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Regional Development, Communications and the Arts

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Foreword

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

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

The 2023 Yearbook was prepared by Natalie Fisher and Brad Hotchkies, with thanks to all internal and external data providers for their input.

Shona Rosengren

Head of Bureau

Bureau of Infrastructure and Transport Research Economics

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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.
- 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



9.2 per cent of Australia's GDP was accounted for by Australia's major infrastructure industries in 2022–23.



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



56 per cent of infrastructure engineering construction work done in 2022–23 was in the transport sector.



1 million people were employed in Australia's major infrastructure industries in August 2023.



559 DC Fast and Ultrafast public charging sites were available for Australians to charge their electric vehicles in 2023.

Transport



\$20.6 billion was spent by the public sector on road construction in 2022–23.



In 2022–23, there were an estimated 241.8 billion tonne kilometres of freight moved by road and 445.3 billion tonne kilometres of freight moved by rail.



An estimated 91.3 billion tonne kilometres of freight was moved by coastal shipping and 0.2 billion was moved by Air freight in 2022–23.



In 2022–23, 158.3 billion passenger kilometres were travelled by car, and 10.5 billion passenger kilometres were travelled on heavy rail networks in Australian Capital cities.



Australia's total estimated paved road length was 427,000 kilometres in 2022.



There were an estimated 32 756 route kilometres of open railway in Australia as at October 2023.



In metropolitan areas there were 328 million heavy rail passenger movements in 2021–22, down from 754 million in 2018–19.



In 2022–23, there were 29.8 million revenue passengers on international flights in Australia, up from 6.5 million in 2021–22, but below the 42.1 million in 2018–19 before the COVID pandemic.



There were 55.3 million revenue passengers on domestic flights in Australia in 2022–23 up from 30.4 million the year before.



Road vehicles made up 84 percent of full fuel cycle greenhouse gas emissions from all domestic transport modes in 2022–23, compared to 9 per cent from aviation.



Sydney airport was the busiest in the country with 35.6 million passengers using the facility in 2022–23 up from 13.7 million in 2021–22. In 2018–19, before any COVID impacts, 44.4 million passengers moved through Sydney airport.



In 2022–23, 8.6 million twenty-foot equivalent units (TEUs) were exchanged at Australia's five principal container ports (Melbourne, Port Botany, Brisbane, Adelaide and Fremantle).



In 2022, there were 1,105 fatal road crashes and 23 fatal aviation accidents.



The national average price for petrol was 182.9 cents per litre in the 2022–23 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:

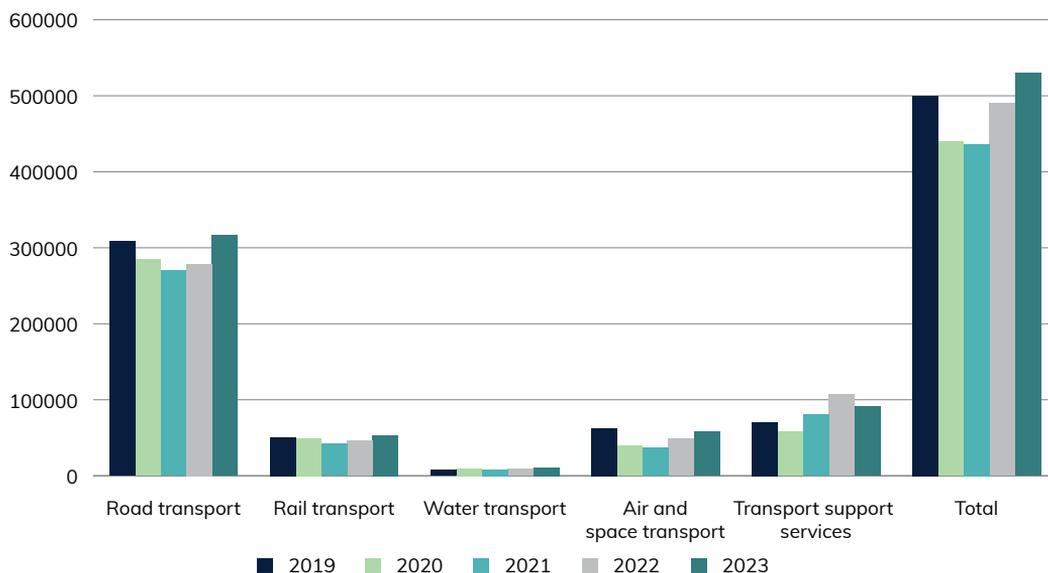
- employment in the transport, energy, communication and water industries
- average weekly earnings for road, rail, water and Air and space industries
- price indices
- population

