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Department of Infrastructure, Transport,
Regional Development, Communications and the Arts

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Bureau of Infrastructure and Transport Research Economics (BITRE),
Department of Infrastructure, Transport, Regional Development, Communications and the Arts
GPO Box 501, Canberra ACT 2601, Australia

Telephone: (international) +61 2 6274 7210

Fax: (international) +61 2 6274 6855

Email: bitre@infrastructure.gov.au

Website: www.bitre.gov.au

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 2022 Yearbook was prepared by Brendan Lawrence, Saidu Bah and Natalie Fisher with thanks to contributions from David Cosgrove, David Gargett, David Mitchell, Jesse Lamp, Thomas Rutherford, Pearl Louis, Rodney Avery, Mano Manoranjan, Peter Johnston, Rachel Wu, Peter Harrison, David Galinec and Jack McAuley.

Shona Rosengren

Head of Bureau

Bureau of Infrastructure and Transport Research Economics

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Table of Contents

Foreword	5
Introduction	17
Australian Infrastructure Facts and Figures	20
Chapter 1: Infrastructure and the Economy	23
Chapter 2: Infrastructure Construction	47
Chapter 3: Road-related Revenue and Expenditure	61
Chapter 4: Freight	83
Chapter 5: Passengers	97
Chapter 6: Road	117
Chapter 7: Rail	159
Chapter 8: Aviation	171
Chapter 9: Shipping	183
Chapter 10: Transport Safety	205
Chapter 11: Transport Energy and Environment	235
End Notes and Definitions	253
References	277

List of Tables

Table 1.1a	Gross value added, major Australian infrastructure industries, 2021–22 prices	26
Table 1.1b	Australian transport, postal and warehousing gross value added, 2021–22 prices	27
Table 1.1c	In-house transport gross value added, by industry, 2021–22 prices	28
Table 1.2a	Australian employment, major infrastructure industries – transport and storage	29
Table 1.2b	Australian employment, major infrastructure industries – energy	30
Table 1.2c	Australian employment, major infrastructure industries – communication	31
Table 1.2d	Australian employment, major infrastructure industries – water	32
Table 1.2e	In-house transport employment, by industry	33
Table 1.3a	Employment in major Australian transport industries, by gender	34
Table 1.3b	Employment in major Australian transport industries by gender, with percentages	35
Table 1.3c	Employment in Transport, postal and warehousing industries, by gender	36
Table 1.3d	Leadership positions held in Transport, postal and warehousing industries, by gender	36
Table 1.3e	Composition of managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by number	36
Table 1.3f	Composition of managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by percentage	36
Table 1.3g	Composition of non-managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by number	37
Table 1.3h	Composition of non-managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by percentage	37
Table 1.4	Female Labour Force Participation in Transport, Postal and Warehousing, by age of youngest dependent child as a comparison to the total workforce	37
Table 1.5a	Australian average weekly earnings, transport industry (2020–21 prices, adjusted by CPI)	38
Table 1.5b	Australian average weekly earnings, energy industry (2020–21 prices, adjusted by CPI)	38
Table 1.5c	Australian average weekly earnings, communication industry (2020–21 prices, adjusted by CPI)	39
Table 1.5d	Australian average weekly earnings, water industry (2020–21 prices, adjusted by CPI)	39

Table 1.6a	Australian producer price indexes, transport industry	40
Table 1.6b	Australian producer price indexes, communications industry	41
Table 1.7a	Australian population, by State/Territory – capital city	42
Table 1.7b	Australian population, by state/territory – rest of state	43
Table 1.7c	Australian population, by state/territory – total	44
Table 1.8	Key indicators influencing Australian infrastructure	45
Table 2.1	Charging Infrastructure sites, by state or territory	50
Table 2.2a	Value of infrastructure engineering construction work done, by the private sector for the private sector, adjusted by chain volume index, 2021–22 prices	50
Table 2.2b	Value of infrastructure engineering construction work done, by the private sector for the public sector, adjusted by chain volume index, 2021–22 prices	51
Table 2.2c	Value of infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2021–22 prices	52
Table 2.2d	Total value of public sector infrastructure engineering construction work done (by the private sector for the public sector and by the public sector), adjusted by chain volume index, 2021–22 prices	53
Table 2.2e	Total value of infrastructure engineering construction work done, adjusted by chain volume index, 2021–22 prices	54
Table 2.3a	Value of transport infrastructure engineering construction work done, by the private sector for the private sector, adjusted by chain volume index, 2021–22 prices	55
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, 2021–22 prices	56
Table 2.3c	Value of transport infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2021–22 prices	57
Table 2.3d	Total value of public sector transport infrastructure engineering construction work done (by the private sector for the public sector and by the public sector), adjusted by chain volume index, 2021–22 prices	58
Table 2.3e	Total value of transport infrastructure engineering construction work done, adjusted by chain volume index, 2021–22 prices	59
Table 3.1a	Road-related expenditure, by Commonwealth (constant 2020–21 prices, adjusted by CPI)	64
Table 3.1b	Road-related expenditure, by state/territory government (constant 2020–21 prices, adjusted by CPI)	65
Table 3.1c	Road-related expenditure, by local government (constant 2020–21 prices, adjusted by CPI)	66
Table 3.1d	Road-related expenditure, by all government (constant 2020–21 prices, adjusted by CPI)	67
Table 3.1e	Road expenditure – origin of funding – New South Wales (constant 2020–21 prices, adjusted by CPI)	68

Table 3.1f	Road expenditure – origin of funding – Victoria (constant 2020–21 prices, adjusted by CPI)	69
Table 3.1g	Road expenditure – origin of funding – Queensland (constant 2020–21 prices, adjusted by CPI)	70
Table 3.1h	Road expenditure – origin of funding – South Australia (constant 2020–21 prices, adjusted by CPI)	71
Table 3.1i	Road expenditure – origin of funding – Western Australia (constant 2020–21 prices, adjusted by CPI)	72
Table 3.1j	Road expenditure – origin of funding – Tasmania (constant 2020–21 prices, adjusted by CPI)	73
Table 3.1k	Road expenditure – origin of funding – Northern Territory (constant 2020–21 prices, adjusted by CPI)	74
Table 3.1l	Road expenditure – origin of funding – Australian Capital Territory (constant 2020–21 prices, adjusted by CPI)	75
Table 3.2	Road-related expenditure by jurisdictions, (constant 2020–21 prices, adjusted by BITRE Road Construction and Maintenance Price Index)	76
Table 3.3a	Selected road-related taxes and charges (Constant 2020–21 prices, adjusted by ABS Consumer Price Index)	77
Table 3.3b	Gross excise on petroleum products and fuel tax credits (Constant 2020–21 prices, adjusted by CPI)	78
Table 3.3c	Road-related taxes and charges, New South Wales (Constant 2020–21 prices, adjusted by CPI)	78
Table 3.3d	Road-related taxes and charges, Victoria (Constant 2020–21 prices, adjusted by ABS Consumer Price Index)	79
Table 3.3e	Road-related taxes and charges, Queensland (Constant 2020–21 prices, adjusted by CPI)	79
Table 3.3f	Road-related taxes and charges, South Australia (Constant 2020–21 prices, adjusted by CPI)	80
Table 3.3g	Road-related taxes and charges, Western Australia (Constant 2020–21 prices, adjusted by CPI)	80
Table 3.3h	Road-related taxes and charges, Tasmania (Constant 2020–21 prices, adjusted by CPI)	81
Table 3.3i	Road-related taxes and charges, Northern Territory (Constant 2020–21 prices, adjusted by CPI)	81
Table 3.3j	Road-related taxes and charges, Australian Capital Territory (Constant 2020–21 prices, adjusted by CPI)	82
Table 4.1a	Domestic freight, by transport mode – bulk	86
Table 4.1b	Domestic freight by transport mode – non-bulk	87
Table 4.1c	Domestic freight by transport mode – total bulk and non-bulk	88
Table 4.2a	Total domestic freight, by state/territory, by transport mode – road	89
Table 4.2b	Total domestic freight, by state/territory, by transport mode – rail	90
Table 4.2c	Total domestic freight, by state/territory, by transport mode – shipping	91

Table 4.2d	Total domestic freight, by state/territory, by transport mode – total	91
Table 4.3a	Intrastate freight, by state/territory, by transport mode – road	92
Table 4.3b	Intrastate freight, by state/territory, by transport mode – rail	93
Table 4.3c	Intrastate freight, by state/territory, by transport mode – shipping	93
Table 4.4a	Interstate freight, by state/territory, by transport mode – road	94
Table 4.4b	Interstate freight, by state/territory, by transport mode – shipping	95
Table 4.5	Metropolitan road freight, by capital city	96
Table 5.1	Total national passenger travel, by transport mode	100
Table 5.2a	Inter-capital city passenger travel by city pair – All modes	101
Table 5.2b	Inter-capital city passenger travel by city pair – Car	101
Table 5.2c	Inter-capital city passenger travel by city pair – Air	102
Table 5.2d	Inter-capital city passenger travel by city pair – Rail, Coach and Other	102
Table 5.3a	Total passenger kilometres travelled by capital city – Sydney	103
Table 5.3b	Total passenger kilometres travelled by capital city – Melbourne	104
Table 5.3c	Total passenger kilometres travelled by capital city – Brisbane	105
Table 5.3d	Total passenger kilometres travelled by capital city – Adelaide	106
Table 5.3e	Total passenger kilometres travelled by capital city – Perth	107
Table 5.3f	Total passenger kilometres travelled by capital city – Hobart	108
Table 5.3g	Total passenger kilometres travelled by capital city – Darwin	109
Table 5.3h	Total passenger kilometres travelled by capital city – Canberra	110
Table 5.3i	Total passenger kilometres travelled by capital city – Australian capital cities	111
Table 5.4a	Method of travel to work, by state/territory – New South Wales	112
Table 5.4b	Method of travel to work, by state/territory – Victoria	112
Table 5.4c	Method of travel to work, by state/territory – Queensland	113
Table 5.4d	Method of travel to work, by state/territory – South Australia	113
Table 5.4e	Method of travel to work, by state/territory – Western Australia	114
Table 5.4f	Method of travel to work, by state/territory – Tasmania	114
Table 5.4g	Method of travel to work, by state/territory – Northern Territory	115
Table 5.4h	Method of travel to work, by state/territory – Australian Capital Territory	115
Table 5.4i	Method of travel to work, by state/territory – total Australia	116
Table 6.1	Intercapital road distances	120
Table 6.2a	Total road length by state/territory, by road type	121
Table 6.2b	Total locally controlled road length by state/territory, by road type	123
Table 6.2c	Toll road length	123
Table 6.2d	Australian Road length, by type of road	124

Table 6.2e	Road length by type of road, by state and territory	125
Table 6.2f	Lane kilometres, by type of road, Australia	126
Table 6.2g	Lane kilometres, by state and territory	127
Table 6.3	Total vehicle kilometres travelled, by vehicle type	128
Table 6.4	Total vehicle kilometres travelled by state/territory	129
Table 6.5	Total vehicle kilometres travelled by capital city	130
Table 6.6	Total road freight, by vehicle type	131
Table 6.7	Private vehicle ownership and operating cost indices	132
Table 6.8	Count of vehicle type by year of manufacture	133
Table 6.9a	Stock of registered motor vehicles, by vehicle type	134
Table 6.9b	Stock of registered motor vehicles, by state/territory	135
Table 6.10a	New motor vehicles sales, excluding motorcycles, by vehicle type	136
Table 6.10b	Sales of electric vehicles	137
Table 6.10c	Sales of vehicles with Active Safety Features	137
Table 6.10d	Battery electric passenger vehicles on register by make, top 10 makes	137
Table 6.11	New motor vehicles sales excluding motorcycles, by state/territory	138
Table 6.12a	Licence holders, by age and gender – New South Wales	139
Table 6.12b	Licence holders, by age and gender – Victoria	140
Table 6.12c	Licence holders, by age and gender – Queensland	141
Table 6.12d	Licence holders, by age and gender – South Australia	142
Table 6.12e	Licence holders, by age and gender – Western Australia	143
Table 6.12f	Licence holders , by age and gender – Tasmania	144
Table 6.12g	Licence holders, by age and gender – Northern Territory	145
Table 6.12h	Licence holders, by age and gender – Australian Capital Territory	146
Table 6.12i	Licence holders, by age and gender – Australia	147
Table 6.13a	Licence vehicle operators, by vehicle type – New South Wales	148
Table 6.13b	Licence vehicle operators, by vehicle type – Victoria	149
Table 6.13c	Licence vehicle operators, by vehicle type – Queensland	150
Table 6.13d	Licence vehicle operators, by vehicle type – South Australia	151
Table 6.13e	Licence vehicle operators, by vehicle type – Western Australia	152
Table 6.13f	Licence vehicle operators, by vehicle type – Tasmania	153
Table 6.13g	Licence vehicle operators, by vehicle type – Northern Territory	154
Table 6.13h	Licence vehicle operators, by vehicle type – Australian Capital Territory	155
Table 6.13i	Licence vehicle operators, by vehicle type – Australia	156
Table 6.14	Selected road and bridge construction and maintenance price and cost indexes, for Australia and for states and territories	157

Table 6.15	Arterial road and bridge maintenance expenditure, constant 2021–22 prices, adjusted by BITRE Road Construction and Maintenance Price Index – Road maintenance sub-index	158
Table 7.1a	Intercapital rail distances – freight terminals	162
Table 7.1b	Intercapital rail distances – passenger terminals	162
Table 7.2a	Estimated route-kilometres of open railway as at October 2022, by jurisdiction and gauge	162
Table 7.2b	Estimated route-kilometres of open railway as at October 2022, by jurisdiction and single or double (or more) trackage	163
Table 7.2c	Estimated route-kilometres of open railway as at October 2022, by jurisdiction and overhead electrical system used	163
Table 7.3	Network characteristics of heavy urban passenger railways	163
Table 7.4	Interstate non-bulk rail freight by state/territory of origin	164
Table 7.5a	Public transit patronage on heavy rail, Australian capital cities	165
Table 7.5b	Public transit patronage on light rail, Australian cities	166
Table 7.6a	Rail-related expenditure, by Commonwealth Government (constant 2020–21 prices, adjusted by ABS Consumer Price Index)	167
Table 7.6b	Rail-related expenditure, by state/territory Government (constant 2020–21 prices, adjusted by ABS Consumer Price Index)	168
Table 7.6c	Rail-related expenditure, by all government (constant 2020–21 prices, adjusted by ABS Consumer Price Index)	169
Table 8.1	Intercapital air distances (great circle distances)	174
Table 8.2	International airline activity	175
Table 8.3	Domestic airline activity	176
Table 8.4a	Activity at major airports – revenue passengers (thousand)	177
Table 8.4b	Activity at major airports – aircraft movements	178
Table 8.5	Domestic on-time performance	179
Table 8.6	BITRE airfare index	180
Table 8.7	Number of Australian registered aircraft, by aircraft type	181
Table 9.1	Intercapital sea distances	186
Table 9.2a	Number of cargo ships involved in coastal or international voyages that made port calls, by state/territory	186
Table 9.2b	Number of port calls made by ships involved in coastal or international voyages, by state/territory	187
Table 9.3a	Number of ships involved in coastal or international voyages that made port calls, by major ports	188
Table 9.3b	Number of port calls made by ships involved in coastal or international voyages, by major ports	189
Table 9.4a	Cargo loaded (including exports) at Australian ports, by state/territory	190
Table 9.4b	Cargo discharged (including imports) at Australian ports, by state/territory	191

Table 9.5a	Cargo loaded (including exports), by selected Australian ports	192
Table 9.5b	Cargo discharged (including imports), by selected Australian ports	193
Table 9.6a	Maritime cargo loaded (including exports), by capital city	194
Table 9.6b	Cargo discharged (including imports), by capital city ports	195
Table 9.7	Containers exchanged, selected Australian ports	196
Table 9.8a	Summary of the Australian trading fleet – number of vessels	197
Table 9.8b	Summary of the Australian trading fleet – deadweight (tonnes)	198
Table 9.8c	Summary of the Australian trading fleet – gross tonnage (tonnes)	199
Table 9.8d	Summary of the Australian trading fleet – age distribution (percentage of total deadweight (tonnes))	199
Table 9.9a	Ships in the major trading fleet – overseas trades, 2020–21 – tankers	200
Table 9.9b	Ships in the major trading fleet – overseas trades, 2020–21 – bulk carriers	200
Table 9.9c	Ships in the major trading fleet – overseas trades, 2020–21 – container carriers	201
Table 9.9d	Ships in the major trading fleet – overseas trades, 2020–21 – livestock carriers	201
Table 9.9e	Ships in the major trading fleet – overseas trades, 2020–21 – general cargo ships	201
Table 9.9f	Ships in the major trading fleet – overseas trades, 2020–21 – vehicle carriers	201
Table 9.10a	Ships in the major trading fleet – coastal trades, 2020–21 – tankers	202
Table 9.10b	Ships in the major trading fleet – coastal trades, 2020–21 – bulk carriers	202
Table 9.10c	Ships in the major trading fleet – coastal trades, 2020–21 – general cargo	203
Table 9.10d	Ships in the major trading fleet – coastal trades, 2020–21 – vehicle carriers	203
Table 10.1a	Number of fatal crashes, by transport mode	207
Table 10.1b	Number of fatalities, by transport mode	208
Table 10.2a	Fatality rate, by transport mode (per 100,000 population)	209
Table 10.2b	Injury rate, by transport mode (per 100,000 population)	210
Table 10.3a	Fatality rate by transport mode (per billion passenger km travelled)	211
Table 10.3b	Injury rate by transport mode (per billion passenger km travelled)	212
Table 10.4a	Number of road crashes, by accident severity	213
Table 10.4b	Number of road casualties, by severity	214
Table 10.5a	Road crash rate, by crash severity (per 100,000 population)	215
Table 10.5b	Road casualty rate, by severity (per 100,000 population)	216
Table 10.6a	Number of fatal road crashes, by state/territory	217
Table 10.6b	Number of road fatalities, by state/territory	218
Table 10.6c	Number of road fatalities, by road user type	219

Table 10.6d	Number of road fatalities, by age-group (years)	219
Table 10.6e	Number of road fatalities, by gender	220
Table 10.7a	Fatal road crash rate, by state/territory (per 100,000 population)	221
Table 10.7b	Road fatality rate, by state/territory (per 100,000 population)	222
Table 10.8	Number of persons with hospitalised injuries due to road crashes, by state/territory	223
Table 10.9	Hospitalised road injury rate, by state/territory (per 100,000 population)	224
Table 10.10	Number of rail casualties, by severity	225
Table 10.11	Number of rail fatalities, by state/territory	226
Table 10.12	Rail fatality rate per 100 000 population, by state/territory	227
Table 10.13a	Number of aviation accidents, by accident severity	228
Table 10.13b	Number of aviation casualties, by severity	229
Table 10.14a	Aviation accident rate by accident severity (per 100,000 population)	230
Table 10.14b	Aviation casualty rate by severity (per 100,000 population)	231
Table 10.15a	Number of aviation accidents, by state/territory	232
Table 10.15b	Number of aviation fatalities, by state/territory	233
Table 11.1	Total transport petroleum sales, by fuel type	239
Table 11.2a	Selected refined petroleum products – Australian production	240
Table 11.2b	Selected refined petroleum products – imports to Australia	241
Table 11.2c	Selected refined petroleum products – exports from Australia	242
Table 11.3	Average retail petrol prices in Australia (nominal), by state/territory	242
Table 11.4	Transport direct greenhouse gas (carbon dioxide equivalent) emissions, by transport mode, from energy end-use	243
Table 11.5	Road transport direct greenhouse gas (carbon dioxide equivalent) emissions, by vehicle type, from energy end-use	244
Table 11.6	Transport direct emissions, by transport mode, from energy end-use – carbon dioxide	245
Table 11.7	Transport direct emissions, by transport mode, from energy end-use – methane	246
Table 11.8	Transport direct emissions, by transport mode, from energy end-use – nitrous oxide	247
Table 11.9	Transport full fuel cycle greenhouse gas (carbon dioxide equivalent) emissions, by transport mode	248
Table 11.10	Transport energy use, by transport mode	249
Table 11.11	Road transport energy use, by vehicle type	250
Table 11.12	Energy use of major surface transport fuels	251
Table 11.13	Other transport energy use	252
Table A 3	Road classification types included in NTC definition of Arterial Roads	267

List of Figures

Figure 1	Australian employment numbers in selected major infrastructure industries	24
Figure 2	Leadership positions held in transport industries, by gender	25
Figure 3	Infrastructure construction activity, adjusted by chain volume index	48
Figure 4	Infrastructure construction activity, by sector, adjusted by chain volume index	49
Figure 5	Value of transport infrastructure spending, adjusted by chain volume index	49
Figure 6	Road-related expenditure, by level of Government (constant 2020–21 prices, adjusted by CPI)	62
Figure 7	Australian Government Road-related revenues	63
Figure 8	State and Territory Government Road-related revenues (excluding tolls)	63
Figure 9	Australia's domestic freight, 2021–22	84
Figure 10	Australian domestic freight task, by mode of transport	85
Figure 11	Australia's National Passenger Travel, 2021–22 (see table 5.1)	98
Figure 12	Australian domestic passenger task, by mode of transport	99
Figure 13	Sales of electric vehicles	118
Figure 14	Map of national road network	119
Figure 15	Australia's railways, by gauge	160
Figure 16	Public transit patronage on heavy rail, Australian capital cities	161
Figure 17	Australia's top 40 airports in 2021–22, passengers	172
Figure 18	International and Domestic airline revenue passengers	173
Figure 19	Principal Australian ports, by commodity	184
Figure 20	Number of cargo ships involved in coastal or international voyages that made port calls, by state/territory	185
Figure 21	Number of fatal crashes, by transport mode	206
Figure 22	Selected refined petroleum products – Australian production	236
Figure 23	Selected refined petroleum products – imports to Australia	237
Figure 24	Selected refined petroleum products – exports from Australia	237
Figure 25	Transport full fuel cycle greenhouse gas emissions	238
Figure A 1	Schematic representation of flow of road expenditure funds for 2016–17 (Tasmania)	258
Figure A 2	Composition of BITRE estimate of net road-related petroleum products excise, 2020–21	259

Introduction

Introduction

The Australian Infrastructure and Transport Statistics Yearbook (Yearbook) provides comprehensive time series statistics on Australian infrastructure, Australian transport and their use.

The Infrastructure and the Economy chapter provides a summary of economic infrastructure and a range of statistical measures of factors that relate to investment in and use of economic infrastructure. The rest of the Yearbook focuses on statistics relating to transport infrastructure, freight, passengers, road, rail, aviation, shipping, safety and the 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 – Measures of activities associated with infrastructure. Examples include chapters 4 to 9, which include 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 2021–22, 8.9 per cent of Australia's GDP was accounted for by Australian infrastructure industries.



The average weekly earnings for the road transport industry was \$1,441 in 2021.



In 2021–22, 55 per cent of infrastructure construction was in the transport sector.



The transport sector employed 690,000 people in August 2022.



In March 2022, there were 1,873 public charging locations for Australians to charge their electric vehicles.

Transport



\$31.8 billion was spent on roads by all governments in 2020–21.



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



In 2021–22, there were an estimated 234.6 billion tonne kilometres of freight moved by road and 460.3 billion tonne kilometres of freight moved by rail.



In 2021–22, 146 billion passenger kilometres were travelled by car on capital city roads, and 6.5 billion passenger kilometres were travelled on heavy rail networks. In 2018–19, prior to any COVID impacts, there were 163 billion passenger kilometres travelled on capital city roads, and 14.7 billion passenger kilometres on heavy rail.



There were 32,799 route kilometres of open railway as at October 2022.



In metropolitan areas there were 396 million heavy rail passenger movements in 2020–21, down from 624 million in 2019–20.



In 2021–22, there were 6.5 million passengers on international flights in Australia, up from 1.1 million the year prior, due to easing COVID restrictions. In 2018–19, prior to any COVID impacts, there were 42.1 million passengers on international flights.



There were 30.4 million passengers on domestic flights in 2021–22. In 2018–19, prior to any COVID impacts, there were 61 million passengers on domestic flights.



Sydney airport was the busiest in the country with 13.7 million passengers using the facility in 2021–22. In 2018–19, before any COVID impacts, 44.4 million passengers moved through Sydney airport.



In 2021–22, 8.7 million twenty-foot equivalent units (TEUs) were exchanged at Australia's five principal container ports (Melbourne, Port Botany, Brisbane, Adelaide and Fremantle)



In 2021, there were 1,116 fatalities from 1,048 fatal road vehicle crashes and 20 fatalities from 14 fatal aviation accidents.



An estimated 100 billion tonne kilometres of freight was moved by coastal shipping in 2021–22.



Road vehicles make up 85 percent of full fuel cycle greenhouse gas emissions from all transport modes in 2021–22, compared to 7 per cent from aviation.



The national average price for petrol was 171.8 cents per litre in the 2021–22 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:

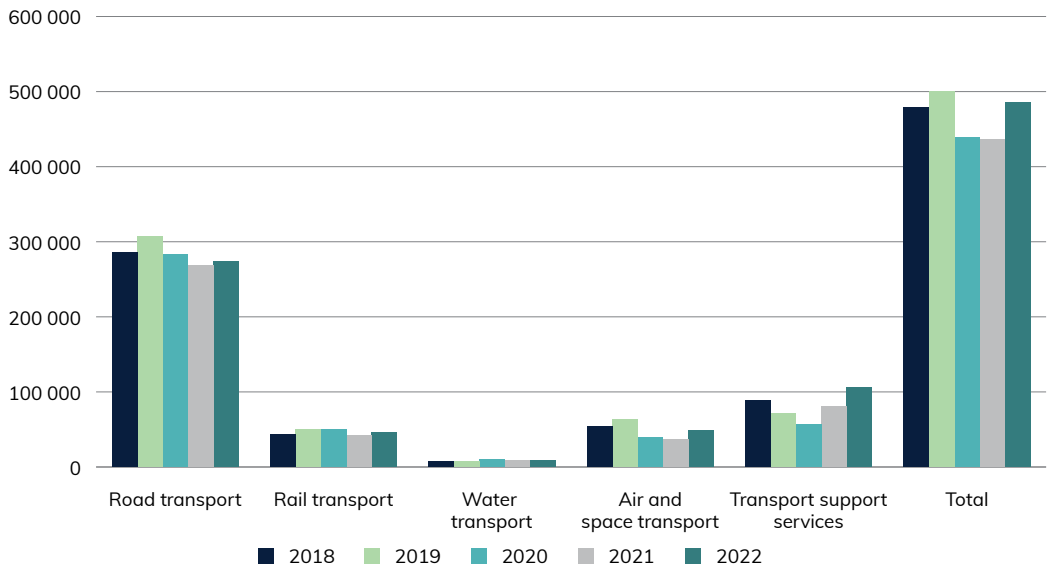
- employment in the transport, energy, communication and water industries
- average weekly earnings for road, rail, water and air and space industries
- price indices
- population

The gross value added of major infrastructure industries as a percentage of GDP has remained relatively stable since 1974–75, generally ranging between 9–10% of GDP, with the transport postal and warehousing industry specifically ranging between 4–5% over the same timeframe. In terms of employment, although employment in the transport, postal and warehousing industry have grown in overall terms, as a percentage of total Australian employment, it has stayed at around 5% for the last 30 years.

Figure 1 shows employment statistics for various transport industries as at August of each year. Although in 2021 COVID-19 had reduced Australian employment numbers in road, rail, and air and space transport industries, this year has shown signs of recovery, closing in on 2019 pre-pandemic levels.

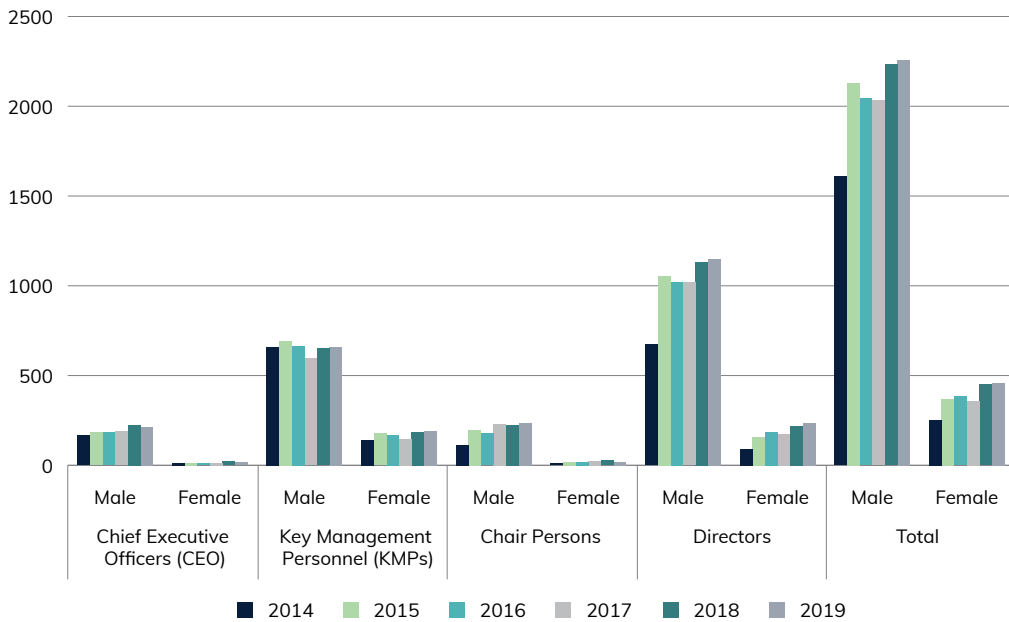
Figure 2 provides an insight into gender statistics by comparing the number of leadership positions held by men and women within the transport industry. In 2019, leadership positions in the transport industry were predominantly occupied by males, with 2,258 males in Chief Executive Officer, Key Management Personnel, Chair Person and Director roles compared to 460 females.

Figure 1 Australian employment numbers in selected major infrastructure industries



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

Source: ABS, 2022, 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, 2021–22 prices

Financial year	Chain volume measures						Major infrastructure industries as percentage of GDP
	Gross value added, by industry					Gross Domestic Product	
	Transport, postal and warehousing	Energy industry		Information media and telecommunications	Water supply and waste services		
		Electricity	Gas				
	\$ million						%
1974–75	20 619	8 233	98	3 586	9 728	522 568	8.1
1975–76	20 512	8 542	163	3 381	9 879	536 097	7.9
1976–77	22 211	9 242	234	3 535	10 213	555 370	8.2
1977–78	25 016	9 757	288	3 755	9 461	560 329	8.6
1978–79	25 418	10 339	337	4 059	9 728	583 023	8.6
1979–80	26 174	10 898	408	4 363	10 537	600 721	8.7
1980–81	27 778	11 613	426	4 829	10 584	620 783	8.9
1981–82	28 199	12 108	651	5 212	10 683	641 421	8.9
1982–83	27 172	12 304	647	5 443	11 315	627 154	9.1
1983–84	28 543	13 004	712	5 766	11 299	655 950	9.0
1984–85	30 862	13 802	797	6 214	11 879	690 402	9.2
1985–86	32 732	14 509	783	6 743	12 075	718 231	9.3
1986–87	33 340	15 125	769	7 254	12 006	736 522	9.3
1987–88	34 808	16 028	824	7 892	12 310	778 822	9.2
1988–89	36 391	16 894	881	8 542	12 611	808 935	9.3
1989–90	37 307	17 752	944	9 547	13 215	837 847	9.4
1990–91	37 562	18 082	894	10 073	13 823	834 530	9.6
1991–92	38 388	18 501	878	10 800	13 668	837 987	9.8
1992–93	38 647	19 063	888	12 062	13 558	871 800	9.7
1993–94	40 753	19 736	938	13 176	13 967	906 515	9.8
1994–95	43 215	20 178	1 003	14 734	14 409	941 750	9.9
1995–96	46 479	20 477	1 009	15 531	14 360	978 049	10.0
1996–97	48 456	20 370	1 013	16 672	14 277	1 016 274	9.9
1997–98	49 581	21 395	1 056	18 083	14 812	1 063 165	9.9
1998–99	50 950	21 769	1 132	19 321	15 169	1 115 650	9.7
1999–00	52 960	22 434	1 188	19 961	15 191	1 159 299	9.6
2000–01	55 063	22 788	1 220	20 722	15 550	1 182 929	9.8
2001–02	56 873	22 705	1 241	21 398	16 317	1 230 418	9.6
2002–03	60 254	22 702	1 263	22 745	16 354	1 268 688	9.7
2003–04	62 600	23 152	1 288	23 756	15 840	1 322 042	9.6
2004–05	66 350	23 529	1 277	24 428	15 881	1 363 823	9.6
2005–06	68 228	24 374	1 278	25 382	15 603	1 401 013	9.6
2006–07	72 146	24 486	1 344	27 022	15 836	1 453 810	9.7
2007–08	76 200	25 159	1 396	28 660	15 212	1 505 813	9.7
2008–09	75 745	26 576	1 413	29 047	15 745	1 533 924	9.7
2009–10	77 122	26 712	1 430	29 631	16 264	1 567 246	9.6
2010–11	79 461	26 758	1 522	30 631	17 221	1 605 954	9.7
2011–12	82 789	26 322	1 450	31 023	17 857	1 668 864	9.6
2012–13	85 734	25 975	1 587	30 975	18 483	1 712 259	9.5
2013–14	85 536	25 448	1 568	32 280	17 722	1 756 142	9.3
2014–15	85 906	25 556	1 687	34 596	18 340	1 794 289	9.3
2015–16	87 800	26 116	1 803	37 274	18 979	1 843 482	9.3
2016–17	90 448	25 848	1 828	38 219	19 287	1 885 807	9.3
2017–18	92 412	25 553	1 891	41 453	20 589	1 939 948	9.4
2018–19	93 680	25 581	1 982	42 748	20 558	1 980 942	9.3
2019–20	88 738	25 007	2 101	43 374	20 261	1 980 866	9.1
2020–21	81 231	24 565	2 174	44 868	20 040	2 012 396	8.6
2021–22	89 387	24 833	2 123	48 391	20 899	2 090 347	8.9

See end notes

Source: ABS 2022, Australian National Accounts: National Income, Expenditure and Product

Table 1.1b Australian transport, postal and warehousing gross value added, 2021–22 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	Transport, postal and storage services	Total				
	\$ million							%	%
1982–83	7 815	1 485	4 700	13 021	27 172		627 154	4.3	
1983–84	8 019	1 563	5 097	14 587	28 543		655 950	4.4	
1984–85	8 615	1 686	5 741	15 910	30 862		690 402	4.5	
1985–86	9 097	1 833	6 136	16 302	32 732		718 231	4.6	
1986–87	9 030	2 025	6 118	16 706	33 340		736 522	4.5	
1987–88	9 569	2 266	6 235	17 185	34 808		778 822	4.5	
1988–89	10 288	2 405	6 334	17 691	36 391		808 935	4.5	
1989–90	10 768	2 083	6 728	18 144	37 307		837 847	4.5	
1990–91	10 474	2 421	6 724	18 310	37 562		834 530	4.5	
1991–92	10 812	2 821	6 741	18 214	38 388		837 987	4.6	
1992–93	10 573	3 115	6 948	18 219	38 647		871 800	4.4	
1993–94	11 090	3 409	7 234	19 212	40 753		906 515	4.5	
1994–95	12 169	3 707	7 206	20 304	43 215		941 750	4.6	
1995–96	13 469	3 955	7 677	21 576	46 479		978 049	4.8	
1996–97	14 095	4 205	7 901	22 420	48 456		1 016 274	4.8	
1997–98	14 665	4 201	7 885	23 047	49 581		1 063 165	4.7	
1998–99	15 183	4 286	7 991	23 718	50 950		1 115 650	4.6	
1999–00	15 960	4 533	8 287	24 384	52 960		1 159 299	4.6	
2000–01	16 527	4 898	8 367	25 348	55 063		1 182 929	4.7	
2001–02	17 545	4 602	8 747	26 261	56 873		1 230 418	4.6	
2002–03	18 787	5 209	9 201	27 212	60 254		1 268 688	4.7	
2003–04	20 246	5 555	9 418	27 570	62 600		1 322 042	4.7	
2004–05	21 430	6 135	9 670	29 194	66 350		1 363 823	4.9	
2005–06	22 389	6 480	9 775	29 650	68 228		1 401 013	4.9	
2006–07	24 772	7 056	9 736	30 754	72 146		1 453 810	5.0	
2007–08	26 359	7 301	10 457	32 336	76 200		1 505 813	5.1	
2008–09	24 717	7 046	10 820	33 349	75 745		1 533 924	4.9	
2009–10	25 396	7 034	10 900	33 991	77 122		1 567 246	4.9	
2010–11	24 928	7 559	11 360	35 756	79 461	45 970	1 605 954	4.9	7.8
2011–12	24 834	7 968	11 930	38 214	82 789	50 732	1 668 864	5.0	8.0
2012–13	24 812	8 044	12 574	40 525	85 734	51 732	1 712 259	5.0	8.0
2013–14	25 258	8 212	11 744	40 486	85 536	51 869	1 756 142	4.9	7.8
2014–15	25 690	8 865	12 238	39 246	85 906	48 055	1 794 289	4.8	7.5
2015–16	25 905	9 875	12 367	39 704	87 800	48 284	1 843 482	4.8	7.4
2016–17	26 377	9 981	12 721	41 479	90 448		1 885 807	4.8	
2017–18	26 398	10 492	13 532	42 105	92 412		1 939 948	4.8	
2018–19	27 057	10 790	13 694	42 263	93 680		1 980 942	4.7	
2019–20	27 366	8 054	12 827	40 491	88 738		1 980 866	4.5	
2020–21	29 532	2 003	11 476	38 219	81 231		2 012 396	4.0	
2021–22	32 139	3 674	11 630	41 945	89 387		2 090 347	4.3	

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.

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

ABS 2022, Australian National Accounts: National Income, Expenditure and Product
BITRE estimates

Table 1.1c In-house transport gross value added, by industry, 2021–22 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	4 117	4 967	4 387	1 293	9 910	3 457	1 966	398	1 121
2011–12	4 398	5 813	4 512	1 365	11 420	3 945	2 306	414	1 200
2012–13	4 473	6 240	4 510	1 852	11 674	3 787	2 189	425	1 073
2013–14	4 608	6 821	4 333	1 700	11 449	3 762	2 075	436	974
2014–15	4 382	6 281	4 055	1 865	9 940	3 170	1 763	393	964
2015–16	5 089	5 314	4 345	1 979	9 480	3 178	1 779	406	973

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	1 970	1 087	2 768	1 107	5 909	937	1 158	1 008	369	47 930
2011–12	1 964	1 174	3 011	1 300	6 299	990	1 449	1 001	408	52 969
2012–13	2 264	1 118	2 999	1 322	6 297	1 024	1 414	991	430	54 081
2013–14	2 373	1 075	2 985	1 228	6 682	970	1 446	913	398	54 227
2014–15	2 354	1 038	2 824	1 182	6 473	894	1 317	1 058	401	50 354
2015–16	2 590	1 122	3 045	1 145	6 337	1 022	1 363	1 255	418	50 840

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.

