	2.60

na: not applicable

Source: *BITRE estimates*

Table 5.3g Total passenger kilometres travelled by capital city – Darwin

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	0.33	0.09	0.01	na	na	0.01	na	0.44
1977–78	0.35	0.10	0.01	na	na	0.01	na	0.46
1978–79	0.37	0.10	0.01	na	na	0.01	na	0.49
1979–80	0.38	0.10	0.01	na	na	0.02	na	0.51
1980–81	0.41	0.11	0.01	na	na	0.02	na	0.55
1981–82	0.45	0.11	0.01	na	na	0.02	na	0.60
1982–83	0.47	0.10	0.02	na	na	0.03	na	0.61
1983–84	0.51	0.11	0.02	na	na	0.03	na	0.66
1984–85	0.55	0.11	0.02	na	na	0.03	na	0.71
1985–86	0.61	0.12	0.01	na	na	0.03	na	0.77
1986–87	0.63	0.12	0.01	na	na	0.03	na	0.79
1987–88	0.65	0.12	0.01	na	na	0.03	na	0.82
1988–89	0.66	0.12	0.01	na	na	0.04	na	0.84
1989–90	0.68	0.12	0.01	na	na	0.04	na	0.86
1990–91	0.69	0.12	0.01	na	na	0.05	na	0.86
1991–92	0.70	0.12	0.01	na	na	0.05	na	0.88
1992–93	0.72	0.12	0.01	na	na	0.05	na	0.90
1993–94	0.74	0.13	0.01	na	na	0.05	na	0.93
1994–95	0.79	0.14	0.01	na	na	0.05	na	0.99
1995–96	0.83	0.14	0.01	na	na	0.06	na	1.04
1996–97	0.84	0.15	0.01	na	na	0.06	na	1.06
1997–98	0.86	0.16	0.01	na	na	0.06	na	1.08
1998–99	0.87	0.16	0.01	na	na	0.06	na	1.10
1999–00	0.88	0.16	0.01	na	na	0.06	na	1.11
2000–01	0.85	0.16	0.01	na	na	0.06	na	1.08
2001–02	0.86	0.16	0.01	na	na	0.06	na	1.09
2002–03	0.87	0.17	0.01	na	na	0.06	na	1.10
2003–04	0.89	0.17	0.01	na	na	0.06	na	1.14
2004–05	0.88	0.17	0.01	na	na	0.06	na	1.13
2005–06	0.87	0.18	0.01	na	na	0.06	na	1.13
2006–07	0.90	0.19	0.01	na	na	0.06	na	1.17
2007–08	0.93	0.20	0.01	na	na	0.07	na	1.21
2008–09	0.95	0.21	0.01	na	na	0.07	na	1.24
2009–10	0.95	0.22	0.01	na	na	0.07	na	1.26
2010–11	0.96	0.23	0.01	na	na	0.07	na	1.27
2011–12	0.97	0.23	0.01	na	na	0.08	na	1.29
2012–13	0.99	0.24	0.01	na	na	0.09	na	1.34
2013–14	1.02	0.25	0.01	na	na	0.11	na	1.39
2014–15	1.02	0.26	0.01	na	na	0.11	na	1.40
2015–16	1.02	0.26	0.01	na	na	0.11	na	1.41
2016–17	1.05	0.27	0.01	na	na	0.11	na	1.45
2017–18	1.09	0.29	0.01	na	na	0.11	na	1.50
2018–19	1.09	0.29	0.01	na	na	0.11	na	1.50
2019–20	1.06	0.28	0.01	na	na	0.08	na	1.43
2020–21	1.13	0.28	0.01	na	na	0.08*	na	1.50

* Rough provisional/trend estimates – likely subject to revision when updated/improved data become available

na: not applicable

Source: BITRE estimates

Table 5.3h Total passenger kilometres travelled by capital city – Canberra

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	1.99	0.16	0.02	na	na	0.09	na	2.27
1977–78	2.08	0.18	0.02	na	na	0.09	na	2.37
1978–79	2.15	0.18	0.02	na	na	0.11	na	2.46
1979–80	2.17	0.18	0.03	na	na	0.12	na	2.50
1980–81	2.20	0.18	0.03	na	na	0.12	na	2.54
1981–82	2.34	0.19	0.03	na	na	0.12	na	2.68
1982–83	2.37	0.19	0.03	na	na	0.14	na	2.73
1983–84	2.49	0.20	0.04	na	na	0.16	na	2.89
1984–85	2.62	0.21	0.04	na	na	0.17	na	3.03
1985–86	2.74	0.22	0.04	na	na	0.16	na	3.16
1986–87	2.82	0.23	0.03	na	na	0.17	na	3.26
1987–88	2.99	0.24	0.03	na	na	0.18	na	3.44
1988–89	3.16	0.25	0.04	na	na	0.18	na	3.62
1989–90	3.29	0.25	0.03	na	na	0.18	na	3.76
1990–91	3.34	0.25	0.03	na	na	0.18	na	3.81
1991–92	3.45	0.25	0.03	na	na	0.18	na	3.91
1992–93	3.59	0.26	0.03	na	na	0.18	na	4.06
1993–94	3.70	0.26	0.03	na	na	0.18	na	4.16
1994–95	3.79	0.28	0.03	na	na	0.19	na	4.28
1995–96	3.82	0.29	0.03	na	na	0.19	na	4.33
1996–97	3.83	0.28	0.02	na	na	0.20	na	4.34
1997–98	3.84	0.29	0.02	na	na	0.20	na	4.36
1998–99	3.93	0.29	0.02	na	na	0.20	na	4.45
1999–00	4.02	0.30	0.02	na	na	0.19	na	4.53
2000–01	3.95	0.30	0.02	na	na	0.19	na	4.46
2001–02	4.02	0.31	0.03	na	na	0.19	na	4.55
2002–03	4.16	0.32	0.03	na	na	0.20	na	4.70
2003–04	4.34	0.33	0.03	na	na	0.20	na	4.89
2004–05	4.34	0.33	0.03	na	na	0.21	na	4.90
2005–06	4.28	0.33	0.03	na	na	0.21	na	4.85
2006–07	4.33	0.34	0.03	na	na	0.20	na	4.91
2007–08	4.35	0.36	0.04	na	na	0.20	na	4.95
2008–09	4.35	0.37	0.04	na	na	0.20	na	4.96
2009–10	4.38	0.38	0.04	na	na	0.19	na	4.99
2010–11	4.43	0.39	0.04	na	na	0.19	na	5.05
2011–12	4.51	0.41	0.04	na	na	0.18	na	5.14
2012–13	4.63	0.42	0.04	na	na	0.19	na	5.27
2013–14	4.68	0.43	0.04	na	na	0.18	na	5.34
2014–15	4.73	0.44	0.04	na	na	0.18	na	5.39
2015–16	4.74	0.46	0.04	na	na	0.19	na	5.42
2016–17	4.79	0.47	0.04	na	na	0.19	na	5.49
2017–18	4.84	0.49	0.04	na	na	0.20	na	5.57
2018–19	4.84	0.50	0.04	na	0.01	0.20	na	5.58
2019–20	4.60	0.49	0.03	na	0.03	0.14	na	5.29
2020–21	4.89	0.50	0.04	na	0.02	0.12	na	5.57

na: not applicable

Source: *BITRE estimates*

Table 5.3i Total passenger kilometres travelled by capital city – Australian capital cities

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus[f]	Ferry	Total
	billion passenger kilometres							
1976–77	73.73	6.70	0.82	5.68	0.54	3.78	0.12	91.39
1977–78	76.58	7.11	0.83	5.53	0.54	3.86	0.12	94.57
1978–79	78.97	7.28	0.83	5.41	0.54	3.86	0.12	97.01
1979–80	79.45	7.16	0.88	5.77	0.54	3.98	0.13	97.92
1980–81	80.77	7.20	0.92	5.85	0.55	4.07	0.13	99.49
1981–82	85.07	7.35	1.00	5.88	0.56	4.07	0.14	104.06
1982–83	85.48	7.19	1.01	5.69	0.55	4.11	0.15	104.19
1983–84	89.53	7.72	1.04	5.70	0.56	4.12	0.15	108.83
1984–85	93.03	8.07	1.06	5.72	0.62	4.20	0.16	112.85
1985–86	96.53	8.38	0.99	6.18	0.64	4.31	0.16	117.19
1986–87	98.93	8.59	0.96	6.39	0.65	4.45	0.17	120.14
1987–88	103.80	8.99	0.94	6.65	0.67	4.62	0.15	125.82
1988–89	108.61	9.35	1.00	6.89	0.70	4.75	0.17	131.47
1989–90	111.50	9.37	0.92	6.94	0.56	4.79	0.18	134.27
1990–91	111.40	9.02	0.84	7.00	0.62	4.88	0.15	133.91
1991–92	113.50	9.11	0.84	7.02	0.62	4.85	0.13	136.06
1992–93	116.86	9.35	0.83	6.96	0.54	4.74	0.11	139.40
1993–94	119.80	9.75	0.81	7.20	0.54	4.82	0.12	143.03
1994–95	123.70	10.41	0.79	7.60	0.54	5.00	0.13	148.16
1995–96	125.43	10.75	0.75	7.84	0.55	5.08	0.13	150.52
1996–97	126.16	10.81	0.74	8.05	0.54	5.13	0.14	151.58
1997–98	128.15	11.19	0.71	8.03	0.54	5.21	0.13	153.97
1998–99	131.42	11.35	0.68	8.20	0.56	5.17	0.13	157.51
1999–00	134.57	11.49	0.69	8.55	0.60	5.24	0.13	161.26
2000–01	133.95	11.63	0.71	9.11	0.61	5.30	0.15	161.46
2001–02	136.72	12.00	0.75	8.87	0.62	5.27	0.14	164.37
2002–03	139.75	12.30	0.74	8.96	0.63	5.34	0.14	167.87
2003–04	145.90	12.65	0.78	9.14	0.63	5.38	0.14	174.62
2004–05	146.80	12.71	0.84	9.26	0.64	5.48	0.15	175.87
2005–06	144.77	12.95	0.91	9.79	0.66	5.63	0.15	174.84
2006–07	146.33	13.45	0.98	10.27	0.67	5.78	0.15	177.64
2007–08	147.56	14.18	1.05	11.17	0.69	5.98	0.15	180.79
2008–09	147.25	14.62	1.12	11.68	0.76	6.28	0.16	181.87
2009–10	148.52	15.41	1.15	11.59	0.75	6.42	0.16	184.02
2010–11	150.65	15.85	1.13	11.78	0.78	6.64	0.16	186.98
2011–12	152.34	16.32	1.10	11.92	0.82	6.96	0.16	189.62
2012–13	155.97	16.75	1.13	12.00	0.79	6.97	0.17	193.77
2013–14	158.69	17.19	1.15	12.12	0.77	7.08	0.18	197.17
2014–15	160.92	17.67	1.17	12.48	0.80	7.05	0.17	200.24
2015–16	162.34	18.21	1.19	12.87	0.87	7.06	0.18	202.71
2016–17	163.80	18.91	1.19	13.33	0.88	7.05	0.18	205.34
2017–18	165.25	19.66	1.19	13.86	0.89	7.23	0.18	208.26
2018–19	165.64	19.87	1.18	14.46	0.90	7.49	0.17	209.70
2019–20	155.10	19.49	1.03	11.47	0.67	5.86	0.13	193.75
2020–21	155.50	19.80	1.06	7.21	0.36	4.46	0.08	188.48

(f) Total bus pkt values are calculated as the sum of urban passenger transport (UPT) bus values and private bus usage. The UPT bus values refer solely to public route buses, where as private bus values include private bus usage such as by charter buses.

Source: *BITRE estimates*

Table 5.4a Method of travel to work, by state/territory – New South Wales

Census year	One method only								Public transport and other method (13)
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	
	Number of employed persons								
1981	256 812	11 767	1 105 606	188 679	na	32 294	15 682	122 544	na
1986	225 068	10 632	1 164 920	171 024	na	26 294	18 851	118 626	na
1991	211 372	8 407	1 197 033	168 743	na	17 269	16 970	123 248	86 035
1996	225 515	9 496	1 396 204	176 686	na	16 423	17 305	114 538	97 989
2001	249 096	8 223	1 487 981	168 862	54 094	14 157	17 730	114 927	112 728
2006	265 113	8 219	1 639 528	166 871	45 953	16 495	19 274	127 446	93 564
2011	317 806	7 730	1 807 359	157 359	38 584	19 629	23 358	128 340	113 376
2016	397 173	6 694	1 953 399	144 820	32 908	21 159	23 332	130 957	140 478

See end notes

na: not available

Source: Australian Bureau of Statistics, Census Basic Community Profile Series, 2016

Table 5.4b Method of travel to work, by state/territory – Victoria

Census year	One method only								Public transport and other method (13)
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	
	Number of employed persons								
1981	157 446	6 894	890 359	151 666	na	13 757	23 737	83 208	na
1986	134 654	5 873	986 891	132 471	na	12 132	24 022	79 580	na
1991	106 427	4 022	1 008 838	114 370	na	8 704	18 334	74 133	41 684
1996	103 778	4 989	1 157 773	114 478	na	8 414	17 190	63 668	46 918
2001	119 408	4 520	1 276 600	109 752	25 682	8 376	18 910	64 732	57 770
2006	143 412	4 555	1 394 017	111 030	22 806	10 838	25 180	80 539	63 067
2011	190 018	4 887	1 554 490	116 099	20 122	10 645	30 913	83 525	87 112
2016	238 249	4 882	1 691 496	110 502	16 720	9 878	33 963	87 794	101 999

See end notes

na: not available

Source: Australian Bureau of Statistics, Census Basic Community Profile Series, 2016

Table 5.4c Method of travel to work, by state/territory – Queensland

Census year	One method only								Public transport and other method (13)
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	
	Number of employed persons								
1981	53 762	5 213	462 167	93 082	na	23 462	15 586	56 752	na
1986	59 836	5 131	553 352	90 210	na	20 495	19 469	62 369	na
1991	55 908	3 787	624 144	93 935	na	16 819	22 964	62 908	16 016
1996	62 621	5 255	809 145	111 524	na	16 608	20 454	62 025	18 470
2001	68 732	4 020	906 073	112 409	30 538	15 601	20 252	60 529	24 510
2006	91 302	4 531	1 090 011	123 254	29 283	20 071	20 580	72 981	27 915
2011	113 051	4 335	1 248 540	125 270	25 604	19 101	21 576	75 561	39 650
2016	110 920	3 554	1 368 965	112 508	19 948	19 630	21 679	70 471	38 398

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2016*

Table 5.4d Method of travel to work, by state/territory – South Australia

Census year	One method only								Public transport and other method (13)
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	
	Number of employed persons								
1981	49 234	1 740	289 771	48 814	na	10 922	10 700	25 988	na
1986	41 952	1 954	322 855	44 187	na	9 376	10 415	28 744	na
1991	33 062	1 453	322 141	41 368	na	5 600	8 662	26 514	7 033
1996	27 567	1 840	363 074	39 302	na	3 740	5 962	21 015	6 539
2001	28 282	1 475	392 511	37 455	7 298	2 904	5 889	21 553	7 837
2006	36 140	1 458	429 822	38 720	6 609	4 324	7 942	24 862	8 298
2011	39 880	1 549	471 362	39 168	5 881	4 059	7 503	23 623	9 931
2016	41 548	1 374	492 357	34 003	4 513	3 440	7 455	20 697	10 337

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2016*

Table 5.4e Method of travel to work, by state/territory – Western Australia

Census year	One method only								Public transport and other method (13)
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	
	Number of employed persons								
1981	37 945	2 060	312 381	51 664	na	7 083	6 560	26 188	na
1986	36 629	2 191	324 791	48 071	na	6 925	7 830	27 995	na
1991	33 026	1 206	361 689	46 036	na	6 022	9 102	26 828	7 113
1996	33 163	1 865	453 690	55 553	na	4 817	7 152	28 440	13 566
2001	34 294	1 521	498 685	51 929	11 019	4 247	8 279	28 307	17 701
2006	47 087	1 972	570 271	58 748	10 910	5 176	9 294	31 757	19 833
2011	65 538	2 218	662 949	63 485	10 485	6 508	11 758	35 995	37 158
2016	71 026	2 041	733 030	56 173	8 503	5 751	11 730	31 914	35 447

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2016*

Table 5.4f Method of travel to work, by state/territory – Tasmania

Census year	One method only								Public transport and other method (13)
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	
	Number of employed persons								
1981	11 166	645	94 613	18 579	na	1 207	1 043	11 541	na
1986	8 622	693	101 797	17 505	na	1 108	1 244	12 265	na
1991	5 924	546	97 245	14 746	na	779	1 012	10 712	858
1996	5 342	551	109 633	14 441	na	838	964	9 466	811
2001	4 290	416	110 241	12 645	2 740	825	1 145	10 070	779
2006	5 156	495	125 485	14 506	2 572	1 089	1 478	11 693	805
2011	5 672	560	137 140	14 799	2 040	1 144	1 372	10 850	1 134
2016	5 362	576	141 396	12 541	1 695	1 298	1 656	10 443	1 057

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2016*

Table 5.4g Method of travel to work, by state/territory – Northern Territory

Census year	One method only								Public transport and other method (13)
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	
	Number of employed persons								
1981	2 907	396	24 170	5 847	na	1 387	1 641	6 738	na
1986	2 429	537	32 209	7 021	na	1 391	2 185	6 934	na
1991	2 389	317	31 781	6 118	na	1 146	2 908	6 938	218
1996	2 887	477	40 865	7 445	na	1 040	2 636	9 369	381
2001	2 711	411	44 343	7 261	1 050	918	2 846	10 561	483
2006	3 082	328	46 702	7 114	795	978	2 579	10 347	369
2011	3 306	327	55 435	7 750	727	1 419	2 742	10 863	518
2016	4 966	279	61 874	6 947	557	1 392	2 552	8 683	1 458

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2016*

Table 5.4h Method of travel to work, by state/territory – Australian Capital Territory

Census year	One method only								Public transport and other method (13)
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	
	Number of employed persons								
1981	8 642	405	61 213	10 194	na	1 417	1 902	3 802	na
1986	9 614	540	77 313	11 524	na	1 310	2 185	4 084	na
1991	9 680	325	78 981	12 363	na	906	2 043	4 726	1 440
1996	8 638	540	89 613	12 713	na	986	2 760	5 373	1 728
2001	7 506	561	99 585	12 845	1 695	1 069	3 115	5 741	1 595
2006	10 374	411	107 608	13 011	1 471	1 766	3 757	7 399	1 362
2011	11 208	463	122 109	13 626	1 284	1 800	4 671	8 164	1 899
2016	12 462	315	130 776	12 320	979	1 974	5 366	9 305	2 179

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2016*

Table 5.4i Method of travel to work, by state/territory – total Australia

Census year	One method only								Public transport and other method (13)
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	
	Number of employed persons								
1981	577 914	29 120	3 240 280	568 525	na	91 529	76 851	336 761	na
1986	518 804	27 551	3 564 128	522 013	na	79 031	86 201	340 597	na
1991	457 788	20 063	3 721 852	497 679	na	57 245	81 995	336 007	160 397
1996	469 511	25 013	4 419 997	532 142	na	52 866	74 423	313 894	186 402
2001	514 320	21 147	4 816 019	513 158	134 116	48 097	78 166	316 420	223 403
2006	601 666	21 969	5 403 443	533 252	120 399	60 741	90 085	367 020	215 213
2011	746 479	22 069	6 059 384	537 556	104 727	64 305	103 893	376 921	290 778
2016	881 706	19 715	6 573 293	489 814	85 823	64 522	107 733	370 264	331 353

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2016*

Chapter 6: Road

Figure 11 Map of national road network

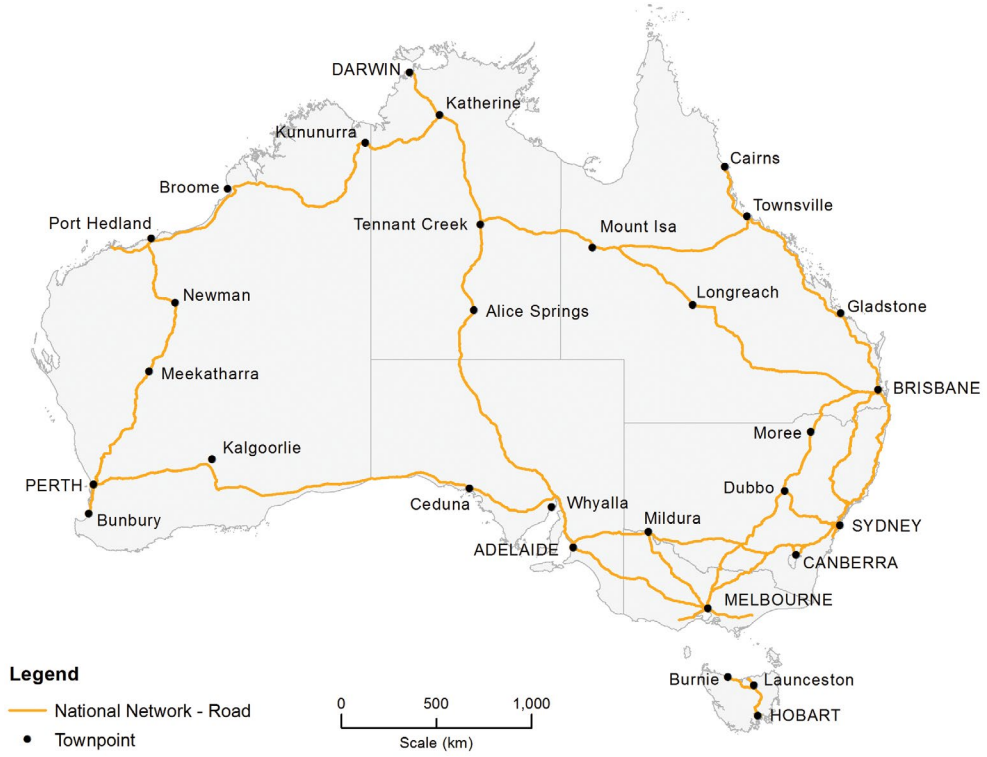


Table 6.1 Intercapital road distances

	Sydney	Melbourne	Brisbane	Adelaide	Perth	Darwin	Canberra
				km			
Sydney	-	878	917	1 375	3 934	3 942	286
Melbourne	-	-	1 666	726	3 406	3 740	663
Brisbane	-	-	-	2 009	4 316	3 426	1 185
Adelaide	-	-	-	-	2 696	3 030	1 159
Perth	-	-	-	-	-	3 848	3 716
Darwin	-	-	-	-	-	-	3 935

Source: Google maps as at 30 October 2021

Table 6.2a Total road length by state/territory, by road type

	Urban					Non-urban					Total
	Highway	Arterial	Local	Busway	Total	Highway	Arterial	Local	Busway	Total	
	kilometres										
New South Wales											
2010	1 454.0	3 813.9	33 177.1	na	38 445.1	10 137.4	70 343.6	87 384.4	na	167 865.3	206 310.4
2011	1 460.4	3 937.0	33 390.9	na	38 788.3	10 237.1	69 999.8	87 896.5	na	168 133.3	206 921.6
2012	1 491.2	3 968.3	33 047.6	49.5	38 556.6	10 329.1	69 972.5	87 416.6	0.0	167 718.1	206 274.7
2013	1 491.7	4 013.4	33 339.1	51.8	38 896.0	10 353.1	69 847.0	87 112.5	0.0	167 312.6	206 208.6
2014	1 498.0	4 069.4	33 585.5	51.8	39 204.7	10 355.9	69 836.9	87 414.3	0.0	167 607.0	206 811.7
2015	1 501.3	4 064.5	33 832.4	52.6	39 450.8	10 348.7	69 867.0	87 572.9	0.0	167 788.6	207 239.4
2016	1 502.0	4 065.8	34 092.3	53.1	39 713.2	10 347.7	69 850.8	88 063.2	0.0	168 261.6	207 974.8
2017	1 501.8	4 059.5	34 476.6	53.1	40 091.1	10 347.6	69 862.3	88 073.3	0.0	168 283.2	208 374.3
2018	1 500.7	4 068.9	34 688.0	53.1	40 310.7	10 341.3	69 844.7	88 127.4	0.0	168 313.4	208 624.1
Victoria											
2010	1 631.2	4 984.1	27 956.8	na	34 572.1	6 614.5	30 578.7	71 861.2	na	109 054.4	143 626.5
2011	1 634.1	4 982.6	28 626.3	na	35 243.0	6 591.5	30 605.3	71 764.7	na	108 961.5	144 204.5
2012	1 652.9	5 012.7	29 182.0	0.0	35 847.6	6 626.2	30 620.1	71 332.8	0.0	108 579.1	144 426.7
2013	1 669.1	5 060.8	29 293.4	0.0	36 023.3	6 623.6	30 625.2	71 731.0	0.0	108 979.8	145 003.1
2014	1 671.0	5 057.4	29 432.7	0.0	36 161.1	6 643.9	30 633.9	71 874.3	0.0	109 152.1	145 313.2
2015	1 672.6	5 060.8	29 683.1	0.0	36 416.5	6 644.3	30 636.2	72 039.3	0.0	109 319.8	145 736.3
2016	1 673.3	5 068.7	30 208.8	0.0	36 950.9	6 600.4	30 465.7	74 208.8	0.0	111 275.0	148 225.9
2017	1 673.9	5 090.9	30 525.8	0.0	37 290.6	6 599.9	30 480.5	74 306.9	0.0	111 387.3	148 677.9
2018	1 676.4	5 096.5	30 930.1	0.0	37 703.0	6 592.7	30 477.0	74 248.7	0.0	111 318.4	149 021.4
Queensland											
2010	952.8	2 219.2	25 742.6	na	28 914.6	10 883.5	19 047.5	170 673.8	na	200 604.8	229 519.4
2011	992.7	2 245.1	26 044.7	na	29 282.4	10 884.7	19 022.0	169 543.2	na	199 449.8	228 732.2
2012	983.7	2 281.1	26 238.0	28.7	29 531.5	10 887.2	19 051.2	167 603.2	0.0	197 541.6	227 073.1
2013	1 018.9	2 318.1	26 347.3	29.4	29 713.6	10 892.8	19 052.9	164 091.2	0.0	194 036.9	223 750.5
2014	954.8	2 270.8	26 618.6	34.7	29 879.0	10 885.4	19 053.6	163 793.7	0.0	193 732.7	223 611.7
2015	1 037.2	2 352.7	26 692.0	33.5	30 115.3	10 896.9	19 056.1	163 303.3	0.0	193 256.3	223 371.6
2016	1 049.8	2 393.8	27 530.4	30.1	31 004.2	10 898.3	19 018.3	168 734.8	0.0	198 651.4	229 655.6
2017	1 165.6	2 476.2	27 434.7	35.2	31 111.8	10 914.3	19 031.8	165 234.9	0.0	195 181.0	226 292.8
2018	1 099.6	2 379.0	27 825.0	35.2	31 338.9	10 915.8	19 062.0	165 314.9	0.0	195 292.7	226 631.6
South Australia											
2010	273.7	1 639.3	10 595.5	na	12 508.4	4 344.0	12 801.8	67 051.8	na	84 197.5	96 705.9
2011	252.1	1 695.5	10 606.3	na	12 553.9	3 226.4	13 902.7	66 626.5	na	83 755.6	96 309.5
2012	252.5	1 694.3	10 607.2	48.9	12 603.0	3 231.2	13 978.1	67 262.8	0.0	84 472.2	97 075.2
2013	252.8	1 693.3	10 703.8	24.7	12 674.6	3 231.2	13 974.4	67 313.2	0.0	84 518.8	97 193.4
2014	254.9	1 690.2	10 739.1	24.7	12 708.9	3 231.0	13 957.1	66 959.8	0.0	84 147.9	96 856.8
2015	273.7	1 702.3	10 729.6	24.2	12 729.9	3 231.0	13 961.5	67 019.5	0.0	84 212.0	96 941.9
2016	273.2	1 760.6	10 567.4	24.2	12 625.5	3 231.1	13 961.6	64 788.8	0.0	81 981.5	94 607.0
2017	275.6	1 882.1	10 209.7	24.2	12 391.7	3 222.8	13 891.4	62 861.1	0.0	79 975.4	92 367.1
2018	289.7	1 931.2	10 280.3	25.9	12 527.1	3 484.6	14 480.4	62 812.1	0.0	80 777.1	93 304.2
Western Australia											
2010	1 272.5	1 296.7	15 633.1	na	18 202.4	10 251.0	15 771.0	111 387.1	na	137 409.1	155 611.5
2011	1 448.3	1 567.7	15 283.2	na	18 299.1	9 930.0	15 106.3	114 415.7	na	139 452.0	157 751.1
2012	1 392.6	1 626.0	15 325.9	13.6	18 358.0	9 869.3	15 175.7	113 990.6	5.8	139 041.5	157 399.5
2013	1 420.7	1 630.7	15 448.6	12.8	18 512.8	9 916.4	15 161.3	114 092.8	5.8	139 176.2	157 689.0
2014	1 428.9	1 606.1	15 661.5	12.8	18 709.3	9 946.1	15 133.5	113 761.8	5.8	138 847.1	157 556.4
2015	1 439.6	1 651.4	15 850.6	13.4	18 955.0	9 943.1	15 178.5	113 306.9	5.8	138 434.4	157 389.4
2016	1 457.8	1 660.4	16 000.4	13.6	19 132.2	9 937.3	15 170.1	112 234.9	5.8	137 348.1	156 480.3
2017	1 483.3	1 693.6	16 173.2	14.0	19 364.1	9 969.9	15 143.7	112 616.0	6.1	137 735.7	157 099.8
2018	1 489.1	1 682.8	16 392.6	13.2	19 577.8	9 944.1	15 174.4	112 236.0	6.1	137 360.6	156 938.4

	Urban					Non-urban					Total
	Highway	Arterial	Local	Busway	Total	Highway	Arterial	Local	Busway	Total	
	kilometres										
Tasmania											
2010	349.2	537.5	3 023.8	na	3 910.5	1 517.3	3 064.3	10 818.0	na	15 399.6	19 310.1
2011	351.0	537.4	3 030.9	na	3 919.2	1 515.0	3 090.9	11 270.9	na	15 876.7	19 795.9
2012	349.4	568.2	3 017.5	0.0	3 935.1	1 530.4	3 083.2	11 554.8	0.0	16 168.4	20 103.5
2013	349.3	569.0	3 033.1	0.0	3 951.4	1 530.3	3 084.7	11 535.2	0.0	16 150.2	20 101.6
2014	349.0	567.8	3 037.4	0.0	3 954.2	1 530.4	3 235.8	11 377.6	0.0	16 143.9	20 098.1
2015	348.6	563.4	3 036.0	0.0	3 947.9	1 529.4	3 289.8	11 184.8	0.0	16 004.0	19 951.9
2016	347.8	565.5	3 038.3	0.0	3 951.6	1 529.8	3 287.0	11 076.2	0.0	15 893.0	19 844.6
2017	348.8	566.1	3 048.7	0.0	3 963.6	1 529.0	3 288.3	11 143.0	0.0	15 960.3	19 923.9
2018	349.3	566.9	3 066.2	0.0	3 982.4	1 529.0	3 288.5	11 095.8	0.0	15 913.4	19 895.8
Northern Territory											
2010	43.2	237.2	867.1	na	1 147.5	6 553.3	9 737.1	1 594.0	na	17 884.5	19 032.0
2011	23.9	302.9	839.9	na	1 166.7	6 556.5	10 144.0	1 477.3	na	18 177.9	19 344.6
2012	23.5	309.6	910.5	0.0	1 243.6	2 648.2	13 560.5	1 772.7	0.0	17 981.4	19 225.0
2013	23.5	309.5	925.6	0.0	1 258.7	2 647.9	13 594.4	1 802.6	0.0	18 044.9	19 303.6
2014	23.5	309.6	939.0	0.0	1 272.1	2 648.2	13 610.5	1 727.8	0.0	17 986.5	19 258.6
2015	23.5	310.7	946.5	0.0	1 280.7	2 649.8	13 607.3	1 744.3	0.0	18 001.4	19 282.1
2016	23.5	310.2	956.4	0.0	1 290.1	2 649.8	13 608.2	1 753.4	0.0	18 011.3	19 301.4
2017	23.5	311.7	955.9	0.0	1 291.1	2 649.8	13 704.2	1 766.5	0.0	18 120.6	19 411.7
2018	23.5	312.5	963.4	0.0	1 299.4	2 649.8	13 691.5	1 797.4	0.0	18 138.7	19 438.1
Australian Capital Territory											
2010	36.8	304.8	2 590.8	na	2 932.4	38.2	54.3	440.5	na	533.0	3 465.4
2011	35.3	314.3	2 630.8	na	2 980.3	36.8	56.2	448.4	na	541.4	3 521.7
2012	28.9	308.7	2 650.5	0.0	2 988.1	36.3	57.8	277.9	0.0	372.0	3 360.1
2013	28.5	314.2	2 669.1	0.0	3 011.8	36.9	55.5	287.6	0.0	380.0	3 391.8
2014	29.3	328.4	2 692.9	0.0	3 050.7	37.2	61.2	277.5	0.0	375.9	3 426.6
2015	30.6	327.7	2 698.6	0.0	3 056.9	37.4	62.1	291.3	0.0	390.8	3 447.7
2016	57.0	331.3	2 741.0	0.0	3 129.3	38.6	63.2	311.3	0.0	413.1	3 542.4
2017	60.0	333.1	2 746.0	0.0	3 139.1	38.6	65.5	340.3	0.0	444.3	3 583.4
2018	60.0	334.6	2 760.2	0.0	3 154.8	38.7	65.5	359.3	0.0	463.5	3 618.3
Other Territories											
2010	0.0	0.0	0.0	na	0.0	0.0	12.2	141.9	na	154.1	154.1
2011	0.0	0.0	0.0	na	0.0	0.0	12.2	175.3	na	187.5	187.5
2012	0.0	0.0	0.0	0.0	0.0	0.0	18.7	162.0	0.0	180.7	180.7
2013	0.0	0.0	0.0	0.0	0.0	0.0	18.7	163.2	0.0	181.9	181.9
2014	0.0	0.0	0.0	0.0	0.0	0.0	18.7	163.1	0.0	181.8	181.8
2015	0.0	0.0	0.0	0.0	0.0	0.0	18.7	163.2	0.0	181.9	181.9
2016	0.0	0.0	0.0	0.0	0.0	0.0	18.7	163.2	0.0	181.9	181.9
2017	0.0	0.0	0.0	0.0	0.0	0.0	18.7	163.2	0.0	181.9	181.9
2018	0.0	0.0	0.0	0.0	0.0	0.0	18.6	160.6	0.0	179.2	179.2
Australia											
2010	5 992.7	14 946.7	119 582.1	na	140 521.5	50 306.2	161 408.7	521 352.7	na	733 067.5	873 589.0
2011	6 177.1	15 496.2	120 448.0	na	142 121.3	48 944.9	161 937.5	523 618.5	na	734 500.9	876 622.2
2012	6 174.8	15 768.9	120 979.2	116.4	143 063.6	45 157.9	165 517.8	521 373.3	5.8	732 054.9	875 118.5
2013	6 254.4	15 909.1	121 759.9	118.7	144 042.1	45 232.3	165 414.0	518 129.3	5.8	728 781.4	872 823.5
2014	6 209.4	15 899.8	122 706.7	124.1	144 940.0	45 278.0	165 541.2	517 349.8	5.8	728 174.7	873 114.7
2015	6 326.9	16 033.6	123 468.8	123.7	145 953.1	45 280.7	165 677.2	516 625.6	5.8	727 589.3	873 542.4
2016	6 384.6	16 156.2	125 134.9	121.1	147 796.9	45 233.0	165 443.5	521 334.7	5.8	732 017.0	879 813.9
2017	6 532.7	16 413.2	125 570.6	126.6	148 643.1	45 272.0	165 486.5	516 505.2	6.1	727 269.7	875 912.8
2018	6 488.3	16 372.5	126 905.9	127.5	149 894.1	45 496.0	166 102.8	516 152.1	6.1	727 757.0	877 651.1

See end notes

na: not available

Sources: *Geoscape (2018), OpenStreetMap (2012, 2014), ABS (2010), ABS (2012)*
BITRE estimates

Table 6.2b Total locally controlled road length by state/territory, by road type

	NSW	Vic	Qld	SA	WA	Tas	NT	Australia
				kilometres				
2012–13	145 950.5	129 105.0	153 187.0	77 848.7	128 161.8	14 324.0	13 872.0	662 449.0
2013–14	146 210.0	129 464.0	152 827.0	77 786.0	128 003.0	14 219.0	13 675.0	662 184.0
2014–15	146 190.9	129 881.0	153 207.0	77 923.8	127 796.2	14 260.5	12 957.0	662 216.3
2015–16	146 324.0	130 549.0	149 663.0	78 215.0	127 876.0	14 216.0	13 307.0	660 150.0
2016–17	146 319.9	130 501.4	148 843.7	78 147.0	127 503.0	14 266.0	13 309.3	658 890.3
2017–18	146 530.0	131 184.0	149 278.0	78 198.0	127 977.0	14 162.0	13 268.0	660 597.0

Source: *Department of Infrastructure, Transport, Regional Development and Communications (2019)*

Table 6.2c Toll road length

Type	Name	State	Length
Harbour/river crossing	Sydney Harbour Bridge	NSW	1.1
	Sydney Harbour Tunnel	NSW	2.7
	Go Between Bridge	QLD	0.3
Tunnels or roads with tunnels	Cross City Tunnel	NSW	2.1
	Lane Cove Tunnel	NSW	3.8
	NorthConnex	NSW	9.0
	WestConnex – M5 East	NSW	4.0
	WestConnex – M8	NSW	9.0
	Clem7	QLD	6.8
	Airport Link	QLD	6.7
	Legacy Way	QLD	5.7
Intra-city links	M1 (Eastern Distributor)	NSW	6.0
	M2 (Hills)	NSW	21.0
	M7 (Westlink)	NSW	40.0
	M5 (South-West)	NSW	22.0
	CityLink	VIC	22.0
	EastLink	VIC	39.0
	Gateway Motorway	QLD	23.1
	Logan Motorway	QLD	38.7
	Westconnex – New M4	NSW	7.4
	Military Road E-Ramps	NSW	0.5
Regional bypass	Toowoomba Second Range Crossing	QLD	41.0
Total			311.9

Sources: *Transport for NSW (2020)*, *Transurban (2021)*, *Google Maps (2021)*

Table 6.2d Australian Road length, by type of road

	Paved undivided	Paved divided	Paved freeway	Paved Tunnel	Paved Total	Gravel	Formed	Other	Total
					Kilometres				
1975	225 215	2 891	400	0	228 505	210 497	215 745	181 388	836 135
1976	230 159	3 050	478	1	233 687	210 344	215 703	173 835	833 569
1977	235 147	3 208	513	1	238 869	210 360	216 796	164 430	830 456
1978	239 179	3 367	550	1	243 096	210 950	213 015	155 525	822 587
1979	243 231	3 526	614	1	247 371	216 638	208 124	147 584	819 717
1980	248 756	3 685	669	1	253 110	220 695	203 910	140 416	818 131
1981	256 104	3 843	678	1	260 625	222 549	201 547	134 489	819 211
1982	260 817	4 002	719	1	265 538	223 577	201 079	127 881	818 075
1983	264 686	4 161	751	1	269 598	229 143	198 373	123 156	820 269
1984	268 843	4 319	806	1	273 968	232 657	195 366	121 055	823 047
1985	273 098	4 478	869	1	278 445	236 999	192 710	117 300	825 454
1986	277 705	4 637	890	1	283 232	242 179	190 815	111 710	827 936
1987	281 505	4 795	989	1	287 290	242 841	187 205	108 129	825 465
1988	285 308	4 954	1 021	1	291 284	248 476	184 261	105 172	829 194
1989	288 208	5 113	1 147	1	294 469	250 897	182 614	103 101	831 080
1990	292 050	5 271	1 240	1	298 562	257 843	178 464	99 321	834 190
1991	295 287	5 430	1 253	1	301 971	261 449	177 069	97 207	837 697
1992	298 442	5 589	1 351	1	305 383	265 064	175 668	95 099	841 215
1993	302 431	5 748	1 440	4	309 623	269 735	173 233	90 955	843 545
1994	306 638	5 906	1 552	4	314 100	270 956	169 597	89 545	844 198
1995	310 793	6 065	1 722	4	318 584	272 175	165 955	88 140	844 855
1996	313 928	6 224	1 788	4	321 943	276 334	162 509	85 113	845 899
1997	318 456	6 382	1 817	5	326 660	280 201	160 901	79 019	846 781
1998	321 085	6 541	1 863	5	329 494	283 837	155 685	76 393	845 408
1999	324 634	6 700	1 914	5	333 254	284 591	154 252	75 341	847 437
2000	326 135	6 858	1 979	7	334 979	285 248	153 096	76 324	849 647
2001	330 507	7 017	2 051	15	339 590	287 341	149 968	75 684	852 583
2002	332 541	7 176	2 109	21	341 846	286 857	149 726	75 392	853 821
2003	334 169	7 334	2 182	21	343 706	285 714	150 369	74 454	854 243
2004	338 487	7 493	2 240	21	348 241	286 369	144 555	76 093	855 258
2005	341 935	7 652	2 259	21	351 866	287 893	143 232	76 404	859 395
2006	344 459	7 811	2 289	23	354 582	287 450	143 103	76 338	861 474
2007	349 485	7 969	2 320	26	359 800	287 675	142 382	73 523	863 380
2008	351 603	8 128	2 364	26	362 122	287 996	142 792	72 728	865 638
2009	356 679	8 287	2 521	28	367 514	288 578	142 686	70 613	869 391
2010	359 611	8 445	2 593	33	370 682	287 820	142 572	71 218	872 293
2011	364 321	8 430	2 681	33	375 465	289 177	143 262	71 251	879 155
2012	365 692	8 466	2 690	38	376 886	286 707	140 972	70 316	874 881
2013	366 833	8 439	2 773	38	378 083	284 978	139 557	69 979	872 597
2014	368 707	8 445	2 826	38	380 017	283 943	139 145	69 698	872 803
2015	369 770	8 470	2 902	43	381 185	283 841	139 493	69 624	874 142

Source: *BITRE, 2017*

Table 6.2e Road length by type of road, by state and territory

	Paved undivided	Paved divided	Paved freeway	Paved Tunnel	Paved Total	Gravel	Formed	Other	Total
					Kilometres				
New South Wales									
2012	96 913	1 801	965	18	99 698	59 149	29 714	17 665	206 225
2013	97 603	1 800	993	18	100 415	58 713	29 495	17 535	206 157
2014	98 762	1 788	1 037	18	101 606	58 386	29 331	17 437	206 760
2015	99 471	1 870	1 037	18	102 397	58 184	29 229	17 377	207 187
Victoria									
2012	79 722	843	965	7	81 537	45 714	9 083	8 093	144 427
2013	79 937	815	1 007	7	81 767	45 966	9 133	8 137	145 003
2014	80 366	834	1 012	7	82 219	45 862	9 113	8 119	145 313
2015	80 732	777	1 088	7	82 604	45 890	9 118	8 124	145 736
Queensland									
2012	82 601	3 571	328	11	86 510	70 358	58 048	12 128	227 044
2013	82 354	3 571	338	11	86 273	68 827	56 785	11 864	223 749
2014	82 247	3 571	338	11	86 166	68 794	56 758	11 859	223 577
2015	81 219	3 566	338	15	85 138	69 646	57 461	12 006	224 251
South Australia									
2012	30 695	291	131	0	31 117	39 594	13 583	12 756	97 050
2013	30 787	293	131	0	31 211	39 609	13 588	12 760	97 169
2014	30 946	289	135	0	31 371	39 311	13 486	12 664	96 832
2015	31 106	291	135	0	31 532	39 266	13 470	12 650	96 918
Western Australia									
2012	53 059	1 357	181	2	54 598	58 689	27 078	17 014	157 380
2013	53 331	1 360	181	2	54 873	58 708	27 087	17 020	157 688
2014	53 506	1 363	181	2	55 051	58 521	27 001	16 965	157 538
2015	54 249	1 366	181	2	55 797	57 998	26 760	16 814	157 369
Tasmania									
2012	11 129	129	85	0	11 343	8 679	81	0	20 104
2013	11 176	126	88	0	11 390	8 631	81	0	20 102
2014	11 245	126	88	0	11 459	8 559	80	0	20 098
2015	11 312	126	88	0	11 526	8 348	78	0	19 952
Northern Territory									
2012	8 513	247	0	0	8 760	4 419	3 385	2 660	19 225
2013	8 581	247	0	0	8 828	4 424	3 389	2 663	19 304
2014	8 571	247	0	0	8 818	4 409	3 378	2 654	19 259
2015	8 595	247	0	0	8 843	4 409	3 377	2 653	19 282
Australian Capital Territory									
2012	3 059	227	35	0	3 322	104	0	0	3 426
2013	3 064	227	35	0	3 326	100	0	0	3 426
2014	3 064	227	35	0	3 327	100	0	0	3 427
2015	3 085	227	35	0	3 348	100	0	0	3 448

Source: *BITRE, 2017*

Table 6.2f Lane kilometres, by type of road, Australia

Calendar Year	Paved undivided	Paved divided	Paved freeway	Paved Tunnel	Paved Total	Gravel	Formed	Other	Total
					Lane Kilometres				
1975	450 429	11 564	1 958	0	463 951	420 994	431 490	362 776	1 679 211
1976	460 318	12 199	2 274	3	474 794	420 687	431 407	347 671	1 674 559
1977	470 294	12 834	2 440	4	485 571	420 720	433 593	328 861	1 668 745
1978	478 357	13 469	2 598	4	494 427	421 900	426 030	311 051	1 653 409
1979	486 462	14 103	3 101	4	503 669	433 275	416 249	295 167	1 648 361
1980	497 512	14 738	3 327	4	515 581	441 390	407 819	280 832	1 645 623
1981	512 208	15 373	3 363	4	530 947	445 098	403 095	268 977	1 648 118
1982	521 634	16 008	3 559	4	541 205	447 153	402 157	255 762	1 646 277
1983	529 372	16 642	3 687	4	549 705	458 286	396 746	246 311	1 651 048
1984	537 686	17 277	3 907	4	558 874	465 314	390 733	242 111	1 657 031
1985	546 196	17 912	4 593	4	568 705	473 998	385 420	234 600	1 662 722
1986	555 410	18 547	4 678	4	578 639	484 358	381 630	223 419	1 668 046
1987	563 010	19 182	5 102	4	587 297	485 682	374 409	216 258	1 663 646
1988	570 617	19 816	5 240	4	595 677	496 953	368 522	210 345	1 671 496
1989	576 416	20 451	5 765	4	602 636	501 794	365 227	206 201	1 675 859
1990	584 100	21 086	6 137	4	611 326	515 686	356 929	198 642	1 682 582
1991	590 574	21 721	6 203	4	618 501	522 899	354 139	194 414	1 689 953
1992	596 885	22 355	6 558	7	625 805	530 128	351 337	190 199	1 697 468
1993	604 863	22 990	6 914	18	634 785	539 470	346 466	181 910	1 702 631
1994	613 276	23 625	7 362	18	644 282	541 912	339 194	179 090	1 704 477
1995	621 587	24 260	8 236	18	654 100	544 351	331 910	176 281	1 706 642
1996	627 855	24 894	8 500	18	661 268	552 669	325 017	170 226	1 709 180
1997	636 912	25 529	8 635	21	671 097	560 402	321 801	158 038	1 711 338
1998	642 170	26 164	8 838	21	677 193	567 674	311 370	152 785	1 709 022
1999	649 269	26 799	9 042	23	685 133	569 181	308 504	150 681	1 713 499
2000	652 270	27 433	9 867	32	689 603	570 495	306 193	152 647	1 718 938
2001	661 014	28 068	10 244	79	699 404	574 682	299 936	151 367	1 725 389
2002	665 083	28 703	10 471	96	704 353	573 713	299 452	150 784	1 728 302
2003	668 338	29 338	10 906	96	708 677	571 429	300 738	148 908	1 729 751
2004	676 973	29 973	11 138	96	718 179	572 737	289 110	152 187	1 732 213
2005	683 870	30 607	11 227	96	725 799	575 786	286 463	152 808	1 740 857
2006	688 918	31 242	11 349	104	731 614	574 900	286 207	152 677	1 745 397
2007	698 970	31 877	11 479	118	742 444	575 349	284 765	147 045	1 749 603
2008	703 206	32 512	11 657	118	747 493	575 992	285 585	145 455	1 754 526
2009	713 358	33 146	12 422	128	759 054	577 156	285 372	141 226	1 762 808
2010	719 223	33 781	12 917	147	766 068	575 641	285 144	142 436	1 769 289
2011	728 642	33 721	13 269	147	775 779	578 354	286 524	142 503	1 783 159
2012	731 384	33 864	13 357	187	778 793	573 414	281 945	140 631	1 774 783
2013	733 666	33 756	13 711	191	781 322	569 956	279 114	139 958	1 770 351
2014	737 415	33 782	13 958	191	785 345	567 885	278 290	139 397	1 770 917
2015	739 539	33 879	14 350	218	787 987	567 683	278 986	139 247	1 773 903