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, 2023 data has shown a strong recovery, returning to above pre-pandemic levels for majority of industries.

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 2019–20, leadership positions in the transport industry were predominantly occupied by males, with 2258 males in Chief Executive Officer, Key Management Personnel, Chair Person and Director roles, compared to 460 females.

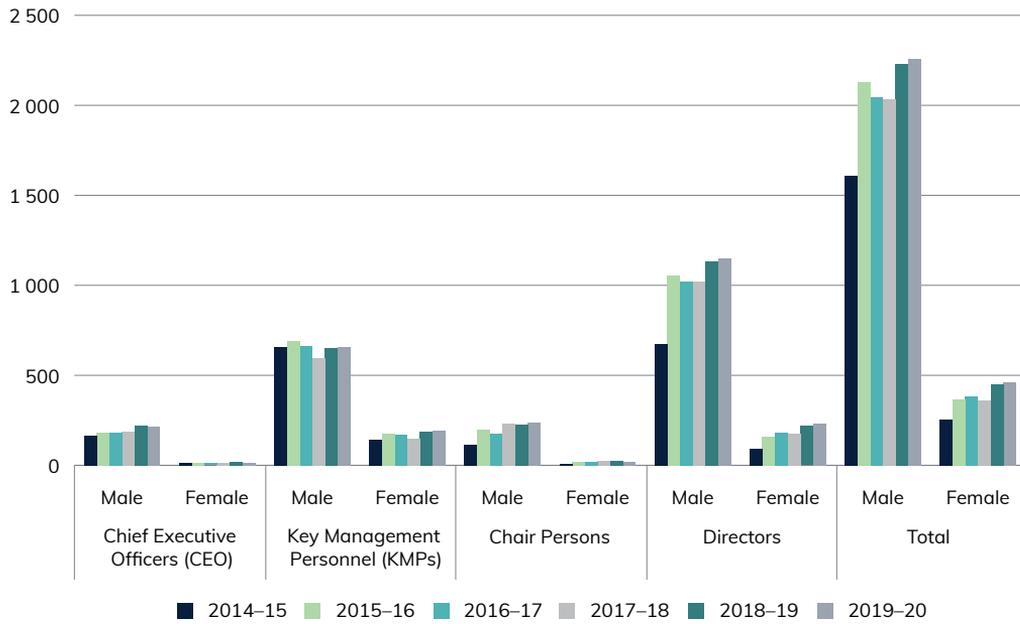
Figure 1 Australian employment numbers in selected major infrastructure industries



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

Source: ABS, 2023, *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, 2022–23 prices