Sources: 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

Collection Month	Transport, postal and warehousing industry										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
	Road transport	Rail transport	Water transport	Air and space transport	Other Transport	Postal and courier services	Transport support services	Warehousing and storage services	Total					
thousands														
Aug-1999	204.3	27.8	8.2	44.9	11.2	73.2	45.6	24.8	440.1		8 603.6	5.1		
Aug-2000	205.1	30.8	9.2	56.6	8.1	81.8	35.4	30.3	459.8		8 911.6	5.2		
Aug-2001	213.8	28.7	10.7	52.5	8.0	81.2	37.4	26.6	460.6		8 971.9	5.1		
Aug-2002	204.2	28.4	7.9	45.2	6.9	78.9	36.3	27.7	438.1		9 150.3	4.8		
Aug-2003	217.8	32.3	8.5	47.7	8.1	77.9	39.4	27.2	460.0		9 327.0	4.9		
Aug-2004	218.9	29.9	13.4	40.3	9.2	81.7	39.6	36.2	487.3		9 462.1	5.2		
Aug-2005	214.1	30.3	8.7	50.3	7.4	86.3	41.9	41.4	495.2		9 870.3	5.0		
Aug-2006	228.8	33.1	12.4	46.0	7.6	74.8	45.0	43.2	501.0		10 105.8	5.0		
Aug-2007	234.5	30.5	12.6	46.4	13.8	88.6	44.6	48.1	536.3		10 406.4	5.2		
Aug-2008	228.3	48.5	9.4	48.7	8.9	96.6	57.3	57.0	566.4		10 710.4	5.3		
Aug-2009	231.0	52.0	8.5	51.0	11.5	97.9	71.2	25.1	571.6		10 707.3	5.3		
Aug-2010	215.0	46.9	7.2	52.1	9.3	93.1	79.8	43.3	562.7		10 973.8	5.1		
Aug-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	
Aug-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	
Aug-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	
Aug-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	
Aug-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	
Aug-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	
Aug-2017	294.5	43.8	5.7	64.3	4.9	79.8	81.1	61.0	638.7		12 245.3	5.2		
Aug-2018	285.7	43.4	7.0	53.9	6.2	87.3	88.1	70.3	642.0		12 547.5	5.1		
Aug-2019	307.6	50.6	7.9	63.0	6.2	98.1	70.8	64.4	668.5		12 858.8	5.2		
Aug-2020	283.7	49.5	9.9	39.3	7.7	95.5	57.0	71.0	613.6		12 562.7	4.9		
Aug-2021	267.7	42.2	8.5	37.2	10.2	107.6	80.6	79.5	636.0		12 956.2	4.9		
Aug-2022	274.2	46.1	8.8	49.0	7.7	99.7	106.2	98.6	690.4		13 520.1	5.1		

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, 2022, Labour Force Australia, detailed

Table 1.2b Australian employment, major infrastructure industries – energy

Collection Month	Energy industry					Total Aust employ- ment	Energy industry % of total employment	
	Mining Industry		Petroleum and Coal Product Manufac- turing	Electricity Supply	Gas Supply			Total
	Coal mining	Oil and Gas Extraction						
Aug-1985	37.2	2.3	6.7	81.4	10.5	138.0	6 675.5	2.1
Aug-1986	32.2	1.5	6.0	84.2	9.6	133.5	6 918.5	1.9
Aug-1987	39.2	1.7	6.2	72.8	11.2	131.0	7 092.3	1.8
Aug-1988	33.2	3.8	5.1	73.8	8.4	124.3	7 353.3	1.7
Aug-1989	28.8	3.4	7.5	66.9	10.4	117.2	7 715.3	1.5
Aug-1990	28.2	4.5	9.5	62.3	5.2	109.6	7 808.0	1.4
Aug-1991	32.6	5.2	6.8	62.6	7.2	114.4	7 620.7	1.5
Aug-1992	25.6	6.6	9.2	62.5	8.5	112.4	7 613.4	1.5
Aug-1993	29.4	3.2	6.4	54.5	7.9	101.4	7 589.4	1.3
Aug-1994	22.3	2.6	7.7	55.7	8.2	96.5	7 861.7	1.2
Aug-1995	24.0	4.0	5.2	49.3	7.6	90.1	8 165.9	1.1
Aug-1996	20.5	2.6	7.4	38.5	7.7	76.7	8 265.9	0.9
Aug-1997	23.1	3.5	9.0	37.7	6.4	79.7	8 250.3	1.0
Aug-1998	19.5	5.9	6.6	37.7	5.9	75.5	8 455.2	0.9
Aug-1999	18.4	4.0	6.2	38.1	5.7	72.5	8 603.6	0.8
Aug-2000	15.5	6.0	10.0	36.5	3.0	71.0	8 911.6	0.8
Aug-2001	21.7	3.9	13.6	44.6	4.9	88.7	8 971.9	1.0
Aug-2002	17.2	4.7	13.1	37.3	5.9	78.2	9 150.3	0.9
Aug-2003	20.8	5.4	6.0	57.1	5.0	94.3	9 327.0	1.0
Aug-2004	18.0	5.5	8.1	40.2	4.0	75.8	9 462.1	0.8
Aug-2005	27.3	7.3	7.7	45.1	7.3	94.7	9 870.3	1.0
Aug-2006	28.6	8.7	9.8	36.0	6.6	89.8	10 105.8	0.9
Aug-2007	24.6	10.6	6.7	39.8	10.0	91.6	10 406.4	0.9
Aug-2008	33.3	14.0	5.6	44.7	10.8	108.4	10 710.4	1.0
Aug-2009	39.6	11.6	6.2	61.1	9.3	127.8	10 707.3	1.2
Aug-2010	42.0	15.3	6.6	67.7	7.6	139.3	10 973.8	1.3
Aug-2011	50.9	14.1	11.0	60.4	9.7	146.1	11 127.2	1.3
Aug-2012	46.7	16.9	11.8	70.8	10.9	157.0	11 264.1	1.4
Aug-2013	51.5	19.8	6.8	58.6	22.5	159.2	11 361.4	1.4
Aug-2014	38.5	24.9	6.5	63.7	15.5	149.0	11 572.8	1.3
Aug-2015	45.0	35.5	9.2	62.8	14.3	167.0	11 702.6	1.4
Aug-2016	52.2	21.9	3.6	59.9	13.8	151.5	11 904.7	1.3
Aug-2017	45.6	22.1	11.1	57.2	11.5	147.4	12 245.3	1.2
Aug-2018	55.5	24.7	7.9	66.4	12.0	166.4	12 547.5	1.3
Aug-2019	46.5	26.2	7.1	64.9	16.1	160.8	12 858.8	1.3
Aug-2020	49.8	18.1	10.5	72.6	13.9	164.8	12 562.7	1.3
Aug-2021	44.6	20.2	3.3	69.9	13.5	151.5	12 956.2	1.2
Aug-2022	43.7	21.2	6.2	74.4	10.0	155.5	13 520.1	1.2

See end notes

Source: ABS, 2022, Labour Force Australia, detailed

Table 1.2c Australian employment, major infrastructure industries – communication

Collection 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		
Aug-1985	79.0	7.6	86.6	6 675.5	1.3
Aug-1986	79.0	7.7	86.7	6 918.5	1.3
Aug-1987	73.8	7.5	81.4	7 092.3	1.1
Aug-1988	71.4	7.5	78.9	7 353.3	1.1
Aug-1989	73.8	7.9	81.7	7 715.3	1.1
Aug-1990	76.7	8.3	85.0	7 808.0	1.1
Aug-1991	70.4	7.9	78.3	7 620.7	1.0
Aug-1992	61.7	7.4	69.1	7 613.4	0.9
Aug-1993	60.7	7.4	68.0	7 589.4	0.9
Aug-1994	74.9	9.6	84.4	7 861.7	1.1
Aug-1995	80.0	11.1	91.1	8 165.9	1.1
Aug-1996	92.1	12.8	104.8	8 265.9	1.3
Aug-1997	75.5	13.0	88.5	8 250.3	1.1
Aug-1998	70.3	14.4	84.7	8 455.2	1.0
Aug-1999	73.0	14.0	87.0	8 603.6	1.0
Aug-2000	88.7	20.3	109.0	8 911.6	1.2
Aug-2001	85.4	19.3	104.7	8 971.9	1.2
Aug-2002	85.6	20.7	106.3	9 150.3	1.2
Aug-2003	92.5	20.5	113.0	9 327.0	1.2
Aug-2004	88.2	18.6	106.8	9 462.1	1.1
Aug-2005	96.4	19.9	116.3	9 870.3	1.2
Aug-2006	97.9	21.6	119.5	10 105.8	1.2
Aug-2007	96.7	22.8	119.5	10 406.4	1.1
Aug-2008	96.5	15.9	112.4	10 710.4	1.0
Aug-2009	85.2	7.1	92.4	10 707.3	0.9
Aug-2010	89.7	8.0	97.7	10 973.8	0.9
Aug-2011	89.9	8.6	98.5	11 127.2	0.9
Aug-2012	102.3	7.6	109.9	11 264.1	1.0
Aug-2013	87.1	6.0	93.1	11 361.4	0.8
Aug-2014	103.1	7.8	110.9	11 572.8	1.0
Aug-2015	91.0	10.7	101.7	11 702.6	0.9
Aug-2016	101.6	11.3	112.8	11 904.7	0.9
Aug-2017	95.2	9.6	104.7	12 245.3	0.9
Aug-2018	105.7	5.7	111.4	12 547.5	0.9
Aug-2019	91.3	8.4	99.7	12 858.8	0.8
Aug-2020	84.2	7.8	92.0	12 562.7	0.7
Aug-2021	67.9	13.7	81.6	12 956.2	0.6
Aug-2022	82.2	6.9	89.1	13 520.1	0.7

See end notes

Source: ABS, 2022, Labour Force Australia, detailed

Table 1.2d Australian employment, major infrastructure industries – water

Collection Month	Water supply, sewerage and drainage services industry	Total Aust employment	Water supply, sewerage and drainage services industry as % of total employment
	thousands		%
Aug-1985	46.8	6 675.5	0.7
Aug-1986	43.7	6 918.5	0.6
Aug-1987	35.7	7 092.3	0.5
Aug-1988	31.8	7 353.3	0.4
Aug-1989	35.5	7 715.3	0.5
Aug-1990	36.5	7 808.0	0.5
Aug-1991	32.7	7 620.7	0.4
Aug-1992	33.7	7 613.4	0.4
Aug-1993	32.1	7 589.4	0.4
Aug-1994	28.5	7 861.7	0.4
Aug-1995	27.7	8 165.9	0.3
Aug-1996	21.7	8 265.9	0.3
Aug-1997	22.0	8 250.3	0.3
Aug-1998	25.6	8 455.2	0.3
Aug-1999	23.0	8 603.6	0.3
Aug-2000	25.2	8 911.6	0.3
Aug-2001	20.5	8 971.9	0.2
Aug-2002	23.2	9 150.3	0.3
Aug-2003	18.7	9 327.0	0.2
Aug-2004	23.9	9 462.1	0.3
Aug-2005	26.0	9 870.3	0.3
Aug-2006	29.8	10 105.8	0.3
Aug-2007	25.2	10 406.4	0.2
Aug-2008	35.3	10 710.4	0.3
Aug-2009	28.2	10 707.3	0.3
Aug-2010	37.5	10 973.8	0.3
Aug-2011	32.5	11 127.2	0.3
Aug-2012	37.3	11 264.1	0.3
Aug-2013	29.3	11 361.4	0.3
Aug-2014	29.0	11 572.8	0.3
Aug-2015	33.1	11 702.6	0.3
Aug-2016	21.9	11 904.7	0.2
Aug-2017	33.6	12 245.3	0.3
Aug-2018	29.6	12 547.5	0.2
Aug-2019	34.2	12 858.8	0.3
Aug-2020	29.5	12 562.7	0.2
Aug-2021	29.0	12 956.2	0.2
Aug-2022	32.5	13 520.1	0.2

See end notes

Source: ABS, 2022, 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
	Thousands										
	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
2021	232.90	35.47	34.13	9.80	5.96	3.36	25.95	16.33	6.97	2.02	372.89

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

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

Source: ABS, 2022, 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		Total 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%	13.6%
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%
2021	86.8%	13.2%	77.7%	22.3%	63.9%	36.1%	61.4%	38.6%	77.5%	22.5%	82.0%	18.0%

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

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

Source: ABS, 2022, Labour Force Australia, detailed

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

Calendar Year	Transport, postal and warehousing			
	Thousands		Percentage	
	Male	Female	Male	Female
2010	449.8	127.4	77.9%	22.8%
2011	447.3	127.5	77.8%	22.2%
2012	466.7	133.7	77.7%	22.3%
2013	473.1	125.6	79.0%	21.0%
2014	471.6	135.9	77.6%	22.4%
2015	474.9	142.4	76.9%	23.1%
2016	480.9	140.8	77.4%	22.6%
2017	510.4	141.5	78.3%	21.7%
2018	517.3	141.4	78.5%	21.5%
2019	521.7	137.1	79.2%	20.8%
2020	504.3	150.5	77.0%	23.0%
2021	507.5	152.4	76.9%	23.1%

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

Source: ABS, 2022, Labour Force Australia, detailed

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

Reporting period	Chief Executive Officers (CEO)		Key Management Personnel (KMPs)		Chair Persons		Directors		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2014–15	166	12	659	140	112	10	672	92	1 609	254
2015–16	183	14	693	177	196	18	1 056	159	2 128	368
2016–17	183	11	663	169	177	19	1 021	184	2 044	383
2017–18	188	12	594	148	231	25	1 019	174	2 032	359
2018–19	223	21	650	186	226	26	1 133	218	2 232	451
2019–20	214	16	659	191	237	19	1 148	234	2 258	460

Source: ABS, 2020, Gender Indicators, Australia

Table 1.3e Composition of managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by number

Reporting period	Chief executive officers		Key management personnel or heads of business		Other executives/ general managers		Senior managers		Other managers		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2020–21	153	5	586	202	748	223	2 228	769	7 532	2 895	11 247	4 094

Source: WGEA, 2022, Data explorer

Table 1.3f Composition of managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by percentage

Reporting period	Chief executive officers		Key management personnel or heads of business		Other executives/ general managers		Senior managers		Other managers		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2020–21	97%	3%	74%	26%	77%	23%	74%	26%	72%	28%	73%	27%

Source: WGEA, 2022, Data explorer

Table 1.3g Composition of non-managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by number

Reporting period	Clerical, administrative and sales staff		Community and personal service		Labourers		Machinery operators and drivers		Professionals		Technicians and trade		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2020–21	9 913	13 470	4 934	11 199	16 108	2 956	55 703	5 463	14 419	5 836	13 299	1 065	114 834	40 117

Note: The total includes other staff, whose work was not defined by the other categories

Source: WGEA, 2022, Data explorer

Table 1.3h Composition of non-managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by percentage

Reporting period	Clerical, administrative and sales staff		Community and personal service		Labourers		Machinery operators and drivers		Professionals		Technicians and trade		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2020–21	42%	58%	31%	69%	84%	16%	91%	9%	71%	29%	93%	7%	74%	26%

Note: The total includes other staff, whose work was not defined by the other categories

Source: WGEA, 2022, Data explorer

Table 1.4 Female Labour Force Participation in Transport, Postal and Warehousing, by age of youngest dependent child as a comparison to the total workforce

November reference month	Age of youngest child							
	Number of females in Transport, Postal and Warehousing		Number of females in the total workforce*		Percentage of females in Transport, Postal and Warehousing		Percentage of females in total workforce*	
	Females with youngest child age 0–5	Females with youngest child age 6–14	Females with youngest child age 0–5	Females with youngest child age 6–14	Females with youngest child age 0–5	Females with youngest child age 6–14	Females with youngest child age 0–5	Females with youngest child age 6–14
	thousand ('000)				Percentage			
2010	19.0	21.9	610.1	801.1	3.4%	3.9%	5.6%	7.3%
2011	16.0	21.8	645.1	805.3	2.8%	3.8%	5.8%	7.2%
2012	13.7	18.9	679.5	805.1	2.5%	3.4%	6.0%	7.1%
2013	17.7	18.9	712.8	804.1	3.0%	3.2%	6.3%	7.1%
2014	16.3	20.4	740.3	818.3	2.7%	3.4%	6.4%	7.1%
2015	19.9	21.6	780.0	815.0	3.3%	3.5%	6.7%	7.0%
2016	18.3	24.4	776.0	841.7	3.0%	4.0%	6.5%	7.1%
2017	15.7	24.1	792.1	864.7	2.5%	3.8%	6.5%	7.1%
2018	18.4	23.8	813.6	922.8	2.9%	3.7%	6.5%	7.4%
2019	19.9	25.9	861.9	957.4	3.0%	3.9%	6.7%	7.4%
2020	12.9	21.9	860.9	971.8	2.1%	3.6%	6.9%	7.7%
2021	17.7	24.5	873.7	1 003.4	2.8%	3.9%	6.7%	7.7%

* Note: Total workforce includes the number of females in all industry sectors of employment as reported by ABS

Sources: ABS, 2020, Gender Indicators, Australia

ABS, 2022, Labour Force Australia, detailed

ABS, 2022, Customised Data Services

Table 1.5a Australian average weekly earnings, transport industry (2020–21 prices, adjusted by CPI)

May reference month	Road	Rail	Water	Air and space	Other Transport	All industries
			\$			
1996	1 088.13	1 418.48	1 190.36	1 486.93	864.99	1 020.03
1998	1 128.03	1 478.41	1 863.02	1 789.65	(b) 828.73	1 071.15
2000	1 089.00	1 592.79	1 852.30	1 843.33		1 105.08
2002	1 171.99	1 594.74	1 350.37	1 553.44		1 083.03
2004	1 150.96	1 689.21	(b) 1300.50	1 563.66		1 113.43
2006	1 265.06	1 995.98	1 517.38	1 638.11		1 145.31
2008	1 270.57	1 798.63	1 836.96	1 716.72	1 444.58	1 197.56
2010	1 185.48	1 956.79	2 254.40	2 068.39	757.79	1 203.71
2012	1 211.05	2 125.50	1 805.87	1 900.15	1 395.96	1 269.59
2014	1 334.77	2 107.56	1 998.23	1 657.49	(b) 1158.86	1 280.83
2016	1 329.02	2 179.91		1 937.91	1 324.35	1 294.19
2018	1 391.46	2 061.59	1 609.71	1 948.13	(b) 1561.03	1 313.06
2021	1 441.10	2 274.20	2 166.40	2 009.40	1 705.50	1 357.50

(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, 2022, *Employee Earnings and Hours, Australia*

ABS, 2022, *Consumer Price Index*

Unpublished data

Table 1.5b Australian average weekly earnings, energy industry (2020–21 prices, adjusted by CPI)

May reference month	Electricity supply	Gas supply	All industries
		\$	
1996	1 441.95	1 357.49	1 020.03
1998	1 679.41	1 463.49	1 071.15
2000	1 809.47	1 545.39	1 105.08
2002	1 764.89	1 698.29	1 083.03
2004	1 802.25	1 655.36	1 113.43
2006	1 896.00	1 592.99	1 145.31
2008	1 988.60	2 360.84	1 197.56
2010	2 136.22	1 601.51	1 203.71
2012	2 245.88	2 409.16	1 269.59
2014	2 311.67	2 021.62	1 280.83
2016	2 256.20	2 186.42	1 294.19
2018	2 177.58	2 044.43	1 313.06
2021	2 392.90	2 166.20	1 357.50

See end notes

Sources: ABS, 2022, *Employee Earnings and Hours, Australia*

ABS, 2022, *Consumer Price Index*

Unpublished data

Table 1.5c Australian average weekly earnings, communication industry (2020–21 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	1 434.30	1 234.81			1 020.03
1998	1 710.83	1 524.40			1 071.15
2000	1 799.65	1 684.03			1 105.08
2002	1 711.80	1 412.47			1 083.03
2004	1 628.13	1 417.81			1 113.43
2006	1 700.63	1 656.63			1 145.31
2008	1 740.14		1 598.31		1 197.56
2010	1 775.24		1 671.58		1 203.71
2012	1 731.46		1 695.60	1 553.36	1 269.59
2014	2 005.28		1 827.47	1 503.96	1 280.83
2016	2 216.26		1 753.00	1 313.83	1 294.19
2018	2 173.18		1 674.61	1 347.18	1 313.06
2021	2 032.90		1 545.90	1 910.30	1 357.50

See end notes

Sources: ABS, 2022, *Employee Earnings and Hours, Australia*

ABS. 2022. Consumer Price Index

Unpublished data

Table 1.5d Australian average weekly earnings, water industry (2020–21 prices, adjusted by CPI)

May reference month	Water supply, sewerage and drainage services	All industries
	\$	
1996	1 302.20	1 020.03
1998	1 417.85	1 071.15
2000	1 365.10	1 105.08
2002	1 587.29	1 083.03
2004	1 502.29	1 113.43
2006	1 496.77	1 145.31
2008	1 479.38	1 197.56
2010	1 749.70	1 203.71
2012	1 862.77	1 269.59
2014	1 701.58	1 280.83
2016	1 785.23	1 294.19
2018	1 932.53	1 313.06
2021	1 989.70	1 357.50

See end notes

Sources: ABS, 2022, *Employee Earnings and Hours*, Australia

ABS, 2022, 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	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
2021–22	118.5	128.1	270.5	111.9	154.4	112.0	127.6	152.1	129.3	94.3

Note: Data are not readily available for missing years

Source: Australian Bureau of Statistics, 2022, *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
2021–22	115.5	98.2

Note: Data are not readily available for missing years

Source: Australian Bureau of Statistics, 2022, *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	118 245	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
Jun–2021	5 259 764	4 976 157	2 568 927	1 402 393	2 192 229	251 047	148 801	453 558

See end notes

Note: Data are not readily available for missing years

Source: ABS, 2022, 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	1 058
Jun-1987	2 088 250	1 206 529	1 436 729	380 860	416 645	265 905	81 158	1 072
Jun-1988	2 116 329	1 219 961	1 475 416	383 792	424 698	266 962	83 138	1 085
Jun-1989	2 153 424	1 234 584	1 527 419	385 558	431 059	269 320	85 154	1 098
Jun-1990	2 190 361	1 252 673	1 568 404	387 454	437 687	273 149	87 186	1 112
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	1 333
Jun-1993	2 270 071	1 274 460	1 687 005	392 058	452 117	278 032	80 826	1 531
Jun-1994	2 290 549	1 274 549	1 731 918	394 466	456 743	278 420	82 242	1 063
Jun-1995	2 305 748	1 273 680	1 778 379	394 750	462 049	278 647	84 314	1 375
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	
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	2 719 545	1 449 058	2 520 151	395 681	544 439	301 440	101 549	
Jun-2018	2 715 250	1 454 819	2 547 865	402 233	561 568	307 506	99 799	
Jun-2019	2 722 142	1 452 659	2 580 534	410 288	577 822	316 174	100 898	
Jun-2020	2 727 111	1 446 938	2 614 283	416 946	593 286	324 673	101 712	
Jun-2021	2 834 051	1 571 883	2 648 726	400 799	557 635	316 862	100 399	

See end notes

Note: Data are not readily available for missing years

Source: ABS, 2022, *Regional Population Growth, Australia*ABS, 2022, *National, state and territory population*

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	7 850 871	6 299 798	4 928 374	1 729 608	2 587 577	528 324	248 161	416 824
Jun-2018	7 945 580	6 418 168	5 010 502	1 748 010	2 621 052	540 112	248 363	430 140
Jun-2019	8 034 305	6 530 852	5 094 718	1 770 048	2 663 795	552 310	248 153	441 277
Jun-2020	8 094 317	6 606 149	5 175 003	1 793 547	2 718 400	563 507	248 943	450 632
Jun-2021	8 093 815	6 548 040	5 217 653	1 803 192	2 749 864	567 909	249 200	453 558

See end notes

Source: ABS, 2022, National, state and territory population

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	44 741	18 704	1.40	6.40
1973–74	41 677	24 938	1.50	18.80
1974–75	44 906	25 429	1.30	8.80
1975–76	47 450	23 601	1.24	10.27
1976–77	51 264	26 538	1.12	10.95
1977–78	52 275	25 002	1.15	10.63
1978–79	55 110	27 292	1.12	10.26
1979–80	59 409	27 721	1.16	13.83
1980–81	54 859	30 303	1.15	15.58
1981–82	56 149	33 933	1.02	18.57
1982–83	56 491	30 125	0.87	14.24
1983–84	61 114	31 872	0.86	12.81
1984–85	71 369	37 279	0.67	15.75
1985–86	73 924	38 328	0.68	14.68
1986–87	81 000	36 395	0.72	13.68
1987–88	85 983	40 061	0.79	13.10
1988–89	84 811	50 473	0.76	18.37
1989–90	89 522	52 829	0.79	15.02
1990–91	100 215	50 199	0.77	10.39
1991–92	110 474	52 390	0.75	6.42
1992–93	116 847	56 740	0.67	5.22
1993–94	126 939	60 689	0.73	5.12
1994–95	129 967	72 176	0.71	7.55
1995–96	143 724	75 577	0.79	7.57
1996–97	161 320	83 722	0.75	5.35
1997–98	169 164	93 972	0.61	5.32
1998–99	171 075	99 375	0.66	4.93
1999–00	189 099	113 621	0.60	6.23
2000–01	200 507	112 539	0.51	4.97
2001–02	201 852	116 184	0.56	5.07
2002–03	202 616	134 895	0.67	4.67
2003–04	204 129	150 730	0.69	5.49
2004–05	211 809	170 379	0.76	5.66
2005–06	216 122	186 077	0.74	5.96
2006–07	221 475	204 799	0.85	6.42
2007–08	229 018	231 266	0.96	7.81
2008–09	233 650	223 004	0.81	3.25
2009–10	250 844	236 662	0.85	4.89
2010–11	254 173	257 990	1.07	4.99
2011–12	270 276	290 148	1.02	3.49
2012–13	287 418	285 463	0.93	2.80
2013–14	304 813	280 493	0.94	2.70
2014–15	324 252	287 231	0.77	2.15
2015–16	345 191	287 523	0.74	1.96
2016–17	361 585	302 360	0.77	1.71
2017–18	374 965	323 937	0.74	2.12
2018–19	385 156	322 898	0.70	1.20
2019–20	383 053	310 798	0.72	0.10
2020–21	373 506	338 750	0.75	0.10
2021–22	376 543	358 882	0.69	0.73

See end notes

Source: ABS, 2022, Consumer Price Index, Australia

Reserve Bank of Australia, 2022

ABS, 2022, Balance of Payments and International Investment Position, Australia

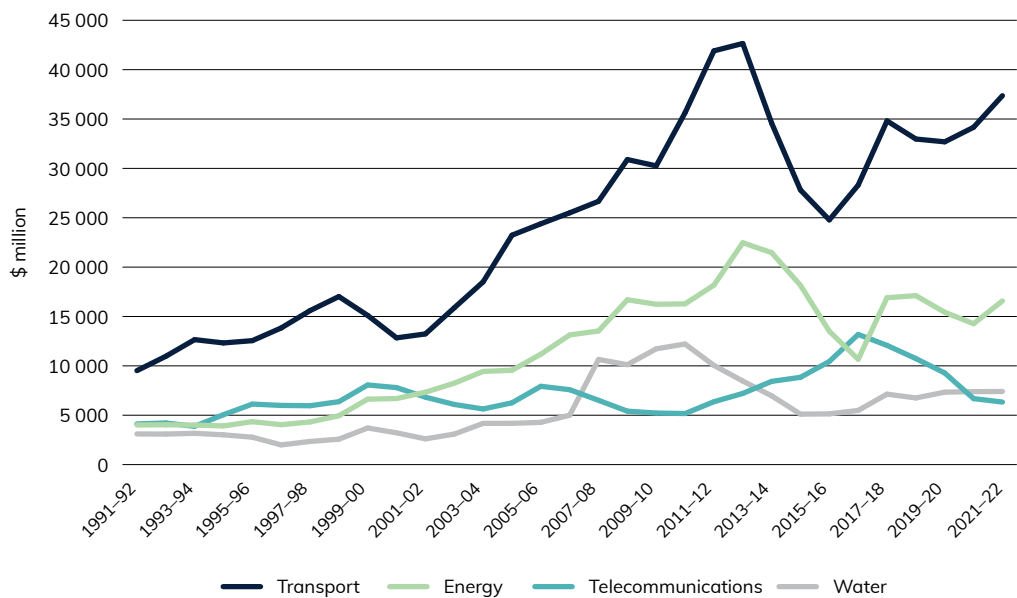
Chapter 2: Infrastructure Construction

This chapter provides information on Australian measures of infrastructure engineering construction. These are classified as: transport (roads, rail, ports, etc), energy (electricity and gas transmission networks, etc), telecommunications networks, and water supply and distribution networks. Data is sourced from the Australian Bureau of Statistics Engineering Construction Activity publication, Australia (ABS cat. no. 8762.0) with some adjustments.

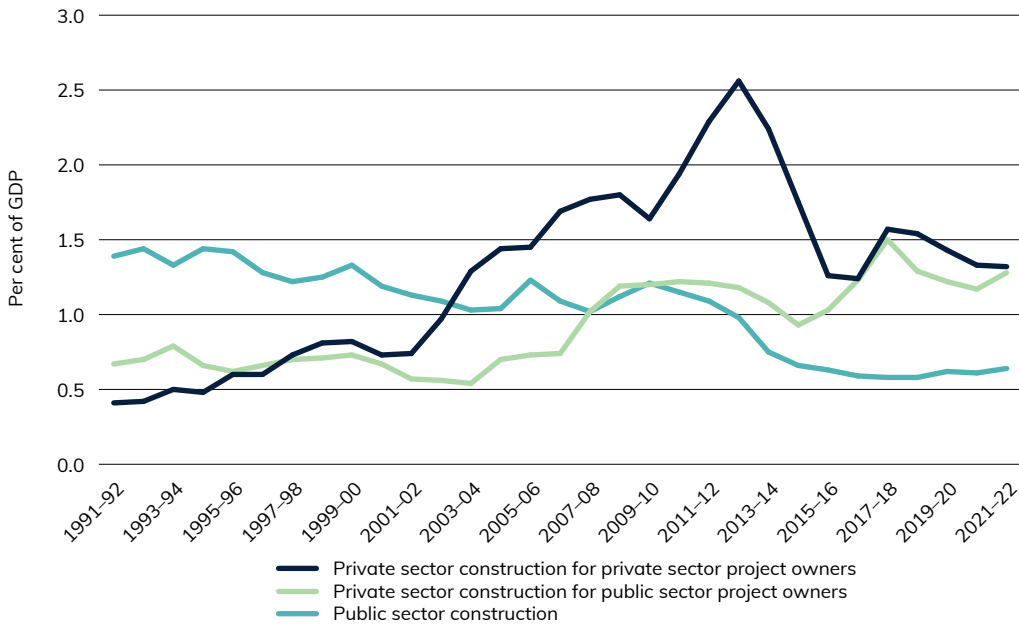
Figure 3 and Figure 4 show the change in infrastructure investment activity in Australia over time. Figure 3 depicts the change in infrastructure investment since 1991–92. Transport, water and energy investment peaked approximately a decade ago in 2012–13 whereas telecommunication investment has only 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 has been rising since 2019–20, partly driven by stimulatory spending to counteract the effects of the COVID-19 pandemic. 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, 2022, Engineering Construction Activity, Australia

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

Source: ABS, 2022, Engineering Construction Activity, Australia

Figure 5 Value of transport infrastructure spending, adjusted by chain volume index

Source: ABS, 2022, Engineering Construction Activity, Australia

Table 2.1 Charging Infrastructure sites, by state or territory

Calendar year	NSW		VIC		QLD		SA		WA	
	DC Fast	Standard	DC Fast	Standard	DC Fast	Standard	DC Fast	Standard	DC Fast	Standard
2021	78	426	46	316	57	234	14	144	26	184
2022	93	463	67	363	63	262	14	180	31	202

Calendar year	NT		TAS		ACT		National		Total
	DC Fast	Standard	DC Fast	Standard	DC Fast	Standard	DC Fast	Standard	
2021	2	14	16	63	5	28	244	1 409	1 653
2022	2	14	18	67	5	29	293	1 580	1 873

Note: Charging sites are representative of infrastructure locations. Total number of chargers may vary

Source: Electric Vehicle Council, 2022, State of Electric Vehicles

Table 2.2a Value of infrastructure engineering construction work done, by the private sector for the private sector, adjusted by chain volume index, 2021–22 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
\$ million					
1986–87	2 080.3	579.4	39.1	253.2	2 951.9
1987–88	2 347.3	562.9	19.7	332.4	3 262.3
1988–89	2 665.0	524.2	20.7	348.5	3 558.4
1989–90	3 110.1	404.0	16.6	338.6	3 869.2
1990–91	2 736.1	404.5	21.9	481.8	3 644.1
1991–92	2 674.6	478.3	16.4	279.7	3 449.0
1992–93	2 461.4	639.5	166.1	374.9	3 641.9
1993–94	3 022.4	698.3	198.0	607.8	4 526.5
1994–95	2 751.5	784.9	170.5	797.2	4 504.2
1995–96	2 824.2	1 646.1	447.4	923.6	5 841.4
1996–97	3 803.3	1 485.5	380.5	449.2	6 118.5
1997–98	5 077.1	2 030.6	151.6	544.5	7 803.8
1998–99	5 726.1	2 550.0	245.7	490.6	9 012.3
1999–00	4 360.6	3 762.2	745.1	684.0	9 552.0
2000–01	3 031.4	3 494.1	1 294.9	775.0	8 595.4
2001–02	3 969.5	3 764.2	737.6	604.1	9 075.3
2002–03	6 309.1	4 396.9	699.9	875.6	12 281.5
2003–04	8 690.2	5 471.8	1 472.2	1 479.2	17 113.4
2004–05	11 626.0	5 102.9	1 678.0	1 175.5	19 582.5
2005–06	11 947.4	4 960.3	2 085.3	1 321.0	20 314.1
2006–07	11 727.5	6 174.0	5 391.9	1 325.2	24 618.5
2007–08	11 457.6	6 384.5	6 464.6	2 416.3	26 722.9
2008–09	11 811.9	8 267.1	5 337.5	2 202.8	27 619.3
2009–10	10 482.7	7 176.3	4 979.0	3 068.2	25 706.1
2010–11	13 675.2	7 911.7	4 817.8	4 781.4	31 186.1
2011–12	19 602.9	9 312.6	5 705.6	3 540.0	38 161.1
2012–13	21 362.8	14 033.2	5 741.6	2 623.1	43 760.7
2013–14	16 694.8	14 425.2	5 962.1	2 201.6	39 283.7
2014–15	12 058.4	12 106.6	5 680.0	1 623.6	31 468.8
2015–16	7 228.4	8 693.4	5 991.2	1 376.7	23 289.7
2016–17	7 598.1	6 963.6	7 347.4	1 387.1	23 296.2
2017–18	8 077.3	13 651.3	6 582.9	2 183.9	30 495.4
2018–19	10 005.7	13 902.8	4 796.2	1 809.6	30 514.4
2019–20	10 490.6	12 187.3	4 014.1	1 639.8	28 331.8
2020–21	10 441.2	10 286.7	4 025.2	1 999.2	26 752.3
2021–22	10 299.9	11 107.8	4 092.6	2 120.7	27 621.1

Source: ABS, 2022, Engineering Construction Activity

Table 2.2b Value of infrastructure engineering construction work done, by the private sector for the public sector, adjusted by chain volume index, 2021–22 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
\$ million					
1986–87	3 447.5	1 793.8	96.9	1 010.4	6 348.8
1987–88	2 481.9	1 163.9	73.5	963.7	4 683.0
1988–89	2 263.5	1 145.7	16.8	781.2	4 207.1
1989–90	2 617.9	1 066.9	25.9	802.1	4 512.8
1990–91	2 914.8	1 554.0	48.9	1 014.7	5 532.3
1991–92	2 878.6	1 639.9	70.7	1 043.9	5 633.1
1992–93	3 610.4	1 405.9	51.9	1 029.0	6 097.3
1993–94	4 461.8	1 284.7	69.9	1 322.7	7 139.2
1994–95	4 159.5	1 051.0	26.7	1 003.7	6 240.8
1995–96	3 974.0	1 144.1	56.6	914.8	6 089.5
1996–97	4 632.9	1 278.5	15.3	822.8	6 749.4
1997–98	5 602.9	909.6	68.0	878.2	7 458.6
1998–99	6 356.1	553.2	45.8	1 013.9	7 969.0
1999–00	5 897.7	607.1	269.0	1 746.6	8 520.4
2000–01	5 388.4	547.1	515.7	1 456.1	7 907.3
2001–02	4 550.7	717.8	623.4	1 072.5	6 964.4
2002–03	4 645.9	829.8	527.2	1 136.5	7 139.4
2003–04	4 825.6	514.3	80.9	1 654.9	7 075.7
2004–05	6 473.4	872.0	278.7	1 872.5	9 496.6
2005–06	7 282.1	1 178.9	95.5	1 644.1	10 200.7
2006–07	8 028.3	761.5	58.4	1 871.6	10 719.7
2007–08	8 813.7	623.9	35.0	5 820.7	15 293.3
2008–09	11 705.2	878.2	65.3	5 633.3	18 282.0
2009–10	11 753.3	1 222.4	229.2	5 545.0	18 749.9
2010–11	13 967.0	1 275.3	345.0	4 035.9	19 623.2
2011–12	14 895.4	1 439.6	654.8	3 231.6	20 221.4
2012–13	14 565.1	1 761.2	1 453.8	2 479.5	20 259.6
2013–14	12 948.6	1 487.6	2 456.5	2 016.9	18 909.6
2014–15	11 273.0	825.0	3 157.7	1 398.0	16 653.7
2015–16	12 608.3	606.8	4 436.4	1 248.9	18 900.4
2016–17	15 572.4	460.9	5 826.5	1 376.2	23 236.0
2017–18	21 335.3	506.8	5 478.1	1 854.7	29 174.8
2018–19	17 635.7	383.9	5 931.2	1 574.7	25 525.6
2019–20	16 515.5	491.7	5 255.7	1 806.2	24 069.1
2020–21	17 723.8	1 309.2	2 649.0	1 765.5	23 447.6
2021–22	20 467.3	2 143.7	2 229.2	1 822.1	26 662.3

Source: ABS, 2022, Engineering Construction Activity

Table 2.2c Value of infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2021–22 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
\$ million					
1986–87	4 097.9	1 857.7	4 751.0	2 203.4	12 910.0
1987–88	3 855.4	1 845.9	4 395.4	1 807.5	11 904.3
1988–89	3 695.0	1 831.8	4 731.1	1 798.6	12 056.4
1989–90	4 290.4	2 530.3	5 191.0	1 785.4	13 797.0
1990–91	4 375.7	2 110.9	5 275.0	1 899.3	13 660.9
1991–92	3 961.9	1 899.0	4 032.7	1 779.5	11 673.2
1992–93	4 894.4	1 982.9	3 995.4	1 687.5	12 560.2
1993–94	5 171.0	2 022.0	3 607.7	1 235.5	12 036.1
1994–95	5 411.3	2 081.5	4 854.5	1 214.9	13 562.2
1995–96	5 753.2	1 555.5	5 624.5	936.5	13 869.7
1996–97	5 399.8	1 276.1	5 596.1	722.1	12 994.1
1997–98	4 914.6	1 379.1	5 740.5	920.7	12 954.9
1998–99	4 937.1	1 841.8	6 081.0	1 067.3	13 927.2
1999–00	4 845.5	2 257.6	7 050.2	1 276.5	15 429.8
2000–01	4 415.7	2 647.5	5 985.4	985.8	14 034.5
2001–02	4 713.0	2 848.1	5 466.9	929.4	13 957.5
2002–03	4 923.9	3 017.0	4 863.1	1 076.6	13 880.6
2003–04	4 989.2	3 448.0	4 080.7	1 039.3	13 557.3
2004–05	5 134.4	3 577.8	4 297.8	1 130.0	14 140.1
2005–06	5 158.8	5 042.4	5 748.2	1 312.5	17 261.9
2006–07	5 743.4	6 195.8	2 134.4	1 803.1	15 876.6
2007–08	6 393.8	6 526.2	9.8	2 412.5	15 342.3
2008–09	7 375.9	7 547.2	9.5	2 283.1	17 215.8
2009–10	8 019.8	7 839.8	13.0	3 113.2	18 985.8
2010–11	7 995.9	7 091.9	7.7	3 392.8	18 488.3
2011–12	7 405.9	7 422.3	5.9	3 276.1	18 110.2
2012–13	6 722.8	6 674.6	11.6	3 359.9	16 768.8
2013–14	4 946.9	5 551.0	9.4	2 748.6	13 256.0
2014–15	4 479.5	5 224.2	2.2	2 086.1	11 792.0
2015–16	4 947.4	4 202.0	13.7	2 510.7	11 673.7
2016–17	5 133.4	3 240.6	7.0	2 722.3	11 103.3
2017–18	5 397.6	2 742.7	12.0	3 095.5	11 247.7
2018–19	5 332.5	2 825.9	8.4	3 365.5	11 532.4
2019–20	5 684.5	2 752.3	8.4	3 889.0	12 334.2
2020–21	5 999.0	2 672.0	7.3	3 622.3	12 300.6
2021–22	6 596.3	3 326.3	11.6	3 460.3	13 394.5

Source: ABS, 2022, Engineering Construction Activity

Table 2.2d Total value of public sector infrastructure engineering construction work done (by the private sector for the public sector and by the public sector), adjusted by chain volume index, 2021–22 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
\$ million					
1986–87	7 545.4	3 651.5	4 848.0	3 213.8	19 258.7
1987–88	6 337.4	3 009.8	4 468.8	2 771.2	16 587.2
1988–89	5 958.5	2 977.4	4 747.8	2 579.8	16 263.5
1989–90	6 908.3	3 597.2	5 216.8	2 587.5	18 309.8
1990–91	7 290.5	3 664.9	5 323.9	2 914.0	19 193.2
1991–92	6 840.5	3 538.9	4 103.5	2 823.4	17 306.3
1992–93	8 504.8	3 388.8	4 047.3	2 716.6	18 657.5
1993–94	9 632.7	3 306.8	3 677.6	2 558.2	19 175.3
1994–95	9 570.8	3 132.5	4 881.3	2 218.5	19 803.0
1995–96	9 727.2	2 699.6	5 681.1	1 851.2	19 959.2
1996–97	10 032.8	2 554.6	5 611.3	1 544.8	19 743.5
1997–98	10 517.4	2 288.7	5 808.5	1 798.9	20 413.5
1998–99	11 293.2	2 394.9	6 126.8	2 081.2	21 896.1
1999–00	10 743.2	2 864.7	7 319.2	3 023.1	23 950.2
2000–01	9 804.1	3 194.7	6 501.1	2 441.9	21 941.8
2001–02	9 263.8	3 565.9	6 090.3	2 001.9	20 921.9
2002–03	9 569.9	3 846.8	5 390.3	2 213.1	21 020.1
2003–04	9 814.8	3 962.3	4 161.7	2 694.2	20 633.0
2004–05	11 607.8	4 449.8	4 576.6	3 002.5	23 636.7
2005–06	12 440.9	6 221.3	5 843.8	2 956.7	27 462.7
2006–07	13 771.6	6 957.2	2 192.7	3 674.7	26 596.4
2007–08	15 207.5	7 150.1	44.8	8 233.2	30 635.6
2008–09	19 081.1	8 425.4	74.8	7 916.4	35 497.8
2009–10	19 773.1	9 062.2	242.2	8 658.2	37 735.7
2010–11	21 962.9	8 367.1	352.8	7 428.7	38 111.5
2011–12	22 301.3	8 861.9	660.8	6 507.7	38 331.7
2012–13	21 287.8	8 435.8	1 465.4	5 839.4	37 028.4
2013–14	17 895.5	7 038.6	2 465.9	4 765.5	32 165.6
2014–15	15 752.5	6 049.2	3 159.9	3 484.1	28 445.7
2015–16	17 555.7	4 808.8	4 450.1	3 759.6	30 574.1
2016–17	20 705.8	3 701.5	5 833.5	4 098.5	34 339.3
2017–18	26 732.9	3 249.4	5 490.0	4 950.1	40 422.5
2018–19	22 968.3	3 209.8	5 939.6	4 940.2	37 058.0
2019–20	22 200.0	3 244.0	5 264.1	5 695.3	36 403.3
2020–21	23 722.8	3 981.2	2 656.4	5 387.8	35 748.2
2021–22	27 063.6	5 470.0	2 240.8	5 282.4	40 056.8

Source: ABS, 2022, Engineering Construction Activity

Table 2.2e Total value of infrastructure engineering construction work done, adjusted by chain volume index, 2021–22 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
\$ million					
1986–87	9 625.7	4 230.9	4 887.1	3 467.0	22 210.7
1987–88	8 684.7	3 572.7	4 488.5	3 103.6	19 849.5
1988–89	8 623.5	3 501.7	4 768.6	2 928.3	19 821.9
1989–90	10 018.3	4 001.3	5 233.4	2 926.0	22 179.0
1990–91	10 026.5	4 069.4	5 345.7	3 395.7	22 837.3
1991–92	9 515.1	4 017.2	4 119.9	3 103.1	20 755.3
1992–93	10 966.2	4 028.3	4 213.4	3 091.5	22 299.4
1993–94	12 655.2	4 005.0	3 875.6	3 166.0	23 701.8
1994–95	12 322.3	3 917.4	5 051.8	3 015.7	24 307.2
1995–96	12 551.5	4 345.7	6 128.6	2 774.9	25 800.6
1996–97	13 836.1	4 040.0	5 991.8	1 994.0	25 862.0
1997–98	15 594.5	4 319.4	5 960.1	2 343.3	28 217.4
1998–99	17 019.3	4 944.9	6 372.5	2 571.8	30 908.5
1999–00	15 103.8	6 626.9	8 064.3	3 707.2	33 502.2
2000–01	12 835.5	6 688.7	7 796.0	3 217.0	30 537.2
2001–02	13 233.2	7 330.2	6 827.9	2 606.0	29 997.3
2002–03	15 879.0	8 243.6	6 090.2	3 088.7	33 301.6
2003–04	18 505.0	9 434.1	5 633.9	4 173.4	37 746.4
2004–05	23 233.8	9 552.7	6 254.6	4 178.0	43 219.2
2005–06	24 388.3	11 181.6	7 929.1	4 277.7	47 776.8
2006–07	25 499.1	13 131.2	7 584.6	5 000.0	51 214.9
2007–08	26 665.1	13 534.6	6 509.4	10 649.5	57 358.6
2008–09	30 893.0	16 692.5	5 412.3	10 119.2	63 117.1
2009–10	30 255.8	16 238.5	5 221.2	11 726.3	63 441.8
2010–11	35 638.1	16 278.8	5 170.6	12 210.1	69 297.6
2011–12	41 904.2	18 174.5	6 366.4	10 047.8	76 492.8
2012–13	42 650.6	22 469.0	7 207.0	8 462.4	80 789.1
2013–14	34 590.3	21 463.8	8 428.0	6 967.1	71 449.2
2014–15	27 810.9	18 155.9	8 839.9	5 107.7	59 914.4
2015–16	24 784.1	13 502.2	10 441.3	5 136.3	53 863.8
2016–17	28 303.9	10 665.1	13 180.9	5 485.6	57 635.6
2017–18	34 810.1	16 900.7	12 073.0	7 134.0	70 917.8
2018–19	32 974.0	17 112.7	10 735.9	6 749.8	67 572.4
2019–20	32 690.6	15 431.2	9 278.2	7 335.1	64 735.1
2020–21	34 164.0	14 267.9	6 681.6	7 387.0	62 500.6
2021–22	37 363.6	16 577.8	6 333.3	7 403.1	67 677.9

Source: ABS, 2022, Engineering Construction Activity

Table 2.3a Value of transport infrastructure engineering construction work done, by the private sector for the private sector, adjusted by chain volume index, 2021–22 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	1 324.6	262.3	493.5	2 080.3	70.47
1987–88	1 860.6	118.8	367.9	2 347.3	71.95
1988–89	2 535.2	57.9	71.8	2 665.0	74.89
1989–90	2 914.0	39.8	156.3	3 110.1	80.38
1990–91	2 570.6	43.7	121.8	2 736.1	75.08
1991–92	2 522.3	80.2	72.1	2 674.6	77.55
1992–93	2 352.7	30.2	78.5	2 461.4	67.59
1993–94	2 765.2	92.4	164.9	3 022.4	66.77
1994–95	2 624.8	66.8	59.8	2 751.5	61.09
1995–96	2 627.3	140.7	56.3	2 824.2	48.35
1996–97	3 438.6	182.3	182.4	3 803.3	62.16
1997–98	4 230.4	384.6	462.1	5 077.1	65.06
1998–99	4 949.1	349.6	427.4	5 726.1	63.54
1999–00	3 863.2	327.9	169.6	4 360.6	45.65
2000–01	2 660.2	187.7	183.5	3 031.4	35.27
2001–02	3 211.6	548.2	209.7	3 969.5	43.74
2002–03	5 000.1	1 036.5	272.6	6 309.1	51.37
2003–04	7 628.2	518.8	543.2	8 690.2	50.78
2004–05	9 368.1	880.3	1 377.7	11 626.0	59.37
2005–06	9 616.7	830.9	1 499.8	11 947.4	58.81
2006–07	8 571.7	1 564.8	1 591.0	11 727.5	47.64
2007–08	7 628.0	2 314.4	1 515.2	11 457.6	42.88
2008–09	8 476.5	1 650.9	1 684.4	11 811.9	42.77
2009–10	6 688.5	1 819.6	1 974.5	10 482.7	40.78
2010–11	7 041.3	2 815.2	3 818.8	13 675.2	43.85
2011–12	7 259.1	5 328.3	7 015.4	19 602.9	51.37
2012–13	6 713.6	5 545.3	9 103.9	21 362.8	48.82
2013–14	5 449.4	4 700.9	6 544.5	16 694.8	42.50
2014–15	5 722.4	3 461.3	2 874.8	12 058.4	38.32
2015–16	5 289.6	994.5	944.3	7 228.4	31.04
2016–17	6 003.9	619.7	974.5	7 598.1	32.62
2017–18	6 714.3	820.5	542.5	8 077.3	26.49
2018–19	8 453.7	922.2	629.8	10 005.7	32.79
2019–20	8 891.2	962.8	636.6	10 490.6	37.03
2020–21	8 718.1	1 296.5	426.5	10 441.2	39.03
2021–22	8 687.5	1 072.7	539.7	10 299.9	37.29

Source: ABS, 2022, Engineering Construction Activity

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, 2021–22 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	2 748.6	375.9	323.0	3 447.5	54.30
1987–88	2 016.5	341.8	123.6	2 481.9	53.00
1988–89	1 980.6	104.5	178.4	2 263.5	53.80
1989–90	2 401.4	122.6	93.9	2 617.9	58.01
1990–91	2 570.2	201.6	143.0	2 914.8	52.69
1991–92	2 569.7	218.3	90.6	2 878.6	51.10
1992–93	3 149.8	243.4	217.2	3 610.4	59.21
1993–94	3 733.2	493.2	235.4	4 461.8	62.50
1994–95	3 349.6	678.5	131.4	4 159.5	66.65
1995–96	3 419.1	417.0	137.8	3 974.0	65.26
1996–97	3 470.9	839.2	322.8	4 632.9	68.64
1997–98	4 517.0	907.3	178.5	5 602.9	75.12
1998–99	5 425.2	733.1	197.9	6 356.1	79.76
1999–00	5 415.2	335.6	146.9	5 897.7	69.22
2000–01	5 041.1	210.0	137.3	5 388.4	68.14
2001–02	4 130.8	123.5	296.5	4 550.7	65.34
2002–03	3 990.0	433.0	222.9	4 645.9	65.07
2003–04	3 415.6	1 186.9	223.1	4 825.6	68.20
2004–05	4 550.3	1 668.3	254.8	6 473.4	68.17
2005–06	5 383.4	1 687.7	211.1	7 282.1	71.39
2006–07	6 658.3	1 173.8	196.1	8 028.3	74.89
2007–08	7 662.5	859.9	291.3	8 813.7	57.63
2008–09	9 626.9	1 680.3	398.0	11 705.2	64.03
2009–10	9 177.8	1 882.1	693.4	11 753.3	62.68
2010–11	10 519.9	2 580.5	866.6	13 967.0	71.18
2011–12	11 456.9	3 047.8	390.8	14 895.4	73.66
2012–13	11 200.5	3 094.0	270.5	14 565.1	71.89
2013–14	9 567.3	2 870.2	511.1	12 948.6	68.48
2014–15	8 077.7	2 481.8	713.4	11 273.0	67.69
2015–16	8 956.6	3 136.0	515.7	12 608.3	66.71
2016–17	11 118.2	4 130.3	323.9	15 572.4	67.02
2017–18	14 126.6	6 870.3	338.4	21 335.3	73.13
2018–19	10 223.3	7 089.5	322.9	17 635.7	69.09
2019–20	8 552.2	7 510.2	453.1	16 515.5	68.62
2020–21	8 121.8	9 210.6	391.5	17 723.8	75.59
2021–22	10 237.8	9 630.4	599.1	20 467.3	76.76