Note: Lane kilometre figures are obtained by multiplying the length of each segment of road by the number of lanes

Source: BITRE, 2017

Table 6.2g Lane kilometres, by state and territory

Calendar Year	Paved undivided	Paved divided	Paved freeway	Paved Tunnel	Paved Total	Gravel	Formed	Other	Total
					Lane Kilometres				
New South Wales									
2012	193 826	7 204	4 141	76	205 247	118 298	59 427	35 330	418 303
2013	195 206	7 200	4 255	76	206 737	117 425	58 989	35 070	418 221
2014	197 524	7 153	4 429	76	209 183	116 772	58 661	34 875	419 491
2015	198 943	7 480	4 429	76	210 927	116 368	58 458	34 754	420 507
Victoria									
2012	159 443	3 373	4 556	40	167 412	91 428	18 166	16 185	293 192
2013	159 875	3 262	4 724	40	167 900	91 932	18 266	16 275	294 373
2014	160 732	3 337	4 754	40	168 863	91 725	18 225	16 238	295 051
2015	161 464	3 107	5 058	40	169 669	91 781	18 236	16 248	295 934
Queensland									
2012	165 202	14 282	1 701	63	181 249	140 716	116 095	24 257	462 317
2013	164 708	14 282	1 741	63	180 795	137 654	113 569	23 729	455 746
2014	164 494	14 282	1 747	63	180 586	137 589	113 515	23 718	455 408
2015	162 438	14 264	1 761	91	178 554	139 293	114 921	24 011	456 779
South Australia									
2012	61 390	1 166	1 653	2	64 210	79 189	27 166	25 511	196 076
2013	61 574	1 171	1 653	2	64 400	79 219	27 176	25 521	196 316
2014	61 892	1 157	1 682	2	64 733	78 622	26 971	25 328	195 655
2015	62 211	1 164	1 750	2	65 126	78 531	26 940	25 299	195 897
Western Australia									
2012	106 118	5 427	807	6	112 359	117 378	54 157	34 028	317 922
2013	106 662	5 439	827	10	112 938	117 416	54 174	34 039	318 567
2014	107 012	5 451	836	10	113 309	117 041	54 001	33 931	318 282
2015	108 498	5 463	842	10	114 812	115 997	53 519	33 628	317 956
Tasmania									
2012	22 259	515	345	0	23 119	17 358	162	0	40 639
2013	22 352	504	356	0	23 212	17 262	161	0	40 635
2014	22 491	504	356	0	23 351	17 118	160	0	40 628
2015	22 624	504	356	0	23 484	16 695	156	0	40 336
Northern Territory									
2012	17 027	988	0	0	18 015	8 839	6 771	5 320	38 944
2013	17 162	988	0	0	18 150	8 848	6 778	5 325	39 101
2014	17 142	988	0	0	18 130	8 819	6 756	5 307	39 011
2015	17 191	989	0	0	18 179	8 818	6 755	5 307	39 058
Australian Capital Territory									
2012	6 119	910	153	1	7 183	208	0	0	7 391
2013	6 127	910	153	1	7 191	200	0	0	7 391
2014	6 128	910	153	1	7 191	200	0	0	7 391
2015	6 170	910	153	1	7 234	200	0	0	7 434

Note: Lane kilometre figures are obtained by multiplying the length of each segment of road by the number of lanes

Source: BITRE, 2017

Table 6.3 Total vehicle kilometres travelled, by vehicle type

Financial year	Passenger cars	Motorcycles	Buses	Light commercial vehicles	Rigid and other trucks	Articulated trucks	Total
	billion vehicle kilometres travelled						
1970–71	60.73	1.01	0.66	9.84	4.70	1.66	78.61
1971–72	64.80	1.10	0.65	10.42	4.69	1.76	83.43
1972–73	67.33	1.20	0.68	11.01	4.71	1.80	86.72
1973–74	71.99	1.30	0.69	12.02	4.87	1.90	92.76
1974–75	75.21	1.40	0.69	12.96	5.03	1.91	97.19
1975–76	78.40	1.64	0.69	13.12	5.25	2.03	101.12
1976–77	82.08	1.68	0.70	14.83	5.15	2.20	106.64
1977–78	85.02	1.73	0.71	16.11	5.10	2.22	110.90
1978–79	87.56	1.77	0.73	16.67	5.13	2.60	114.46
1979–80	88.06	1.90	0.77	16.79	5.65	2.80	115.97
1980–81	89.57	2.00	0.82	17.34	6.13	2.88	118.74
1981–82	94.14	2.18	0.86	17.86	6.97	3.06	125.07
1982–83	94.64	2.20	0.95	17.89	6.22	3.03	124.94
1983–84	99.13	2.25	1.05	19.32	6.17	3.41	131.32
1984–85	103.07	2.28	1.14	20.52	6.34	3.59	136.95
1985–86	106.47	2.10	1.22	21.23	6.22	3.67	140.91
1986–87	109.00	2.00	1.30	21.72	6.28	3.69	144.00
1987–88	114.57	1.92	1.39	22.77	6.69	3.95	151.29
1988–89	120.30	2.00	1.47	23.73	6.73	4.05	158.28
1989–90	124.00	1.80	1.56	23.90	6.84	4.13	162.23
1990–91	124.47	1.62	1.52	23.30	6.12	4.07	161.10
1991–92	127.18	1.61	1.48	24.17	5.91	4.10	164.46
1992–93	131.33	1.62	1.49	24.95	5.82	4.39	169.61
1993–94	134.91	1.59	1.55	25.76	6.02	4.53	174.35
1994–95	139.38	1.57	1.59	27.27	6.32	4.82	180.95
1995–96	141.59	1.52	1.64	28.28	6.65	5.02	184.71
1996–97	142.87	1.52	1.65	28.65	7.15	5.21	187.06
1997–98	144.51	1.46	1.69	29.94	7.24	5.40	190.24
1998–99	148.08	1.40	1.71	30.69	7.17	5.55	194.61
1999–00	151.17	1.42	1.76	31.33	7.29	5.70	198.67
2000–01	149.75	1.46	1.80	31.70	7.17	5.62	197.51
2001–02	153.63	1.55	1.82	32.94	7.44	5.81	203.19
2002–03	157.71	1.52	1.86	34.02	7.70	5.97	208.78
2003–04	165.35	1.60	1.89	35.15	7.85	6.16	218.00
2004–05	166.02	1.72	1.91	35.38	8.10	6.32	219.45
2005–06	162.91	1.88	1.96	36.28	8.39	6.46	217.89
2006–07	164.94	2.04	2.00	37.64	8.62	6.72	221.95
2007–08	165.73	2.20	2.06	39.26	8.86	6.91	225.02
2008–09	165.08	2.32	2.13	40.19	8.75	6.83	225.31
2009–10	166.15	2.39	2.20	41.85	8.99	6.95	228.53
2010–11	168.03	2.34	2.27	43.12	9.21	7.20	232.17
2011–12	169.58	2.28	2.36	44.48	9.45	7.45	235.60
2012–13	173.09	2.33	2.40	45.83	9.65	7.65	240.95
2013–14	175.79	2.38	2.44	47.09	9.84	7.84	245.38
2014–15	177.97	2.41	2.46	48.48	10.03	7.95	249.30
2015–16	179.14	2.45	2.48	50.11	10.30	8.03	252.52
2016–17	180.29	2.47	2.49	51.95	10.54	8.12	255.86
2017–18	181.42	2.46	2.51	54.00	10.81	8.22	259.41
2018–19	180.75	2.44	2.54	54.39	10.91	8.30	259.33
2019–20	168.10	2.13	2.30	53.88	11.14	8.38	245.93
2020–21	169.95	2.21	2.25	54.95	11.36	8.47	249.19

Note: 2020–21 data are preliminary/provisional

Source: *BITRE estimates*

Table 6.4 Total vehicle kilometres travelled by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion vehicle kilometres travelled								
1970–71	27.76	21.45	10.77	7.42	7.49	2.30	0.51	0.91	78.61
1971–72	29.31	22.78	11.52	7.76	8.04	2.42	0.57	1.02	83.43
1972–73	30.24	23.65	12.17	8.00	8.43	2.50	0.61	1.12	86.72
1973–74	31.99	25.24	13.23	8.61	9.10	2.65	0.68	1.26	92.76
1974–75	33.18	26.38	14.11	9.09	9.65	2.74	0.67	1.37	97.19
1975–76	34.00	27.48	14.95	9.49	10.17	2.82	0.75	1.47	101.12
1976–77	35.60	28.96	15.84	9.98	10.91	2.95	0.84	1.57	106.64
1977–78	36.77	30.05	16.70	10.29	11.49	3.07	0.89	1.64	110.90
1978–79	38.12	30.76	17.56	10.40	11.84	3.15	0.94	1.70	114.46
1979–80	38.83	30.83	18.18	10.28	11.97	3.16	0.99	1.72	115.97
1980–81	39.90	31.30	19.12	10.27	12.16	3.19	1.04	1.76	118.74
1981–82	41.72	32.99	20.60	10.68	12.79	3.32	1.12	1.86	125.07
1982–83	41.18	33.15	20.85	10.69	12.73	3.33	1.13	1.89	124.94
1983–84	43.23	34.73	21.91	11.28	13.45	3.52	1.21	1.99	131.32
1984–85	45.11	36.22	22.79	11.80	13.94	3.69	1.28	2.10	136.95
1985–86	46.03	37.47	23.59	12.14	14.35	3.79	1.34	2.20	140.91
1986–87	46.70	38.63	24.20	12.36	14.66	3.82	1.36	2.27	144.00
1987–88	48.65	40.92	25.65	12.87	15.43	3.97	1.40	2.41	151.29
1988–89	50.42	42.99	27.29	13.32	16.16	4.12	1.42	2.54	158.28
1989–90	51.48	44.02	28.22	13.51	16.63	4.28	1.45	2.64	162.23
1990–91	50.93	43.54	28.49	13.30	16.48	4.26	1.43	2.67	161.10
1991–92	51.80	44.20	29.73	13.43	16.74	4.34	1.46	2.76	164.46
1992–93	53.38	45.13	31.30	13.69	17.25	4.49	1.50	2.87	169.61
1993–94	54.82	46.06	32.55	13.77	18.07	4.60	1.54	2.95	174.35
1994–95	56.71	47.38	34.31	13.99	19.17	4.73	1.62	3.04	180.95
1995–96	57.43	48.45	35.52	14.06	19.69	4.79	1.70	3.08	184.71
1996–97	57.76	49.38	36.10	14.19	20.00	4.81	1.73	3.09	187.06
1997–98	58.85	49.88	37.03	14.43	20.41	4.77	1.76	3.11	190.24
1998–99	60.24	51.06	37.86	14.84	20.89	4.76	1.78	3.17	194.61
1999–00	61.72	51.70	38.99	15.26	21.19	4.77	1.80	3.23	198.67
2000–01	61.50	51.06	39.15	15.20	21.00	4.67	1.75	3.18	197.51
2001–02	62.85	52.86	40.64	15.50	21.52	4.79	1.78	3.26	203.19
2002–03	64.01	54.53	41.98	16.01	22.10	4.97	1.82	3.37	208.78
2003–04	66.72	56.67	44.62	16.26	23.14	5.20	1.87	3.51	218.00
2004–05	67.15	56.82	45.32	16.07	23.54	5.16	1.86	3.52	219.45
2005–06	66.45	56.10	45.59	15.86	23.42	5.12	1.86	3.49	217.89
2006–07	67.32	56.72	47.03	16.11	24.06	5.25	1.92	3.55	221.96
2007–08	67.93	57.64	48.23	15.92	24.46	5.28	1.99	3.58	225.02
2008–09	68.02	57.32	48.09	15.89	25.12	5.25	2.03	3.59	225.31
2009–10	68.96	58.52	48.80	16.11	25.23	5.24	2.04	3.62	228.53
2010–11	70.36	59.77	49.19	16.14	25.71	5.26	2.06	3.68	232.17
2011–12	71.11	60.86	50.02	16.15	26.35	5.29	2.07	3.75	235.60
2012–13	72.69	62.20	51.31	16.47	26.98	5.33	2.11	3.85	240.95
2013–14	73.88	63.51	52.11	16.85	27.60	5.37	2.14	3.91	245.37
2014–15	75.12	64.57	52.98	17.05	28.04	5.41	2.16	3.96	249.28
2015–16	76.14	65.38	53.80	17.19	28.42	5.41	2.16	3.99	252.50
2016–17	77.35	66.58	54.44	17.31	28.50	5.43	2.19	4.04	255.84
2017–18	78.42	67.80	55.16	17.50	28.64	5.55	2.23	4.11	259.41
2018–19	78.18	68.32	55.09	17.26	28.60	5.56	2.22	4.10	259.33
2019–20	72.71	64.66	53.06	16.51	27.72	5.24	2.14	3.90	245.93
2020–21	75.42	59.84	56.27	17.04	28.88	5.39	2.23	4.10	249.19

Note: 2020–21 data are preliminary/provisional

Note: NSW includes Jervis Bay

Source: *BITRE estimates*

Table 6.5 Total vehicle kilometres travelled by capital city

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra	Total
	billion vehicle kilometres travelled								
1970–71	14.79	12.31	4.34	4.57	4.52	0.72	0.21	0.90	42.36
1971–72	15.64	13.08	4.68	4.81	4.87	0.76	0.23	1.01	45.09
1972–73	16.15	13.60	4.98	5.00	5.13	0.78	0.26	1.11	47.02
1973–74	17.10	14.51	5.43	5.43	5.58	0.84	0.29	1.25	50.43
1974–75	17.76	15.36	5.76	5.76	5.95	0.89	0.25	1.36	53.10
1975–76	18.23	16.21	6.14	6.04	6.28	0.94	0.31	1.46	55.61
1976–77	19.07	17.23	6.51	6.35	6.72	1.00	0.34	1.56	58.78
1977–78	19.68	18.06	6.88	6.53	7.07	1.08	0.35	1.63	61.29
1978–79	20.36	18.63	7.23	6.57	7.28	1.12	0.38	1.69	63.24
1979–80	20.69	18.78	7.41	6.44	7.37	1.14	0.40	1.71	63.95
1980–81	21.15	19.18	7.72	6.39	7.50	1.17	0.43	1.75	65.27
1981–82	22.14	20.33	8.29	6.63	7.91	1.22	0.47	1.85	68.84
1982–83	21.94	20.40	8.44	6.66	7.94	1.23	0.47	1.88	68.97
1983–84	23.09	21.28	8.91	7.03	8.42	1.30	0.51	1.98	72.54
1984–85	24.19	22.12	9.31	7.37	8.74	1.37	0.55	2.09	75.75
1985–86	24.85	23.10	9.82	7.59	9.03	1.43	0.59	2.19	78.60
1986–87	25.39	23.94	10.12	7.74	9.24	1.44	0.61	2.26	80.75
1987–88	26.54	25.41	10.76	8.07	9.75	1.49	0.63	2.40	85.05
1988–89	27.50	26.73	11.43	8.38	10.27	1.54	0.64	2.53	89.03
1989–90	28.05	27.38	11.77	8.52	10.57	1.60	0.65	2.64	91.18
1990–91	27.76	27.11	11.88	8.41	10.44	1.59	0.65	2.66	90.52
1991–92	28.25	27.59	12.38	8.51	10.63	1.63	0.67	2.75	92.39
1992–93	29.10	28.23	12.99	8.67	11.03	1.70	0.69	2.86	95.27
1993–94	29.89	28.88	13.50	8.71	11.66	1.75	0.71	2.94	98.05
1994–95	30.95	29.81	14.23	8.85	12.45	1.79	0.76	3.03	101.88
1995–96	31.45	30.34	14.77	8.87	12.83	1.82	0.79	3.08	103.95
1996–97	31.69	30.68	15.05	8.94	13.03	1.82	0.82	3.09	105.11
1997–98	32.30	31.31	15.52	9.08	13.25	1.79	0.84	3.11	107.19
1998–99	33.12	32.03	15.83	9.34	13.55	1.78	0.85	3.17	109.69
1999–00	33.97	32.70	16.31	9.61	13.75	1.79	0.86	3.23	112.21
2000–01	33.89	32.80	16.38	9.57	13.62	1.75	0.84	3.18	112.03
2001–02	34.65	33.53	16.99	9.74	13.97	1.79	0.85	3.25	114.77
2002–03	35.30	34.21	17.54	10.05	14.37	1.85	0.87	3.36	117.55
2003–04	36.88	35.35	18.66	10.18	15.08	1.94	0.89	3.51	122.49
2004–05	37.12	35.65	19.05	10.03	15.35	1.92	0.89	3.52	123.52
2005–06	36.64	35.50	19.19	9.90	15.22	1.90	0.90	3.49	122.75
2006–07	37.04	35.77	19.85	10.01	15.64	1.94	0.93	3.55	124.72
2007–08	37.44	36.38	20.49	9.83	15.83	1.95	0.97	3.58	126.47
2008–09	37.48	36.11	20.52	9.81	16.26	1.94	0.99	3.59	126.70
2009–10	38.00	36.81	20.91	9.94	16.30	1.93	1.00	3.62	128.50
2010–11	38.78	37.67	21.23	9.93	16.56	1.93	1.02	3.68	130.80
2011–12	39.16	38.37	21.67	9.91	16.96	1.94	1.03	3.75	132.80
2012–13	40.05	39.33	22.32	10.14	17.34	1.96	1.06	3.85	136.04
2013–14	40.62	40.19	22.72	10.37	17.77	1.98	1.09	3.91	138.65
2014–15	41.22	40.91	23.13	10.50	18.13	2.00	1.10	3.95	140.94
2015–16	41.72	41.41	23.54	10.58	18.49	2.01	1.11	3.99	142.84
2016–17	42.39	42.12	23.90	10.67	18.63	2.01	1.14	4.04	144.91
2017–18	42.98	42.88	24.23	10.78	18.73	2.08	1.19	4.10	146.97
2018–19	42.89	43.24	24.43	10.63	18.73	2.09	1.19	4.09	147.30
2019–20	39.56	40.73	23.47	10.11	18.12	1.97	1.15	3.90	139.01
2020–21	40.70	37.23	24.76	10.46	18.90	2.03	1.20	4.10	139.39

Note: 2020–21 data are preliminary/provisional

Source: *BITRE estimates*

Table 6.6 Total road freight, by vehicle type

Financial year	Light commercial vehicles	Rigid trucks	Articulated trucks	Total road freight
	billion tonne-kilometres			
1974–75	1.6	12.5	22.2	36.2
1975–76	1.7	12.6	23.8	38.1
1976–77	1.9	13.5	26.8	42.2
1977–78	1.9	13.1	27.4	42.4
1978–79	2.2	14.0	30.7	47.0
1979–80	2.4	15.2	34.9	52.5
1980–81	2.5	16.0	38.7	57.3
1981–82	2.5	16.6	42.0	61.2
1982–83	2.5	15.5	41.4	59.3
1983–84	2.8	16.5	45.8	65.0
1984–85	3.0	16.8	49.9	69.6
1985–86	3.2	17.3	52.6	73.0
1986–87	3.3	17.4	53.1	73.8
1987–88	3.7	18.8	59.5	82.0
1988–89	4.3	20.5	63.7	88.6
1989–90	4.9	21.4	66.1	92.4
1990–91	5.0	20.5	61.2	86.6
1991–92	4.9	20.7	64.2	89.8
1992–93	4.9	21.2	68.1	94.1
1993–94	4.8	21.5	71.8	98.1
1994–95	4.8	22.2	76.7	103.7
1995–96	4.9	23.0	82.6	110.5
1996–97	5.0	23.7	88.0	116.8
1997–98	5.1	24.0	93.4	122.5
1998–99	5.2	24.9	98.1	128.1
1999–00	5.4	25.7	103.8	134.8
2000–01	5.5	26.0	107.7	139.2
2001–02	5.8	27.4	113.0	146.2
2002–03	6.0	28.6	116.0	150.6
2003–04	6.3	30.5	122.0	158.8
2004–05	6.3	29.7	126.2	162.2
2005–06	6.5	31.1	130.5	168.1
2006–07	6.9	31.4	137.8	176.1
2007–08	7.2	33.2	143.2	183.5
2008–09	7.2	33.5	142.6	183.4
2009–10	7.2	33.8	140.5	181.5
2010–11	7.6	35.7	148.3	191.7
2011–12	8.0	37.3	154.3	199.6
2012–13	8.1	37.1	153.9	199.2
2013–14	8.3	37.4	155.2	200.8
2014–15	8.4	36.4	157.5	202.4
2015–16	8.6	37.6	158.5	204.8
2016–17	8.7	38.4	161.4	208.5
2017–18	8.9	39.5	165.8	214.2
2018–19	8.8	41.4	170.3	220.5
2019–20	8.9	41.8	172.2	222.9
2020–21	9.2	43.2	177.7	230.1

See end notes

Source: *BITRE estimates*

Table 6.7 Private vehicle ownership and operating cost indices

June reference month	Australia motor vehicle consumer price	Private motoring	Motor vehicle retail price	Automotive fuel	Motor vehicle repair and servicing	Motor vehicle parts and accessories	Other motoring services	Urban transport fares
	base of each index: 2011–12 = 100.0							
1973		11.6	22.1	6.8				8.1
1974		13.1	24.0	8.0				8.4
1975		16.0	28.2	9.5				9.5
1976		18.5	34.5	10.3				11.1
1977		20.3	38.2	10.7				10.8
1978		21.8	41.7	11.8				11.7
1979		24.4	43.0	16.2				12.3
1980		27.6	45.6	21.6				14.3
1981		30.1	48.4	25.1	29.3	43.4	19.4	16.6
1982		32.6	53.2	24.8	33.6	44.3	23.3	19.1
1983	43.0	35.9	58.5	27.7	36.5	47.3	24.7	21.2
1984	44.8	39.1	61.2	32.1	38.8	51.7	26.6	24.1
1985	47.0	42.5	66.6	35.9	41.0	54.4	28.6	25.4
1986	53.9	44.3	75.5	32.3	45.3	56.6	30.0	27.2
1987	61.8	50.7	89.1	36.3	50.1	60.3	33.1	29.9
1988	67.1	53.4	97.9	35.5	53.2	65.9	34.2	32.3
1989	70.6	56.1	103.8	37.3	55.6	68.6	35.4	35.3
1990	82.5	60.5	107.7	42.2	60.0	71.2	36.3	38.5
1991	85.2	62.1	108.7	42.9	62.9	71.4	38.8	44.1
1992	88.1	63.9	111.7	44.8	63.6	71.1	41.9	46.6
1993	92.8	65.7	118.8	45.3	64.3	71.0	45.7	49.3
1994	96.2	67.5	122.1	46.0	65.3	72.6	46.9	50.9
1995	99.2	69.6	128.1	46.8	66.1	74.2	48.1	52.4
1996	98.4	72.6	130.0	49.1	68.6	73.5	50.0	54.4
1997	97.0	72.2	120.6	49.4	69.1	74.4	52.1	57.8
1998	98.5	71.5	116.5	47.8	69.2	74.0	53.9	58.6
1999	96.6	71.4	112.2	47.2	71.3	74.9	56.7	59.8
2000	100.1	76.8	111.7	57.5	69.4	74.1	59.1	62.7
2001	102.3	80.9	112.8	63.9	74.3	75.4	61.3	69.5
2002	106.5	80.6	113.9	60.7	76.5	77.7	63.6	71.7
2003	108.0	80.6	112.2	59.9	78.9	79.0	65.8	73.1
2004	105.5	83.2	108.9	66.9	81.1	79.2	69.9	76.8
2005	103.8	86.1	106.0	73.9	84.5	80.9	72.0	78.1
2006	104.2	92.9	105.0	92.2	86.3	83.8	73.5	80.6
2007	104.7	92.9	106.5	88.3	88.6	86.8	77.1	83.6
2008	106.1	99.4	105.2	104.5	91.6	91.0	81.1	87.7
2009	105.0	92.8	104.2	83.1	95.4	99.1	84.3	92.2
2010	103.8	95.8	103.4	89.4	97.5	99.5	90.8	94.5
2011	99.3	99.2	101.9	99.4	95.8	99.5	96.5	97.2
2012	99.9	101.2	100.3	101.9	100.7	100.0	102.7	102.3
2013	98.9	100.4	96.9	98.5	105.3	100.4	107.4	106.8
2014	96.7	103.1	96.2	106.1	103.1	102.3	111.2	109.5
2015	97.7	100.7	94.9	94.9	105.2	106.1	118.7	105.1
2016	93.7	97.7	95.0	83.9	107.4	106.2	121.1	105.2
2017	95.1	99.9	93.8	89.7	108.4	107.7	123.5	106.7
2018		105.2	91.7	104.3	110.2	110.1	128.0	109.7
2019		107.0	94.8	103.8	113.3	111.7	131.5	111.7
2020		98.5	94.2	80.5	116.8	112.7	128.6	111.4
2021		109.7	101.2	102.5	119.3	113.5	132.8	112.7

Note: Data are not readily available for missing years

Source: *ABS, 2021, Consumer Price Index*

Table 6.8 Year of manufacture by vehicle type – Australia

January Reference Month	Passenger Vehicles	Motor cycles	Light Rigid Trucks up to 4.5t GVM	Heavy Rigid Trucks > 4.5t GVM	Buses > 9 seats	Camper vans	Box and boat trailers, horse floats and all other trailers	Ambu-lances	All other vehicles	Total
2001	300 829	15 860	3 784	6 971	2 232	1 959	64 965	46	83 861	480 507
2002	360 979	16 020	5 827	9 899	2 286	2 141	73 965	31	104 625	575 773
2003	464 618	18 891	4 513	9 311	2 495	2 767	78 595	48	129 083	710 321
2004	514 191	22 425	6 221	12 833	2 380	2 781	89 070	65	149 456	799 422
2005	582 268	30 658	7 159	13 320	3 524	2 539	90 350	44	165 621	895 483
2006	609 847	39 681	6 094	14 621	4 035	2 690	93 950	56	161 871	932 845
2007	683 213	45 666	7 176	20 119	4 433	2 904	100 086	53	184 716	1 048 366
2008	681 043	50 687	7 517	14 244	5 909	2 744	96 104	98	207 306	1 065 652
2009	648 833	40 128	5 778	12 366	4 565	1 960	93 565	72	182 045	989 312
2010	765 726	40 335	8 116	15 148	5 263	2 811	97 439	170	211 440	1 146 448
2011	736 422	40 006	5 681	9 691	5 690	2 192	98 319	223	200 460	1 098 684
2012	835 172	47 353	7 389	13 477	5 153	1 964	98 806	269	248 577	1 258 160
2013	880 629	49 241	7 492	12 023	4 408	2 003	100 562	260	250 513	1 307 131
2014	836 990	50 186	7 999	12 467	4 937	2 009	104 814	302	242 140	1 261 844
2015	900 065	54 269	9 046	13 049	4 724	2 315	106 287	376	255 349	1 345 480
2016	917 468	58 105	10 192	13 252	4 450	2 611	106 072	417	272 984	1 385 551
2017	911 953	52 479	13 054	14 851	4 632	3 156	108 510	654	291 535	1 400 824
2018	855 166	47 536	15 311	17 112	5 055	3 123	109 301	478	314 463	1 367 545
2019	715 322	31 717	11 469	11 179	4 686	2 343	94 556	566	228 717	1 100 555

Source: *ABS, 2021, Motor Vehicle Census*

Table 6.9 Stock of registered motor vehicles, by state/territory

January Reference Month	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
					thousands				
1982	2 708.1	2 127.2	1 440.0	744.0	783.4	244.3	60.9	109.7	8 217.7
1983									
1984									
1985	2 900.5	2 376.3	1 479.4	848.7	887.6	268.7	71.1	127.6	8 959.7
1986									
1987									
1988	2 993.6	2 556.0	1 567.2	869.1	947.0	284.3	60.7	140.2	9 418.0
1989									
1990									
1991	3 106.9	2 756.4	1 694.1	922.7	1 072.0	300.4	84.3	161.5	10 098.2
1992									
1993	3 172.4	2 864.7	1 847.2	932.8	1 114.5	311.9	84.2	176.5	10 504.2
1994									
1995	3 332.5	2 869.9	2 012.9	962.8	1 175.5	319.9	90.4	183.8	10 947.5
1996	3 448.9	3 050.2	2 082.0	984.5	1 225.0	325.5	96.2	188.8	11 401.1
1997	3 530.1	3 119.0	2 132.2	992.2	1 269.6	325.0	99.1	197.2	11 664.4
1998	3 682.6	3 177.4	2 228.8	1 031.1	1 327.2	322.7	102.2	194.8	12 066.9
1999	3 679.3	3 266.5	2 315.6	1 032.5	1 344.8	329.6	103.2	197.0	12 268.5
2000									
2001	3 745.5	3 317.7	2 354.4	1 050.6	1 371.3	331.1	102.8	203.4	12 476.8
2002	3 847.1	3 413.7	2 445.5	1 063.1	1 405.7	335.1	103.8	208.0	12 822.0
2003	3 944.9	3 494.3	2 552.1	1 077.2	1 438.4	338.5	104.3	213.4	13 163.0
2004	4 063.6	3 565.2	2 656.0	1 095.9	1 480.2	350.4	106.0	215.7	13 533.1
2005	4 170.4	3 649.6	2 767.3	1 111.7	1 529.6	362.1	109.8	219.6	13 920.1
2006	4 268.6	3 740.7	2 897.9	1 138.0	1 600.6	374.8	114.0	224.1	14 358.7
2007	4 361.2	3 818.1	3 033.4	1 157.0	1 676.5	381.2	118.2	234.6	14 780.2
2008	4 520.0	3 921.6	3 173.4	1 178.9	1 746.6	391.3	123.0	241.8	15 296.5
2009	4 567.4	4 010.3	3 283.2	1 208.9	1 828.3	400.5	128.8	247.0	15 674.4
2010	4 681.5	4 112.9	3 358.2	1 239.7	1 870.1	410.2	134.7	253.8	16 061.1
2011	4 778.4	4 198.4	3 401.9	1 261.9	1 912.7	419.0	137.1	258.9	16 368.4
2012	4 870.0	4 286.3	3 492.3	1 275.0	1 977.8	432.0	141.1	267.2	16 741.6
2013	4 984.6	4 383.6	3 606.1	1 298.4	2 048.4	437.0	148.6	273.9	17 180.6
2014	5 102.4	4 483.1	3 705.4	1 326.2	2 142.3	442.6	152.2	279.4	17 633.5
2015	5 247.2	4 567.3	3 771.3	1 347.5	2 185.4	450.4	155.0	283.6	18 007.8
2016	5 374.4	4 681.3	3 854.2	1 364.7	2 208.8	457.6	157.7	288.3	18 387.1
2017	5 509.2	4 798.1	3 948.2	1 386.0	2 219.3	469.5	155.4	295.6	18 781.2
2018	5 618.4	4 923.0	4 045.3	1 409.0	2 231.6	480.9	162.5	302.6	19 173.3
2019	5 702.2	5 030.9	4 134.4	1 428.9	2 245.0	493.4	161.6	308.9	19 505.2
2020	5 779.0	5 119.6	4 205.1	1 445.0	2 278.8	506.4	160.5	311.0	19 805.3
2021	5 892.2	5 157.2	4 303.7	1 477.9	2 314.7	516.5	162.6	318.1	20 142.9

Note: Data are not available for missing years

Source: *ABS, 2021, Motor Vehicle Census*

Table 6.10a New motor vehicles sales, excluding Motorcycles, by vehicle type

Financial year	Passenger cars	Sports utility vehicles	Other vehicles	Total vehicles excluding Motorcycles
		thousands		
1994–95	487.3	45.6	112.1	645.0
1995–96	487.7	46.1	105.5	639.4
1996–97	503.3	58.7	108.2	670.2
1997–98	570.1	87.7	119.1	776.9
1998–99	575.7	101.8	128.3	805.8
1999–00	509.4	97.6	135.6	742.6
2000–01	571.0	114.8	122.9	808.7
2001–02	537.6	129.1	137.9	804.6
2002–03	560.2	144.0	156.4	860.5
2003–04	594.4	160.9	184.8	940.1
2004–05	604.0	182.0	195.8	981.8
2005–06	599.4	173.3	198.7	971.4
2006–07	624.1	180.4	199.4	1 003.9
2007–08	631.8	210.9	225.5	1 068.3
2008–09	542.8	176.1	205.9	924.7
2009–10	582.1	216.2	215.0	1 013.3
2010–11	566.3	230.6	203.7	1 000.6
2011–12	568.0	282.5	209.6	1 060.1
2012–13	572.0	323.1	242.8	1 137.9
2013–14	554.3	338.4	229.8	1 122.5
2014–15	523.3	376.6	231.8	1 131.7
2015–16	502.1	431.2	241.8	1 175.1
2016–17	469.4	452.1	258.0	1 179.5
2017–18	424.1	490.7	280.3	1,195.1
2018–19	344.7	483.3	274.1	1,102.1
2019–20	258.1	449.3	243.5	950.8
2020–21	229.9	534.7	277.4	1,042.0

Sources: *ABS, 2017, Sale of New Motor Vehicles, Australia*
Federal Chamber of Automotive Industries, 2021, New Vehicle Sales

Table 6.10b Sales of electric vehicles

Calendar Year	Fully Electric	Plug-in Hybrid
2011	49	0
2012	173	80
2013	191	102
2014	371	951
2015	759	1012
2016	668	701
2017	1208	1076
2018	1053	1163
2019	5292	1426
2020	5215	1685

Source: *Electric Vehicle Council, 2021, State of Electric Vehicles*

Table 6.10c Sales of vehicles with Active Safety Features

Financial Year	Autonomous emergency braking	Adaptive cruise control	Lane Keeping Assist	Lane departure warning
2015–16	47,915	17,580	10,443	152,137
2016–17	104,866	34,563	59,239	157,952
2017–18	231,098	16,186	147,842	260,605
2018–19	344,544	111,447	307,475	364,546
2019–20	315,925	387,508	402,229	406,558

See end notes

Note: Vehicle sales include standard and optional features

Source: *VFACTS, 2021*

Autovista Group, 2021, Glass's Data Solution

BITRE estimates

Table 6.11 New motor vehicles sales excluding Motorcycles, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
					thousands				
1994–95	237.6	150.8	116.9	41.7	64.1	13.8	7.3	12.7	645.0
1995–96	230.1	152.7	117.1	42.7	64.4	12.8	7.5	12.0	639.4
1996–97	239.7	164.3	121.2	43.0	68.6	13.9	7.6	12.0	670.2
1997–98	273.3	193.1	141.0	51.0	79.1	15.5	8.9	15.0	776.9
1998–99	287.3	207.7	145.9	50.7	76.9	14.5	8.6	14.2	805.8
1999–00	268.2	195.5	133.3	44.3	64.7	13.9	7.9	14.8	742.6
2000–01	284.8	224.4	140.3	49.6	72.8	14.6	7.5	14.6	808.7
2001–02	280.3	221.2	144.4	50.8	71.9	14.8	7.5	13.7	804.6
2002–03	290.2	234.8	164.7	56.6	76.7	15.4	7.7	14.5	860.5
2003–04	308.3	246.7	193.2	63.1	86.7	18.8	8.4	14.9	940.1
2004–05	308.8	256.3	212.7	64.1	95.2	20.6	9.3	14.7	981.8
2005–06	297.0	250.2	212.8	62.4	105.4	19.6	9.3	14.7	971.4
2006–07	305.9	252.5	223.4	60.8	117.2	18.8	9.7	15.6	1 003.9
2007–08	323.7	276.9	233.7	64.6	122.5	20.0	10.5	16.5	1 068.3
2008–09	280.6	243.4	194.1	59.4	105.3	17.7	9.4	14.9	924.7
2009–10	309.2	272.3	211.0	66.1	110.3	18.8	9.9	15.7	1 013.3
2010–11	310.6	269.3	202.7	62.8	111.6	17.9	10.0	15.7	1 000.6
2011–12	329.1	280.2	224.2	65.3	117.6	16.1	10.9	16.6	1 060.1
2012–13	348.0	302.3	238.3	70.3	130.9	18.7	11.4	18.0	1 137.9
2013–14	353.0	304.5	227.4	70.1	119.8	18.9	11.3	17.5	1 122.5
2014–15	366.8	308.7	229.7	69.3	110.4	18.3	11.1	17.5	1 131.7
2015–16	394.7	321.2	236.4	70.4	103.9	19.4	10.5	18.6	1 175.1
2016–17	397.3	333.3	231.2	71.9	96.5	19.9	10.7	18.7	1 179.5
2017–18	392.3	344.8	236.4	72.1	99.7	20.2	10.8	18.8	1 195.1

Source: *Australian Bureau of Statistics, 2017, Sales of New Motor Vehicles*

Table 6.12a Licence holders, by age and gender – New South Wales

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	136 254	186 532	208 155	457 993	456 544	400 051	283 479	139 556	46 758	2 315 322
30 June 2011	137 008	193 069	212 912	460 906	463 234	410 543	296 446	144 943	50 676	2 369 737
30 June 2012	137 689	197 443	215 084	461 701	469 189	421 116	309 668	152 765	53 743	2 418 398
30 June 2013	139 198	198 294	214 947	465 003	472 387	430 366	323 208	160 449	56 239	2 460 091
30 June 2014	140 367	199 350	216 933	471 747	475 479	438 574	333 489	170 423	58 377	2 504 739
30 June 2015	141 662	201 665	221 972	481 869	481 264	444 563	343 801	180 209	60 713	2 557 718
30 June 2016	143 365	201 936	226 743	491 897	485 894	447 972	354 081	189 642	64 035	2 605 565
30 June 2017	144 158	203 730	231 063	504 518	489 871	450 863	360 249	205 145	67 670	2 657 267
30 June 2018	146 703	204 585	233 564	515 560	493 287	452 663	368 437	217 945	71 186	2 703 930
30 June 2019	146 100	204 934	235 004	525 714	494 383	455 762	376 230	228 831	74 841	2 741 799
30 June 2020	145 362	205 146	234 777	532 347	495 704	457 434	380 069	234 621	76 223	2 761 683
Male										
30 June 2010	144 248	191 066	210 538	461 910	472 941	427 968	325 847	174 314	67 336	2 476 168
30 June 2011	144 838	197 014	214 158	465 444	477 713	436 375	337 695	179 275	71 439	2 523 951
30 June 2012	144 815	201 827	215 802	466 699	481 561	446 717	348 551	186 071	74 532	2 566 575
30 June 2013	144 415	202 781	215 411	470 168	482 750	455 140	360 292	192 797	76 917	2 600 671
30 June 2014	144 666	202 942	217 932	476 857	483 801	462 110	368 163	202 195	78 991	2 637 657
30 June 2015	145 142	205 116	223 392	488 552	489 526	467 314	376 425	211 174	81 355	2 687 996
30 June 2016	146 098	206 049	228 090	500 233	492 494	469 627	384 945	220 383	84 385	2 732 304
30 June 2017	147 304	207 878	233 721	513 477	496 518	471 420	388 287	235 740	87 983	2 782 328
30 June 2018	149 144	209 002	237 852	524 602	500 347	471 429	393 167	248 106	91 469	2 825 118
30 June 2019	149 146	211 456	241 483	534 957	503 105	472 224	398 954	258 102	94 788	2 864 215
30 June 2020	149 594	212 151	243 677	541 750	505 083	473 756	401 424	262 687	96 367	2 886 489
Persons										
30 June 2010	280 502	377 598	418 693	919 903	929 485	828 019	609 326	313 870	114 094	4 791 490
30 June 2011	281 846	390 083	427 070	926 350	940 947	846 918	634 141	324 218	122 115	4 893 688
30 June 2012	282 504	399 270	430 886	928 400	950 750	867 833	658 219	338 836	128 275	4 984 973
30 June 2013	283 613	401 075	430 358	935 171	955 137	885 506	683 500	353 246	133 156	5 060 762
30 June 2014	285 033	402 292	434 865	948 604	959 280	900 684	701 652	372 618	137 368	5 142 396
30 June 2015	286 804	406 781	445 364	970 421	970 801	911 892	720 235	391 388	142 069	5 245 755
30 June 2016	289 463	407 985	454 833	992 130	978 408	917 622	739 051	410 034	148 421	5 337 947
30 June 2017	291 462	411 608	464 784	1 017 995	986 418	922 331	748 559	440 900	155 654	5 439 711
30 June 2018	295 847	413 587	471 416	1 040 162	993 656	924 156	761 634	466 067	162 660	5 529 185
30 June 2019	295 246	416 390	476 487	1 060 671	997 503	928 063	775 230	486 952	169 633	5 606 175
30 June 2020	294 956	417 297	478 454	1 074 097	1 000 800	931 260	781 544	497 326	172 593	5 648 327

See end notes

Note: Persons total includes drivers of unspecified gender

Source: BITRE estimates based on data provided by Transport for NSW (2020)

Table 6.12b Licence holders, by age and gender – Victoria

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	107 699	167 949	185 030	383 814	379 942	323 517	225 482	113 917	53 530	1 940 880
30 June 2011	107 718	170 829	189 697	383 649	386 840	330 975	237 310	118 398	57 282	1 982 698
30 June 2012	106 561	172 828	193 490	387 392	393 330	338 903	247 450	124 303	57 363	2 021 620
30 June 2013	105 888	173 604	197 944	397 253	399 368	347 912	260 558	130 354	59 060	2 071 941
30 June 2014	105 605	174 835	201 073	406 378	403 234	354 991	269 879	138 019	59 905	2 113 919
30 June 2015	105 444	175 998	204 668	416 987	407 574	360 248	278 850	145 692	57 662	2 153 123
30 June 2016	106 409	176 253	208 208	429 888	411 209	365 510	288 206	153 949	60 292	2 199 924
30 June 2017	106 698	177 817	210 174	442 985	415 074	369 933	293 085	167 705	64 190	2 247 661
30 June 2018	110 685	178 003	213 601	457 716	418 024	375 126	299 887	179 866	67 164	2 300 072
30 June 2019	109 241	178 175	214 472	470 735	419 785	380 880	307 496	190 383	71 172	2 342 339
30 June 2020	97 458	176 787	214 527	481 499	422 502	386 455	314 291	201 972	76 280	2 371 771
Male										
30 June 2010	114 885	174 814	192 335	385 617	382 897	330 759	247 722	139 757	68 651	2 037 437
30 June 2011	115 106	177 714	198 189	388 550	388 434	337 924	256 308	143 596	72 059	2 077 880
30 June 2012	113 479	179 156	203 208	394 661	393 913	345 262	264 146	148 396	71 881	2 114 102
30 June 2013	112 710	178 658	207 022	406 988	398 659	353 550	273 778	152 996	71 926	2 156 287
30 June 2014	112 017	181 058	209 702	418 036	402 445	360 467	281 094	158 908	73 038	2 196 765
30 June 2015	111 681	182 835	212 747	428 943	405 740	365 539	287 633	165 404	70 952	2 231 474
30 June 2016	111 752	184 757	214 877	441 997	410 495	369 749	295 237	172 191	73 464	2 274 519
30 June 2017	110 497	186 760	216 278	454 953	415 174	374 355	298 172	184 444	77 224	2 317 857
30 June 2018	112 020	188 154	219 936	468 452	419 336	379 272	303 778	194 644	79 943	2 365 535
30 June 2019	110 770	189 177	224 866	479 303	421 416	383 771	310 371	202 936	83 388	2 405 998
30 June 2020	99 508	188 118	229 330	488 718	425 183	388 781	316 522	211 499	88 021	2 435 680
Persons										
30 June 2010	222 584	342 764	377 366	769 433	762 839	654 276	473 204	253 675	122 181	3 978 322
30 June 2011	222 824	348 543	387 888	772 201	775 274	668 899	493 618	261 994	129 341	4 060 582
30 June 2012	220 040	351 984	396 698	782 056	787 243	684 165	511 596	272 699	129 244	4 135 725
30 June 2013	218 598	352 262	404 966	804 243	798 027	701 462	534 336	283 350	130 986	4 228 230
30 June 2014	217 622	355 894	410 775	824 416	805 679	715 458	550 973	296 927	132 943	4 310 687
30 June 2015	217 127	358 834	417 418	845 931	813 317	725 789	566 483	311 096	128 614	4 384 609
30 June 2016	218 166	361 029	423 110	871 888	821 708	735 261	583 444	326 140	133 756	4 474 502
30 June 2017	217 207	364 588	426 492	897 943	830 253	744 291	591 258	352 149	141 414	4 565 595
30 June 2018	222 725	366 174	433 636	926 179	837 363	754 403	603 666	374 510	147 108	4 665 764
30 June 2019	220 039	367 377	439 447	950 061	841 208	764 658	617 869	393 319	154 561	4 748 539
30 June 2020	197 008	364 936	443 981	970 255	847 693	775 244	630 814	413 473	164 302	4 807 706

See end notes

Note: Persons total includes drivers of unspecified gender

Source: BITRE estimates based on VicRoads data (2020)

Table 6.12c Licence holders, by age and gender – Queensland

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
					Age					
Female										
30 June 2010	93 039	132 299	142 416	293 772	298 476	260 418	187 206	85 623	26 206	1 519 455
30 June 2011	94 553	135 325	147 302	298 109	307 090	269 114	197 947	90 744	28 734	1 568 918
30 June 2012	93 614	136 149	148 254	298 259	311 710	277 259	207 584	97 747	31 293	1 601 869
30 June 2013	95 254	139 032	149 712	302 964	316 032	284 082	216 522	103 355	33 535	1 640 488
30 June 2014	95 689	138 142	146 726	301 129	314 733	286 496	221 341	109 817	35 750	1 649 823
30 June 2015	96 771	139 252	147 566	305 423	317 081	290 502	228 135	117 610	36 010	1 678 350
30 June 2016	97 836	140 690	150 590	313,026	321 161	294 677	235 607	125 489	38 133	1 717 299
30 June 2017	99 089	141 822	154 123	320 237	324 548	298 939	239 644	137 096	41 275	1 756 773
30 June 2018	103 497	143 387	156 619	326 865	327 863	302 313	245 796	146 916	44 124	1 797 380
30 June 2019	101 761	143 845	158 279	334 045	329 934	306 705	252 434	156 322	47 429	1 830 754
30 June 2020	103 730	145 962	160 716	343 548	333 499	312 503	258 884	165 880	50 135	1 874 857
Male										
30 June 2010	96 949	135 188	148 533	300 453	305 891	271 547	209 880	105 119	39 326	1 612 886
30 June 2011	98 754	140 007	155 769	308 402	316 609	280 258	219 737	110 136	42 349	1 672 021
30 June 2012	97 569	139 312	155 589	308 626	320 873	286 986	228 101	116 553	45 526	1 699 135
30 June 2013	97 514	142 117	157 590	313 499	325 075	293 339	236 053	121 277	47 872	1 734 336
30 June 2014	96 958	141 315	153 301	309 645	322 040	295 354	238 600	127 248	49 987	1 734 448
30 June 2015	97 176	142 628	152 981	312 395	323 433	298 649	243 220	134 572	48 767	1 753 821
30 June 2016	98 832	144 309	155 570	318 931	326 575	301 972	249 033	141 965	51 310	1 788 497
30 June 2017	100 398	146 206	158 194	325 190	329 186	305 666	251 404	153 264	54 555	1 824 063
30 June 2018	105 133	147 522	160 839	331 231	330 664	309 335	255 419	162 698	57 422	1 860 263
30 June 2019	103 082	147 215	163 417	337 367	332 002	313 025	260 210	171 489	61 205	1 889 012
30 June 2020	105 052	149 992	166 612	346 485	336 029	318 393	265 968	179 843	63 166	1 931 540
Persons										
30 June 2010	189 988	267 487	290 949	594 225	604 367	531 965	397 086	190 742	65 532	3 132 341
30 June 2011	193 307	275 332	303 071	606 511	623 699	549 372	417 684	200 880	71 083	3 240 939
30 June 2012	191 183	275 461	303 843	606 885	632 583	564 245	435 685	214 300	76 819	3 301 004
30 June 2013	192 768	281 149	307 302	616 463	641 107	577 421	452 575	224 632	81 407	3 374 824
30 June 2014	192 647	279 457	300 027	610 774	636 773	581 850	459 941	237 065	85 737	3 384 271
30 June 2015	193 947	281 880	300 547	617 818	640 514	589 151	471 355	252 182	84 777	3 432 171
30 June 2016	196 668	284 999	306 160	631 957	647 736	596 649	484 640	267 454	89 443	3 505 706
30 June 2017	199 487	288 028	312 317	645 427	653 734	604 605	491 048	290 360	95 830	3 580 836
30 June 2018	208 630	290 909	317 458	658 096	658 527	611 648	501 215	309 614	101 546	3 657 643
30 June 2019	204 843	291 060	321 696	671 412	661 936	619 730	512 644	327 811	108 634	3 719 766
30 June 2020	208 782	295 954	327 328	690 033	669 528	630 896	524 852	345 723	113 301	3 806 397

See end notes

Source: BITRE estimates based on Department of Transport and Main Roads (QLD) data (2020)