Financial year	Chain volume measures						Gross Domestic Product	Major infrastructure industries as percentage of GDP
	Gross value added, by industry							
	Transport, postal and warehousing	Energy industry		Information media and telecommunications	Water supply and waste services			
		Electricity	Gas					
\$ million								
1974–75	22 005	7 873	86	3 555	9 631	536 972	8.0	
1975–76	21 890	8 168	143	3 352	9 781	550 873	7.9	
1976–77	23 703	8 837	205	3 504	10 112	570 677	8.1	
1977–78	26 697	9 330	252	3 722	9 368	575 773	8.6	
1978–79	27 126	9 887	295	4 024	9 631	599 092	8.5	
1979–80	27 933	10 421	357	4 325	10 433	617 278	8.7	
1980–81	29 644	11 104	373	4 787	10 479	637 892	8.8	
1981–82	30 094	11 578	569	5 167	10 577	659 101	8.8	
1982–83	28 998	11 766	566	5 395	11 203	644 439	9.0	
1983–84	30 461	12 435	623	5 716	11 187	674 030	9.0	
1984–85	32 936	13 198	697	6 160	11 761	709 607	9.1	
1985–86	34 932	13 874	685	6 684	11 955	737 754	9.2	
1986–87	35 580	14 463	672	7 191	11 887	756 632	9.2	
1987–88	37 147	15 327	721	7 824	12 188	800 202	9.1	
1988–89	38 837	16 155	770	8 467	12 486	831 214	9.2	
1989–90	39 814	16 975	826	9 464	13 083	860 938	9.3	
1990–91	40 086	17 291	782	9 985	13 686	857 642	9.5	
1991–92	40 968	17 691	768	10 706	13 533	861 315	9.7	
1992–93	41 244	18 229	777	11 958	13 423	896 177	9.6	
1993–94	43 492	18 872	821	13 062	13 828	931 850	9.7	
1994–95	46 119	19 295	877	14 606	14 266	968 072	9.8	
1995–96	49 606	19 581	883	15 397	14 218	1 005 409	9.9	
1996–97	51 714	19 483	886	16 530	14 138	1 044 749	9.8	
1997–98	52 914	20 465	924	17 929	14 668	1 092 947	9.8	
1998–99	54 390	20 828	990	19 162	15 025	1 147 117	9.6	
1999–00	56 527	21 462	1 039	19 797	15 046	1 191 868	9.6	
2000–01	58 778	21 802	1 068	20 551	15 402	1 216 199	9.7	
2001–02	60 690	21 716	1 085	21 218	16 158	1 264 769	9.6	
2002–03	64 298	21 717	1 104	22 557	16 195	1 304 121	9.7	
2003–04	66 816	22 149	1 126	23 561	15 689	1 359 111	9.5	
2004–05	70 816	22 508	1 117	24 224	15 728	1 401 974	9.6	
2005–06	72 838	23 317	1 118	25 176	15 456	1 440 397	9.6	
2006–07	77 035	23 427	1 176	26 806	15 689	1 494 814	9.6	
2007–08	81 363	24 068	1 222	28 425	15 068	1 548 153	9.7	
2008–09	80 875	25 426	1 236	28 816	15 599	1 577 111	9.6	
2009–10	82 364	25 561	1 251	29 400	16 115	1 611 911	9.6	
2010–11	84 775	25 578	1 331	30 360	17 045	1 650 458	9.6	
2011–12	88 312	25 160	1 268	30 744	17 671	1 714 859	9.5	
2012–13	91 430	24 822	1 387	30 692	18 288	1 759 081	9.5	
2013–14	91 244	24 325	1 371	31 992	17 538	1 804 448	9.2	
2014–15	91 618	24 425	1 475	34 279	18 145	1 843 293	9.2	
2015–16	93 620	24 951	1 576	36 929	18 775	1 893 625	9.3	
2016–17	96 430	24 690	1 598	37 855	19 076	1 936 841	9.3	
2017–18	98 542	24 414	1 653	41 066	20 367	1 992 681	9.3	
2018–19	99 847	24 524	1 728	42 317	20 351	2 035 950	9.3	
2019–20	94 098	23 601	1 887	43 144	19 717	2 034 914	9.0	
2020–21	85 602	23 672	1 960	44 616	20 292	2 080 419	8.5	
2021–22	93 529	23 928	1 914	48 997	21 192	2 156 824	8.8	
2022–23	104 020	23 960	1 887	53 725	21 738	2 229 827	9.2	

See end notes

Source: ABS 2023, Australian National Accounts: National Income, Expenditure and Product