Source: ABS, 2022, Engineering Construction Activity

Table 2.3c Value of transport infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2021–22 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	3 642.5	364.2	91.2	4 097.9	31.74
1987–88	3 402.0	397.0	56.4	3 855.4	32.39
1988–89	3 385.9	249.6	59.5	3 695.0	30.65
1989–90	3 541.3	674.6	74.4	4 290.4	31.10
1990–91	3 538.4	747.5	89.7	4 375.7	32.03
1991–92	3 131.5	791.7	38.8	3 961.9	33.94
1992–93	3 926.7	924.3	43.4	4 894.4	38.97
1993–94	4 033.5	1 074.6	62.9	5 171.0	42.96
1994–95	3 929.3	1 432.7	49.2	5 411.3	39.90
1995–96	3 979.2	1 734.0	40.1	5 753.2	41.48
1996–97	3 530.7	1 819.7	49.5	5 399.8	41.56
1997–98	3 707.7	1 146.9	60.0	4 914.6	37.94
1998–99	3 740.4	1 096.1	100.6	4 937.1	35.45
1999–00	3 874.6	937.7	33.3	4 845.5	31.40
2000–01	3 513.1	822.5	80.1	4 415.7	31.46
2001–02	3 538.0	1 048.1	126.9	4 713.0	33.77
2002–03	3 816.5	1 024.3	83.1	4 923.9	35.47
2003–04	3 805.9	1 095.8	87.5	4 989.2	36.80
2004–05	3 688.3	1 409.3	36.8	5 134.4	36.31
2005–06	3 907.7	1 229.3	21.8	5 158.8	29.89
2006–07	4 354.0	1 344.8	44.5	5 743.4	36.18
2007–08	4 731.5	1 249.9	412.4	6 393.8	41.67
2008–09	5 578.2	1 251.9	545.7	7 375.9	42.84
2009–10	5 181.8	2 573.0	265.1	8 019.8	42.24
2010–11	5 293.4	2 636.1	66.4	7 995.9	43.25
2011–12	5 932.4	1 422.5	50.9	7 405.9	40.89
2012–13	5 800.6	866.7	55.5	6 722.8	40.09
2013–14	4 339.7	538.0	69.2	4 946.9	37.32
2014–15	4 139.3	302.1	38.1	4 479.5	37.99
2015–16	4 620.2	289.0	38.2	4 947.4	42.38
2016–17	4 597.8	465.2	70.3	5 133.4	46.23
2017–18	4 767.9	559.2	70.5	5 397.6	47.99
2018–19	4 615.1	636.9	80.6	5 332.5	46.24
2019–20	4 903.3	709.4	71.8	5 684.5	46.09
2020–21	5 237.1	692.7	69.1	5 999.0	48.77
2021–22	5 680.3	812.2	103.8	6 596.3	49.25

Source: ABS, 2022, Engineering Construction Activity

Table 2.3d Total value of public sector transport infrastructure engineering construction work done (by the private sector for the public sector and by the public sector), adjusted by chain volume index, 2021–22 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	6 391.2	740.1	414.2	7 545.4	39.18
1987–88	5 418.5	738.8	180.0	6 337.4	38.21
1988–89	5 366.5	354.1	237.9	5 958.5	36.64
1989–90	5 942.7	797.2	168.3	6 908.3	37.73
1990–91	6 108.6	949.1	232.7	7 290.5	37.98
1991–92	5 701.2	1 010.0	129.4	6 840.5	39.53
1992–93	7 076.5	1 167.7	260.6	8 504.8	45.58
1993–94	7 766.7	1 567.7	298.3	9 632.7	50.23
1994–95	7 278.9	2 111.2	180.7	9 570.8	48.33
1995–96	7 398.3	2 151.0	177.9	9 727.2	48.74
1996–97	7 001.6	2 658.9	372.3	10 032.8	50.82
1997–98	8 224.7	2 054.3	238.5	10 517.4	51.52
1998–99	9 165.6	1 829.1	298.5	11 293.2	51.58
1999–00	9 289.8	1 273.3	180.1	10 743.2	44.86
2000–01	8 554.2	1 032.5	217.4	9 804.1	44.68
2001–02	7 668.8	1 171.5	423.4	9 263.8	44.28
2002–03	7 806.6	1 457.3	306.0	9 569.9	45.53
2003–04	7 221.5	2 282.7	310.6	9 814.8	47.57
2004–05	8 238.6	3 077.6	291.6	11 607.8	49.11
2005–06	9 291.1	2 916.9	232.9	12 440.9	45.30
2006–07	11 012.4	2 518.6	240.6	13 771.6	51.78
2007–08	12 394.0	2 109.8	703.7	15 207.5	49.64
2008–09	15 205.2	2 932.3	943.7	19 081.1	53.75
2009–10	14 359.6	4 455.1	958.4	19 773.1	52.40
2010–11	15 813.4	5 216.6	933.0	21 962.9	57.63
2011–12	17 389.3	4 470.3	441.7	22 301.3	58.18
2012–13	17 001.1	3 960.7	326.0	21 287.8	57.49
2013–14	13 907.0	3 408.2	580.4	17 895.5	55.64
2014–15	12 217.0	2 784.0	751.4	15 752.5	55.38
2015–16	13 576.8	3 425.0	553.9	17 555.7	57.42
2016–17	15 716.1	4 595.5	394.2	20 705.8	60.30
2017–18	18 894.5	7 429.4	409.0	26 732.9	66.13
2018–19	14 838.3	7 726.4	403.6	22 968.3	61.98
2019–20	13 455.5	8 219.6	524.9	22 200.0	60.98
2020–21	13 359.0	9 903.3	460.6	23 722.8	66.36
2021–22	15 918.1	10 442.6	703.0	27 063.6	67.56

Source: ABS, 2022, Engineering Construction Activity

Table 2.3e Total value of transport infrastructure engineering construction work done, adjusted by chain volume index, 2021–22 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	7 715.7	1 002.3	907.6	9 625.7	43.34
1987–88	7 279.1	857.6	547.9	8 684.7	43.75
1988–89	7 901.8	412.0	309.7	8 623.5	43.50
1989–90	8 856.7	837.0	324.6	10 018.3	45.17
1990–91	8 679.2	992.8	354.5	10 026.5	43.90
1991–92	8 223.5	1 090.2	201.5	9 515.1	45.84
1992–93	9 429.2	1 197.9	339.1	10 966.2	49.18
1993–94	10 531.8	1 660.1	463.2	12 655.2	53.39
1994–95	9 903.7	2 178.1	240.5	12 322.3	50.69
1995–96	10 025.6	2 291.7	234.2	12 551.5	48.65
1996–97	10 440.2	2 841.2	554.7	13 836.1	53.50
1997–98	12 455.1	2 438.9	700.6	15 594.5	55.27
1998–99	14 114.7	2 178.8	725.8	17 019.3	55.06
1999–00	13 153.0	1 601.2	349.7	15 103.8	45.08
2000–01	11 214.3	1 220.2	401.0	12 835.5	42.03
2001–02	10 880.5	1 719.7	633.1	13 233.2	44.11
2002–03	12 806.6	2 493.9	578.5	15 879.0	47.68
2003–04	14 849.7	2 801.5	853.8	18 505.0	49.02
2004–05	17 606.7	3 957.9	1 669.3	23 233.8	53.76
2005–06	18 907.8	3 747.9	1 732.7	24 388.3	51.05
2006–07	19 584.1	4 083.5	1 831.6	25 499.1	49.79
2007–08	20 022.0	4 424.2	2 218.9	26 665.1	46.49
2008–09	23 681.7	4 583.2	2 628.1	30 893.0	48.95
2009–10	21 048.1	6 274.7	2 933.0	30 255.8	47.69
2010–11	22 854.6	8 031.7	4 751.7	35 638.1	51.43
2011–12	24 648.5	9 798.6	7 457.1	41 904.2	54.78
2012–13	23 714.7	9 506.0	9 429.9	42 650.6	52.79
2013–14	19 356.3	8 109.1	7 124.9	34 590.3	48.41
2014–15	17 939.4	6 245.2	3 626.2	27 810.9	46.42
2015–16	18 866.4	4 419.5	1 498.2	24 784.1	46.01
2016–17	21 720.0	5 215.2	1 368.7	28 303.9	49.11
2017–18	25 608.8	8 249.9	951.4	34 810.1	49.09
2018–19	23 292.1	8 648.6	1 033.3	32 974.0	48.80
2019–20	22 346.7	9 182.4	1 161.5	32 690.6	50.50
2020–21	22 077.1	11 199.8	887.1	34 164.0	54.66
2021–22	24 605.6	11 515.3	1 242.7	37 363.6	55.21

Source: ABS, 2022, Engineering Construction Activity

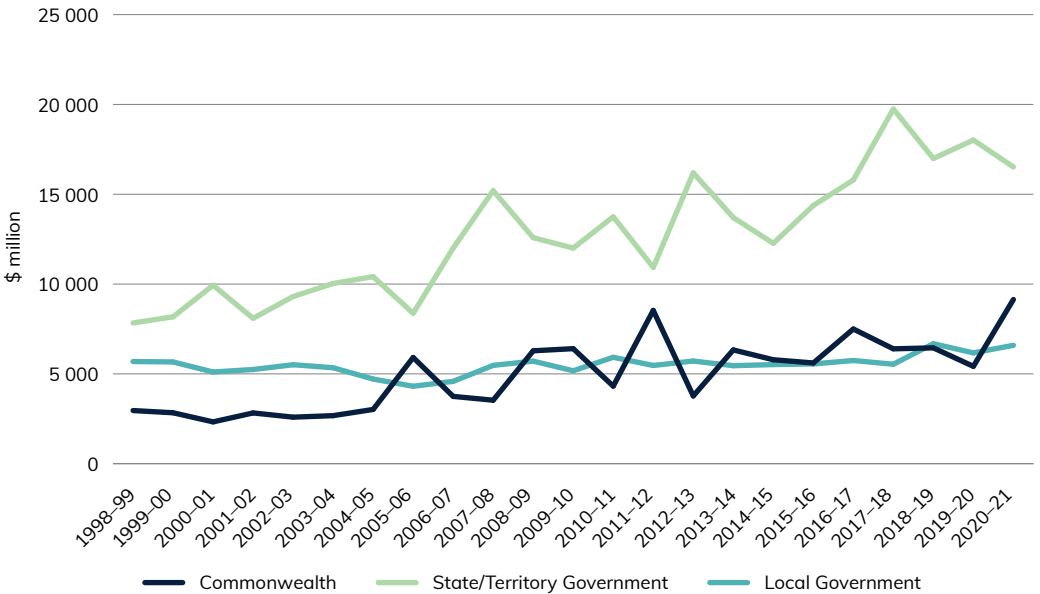
Chapter 3: Road-related Revenue and Expenditure

This chapter provides information on the Government's total expenditures and sources of revenue for road-related activities for the Commonwealth, state and local Government (noting only expenditure is shown at the local level). A general overview for the Commonwealth is presented first, before expenditures (in tables 3.1 and 3.2) and revenues (in table 3.3) are broken down at state level. A variety of sources are used for this data, including data from the Australian Tax Office, the Australian Bureau of Statistics, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, the Commonwealth Budget, BITRE estimates and State and Territory Governments. For a more detailed breakdown, please refer to the endnotes for Chapter 3.

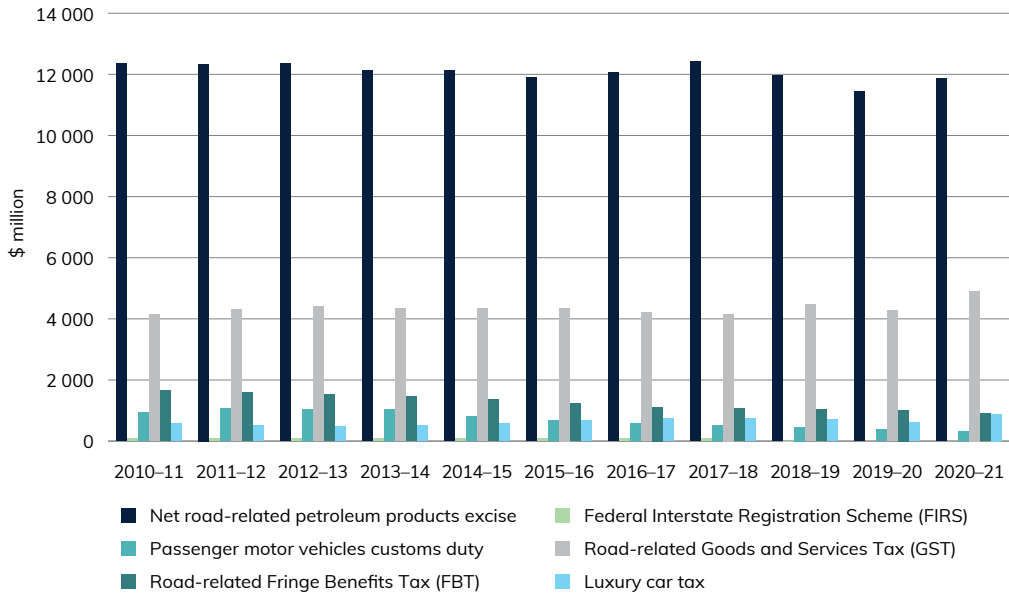
Figure 6 shows the Government's road-related expenditure over time. The Commonwealth's expenditure increased by 68% from 2019–20 to 2020–21, with local Government also rising and the State Government's expenditure falling in the same timeframe.

Figure 7 shows road-related revenues for the Australian Government, while Figure 8 shows revenues for the States and territories (excluding tolls). Figure 7 highlights how the Commonwealth's main source of road-related revenue is from the net-road related petroleum excise, while figure 8 likewise highlights the prevalence of vehicle registration fees in State revenues.

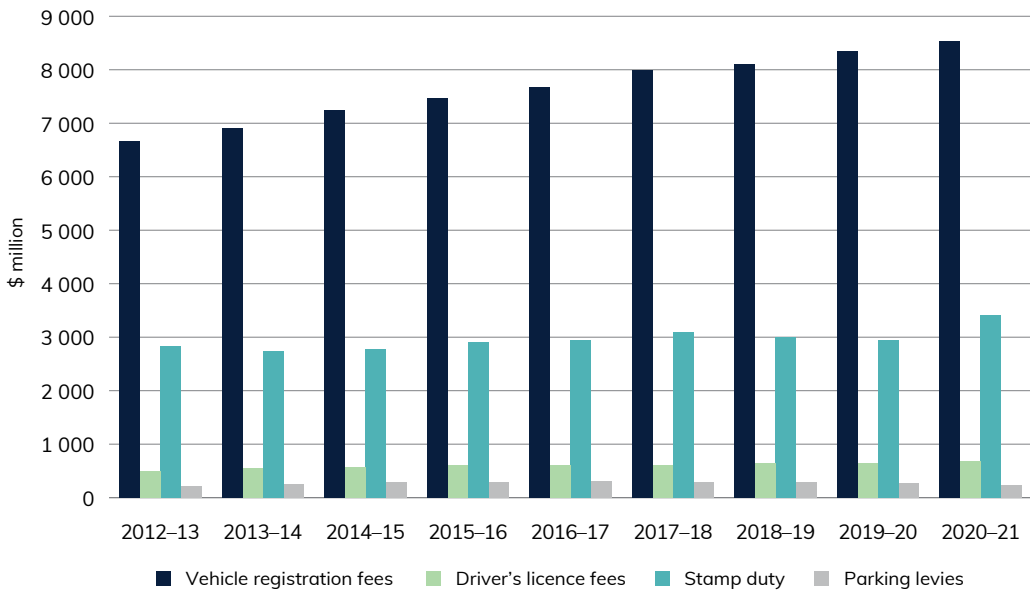
Figure 6 Road-related expenditure, by level of Government (constant 2020–21 prices, adjusted by CPI)



Sources: ABS, 2022, Consumer Price Index, Australia
ABS, 2022, Government Finance Statistics, Australia
BITRE estimates

Figure 7 Australian Government Road-related revenues

Sources: ATO, 2022, Statistical Inquiry Service
 ABS, 2022, Consumer Price Index, and Taxation Revenue
 Treasury, 2021, Final Budget Outcomes 2020-21
 State Governments and private toll-road operators
 BITRE estimates

Figure 8 State and Territory Government Road-related revenues (excluding tolls)

Sources: State and territory Governments, 2022
 State Government reports and publications, 2022

Table 3.1a Road-related expenditure, by Commonwealth (constant 2020–21 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other	Total Government
\$ million										
1998–99	975.2	495.5	605.8	285.4	325.5	117.8	93.9	54.4	4.9	2 958.4
1999–00	939.5	451.4	625.7	221.3	290.7	125.8	97.6	77.7	5.6	2 835.1
2000–01	778.7	360.6	610.3	131.5	250.8	92.5	70.5	28.5	4.2	2 327.4
2001–02	870.7	644.5	605.3	176.0	320.0	83.5	67.9	52.6	5.1	2 825.7
2002–03	870.8	535.7	570.6	150.4	279.9	83.6	64.5	30.7	3.8	2 590.0
2003–04	1 015.8	422.6	605.8	175.4	285.6	73.9	61.6	30.9	3.2	2 674.7
2004–05	1 124.0	588.6	587.3	199.6	318.7	93.0	72.5	33.0	3.7	3 020.4
2005–06	2 475.3	738.7	1 147.5	361.1	830.9	188.7	121.9	43.5	4.9	5 912.5
2006–07	1 265.6	722.6	909.7	242.6	405.9	92.3	60.1	39.6	8.4	3 746.8
2007–08	938.5	708.4	965.6	256.9	456.8	90.8	84.3	24.4	8.0	3 533.8
2008–09	1 916.8	806.3	2 304.6	432.8	566.1	118.3	101.1	33.4	5.3	6 284.6
2009–10	1 973.8	971.1	1 987.7	576.7	470.7	186.6	180.0	49.6	7.7	6 403.9
2010–11	1 788.3	633.9	947.1	227.1	400.8	162.4	92.7	57.3	7.4	4 316.9
2011–12	3 127.5	1 292.9	2 466.9	557.0	731.7	119.4	170.2	59.4	8.7	8 533.7
2012–13	1 440.2	496.6	802.7	213.7	570.7	74.9	108.2	55.8	8.0	3 770.9
2013–14	2 162.3	2 106.8	1 230.9	137.9	421.2	69.3	112.0	85.1	8.1	6 333.7
2014–15	1 981.3	590.0	1 257.2	216.5	1 377.3	115.3	146.0	94.5	8.7	5 786.8
2015–16	2 157.9	594.6	1 576.5	372.8	513.8	145.3	192.0	45.8	8.3	5 607.1
2016–17	3 026.5	646.8	1 904.6	723.4	829.6	191.3	110.7	55.7	9.7	7 498.5
2017–18	2 066.8	679.6	1 809.4	713.7	806.2	184.1	89.5	34.7	10.9	6 394.9
2018–19	2 306.2	420.9	1 344.1	1 215.4	822.3	146.0	159.8	33.6	0.3	6 448.6
2019–20	1 710.4	941.9	1 481.0	193.4	722.5	135.9	195.8	37.8	0.5	5 419.1
2020–21	2 653.6	1 297.5	2 773.8	712.2	1 150.8	258.3	226.0	68.8	0.3	9 141.3

See end notes

Sources: ABS, 2022, Consumer Price Index, Australia

ABS, 2022, Government Finance Statistics, Australia

BITRE estimates

Table 3.1b Road-related expenditure, by state/territory government (constant 2020–21 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total Government	Total public sector
\$ million										
1998–99	2 875.6	1 195.9	2 911.3	239.8	721.5	137.0	87.9	- 14.6	8 154.3	7 835.5
1999–00	3 129.7	1 802.0	1 903.4	437.9	1 153.3	131.5	32.9	- 35.3	8 555.4	8 176.8
2000–01	4 054.4	1 761.9	2 672.3	530.3	1 007.2	134.1	77.4	73.7	10 311.3	9 935.7
2001–02	3 464.7	1 195.4	2 391.6	438.5	1 369.3	171.0	69.1	70.0	9 169.6	8 092.7
2002–03	3 406.5	2 144.6	3 276.7	493.4	856.6	196.2	64.0	85.3	10 523.3	9 307.5
2003–04	3 295.1	1 672.5	4 028.6	263.5	959.3	205.5	67.7	73.6	10 565.7	10 033.0
2004–05	3 542.8	1 729.8	4 095.9	355.1	1 044.0	274.2	61.2	63.3	11 166.2	10 412.6
2005–06	2 463.1	1 551.8	3 786.7	378.4	605.8	164.7	231.7	65.1	9 247.5	8 373.1
2006–07	3 795.2	1 740.8	4 955.4	383.9	1 326.7	202.4	274.4	90.2	12 768.9	12 002.8
2007–08	4 417.9	2 142.7	6 162.8	428.8	1 593.8	235.0	269.9	133.9	15 384.9	15 201.1
2008–09	4 305.4	2 621.1	3 400.8	460.0	1 390.5	195.5	351.5	132.8	12 857.6	12 582.2
2009–10	4 433.1	2 398.5	3 404.9	290.6	1 309.9	255.6	205.7	141.3	12 439.7	12 004.7
2010–11	4 310.1	2 587.6	4 951.8	576.9	1 149.6	283.7	287.6	159.2	14 306.6	13 747.7
2011–12	3 513.8	1 511.9	3 968.1	332.5	1 052.8	224.9	339.8	133.4	11 077.2	10 927.9
2012–13	5 006.7	1 598.3	7 033.9	827.6	1 763.3	244.9	182.1	140.7	16 797.5	16 190.9
2013–14	3 666.9	1 080.1	5 842.6	618.9	2 136.0	251.6	245.7	187.9	14 029.6	13 704.7
2014–15	4 749.8	2 080.6	4 288.7	423.8	1 026.8	235.7	258.0	77.2	13 140.6	12 266.4
2015–16	5 880.7	2 168.7	2 356.5	621.0	1 821.2	136.9	291.5	16.0	13 292.6	14 375.4
2016–17	4 650.3	4 316.1	2 645.2	657.8	1 701.5	217.6	360.2	115.0	14 663.6	15 792.5
2017–18	6 220.2	6 317.9	2 388.0	673.0	1 841.2	189.3	556.8	138.1	18 324.5	19 744.9
2018–19	5 698.3	5 221.6	3 215.0	- 96.8	1 890.5	274.0	475.8	180.6	16 858.9	16 990.0
2019–20	6 308.9	5 464.2	3 166.8	1 085.7	2 031.4	323.1	331.7	163.4	18 875.2	18 018.9
2020–21	5 467.3	6 273.9	2 450.8	858.7	1 660.2	260.0	321.1	157.2	17 449.2	16 518.4

See end notes

Notes: 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, 2022, Consumer Price Index, Australia

ABS, 2022, Government Finance Statistics, Australia

BITRE estimates

Table 3.1c Road-related expenditure, by local government (constant 2020–21 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total Government
\$ million									
1998–99	2 473.6	1 294.9	1 088.6	272.1	449.0	105.7	3.5	n/a	5 687.3
1999–00	2 307.3	1 340.7	1 063.1	284.4	538.3	98.2	32.2	n/a	5 664.2
2000–01	2 093.7	1 150.6	874.0	269.7	603.9	96.0	17.5	n/a	5 105.4
2001–02	2 034.9	1 203.9	1 318.4	273.6	299.4	104.2	8.8	n/a	5 243.2
2002–03	1 882.6	1 149.6	1 725.8	257.6	360.2	103.0	30.6	n/a	5 509.4
2003–04	1 692.8	1 153.2	1 740.4	269.1	312.4	141.1	32.4	n/a	5 341.3
2004–05	1 499.2	1 200.7	1 096.7	323.5	423.7	135.9	31.7	n/a	4 711.4
2005–06	1 402.7	1 066.7	1 187.1	292.9	230.1	122.1	9.4	n/a	4 310.9
2006–07	1 344.8	1 166.3	1 209.5	334.4	334.0	146.8	48.4	n/a	4 584.0
2007–08	1 487.0	1 319.8	1 676.5	362.1	460.2	147.5	20.9	n/a	5 474.0
2008–09	1 382.4	1 279.0	1 841.0	401.5	602.6	178.0	24.6	n/a	5 709.1
2009–10	622.0	1 204.7	2 194.7	347.9	632.5	172.7	- 1.2	n/a	5 173.2
2010–11	1 140.0	1 344.2	2 192.3	364.5	680.4	195.3	7.2	n/a	5 923.9
2011–12	984.8	1 497.2	1 827.9	422.7	615.9	194.9	- 75.4	n/a	5 468.1
2012–13	1 370.5	1 532.3	1 552.7	436.2	637.2	189.6	- 2.9	n/a	5 715.6
2013–14	1 548.4	1 472.3	1 260.9	463.1	580.5	164.1	- 34.3	n/a	5 455.1
2014–15	1 605.1	1 478.5	1 147.5	465.5	659.8	207.0	- 45.5	n/a	5 517.8
2015–16	1 437.2	1 358.7	1 576.4	385.8	720.9	174.2	- 99.4	n/a	5 553.9
2016–17	1 389.8	1 321.5	1 741.0	454.7	641.9	194.5	0.7	n/a	5 744.0
2017–18	1 177.0	1 405.9	1 733.6	458.5	581.8	190.1	- 9.5	n/a	5 537.3
2018–19	1 548.5	1 799.3	1 839.0	532.1	691.7	280.7	- 11.5	n/a	6 679.7
2019–20	1 283.9	1 651.7	1 734.1	510.0	785.5	194.3	9.6	n/a	6 169.1
2020–21	468.5	1 645.7	1 578.4	515.1	775.0	200.1	5.7	n/a	5 188.4

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, 2022, *Consumer Price Index, Australia*
 ABS, 2022, *Government Finance Statistics, Australia*
 BITRE estimates

Table 3.1d Road-related expenditure, by all government (constant 2020–21 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other	Total Government	Total Public Sector
\$ million											
1998–99	6 324.3	2 986.3	4 605.7	797.4	1 495.9	360.5	185.2	39.9	4.9	16 800.1	16 481.2
1999–00	6 376.5	3 594.1	3 592.2	943.5	1 982.3	355.5	162.7	42.3	5.6	17 054.7	16 676.1
2000–01	6 926.8	3 273.1	4 156.5	931.5	1 861.9	322.6	165.3	102.2	4.2	17 744.1	17 368.5
2001–02	6 370.3	3 043.8	4 315.3	888.0	1 988.8	358.6	145.9	122.6	5.1	17 238.5	16 161.6
2002–03	6 159.9	3 829.9	5 573.0	901.3	1 496.7	382.8	159.1	116.1	3.8	18 622.7	17 406.8
2003–04	6 003.6	3 248.3	6 374.8	707.9	1 557.2	420.5	161.8	104.5	3.2	18 581.7	18 049.0
2004–05	6 166.0	3 519.1	5 779.9	878.1	1 786.4	503.1	165.4	96.3	3.7	18 898.0	18 144.3
2005–06	6 341.1	3 357.2	6 121.3	1 032.4	1 666.8	475.5	363.0	108.6	4.9	19 470.9	18 596.5
2006–07	6 405.5	3 629.7	7 074.6	960.9	2 066.5	441.5	382.9	129.8	8.4	21 099.8	20 333.6
2007–08	6 843.4	4 171.0	8 805.0	1 047.8	2 510.8	473.3	375.1	158.3	8.0	24 392.7	24 208.9
2008–09	7 604.6	4 706.4	7 546.4	1 294.3	2 559.2	491.8	477.2	166.2	5.3	24 851.3	24 575.9
2009–10	7 028.9	4 574.3	7 587.3	1 215.3	2 413.1	614.9	384.5	191.0	7.7	24 016.9	23 581.9
2010–11	7 238.4	4 565.8	8 091.2	1 168.5	2 230.8	641.4	387.4	216.5	7.4	24 547.3	23 988.4
2011–12	7 626.1	4 302.0	8 262.9	1 312.2	2 400.5	539.1	434.6	192.8	8.7	25 079.0	24 929.8
2012–13	7 817.5	3 627.2	9 389.4	1 477.5	2 971.2	509.3	287.3	196.5	8.0	26 283.9	25 677.3
2013–14	7 377.6	4 659.2	8 334.5	1 219.9	3 137.7	485.0	323.4	273.0	8.1	25 818.3	25 493.5
2014–15	8 336.2	4 149.1	6 693.4	1 105.9	3 064.0	557.9	358.4	171.6	8.7	24 445.2	23 571.0
2015–16	9 475.8	4 122.1	5 509.5	1 379.6	3 055.9	456.5	384.2	61.9	8.3	24 453.6	25 536.5
2016–17	9 066.6	6 284.4	6 290.8	1 835.9	3 173.1	603.4	471.6	170.7	9.7	27 906.1	29 035.0
2017–18	9 464.0	8 403.3	5 930.9	1 845.2	3 229.3	563.5	636.8	172.7	10.9	30 256.6	31 677.1
2018–19	9 552.9	7 441.7	6 398.1	1 650.7	3 404.5	700.7	624.1	214.2	0.3	29 987.2	30 118.3
2019–20	9 303.1	8 057.8	6 381.8	1 789.0	3 539.5	653.4	537.1	201.2	0.5	30 463.4	29 607.0
2020–21	8 589.4	9 217.1	6 803.0	2 086.0	3 586.0	718.4	552.8	226.0	0.3	31 779.0	30 848.2

See end notes

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

Sources: ABS, 2022, Consumer Price Index, Australia

ABS, 2022, Government Finance Statistics, Australia

BITRE estimates

Table 3.1e Road expenditure – origin of funding – New South Wales (constant 2020–21 prices, adjusted by CPI)

Financial year	Origin of state government expenditure			Origin of local government expenditure				
	Common-wealth grants to state government	State from own sources	State gross	Direct common-wealth grants to local government	Indirect Common-wealth grants to local government via state government	State grants to local councils (excluding originating from common-wealth)	Local from own sources	Local gross
\$ million								
1998–99	975.2	2 875.6	3 850.7	0.0	189.8	211.5	2 473.6	2 874.8
1999–00	939.5	3 129.7	4 069.2	0.0	190.9	358.9	2 307.3	2 857.1
2000–01	727.9	4 054.4	4 782.3	50.8	188.3	311.4	2 093.7	2 644.2
2001–02	738.3	3 464.7	4 203.0	132.4	191.3	321.4	2 034.9	2 680.0
2002–03	781.9	3 406.5	4 188.5	88.8	197.4	334.6	1 882.6	2 503.4
2003–04	874.7	3 295.1	4 169.7	141.1	198.8	331.2	1 692.8	2 363.8
2004–05	1 020.7	3 542.8	4 563.5	103.2	197.4	480.0	1 499.2	2 279.8
2005–06	2 230.7	2 463.1	4 693.8	244.6	201.7	316.1	1 402.7	2 165.1
2006–07	1 019.9	3 795.2	4 815.1	245.7	203.3	489.6	1 344.8	2 283.3
2007–08	808.3	4 417.9	5 226.3	130.1	206.0	588.8	1 487.0	2 411.9
2008–09	1 730.9	4 305.4	6 036.3	185.9	268.2	776.5	1 382.4	2 613.0
2009–10	1 803.4	4 433.1	6 236.5	170.4	216.1	1 262.4	622.0	2 270.9
2010–11	1 651.1	4 310.1	5 961.3	137.2	226.0	805.7	1 140.0	2 308.9
2011–12	3 006.1	3 513.8	6 519.9	121.4	287.2	966.3	984.8	2 359.7
2012–13	1 278.6	5 006.7	6 285.3	161.6	221.2	827.6	1 370.5	2 580.9
2013–14	2 025.5	3 666.9	5 692.3	136.8	112.9	725.1	1 548.4	2 523.2
2014–15	1 810.7	4 749.8	6 560.6	170.6	338.0	641.4	1 605.1	2 755.1
2015–16	1 820.9	5 880.7	7 701.6	337.0	110.7	724.9	1 437.2	2 609.9
2016–17	2 707.0	4 650.3	7 357.3	319.5	330.3	809.8	1 389.8	2 849.4
2017–18	1 788.8	6 220.2	8 009.0	278.0	225.3	1 113.8	1 177.0	2 794.0
2018–19	2 204.9	5 698.3	7 903.2	101.3	228.2	993.7	1 548.5	2 871.6
2019–20	1 529.9	6 308.9	7 838.8	180.5	233.4	1 118.9	1 283.9	2 816.6
2020–21	2 473.1	5 467.3	7 940.4	180.5	232.4	2 130.0	468.5	3 011.4

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

Sources: ABS, 2022, Consumer Price Index, Australia

ABS, 2022, Government Finance Statistics, Australia

BITRE estimates

Table 3.1f Road expenditure – origin of funding – Victoria (constant 2020–21 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Common-wealth grants to state government	State from own sources	State gross	Direct common-wealth grants to local government	Indirect Common-wealth grants to local government via state government	State grants to local councils (excluding originating from common-wealth)	Local from own sources	Local gross
\$ million								
1998–99	495.5	1 195.9	1 691.5	0.0	134.9	27.7	1 294.9	1 457.4
1999–00	451.4	1 802.0	2 253.4	0.0	135.6	23.7	1 340.7	1 500.1
2000–01	310.4	1 761.9	2 072.3	50.2	133.8	0.0	1 150.6	1 334.6
2001–02	550.5	1 195.4	1 745.9	94.0	136.0	0.0	1 203.9	1 433.9
2002–03	475.0	2 144.6	2 619.6	60.7	140.3	10.6	1 149.6	1 361.1
2003–04	335.0	1 672.5	2 007.5	87.5	141.2	2.9	1 153.2	1 384.9
2004–05	504.4	1 729.8	2 234.2	84.1	140.3	2.9	1 200.7	1 428.0
2005–06	560.5	1 551.8	2 112.3	178.2	143.3	15.3	1 066.7	1 403.5
2006–07	585.2	1 740.8	2 325.9	137.4	144.5	9.5	1 166.3	1 457.7
2007–08	620.4	2 142.7	2 763.2	88.0	146.4	26.2	1 319.8	1 580.4
2008–09	693.3	2 621.1	3 314.5	112.9	190.6	82.5	1 279.0	1 665.0
2009–10	786.9	2 398.5	3 185.5	184.1	153.6	114.1	1 204.7	1 656.5
2010–11	533.8	2 587.6	3 121.4	100.1	160.6	72.2	1 344.2	1 677.1
2011–12	1 170.2	1 511.9	2 682.1	122.7	204.1	83.5	1 497.2	1 907.5
2012–13	383.0	1 598.3	1 981.2	113.7	157.1	49.4	1 532.3	1 852.5
2013–14	1 992.4	1 080.1	3 072.5	114.4	80.2	76.1	1 472.3	1 743.1
2014–15	501.8	2 080.6	2 582.5	88.2	240.2	79.2	1 478.5	1 886.1
2015–16	314.7	2 168.7	2 483.4	279.9	78.7	46.7	1 358.7	1 764.0
2016–17	242.0	4 316.1	4 558.0	404.9	234.7	50.1	1 321.5	2 011.2
2017–18	313.3	6 317.9	6 631.1	366.3	160.1	64.9	1 405.9	1 997.1
2018–19	350.1	5 221.6	5 571.6	70.8	162.1	95.8	1 799.3	2 128.0
2019–20	829.4	5 464.2	6 293.6	112.5	165.8	176.8	1 651.7	2 106.8
2020–21	1 186.2	6 273.9	7 460.1	111.3	165.1	116.0	1 645.7	2 038.1

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

Sources: ABS, 2022, Consumer Price Index, Australia

ABS, 2022, Government Finance Statistics, Australia

BITRE estimates

Table 3.1g Road expenditure – origin of funding – Queensland (constant 2020–21 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Common-wealth grants to state government	State from own sources	State gross	Direct common-wealth grants to local government	Indirect Common-wealth grants to local government via state government	State grants to local councils (excluding originating from common-wealth)	Local from own sources	Local gross
\$ million								
1998–99	605.8	2 911.3	3 517.1	0.0	122.6	502.7	1 088.6	1 591.3
1999–00	625.7	1 903.4	2 529.1	0.0	123.3	646.7	1 063.1	1 709.8
2000–01	538.9	2 672.3	3 211.2	71.3	121.6	742.5	874.0	1 687.8
2001–02	507.9	2 391.6	2 899.5	97.5	123.6	268.6	1 318.4	1 808.0
2002–03	508.8	3 276.7	3 785.5	61.8	127.5	299.9	1 725.8	2 215.0
2003–04	522.6	4 028.6	4 551.2	83.2	128.4	328.2	1 740.4	2 280.2
2004–05	522.8	4 095.9	4 618.6	64.5	127.5	343.5	1 096.7	1 632.2
2005–06	967.2	3 786.7	4 753.9	180.4	130.3	403.8	1 187.1	1 771.2
2006–07	711.4	4 955.4	5 666.7	198.3	131.3	428.7	1 209.5	1 967.9
2007–08	899.4	6 162.8	7 062.2	66.2	133.0	302.2	1 676.5	2 178.0
2008–09	2 176.4	3 400.8	5 577.2	128.2	173.2	480.9	1 841.0	2 623.3
2009–10	1 851.1	3 404.9	5 256.0	136.6	139.6	121.5	2 194.7	2 592.4
2010–11	772.6	4 951.8	5 724.4	174.5	146.0	518.3	2 192.3	2 885.1
2011–12	2 309.3	3 968.1	6 277.4	157.6	185.5	1 279.0	1 827.9	3 264.5
2012–13	724.5	7 033.9	7 758.4	78.3	142.8	1 729.8	1 552.7	3 360.8
2013–14	805.5	5 842.6	6 648.1	425.5	72.9	1 685.2	1 260.9	3 371.6
2014–15	955.8	4 288.7	5 244.5	301.4	218.3	1 419.2	1 147.5	2 868.1
2015–16	1 230.0	2 356.5	3 586.5	346.5	71.5	708.6	1 576.4	2 631.6
2016–17	1 649.3	2 645.2	4 294.5	255.3	213.3	603.9	1 741.0	2 600.2
2017–18	1 586.6	2 388.0	3 974.5	222.8	145.5	641.7	1 733.6	2 598.1
2018–19	1 257.4	3 215.0	4 472.4	86.7	147.3	750.7	1 839.0	2 676.4
2019–20	1 363.5	3 166.8	4 530.3	117.4	150.7	885.1	1 734.1	2 736.7
2020–21	2 653.2	2 450.8	5 104.0	120.6	150.1	873.0	1 578.4	2 572.0

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

Sources: ABS, 2022, Consumer Price Index, Australia

ABS, 2022, Government Finance Statistics, Australia

BITRE estimates

Table 3.1h Road expenditure – origin of funding – South Australia (constant 2020–21 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Common-wealth grants to state government	State from own sources	State gross	Direct common-wealth grants to local government	Indirect Common-wealth grants to local government via state government	State grants to local councils (excluding originating from common-wealth)	Local from own sources	Local gross
\$ million								
1998–99	285.4	239.8	525.2	0.0	35.9	36.4	272.1	308.5
1999–00	221.3	437.9	659.1	0.0	36.2	35.5	284.4	356.1
2000–01	113.8	530.3	644.1	17.7	35.7	35.1	269.7	358.2
2001–02	132.9	438.5	571.3	43.1	36.2	41.9	273.6	358.6
2002–03	121.6	493.4	614.9	28.8	37.4	42.2	257.6	328.6
2003–04	138.3	263.5	401.8	37.1	37.7	42.7	269.1	348.8
2004–05	169.5	355.1	524.6	30.1	43.5	0.0	323.5	390.9
2005–06	283.6	378.4	662.0	77.5	50.7	0.0	292.9	408.6
2006–07	167.2	383.9	551.1	75.4	56.1	0.0	334.4	448.3
2007–08	216.0	428.8	644.8	40.9	56.8	0.0	362.1	442.0
2008–09	392.7	460.0	852.7	40.1	68.9	26.6	401.5	519.0
2009–10	535.3	290.6	825.9	41.4	59.3	27.3	347.9	457.6
2010–11	185.1	576.9	762.0	42.0	61.5	18.0	364.5	467.3
2011–12	520.1	332.5	852.6	36.9	73.5	16.5	422.7	530.5
2012–13	177.5	827.6	1 005.1	36.2	61.3	8.0	436.2	522.3
2013–14	103.0	618.9	721.9	34.9	41.3	12.3	463.1	531.7
2014–15	184.8	423.8	608.6	31.7	64.0	2.2	465.5	563.5
2015–16	254.0	621.0	875.0	118.8	21.0	6.5	385.8	532.1
2016–17	636.1	657.8	1 293.8	87.3	62.6	9.6	454.7	614.2
2017–18	610.1	673.0	1 283.1	103.6	63.6	7.3	458.5	612.1
2018–19	1 185.3	- 96.8	1 088.5	30.2	105.0	8.2	532.1	613.7
2019–20	139.3	1 085.7	1 225.0	54.0	44.2	10.2	510.0	618.4
2020–21	657.3	858.7	1 516.0	54.9	44.0	10.0	515.1	624.0

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

Sources: ABS, 2022, Consumer Price Index, Australia

ABS, 2022, Government Finance Statistics, Australia

BITRE estimates

Table 3.1i Road expenditure – origin of funding – Western Australia (constant 2020–21 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Common-wealth grants to state government	State from own sources	State gross	Direct common-wealth grants to local government	Indirect Common-wealth grants to local government via state government	State grants to local councils (excluding originating from common-wealth)	Local from own sources	Local gross
\$ million								
1998–99	325.5	721.5	1 047.0	0.0	100.0	216.7	449.0	665.6
1999–00	290.7	1 153.3	1 444.0	0.0	100.6	270.9	538.3	809.2
2000–01	219.1	1 007.2	1 226.3	31.6	99.2	170.9	603.9	806.4
2001–02	249.9	1 369.3	1 619.3	70.1	100.8	423.8	299.4	793.3
2002–03	236.1	856.6	1 092.7	43.8	104.0	394.9	360.2	798.8
2003–04	218.2	959.3	1 177.5	67.4	104.8	372.4	312.4	752.1
2004–05	260.9	1 044.0	1 305.0	57.8	104.0	388.0	423.7	869.5
2005–06	712.8	605.8	1 318.7	118.0	106.3	431.7	230.1	779.8
2006–07	304.4	1 326.7	1 631.0	101.5	107.2	390.8	334.0	826.3
2007–08	387.1	1 593.8	1 980.9	69.7	108.6	484.1	460.2	1 014.0
2008–09	492.4	1 390.5	1 882.9	73.7	141.4	318.5	602.6	994.8
2009–10	313.3	1 309.9	1 623.2	157.5	113.9	240.6	632.5	1 030.5
2010–11	322.4	1 149.6	1 472.0	78.4	119.1	274.2	680.4	1 033.0
2011–12	649.4	1 052.8	1 702.2	82.4	151.4	315.0	615.9	1 013.3
2012–13	466.5	1 763.3	2 229.8	104.2	116.6	348.3	637.2	1 089.6
2013–14	357.2	2 136.0	2 493.2	64.0	59.5	438.7	580.5	1 083.2
2014–15	1 281.3	1 026.8	2 308.1	96.0	178.2	368.6	659.8	1 124.4
2015–16	312.3	1 821.2	2 133.5	201.5	58.4	262.6	720.9	1 185.0
2016–17	687.4	1 701.5	2 388.9	142.3	174.1	470.5	641.9	1 254.7
2017–18	576.8	1 841.2	2 418.0	229.5	118.7	398.8	581.8	1 210.1
2018–19	762.3	1 890.5	2 652.7	60.0	120.2	463.4	691.7	1 215.2
2019–20	645.3	2 031.4	2 676.7	77.2	123.0	323.2	785.5	1 185.9
2020–21	1 071.8	1 660.2	2 732.0	79.0	122.5	381.0	775.0	1 235.0

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

Sources: ABS, 2022, Consumer Price Index, Australia

ABS, 2022, Government Finance Statistics, Australia

BITRE estimates

Table 3.1j Road expenditure – origin of funding – Tasmania (constant 2020–21 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Common-wealth grants to state government	State from own sources	State gross	Direct common-wealth grants to local government	Indirect Common-wealth grants to local government via state government	State grants to local councils (excluding originating from common-wealth)	Local from own sources	Local gross
\$ million								
1998–99	117.8	137.0	254.8	0.0	34.7	38.1	105.7	143.9
1999–00	125.8	131.5	257.3	0.0	34.9	40.6	98.2	138.8
2000–01	84.7	134.1	218.8	7.8	34.4	41.5	96.0	145.3
2001–02	68.1	171.0	239.1	15.4	34.9	40.4	104.2	159.9
2002–03	73.6	196.2	269.8	10.0	36.1	39.2	103.0	152.2
2003–04	57.4	205.5	263.0	16.4	36.3	4.4	141.1	198.2
2004–05	82.3	274.2	356.5	10.7	36.1	4.3	135.9	187.0
2005–06	156.2	164.7	320.9	32.5	36.8	8.4	122.1	199.8
2006–07	71.4	202.4	273.8	20.9	37.1	5.4	146.8	210.2
2007–08	65.6	235.0	300.6	25.2	37.6	6.5	147.5	216.9
2008–09	95.8	195.5	291.3	22.5	49.0	8.9	178.0	258.4
2009–10	160.9	255.6	416.4	25.7	39.5	14.9	172.7	252.8
2010–11	136.4	283.7	420.1	26.0	41.3	10.8	195.3	273.4
2011–12	102.7	224.9	327.5	16.7	52.5	7.1	194.9	271.1
2012–13	56.4	244.9	301.3	18.4	40.4	3.4	189.6	251.9
2013–14	34.2	251.6	285.8	35.1	20.6	6.7	164.1	226.5
2014–15	95.6	235.7	331.3	19.7	61.7	9.9	207.0	298.3
2015–16	109.0	136.9	245.9	36.3	20.2	8.7	174.2	239.4
2016–17	151.1	217.6	368.7	40.2	60.3	9.6	194.5	304.7
2017–18	142.9	189.3	332.1	41.2	41.1	12.6	190.1	285.0
2018–19	135.3	274.0	409.3	10.7	41.7	12.4	280.7	345.5
2019–20	118.9	323.1	442.0	17.0	42.6	18.3	194.3	272.3
2020–21	241.4	260.0	501.4	16.9	42.4	13.0	200.1	272.4