Table 6.12d Licence holders, by age and gender – South Australia

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	32 569	44 088	45 925	94 811	106 125	99 565	72 861	35 314	13 708	544 966
30 June 2011	32 434	44 430	46 939	93 918	106 017	100 558	76 144	35 929	13 967	550 336
30 June 2012	31 889	44 671	47 536	93 976	106 366	101 726	79 185	37 841	14 355	557 545
30 June 2013	31 954	46 009	48 541	95 431	107 309	103 706	83 256	40 661	15 605	572 472
30 June 2014	31 678	46 325	48 299	96 716	106 450	105 093	86 145	43 074	16 024	579 804
30 June 2015	31 371	46 291	48 317	97 818	105 528	105 761	88 307	46 172	16 640	586 205
30 June 2016	31 549	46 375	48 661	99 912	104 744	106 189	90 633	53 095	18 525	594 494
30 June 2017	31 148	46 240	48 904	101 757	104 362	106 258	91 336	53 553	18 079	601 637
30 June 2018	31 349	46 227	49 162	103 653	103 787	106 447	92 746	57 113	18 990	609 474
30 June 2019	30 759	46 154	49 501	105 290	102 865	106 453	94 562	60 292	20 047	615 923
30 June 2020	29 946	45 879	49 619	107 025	102 413	106 597	96 386	63 688	42 909	622 733
Male										
30 June 2010	34 346	46 014	48 384	98 330	110 336	103 646	81 359	44 366	19 173	585 954
30 June 2011	34 226	46 758	49 351	97 669	109 910	104 526	83 383	43 750	18 804	588 377
30 June 2012	33 645	46 873	49 942	97 933	110 053	105 571	85 726	45 382	19 151	594 276
30 June 2013	33 392	47 885	50 952	99 905	110 905	108 033	89 528	48 624	21 596	610 820
30 June 2014	33 024	47 960	50 782	101 102	110 017	109 529	91 649	50 632	22 055	616 750
30 June 2015	32 110	48 110	50 344	101 727	108 989	109 747	93 284	52 953	22 639	619 903
30 June 2016	32 284	48 076	50 361	102 775	107 821	109 985	94 959	58 629	24 429	624 838
30 June 2017	31 867	48 385	50 659	104 167	107 194	109 884	94 955	59 126	24 003	630 240
30 June 2018	32 129	48 498	51 190	105 486	106 255	109 658	95 992	62 248	24 787	636 243
30 June 2019	31 721	48 958	51 754	107 314	105 260	109 442	97 146	64 868	25 830	642 293
30 June 2020	30 830	48 798	52 952	109 157	104 653	109 448	98 067	67 837	27 012	648 760
Persons										
30 June 2010	66 915	90 102	94 309	193 141	216 461	203 211	154 220	79 680	32 881	1 130 920
30 June 2011	66 660	91 188	96 290	191 587	215 927	205 084	159 527	79 679	32 771	1 138 713
30 June 2012	65 534	91 544	97 478	191 909	216 419	207 297	164 911	83 223	33 506	1 151 821
30 June 2013	65 346	93 894	99 493	195 336	218 214	211 739	172 784	89 285	37 201	1 183 292
30 June 2014	64 702	94 285	99 081	197 818	216 467	214 622	177 794	93 706	38 079	1 196 554
30 June 2015	63 501	94 408	98 674	199 566	214 527	215 517	181 594	99 128	39 279	1 206 194
30 June 2016	63 880	94 469	99 045	202 725	212 583	216 185	185 595	111 705	42 980	1 219 494
30 June 2017	63 081	94 658	99 593	205 973	211 581	216 155	186 297	112 684	42 084	1 232 106
30 June 2018	63 558	94 773	100 387	209 205	210 073	216 126	188 749	119 367	43 777	1 246 015
30 June 2019	62 480	95 112	101 255	212 604	208 125	215 895	191 708	125 142	45 895	1 258 216
30 June 2020	60 856	94 767	102 635	216 290	207 130	216 078	194 470	131 497	48 225	1 271 958

See end notes

Note: Persons total includes drivers of unspecified gender

The split between 70–79 and 80 plus is a estimation based on previous data provided

Source: *BITRE estimates based on Department for Infrastructure and Transport (SA) data (2020)*

Table 6.12e Licence holders, by age and gender – Western Australia

Date	15–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	22 405	63 305	70 869	147 316	153 888	135 206	91 493	45 146	13 315	742 943
30 June 2011	21 329	64 067	73 131	148 221	156 939	138 723	96 481	47 350	14 367	760 608
30 June 2012	20 359	63 475	74 314	149 324	158 874	141 849	100 898	49 970	15 497	774 560
30 June 2013	20 879	65 165	79 043	156 500	162 653	146 369	106 245	52 866	16 541	806 261
30 June 2014	20 994	64 456	81 366	161 477	164 217	149 425	110 700	56 568	17 451	826 654
30 June 2015	21 079	63 733	82 195	166 430	165 384	151 251	115 009	59 919	19 070	844 070
30 June 2016	21 918	62 766	81 908	171 283	166 189	152 555	119 704	63 403	20 711	860 437
30 June 2017	21 811	61 905	80 413	174 398	166 497	153 534	121 573	69 182	22 551	871 864
30 June 2018	25 386	62 105	78 809	177 619	166 401	154 776	124 616	73 954	24 696	888 362
30 June 2019	25 402	62 555	77 050	179 718	166 584	156 251	127 716	78 347	26 130	899 753
30 June 2020	24 479	62 423	75 559	182 256	167 168	157 810	130 668	82 306	27 610	910 279
Male										
30 June 2010	26 147	69 621	79 860	159 425	165 955	143 835	103 801	53 491	19 263	821 398
30 June 2011	25 372	71 201	83 785	161 487	169 921	147 485	108 605	54 906	20 377	843 139
30 June 2012	23 276	67 623	82 865	161 301	170 909	150 066	112 263	57 264	21 148	846 715
30 June 2013	24 913	72 375	92 303	174 870	177 780	156 024	117 579	59 860	22 005	897 709
30 June 2014	24 535	71 010	93 642	181 719	178 908	159 668	121 197	63 529	22 785	916 993
30 June 2015	24 380	69 631	93 344	187 251	179 647	162 264	124 244	66 741	24 157	931 659
30 June 2016	24 340	68 878	91 609	191 589	180 292	163 236	128 056	70 153	25 602	943 755
30 June 2017	23 952	67 964	88 391	193 512	179 392	164 092	128 954	75 771	27 384	949 412
30 June 2018	26 937	68 084	85 208	193 301	178 413	164 950	131 037	80 789	29 377	958 096
30 June 2019	27 189	68 006	83 618	194 030	177 130	166 494	133 174	84 758	30 301	964 700
30 June 2020	26 298	67 921	82 794	195 409	177 349	167 897	135 114	88 018	31 565	972 365
Persons										
30 June 2010	48 556	132 960	150 778	306 966	320 360	279 629	195 751	98 845	32 620	1 566 465
30 June 2011	46 703	135 289	156 966	309 917	327 335	286 781	205 556	102 466	34 780	1 605 793
30 June 2012	43 637	131 116	157 227	310 812	330 205	292 454	213 651	107 443	36 681	1 623 226
30 June 2013	45 797	137 561	171 410	331 549	340 841	302 934	224 293	112 946	38 584	1 705 915
30 June 2014	45 530	135 482	175 076	343 359	343 492	309 596	232 382	120 323	40 283	1 745 523
30 June 2015	45 460	133 372	175 592	353 832	345 356	314 026	239 707	126 888	43 282	1 777 515
30 June 2016	46 258	131 656	173 555	363 024	346 773	316 254	248 203	133 805	46 367	1 805 895
30 June 2017	45 765	129 877	168 836	368 055	346 140	318 057	250 961	145 213	49 989	1 822 893
30 June 2018	52 324	130 193	164 041	371 038	345 032	320 132	256 050	155 013	54 140	1 847 963
30 June 2019	52 591	130 561	160 668	373 748	343 714	322 745	260 890	163 105	56 431	1 864 453
30 June 2020	50 777	130 344	158 353	377 665	344 517	325 707	265 782	170 324	59 175	1 882 644

Note: Data were revised for all years due to new method of calculating age groups

Note: Data is for 15–19 year olds (rather than 16–19)

Note: Persons total includes drivers of unspecified gender

See end notes

Source: *BITRE estimates based on Department of Transport (WA) data (2020)*

Table 6.12f Licence holders , by age and gender – Tasmania

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
						Age				
Female										
30 June 2010	10 868	14 173	13 896	29 298	34 329	33 810	25 718	12 968	4 177	179 237
30 June 2011	10 662	14 148	13 968	28 851	34 283	34 699	26 903	13 534	4 400	181 448
30 June 2012	10 387	13 810	13 503	27 942	33 654	34 944	27 806	14 122	4 702	180 870
30 June 2013	10 155	13 471	13 435	27 297	33 087	35 005	28 883	14 701	4 997	181 031
30 June 2014	10 134	13 254	13 192	27 046	32 439	35 187	29 763	15 516	5 352	181 883
30 June 2015	10 177	13 468	13 033	27 207	32 301	35 147	30 694	16 609	5 784	184 420
30 June 2016	10 296	13 538	13 417	27 926	32 355	35 334	31 707	17 865	6 553	188 991
30 June 2017	10 246	13 508	13 554	27 943	31 580	35 167	32 003	19 185	6 796	189 982
30 June 2018	10 306	13 713	14 023	28 905	31 638	35 113	32 727	20 300	7 155	193 880
30 June 2019	9 975	14 189	14 701	30 368	31 531	35 328	33 503	21 660	7 524	198 779
30 June 2020	9 819	14 149	15 447	31 574	31 267	35 102	33 932	22 857	8 259	202 406
Male										
30 June 2010	11 033	14 365	13 728	28 504	33 986	34 185	27 704	14 952	5 597	184 054
30 June 2011	10 885	14 344	13 971	28 105	33 870	34 707	28 764	15 373	5 829	185 848
30 June 2012	10 752	13 844	13 600	27 026	33 010	34 642	29 645	15 892	6 078	184 489
30 June 2013	10 540	13 751	13 319	26 705	32 217	34 626	30 413	16 462	6 231	184 264
30 June 2014	10 218	13 679	13 110	26 354	31 570	34 893	30 710	17 322	6 492	184 348
30 June 2015	10 184	13 740	13 111	26 406	31 118	34 930	31 396	18 170	6 821	185 876
30 June 2016	10 280	14 010	13 580	27 055	31 342	34 949	32 490	19 216	7 392	190 314
30 June 2017	10 191	13 863	13 553	27 090	30 718	34 492	32 258	20 518	7 550	190 233
30 June 2018	10 265	13 930	14 323	28 285	30 537	34 326	32 754	21 605	7 868	193 893
30 June 2019	10 055	14 250	15 620	30 256	30 501	34 579	33 497	22 612	8 303	199 673
30 June 2020	9 826	14 324	16 658	32 057	30 423	34 440	33 862	23 595	8 846	204 031
Persons										
30 June 2010	21 901	28 538	27 624	57 802	68 315	67 995	53 422	27 920	9 774	363 291
30 June 2011	21 547	28 492	27 939	56 956	68 153	69 406	55 667	28 907	10 229	367 296
30 June 2012	21 139	27 654	27 103	54 968	66 664	69 586	57 451	30 014	10 780	365 359
30 June 2013	20 695	27 222	26 754	54 002	65 304	69 631	59 296	31 163	11 228	365 295
30 June 2014	20 352	26 933	26 302	53 400	64 009	70 080	60 473	32 838	11 844	366 231
30 June 2015	20 361	27 208	26 144	53 613	63 419	70 077	62 090	34 779	12 605	370 296
30 June 2016	20 576	27 548	26 997	54 981	63 697	70 283	64 197	37 081	13 945	379 305
30 June 2017	20 437	27 371	27 107	55 033	62 298	69 659	64 261	39 703	14 346	380 215
30 June 2018	20 571	27 643	28 346	57 190	62 175	69 439	65 481	41 905	15 023	387 773
30 June 2019	20 030	28 439	30 321	60 624	62 032	69 907	67 000	44 272	15 827	398 452
30 June 2020	19 645	28 473	32 105	63 631	61 690	69 542	67 794	46 452	17 105	406 437

See end notes

Source: BITRE estimates based on Department of State Growth (TAS) data (2020)

Table 6.12g Licence holders, by age and gender – Northern Territory

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	3 162	5 458	7 235	14 042	12 754	10 291	5 038	1 304	289	59 573
30 June 2011	3 142	5 426	7 318	13 817	12 830	10 429	5 348	1 435	319	60 064
30 June 2012	3 182	5 736	7 573	14 396	13 076	10 863	5 686	1 609	343	62 464
30 June 2013	3 099	6 167	8 068	15 256	13 404	11 352	6 091	1 791	374	65 602
30 June 2014	3 113	6 225	8 316	15 754	13 526	11 499	6 441	1 966	405	67 245
30 June 2015	2 990	6 222	8 441	16 224	13 459	11 606	6 617	2 087	443	68 089
30 June 2016	3 134	6 178	8 561	16 901	13 712	11 611	6 880	2 265	455	69 697
30 June 2017	3 269	6 156	8 749	17 400	13 718	11 619	7 080	2 464	505	70 960
30 June 2018	3 416	6 190	8 641	17 629	13 762	11 686	7 324	2 698	570	71 916
30 June 2019	3 321	6 054	8 568	17 729	13 688	11 735	7 521	2 953	644	72 213
30 June 2020	3 358	5 887	8 652	18 185	13 641	11 689	7 768	3 221	767	73 168
Male										
30 June 2010	3 535	7 034	8 187	15 715	15 307	12 974	7 587	2 179	470	72 988
30 June 2011	3 539	6 936	8 291	15 360	15 090	13 001	7 908	2 348	498	72 971
30 June 2012	3 589	7 302	8 861	15 834	15 233	13 344	8 350	2 555	545	75 613
30 June 2013	3 522	7 840	9 702	17 425	15 896	14 109	8 913	2 822	573	80 802
30 June 2014	3 482	7 892	10 322	18 168	16 196	14 442	9 243	3 054	609	83 408
30 June 2015	3 448	7 508	10 476	18 668	16 306	14 486	9 482	3 172	633	84 179
30 June 2016	3 488	7 493	10 165	19 147	16 298	14 489	9 588	3 389	651	84 708
30 June 2017	3 611	7 599	9 889	19 484	16 225	14 557	9 653	3 688	678	85 384
30 June 2018	3 599	7 424	9 588	19 634	16 162	14 417	9 803	4 000	753	85 380
30 June 2019	3 599	7 424	9 588	19 634	16 162	14 417	9 803	4 000	753	85 380
30 June 2020	3 508	6 976	9 351	19 440	15 515	14 241	9 990	4 630	1 012	84 663
Persons										
30 June 2010	6 697	12 492	15 422	29 757	28 061	23 265	12 625	3 483	759	132 561
30 June 2011	6 681	12 362	15 609	29 177	27 920	23 430	13 256	3 783	817	133 035
30 June 2012	6 771	13 038	16 434	30 230	28 309	24 207	14 036	4 164	888	138 077
30 June 2013	6 621	14 007	17 770	32 681	29 300	25 461	15 004	4 613	947	146 404
30 June 2014	6 595	14 117	18 638	33 922	29 722	25 941	15 684	5 020	1 014	150 653
30 June 2015	6 438	13 730	18 917	34 892	29 765	26 092	16 099	5 259	1 076	152 268
30 June 2016	6 622	13 671	18 726	36 048	30 010	26 100	16 468	5 654	1 106	154 405
30 June 2017	6 880	13 755	18 638	36 884	29 943	26 176	16 733	6 152	1 183	156 344
30 June 2018	7 015	13 614	18 229	37 263	29 924	26 103	17 127	6 698	1 323	157 296
30 June 2019	6 880	13 755	18 638	36 884	29 943	26 176	16 733	6 152	1 183	156 344
30 June 2020	6 866	12 863	18 003	37 625	29 156	25 930	17 758	7 851	1 779	157 831

See end notes

Source: BITRE estimates based on Department of Infrastructure, Planning and Logistics (NT) data (2020)

Table 6.12h Licence holders, by age and gender – Australian Capital Territory

Date	15–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	8 543	13 928	15 520	28 977	26 512	23 188	14 971	6 305	2 780	140 724
30 June 2011	8 706	14 072	15 763	29 561	26 972	23 532	15 788	6 636	3 048	144 078
30 June 2012	8 581	14 401	16 193	30 372	27 560	23 826	16 582	7 125	3 307	147 947
30 June 2013	8 336	14 421	16 489	31 080	28 214	24 003	17 301	7 562	3 576	150 982
30 June 2014	8 199	14 419	16 448	31 843	29 544	24 387	17 878	8 082	3 903	154 703
30 June 2015	8 290	14 442	16 454	31 843	28 544	24 384	17 867	8 078	3 903	153 805
30 June 2016	8 575	13 576	16 365	34 868	29 879	25 313	19 455	10 517	3 868	162 416
30 June 2017	8 539	14 033	16 682	34 616	29 410	24 852	18 930	10 211	3 406	160 679
30 June 2018	8 310	13 982	16 995	35 836	29 972	24 991	19 191	10 937	3 591	163 805
30 June 2019	8 155	13 431	16 522	35 837	29 920	24 765	19 342	11 577	3 794	163 343
30 June 2020	7 247	12 751	15 851	35 454	29 926	24 704	19 225	12 278	4 043	161 479
Male										
30 June 2010	9 186	14 594	15 948	29 876	26 886	23 056	16 164	7 203	3 497	146 410
30 June 2011	9 022	15 067	16 457	30 452	27 571	23 405	16 831	7 442	3 849	150 096
30 June 2012	8 887	15 245	16 913	31 435	28 147	23 842	17 383	7 938	4 104	153 894
30 June 2013	8 555	15 397	17 050	32 390	28 711	24 059	17 996	8 294	4 400	156 852
30 June 2014	8 452	15 182	17 050	33 306	29 204	24 416	18 459	8 749	4 723	159 541
30 June 2015	8 515	15 049	16 864	33 045	29 036	24 302	18 360	8 623	4 668	158 462
30 June 2016	8 646	14 176	16 798	35 636	30 792	25 262	19 353	10 834	4 462	165 959
30 June 2017	8 422	14 520	16 987	35 443	30 299	24 750	18 829	10 474	4 013	163 737
30 June 2018	8 305	14 484	17 402	36 441	30 755	25 077	18 987	11 099	4 155	166 705
30 June 2019	8 306	14 036	16 973	36 283	30 900	24 928	18 797	11 695	4 271	166 189
30 June 2020	7 535	13 307	16 829	36 216	30 724	24 851	18 643	12 239	4 531	164 875
Persons										
30 June 2010	17 729	28 522	31 468	58 853	53 398	46 244	31 135	13 508	6 277	287 134
30 June 2011	17 728	29 139	32 220	60 013	54 543	46 937	32 619	14 078	6 897	294 174
30 June 2012	17 468	29 646	33 106	61 807	55 707	47 668	33 965	15 063	7 411	301 841
30 June 2013	16 891	29 818	33 539	63 470	56 925	48 062	35 297	15 856	7 976	307 834
30 June 2014	16 651	29 601	33 498	65 149	58 748	48 803	36 337	16 831	8 626	314 244
30 June 2015	16 805	29 491	33 318	64 888	57 580	48 686	36 227	16 701	8 571	312 267
30 June 2016	17 221	27 752	33 163	70 505	60 671	50 576	38 808	21 351	8 330	328 377
30 June 2017	16 967	28 556	33 674	70 064	59 711	49 603	37 759	20 686	7 419	324 439
30 June 2018	16 624	28 476	34 411	72 295	60 732	50 075	38 178	22 037	7 746	330 574
30 June 2019	16 473	27 479	33 522	72 151	60 832	49 701	38 141	23 273	8 065	329 637
30 June 2020	14 798	26 071	32 701	71 723	60 671	49 567	37 870	24 519	8 575	326 495

See end notes

Note: Persons total includes drivers of unspecified gender

Source: BITRE estimates based on ACT Access Canberra data (2020)

Table 6.12i Licence holders, by age and gender – Australia

Date	15–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	414 539	627 732	689 046	1 450 023	1 468 570	1 286 046	906 248	440 133	160 763	7 443 100
30 June 2011	415 552	641 366	707 030	1 457 032	1 494 205	1 318 573	952 367	458 969	172 793	7 617 887
30 June 2012	412 262	648 513	715 947	1 463 362	1 513 759	1 350 486	994 859	485 482	180 603	7 765 273
30 June 2013	414 763	656 163	728 179	1 490 784	1 532 454	1 382 795	1 042 064	511 739	189 927	7 948 868
30 June 2014	415 779	657 006	732 353	1 512 090	1 539 622	1 405 652	1 075 636	543 465	197 167	8 078 770
30 June 2015	417 784	661 071	742 646	1 543 801	1 551 135	1 423 462	1 109 280	576 376	200 225	8 225 780
30 June 2016	423 082	661 312	754 453	1 585 701	1 565 143	1 439 161	1 146 273	616 225	212 572	8 398 823
30 June 2017	424 958	665 211	763 662	1 623 854	1 575 060	1 451 165	1 163 900	664 541	224 472	8 556 823
30 June 2018	439 652	668 192	771 414	1 663 783	1 584 734	1 463 115	1 190 724	709 729	237 476	8 728 819
30 June 2019	434 714	669 337	774 097	1 699 436	1 588 690	1 477 879	1 218 804	750 365	251 581	8 864 903
30 June 2020	421 399	668 984	775 148	1 731 888	1 596 120	1 492 294	1 241 223	786 823	286 226	8 978 376
Male										
30 June 2010	440 329	652 696	717 513	1 479 830	1 514 199	1 347 970	1 020 064	541 381	223 313	7 937 295
30 June 2011	441 742	669 041	739 971	1 495 469	1 539 118	1 377 681	1 059 231	556 826	235 204	8 114 283
30 June 2012	436 012	671 182	746 780	1 503 515	1 553 699	1 406 430	1 094 165	580 051	242 965	8 234 799
30 June 2013	435 561	680 804	763 349	1 541 950	1 571 993	1 438 880	1 134 552	603 132	251 520	8 421 741
30 June 2014	433 352	681 038	765 841	1 565 187	1 574 181	1 460 879	1 159 115	631 637	258 680	8 529 910
30 June 2015	432 636	684 617	773 259	1 596 987	1 583 795	1 477 231	1 184 044	660 809	259 992	8 653 370
30 June 2016	435 720	687 748	781 050	1 637 363	1 596 109	1 489 269	1 213 661	696 760	271 695	8 804 894
30 June 2017	436 242	693 175	787 672	1 673 316	1 604 706	1 499 216	1 222 512	743 025	283 390	8 943 254
30 June 2018	447 532	697 098	796 338	1 707 432	1 612 469	1 508 464	1 240 937	785 189	295 774	9 091 233
30 June 2019	443 868	700 522	807 319	1 739 144	1 616 476	1 518 880	1 261 952	820 460	308 839	9 217 460
30 June 2020	432 151	701 587	818 203	1 769 232	1 624 959	1 531 807	1 279 590	850 348	320 520	9 328 403
Persons										
30 June 2010	854 872	1 280 463	1 406 609	2 930 080	2 983 286	2 634 604	1 926 769	981 723	384 118	15 382 524
30 June 2011	857 296	1 310 428	1 447 053	2 952 712	3 033 798	2 696 827	2 012 068	1 016 005	408 033	15 734 220
30 June 2012	848 276	1 319 713	1 462 775	2 967 067	3 067 880	2 757 455	2 089 514	1 065 742	423 604	16 002 026
30 June 2013	850 329	1 336 988	1 491 592	3 032 915	3 104 855	2 822 216	2 177 085	1 115 091	441 485	16 372 556
30 June 2014	849 132	1 338 061	1 498 262	3 077 442	3 114 170	2 867 034	2 235 236	1 175 328	455 894	16 610 559
30 June 2015	850 443	1 345 704	1 515 974	3 140 961	3 135 279	2 901 230	2 293 790	1 237 421	460 273	16 881 075
30 June 2016	858 854	1 349 109	1 535 589	3 223 258	3 161 586	2 928 930	2 360 406	1 313 224	484 348	17 205 631
30 June 2017	861 286	1 358 441	1 551 441	3 297 374	3 180 078	2 950 877	2 386 876	1 407 847	507 919	17 502 139
30 June 2018	887 294	1 365 369	1 567 924	3 371 428	3 197 482	2 972 082	2 432 100	1 495 211	533 323	17 822 213
30 June 2019	878 582	1 370 173	1 582 034	3 438 155	3 205 293	2 996 875	2 480 215	1 570 026	560 229	18 081 582
30 June 2020	853 688	1 370 705	1 593 560	3 501 319	3 221 185	3 024 224	2 520 884	1 637 165	585 055	18 307 795

See end notes

Source: BITRE estimates based on state/territory licensing data (2020)

Table 6.13a Licence vehicle operators, by vehicle type – New South Wales

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	4 141 994	451 630	82 835	121 937	201 164	113 554	18 960
30 June 2011	4 219 860	461 252	84 913	124 294	200 038	111 704	19 978
30 June 2012	4 287 119	471 975	86 022	126 495	202 116	110 908	21 054
30 June 2013	4 358 941	483 321	89 597	127 577	200 451	108 849	22 073
30 June 2014	4 434 064	497 469	90 810	129 138	201 400	107 581	22 959
30 June 2015	4 520 447	512 932	93 057	130 642	200 719	106 026	24 099
30 June 2016	4 602 368	582 998	93 461	133 276	203 002	104 923	24 994
30 June 2017	4 679 214	541 893	93 068	133 293	204 539	104 461	25 962
30 June 2018	4 793 077	554 339	92 293	134 539	207 266	103 651	26 859
30 June 2019	4 333 854	566 261	92 840	135 221	209 007	102 046	27 953
30 June 2020	4 432 380	580 584	93 797	135 099	209 270	99 779	29 315
Provisional licence							
30 June 2010	393 815	18 264	112	1 111	616		
30 June 2011	400 474	22 400	145	1 162	712		
30 June 2012	410 282	25 568	164	1 184	776		
30 June 2013	418 195	28 600	160	1 174	868		
30 June 2014	422 097	29 563	140	1 105	867		
30 June 2015	438 304	30 256	128	1 165	991		
30 June 2016	451 903	29 635	118	1 175	1 007		
30 June 2017	465 831	29 323	135	1 207	1 164		
30 June 2018	430 895	28 232	120	1 074	1 017		
30 June 2019	391 179	28 447	81	881	850		
30 June 2020	356 301	29 007	66	746	737		
L Permits							
30 June 2010	251 377	26 355					
30 June 2011	270 010	25 460					
30 June 2012	284 370	27 459					
30 June 2013	280 321	28 079					
30 June 2014	282 832	27 552					
30 June 2015	283 601	26 120					
30 June 2016	282 462	25 886					
30 June 2017	290 987	25 910					
30 June 2018	301 177	25 296					
30 June 2019	306 608	26 055					
30 June 2020	325 196	27 334					

Note: Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)

See end notes

Source: BITRE estimates based on data provided by Transport for NSW (2020)

Table 6.13b Licence vehicle operators, by vehicle type – Victoria

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	3 080 222	321 289	28 575	85 073	159 569	134 079	20 234
30 June 2011	3 149 341	333 286	29 805	87 926	163 805	133 691	21 443
30 June 2012	3 152 367	343 439	31 393	89 818	168 585	132 852	23 011
30 June 2013	3 201 361	355 194	33 249	91 344	171 765	131 558	24 763
30 June 2014	3 262 610	367 222	35 270	92 525	173 629	129 679	26 134
30 June 2015	3 322 723	380 241	38 566	93 409	176 151	127 679	27 508
30 June 2016	3 397 897	394 801	40 392	94 523	179 861	126 641	28 717
30 June 2017	3 474 078	404 069	41 696	95 735	184 005	126 197	29 960
30 June 2018	3 552 902	411 487	42 315	97 216	188 949	126 541	31 397
30 June 2019	3 626 919	418 633	42 705	98 776	194 249	126 712	32 684
30 June 2020	3 704 917	425 943	43 139	99 960	198 799	127 108	34 131
Provisional licence							
30 June 2010	207 895	3 233	51	734	304	62	9
30 June 2011	201 678	3 388	33	668	328	56	5
30 June 2012	259 188	5 169	60	1 114	859	159	15
30 June 2013	276 379	5 689	51	1 343	1 066	182	36
30 June 2014	286 231	6 118	43	1 365	1 125	173	26
30 June 2015	290 357	6 790	48	1 382	1 227	194	19
30 June 2016	304 723	7 246	49	1 276	1 252	175	32
30 June 2017	295 085	6 237	43	1 195	1 220	189	37
30 June 2018	300 904	4 965	41	1 127	1 234	195	31
30 June 2019	302 787	4 258	36	1 067	1 153	189	46
30 June 2020	288 444	3 877	21	977	1 156	184	47
L Permits							
30 June 2010	282 381	18 811					
30 June 2011	292 842	18 005					
30 June 2012	295 094	18 599					
30 June 2013	297 533	18 177					
30 June 2014	304 305	19 572					
30 June 2015	308 119	18 022					
30 June 2016	311 765	16 194					
30 June 2017	313 608	10 339					
30 June 2018	325 669	11 101					
30 June 2019	323 799	11 554					
30 June 2020	311 120	13 085					

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)

Note: Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and cominbation licences)

See end notes

Source: BITRE estimates based on VicRoads data (2020)

Table 6.13c Licence vehicle operators, by vehicle type – Queensland

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	2 639 577	603 997	42 083	87 998	235 177	91 441	38 428
30 June 2011	2 735 414	624 464	44 031	91 383	239 186	91 281	41 417
30 June 2012	2 784 683	636 847	45 388	92 772	243 501	90 209	44 196
30 June 2013	2 852 194	651 781	46 806	94 396	246 500	89 188	47 127
30 June 2014	2 864 350	654 427	47 650	93 616	244 899	85 899	49 185
30 June 2015	2 909 487	664 046	49 038	93 845	246 100	83 640	51 227
30 June 2016	2 978 250	680 046	50 687	94 886	247 700	81 724	53 667
30 June 2017	3 049 092	690 654	52 785	95 615	248 553	79 940	55 763
30 June 2018	3 122 025	690 310	55 116	96 280	249 139	77 856	57 950
30 June 2019	3 180 048	692 255	57 187	97 128	250 253	76 043	59 817
30 June 2020	3 262 510	698 650	58 585	96 623	249 264	73 891	61 620
Provisional licence							
30 June 2010	168 352	5 974	272	1 539	2 034	586	457
30 June 2011	184 089	5 869	302	1 657	2 003	574	449
30 June 2012	194 110	na	275	1 568	1 754	481	412
30 June 2013	200 318	6 079	295	1 638	1 980	490	462
30 June 2014	201 470	6 477	285	1 664	2 131	542	537
30 June 2015	198 282	6 249	278	1 548	2 061	519	521
30 June 2016	200 336	6 692	265	1 631	2 212	501	644
30 June 2017	201 077	4 290	254	1 562	2 186	480	599
30 June 2018	199 625	4 819	239	1 458	2 066	439	591
30 June 2019	199 109	4 744	244	1 490	2 180	393	590
30 June 2020	191 867	4 576	212	1 382	2 082	359	604
L Permits							
30 June 2010	178 367	134 203			7	244	20
30 June 2011	180 665	141 855			4	232	20
30 June 2012	175 603	na			1	211	16
30 June 2013	178 236	148 982			0	188	16
30 June 2014	173 507	148 777			0	0	15
30 June 2015	174 731	150 497			1	178	15
30 June 2016	175 337	155 339			2	172	13
30 June 2017	176 184	155 398			2	169	13
30 June 2018	186 424	152 183			1	166	13
30 June 2019	182 687	150 422			1	162	13
30 June 2020	201 106	150 736			2	156	11

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)

Note: Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and cominbation licences)

na: not available

See end notes

Source: BITRE estimates based on Department of Transport and Main Roads (QLD) data (2020)

Table 6.13d Licence vehicle operators, by vehicle type – South Australia

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	975 521	159 869	21 054	39 416	58 872	39 827	8 909
30 June 2011	973 352	159 253	21 776	39 643	58 566	38 988	9 258
30 June 2012	971 996	160 282	23 305	39 724	58 489	38 369	9 722
30 June 2013	973 105	164 730	26 056	40 467	59 502	38 273	10 425
30 June 2014	972 258	166 083	27 775	40 705	59 803	37 585	11 013
30 June 2015	933 919	163 190	25 914	40 579	59 075	36 621	11 465
30 June 2016	950 161	162 303	25 071	40 801	58 267	35 837	11 916
30 June 2017	944 729	160 791	24 617	40 721	57 265	34 841	12 242
30 June 2018	955 801	160 756	24 778	40 844	57 008	34 142	12 584
30 June 2019	972 099	160 965	24 618	41 036	56 863	33 832	13 179
30 June 2020	988 053	160 149	24 671	40 956	56 628	33 091	13 611
Provisional licence							
30 June 2010	70 352	1 137	12	361	175	140	27
30 June 2011	71 912	1 040	16	418	212	146	23
30 June 2012	68 404	1 102	18	420	285	161	33
30 June 2013	68 775	1 247	16	427	308	149	44
30 June 2014	69 619	1 325	23	446	338	141	35
30 June 2015	54 743	1 120	10	281	240	90	27
30 June 2016	51 282	1 078	9	254	193	72	23
30 June 2017	66 228	1 440	10	297	198	107	22
30 June 2018	67 794	1 583	10	272	210	118	13
30 June 2019	66 102	1 650	6	252	186	114	18
30 June 2020	62 462	1 601	15	204	143	99	16
L Permits							
30 June 2010	37 935	5 739	1	3	9	422	0
30 June 2011	38 544	6 168	1	4	10	353	0
30 June 2012	43 408	7 029	0	6	7	367	0
30 June 2013	43 187	7 588	0	2	7	306	0
30 June 2014	43 198	7 897	0	2	10	272	0
30 June 2015	43 100	7 781	0	2	6	220	0
30 June 2016	46 026	7 593	0	2	9	193	1
30 June 2017	45 815	7 737	0	3	5	195	2
30 June 2018	47 749	7 919	0	3	5	223	1
30 June 2019	48 295	7 727	0	1	9	215	1
30 June 2020	50 080	7 437	0	2	3	199	1

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)

Note: Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and cominbation licence)

See end notes

Source: BITRE estimates based on Department for Infrastructure and Transport (SA) data (2020)

Table 6.13e Licence vehicle operators, by vehicle type – Western Australia

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2013	1 351 539	258 187	29 690	29 271	188 328	69 057	30 246
30 June 2014	1 385 239	263 798	30 016	30 256	188 631	67 709	31 885
30 June 2015	1 415 096	267 164	30 249	30 926	190 704	66 339	33 187
30 June 2016	1 442 154	269 496	30 489	31 371	192 368	64 857	34 289
30 June 2017	1 461 754	270 796	30 772	31 449	194 546	63 371	35 273
30 June 2018	1 479 421	271 192	31 423	31 486	195 195	61 286	36 005
30 June 2019	1 499 254	271 136	32 023	31 717	197 710	59 079	36 874
30 June 2020	1 531 265	270 904	32 503	31 890	200 916	56 780	37 920
Provisional licence							
30 June 2013	59 284	5 109	13	68	15	1	2
30 June 2014	59 427	4 819	11	63	8	0	6
30 June 2015	61 115	4 484	4	49	3	1	5
30 June 2016	63 523	4 106	6	40	6	2	3
30 June 2017	62 802	3 652	4	45	5	2	4
30 June 2018	72 599	3 194	7	44	4	4	0
30 June 2019	74 467	2 626	10	50	3	1	2
30 June 2020	62 834	2 273	9	38	4	1	3
L Permits							
30 June 2013	96 896	29 080	1 405	2 307	17 216	1 881	2 465
30 June 2014	100 814	30 169	1 378	2 177	16 401	1 788	2 457
30 June 2015	103 852	29 505	1 260	2 162	14 283	1 682	2 399
30 June 2016	104 810	28 347	1 279	2 015	11 093	1 323	1 960
30 June 2017	104 944	26 555	1 279	1 946	8 319	958	1 489
30 June 2018	96 071	25 249	1 226	1 936	6 192	691	1 044
30 June 2019	95 201	25 264	1 224	1 961	5 221	539	828
30 June 2020	99 114	25 111	1 189	1 958	4 377	469	672

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)

Note: Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and cominbation licence)

See end notes

Source: Department of Transport, Western Australia data (2020)

Table 6.13f Licence vehicle operators, by vehicle type – Tasmania

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	264 208	40 857	4 383	28 678	13 382	13 380	1 746
30 June 2011	266 922	41 936	5 333	28 575	13 708	13 140	1 861
30 June 2012	265 334	42 428	6 214	28 084	13 868	12 644	1 935
30 June 2013	265 349	43 102	7 063	27 713	13 930	12 300	2 005
30 June 2014	265 403	44 173	7 921	27 341	13 995	12 060	2 077
30 June 2015	267 852	45 476	8 274	27 400	14 150	12 032	2 173
30 June 2016	271 500	47 176	8 717	27 541	14 385	11 988	2 303
30 June 2017	274 072	48 566	9 052	27 703	14 537	11 974	2 394
30 June 2018	280 042	50 315	9 550	27 651	14 653	11 837	2 511
30 June 2019	280 730	48 566	9 052	27 703	14 537	11 974	2 394
30 June 2020	297 102	53 396	10 264	27 610	15 362	11 682	2 722
Provisional licence							
30 June 2010	18 737	2 654	11	75	7	3	
30 June 2011	17 583	2 925	7	76	19	5	
30 June 2012	16 059	2 869	2	77	15	6	
30 June 2013	15 076	3 264	6	95	15	5	
30 June 2014	15 231	3 482	6	88	8	6	
30 June 2015	15 543	3 502	13	81	11	6	
30 June 2016	17 185	3 413	8	66	6	8	
30 June 2017	18 622	3 381	9	75	8	4	
30 June 2018	19 273	2 941	3	61	9	3	
30 June 2019	18 526	3 381	9	75	8	4	
30 June 2020	17 773	1 727	3	46	7	1	
L Permits							
30 June 2010	18 265	1 705					
30 June 2011	19 578	1 788					
30 June 2012	20 615	2 024					
30 June 2013	21 292	2 172					
30 June 2014	21 591	1 958					
30 June 2015	22 116	1 911					
30 June 2016	21 401	1 837					
30 June 2017	21 146	1 843					
30 June 2018	21 547	1 228					
30 June 2019	21 146	1 843					
30 June 2020	23 323	1 126					

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)

Note: Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and cominbation licences)

Note: Data are not readily available for missing years

See end notes

Source: BITRE estimates based on Department of State Growth (TAS) data (2020)

Table 6.13g Licence vehicle operators, by vehicle type – Northern Territory

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	84 463	21 294	5 554	7 081	11 164	5 544	4 105
30 June 2011	85 228	21 164	5 588	6 913	11 267	5 407	4 142
30 June 2012	88 520	21 484	5 651	6 797	12 263	5 337	4 270
30 June 2013	91 634	22 091	5 807	6 685	12 988	5 311	4 491
30 June 2014	98 344	24 570	6 236	6 984	14 422	5 478	5 038
30 June 2015	99 664	24 824	6 301	6 876	15 013	5 367	5 152
30 June 2016	101 345	25 014	6 360	6 839	15 183	5 294	5 226
30 June 2017	102 064	25 112	6 443	6 844	15 361	5 136	5 357
30 June 2018	102 729	24 739	6 575	6 831	15 664	4 965	5 440
30 June 2019	103 219	24 189	6 453	6 795	15 218	4 737	5 345
30 June 2020	105 105	23 628	6 276	6 759	15 072	4 585	5 244
Provisional licence							
30 June 2010	5 744	73	1	5	4	2	2
30 June 2011	6 020	76	5	5	5	1	4
30 June 2012	6 108	70	5	3	7	0	2
30 June 2013	5 796	115	0	3	3	0	0
30 June 2014	6 319	134	5	8	2	0	0
30 June 2015	6 342	154	3	13	7	0	1
30 June 2016	6 708	130	7	6	1	0	1
30 June 2017	6 814	84	7	16	3	0	0
30 June 2018	6 513	101	3	13	3	0	1
30 June 2019	6 342	154	3	13	7	0	1
30 June 2020	6 218	99	1	6	1	1	0
L Permits							
30 June 2010	6 321	1 425	0	0	2	0	0
30 June 2011	5 911	1 445	0	0	3	0	1
30 June 2012	6 265	1 570	0	0	1	0	1
30 June 2013	6 766	1 674	0	1	0	0	1
30 June 2014	6 976	2 339	0	0	0	0	0
30 June 2015	6 605	2 195	0	0	0	0	0
30 June 2016	6 604	2 026	0	0	0	0	0
30 June 2017	7 361	2 068	0	0	0	0	0
30 June 2018	7 656	1 997	0	0	0	0	0
30 June 2019	6 976	1 706	0	0	0	0	0
30 June 2020	7 610	1 681	0	0	0	0	0

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)

Note: Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and cominbation licences)

Note: Full licence includes probationary licences

See end notes

Source: BITRE estimates based on Department of Infrastructure, Planning and Logistics (NT) data (2020)

Table 6.13h Licence vehicle operators, by vehicle type – Australian Capital Territory

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	231 277	28 381	2 498	6 854	9 723	3 494	524
30 June 2011	237 859	29 258	2 595	6 903	9 734	3 418	523
30 June 2012	245 304	30 180	2 695	6 958	9 787	3 347	530
30 June 2013	252 607	31 032	2 718	6 983	9 748	3 252	517
30 June 2014	258 349	31 921	2 762	7 022	9 755	3 191	523
30 June 2015	264 435	32 849	2 820	7 068	9 722	3 132	526
30 June 2016	272 122	33 804	2 864	7 207	9 790	3 090	522
30 June 2017	278 374	34 522	2 922	7 245	9 779	3 021	536
30 June 2018	285 140	35 138	3 079	7 018	9 609	2 835	549
30 June 2019	273 626	35 055	3 255	6 815	9 304	2 698	558
30 June 2020	286 455	34 893	3 373	6 612	9 186	2 591	541
Provisional licence							
30 June 2010	20 719	1 246	2	32	6	0	32
30 June 2011	21 203	1 268	2	19	5	0	0
30 June 2012	21 255	1 148	4	32	6	0	0
30 June 2013	20 196	1 293	4	27	6	1	0
30 June 2014	19 976	1 440	1	21	4	0	0
30 June 2015	19 756	1 240	1	16	6	0	0
30 June 2016	19 904	1 125	1	17	5	0	0
30 June 2017	19 589	1 109	1	16	2	0	0
30 June 2018	19 552	1 160	0	16	6	1	0
30 June 2019	19 739	1 143	2	19	2	0	0
30 June 2020	18 378	1 155	4	11	5	1	0
L Permits							
30 June 2010	10 734	3 673					
30 June 2011	10 615	3 322					
30 June 2012	10 810	3 437					
30 June 2013	10 769	3 325					
30 June 2014	10 513	1 874					
30 June 2015	10 994	1 874					
30 June 2016	11 030	1 774					
30 June 2017	11 037	1 768					
30 June 2018	11 345	1 824					
30 June 2019	11 308	1 831					
30 June 2020	11 863	2 143					

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)

Note: Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and cominbation licences)

See end notes

Source: BITRE estimates based on ACT Access Canberra data (2020)

Table 6.13i Licence vehicle operators, by vehicle type – Australia

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2013	13 346 730	2 009 438	240 986	424 436	903 212	457 788	141 647
30 June 2014	13 540 617	2 049 663	248 440	427 587	906 534	449 182	148 814
30 June 2015	13 733 623	2 090 722	254 219	430 745	911 634	440 836	155 337
30 June 2016	14 015 797	2 195 638	258 041	436 444	920 556	434 354	161 634
30 June 2017	14 263 377	2 176 403	261 355	438 605	928 585	428 941	167 487
30 June 2018	14 571 137	2 198 276	265 129	441 865	937 483	423 113	173 295
30 June 2019	14 269 749	2 218 809	268 631	445 139	947 257	416 984	178 921
30 June 2020	14 607 787	2 248 147	272 608	445 509	954 497	409 507	185 104
Provisional licence							
30 June 2013	1 064 019	51 396	545	4 775	4 261	828	544
30 June 2014	1 080 370	53 358	514	4 760	4 483	862	604
30 June 2015	1 084 442	53 795	485	4 535	4 546	810	573
30 June 2016	1 115 564	53 425	463	4 465	4 682	758	703
30 June 2017	1 136 048	49 516	463	4 413	4 786	782	662
30 June 2018	1 117 155	46 995	423	4 065	4 549	760	636
30 June 2019	1 078 251	46 403	391	3 847	4 389	701	657
30 June 2020	1 004 277	44 315	331	3 410	4 135	646	670
L Permits							
30 June 2013	935 000	239 077	1 405	2 310	17 223	2 375	2 482
30 June 2014	943 736	240 138	1 378	2 179	16 411	2 060	2 472
30 June 2015	953 118	237 905	1 260	2 164	14 290	2 080	2 414
30 June 2016	959 435	238 996	1 279	2 017	11 104	1 688	1 974
30 June 2017	971 082	231 618	1 279	1 949	8 326	1 322	1 504
30 June 2018	997 638	226 797	1 226	1 939	6 198	1 080	1 058
30 June 2019	996 020	226 402	1 224	1 962	5 231	916	842
30 June 2020	1 029 412	228 653	1 189	1 960	4 382	824	684

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)

Note: Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and cominbation licences)

See end notes

Source: BITRE estimates based on state/territory licensing data (2021)

Table 6.14 Selected road and bridge construction and maintenance price and cost indexes, for Australia and for states and territories

Financial year	NSW	VIC	QLD	SA	WA	Australia (BITRE)	Australia (ABS)
			index (2011–12 = 100)				
1998–99	60.2	56.9	56.5	56.3	59.2		58.1
1999–00	62.0	59.3	58.7	58.3	62.0		60.2
2000–01	63.8	62.4	60.8	61.8	64.8	64.9	62.6
2001–02	64.8	64.5	60.9	62.9	66.0	65.2	63.7
2002–03	69.1	68.3	64.6	65.7	68.4	68.1	67.4
2003–04	72.0	71.1	68.1	67.3	69.9	71.7	70.1
2004–05	75.2	72.2	72.1	70.2	73.2	75.7	73.0
2005–06	78.8	75.4	77.5	74.5	79.3	79.3	77.4
2006–07	82.4	78.7	82.4	77.7	83.8	81.8	81.3
2007–08	86.1	82.4	88.4	81.7	89.5	86.6	85.7
2008–09	89.6	87.9	96.6	89.4	94.4	93.4	91.2
2009–10	91.9	89.5	96.1	92.7	93.8	92.5	92.4
2010–11	94.3	93.9	98.2	95.7	95.3	95.2	95.2
2011–12	100.0	100.0	100.0	100.0	100.0	100.0	100.0
2012–13	103.6	103.8	103.9	103.4	103.1	101.4	103.6
2013–14	106.7	106.6	106.3	107.2	103.9	102.5	106.1
2014–15	108.7	107.3	106.0	109.6	104.3	101.7	106.8
2015–16	109.6	107.5	106.4	110.6	103.4	99.3	107.2
2016–17	110.6	104.6	107.0	112.8	104.3	99.3	107.4
2017–18	113.0	112.4	111.0	117.4	106.0	102.7	111.2
2018–19	117.2	120.3	114.9	121.2	108.4	107.6	115.7
2019–20	118.1	121.5	115.6	121.8	109.5	108.2	116.6
2020–21	119.4	120.0	119.4	115.4	122.4	110.3	118.5

Note: data are not available for missing years

Note: ABS data is average over four quarters

Source: For state and national indexes – ABS (2021); for national (BITRE) index – BITRE estimates

Table 6.15 Arterial road and bridge maintenance expenditure, constant 2019–20 prices, adjusted by BITRE Road Construction and Maintenance Price Index – Road maintenance sub-index

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT
				$ million				
2000–01	631.1	271.4	385.1	77.7	225.4	41.5	42.1	20.2
2001–02	578.3	315.6	385.4	74.0	193.5	43.3	37.4	15.5
2002–03	582.2	309.9	339.9	73.1	225.6	32.4	23.7	21.8
2003–04	585.5	296.1	413.6	78.7	224.8	37.5	28.0	12.8
2004–05	602.6	259.0	408.0	93.5	209.5	35.2	26.7	11.5
2005–06	558.1	245.2	423.2	94.3	225.6	49.3	28.3	10.1
2006–07	562.8	264.3	491.6	81.4	269.1	47.2	35.7	11.5
2007–08	610.8	292.5	502.3	92.1	260.9	37.8	27.8	13.0
2008–09	727.2	286.0	531.7	116.0	304.4	36.2	47.5	9.4
2009–10	704.4	282.4	614.3	109.2	294.6	46.9	31.3	18.6
2010–11	749.4	376.6	638.2	79.8	250.3	57.2	56.9	13.3
2011–12	799.4	318.7	784.2	90.5	175.5	47.9	46.9	12.4
2012–13	702.1	272.6	1 090.3	83.3	253.9	62.3	57.2	13.2
2013–14	908.9	262.5	1 105.8	80.6	313.9	48.8	56.0	10.4
2014–15	955.1	334.7	618.3	72.5	301.9	55.5	67.5	12.6
2015–16	886.9	316.0	481.1	104.4	291.4	48.9	62.9	13.2
2016–17	935.6	342.5	704.7	85.2	312.9	51.3	56.3	12.5
2017–18	900.8	563.3	660.8	93.2	324.5	57.3	59.5	16.7
2018–19	706.6	567.5	685.4	98.8	366.7	59.5	51.4	17.1
2019–20	869.1	569.0	725.4	142.3	378.6	70.7	22.3	16.9

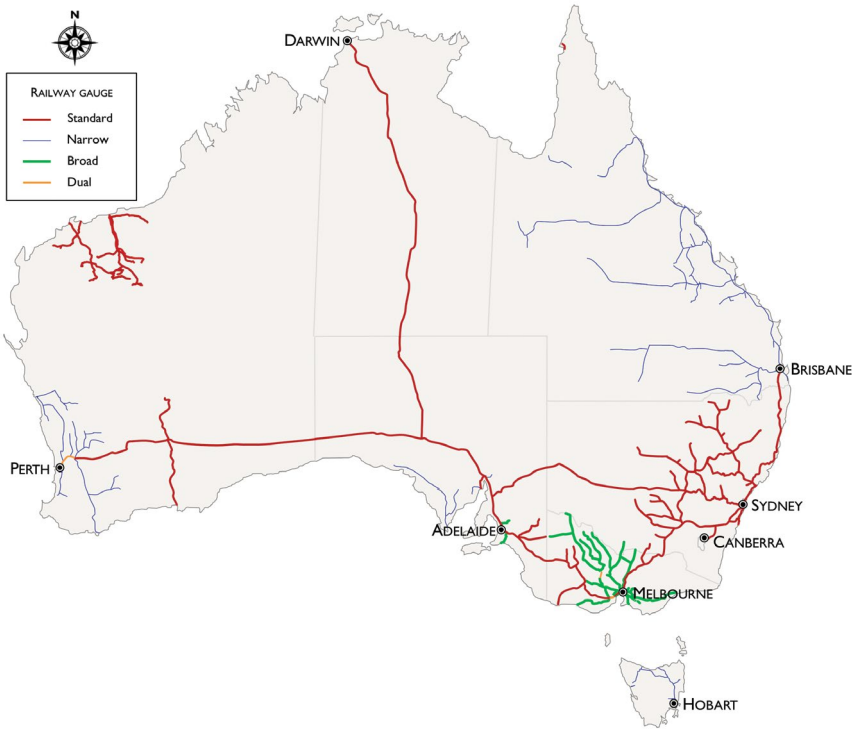
Note: For this table, arterial roads are defined as by the NTC, which differs from that used in Table 6.2 and between each state. The list of road classifications used by the NTC is included in the endnotes. Road and bridge maintenance figures exclude Commonwealth-funded Natural Disaster Relief and Recovery Arrangements (NDRRA) and Insurance-related expenditure since 2010–11.