Table 1.1b Australian transport, postal and warehousing gross value added, 2022–23 prices

Financial year	Transport, postal and warehousing industry				Total	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					
\$ million							%	%	
1982–83	8 089	2 175	6 069	13 352	28 998		644 439	4.5	
1983–84	8 301	2 289	6 582	14 958	30 461		674 030	4.5	
1984–85	8 918	2 469	7 413	16 315	32 936		709 607	4.6	
1985–86	9 417	2 684	7 923	16 716	34 932		737 754	4.7	
1986–87	9 348	2 966	7 900	17 131	35 580		756 632	4.7	
1987–88	9 905	3 318	8 050	17 621	37 147		800 202	4.6	
1988–89	10 649	3 522	8 178	18 141	38 837		831 214	4.7	
1989–90	11 147	3 051	8 688	18 606	39 814		860 938	4.6	
1990–91	10 843	3 546	8 682	18 776	40 086		857 642	4.7	
1991–92	11 192	4 132	8 704	18 677	40 968		861 315	4.8	
1992–93	10 944	4 563	8 971	18 682	41 244		896 177	4.6	
1993–94	11 480	4 993	9 341	19 700	43 492		931 850	4.7	
1994–95	12 596	5 429	9 304	20 820	46 119		968 072	4.8	
1995–96	13 944	5 793	9 913	22 126	49 606		1 005 409	4.9	
1996–97	14 591	6 157	10 202	22 994	51 714		1 044 749	4.9	
1997–98	15 181	6 149	10 181	23 636	52 914		1 092 947	4.8	
1998–99	15 723	6 275	10 321	24 332	54 390		1 147 117	4.7	
1999–00	16 525	6 636	10 701	25 012	56 527		1 191 868	4.7	
2000–01	17 115	7 171	10 805	26 003	58 778		1 216 199	4.8	
2001–02	18 160	6 738	11 294	26 929	60 690		1 264 769	4.8	
2002–03	19 446	7 628	11 880	27 904	64 298		1 304 121	4.9	
2003–04	20 961	8 137	12 162	28 276	66 816		1 359 111	4.9	
2004–05	22 186	8 984	12 487	29 942	70 816		1 401 974	5.1	
2005–06	23 188	9 495	12 624	30 413	72 838		1 440 397	5.1	
2006–07	25 661	10 341	12 577	31 550	77 035		1 494 814	5.2	
2007–08	27 306	10 696	13 507	33 175	81 363		1 548 153	5.3	
2008–09	25 604	10 325	13 977	34 211	80 875		1 577 111	5.1	
2009–10	26 313	10 310	14 084	34 877	82 364		1 611 911	5.1	
2010–11	25 803	11 067	14 662	36 650	84 775	88 374	1 650 458	5.1	10.5
2011–12	25 703	11 668	15 396	39 162	88 312	118 734	1 714 859	5.1	12.1
2012–13	25 672	11 777	16 224	41 519	91 430	110 456	1 759 081	5.2	11.5
2013–14	26 141	12 027	15 156	41 489	91 244	105 099	1 804 448	5.1	10.9
2014–15	26 581	12 984	15 790	40 208	91 618	93 343	1 843 293	5.0	10.0
2015–16	26 799	14 458	15 954	40 671	93 620	95 565	1 893 625	4.9	10.0
2016–17	27 283	14 611	16 408	42 483	96 430	101 705	1 936 841	5.0	10.2
2017–18	27 310	15 365	17 456	43 131	98 542	96 765	1 992 681	4.9	9.8
2018–19	27 947	15 774	17 665	43 310	99 847	92 182	2 035 950	4.9	9.4
2019–20	28 304	11 765	15 919	41 490	94 098	68 734	2 034 914	4.6	8.0
2020–21	29 754	1 306	12 797	41 745	85 602	80 240	2 080 419	4.1	8.0
2021–22	32 460	2 475	12 943	45 651	93 529		2 156 824	4.3	
2022–23	33 552	6 354	14 224	49 890	104 020		2 229 827	4.7	