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

Sources: ABS, 2022, Consumer Price Index, Australia
 ABS, 2022, Government Finance Statistics, Australia
 BITRE estimates

Table 3.1k Road expenditure – origin of funding – Northern Territory (constant 2020–21 prices, adjusted by CPI)

Financial year	Territory government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Common-wealth grants to territory government	Territory from own sources	Territory gross	Direct common-wealth grants to local government	Indirect common-wealth grants to local government via state government	Territory grants to Local councils (excluding originating from Common-wealth)	Local from own sources	Local gross
\$ million								
1998–99	93.9	87.9	181.7	0.0	15.3	5.2	3.5	24.0
1999–00	97.6	32.9	130.5	0.0	15.4	0.0	32.2	47.6
2000–01	62.4	77.4	139.8	8.1	15.2	0.0	17.5	40.8
2001–02	58.1	69.1	127.2	9.8	15.4	0.0	8.8	34.1
2002–03	59.0	64.0	122.9	5.5	15.9	0.0	30.6	52.1
2003–04	57.2	67.7	125.0	4.4	16.0	0.0	32.4	52.8
2004–05	68.3	61.2	129.5	4.2	15.9	0.0	31.7	51.9
2005–06	96.5	231.7	328.2	25.4	16.3	1.4	9.4	52.5
2006–07	50.3	274.4	324.8	9.8	16.4	0.0	48.4	74.6
2007–08	62.0	269.9	332.0	22.3	16.6	2.6	20.9	62.4
2008–09	87.6	351.5	439.1	13.5	21.7	2.5	24.6	62.3
2009–10	145.3	205.7	351.0	34.7	17.4	5.0	-1.2	55.9
2010–11	69.8	287.6	357.4	22.9	18.2	9.6	7.2	57.9
2011–12	89.0	339.8	428.8	81.3	23.2	14.1	-75.4	43.2
2012–13	96.1	182.1	278.2	12.1	17.9	21.8	-2.9	31.0
2013–14	69.9	245.7	315.6	42.1	9.1	20.1	-34.3	28.0
2014–15	70.8	258.0	328.7	75.2	27.3	5.5	-45.5	62.5
2015–16	70.9	291.5	362.5	121.1	8.9	17.4	-99.4	39.1
2016–17	81.5	360.2	441.7	29.2	26.7	8.5	0.7	65.1
2017–18	55.9	556.8	612.7	33.6	18.2	7.3	-9.5	49.6
2018–19	149.3	475.8	625.1	10.5	18.4	29.9	-11.5	28.8
2019–20	183.0	331.7	514.8	12.8	18.8	4.1	9.6	45.3
2020–21	206.7	321.1	527.8	19.3	18.8	4.0	5.7	47.8

Note: Road expenditure figures for NT are not broken down below territory level
Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: ABS, 2022, Consumer Price Index, Australia
ABS, 2022, Government Finance Statistics, Australia
BITRE estimates

**Table 3.1I Road expenditure – origin of funding – Australian Capital Territory
(constant 2020–21 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	54.4	-14.6	39.9
1999–00	77.7	-35.3	42.3
2000–01	28.5	73.7	102.2
2001–02	52.6	70.0	122.6
2002–03	30.7	85.3	116.1
2003–04	30.9	73.6	104.5
2004–05	33.0	63.3	96.3
2005–06	43.5	65.1	108.6
2006–07	39.6	90.2	129.8
2007–08	24.4	133.9	158.3
2008–09	33.4	132.8	166.2
2009–10	49.6	141.3	191.0
2010–11	57.3	159.2	216.5
2011–12	59.4	133.4	192.8
2012–13	55.8	140.7	196.5
2013–14	85.1	187.9	273.0
2014–15	94.5	77.2	171.6
2015–16	45.8	16.0	61.9
2016–17	55.7	115.0	170.7
2017–18	34.7	138.1	172.7
2018–19	33.6	180.6	214.2
2019–20	37.8	163.4	201.2
2020–21	68.8	157.2	226.0

Sources: ABS, 2022, Consumer Price Index, Australia
 ABS, 2022, Government Finance Statistics, Australia
 BITRE estimates

Table 3.2 Road-related expenditure by jurisdictions, (constant 2020–21 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	2 436.0	10 792.6	10 399.5	5 343.7	18 572.4	18 179.2
2001–02	3 025.7	9 818.5	8 665.4	5 614.2	18 458.4	17 305.3
2002–03	2 736.6	11 119.1	9 834.4	5 821.3	19 676.9	18 392.2
2003–04	2 749.1	10 859.7	10 312.1	5 489.9	19 098.6	18 551.1
2004–05	3 010.0	11 127.8	10 376.8	4 695.2	18 833.0	18 081.9
2005–06	5 805.2	9 079.7	8 221.2	4 232.7	19 117.6	18 259.1
2006–07	3 671.1	12 511.1	11 760.4	4 491.5	20 673.6	19 922.9
2007–08	3 380.3	14 716.5	14 540.6	5 236.1	23 332.9	23 157.1
2008–09	5 752.1	11 768.1	11 516.0	5 225.3	22 745.5	22 493.4
2009–10	6 053.1	11 758.2	11 347.1	4 889.8	22 701.1	22 290.0
2010–11	4 086.3	13 542.6	13 013.6	5 607.5	23 236.4	22 707.4
2011–12	7 870.6	10 216.5	10 078.8	5 043.2	23 130.3	22 992.6
2012–13	3 507.2	15 622.9	15 058.8	5 315.9	24 446.0	23 881.9
2013–14	5 986.9	13 261.5	12 954.4	5 156.4	24 404.9	24 097.8
2014–15	5 605.9	12 729.7	11 882.8	5 345.3	23 680.8	22 834.0
2015–16	5 643.2	13 378.2	14 468.0	5 589.7	24 611.2	25 701.0
2016–17	7 673.4	15 005.7	16 160.9	5 878.0	28 557.1	29 712.3
2017–18	6 448.8	18 479.1	19 911.5	5 584.0	30 512.0	31 944.4
2018–19	6 310.4	16 497.5	16 625.7	6 536.5	29 344.3	29 472.6
2019–20	5 357.8	18 661.9	17 815.2	6 099.3	30 119.0	29 272.4
2020–21	9 141.3	17 449.2	16 518.4	5 188.4	31 779.0	30 848.2

Sources: ABS, 2022, Government Finance Statistics, Australia
BITRE estimates

Table 3.3a Selected road-related taxes and charges (Constant 2020–21 prices, adjusted by ABS Consumer Price Index)

Financial year	Australian Government (excluding GST, FBT and Luxury Car Tax)				State and Territory governments								
	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	Parking levies	Tolls	Total (excluding GST, FBT and Luxury Car Tax)	Road-related Goods and Service Tax (GST)	Road-related Fringe Benefits Tax (FBT)	Luxury car tax	
1997–98	14 864.8	31.1	0.0	4 011.1	389.0	2 211.8			242.0	21 749.9	na	2 607.6	na
1998–99	14 934.0	32.7	0.0	4 479.1	334.2	2 284.6			472.2	22 536.8	na	2 645.6	na
1999–00	15 042.3	37.0	0.0	4 279.5	377.2	2 310.7			610.3	22 657.0	na	2 659.9	na
2000–01	14 147.0	42.4	0.0	4 225.2	404.6	2 214.8			750.3	21 784.2	2 772.1	2 639.0	272.8
2001–02	14 127.3	48.6	0.0	4 326.8	371.3	2 335.0			933.4	22 142.4	2 727.8	2 491.8	343.1
2002–03	14 285.3	54.2	0.0	4 511.1	355.2	2 556.2			996.5	22 758.5	2 705.4	2 389.0	406.9
2003–04	13 750.0	60.5	2 276.9	4 773.1	386.6	2 777.3			1 078.5	25 103.0	2 868.6	2 344.6	493.1
2004–05	13 502.3	62.0	2 007.7	5 025.8	450.9	2 756.5			1 113.4	24 918.6	2 887.3	2 348.4	432.6
2005–06	13 205.0	69.7	1 572.1	5 078.4	434.3	2 676.3			1 118.5	24 154.3	2 953.4	2 313.2	451.2
2006–07	13 271.3	69.4	1 694.6	5 289.3	341.2	2 711.6			1 185.2	24 562.6	3 310.7	2 183.3	500.4
2007–08	13 034.6	70.9	1 831.7	5 198.7	315.1	2 888.9			1 245.3	24 585.3	3 208.1	1 980.6	584.8
2008–09	12 609.5	69.3	1 440.1	5 389.2	374.9	2 570.6			1 288.4	23 742.1	3 640.3	1 861.6	477.1
2009–10	12 521.3	76.7	1 520.3	5 874.3	401.5	2 625.2			1 538.6	24 557.9	3 737.5	1 733.1	597.7
2010–11	12 359.8	89.7	930.8	5 925.1	426.4	2 606.1			1 694.2	24 032.0	4 138.2	1 645.4	576.0
2011–12	12 336.7	97.0	1 061.5	6 296.4	458.0	2 680.2			1 800.8	24 730.7	4 304.8	1 579.3	518.4
2012–13	12 366.9	88.3	1 025.3	6 656.7	490.9	2 841.3	213.0		1 829.1	25 511.5	4 397.6	1 527.3	489.6
2013–14	12 130.2	84.0	1 029.5	6 905.5	552.2	2 745.4	253.8		1 960.8	25 661.5	4 351.9	1 466.9	518.1
2014–15	12 136.7	79.9	805.3	7 252.5	576.1	2 772.4	284.7		2 540.3	26 448.0	4 327.3	1 357.8	577.6
2015–16	11 910.8	74.7	666.3	7 472.5	602.2	2 899.1	283.3		2 790.8	26 699.7	4 357.8	1 218.5	660.9
2016–17	12 073.4	74.1	576.2	7 668.1	600.6	2 946.8	309.8		3 012.6	27 261.6	4 204.0	1 117.7	729.8
2017–18	12 425.2	71.8	512.9	7 987.4	612.4	3 090.9	283.9		3 196.4	28 180.8	4 158.8	1 053.5	738.0
2018–19	11 959.3	0.2	462.4	8 105.2	638.3	3 003.9	292.1		3 359.5	27 820.8	4 456.9	1 029.0	697.2
2019–20	11 441.2	na	375.0	8 341.6	644.2	2 940.5	274.8		3 262.6	27 279.8	4 267.7	1 020.2	600.6
2020–21	11 877.0	na	310.0	8 529.1	678.7	3 413.2	236.6		3 469.1	28 513.7	4 910.2	899.8	885.0

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

Sources: ABS, 2022, Consumer Price Index, and Taxation Revenue

ATO, 2022, Statistical Inquiry Service, and Taxation Statistics

Treasury, 2021, Final Budget Outcomes 2020–21

State Governments and private toll-road operators

Table 3.3b Gross excise on petroleum products and fuel tax credits (Constant 2020–21 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	8 223.3	8 504.9	1 744.6	18 472.8	6 427.1
2009–10	7 793.7	8 509.2	2 266.8	18 569.6	6 192.4
2010–11	7 142.3	8 977.5	2 529.1	18 648.9	6 144.7
2011–12	7 226.1	9 859.3	2 227.7	19 313.0	6 497.4
2012–13	6 946.9	9 841.1	2 640.1	19 428.1	6 215.8
2013–14	6 673.8	9 685.1	2 701.3	19 060.3	6 385.3
2014–15	6 700.0	9 728.7	2 540.3	18 969.0	6 612.0
2015–16	6 663.6	10 478.5	1 813.6	18 955.7	6 600.1
2016–17	6 581.0	11 015.2	1 602.6	19 198.8	6 674.9
2017–18	6 465.8	11 740.5	1 802.5	20 008.8	7 114.2
2018–19	6 163.3	11 826.1	1 783.6	19 773.0	7 349.8
2019–20	5 737.5	12 057.4	1 603.6	19 398.5	7 502.1
2020–21	5 932.0	12 625.0	1 261.0	19 818.0	7 476.0

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.

Sources: ATO, 2022, Statistical Inquiry Service

ABS, 2022, Consumer Price Index, and Taxation Revenue

Table 3.3c Road-related taxes and charges, New South Wales (Constant 2020–21 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls	Parking levies
	\$ million				
2007–08	1 834.3	119.5	785.0	559.6	
2008–09	1 882.8	146.9	681.4	586.6	
2009–10	1 905.9	180.6	727.9	586.1	
2010–11	1 965.2	192.8	708.3	633.6	
2011–12	2 137.0	146.4	699.4	662.7	123.2
2012–13	2 213.5	132.6	731.0	633.9	118.5
2013–14	2 303.8	147.3	741.9	697.7	115.2
2014–15	2 384.6	155.8	775.6	1 149.1	110.3
2015–16	2 496.2	183.3	853.0	1 279.2	110.7
2016–17	2 587.3	202.7	878.1	1 370.3	123.1
2017–18	2 819.3	219.8	873.0	1 460.1	115.4
2018–19	2 779.3	213.6	815.6	1 597.4	117.0
2019–20	2 798.6	215.7	780.5	1 613.8*	106.1
2020–21	2 869.0	217.0*	969.0	1 947.4	106.8

Notes: * 2020–21 Drivers licence fees and 2019–20 Tolls data are estimates based on previous data provided
Methodology for calculating tolls data for 2014–15 onwards is different and should not be used to compare to previous years

Sources: Transport for NSW, 2022

Private toll road operators

ABS, 2022, Consumer Price Index, and Taxation Revenue

BITRE estimates

Table 3.3d Road-related taxes and charges, Victoria (Constant 2020–21 prices, adjusted by ABS Consumer Price Index)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls	Parking levies
\$ million					
2007–08	993.8	38.5	749.7	474.7	52.6
2008–09	1 017.5	43.3	653.4	467.4	56.0
2009–10	1 058.5	43.3	710.5	698.6	58.4
2010–11	1 097.9	63.1	696.3	761.6	53.0
2011–12	1 169.4	79.8	686.5	794.4	54.2
2012–13	1 334.3	89.8	731.0	808.7	55.4
2013–14	1 359.8	141.4	741.9	837.7	93.9
2014–15	1 519.3	145.4	792.1	924.7	121.7
2015–16	1 562.1	144.7	845.4	968.2	110.7
2016–17	1 638.2	116.8	872.8	985.0	127.0
2017–18	1 613.9	95.6	991.3	1 078.2	107.8
2018–19	1 679.3	102.5	964.9	1 099.7	114.3
2019–20	1 760.6	105.4	938.0	1 008.2	111.8
2020–21	1 760.0	130.0	930.3	841.6	76.8

Sources: VicRoads, 2022

Private toll road operators

ABS, 2022, Consumer Price Index, and Taxation Revenue

State Revenue Office Victoria, 2022

BITRE estimates

Table 3.3e Road-related taxes and charges, Queensland (Constant 2020–21 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls
\$ million				
2007–08	1 270.4	65.4	527.3	210.9
2008–09	1 328.2	74.2	549.4	234.4
2009–10	1 558.9	75.9	493.5	253.9
2010–11	1 606.9	73.8	519.5	299.0
2011–12	1 688.7	104.9	541.9	343.8
2012–13	1 716.2	143.4	585.0	386.5
2013–14	1 735.4	152.4	543.8	425.4
2014–15	1 737.4	160.4	531.4	466.5
2015–16	1 781.1	157.5	546.9	543.5
2016–17	1 803.1	159.8	548.4	657.2
2017–18	1 861.3	171.6	568.4	658.2
2018–19	1 883.5	176.2	571.5	662.4
2019–20	1 950.0	184.4	557.9	640.6
2020–21	2 020.3	188.2	668.0	680.0

Sources: Department of Transport and Main Roads Queensland, 2022

Private toll road operators

ABS, 2022, Consumer Price Index, and Taxation Revenue

BITRE estimates

Table 3.3f Road-related taxes and charges, South Australia (Constant 2020–21 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees \$ million	Stamp duty
2007–08	299.6	30.7	193.6
2008–09	311.8	46.6	176.4
2009–10	325.4	33.5	179.8
2010–11	341.4	32.6	176.8
2011–12	350.8	61.4	169.3
2012–13	366.9	60.3	171.3
2013–14	382.9	39.2	175.7
2014–15	384.1	38.6	171.6
2015–16	388.3	39.4	172.4
2016–17	387.3	45.7	180.5
2017–18	390.4	50.3	181.4
2018–19	405.7	65.9	175.1
2019–20	423.0	54.4	173.5
2020–21	436.6	57.7	209.5

Sources: Department for Infrastructure and Transport, South Australia, 2022

Private toll road operators

ABS, 2022, Consumer Price Index, and Taxation Revenue

Table 3.3g Road-related taxes and charges, Western Australia (Constant 2020–21 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees \$ million	Stamp duty	Parking levies
2007–08	534.4	41.0	514.2	
2008–09	580.7	44.7	403.5	
2009–10	740.2	43.7	411.7	
2010–11	628.4	42.3	406.5	
2011–12	659.8	41.4	431.4	
2012–13	708.6	40.7	464.4	39.1
2013–14	768.7	47.8	439.0	44.8
2014–15	884.8	52.8	398.1	52.8
2015–16	902.0	52.3	378.5	61.9
2016–17	899.2	49.3	363.6	59.7
2017–18	936.3	46.2	371.0	60.7
2018–19	977.1	51.1	372.0	60.8
2019–20	1 013.3	56.4	383.2	56.9
2020–21	1 048.0	57.9	512.5	53.0

Sources: Department of Transport, Western Australia, 2022

Private toll road operators

ABS, 2022, Consumer Price Index, and Taxation Revenue

Western Australia Government, 2022, Annual Report

Table 3.3h Road-related taxes and charges, Tasmania (Constant 2020–21 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
	\$ million		
2007–08	107.3	9.2	53.6
2008–09	105.3	8.9	48.2
2009–10	111.6	11.2	39.7
2010–11	114.2	8.4	39.7
2011–12	114.0	10.6	92.9
2012–13	121.8	10.3	98.8
2013–14	183.5	10.1	43.6
2014–15	169.3	9.1	44.3
2015–16	171.6	8.8	47.1
2016–17	174.6	9.4	47.2
2017–18	176.0	9.8	49.7
2018–19	181.9	9.6	50.2
2019–20	191.1	9.0	50.2
2020–21	187.9	9.2	59.3

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

Sources: Transport Tasmania, 2022

Private toll road operators

ABS, 2022, Consumer Price Index, and Taxation Revenue

Table 3.3i Road-related taxes and charges, Northern Territory (Constant 2020–21 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
	\$ million		
2007–08	69.3	2.7	28.8
2008–09	69.6	2.5	25.4
2009–10	73.7	2.9	26.0
2010–11	75.3	3.0	24.1
2011–12	77.4	3.0	25.9
2012–13	92.8	3.1	29.9
2013–14	51.9	3.5	27.4
2014–15	51.0	3.9	26.7
2015–16	52.7	4.8	24.6
2016–17	51.6	4.6	23.5
2017–18	56.9	4.1	23.6
2018–19	56.4	3.5	23.0
2019–20	56.5	3.7	19.8
2020–21	57.2	3.8	26.1

Sources: Department of Treasury and Finance, Northern Territory, 2022

Private toll road operators

ABS, 2022, Consumer Price Index, and Taxation Revenue

Table 3.3j Road-related taxes and charges, Australian Capital Territory
(Constant 2020–21 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
	\$ million		
2007–08	89.5	8.2	36.6
2008–09	93.4	7.9	33.0
2009–10	100.2	10.5	36.0
2010–11	95.7	10.3	34.9
2011–12	99.2	10.7	32.9
2012–13	102.6	10.6	29.9
2013–14	119.4	10.5	32.0
2014–15	122.0	10.0	32.6
2015–16	118.6	11.5	31.3
2016–17	126.9	12.3	32.8
2017–18	133.3	14.9	32.5
2018–19	142.0	16.0	31.7
2019–20	148.3	15.1	37.5
2020–21	150.1	15.0	38.5

Sources: ACT Government Data, 2022
Private toll road operators
ABS, 2022, Consumer Price Index, and Taxation Revenue

Chapter 4: Freight

Chapter 4 focuses on Freight and explores the amount of goods moved in the Australian economy. Freight transport activity (Figure 9) is measured in terms of tonne kilometres (the number of tonnes moved by a vehicle multiplied by the distance the load travelled in kilometres). The data from this chapter is mainly sourced from BITRE's publications, being a combination of estimates and data from Trainline and Australian Sea Freight. The Australian domestic freight task has been increasing strongly for the last 40 years (Figure 10), with road and rail freight now dominating domestic freight activity. During the COVID-19 pandemic, total bulk and non-bulk freight task remained stable, only falling slightly from an estimated total of 784.5 billion tkm of goods moved in 2018–19 to 779.6 billion tkm of goods moved in 2019–20. It has been steadily increasing since this slight drop, being an estimated 795.2 billion tkm of goods moved in 2021–22.

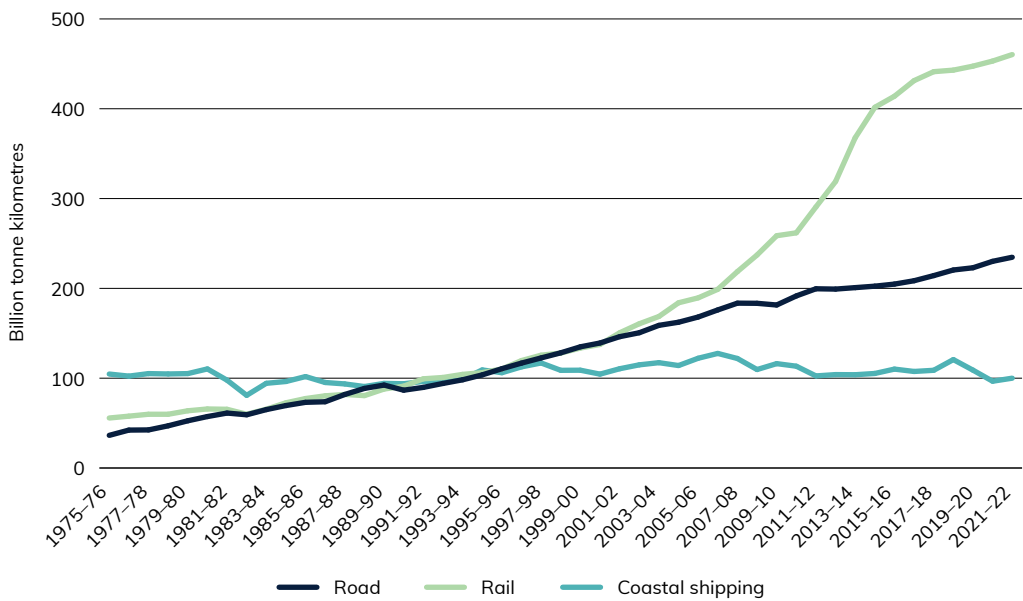
Figure 9 Australia's domestic freight, 2021–22

The data provided below shows estimates of domestic freight – Total bulk and non-bulk (Table 4.1c).

Mode		Goods moved billion tonne kilometres	Change since previous year
Road		234.6	↑ 1.97%
Rail		460.3	↑ 1.60%
Coastal shipping		100.0	↑ 3.50%
Air freight		0.3	↑ 0%
Total freight task	   	795.2	↑ 1.94%

Source: BITRE estimates

Figure 10 Australian domestic freight task, by mode of transport



Source: BITRE Estimates
BITRE, 2020, Trainline 8
BITRE, 2022, Australian Sea Freight (preliminary)

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
1976–77	12.9	47.5	97.3	157.7		
1977–78	12.9	49.2	100.3	162.5		
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	102.9	281.3		46.1
2002–03	50.6	138.8	106.4	295.7		45.7
2003–04	53.7	142.8	108.6	305.0		45.5
2004–05	55.2	155.0	106.7	316.9		45.9
2005–06	57.5	157.0	115.4	329.9		48.6
2006–07	60.6	172.7	119.5	352.9		51.8
2007–08	63.7	187.4	112.3	363.3	642.8	49.3
2008–09	64.1	207.6	100.3	372.0	705.0	44.9
2009–10	64.0	230.5	106.5	400.9	798.8	44.7
2010–11	68.2	233.8	102.9	404.9	840.3	43.3
2011–12	71.7	260.0	94.8	426.4	908.0	43.0
2012–13	72.3	288.1	96.2	456.6	1 013.0	43.5
2013–14	73.7	337.6	96.3	507.6	1 089.6	45.3
2014–15	74.7	369.4	98.4	542.5	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	100.0	575.7		44.6
2017–18	76.3	409.4	100.3	585.9		43.9
2018–19	75.4	411.4	112.4	599.2		46.5
2019–20	69.3	415.6	100.5	585.4		43.3
2020–21	68.0	420.6	88.1	576.7		39.9
2021–22	71.8	426.3	93.0	591.2		

See end notes

Notes: Small differences may exist in historical estimates of coastal freight due to revised estimates for some years.
 From 2016–17 for Rail (Total, bulk and non-bulk) and 2021–22 for Coastal shipping (Total, bulk and non-bulk) are provisional forecasts based on trend and are subject to revision.
 From 2016–17 the totals are approximations due to trend forecasts for rail and coastal shipping.
 Data are not readily available for missing years.

Sources: BITRE, 2022, Australian Sea Freight (preliminary)
 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
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	143.9		7.8	
2005–06	110.6	32.4	6.8	0.4	150.2		6.7	0.3
2006–07	115.4	26.3	8.0	0.4	150.1		7.1	0.3
2007–08	119.8	31.3	9.6	0.4	161.2	19.5	8.3	0.3
2008–09	119.3	29.6	9.3	0.3	158.5	17.5	7.8	0.2
2009–10	117.5	28.1	9.8	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	165.9	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	127.8	32.2	6.8	0.3	167.1	24.3	6.5	0.2
2015–16	129.6	31.1	7.2	0.3	168.3	25.4	7.1	0.2
2016–17	132.8	31.4	7.5	0.3	171.9		7.3	0.2
2017–18	137.9	31.9	8.5	0.3	178.7		8.1	0.2
2018–19	145.1	31.6	8.3	0.3	185.3		7.9	
2019–20	153.6	31.9	8.5	0.3	194.2		7.9	
2020–21	162.1	33.3	8.5	0.3	204.2		8.2	
2021–22	162.8	34.0	7.0	0.3	204.1			

See end notes

Notes: Small differences may exist in historical estimates of coastal freight due to revised estimates for some years.
 From 2016–17 for Rail (Total, bulk and non-bulk) and 2021–22 for Coastal shipping (Total, bulk and non-bulk) are provisional forecasts based on trend and are subject to revision.
 From 2016–17 the totals are approximations due to trend forecasts for rail and coastal shipping.
 Data are not readily available for missing years.

Sources: BITRE, 2022, Australian Sea Freight (preliminary)
 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	202.4			47.2		
1977–78	42.4	59.8	105.1	0.1	207.5			48.0		
1978–79	47.0	59.8	104.7	0.2	211.6			47.4		
1979–80	52.5	63.7	105.1	0.2	221.5			48.1		
1980–81	57.3	65.7	110.3	0.2	233.5			47.3		
1981–82	61.2	65.4	97.8	0.2	224.5			43.1		
1982–83	59.2	59.8	80.9	0.2	200.2			38.3		
1983–84	65.0	65.4	94.3	0.2	225.0			42.7		
1984–85	69.5	72.6	96.3	0.2	238.7	1 030.6		42.7		
1985–86	73.1	77.3	101.8	0.2	252.5	1 017.5		44.7		
1986–87	73.8	80.4	95.2	0.2	249.5	1 004.4		44.4		
1987–88	81.9	81.9	93.6	0.2	257.6	991.3		43.2		
1988–89	88.6	80.6	90.7	0.2	260.1	1 005.4		43.0		
1989–90	92.4	87.9	94.2	0.1	274.6	1 019.5		44.5		
1990–91	86.6	91.1	93.8	0.2	271.8	1 033.6		44.2		
1991–92	89.8	99.3	96.4	0.2	285.7	1 081.3		43.6		
1992–93	94.1	100.8	96.0	0.2	291.2	1 129.1		44.2		
1993–94	98.2	104.2	98.8	0.3	301.5	1 176.8		45.3		
1994–95	103.7	106.2	109.2	0.3	319.4	1 224.5		49.2		
1995–96	110.5	110.3	106.1	0.3	327.2	1 265.1		47.8		
1996–97	116.8	119.6	112.6	0.3	349.3					
1997–98	122.5	125.6	116.9	0.3	365.4					
1998–99	128.2	128.0	108.8	0.4	365.3					
1999–00	134.9	133.6	108.9	0.4	377.7					
2000–01	139.2	137.5	104.5	0.4	381.6					
2001–02	146.2	150.5	110.5	0.3	407.5					
2002–03	150.6	160.6	114.9	0.3	426.3	1 553.0	575.7	52.8		2 181.5
2003–04	158.8	168.7	117.3	0.3	445.1	1 696.0	590.9	53.2		2 340.1
2004–05	162.3	183.9	114.1	0.4	460.7	1 756.0	634.3	53.7		2 444.0
2005–06	168.1	189.4	122.2	0.4	480.1	1 844.0	641.2	55.2	0.3	2 540.8
2006–07	176.0	199.0	127.6	0.4	502.9	2 146.0	665.6	58.9	0.3	2 870.9
2007–08	183.5	218.7	121.9	0.4	524.5		662.3	57.6	0.3	
2008–09	183.4	237.2	109.6	0.3	530.5		722.5	52.7	0.2	
2009–10	181.5	258.6	116.2	0.3	556.6	2 092.0	815.3	52.4	0.2	2 959.9
2010–11	191.6	261.8	113.3	0.3	567.1		859.1	51.9	0.3	
2011–12	199.5	290.7	102.5	0.3	593.1	2 280.0	929.6	50.5	0.2	3 260.4
2012–13	199.2	319.0	104.0	0.3	622.5		1,040.6	50.9	0.2	
2013–14	200.8	367.7	103.8	0.3	672.7	2 276.5	1,111.5	52.0	0.2	3 440.1
2014–15	202.5	401.6	105.3	0.3	709.6		1,235.2	50.3	0.2	
2015–16	204.8	413.9	110.1	0.3	729.1		1,347.5	51.8	0.2	
2016–17	208.5	431.3	107.5	0.3	747.6			51.9	0.2	
2017–18	214.2	441.3	108.8	0.3	764.6			52.0	0.2	
2018–19	220.5	443.0	120.7	0.3	784.5			54.4		
2019–20	222.9	447.4	108.9	0.3	779.6			51.3		
2020–21	230.1	453.1	96.6	0.3	780.1			48.1		
2021–22	234.6	460.3	100.0	0.3	795.2					

See end notes

Notes: Small differences may exist in historical estimates of coastal freight due to revised estimates for some years.
 From 2016–17 for Rail (Total, bulk and non-bulk) and 2021–22 for Coastal shipping (Total, bulk and non-bulk) are provisional forecasts based on trend and are subject to revision.
 From 2016–17 the totals are approximations due to trend forecasts for rail and coastal shipping.
 Data are not readily available for missing years.

Sources: BITRE, 2022, *Australian Sea Freight (preliminary)*
 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
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
2021–22	81.2	48.9	42.2	15.2	40.3	3.5	3.2	0.3	234.8

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	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	Other	Total
billion tonne-kilometres										
1995-96	4.7	8.6	24.1	9.1	54.2	3.7	1.6	na		106.0
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	0.0	116.9
1998-99	4.9	7.9	24.8	9.7	55.1	3.5	2.9	na	0.0	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		104.4
2001-02	5.2	6.7	30.9	9.6	50.0	5.7	2.4	na	0.0	110.5
2002-03	5.7	7.6	31.7	10.1	51.9	5.8	2.3	na	0.0	114.9
2003-04	4.9	6.5	33.8	8.5	55.6	5.5	2.5	na		117.3
2004-05	5.3	6.6	37.1	8.5	48.0	4.6	3.6	na	0.3	114.1
2005-06	5.3	9.0	41.2	8.9	50.9	4.5	2.4	na	0.0	122.2
2006-07	6.2	9.1	42.0	9.4	56.3	4.4	0.2	na	0.0	127.6
2007-08	6.0	8.0	43.8	10.5	46.4	4.5	2.5	na	0.2	121.9
2008-09	5.0	6.2	42.0	9.3	40.1	3.9	2.8	na	0.3	109.6
2009-10	5.9	6.1	41.2	8.2	49.7	3.5	1.5	na	0.1	116.2
2010-11	4.8	5.7	42.1	8.6	45.6	3.5	2.8	na	0.2	113.3
2011-12	5.3	5.8	43.6	9.1	32.9	3.3	2.3	na	0.2	102.5
2012-13	4.5	5.4	47.6	8.6	32.3	3.0	2.4	na	0.2	104.0
2013-14	4.7	5.1	49.0	9.8	29.3	3.3	2.4	na	0.1	103.8
2014-15	3.8	4.5	48.1	11.5	30.2	3.2	3.9	na	0.0	105.3
2015-16	3.8	4.6	48.9	11.2	30.5	3.6	7.3	na	0.1	110.1
2016-17	3.1	4.4	45.9	9.0	30.7	3.7	10.7	na	0.0	107.5
2017-18	3.6	4.5	45.4	9.3	29.3	3.7	13.0	na	0.0	108.8
2018-19	3.6	4.4	40.0	11.6	41.7	3.9	15.5	na	0.1	120.7
2019-20	3.2	5.0	41.2	11.5	34.2	3.6	10.3	na	0.0	108.9
2020-21	2.7	4.4	42.7	8.8	22.1	3.7	12.2	na	0.0	96.6

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

na: not applicable

Source: BITRE, 2022, Australian Sea Freight (preliminary)

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	326.8
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	380.5
2001-02	81.9	43.6	98.3	32.1	137.7	8.8	4.5	na	407.2
2002-03	85.0	45.9	102.1	33.4	143.8	8.9	4.3	na	423.5
2003-04	88.9	46.0	109.2	32.7	153.8	8.8	4.5	na	444.2
2004-05	93.4	47.8	117.7	33.8	152.3	8.0	5.8	na	459.3
2005-06	96.5	51.4	124.4	35.0	159.1	7.9	4.7	na	479.3
2006-07	99.4	52.5	130.7	36.4	172.1	8.2	2.8	na	502.3
2007-08	100.6	61.0	128.8	36.4	198.8	7.7	7.5	na	508.9
2008-09	98.7	57.8	129.9	33.9	221.9	6.9	8.6	na	530.2
2009-10	100.0	56.1	133.3	31.8	248.8	6.3	7.3	na	556.3

na: not available

Source: ARA, 2008 and BITRE, 2012

BITRE, 2022, Australian Sea Freight (preliminary)

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
2021–22	36.9	30.2	34.8	7.8	37.3	3.5	1.6	0.3	152.3

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
2018–19	0.0	0.0	29.9	0.2	0.8	0.1	0.0	na	31.0
2019–20	0.0	0.0	30.1	0.2	0.9	0.2		na	31.4
2020–21	0.0	0.0	31.2	0.1	0.9	0.1		na	32.4

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

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

na: not applicable

Source: BITRE, 2022, Australian Sea Freight (preliminary)

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
2021–22	44.4	18.7	7.4	7.5	3.0	na	1.5	0.0	82.5

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	40.9	3.8	15.5	na	89.6
2019–20	3.2	4.9	11.1	11.4	33.3	3.4	10.3	na	77.6
2020–21	2.7	4.4	11.5	8.6	21.2	3.5	12.2	na	64.1

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

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

na: not applicable

Source: BITRE, 2022, Australian Sea Freight (preliminary)

BITRE estimates

Table 4.5 Metropolitan road freight, by capital city

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra	Total capital cities
<i>billion tonne kilometres</i>									
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
2021–22	14.0	16.6	10.6	3.2	6.8	0.8	0.3	0.3	52.6

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

Source: BITRE estimates

Chapter 5: Passengers

Passengers

This chapter provides information on passenger transport activity, including nationally, by city pair, by capital city and by method of travel to work. The data in this chapter comes from a variety of sources, being from BITRE's estimates, the ABS' Census Basic Community Profiles Series and from Tourism Research Australia.

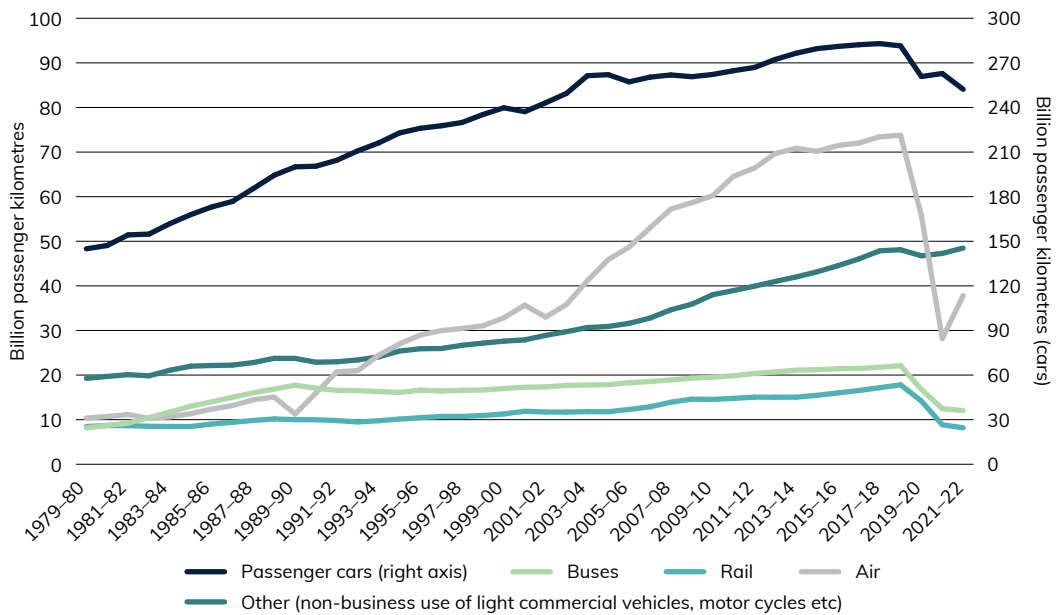
Passenger transport activity (Figure 11) is measured by passenger kilometres (the number of kilometres travelled by passenger vehicles multiplied by the number of occupants in the vehicle). The Australian domestic passenger task is dominated by road transport, mainly passenger cars (Figure 12, right axis). Passenger travel on other modes is generally increasing, although the pandemic has caused a decline. Air travel has expectedly fallen more significantly than other transport methods in recent years, but otherwise was on an uptrend since 2001.