Sources: *National Transport Commission, 2020*

BITRE estimates

Chapter 7:
Rail

Figure 12 Australia's railways, by gauge



The lines shown here are the railways that were open for traffic at September 2019. The only change since 2018 is the cessation of most (narrow gauge) operations on the South Australian Eyre Peninsula and the opening of the first stage of Sydney Metro.

Table 7.1a Intercapital rail distances – freight terminals

Jurisdiction	Sydney	Melbourne	Brisbane	Adelaide	Perth	Darwin	Canberra
				kilometres			
Sydney		929	965	1 868	4 137	4 459	316
Melbourne			1 901	832	3 468	3 790	811
Brisbane				2 816	5 101	5 424	1 281
Adelaide					2 637	2 959	1 643
Perth						4 174	4 019
Darwin							4 341

Source: *BITRE estimates*

Table 7.1b Intercapital rail distances – passenger terminals

Jurisdiction	Sydney	Melbourne	Brisbane	Adelaide	Perth	Darwin	Canberra
				kilometres			
Sydney		953	987	1 711	4 156	4 285	329
Melbourne			1 914	828	3 485	3 798	822
Brisbane				2 672	4 933	5 247	1 291
Adelaide					2 657	2 971	1 629
Perth						4 178	4 025
Darwin							4 339

Source: *BITRE estimates*

Table 7.2a Estimated route-kilometres of open railway as at September 2021, by jurisdiction and gauge

Jurisdiction	Gauge					
	1 067	1 435	1 600	Dual	Other	Total
New South Wales		7 121	73			7 194
Victoria	16	1 904	2 309	32	30	4 291
Queensland	8 146	117		36	4	8 303
South Australia	184	2 561	254	22		3 021
Western Australia	2 970	4 701		207		7 878
Tasmania	611				7	618
Northern Territory	3	1 690				1 693
ACT		6				6
Total	11 930	18 100	2 636	297	41	33 004

See end notes

Source: BITRE estimates

Table 7.2b Estimated route-kilometres of open railway as at September 2021, by jurisdiction and single or double (or more) trackage

Jurisdiction	Trackage		
	Double (or more)	Single	Total
New South Wales	1 206	5 988	7 194
Victoria	883	3 408	4 291
Queensland	839	7 464	8 303
South Australia	122	2 899	3 021
Western Australia	953	6 925	7 878
Tasmania	0	618	618
Northern Territory	0	1 693	1 693
ACT	0	6	6
Total	4 003	29 001	33 004

See end notes

Source: BITRE estimates

Table 7.2c Estimated route-kilometres of open railway as at September 2021, by jurisdiction and overhead electrical system used

Jurisdiction	Electrical system				
	1 500 V DC	25 kV AC, 50 Hz	De-electrified	Not electrified	Total
New South Wales	666		2	6 526	7 194
Victoria	383		100	3 808	4 291
Queensland		2 173		6 130	8 303
South Australia		45		2 976	3 021
Western Australia		181		7 697	7 878
Tasmania				618	618
Northern Territory				1 693	1 693
ACT				6	6
Total	1 049	2 399	102	29 454	33 004

See end notes

Source: BITRE estimates

Table 7.3 Network characteristics of heavy urban passenger railways

Jurisdiction	Route-kilometres in metropolitan area				Route-kilo-metres, electrified	Metropolitan Stations
	Passenger-only lines	Freight -only lines	Shared passenger/ freight	Total		
Sydney	na	na	na	393.0	393.0	180.0
Melbourne	220.0	28.0	181.0	429.0	370.0	221.0
Brisbane	127.8	34.9	268.1	430.8	413.8	152.0
Adelaide	127.0	62.0	0.0	189.0	44.0	88.0
Perth	180.0	48.0	1.0	229.0	181.0	71.0

Note: Sydney's route kilometres has reduced by seven and its stations by six following closure of the Carlingford line, which is being converted to light rail. Adelaide's kilometres and stations have increased by one each following the extension of the Tonsley line to Flinders.

Source: *BITRE, 2019, Trainline 7*

Table 7.4 Interstate non-bulk rail freight by state/territory of origin

Financial year	NSW	VIC	QLD	SA	WA	NT	ACT	Total
	million tonne-kilometres							
1973–74	1 429	1 822	412	1 344	657	70	na	5 733
1974–75	1 542	1 952	411	1 404	841	74	na	6 223
1975–76	1 656	2 079	410	1 458	1 026	77	na	6 706
1976–77	1 706	2 066	429	1 537	961	82	na	6 780
1977–78	1 756	2 052	448	1 614	897	87	na	6 853
1978–79	1 806	2 040	467	1 689	832	91	na	6 927
1979–80	1 857	2 020	487	1 763	768	96	na	6 991
1980–81	1 877	2 125	443	1 692	931	93	na	7 161
1981–82	1 670	2 045	464	1 520	1 111	85	na	6 895
1982–83	1 464	1 964	485	1 352	1 292	76	na	6 632
1983–84	1 671	2 134	495	1 575	1 164	94	na	7 134
1984–85	1 646	2 177	555	1 488	1 155	87	na	7 108
1985–86	1 846	2 106	681	1 321	1 345	79	na	7 379
1986–87	2 007	2 171	737	1 628	1 402	93	na	8 038
1987–88	2 545	2 468	760	1 865	1 404	107	na	9 149
1988–89	2 864	2 970	865	2 059	1 580	113	na	10 451
1989–90	2 623	2 846	952	2 242	1 467	112	na	10 241
1990–91	2 381	2 844	978	1 970	1 540	117	na	9 829
1991–92	2 416	2 968	1 100	2 013	1 728	122	na	10 346
1992–93	2 576	2 967	1 162	2 235	1 952	132	na	11 023
1993–94	2 698	3 167	1 225	2 344	2 167	139	na	11 740
1994–95	2 851	3 396	1 288	2 454	2 382	147	na	12 518
1995–96	2 873	3 329	1 352	2 448	2 107	154	na	12 264
1996–97	2 884	3 679	1 443	2 347	2 300	120	na	12 772
1997–98	2 916	3 997	1 641	2 338	2 583	150	na	13 624
1998–99	2 926	4 469	1 444	2 262	3 130	138	na	14 369
1999–00	2 918	4 620	1 580	2 348	3 422	154	na	15 042
2000–01	2 910	4 775	1 703	2 432	3 708	170	na	15 697
2001–02	2 917	4 934	1 803	2 513	4 285	185	na	16 636
2002–03	2 922	5 091	1 903	2 592	4 859	200	na	17 567
2003–04	2 930	5 251	2 002	2 672	5 437	214	na	18 506
2004–05	2 939	5 410	2 102	2 751	6 008	214	na	19 426
2005–06	2 948	5 570	2 202	2 832	6 586	214	na	20 353
2006–07	4 074	8 409	2 365	4 985	6 570	454	na	26 857
2007–08	4 342	7 242	2 677	4 079	6 642	621	na	25 603
2008–09	3 851	6 586	2 041	4 229	5 913	550	na	23 170
2009–10	3 948	6 688	2 206	3 867	6 008	513	na	23 230

See end notes

na: not applicable

Source: *BITRE, 2012, Trainline 1*

Table 7.5a Public transit patronage on heavy rail, Australian capital cities

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra	Metropolitan
	million passenger movements								
1979–80	201.3	100.8	28.0	13.1	7.2				350.4
1980–81	207.9	97.4	30.3	13.8	6.5				355.9
1981–82	214.9	89.0	32.4	14.7	6.1				357.1
1982–83	202.8	91.4	33.1	12.9	6.8				347.0
1983–84	198.1	94.4	35.8	12.4	8.7				349.4
1984–85	196.5	97.5	37.4	11.8	8.7				351.9
1985–86	213.9	102.9	40.3	12.8	9.8				379.7
1986–87	220.5	106.0	43.0	12.5	9.7				391.7
1987–88	240.2	100.1	45.0	9.5	9.4				404.2
1988–89	240.6	105.7	49.4	10.1	8.8				414.6
1989–90	244.6	107.1	43.3	10.0	8.4				413.4
1990–91	246.5	106.9	42.1	8.9	7.6				411.9
1991–92	238.8	109.0	40.1	8.4	9.6				405.8
1992–93	227.7	106.1	39.4	9.1	13.6				395.8
1993–94	231.3	101.1	38.4	10.5	22.9				404.3
1994–95	244.6	105.5	37.0	10.9	23.4				421.4
1995–96	249.9	109.3	39.2	10.8	25.9				435.1
1996–97	257.0	112.7	41.5	10.7	29.0				450.9
1997–98	258.4	113.1	41.5	10.5	29.2				452.7
1998–99	261.9	118.4	41.0	10.3	28.9				460.5
1999–00	270.4	125.4	42.2	10.3	29.5				477.7
2000–01	293.1	130.5	44.2	10.2	31.2				509.3
				Revised figures					
2001–02	267.1	131.8	45.4	8.1	31.0				483.4
2002–03	263.7	133.8	46.2	8.4	31.4				483.5
2003–04	263.6	134.9	48.1	8.8	31.1				486.5
2004–05	259.9	145.1	48.6	8.9	32.7				495.2
2005–06	261.9	159.1	53.1	9.4	34.1				517.6
2006–07	269.0	178.6	57.9	9.3	35.8				550.6
2007–08	283.3	201.2	51.0	9.4	42.6				587.5
2008–09	292.2	213.9	54.7	9.6	54.7				625.1
2009–10	289.1	219.3	52.3	9.4	56.4				626.5
2010–11	294.5	228.9	51.0	8.8	58.9				642.1
2011–12	303.5	222.0	52.8	8.0	63.0				649.3
2012–13	272.4	225.5	48.5	8.0	65.7				620.1
2013–14	282.2	225.7	50.9	8.2	63.5				630.5
2014–15	291.9	227.5	51.6	10.9	64.2				646.1
2015–16	322.6	233.4	52.4	11.3	62.6				682.3
2016–17	340.7	236.8	51.0	14.3	60.1				702.9
2017–18	359.2	240.9	53.6	14.5	58.2				726.4
2018–19	379.1	243.2	55.0	15.6	61.5				754.4
2019–20	329.5	187.6	44.0	13.2	49.7				624.0

Note: Figures from 2001–02 are revised and based on those as reported in *Trainline*

Note: Values denote total UPT train passenger trips including concessions and transfers. Up to 2000–01, figures refer to trips within the metropolitan area. From 2001–02 on, figures refer to all trips on suburban rail networks.

Sources: *BITRE, 2015, Long-term trends in urban public transport*

BITRE, 2021, Trainline 9

Prior Trainline publications

Table 7.5b Public transit patronage on light rail, Australian cities

Financial year	Sydney	Melbourne	Gold Coast	Adelaide	Perth	Hobart	Darwin	Canberra	Newcastle	Metropolitan
	million passenger movements									
1979–80	0.0	98.9		3.0						101.9
1980–81	0.0	100.1		2.9						103.0
1981–82	0.0	102.4		2.9						105.3
1982–83	0.0	101.3		2.8						104.1
1983–84	0.0	102.1		2.8						104.9
1984–85	0.0	109.4		2.7						112.1
1985–86	0.0	112.4		2.6						115.0
1986–87	0.0	113.3		2.6						115.9
1987–88	0.0	115.6		2.4						118.0
1988–89	3.5	118.9		2.7						125.1
1989–90	3.5	95.6		2.2						101.3
1990–91	3.4	107.6		2.2						113.2
1991–92	3.4	112.0		2.1						117.5
1992–93	3.4	100.9		1.8						106.1
1993–94	3.4	104.0		1.8						109.2
1994–95	3.4	108.6		2.0						113.9
1995–96	4.0	114.1		1.9						120.0
1996–97	4.7	115.4		1.9						122.0
1997–98	5.4	117.2		1.9						124.5
1998–99	5.8	121.6		1.9						129.3
1999–00	6.2	129.8		1.9						138.0
2000–01	6.7	133.9		2.0						142.6
2001–02	6.3	137.2		2.0						145.5
2002–03	6.2	140.6		2.0						148.8
2003–04	5.1	142.5		2.2						149.7
					Revised figures					
2004–05		145.3								145.3
2005–06		149.6								149.6
2006–07		154.9								154.9
2007–08		158.3								158.3
2008–09		178.1								178.1
2009–10		175.6								175.6
2010–11	3.3	182.7								186.0
2011–12	4.4	191.6								196.0
2012–13	3.6	182.7								186.3
2013–14	3.9	176.9								180.8
2014–15	6.1	182.1	6.3	8.9						203.4
2015–16	9.7	203.8	7.7	8.9						230.1
2016–17	10.0	204.0	7.9	7.2						229.1
2017–18	10.2	206.3	9.5	9.4						235.4
2018–19	9.9	205.4	10.8	9.4				0.9	0.5	236.8
2019–20	12.4	141.8	8.5	7.4				3.6	1.0	174.6

Note: Figures from 2004–05 are revised

Values denote total UPT passenger trips (including concessions and transfers) on all metropolitan light rail networks. Up to 2003–04, figures include the Sydney monorail, which closed in 2013.

Sources: *BITRE, 2015, Long-term trends in urban public transport*

BITRE, 2021, Trainline 9

Prior Trainline publications

Table 7.6a Rail-related expenditure, by commonwealth government (constant 2019–20 prices, adjusted by ABS Consumer Price Index)

Financial year	NSW[b]	VIC	QLD	SA[b]	WA	TAS	NT	ACT	Non-State	Total Government	Total Public Sector[a]
						$ million					
1998–99	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	13.8	17.3	880.2
1999–00	0.0	0.0	0.0	0.0	0.0	15.5	0.0	0.0	82.7	98.2	1 011.2
2000–01	0.0	0.0	0.0	0.0	0.0	18.6	86.4	0.0	72.4	177.5	870.5
2001–02	0.0	0.0	4.5	0.0	0.0	1.2	168.1	0.0	0.0	173.8	472.1
2002–03	0.0	0.0	3.4	0.0	0.0	0.1	20.6	0.0	0.0	24.1	163.1
2003–04	207.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	651.8	859.8	131.8
2004–05	0.2	0.0	0.2	28.4	13.4	0.0	17.7	0.0	183.5	243.5	602.5
2005–06	1.7	0.0	0.0	23.6	0.0	0.0	0.0	0.0	389.2	414.5	840.0
2006–07	- 1.2	33.7	0.0	28.3	0.0	2.1	0.0	0.0	6.5	69.3	1 148.5
2007–08	25.6	121.7	32.2	4.1	36.2	19.7	0.0	0.0	29.3	268.7	1 590.1
2008–09	171.9	337.5	42.8	36.3	25.6	39.8	1.0	0.0	563.5	1 218.3	1 812.9
2009–10	- 32.2	54.5	480.2	67.2	18.6	58.0	2.1	0.0	961.7	1 610.1	2 484.4
2010–11	6.4	362.4	0.0	174.1	71.2	17.1	0.0	0.0	663.4	1 294.5	2 204.7
2011–12	78.2	556.1	34.7	360.1	143.3	31.9	0.0	0.0	474.4	1 678.6	3 020.4
2012–13	157.8	705.5	39.2	- 19.1	188.7	49.6	0.0	0.0	240.3	1 361.9	3 079.9
2013–14	431.6	1 243.0	75.3	0.6	25.4	37.1	0.0	0.0	1.9	1 814.9	2 532.7
2014–15	298.5	155.8	268.5	0.0	0.0	5.0	0.0	0.0	47.8	775.6	1 461.5
2015–16	84.3	0.1	108.9	0.0	523.3	12.0	0.0	0.0	76.2	804.8	937.6
2016–17	26.2	231.0	167.6	0.0	0.0	21.4	0.0	0.0	190.7	637.0	2 108.3
2017–18	0.0	36.6	46.9	183.5	524.3	15.5	0.0	0.0	290.2	1 096.9	2 605.0
2018–19	186.5	493.9	2.0	22.8	311.3	13.3	0.0	0.0	301.4	1 331.2	2 310.5
2019–20	62.7	365.6	12.5	25.6	36.0	17.0	0.0	0.0	524.4	1 043.8	1 966.0

(a) Total public sector includes total government and public non-financial corporations

(b) Negative expenditure represents money recovered from state

Sources: *ABS, 2021, Consumer Price Index, Australia*
ABS, 2021, Government Finance Statistics, Australia
BITRE estimates

Table 7.6b Rail-related expenditure, by state/territory Government (constant 2019–20 prices, adjusted by ABS Consumer Price Index)

Financial year	NSW	VIC	QLD	SA[c]	WA[c]	TAS[c]	NT[c]	ACT	Total Government	Total Public Sector[a]
						$ million				
1998–99	1 576.1	489.6	941.6	51.2	226.9	- 0.1	25.6	0.0	3 310.8	7 607.4
1999–00	1 211.1	1 409.3	1 147.8	40.0	174.9	- 13.9	18.3	1.7	3 989.1	9 178.8
2000–01	1 598.0	1 282.2	1 030.8	84.9	286.0	- 17.1	119.4	0.0	4 384.2	5 700.9
2001–02	1 562.9	1 141.2	947.2	50.4	65.7	0.3	296.4	0.0	4 064.2	8 128.0
2002–03	1 796.1	1 070.8	991.8	83.1	167.6	- 0.1	13.5	0.0	4 122.8	8 914.9
2003–04	1 692.6	3 095.1	981.6	43.5	336.0	0.0	7.2	0.0	6 156.0	7 679.6
2004–05	2 026.4	1 640.5	1 091.6	- 10.0	316.1	5.7	- 12.0	0.0	5 058.2	9 019.8
2005–06	2 373.0	2 018.4	1 052.4	123.0	345.3	4.1	0.0	0.0	5 916.2	8 982.7
2006–07	3 595.8	2 351.2	1 169.8	118.1	379.3	0.6	0.0	0.0	7 614.7	11 156.3
2007–08	2 585.5	2 206.1	1 134.3	86.0	312.7	7.4	0.0	0.0	6 332.0	11 250.6
2008–09	3 346.6	1 831.3	635.2	223.5	287.8	40.1	- 1.0	0.0	6 363.5	12 840.8
2009–10	4 015.1	2 848.5	51.9	438.0	308.4	5.5	- 2.1	0.0	7 665.3	13 498.0
2010–11	3 116.7	2 260.1	203.5	231.8	208.0	26.7	22.5	0.0	6 069.4	12 314.9
2011–12	3 564.6	2 438.9	413.0	200.9	123.9	- 2.9	0.0	0.0	6 738.3	10 523.2
2012–13	3 774.9	2 437.7	991.2	660.4	81.7	- 27.0	0.0	0.0	7 918.8	9 487.1
2013–14	3 868.5	1 770.9	1 207.6	323.1	261.0	- 9.6	0.0	8.8	7 430.2	6 786.3
2014–15	6 465.7	4 529.8	1 626.1	192.7	286.9	24.2	0.0	24.9	13 150.3	10 932.9
2015–16	2 305.6	4 919.6	1 689.4	147.4	- 222.1	43.5	0.0	19.2	8 902.5	10 562.7
2016–17	3 654.8	5 092.2	1 723.3	282.4	303.4	33.2	0.0	0.0	11 089.3	11 980.1
2017–18	5 273.9	6 879.2	1 888.6	144.1	- 241.0	- 1.0	0.0	0.0	13 943.7	15 013.2
2018–19	4 928.0	6 834.7	2 599.3	265.0	- 12.4	- 5.2	0.0	92.2	14 701.6	15 810.8
2019–20	4 734.3	7 744.4	3 270.5	290.4	302.0	- 3.0	0.0	84.0	16 422.6	17 309.2

(a) Total public sector includes total government and public non-financial corporations

(c) Negative values are due to some mismatch between Commonwealth expenditure, and reported state expenditure from the ABS Government Financial Statistics. Negative values occur when total Commonwealth grants exceed state expenditure.

Sources: *ABS, 2021, Consumer Price Index, Australia*

ABS, 2021, Government Finance Statistics, Australia

BITRE estimates

Table 7.6c Rail-related expenditure, by all government (constant 2019–20 prices, adjusted by ABS Consumer Price Index)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Public Corporations	Total Government (d)	Total Public Sector (a) (e)
						$ million					
1998–99	1 576.1	489.6	941.6	51.2	226.9	3.4	25.6	0.0	8 566.3	3 328.1	8 487.6
1999–00	1 211.1	1 409.3	1 147.8	40.0	174.9	1.7	18.3	1.7	10 094.9	4 087.3	10 189.9
2000–01	1 598.0	1 282.2	1 030.8	84.9	286.0	1.6	205.8	0.0	5 782.5	4 561.7	6 571.4
2001–02	1 562.9	1 141.2	951.8	50.4	65.7	1.5	464.4	0.0	7 351.5	4 238.0	8 600.0
2002–03	1 796.1	1 070.8	995.2	83.1	167.6	0.0	34.1	0.0	8 953.9	4 146.9	9 078.1
2003–04	1 900.2	3 095.1	982.0	43.5	336.0	0.0	7.2	0.0	8 636.5	7 015.8	7 811.4
2004–05	2 026.6	1 640.5	1 091.8	18.4	329.5	5.7	5.7	0.0	9 949.2	5 301.7	9 622.3
2005–06	2 374.7	2 018.4	1 052.4	146.6	345.3	4.1	0.0	0.0	10 419.5	6 330.7	9 822.7
2006–07	3 594.6	2 384.9	1 169.8	146.4	379.3	2.7	0.0	0.0	12 648.3	7 684.1	12 304.8
2007–08	2 611.1	2 327.8	1 166.5	90.1	348.9	27.0	0.0	0.0	13 046.3	6 600.7	12 840.6
2008–09	3 518.5	2 168.8	678.0	259.7	313.4	79.9	0.0	0.0	16 064.3	7 581.8	14 653.7
2009–10	3 982.9	2 903.0	532.0	505.2	327.0	63.5	0.0	0.0	15 418.0	9 275.3	15 982.4
2010–11	3 123.1	2 622.5	203.5	405.9	279.3	43.8	22.5	0.0	15 456.7	7 363.9	14 519.6
2011–12	3 642.7	2 994.9	447.7	561.0	267.2	28.9	0.0	0.0	13 437.3	8 416.9	13 543.6
2012–13	3 932.7	3 143.2	1 030.4	641.3	270.3	22.6	0.0	0.0	11 712.0	9 280.7	12 567.0
2013–14	4 300.1	3 013.9	1 282.9	323.7	286.3	27.5	0.0	8.8	9 236.6	9 245.1	9 319.0
2014–15	6 764.2	4 685.5	1 894.6	192.7	286.9	29.2	0.0	24.9	8 876.3	13 925.8	12 394.4
2015–16	2 389.9	4 919.7	1 798.3	147.4	301.1	55.5	0.0	19.2	10 782.3	9 707.3	11 500.3
2016–17	3 681.1	5 323.2	1 890.9	282.4	303.4	54.6	0.0	0.0	10 624.3	11 726.3	14 088.3
2017–18	5 273.9	6 915.8	1 935.5	327.6	283.3	14.4	0.0	0.0	11 441.9	15 040.6	17 618.2
2018–19	5 114.4	7 328.6	2 601.3	287.8	298.9	8.1	0.0	92.2	12 591.0	16 032.8	18 121.3
2019–20	4 797.0	8 110.0	3 283.0	316.0	338.0	14.0	0.0	84.0	13 147.0	17 466.4	19 275.2

(a) Total public sector includes total government and public non-financial corporations

(d) State totals will not add to total government as they do not include transfer payments to public non-financial corporations

(e) The sum of public corporations and total government will not add to total public sector due to the existence of payments from general government to public non-financial corporations

Sources: *ABS, 2021, Consumer Price Index, Australia*

ABS, 2021, Government Finance Statistics, Australia

BITRE estimates

Chapter 8: Aviation

Figure 13 Australia's top 40 airports in 2019–20, passengers

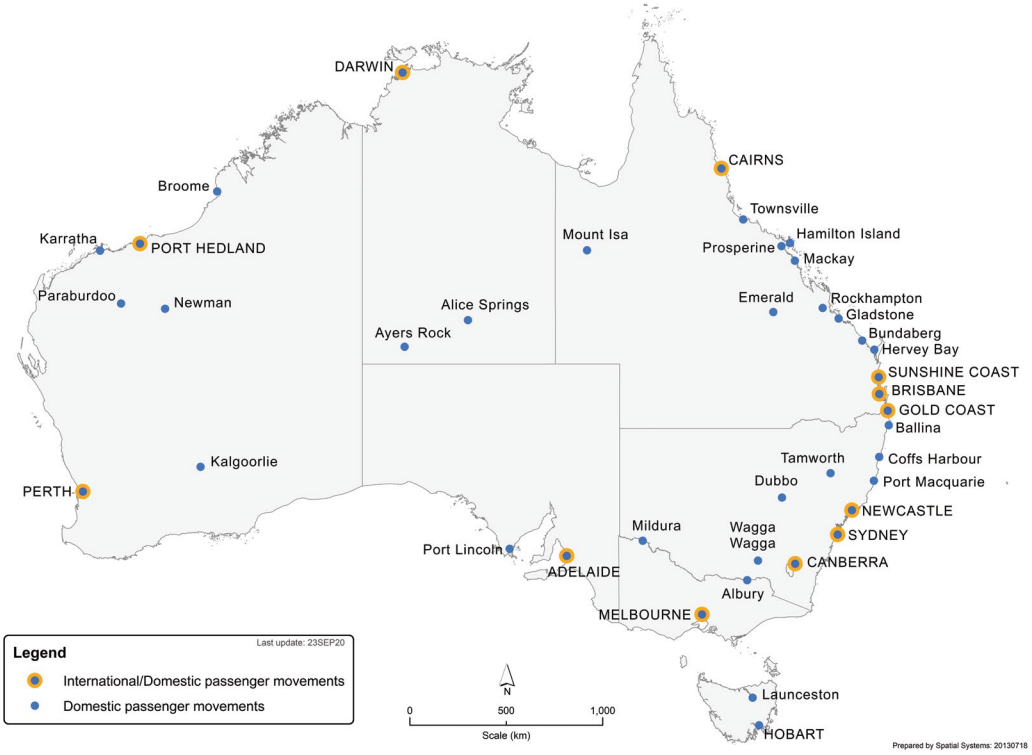


Table 8.1 Intercapital air distances (great circle distances)

Jurisdiction	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra
				km				
Sydney		706	753	1 167	3 284	1 039	3 155	236
Melbourne			1 381	643	2 706	618	3 131	470
Brisbane				1 622	3 615	1 791	2 852	956
Adelaide					2 120	1 172	2 619	972
Perth						3 022	2 651	3 091
Hobart							3 742	850
Darwin								3 141

Source: BITRE, 2019, Aviation Statistics – Australian Air Distances

Table 8.2 International airline activity

Financial year	Flights	Revenue passengers	Available seats	Load factor	Freight
	no.	no.	no.	per cent	'000 tonnes
1970–71	17 067	1 199 148			33.4
1971–72	18 573	1 433 739			36.3
1972–73	19 735	1 769 816			44.7
1973–74	20 474	2 160 876			58.1
1974–75	27 013	2 392 102			65.8
1975–76	23 267	2 801 883			71.1
1976–77	21 938	2 894 965			78.5
1977–78	24 082	3 036 960			89.2
1978–79	20 764	3 506 753			111.8
1979–80	20 478	4 019 316			122.0
1980–81	20 487	4 108 265			127.8
1981–82	22 346	4 186 171			157.7
1982–83	21 486	4 249 249			166.7
1983–84	21 082	4 451 708			193.9
1984–85	22 385	4 988 998			222.9
1985–86	25 308	5 424 377			235.8
1986–87	29 698	6 194 981			268.4
1987–88	33 848	7 211 743			296.1
1988–89	38 854	7 930 588	11 435 873	69.3	324.6
1989–90	42 353	8 252 769	12 257 200	67.3	353.9
1990–91	45 300	8 424 511	12 991 767	64.8	357.5
1991–92	48 419	9 042 889	13 773 493	65.7	379.8
1992–93	52 295	9 759 065	15 023 875	65.0	432.8
1993–94	54 781	10 621 976	15 709 444	67.6	476.3
1994–95	60 658	11 565 753	17 443 065	66.9	543.5
1995–96	68 387	12 679 451	19 610 366	66.0	564.9
1996–97	74 347	13 718 480	20 792 015	67.4	614.9
1997–98	77 811	14 080 113	21 604 059	66.7	645.6
1998–99	80 476	14 564 061	21 621 816	68.9	645.6
1999–00	86 751	15 583 694	22 895 592	69.3	687.2
2000–01	93 828	17 126 504	24 565 665	71.1	665.7
2001–02	87 557	16 486 343	22 892 570	73.8	634.3
2002–03	89 374	16 108 417	23 062 891	71.8	635.1
2003–04	100 336	18 131 286	25 885 687	71.5	627.0
2004–05	116 087	20 309 733	29 691 278	69.7	702.4
2005–06	117 790	21 096 951	30 041 002	71.3	726.0
2006–07	119 330	22 137 767	29 768 595	75.6	754.5
2007–08	124 176	23 264 573	30 625 242	77.1	781.0
2008–09	131 560	23 486 506	32 174 834	74.2	709.4
2009–10	141 194	25 625 654	34 309 383	75.7	760.0
2010–11	150 440	27 549 289	36 923 253	75.5	822.5
2011–12	156 100	28 882 348	38 574 696	76.6	856.8
2012–13	161 101	30 309 898	40 433 560	77.3	882.8
2013–14	174 045	32 422 133	43 732 584	76.5	882.4
2014–15	175 251	33 864 637	44 226 790	79.0	939.8
2015–16	183 206	36 228 731	46 946 066	79.7	996.6
2016–17	193 267	38 660 946	50 599 437	79.3	1044.8
2017–18	201 374	40 619 162	52 896 690	79.6	1150.8
2018–19	205 814	42 121 004	53 863 238	80.4	1141.4
2019–20	159 730	30 732 112	39 920 606	78.9	1004.8
2020–21	45 164	1 122 915	5 552 952	20.2	894.9

See end notes

Note: Data are not readily available for missing years

Source: *BITRE, 2021, Aviation Statistics – International Airline Activity*

Table 8.3 Domestic airline activity

Financial year	Flights	Revenue passengers	Revenue passenger kilometres	Available seats	Available seat kilometres	Domestic load factor	Cargo
			'000	'000	'000	per cent	'000 tonnes
1977–78	374 866	11 958 560	8 313 930		12 465 976	66.7	
1978–79	397 242	12 587 854	8 787 099		12 795 744	68.7	
1979–80	415 879	13 540 872	9 692 782		13 526 185	71.7	
1980–81	416 282	13 563 340	9 979 054		13 627 596	73.2	
1981–82	416 291	13 695 462	10 406 883		14 933 230	69.7	
1982–83	411 027	12 644 727	9 586 535		14 247 860	67.3	
1983–84	406 679	13 037 551	9 940 350		13 966 231	71.2	
1984–85	411 621	13 768 268	10 604 648	21 123	14 733 094	72.0	
1985–86	426 450	14 798 619	11 588 920	22 642	16 109 845	71.9	
1986–87	427 149	15 267 094	12 372 645	23 352	17 316 196	71.5	
1987–88	435 622	16 471 140	13 623 398	24 130	18 321 841	74.4	
1988–89	452 433	16 844 631	14 168 630	24 430	18 821 360	75.3	
1989–90	364 595	12 272 726	10 490 243	18 836	14 846 965	70.7	
1990–91	444 183	16 935 005	15 139 951	26 123	21 748 111	69.6	
1991–92	490 740	20 997 030	19 806 981	29 384	25 703 400	77.1	
1992–93	522 879	21 475 685	19 849 262	30 943	26 293 801	75.5	
1993–94	543 428	24 788 627	23 862 333	35 549	32 153 754	74.2	
1994–95	572 035	26 997 493	26 394 411	39 610	36 685 149	71.9	
1995–96	589 501	28 611 325	28 372 962	41 964	39 670 986	71.5	
1996–97	592 477	29 040 584	29 344 131	43 024	41 423 354	70.8	
1997–98	589 262	29 358 221	29 780 624	42 291	41 077 354	72.5	
1998–99	596 302	29 733 510	30 390 004	42 322	41 276 389	73.6	
1999–00	595 629	31 365 384	32 203 645	43 442	42 669 709	75.5	
2000–01	625 903	34 105 561	35 014 922	47 541	46 709 057	75.0	
2001–02	493 750	30 510 909	32 300 227	41 596	42 265 977	76.4	
2002–03	484 895	32 104 317	35 103 726	43 207	45 534 719	77.1	
2003–04	501 771	36 410 853	40 402 092	47 683	51 741 384	78.1	
2004–05	544 317	40 435 504	45 047 723	53 859	58 303 803	77.3	
2005–06	545 410	42 531 425	47 782 489	56 532	61 808 822	77.3	
2006–07	541 497	45 827 236	52 022 148	59 121	65 670 698	79.2	
2007–08	562 366	49 278 702	56 191 023	63 873	71 066 014	79.1	
2008–09	563 245	50 238 810	57 551 830	65 493	73 180 717	78.6	
2009–10	578 343	51 755 752	59 015 605	66 600	74 198 429	79.5	
2010–11	611 363	54 754 916	63 148 467	70 640	80 263 751	78.7	253.3
2011–12	616 358	55 001 968	64 350 894	71 151	81 652 424	78.8	236.3
2012–13	642 383	57 139 416	67 178 496	76 718	87 547 702	76.7	215.0
2013–14	641 355	57 760 934	68 111 514	77 790	89 582 164	76.0	196.9
2014–15	634 093	57 267 418	67 463 320	76 620	88 296 961	76.4	192.4
2015–16	641 528	58 466 454	68 860 185	77 270	88 933 484	77.4	195.1
2016–17	642 234	59 325 889	69 502 171	77 295	88 704 248	78.4	225.0
2017–18	634 994	60 779 500	70 882 705	77 532	88 549 227	80.0	231.3
2018–19	634 058	60 981 798	71 083 411	77 519	88 528 168	80.3	236.4
2019–20	491 902	45 242 660	52 801 089	58 459	66 606 292	79.3	213.2
2020–21	326 488	21 545 428	24 740 419	34 186	38 574 207	64.1	197.8

See end notes

Note: Data are not readily available for missing years

Source: *BITRE, 2021, Aviation Statistics – Domestic Airline Activity*

Table 8.4a Activity at major airports – revenue passengers (thousand)

Financial year	Sydney	Melbourne	Brisbane	Perth	Adelaide	Gold Coast	Cairns	Canberra	Darwin	Hobart	Towns-ville
1985–86	9 498	6 476	3 457	1 939	2 082	778	578	1 008	407	506	1 030
1986–87	10 187	6 776	3 728	2 098	2 083	930	742	1 043	420	494	1 010
1987–88	11 510	7 448	4 325	2 226	2 239	1 120	934	1 117	469	539	1 007
1988–89	12 100	7 743	4 834	2 338	2 290	1 259	1 054	1 089	496	544	908
1989–90	10 108	6 511	3 933	1 999	1 825	659	840	721	398	455	455
1990–91	12 361	8 346	5 246	2 508	2 461	1 090	1 288	1 124	496	590	512
1991–92	15 070	10 196	6 644	3 026	3 006	1 495	1 776	1 361	563	684	482
1992–93	15 486	10 255	6 900	2 997	3 033	1 564	1 948	1 382	610	706	555
1993–94	16 650	10 884	7 493	3 429	3 251	1 711	2 223	1 514	707	743	514
1994–95	18 335	11 992	8 509	3 833	3 500	1 879	2 419	1 679	824	815	577
1995–96	19 878	12 972	9 236	4 145	3 743	1 993	2 595	1 750	932	850	598
1996–97	20 637	13 419	9 683	4 484	3 768	1 937	2 657	1 735	984	841	607
1997–98	21 013	13 791	9 737	4 624	3 949	1 868	2 598	1 825	1 011	854	628
1998–99	21 585	14 131	9 834	4 677	4 046	1 864	2 656	1 821	1 028	860	653
1999–00	23 098	15 146	10 534	4 891	4 186	1 959	2 718	1 969	1 057	909	682
2000–01	25 814	16 881	12 467	5 162	4 443	1 888	2 891	2 107	1 078	974	732
2001–02	23 150	15 967	11 774	4 766	4 175	1 736	2 642	1 841	963	958	696
2002–03	23 447	16 382	11 841	5 189	4 351	2 178	2 900	1 916	985	1 010	778
2003–04	26 090	18 631	13 780	5 889	4 893	2 504	3 222	2 303	1 073	1 226	923
2004–05	27 954	20 274	15 358	6 525	5 363	3 142	3 551	2 479	1 211	1 523	1 055
2005–06	28 996	21 041	16 016	7 005	5 767	3 515	3 731	2 550	1 219	1 606	1 161
2006–07	31 016	22 157	17 380	7 977	6 181	3 778	3 782	2 687	1 404	1 629	1 279
2007–08	32 701	23 943	18 298	8 952	6 619	4 323	3 777	2 853	1 562	1 758	1 366
2008–09	32 344	24 448	18 720	9 359	6 784	4 618	3 654	3 062	1 539	1 869	1 436
2009–10	34 461	25 918	18 897	9 993	7 016	5 186	3 550	3 258	1 568	1 856	1 518
2010–11	35 958	27 963	19 975	10 890	7 279	5 486	3 859	3 241	1 688	1 903	1 630
2011–12	35 987	27 956	20 874	11 997	6 947	5 327	3 943	3 159	2 074	1 815	1 627
2012–13	37 603	29 492	21 145	12 832	7 171	5 805	4 158	3 014	1 941	2 027	1 570
2013–14	38 629	30 896	21 821	12 980	7 577	5 784	4 296	2 858	2 090	2 107	1 523
2014–15	39 022	31 936	21 918	12 730	7 670	5 867	4 391	2 805	2 090	2 186	1 498
2015–16	41 105	33 705	22 320	12 556	7 778	6 273	4 711	2 831	2 068	2 313	1 530
2016–17	42 614	34 878	22 653	12 450	7 999	6 457	4 898	3 013	2 118	2 441	1 535
2017–18	44 035	36 319	23 238	12 419	8 274	6 541	4 969	3 179	2 060	2 596	1 627
2018–19	44 376	37 057	23 623	12 405	8 368	6 414	4 859	3 218	1 982	2 726	1 594
2019–20	32 195	27 003	17 805	9 346	6 246	4 779	3 472	2 350	1 440	2 074	1 216
2020–21	7 799	6 106	7 530	3 262	2 751	2 002	2 082	1 045	910	1 040	976

Source: *BITRE, 2021, Aviation Statistics – Airport Traffic Data*

Table 8.4b Activity at major airports – aircraft movements

Financial year	Sydney	Melbourne	Brisbane	Perth	Adelaide	Gold Coast	Cairns	Canberra	Darwin	Hobart	Townsville
1985–86	137 898	86 391	51 460	45 124	52 360	12 926	11 358	20 615	10 781	12 200	17 471
1986–87	144 160	88 271	55 946	36 222	50 587	16 715	14 568	21 568	12 294	11 728	17 644
1987–88	152 972	92 487	65 359	32 184	47 688	19 653	17 551	21 642	12 125	11 556	16 482
1988–89	163 946	95 555	70 241	31 799	49 656	22 224	19 694	20 726	10 794	10 095	17 425
1989–90	139 038	79 854	57 931	28 193	41 827	16 540	14 805	15 092	5 284	8 445	10 732
1990–91	165 921	102 204	77 181	35 522	50 315	22 609	25 480	22 432	7 199	10 140	13 732
1991–92	182 968	110 530	94 527	39 472	55 797	26 299	32 547	25 988	13 162	10 681	14 299
1992–93	202 555	119 862	99 854	39 590	58 533	26 358	35 854	29 054	15 323	10 929	14 386
1993–94	206 660	118 507	105 662	44 900	59 633	27 228	38 776	31 275	17 954	11 325	15 137
1994–95	221 208	127 155	116 880	50 002	63 253	26 828	41 903	35 625	20 663	12 381	15 928
1995–96	235 398	132 411	125 827	54 088	66 866	26 446	43 119	37 057	23 781	11 230	17 103
1996–97	243 592	136 339	125 108	57 286	68 970	24 203	44 009	38 173	24 303	9 468	18 035
1997–98	248 791	138 252	125 581	55 893	72 544	22 581	42 152	38 446	23 729	8 965	17 373
1998–99	249 175	141 560	129 230	53 609	73 258	22 260	41 594	38 077	25 138	9 697	17 943
1999–00	255 600	150 657	133 352	55 806	71 543	21 320	41 415	40 941	22 374	10 776	17 994
2000–01	283 408	174 663	151 552	56 176	73 666	20 417	41 859	51 867	22 126	15 205	19 013
2001–02	227 644	147 150	125 469	45 051	66 533	16 153	35 161	39 716	17 253	12 266	12 687
2002–03	225 872	146 751	116 552	47 854	66 231	21 225	38 594	35 986	17 243	11 444	15 208
2003–04	241 787	157 524	123 901	51 283	67 051	20 837	41 965	39 418	16 508	12 729	17 402
2004–05	257 630	176 038	139 984	56 445	70 761	27 728	45 474	38 512	16 501	15 889	20 101
2005–06	258 923	175 435	141 785	57 972	70 829	27 471	46 547	38 182	16 416	14 335	22 156
2006–07	264 401	176 112	144 359	61 659	72 508	27 279	44 952	38 257	17 981	13 497	21 108
2007–08	275 226	186 431	150 895	68 985	74 772	31 691	43 488	41 177	19 270	14 488	20 120
2008–09	270 813	189 011	157 675	78 623	74 654	32 083	39 511	45 191	22 727	15 027	21 044
2009–10	279 358	194 298	157 756	82 349	74 504	35 297	38 958	44 345	26 349	15 166	25 841
2010–11	290 503	206 798	168 343	87 863	76 111	37 737	42 612	43 280	27 396	16 064	29 327
2011–12	291 310	205 916	178 195	93 590	72 259	35 698	43 529	42 938	27 479	14 529	28 110
2012–13	305 006	215 414	188 320	98 974	75 518	39 036	44 914	41 816	26 672	16 410	27 483
2013–14	306 704	222 828	194 681	101 360	76 957	38 829	44 762	40 491	27 911	16 363	26 347
2014–15	306 785	228 434	194 828	96 916	78 068	38 806	44 516	38 789	27 390	17 368	25 554
2015–16	316 466	234 774	192 889	94 693	78 691	41 370	48 464	38 499	27 982	18 151	25 255
2016–17	320 724	236 864	191 162	93 168	78 503	42 572	48 828	38 751	28 285	19 023	25 692
2017–18	320 303	241 685	191 135	92 501	78 139	42 445	47 785	39 747	26 734	19 186	25 495
2018–19	322 535	243 369	192 077	93 063	78 879	40 606	46 239	40 050	25 615	19 867	23 762
2019–20	247 858	184 550	150 999	71 606	60 591	29 878	34 992	29 757	20 147	15 554	19 576
2020–21	119 428	76 488	90 229	43 023	36 896	15 779	26 567	16 465	18 149	10 933	17 409

See end notes

Source: *BITRE, 2021, Aviation Statistics – Airport Traffic Data*

Table 8.5 Domestic on-time performance

Financial year	Sectors scheduled	Cancellations	Sectors flown	On-time arrivals	On-time departures
		per cent		per cent	per cent
2004–05	430 714	0.9	426 662	86.4	87.0
2005–06	457 817	1.0	453 406	85.7	87.0
2006–07	467 907	0.8	463 981	85.6	86.9
2007–08	496 564	1.7	488 112	78.8	80.6
2008–09	502 291	1.7	493 710	79.7	81.1
2009–10	502 106	1.0	497 268	84.4	85.6
2010–11	527 708	1.6	519 255	78.8	80.6
2011–12	530 101	1.5	522 374	80.0	81.4
2012–13	563 636	1.7	554 258	78.8	81.1
2013–14	574 385	1.6	565 077	81.9	83.8
2014–15	573 966	1.4	565 695	85.1	86.5
2015–16	579 884	1.6	570 449	86.1	86.7
2016–17	574 740	1.8	564 479	83.0	83.8
2017–18	562 236	1.7	552 549	81.2	82.0
2018–19	563 834	2.1	552 259	79.4	80.6
2019–20	437 049	4.3	418 095	76.4	78.0
2020–21	268 227	7.6	247 874	86.1	85.6

See end notes

Source: *BITRE, 2021, Aviation Statistics – Domestic Airline Activity*

Table 8.6 BITRE airfare index

Financial year	Business	Economy	Restricted economy	Best discount
		index		
1993–94	59.1	67.4		96.8
1994–95	62.8	69.1		95.9
1995–96	65.6	71.6		94.9
1996–97	71.7	76.1		104.4
1997–98	76.2	78.7		115.0
1998–99	79.3	80.9		114.4
1999–00	80.0	81.8		114.1
2000–01	89.0	91.5		100.6
2001–02	92.5	96.1		109.2
2002–03	96.8	97.2	102.7	105.5
2003–04	102.7	100.2	100.1	102.5
2004–05	109.2	106.7	106.8	87.8
2005–06	106.0	112.8	99.8	95.1
2006–07	111.3	120.0	103.6	100.5
2007–08	116.3	112.8	111.4	100.2
2008–09	124.3	104.0	116.0	87.0
2009–10	116.0	108.2	113.3	74.7
2010–11	123.8	114.3	111.9	70.4
2011–12	116.5	131.0	84.9	87.6
2012–13	89.3	154.7	91.5	83.4
2013–14	108.5	157.8	97.0	82.1
2014–15	120.5	*	103.7	81.2
2015–16	126.7	*	108.8	81.7
2016–17	131.9	*	111.4	90.8
2017–18	133.0	*	132.6	93.6
2018–19	129.6	*	146.4	96.5
2019–20	122.8	*	153.6	105.9
2020–21	112.6	*	142.1	104.0

Note: Data are not readily available for missing years

Note: Base of index: July 2003 = 100.00

Note: Airfare Indices are not adjusted by ABS Consumer Price Index

Source: *BITRE, 2021, Aviation Statistics – Air fares*

* From the middle of February 2015, Qantas Airways ceased offering Full Economy fares for domestic travel. Since the Full Economy fare category was mainly made up of Qantas fares, it is no longer possible to continue producing the index for this fare category. In the future, if Full Economy fares are offered on sufficient routes, the index for this fare category could be reinstated.

Note: From November 2017, refunds of Jetstar's Restricted Economy products (Starter with Max) for cancellations are only available in the form of vouchers. Vouchers may only be redeemed for other Jetstar products and are therefore considered by BITRE to be closer to a transfer than a full refund. This change in Jetstar's product now places it outside BITRE's definition of a restricted economy fare, which has resulted in a sharp increase in the restricted economy index for November 2017.