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 2023, Australian Transport Economic Account: An Experimental Transport Satellite Account
 ABS 2023, Australian National Accounts: National Income, Expenditure and Product
 BITRE estimates

Table 1.1c In-house transport gross value added, by industry, 2022–23 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	7 496	4 115	9 157	1 477	19 576	7 305	6 545	1 112	87 579
2011–12	9 196	5 573	11 874	2 011	27 738	10 691	9 537	1 272	91 233
2012–13	8 228	4 698	11 318	2 443	26 734	9 663	8 499	1 136	94 455
2013–14	7 571	4 503	10 910	2 370	25 053	9 816	7 147	1 108	94 261
2014–15	7 109	3 852	9 050	2 407	21 186	7 933	6 670	1 027	94 649
2015–16	7 649	3 987	9 634	2 281	20 872	8 049	7 219	996	96 715
2016–17	8 643	4 145	9 977	2 554	21 840	8 641	7 562	1 063	99 618
2017–18	8 324	3 817	9 187	2 991	21 826	7 187	6 983	1 065	101 798
2018–19	9 001	4 261	9 004	2 656	19 972	6 802	6 727	1 070	103 149
2019–20	6 193	3 264	6 391	2 076	15 010	5 171	5 205	734	97 210
2020–21	7 552	3 332	7 105	2 371	17 526	5 971	6 630	882	88 433

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)
\$ million										
2010–11	2 001	5 302	5 542	3 405	6 256	1 821	2 428	884	3 375	88 374
2011–12	2 735	7 446	7 667	4 726	6 226	2 193	3 539	1 295	4 264	118 734
2012–13	2 923	6 548	6 820	4 580	5 884	2 130	3 041	1 118	3 992	110 456
2013–14	3 134	6 082	6 893	4 431	5 616	1 944	3 193	907	3 759	105 099
2014–15	2 641	5 806	6 099	3 885	6 002	1 705	2 958	916	3 530	93 343
2015–16	2 776	6 102	6 329	3 703	5 642	1 805	3 259	892	3 783	95 565
2016–17	3 282	6 529	6 794	3 653	6 016	1 895	3 608	944	3 876	101 705
2017–18	3 212	5 940	6 440	3 327	5 559	2 093	3 528	1 031	3 616	96 765
2018–19	2 722	5 365	6 196	3 257	4 993	2 174	3 166	1 027	3 265	92 182
2019–20	1 635	4 076	4 780	2 402	3 987	1 541	2 678	790	2 460	68 734
2020–21	1 979	4 703	5 704	2 817	4 495	1 879	3 281	799	2 825	80 240

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 2023, Australian Transport Economic Account: An Experimental Transport Satellite Account