Figure 11 Australia's National Passenger Travel, 2021–22 (see table 5.1)

Mode		Billion passenger kilometres	Change since previous year
Passenger Cars		252	↓ 4.0%
Buses		12	↓ 3.4%
Rail		8	↓ 7.5%
Air		38	↑ 34.2%
Other		48	↑ 2.6%
Total	    	359	↓ 0.02%

Source: BITRE estimates

Figure 12 Australian domestic passenger task, by mode of transport



Source: BITRE, 2022

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	9.95	8.28	15.89	166.83
1975–76	130.14	7.42	8.89	8.29	16.54	171.27
1976–77	135.96	7.50	8.59	7.99	18.08	178.11
1977–78	140.52	7.60	8.31	8.90	18.99	184.31
1978–79	144.42	7.70	8.15	9.40	19.36	189.02
1979–80	144.94	8.16	8.45	10.36	19.26	191.16
1980–81	147.14	8.72	8.69	10.70	19.69	194.94
1981–82	154.29	9.22	8.66	11.15	20.09	203.42
1982–83	154.81	10.46	8.51	10.27	19.82	203.87
1983–84	161.84	11.71	8.47	10.64	21.08	213.74
1984–85	167.93	13.02	8.46	11.34	21.99	222.74
1985–86	173.05	14.00	9.01	12.34	22.14	230.55
1986–87	176.78	15.03	9.41	13.16	22.23	236.60
1987–88	185.47	16.02	9.83	14.46	22.80	248.58
1988–89	194.41	16.87	10.15	15.07	23.76	260.25
1989–90	200.05	17.73	10.00	11.26	23.73	262.78
1990–91	200.49	17.04	9.97	15.98	22.88	266.35
1991–92	204.51	16.57	9.79	20.72	22.98	274.57
1992–93	210.81	16.51	9.48	20.99	23.39	281.18
1993–94	216.15	16.31	9.76	24.43	24.08	290.73
1994–95	222.87	16.10	10.13	26.98	25.39	301.47
1995–96	226.01	16.62	10.44	28.98	25.90	307.95
1996–97	227.68	16.42	10.72	29.98	25.95	310.75
1997–98	229.90	16.58	10.72	30.44	26.68	314.32
1998–99	235.27	16.64	10.92	31.06	27.16	321.04
1999–00	239.81	16.99	11.29	32.84	27.60	328.54
2000–01	237.16	17.26	11.88	35.68	27.89	329.88
2001–02	243.17	17.35	11.71	33.01	28.90	334.14
2002–03	249.45	17.68	11.70	35.83	29.73	344.40
2003–04	261.37	17.76	11.79	41.15	30.65	362.72
2004–05	262.06	17.84	11.77	45.90	30.89	368.46
2005–06	257.21	18.27	12.29	48.70	31.60	368.08
2006–07	260.42	18.55	12.88	53.01	32.78	377.65
2007–08	261.87	18.91	13.90	57.24	34.63	386.55
2008–09	260.70	19.30	14.61	58.63	35.89	389.12
2009–10	262.20	19.51	14.53	60.22	38.02	394.50
2010–11	264.73	19.84	14.77	64.56	38.95	402.85
2011–12	266.91	20.35	15.05	66.41	39.93	408.65
2012–13	272.32	20.71	15.03	69.66	40.99	418.71
2013–14	276.50	21.09	15.05	70.86	42.00	425.49
2014–15	279.58	21.20	15.45	70.16	43.15	429.54
2015–16	281.05	21.43	16.00	71.48	44.52	434.48
2016–17	282.19	21.46	16.53	72.01	46.04	438.24
2017–18	282.96	21.74	17.16	73.43	47.86	443.16
2018–19	281.44	22.11	17.81	73.76	48.10	443.22
2019–20	260.81	16.78	14.17	55.71	46.74	394.20
2020–21	262.85	*12.46	8.85	28.19	*47.28	359.62
2021–22	252.21	*12.03	8.18	37.84	*48.48	358.75

See end notes

Note: * This data is provisional and subject to change

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

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						
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	10 074	5 297	2 721	3 031	1 510
2020-21	2 690	8 202	2 336	1 127	995	785
2021-22	4 884	6 888	2 993	1 539	1 762	865

See end notes

Note that these figures have been impacted by COVID-19

Sources: Tourism Research Australia, 2022

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						
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
2021-22	1 096	6 323	1 182	457	305	128

See end notes

Note that these figures have been impacted by COVID-19

Sources: Tourism Research Australia, 2022

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						
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	664	3 533	1 848	2 671	1 355
2020–21	1 728	124	1 238	547	773	617
2021–22	3 625	262	1 692	1 040	1 430	713

See end notes

Note that these figures have been impacted by COVID-19

Sources: Tourism Research Australia, 2022

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						
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
2021–22	162	303	119	42	27	23

See end notes

Note that these figures have been impacted by COVID-19

Sources: Tourism Research Australia, 2022

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	44.62	4.17	0.30	5.56	0.02	2.29	0.14	57.10
2010–11	45.41	4.29	0.30	5.57	0.02	2.36	0.14	58.09
2011–12	45.66	4.40	0.29	5.78	0.02	2.43	0.14	58.72
2012–13	46.66	4.52	0.30	5.80	0.02	2.45	0.14	59.89
2013–14	47.28	4.60	0.31	5.93	0.01	2.46	0.15	60.74
2014–15	47.86	4.68	0.31	6.18	0.02	2.46	0.14	61.66
2015–16	48.26	4.77	0.32	6.46	0.04	2.49	0.15	62.49
2016–17	48.64	4.99	0.32	6.91	0.04	2.55	0.15	63.59
2017–18	48.85	5.20	0.32	7.32	0.04	2.70	0.15	64.58
2018–19	48.56	5.24	0.32	7.69	0.04	2.91	0.15	64.91
2019–20	43.93	5.12	0.28	6.26	0.05	2.27	0.11	58.02
2020–21	45.22	5.21	0.29	4.16	0.07	1.53	0.06	56.55
2021–22	39.95	5.25	0.30	3.13	0.07	1.21	0.06	49.97

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
<i>billion passenger kilometres</i>								
1976–77	21.79	1.96	0.20	1.91	0.53	0.56	na	26.95
1977–78	22.76	2.09	0.20	1.82	0.53	0.56	na	27.96
1978–79	23.54	2.09	0.19	1.72	0.53	0.57	na	28.64
1979–80	23.76	2.00	0.19	1.61	0.52	0.58	na	28.66
1980–81	24.29	1.95	0.19	1.54	0.53	0.59	na	29.10
1981–82	25.83	1.95	0.20	1.39	0.54	0.61	na	30.52
1982–83	26.07	1.86	0.20	1.41	0.53	0.62	na	30.70
1983–84	27.08	1.97	0.21	1.45	0.54	0.64	na	31.89
1984–85	27.98	2.05	0.21	1.45	0.60	0.68	na	32.98
1985–86	29.07	2.21	0.20	1.55	0.62	0.71	na	34.36
1986–87	29.91	2.34	0.20	1.61	0.63	0.74	na	35.44
1987–88	31.46	2.54	0.20	1.53	0.65	0.78	na	37.16
1988–89	32.96	2.71	0.22	1.62	0.66	0.81	na	38.99
1989–90	33.74	2.74	0.20	1.64	0.53	0.85	na	39.72
1990–91	33.51	2.68	0.19	1.64	0.59	0.85	na	39.46
1991–92	33.97	2.73	0.19	1.77	0.59	0.81	na	40.07
1992–93	34.63	2.80	0.20	1.82	0.51	0.81	na	40.78
1993–94	35.30	2.89	0.20	1.83	0.51	0.84	na	41.56
1994–95	36.30	3.02	0.20	1.95	0.51	0.86	na	42.85
1995–96	37.03	2.96	0.20	2.00	0.52	0.88	na	43.59
1996–97	37.41	2.92	0.20	1.98	0.52	0.88	na	43.91
1997–98	38.15	2.97	0.20	1.91	0.52	0.90	na	44.65
1998–99	39.21	2.98	0.19	2.00	0.53	0.92	na	45.83
1999–00	40.12	2.98	0.19	2.12	0.56	0.93	na	46.90
2000–01	40.14	3.04	0.20	2.20	0.58	0.94	na	47.10
2001–02	40.88	3.12	0.21	2.31	0.59	0.95	na	48.06
2002–03	41.64	3.18	0.21	2.36	0.60	0.96	na	48.94
2003–04	43.04	3.26	0.22	2.43	0.60	0.96	na	50.52
2004–05	43.27	3.30	0.24	2.50	0.61	0.95	na	50.87
2005–06	42.80	3.38	0.26	2.81	0.62	0.96	na	50.83
2006–07	42.83	3.52	0.27	3.12	0.63	1.02	na	51.38
2007–08	43.39	3.69	0.27	3.55	0.65	1.13	na	52.69
2008–09	42.89	3.80	0.27	3.81	0.71	1.23	na	52.72
2009–10	43.56	3.99	0.28	3.93	0.70	1.29	na	53.75
2010–11	44.43	4.12	0.27	4.12	0.73	1.36	na	55.03
2011–12	45.07	4.23	0.26	4.01	0.77	1.53	na	55.88
2012–13	46.26	4.31	0.27	4.06	0.73	1.46	na	57.10
2013–14	47.19	4.45	0.27	4.07	0.71	1.53	na	58.23
2014–15	47.90	4.58	0.27	4.11	0.73	1.53	na	59.12
2015–16	48.21	4.73	0.28	4.29	0.78	1.52	na	59.81
2016–17	48.69	4.93	0.28	4.38	0.80	1.50	na	60.57
2017–18	49.02	5.21	0.28	4.49	0.80	1.50	na	61.31
2018–19	49.35	5.26	0.28	4.59	0.80	1.54	na	61.82
2019–20	45.84	5.16	0.24	3.54	0.55	1.18	na	56.52
2020–21	40.65	5.13	0.23	1.56	0.23	0.71	na	48.52
2021–22	42.51	5.36	0.24	1.91	0.32	0.83	na	51.17

Note: Rail travel estimates for Melbourne are slightly higher than estimated in previous releases – due to the latest estimates including an allowance for urban commuter travel on regional services

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
<i>billion passenger kilometres</i>								
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	22.58	3.36	0.24	1.10	na	1.24	0.02	28.54
2011–12	22.91	3.48	0.24	1.10	na	1.29	0.02	29.04
2012–13	23.57	3.59	0.24	1.06	na	1.30	0.02	29.77
2013–14	23.95	3.66	0.25	1.05	na	1.29	0.02	30.24
2014–15	24.31	3.77	0.25	1.07	na	1.26	0.03	30.68
2015–16	24.59	3.89	0.26	1.08	na	1.27	0.03	31.12
2016–17	24.73	4.04	0.26	1.08	na	1.24	0.03	31.38
2017–18	24.87	4.14	0.26	1.12	na	1.27	0.03	31.67
2018–19	25.00	4.21	0.26	1.17	na	1.30	0.03	31.96
2019–20	23.75	4.13	0.23	0.92	na	1.01	0.02	30.06
2020–21	25.32	4.22	0.24	0.68	na	0.82	0.02	31.30
2021–22	24.34	4.32	0.25	0.66	na	0.79	0.01	30.38

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
<i>billion passenger kilometres</i>								
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	11.87	1.01	0.09	0.17	0.03	0.65	na	13.82
2011–12	11.79	1.03	0.09	0.16	0.03	0.65	na	13.74
2012–13	12.07	1.05	0.09	0.16	0.04	0.65	na	14.05
2013–14	12.34	1.08	0.09	0.17	0.05	0.65	na	14.38
2014–15	12.46	1.11	0.09	0.23	0.05	0.66	na	14.60
2015–16	12.46	1.15	0.09	0.24	0.05	0.66	na	14.65
2016–17	12.48	1.19	0.09	0.24	0.04	0.65	na	14.71
2017–18	12.51	1.25	0.09	0.25	0.05	0.65	na	14.79
2018–19	12.27	1.26	0.09	0.27	0.05	0.65	na	14.58
2019–20	11.59	1.23	0.08	0.22	0.03	0.53	na	13.68
2020–21	12.01	1.26	0.08	0.15	0.03	0.45	na	13.98
2021–22	11.31	1.28	0.08	0.13	0.03	0.42	na	13.25

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
<i>billion passenger kilometres</i>								
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	18.78	2.16	0.16	0.94	na	0.66	na	22.71
2011–12	19.16	2.24	0.16	1.02	na	0.71	na	23.29
2012–13	19.50	2.32	0.16	1.06	na	0.74	na	23.78
2013–14	19.92	2.40	0.17	1.03	na	0.75	na	24.26
2014–15	20.18	2.51	0.17	1.05	na	0.74	na	24.65
2015–16	20.44	2.61	0.17	1.02	na	0.72	na	24.97
2016–17	20.52	2.66	0.17	0.98	na	0.70	na	25.03
2017–18	20.47	2.72	0.17	0.99	na	0.70	na	25.06
2018–19	20.44	2.74	0.17	1.01	na	0.70	na	25.06
2019–20	19.62	2.70	0.15	0.81	na	0.58	na	23.87
2020–21	20.53	2.77	0.16	0.70	na	0.52	na	24.68
2021–22	20.40	2.85	0.16	0.70	na	0.52	na	24.63

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
<i>billion passenger kilometres</i>								
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	2.53
2012–13	2.14	0.31	0.01	na	na	0.10	na	2.55
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	2.13	0.34	0.02	na	na	0.10	na	2.59
2016–17	2.11	0.35	0.02	na	na	0.10	na	2.58
2017–18	2.16	0.37	0.02	na	na	0.10	na	2.65
2018–19	2.17	0.37	0.02	na	na	0.11	na	2.66
2019–20	2.01	0.37	0.01	na	na	0.09	na	2.47
2020–21	2.08	0.37	0.01	na	na	0.08	na	2.55
2021–22	2.00	0.38	0.01	na	na	0.08	na	2.47

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
<i>billion passenger kilometres</i>								
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	0.07	na	1.13
2006–07	0.90	0.19	0.01	na	na	0.07	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	1.25
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	1.28
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	1.35
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	0.12	na	1.41
2016–17	1.05	0.27	0.01	na	na	0.12	na	1.45
2017–18	1.08	0.29	0.01	na	na	0.12	na	1.50
2018–19	1.08	0.29	0.01	na	na	0.12	na	1.49
2019–20	1.04	0.28	0.01	na	na	0.08	na	1.41
2020–21	1.10	0.28	0.01	na	na	0.07	na	1.46
2021–22	1.05	0.29	0.01	na	na	0.07	na	1.42

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
<i>billion passenger kilometres</i>								
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	4.32
1996–97	3.83	0.28	0.02	na	na	0.19	na	4.33
1997–98	3.84	0.29	0.02	na	na	0.19	na	4.35
1998–99	3.93	0.29	0.02	na	na	0.18	na	4.43
1999–00	4.02	0.30	0.02	na	na	0.18	na	4.52
2000–01	3.95	0.30	0.02	na	na	0.18	na	4.44
2001–02	4.02	0.31	0.03	na	na	0.18	na	4.54
2002–03	4.16	0.32	0.03	na	na	0.19	na	4.69
2003–04	4.34	0.33	0.03	na	na	0.19	na	4.88
2004–05	4.34	0.33	0.03	na	na	0.19	na	4.88
2005–06	4.28	0.33	0.03	na	na	0.19	na	4.84
2006–07	4.33	0.34	0.03	na	na	0.19	na	4.90
2007–08	4.35	0.36	0.04	na	na	0.19	na	4.94
2008–09	4.35	0.37	0.04	na	na	0.20	na	4.95
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	0.18	na	5.04
2011–12	4.51	0.41	0.04	na	na	0.18	na	5.13
2012–13	4.62	0.42	0.04	na	na	0.19	na	5.27
2013–14	4.68	0.43	0.04	na	na	0.18	na	5.33
2014–15	4.72	0.44	0.04	na	na	0.18	na	5.38
2015–16	4.73	0.46	0.04	na	na	0.19	na	5.41
2016–17	4.76	0.47	0.04	na	na	0.19	na	5.46
2017–18	4.79	0.49	0.04	na	na	0.20	na	5.52
2018–19	4.78	0.50	0.04	na	0.01	0.20	na	5.52
2019–20	4.51	0.49	0.03	na	0.03	0.14	na	5.21
2020–21	4.77	0.50	0.03	na	0.03	0.12	na	5.45
2021–22	4.46	0.51	0.03	na	0.02	0.10	na	5.12

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 ^(a)	Ferry	Total
<i>billion passenger kilometres</i>								
1976–77	73.73	6.70	0.82	5.69	0.54	3.78	0.12	91.39
1977–78	76.58	7.11	0.83	5.54	0.54	3.86	0.12	94.58
1978–79	78.97	7.28	0.83	5.42	0.54	3.86	0.12	97.02
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	5.86	0.55	4.07	0.13	99.50
1981–82	85.07	7.35	1.00	5.88	0.56	4.07	0.14	104.07
1982–83	85.48	7.19	1.01	5.70	0.55	4.11	0.15	104.20
1983–84	89.53	7.72	1.04	5.71	0.56	4.12	0.15	108.84
1984–85	93.03	8.07	1.06	5.72	0.62	4.20	0.16	112.86
1985–86	96.53	8.38	0.99	6.19	0.64	4.31	0.16	117.20
1986–87	98.93	8.59	0.96	6.40	0.65	4.45	0.17	120.15
1987–88	103.80	8.99	0.94	6.66	0.67	4.62	0.15	125.83
1988–89	108.61	9.35	1.00	6.90	0.70	4.75	0.17	131.48
1989–90	111.50	9.37	0.92	6.95	0.56	4.79	0.18	134.28
1990–91	111.40	9.02	0.84	7.01	0.62	4.88	0.15	133.92
1991–92	113.50	9.11	0.84	7.03	0.62	4.85	0.13	136.07
1992–93	116.86	9.35	0.83	6.97	0.54	4.74	0.11	139.41
1993–94	119.80	9.75	0.81	7.21	0.54	4.82	0.12	143.04
1994–95	123.70	10.41	0.79	7.61	0.54	5.00	0.13	148.18
1995–96	125.43	10.75	0.75	7.85	0.55	5.07	0.13	150.53
1996–97	126.16	10.81	0.74	8.07	0.54	5.12	0.14	151.59
1997–98	128.15	11.19	0.71	8.04	0.54	5.19	0.13	153.96
1998–99	131.42	11.35	0.68	8.21	0.56	5.15	0.13	157.51
1999–00	134.57	11.49	0.69	8.56	0.60	5.22	0.13	161.26
2000–01	133.95	11.63	0.71	9.12	0.61	5.29	0.15	161.46
2001–02	136.72	12.00	0.75	8.89	0.62	5.26	0.14	164.38
2002–03	139.75	12.30	0.74	8.98	0.63	5.33	0.14	167.87
2003–04	145.90	12.65	0.78	9.16	0.63	5.37	0.14	174.63
2004–05	146.80	12.71	0.84	9.29	0.64	5.46	0.15	175.88
2005–06	144.77	12.95	0.91	9.82	0.66	5.62	0.15	174.86
2006–07	146.33	13.45	0.98	10.31	0.67	5.77	0.15	177.67
2007–08	147.56	14.18	1.05	11.24	0.69	5.97	0.15	180.85
2008–09	147.25	14.62	1.12	11.78	0.76	6.28	0.16	181.96
2009–10	148.51	15.41	1.15	11.71	0.75	6.42	0.16	184.11
2010–11	150.58	15.85	1.13	11.92	0.78	6.63	0.16	187.04
2011–12	152.19	16.32	1.10	12.06	0.82	6.96	0.16	189.62
2012–13	155.81	16.75	1.13	12.14	0.79	6.97	0.17	193.76
2013–14	158.53	17.19	1.15	12.26	0.77	7.08	0.18	197.16
2014–15	160.60	17.67	1.17	12.63	0.80	7.05	0.17	200.08
2015–16	161.85	18.21	1.19	13.10	0.87	7.06	0.18	202.46
2016–17	162.98	18.91	1.19	13.59	0.88	7.06	0.18	204.78
2017–18	163.76	19.66	1.19	14.16	0.89	7.24	0.18	207.08
2018–19	163.64	19.87	1.18	14.72	0.90	7.53	0.17	208.01
2019–20	152.29	19.49	1.03	11.76	0.67	5.88	0.13	191.25
2020–21	151.68	19.74	1.06	7.26	0.36	4.30	0.08	184.48
2021–22	146.01	20.24	1.10	6.53	0.44	4.02	0.08	178.41

Note: (a) 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
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	256 812	11 767	1 105 606	188 679	na	32 294	15 682	122 544	na	na
1986	225 068	10 632	1 164 920	171 024	na	26 294	18 851	118 626	na	na
1991	211 372	8 407	1 197 033	168 743	na	17 269	16 970	123 248	121 263	86 035
1996	225 515	9 496	1 396 204	176 686	na	16 423	17 305	114 538	134 932	97 989
2001	249 096	8 223	1 487 981	168 862	54 094	14 157	17 730	114 927	142 076	112 728
2006	265 113	8 219	1 639 528	166 871	45 953	16 495	19 274	127 446	138 641	93 564
2011	317 806	7 730	1 807 359	157 359	38 584	19 629	23 358	128 340	143 130	113 376
2016	397 173	6 694	1 953 399	144 820	32 908	21 159	23 332	130 957	163 026	140 478
2021	147 493	5 620	1 600 226	117 994	26 556	15 049	14 535	92 368	1 141 467	na

See end notes

na: not available

Source: Australian Bureau of Statistics, Census Basic Community Profile Series, 2021

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

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	157 446	6 894	890 359	151 666	na	13 757	23 737	83 208	na	na
1986	134 654	5 873	986 891	132 471	na	12 132	24 022	79 580	na	na
1991	106 427	4 022	1 008 838	114 370	na	8 704	18 334	74 133	96 825	41 684
1996	103 778	4 989	1 157 773	114 478	na	8 414	17 190	63 668	107 009	46 918
2001	119 408	4 520	1 276 600	109 752	25 682	8 376	18 910	64 732	108 025	57 770
2006	143 412	4 555	1 394 017	111 030	22 806	10 838	25 180	80 539	104 403	63 067
2011	190 018	4 887	1 554 490	116 099	20 122	10 645	30 913	83 525	108 933	87 112
2016	238 249	4 882	1 691 496	110 502	16 720	9 878	33 963	87 794	126 918	101 999
2021	138 871	7 645	1 590 175	110 919	16 508	7 743	22 375	72 373	814 082	na

See end notes

na: not available

Source: Australian Bureau of Statistics, Census Basic Community Profile Series, 2021

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

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	53 762	5 213	462 167	93 082	na	23 462	15 586	56 752	na	na
1986	59 836	5 131	553 352	90 210	na	20 495	19 469	62 369	na	na
1991	55 908	3 787	624 144	93 935	na	16 819	22 964	62 908	74 953	16 016
1996	62 621	5 255	809 145	111 524	na	16 608	20 454	62 025	87 337	18 470
2001	68 732	4 020	906 073	112 409	30 538	15 601	20 252	60 529	91 829	24 510
2006	91 302	4 531	1 090 011	123 254	29 283	20 071	20 580	72 981	93 580	27 915
2011	113 051	4 335	1 248 540	125 270	25 604	19 101	21 576	75 561	99 369	39 650
2016	110 920	3 554	1 368 965	112 508	19 948	19 630	21 679	70 471	112 422	38 398
2021	100 393	7 722	1 466 788	110 963	18 802	16 072	17 215	63 580	344 696	na

See end notes

na: not available

Source: Australian Bureau of Statistics, Census Basic Community Profile Series, 2021

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

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	49 234	1 740	289 771	48 814	na	10 922	10 700	25 988	na	na
1986	41 952	1 954	322 855	44 187	na	9 376	10 415	28 744	na	na
1991	33 062	1 453	322 141	41 368	na	5 600	8 662	26 514	33 051	7 033
1996	27 567	1 840	363 074	39 302	na	3 740	5 962	21 015	34 323	6 539
2001	28 282	1 475	392 511	37 455	7 298	2 904	5 889	21 553	34 140	7 837
2006	36 140	1 458	429 822	38 720	6 609	4 324	7 942	24 862	30 937	8 298
2011	39 880	1 549	471 362	39 168	5 881	4 059	7 503	23 623	30 838	9 931
2016	41 548	1 374	492 357	34 003	4 513	3 440	7 455	20 697	32 679	10 337
2021	44 458	2 616	540 208	36 527	4 112	3 405	7 336	20 575	80 513	na

See end notes

na: not available

Source: Australian Bureau of Statistics, Census Basic Community Profile Series, 2021

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

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	37 945	2 060	312 381	51 664	na	7 083	6 560	26 188	na	na
1986	36 629	2 191	324 791	48 071	na	6 925	7 830	27 995	na	na
1991	33 026	1 206	361 689	46 036	na	6 022	9 102	26 828	34 296	7 113
1996	33 163	1 865	453 690	55 553	na	4 817	7 152	28 440	41 889	13 566
2001	34 294	1 521	498 685	51 929	11 019	4 247	8 279	28 307	43 292	17 701
2006	47 087	1 972	570 271	58 748	10 910	5 176	9 294	31 757	41 340	19 833
2011	65 538	2 218	662 949	63 485	10 485	6 508	11 758	35 995	43 867	37 158
2016	71 026	2 041	733 030	56 173	8 503	5 751	11 730	31 914	49 354	35 447
2021	96 782	5 439	817 432	61 390	7 775	3 725	8 790	28 115	98 289	na

See end notes

na: not available

Source: Australian Bureau of Statistics, Census Basic Community Profile Series, 2021

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

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	11 166	645	94 613	18 579	na	1 207	1 043	11 541	na	na
1986	8 622	693	101 797	17 505	na	1 108	1 244	12 265	na	na
1991	5 924	546	97 245	14 746	na	779	1 012	10 712	10 106	858
1996	5 342	551	109 633	14 441	na	838	964	9 466	10 584	811
2001	4 290	416	110 241	12 645	2 740	825	1 145	10 070	10 273	779
2006	5 156	495	125 485	14 506	2 572	1 089	1 478	11 693	9 684	805
2011	5 672	560	137 140	14 799	2 040	1 144	1 372	10 850	9 711	1 134
2016	5 362	576	141 396	12 541	1 695	1 298	1 656	10 443	10 135	1 057
2021	8 052	882	164 534	13 505	1 748	1 141	1 787	10 785	20 330	na

See end notes

na: not available

Source: Australian Bureau of Statistics, Census Basic Community Profile Series, 2021

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

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	2 907	396	24 170	5 847	na	1 387	1 641	6 738	na	na
1986	2 429	537	32 209	7 021	na	1 391	2 185	6 934	na	na
1991	2 389	317	31 781	6 118	na	1 146	2 908	6 938	2 205	218
1996	2 887	477	40 865	7 445	na	1 040	2 636	9 369	3 111	381
2001	2 711	411	44 343	7 261	1 050	918	2 846	10 561	3 379	483
2006	3 082	328	46 702	7 114	795	978	2 579	10 347	2 693	369
2011	3 306	327	55 435	7 750	727	1 419	2 742	10 863	2 752	518
2016	4 966	279	61 874	6 947	557	1 392	2 552	8 683	2 653	1 458
2021	2 918	457	68 624	7 156	556	1 140	2 156	8 115	4 545	na

See end notes

na: not available

Source: Australian Bureau of Statistics, Census Basic Community Profile Series, 2021

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

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	8 642	405	61 213	10 194	na	1 417	1 902	3 802	na	na
1986	9 614	540	77 313	11 524	na	1 310	2 185	4 084	na	na
1991	9 680	325	78 981	12 363	na	906	2 043	4 726	3 789	1 440
1996	8 638	540	89 613	12 713	na	986	2 760	5 373	4 726	1 728
2001	7 506	561	99 585	12 845	1 695	1 069	3 115	5 741	5 468	1 595
2006	10 374	411	107 608	13 011	1 471	1 766	3 757	7 399	5 223	1 362
2011	11 208	463	122 109	13 626	1 284	1 800	4 671	8 164	5 325	1 899
2016	12 462	315	130 776	12 320	979	1 974	5 366	9 305	6 307	2 179
2021	15 614	675	148 200	12 575	1 009	1 796	5 233	9 988	27 211	na

See end notes

na: not available

Source: Australian Bureau of Statistics, Census Basic Community Profile Series, 2021

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

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	577 914	29 120	3 240 280	568 525	na	91 529	76 851	336 761	na	na
1986	518 804	27 551	3 564 128	522 013	na	79 031	86 201	340 597	na	na
1991	457 788	20 063	3 721 852	497 679	na	57 245	81 995	336 007	376 488	160 397
1996	469 511	25 013	4 419 997	532 142	na	52 866	74 423	313 894	423 911	186 402
2001	514 320	21 147	4 816 019	513 158	134 116	48 097	78 166	316 420	438 482	223 403
2006	601 666	21 969	5 403 443	533 252	120 399	60 741	90 085	367 020	426 501	215 213
2011	746 479	22 069	6 059 384	537 556	104 727	64 305	103 893	376 921	443 925	290 778
2016	881 706	19 715	6 573 293	489 814	85 823	64 522	107 733	370 264	503 494	331 353
2021	554 581	31 056	6 396 187	471 029	77 066	50 071	79 427	305 899	2 531 133	na

See end notes

na: not available

Source: Australian Bureau of Statistics, Census Basic Community Profile Series, 2021

Chapter 6: Road

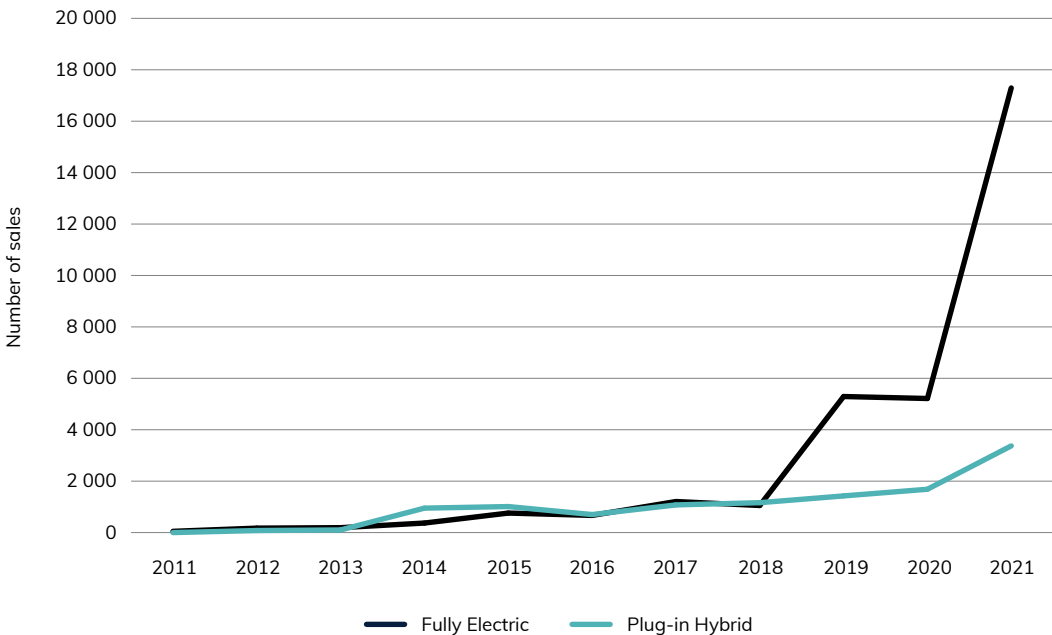
This chapter provides the following information on Australian roads: road distances, road length in kilometers, licence registration transactions over different vehicle types, electric vehicles attributes and registration transactions.

A variety of sources are used for this data, including data from the Australian Bureau of Statistics, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Federal Chamber of Automotive Industries (FCAI), VFACTS, BITRE estimates and State and Territory Governments.

Figure 13 shows the sale of registered battery electric vehicles and Plug-in Hybrids over time. Fully battery electric vehicles sales increased by 331 per cent from 2020 to 2021.

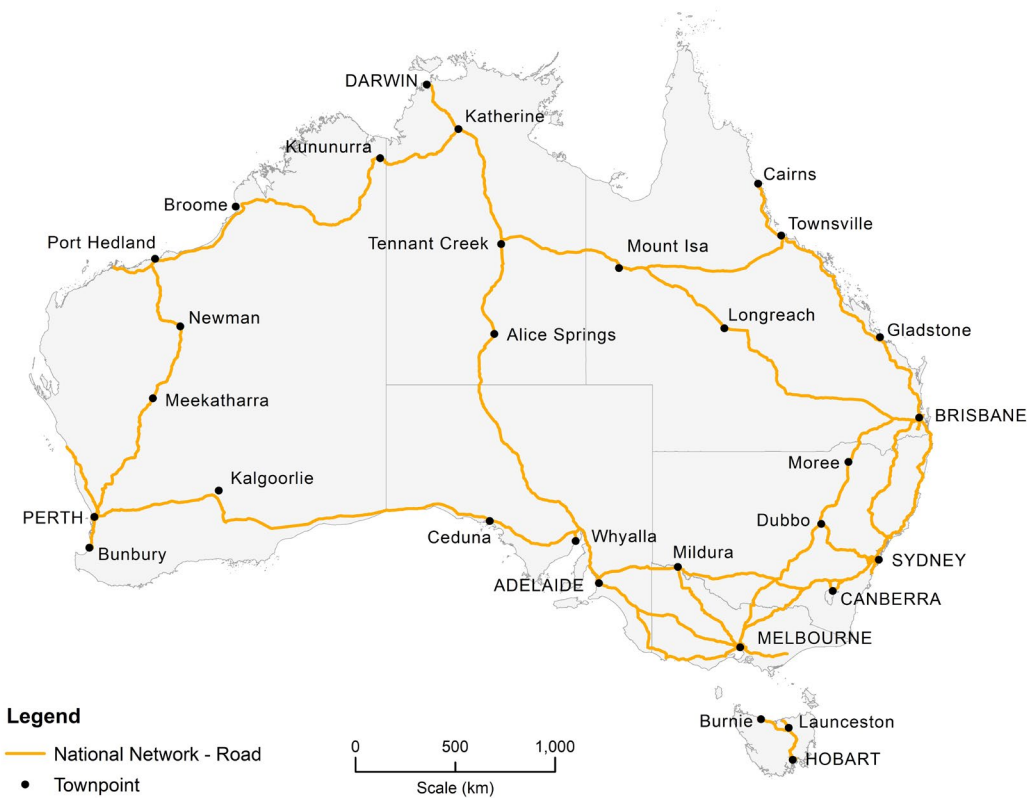
Figure 14 shows Australia's national road network. The lines and dots shown here are the roads and townpoints that were open for traffic at December 2021.

Figure 13 Sales of electric vehicles



Sources: Electric Vehicle Council, 2022, State of Electric Vehicles
Federal Chamber of Automotive Industries, 2022, Vehicle Sales

Figure 14 Map of national road network



Source: Infrastructure, 2022

Table 6.1 Intercapital road distances

	Sydney	Melbourne	Brisbane	Adelaide	Perth	Darwin	Canberra
	km						
Sydney	-	878	910	1 375	3 933	3 952	286
Melbourne	-	-	1 776	726	3 404	3 740	663
Brisbane	-	-	-	2 020	4 315	3 426	1 184
Adelaide	-	-	-	-	2 694	3 030	1 159
Perth	-	-	-	-	-	3 846	3 715
Darwin	-	-	-	-	-	-	3 935

Source: Google maps as at 26 September 2022

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
2018–19	146 647.0	131 985.0	150 309.0	78 210.0	127 887.0	14 173.0	13 285.0	662 496.0
2019–20	146 998.0	132 816.0	150 249.0	78 242.0	127 305.0	14 211.0	13 456.0	663 277.0
2020–21	147 113.0	132 558.0	150 407.0	77 986.0	126 993.0	14 208.0	13 417.0	662 682.0
2021–22	147 617.0	133 405.0	150 433.0	78 130.0	127 179.0	14 242.0	13 186.0	664 192.0
2022–23	147 617.0	133 042.0	150 092.0	78 146.0	127 360.0	14 205.0	13 141.0	663 603.0

Source: Department of Infrastructure, Transport, Regional Development, Communications and the Arts (2022)

Table 6.2c Toll road length

Type	Name	State	Length
Harbour/river crossing	Sydney Harbour Bridge	NSW	1.1
	Sydney Harbour Tunnel	NSW	2.3
	Go Between Bridge	QLD	0.3
Tunnels or roads with tunnels	Cross City Tunnel	NSW	2.1
	Lane Cove Tunnel	NSW	3.6
	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
	Burnley Tunnel	VIC	3.4
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	33.5
	Logan Motorway	QLD	29.1
	Westconnex – New M4	NSW	7.5
Regional bypass	Military Road E-Ramps	NSW	0.5
	Toowoomba Second Range Crossing	QLD	41.0
Total			315.6

Sources: Transport for NSW (2020), Transurban (2022), 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							
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	187.05
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	221.96
2007–08	165.73	2.20	2.06	39.26	8.86	6.91	225.02
2008–09	165.08	2.32	2.14	40.19	8.75	6.83	225.31
2009–10	166.13	2.39	2.20	41.85	8.99	6.95	228.51
2010–11	167.94	2.34	2.27	43.12	9.21	7.20	232.08
2011–12	169.41	2.28	2.35	44.48	9.45	7.45	235.43
2012–13	172.92	2.33	2.39	45.83	9.65	7.65	240.77
2013–14	175.61	2.38	2.43	47.09	9.84	7.84	245.20
2014–15	177.61	2.41	2.44	48.48	10.03	7.95	248.93
2015–16	178.60	2.45	2.46	50.11	10.30	8.03	251.97
2016–17	179.39	2.47	2.47	51.95	10.54	8.12	254.94
2017–18	179.79	2.46	2.51	54.00	10.81	8.22	257.78
2018–19	178.57	2.44	2.55	54.39	10.91	8.30	257.15
2019–20	165.05	2.13	2.30	53.88	11.14	8.38	242.88
2020–21	165.77	2.21	2.20	54.78	11.34	8.48	244.79
2021–22	159.00	2.29	2.21	56.26	11.63	8.61	240.01

See end notes

Notes: Recent year values for cars are slightly lower than previously estimated due to re-estimations from the fuel sales statistics

2021–22 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									
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	187.05
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	3.25	203.19
2002–03	64.01	54.53	41.98	16.01	22.10	4.97	1.82	3.36	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	2.04	3.59	225.31
2009–10	68.96	58.52	48.80	16.11	25.22	5.24	2.04	3.62	228.51
2010–11	70.34	59.75	49.17	16.14	25.70	5.26	2.06	3.68	232.08
2011–12	71.05	60.81	49.99	16.14	26.33	5.29	2.07	3.75	235.43
2012–13	72.64	62.15	51.28	16.46	26.96	5.33	2.11	3.85	240.77
2013–14	73.82	63.47	52.08	16.84	27.58	5.37	2.14	3.91	245.20
2014–15	75.01	64.48	52.91	17.03	28.00	5.40	2.16	3.95	248.93
2015–16	75.98	65.24	53.70	17.15	28.36	5.40	2.16	3.98	251.97
2016–17	77.07	66.33	54.26	17.25	28.41	5.41	2.18	4.03	254.94
2017–18	77.91	67.36	54.84	17.38	28.47	5.52	2.22	4.08	257.78
2018–19	77.51	67.71	54.67	17.11	28.37	5.52	2.21	4.06	257.15
2019–20	71.79	63.81	52.45	16.30	27.38	5.18	2.12	3.84	242.88
2020–21	74.07	58.72	55.33	16.74	28.39	5.31	2.20	4.02	244.79
2021–22	68.47	61.18	54.50	16.16	28.48	5.23	2.16	3.83	240.01

See end notes

Notes: Recent year values for cars are slightly lower than previously estimated due to re-estimations from the fuel sales statistics

2021–22 data are preliminary/provisional

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	3.07	103.94
1996–97	31.69	30.68	15.05	8.94	13.03	1.82	0.82	3.08	105.11
1997–98	32.30	31.31	15.52	9.08	13.25	1.79	0.84	3.10	107.19
1998–99	33.12	32.03	15.83	9.34	13.55	1.78	0.85	3.17	109.68
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	3.50	122.49
2004–05	37.12	35.65	19.05	10.03	15.35	1.92	0.89	3.51	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	3.54	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	37.99	36.81	20.91	9.93	16.30	1.93	1.00	3.62	128.49
2010–11	38.76	37.66	21.22	9.93	16.56	1.93	1.02	3.67	130.75
2011–12	39.13	38.34	21.65	9.90	16.95	1.94	1.03	3.75	132.70
2012–13	40.02	39.29	22.30	10.13	17.33	1.96	1.06	3.85	135.93
2013–14	40.59	40.16	22.70	10.36	17.76	1.98	1.09	3.90	138.54
2014–15	41.16	40.84	23.09	10.49	18.10	1.99	1.10	3.95	140.72
2015–16	41.62	41.31	23.49	10.55	18.45	2.00	1.11	3.98	142.51
2016–17	42.22	41.95	23.82	10.62	18.56	2.01	1.14	4.02	144.35
2017–18	42.68	42.58	24.07	10.70	18.60	2.07	1.18	4.07	145.96
2018–19	42.49	42.83	24.23	10.53	18.56	2.07	1.18	4.05	145.95
2019–20	39.01	40.16	23.18	9.97	17.88	1.94	1.14	3.84	137.11
2020–21	39.90	36.48	24.31	10.25	18.54	1.99	1.18	4.02	136.68
2021–22	36.38	38.06	23.81	9.82	18.57	1.95	1.15	3.82	133.56

See end notes

Notes: Recent year values for cars are slightly lower than previously estimated due to re-estimations from the fuel sales statistics

2021–22 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
2021–22	9.4	44.0	181.4	234.8

See end notes

Note: Numbers for 2021–22 are provisional estimates which are subject to change

Source: BITRE estimates

Table 6.7 Private vehicle ownership and operating cost indices

June reference month	Australia motor vehicle consumer price	Private 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
1982		32.6	53.2	24.8	33.6	44.3	23.3
1983	43.0	35.9	58.5	27.7	36.5	47.3	24.7
1984	44.8	39.1	61.2	32.1	38.8	51.7	26.6
1985	47.0	42.5	66.6	35.9	41.0	54.4	28.6
1986	53.9	44.3	75.5	32.3	45.3	56.6	30.0
1987	61.8	50.7	89.1	36.3	50.1	60.3	33.1
1988	67.1	53.4	97.9	35.5	53.2	65.9	34.2
1989	70.6	56.1	103.8	37.3	55.6	68.6	35.4
1990	82.5	60.5	107.7	42.2	60.0	71.2	36.3
1991	85.2	62.1	108.7	42.9	62.9	71.4	38.8
1992	88.1	63.9	111.7	44.8	63.6	71.1	41.9
1993	92.8	65.7	118.8	45.3	64.3	71.0	45.7
1994	96.2	67.5	122.1	46.0	65.3	72.6	46.9
1995	99.2	69.6	128.1	46.8	66.1	74.2	48.1
1996	98.4	72.6	130.0	49.1	68.6	73.5	50.0
1997	97.0	72.2	120.6	49.4	69.1	74.4	52.1
1998	98.5	71.5	116.5	47.8	69.2	74.0	53.9
1999	96.6	71.4	112.2	47.2	71.3	74.9	56.7
2000	100.1	76.8	111.7	57.5	69.4	74.1	59.1
2001	102.3	80.9	112.8	63.9	74.3	75.4	61.3
2002	106.5	80.6	113.9	60.7	76.5	77.7	63.6
2003	108.0	80.6	112.2	59.9	78.9	79.0	65.8
2004	105.5	83.2	108.9	66.9	81.1	79.2	69.9
2005	103.8	86.1	106.0	73.9	84.5	80.9	72.0
2006	104.2	92.9	105.0	92.2	86.3	83.8	73.5
2007	104.7	92.9	106.5	88.3	88.6	86.8	77.1
2008	106.1	99.4	105.2	104.5	91.6	91.0	81.1
2009	105.0	92.8	104.2	83.1	95.4	99.1	84.3
2010	103.8	95.8	103.4	89.4	97.5	99.5	90.8
2011	99.3	99.2	101.9	99.4	95.8	99.5	96.5
2012	99.9	101.2	100.3	101.9	100.7	100.0	102.7
2013	98.9	100.4	96.9	98.5	105.3	100.4	107.4
2014	96.7	103.1	96.2	106.1	103.1	102.3	111.2
2015	97.7	100.7	94.9	94.9	105.2	106.1	118.7
2016	93.7	97.7	95.0	83.9	107.4	106.2	121.1
2017	95.1	99.9	93.8	89.7	108.4	107.7	123.5
2018		105.2	91.7	104.3	110.2	110.1	128.0
2019		107.0	94.8	103.8	113.3	111.7	131.5
2020		98.5	94.2	80.5	116.8	112.7	128.6
2021		109.7	101.2	102.5	119.3	113.5	132.8
2022		124.7	106.8	135.4	125.5	124.2	135.1

Note: Data are not readily available for missing years

Source: ABS, 2022, Consumer Price Index

Table 6.8 Count of vehicle type by year of manufacture

Year of Manufacture	Passenger vehicles	Camper-vans	Light commercial vehicles	Light rigid trucks	Heavy rigid trucks	Articulated trucks	Non-freight-carrying vehicles	Buses	Motor-cycles	Total of registered motorised vehicles
2001	237 988	1 864	58 046	2 898	6 635	1 542	431	1 153	15 016	325 573
2002	293 606	1 997	73 106	5 040	9 145	2 218	592	1 459	15 319	402 482
2003	390 200	2 537	93 357	2 897	8 928	2 947	547	1 491	17 922	520 826
2004	442 283	2 648	109 067	5 215	12 491	3 679	785	1 504	20 845	598 517
2005	509 528	2 527	122 150	6 515	12 887	3 860	975	2 202	28 852	689 496
2006	545 525	2 516	118 727	5 191	14 264	3 863	975	2 696	36 786	730 543
2007	627 673	2 682	131 806	6 264	19 610	6 813	1 254	3 319	42 619	842 040
2008	634 424	2 445	156 053	6 917	13 844	3 425	1 095	4 269	47 348	869 820
2009	602 934	1 702	140 184	5 047	12 133	2 744	908	3 629	37 291	806 572
2010	734 908	2 533	157 121	6 653	14 685	4 971	1 181	4 108	36 814	962 974
2011	708 860	1 892	145 469	4 737	9 440	2 996	1 140	4 250	36 180	914 964
2012	813 426	1 658	188 218	5 855	13 240	5 216	1 351	4 060	43 096	1 076 120
2013	861 408	1 664	188 252	6 552	11 647	5 676	1 268	3 584	45 531	1 125 582
2014	819 855	1 675	181 008	7 683	12 124	5 416	1 543	3 880	46 438	1 079 622
2015	890 359	1 897	195 451	8 973	12 645	4 654	1 581	3 678	50 247	1 169 485
2016	901 069	2 142	208 198	9 632	13 000	4 630	1 408	3 694	54 164	1 197 937
2017	902 423	2 551	227 452	10 305	14 717	6 214	1 735	3 753	49 919	1 219 069
2018	848 721	2 761	245 158	11 574	17 265	7 368	1 568	4 330	47 804	1 186 549
2019	773 717	2 428	212 266	9 974	13 832	6 091	1 719	4 455	46 893	1 071 375
2020	652 430	1 712	197 325	10 096	12 785	5 386	1 597	3 375	47 468	932 174
2021	702 441	2 549	225 072	10 843	12 942	6 492	1 127	3 339	50 611	1 015 416

Note: This total is a total of all registered motorised vehicles and thus will not include vehicles such as trailers or tractors

Source: BITRE, 2022, Motor Vehicles, Australia

Table 6.9a Stock of registered motor vehicles, by vehicle type

January reference month	Passenger cars	Motorcycles	LCVs	Rigid trucks	Articulated trucks	Other vehicles	Buses	All vehicles
				thousands				
1971	3 990.9	152.6	532.7	365.8	32.0	10.0	22.8	5 106.8
1972								
1973								
1974								
1975								
1976	5 102.2	293.4	758.2	372.2	39.0	25.1	31.4	6 621.5
1977								
1978								
1979	5 669.6	288.3	879.2	419.9	43.7	36.3	37.8	7 374.7
1980								
1981								
1982	6 233.4	366.9	1 003.0	479.0	47.2	42.0	46.2	8 217.7
1983								
1984								
1985	6 734.2	361.6	1 140.5	543.7	50.2	49.4	80.1	8 959.7
1986								
1987								
1988	7 158.8	304.0	1 183.5	576.3	48.9	53.4	93.2	9 418.0
1989								
1990								
1991	7 860.7	284.1	1 479.2	333.2	51.7	47.0	42.3	10 098.2
1992								
1993	8 279.4	288.8	1 453.8	336.5	52.5	46.6	46.6	10 504.2
1994								
1995	8 628.8	296.6	1 527.2	337.4	58.3	47.0	52.2	10 947.5
1996	8 989.1	303.9	1 601.6	341.0	58.4	48.3	58.8	11 401.1
1997	9 206.2	313.1	1 632.2	342.4	59.3	50.0	61.1	11 664.4
1998	9 526.7	328.8	1 686.4	347.2	62.3	51.3	64.1	12 066.9
1999	9 686.2	333.8	1 721.2	346.8	63.3	51.3	65.9	12 268.5
2000								
2001	9 835.9	350.9	1 769.6	338.4	62.6	51.8	67.6	12 476.8
2002	10 101.4	371.0	1 820.0	341.5	63.9	54.0	70.2	12 822.0
2003	10 365.9	377.3	1 879.8	348.7	64.3	56.9	70.1	13 163.0
2004	10 629.4	396.3	1 952.5	357.6	66.3	59.6	71.3	13 533.1
2005	10 896.4	421.9	2 030.3	368.5	69.7	60.7	72.6	13 920.1
2006	11 188.9	463.1	2 114.3	383.5	71.7	61.8	75.4	14 358.7
2007	11 466.6	512.4	2 190.1	394.5	74.5	64.5	77.6	14 780.2
2008	11 803.5	567.6	2 288.2	410.9	79.1	66.6	80.6	15 296.5
2009	12 023.1	624.1	2 371.1	421.7	81.2	68.8	84.4	15 674.4
2010	12 269.3	660.1	2 460.6	431.3	82.4	71.0	86.4	16 061.1
2011	12 474.0	678.8	2 530.6	437.8	86.0	73.3	87.9	16 368.4
2012	12 714.2	709.3	2 617.8	446.4	88.0	75.3	90.6	16 741.6
2013	13 000.0	744.7	2 717.7	457.1	90.9	77.1	93.0	17 180.6
2014	13 297.3	780.2	2 824.1	465.1	93.9	78.9	94.1	17 633.5
2015	13 549.4	807.2	2 907.0	472.3	95.0	81.6	95.1	18 007.8
2016	13 815.1	829.0	2 985.6	480.2	96.2	84.5	96.6	18 387.1
2017	14 078.6	849.3	3 079.6	491.5	98.1	87.1	96.9	18 781.2
2018	14 330.4	860.7	3 187.1	505.0	100.7	90.8	98.6	19 173.3
2019	14 504.1	870.1	3 313.4	520.7	103.0	94.4	99.4	19 505.2
2020	14 679.2	880.9	3 407.0	535.5	105.1	97.1	100.5	19 805.3
2021	14 850.7	913.8	3 519.5	552.3	109.9	99.7	97.1	20 142.9
2022	15 076.3	950.4	3 816.1	548.5	115.5	96.1	77.4	20 680.2

Notes: Data are not readily available for missing years

Data after 2021 was provided from BITRE as opposed to the ABS

Source: ABS, 2021, Motor Vehicle Census

BITRE, 2022, Motor Vehicles, Australia

Table 6.9b 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
2022	6 047.0	5 273.0	4 463.2	1 520.5	2 367.8	520.4	164.5	323.8	20 680.2

Notes: Data are not readily available for missing years

Data after 2021 was provided from BITRE as opposed to the ABS

Source: ABS, 2021, Motor Vehicle Census

BITRE, 2022, Motor Vehicles, Australia

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

Financial year	Passenger cars (excluding sports utility vehicles)*	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
2021–22	205.3	521.0	293.9	1,020.2

See endnotes

Note: * Passenger vehicles in this table are under a different definition to other tables as they do not include sports utility vehicles.