Table 8.7 Number of Australian registered aircraft, by aircraft type

Date	Aeroplane				Helicopter	Balloon	Glider
	Piston	Turbofan	Turbojet	Turboprop			
14 December 1998	8 244	257	31	519	779	296	1 056
20 December 1999	8 347	268	34	534	870	308	1 063
17 December 2000	8 394	293	34	549	942	323	1 060
17 December 2001	8 440	310	37	553	980	332	1 060
16 December 2002	8 440	303	42	549	1 034	337	1 082
13 December 2003	8 684	308	51	576	1 195	351	1 106
20 December 2004	8 688	308	51	576	1 196	350	1 106
4 December 2005	8 798	323	52	611	1 284	350	1 115
7 November 2006	8 691	337	52	628	1 303	318	1 047
14 December 2007	8 928	370	52	693	1 479	335	1 085
31 December 2008	9 123	426	52	737	1 635	336	1 122
31 December 2009	9 202	458	54	746	1 696	339	1 143
13 December 2010	9 413	516	55	778	1 797	350	1 172
14 December 2011	9 663	559	54	845	1 909	361	1 193
19 November 2012	9 808	579	51	882	2 003	368	1 201
23 December 2013	9 918	611	48	908	2 077	379	1 220
27 October 2014	9 945	617	45	899	2 107	379	1 240
16 October 2015	9 927	620	45	910	2 134	395	1 258
31 December 2016	9 907	615	45	914	2 172	397	1 274
5 December 2017	9 862	629	45	941	2 213	413	1 271
29 November 2018	9 884	649	42	957	2 278	428	1 280
31 December 2019	9 937	668	43	957	2 324	441	1 288
31 December 2020	9 967	653	44	959	2 386	423	1 288

Source: *Civil Aviation Safety Authority, 2021*

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Figure 14 Principal Australian ports, by commodity

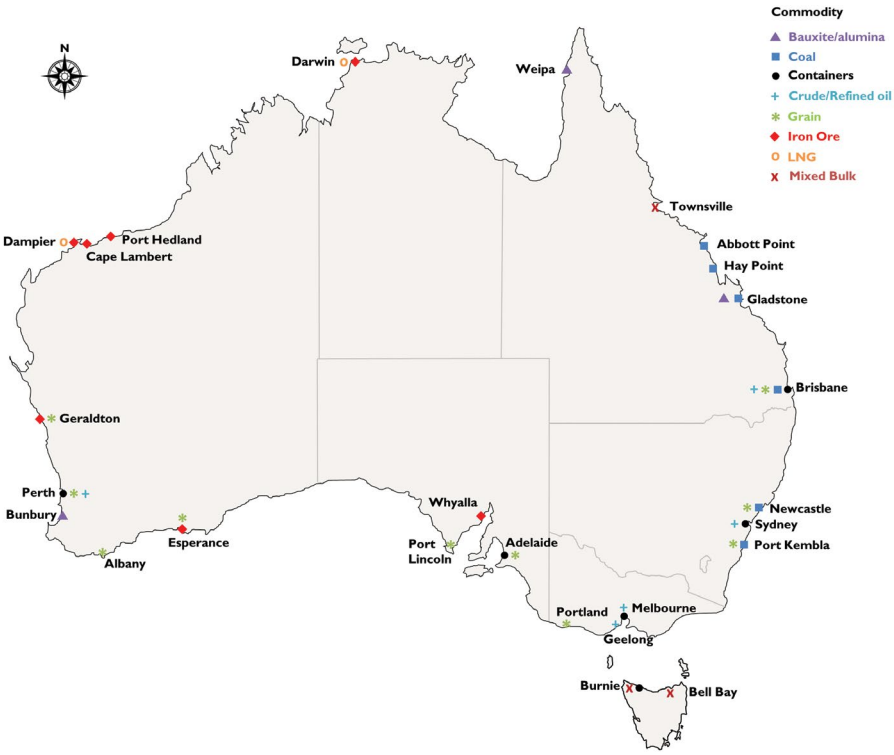


Table 9.1 Intercapital sea distances

Jurisdiction	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin
				kilometres			
Sydney		1 114	977	1 833	3 991	1 195	4 595
Melbourne			2 042	988	3 111	878	5 661
Brisbane				2 761	4 920	2 120	3 845
Adelaide					2 509	1 436	na
Perth						3 367	3 426
Hobart							5 739

na*: not applicable

Source: *Australian Chamber of Shipping, 1993*
BITRE estimates

Table 9.2a Number of cargo ships involved in coastal or international voyages that made port calls, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other[h]	Total[i]
1999–00	1 557	1 090	2 465	589	2 467	373	294	91	3 209
2000–01	1 511	1 058	2 417	681	2 331	383	284	80	3 165
2001–02	1 520	1 024	2 373	742	2 050	368	267	77	3 136
2002–03	1 563	1 006	2 514	679	2 212	404	305	53	3 187
2003–04	1 618	1 054	2 698	699	2 363	362	284	40	3 443
2004–05	1 623	1 119	2 754	670	2 449	385	319	25	3 546
2005–06	1 583	1 010	2 886	682	2 545	330	312	39	3 433
2006–07	1 724	1 070	3 131	594	2 733	368	330	26	3 792
2007–08	1 784	1 106	3 254	600	2 682	367	351	20	3 842
2008–09	1 826	1 030	3 310	672	2 966	336	354	29	4 040
2009–10	1 855	993	3 432	589	3 036	328	433	5	4 339
2010–11	2 048	1 190	3 346	782	3 394	337	422	0	4 511
2011–12	2 202	1 386	3 567	861	3 852	265	411	2	5 088
2012–13	2 324	1 387	3 685	805	4 075	289	397	0	5 228
2013–14	2 194	1 436	3 760	854	4 333	304	495	0	5 514
2014–15	2 184	1 250	3 769	808	4 233	308	448	0	5 469
2015–16	2 246	1 330	3 971	828	4 254	392	411	1	5 537
2016–17	2 406	1 419	4 056	949	4 484	355	393	0	5 843
2017–18	2 339	1 468	4 487	872	4 519	415	415	1	5 859
2018–19	2 388	1 359	4 618	794	4 651	420	449	0	6 014
2019–20	2 369	1 269	4 274	787	4 730	361	450	1	6 038
2020–21	2 439	1 292	4 299	826	4 795	352	447	0	6 315

(h) "Other" includes state/territory not clearly specified in the source data

(i) "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: Data may change slightly from year to year due to revisions to historical data. Ships that have made only port calls in the financial year where the target port equals the previous recorded port are excluded.

Source: *BITRE estimates based on Lloyds List Intelligence data*

Table 9.2b Number of port calls made by ships involved in coastal or international voyages, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other[h]	Total
1999–00	3 908	3 753	5 030	1 091	4 338	1 568	706	106	20 500
2000–01	3 877	3 707	5 039	1 201	4 309	1 610	642	91	20 476
2001–02	3 755	3 575	5 067	1 271	3 600	1 651	566	88	19 573
2002–03	3 768	3 889	5 488	1 242	3 700	1 951	567	74	20 679
2003–04	3 850	3 818	5 170	1 250	3 942	1 767	542	46	20 385
2004–05	4 077	4 098	5 228	1 194	4 084	2 024	578	28	21 311
2005–06	4 203	4 137	5 814	1 277	4 341	1 957	529	52	22 310
2006–07	4 219	4 211	6 422	1 210	4 662	1 929	579	32	23 264
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	0	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	0	28 202
2013–14	5 062	4 207	7 346	1 790	8 963	1 560	857	0	29 785
2014–15	5 105	3 998	8 092	1 830	9 343	1 575	980	0	30 923
2015–16	4 923	4 204	8 229	1 856	9 699	1 693	895	1	31 500
2016–17	5 113	4 296	8 778	2 136	9 805	1 814	873	0	32 815
2017–18	4 883	4 485	9 775	2 100	9 826	2 062	991	1	34 123
2018–19	4 874	4 290	10 043	2 046	9 891	1 965	1 088	0	34 197
2019–20	4 589	3 933	8 032	1 848	9 646	1 848	1 112	1	31 009
2020–21	4 525	3 919	8 039	1 720	9 422	1 920	1 077	0	30 622

(h) "Other" includes state/territory not clearly specified in the source data

Note: Data may change slightly from year to year due revisions to historical data. Recorded ship movements where the target port equals the previous recorded port are excluded from port call counts.

Source: BITRE estimates based on Lloyds List Intelligence data

Table 9.3a Number of ships involved in coastal or international voyages that made port calls, by major ports

Financial year	Melbourne	Brisbane	Sydney	Fremantle	Newcastle	Gladstone	Dampier	Port Hedland
1999–00	596	763	626	719	592	422	507	326
2000–01	587	727	578	678	581	459	477	361
2001–02	589	679	560	669	617	469	240	343
2002–03	575	689	590	702	661	531	254	376
2003–04	613	715	616	712	684	637	394	332
2004–05	672	757	615	716	682	652	406	437
2005–06	597	779	604	686	652	677	460	516
2006–07	697	787	670	744	704	736	512	487
2007–08	654	793	661	708	703	794	530	481
2008–09	652	842	553	836	748	849	622	548
2009–10	634	824	476	809	809	879	647	589
2010–11	688	892	504	795	905	830	733	675
2011–12	827	992	575	905	967	910	708	797
2012–13	838	1005	541	954	1014	947	728	850
2013–14	817	908	519	939	1046	989	746	952
2014–15	734	872	509	829	1042	941	731	982
2015–16	755	894	541	875	1070	1012	722	963
2016–17	811	1025	554	937	1229	1043	719	1044
2017–18	839	1000	514	881	1216	1051	704	1087
2018–19	791	1076	551	980	1241	1144	764	1019
2019–20	727	929	532	894	1273	1121	752	1123
2020–21	748	911	466	867	1341	1107	747	1162

Note: Data may change slightly from year to year due revisions to historical data. Ships that have made only port calls in the financial year where the target port equals the previous recorded port are excluded.

Source: *BITRE estimates based on Lloyds List Intelligence data*

Table 9.3b Number of port calls made by ships involved in coastal or international voyages, by major ports

Financial year	Melbourne	Brisbane	Sydney	Fremantle	Newcastle	Gladstone	Dampier	Port Hedland
1999–00	2 812	2 148	2 157	1 609	1 130	668	956	589
2000–01	2 776	2 052	2 053	1 611	1 153	810	950	677
2001–02	2 810	1 954	1 967	1 589	1 184	919	350	617
2002–03	3 037	2 017	1 972	1 527	1 233	1 015	345	672
2003–04	2 901	1 970	2 074	1 548	1 224	1 055	654	541
2004–05	3 191	2 079	2 149	1 447	1 338	1 096	668	800
2005–06	3 296	2 317	2 327	1 460	1 285	1 215	853	883
2006–07	3 386	2 412	2 294	1 565	1 307	1 368	929	879
2007–08	3 390	2 395	2 233	1 594	1 481	1 504	963	953
2008–09	3 032	2 267	1 886	1 688	1 490	1 518	1 185	1 172
2009–10	2 846	2 219	1 608	1 635	1 538	1 495	1 228	1 168
2010–11	3 274	2 381	1 703	1 604	1 774	1 425	1 543	1 312
2011–12	3 238	2 463	1 697	1 700	1 903	1 566	1 589	1 672
2012–13	3 313	2 473	1 781	1 817	2 119	1 634	1 746	1 913
2013–14	3 209	2 482	1 792	1 791	2 282	1 731	1 871	2 383
2014–15	3 109	2 499	1 741	1 635	2 390	1 703	1 874	2 717
2015–16	3 190	2 357	1 724	1 705	2 220	1 917	1 921	2 710
2016–17	3 328	2 730	1 786	1 764	2 322	2 132	1 791	2 869
2017–18	3 422	2 573	1 676	1 726	2 282	2 054	1 699	2 999
2018–19	3 270	2 625	1 743	1 850	2 256	2 163	1 752	2 970
2019–20	3 017	2 159	1 536	1 522	2 246	1 881	1 596	3 100
2020–21	3 042	2 136	1 408	1 424	2 222	1 883	1 486	3 174

Note: Data may change slightly from year to year due revisions to historical data. Recorded ship movements where the target port equals the previous recorded port are excluded from port call counts.

Source: *BITRE estimates based on Lloyds List Intelligence data*

Table 9.4a Cargo loaded (including exports) at Australian ports, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other	Total
	million tonnes								
1995–96	76.6	18.5	106.1	13.1	190.1	9.0	6.1	1.2	420.7
1996–97	80.7	13.8	98.2	8.5	191.5	3.9	6.0	1.2	453.1
1997–98	96.3	20.6	119.0	13.8	213.7	8.6	6.4	1.2	479.6
1998–99	93.0	20.2	126.1	14.9	207.6	10.3	6.4	1.6	480.2
1999–00	90.6	22.5	141.2	14.2	225.5	11.5	6.2	1.6	513.3
2000–01	95.7	25.3	156.0	15.4	235.7	11.2	6.0	1.7	547.0
2001–02	94.6	23.7	159.5	17.0	238.1	13.5	5.4	1.5	553.4
2002–03	93.2	20.7	166.7	14.7	265.8	13.8	5.8	1.5	582.2
2003–04	98.1	21.6	172.8	15.2	282.2	13.8	6.3	1.4	611.5
2004–05	101.9	21.0	186.2	15.0	318.1	13.3	7.3	1.6	664.3
2005–06	106.4	23.1	186.0	15.6	328.6	12.0	7.6	1.8	681.2
2006–07	106.3	22.0	197.0	14.6	351.8	11.9	10.3	1.8	715.7
2007–08	114.5	20.6	199.5	16.8	386.0	13.1	11.2	2.3	764.0
2008–09	116.9	19.1	205.3	18.3	419.3	11.7	12.7	2.2	805.4
2009–10	125.1	19.2	228.8	19.2	493.7	10.9	15.0	1.9	913.9
2010–11	139.1	21.8	210.0	23.8	511.7	10.5	14.5	1.4	932.7
2011–12	155.5	26.0	218.1	27.6	571.7	8.9	13.8	1.6	1 023.3
2012–13	172.4	25.5	237.5	25.9	634.6	8.2	15.9	0.7	1 120.6
2013–14	179.8	26.3	261.6	32.2	745.5	9.4	18.6	0.0	1 273.4
2014–15	185.5	24.1	276.6	30.6	849.8	9.9	20.3	0.0	1 396.8
2015–16	179.6	23.0	289.5	25.6	897.3	10.9	19.9	0.0	1 445.8
2016–17	185.7	27.0	288.3	27.7	940.9	11.0	21.0	0.0	1 501.6
2017–18	173.0	28.0	302.5	25.7	987.8	11.9	24.4	0.0	1 553.2
2018–19	177.6	22.1	311.1	19.8	968.9	11.5	29.1	0.0	1 540.1

See end notes

Note: Small differences exist in historical estimates due to revised coastal freight estimates for some years

Note: 2018–19 data are preliminary estimates

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.4b Cargo discharged (including imports) at Australian ports, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Total
				million tonnes				
1995–96	31.8	15.2	24.9	6.8	11.2	3.8	1.5	95.1
1996–97	13.3	10.3	12.2	3.6	8.5	0.4	1.4	99.9
1997–98	34.2	18.0	26.9	8.4	12.0	4.3	1.8	105.6
1998–99	30.7	21.2	27.7	7.2	11.7	4.0	1.9	104.4
1999–00	31.0	20.4	29.7	7.8	12.0	4.5	2.1	107.5
2000–01	30.9	21.2	28.8	7.5	12.0	3.9	2.1	106.5
2001–02	30.7	21.2	29.3	8.4	13.0	6.2	1.9	110.6
2002–03	31.2	22.8	31.8	8.0	14.6	5.6	1.7	115.7
2003–04	32.1	25.9	31.6	6.9	15.0	6.0	1.8	119.3
2004–05	32.5	25.8	34.3	7.3	15.2	6.7	2.2	123.9
2005–06	32.3	26.2	37.4	8.8	14.7	5.2	3.1	127.8
2006–07	34.4	26.9	39.2	7.6	16.8	4.3	6.5	135.8
2007–08	34.4	28.4	39.8	8.2	19.0	5.6	6.6	142.0
2008–09	30.1	26.2	38.5	6.9	18.5	5.4	7.7	133.2
2009–10	34.5	25.7	40.9	7.6	17.9	4.9	6.8	138.4
2010–11	35.1	28.0	41.8	7.6	19.1	5.1	7.4	144.1
2011–12	31.3	28.7	43.3	8.4	20.4	4.8	6.9	143.8
2012–13	30.1	28.4	48.1	8.4	22.1	4.8	7.8	149.8
2013–14	29.7	29.4	47.1	8.7	24.3	4.9	7.4	151.4
2014–15	31.0	29.5	46.3	9.1	22.9	5.2	7.0	151.0
2015–16	32.1	29.5	44.8	8.8	22.7	5.5	7.2	150.7
2016–17	34.0	30.7	44.6	8.9	21.7	5.2	6.1	151.2
2017–18	35.8	33.2	44.5	9.2	20.7	5.6	6.4	155.6
2018–19	36.3	33.4	43.3	9.6	20.2	5.7	6.2	154.7

See end notes

Note: Small differences exist in historical estimates due to revised coastal freight estimates for some years

Note: 2018–19 data are preliminary estimates

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.5a Cargo loaded (including exports), by selected Australian ports

Financial year	Port Hedland	Dampier	Newcastle	Hay Point	Gladstone	Port Walcott	Weipa	Port Kembla
	million tonnes							
1995–96	63.9	70.2	53.0	45.8	27.3	25.1	9.9	17.0
1996–97	68.3	78.0	60.4	46.3	28.3	25.0	10.7	18.7
1997–98	69.5	87.5	70.0	52.0	30.2	22.2	10.9	17.7
1998–99	66.9	87.2	71.3	53.9	32.5	17.9	10.6	15.4
1999–00	65.0	92.7	68.6	64.1	35.0	26.4	13.3	14.9
2000–01	72.5	90.4	70.6	70.3	41.3	28.7	13.1	17.6
2001–02	72.5	96.4	72.0	70.3	43.2	27.0	12.9	15.3
2002–03	81.6	101.2	74.0	76.3	44.1	39.6	13.2	13.8
2003–04	89.4	101.6	79.6	78.0	48.0	43.9	13.4	12.7
2004–05	107.9	104.2	81.1	84.8	49.7	56.4	15.4	14.6
2005–06	110.2	112.1	83.1	80.3	52.0	55.2	17.8	16.2
2006–07	111.4	128.2	82.8	86.4	58.4	53.9	19.3	16.2
2007–08	129.9	137.9	90.3	80.3	60.4	56.4	22.1	16.6
2008–09	158.0	141.9	92.5	82.0	62.6	56.9	20.5	16.9
2009–10	178.1	169.4	99.8	99.3	67.0	78.7	20.4	18.0
2010–11	197.2	166.6	111.7	87.8	59.5	80.9	22.4	19.6
2011–12	243.8	173.6	126.2	83.3	66.4	81.8	24.9	20.9
2012–13	286.5	181.2	146.3	96.4	65.2	84.8	29.0	18.4
2013–14	366.6	175.7	157.1	108.3	77.1	120.3	30.7	15.7
2014–15	442.0	167.8	162.9	114.9	78.3	157.4	31.8	16.1
2015–16	455.6	169.6	160.7	115.6	92.7	187.7	33.2	12.5
2016–17	493.1	163.1	166.8	106.8	98.6	188.9	35.9	11.4
2017–18	508.9	174.3	159.7	119.5	96.6	198.9	36.9	6.0
2018–19	506.3	171.8	161.7	119.1	103.2	181.0	37.2	8.7

See end notes

Note: Small differences exist in historical estimates due to revised estimates for some years. Ship stores are not included.

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.5b Cargo discharged (including imports), by selected Australian ports

Financial year	Gladstone	Port Kembla	Geelong	Townsville	Newcastle	Bunbury	Devonport	Dampier
	million tonnes							
1995–96	9.3	9.5	3.8	4.3	6.4	0.8	0.7	0.3
1996–97	9.9	9.1	4.7	4.8	6.2	0.6	0.9	0.3
1997–98	9.4	11.5	5.1	4.4	6.6	0.9	0.9	0.2
1998–99	10.1	8.7	5.9	4.9	6.4	0.8	1.1	0.3
1999–00	10.9	9.4	5.8	4.9	4.3	0.9	1.1	0.4
2000–01	11.0	9.6	6.0	4.7	3.4	1.2	1.2	0.2
2001–02	11.0	9.5	6.3	4.8	3.5	1.1	1.1	0.2
2002–03	10.9	9.7	6.1	5.6	3.1	1.1	1.3	0.7
2003–04	11.5	9.7	6.9	5.3	2.7	1.0	1.3	0.6
2004–05	13.3	9.9	7.3	5.3	2.9	1.2	1.3	0.5
2005–06	15.4	9.1	7.6	5.6	2.7	1.1	1.3	0.6
2006–07	16.1	9.4	6.8	5.2	3.2	1.2	1.0	0.8
2007–08	16.0	9.8	7.1	5.3	3.2	1.5	1.4	1.3
2008–09	16.5	7.1	6.5	4.8	3.1	1.6	1.4	1.3
2009–10	16.7	9.9	6.3	5.9	3.2	1.4	1.4	1.6
2010–11	17.0	10.2	7.4	6.0	3.3	1.6	1.4	1.0
2011–12	17.9	6.5	7.3	6.2	3.6	1.3	1.4	2.2
2012–13	21.0	5.6	7.9	6.7	3.2	1.7	1.4	1.7
2013–14	20.9	5.5	8.5	5.5	3.4	1.8	1.4	1.8
2014–15	21.3	7.1	8.3	5.2	3.9	1.8	1.5	1.5
2015–16	22.6	7.6	7.7	3.8	4.1	1.8	1.5	1.5
2016–17	23.1	8.2	8.0	2.0	4.8	1.8	1.5	0.9
2017–18	20.7	8.6	8.8	2.2	4.8	0.7	1.7	1.0
2018–19	19.1	8.5	9.1	1.9	5.2	0.5	1.7	1.2

See end notes

Note: Small differences exist in historical estimates due to revised estimates for some years. Ship stores are not included.

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.6a Cargo loaded (including exports), by capital city ports

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin
				million tonnes			
1995–96	3.8	7.7	9.4	3.4	10.9	0.7	0.9
1996–97	4.7	8.8	10.3	4.4	11.9	0.3	1.3
1997–98	5.1	9.8	9.7	4.0	13.3	0.6	0.9
1998–99	4.3	9.5	9.7	4.2	12.9	0.7	0.7
1999–00	5.1	10.5	10.7	4.6	12.9	0.9	0.6
2000–01	5.8	11.1	11.4	5.3	12.5	0.6	0.4
2001–02	5.7	11.9	11.6	6.0	12.1	1.6	0.3
2002–03	4.7	10.8	11.0	5.3	12.9	1.3	0.4
2003–04	5.0	11.4	10.8	4.7	14.2	1.4	0.8
2004–05	5.1	11.8	11.5	4.5	14.2	1.8	1.1
2005–06	6.0	12.8	12.1	5.1	14.1	0.7	1.2
2006–07	6.0	11.3	11.6	4.4	12.4	0.8	3.9
2007–08	6.4	11.5	13.4	4.4	12.7	0.8	4.5
2008–09	6.3	12.2	15.3	4.2	15.5	0.9	6.1
2009–10	6.1	12.3	15.3	4.7	15.3	0.7	6.4
2010–11	6.6	13.4	15.4	6.8	12.9	0.7	6.2
2011–12	7.3	15.1	19.2	9.2	14.3	0.9	5.5
2012–13	6.6	14.9	19.4	8.3	18.1	0.7	6.7
2013–14	6.1	15.0	17.0	8.9	19.2	0.7	7.0
2014–15	5.7	14.1	16.0	7.1	20.5	0.6	5.5
2015–16	5.8	13.3	13.6	6.7	20.0	0.8	4.8
2016–17	6.8	14.9	15.1	8.5	20.7	0.7	4.0
2017–18	6.1	15.5	14.4	8.4	18.9	0.8	4.3
2018–19	5.9	13.1	13.1	5.2	18.2	0.8	9.4

See end notes

Note: Prior to 2005–06 the definition of Hobart included Spring Bay. Small differences exist in historical estimates due to revised estimates. Ship stores are not included.

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.6b Cargo discharged (including imports), by capital city ports

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin
				million tonnes			
1995–96	12.2	10.4	9.4	5.2	8.4	1.1	0.8
1996–97	15.7	10.6	9.6	5.8	9.9	0.2	0.8
1997–98	16.0	10.8	11.4	6.3	9.2	1.1	0.8
1998–99	15.6	12.6	11.1	5.4	9.2	0.8	0.9
1999–00	17.3	12.4	12.3	5.9	9.1	0.9	1.0
2000–01	17.9	11.6	11.4	5.8	9.0	0.5	1.0
2001–02	17.6	12.4	11.7	6.2	10.1	1.1	0.8
2002–03	18.4	14.2	13.4	5.9	11.4	1.0	0.7
2003–04	19.7	15.4	13.1	4.9	11.6	1.0	1.0
2004–05	19.6	16.2	13.9	5.1	12.0	1.1	1.4
2005–06	20.5	16.2	14.4	6.4	11.1	1.1	2.0
2006–07	21.8	17.7	16.2	5.3	12.4	1.1	5.3
2007–08	21.4	18.8	16.4	6.0	13.6	1.2	5.4
2008–09	19.9	17.3	16.0	5.0	12.5	1.1	6.2
2009–10	21.3	17.3	16.6	5.6	12.1	1.0	5.3
2010–11	21.5	18.4	17.2	5.7	13.0	1.1	6.1
2011–12	21.2	19.3	17.4	6.3	13.7	0.9	5.4
2012–13	21.3	19.0	18.3	6.4	13.9	1.0	6.3
2013–14	20.7	19.3	18.2	6.6	14.4	0.9	6.5
2014–15	20.0	19.4	17.9	7.2	15.2	1.0	6.9
2015–16	20.4	19.8	16.1	6.8	14.8	1.2	7.1
2016–17	21.0	20.9	17.2	7.1	14.6	0.9	6.0
2017–18	22.4	22.8	18.3	7.1	14.5	0.9	6.3
2018–19	22.6	22.4	19.5	7.4	14.4	1.1	6.1

See end notes

Note: Prior to 2005–06 the definition of Hobart included Spring Bay. Small differences exist in historical estimates due to revised estimates. Ship stores are not included.

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.7 Containers exchanged, selected Australian ports

Financial year	Melbourne	Sydney	Brisbane	Fremantle	Adelaide	Five ports
	twenty foot equivalent units (TEU) exchanged					
1993–94	801 344	587 670	228 055	169 174	64 619	1 850 862
1994–95	880 151	666 586	232 693	189 272	66 525	2 035 227
1995–96	923 142	684 714	249 439	202 680	69 355	2 129 330
1996–97	984 394	730 446	272 632	209 564	88 497	2 285 533
1997–98	1 040 810	798 209	317 568	250 802	107 912	2 515 301
1998–99	1 121 161	878 580	357 703	275 697	120 586	2 753 727
1999–00	1 287 795	1 010 509	414 449	297 363	115 506	3 125 622
2000–01	1 316 665	988 967	453 257	354 144	133 236	3 246 269
2001–02	1 420 781	1 009 453	481 623	381 809	145 226	3 438 892
2002–03	1 593 798	1 160 513	570 204	431 342	148 333	3 904 190
2003–04	1 717 718	1 270 256	639 272	457 305	169 108	4 253 659
2004–05	1 910 441	1 375 610	726 147	467 313	170 585	4 650 096
2005–06	1 929 925	1 445 465	766 278	455 428	189 391	4 786 487
2006–07	2 093 611	1 620 121	875 045	505 082	219 117	5 312 976
2007–08	2 256 644	1 778 425	940 760	573 527	280 121	5 829 477
2008–09	2 157 352	1 783 920	896 167	565 491	276 545	5 679 475
2009–10	2 236 635	1 927 520	919 242	557 039	274 501	5 768 095
2010–11	2 392 974	2 020 151	978 815	598 250	297 701	6 137 455
2011–12	2 579 098	2 036 064	1 025 069	656 918	323 834	6 620 983
2012–13	2 512 926	2 126 284	1 069 881	670 296	339 061	6 718 448
2013–14	2 532 669	2 206 401	1 097 365	703 081	382 681	6 922 197
2014–15	2 578 839	2 289 673	1 138 706	743 562	365 874	7 116 654
2015–16	2 638 536	2 323 722	1 147 173	715 107	389 684	7 214 222
2016–17	2 697 068	2 431 013	1 224 829	715 933	395 276	7 464 119
2017–18	2 929 338	2 613 361	1 349 176	768 246	407 059	8 067 180
2018–19	3 018 612	2 639 852	1 342 076	786 388	410 970	8 197 898
2019–20	2 880 791	2 494 368	1 303 512	783 437	415 986	7 878 094

Sources: *BITRE, 2020, Waterline 66*
BITRE estimates

Table 9.8a Summary of the Australian trading fleet – number of vessels

Financial year	Vessel capacity			Flag	
	Major trading fleet (greater than 2000 dwt)	Other (minor) trading ships (greater than 150 gross registered tonnage and less than or equal to 2000 dwt)	Total Australian trading fleet	Total Australian registered	Total Overseas registered
2001–02	94	23	117	62	55
2002–03	93	25	118	58	60
2003–04	89	26	115	60	55
2004–05	86	21	107	58	49
2005–06	82	23	105	59	46
2006–07	86	24	110	59	51
2007–08	91	20	111	55	56
2008–09	89	22	111	56	55
2009–10	94	27	121	57	64
2010–11	94	36	130	65	65
2011–12	86	42	128	65	63
2012–13	85	45	130	67	63
2013–14	85	48	133	70	63
2014–15	89	46	135	68	67
2015–16	88	51	139	71	68
2016–17	98	47	145	67	78
2017–18	108	47	155	68	87
2018–19	95	45	140	62	78

Note: Historical vessel list data are reviewed by BITRE each year as new information becomes available. This sometimes results in revisions to historical data.

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.8b Summary of the Australian trading fleet – deadweight (tonnes)

Financial year	Vessel capacity			Flag	
	Major trading fleet (greater than 2000 dwt)	Other (minor) trading ships (greater than 150 gross registered tonnage and less than or equal to 2000 dwt)	Total Australian trading fleet	Total Australian registered	Total Overseas registered
2001–02	3 473 723	12 811	3 486 534	1 734 477	1 752 057
2002–03	3 457 486	14 622	3 472 108	1 580 392	1 891 716
2003–04	3 731 527	15 212	3 746 739	1 607 609	2 139 130
2004–05	3 302 358	12 917	3 315 275	1 464 396	1 850 879
2005–06	3 026 081	14 576	3 040 657	1 370 386	1 670 271
2006–07	3 308 506	15 646	3 324 152	1 373 446	1 950 706
2007–08	3 560 906	15 515	3 576 421	1 235 915	2 340 506
2008–09	3 343 806	13 246	3 357 052	1 164 046	2 193 006
2009–10	3 795 476	19 750	3 815 226	1 241 264	2 573 962
2010–11	3 572 276	25 624	3 597 900	1 055 472	2 542 428
2011–12	3 531 359	32 015	3 563 374	907 568	2 655 806
2012–13	4 436 384	38 416	4 474 800	666 437	3 808 363
2013–14	4 546 472	40 117	4 586 589	560 789	4 025 800
2014–15	5 078 683	40 353	5 119 036	548 431	4 570 605
2015–16	5 611 058	44 021	5 655 079	510 720	5 144 359
2016–17	6 807 932	38 944	6 846 876	528 645	6 318 231
2017–18	7 142 230	39 413	7 181 643	498 338	6 683 305
2018–19	6 053 050	38 145	6 091 195	430 209	5 660 986

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.8c Summary of the Australian trading fleet – gross tonnage (tonnes)

Financial year	Vessel capacity		Total Australian trading fleet	Flag	
	Major trading fleet (greater than 2000 dwt)	Other (minor) trading ships (greater than 150 gross registered tonnage and less than or equal to 2000 dwt)		Total Australian registered	Total overseas registered
2001–02	2 515 439	19 186	2 534 625	1 421 136	1 113 489
2002–03	2 438 734	28 565	2 467 299	1 275 626	1 191 673
2003–04	2 703 809	36 736	2 740 545	1 379 775	1 360 770
2004–05	2 446 408	25 250	2 471 658	1 307 557	1 164 101
2005–06	2 346 281	22 776	2 369 057	1 253 895	1 115 162
2006–07	2 543 670	25 329	2 568 999	1 232 529	1 336 470
2007–08	2 739 770	24 529	2 764 299	1 146 529	1 617 770
2008–09	2 673 070	29 329	2 702 399	1 100 229	1 602 170
2009–10	3 027 360	30 580	3 057 940	1 129 020	1 928 920
2010–11	2 934 114	29 265	2 963 379	1 028 732	1 934 647
2011–12	2 888 230	39 953	2 928 183	931 167	1 997 016
2012–13	3 329 376	45 347	3 374 723	805 098	2 569 625
2013–14	3 596 394	47 248	3 643 642	748 628	2 895 014
2014–15	3 899 329	38 924	3 938 253	723 551	3 214 702
2015–16	4 148 758	42 063	4 190 821	699 901	3 490 920
2016–17	5 006 132	40 792	5 046 924	726 542	4 320 382
2017–18	5 277 941	38 329	5 316 270	700 035	4 616 235
2018–19	4 619 741	40 305	4 660 046	670 488	3 989 558

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.8d Summary of the Australian trading fleet – age distribution (percentage of total deadweight (tonnes)

Financial year	0–4 years	5–9 years	10–14 years	15–19 years	20+ years	Average age (years)
2001–02	7.8	24.2	26.9	31.9	9.2	16.0
2002–03	7.6	22.6	26.5	27.1	16.1	15.5
2003–04	9.3	21.8	24.7	25.8	18.4	14.8
2004–05	3.1	31.6	22.7	15.3	27.2	16.0
2005–06	3.4	16.9	37.3	15.5	26.9	17.2
2006–07	3.3	10.2	25.4	35.3	26.0	18.0
2007–08	15.7	7.9	21.8	35.5	19.0	16.7
2008–09	20.9	10.1	22.4	23.1	23.6	16.7
2009–10	16.0	13.0	22.0	28.0	42.0	16.8
2010–11	21.0	14.0	23.0	26.0	46.0	16.3
2011–12	25.0	18.0	20.0	23.0	42.0	15.4
2012–13	29.0	26.0	15.0	22.0	38.0	13.6
2013–14	28.0	33.0	11.0	26.0	35.0	13.6
2014–15	23.0	43.0	14.0	19.0	36.0	13.1
2015–16	28.0	48.0	13.0	13.0	37.0	12.4
2016–17	26.0	47.0	17.0	15.0	40.0	13.2
2017–18	20.0	47.0	32.0	14.0	42.0	13.3
2018–19	21.0	34.0	33.0	10.0	42.0	14.1

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.9a Ships in the major trading fleet – overseas trades, 2018–19 – tankers

Name	Products	Ports called at	
		Australian	Overseas
Astrid	LPG	Darwin	GUM, SGP
Cesi Wenzhou	LNG	Gladstone	CHN, KOR
Dapeng Moon	LNG	Dampier	CHN, IND
Dapeng Star	LNG	Dampier	CHN, IND
Dapeng Sun	LNG	Dampier	CHN, IND
Inge Kosan	LPG	Brisbane, Cairns, Gladstone, Sydney	FJI, PNG, VUT
Maea	LPG	Hastings, Melbourne, Sydney	COK, FJI, NCL, NZL, PNG, PYF
Maran Gas Leto; Woodside Chaney	LNG	Ashburton, Dampier, Various Offshore Facilities WA	CHN, JPN, KOR, SGP
Northwest Sanderling	LNG	Dampier	JPN, SGP
Northwest Sandpiper	LNG	Dampier	JPN, PHL
Northwest Seaeagle	LNG	Dampier	IDN, JPN
Northwest Shearwater	LNG	Dampier	JPN, SGP
Northwest Snipe	LNG	Dampier	IDN, JPN
Northwest Stormpetrel	LNG	Dampier	IDN, JPN
Northwest Swan	LNG	Dampier	JPN
Victoire	LPG	Hastings, Melbourne, Sydney	COK, FJI, NCL, NZL, PNG, PYF, WLF
Woodside Goode	LNG	Ashburton, Barrow Island, Damiper, Various Offshore Facilities WA	CHN, IDN, JPN, KOR, TWN
Woodside Rees Withers	LNG	Ashburton, Dampier, Various Offshore Facilities WA	CHN, JPN, TWN
Woodside Rogers	LNG	Ashburton, Dampier, Various Offshore Facilities WA	

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.9b Ships in the major trading fleet – overseas trades, 2018–19 – bulk carriers

Name	Products	Ports called at	
		Australian	Overseas
Aquacarrier	Coal	Gladstone, Newcastle	CHN, KOR
Aquamaka	Coal	Dampier, Gladstone, Hay Point, Newcastle	CHN, IDN, JPN, KOR
Aquarange	Coal	Gladstone, Newcastle, Port Walcott	CHN, IDN, KOR
Aquascope	Coal	Abbot Point, Newcastle	CHN, KOR
Aquataine	Iron ore	Port Hedland	EGY, JPN
Barwon	Dry bulk	Brisbane, Carnarvon, Gladstone, Hay Point, Weipa	CHN, IDN, TWN
CS Grace	Dry bulk	Dampier, Hay Point, Port Hedland	CHN, EGY, IDN
FMG David	Iron ore	Port Hedland	CHN, IDN
FMG Grace	Iron ore	Port Hedland	CHN, IDN, SGP
FMG Matilda	Iron ore	Port Hedland	CHN, IDN
FMG Nicola	Iron ore	Port Hedland	CHN, IDN
FMG Sophia	Iron ore	Port Hedland	CHN, IDN
FMG Sydney	Iron ore	Port Hedland	CHN, IDN
Mineral Cloudbreak	Iron ore	Port Hedland	CHN, IDN, RUS
Philippos A.	Iron ore	Port Hedland	CHN, IDN
Yarra	Dry bulk	Carnarvon, Gladstone, Gove, Newcastle, Weipa	CHN, IDN, TWN

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.9c Ships in the major trading fleet – overseas trades, 2018–19 – container carriers

Name	Products	Ports called at	
		Australian	Overseas
ANL Elanora	Containers	Burnie, Melbourne, Sydney	NZL
ANL Elaroo; Ela	Containers	Bell Bay, Burnie, Melbourne, Sydney, Townsville	GBR, MYS, NZL
ANL Emora	Containers	Melbourne, Sydney	NZL
ANL Gippsland	Containers	Brisbane, Melbourne, Sydney	CHN, TWN
ANL Tongala	Containers	Melbourne, Sydney	NZL, PYF
ANL Wahroonga	Containers	Brisbane, Melbourne, Sydney	CHN, SGP
ANL Walwa	Containers	Brisbane, Melbourne, Sydney	CHN, MYS, NZL, SGP
ANL Warragul	Containers	Brisbane, Melbourne, Sydney	NZL, SGP
ANL Warrnambool	Containers	Adelaide, Melbourne, Sydney	CAN, NZL, USA
ANL Wendouree	Containers	Brisbane	MYS, NZL, SGP
GSL Keta	Containers	Brisbane, Sydney, Townsville	IDN, MYS, PNG
MP The Brady	Containers	Brisbane, Melbourne, Sydney	CHN, JPN

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.9d Ships in the major trading fleet – overseas trades, 2018–19 – livestock carriers

Name	Products	Ports called at	
		Australian	Overseas
Devon Express	Livestock	Brisbane, Broome, Darwin, Fremantle, Port Hedland, Townsville, Wyndham	IDN, KOR, MYS, SGP, VNM
Maysora	Livestock	Fremantle	ARE, IDN, ISR, LKA, SGP, YEM
Nine Eagle	Livestock	Broome, Darwin, Geraldton, Karumba	BRN, IDN, PHL, SGP, THA
Ocean Drover	Livestock	Fremantle, Geelong, Townsville	CHN, EGY, IDN, LKA, SGP
Ocean Swagman	Livestock	Darwin, Fremantle, Gladstone, Portland, Townsville	CHN, IDN, OMN, PHL, SGP, VNM
Ocean Ute	Livestock	Darwin, Fremantle, Portland, Townsville	CHN, IDN, PHL, SGP, VNM

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.9e Ships in the major trading fleet – overseas trades, 2018–19 – general cargo ships

Name	Products	Ports called at	
		Australian	Overseas
ANL Darwin Trader	General cargo, containers	Darwin	SGP
ANL Timor Trader	General cargo, containers	Darwin	SGP
Capitaine Quiros	General cargo, containers	Brisbane, Newcastle, Townsville	FJI, NRU, SLB
Pacific Venture	General cargo, containers	Brisbane, Broome, Dampier, Darwin, Gladstone, Newcastle, Port Hedland, Rockhampton	CHN, IDN, KOR, NRU, VNM

Source: *BITRE, 2021, Australian Sea Freight*

Table 9.10a Ships in the major trading fleet – coastal trades, 2018–19 – tankers

Name	Products	Ports called at	
		Australian	Overseas
Alexander Spirit	Petroleum products	Adelaide, Albany, Brisbane, Cairns, Gladstone, Port Hedland, Sydney	CHN, IDN, JPN, SGP
ICS Allegiance	Petroleum products	Geelong, Sydney	
ICS Integrity	Petroleum products	Geelong, Melbourne, Port Kembla, Sydney	
ICS Reliance	Petroleum products	Geelong, Melbourne	
Larcom	Bunker fuel	Gladstone	PNG
Seger	Petroleum products	Brisbane, Cairns, Port Kembla, Sydney	SGP

Source: BITRE, 2021, Australian Sea Freight – unpublished data

Table 9.10b Ships in the major trading fleet – coastal trades, 2018–19 – bulk carriers

Name	Products	Ports called at	
		Australian	Overseas
Aburri	Zinc and lead concentrate	Bing Bong	SGP
Acacia	Gypsum, fly ash, clinker	Adelaide, Brisbane, Devonport, Geelong, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard	KOR
Adelie	Gypsum, mineral sands, calcite, coal	Adelaide, Brisbane, Fremantle, Geelong, Geraldton, Gladstone, Hobart, Mackay, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	CHN
Akuna	Cement, fly ash	Brisbane, Esperance, Gladstone, Melbourne, Newcastle, Sydney, Townsville	CHN, IDN, SGP
CSL Reliance	Mineral sands, gypsum, sugar	Ardrossan, Bunbury, Fremantle, Geraldton, Gladstone, Melbourne, Sydney, Thevenard, Townsville	
Donnacona	Iron ore	Dampier, Other Ports WA	
Goliath	Cement	Adelaide, Devonport, Gladstone, Melbourne, Sydney	TWN
Kondili	Cement	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Townsville	NZL, TWN
Luga	Cement, fly ash	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IDN
RTM Gladstone	Bauxite	Brisbane, Darwin, Gladstone, Gove, Weipa	CHN
RTM Piiramu	Bauxite	Brisbane, Gladstone, Gove, Weipa	
RTM Twarra	Bauxite	Brisbane, Gladstone, Gove, Weipa	CHN
RTM Wakmatha	Bauxite	Brisbane, Gladstone, Gove, Weipa	
RTM Weipa	Bauxite	Brisbane, Gladstone, Gove, Weipa	CHN
Stadacona	Gypsum, cement, clinker	Adelaide, Brisbane, Geelong, Gladstone, Melbourne, Port Kembla, Thevenard	MYS, TWN
Wunma	Zinc and lead concentrate	Bing Bong, Karumba, Thursday Island	PNG
Wyuna	Cement, fly ash	Brisbane, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IND

Source: BITRE, 2021, Australian Sea Freight – unpublished data

Table 9.10c Ships in the major trading fleet – coastal trades, 2018–19 – general cargo

Name	Products	Ports called at	
		Australian	Overseas
Accolade II	Limestone	Adelaide, Klein Point	
Aurora Australis	General cargo	Hobart	
ICS Silver Lining	Lead, zinc concentrate, coal, coke, general cargo	Bell Bay, Burnie, Hobart, Melbourne, Newcastle, Port Kembla, Port Pirie, Sydney, Whyalla	
John Duigan	General cargo	Bell Bay, Devonport, Geelong, King Island	
Newcastle Bay	General cargo, containers	Cairns, Hay Point, Other Ports Qld, Thursday Island, Weipa	
Pioneer	General cargo	Hay Point, Mackay, Sydney	SGP
Searoad Mersey II	Ro-Ro, containers, general cargo	Devonport, Melbourne	
Searoad Tamar	Ro-Ro, containers, general cargo	Devonport, Melbourne	
Spirit of Tasmania I	Ro-Ro, containers, general cargo	Devonport, Melbourne, Sydney	
Spirit of Tasmania II	Ro-Ro, containers, general cargo	Devonport, Melbourne, Sydney	
Tasmanian Achiever II	Ro-Ro, containers, general cargo	Burnie, Hobart, Melbourne	SGP
Trinity Bay	General cargo, containers	Cairns, Cape Flattery, Other Ports Qld, Thursday Island, Weipa	
Victorian Reliance II	Ro-Ro, containers, general cargo	Burnie, Melbourne	SGP

Source: *BITRE, 2021, Australian Sea Freight – unpublished data*

Chapter 10: Transport Safety

Table 10.1a Number of fatal crashes, by transport mode

Calendar year	Road	Rail	Marine	Aviation
1978				34
1979				31
1980				32
1981				27
1982				35
1983				30
1984				32
1985				29
1986				29
1987				25
1988				35
1989	2 407			46
1990	2 050			44
1991	1 874			28
1992	1 736			38
1993	1 737			30
1994	1 702			35
1995	1 822			33
1996	1 768			29
1997	1 601			25
1998	1 573			31
1999	1 553			25
2000	1 628			24
2001	1 584		32	27
2002	1 525		40	19
2003	1 445		39	21
2004	1 444		44	21
2005	1 472		37	24
2006	1 452		40	24
2007	1 453		41	30
2008	1 315		37	27
2009	1 347		43	23
2010	1 233		2	19
2011	1 151		6	25
2012	1 190		6	27
2013	1 101		6	33
2014	1 051		3	20
2015	1 100		2	27
2016	1 198		2	15
2017	1 126		5	22
2018	1 054		2	17
2019	1 100		2	22
2020	1 004		3	17

Note: Data are not readily available for missing years

Note: Road fatal accidents are defined as fatal crashes

Note: Marine accidents data from 2010 onwards were compiled using a different methodology and should not be compared with earlier results

Sources: *Australian Transport Safety Bureau, 2020, National Aviation Occurrence Database*

Australian Transport Safety Bureau, 2020, Maritime Occurrence Database

BITRE, 2021, Australian Road Trauma Statistical Summary

BITRE, 2021, National Crash Database

National Marine Safety Committee, 2010 – Incident Data

Table 10.1b Number of fatalities, by transport mode

Calendar year	Road	Rail	Marine	Aviation
1977	3 578			55
1978	3 705			65
1979	3 508	49		45
1980	3 272	56		64
1981	3 321	72		58
1982	3 252	72		60
1983	2 755	66		54
1984	2 822	76		48
1985	2 941	66		54
1986	2 888	66		54
1987	2 772	54		39
1988	2 887	64		67
1989	2 800	67		82
1990	2 331	76		80
1991	2 113	42		52
1992	1 974	61		63
1993	1 953	52		56
1994	1 928	43		62
1995	2 017	46		51
1996	1 970	30		51
1997	1 767	43		38
1998	1 755	43		56
1999	1 764	43		46
2000	1 817	38		44
2001	1 737	53	47	46
2002	1 715	40	50	34
2003	1 621	33	43	44
2004	1 583	33	50	34
2005	1 627	35	41	45
2006	1 598	39	49	40
2007	1 603	42	53	44
2008	1 437	31	41	43
2009	1 491	28	53	25
2010	1 353	29	2	24
2011	1 277	33	6	39
2012	1 300	20	6	39
2013	1 187	7	6	46
2014	1 151		4	28
2015	1 204		2	31
2016	1 292		6	21
2017	1 222		11	40
2018	1 134	9	2	20
2019	1 186	12	3	34
2020	1 103	19	5	31

Notes: Data are not readily available for missing years

Aviation data includes civilian aviation casualties (VH and non-VH registered aircraft) in Australia only

Note: Rail fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Note: Marine fatalities data from 2010 onwards were compiled using a different methodology and should not be compared with earlier results

Sources: *Australian Transport Safety Bureau, 2020, National Aviation Occurrence Database*

Australian Transport Safety Bureau, 2020, Maritime Occurrence Database

BITRE, 2021, Australian Road Trauma Statistical Summary

BITRE, 2021, National Crash Database

National Marine Safety Committee, 2010 - Incident Data

Office of the National Rail Safety Regulator, 2020, Casualty Crash Database

Table 10.2a Fatality rate, by transport mode (per 100,000 population)

Calendar year	Road	Rail	Marine	Aviation
1977	25.21			0.39
1978	25.80			0.45
1979	24.17	0.34		0.31
1980	22.27	0.38		0.44
1981	22.25	0.48		0.39
1982	21.42	0.47		0.40
1983	17.90	0.43		0.36
1984	18.11	0.49		0.32
1985	18.63	0.42		0.36
1986	18.03	0.41		0.36
1987	17.04	0.33		0.26
1988	17.46	0.39		0.45
1989	16.65	0.40		0.55
1990	13.66	0.45		0.54
1991	12.23	0.24		0.35
1992	11.29	0.35		0.42
1993	11.07	0.29		0.38
1994	10.83	0.24		0.42
1995	11.20	0.26		0.34
1996	10.81	0.16		0.34
1997	9.59	0.23		0.25
1998	9.43	0.23		0.38
1999	9.38	0.23		0.31
2000	9.55	0.20		0.29
2001	9.01	0.27	0.31	0.31
2002	8.80	0.21	0.34	0.23
2003	8.22	0.17	0.29	0.29
2004	7.94	0.17	0.34	0.23
2005	8.06	0.17	0.27	0.30
2006	7.81	0.19	0.33	0.27
2007	7.70	0.20	0.36	0.29
2008	6.76	0.15	0.27	0.29
2009	6.87	0.13	0.36	0.17
2010	6.14	0.13	0.01	0.16
2011	5.72	0.15	0.03	0.26
2012	5.72	0.09	0.03	0.26
2013	5.13	0.03	0.03	0.31
2014	4.90		0.02	0.19
2015	5.06		0.01	0.21
2016	5.34		0.02	0.14
2017	4.97		0.04	0.27
2018	4.54	0.04	0.01	0.13
2019	4.69	0.05	0.01	0.23
2020	4.29	0.07	0.02	0.12

Note: Data are not readily available for missing years

Note: Population data is at June of each year

Note: Rail fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Note: Marine fatalities data from 2010 onwards were compiled using a different methodology and should not be compared with earlier results

Sources: *Australian Bureau of Statistics, Australian Population*

Australian Transport Safety Bureau, 2021, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2021, Maritime Occurrence Database

BITRE, 2021, Australian Road Trauma Statistical Summary

BITRE, 2021, National Crash Database

National Marine Safety Committee, 2010, Incident Data

Office of the National Rail Safety Regulator, 2021, Casualty Crash Database

Table 10.2b Injury rate, by transport mode (per 100,000 population)

Calendar year	Road	Rail	Marine	Aviation
1981				0.33
1982				0.28
1983				0.29
1984				0.24
1985				0.23
1986				0.22
1987				0.36
1988				0.27
1989	169.40			0.45
1990	146.27			0.36
1991	130.34			0.23
1992	122.96			0.22
1993	122.02			0.33
1994	123.98			0.17
1995	123.79			0.27
1996	120.11			0.18
1997	116.23			0.16
1998				0.12
1999				0.11
2000	140.79			0.22
2001	141.58	0.43	0.45	0.16
2002	142.29	0.50	0.59	0.13
2003	144.26	0.26	0.40	0.13
2004	144.93	0.35	0.62	0.12
2005	151.66	0.35	0.67	0.03
2006	157.90	0.65	0.78	0.07
2007	156.31	0.87	0.61	0.08
2008	157.79	0.53	0.72	0.20
2009	155.34	0.41	0.45	0.10
2010	148.78	0.18	0.13	0.15
2011	152.58	0.30	0.13	0.17
2012	150.01	0.33	0.15	0.17
2013	151.68	0.21	0.12	0.08
2014	151.56		0.19	0.15
2015	155.89		0.17	0.14
2016	160.89		0.08	0.14
2017			0.08	0.13
2018			0.11	0.16
2019			0.13	0.13
2020			0.14	0.09

Note: Data are not readily available for missing years

Note: Hospital injury series contains a break at 2012 due to changes in admission criteria in one jurisdiction

Note: Data for Hospitalised Injuries on roads have been revised. Minor injuries are excluded.