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

Collection Month	Transport, postal and warehousing industry								Total	In-house transport ^(a)	Total Aust employment	Transport, postal and warehousing industry as % of total employment	Transport, postal and warehousing activity (including in-house transport) as % of total employment
	Road transport	Rail transport	Water transport	Air and space transport	Other Transport	Postal and courier services	Transport support services	Warehousing and storage services					
	thousands										%		
Aug-2000	205.1	30.8	9.2	56.6	8.1	81.8	35.4	30.3	457.3		8 911.6	5.1	
Aug-2001	213.8	28.7	10.7	52.5	8.0	81.2	37.4	26.6	458.9		8 971.9	5.1	
Aug-2002	204.2	28.4	7.9	45.2	6.9	78.9	36.3	27.7	435.6		9 150.3	4.8	
Aug-2003	217.8	32.3	8.5	47.7	8.1	77.9	39.4	27.2	459.0		9 327.0	4.9	
Aug-2004	218.9	29.9	13.4	40.3	9.2	81.7	39.6	36.2	469.2		9 462.1	5.0	
Aug-2005	214.1	30.3	8.7	50.3	7.4	86.3	41.9	41.4	480.4		9 870.3	4.9	
Aug-2006	228.8	33.1	12.4	46.0	7.6	74.8	45.0	43.2	490.9		10 105.8	4.9	
Aug-2007	234.5	30.5	12.6	46.4	13.8	88.6	44.6	48.1	519.2		10 406.4	5.0	
Aug-2008	228.3	48.5	9.4	48.7	8.9	96.6	57.3	57.0	554.8		10 710.4	5.2	
Aug-2009	231.0	52.0	8.5	51.0	11.5	97.9	71.2	25.1	548.2		10 707.3	5.1	
Aug-2010	215.0	46.9	7.2	52.1	9.3	93.1	79.8	43.3	546.8		10 973.8	5.0	
Aug-2011	233.6	46.0	9.2	56.9	10.9	89.4	67.7	48.0	561.6	541.0	11 127.2	5.0	9.9
Aug-2012	222.4	46.4	8.1	49.1	9.2	76.7	64.7	53.6	530.2	546.0	11 264.1	4.7	9.6
Aug-2013	220.0	45.0	11.8	54.5	5.5	97.3	82.8	51.4	568.4	547.0	11 361.4	5.0	9.8
Aug-2014	252.3	41.1	8.6	57.2	6.9	81.5	81.6	49.3	578.5	550.0	11 572.8	5.0	9.8
Aug-2015	252.6	40.6	6.4	59.2	7.6	89.3	83.5	53.3	592.5	552.0	11 702.6	5.1	9.8
Aug-2016	267.8	36.9	6.4	54.3	7.0	99.3	74.9	54.5	601.2	568.0	11 904.8	5.0	9.8
Aug-2017	294.8	43.8	5.7	64.2	5.0	79.9	81.1	60.9	635.5	575.0	12 243.2	5.2	9.9
Aug-2018	286.6	43.4	7.0	53.6	6.3	87.3	88.0	70.2	642.4	585.0	12 542.9	5.1	9.8
Aug-2019	308.5	50.6	7.8	62.6	6.2	97.6	70.7	64.7	668.6	597.0	12 852.3	5.2	9.8
Aug-2020	284.5	49.4	9.8	39.2	7.7	95.4	57.6	71.1	614.7	593.0	12 550.3	4.9	9.6
Aug-2021	270.4	42.3	8.4	36.7	10.3	107.0	80.6	79.0	634.7	622.0	12 940.4	4.9	9.7
Aug-2022	278.8	45.9	8.9	48.9	7.7	100.0	107.3	99.8	697.3		13 626.7	5.1	
Aug-2023	316.6	53.5	10.8	57.7	7.1	116.0	91.0	81.4	734.1		14 033.2	5.2	

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, 2023, Labour Force Australia, detailed

ABS 2023, Australian Transport Economic Account: An Experimental Transport Satellite Account

Table 1.2b Australian employment, major infrastructure industries – energy

Collection Month	Energy industry					Total	Total Aust employment	Energy industry % of total employment
	Mining Industry		Petroleum and Coal Product Manufacturing	Electricity Supply	Gas Supply			
	Coal mining	Oil and Gas Extraction						
thousands							%	
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	52.3	22.0	3.6	59.9	13.8	151.5	11 904.8	1.3
Aug-2017	45.9	22.2	11.0	57.3	11.5	147.9	12 243.2	1.2
Aug-2018	56.2	24.9	8.0	66.6	12.0	167.7	12 542.9	1.3
Aug-2019	47.4	26.7	7.1	65.1	16.2	162.6	12 852.3	1.3
Aug-2020	51.0	18.4	10.4	73.0	14.0	166.9	12 550.3	1.3
Aug-2021	46.4	20.5	3.4	69.9	13.6	153.8	12 940.4	1.2
Aug-2022	45.9	21.8	6.2	75.4	10.2	159.6	13 626.7	1.2
Aug-2023	50.1	19.8	6.5	71.5	11.2	159.1	14 033.2	1.1