Sources: ABS, 2017, *Sale of New Motor Vehicles, Australia*
Federal Chamber of Automotive Industries, 2022, *New Vehicle Sales*

Table 6.10b Sales of electric vehicles

Calendar Year	Fully Electric	Plug-in Hybrid	Total
2011	49	0	49
2012	173	80	253
2013	191	102	293
2014	371	951	1 322
2015	759	1 012	1 771
2016	668	701	1 369
2017	1 208	1 076	2 284
2018	1 053	1 163	2 216
2019	5 292	1 426	6 718
2020	5 215	1 685	6 900
2021	*17 293	3 372	20 665

Note: * Number of fully electric vehicle sales was obtained by subtracting State of Electric Vehicles total sales by VFACTS' data of Plug-in Hybrid sales

Source: VFACTS, 2022

Electric Vehicle Council, 2022, State of Electric Vehicles

Federal Chamber of Automotive Industries, 2022, Vehicle Sales

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	44 338	10 443	152 137
2016–17	104 866	118 801	59 239	157 902
2017–18	231 098	186 884	147 835	254 444
2018–19	339 182	357 030	305 804	362 961
2019–20	307 953	387 712	352 630	372 469
2020–21	355 161	463 786	451 250	453 268

See end notes

Note: Vehicle sales include standard and optional features

Source: VFACTS, 2022

Autovista Group, 2022, Glass's Data Solution

BITRE estimates

Table 6.10d Battery electric passenger vehicles on register by make, top 10 makes

Financial year	Tesla	Hyundai	Nissan	MG	Mercedes-Benz	Mazda	Porsche	Toyota	MINI	BMW	Other	Total
	Make											
2021	10 125	1 638	1 800	184	221	11	35	462	102	141	962	15 681
2022	22 259	2 753	2 508	1 435	1 077	609	583	433	407	378	1 757	34 199

Note: This data is taken as a snapshot as at 31 January

Source: BITRE, 2022, Motor Vehicles, Australia

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
30 June 2021	148 692	209 726	237 919	547 953	500 041	463 169	392 804	250 226	81 753	2 832 283
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
30 June 2021	153 123	216 686	245 600	551 680	510 624	476 125	410 908	276 285	1 02 390	2 943 421
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
30 June 2021	301 815	426 412	483 519	1 099 633	1 010 670	939 385	803 775	526 533	184 147	5 775 889

See end notes

Note: Persons total includes drivers where gender is not specified as male or female

Source: BITRE estimates based on data provided by Transport for NSW (2021)

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
30 June 2021	107 233	176 642	214 329	489 905	421 746	392 372	320 572	212 668	81 088	2 416 555
20 June 2022	112 344	177 820	215 658	496 783	426 091	397 689	327 570	221 344	86 907	2 462 206
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
30 June 2021	109 498	188 715	233 457	494 662	426 038	392 087	322 265	219 101	92 765	2 478 588
20 June 2022	115 317	186 231	232 080	496 622	429 850	394 983	328 066	225 720	97 761	2 506 630
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
30 June 2021	216 731	365 357	447 786	984 567	847 784	784 459	642 837	431 769	173 853	4 895 143
20 June 2022	227 661	364 051	447 738	993 405	855 941	792 672	655 636	447 064	184 668	4 968 836

See end notes

Note: Persons total includes drivers where gender is not specified as male or female

Source: BITRE estimates based on VicRoads data (2022)

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
30 June 2021	106 317	149 224	163 078	352 118	335 323	319 486	267 152	175 838	53 602	1 922 138
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
30 June 2021	108 028	151 715	167 404	350 958	336 241	324 349	272 581	188 482	67 089	1 966 847
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
30 June 2021	214 345	300 939	330 482	703 077	671 564	643 835	539 733	364 320	120 691	3 888 986

See end notes

Source: BITRE estimates based on Department of Transport and Main Roads (QLD) data (2021)

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
30 June 2021	31 309	46 466	50 901	109 473	102 223	107 099	98 093	66 837	22 382	634 783
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
30 June 2021	32 543	48 923	54 521	111 365	104 117	109 452	99 868	70 735	27 578	659 102
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
30 June 2021	63 947	95 510	105 500	220 974	206 416	216 602	197 985	137 584	49 961	1 294 479

See end notes

Notes: Persons total includes drivers where gender is not specified as male or female

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

Source: BITRE estimates based on Department for Infrastructure and Transport (SA) data (2021)

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
30 June 2021	25 584	63 325	75 028	184 564	167 872	160 175	133 792	86 323	28 787	925 450
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
30 June 2021	27 545	68 094	82 236	196 184	177 818	170 265	137 355	91 313	32 543	983 353
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	45 792	137 561	171 410	331 549	340 841	302 934	224 293	112 946	38 589	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
30 June 2021	53 129	131 419	157 264	380 748	345 690	330 440	271 147	177 636	61 330	1 908 803

See end notes

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

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

Persons total includes drivers where gender is not specified as male or female

Source: BITRE estimates based on Department of Transport (WA) data (2021)

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
30 June 2021	9 993	14 367	16 582	33 028	31 026	35 064	34 632	23 856	8 881	207 429
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
30 June 2021	9 935	14 601	17 941	33 970	30 072	34 364	34 271	24 392	9 288	208 834
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
30 June 2021	19 928	28 968	34 523	66 998	61 098	69 428	68 903	48 248	18 169	416 263

See end notes

Source: BITRE estimates based on Department of State Growth (TAS) data (2021)

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
30 June 2021	3 336	5 918	8 682	18 546	13 689	11 853	7 962	3 489	858	74 333
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
30 June 2021	3 564	7 002	9 145	19 511	15 181	14 272	10 160	4 907	1 133	84 875
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
30 June 2021	6 900	12 920	17 827	38 057	28 870	26 125	18 122	8 396	1 991	159 208

See end notes

Source: BITRE estimates based on Department of Infrastructure, Planning and Logistics (NT) data (2021)

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
30 June 2021	5 716	12 165	15 705	35 571	30 277	25 009	19 310	13 038	4 317	161 108
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
30 June 2021	5 907	12 758	17 055	36 723	31 083	25 259	18 835	12 773	4 738	165 131
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
30 June 2021	11 646	24 947	32 797	72 367	61 392	50 286	38 147	25 816	9 056	326 454

See end notes

Note: Persons total includes drivers where gender is not specified as male or female

Source: BITRE estimates based on ACT Access Canberra data (2021)

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
30 June 2021	438 180	677 833	782 224	1 771 158	1 602 197	1 514 227	1 274 317	832 275	281 668	9 174 079
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
30 June 2021	450 143	708 494	827 359	1 795 053	1 631 174	1 546 173	1 306 243	887 988	337 524	9 490 151
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	850 324	1 336 988	1 491 592	3 032 915	3 104 855	2 822 216	2 177 085	1 115 091	441 490	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
30 June 2021	888 441	1 386 472	1 609 698	3 566 421	3 233 484	3 060 560	2 580 649	1 720 302	619 198	18 665 225

See end notes

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

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
30 June 2021	4 513 895	589 844	93 627	133 284	206 999	96 072	30 973
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		
30 June 2021	372 763	31 229	67	783	783		
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					
30 June 2021	320 676	31 364					

See end notes

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

Source: BITRE estimates based on data provided by Transport for NSW (2021)

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
30 June 2021	3 765 289	428 487	43 309	100 371	202 073	126 895	35 737
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
30 June 2021	297 352	3 443	29	985	1 265	180	51
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					
30 June 2021	324 311	20 089					

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
 Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)

Source: BITRE estimates based on VicRoads data (2021)

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
30 June 2021	3 338 163	705 061	60 120	98 844	254 444	73 145	65 031
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
30 June 2021	208 037	4 182	217	1 216	1 868	343	531
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
30 June 2021	196 048	148 176			2	151	12

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
 Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)

na: not available

Source: BITRE estimates based on Department of Transport and Main Roads (QLD) data (2021)

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
30 June 2021	1 173 281	160 421	24 774	40 908	56 295	32 573	14 462
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
30 June 2021	65 143	1 514	7	199	156	89	9
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
30 June 2021	54 226	8 484	0	2	8	269	2

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
 Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)

Source: BITRE estimates based on Department for Infrastructure and Transport (SA) data (2021)

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	31 449	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
30 June 2021	1 558 227	270 720	33 035	32 256	205 069	54 677	39 477
Provisional licence							
30 June 2013	59 185	5 109	13	68	15	1	2
30 June 2014	59 339	4 819	11	63	8	0	6
30 June 2015	61 053	4 484	4	49	3	1	5
30 June 2016	63 466	4 106	6	40	6	2	3
30 June 2017	62 742	3 652	4	45	5	2	4
30 June 2018	72 540	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
30 June 2021	62 939	1 890	7	26	3	0	4
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
30 June 2021	97 200	25 511	1 183	1 849	3 575	405	561

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
 Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)

Source: Department of Transport, Western Australia data (2021)

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
30 June 2021	304 556	54 196	10 340	27 683	15 580	11 671	2 807
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	
30 June 2021	21 134	1 566	4	38	5	4	
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					
30 June 2021	21 848	1 231					

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
 Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)
 Data are not readily available for missing years

Source: BITRE estimates based on Department of State Growth (TAS) data (2021)

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
30 June 2021	106 692	23 427	6 187	6 599	15 080	4 465	5 143
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
30 June 2021	6 310	119	0	6	1	0	1
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
30 June 2021	7 977	1 831	0	0	0	0	0

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
 Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)
 Full licence includes probationary licences

Source: BITRE estimates based on Department of Infrastructure, Planning and Logistics (NT) data (2021)

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
30 June 2021	291 628	35 390	3 538	6 504	9 397	2 521	619
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
30 June 2021	19 227	1 204	4	11	5	0	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					
30 June 2021	12 812	2 650					

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
 Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)

Source: BITRE estimates based on ACT Access Canberra data (2021)

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	765 488	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
30 June 2021	15 051 731	2 267 546	274 930	446 449	964 937	402 019	194 249
Provisional licence							
30 June 2013	1 063 920	51 396	545	4 775	4 261	828	544
30 June 2014	1 080 282	53 358	514	4 760	4 483	862	604
30 June 2015	1 084 380	53 795	485	4 535	4 546	810	573
30 June 2016	1 115 507	53 425	463	4 465	4 682	758	703
30 June 2017	1 135 988	49 516	463	4 413	4 786	782	662
30 June 2018	1 117 096	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
30 June 2021	1 052 905	45 147	335	3 264	4 086	616	596
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
30 June 2021	1 035 098	239 336	1 183	1 851	3 585	825	575

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
 Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)

Source: BITRE estimates based on state/territory licensing data (2022)

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	107.9	116.6
2020–21	119.4	120.0	115.4	122.4	110.3	108.4	117.0
2021–22	125.7	127.3	121.2	132.7	121.0	118.2	124.1

Note: Data are not available for missing years

ABS data is average over four quarters

Source: For state and national indexes – ABS (2022); for national (BITRE) index – BITRE estimates

Table 6.15 Arterial road and bridge maintenance expenditure, constant 2021–22 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	742.0	319.1	452.8	91.4	265.0	48.8	49.5	23.8
2001–02	679.9	371.1	453.0	86.9	227.5	50.9	43.9	18.2
2002–03	683.9	364.0	399.2	85.9	265.0	38.1	27.8	25.6
2003–04	687.6	347.7	485.7	92.4	263.9	44.0	32.9	15.1
2004–05	704.6	302.8	477.0	109.3	244.9	41.1	31.2	13.5
2005–06	653.2	287.0	495.2	110.3	264.0	57.7	33.2	11.9
2006–07	659.0	309.5	575.6	95.4	315.1	55.3	41.8	13.4
2007–08	714.7	342.3	587.8	107.8	305.3	44.2	32.6	15.2
2008–09	841.3	330.9	615.1	134.2	352.2	41.9	55.0	10.9
2009–10	820.7	329.0	715.7	127.2	343.2	54.6	36.5	21.7
2010–11	876.2	440.3	746.2	93.3	292.7	66.9	66.5	15.6
2011–12	937.0	373.5	919.1	106.1	205.7	56.1	55.0	14.5
2012–13	824.0	319.9	1 279.5	97.7	298.0	73.1	67.1	15.5
2013–14	1 069.1	308.7	1 300.7	94.8	369.2	57.4	65.8	12.2
2014–15	1 120.8	392.8	725.6	85.1	354.3	65.2	79.2	14.8
2015–16	1 038.8	370.1	563.5	122.3	341.3	57.3	73.7	15.5
2016–17	1 099.2	402.3	827.9	100.1	367.6	60.2	66.2	14.7
2017–18	1 057.4	661.2	775.7	109.4	380.9	67.2	69.9	19.6
2018–19	830.7	667.2	805.8	116.1	431.2	69.9	60.4	20.1
2019–20	952.2	626.3	794.8	155.9	414.8	77.4	24.4	18.6
2020–21	785.9	717.6	862.3	327.0	393.2	73.8	24.7	33.7
2021–22	1 573.2	603.0	795.9	357.0	365.7	76.6	28.6	26.5

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, 2022
BITRE estimates

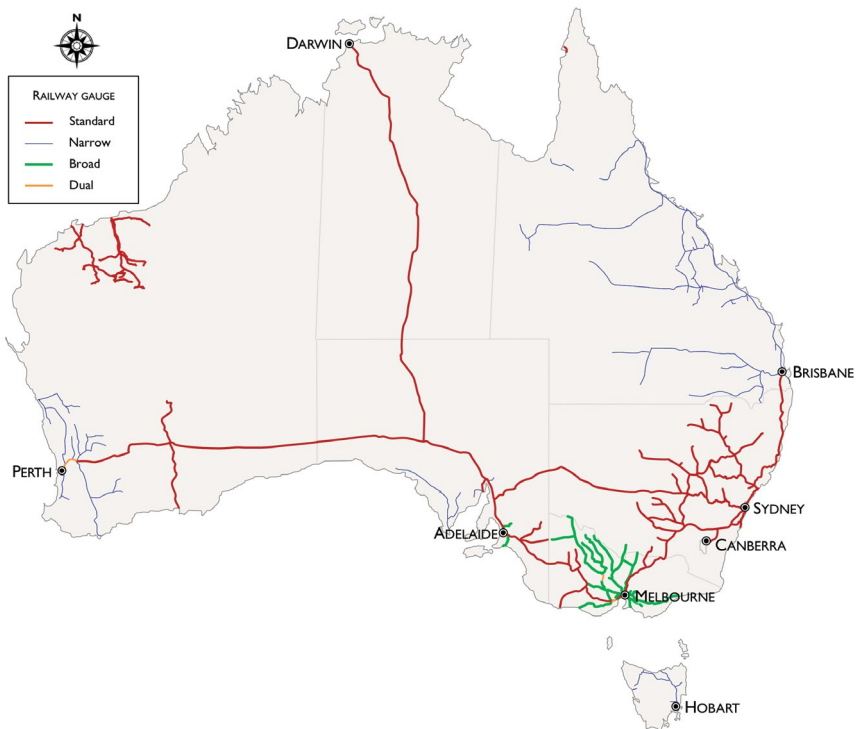
Chapter 7: Rail

Chapter 7 aims to give an understanding of Australia’s rail characteristics. This chapter provides information on rail lengths, rail interstate non-bulk freight, public transit patronage on rail and rail related expenditure. The data is sourced mainly from BITRE and the Australian Bureau of Statistics.

Figure 15 shows Australia’s network of railways by gauge, breaking it down into different classifications. 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.

Figure 16 shows public transport patronage by million passenger movements. No patronage was recorded in Hobart, Darwin and Canberra, but it highlights how passenger movements trended upwards in Sydney, Melbourne, Perth and Adelaide before a drop starting in 2019–20 due to the COVID-19 pandemic. This refers to all trips on suburban rail networks and is sourced from BITRE, based on reporting from train operators.

Figure 15 Australia's railways, by gauge



Source: BITRE, 2022, Trainline 9

Figure 16 Public transit patronage on heavy rail, Australian capital cities

Sources: BITRE, 2015, Long-term trends in urban public transport
 BITRE, 2022, Trainline 10 (preliminary data)
 Prior Trainline publications

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 October 2022, by jurisdiction and gauge

Jurisdiction	Gauge				Total
	1 067	1 435	1 600	Dual	
New South Wales		6 967	73		7 040
Victoria		1 904	2 309	47	4 260
Queensland	8 146	117		36	8 299
South Australia	184	2 561	254	22	3 021
Western Australia	2 979	4 701		207	7 887
Tasmania	611				611
Northern Territory		1 690			1 690
ACT		6			6
Total	11 920	17 946	2 636	312	32 814

See end notes

Source: BITRE estimates

Table 7.2b Estimated route-kilometres of open railway as at October 2022, by jurisdiction and single or double (or more) trackage

Jurisdiction	Trackage		
	Double (or more)	Single	Total
New South Wales	1 206	5 834	7 040
Victoria	889	3 371	4 260
Queensland	839	7 460	8 299
South Australia	122	2 899	3 021
Western Australia	962	6 925	7 887
Tasmania	0	611	611
Northern Territory	0	1 690	1 690
ACT	0	6	6
Total	4 012	28 787	32 799

See end notes

Source: BITRE estimates

Table 7.2c Estimated route-kilometres of open railway as at October 2022, by jurisdiction and overhead electrical system used

Jurisdiction	Electrical system				Total
	1 500 V DC	25 kV AC, 50 Hz	De-electrified	Not electrified	
New South Wales	666		2	6 372	7 040
Victoria	383		100	3 777	4 260
Queensland		2 173		6 126	8 299
South Australia		80		2 941	3 021
Western Australia		190		7 697	7 887
Tasmania				611	611
Northern Territory				1 690	1 690
ACT				6	6
Total	1 049	2 443	102	29 205	32 799

See end notes

Source: BITRE estimates

Table 7.3 Network characteristics of heavy urban passenger railways

Jurisdiction	Route-kilometres in metropolitan area			Total	Route-kilometres, electrified	Metropolitan Stations
	Passenger-only lines	Freight -only lines	Shared passenger/freight			
Sydney	na	na	na	393.0	393.0	180
Melbourne	220.0	28.0	181.0	429.0	370.0	221
Brisbane	127.8	34.9	268.1	430.8	413.8	152
Adelaide	127.0	62.0	0.0	189.0	44.0	88
Perth	189.0	48.0	1.0	229.0	190.0	74

Source: BITRE, 2022, Trainline 10 (preliminary data)

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								
1971-72	1 208	1 550	414	1 212	288	63	na	4 735
1972-73	1 318	1 688	413	1 281	472	67	na	5 238
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
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
2020–21	230.4	81.7	33.3	9.1	41.7				396.2

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

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, 2022, *Trainline 10* (preliminary data)

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
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
2020–21	17.0	60.2	6.1	5.9				3.0	0.7	92.9

Notes: 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, 2022, Trainline 10 (preliminary data)

Prior Trainline publications

Table 7.6a Rail-related expenditure, by Commonwealth Government (constant 2020–21 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	3.6	0.0	0.0	14.0	17.6	894.4
1999–00	0.0	0.0	0.0	0.0	0.0	15.8	0.0	0.0	84.0	99.8	1 027.6
2000–01	0.0	0.0	0.0	0.0	0.0	18.9	87.8	0.0	73.6	180.4	884.6
2001–02	0.0	0.0	4.6	0.0	0.0	1.2	170.8	0.0	0.0	176.6	479.7
2002–03	0.0	0.0	3.5	0.0	0.0	0.1	21.0	0.0	0.0	24.5	165.8
2003–04	211.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	662.4	873.7	133.9
2004–05	0.2	0.0	0.2	28.9	13.7	0.0	18.0	0.0	186.5	247.4	612.2
2005–06	1.7	0.0	0.0	24.0	0.0	0.0	0.0	0.0	395.5	421.3	853.6
2006–07	-1.2	34.3	0.0	28.7	0.0	2.1	0.0	0.0	6.6	70.5	1 167.1
2007–08	26.0	123.6	32.7	4.2	36.8	20.0	0.0	0.0	29.8	273.1	1 615.8
2008–09	174.6	342.9	43.5	36.8	26.0	40.5	1.1	0.0	572.6	1 238.0	1 842.3
2009–10	-32.7	55.4	487.9	68.3	18.9	58.9	2.1	0.0	977.3	1 636.2	2 524.7
2010–11	6.5	368.2	0.0	176.9	72.4	17.4	0.0	0.0	674.1	1 315.5	2 240.5
2011–12	79.4	565.1	35.3	366.0	145.6	32.4	0.0	0.0	482.1	1 705.8	3 069.3
2012–13	160.3	717.0	39.8	-19.4	191.7	50.4	0.0	0.0	244.1	1 384.0	3 129.8
2013–14	438.6	1 263.2	76.5	0.6	25.8	37.7	0.0	0.0	2.0	1 844.3	2 573.7
2014–15	303.3	158.3	272.8	0.0	0.0	5.1	0.0	0.0	48.6	788.1	1 485.2
2015–16	85.7	0.1	110.7	0.0	531.7	12.2	0.0	0.0	77.4	817.8	952.8
2016–17	26.7	234.7	170.3	0.0	0.0	21.8	0.0	0.0	193.8	647.3	2 142.4
2017–18	0.0	37.2	47.6	186.5	532.8	15.7	0.0	0.0	294.9	1 114.7	2 647.3
2018–19	189.5	501.9	2.1	316.4	23.1	13.5	0.0	0.0	306.3	1 352.8	2 347.9
2019–20	63.7	371.5	12.7	36.6	26.0	17.3	0.0	0.0	532.9	1 060.7	1 997.9
2020–21	334.8	713.5	51.6	35.7	98.8	38.0	0.0	0.0	813.8	2 086.1	2 986.0

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

(b) Negative expenditure represents money recovered from state

(c) Non-state refers to expenditure that is not assigned to a particular state or jurisdiction.

Sources: ABS, 2022, Consumer Price Index, Australia

ABS, 2022, Government Finance Statistics, Australia

BITRE estimates

Table 7.6b Rail-related expenditure, by state/territory Government (constant 2020–21 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	1 601.7	497.5	956.8	52.0	230.5	-0.1	26.0	0.0	3 364.4	7 730.7
1999–00	1 230.7	1 432.1	1 166.4	40.6	177.7	-14.1	18.6	1.7	4 053.8	9 327.6
2000–01	1 624.0	1 303.0	1 047.5	86.2	290.6	-17.3	121.4	0.0	4 455.3	5 793.3
2001–02	1 588.2	1 159.7	962.6	51.2	66.8	0.3	301.2	0.0	4 130.1	8 259.7
2002–03	1 825.2	1 088.2	1 007.9	84.4	170.3	-0.1	13.7	0.0	4 189.7	9 059.5
2003–04	1 720.0	3 145.3	997.6	44.2	341.5	0.0	7.4	0.0	6 255.8	7 804.1
2004–05	2 059.2	1 667.1	1 109.3	-10.2	321.2	5.7	-12.2	0.0	5 140.2	9 166.1
2005–06	2 411.5	2 051.1	1 069.4	125.0	350.9	4.2	0.0	0.0	6 012.1	9 128.4
2006–07	3 654.1	2 389.3	1 188.8	120.0	385.4	0.6	0.0	0.0	7 738.2	11 337.2
2007–08	2 627.4	2 241.9	1 152.7	87.4	317.8	7.5	0.0	0.0	6 434.7	11 433.0
2008–09	3 400.9	1 861.0	645.5	227.1	292.5	40.7	-1.1	0.0	6 466.7	13 048.9
2009–10	4 080.2	2 894.7	52.7	445.1	313.4	5.6	-2.1	0.0	7 789.5	13 716.8
2010–11	3 167.2	2 296.8	206.8	235.6	211.4	27.1	22.8	0.0	6 167.8	12 514.5
2011–12	3 622.4	2 478.4	419.7	204.2	125.9	-3.0	0.0	0.0	6 847.6	10 693.9
2012–13	3 836.1	2 477.2	1 007.3	671.1	83.0	-27.4	0.0	0.0	8 047.2	9 640.9
2013–14	3 931.2	1 799.6	1 227.1	328.4	265.2	-9.7	0.0	9.0	7 550.7	6 896.3
2014–15	6 570.5	4 603.2	1 652.4	195.8	291.5	24.6	0.0	25.3	13 363.5	11 110.1
2015–16	2 342.9	4 999.4	1 716.8	149.8	-225.7	44.2	0.0	19.5	9 046.8	10 733.9
2016–17	3 714.1	5 174.7	1 751.2	287.0	308.3	33.7	0.0	0.0	11 269.1	12 174.3
2017–18	5 359.4	6 990.7	1 919.2	146.4	-244.9	-1.0	0.0	0.0	14 169.8	15 256.6
2018–19	5 007.9	6 945.5	2 641.4	- 23.9	280.7	-5.3	0.0	93.7	14 940.0	16 067.2
2019–20	4 811.1	7 870.0	3 323.5	284.5	317.5	-3.0	0.0	85.4	16 688.9	17 589.8
2020–21	6 949.3	8 850.5	3 599.4	316.3	336.2	-18.0	0.0	88.0	20 121.7	20 443.9

(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, 2022, Consumer Price Index, Australia

ABS, 2022, Government Finance Statistics, Australia

BITRE estimates

Table 7.6c Rail-related expenditure, by all government (constant 2020–21 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	1 601.7	497.5	956.8	52.0	230.5	3.5	26.0	0.0	8 705.2	3 382.0	8 625.2
1999–00	1 230.7	1 432.1	1 166.4	40.6	177.7	1.7	18.6	1.7	10 258.6	4 153.6	10 355.1
2000–01	1 624.0	1 303.0	1 047.5	86.2	290.6	1.6	209.2	0.0	5 876.3	4 635.7	6 677.9
2001–02	1 588.2	1 159.7	967.2	51.2	66.8	1.6	472.0	0.0	7 470.7	4 306.7	8 739.5
2002–03	1 825.2	1 088.2	1 011.3	84.4	170.3	0.0	34.7	0.0	9 099.1	4 214.2	9 225.3
2003–04	1 931.0	3 145.3	997.9	44.2	341.5	0.0	7.4	0.0	8 776.5	7 129.5	7 938.1
2004–05	2 059.5	1 667.1	1 109.5	18.7	334.9	5.7	5.7	0.0	10 110.5	5 387.7	9 778.3
2005–06	2 413.2	2 051.1	1 069.4	149.0	350.9	4.2	0.0	0.0	10 588.4	6 433.3	9 981.9
2006–07	3 652.9	2 423.5	1 188.8	148.8	385.4	2.7	0.0	0.0	12 853.4	7 808.7	12 504.3
2007–08	2 653.4	2 365.5	1 185.4	91.6	354.6	27.5	0.0	0.0	13 257.8	6 707.8	13 048.8
2008–09	3 575.6	2 204.0	689.0	263.9	318.5	81.2	0.0	0.0	16 324.7	7 704.7	14 891.3
2009–10	4 047.5	2 950.1	540.7	513.4	332.3	64.5	0.0	0.0	15 667.9	9 425.7	16 241.5
2010–11	3 173.7	2 665.0	206.8	412.5	283.8	44.5	22.8	0.0	15 707.3	7 483.3	14 755.0
2011–12	3 701.8	3 043.5	454.9	570.1	271.6	29.4	0.0	0.0	13 655.1	8 553.3	13 763.2
2012–13	3 996.4	3 194.2	1 047.1	651.7	274.7	23.0	0.0	0.0	11 901.9	9 431.2	12 770.7
2013–14	4 369.8	3 062.8	1 303.7	329.0	290.9	28.0	0.0	9.0	9 386.3	9 395.0	9 470.1
2014–15	6 873.8	4 761.5	1 925.3	195.8	291.5	29.7	0.0	25.3	9 020.2	14 151.6	12 595.4
2015–16	2 428.6	4 999.4	1 827.4	149.8	306.0	56.4	0.0	19.5	10 957.1	9 864.7	11 686.7
2016–17	3 740.7	5 409.5	1 921.6	287.0	308.3	55.5	0.0	0.0	10 796.5	11 916.4	14 316.7
2017–18	5 359.4	7 027.9	1 966.9	332.9	287.9	14.7	0.0	0.0	11 624.3	15 284.5	17 903.9
2018–19	5 197.4	7 447.5	2 643.5	292.5	303.8	8.2	0.0	93.7	12 788.0	16 292.8	18 415.1
2019–20	4 874.8	8 241.5	3 336.2	321.1	343.5	14.2	0.0	85.4	13 361.2	17 749.6	19 587.7
2020–21	7 284.0	9 564.0	3 651.0	352.0	435.0	20.0	0.0	88.0	14 464.0	22 207.8	23 429.9

(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, 2022, Consumer Price Index, Australia

ABS, 2022, Government Finance Statistics, Australia

BITRE estimates

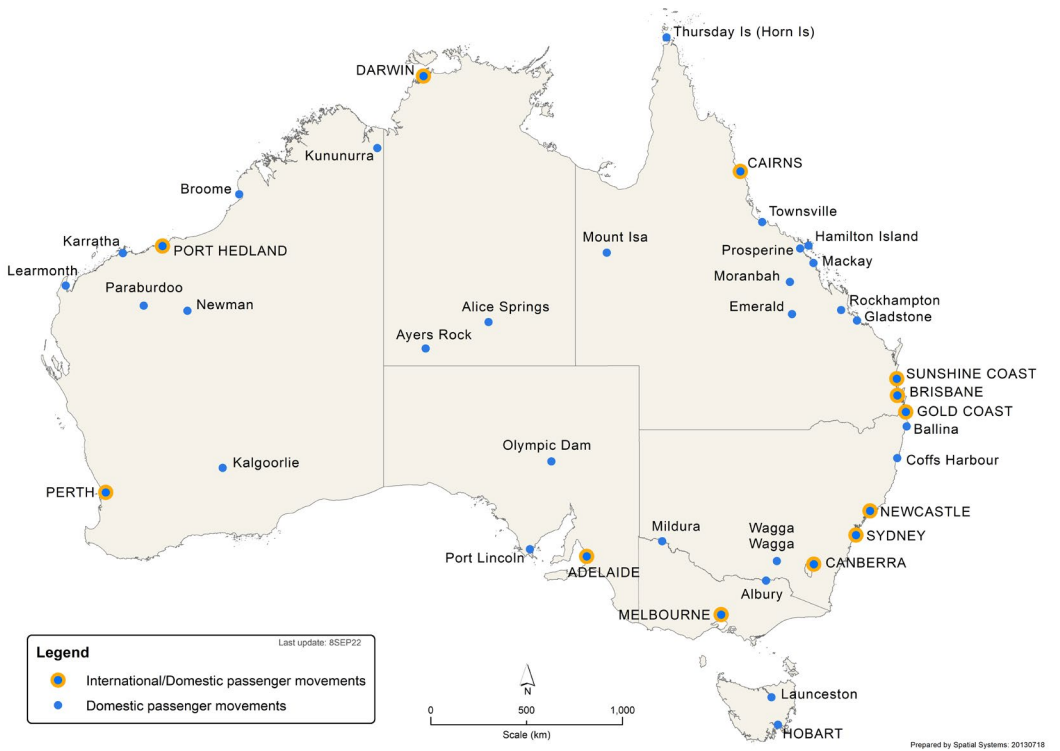
Chapter 8: Aviation

This chapter provides data on airline activity, aircraft numbers, on time performance and airfare price indexes. Information is provided for both international and domestic airlines, as well as a breakdown of airport traffic by state.

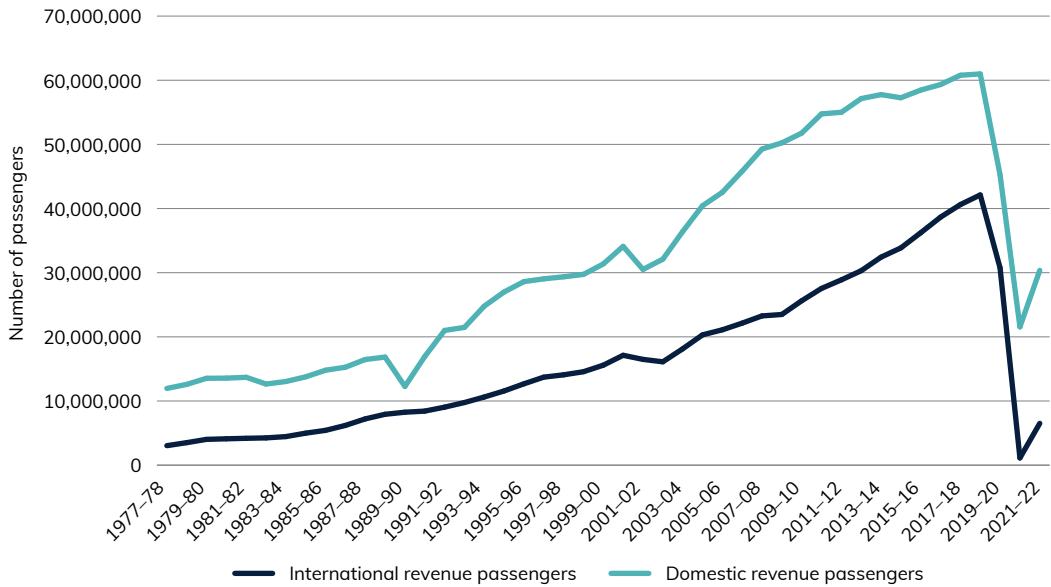
Figure 17 shows Australia's top 40 airports by domestic and international passenger movements. Since 2019–20, despite traffic dropping due to pandemic restrictions, Sydney, Melbourne and Brisbane were still the airports which experienced the most activity, with some regional airports outside of the top 30 entering and exiting the list.

Figure 18 shows international and domestic airline activity – denoted by number of revenue passengers. Since 1977–78, the number of fare-paying passengers uplifted and discharged in Australia was steadily increasing both domestically and internationally, before a sharp drop beginning in 2019–20. 2021–22 shows some evidence of an improvement as border restrictions due to the COVID-19 pandemic ease.

Figure 17 Australia's top 40 airports in 2021–22, passengers



Source: BITRE, 2022, Aviation Statistics – Airport Traffic data

Figure 18 International and Domestic airline revenue passengers

Sources: BITRE, 2022, Aviation Statistics - International Airline Activity
 BITRE, 2022, Aviation Statistics - Domestic Airline Activity

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, 2022, Aviation Statistics – Australian Air Distances

Table 8.2 International airline activity

Financial year	Flights no.	Revenue passengers no.	Available seats no.	Load factor per cent	Freight '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	45 172	1 122 915	5 552 953	20.2	895.0
2021–22	66 866	6 515 451	12 220 396	53.6	977.2

See end notes

Note: Data are not readily available for missing years

Source: BITRE, 2022, 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	326 616	21 556 484	24 757 555	34 203	38 600 521	64.1	197.8
2021–22	419 071	30 356 532	34 887 465	46 325	52 379 873	66.6	204.5

See end notes

Note: Data are not readily available for missing years

Source: BITRE, 2022, 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	Townsville
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	7 804	6 106	7 535	3 262	2 751	2 002	2 082	1 045	910	1 040	976
2021–22	13 670	12 817	10 024	4 757	3 821	2 996	2 625	1 286	1 192	1 506	1 195

Source: BITRE, 2022, 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	119 491	76 496	90 280	43 023	36 896	15 779	26 567	16 489	18 149	10 933	17 409
2021–22	159 049	123 313	113 341	53 436	49 687	23 460	34 133	22 237	23 043	15 733	21 715

See end notes

Source: BITRE, 2022, 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
2021–22	365 918	8.3	335 500	76.8	76.1

See end notes

Source: BITRE, 2022, Aviation Statistics – Domestic Airline Activity

Table 8.6 BITRE airfare index

Financial year	Business	Economy index	Restricted economy	Best discount
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
2021–22	74.2	*	109.6	92.5

Notes: Data are not readily available for missing years

Base of index: July 2003 = 100.00

Airfare Indices are not adjusted by ABS Consumer Price Index

* 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.

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.

* Fares have been impacted by travel restrictions, demand and changes in service levels during the COVID-19 pandemic. Business class fares collected may not include normal entitlements like meals and lounge

* Virgin Australia Restricted Economy fares on some routes were noticeably lower in April 2021. The Virgin Australia web site noted that complementary food would no longer be provided on Economy class fares as of 25 March 2021.

Source: BITRE, 2022, Aviation Statistics – Air fares

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
31 December 2021	10 009	677	44	996	2 467	422	1 279

Source: Civil Aviation Safety Authority, 2022

Chapter 9: Shipping

This chapter provides information on Australian ships, cargo, ports and fleet including mileage, tonnage and number of vessels. The data is sourced from BITRE's Australian Sea Freight publication, BITRE's Waterline publication and BITRE estimates based on Lloyds List Intelligence Data.

Figure 19 shows a map of Australia's Principal ports. It provides some insight into the types of commodities handled by various ports around Australia.

Figure 20 provides a state breakdown of the number of cargo ships on coastal or international voyages who made port calls, from 1999–00 to 2021–22. The majority of states saw increases during this time period. Queensland and Western Australia experienced the largest numerical increases and were consistently Australia's two most visited states by cargo ships.

Figure 19 Principal Australian ports, by commodity

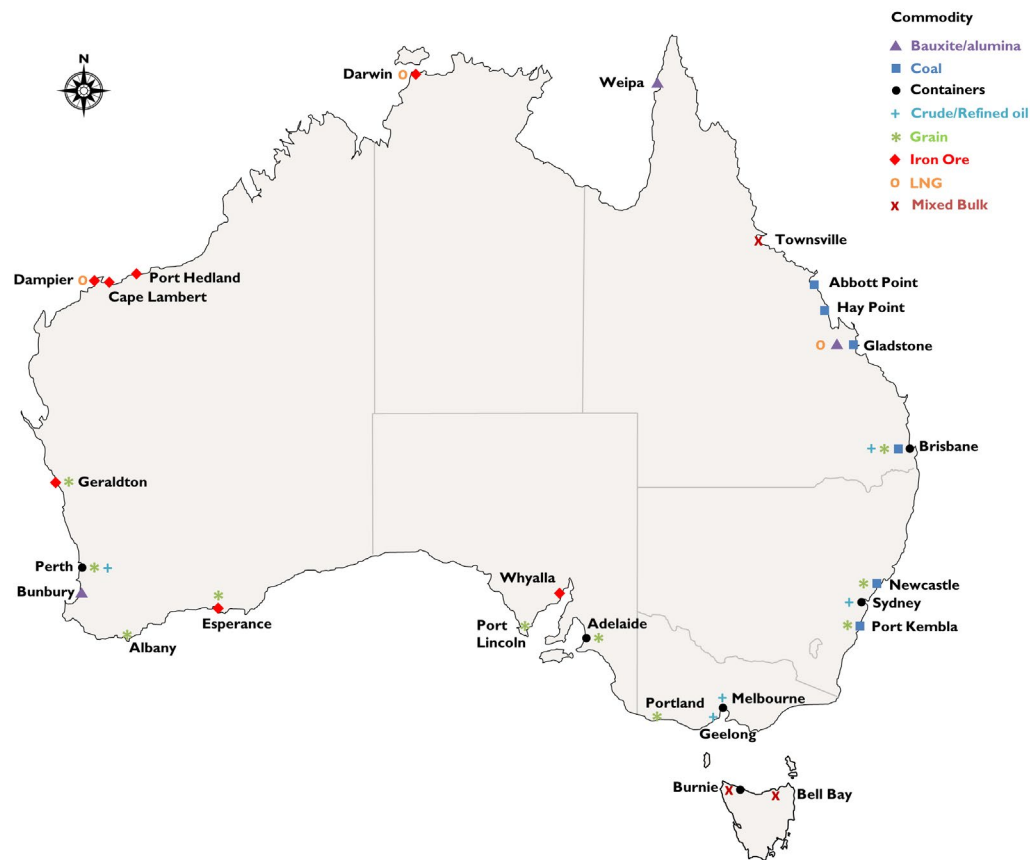
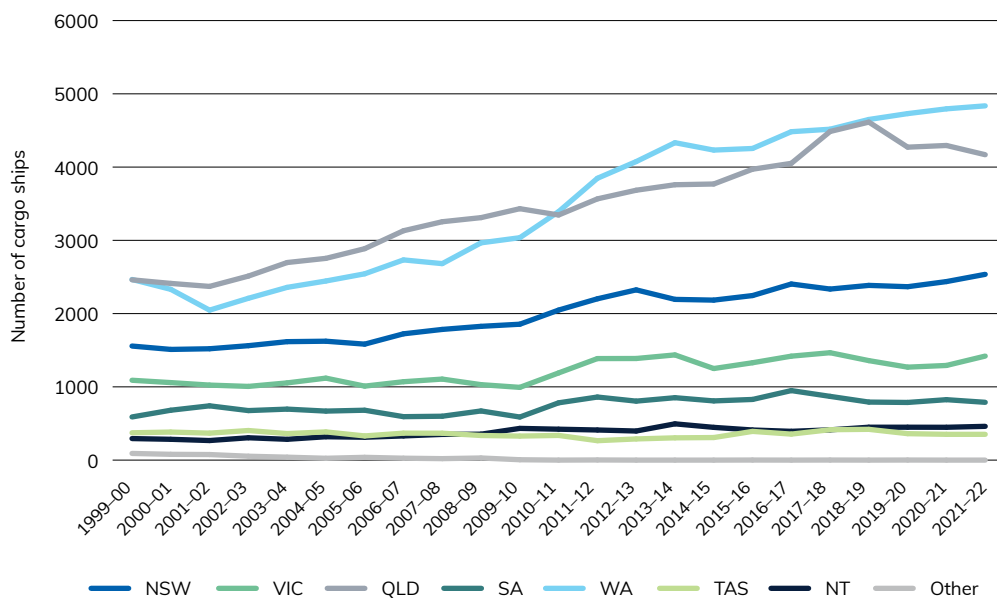


Figure 20 Number of cargo ships involved in coastal or international voyages that made port calls, by state/territory



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

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 9.1 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 ^(a)	Total ^(b)
1999–00	1 557	1 090	2 461	589	2 466	373	294	91	3 209
2000–01	1 511	1 058	2 412	681	2 331	383	284	79	3 165
2001–02	1 520	1 024	2 371	741	2 047	368	267	76	3 136
2002–03	1 562	1 006	2 512	676	2 209	404	305	53	3 186
2003–04	1 617	1 054	2 697	696	2 358	362	284	40	3 440
2004–05	1 623	1 119	2 754	669	2 445	385	319	25	3 545
2005–06	1 583	1 010	2 886	681	2 543	330	312	38	3 431
2006–07	1 724	1 070	3 131	593	2 733	368	330	26	3 792
2007–08	1 784	1 106	3 254	599	2 682	367	351	20	3 842
2008–09	1 826	1 030	3 310	671	2 966	336	354	29	4 040
2009–10	1 855	993	3 432	588	3 036	328	433	5	4 339
2010–11	2 048	1 190	3 346	782	3 392	337	422		4 510
2011–12	2 202	1 386	3 566	861	3 847	265	411	2	5 087
2012–13	2 324	1 387	3 684	805	4 075	289	397		5 228
2013–14	2 194	1 436	3 759	852	4 333	304	495		5 513
2014–15	2 184	1 250	3 769	808	4 232	308	447		5 468
2015–16	2 246	1 329	3 971	828	4 254	392	411	1	5 536
2016–17	2 404	1 419	4 051	949	4 483	355	393		5 841
2017–18	2 335	1 466	4 486	870	4 517	415	413	1	5 853
2018–19	2 385	1 358	4 614	792	4 650	420	449		6 009
2019–20	2 367	1 269	4 272	787	4 730	361	449	1	6 036
2020–21	2 437	1 292	4 295	825	4 795	352	448		6 315
2021–22	2 536	1 420	4 169	789	4 836	352	461		6 188

Notes: (a) "Other" includes state/territory not clearly specified in the source data.

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

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 ^(a)	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	3 767	3 889	5 488	1 242	3 700	1 951	567	74	20 678
2003–04	3 849	3 818	5 170	1 250	3 924	1 767	542	46	20 366
2004–05	4 077	4 098	5 228	1 194	4 037	2 024	578	28	21 264
2005–06	4 203	4 137	5 814	1 277	4 338	1 957	529	51	22 306
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	6 261	1 689	677		25 267
2011–12	4 665	4 148	6 812	1 637	7 120	1 399	623	2	26 406
2012–13	5 080	4 226	6 976	1 723	7 961	1 542	694		28 202
2013–14	5 062	4 207	7 345	1 790	8 963	1 560	857		29 784
2014–15	5 105	3 998	8 092	1 830	9 343	1 575	979		30 922
2015–16	4 923	4 204	8 229	1 856	9 699	1 693	895	1	31 500
2016–17	5 110	4 296	8 773	2 136	9 804	1 814	873		32 806
2017–18	4 876	4 484	9 773	2 099	9 824	2 062	988	1	34 107
2018–19	4 867	4 289	10 034	2 045	9 891	1 965	1 088		34 179
2019–20	4 583	3 933	8 027	1 848	9 646	1 848	1 111	1	30 997
2020–21	4 517	3 919	8 036	1 720	9 423	1 920	1 078		30 613
2021–22	4 601	4 147	7 613	1 803	9 416	1 748	1 038		30 366

Notes: (a) "Other" includes state/territory not clearly specified in the source data.