Note: A hospitalised injury is defined as a person admitted to hospital

Note: Rail fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Note: Marine fatalities data from 2010 onwards were compiled using a different methodology and should not be compared with earlier results

See end notes

Sources: *Australian Bureau of Statistics, Australian Population*

Australian Transport Safety Bureau, 2021, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2021, Maritime Occurrence Database

BITRE, 2021, Australian Road Trauma Statistical Summary

BITRE, 2021, National Crash Database

National Marine Safety Committee, 2010, Incident Data

Office of the National Rail Safety Regulator, 2021, Casualty Crash Database

Table 10.3a Fatality rate by transport mode (per billion passenger km travelled)

Calendar year	Road	Rail	Aviation
	deaths per billion passenger km travelled		
1975	29.49		5.92
1976	28.06		7.00
1977	26.89		6.76
1978	26.80		7.70
1979	24.62	5.71	4.92
1980	22.62	6.47	6.48
1981	22.74	8.03	5.51
1982	21.58	7.91	5.49
1983	17.83	7.33	5.04
1984	17.82	8.55	4.59
1985	17.84	7.47	4.92
1986	16.94	7.31	4.56
1987	15.85	5.76	3.06
1988	15.94	6.57	4.85
1989	14.74	6.63	5.55
1990	11.82	7.51	6.08
1991	10.55	4.18	3.82
1992	9.75	6.09	3.43
1993	9.40	5.28	2.68
1994	9.03	4.36	2.73
1995	9.19	4.53	1.98
1996	8.78	2.85	1.82
1997	7.79	3.97	1.29
1998	7.67	3.92	1.85
1999	7.58	3.89	1.50
2000	7.65	3.35	1.38
2001	7.28	4.47	1.34
2002	7.14	3.31	0.99
2003	6.58	2.75	1.28
2004	6.20	2.74	0.88
2005	6.22	2.90	1.03
2006	6.15	3.16	0.85
2007	6.19	3.26	0.87
2008	5.50	2.26	0.78
2009	5.70	1.91	0.43
2010	5.16	1.93	0.40
2011	4.85	2.18	0.63
2012	4.88	1.30	0.60
2013	4.42	0.45	0.68
2014	4.23		0.40
2015	4.36		0.44
2016	4.59		0.30
2017	4.25		0.56
2018	3.91	0.52	0.27

Note: Data are not readily available for missing years

(j) Rail fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Sources: *Australian Transport Safety Bureau, 2012, 2020, National Aviation Occurrence Database*

BITRE, 2020, Australian Road Trauma, 2018, Statistical Summary

BITRE, 2020, National Crash Database

BITRE estimates

Table 10.3b Injury rate by transport mode (per billion passenger km travelled)

Calendar year	Road Hospitalised Injury Rate	Rail	Aviation
	serious injuries per billion passenger km travelled		
1974			2.90
1975			3.26
1976			6.02
1977			6.04
1978			5.36
1979			5.06
1980			3.89
1981			4.48
1982			4.02
1983			4.31
1984			3.37
1985			3.04
1986			2.75
1987			4.20
1988			2.98
1989	144.42		5.70
1990	124.64		4.48
1991	111.25		2.13
1992	103.59		1.82
1993	100.98		2.55
1994	100.83		1.21
1995	99.66		1.72
1996	96.94		1.12
1997	94.06		0.96
1998			0.72
1999			0.63
2000	113.06		1.23
2001	114.43	6.87	0.90
2002	113.51	8.16	0.76
2003	111.37	4.23	0.68
2004	110.37	5.88	0.53
2005	117.85	5.84	0.15
2006	124.75	10.46	0.29
2007	124.65	13.31	0.31
2008	128.30	7.79	0.72
2009	128.86	6.07	0.35
2010	124.36	2.51	0.51
2011	128.12	4.28	0.58
2012	127.01		0.56
2013	129.10		0.27
2014	128.75		0.50
2015	131.42		0.45
2016	135.24		0.49
2017			0.45
2018		4.09	0.45

See end notes

Note: Data for Hospitalised Injuries on roads have been revised. Minor injuries are excluded.

Note: A hospitalised injury is a person admitted to hospital

Note: Data are not readily available for missing years

(j) Rail fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Sources: *Australian Institute of Health and Welfare, 2016*
Australian Transport Safety Bureau, 2012, 2020, National Aviation Occurrence Database
BITRE, 2020, Australian Road Trauma, 2018, Statistical Summary
BITRE, 2020, National Crash Database
Infrastructure, 2020

Table 10.4a Number of road crashes, by accident severity

Calendar year	Fatal crash	Hospitalised injury crash
1989	2 407	22 158
1990	2 050	20 014
1991	1 874	17 844
1992	1 736	17 108
1993	1 737	17 164
1994	1 702	17 560
1995	1 822	17 803
1996	1 768	17 505
1997	1 601	17 150
1998	1 573	
1999	1 553	
2000	1 628	
2001	1 584	
2002	1 525	
2003	1 445	
2004	1 444	
2005	1 472	
2006	1 452	
2007	1 453	
2008	1 315	
2009	1 347	
2010	1 233	
2011	1 151	
2012	1 190	
2013	1 101	
2014	1 051	
2015	1 100	
2016	1 198	
2017	1 126	
2018	1 054	
2019	1 100	
2020	1 004	

See end notes

Note: Data are not readily available for missing years

Note: Hospitalised Injury crash data excludes all fatal crashes

Sources: *BITRE, 2021, Australian Road Trauma – Statistical Summary*
Infrastructure, 2021

Table 10.4b Number of road casualties, by severity

Calendar year	Fatality	Hospitalised injury
1974	3 572	
1975	3 694	
1976	3 583	
1977	3 578	
1978	3 705	
1979	3 508	
1980	3 272	
1981	3 321	
1982	3 252	
1983	2 755	
1984	2 822	
1985	2 941	
1986	2 888	
1987	2 772	
1988	2 887	
1989	2 800	28 483
1990	2 331	24 961
1991	2 113	22 528
1992	1 974	21 512
1993	1 953	21 557
1994	1 928	22 133
1995	2 017	22 368
1996	1 970	21 989
1997	1 767	21 519
1998	1 755	
1999	1 764	
2000	1 817	26 963
2001	1 737	27 482
2002	1 715	27 958
2003	1 621	28 446
2004	1 583	28 886
2005	1 627	30 597
2006	1 598	32 288
2007	1 603	32 552
2008	1 437	33 524
2009	1 491	33 692
2010	1 353	32 775
2011	1 277	34 082
2012	1 300	34 091
2013	1 187	35 059
2014	1 151	35 552
2015	1 204	37 082
2016	1 292	38 945
2017	1 222	39 330
2018	1 134	39 598
2019	1 186	
2020	1 103	

See end notes

Note: Data are not readily available for missing years

Note: Data for Hospitalised Injuries have been revised. Minor injuries are excluded.

Note: A hospitalised injury is a person admitted to hospital

Note: In 2012 there is a break in the series for Hospitalised Injury as a result of a change in the criteria for patient admission in one jurisdiction

Sources: *Australian Institute of Health and Welfare, 2016*
BITRE, 2018, Australian Road Trauma – Statistical Summary
BITRE, 2021, National Crash Database
Infrastructure, 2021

Table 10.5a Road crash rate, by crash severity (per 100,000 population)

Calendar year	Fatal Crash	Hospitalised injury crash
1989	14.32	131.78
1990	12.01	117.28
1991	10.84	103.24
1992	9.93	97.79
1993	9.85	97.15
1994	9.56	98.37
1995	10.12	98.53
1996	9.70	95.62
1997	8.69	92.63
1998	8.45	
1999	8.26	
2000	8.56	
2001	8.22	
2002	7.82	
2003	7.33	
2004	7.24	
2005	7.30	
2006	7.10	
2007	6.98	
2008	6.19	
2009	6.21	
2010	5.60	
2011	5.15	
2012	5.23	
2013	4.76	
2014	4.48	
2015	4.62	
2016	4.95	
2017	4.58	
2018	4.22	
2019	4.34	
2020	3.91	

See end notes

Note: Hospitalised Injury crash data excludes all fatal crashes

Note: Data are not readily available for missing years

Sources: *ABS, 2021, Australian Population*
BITRE, 2021, Australia Road Trauma – Statistical Summary
BITRE, 2021, National Crash Database
Infrastructure, 2021

Table 10.5b Road casualty rate, by severity (per 100,000 population)

Calendar year	Fatalities	Hospitalised injury
1974	26.03	
1975	26.59	
1976	25.53	
1977	25.21	
1978	25.80	
1979	24.17	
1980	22.27	
1981	22.25	
1982	21.42	
1983	17.90	
1984	18.11	
1985	18.63	
1986	18.03	
1987	17.04	
1988	17.46	
1989	16.65	169.40
1990	13.66	146.27
1991	12.23	130.34
1992	11.29	122.96
1993	11.07	122.02
1994	10.83	123.98
1995	11.20	123.79
1996	10.81	120.11
1997	9.59	116.23
1998	9.43	
1999	9.38	
2000	9.55	140.79
2001	9.01	141.58
2002	8.80	142.29
2003	8.22	144.26
2004	7.94	144.93
2005	8.06	151.66
2006	7.81	157.90
2007	7.70	156.31
2008	6.76	157.79
2009	6.87	155.34
2010	6.14	148.78
2011	5.72	152.58
2012	5.72	150.01
2013	5.13	151.68
2014	4.90	151.56
2015	5.06	155.89
2016	5.34	160.89
2017	4.97	159.90
2018	4.54	
2019	4.69	
2020	4.29	

See end notes

Note: Data for Hospitalised Injuries have been revised. Minor injuries are excluded.

Note: A hospitalised injury is defined as a person admitted to hospital

Note: Data are not readily available for missing years

Note: In 2012 there is a break in the series for Hospitalised Injury as a result of a change in the criteria for patient admission in one jurisdiction

Sources: *ABS, 2021, Australian Population*

BITRE, 2021, Australia Road Trauma – Statistical Summary

BITRE, 2021, National Crash Database

Infrastructure, 2021

Table 10.6a Number of fatal road crashes, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
1989	784	681	376	201	214	68	57	26	2 407
1990	702	492	347	187	181	63	54	24	2 050
1991	585	435	359	166	187	66	60	16	1 874
1992	576	365	363	142	171	59	42	18	1 736
1993	518	381	357	191	191	47	41	11	1 737
1994	552	345	364	143	195	52	36	15	1 702
1995	563	371	408	163	194	53	56	14	1 822
1996	538	382	338	162	220	53	58	17	1 768
1997	525	346	321	123	184	29	56	17	1 601
1998	491	348	257	152	199	47	59	20	1 573
1999	506	345	273	132	189	47	44	17	1 553
2000	543	373	275	151	184	38	48	16	1 628
2001	486	404	296	137	151	52	43	15	1 584
2002	501	361	283	138	159	35	40	8	1 525
2003	483	294	284	136	155	39	44	10	1 445
2004	458	312	289	128	162	52	34	9	1 444
2005	459	314	296	127	151	49	51	25	1 472
2006	449	309	313	104	181	43	41	12	1 452
2007	405	289	338	107	214	39	47	14	1 453
2008	353	278	294	87	185	37	67	14	1 315
2009	409	268	296	104	176	52	31	11	1 347
2010	365	260	236	105	176	29	46	16	1 233
2011	336	259	227	95	167	23	38	6	1 151
2012	336	261	255	86	171	29	40	12	1 190
2013	316	225	246	90	149	35	33	7	1 101
2014	285	223	199	96	173	31	34	10	1 051
2015	326	231	219	96	140	32	42	14	1 100
2016	356	275	238	76	170	33	40	10	1 198
2017	351	240	228	93	151	31	27	5	1 126
2018	326	202	224	75	145	31	42	9	1 054
2019	329	248	196	110	154	29	28	6	1 100
2020	273	195	251	85	136	30	28	6	1 004

Sources: *BITRE, 2021, Australia Road Trauma – Statistical Summary*
BITRE, 2021, National Crash Database

Table 10.6b Number of road fatalities, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
1971	1 249	923	594	292	332	130	50	20	3 590
1972	1 092	915	572	312	340	106	53	32	3 422
1973	1 230	935	638	329	358	105	55	29	3 679
1974	1 275	806	589	382	334	111	44	31	3 572
1975	1 288	910	635	339	304	122	64	32	3 694
1976	1 264	938	569	307	308	108	51	38	3 583
1977	1 268	954	572	306	290	112	47	29	3 578
1978	1 384	869	612	291	345	106	68	30	3 705
1979	1 288	846	616	309	279	93	53	24	3 508
1980	1 303	657	557	269	293	100	63	30	3 272
1981	1 291	766	594	222	238	111	70	29	3 321
1982	1 253	709	602	270	236	96	60	26	3 252
1983	966	664	510	266	203	70	48	28	2 755
1984	1 037	657	505	232	221	83	50	37	2 822
1985	1 067	683	502	268	243	78	67	33	2 941
1986	1 029	668	481	288	228	91	71	32	2 888
1987	959	705	442	256	213	77	84	36	2 772
1988	1 037	701	539	223	230	75	51	31	2 887
1989	959	776	428	222	242	80	61	32	2 800
1990	797	548	399	226	196	71	68	26	2 331
1991	663	503	395	184	207	77	67	17	2 113
1992	649	396	416	165	200	74	54	20	1 974
1993	581	435	396	218	209	58	44	12	1 953
1994	646	377	418	159	211	59	41	17	1 928
1995	620	418	456	181	209	57	61	15	2 017
1996	581	417	385	181	247	64	72	23	1 970
1997	576	377	360	148	197	32	60	17	1 767
1998	556	390	279	168	223	48	69	22	1 755
1999	577	383	314	151	218	53	49	19	1 764
2000	603	407	317	166	212	43	51	18	1 817
2001	524	444	324	153	165	61	50	16	1 737
2002	561	397	322	154	179	37	55	10	1 715
2003	539	330	310	157	180	41	53	11	1 621
2004	510	343	311	139	178	58	35	9	1 583
2005	508	346	330	148	163	51	55	26	1 627
2006	496	337	335	117	200	55	45	13	1 598
2007	435	332	360	124	235	45	58	14	1 603
2008	374	303	328	99	205	39	75	14	1 437
2009	454	290	331	119	191	63	31	12	1 491
2010	405	288	249	118	193	31	50	19	1 353
2011	364	287	269	103	179	24	45	6	1 277
2012	369	282	280	94	183	31	49	12	1 300
2013	333	243	271	98	162	36	37	7	1 187
2014	307	248	223	108	183	33	39	10	1 151
2015	350	252	243	102	159	34	49	15	1 204
2016	380	290	251	86	193	37	45	10	1 292
2017	389	259	247	100	159	32	31	5	1 222
2018	347	213	245	80	158	32	50	9	1 134
2019	353	266	219	114	163	29	36	6	1 186
2020	293	211	278	93	154	36	31	7	1 103

Sources: *BITRE, 2021, Australia Road Trauma – Statistical Summary*
BITRE, 2021, National Crash Database

Table 10.6c Number of road fatalities, by road user type

Calendar year	Driver	Passenger	Pedestrian	Motorcyclist	Pedal cyclist	Total
2005	775	347	226	233	41	1,627
2006	757	336	228	238	39	1,598
2007	785	336	204	237	41	1,603
2008	670	303	189	245	28	1,437
2009	707	333	196	224	31	1,491
2010	636	284	170	224	38	1,353
2011	568	286	186	202	34	1,277
2012	610	260	170	223	33	1,300
2013	557	204	158	213	50	1,187
2014	533	228	151	191	45	1,151
2015	555	251	161	203	31	1,204
2016	622	208	182	249	29	1,292
2017	566	235	161	211	39	1,222
2018	521	204	177	191	35	1,134
2019	570	205	159	210	39	1,186
2020	540	188	138	190	42	1,103

Note: The total includes deaths to persons with road user type not recorded

Sources: *BITRE, 2021, Australia Road Trauma – Statistical Summary*
BITRE, 2021, National Crash Database

Table 10.6d Number of road fatalities, by age-group (years)

Calendar year	0 to 16	17 to 25	26 to 39	40 to 64	65 to 74	≥ 75
2005	110	426	414	408	112	154
2006	118	435	393	424	98	129
2007	101	392	412	451	101	145
2008	87	377	345	395	86	147
2009	106	362	355	445	94	129
2010	74	336	305	418	97	122
2011	93	280	275	398	83	148
2012	70	284	300	400	96	149
2013	66	230	243	374	118	156
2014	65	235	251	359	109	130
2015	65	225	272	373	118	151
2016	60	265	290	411	103	163
2017	49	244	237	391	120	181
2018	52	225	257	353	114	129
2019	47	238	256	372	105	168
2020	55	208	293	333	76	134

Sources: *BITRE, 2021, Australia Road Trauma – Statistical Summary*
BITRE, 2021, National Crash Database

Table 10.6e Number of road fatalities, by gender

Calendar year	Females	Males	Total
2005	443	1,182	1,627
2006	405	1,191	1,598
2007	431	1,172	1,603
2008	376	1,060	1,437
2009	407	1,081	1,491
2010	370	982	1,353
2011	355	920	1,277
2012	369	931	1,300
2013	334	852	1,187
2014	331	819	1,151
2015	338	866	1,204
2016	337	954	1,292
2017	324	898	1,222
2018	292	841	1,134
2019	281	905	1,186
2020	300	799	1,103

Note: The total includes deaths to persons with gender not recorded

Sources: *BITRE, 2021, Australia Road Trauma – Statistical Summary*
BITRE, 2021, National Crash Database

Table 10.7a Fatal road crash rate, by state/territory (per 100,000 population)

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
1989	15.0	17.3	16.0	15.2	16.5	15.9	46.5	11.4	16.1
1990	13.2	12.3	14.3	14.0	13.5	14.7	41.4	10.3	13.5
1991	10.9	10.8	14.5	12.3	13.7	15.2	44.1	6.7	12.2
1992	10.7	9.0	14.4	10.4	12.3	13.5	29.5	7.3	11.1
1993	9.5	9.2	13.9	13.9	13.5	10.6	27.6	4.4	11.0
1994	10.0	8.3	13.9	10.3	13.4	11.6	23.3	5.8	10.6
1995	10.0	8.8	15.3	11.7	13.0	11.8	35.4	5.3	11.2
1996	9.4	9.0	12.3	11.5	14.3	11.7	36.5	6.2	10.7
1997	9.1	8.0	11.4	8.7	11.7	6.4	34.7	6.1	9.5
1998	8.4	7.9	8.9	10.6	12.3	10.2	36.0	7.1	9.2
1999	8.6	7.8	9.2	9.1	11.6	10.1	26.6	5.9	9.0
2000	9.1	8.4	9.1	10.4	11.1	8.1	28.5	5.4	9.3
2001	8.1	9.1	9.6	9.4	9.0	11.0	25.0	5.0	9.0
2002	8.3	8.1	8.9	9.4	9.3	7.4	22.9	2.6	8.6
2003	7.9	6.5	8.8	9.3	8.9	8.2	24.5	3.3	8.0
2004	7.4	6.9	8.7	8.7	9.2	10.9	18.4	2.9	7.9
2005	7.3	6.9	8.8	8.6	8.4	10.3	26.9	8.1	8.0
2006	7.1	6.7	9.2	7.0	9.9	9.1	21.3	3.9	7.8
2007	6.4	6.2	9.8	7.2	11.5	8.2	24.0	4.5	7.7
2008	5.5	5.9	8.4	5.8	9.8	7.8	33.6	4.4	6.9
2009	6.3	5.6	8.3	6.9	9.2	11.0	15.4	3.4	7.0
2010	5.5	5.4	6.5	6.9	9.1	6.1	22.7	4.9	6.3
2011	5.1	5.3	6.1	6.2	8.6	4.8	18.8	1.8	5.8
2012	5.1	5.3	6.7	5.6	8.6	6.0	19.7	3.6	6.0
2013	4.7	4.5	6.3	5.8	7.4	7.2	16.0	2.1	5.5
2014	4.2	4.4	5.0	6.2	8.4	6.3	16.3	3.0	5.1
2015	4.8	4.5	5.3	6.1	6.6	6.5	19.6	4.1	5.3
2016	5.1	5.2	5.6	4.8	7.8	6.6	18.2	2.9	5.6
2017	5.0	4.5	5.3	5.8	6.7	6.1	11.9	1.4	5.2
2018	4.6	3.7	5.1	4.6	6.3	6.1	18.3	2.5	4.8
2019	4.6	4.5	4.4	6.7	6.5	5.7	12.1	1.6	4.9
2020	3.7	3.5	5.5	5.1	5.6	5.9	11.9	1.6	4.4

Sources: *Australian Bureau of Statistics, 2021, Australian population*
BITRE, 2021, Australian Road Trauma – Statistical Summary
BITRE, 2021, National Crash Database

Table 10.7b Road fatality rate, by state/territory (per 100,000 population)

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
1971	26.4	25.6	32.1	24.3	31.5	32.7	58.3	13.2	27.5
1972	22.8	25.0	30.1	25.7	31.4	26.5	57.6	20.0	25.7
1973	25.4	25.2	32.7	26.8	32.5	26.0	56.6	16.7	27.2
1974	26.1	21.5	29.3	30.8	29.6	27.3	42.7	16.6	26.0
1975	26.1	24.0	31.0	26.8	26.3	29.7	68.9	16.1	26.6
1976	25.5	24.6	27.2	24.1	26.1	26.2	51.9	18.3	25.5
1977	25.4	24.9	26.9	23.8	24.1	27.0	45.2	13.6	25.2
1978	27.4	22.5	28.2	22.5	28.1	25.4	61.8	13.8	25.8
1979	25.2	21.8	27.8	23.7	22.4	22.1	46.4	10.9	24.2
1980	25.2	16.8	24.6	20.6	23.1	23.6	53.3	13.4	22.3
1981	23.9	23.4	25.3	22.1	25.5	30.4	40.8	8.8	24.1
1982	20.6	22.9	23.6	23.4	25.4	24.7	40.7	13.7	22.5
1983	23.0	23.2	25.7	24.4	26.1	24.3	40.5	12.1	23.9
1984	23.6	19.8	23.3	28.1	24.0	25.4	31.0	12.6	22.9
1985	23.6	22.1	24.7	24.7	21.4	27.6	43.1	12.7	23.4
1986	22.9	22.5	21.7	22.2	21.1	24.2	33.0	14.7	22.4
1987	22.6	22.7	21.4	22.0	19.4	24.9	29.7	10.9	22.0
1988	24.2	20.4	22.3	20.7	22.5	23.5	42.8	11.0	22.4
1989	22.3	19.6	21.8	21.8	17.7	20.4	32.9	8.7	20.9
1990	22.3	15.0	19.2	18.8	18.2	21.6	38.5	10.6	19.2
1991	21.9	17.3	20.1	15.3	14.5	23.8	42.3	10.0	19.2
1992	21.0	15.9	19.9	18.6	14.2	20.4	35.6	8.8	18.6
1993	16.1	14.9	16.5	18.2	12.1	14.8	28.0	9.3	15.6
1994	17.2	14.7	15.9	15.9	13.0	17.5	28.6	12.2	15.8
1995	17.5	15.2	15.5	18.3	14.0	16.4	37.3	10.8	16.3
1996	16.7	14.7	14.6	19.6	12.9	19.1	38.5	10.3	15.8
1997	15.4	15.4	13.2	17.3	11.8	16.2	44.3	11.6	15.0
1998	16.4	15.2	15.8	15.0	12.6	15.8	26.4	10.0	15.5
1999	15.0	16.7	12.4	14.9	13.1	16.9	31.1	10.2	14.9
2000	12.4	11.6	11.4	15.1	10.4	15.0	34.1	8.2	12.2
2001	10.2	10.6	11.1	12.2	10.9	16.3	33.2	5.3	11.0
2002	9.9	8.2	11.4	10.9	10.4	15.6	26.7	6.2	10.1
2003	8.8	8.9	10.6	14.3	10.7	12.1	21.8	3.7	9.9
2004	9.7	7.7	10.9	10.4	10.7	12.2	20.2	5.2	9.7
2005	9.3	8.4	11.6	11.8	10.4	11.7	29.6	4.5	10.0
2006	8.6	8.2	9.6	11.7	12.0	13.1	34.4	6.9	9.6
2007	8.4	7.3	8.8	9.4	9.4	6.5	28.1	5.0	8.5
2008	8.0	7.4	6.6	10.6	10.3	9.6	31.4	6.3	8.3
2009	8.2	7.1	7.3	9.4	9.7	10.5	21.7	5.4	8.1
2010	8.4	7.5	7.2	10.2	9.3	8.5	22.2	5.0	8.2
2011	7.3	8.0	7.2	9.3	7.0	11.9	21.6	4.3	7.8
2012	7.7	7.0	7.0	9.3	7.4	7.2	23.3	2.7	7.5
2013	7.3	5.7	6.7	9.4	7.2	8.0	21.9	2.9	7.0
2014	6.8	5.8	6.6	8.2	7.1	11.3	14.4	2.3	6.7
2015	6.7	5.7	6.9	8.7	6.4	9.9	22.5	6.6	6.8
2016	6.4	5.5	6.9	6.8	7.8	10.6	18.3	3.2	6.6
2017	5.5	5.3	7.3	7.2	9.1	8.6	23.4	3.4	6.5
2018	4.7	4.7	6.5	5.7	7.9	7.4	30.4	3.3	5.8
2019	5.6	4.4	6.5	6.8	7.3	11.8	12.6	2.8	5.9
2020	5.0	4.3	4.8	6.7	7.2	5.7	20.3	4.4	5.3

Sources: *Australian Bureau of Statistics, 2021, Australian population*
BITRE, 2021, Australian Road Trauma – Statistical Summary
BITRE, 2021, National Crash Database

Table 10.8 Number of persons with hospitalised injuries due to road crashes, by state/territory

Year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Australia
1989	8 233	9 356	3 955	2 491	2 996	705	503	221	28 460
1990	7 466	7 117	3 970	2 397	2 643	607	544	217	24 961
1991	6 702	6 198	3 825	2 058	2 565	538	430	212	22 528
1992	6 398	5 929	3 961	1 599	2 554	490	403	178	21 512
1993	6 337	5 953	4 027	1 549	2 583	522	430	156	21 557
1994	6 244	6 045	4 576	1 514	2 660	523	386	185	22 133
1995	6 127	6 124	4 605	1 521	2 890	528	401	172	22 368
1996	5 975	6 077	4 469	1 701	2 592	439	480	245	21 978
1997	6 141	5 781	4 145	1 509	2 899	420	402	222	21 519
1998									
1999									
2000									26 963
2001		8 157	4 915	2 225	2 028	587	408	267	27 482
2002	8 813	8 028	5 169	2 313	1 975	586	440	256	27 958
2003	8 920	8 052	5 250	2 288	2 169	585	458	311	28 446
2004	9 263	7 838	5 556	2 149	2 333	598	435	320	28 886
2005	9 777	8 329	5 900	2 271	2 333	715	366	459	30 597
2006	10 410	8 273	6 319	2 466	2 618	749	518	506	32 288
2007	9 810	8 796	6 545	2 480	2 782	709	462	513	32 552
2008	9 894	8 879	7 042	2 401	2 964	730	536	609	33 524
2009	9 977	8 606	7 074	2 407	3 161	689	535	628	33 692
2010	10 139	8 636	6 242	2 369	3 228	537	541	578	32 775
2011	10 635	9 335	6 325	2 360	3 449	494			34 082
2012	11 138	8 117	6 831	2 310	3 504	538	496	601	34 091
2013	11 441	7 794	7 833	3 485	2 224	571			35 059
2014	11 321	8 538	7 734	3 158	2 381	646			35 552
2015	11 086	9 206	8 296	2 466	3 184	678	691	699	37 082
2016	11 477	10 329	8 709	3 032	2 656	656	654	711	38 945
2017	11 011	10 792	9 135	2 395	3 195	658	700	632	39 330
2018	9 791	11 456	9 383	2 492	3 276	781	832	713	39 598

Includes non-fatal serious injuries that were sustained in an accident that involved a fatality

For road related hospitalised injuries, 2012 calendar year data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. Victoria changed case inclusion criteria to exclude cases cared for solely in Emergency Departments from 1 July 2012.

A hospitalised injury is a person admitted to hospital

See end notes

Note: Data are not readily available for missing years

Sources: *Australian Institute of Health and Welfare, 2012*
Australian Institute of Health and Welfare, 2020
Infrastructure, 2020

Table 10.9 Hospitalised road injury rate, by state/territory (per 100,000 population)

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Australia
1989	142.5	216.6	139.9	175.5	189.8	154.9	312.1	79.9	169.3
1990	128.0	162.5	136.9	167.4	163.9	131.3	332.3	76.9	146.3
1991	113.6	140.2	129.2	142.3	156.8	115.3	259.8	73.3	130.3
1992	107.4	133.2	131.0	109.9	154.0	104.3	239.1	60.4	123.1
1993	105.7	133.4	130.1	106.2	153.9	110.6	250.4	52.0	122.2
1994	103.3	135.1	144.5	103.5	156.0	110.5	220.7	61.2	124.3
1995	100.4	136.2	142.2	103.8	166.5	111.3	223.3	56.2	124.2
1996	96.7	134.0	135.3	115.8	146.6	92.3	260.1	79.1	120.6
1997	98.3	126.5	123.5	102.3	161.2	88.4	211.9	71.5	116.8
1998									
1999									
2000									141.7
2000–01	132.6	159.8	130.8	150.4	106.1	130.2	217.5	72.4	139.5
2001–02	137.6	172.2	143.4	147.0	107.5	118.6	225.5	90.7	146.7
2002–03	128.6	166.2	137.0	151.6	103.2	120.0	220.3	74.6	140.4
2003–04	139.3	159.9	141.9	150.4	115.5	125.0	213.7	100.1	145.2
2004–05	140.8	165.3	151.7	144.9	117.7	132.0	192.3	109.6	148.9
2005–06	150.5	163.9	151.0	151.9	120.9	150.8	195.8	147.5	153.6
2006–07	151.7	167.5	161.3	154.4	131.1	150.4	236.0	159.3	158.9
2008	149.7	166.7	144.0	140.5	141.9	104.8	188.3	150.0	157.8
2009	141.7	158.9	163.7	151.1	140.4	141.4	229.9	169.5	155.3
2010	142.3	156.2	142.5	146.1	139.8	110.3	225.4	152.9	148.8
2011	147.7	166.6	141.8	144.0	145.3	99.7			152.6
2012	153.3	142.3	150.1	138.5	142.9	107.9	202.5	156.0	149.9
2013	154.5	135.0	168.3	208.5	89.4	111.5			151.6
2014	150.8	144.8	163.9	187.2	94.6	125.8			151.4
2015	145.6	152.9	173.6	145.0	125.3	131.6	282.4	176.6	155.7
2016	148.4	167.3	179.7	177.0	103.9	126.8	266.2	176.4	161.0
2017	139.9	170.7	185.4	138.9	124.1	126.0	282.8	153.4	159.9
2018	122.7	177.3	187.3	143.5	126.3	147.8	336.8	169.6	158.5

See end notes

Note: For the calendar year rates, the June population was used and for financial year rates, December population was used.

Note: Data for Hospitalised Injuries have been revised. Minor injuries are excluded.

Note: A hospitalised injury is a person admitted to hospital

Note: Data are not readily available for missing years

Sources: *Australian Bureau of Statistics, 2019, Australian Demographic Statistics*

Australian Institute of Health and Welfare, 2019, National Hospital Morbidity Database – unpublished

Australian Institute of Health and Welfare, 2012

Table 10.10 Number of rail casualties, by severity

Calendar year	Fatal	Serious injuries
1979	49	
1980	56	
1981	72	
1982	72	
1983	66	
1984	76	
1985	66	
1986	66	
1987	54	
1988	64	
1989	67	
1990	76	
1991	42	
1992	61	
1993	52	
1994	43	
1995	46	
1996	30	
1997	43	
1998	43	
1999	43	
2000	38	
2001	53	83
2002	40	98
2003	33	51
2004	33	71
2005	35	72
2006	39	135
2007	42	183
2008	31	114
2009	28	91
2010	29	38
2011	33	66
Change in methodology		
2012	20	
2013	7	
2014		
2015		
2016		
2017		
2018	9	72
2019	12	129
2020	14	152

Note: Fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

See end notes

Note: Data are not readily available for missing years

Sources: *Australian Transport Safety Bureau, 2004, 2010, 2012*

Office of the National Rail Safety Regulator, 2020, Statistical Enquiry

Table 10.11 Number of rail fatalities, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT[30]	Total
2001	34	10	5	2	2	0	0		53
2002	16	14	3	4	2	0	1		40
2003	18	10	3	0	2	0	0		33
2004	15	12	2	2	1	0	1		33
2005	11	14	6	4	0	0	0		35
2006	9	14	9	2	4	1	0		39
2007	8	23	3	5	3	0	0		42
2008	7	17	6	1	0	0	0		31
2009	5	15	3	2	2	0	1		28
2010	10	9	4	2	3	1	0		29
2011	13	8	5	3	3	1	1		34
				Change in methodology					
2012(m)	3	10	7	1	2	0	0		20
2013	1	5	0	1	1	0	0		7
2014	1	2		0		1	0	0	4
2015	3	0		1	0	0	0	0	4
2016	1	3		0	3	0	0	0	7
2017	2	2		0	1	0	0	0	5
2018	3	2	1	0	3	0	0	0	9
2019	7	3	0	1	1	0	0	0	12
2020	7	1	3	3	5	0	0	0	19

Note: The statistics apply only to those railways within ONRSR's area of operation within this reporting period – South Australia, New South Wales, Tasmania, Northern Territory, Victoria, Australian Capital Territory, Western Australia (1 January 2017 to 31 December 2017) and Queensland (from 1 July 2017). The statistics cover all railway operations within the aforementioned timeframes and geographic bounds, with the exception of Victoria. There are 11 railways which continue to be regulated under local Victorian law and are therefore not subject to Rail Safety National Law (RSNL). These comprise the metropolitan tram operator and 10 standalone tourist and heritage railways.

(m) Fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

See end notes

Sources: *Australian Transport Safety Bureau, 2004, 2010, 2012*

Office of the National Rail Safety Regulator, 2020, Statistical Enquiry

Office of the National Rail Safety Regulator, 2021, Annual Report

Table 10.12 Rail fatality rate per 100 000 population, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT[30]	Total
2001	0.52	0.21	0.14	0.13	0.10	0.00	0.00	0.00	0.27
2002	0.24	0.29	0.08	0.26	0.10	0.00	0.49	0.00	0.21
2003	0.27	0.21	0.08	0.00	0.10	0.00	0.00	0.00	0.17
2004	0.23	0.24	0.05	0.13	0.05	0.00	0.49	0.00	0.17
2005	0.16	0.28	0.15	0.26	0.00	0.00	0.00	0.00	0.17
2006	0.13	0.28	0.22	0.13	0.20	0.20	0.00	0.00	0.19
2007	0.12	0.45	0.07	0.32	0.14	0.00	0.00	0.00	0.20
2008	0.10	0.32	0.14	0.06	0.00	0.00	0.00	0.00	0.15
2009	0.07	0.28	0.07	0.12	0.09	0.00	0.44	0.00	0.13
2010	0.14	0.16	0.09	0.12	0.13	0.20	0.00	0.00	0.13
2011	0.18	0.14	0.11	0.18	0.13	0.20	0.43	0.00	0.15
Change in methodology									
2012[(n)]	0.04	0.18	0.15	0.06	0.08	0.00	0.00	0.00	0.09
2013	0.01	0.09	0.00	0.06	0.04	0.00	0.00	0.00	0.03
2014	0.01	0.03	0.00	0.00	0.00	0.19	0.00	0.00	0.02
2015	0.04	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.02
2016	0.01	0.05	0.00	0.00	0.12	0.00	0.00	0.00	0.03
2017	0.03	0.03	0.00	0.00	0.04	0.00	0.00	0.00	0.02
2018	0.04	0.03	0.02	0.00	0.12	0.00	0.00	0.00	0.04
2019	0.09	0.05	0.00	0.06	0.04	0.00	0.00	0.00	0.05
2020	0.09	0.01	0.06	0.17	0.19	0.00	0.00	0.00	0.07

Note: The statistics apply only to those railways within ONRSR's area of operation within this reporting period – South Australia, New South Wales, Tasmania, Northern Territory, Victoria, Australian Capital Territory and Western Australia. The statistics cover all railway operations within the aforementioned timeframes and geographic bounds, with the exception of Victoria. There are 11 railways which continue to be regulated under local Victorian law and are therefore not subject to Rail Safety National Law (RSNL). These comprise the metropolitan tram operator and 10 standalone tourist and heritage railways.

(n) Fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

See end notes

Sources: *Australian Bureau of Statistics, 2021, Australian Population*

Australian Transport Safety Bureau, 2004, 2010, 2012

Office of the National Rail Safety Regulator, 2020, Statistical Enquiry

Office of the National Rail Safety Regulator, 2021, Annual Report

Table 10.13a Number of aviation accidents, by accident severity

Calendar year	Fatal accidents	Non-fatal accidents
1971	14	225
1972	23	177
1973	15	227
1974	17	241
1975	22	206
1976	27	285
1977	31	259
1978	34	274
1979	31	284
1980	32	269
1981	27	254
1982	35	223
1983	30	275
1984	32	234
1985	29	212
1986	29	218
1987	25	264
1988	35	289
1989	46	300
1990	44	299
1991	28	291
1992	38	267
1993	30	283
1994	35	228
1995	33	235
1996	29	214
1997	25	231
1998	31	197
1999	25	167
2000	24	193
2001	27	169
2002	19	145
2003	21	133
2004	21	142
2005	24	109
2006	24	81
2007	30	132
2008	27	164
2009	23	147
2010	19	181
2011	25	169
2012	27	176
2013	33	148
2014	20	255
2015	27	197
2016	15	212
2017	22	171
2018	17	210
2019	22	197
2020	17	140

Includes civilian aviation accidents (VH and non-VH registered aircraft) in Australia only

Source: *Australian Transport Safety Bureau, 2021, National Aviation Occurrence Database*

Table 10.13b Number of aviation casualties, by severity

Calendar year	Fatalities	Serious injuries
1971	35	24
1972	52	20
1973	26	23
1974	39	23
1975	49	27
1976	58	49
1977	55	51
1978	65	49
1979	45	50
1980	64	41
1981	58	49
1982	60	43
1983	54	45
1984	48	37
1985	54	36
1986	54	35
1987	39	58
1988	67	44
1989	82	75
1990	80	61
1991	52	39
1992	63	38
1993	56	58
1994	62	31
1995	51	48
1996	51	33
1997	38	29
1998	56	22
1999	46	20
2000	44	42
2001	46	31
2002	34	26
2003	44	26
2004	34	23
2005	45	7
2006	40	15
2007	44	17
2008	43	42
2009	25	21
2010	24	32
2011	39	38
2012	39	38
2013	46	19
2014	28	36
2015	31	33
2016	21	34
2017	40	33
2018	20	40
2019	34	32
2020	31	24

Includes civilian aviation casualties (VH and non-VH registered aircraft) in Australia only

Source: *Australian Transport Safety Bureau, 2021, National Aviation Occurrence Database*

Table 10.14a Aviation accident rate by accident severity (per 100,000 population)

Calendar year	Fatal	Non-fatal
1981	0.18	1.70
1982	0.23	1.47
1983	0.19	1.79
1984	0.21	1.50
1985	0.18	1.34
1986	0.18	1.36
1987	0.15	1.62
1988	0.21	1.75
1989	0.27	1.78
1990	0.26	1.75
1991	0.16	1.68
1992	0.22	1.53
1993	0.17	1.60
1994	0.20	1.28
1995	0.18	1.31
1996	0.16	1.17
1997	0.14	1.25
1998	0.17	1.06
1999	0.13	0.89
2000	0.13	1.01
2001	0.14	0.88
2002	0.10	0.74
2003	0.11	0.67
2004	0.11	0.71
2005	0.12	0.54
2006	0.12	0.40
2007	0.14	0.63
2008	0.13	0.77
2009	0.11	0.68
2010	0.09	0.82
2011	0.11	0.76
2012	0.12	0.77
2013	0.14	0.64
2014	0.09	1.09
2015	0.11	0.83
2016	0.06	0.88
2017	0.09	0.70
2018	0.07	0.84
2019	0.09	0.78
2020	0.07	0.54

Note: Includes civilian aviation accidents (VH and non-VH registered aircraft) inside Australia only

Sources: *Australian Bureau of Statistics, 2021, Australian Population*
Australian Transport Safety Bureau, 2021, National Aviation Occurrence Database

Table 10.14b Aviation casualty rate by severity (per 100,000 population)

Calendar year	Fatalities	Serious injuries
1981	0.39	0.33
1982	0.40	0.28
1983	0.35	0.29
1984	0.31	0.24
1985	0.34	0.23
1986	0.34	0.22
1987	0.24	0.36
1988	0.41	0.27
1989	0.49	0.45
1990	0.47	0.36
1991	0.30	0.23
1992	0.36	0.22
1993	0.32	0.33
1994	0.35	0.17
1995	0.28	0.27
1996	0.28	0.18
1997	0.21	0.16
1998	0.30	0.12
1999	0.24	0.11
2000	0.23	0.22
2001	0.24	0.16
2002	0.17	0.13
2003	0.22	0.13
2004	0.17	0.12
2005	0.22	0.03
2006	0.20	0.07
2007	0.21	0.08
2008	0.20	0.20
2009	0.12	0.10
2010	0.11	0.15
2011	0.17	0.17
2012	0.17	0.17
2013	0.20	0.08
2014	0.12	0.15
2015	0.13	0.14
2016	0.09	0.14
2017	0.16	0.13
2018	0.08	0.16
2019	0.13	0.13
2020	0.12	0.09

Note: Includes civilian aviation casualties (VH and non-VH registered aircraft) in Australia only

Sources: *Australian Bureau of Statistics, 2021, Australian Population*
Australian Transport Safety Bureau, 2021, National Aviation Occurrence Database

Table 10.15a Number of aviation accidents, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other[a]	ATW (Australian Territorial Waters)	Total
1971	79	27	39	24	47	6	15	2	0	0	239
1972	45	46	39	20	25	9	15	1	0	0	200
1973	76	54	37	22	27	10	13	3	0	0	242
1974	58	52	46	33	40	10	16	1	2	0	258
1975	68	48	45	24	27	5	9	2	0	0	228
1976	95	70	47	42	38	8	12	0	0	0	312
1977	78	67	45	33	41	7	16	3	0	0	290
1978	78	57	69	29	51	2	20	2	0	0	308
1979	102	52	62	31	42	4	20	2	0	0	315
1980	88	43	68	27	48	5	19	2	1	0	301
1981	68	33	83	35	44	4	14	0	0	0	281
1982	74	37	73	21	37	3	10	2	1	0	258
1983	97	36	92	22	33	10	11	4	0	0	305
1984	83	38	68	20	36	8	13	0	0	0	266
1985	82	27	64	14	35	8	10	1	0	0	241
1986	76	47	52	20	29	5	17	1	0	0	247
1987	91	43	81	23	22	7	22	0	0	0	289
1988	89	36	103	27	36	6	23	4	0	0	324
1989	98	45	117	22	28	6	25	5	0	0	346
1990	122	39	90	16	47	6	23	0	0	0	343
1991	88	43	90	16	50	6	23	2	1	0	319
1992	93	47	66	24	47	9	18	1	0	0	305
1993	92	40	88	23	40	10	19	1	0	0	313
1994	79	35	71	20	32	3	23	0	0	0	263
1995	67	31	96	16	41	4	11	2	0	0	268
1996	66	25	77	15	42	9	9	0	0	0	243
1997	71	30	74	18	32	5	24	2	0	0	256
1998	64	25	68	13	33	8	14	3	0	0	228
1999	47	32	50	18	26	4	11	3	1	0	192
2000	59	31	63	10	34	2	17	1	0	0	217
2001	41	24	57	15	35	4	18	2	0	0	196
2002	51	21	42	9	25	6	10	0	0	0	164
2003	45	22	37	8	21	5	12	4	0	0	154
2004	38	26	55	11	17	5	11	0	0	0	163
2005	45	17	37	10	17	0	7	0	0	0	133
2006	30	14	27	3	15	5	10	1	0	0	105
2007	42	28	40	10	22	5	14	0	1	0	162
2008	55	27	47	12	32	4	14	0	0	0	191
2009	50	27	44	6	25	6	10	1	0	1	170
2010	42	32	57	18	31	4	16	0	0	0	200
2011	51	27	53	11	30	7	15	0	0	0	194
2012	53	43	56	13	22	4	11	1	0	0	203
2013	44	37	51	12	21	6	9	1	0	0	181
2014	65	49	72	18	50	4	16	1	0	0	275
2015	58	40	65	15	32	0	12	2	0	0	224
2016	52	34	67	22	37	5	10	0	0	0	227
2017	46	31	56	7	29	6	16	3	0	0	194
2018	58	39	59	16	34	4	17	0	0	0	227
2019	48	37	63	17	39	3	12	1	0	0	220
2020	48	16	44	11	27	2	8	1	0	0	157

(a) Other includes accidents that occurred on Norfolk Island and in the Australian Antarctic Territory

Source: *Australian Transport Safety Bureau, 2021, National Aviation Occurrence Database*

Table 10.15b Number of aviation fatalities, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other[a]	Total
1971	11	5	0	2	17	0	0	0	0	35
1972	10	3	9	14	1	2	13	0	0	52
1973	14	0	1	5	5	1	0	0	0	26
1974	10	6	9	7	3	2	2	0	0	39
1975	11	6	13	5	7	0	6	1	0	49
1976	33	4	9	11	0	1	0	0	0	58
1977	20	6	9	8	4	2	6	0	0	55
1978	12	23	17	4	7	0	2	0	0	65
1979	13	15	6	4	5	0	2	0	0	45
1980	30	16	6	4	8	0	0	0	0	64
1981	14	14	18	2	5	0	5	0	0	58
1982	21	12	23	0	4	0	0	0	0	60
1983	10	8	25	2	6	3	0	0	0	54
1984	15	7	11	4	8	3	0	0	0	48
1985	17	7	12	7	7	0	4	0	0	54
1986	15	12	13	8	5	0	1	0	0	54
1987	13	5	18	1	1	1	0	0	0	39
1988	24	7	21	2	12	0	1	0	0	67
1989	26	6	23	5	2	0	20	0	0	82
1990	29	7	33	3	5	0	3	0	0	80
1991	15	6	15	3	3	4	2	4	0	52
1992	26	10	9	3	8	5	1	1	0	63
1993	21	5	18	2	1	6	1	2	0	56
1994	29	5	20	6	2	0	0	0	0	62
1995	19	8	17	0	0	3	4	0	0	51
1996	15	3	19	1	10	3	0	0	0	51
1997	16	2	10	2	1	1	6	0	0	38
1998	24	4	13	1	8	5	1	0	0	56
1999	11	8	17	6	2	0	1	1	0	46
2000	2	6	21	9	4	0	2	0	0	44
2001	6	5	18	2	8	2	1	4	0	46
2002	11	7	11	0	0	0	5	0	0	34
2003	16	0	13	2	9	4	0	0	0	44
2004	7	13	10	0	2	1	1	0	0	34
2005	12	6	23	2	1	0	1	0	0	45
2006	16	5	14	0	2	0	3	0	0	40
2007	8	12	9	0	8	3	4	0	0	44
2008	16	3	11	1	8	0	4	0	0	43
2009	6	7	5	1	6	0	0	0	0	25
2010	7	2	7	1	4	0	3	0	0	24
2011	14	5	12	3	3	1	1	0	0	39
2012	13	8	15	1	2	0	0	0	0	39
2013	11	11	12	2	3	1	6	0	0	46
2014	12	2	8	3	1	2	0	0	0	28
2015	11	6	10	0	3	0	1	0	0	31
2016	4	9	6	2	0	0	0	0	0	21
2017	12	9	6	6	3	2	2	0	0	40
2018	8	2	6	0	1	2	1	0	0	20
2019	14	1	11	3	3	0	2	0	0	34
2020	13	4	10	0	4	0	0	0	0	31

(a) Other includes accidents that occurred on Norfolk Island and in the Australian Antarctic Territory

Source: *Australian Transport Safety Bureau, 2021, National Aviation Occurrence Database*

Chapter 11:
Transport Energy and Environment

Table 11.1 Total transport petroleum sales, by fuel type

Financial year	Automotive gasoline	Automotive LPG	Automotive diesel	Industrial & marine diesel	Aviation gasoline	Aviation turbine fuel
			megalitres			
1977–78	14 411.3					
1978–79	14 843.9					
1979–80	14 735.7					
1980–81	14 801.9					
1981–82	15 224.8		7 841.4			
1982–83	14 983.4		7 456.5			
1983–84	15 336.5		7 933.8			
1984–85	15 577.6		8 152.4			
1985–86	15 870.0		8 297.2			
1986–87	16 006.0		8 695.8			
1987–88	16 567.0		9 093.8			2 788.2
1988–89	17 079.0		9 756.1			2 981.1
1989–90	17 348.0		10 087.0			2 843.0
1990–91	16 874.0		9 795.0			3 229.0
1991–92	16 963.0		9 984.4			3 459.1
1992–93	17 293.0		10 321.4			3 684.6
1993–94	17 506.7		10 721.3		76.5	3 823.1
1994–95	17 751.5		11 174.7		104.5	4 301.8
1995–96	17 885.8		11 923.2		101.6	4 664.9
1996–97	17 889.0		12 315.8		102.3	4 847.8
1997–98	17 912.7		12 557.4		104.1	4 863.0
1998–99	18 202.1		12 823.2		105.9	4 793.8
1999–00	18 476.6	1 902.9	13 245.1	17.7	103.3	5 022.8
2000–01	18 167.6	2 221.4	12 952.4	22.1	101.4	5 318.5
2001–02	18 668.8	2 422.2	13 441.2	45.8	96.5	4 602.6
2002–03	18 872.5	2 416.3	13 888.0	18.1	90.2	4 249.7
2003–04	19 962.0	2 546.8	14 461.5	17.0	89.9	4 328.8
2004–05	19 875.7	2 338.8	15 185.0	14.7	90.7	4 729.9
2005–06	19 047.9	2 563.7	15 803.6	19.4	86.4	5 359.4
2006–07	19 250.7	2 335.3	17 027.6	15.2	89.5	5 837.0
2007–08	19 234.2	2 240.5	18 244.9	11.5	87.8	6 211.8
2008–09	18 734.2	2 253.1	18 587.0	16.2	96.1	6 316.7
2009–10	18 643.6	2 083.1	19 043.9	25.8	79.7	6 675.2
2010–11	18 926.2	2 017.3	21 434.3		78.6	7 067.7
2011–12	18 717.0	1 842.6	23 552.8		84.1	7 336.2
2012–13	18 696.0	1 575.0	25 006.4		81.0	7 773.1
2013–14	18 226.4	1 823.3	26 268.0		72.7	8 167.9
2014–15	18 188.7	1 469.4	26 137.3		68.2	8 142.8
2015–16	18 121.7	1 329.4	26 211.9		67.6	8 516.4
2016–17	18 062.6	1 006.3	27 186.8		69.2	8 925.5
2017–18	17 834.6	777.1	28 776.9		66.2	9 312.9
2018–19	17 570.4	591.4	29 255.1		66.9	9 434.2
2019–20	16 075.7	513.9	29 554.2		60.4	7 352.4
2020–21	16 005.3	353.5	30 183.9		62.5	3 382.3

Note: Data are not readily available for missing years

Note: From 2010–11 onwards, industrial & marine diesel figures are included in the automotive diesel data

Note: From March 2017 all published estimates of "Automotive Gasoline" and "Diesel Oil" have been revised. These revisions impact all of the individual state/territory and product estimates and sub-totals for "sales to retailers" and apply to the entire published time series.