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	683	637	392	332
2004-05	672	757	615	716	682	652	405	437
2005-06	597	779	604	686	652	677	459	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	732	675
2011-12	827	992	575	905	967	910	707	797
2012-13	838	1005	541	954	1014	947	728	850
2013-14	817	907	519	939	1046	989	746	952
2014-15	734	872	509	829	1042	941	731	982
2015-16	754	894	541	875	1070	1012	722	963
2016-17	811	1024	553	936	1229	1043	719	1044
2017-18	837	1000	511	881	1216	1051	703	1087
2018-19	791	1074	550	980	1240	1144	764	1019
2019-20	727	928	531	894	1273	1121	752	1123
2020-21	748	910	465	867	1341	1107	747	1162
2021-22	841	969	474	884	1389	1074	701	1166

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	1 223	1 055	644	541
2004-05	3 191	2 079	2 149	1 447	1 338	1 096	645	800
2005-06	3 296	2 317	2 327	1 460	1 285	1 215	851	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	1 539	1 312
2011-12	3 238	2 463	1 697	1 700	1 903	1 566	1 580	1 672
2012-13	3 313	2 473	1 781	1 817	2 119	1 634	1 746	1 913
2013-14	3 209	2 481	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	2 729	1 784	1 763	2 322	2 132	1 791	2 869
2017-18	3 421	2 573	1 671	1 726	2 282	2 054	1 698	2 999
2018-19	3 270	2 620	1 737	1 850	2 256	2 163	1 752	2 970
2019-20	3 017	2 157	1 532	1 522	2 246	1 881	1 596	3 100
2020-21	3 042	2 134	1 402	1 424	2 222	1 885	1 486	3 174
2021-22	3 203	2 107	1 395	1 418	2 253	1 889	1 446	3 179

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	28.1	302.5	25.8	987.8	11.9	24.4	0.0	1 553.4
2018–19	177.6	22.1	311.1	19.9	969.0	11.5	29.2	0.0	1 540.5
2019–20	179.9	20.9	310.6	22.8	1 002.7	11.7	34.2	0.0	1 582.8
2020–21	175.6	24.0	288.8	24.7	1 003.6	11.4	36.1	0.0	1 564.2

See end notes

Note: Small differences exist in historical estimates due to revised coastal freight estimates for some years.
2019–20 and 2020–21 data are preliminary estimates.

Source: BITRE, 2022, Australian Sea Freight (preliminary)

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	35.9	33.3	44.5	9.2	20.7	5.6	6.4	155.8
2018–19	36.4	33.6	43.3	9.7	20.2	5.7	6.2	155.0
2019–20	34.3	32.8	40.8	9.2	20.5	5.2	5.3	148.1
2020–21	32.9	32.8	40.0	8.9	19.2	5.3	6.0	145.2

See end notes

Note: Small differences exist in historical estimates due to revised coastal freight estimates for some years.
2019–20 and 2020–21 data are preliminary estimates.

Source: BITRE, 2022, Australian Sea Freight (preliminary)

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	6.1
2018–19	506.3	171.8	161.7	119.1	103.2	181.0	37.2	8.7
2019–20	529.1	164.1	165.1	111.0	101.9	193.5	42.9	8.7
2020–21	537.8	164.5	157.8	98.0	102.3	187.3	40.0	11.4

See end notes

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

Source: BITRE, 2022, Australian Sea Freight (preliminary)

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

Financial year	Gladstone	Port Kembla	Geelong	Townsville	Newcastle	Bunbury	Devonport	Dampier
<i>million tonnes</i>								
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	8.7	8.9	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
2019–20	18.0	8.1	8.8	2.1	4.9	0.5	1.7	1.2
2020–21	18.9	8.3	7.9	2.2	4.4	0.4	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, 2022, Australian Sea Freight (preliminary)

Table 9.6a Maritime cargo loaded (including exports), by capital city

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	19.0	0.8	4.3
2018–19	5.9	13.1	13.1	5.3	18.2	0.8	9.6
2019–20	5.5	13.6	11.7	5.6	16.6	0.7	13.8
2020–21	5.6	14.7	11.1	7.8	15.1	0.7	14.4

See end notes

Notes: Sydney includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson, White Bay.
 Melbourne includes Appleton Dock, Holden Dock, Maribyrnong, Port Melbourne (Station Pier), South Wharf, Swanson Docks, Victoria Dock, Webb Dock, Williamstown Area, Yarraville.
 Brisbane includes Fisherman Islands, Pinkenba Bulk Terminal.
 Adelaide includes Pelican Point, Osborne, Outer Harbor, Port Adelaide.
 Perth includes Fremantle and Kwinana.
 Hobart includes Risdon Wharf.
 Darwin includes Darwin Port and INPEX LNG.
 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, 2022, Australian Sea Freight (preliminary)

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	14.6	1.0	6.3
2018–19	22.7	22.6	19.5	7.4	14.4	1.1	6.1
2019–20	21.3	22.1	17.9	7.0	14.6	1.2	5.2
2020–21	20.2	23.1	16.2	6.8	13.1	1.0	5.9

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, 2022, Australian Sea Freight (preliminary)

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	1 342 075	786 388	410 970	8 197 897
2019–20	2 880 791	2 494 368	1 303 513	783 437	415 986	7 878 095
2020–21	3 293 375	2 704 257	1 494 772	803 918	396 481	8 692 803
2021–22	3 232 517	2 796 679	1 536 205	792 021	383 848	8 741 270

Sources: BITRE, 2022, Waterline 69 (preliminary)
BITRE estimates

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

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	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	49	134	70	64
2014–15	89	48	137	68	69
2015–16	88	53	141	73	68
2016–17	98	50	148	70	78
2017–18	108	50	158	71	87
2018–19	96	49	145	66	79
2019–20	94	42	136	63	73
2020–21	96	41	137	56	81

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, 2022, Australian Sea Freight (preliminary)

Table 9.8b Summary of the Australian trading fleet – deadweight (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	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	41 152	4 587 624	560 789	4 026 835
2014–15	5 078 683	42 738	5 121 421	548 431	4 572 990
2015–16	5 611 058	46 406	5 657 464	513 105	5 144 359
2016–17	6 807 932	42 364	6 850 296	532 065	6 318 231
2017–18	7 142 230	42 833	7 185 063	501 758	6 683 305
2018–19	6 068 475	42 600	6 111 075	434 664	5 676 411
2019–20	6 045 019	36 638	6 081 657	452 704	5 628 953
2020–21	6 580 321	35 579	6 615 900	434 380	6 181 520

Source: BITRE, 2022, Australian Sea Freight (preliminary)

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	48 170	3 644 564	748 628	2 895 936
2014–15	3 899 329	40 929	3 940 258	723 551	3 216 707
2015–16	4 148 758	44 063	4 192 821	701 901	3 490 920
2016–17	5 006 132	43 714	5 049 846	729 464	4 320 382
2017–18	5 277 941	41 251	5 319 192	702 957	4 616 235
2018–19	4 682 856	44 144	4 727 000	674 327	4 052 673
2019–20	4 679 071	35 853	4 714 924	687 072	4 027 852
2020–21	4 893 444	40 040	4 933 484	682 552	4 250 932

Source: BITRE, 2022, Australian Sea Freight (preliminary)

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	22.9	4.5	24.0	23.7	24.9	16.8
2010–11	25.6	5.7	13.5	32.0	23.2	16.3
2011–12	23.3	7.6	15.3	19.0	34.8	15.4
2012–13	22.5	24.0	14.9	10.6	28.1	13.6
2013–14	19.0	32.0	14.5	11.4	23.1	13.5
2014–15	22.6	34.2	9.6	13.5	20.1	12.9
2015–16	31.5	42.1	7.0	1.7	17.7	12.3
2016–17	28.8	40.3	11.8	6.9	12.2	13.0
2017–18	34.1	26.7	22.0	7.2	10.0	13.2
2018–19	33.9	24.2	25.3	5.5	11.2	13.8
2019–20	35.0	20.5	25.8	7.9	10.8	14.0
2020–21	27.6	23.4	30.3	10.9	7.9	13.5

Source: BITRE, 2022, Australian Sea Freight (preliminary)

Table 9.9a Ships in the major trading fleet – overseas trades, 2020–21 – tankers

Name	Products	Ports called at	
		Australian	Overseas
Atlantic Falcon	Petroleum	Adelaide, Brisbane, Cairns, Fremantle, Gladstone, Mackay, Newcastle, Port Hedland, Sydney	BRN, IDN, SGP, TWN
Cesi Wenzhou	LNG	Gladstone	CHN
Dapeng Moon	LNG	Dampier, Various Offshore Facilities WA	CHN, IDN, SGP
Dapeng Star	LNG	Dampier	CHN, IDN
Dapeng Sun	LNG	Dampier	CHN, IDN, SGP
Inge Kosan	LPG	Brisbane, Cairns, Gladstone, Sydney	FJI, PNG, SGP, VUT
JS Cougar	LPG	Brisbane, Hastings	FJI
Maea	LPG	Brisbane, Cairns, Darwin, Hastings, Port Kembla, Sydney	COK, FJI, IDN, NCL, NFK, NZL, PNG, PYF
Maran Gas Leto	LNG	Darwin	CHN, JPN
Maran Gas Vergina	LNG	Barrow Island, Dampier, Gladstone	CHN, IDN, KOR, MYS, TWN
Methane Rita Andrea	LNG	Barrow Island, Dampier, Darwin	CHN, IDN, JPN, PAK, PHL, TWN
Northwest Sanderling	LNG	Dampier	JPN
Northwest Sandpiper	LNG	Dampier	IDN, JPN
Northwest Snipe	LNG	Dampier	IDN, JPN, SGP
Northwest Stormpetrel	LNG	Dampier	JPN
Victoire	LPG	Brisbane, Hastings, Sydney	COK, FJI, NCL, NFK, NZL, PNG, PYF
Woodside Goode	LNG	Ashburton, Dampier, Various Offshore Facilities WA	CHN, JPN, KOR, SGP, TWN
Woodside Rees Withers	LNG	Ashburton, Dampier, Various Offshore Facilities WA	CHN, IDN, JPN, KOR
Woodside Rogers	LNG	Dampier, Darwin, Various Offshore Facilities WA	CHN, IDN, JPN, KOR, SGP

Source: BITRE, 2022, Australian Sea Freight (preliminary)

Table 9.9b Ships in the major trading fleet – overseas trades, 2020–21 – bulk carriers

Name	Products	Ports called at	
		Australian	Overseas
Aquamaka	Dry bulk	Gladstone	CHN, SGP
Aquarange	Iron ore	Port Hedland	CHN, IDN
Aquascope	Dry bulk	Dampier, Newcastle	CHN, IDN
Aquataine	Iron ore	Dampier, Hay Point	CHN, IDN, VNM
Artemis	Dry bulk	Adelaide, Fremantle, Port Lincoln	CHN, SAU, SGP
Barwon	Dry bulk	Cape Cuvier, Gladstone, Gove, Port Hedland, Weipa	CHN, IDN, TWN
Berge Torre	Dry bulk	Gladstone	CHN, SGP
Cape Eternity	Iron ore	Port Hedland, Port Walcott	KOR
CS Grace	Iron ore	Dampier, Port Hedland, Port Walcott	CHN, IDN
FMG David	Iron ore	Port Hedland	CHN, IDN, KOR
FMG Grace	Iron ore	Port Hedland	CHN, KOR
FMG Matilda	Iron ore	Port Hedland	CHN, KOR
FMG Nicola	Iron ore	Port Hedland	CHN, IDN, KOR
FMG Sophia	Iron ore	Port Hedland	CHN, KOR
FMG Sydney	Iron ore	Port Hedland	CHN, KOR
Mineral Cloudbreak	Iron ore	Port Hedland	CHN, IDN, KOR, TWN
Philadelphia	Iron ore	Port Hedland	CHN, IDN, KOR
Philippos A.	Iron ore	Port Hedland	CHN, IDN, PHL
TSL Rosemary	Dry bulk	Brisbane, Geraldton, Hay Point, Mackay	JPN, MMR, MYS, SGP
Yarra	Dry bulk	Gove, Port Hedland, Port Latta, Weipa	CHN, IDN, KOR, PHL, TWN

Source: BITRE, 2022, Australian Sea Freight (preliminary)

Table 9.9c Ships in the major trading fleet – overseas trades, 2020–21 – container carriers

Name	Products	Ports called at	
		Australian	Overseas
ANL Emora; Emora	Containers	Melbourne, Port Kembla, Sydney	NZL
ANL Gippsland	Containers	Brisbane, Melbourne, Sydney	CHN, TWN
ANL Tongala; Tongala	Containers	Adelaide, Esperance, Melbourne, Sydney	NZL, SGP, USA
ANL Warrnambool	Containers	Adelaide, Melbourne, Sydney	NZL, USA
Antwerp Bridge	Containers	Brisbane	MYS, NZL
Holsatia	Containers	Adelaide, Brisbane, Melbourne, Newcastle, Sydney	IDN, SGP
Irenes Wave	Containers	Brisbane, Melbourne, Sydney	TWN
Navios Miami	Containers	Brisbane	CHN, NZL, SGP
OOCL Brisbane	Containers	Brisbane, Melbourne, Sydney	MYS, SGP, THA

Source: BITRE, 2022, Australian Sea Freight (preliminary)

Table 9.9d Ships in the major trading fleet – overseas trades, 2020–21 – livestock carriers

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

Source: BITRE, 2022, Australian Sea Freight (preliminary)

Table 9.9e Ships in the major trading fleet – overseas trades, 2020–21 – general cargo ships

Name	Products	Ports called at	
		Australian	Overseas
ANL Darwin Trader	General cargo	Darwin, Port Hedland	IDN, SGP
Capitaine Magellan	General cargo	Darwin	SGP
Karratha Bay	General cargo	Dampier, Weipa	IDN, MYS, SGP

Source: BITRE, 2022, Australian Sea Freight (preliminary)

Table 9.9f Ships in the major trading fleet – overseas trades, 2020–21 – vehicle carriers

Name	Products	Ports called at	
		Australian	Overseas
Beluga Ace	Vehicles	Brisbane, Melbourne, Port Kembla	JPN, KOR

Source: BITRE, 2022, Australian Sea Freight (preliminary)

Table 9.10a Ships in the major trading fleet – coastal trades, 2020–21 – tankers

Name	Products	Ports called at	
		Australian	Overseas
Absolute I	Bunker fuel	Fremantle	
Epic St.Agnes	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Port Kembla, Sydney	FJI, PNG, SLB
ICS Allegiance	Petroleum	Geelong, Melbourne	CHN
ICS Integrity	Petroleum	Geelong, Melbourne, Sydney	PHL
ICS Reliance	Petroleum	Geelong, Melbourne, Sydney	PHL
Larcom	Bunker fuel	Gladstone	

Source: BITRE, 2022, Australian Sea Freight (preliminary)

Table 9.10b Ships in the major trading fleet – coastal trades, 2020–21 – bulk carriers

Name	Products	Ports called at	
		Australian	Overseas
Aburri	Zinc concentrate, lead concentrate	Bing Bong	
Acacia	Gypsum	Brisbane, Melbourne, Port Kembla, Thevenard	IDN
Adelie	Clinker, gypsum, calcite, coal, dolomite, mineral sands	Adelaide, Ardrossan, Brisbane, Devonport, Fremantle, Geraldton, Gladstone, Mackay, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	
Akuna	Cement, fly ash	Adelaide, Gladstone, Melbourne, Newcastle, Sydney, Townsville	
CSL Reliance	Mineral sands, gypsum, sugar, clinker	Brisbane, Fremantle, Geraldton, Gladstone, Hay Point, Mackay, Melbourne, Sydney, Thevenard	PHL
Donnacona	Iron ore	Cape Preston, Dampier	
Elanora	Gypsum, mineral sands	Ardrossan, Brisbane, Devonport, Fremantle, Geelong, Geraldton, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard, Townsville, Whyalla	PHL
Goliath	Cement	Devonport, Melbourne	
Kondili	Cement, fly ash	Adelaide, Brisbane, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IDN
Luga	Cement	Adelaide, Gladstone, Melbourne, Newcastle, Townsville	IDN
Mareeba; Sidera	Dry bulk	Bell Bay, Devonport, Geelong, Geraldton, Gladstone, Mackay, Melbourne, Mourilyan, Newcastle, Port Kembla, Sydney, Thevenard, Whyalla	JPN, KOR, MYS, PHL
RTM Gladstone	Bauxite	Gladstone, Gove, Weipa	CHN, JPN
RTM Piiramu	Bauxite	Gladstone, Gove, Weipa	
RTM Twarra	Bauxite	Gladstone, Gove, Weipa	
RTM Wakmatha	Bauxite	Gladstone, Gove, Weipa	
RTM Weipa	Bauxite	Gladstone, Gove, Weipa	
Spica Harmony	Dry bulk	Adelaide, Devonport, Geelong, Newcastle, Portland	NZL, PHL
Wunma	Zinc concentrate, lead concentrate	Karumba	
Wyuna	Cement, fly ash	Adelaide, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IDN

Source: BITRE, 2022, Australian Sea Freight (preliminary)

Table 9.10c Ships in the major trading fleet – coastal trades, 2020–21 – general cargo

Name	Products	Ports called at	
		Australian	Overseas
Accolade II	Limestone	Adelaide, Klein Point	SGP
ICS Silver Lining	Zinc and lead middlings, lead and alloys, containers, general cargo	Bell Bay, Burnie, Hobart, Melbourne, Port Pirie, Whyalla	CHN, PHL
John Duigan	General cargo, livestock, containers	Adelaide, Bell Bay, Geelong, King Island, Melbourne, Sydney	
Liekut	Vehicles, general cargo, containers	Devonport, Melbourne	ZAF
Lucky Eyre	General cargo	Fremantle, Other Ports Wa	
Pioneer	Sugar	Hay Point, Mackay, Sydney	SGP
Searoad Mersey II	Vehicles, general cargo, containers	Devonport, Melbourne	
Spirit of Tasmania I	Vehicles, general cargo	Devonport, Geelong, Melbourne	
Spirit of Tasmania II	Vehicles, general cargo	Devonport, Melbourne	
Tasmanian Achiever II	Vehicles, general cargo, containers	Burnie, Melbourne	
Trinity Bay	General cargo	Cairns, Horn Island, Thursday Island, Weipa	
Victorian Reliance II	Vehicles, general cargo, containers	Burnie, Melbourne	

Source: BITRE, 2022, Australian Sea Freight (preliminary)

Table 9.10d Ships in the major trading fleet – coastal trades, 2020–21 – vehicle carriers

Name	Products	Ports called at	
		Australian	Overseas
Daedalus Leader	Vehicles	Adelaide, Brisbane, Darwin, Fremantle, Melbourne, Port Kembla, Townsville	IDN, JPN, SGP, THA

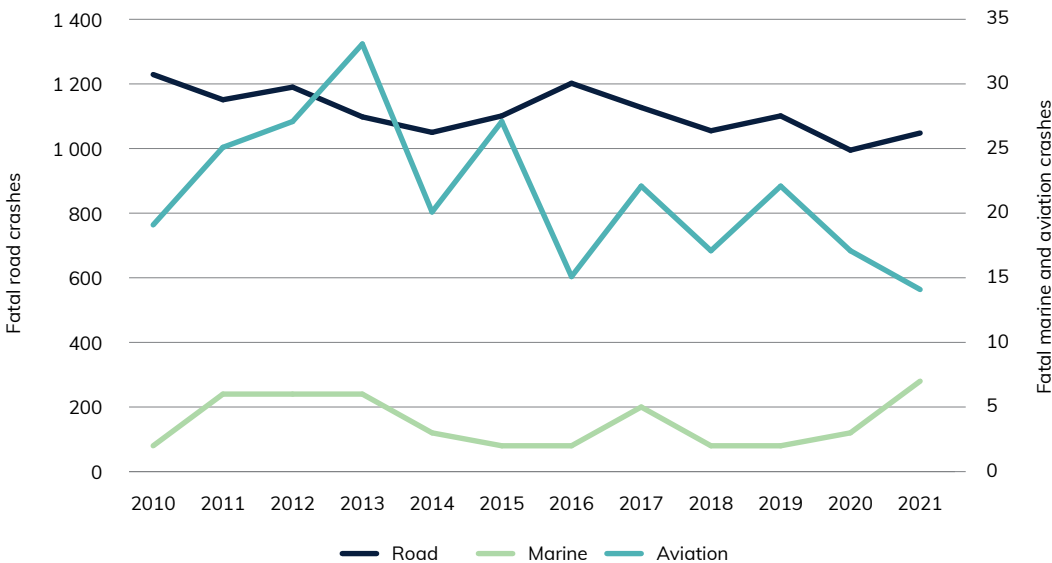
Source: BITRE, 2022, Australian Sea Freight (preliminary)

Chapter 10: Transport Safety

This chapter provides data on Australian safety for road, aviation, rail and maritime transport types. This includes data relating to crashes, fatalities, injuries and their rates of occurrence, as well as how this can differ for different demographics, states and territories (subject to data availability).

Figure 21 shows the change in the number of fatal crashes over time (with road crashes on the left y-axis and marine and aviation crashes being on the right y-axis). Fatal road crashes (the number of crashes or accidents [for marine and aviation] which resulted in at least one death) have fallen since 2010, falling from 1229 to 1038 in the 2021 calendar year, while fatal aviation crashes have fallen after peaking in 2013. Marine fatal crashes have been relatively range-bound, remaining between 2 and 7 from 2010 to 2021.

Figure 21 Number of fatal crashes, by transport mode



Sources: Australian Transport Safety Bureau, 2022, National Aviation Occurrence Database
Australian Transport Safety Bureau, 2022, Maritime Occurrence Database
BITRE, 1989 to 2007, Australian Road Deaths Database
2008 to 2021 National Crash Database
National Marine Safety Committee, 2010 – Incident Data

Table 10.1a Number of fatal crashes, by transport mode

Calendar year	Road	Rail	Marine	Aviation
1976				27
1977				31
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	1 346		43	23
2010	1 229		2	19
2011	1 151		6	25
2012	1 190		6	27
2013	1 098		6	33
2014	1 050		3	20
2015	1 101		2	27
2016	1 202		2	15
2017	1 127		5	22
2018	1 055		2	17
2019	1 101		2	22
2020	995		3	17
2021	1 038		7	14

Notes: Data are not readily available for missing years

Road fatal accidents are defined as fatal crashes

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

Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database

Sources: Australian Transport Safety Bureau, 2022, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2022, Maritime Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 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
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	1 490	28	53	25
2010	1 349	29	2	24
2011	1 277	33	6	39
2012	1 300	20	6	39
2013	1 184	7	6	46
2014	1 150		4	28
2015	1 205		2	31
2016	1 295		5	21
2017	1 223		11	40
2018	1 135	9	2	20
2019	1 187	12	3	34
2020	1 094	19	5	31
2021	1 116	10	9	20

Notes: Data are not readily available for missing years.

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

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.

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

Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database.

Sources: Australian Transport Safety Bureau, 2022, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2022, Maritime Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

National Marine Safety Committee, 2010 – Incident Data

Office of the National Rail Safety Regulator, 2022, Casualty Crash Database

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

Calendar year	Road	Rail	Marine	Aviation
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		0.35
1984	18.11	0.49		0.31
1985	18.63	0.42		0.34
1986	18.03	0.41		0.34
1987	17.04	0.33		0.24
1988	17.46	0.39		0.41
1989	16.65	0.40		0.49
1990	13.66	0.45		0.47
1991	12.23	0.24		0.30
1992	11.29	0.35		0.36
1993	11.07	0.29		0.32
1994	10.83	0.24		0.35
1995	11.20	0.26		0.28
1996	10.81	0.16		0.28
1997	9.59	0.23		0.21
1998	9.43	0.23		0.30
1999	9.38	0.23		0.24
2000	9.55	0.20		0.23
2001	9.01	0.27	0.24	0.24
2002	8.80	0.21	0.26	0.17
2003	8.22	0.17	0.22	0.22
2004	7.94	0.17	0.25	0.17
2005	8.06	0.17	0.20	0.22
2006	7.81	0.19	0.24	0.20
2007	7.70	0.20	0.25	0.21
2008	6.76	0.15	0.19	0.20
2009	6.87	0.13	0.24	0.12
2010	6.12	0.13	0.01	0.11
2011	5.72	0.15	0.03	0.17
2012	5.72	0.09	0.03	0.17
2013	5.12	0.03	0.03	0.20
2014	4.90		0.02	0.12
2015	5.06		0.01	0.13
2016	5.35		0.02	0.09
2017	4.97		0.04	0.16
2018	4.55	0.04	0.01	0.08
2019	4.68	0.05	0.01	0.13
2020	4.26	0.07	0.02	0.12
2021	4.34	0.04	0.04	0.08

Notes: Data are not readily available for missing years.

Population data is at June of each year

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.

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, 2022, National, State and Territory Population
 Australian Transport Safety Bureau, 2022, National Aviation Occurrence Database
 Australian Transport Safety Bureau, 2022, Maritime Occurrence Database
 BITRE, 1989 to 2007, Australian Road Deaths Database
 BITRE, 2008 to 2021, National Crash Database
 National Marine Safety Committee, 2010, Incident Data
 Office of the National Rail Safety Regulator, 2022, Casualty Crash Database

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

Calendar year	Road	Rail	Marine	Aviation
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	123.08			0.22
1993	122.24			0.33
1994	124.30			0.17
1995	124.23			0.27
1996	120.65			0.18
1997	116.80			0.16
1998				0.12
1999				0.11
2000	141.70			0.22
2001	142.58	0.43	0.45	0.16
2002	143.41	0.50	0.59	0.13
2003	144.24	0.26	0.40	0.13
2004	144.92	0.35	0.62	0.12
2005	151.64	0.35	0.67	0.03
2006	157.88	0.65	0.78	0.07
2007	156.29	0.87	0.61	0.08
2008	157.77	0.53	0.72	0.20
2009	155.32	0.41	0.45	0.10
2010	148.76	0.18	0.11	0.15
2011	152.56	0.30	0.11	0.17
2012	149.96	0.33	0.13	0.17
2013	151.59	0.21	0.10	0.08
2014	151.44		0.16	0.15
2015	155.70		0.14	0.14
2016	160.99		0.07	0.14
2017	159.92		0.07	0.13
2018	158.60	0.29	0.09	0.16
2019		0.51	0.11	0.13
2020		0.59	0.12	0.09
2021		0.26	0.16	0.08

See end notes

Notes: Data are not readily available for missing years.

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

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

A hospitalised injury is defined as a person admitted to hospital.

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.

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, 2022, National, State and Territory Population

Australian Transport Safety Bureau, 2022, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2022, Maritime Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2020, National Crash Database

National Marine Safety Committee, 2010, Incident Data

Office of the National Rail Safety Regulator, 2022, Casualty Crash Database

Australian Transport Safety Bureau, 2012, Australian Rail Safety Occurrence Data

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	28.93		5.91
1976	26.93		7.12
1977	25.88		6.51
1978	26.01		7.11
1979	24.25	5.90	4.56
1980	22.40	6.53	6.08
1981	22.03	8.30	5.31
1982	21.04	8.38	5.60
1983	17.40	7.77	5.17
1984	17.11	8.98	4.37
1985	17.25	7.56	4.56
1986	16.51	7.17	4.24
1987	15.30	5.61	2.82
1988	15.20	6.40	4.54
1989	14.20	6.65	6.23
1990	11.64	7.61	5.87
1991	10.43	4.25	2.83
1992	9.51	6.33	3.02
1993	9.15	5.40	2.47
1994	8.78	4.32	2.41
1995	8.99	4.47	1.82
1996	8.68	2.83	1.73
1997	7.72	4.01	1.26
1998	7.55	3.97	1.82
1999	7.43	3.87	1.44
2000	7.62	3.28	1.28
2001	7.23	4.49	1.34
2002	6.96	3.42	0.99
2003	6.35	2.81	1.14
2004	6.05	2.80	0.78
2005	6.27	2.91	0.95
2006	6.17	3.10	0.79
2007	6.14	3.14	0.80
2008	5.50	2.18	0.74
2009	5.70	1.92	0.42
2010	5.12	1.98	0.38
2011	4.80	2.21	0.60
2012	4.82	1.33	0.57
2013	4.31	0.47	0.65
2014	4.14		0.40
2015	4.30		0.44
2016	4.60		0.29
2017	4.33		0.55
2018	4.02	0.51	0.27
2019	4.38	0.75	0.53
2020	4.18	1.65	0.74
2021	4.33	1.17	0.61

Notes: Data are not readily available for missing years

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, 2022, National Aviation Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE estimates

Office of the National Rail Safety Regulator, 2022, Casualty Crash Database

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		
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	7.04	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	124.40	2.51	0.51
2011	128.22	4.28	0.58
2012	126.44	4.92	0.56
2013	127.76	1.33	0.27
2014	127.87		0.51
2015	132.29		0.47
2016	138.29		0.47
2017	139.18		0.45
2018	140.32	4.12	0.54
2019		8.07	0.53
2020		13.21	0.57
2021		7.87	0.61

See end notes.

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

A hospitalised injury is a person admitted to hospital.

Data are not readily available for missing years.

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, 2022, National Aviation Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE estimates

Office of the National Rail Safety Regulator, 2022, Casualty Crash Database

Australian Transport Safety Bureau, 2012, Australian Rail Safety Occurrence Data

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	1 346	
2010	1 229	
2011	1 151	
2012	1 190	
2013	1 098	
2014	1 050	
2015	1 101	
2016	1 202	
2017	1 127	
2018	1 055	
2019	1 101	
2020	995	
2021	1 038	

See end notes

Notes: Revisions to road fatality dating back to 2008 have been made to reconcile with the National Crash database
Data are not readily available for missing years.

Hospitalised Injury crash data excludes all fatal crashes.

Sources: BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

Infrastructure, 2022

Table 10.4b Number of road casualties, by severity

Calendar year	Fatality	Hospitalised injury
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	1 490	33 692
2010	1 349	32 775
2011	1 277	34 082
2012	1 300	34 091
2013	1 184	35 059
2014	1 150	35 552
2015	1 205	37 082
2016	1 295	38 945
2017	1 223	39 330
2018	1 135	39 598
2019	1 187	
2020	1 094	
2021	1 116	

See end notes

Notes: Data are not readily available for missing years.

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

A hospitalised injury is a person admitted to hospital.

Revisions to road fatality figures dating back to 2008 have been made to reconcile with the National Crash database

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, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

Infrastructure, 2022

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	97.88
1993	9.85	97.33
1994	9.56	98.62
1995	10.12	98.88
1996	9.70	96.05
1997	8.69	93.09
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	5.58	
2011	5.15	
2012	5.23	
2013	4.75	
2014	4.47	
2015	4.62	
2016	4.97	
2017	4.58	
2018	4.23	
2019	4.34	
2020	3.88	
2021	4.04	

See end notes.

Notes: Hospitalised Injury crash data excludes all fatal crashes.
Data are not readily available for missing years.

Sources: ABS, 2022, *Australian Population*
BITRE, 1989 to 2007, *Australian Road Deaths Database*
BITRE, 2008 to 2021, *National Crash Database*
Infrastructure, 2022

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

Calendar year	Fatalities	Hospitalised injury
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	123.08
1993	11.07	122.24
1994	10.83	124.30
1995	11.20	124.23
1996	10.81	120.65
1997	9.59	116.80
1998	9.43	
1999	9.38	
2000	9.55	141.70
2001	9.01	142.58
2002	8.80	143.41
2003	8.22	144.24
2004	7.94	144.92
2005	8.06	151.64
2006	7.81	157.88
2007	7.70	156.29
2008	6.76	157.77
2009	6.87	155.32
2010	6.12	148.76
2011	5.72	152.56
2012	5.72	149.96
2013	5.12	151.59
2014	4.90	151.44
2015	5.06	155.70
2016	5.35	160.99
2017	4.97	159.92
2018	4.55	158.60
2019	4.68	
2020	4.26	
2021	4.34	

See end notes.

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

A hospitalised injury is defined as a person admitted to hospital.

Data are not readily available for missing years.

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, 2022, Australian Population

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

Infrastructure, 2022

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	408	268	296	104	176	52	31	11	1 346
2010	365	259	236	105	175	28	46	15	1 229
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	89	148	34	33	7	1 098
2014	285	223	199	96	172	31	34	10	1 050
2015	326	231	219	96	142	31	42	14	1 101
2016	356	275	238	77	173	32	40	11	1 202
2017	351	240	228	93	152	31	27	5	1 127
2018	326	202	224	75	146	31	42	9	1 055
2019	329	248	197	110	154	29	28	6	1 101
2020	264	195	250	85	137	30	28	6	995
2021	260	203	248	94	158	32	32	11	1 038

Note: Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database

Sources: BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 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	453	290	331	119	191	63	31	12	1 490
2010	405	287	249	118	192	30	50	18	1 349
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	97	161	35	37	7	1 184
2014	307	248	223	108	182	33	39	10	1 150
2015	350	252	243	102	161	33	49	15	1 205
2016	380	290	251	86	196	36	45	11	1 295
2017	389	259	247	100	160	32	31	5	1 223
2018	347	213	245	80	159	32	50	9	1 135
2019	353	266	220	114	164	29	35	6	1 187
2020	284	211	277	93	155	36	31	7	1 094
2021	275	218	277	99	166	35	35	11	1 116

Note: Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database

Sources: 1971 to 1988, FORS Monograph 23, 1998

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 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	665	304	191	246	28	1,437
2009	703	334	196	225	31	1,490
2010	631	285	172	223	38	1,349
2011	571	287	185	199	35	1,277
2012	605	265	173	221	33	1,300
2013	551	206	162	214	50	1,184
2014	533	228	150	191	44	1,150
2015	554	254	162	201	30	1,205
2016	620	211	183	251	30	1,295
2017	567	234	167	212	39	1,223
2018	518	207	178	191	35	1,135
2019	567	206	159	214	39	1,187
2020	533	190	136	190	41	1,094
2021	526	175	133	237	41	1,116

Notes: Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database
The total includes deaths to persons with road user type not recorded.

Sources: BITRE, 2005 to 2007, Australian Road Deaths Database
BITRE, 2008 to 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	86	377	344	395	86	147
2009	106	361	354	446	93	130
2010	74	336	305	415	96	122
2011	92	281	274	398	84	148
2012	69	283	300	400	96	150
2013	65	230	243	372	118	156
2014	65	235	251	358	109	131
2015	64	227	272	374	117	151
2016	60	266	291	412	103	163
2017	49	244	238	389	120	182
2018	52	227	258	353	114	129
2019	47	238	254	372	106	169
2020	55	208	289	330	75	133
2021	62	212	242	347	112	135

Notes: Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database
Fatality data totals in previous tables include unknowns which may not be reported in this table by age group

Sources: BITRE, 2005 to 2007, Australian Road Deaths Database
BITRE, 2008 to 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	375	1,057	1,437
2009	406	1,078	1,490
2010	366	980	1,349
2011	350	925	1,277
2012	368	931	1,300
2013	332	851	1,184
2014	330	818	1,150
2015	337	868	1,205
2016	338	956	1,295
2017	323	900	1,223
2018	289	845	1,135
2019	280	905	1,187
2020	297	793	1,094
2021	269	846	1,116

Notes: Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database
The total includes deaths to persons with gender not specified as male or female.

Sources: BITRE, 2005 to 2007, Australian Road Deaths Database
BITRE, 2008 to 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	13.6	15.8	13.3	14.2	13.6	14.9	35.4	9.4	14.3
1990	12.0	11.2	12.0	13.1	11.2	13.6	33.0	8.5	12.0
1991	9.9	9.8	12.1	11.5	11.4	14.1	36.3	5.5	10.8
1992	9.7	8.2	12.0	9.8	10.3	12.6	24.9	6.1	9.9
1993	8.6	8.5	11.5	13.1	11.4	10.0	23.9	3.7	9.8
1994	9.1	7.7	11.5	9.8	11.4	11.0	20.6	5.0	9.6
1995	9.2	8.2	12.6	11.1	11.2	11.2	31.2	4.6	10.1
1996	8.7	8.4	10.2	11.0	12.4	11.1	31.4	5.5	9.7
1997	8.4	7.6	9.6	8.3	10.2	6.1	29.5	5.5	8.7
1998	7.8	7.6	7.5	10.2	10.9	9.9	30.6	6.4	8.5
1999	7.9	7.4	7.9	8.9	10.2	9.9	22.4	5.4	8.3
2000	8.4	7.9	7.8	10.1	9.8	8.0	24.1	5.0	8.6
2001	7.4	8.5	8.3	9.1	7.9	11.0	21.3	4.7	8.2
2002	7.6	7.5	7.7	9.1	8.2	7.4	19.8	2.5	7.8
2003	7.3	6.0	7.6	8.9	7.9	8.1	21.8	3.1	7.3
2004	6.9	6.3	7.5	8.4	8.2	10.8	16.8	2.7	7.2
2005	6.9	6.3	7.6	8.3	7.5	10.1	24.8	7.5	7.3
2006	6.7	6.1	7.8	6.7	8.8	8.8	19.6	3.6	7.1
2007	5.9	5.6	8.2	6.8	10.2	7.9	22.0	4.1	7.0
2008	5.1	5.3	7.0	5.5	8.5	7.4	30.5	4.0	6.2
2009	5.8	5.0	6.8	6.5	7.9	10.3	13.7	3.1	6.2
2010	5.1	4.7	5.4	6.5	7.6	5.5	20.0	4.1	5.6
2011	4.7	4.7	5.1	5.8	7.1	4.5	16.4	1.6	5.2
2012	4.6	4.6	5.6	5.2	7.1	5.7	17.0	3.2	5.2
2013	4.3	3.9	5.3	5.3	6.0	6.6	13.7	1.8	4.7
2014	3.8	3.8	4.2	5.7	6.8	6.0	14.0	2.6	4.5
2015	4.3	3.8	4.6	5.6	5.6	6.0	17.2	3.5	4.6
2016	4.6	4.5	4.9	4.5	6.8	6.2	16.3	2.7	5.0
2017	4.5	3.8	4.6	5.4	5.9	5.9	10.9	1.2	4.6
2018	4.1	3.1	4.5	4.3	5.6	5.7	16.9	2.1	4.2
2019	4.1	3.8	3.9	6.2	5.8	5.3	11.3	1.4	4.3
2020	3.3	3.0	4.8	4.7	5.0	5.3	11.2	1.3	3.9
2021	3.2	3.1	4.8	5.2	5.7	5.6	12.8	2.4	4.0

Sources: Australian Bureau of Statistics, 2022, Australian population
 BITRE, 1989 to 2007, Australian Road Deaths Database
 BITRE, 2008 to 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	24.7	19.4	25.3	16.8	18.3	26.0	57.1	12.7	22.3
1982	23.6	17.8	24.8	20.3	17.6	22.3	46.0	11.2	21.4
1983	18.0	16.5	20.5	19.8	14.8	16.2	35.3	11.7	17.9
1984	19.2	16.1	20.0	17.1	15.9	19.0	35.2	15.1	18.1
1985	19.5	16.6	19.5	19.5	17.1	17.6	45.1	13.1	18.6
1986	18.6	16.1	18.3	20.8	15.6	20.4	46.0	12.4	18.0
1987	17.1	16.7	16.5	18.4	14.2	17.1	53.1	13.6	17.0
1988	18.2	16.4	19.7	15.9	15.0	16.6	32.1	11.4	17.5
1989	16.6	18.0	15.1	15.6	15.3	17.6	37.8	11.6	16.7
1990	13.7	12.5	13.8	15.8	12.2	15.4	41.5	9.2	13.7
1991	11.2	11.4	13.3	12.7	12.7	16.5	40.5	5.9	12.2
1992	10.9	8.9	13.8	11.3	12.1	15.7	32.0	6.8	11.3
1993	9.7	9.7	12.8	14.9	12.4	12.3	25.6	4.0	11.1
1994	10.7	8.4	13.2	10.9	12.4	12.5	23.4	5.6	10.8
1995	10.2	9.3	14.1	12.4	12.0	12.0	34.0	4.9	11.2
1996	9.4	9.2	11.7	12.3	14.0	13.5	39.0	7.4	10.8
1997	9.2	8.3	10.7	10.0	11.0	6.7	31.6	5.5	9.6
1998	8.8	8.5	8.2	11.3	12.2	10.1	35.8	7.1	9.4
1999	9.1	8.2	9.1	10.1	11.8	11.2	25.0	6.0	9.4
2000	9.4	8.7	9.0	11.1	11.3	9.1	25.6	5.7	9.5
2001	8.0	9.3	9.1	10.2	8.7	12.9	24.8	5.0	9.0
2002	8.5	8.2	8.8	10.2	9.3	7.8	27.2	3.1	8.8
2003	8.1	6.8	8.3	10.3	9.2	8.6	26.3	3.4	8.2
2004	7.7	7.0	8.1	9.1	9.0	12.0	17.3	2.7	7.9
2005	7.6	6.9	8.4	9.6	8.1	10.5	26.7	7.8	8.1
2006	7.4	6.7	8.4	7.5	9.8	11.2	21.5	3.9	7.8
2007	6.4	6.4	8.8	7.9	11.2	9.1	27.1	4.1	7.7
2008	5.4	5.8	7.8	6.2	9.4	7.8	34.1	4.0	6.8
2009	6.4	5.4	7.6	7.4	8.5	12.5	13.7	3.4	6.9
2010	5.7	5.3	5.7	7.3	8.4	5.9	21.8	5.0	6.1
2011	5.0	5.2	6.0	6.3	7.6	4.7	19.5	1.6	5.7
2012	5.1	5.0	6.1	5.7	7.5	6.1	20.8	3.2	5.7
2013	4.5	4.2	5.8	5.8	6.5	6.8	15.3	1.8	5.1
2014	4.1	4.2	4.7	6.4	7.2	6.4	16.1	2.6	4.9
2015	4.6	4.2	5.1	6.0	6.3	6.4	20.0	3.8	5.1
2016	4.9	4.7	5.2	5.0	7.7	7.0	18.3	2.7	5.4
2017	5.0	4.1	5.0	5.8	6.2	6.1	12.5	1.2	5.0
2018	4.4	3.3	4.9	4.6	6.1	5.9	20.1	2.1	4.5
2019	4.4	4.1	4.3	6.4	6.2	5.3	14.1	1.4	4.7
2020	3.5	3.2	5.4	5.2	5.7	6.4	12.5	1.6	4.3
2021	3.4	3.3	5.3	5.5	6.0	6.2	14.0	2.4	4.3

Sources: Australian Bureau of Statistics, 2022, Australian population
1971 to 1988, FORS Monograph 23, 1998
BITRE, 1989 to 2007, Australian Road Deaths Database
BITRE, 2008 to 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

See end notes.

Notes: 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.

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

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

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

A hospitalised injury is a person admitted to hospital.

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
2012	20	
2013	7	
2014		
2015		
2016		
2017		
2018	9	72
2019	12	129
2020	19	152
2021	10	67

See end notes

Notes: 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.

Data are not readily available for missing years

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

Office of the National Rail Safety Regulator, 2022, Statistical Enquiry

Table 10.11 Number of rail fatalities, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	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
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
2021	3	3	1	1	2	0	0	0	10

See end notes.

Notes: 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.

Sources: Australian Transport Safety Bureau, 2004, 2010, 2012
Office of the National Rail Safety Regulator, 2022, 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	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
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	0.11	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	0.02	0.06	0.17	0.18	0.00	0.00	0.00	0.07
2021	0.04	0.05	0.02	0.06	0.07	0.00	0.00	0.00	0.04

See end notes.

Notes: 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.

Sources: Australian Bureau of Statistics, 2022, Australian Population
 Australian Transport Safety Bureau, 2004, 2010, 2012
 Office of the National Rail Safety Regulator, 2022, 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	242
1975	22	206
1976	27	284
1977	31	260
1978	34	274
1979	31	283
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	134
2004	21	141
2005	24	109
2006	24	82
2007	30	131
2008	27	164
2009	23	147
2010	19	181
2011	25	170
2012	27	175
2013	33	148
2014	20	255
2015	27	197
2016	15	212
2017	22	172
2018	17	210
2019	22	199
2020	17	140
2021	14	149

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

Source: Australian Transport Safety Bureau, 2022, 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	52
1978	65	48
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	34
2020	31	24
2021	20	20

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

Source: Australian Transport Safety Bureau, 2022, 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	0.68
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	0.79
2020	0.07	0.55
2021	0.05	0.58

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

Sources: Australian Bureau of Statistics, 2022, Australian Population

Australian Transport Safety Bureau, 2022, 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
2021	0.08	0.08

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

Sources: Australian Bureau of Statistics, 2022, Australian Population

Australian Transport Safety Bureau, 2022, 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	17	1	2	0	259
1975	68	48	45	25	27	5	8	2	0	0	228
1976	95	70	47	41	38	8	12	0	0	0	311
1977	78	67	45	33	42	7	16	3	0	0	291
1978	78	58	69	29	50	2	20	2	0	0	308
1979	102	51	62	31	42	4	20	2	0	0	314
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	38	8	21	5	12	4	0	0	155
2004	38	26	54	11	17	5	11	0	0	0	162
2005	45	17	37	10	17	0	7	0	0	0	133
2006	30	14	28	3	15	5	10	1	0	0	106
2007	42	28	39	10	22	5	14	0	1	0	161
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	52	27	53	11	30	7	15	0	0	0	195
2012	52	43	56	13	22	4	11	1	0	0	202
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	49	37	63	17	39	3	12	1	0	0	221
2020	48	16	44	11	27	2	8	1	0	0	157
2021	41	21	47	11	27	3	7	5	1	0	163

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

Source: Australian Transport Safety Bureau, 2022, 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
2021	3	1	11	0	3	0	0	2	0	20

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

Source: Australian Transport Safety Bureau, 2022, National Aviation Occurrence Database

Chapter 11:

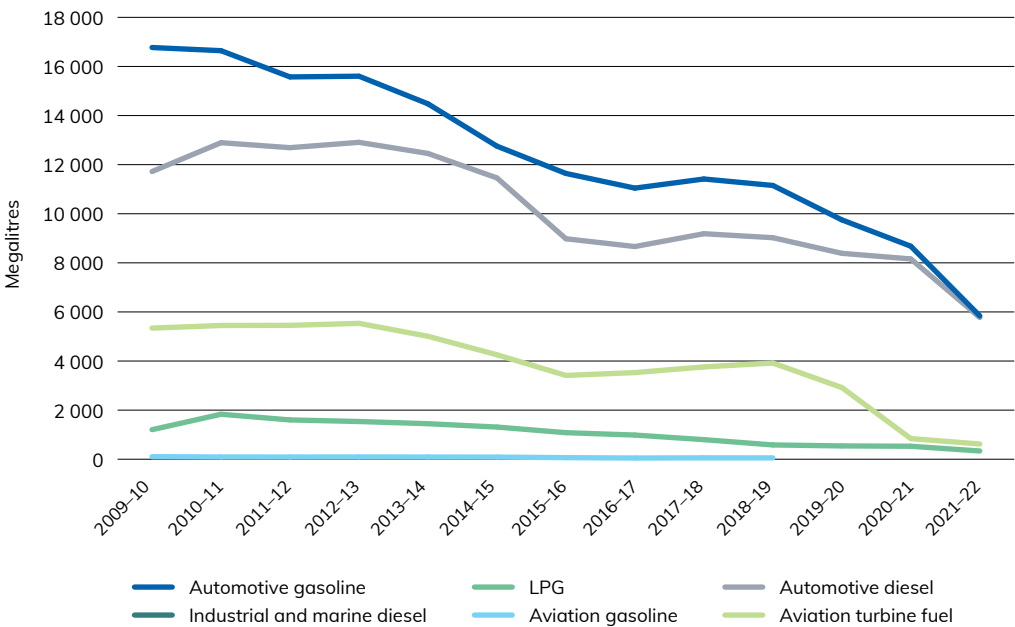
Transport Energy and Environment

This chapter provides information on the Australian measures of transport energy and the environment. Data sources include the Department of Climate Change, Energy, the Environment and Water’s Petroleum Statistics and BITRE estimates.