Source: *Department of Industry, Science, Energy and Resources, 2021, Petroleum Statistics*

Table 11.2a Selected refined petroleum products – Australian production

Financial year	Automotive gasoline	LPG	Automotive diesel	Industrial & marine diesel	Aviation gasoline	Aviation turbine fuel
			megalitres			
1999–00	18 652.4	1 674.4	12 736.8	59.6	158.1	5 538.7
2000–01	17 886.9	1 794.7	13 212.1	98.1	137.5	5 836.3
2001–02	17 999.6	1 718.2	13 064.1	105.4	146.8	5 389.7
2002–03	17 984.1	1 657.2	13 334.8	116.7	134.1	5 148.9
2003–04	17 375.3	1 061.8	12 544.1	84.1	113.8	4 964.3
2004–05	17 668.4	974.4	12 661.1	22.0	139.7	5 275.0
2005–06	16 527.6	1 124.7	10 153.7	30.8	119.5	5 215.5
2006–07	17 732.1	1 386.7	11 055.3	20.7	119.3	5 332.1
2007–08	17 049.0	1 514.9	12 176.6	3.4	119.0	5 181.8
2008–09	17 159.5	1 476.9	12 230.9	13.0	104.6	5 494.3
2009–10	16 771.1	1 203.6	11 719.6	3.0	103.6	5 340.7
2010–11	16 642.6	1 831.7	12 894.3		91.4	5 447.7
2011–12	15 573.2	1 600.7	12 691.3		89.7	5 453.4
2012–13	15 602.8	1 536.2	12 908.5		92.2	5 534.4
2013–14	14 477.7	1 446.6	12 456.2		89.3	5 008.7
2014–15	12 753.2	1 310.6	11 459.1		86.9	4 255.2
2015–16	11 641.4	1 081.2	8 980.3		63.7	3 412.8
2016–17	11 043.9	984.1	8 663.9		49.2	3 529.3
2017–18	11 415.4	969.1	9 185.8		56.3	3 760.7
2018–19	11 152.3	947.9	9 024.0		53.8	3 917.8
2019–20	9 751.0	949.4	8 387.6			2 920.7
2020–21	8 677.5	960.9	8 159.4			840.9

Note: LPG figures include all production and trade, including petrochemical transfers to industry

Note: From 2010–11 onwards, industrial & marine diesel figures are included in the automotive diesel data

Data not available for missing years

Source: Department of Industry, Science, Energy and Resources, 2021, Petroleum Statistics

Table 11.2b Selected refined petroleum products – imports to Australia

Financial year	Automotive gasoline	LPG	Automotive diesel	Industrial & marine diesel	Aviation gasoline	Aviation turbine fuel
			megalitres			
1999–00	1 065.1	518.9	1 399.7		0.0	170.6
2000–01	1 188.7	633.4	1 129.0		0.0	387.4
2001–02	1 436.2	588.0	1 280.3		0.0	224.7
2002–03	1 686.1	299.0	1 645.6		55.8	440.8
2003–04	3 213.2	789.4	3 383.0		203.8	725.9
2004–05	3 166.0	540.0	3 965.1		47.0	986.9
2005–06	3 696.0	631.5	6 127.1		10.5	827.5
2006–07	2 815.5	749.3	5 931.5		0.8	1 089.4
2007–08	3 533.1	964.8	7 476.2		0.1	1 845.5
2008–09	4 087.5	1 003.8	8 245.9		0.0	2 026.5
2009–10	3 887.4	1 066.8	8 680.5		0.0	2 168.4
2010–11	2 652.8	888.2	8 843.4		0.0	2 085.9
2011–12	3 671.7	1 022.7	11 244.3		5.8	2 251.9
2012–13	3 653.1	918.0	12 512.1		0.0	3 201.2
2013–14	3 598.3	729.9	13 602.6		0.0	3 481.8
2014–15	5 534.2	958.0	15 178.2		0.1	4 299.4
2015–16	6 637.6	918.2	17 758.7		0.0	5 591.0
2016–17	6 951.0	1 003.0	18 513.0		0.0	5 859.1
2017–18	6 378.1	833.4	20 127.4		0.0	6 132.5
2018–19	6 066.2	801.8	20 556.0		0.1	5 831.2
2019–20	5 905.8	771.2	21 947.1		0.8	4 847.7
2020–21	7 703.8	656.2	22 753.1		1.3	2 690.9

Note: LPG figures include all production and trade

Note: Data are not separately available for missing years

Note: All diesel imports are included in automotive diesel

Source: *Department of Industry, Science, Energy and Resources, 2021, Petroleum Statistics*

Table 11.2c Selected refined petroleum products – exports from Australia

Financial year	Automotive gasoline	LPG	Automotive diesel	Industrial & marine diesel	Aviation gasoline	Aviation turbine fuel
			megalitres			
1999–00	1 372.6	2 858.9	1 018.1	51.3	78.9	578.3
2000–01	1 286.0	2 784.6	1 150.1	119.5	28.5	755.5
2001–02	1 184.8	3 211.2	886.2	60.0	73.8	549.0
2002–03	1 052.6	3 195.2	1 044.1	0.0	52.5	651.7
2003–04	755.5	2 936.9	840.7	0.0	29.6	518.7
2004–05	770.6	2 846.6	293.9	0.0	35.7	227.0
2005–06	629.5	2 799.9	418.8	0.0	174.4	126.5
2006–07	763.5	2 850.9	283.6	0.0	97.0	121.7
2007–08	628.3	2 589.0	461.7	0.0	96.4	149.5
2008–09	243.8	2 499.7	357.2	0.0	56.2	112.7
2009–10	221.9	2 776.3	187.0	0.0	32.5	71.9
2010–11	174.5	2 470.8	117.2		19.8	11.8
2011–12	175.2	2 114.7	129.6		25.5	2.4
2012–13	99.7	2 385.6	91.1		22.1	13.0
2013–14	131.2	2 458.9	61.0		20.3	2.3
2014–15	118.1	2 111.7	76.3		10.2	19.9
2015–16	72.4	1 989.2	51.9		3.9	1.7
2016–17	218.8	2 232.2	105.3		1.6	69.8
2017–18	151.0	2 285.1	86.0		1.7	142.6
2018–19	206.3	2 973.3	112.3		2.1	18.4
2019–20	100.4	5 233.7	82.0		0.5	155.5
2020–21	10.9	4 247.5	26.5		0.4	0.5

Note: LPG figures include all production and trade

Note: From 2010–11 onwards, industrial & marine diesel figures are included in the automotive diesel data

Source: Department of Industry, Science, Energy and Resources, 2021, Petroleum Statistics

Table 11.3 Average retail petrol prices in Australia (nominal), by state/territory

Average over financial year	NSW/ACT	VIC	QLD	SA	WA	TAS	NT	National
				cents per litre				
2002–03	91.8	90.3	83.7	91.6	94.0	99.8	95.1	90.3
2003–04	93.6	91.7	85.2	93.8	94.5	101.3	98.3	91.9
2004–05	105.2	102.4	95.9	104.5	103.8	112.5	109.1	102.8
2005–06	124.6	123.3	116.9	125.1	124.3	131.2	129.0	123.0
2006–07	124.9	124.1	118.0	124.2	124.5	133.9	127.0	123.4
2007–08	137.9	137.0	130.6	137.1	137.5	147.8	141.4	136.3
2008–09	129.7	130.2	123.3	129.8	128.7	140.2	134.3	128.8
2009–10	124.8	125.3	125.9	124.2	124.7	133.6	129.8	125.3
2010–11	132.0	131.5	133.2	130.9	133.5	141.2	138.5	132.4
2011–12	144.0	141.9	145.7	143.4	144.9	156.2	150.3	144.1
2012–13	143.5	141.3	145.4	141.7	144.0	161.6	152.1	143.6
2013–14	152.6	149.7	154.4	150.9	152.8	171.8	162.0	152.5
2014–15	137.0	133.2	138.8	133.5	137.1	151.6	146.0	136.5
2015–16	123.5	120.8	125.4	120.8	123.9	127.0	130.4	123.2
2016–17	123.7	123.1	125.9	121.1	124.7	128.8	132.3	124.1
2017–18	134.8	135.2	137.4	133.2	135.8	148.3	144.3	135.7
2018–19	141.9	141.4	143.5	141.3	143.7	156.3	153.5	142.6
2019–20	135.2	135.0	136.0	135.7	133.5	146.5	146.0	135.5
2020–21	129.1	130.4	130.8	125.3	126.8	130.7	136.9	129.3

Note: National averages are calculated as weighted averages of the State/Territory prices, with weights based on vehicle numbers using petrol in each region'

Source: *Australian Institute of Petroleum, 2021, Annual Retail Price Data*

Table 11.4 Transport direct greenhouse gas (carbon dioxide equivalent) emissions, by transport mode, from energy end-use

Financial year	Road vehicles	Rail (excl electric)	Domestic maritime	Domestic aviation	Total (including off-road vehicles)
			gigagrams of CO_2 equivalent		
1974–75	33 088	1 916	3 447	2 822	41 273
1975–76	34 617	1 907	3 292	2 603	42 420
1976–77	36 645	1 952	3 594	2 584	44 774
1977–78	38 191	1 976	3 948	2 845	46 959
1978–79	39 984	2 024	3 581	2 698	48 287
1979–80	40 716	2 023	3 758	2 806	49 302
1980–81	41 588	1 993	3 799	2 790	50 170
1981–82	43 569	1 963	3 272	3 124	51 928
1982–83	43 096	1 802	2 988	3 010	50 896
1983–84	45 145	1 956	3 050	2 936	53 087
1984–85	46 908	2 040	2 907	3 017	54 872
1985–86	48 060	1 985	2 986	3 244	56 276
1986–87	48 960	2 016	2 963	3 331	57 270
1987–88	51 486	1 985	2 932	3 600	60 004
1988–89	53 510	1 820	2 702	3 536	61 568
1989–90	54 802	1 753	2 414	2 833	61 802
1990–91	53 776	1 745	2 109	3 517	61 146
1991–92	54 477	1 696	2 166	3 817	62 156
1992–93	56 196	1 699	1 977	4 005	63 877
1993–94	57 734	1 800	1 846	4 239	65 619
1994–95	59 997	1 755	2 351	4 997	69 099
1995–96	61 438	1 707	2 473	5 485	71 102
1996–97	62 458	1 739	2 466	5 857	72 520
1997–98	63 504	1 779	2 176	5 312	72 770
1998–99	64 671	1 829	2 018	5 115	73 633
1999–00	65 915	1 884	2 115	5 348	75 262
2000–01	65 452	1 854	2 023	5 960	75 289
2001–02	67 290	1 939	2 089	5 344	76 662
2002–03	69 063	1 991	2 164	5 098	78 317
2003–04	71 921	2 127	2 310	5 333	81 692
2004–05	72 328	2 305	2 435	5 820	82 887
2005–06	71 971	2 319	2 281	6 158	82 729
2006–07	73 321	2 499	2 344	6 663	84 827
2007–08	74 362	2 580	2 332	7 160	86 435
2008–09	74 104	2 583	2 288	7 340	86 315
2009–10	75 058	2 682	2 391	7 457	87 588
2010–11	76 221	2 756	2 441	7 981	89 400
2011–12	77 449	2 894	2 333	8 308	90 984
2012–13	78 637	3 008	2 141	8 848	92 634
2013–14	79 282	3 191	2 212	8 953	93 638
2014–15	79 409	3 393	2 245	8 953	93 999
2015–16	81 243	3 497	2 285	9 101	96 127
2016–17	82 143	3 594	2 276	9 166	97 179
2017–18	83 192	3 655	2 313	9 360	98 520
2018–19	83 267	3 671	2 355	9 126	98 419
2019–20	79 934	3 623	*2 194	7 126	92 875
2020–21	80 683	*3 620	*2 214	4 826	91 342

Note: * Data is provisional and subject to change

Note: No emissions from electricity use included

Source: *BITRE estimates*

Table 11.5 Road transport direct greenhouse gas (carbon dioxide equivalent) emissions, by vehicle type, from energy end-use

Financial year	Cars	Light commercial vehicles	Articulated trucks	Rigid and other trucks	Buses	Motorcycles	Total road
	gigagrams of CO_2 equivalent						
1989–90	34 878	7 619	5 629	5 099	1 266	251	54 742
1990–91	34 795	7 365	5 544	4 560	1 224	226	53 716
1991–92	35 433	7 590	5 592	4 393	1 182	226	54 416
1992–93	36 576	7 817	6 008	4 332	1 173	226	56 132
1993–94	37 521	8 049	6 187	4 483	1 205	223	57 668
1994–95	38 580	8 518	6 658	4 723	1 228	221	59 928
1995–96	39 069	8 816	7 003	4 999	1 266	214	61 367
1996–97	39 301	8 910	7 312	5 381	1 268	213	62 386
1997–98	39 532	9 310	7 626	5 461	1 297	205	63 430
1998–99	40 228	9 540	7 891	5 428	1 310	197	64 595
1999–00	40 895	9 731	8 148	5 517	1 346	200	65 835
2000–01	40 474	9 853	8 079	5 393	1 368	206	65 373
2001–02	41 408	10 271	8 358	5 587	1 367	218	67 209
2002–03	42 310	10 561	8 668	5 810	1 416	214	68 979
2003–04	44 333	10 909	8 993	5 937	1 435	226	71 833
2004–05	44 145	10 968	9 285	6 157	1 440	243	72 239
2005–06	42 961	11 262	9 517	6 410	1 470	265	71 885
2006–07	43 259	11 659	9 938	6 616	1 472	288	73 232
2007–08	43 289	12 172	10 214	6 800	1 485	311	74 270
2008–09	42 810	12 526	10 115	6 710	1 524	327	74 011
2009–10	42 848	13 023	10 292	6 899	1 564	337	74 963
2010–11	43 019	13 369	10 689	7 093	1 623	330	76 124
2011–12	43 223	13 732	11 107	7 289	1 680	320	77 351
2012–13	43 674	14 075	11 365	7 427	1 671	325	78 538
2013–14	43 828	14 365	11 575	7 480	1 609	330	79 187
2014–15	43 941	14 642	11 506	7 339	1 553	333	79 313
2015–16	43 970	15 128	11 996	7 950	1 762	337	81 144
2016–17	44 000	15 615	12 151	8 167	1 771	337	82 041
2017–18	44 078	16 209	12 285	8 404	1 780	334	83 090
2018–19	43 783	16 351	12 428	8 477	1 801	331	83 171
2019–20	40 490	16 247	12 554	8 630	1 631	288	79 839
2020–21	40 633	16 555	12 695	8 822	1 582	299	80 587

Note: No emissions from electricity use included

Source: BITRE estimates

Table 11.6 Transport direct emissions, by transport mode, from energy end-use – carbon dioxide

Financial year	Road vehicles	Rail (excl electric)	Domestic maritime (including small craft)	Domestic aviation	Total (including off-road vehicles)
			gigagrams of CO_2		
1989–90	53 596	1 714	2 345	2 803	60 458
1990–91	52 503	1 706	2 042	3 481	59 732
1991–92	53 112	1 659	2 095	3 779	60 645
1992–93	54 720	1 661	1 905	3 965	62 251
1993–94	56 152	1 760	1 772	4 197	63 881
1994–95	58 290	1 716	2 269	4 947	67 222
1995–96	59 632	1 669	2 387	5 431	69 120
1996–97	60 584	1 700	2 378	5 800	70 462
1997–98	61 554	1 740	2 088	5 259	70 641
1998–99	62 638	1 789	1 928	5 064	71 420
1999–00	63 807	1 843	2 021	5 296	72 967
2000–01	63 325	1 813	1 928	5 902	72 969
2001–02	65 101	1 897	1 990	5 292	74 280
2002–03	66 857	1 948	2 061	5 049	75 914
2003–04	69 675	2 081	2 202	5 281	79 239
2004–05	70 154	2 255	2 323	5 765	80 497
2005–06	69 907	2 268	2 176	6 097	80 448
2006–07	71 293	2 445	2 238	6 597	82 572
2007–08	72 381	2 524	2 225	7 092	84 223
2008–09	72 195	2 527	2 181	7 269	84 172
2009–10	73 186	2 623	2 280	7 385	85 474
2010–11	74 387	2 696	2 328	7 907	87 318
2011–12	75 653	2 830	2 218	8 232	88 933
2012–13	76 857	2 942	2 024	8 771	90 594
2013–14	77 526	3 121	2 098	8 875	91 619
2014–15	77 687	3 319	2 128	8 873	92 006
2015–16	79 541	3 422	2 166	9 020	94 149
2016–17	80 441	3 517	2 156	9 084	95 197
2017–18	81 495	3 576	2 192	9 277	96 540
2018–19	81 594	3 593	2 237	9 042	96 467
2019–20	78 340	3 545	*2 083	7 041	91 008
2020–21	79 106	*3 542	*2 097	4 769	89 514

Note: * Highlighted data estimates are provisional (finalised source data not yet fully available)

Note: No emissions from electricity use included

Source: BITRE estimates

Table 11.7 Transport direct emissions, by transport mode, from energy end-use – methane

Financial year	Road Vehicles	Rail (excl electric)	Domestic Maritime (including small craft)	Domestic aviation	Total (including off-road vehicles)
	gigagrams of methane				
1989–90	23.22	1.24	2.34	0.29	27.08
1990–91	22.86	1.23	2.38	0.25	26.72
1991–92	23.24	1.20	2.50	0.24	27.19
1992–93	23.84	1.20	2.65	0.26	27.95
1993–94	24.19	1.27	2.79	0.26	28.51
1994–95	24.73	1.24	2.97	0.27	29.22
1995–96	24.76	1.21	3.12	0.27	29.36
1996–97	24.61	1.23	3.24	0.28	29.36
1997–98	24.42	1.26	3.34	0.28	29.29
1998–99	24.09	1.29	3.50	0.28	29.16
1999–00	23.64	1.33	3.67	0.28	28.92
2000–01	22.63	1.31	3.73	0.28	27.95
2001–02	22.30	1.37	3.87	0.26	27.80
2002–03	21.85	1.41	4.04	0.25	27.54
2003–04	21.74	1.50	4.25	0.25	27.75
2004–05	20.62	1.63	4.36	0.26	26.86
2005–06	18.95	1.64	4.10	0.26	24.95
2006–07	18.05	1.77	4.15	0.27	24.23
2007–08	16.98	1.82	4.19	0.28	23.28
2008–09	15.71	1.83	4.23	0.29	22.05
2009–10	14.72	1.90	4.35	0.29	21.26
2010–11	13.60	1.95	4.45	0.30	20.30
2011–12	12.55	2.05	4.56	0.30	19.46
2012–13	11.80	2.13	4.71	0.31	18.93
2013–14	11.01	2.25	4.57	0.31	18.15
2014–15	10.33	2.40	4.66	0.31	17.71
2015–16	9.78	2.47	4.73	0.31	17.30
2016–17	9.16	2.54	4.80	0.32	16.82
2017–18	8.70	2.58	4.85	0.32	16.46
2018–19	8.23	2.60	4.62	0.32	15.77
2019–20	7.36	2.56	*4.39	0.32	14.64
2020–21	7.11	*2.56	*4.68	0.17	14.53

Note: * Data is provisional and subject to change

Note: No emissions from electricity use included

Source: BITRE estimates

Table 11.8 Transport direct emissions, from energy end-use, by transport mode, from energy end-use – nitrous oxide

Financial year	Road vehicles	Rail (excluding electric)	Domestic maritime (including small craft)	Domestic aviation	Total
	gigagrams of nitrous oxide				
1989–90	2.12	0.04	0.06	0.08	2.31
1990–91	2.36	0.04	0.06	0.10	2.56
1991–92	2.63	0.04	0.06	0.11	2.84
1992–93	2.94	0.04	0.05	0.11	3.15
1993–94	3.25	0.04	0.05	0.12	3.46
1994–95	3.61	0.04	0.06	0.14	3.86
1995–96	3.92	0.04	0.07	0.15	4.18
1996–97	4.15	0.04	0.07	0.17	4.42
1997–98	4.40	0.04	0.06	0.15	4.65
1998–99	4.68	0.04	0.05	0.14	4.92
1999–00	4.94	0.04	0.06	0.15	5.19
2000–01	5.07	0.04	0.05	0.17	5.34
2001–02	5.29	0.04	0.06	0.15	5.54
2002–03	5.37	0.05	0.06	0.14	5.61
2003–04	5.49	0.05	0.06	0.15	5.75
2004–05	5.33	0.05	0.06	0.16	5.61
2005–06	5.10	0.05	0.06	0.18	5.39
2006–07	5.03	0.06	0.06	0.19	5.35
2007–08	4.94	0.06	0.06	0.20	5.26
2008–09	4.79	0.06	0.06	0.21	5.12
2009–10	4.74	0.06	0.06	0.21	5.07
2010–11	4.68	0.06	0.07	0.22	5.03
2011–12	4.63	0.07	0.06	0.22	4.98
2012–13	4.62	0.07	0.06	0.23	4.98
2013–14	4.61	0.07	0.06	0.23	4.98
2014–15	4.55	0.07	0.06	0.24	4.92
2015–16	4.51	0.07	0.06	0.24	4.89
2016–17	4.54	0.08	0.06	0.24	4.93
2017–18	4.56	0.08	0.06	0.25	4.94
2018–19	4.53	0.08	0.07	0.25	4.92
2019–20	4.34	0.08	*0.06	0.25	4.73
2020–21	4.29	*0.08	*0.06	0.17	4.60

Note: * Data is provisional and subject to change

Note: No emissions from electricity use included

Source: BITRE estimates

Table 11.9 Transport full fuel cycle greenhouse gas (carbon dioxide equivalent) emissions, by transport mode

Financial year	Road vehicles	Rail (all)	Domestic maritime	Domestic aviation	Total (direct)
	gigagrams of CO_2 equivalent				
1974–75	37 385	3 054	3 923	3 237	47 599
1975–76	39 119	3 057	3 747	2 985	48 908
1976–77	41 419	3 116	4 092	2 962	51 589
1977–78	43 170	3 146	4 496	3 262	54 074
1978–79	45 213	3 152	4 078	3 093	55 537
1979–80	46 058	3 195	4 279	3 218	56 750
1980–81	47 055	3 220	4 325	3 199	57 799
1981–82	49 304	3 205	3 722	3 583	59 815
1982–83	48 776	3 038	3 394	3 453	58 660
1983–84	51 112	3 242	3 438	3 367	61 159
1984–85	53 118	3 435	3 278	3 460	63 291
1985–86	54 428	3 421	3 367	3 721	64 938
1986–87	55 452	3 539	3 339	3 821	66 151
1987–88	58 321	3 552	3 304	4 130	69 306
1988–89	60 613	3 604	3 039	4 056	71 312
1989–90	62 080	3 598	2 713	3 247	71 639
1990–91	60 908	3 583	2 363	4 034	70 889
1991–92	61 699	3 565	2 426	4 379	72 069
1992–93	63 646	3 518	2 208	4 596	73 968
1993–94	65 391	3 619	2 060	4 864	75 935
1994–95	67 967	3 625	2 636	5 734	79 962
1995–96	69 609	3 586	2 775	6 295	82 264
1996–97	70 777	3 704	2 764	6 723	83 967
1997–98	71 974	3 738	2 433	6 096	84 241
1998–99	73 301	3 841	2 253	5 870	85 265
1999–00	74 720	4 035	2 360	6 138	87 254
2000–01	74 209	4 066	2 262	6 841	87 379
2001–02	76 313	4 162	2 337	6 133	88 946
2002–03	78 336	4 211	2 422	5 852	90 821
2003–04	81 538	4 365	2 584	6 122	94 609
2004–05	82 016	4 612	2 712	6 680	96 020
2005–06	81 683	4 624	2 545	7 068	95 921
2006–07	83 311	4 903	2 614	7 648	98 477
2007–08	84 590	5 058	2 607	8 220	100 475
2008–09	84 379	5 129	2 553	8 426	100 487
2009–10	85 532	5 195	2 675	8 561	101 964
2010–11	86 935	5 264	2 743	9 164	104 105
2011–12	88 338	5 390	2 622	9 539	105 890
2012–13	89 726	5 439	2 423	10 160	107 748
2013–14	90 575	5 649	2 505	10 281	109 011
2014–15	90 907	5 942	2 542	10 281	109 672
2015–16	92 633	6 168	2 587	10 451	111 840
2016–17	93 666	6 245	2 577	10 525	113 013
2017–18	94 900	6 280	2 620	10 749	114 549
2018–19	95 007	6 275	2 671	10 480	114 432
2019–20	91 228	6 198	*2 488	8 179	108 093
2020–21	92 126	*6 145	*2 509	5 538	106 319

Note: * Data is provisional and subject to change

Note: Does not include off-road recreational vehicles, which would typically contribute of the order of a further 100 Gg per annum. Includes upstream emissions from electricity generation

Note: CO_2, CH4 and N2O in CO_2equiv

Source: *BITRE estimates*

Table 11.10 Transport energy use, by transport mode

Financial year	Road Vehicles (non-electric) – including off-road recreational vehicles	Road – Electric vehicles	Rail (excluding electric)	Rail (electric)	Civil Domestic Maritime (including small craft)	Civil Domestic Aviation	Total civil domestic transport
	petajoules (end-use, higher heating value)						
1974–75	484.1	0.0	27.0	2.5	47.1	40.7	601.3
1975–76	506.4	0.0	26.9	2.5	45.0	37.5	618.4
1976–77	536.1	0.0	27.5	2.5	49.3	37.2	652.6
1977–78	558.7	0.0	27.8	2.5	54.2	41.0	684.2
1978–79	584.8	0.0	28.5	2.4	49.2	38.9	703.8
1979–80	595.2	0.0	28.5	2.6	51.6	40.4	718.4
1980–81	607.8	0.0	28.1	2.8	52.0	40.2	731.0
1981–82	636.5	0.0	27.7	2.8	44.7	45.0	756.8
1982–83	629.5	0.0	25.4	3.0	40.7	43.4	741.9
1983–84	659.0	0.0	27.6	3.1	40.8	42.3	772.8
1984–85	684.5	0.0	28.8	3.4	38.9	43.5	799.2
1985–86	701.4	0.0	28.0	3.8	40.0	46.7	819.9
1986–87	714.4	0.0	28.5	4.0	39.7	48.0	834.6
1987–88	751.1	0.0	28.0	4.3	39.2	51.9	874.5
1988–89	780.5	0.0	25.7	5.1	36.0	50.9	898.2
1989–90	799.2	0.0	24.8	5.5	32.1	40.8	902.4
1990–91	783.7	0.0	24.7	5.4	27.9	50.7	892.2
1991–92	793.3	0.0	24.0	5.5	28.6	55.0	906.3
1992–93	817.7	0.0	24.0	5.4	26.0	57.7	930.8
1993–94	839.7	0.0	25.4	5.4	24.3	61.0	955.8
1994–95	872.4	0.0	24.8	5.6	31.2	71.9	1 005.9
1995–96	892.7	0.0	24.1	5.5	32.9	78.9	1 034.2
1996–97	907.2	0.0	24.6	5.8	32.8	84.3	1 054.6
1997–98	921.9	0.0	25.1	5.8	28.8	76.5	1 058.0
1998–99	938.1	0.0	25.9	5.9	26.6	73.6	1 070.1
1999–00	955.7	0.0	26.6	6.4	27.9	77.0	1 093.6
2000–01	948.7	0.0	26.2	6.6	26.8	85.8	1 094.2
2001–02	975.6	0.0	27.4	6.6	27.7	76.9	1 114.3
2002–03	1 001.2	0.0	28.2	6.6	28.8	73.4	1 138.1
2003–04	1 041.9	0.0	30.1	6.7	30.6	76.8	1 186.0
2004–05	1 048.1	0.0	32.6	6.7	32.0	83.8	1 203.1
2005–06	1 045.4	0.0	32.8	6.8	30.1	88.6	1 203.7
2006–07	1 067.5	0.0	35.3	7.0	30.9	95.8	1 236.6
2007–08	1 085.1	0.0	36.5	7.3	30.9	103.0	1 262.8
2008–09	1 083.6	0.0	36.5	7.6	30.2	105.6	1 263.5
2009–10	1 098.7	0.0	37.9	7.5	31.8	107.3	1 283.2
2010–11	1 116.8	0.0	39.0	7.5	32.8	114.9	1 310.9
2011–12	1 134.4	0.0	40.9	7.6	31.4	119.6	1 333.8
2012–13	1 152.6	0.0	42.5	7.6	29.4	127.4	1 359.4
2013–14	1 165.7	0.0	45.1	7.6	30.3	128.9	1 377.7
2014–15	1 174.7	0.0	48.0	7.9	30.8	128.9	1 390.3
2015–16	1 185.3	0.1	49.5	8.4	31.3	131.0	1 405.5
2016–17	1 196.9	0.1	50.8	8.3	31.2	131.9	1 419.3
2017–18	1 211.3	0.1	51.7	8.3	31.8	134.7	1 437.9
2018–19	1 211.5	0.1	51.9	8.4	32.5	131.3	1 435.7
2019–20	1 161.5	0.2	51.2	8.5	*30.3	102.3	1 353.9
2020–21	1 171.4	0.3	*51.2	*8.4	*30.5	69.3	1 331.0

Note: * Data is provisional and subject to change

Note: Energy end-use, does not include upstream energy consumption for electricity generation or fuel conversion

Source: *BITRE estimates*

Table 11.11 Road transport energy use, by vehicle type

Financial year	Cars	Light commercial vehicles	Articulated trucks	Rigid and other trucks	Buses	Motorcycles	Total road
	petajoules (end-use, higher heating value)						
1974–75	326.6	62.3	35.9	48.4	8.0	2.5	483.7
1975–76	341.1	63.8	39.2	50.9	8.0	3.0	506.0
1976–77	358.0	72.2	43.3	50.7	8.2	3.1	535.6
1977–78	372.5	78.6	44.8	50.6	8.4	3.3	558.2
1978–79	385.7	81.5	53.2	51.9	8.6	3.4	584.2
1979–80	385.6	81.0	57.6	57.7	9.1	3.7	594.7
1980–81	389.9	82.1	59.3	62.5	9.7	4.0	607.3
1981–82	406.0	83.9	63.0	68.7	10.1	4.4	636.0
1982–83	403.7	83.1	62.7	63.9	11.2	4.4	628.9
1983–84	419.0	88.7	70.4	63.7	12.2	4.5	658.5
1984–85	431.7	94.2	74.3	66.0	13.3	4.6	684.0
1985–86	444.0	97.4	76.0	64.9	14.2	4.2	700.8
1986–87	452.5	99.7	76.7	65.7	15.1	4.0	713.7
1987–88	473.1	104.9	82.6	69.7	16.1	3.9	750.3
1988–89	495.6	110.1	82.6	70.2	17.1	4.0	779.7
1989–90	510.8	111.6	80.8	73.2	18.2	3.6	798.3
1990–91	508.9	107.9	79.6	65.5	17.6	3.3	782.8
1991–92	517.6	111.1	80.3	63.1	17.0	3.3	792.3
1992–93	533.7	114.4	86.3	62.2	16.9	3.3	816.8
1993–94	547.0	117.9	88.8	64.4	17.3	3.2	838.7
1994–95	562.1	125.0	95.6	67.8	17.7	3.2	871.4
1995–96	568.6	129.4	100.6	71.8	18.2	3.1	891.7
1996–97	571.7	130.8	105.0	77.3	18.3	3.1	906.1
1997–98	574.7	136.5	109.5	78.4	18.7	3.0	920.8
1998–99	584.2	139.7	113.4	77.9	18.9	2.8	937.0
1999–00	593.5	142.3	117.1	79.2	19.5	2.9	954.5
2000–01	587.0	144.0	116.2	77.5	19.9	3.0	947.6
2001–02	600.6	149.9	120.3	80.4	20.1	3.2	974.5
2002–03	614.3	154.2	124.5	83.3	20.6	3.1	1 000.0
2003–04	643.3	159.0	129.2	85.0	20.8	3.3	1 040.6
2004–05	641.0	159.7	133.5	88.2	21.0	3.5	1 046.8
2005–06	625.9	164.1	136.9	91.9	21.5	3.8	1 044.2
2006–07	631.8	170.1	143.2	95.1	21.9	4.2	1 066.2
2007–08	634.2	177.6	147.3	97.9	22.2	4.5	1 083.8
2008–09	628.9	182.8	146.1	96.7	23.0	4.7	1 082.3
2009–10	630.7	189.9	148.7	99.5	23.7	4.9	1 097.4
2010–11	635.0	195.0	154.3	102.0	24.4	4.8	1 115.4
2011–12	637.9	200.3	160.2	104.6	25.3	4.7	1 133.0
2012–13	644.9	205.0	164.2	106.8	25.6	4.7	1 151.2
2013–14	647.1	209.1	168.5	109.0	25.9	4.8	1 164.4
2014–15	649.4	212.8	169.9	110.6	25.9	4.9	1 173.4
2015–16	649.2	219.4	171.5	112.9	26.0	4.9	1 183.9
2016–17	649.5	226.0	173.4	115.7	26.0	4.9	1 195.6
2017–18	650.5	234.3	175.3	119.0	26.0	4.9	1 209.9
2018–19	646.1	236.1	177.2	119.8	26.2	4.8	1 210.2
2019–20	597.4	234.3	178.8	121.9	23.7	4.2	1 160.3
2020–21	599.3	238.5	180.7	124.4	22.9	4.4	1 170.3

Note: Electricity end-use included

Source: *BITRE estimates*

Table 11.12 Energy use of major surface transport fuels

Financial year	Petrol (automotive gasoline, all grades)	Diesel (automotive and industrial diesel oil)	LPG	Natural gas (both compressed and liquefied)	Bio-fuels (ethanol & biodiesel, straight and mixtures)	Total
	petajoules (higher heating value)					
1974–75	428.44	94.10	2.59	0.00	0.00	525.13
1975–76	444.57	100.17	2.97	0.00	0.00	547.71
1976–77	465.40	113.20	3.41	0.00	0.00	582.01
1977–78	481.94	121.72	3.86	0.00	0.00	607.52
1978–79	493.76	134.78	4.61	0.00	0.00	633.15
1979–80	489.95	148.29	5.85	0.00	0.00	644.09
1980–81	493.16	153.78	7.17	0.00	0.00	654.11
1981–82	509.77	161.63	8.15	0.00	0.00	679.55
1982–83	497.81	161.85	9.14	0.00	0.00	668.79
1983–84	508.56	179.08	10.47	0.00	0.00	698.11
1984–85	520.48	193.02	11.83	0.00	0.00	725.34
1985–86	529.01	197.15	13.81	0.00	0.00	739.98
1986–87	533.25	206.38	15.78	0.12	0.00	755.53
1987–88	554.12	217.70	18.14	0.03	0.00	789.99
1988–89	573.96	221.97	20.71	0.06	0.00	816.70
1989–90	583.12	227.53	23.00	0.17	0.00	833.82
1990–91	569.93	218.89	27.94	0.30	0.00	817.06
1991–92	572.77	221.34	32.46	0.43	0.01	827.01
1992–93	583.53	229.17	38.12	0.53	0.02	851.37
1993–94	590.89	239.32	44.78	0.62	0.05	875.66
1994–95	599.31	255.00	55.09	0.72	0.12	910.24
1995–96	603.66	267.17	59.36	0.82	0.24	931.25
1996–97	603.92	278.03	63.43	0.88	0.37	946.62
1997–98	603.62	288.89	67.31	0.95	0.50	961.27
1998–99	612.33	297.63	67.04	1.04	0.70	978.74
1999–00	620.31	306.96	67.65	1.07	1.04	997.03
2000–01	614.88	306.98	65.06	1.12	1.59	989.63
2001–02	626.14	322.57	67.10	1.32	2.09	1 019.22
2002–03	637.64	338.81	66.95	1.41	1.81	1 046.62
2003–04	667.19	353.80	66.75	1.45	0.70	1 089.89
2004–05	666.80	368.07	61.62	1.51	0.67	1 098.68
2005–06	638.93	384.60	69.26	1.64	1.51	1 095.96
2006–07	646.85	405.91	62.72	1.79	4.14	1 121.41
2007–08	644.96	426.86	60.53	1.93	6.29	1 140.57
2008–09	632.91	436.25	58.90	2.09	8.16	1 138.29
2009–10	630.70	458.82	54.79	2.25	9.55	1 156.11
2010–11	623.73	486.23	53.19	2.50	10.64	1 176.29
2011–12	620.61	510.02	52.25	2.85	10.09	1 195.82
2012–13	618.54	532.69	52.00	3.50	10.80	1 217.53
2013–14	606.74	555.14	52.57	3.84	14.60	1 232.89
2014–15	604.98	563.55	51.10	4.02	21.52	1 245.17
2015–16	606.48	599.12	41.53	3.94	6.53	1 257.60
2016–17	605.57	621.83	33.41	3.84	6.34	1 271.00
2017–18	599.66	651.72	25.13	3.65	6.88	1 287.04
2018–19	588.64	671.66	19.52	3.36	6.96	1 290.13
2019–20	538.56	673.79	16.36	2.97	6.32	1 237.99
2020–21	537.53	690.86	12.30	2.59*	5.80	1 249.08

Note: * Data is a provisional trend estimate (finalised source data not yet fully available)

Source: *BITRE estimates*

Table 11.13 Other transport energy use

Financial year	Aviation gasoline	Aviation turbine fuel	Fuel oil	Coal	Electricity	Other (inc Hydrogen)	Total
			petajoules (end-use)				
1974–75	3.31	37.35	32.70	0.33	2.47	0.000	76.16
1975–76	3.37	34.14	30.31	0.32	2.51	0.000	70.66
1976–77	3.63	33.61	30.51	0.32	2.50	0.000	70.57
1977–78	3.77	37.23	32.84	0.31	2.51	0.000	76.66
1978–79	4.16	34.73	29.11	0.22	2.44	0.000	70.67
1979–80	3.77	36.67	31.08	0.16	2.59	0.000	74.27
1980–81	3.77	36.43	33.77	0.12	2.84	0.000	76.93
1981–82	3.74	41.28	29.32	0.09	2.84	0.000	77.26
1982–83	3.44	39.92	26.15	0.66	2.96	0.000	73.14
1983–84	3.57	38.73	25.55	3.75	3.10	0.000	74.71
1984–85	3.64	39.83	23.50	3.43	3.45	0.000	73.85
1985–86	3.57	43.16	26.08	3.33	3.77	0.000	79.91
1986–87	3.67	44.31	23.17	3.84	4.03	0.000	79.02
1987–88	3.91	47.96	24.77	3.55	4.27	0.000	84.46
1988–89	3.94	47.00	21.59	3.95	5.06	0.000	81.54
1989–90	4.30	36.54	18.79	3.51	5.46	0.000	68.59
1990–91	3.50	47.15	15.37	3.76	5.41	0.000	75.19
1991–92	3.30	51.66	14.82	4.00	5.51	0.000	79.29
1992–93	3.40	54.27	12.20	4.13	5.43	0.000	79.43
1993–94	3.30	57.73	9.76	3.93	5.41	0.000	80.13
1994–95	3.36	68.57	14.12	4.03	5.60	0.000	95.68
1995–96	3.26	75.68	14.50	3.99	5.54	0.000	102.97
1996–97	3.30	81.00	13.58	4.30	5.83	0.000	108.00
1997–98	3.35	73.11	10.28	4.24	5.77	0.000	96.75
1998–99	3.42	70.21	7.66	4.16	5.90	0.000	91.35
1999–00	3.41	73.57	8.71	4.44	6.44	0.000	96.58
2000–01	3.31	82.47	8.59	3.51	6.65	0.000	104.53
2001–02	3.15	73.76	8.06	3.51	6.59	0.000	95.07
2002–03	3.03	70.35	7.97	3.51	6.64	0.000	91.50
2003–04	2.91	73.84	8.68	4.01	6.71	0.001	96.16
2004–05	2.96	80.81	8.34	5.60	6.72	0.001	104.43
2005–06	2.80	85.79	7.53	4.80	6.80	0.001	107.72
2006–07	2.90	92.95	7.12	5.20	7.03	0.001	115.20
2007–08	2.85	100.19	7.51	4.40	7.27	0.000	122.21
2008–09	3.14	102.48	7.20	4.84	7.58	0.000	125.24
2009–10	2.62	104.66	8.20	4.13	7.48	0.000	127.08
2010–11	2.60	112.25	9.30	2.94	7.54	0.000	134.63
2011–12	2.78	116.80	8.30	2.52	7.62	0.000	138.02
2012–13	2.68	124.71	6.90	0.00	7.58	0.000	141.87
2013–14	2.40	126.48	8.25	0.00	7.64	0.000	144.78
2014–15	2.25	126.60	8.30	0.00	7.92	0.000	145.08
2015–16	2.23	128.76	8.47	0.00	8.43	0.000	147.89
2016–17	2.29	129.63	7.97	0.00	8.42	0.000	148.31
2017–18	2.19	132.53	7.69	0.00	8.42	0.000	150.84
2018–19	2.21	129.10	5.77	0.00	8.49	0.000	145.57
2019–20	2.00	100.26	5.00*	0.00	8.63	0.000	115.89
2020–21	2.07	67.22	4.00*	0.00	8.65*	0.003	81.94

Note: * Data is provisional and subject to change

Source: *BITRE estimates*

End Notes and Definitions

Chapter 1: Infrastructure and the Economy

Table 1.1

Gross value added is the value of output at basic prices minus the value of intermediate consumption at purchasers' prices. Gross value added is a measure of the contribution to gross domestic product by industry and by sector.

- Chain volume measures are an application of the Consumer Price Index based on a reference year. Changes to current price production measures may be due to either price or volume changes. Chain volume measures are provided to allow analysis of variations in production volumes; however, component chain volume measures do not sum to a total in the way original current price components do.
- Gross value added at basic values represents the amounts received by producers (including the value of any subsidies on products) but before any taxes on products. The difference between the sum over all industries of gross value added at basic prices and Gross Domestic Product at market (or purchasers') prices is the value of taxes less subsidies on products.
- In-house transport gross value added figures in Table 1.1b and 1.1c are converted to 2016–17 prices using a deflator calculated by dividing the gross value add in current prices for 'transport, postal and warehousing' by the equivalent chain volume measure.
- Water transport is included in the estimate under rail, pipeline and other transport industry.

Table 1.2

Table 1.2 provides estimates for total employment by major infrastructure industries in August each year, including both full–time and part–time employment. Total Transport and Storage employment includes some employees with no industry subdivision defined.

From 1986, the definition of employed persons changed to include persons who worked without pay between 1 and 14 hours per week in a family business or on a farm (i.e. contributing family workers).

Table 1.3

Table 1.3 examines the amount of person's employment and position in specific transport industries, by gender since the year 2000 and includes both full-time and part time employment. These tables compare the percentage and total number of person's employment in Transport and track how this data changes through time.

Tables 1.3a-c use data from November of each calendar year and Table 1.3d reports as at December.

Table 1.4

Table 1.4 estimates the employment of Females in Transport Industries by age of their youngest child at ages 0 to 5 and 6–14, in numerical values and percentages. This data includes part-time and full-time employees and is sourced from the Australian Bureau of Statistics (ABS) and refers to November of each calendar year. The proportion of workforce includes a comparison to transport industries and Australia's total workforce.

Table 1.5

Average weekly earnings statistics provide an estimate of the average weekly income of wage and salary earners in key infrastructure industries. The estimates reflect the overall level of earnings of employees and the changes in the composition of the infrastructure industries' workforce (e.g. changes to the proportions of full-time, part-time and casual employees and changes to the proportions of occupations over time).