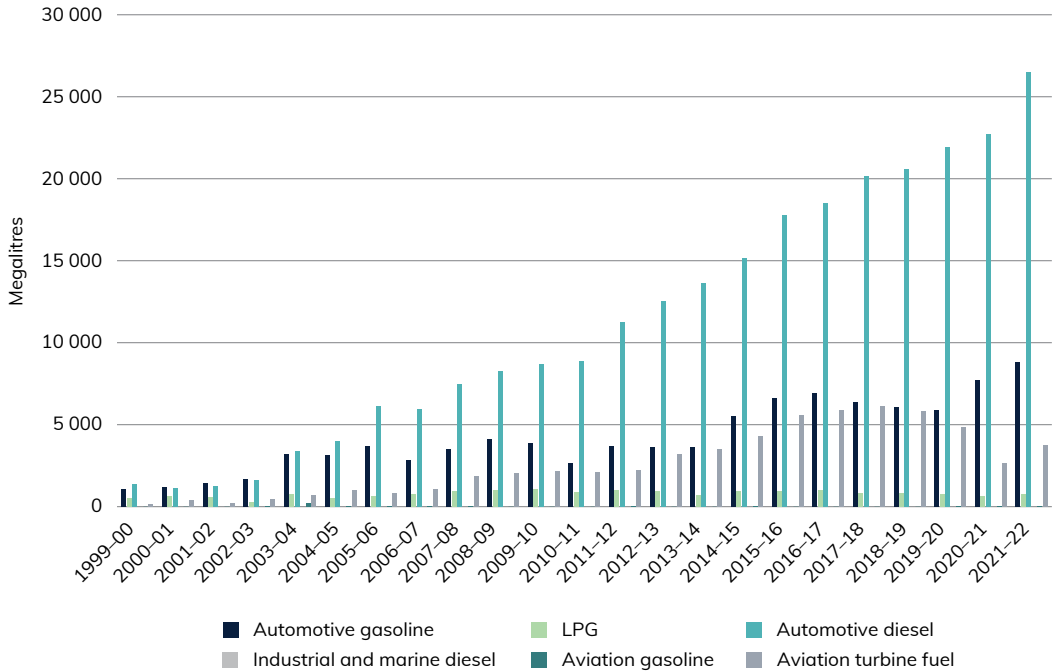
Figure 22 shows the change in production of selected refined petroleum products in Australia since 2009–10. It highlights how Australia’s production of these selected refined petroleum products appears to be gradually declining with time. Figure 23 and Figure 24 depicts the change in selected refined Australian petroleum imported and exported for various transport industries as at June of each financial year. Figure 25 shows the statistics of full fuel cycle greenhouse gas emissions for various transport industries. Each year in Australia since 1974–75, transport emissions had been rising steadily until 2018–19, which saw a drop partly due to the COVID-19 pandemic.

Domestic aviation greenhouse gas emissions decreased more significantly in percentage terms than did those of road vehicles, rail or domestic maritime transport (falling from 11,429 gigagrams of CO₂ equivalent in 2018–19 to 6,046 gigagrams of CO₂ equivalent in 2020–21).

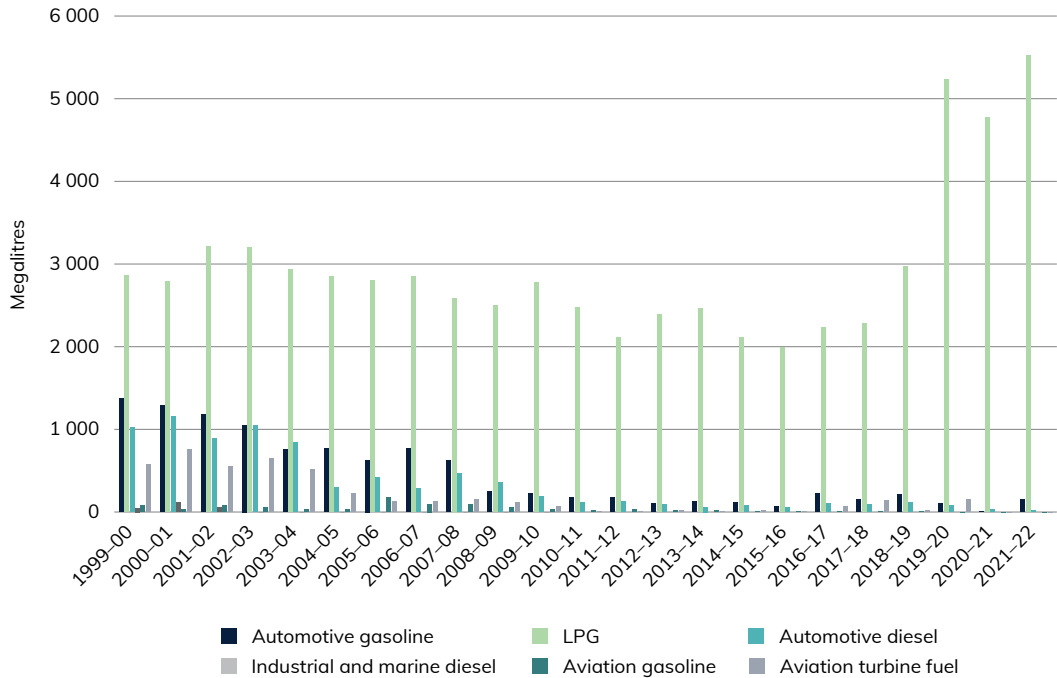
Figure 22 Selected refined petroleum products – Australian production



Source: Department of Climate Change, Energy, the Environment and Water, 2022, Petroleum Statistics

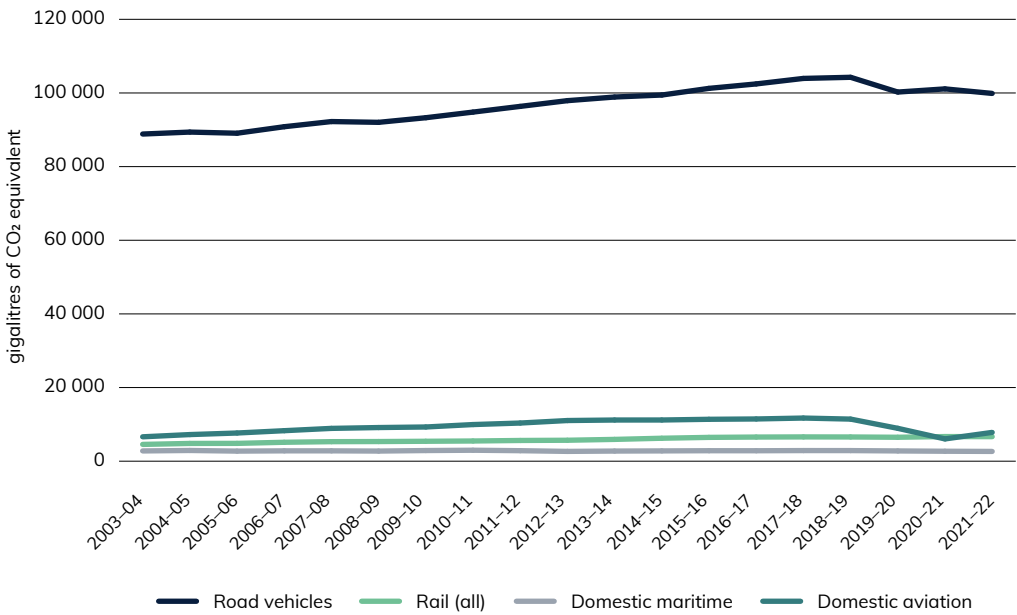
Figure 23 Selected refined petroleum products – imports to Australia

Source: Department of Climate Change, Energy, the Environment and Water, 2022, Petroleum Statistics

Figure 24 Selected refined petroleum products – exports from Australia

Source: Department of Climate Change, Energy, the Environment and Water, 2022, Petroleum Statistics

Figure 25 Transport full fuel cycle greenhouse gas emissions



Source: BITRE estimates

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	1 469.3	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	18 062.5	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	17 570.2	591.4	29 255.1		66.9	9 434.2
2019–20	16 075.6	513.9	29 554.2		58.7	7 352.4
2020–21	16 005.3	353.5	30 185.8		62.5	3 382.3
2021–22	15 143.0	269.7	31 074.0		62.4	4 510.0

Notes: Data are not readily available for missing years.

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

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 Climate Change, Energy, the Environment and Water, 2022, 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	797.5	9 185.8		56.3	3 760.7
2018–19	11 152.3	581.5	9 024.0		53.8	3 917.8
2019–20	9 751.0	542.0	8 387.6			2 920.7
2020–21	8 677.5	527.9	8 159.4			840.9
2021–22	5 838.4	335.2	5 772.1			619.9

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

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

Data not available for missing years

Source: Department of Climate Change, Energy, the Environment and Water, 2022, 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	2 652.9	888.2	8 843.4		0.0	2 086.0
2011–12	3 671.7	1 022.8	11 244.4		5.8	2 251.9
2012–13	3 653.2	918.1	12 512.1		0.0	3 201.2
2013–14	3 598.3	730.0	13 602.7		0.0	3 481.8
2014–15	5 534.3	957.9	15 178.3		0.1	4 299.2
2015–16	6 637.6	918.2	17 758.5		0.0	5 591.0
2016–17	6 950.9	1 002.9	18 513.1		0.0	5 859.2
2017–18	6 378.0	833.4	20 127.4		0.0	6 132.6
2018–19	6 066.3	801.7	20 556.0		0.0	5 831.2
2019–20	5 905.9	771.2	21 947.4		0.9	4 847.7
2020–21	7 718.3	656.2	22 704.7		1.2	2 679.5
2021–22	8 825.7	760.3	26 521.9		2.6	3 770.7

Notes: LPG figures include all production and trade.

Data are not separately available for missing years.

All diesel imports are included in automotive diesel.

Source: Department of Climate Change, Energy, the Environment and Water, 2022, 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	174.4	2 470.8	117.3		19.7	12.0
2011–12	175.1	2 114.7	129.6		25.6	2.4
2012–13	99.6	2 385.5	91.3		22.1	13.0
2013–14	131.1	2 458.9	60.8		20.3	2.3
2014–15	118.1	2 111.5	76.3		10.2	19.8
2015–16	72.4	1 989.4	51.9		3.8	1.7
2016–17	218.8	2 232.3	105.4		1.6	69.8
2017–18	151.0	2 285.2	86.1		1.9	142.4
2018–19	206.3	2 973.2	112.3		2.0	18.2
2019–20	100.3	5 233.5	82.0		0.5	155.4
2020–21	10.9	4 773.9	26.3		0.2	0.3
2021–22	148.3	5 524.7	18.6		0.3	0.3

Notes: LPG figures include all production and trade.

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

Source: Department of Climate Change, Energy, the Environment and Water, 2022, 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	136.9	130.7	129.3
2021–22	172.8	170.7	172.7	167.1	170.6	182.0	178.8	171.8

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, 2022, 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 (excluding electric)	Domestic maritime	Domestic aviation	Total (including off-road vehicles)
gigagrams of CO ₂ equivalent					
1975–76	34 690	1 912	3 304	2 602	42 508
1976–77	36 720	1 938	3 606	2 582	44 847
1977–78	38 266	1 957	3 962	2 843	47 028
1978–79	40 058	2 005	3 594	2 697	48 353
1979–80	40 787	2 003	3 771	2 805	49 366
1980–81	41 657	1 969	3 813	2 788	50 227
1981–82	43 637	1 939	3 287	3 122	51 986
1982–83	43 161	1 778	3 001	3 008	50 949
1983–84	45 210	1 936	3 064	2 934	53 144
1984–85	46 972	2 048	2 920	3 015	54 955
1985–86	48 123	1 993	2 999	3 242	56 357
1986–87	49 022	2 024	2 976	3 329	57 351
1987–88	51 550	1 993	2 945	3 598	60 086
1988–89	53 577	1 827	2 714	3 534	61 651
1989–90	54 869	1 760	2 427	2 831	61 888
1990–91	53 829	1 752	2 123	3 514	61 218
1991–92	54 522	1 703	2 181	3 814	62 219
1992–93	56 231	1 706	1 993	4 002	63 932
1993–94	57 758	1 807	1 863	4 235	65 663
1994–95	60 008	1 761	2 369	4 992	69 130
1995–96	61 434	1 714	2 492	5 480	71 119
1996–97	62 443	1 746	2 486	5 852	72 526
1997–98	63 475	1 786	2 197	5 307	72 765
1998–99	64 628	1 837	2 040	5 110	73 615
1999–00	65 857	1 891	2 138	5 344	75 230
2000–01	65 382	1 861	2 046	5 955	75 244
2001–02	67 208	1 947	2 113	5 339	76 606
2002–03	68 974	1 999	2 189	5 094	78 256
2003–04	71 825	2 135	2 337	5 328	81 626
2004–05	72 232	2 315	2 462	5 814	82 823
2005–06	71 874	2 328	2 307	6 151	82 661
2006–07	73 222	2 509	2 370	6 656	84 757
2007–08	74 260	2 591	2 358	7 153	86 362
2008–09	74 000	2 558	2 315	7 332	86 206
2009–10	74 947	2 652	2 418	7 450	87 467
2010–11	76 101	2 723	2 470	7 973	89 268
2011–12	77 323	2 861	2 362	8 300	90 847
2012–13	78 519	2 978	2 171	8 840	92 509
2013–14	79 193	3 163	2 242	8 945	93 542
2014–15	79 439	3 364	2 274	8 944	94 022
2015–16	81 207	3 458	2 315	9 093	96 073
2016–17	82 169	3 553	2 307	9 157	97 186
2017–18	83 344	3 609	2 343	9 351	98 648
2018–19	83 562	3 620	2 338	9 117	98 636
2019–20	80 332	3 565	2 260	7 117	93 273
2020–21	80 976	3 707	2 193	4 819	91 695
2021–22	79 936	*3 739	*2 152	6 229	92 055

Notes: * Data is provisional and subject to change.

Updated Global Warming Potentials have been used in this release, slightly altering the estimated levels.

No emissions from electricity use included.

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are intended to be consistent with the figures for transport full fuel cycle emissions (in Table 11.9) and so contain a greater emphasis on the accounting of transport activities than those in the Australian National Greenhouse Accounts, which focus on energy end-use. For more detail, see the endnotes.

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
<i>gigagrams of CO₂ equivalent</i>							
1989–90	34 936	7 633	5 626	5 096	1 265	254	54 809
1990–91	34 841	7 378	5 541	4 558	1 223	228	53 769
1991–92	35 470	7 602	5 589	4 390	1 181	228	54 460
1992–93	36 604	7 828	6 005	4 329	1 173	228	56 167
1993–94	37 540	8 059	6 184	4 480	1 204	225	57 691
1994–95	38 587	8 527	6 654	4 720	1 228	223	59 939
1995–96	39 064	8 824	6 999	4 996	1 264	216	61 363
1996–97	39 287	8 917	7 308	5 377	1 267	215	62 370
1997–98	39 507	9 316	7 621	5 456	1 295	207	63 401
1998–99	40 190	9 545	7 887	5 424	1 308	199	64 551
1999–00	40 844	9 734	8 143	5 511	1 344	202	65 777
2000–01	40 412	9 855	8 074	5 388	1 366	208	65 302
2001–02	41 335	10 271	8 353	5 581	1 366	220	67 126
2002–03	42 233	10 560	8 662	5 804	1 415	216	68 889
2003–04	44 251	10 907	8 987	5 930	1 434	227	71 737
2004–05	44 064	10 965	9 279	6 150	1 439	245	72 143
2005–06	42 882	11 257	9 510	6 402	1 469	267	71 787
2006–07	43 179	11 653	9 930	6 607	1 472	290	73 133
2007–08	43 210	12 163	10 206	6 790	1 485	313	74 168
2008–09	42 732	12 515	10 106	6 700	1 524	329	73 907
2009–10	42 771	13 010	10 283	6 887	1 561	340	74 851
2010–11	42 940	13 355	10 679	7 080	1 618	333	76 004
2011–12	43 143	13 716	11 095	7 274	1 674	322	77 225
2012–13	43 595	14 071	11 351	7 411	1 664	328	78 420
2013–14	43 751	14 395	11 558	7 461	1 600	333	79 098
2014–15	43 867	14 795	11 487	7 318	1 540	336	79 343
2015–16	43 901	15 214	11 975	7 927	1 750	339	81 108
2016–17	43 933	15 770	12 128	8 141	1 755	340	82 067
2017–18	44 002	16 489	12 260	8 376	1 777	338	83 242
2018–19	43 738	16 730	12 402	8 457	1 803	336	83 465
2019–20	40 455	16 700	12 526	8 633	1 628	294	80 237
2020–21	40 508	17 028	12 679	8 814	1 544	305	80 878
2021–22	38 756	17 536	12 917	9 061	1 257	314	79 841

Notes: Updated Global Warming Potentials have been used in this release, slightly altering the estimated levels.

No emissions from electricity use included.

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts.

The figures published here are intended to be consistent with the figures for transport full fuel cycle emissions (in Table 11.9) and so contain a greater emphasis on the accounting of transport activities than those in the Australian National Greenhouse Accounts, which focus on energy end-use. For more detail, see the endnotes.

Source: BITRE estimates

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

Financial year	Road vehicles	Rail (excluding 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	69 119
1996–97	60 582	1 700	2 378	5 800	70 461
1997–98	61 552	1 740	2 088	5 259	70 639
1998–99	62 637	1 789	1 928	5 064	71 418
1999–00	63 806	1 843	2 021	5 296	72 965
2000–01	63 324	1 813	1 928	5 902	72 968
2001–02	65 100	1 897	1 990	5 292	74 279
2002–03	66 856	1 948	2 061	5 049	75 913
2003–04	69 674	2 081	2 202	5 281	79 238
2004–05	70 153	2 255	2 323	5 765	80 496
2005–06	69 907	2 268	2 176	6 097	80 448
2006–07	71 294	2 445	2 238	6 597	82 573
2007–08	72 383	2 524	2 225	7 092	84 224
2008–09	72 197	2 492	2 181	7 269	84 139
2009–10	73 185	2 584	2 280	7 385	85 433
2010–11	74 383	2 653	2 328	7 907	87 271
2011–12	75 648	2 788	2 218	8 232	88 886
2012–13	76 866	2 902	2 024	8 771	90 563
2013–14	77 568	3 082	2 098	8 875	91 622
2014–15	77 850	3 278	2 128	8 873	92 129
2015–16	79 642	3 370	2 166	9 020	94 198
2016–17	80 611	3 463	2 156	9 084	95 314
2017–18	81 799	3 517	2 191	9 277	96 784
2018–19	82 044	3 528	2 192	9 042	96 806
2019–20	78 894	3 474	2 121	7 041	91 529
2020–21	79 559	3 613	2 047	4 769	89 988
2021–22	78 571	*3 645	*2 010	6 163	90 388

Notes: * Data is provisional and subject to change.

No emissions from electricity use included.

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are intended to be consistent with the figures for transport full fuel cycle emissions (in Table 11.9) and so contain a greater emphasis on the accounting of transport activities than those in the Australian National Greenhouse Accounts, which focus on energy end-use. For more detail, see the endnotes.

Source: BITRE estimates

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

Financial year	Road Vehicles	Rail (excluding 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	1.80	4.23	0.29	22.03
2009–10	14.72	1.87	4.35	0.29	21.23
2010–11	13.59	1.92	4.45	0.30	20.26
2011–12	12.54	2.01	4.56	0.30	19.42
2012–13	11.79	2.10	4.71	0.31	18.90
2013–14	11.00	2.23	4.57	0.31	18.11
2014–15	10.32	2.37	4.66	0.31	17.66
2015–16	9.76	2.44	4.73	0.31	17.24
2016–17	9.12	2.50	4.80	0.32	16.75
2017–18	8.65	2.54	4.85	0.32	16.36
2018–19	8.16	2.55	4.62	0.32	15.65
2019–20	7.27	2.51	4.39	0.32	14.50
2020–21	6.99	2.61	4.65	0.17	14.42
2021–22	6.55	*2.63	*4.51	0.23	13.92

Notes: * Data is provisional and subject to change.

No emissions from electricity use included.

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are intended to be consistent with the figures for transport full fuel cycle emissions (in Table 11.9) and so contain a greater emphasis on the accounting of transport activities than those in the Australian National Greenhouse Accounts, which focus on energy end-use. For more detail, see the endnotes.

Source: BITRE estimates

Table 11.8 Transport direct emissions, 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	4.73	0.06	0.06	0.21	5.07
2010–11	4.68	0.06	0.07	0.22	5.03
2011–12	4.62	0.06	0.06	0.22	4.98
2012–13	4.62	0.07	0.06	0.23	4.97
2013–14	4.61	0.07	0.06	0.23	4.98
2014–15	4.54	0.07	0.06	0.24	4.91
2015–16	4.50	0.07	0.06	0.24	4.88
2016–17	4.53	0.08	0.06	0.24	4.91
2017–18	4.53	0.08	0.06	0.25	4.92
2018–19	4.50	0.08	0.06	0.25	4.89
2019–20	4.30	0.08	0.06	0.25	4.69
2020–21	4.24	0.08	0.06	0.17	4.55
2021–22	4.10	*0.08	*0.06	0.22	4.46

Notes: * Data is provisional and subject to change.

No emissions from electricity use included.

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are intended to be consistent with the figures for transport full fuel cycle emissions (in Table 11.9) and so contain a greater emphasis on the accounting of transport activities than those in the Australian National Greenhouse Accounts, which focus on energy end-use. For more detail, see the endnotes.

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					
1978–79	48 804	3 260	4 374	3 338	59 777
1979–80	49 722	3 304	4 591	3 472	61 089
1980–81	50 815	3 324	4 644	3 451	62 234
1981–82	53 259	3 309	4 002	3 865	64 435
1982–83	52 709	3 132	3 645	3 723	63 209
1983–84	55 240	3 352	3 671	3 632	65 895
1984–85	57 426	3 586	3 501	3 732	68 245
1985–86	58 873	3 571	3 600	4 012	70 057
1986–87	60 011	3 692	3 564	4 120	71 388
1987–88	63 145	3 704	3 532	4 453	74 834
1988–89	65 669	3 746	3 243	4 374	77 032
1989–90	67 295	3 737	2 900	3 504	77 437
1990–91	66 072	3 723	2 524	4 350	76 669
1991–92	66 968	3 702	2 590	4 722	77 982
1992–93	69 117	3 657	2 358	4 956	80 088
1993–94	71 051	3 767	2 202	5 246	82 266
1994–95	73 895	3 771	2 820	6 185	86 670
1995–96	75 699	3 728	2 971	6 790	89 188
1996–97	76 994	3 851	2 959	7 252	91 055
1997–98	78 317	3 890	2 605	6 578	91 390
1998–99	79 770	3 998	2 414	6 335	92 518
1999–00	81 327	4 201	2 530	6 626	94 684
2000–01	80 781	4 230	2 434	7 385	94 831
2001–02	83 093	4 335	2 517	6 625	96 570
2002–03	85 317	4 390	2 611	6 325	98 642
2003–04	88 845	4 557	2 784	6 620	102 806
2004–05	89 378	4 821	2 911	7 228	104 338
2005–06	89 065	4 837	2 736	7 651	104 289
2006–07	90 834	5 136	2 808	8 283	107 061
2007–08	92 236	5 303	2 809	8 908	109 256
2008–09	92 025	5 336	2 749	9 136	109 247
2009–10	93 279	5 409	2 890	9 288	110 865
2010–11	94 807	5 484	2 975	9 947	113 214
2011–12	96 356	5 626	2 851	10 361	115 195
2012–13	97 911	5 687	2 662	11 042	117 302
2013–14	98 898	5 918	2 751	11 180	118 747
2014–15	99 439	6 232	2 793	11 186	119 649
2015–16	101 250	6 466	2 844	11 378	121 939
2016–17	102 456	6 555	2 835	11 466	123 312
2017–18	103 951	6 595	2 882	11 716	125 143
2018–19	104 257	6 576	2 878	11 429	125 140
2019–20	100 249	6 497	2 784	8 922	118 453
2020–21	101 108	6 687	2 701	6 046	116 542
2021–22	99 877	6 662	2 652	7 819	117 010

Notes: * Data is provisional and subject to change.

Updated Global Warming Potentials have been used in this release, slightly altering the estimated levels.

The figures published here refer to full fuel cycle emission estimates for the domestic transport sector, in contrast to those in the Australian National Greenhouse Accounts which provide emission values for energy end-use by domestic transport.

CO₂, CH₄ and N₂O in CO₂ equiv

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are intended to be consistent with the figures for transport full fuel cycle emissions (in this table, Table 11.9) and so contain a greater emphasis on the accounting of transport activities than those in the Australian National Greenhouse Accounts, which focus on energy end-use. For more detail, see the endnotes.

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)							
1976–77	536.1	0.0	27.2	2.5	49.3	37.2	652.3
1977–78	558.7	0.0	27.5	2.5	54.2	41.0	683.8
1978–79	584.8	0.0	28.2	2.4	49.2	38.9	703.4
1979–80	595.2	0.0	28.2	2.6	51.6	40.4	718.0
1980–81	607.8	0.0	27.7	2.8	52.0	40.2	730.6
1981–82	636.5	0.0	27.3	2.8	44.7	45.0	756.4
1982–83	629.5	0.0	25.0	3.0	40.7	43.4	741.5
1983–84	659.0	0.0	27.2	3.1	40.8	42.3	772.4
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	6.7	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	1 048.0	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	1 083.7	0.0	36.0	7.6	30.2	105.6	1 263.1
2009–10	1 098.7	0.0	37.3	7.5	31.8	107.3	1 282.7
2010–11	1 116.7	0.0	38.3	7.6	32.8	114.9	1 310.3
2011–12	1 134.3	0.0	40.3	7.7	31.4	119.6	1 333.2
2012–13	1 152.7	0.0	41.9	7.6	29.4	127.4	1 359.0
2013–14	1 166.5	0.0	44.5	7.7	30.3	128.9	1 377.9
2014–15	1 177.4	0.0	47.4	7.9	30.8	128.9	1 392.3
2015–16	1 186.7	0.1	48.7	8.5	31.3	131.0	1 406.2
2016–17	1 199.3	0.1	50.0	8.5	31.2	131.9	1 421.0
2017–18	1 215.6	0.1	50.8	8.5	31.8	134.7	1 441.5
2018–19	1 218.0	0.1	51.0	8.5	31.8	131.3	1 440.8
2019–20	1 169.5	0.2	50.2	8.6	30.8	102.3	1 361.6
2020–21	1 177.9	0.3	52.2	8.8	29.8	69.3	1 338.3
2021–22	1 162.2	0.5	*52.7	* 8.7	* 29.2	90.8	1 344.0

Notes: * Data is provisional and subject to change.

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

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts.

The figures published here are intended to be consistent with the figures for transport full fuel cycle emissions (in Table 11.9) and so contain a greater emphasis on the accounting of transport activities than those in the Australian National Greenhouse Accounts, which focus on energy end-use. For more detail, see the endnotes.

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	936.9
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	20.5	3.1	999.9
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	20.9	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	24.3	4.8	1 115.4
2011–12	637.9	200.3	160.2	104.6	25.2	4.7	1 132.9
2012–13	644.9	205.2	164.2	106.8	25.5	4.7	1 151.3
2013–14	647.1	209.9	168.5	109.0	25.8	4.8	1 165.2
2014–15	649.4	215.6	169.9	110.6	25.8	4.9	1 176.0
2015–16	649.2	220.9	171.5	112.9	25.8	4.9	1 185.3
2016–17	649.4	228.6	173.4	115.7	25.8	4.9	1 197.9
2017–18	650.4	238.6	175.3	119.0	26.0	4.9	1 214.3
2018–19	646.6	241.9	177.2	119.9	26.3	4.9	1 216.8
2019–20	597.9	241.3	178.8	122.3	23.7	4.3	1 168.4
2020–21	598.5	245.8	180.9	124.8	22.5	4.4	1 176.9
2021–22	573.0	253.0	184.2	128.2	18.4	4.6	1 161.3

Notes: Electricity end-use included.

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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	94.06	2.59	0.00	0.00	525.09
1975-76	444.57	100.13	2.97	0.00	0.00	547.67
1976-77	465.40	112.90	3.41	0.00	0.00	581.70
1977-78	481.94	121.34	3.86	0.00	0.00	607.14
1978-79	493.76	134.41	4.61	0.00	0.00	632.78
1979-80	489.95	147.91	5.85	0.00	0.00	643.71
1980-81	493.16	153.33	7.17	0.00	0.00	653.67
1981-82	509.77	161.19	8.15	0.00	0.00	679.10
1982-83	497.81	161.41	9.14	0.00	0.00	668.36
1983-84	508.56	178.69	10.47	0.00	0.00	697.71
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	267.16	59.36	0.82	0.24	931.24
1996-97	603.92	278.02	63.43	0.88	0.37	946.61
1997-98	603.62	288.87	67.31	0.95	0.50	961.25
1998-99	612.33	297.61	67.04	1.04	0.70	978.72
1999-00	620.31	306.94	67.65	1.07	1.04	997.01
2000-01	614.88	306.97	65.06	1.12	1.59	989.62
2001-02	626.14	322.55	67.10	1.32	2.09	1 019.20
2002-03	637.64	338.80	66.95	1.41	1.81	1 046.61
2003-04	667.19	353.79	66.75	1.45	0.70	1 089.88
2004-05	666.80	368.06	61.62	1.51	0.67	1 098.67
2005-06	638.93	384.60	69.26	1.64	1.51	1 095.95
2006-07	646.85	405.92	62.72	1.79	4.14	1 121.42
2007-08	644.96	426.88	60.53	1.93	6.29	1 140.59
2008-09	632.91	435.78	58.90	2.09	8.16	1 137.82
2009-10	630.70	458.23	54.79	2.25	9.55	1 155.53
2010-11	623.73	485.55	53.19	2.50	10.64	1 175.61
2011-12	620.61	509.34	52.25	2.85	10.09	1 195.14
2012-13	618.64	532.14	52.00	3.50	10.80	1 217.08
2013-14	606.94	554.99	52.57	3.84	14.76	1 233.11
2014-15	604.97	565.34	51.10	4.02	21.77	1 247.20
2015-16	603.99	602.23	41.53	3.94	6.53	1 258.22
2016-17	603.11	625.90	33.41	3.84	6.34	1 272.59
2017-18	597.94	656.92	25.13	3.69	6.88	1 290.55
2018-19	589.96	674.90	19.52	3.40	6.95	1 294.73
2019-20	540.07	679.85	16.36	3.00	6.31	1 245.59
2020-21	538.49	694.76	12.30	*2.78	5.79	1 254.12
2021-22	511.03	708.90	9.57	*2.74	5.74	1 237.99

Notes: * Data is provisional and subject to change.

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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	6.45	0.000	96.58
2000-01	3.31	82.47	8.59	3.51	6.66	0.000	104.54
2001-02	3.15	73.76	8.06	3.51	6.59	0.000	95.08
2002-03	3.03	70.35	7.97	3.51	6.65	0.000	91.51
2003-04	2.91	73.84	8.68	4.01	6.72	0.001	96.17
2004-05	2.96	80.81	8.34	5.60	6.73	0.001	104.44
2005-06	2.80	85.79	7.53	4.80	6.82	0.001	107.74
2006-07	2.90	92.95	7.12	5.20	7.05	0.001	115.22
2007-08	2.85	100.19	7.51	4.40	7.30	0.000	122.24
2008-09	3.14	102.48	7.20	4.84	7.63	0.000	125.29
2009-10	2.62	104.66	8.20	4.13	7.53	0.000	127.13
2010-11	2.60	112.25	9.30	2.94	7.60	0.000	134.69
2011-12	2.78	116.80	8.30	2.52	7.69	0.000	138.09
2012-13	2.68	124.71	6.90	0.00	7.64	0.000	141.93
2013-14	2.40	126.48	8.25	0.00	7.70	0.000	144.84
2014-15	2.25	126.60	8.30	0.00	7.99	0.000	145.15
2015-16	2.23	128.76	8.47	0.00	8.54	0.000	148.00
2016-17	2.29	129.63	7.97	0.00	8.54	0.000	148.43
2017-18	2.19	132.53	7.64	0.00	8.56	0.000	150.92
2018-19	2.21	129.10	*6.12	0.00	8.60	0.000	146.03
2019-20	2.00	100.26	*5.00	0.00	8.79	0.000	116.05
2020-21	2.07	67.22	*5.80	0.00	9.09	0.001	84.18
2021-22	2.06	87.45	*6.09	0.00	*9.12	0.001	104.72

Notes: * Data is provisional and subject to change.

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are intended to be consistent with the figures for transport full fuel cycle emissions (in Table 11.9) and so contain a greater emphasis on the accounting of transport activities than those in the Australian National Greenhouse Accounts, which focus on energy end-use. For more detail, see the endnotes.

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 1.1c are converted to 2021–22 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-d date data as at November of each calendar year. Table 1.3d sourced data from the ABS' gender indicators publication, but the relevant data for 1.3d ceased its reporting following the 2020 publication.

Tables 1.3e-h provides data from the Workplace Gender Equality Agency (WGEA)'s Data Explorer on the composition of managerial and non-managerial staff in the Transport, Postal and Warehousing industry in numerical values and percentages. Non-public sector employers with 100 or more employees are required to report to the WGEA under the Workplace Gender Equality Act 2012, which is the source of these tables' data. The definitions for these tables can be found at the WGEA's [Data Quality Declaration](#). It should be noted that tables g and h combine the counts of sales employees and clerical and administrative employees and also included staff in the "other" category in the totals, despite "other" not being reported on in the table.

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, 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). The all industries column represents the average weekly earnings (excluding salary sacrificed amounts) across all industries in Australia.

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, therefore, 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. Work done by the private sector for the public sector in this manner, and, by the public sector itself, are totalled in table 2.2d.

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 2.2. 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 expenditure and revenue

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, Communications and the Arts 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.

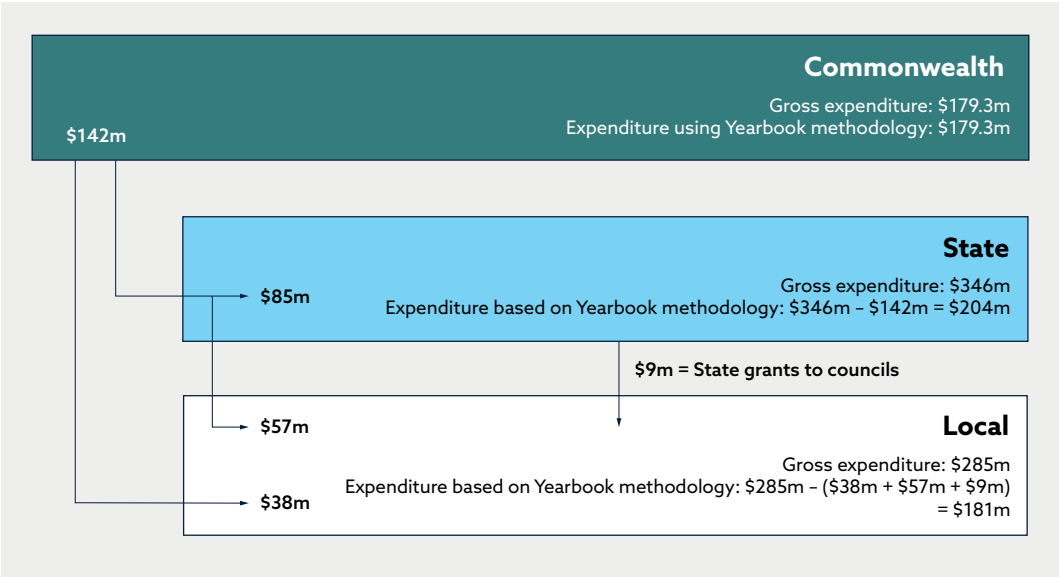
Enterprises in the PNFC sector differ from those in the government sector in that their production costs are more likely to be recovered from consumers, rather than being financed from the general taxation revenue of government. Some enterprises, however, do receive subsidies to make up for shortfalls 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.

The schematic diagram below represents the flows of road funding expenditure diagrammatically, using example 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

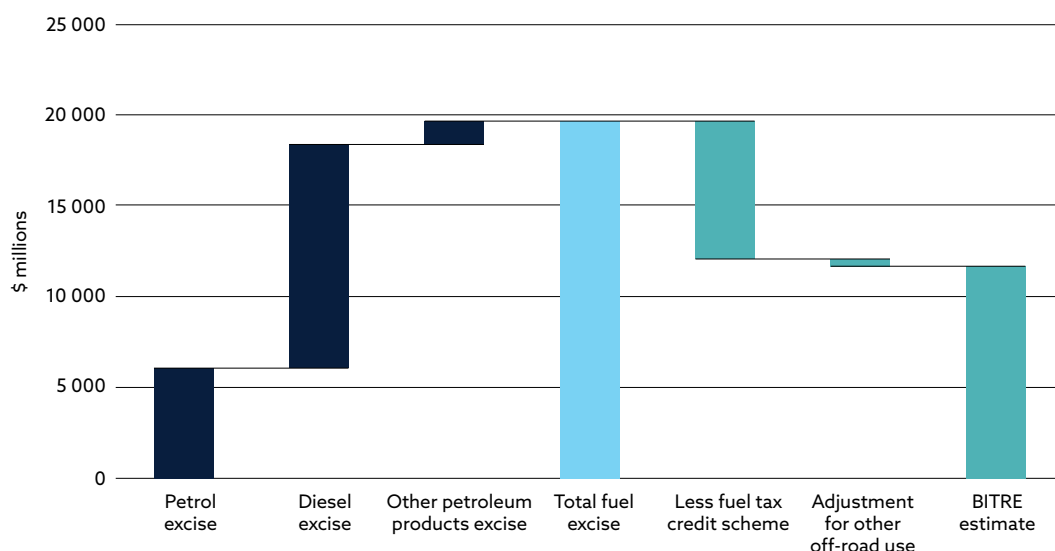
Table 3.2 provides estimates of road expenditure adjusted by BITRE Road Construction and Maintenance Price Index (RCMPI). The RCMPI is an indicator of the change in input costs faced by the road construction and maintenance industry in Australia. The RCMPI is used here as a deflator to convert nominal (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 Statistics' 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, 2020–21

Source: ATO Taxation Statistics, BITRE estimates.

Federal Interstate Registration Scheme revenue data is sourced from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts' internal records. It was discontinued in the 2018–19 Financial Year.

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 licence fees, parking levies and stamp duty on vehicles. Data for vehicle registration fees, drivers licence fees and stamp duty are based on data supplied by relevant state and territory road agencies. Parking levy data is sourced from Transport for NSW's Parking Space Levy, Victoria's State Revenue Office's Congestion Levy Statistics and Western Australia's Annual Report on State Finances, respectively.

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 is 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 until 2021.

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 freight, 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).

Table 5.2 utilises data from Tourism Research Australia, which is sourced from its International Visitor Survey (IVS) and National Visitor Survey (NVS). Due to COVID-19, there was no IVS interviewing from 1 April 2020, which means estimates for the period were imputed and data in 2020-21 and 2021-22 may not represent a completely wholistic picture due to the survey's absence (though air traffic was also lessened in this timeframe due to the pandemic).

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.

- The "other" modes of transport in table 5.2d also include transport modes which are not car, rail, coach or air, such as motorcycles and ferries.

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).

In 2022, rail travel estimates for Melbourne are a bit higher than estimated in previous releases – due to the latest estimates including an allowance for urban commuter travel on regional services. This was done to make the Victorian rail values more comparable to those of the other states.

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” refer 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 14

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, Communications and the Arts 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.

Recent year values for cars are a bit lower than previously estimated due to re-estimations from the fuel sales statistics, after accounting for mounting evidence that for light vehicles in Australia, there has been a widening gap between their rated or laboratory-tested fuel efficiency and that obtained on-road in real world conditions.

Table 6.7–6.8

Table 6.7 provides data from the ABS' Consumer Price Index publication on indices regarding the cost of private vehicle ownership and operation.

Table 6.8 provides data on the number of registered vehicles by their year of manufacture and since the year 2000. The data is sourced from BITRE's Motor Vehicles, Australia publication, which presents much of the data that was previously made available in the ABS' Motor Vehicle Census (MVC). The total in this table is not a total of all vehicles in Australia, but rather a total of all registered motorised vehicles and does not include vehicles such as trailers or tractors.

Tables 6.9–6.11

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). 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 MVC are not available with a state disaggregation prior to 1982 and is the source of data for both tables 6.9 until the 2021 release of the MVC, which was its final publication. From 2022 onwards, the data will be sourced from BITRE's Motor Vehicles, Australia publication, which aims to serve as a replacement to the MVC.

Table 6.9a reports on the stock of registered vehicles by vehicle type, while Table 6.9b 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 6.10a reports on a slightly different definition of motor vehicles as to what is used in other tables. This is defined by the Federal Chamber of Automotive Industries to include micro, light, small, medium, large and upper large sedans, hatches and wagons, as well as people movers and sports cars. Sports utility vehicles are likewise defined as 2/4 door wagon body style and elevated ride height. These are typically 4WDs or AWDs, but if a 2WD variant of the model is available it is included in the appropriate segment.

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. It 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.

6.10d is sourced from BITRE's Motor Vehicles, Australia publication. It lists the number of registered battery electric vehicles on register by make, for the top 10 vehicle makes, as at 31 January 2022 and 31 January 2021.

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 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 6.15 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 6.2. 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:

$$\begin{aligned} \text{Road and bridge maintenance expenditure} = & \\ & \text{B1 Routine maintenance} + \\ & \text{B2 Periodic surface maintenance of sealed roads} + \\ & \text{C Bridge maintenance \& rehabilitation} + \\ & \text{D Road rehabilitation} \end{aligned}$$

Estimates are adjusted for inflation and presented at constant 2021–22 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 RCMPPI 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 saw the removal of the 33kv column from the data for the 2021 edition onwards as it is no longer applicable.
- The 2022 edition onwards saw the removal of the “other” column in Table 7.2a as some “fringe” railways were removed from the totals. These were volunteer run tourist railways unrelated to national rail task.

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 7.5a, 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's estimates and latest Trainline publication, and are based on reporting from the train operators.

In Table 7.5b, 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, Communications and the Arts data. Tables 7.6a to 7.6c 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 7.6b 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 7.6c will not add to Total Public Sector for the same reason. Table 7.6b, 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-modal 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 compared to long-term historic data. This is an expected decline due to the COVID-19 pandemic, which also impacts the 2019–20 and 2021–22 financial years.

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. Indexes are constructed from BITRE's monthly survey of airline internet booking sites. Fares are recorded only when they are available on the nominated day of travel (the last Thursday of the month). The series is a price index of the lowest available fare in each fare class, weighted over selected routes. It does not measure real airline yields, or average fares paid by passengers. For more information on methodology please visit BITRE's aviation statistics site.

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: 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 sourced from 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

In 2022, road fatality and road crash data was amended to be consistent with BITRE's National Crash Database from 2008 onwards.

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 (and crashes for road transport) – 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 is sourced from the monthly June Australian petroleum statistics data extract from the Department of Climate Change, Energy, the Environment and Water. The data includes 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 broadly follow the emission accounting framework of the Australian National Greenhouse Accounts and include only the directly radiative gases carbon dioxide, methane and nitrous oxide emitted from transport fuel combustion (with the exception of CO₂ released from the in-vehicle combustion of biofuels). The estimates of carbon dioxide equivalent emissions in these tables 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 CO₂ 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 (specifically, those of the Fifth Assessment Report of the IPCC, see https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_Chapter08_FINAL.pdf).

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).

The full fuel cycle emissions values in table 11.9 (which do include upstream emissions, such as from fuel supply and electricity generation) have been re-estimated using updates to the Scope 3 emissions factors (see <https://www.dcceew.gov.au/climate-change/publications/national-greenhouse-accounts-factors-2022>) in the Australian National Greenhouse Accounts (somewhat increasing most estimated levels, especially for petroleum fuel use, from previous releases).

Estimates for maritime and aviation emissions only include civil domestic transport (where maritime activity includes coastal shipping, ferries and pleasure craft, but not fishing vessels; and domestic aviation comprises airline activity and general or charter 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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