The Australian Bureau of Statistics (ABS) compiles average weekly earnings statistics on a quarterly basis in the Survey of Average Weekly Earnings and on a biennial basis in more detail in the Survey of Employee Earnings and Hours. The Australian Infrastructure Statistics Yearbook provides data sourced from the Survey of Employee Earnings and Hours as the Survey of Average Weekly Earnings does not provide adequate industry detail.

Estimates of average weekly earnings in Table 1.5 exclude amounts salary sacrificed (the collection of salary sacrifice amounts are a relatively recent addition to the survey). Average weekly earnings represent gross earnings (before tax, superannuation and other items are deducted).

Caution should be exercised when comparing data across years. The Survey of Employee Earnings and Hours is not designed as a time series. In addition, the industry classification used in compiling average weekly earnings statistics changed in 2008. Earlier industry estimates were based on the 1993 version of ANZSIC, while the 2008 estimate was compiled based on an updated (2006) version of ANZSIC.

Estimates are compiled from a sample survey of employers and are subject to sampling variability. Table 1.5 includes a number of estimates that are subject to high relative standard errors (greater than 25 per cent).

Table 1.6

The indexes provided in Table 1.6 relate to the prices received by businesses classified to major infrastructure industries. For the transport industry, indexes are only available for freight transport and storage services. Indexes for prices received by businesses providing passenger transport services are not currently available from the ABS.

Index numbers for financial years are simple averages of the four relevant quarterly index numbers.

Table 1.7

Population estimates are classified by capital city and rest of state on the last day of the financial year (30 June). Population estimates are based on census counts for census years. ABS Regional Population Growth (ABS cat. no. 3218.0) explain that 'Population estimates for Australia and the states and territories are updated by adding, to the estimated population at the beginning of each period, the components of natural increase (births minus deaths, on a usual residence basis) and net overseas migration. A person is regarded as a usual resident if they have been (or expected to be) residing in Australia for a period of 12 months or more over a 16-month period'.

After each census, population estimates are revised to remove discrepancies between census outcomes.

In 2013, the ABS conducted a one-off exercise to revise (recast) population estimates for a longer time period back to 1991. Please note that:

- ACT includes Jervis Bay Territory up to June 1994.
- Data for 1991 to 1995 are based on 2001 Australian Standard Geographical Classification (ASGC) boundaries.
- Data for 1995–96 onwards are based on 2006 Australian Standard Geographical Classification boundaries.
- In June 2011, the ABS replaced the nation's official statistical geography, the ASGC with the new Australian Statistical Geography Standard (ASGS).
- Rest of state estimates are calculated by subtracting the capital city population from the corresponding state/territory total population.

Table 1.8

Table 1.8 provides a number of measures of economic activity that may influence Australian infrastructure activity. Goods exports and goods imports figures provide measures of the flow of physical goods into and out of Australia, over the full financial year. The Consumer Price Index provides a measure of annual changes in the price of consumer goods for the June quarter of each financial year, while exchange rate and interest rate data were measured in respect of the last day of the financial year (30 June).

- The exchange rate data provided represent the $US value of one Australian dollar.
- The interest rate provided is the 90-day bank accepted bill rate at the close of trading at the end of the financial year (30 June).

Chapter 2: Infrastructure Construction

Table 2.1

Table 2.1 outlines the amount of electric vehicle charging sites by state or territory. The information includes both DC Fast Charging (Direct Current), and standard charging speeds. The data only includes the number of sites and many locations have multiple chargers, therefor the number of individual chargers will vary. The data is publicly available in the State of Electric Vehicles report by the Electric Vehicle Council.

Table 2.2

Table 2.2 provides estimates of engineering construction work done on major economic infrastructure by both private and public sector organisations. Estimates exclude the cost of land; the cost of repair and maintenance activity; the construction of buildings; the value of transfers of existing assets; the value of installed machinery and equipment not integral to the structure; and expenses for relocation of utility services.

Statistics are provided for the sector providing engineering construction services and the sector that is expected to own the project at the time of completion. Thus, statistics for work done by the private sector for the public sector summarise the work done by private sector engineering construction companies on projects that are owned by the public sector at the time of completion. When a project is undertaken as a Private Public Partnership (PPP) or similar arrangement, it is classified according to the expected ownership of the project at completion. PPPs may be classified as private sector even if ownership eventually resides with the public sector.

ABS provides both current price and chain volume measures for the value of engineering construction work done by the private sector for the private sector; by the private sector for the public sector; and by the public sector. Figures presented in this table are in real terms, adjusted for price changes using a deflator calculated by dividing the current value of total engineering construction for each quarter by the equivalent chain volume measure, and then aggregating to financial year data.

Table 2.3

Table 2.3 provides estimates of engineering construction work done on transport infrastructure, providing transport detail to the data provided in Table 3.1. Estimates for the construction of airport runways are included in the roads and bridges measure. Figures presented in this table are in real terms, adjusted for price changes using a deflator calculated by dividing the current value of total engineering construction for each quarter by the equivalent chain volume measure, and then aggregating to financial year data.

Chapter 3: Road-related Revenue and Expenditure

Table 3.1

BITRE prepares estimates of road expenditure based on unpublished ABS Government Finance Statistics (GFS) data and internal Department of Infrastructure, Transport, Regional Development and Communications data. There have been a number of methodological changes in the compilation of estimates over time, with the most significant being the ABS adoption of accrual-based accounting for GFS in 1998–99.

Tables 3.1a to 3.1d aim to provide estimates of construction and maintenance expenditure by each jurisdiction on road infrastructure by:

- each level of government, net of identified road-specific contributions from other levels of Government;
- the non-public sector; and
- national aggregates for the Non-Financial Public Sector which includes expenditure by Public Non-Financial Corporations (PNFC).

The total public sector includes government expenditure and PNFC. Total government includes expenditure by departments of the Commonwealth Government, State governments and Local Government. It also includes agencies and government authorities under the departmental administration that are engaged in the provision of public administration, law enforcement, welfare, public education and health. Also included are non-departmental bodies that independently perform the government functions of regulation (e.g. Nurses Registration Boards and the Australian Maritime Safety Authority), provision of non-market services (e.g. the Australian Broadcasting Corporation) and redistribution of income. Some of these bodies may be called 'corporations', but they are still considered part of the government sector if they perform general government functions. Public universities are also considered part of the government sector.

Enterprises in the PNFC sector differ from those in the government sector in that their production costs are more likely to be recovered from consumers, rather than being financed from the general taxation revenue of government. Some enterprises, however, do receive subsidies to make up for shortfalls incurred as a result of government policy, for example, in the provision of 'community service obligations' at concessional rates.

Road expenditure estimates presented here exclude payments from the Attorney General's Department through the Natural Disaster Relief and Recovery Arrangement (NDRRA), on advice from the Attorney General's Department that the NDRRA does not fund road/bridge maintenance, rather it reimburses for replacement or restoration post a disaster.

Transfers of funding from Commonwealth to Local governments are netted out using data on Commonwealth road programs, and transfers of funding from State/Territory governments to Local government are netted out based on an estimate of such transfers from the GFS.

In 2017 there were two significant revisions to the methodology which impact the figures for Local Government and total road expenditure. The revisions have been applied to the full series back to 1998–99.

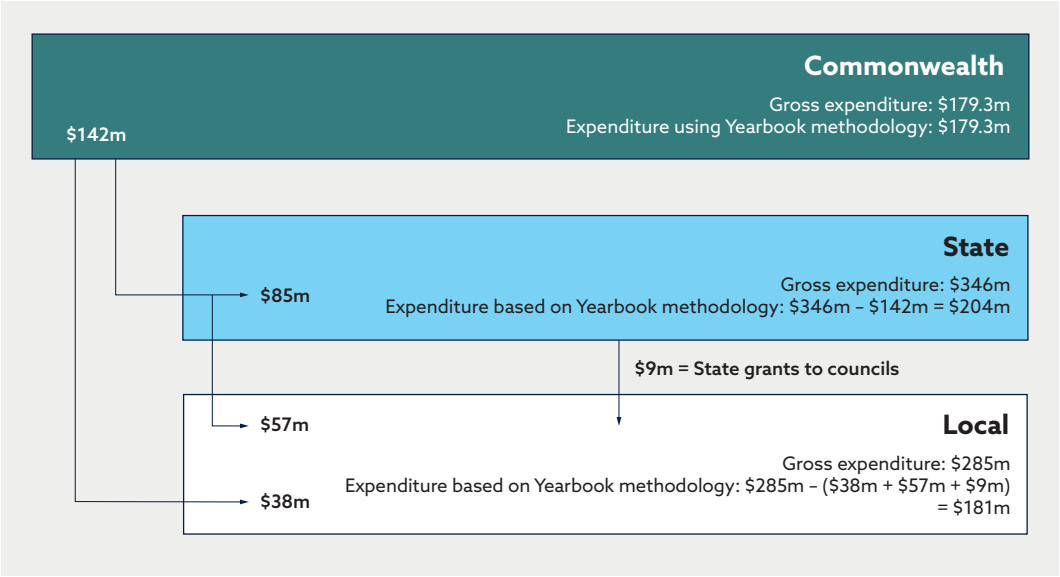
- In previous editions of the Yearbook, and in BITRE's separate publications on road-related expenditure, transfers from State/Territory governments were not netted out of Local Government expenditure (except for those for which funding originated from the Commonwealth). This resulted in double counting, as these grants were assigned to both to Local Governments and to states. Since the 2017 edition of Australian Infrastructure Statistics Yearbook, figures have been revised to adjust for state grants to local governments, also derived from the GFS.

- An additional change in methodology for the 2017 edition is in the treatment of Financial Assistance Grants to local governments. Previously, it had been assumed that these were captured in transfer payment codes in the GFS, and so were fully netted out of State and Local Government expenditure. Since the 2017 edition, for states where the total transfer payments in the GFS are less than the Financial Assistance Grants to that state (in a particular year), it has been assumed that none of the Financial Assistance Grants value was included in the GFS for that state, and the State and Local Government figures have both been revised upward by this amount (i.e., those grants are no longer netted off the State and Local Government figures).

From 2017 onwards the ABS have implemented a new GFS framework based on the *Australian System of Government Finance Statistics: Concepts, Sources and Methods – 2015 (AGFS15) manual*. Under this new framework, BITRE is now able to exclude bus-related expenditure, which previously was captured under 'Road transport n.e.c.'. This change was applied in the 2019 Yearbook back to 1998–99.

The schematic diagram below represents the flows of road funding expenditure diagrammatically, with figures for Tasmania in 2015–16. It highlights the flows of funds between different levels of government, and how these relates to the figures in our Yearbook.

Figure A 1 Schematic representation of flow of road expenditure funds for 2016–17 (Tasmania)



Source: BITRE estimates based on ABS data provided for the Yearbook in 2018

Estimates are adjusted for inflation and are presented at constant 2016–17 prices calculated using the Consumer Price Index. Use of CPI is consistent with Treasury's approach in budget papers since 2008–09, as well as the Intergenerational Report. According to Treasury "the change from using the non-farm GDP deflator to the CPI provides a more accurate depiction of real government spending growth." This is due to volatility in the non-farm GDP deflator, driven by commodity price fluctuations (Treasury, 2008).

Table 3.2

Table 3.2 provides estimates of road expenditure adjusted by BITRE Road Construction and Maintenance Price Index (RCMPI). The RCMPI is an indicator of the change in input costs faced by the road construction and maintenance industry in Australia. The RCMPI is used here as a deflator to convert nominal (current prices) road expenditure into real (current prices) values (BITRE information sheet, no. 83). It shows road expenditure in real terms as experienced by suppliers of road construction and maintenance services in Australia.

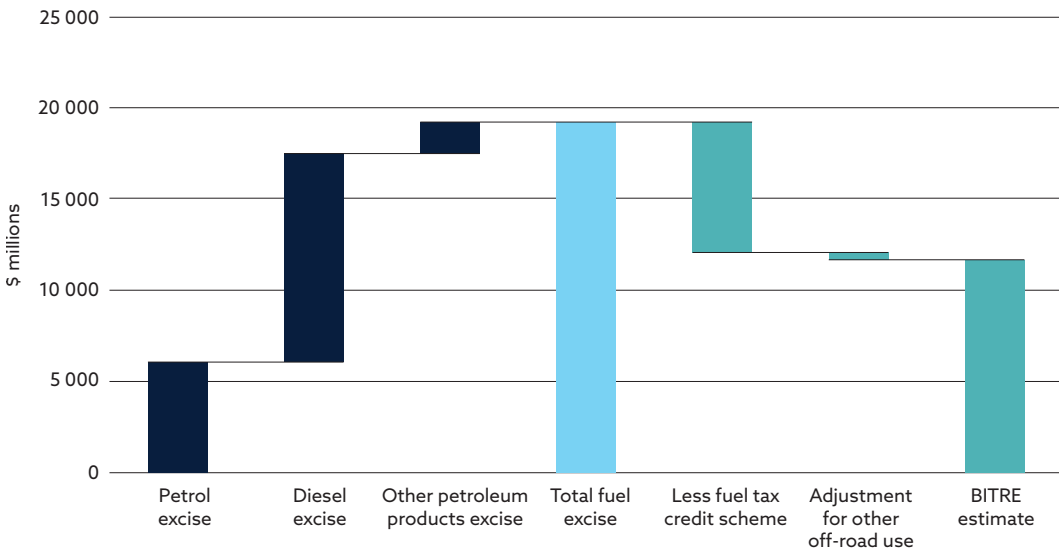
Table 3.3

This table provides estimates of selected road-related taxes and charges (adjusted to account for inflation by the Australian Bureau of Statistic's Consumer Price Index). The following Commonwealth taxes and charges are included in the table:

- Net road-related petroleum products excise
- Road-related Goods and Service Tax (GST)
- Road-related Fringe Benefits Tax (FBT)
- Luxury car tax
- Passenger motor vehicles customs duty

Estimates of the road-related component of petroleum products excise are based on a combination of sources including Australian Taxation Office's (ATO) Taxation Statistics and Commonwealth budget papers. The figures are net of rebates to industry through the Fuel Tax Credit Scheme and are modified using ABS survey of motor vehicle usage to net out excise on products for other off-road fuel use (including non-business use which is not eligible for rebates). Figure A.2 shows how the estimates of the road-related component relate to the total petrol and diesel excise revenue, as published by the ATO. Note that other components' excise, including on crude and condensate production, are not included.

Figure A 2 Composition of BITRE estimate of net road-related petroleum products excise, 2018–19



Source: ATO Taxation Statistics, BITRE estimates

Federal Interstate Registration Scheme revenue data is sourced from the Department of Infrastructure, Transport, Regional Development and Communication's internal records.

Total road-related GST figures are sourced directly from the ATO, and are calculated as the sum of net GST for the relevant Business Industry Codes. Items included are Motor vehicle retailing, Motor vehicle parts retailing, Fuel retailing, Road freight transport, Road passenger transport, Other transport support services, Motor vehicle and transport equipment rental and hiring, Automotive repair and maintenance and Car park operations. Net GST for Motor vehicle insurance, Toll road operation and Driver training are excluded. It is not possible to extract the GST from their Business Industry Codes which include other non-road-related items.

The total road-related FBT estimates are based on available data in ATO's Taxation Statistics publication. It is calculated as the difference between FBT payable for motor vehicles and the associated FBT rebates.

Luxury car tax (LCT) is a tax imposed on luxury cars, which is a car with a GST-inclusive value above the LCT threshold. Luxury car tax is collected when a luxury car is sold or imported, and the data series is sourced from ATO's Taxation Statistics publication. Customs duty is payable when passenger motor vehicles are imported into Australia, and this data series is sourced from Australian Government budgets and Treasury's internal records.

State and Territory Government road-related revenues include vehicle registration fees, driver license fees and stamp duty on vehicles. They are based on data supplied by relevant state and territory road agencies.

The time series on tolls is constructed from annual reports of various toll road operators such as Transurban. In 2019 Transurban stopped reporting 100 per cent of revenue from toll roads as they own a percentage of some toll roads. Where a percentage of the revenue is reported the remaining amount to make a total of 100 per cent assumed and reported as toll revenue. Where possible, information on total toll revenue collected is used, exclusive of GST. However, in many cases it is not possible to conclusively determine whether the figures presented in different companies' annual reports are comparable or not. This is an inherent limitation of this data.

Chapter 4: Freight

Table 4.1

Tonne kilometres (TKM) is a measure of freight task. It is measured as the number of tonnes moved by a vehicle multiplied by the distance the load travelled in kilometres. Individual trips are aggregated to provide estimates for total TKM by model.

Road freight

The aggregate road freight estimates in this chapter are modelled by BITRE based on estimates from the Survey of Motor Vehicle Use (SMVU) by the Australian Bureau of Statistics.

The SMVU is not designed for time series usage, with the sample design and survey methodology changing several times since the survey commenced in 1963. In addition, the survey was only conducted annually between 1998 and 2007 (the survey was undertaken approximately triennially between 1971 and 1995, and biennially since 2007).

BITRE modelling modifies SMVU estimates to enable time series analysis by adjusting estimates to a common reference period, interpolating data for years when the survey was not conducted and imposing consistency requirements between SMVU and related data from

other sources. An analysis of data discrepancies was undertaken in a joint ABS/BITRE project and published in an ABS research paper, Survey of Motor Vehicle Use—An investigation into coherence (ABS 2006). A detailed description of BITRE modelling techniques for freight data is provided in Freight Measurement and Modelling (BTRE 2006a).

Rail freight

From 2001 to 2003, the ABS published estimates of Australian rail freight in Freight Movements, Australia (ABS 2002) and Rail Freight Movements, Australia, Summary (ABS 2004). These data have been used in BITRE modelling to estimate the tonne kilometres moved by rail for 1970–71 through to 2001–02. Estimates of total tonnes moved by rail and tonne kilometres moved for 2002–03 to 2006–07 were based on the results of the 2007 Australian Rail Survey as published in the Australian Rail Industry Report 2007 (ARA 2008). The Australasian Railway Association Inc commissioned the Apelbaum Consulting Group to prepare the report. The Australian Rail Industry Report 2007 provides measures of bulk and non–bulk freight based on definitions that differ from BITRE models and, therefore, are only included in estimates of total rail freight in this publication. Estimates for state rail freight are derived from the Australian estimates using BITRE models.

- From the 2007–08 financial year, BITRE expanded the scope of direct collection activities to include businesses for which rail transport was not their primary activity (e.g.: large mining companies). Previously this information had been estimated using data from other sources. Recent estimates should not be compared with earlier data.
- Estimates of tonne kilometres and tonnes moved by rail for 2010–11 and 2011–12 are based on the Australian Rail Industry Report 2012 (ARA 2013). Data from 2007–08 to 2009–10 are taken from TrainLine 1 (BITRE 2012). The calculation methodologies differ between publications. The values for 2014–15 and 2015–16 are as described in Trainline 6. They do not include traffic data for some of the smaller train operators.

Air freight

For some time, estimates have only been available in respect of Australia's international air freight tonnage (Table 4.2). Air freight statistics (Table 4.1 and Table 4.3) are compiled from surveys undertaken by the Aviation Statistics Unit of BITRE.

Sea freight

Australia's international freight task relies heavily on shipping in terms of tonnage moved, with all of Australia's international trade in bulk commodities transported by sea. Specific bulk shipping statistics are not readily available. For some time BITRE estimated bulk sea freight under the assumption that all non–liner freight transport was for bulk commodities (non–liner cargo consisted of all dry and liquid bulk cargo, but also comprised cargo not shipped on regular liner services such as charters, dedicated car carriers and passenger ships). Liner/ non-liner statistics are no longer available from ABS.

Tables 4.1– 4.5

Measures of domestic freight moved by mode are provided in terms of tonnes moved and tonne kilometres, where data are available. BITRE used the Survey of Motor Vehicle Use (SMVU) results to estimate road fright, however, BITRE values tend to differ somewhat from the underlying SMVU values due to the data adjustments/standards required. The values do not include 'tools of trade'. State and territory boundaries are based on the ABS, Greater Capital City Statistical Areas.

For road and rail, figures refer to freight activity undertaken within each state. For interstate trips, components of the journey will be counted in each state or territory passed through. In the case of sea freight, the figures refer to the state or territory in which the freight was loaded.

- The total road freight estimates in Tables 4.2a and 4.5 differ slightly because they were derived from independent methodologies. The main difference between the series is that the estimates in Table 4.5 net out the transport of 'tools of trade'.

Chapter 5: Passengers

Passenger kilometres (PKM) is a measure of total passenger travel. It is the number of kilometres travelled by a vehicle multiplied by the number of occupants in the vehicle. Individual trips are aggregated to provide estimates for total PKM.

Tables 5.1–5.2

BITRE modelling uses data from a range of sources to provide a consistent time series of Australian passenger travel (PKM). Estimates of air passenger travel (Table 5.1) differ from survey results for revenue passenger travel on domestic airlines (Table 8.3) as Table 5.1 also includes rough allowance for passenger travel by general aviation or charter aircraft. Vehicles not classified to passenger cars, buses, rail or air are included in 'other transport mode' (Table 5.1).

- The other transport mode represents primarily non–freight use of light commercial vehicles (with contributions from motorcycles, non–business use of trucks and ferries).

For intercapital city passenger travel, estimates of the land based component include travel between origin and principle destination, while the aviation component includes all travel between city pairs.

Table 5.3

These estimates draw on BITRE models developed for estimating congestion costs and public transport trends in Australian cities (BITRE 2015b, BITRE 2015c and BITRE 2015d). Estimates of passenger kilometres travelled in commercial vehicles primarily represent non–freight use of light commercial vehicles. Data for cars, light commercial vehicles and motorcycles were drawn from successive Surveys of Motor Vehicle Use, updated where possible using information on fuel sales, vehicle registrations, city traffic monitoring and household travel surveys. Data on rail, light rail and buses up to 2 000 were drawn from quarterly surveys of state authorities with updates relying on performance results reported in each of the transit operators' Annual Reports.

Bus values refer to all bus use, both by urban transit operators (route buses) and by private buses (such as charter/hire).

Table 5.4

Method of travel to work statistics are compiled every five years as part of the Population Census conducted by the ABS. These statistics show the method used to travel to work on the day of the Census by the entire Australian working population, attributed to the state or territory where each worker spent Census night.

- Public transport and other method refers to the total number of persons who used more than one method of travel for the day which included bus or trains.

Chapter 6: Road

Figure 11

A map of the National road network is provided. The National road network follows Australia's national land transport plan, linking cities, regions and communities.

Table 6.1

Intercapital road distances are calculated from capital city GPO to capital city GPO using the fastest route as provided by Google Maps. Distances are updated for each publication.

Table 6.2

- Lengths are derived from the digital PSMA road layer centrelines and are estimates only. Changes to PSMA data from year to year, including but not limited to resolution and classification schema, may cause discontinuities in the series.
- State boundaries are derived from the 2011 Australian Statistical Geography Standard (ASGS) (ABS, 2010).
- Busway lengths are not available for 2010 and 2011 because PSMA did not classify 'Busway' as a road type until 2012. Small variations in busway lengths year on year may reflect re-classification of some segments such as interchanges.
- Reported road lengths represent approximate total route-kilometres. Dual carriageway section lengths are the approximate length of the centreline between each carriageway. PSMA data was used to determine dual carriageway lengths for New South Wales, Victoria, South Australia, Tasmania and the Australian Capital Territory. Due to limitations in the PSMA data, OpenStreetMap data was used to estimate dual carriageway lengths for Queensland and Western Australia. Dual carriageway estimates derived from OpenStreetMap data are typically larger than equivalent PSMA estimates, and may vary more from year to year. Estimation of dual carriageway length was not necessary for Northern Territory or Other Territories.
- Arterial and local roads are defined based on PSMA classifications, as based on the function roads play within the hierarchy of the road system. The definition of arterial roads differs from the definition used in Table 6.15, and also will not in general be the same as in each State Government's classification. The definition of local roads differs from 'LGA-managed roads', the definition more commonly used by state and local road authorities, the Australian Local Government Association (ALGA) and previous BITRE publications.
- Roads designated as either 'access only', of undetermined type, for non-vehicular use, or which are not openly accessible to the public (limited-access) are excluded from the road length counts. These include fire trails, forestry roads, military roads, agricultural and mining access and haulage roads, private driveways, bike paths and walking trails. Busways are a special case: limited-access busways are included. Tollways are not considered to be limited-access roads.
- The proportion of limited-access roads is determined from PSMA data.
- The decline in total road length in 2012 and 2013 is driven by a reclassification of several Queensland local roads as 'Undetermined', excluding them from the count. This effect reduced Queensland's non-urban local road total by an estimated 1,100 kilometres in 2011 (relative to 2010), a further 1,900 kilometres in 2012, and another 3,500 kilometres in 2013. This trend has continued at a reduced rate in subsequent years, with an estimated 350 kilometres reclassified in 2014, and 400 kilometres in 2015, for a cumulative total of approximately 7,250 kilometres in the period 2010–2015. Western Australia sees a similar pattern in the latest two years, with an estimated 350 kilometres of local roads excluded in 2014 (relative to 2013) and an additional 400 kilometres in 2015.

Table 6.2b

The local roads length is defined as roads controlled by local governments. The local councils report the road lengths to the Local Government Grants Commission in their state or the Northern Territory. The data is sourced internally from the Department of Infrastructure, Transport, Regional Development and Communications and was previously published in the Local Government National Reports.

Tables 6.3–6.6

Vehicle kilometres travelled (VKT) is a measure of the total distance travelled by vehicles in a year.

Estimates for motor vehicle usage are modelled by BITRE, primarily from data compiled by the SMVU (ABS 2015b). In addition to the SMVU, modelling of passenger transport also incorporates fuel use statistics from the monthly Australian Petroleum Statistics published by the Office of the Chief Economist (OCE). Freight Measurement and Modelling (BTRE 2006) provides an outline of modelling techniques used for freight estimation, while Greenhouse Gas Emissions from Transport (BTRE 2002 and 2006) provide an outline of modelling techniques used for passenger estimation.

The total road freight estimates in Tables 4.2a and 6.6 differ slightly because they were derived from independent methodologies. The main difference between the series is that the estimates in Table 6.6 net out the transport of 'tools of trade'.

The Australian motor vehicle producer price index reflects movements in the prices received by manufacturers for new motor vehicles. The motor vehicle retail price index reflects the prices consumers pay for new and used motor vehicles and vehicle hire and lease expenses (non–holiday).

The other indexes in this table reflect changes in the prices consumers pay for a range of motor vehicle goods and services.

Tables 6.7–6.8

The ABS Motor Vehicle Census (2021) is a census of all vehicles registered for use on public roads, excluding vehicles registered as vintage or historical cars, military vehicles and consular vehicles (in New South Wales, vintage or historical cars cannot be separately identified and are included in census results). Table 6.8 includes the number of registered vehicles by their year of manufacture and since the year 2000. The census date is 31 January each year, although this has varied in previous years (care should be taken when comparing movements over years). From 1991 onwards, data are not strictly comparable with previous surveys due to revisions to Australian Design Rules, which had an impact on the way vehicles were classified in ABS statistics:

- The classification of rigid trucks is restricted to only vehicles with a gross weight of 3.5 tonnes or more. Vehicles that had previously been classified as rigid trucks with a gross weight of less than 3.5 tonnes are classified as light commercial vehicles under the new standards.
- The classification of buses is restricted to only vehicles with seating for 10 passengers (including driver) or more. Vehicles that had previously been classified as buses with seating for less than 10 passengers are classified as passenger vehicles under the new standards.

Data from the Motor Vehicle Census are not available with a state disaggregation prior to 1982.

The 2021 release of the Motor Vehicle Census by the ABS is the final publication.

Tables 6.9–6.11

Table 6.9 reports on the number of registered vehicles by state/territory. Table 6–10a and 6–11 data for new motor vehicle sales are sourced from the Federal Chamber of Automotive Industries and presented in ABS, 2017, Sales of New Motor Vehicles, Australia, the scope of these statistics is different to motor vehicle registrations data (Tables 6.7–6.8) as it may include defence force vehicles, consular vehicles and vehicles that are intended for off–road use that are not registered for use on public roads. New motor vehicle sales statistics do not include sales of new motor cycles. Table 6.10b focuses on the sales of electric vehicles since 2011, as published by the Electric Vehicle Council in their annual State of Electric Vehicles report. 6.10c, Sale of vehicles with Active Safety Features is sourced from VFACTS and Glass's Data solutions.

6.10c is calculated using the cheapest model of each vehicle. If a model is sold with any of the active safety features as standard or as an option, it will be included in the numbers. As this analysis includes only the cheapest model plus options, this dataset can be considered preliminary and subject to change.

Tables 6.12

Licence count data include driver licences with an active status. They do not include driver licences with the following status;

- Cancelled;
- Suspended;
- Surrendered;
- Expired; or
- Disqualified.

Provisional and learner driver permits are included in licence counts.

Licence count data also include other classes of active car licences, so are not directly comparable to data in Table 6.12. Total licence holder counts for Victoria, New South Wales, South Australia and the Australian Capital Territory include licences where gender is not specified or not recorded as male or female.

Tables 6.13

Licence count data include driver licences with an active status. They do not include driver licences with the following status;

- Cancelled;
- Suspended;
- Surrendered;
- Expired;
- Disqualified; or
- Restricted.

Where someone holds a car licence and a heavy vehicle licence, this is counted twice. Any heavy vehicle category between the car category and highest heavy vehicle category held is not counted.

For example, for full heavy combination (HC) licence holders, the following counting rules apply:

- Full Car Licence – (counted)
- Light rigid (not counted)
- Medium Rigid (not counted)
- Heavy rigid (not counted)
- Full Heavy Combination – (counted)

Where someone holds a full car licence and a full motorcycle licence, this is counted twice. Where a customer holds a car, motorcycle and truck licence, this is counted three times.

Provisional licence counts include all sub classes of provisional licence (e.g. P1 and P2 car licences)

Table 6.14

Table 6.14 includes a mix of indexes from ABS and BITRE sources.

The ABS Producer Price Indexes presented here are the price of road construction facing the project owners (primarily governments), i.e. the price that road construction companies sell their services. In contrast, the BITRE RCMPI is a weighted average of input costs facing construction companies.

ABS Producer Price Indexes for Australian road and bridge construction commence in September 1997 (base of index 2011–12 = 100), with state data only available from September 1998 for New South Wales, Victoria, Queensland, South Australia and Western Australia. The ABS does not publish road and bridge construction indexes for Tasmania, the Northern Territory or the Australian Capital Territory. The ABS Producer Price Index series is provided quarterly. Estimates provided in Table 6.14 are a mean of the four relevant quarters. The 2020–21 BITRE index is preliminary, based on final values for seven of the eight RCMPI inputs. The June 2019 quarter bituminous materials component was estimated based on changes to petroleum prices over the same period.

Table 6.15

The National Transport Commission (NTC) obtains arterial road construction and maintenance expenditure estimates from states and territories for the most recent financial year. This data is used in the annual adjustment procedure for heavy vehicle charges. The figures presented in Table 3.5 are the arterial road and bridge maintenance expenditure estimates provided by each state and territory, excluding Commonwealth-funded National Disaster Relief and Recovery Arrangements road expenditure and insurance-related expenditure as approved by transport ministers.

The definition of arterial roads used by the NTC differs from that used in Table 6.15. The following table, provided by the NTC, lists the road classification types used in each state and territory for arterial roads:

Table A 3 Road classification types included in NTC definition of Arterial Roads.

State	Definition
NSW	State roads and regional roads.
Victoria	All State declared roads, i.e. Freeways, State Highways, Tourists' Roads, Forest Roads and Main Roads.
Queensland	National Network, State Strategic Roads, Regional Roads and some District Roads.
South Australia	NAASRA (Austroads) Classes 1 to 3 and 6 and 7 are considered arterials.
Western Australia	NAASRA (Austroads) Classes 1 to 3 and 6 and 7 are considered arterials. In applying the NAASRA classifications, a *Key Town* is defined as having a dominating influence over the surrounding region, with a population greater than 5 000 in agricultural areas or 3 000 in pastoral or arid areas. An *Important Centre* is defined as a town with a population greater than 500, or other significant traffic generator (e.g. mining development).
Tasmania	Category 1, Category 2 and Category 3 roads. (These are equivalent to NAASRA Functional Classes 1, 2 and 3 roads, but with definitions specific for Tasmania based on traffic levels and freight values).
Northern Territory	NAASRA (Austroads) Classes 1, 2, 3 and 7. * Note currently the NT has no class 2 roads.
ACT	NAASRA (Austroads) Functional Classes 1 to 3, 6 and 7 (including sub-arterial roads).

Source: NTC (2016)

Road and bridge maintenance expenditure is calculated as the sum of the relevant road expenditure categories:

Road and bridge maintenance expenditure =
B1 Routine maintenance +
B2 Periodic surface maintenance of sealed roads +
C Bridge maintenance & rehabilitation +
D Road rehabilitation

Estimates are adjusted for inflation and presented at constant 2016–17 prices calculated using the BITRE Road Construction and Maintenance Price Index—Road maintenance sub-index. The 2015–16 index value was based on final values for seven of the eight RCMPI inputs. The bituminous materials component was estimated based on changes to petroleum prices over the same period.

Chapter 7: Rail

Table 7.1

Intercapital rail distances can vary significantly depending on whether the distances are measured between freight terminals or passenger terminals and on the route chosen. The freight and passenger terminals used in compiling Table 7.1 are provided below:

Sydney:

- Chullora South Junction (for the Chullora freight terminal).
- Sydney Central Railway Station (for regional and interstate passengers).

Melbourne:

- Tottenham Junction (for Tottenham yard, Dynon terminals and the Port of Melbourne).
- Southern Cross Railway Station (Spencer Street) for regional and interstate passengers.

Brisbane:

- Acacia Ridge freight terminal.
- Roma Street Railway Station for regional and interstate passengers.

Adelaide:

- Islington Freight Terminal
- Adelaide—Parklands Terminal (Keswick) for interstate passengers.

Perth:

- Forrestfield freight yards.
- East Perth for regional and interstate passengers.

Darwin:

- East Arm Wharf.
- Darwin Railway Station, Berrimah, for interstate passengers.

Canberra:

- Railway lands adjacent to railway corridor, Queanbeyan–Canberra (Fyshwick).
- Canberra Railway Station, Kingston.

Where more than one route exists between capital cities, the route chosen is the one that is typically used by the given train type. Some city pairs do not have point–to–point services so routes have been assumed. The following routes have been used:

Cootamundra/Parkes route for:

- Sydney–Adelaide/Perth/Darwin freight
- Brisbane–Adelaide/Perth/Darwin freight
- Canberra–Perth/Darwin freight

Lithgow/Parkes route for:

- Sydney–Adelaide/Perth/Darwin passenger

Melbourne route for:

- Canberra–Adelaide

For the Brisbane–Melbourne passenger terminal calculations, the distance is calculated via North Strathfield and Granville, bypassing Sydney Central.

Table 7.2

- "Open" means operational. There are some lines that are non-operational but closed. Non-operational railways are excluded from the totals. Also excluded are Queensland narrow-gauge (610 mm) sugar tram lines — estimated to be around 4 000 route-kilometres.
- Railway route length refers to lines that are operational. There have been minor route length increases in Victoria and New South Wales due to the opening of the Regional Rail Link in Victoria and Glenfield to Leppington line in New South Wales. The estimate of the Queensland total route length has been revised, and is based on data which Aurizon has provided.

  Table 7.2c has removed the 33kv column from the data for the 2021 edition as it is no longer applicable.

Table 7.3

- Sydney's metropolitan network is defined here as being bounded by Waterfall, Macarthur, Emu Plains, Richmond and Berowra.
- Melbourne's metropolitan network is defined here as being bounded by Stony Point, Sandringham, Williamstown, Werribee, Sunbury, Flemington Racecourse, Craigieburn, Upfield, South Morang, Hurstbridge, Lilydale, Belgrave, Alamein, Glen Waverley, Pakenham and Cranbourne.
- Brisbane's metropolitan network is defined here as being bounded by Caboolture, Shorncliffe, Domestic Airport, Doomben, Cleveland, Beenleigh, Rosewood, Springfield Central and Ferny Grove.
- Perth's metropolitan network is defined here as being bounded by Midland, Armadale, Thornlie, Mandurah, Fremantle and Clarkson.
- Adelaide's metropolitan network is defined here as being bounded by Belair, Tonsley, Seaford, Grange, Outer Harbor and Gawler Central.

Table 7.4

Table 7.4 covers Interstate non-bulk rail freight by state/territory of origin. Data from this table originates from Trainline 1 (2012) by the Bureau of Infrastructure, Transport and Research Economics.

The data has not been updated since the 2009–10 financial year.

Table 7.5

In Table 7.4a, figures up to 2000–01 are estimates of patronage within metropolitan areas. From 2001–02 on, figures refer to all trips on suburban rail networks, defined as in the notes to 7.3 above. These figures are taken from BITRE (2017b), and are based on reporting from the train operators.

In Table 7.4b, figures up to 2003–04 include the Sydney monorail.

Table 7.6

From the 2014 issue of the Yearbook onwards, BITRE publishes estimates of expenditure on rail infrastructure based on unpublished ABS Government Finance Statistics (GFS) data and internal Department of Infrastructure, Transport, Regional Development and Communications data. Tables 3.8a to 3.8c provide estimates of construction and maintenance expenditure on railway infrastructure:

- by Commonwealth and State/Territory government net of rail-specific grants from other levels of government; and
- national aggregates for the Non-Financial Public Sector which includes expenditure by Public Non-Financial Corporations (PNFC). An example of a PNFC included in the rail expenditure aggregate is the Australian Rail Track Corporation (ARTC). These corporations may fund expenditure from their own revenue sources, such as fares or access charges.

It should be noted that in state expenditure table 3.8b the difference between the expenditure totals for Non-Financial Public Sector and General Government (GG) will not equal the expenditure total for Public Non-Financial Corporations, due to the existence of payments between General Government and Public Non-Financial Corporations. The sum of Public Corporations and Total Government in Table 3.8c will not add to Total Public Sector for the same reason. Table 3.8b, which presents net state rail expenditure, contains some negative values. This is due to some mismatch between Commonwealth expenditure, and reported state expenditure from the ABS GFS. Issues include some state expenditure being reported under GPC code 128 (Other Transport) which includes GPC 1281 (Multi-model Urban Transport).

Estimates adjusted for inflation are calculated using the Consumer Price Index. Issues of BITRE's Australian Infrastructure Statistics Yearbook prior to 2016 used non-farm GDP deflator to adjust for price. This has been replaced with Consumer Price Index. This is consistent with Treasury's approach in budget papers since 2008–09, as well as the Intergenerational Report. According to Treasury "the change from using the non-farm GDP deflator to the CPI provides a more accurate depiction of real government spending growth." This is due to volatility in the non-farm GDP deflator, driven by commodity price fluctuations (Treasury, 2008).

Chapter 8: Aviation

Table 8.1

Intercapital air distances are provided in terms of greater circle distances. These are distances that take into account the curvature of the earth.

Tables 8.2–8.3

- Revenue passengers are fare paying passengers uplifted from or discharged in Australia.
- Number of international revenue passengers uplifted from or discharged in Australia as well as passengers carried via Australia by Australian Airlines, Qantas Airways, Emirates (for November 2011 onwards), China Airlines (for January 2014 onwards), Philippine Airlines (for December 2015 onwards), AirAsia X (for April 2016 onwards) and Singapore Airlines (for September 2016 onwards) divided by the number of available seats.
- Revenue passenger kilometres are calculated by multiplying the number of revenue passengers travelling on each flight stage by the distance in kilometres between the airports. Modelled estimates of air passenger travel (Table 5.1) differ from survey results for domestic airline revenue passenger travel.
- Domestic revenue passenger kilometres divided by available seat kilometres.

Significant declines are reported in the 2020–21 financial year. This is an expected decline due to the pandemic. Analysis using this time series should factor in this variance.

Table 8.4

- Regular Public Transport (RPT) operations only. RPT is aircraft transport available to the public and operated to fixed schedules and between specified fixed terminals.

Table 8.5

Airline on time measures are provided in terms of on time departures (flights that depart within 15 minutes of the scheduled departure time), on time arrivals (flights that arrive within 15 minutes of the scheduled arrival time) and cancellations (flights cancelled or rescheduled within seven days of the scheduled departure time).

- Participating airlines are Jetstar, Qantas, QantasLink, Regional Express, Tigerair Australia, Virgin Australia and Virgin Australia Regional Airlines.

Table 8.6

Airfare indexes provided are the annual average of monthly indexes compiled by BITRE.

Chapter 9: Shipping

Deadweight tonnage (DWT) is the measure of weight that a vessel can carry, including cargo, bunkers, water and stores, expressed in tonnes.

Table 9.1

The main source of information on intercapital sea distances was The Ports of Australia (Australian Chamber of Shipping 1993). Where optional routes are available, the shorter distance was used.

Tables 9.2–9.3

Tables 9.2 and 9.3 provide estimates of the number of ships that visit major ports or states and the number of vessel visits a port or state receive during a financial year.

- Improvements have been made to the methodology used to compile estimates of port calls, with revisions back to 1998–99.
- 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. For consistency, vessels which made only within port calls in Australia during a financial year are excluded from the number of cargo ships that called at Australian ports for that year.
- Landing craft are smaller general cargo vessels with a flat bottom that can be landed on a shore. In the Infrastructure Yearbook 2019, all landing craft in the Lloyd's ship movement data are included. Previously they were excluded from Tables 9.2 and 9.3.

Tables 9.4–9.6

Tables 9.4, 9.5 and 9.6 provide estimates of the tonnes of cargo loaded or discharged from ships at Australian ports. Domestic cargo is recorded in these estimates at both the port of loading and the port of discharge, while international cargo is recorded only at the Australian port of loading or discharge.

- Merchandise trade data have a different scope to the previously used cargo statistics with one of the differences being the inclusion of exports' ship and aircraft stores.
- Port throughput data may differ slightly from data reported directly by port authorities.

Table 9.8

Table 9.8 provides the number of ships operating out of Australian ports for at least part of the financial year that are owned or operated by Australian entities. In any financial year, there may be ships managed by Australian registered companies that operate internationally without calling into Australian ports.

Tables 9.9–9.10

A list of the Major Australian registered trading vessels (greater than 2 000 DWT) engaged in Australian coastal and international trade is provided in Tables 9.9 and 9.10. Australian Trading Vessels are defined as cargo ships that are owned or operated by Australian companies as at the end of the financial year. 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 reporting year. Vessels are classified to coastal or international trade based on their primary activity. Some predominantly international trading vessels occasionally engage in coastal trade and some predominantly coastal trading vessels occasionally engage in international trade.

Chapter 10: Transport Safety

Fatalities include injuries resulting in death within 30 days of the accident where death is attributable to injuries sustained during the accident.

Serious injuries are defined as injuries that require hospitalisation.

Table 10.1

Table 10.1 provides a cross-modal comparison of fatality accidents and fatalities. Road statistics are compiled by BITRE, while marine and aviation statistics are compiled by the Australian Transport Safety Bureau (ATSB) and rail statistics are compiled by the Office of the National Rail Safety Regulator (ONRSR). ONRSR is an independent body corporate with regulatory safety oversight for South Australia, New South Wales, Tasmania, Northern Territory, Victoria and the Australian Capital Territory. Data are not currently available for the number of rail fatality accidents.

Marine accident and fatalities statistics only include occurrences reported to ATSB which take place in Australia's maritime jurisdiction. They include accidents and other safety incidents involving Australian registered trading vessels (cargo and/or passengers) and trading vessels flying foreign flags. They also include injuries on board recreational and fishing vessels drawn into accidents that also involved a ship.

Marine accidents are defined as an occurrence involving a vessel where:

- A person dies or suffers serious injury as a result of an occurrence associated with the operation of the vessel; or
- The vessel is destroyed or seriously damaged as a result of an occurrence associated with the operation of the vessel; or
- Any property is destroyed or seriously damaged as a result of an occurrence associated with the operation of the vessel (Transport Safety Investigation Act 2003).

Aviation accidents are defined as:

- Aviation accident statistics include all occurrences associated with the operation of an aircraft which take place between the time any person boards the aircraft with the intention of flight until disembarking, in which a person is injured as a result of:
  - being in the aircraft, or
  - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
  - direct exposure to jet blast.
- For aviation safety statistics, injuries include serious and minor injuries.

For road data the definitions are:

- Crash – Any apparently unpremeditated event reported to police, or other relevant authority, and resulting in death, injury or property damage attributable to the movement of a road vehicle on a public road.
- Fatal crash – A crash for which there is at least one death

Cross–modal comparisons should be undertaken with caution as level crossing accidents between trains and road vehicles are included in the estimates of both modes from 2001 (level crossing deaths were not included in rail fatality statistics prior to 2001). In addition, suicides are excluded from aviation casualty estimates and road estimates but included in rail estimates from 2001 to 2011.

- Includes accidents and other safety incidents involving Australian registered trading vessels (cargo and/or passengers), trading vessels flying foreign flags, and Australian Domestic Commercial Vessels.
- Only includes occurrences within Australia's maritime jurisdiction
- Includes injuries on board recreational and fishing vessels involved in accidents that also involved a ship
- Table 10.1a includes only accidents (see definition above)
- Table 10.1b includes all fatalities (and missing persons) and serious injuries to both crew and passengers

Tables 10.1–10.9

Fatality rates and serious injury rates are presented for each mode using population data provided in Table 1.5 and passenger kilometre data provided in Table 5.1.

- Between 1989 and 1997, statistics for hospitalised injury crashes were based on statistics compiled from police accident reports. Comparable national statistics are no longer available from these sources.
- From 2000–01, serious injury statistics for roads are compiled on a financial year basis (year ended 30 June) from hospital records provided to the Australian Institute of Health and Welfare and maintained on their National Hospital Morbidity Database.

  2012 calendar year data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. A large jurisdiction changed case inclusion criteria to exclude cases cared for solely in Emergency Departments from 1 July 2012. The National Injury Surveillance Unit (NISU) estimates this decreased admitted case counts in Australia by 2000 cases (–5.6 per cent) in 2012–13 compared to 2011–12. The estimated decrease in 2012 was approximately 1000 cases, or –2.8 per cent, with the reduction likely to differ by road user group."

Tables 10.10–10.12

Rail safety statistics are sourced from the Office of the National Rail Safety Regulator (ONRSR).

Rail occurrence data for 2012 onwards include only heavy rail (excluding tram, non-heavy rail tourist and heritage operators) operations. Rail occurrence data from 2001 onwards excludes tram and monorail. Fatality and serious injury data excludes suspected suicide and trespass.

- NSW records occurrences where transfers by ambulance were required (excluding a person being transported for non-rail safety related health reasons, e.g. heart attack, seizure) as proxies for serious injuries. Consequently, this information has been provided separately.
- The Rail Safety National Law came into force in ACT on 20 November 2014. Prior to this there were no formal legal requirements for operators in ACT to notify rail safety occurrences.

The data are based on information provided by rail operators. The ONRSR cannot guarantee the accuracy or completeness of information provided by third parties.

Tables 10.13– 10.15

Aviation accident statistics include all occurrences associated with the operation of an aircraft which take place between the time any person boards the aircraft with the intention of flight until disembarking, in which a person is injured as a result of:

- being in the aircraft, or
- direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
- direct exposure to jet blast.

For aviation safety statistics, injuries include serious and minor injuries.

Casualties are excluded when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew.

Chapter 11: Transport Energy and the Environment

Tables 11.1–11.2

Australian petroleum sales data include reporting companies own use of petroleum products, but excludes refinery fuel.

- Includes all LPG production and trade.
- All diesel imports are included in automotive diesel.

Table 11.3

Annual average retail petrol prices are calculated as a simple average of daily unleaded petrol prices at metropolitan and regional locations across Australia (where prices are available).

National averages are calculated as weighted averages of the state/territory prices, with weights based on vehicle numbers using petrol in each region.

Tables 11.4–11.13

Emission estimates that are provided in terms of carbon dioxide equivalent emissions in Tables 11.4 and 11.5 follow the emission accounting framework of the National Greenhouse Gas Inventory (NGGI) and include only the directly radiative gases carbon dioxide, methane and nitrous oxide emitted from transport fuel combustion (with the exception of CO_2 released from the in-vehicle combustion of biofuels). The estimates of carbon dioxide equivalent emissions do not include:

- upstream emissions (from fuel or electricity supply)
- the indirect effects of gases such as carbon monoxide
- nitrogen oxides and non–methane volatile organic compounds
- direct effects of black carbon emissions
- fluorocarbon releases.

Emission estimates are available in Tables 11.6 to 11.8 for carbon dioxide, methane and nitrous oxide without conversion to carbon dioxide equivalent. The carbon dioxide equivalent values (Tables 11.4 and 11.5) use conversion factors (Global Warming Potentials) for calculating the CO_2 equivalent mass estimates for emissions of methane and nitrous oxide (using a reference period for warming effects of 100 years) from previous Intergovernmental Panel on Climate Change (IPCC) guidelines.

Greenhouse gas emissions presented in tables 11.4 to 11.8 represent emissions from end-use activity only. That is, they do not include emissions from 'upstream' activity (primarily fuel refining, electricity generation and biofuel production).

Estimates for maritime and aviation emissions only include domestic transport (coastal shipping and domestic aviation).

A discussion of the modelling techniques used is available in Greenhouse Gas Emissions from Australian Transport (BITRE 2009, BTRE 2006) and Long-Term Projections of Australian Transport Emissions: Base Case 2010 (BITRE 2010).

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