See end notes

Source: ABS, 2023, 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		
	thousands				%
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	101.5	11.3	112.8	11 904.8	0.9
Aug-2017	94.8	9.5	104.3	12 243.2	0.9
Aug-2018	105.2	5.6	110.8	12 542.9	0.9
Aug-2019	91.0	8.4	99.4	12 852.3	0.8
Aug-2020	84.1	7.7	91.7	12 550.3	0.7
Aug-2021	67.5	12.9	80.4	12 940.4	0.6
Aug-2022	81.4	6.9	88.3	13 626.7	0.6
Aug-2023	74.6	8.8	83.3	14 033.2	0.6

See end notes

Source: ABS, 2023, 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	11 904.8	0.2
Aug-2017	33.7	12 243.2	0.3
Aug-2018	29.6	12 542.9	0.2
Aug-2019	34.5	12 852.3	0.3
Aug-2020	29.9	12 550.3	0.2
Aug-2021	29.1	12 940.4	0.2
Aug-2022	33.1	13 626.7	0.2
Aug-2023	29.6	14 033.2	0.2

See end notes

Source: ABS, 2023, 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	14	13	80	12	28	100	85	15	3
2011–12	14	16	78	12	28	102	85	15	3
2012–13	14	17	76	13	27	101	85	16	3
2013–14	15	17	75	13	27	99	85	15	3
2014–15	14	16	74	13	29	99	85	16	3
2015–16	19	17	72	14	32	96	89	19	3
2016–17	19	16	72	13	31	99	89	19	3
2017–18	18	17	73	14	32	96	90	21	3
2018–19	18	18	73	15	34	100	92	20	4
2019–20	17	19	73	15	33	102	89	21	3
2020–21	18	18	75	15	36	111	103	27	4

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	3	10	9	20	39	9	24	2	75	541
2011–12	3	10	9	21	39	9	25	2	74	546
2012–13	3	10	9	21	40	9	26	2	75	547
2013–14	3	10	9	21	39	10	26	2	81	550
2014–15	3	10	9	21	39	10	28	2	80	552
2015–16	4	10	10	24	41	10	28	3	78	568
2016–17	4	10	10	24	42	11	29	3	81	575
2017–18	4	10	10	26	43	11	30	3	84	585
2018–19	4	10	11	26	43	11	31	3	84	597
2019–20	4	10	11	27	42	11	33	3	80	593
2020–21	3	10	10	30	38	9	34	2	79	622

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.

This data is labelled experimental and the methodology has changed from previous satellite accounts.

Source: ABS, 2023, Australian Transport Economic Account: An Experimental Transport Satellite Account

Table 1.2f Male 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	10	11	59	9	24	67	38	7	2
2011–12	10	13	58	9	25	68	37	7	2
2012–13	10	15	56	10	24	67	37	7	2
2013–14	10	15	55	10	24	66	37	7	2
2014–15	10	14	53	10	25	68	38	7	2
2015–16	13	14	53	10	28	66	39	9	2
2016–17	14	14	52	10	27	66	40	9	2
2017–18	13	14	52	11	28	65	40	9	2
2018–19	12	15	53	11	30	67	41	9	2
2019–20	11	15	53	12	29	68	40	9	2
2020–21	12	15	53	12	31	73	47	12	2

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	1	5	5	10	20	3	5	1	45	322
2011–12	1	5	5	10	21	3	5	1	42	323
2012–13	1	5	5	10	22	3	5	1	43	322
2013–14	1	5	5	10	20	3	6	1	46	323
2014–15	1	5	5	10	20	3	6	1	46	325
2015–16	2	5	6	12	21	3	6	1	44	335
2016–17	2	5	6	12	21	3	7	1	45	334
2017–18	2	5	6	13	23	3	6	1	47	341
2018–19	2	5	6	12	21	3	7	1	46	345
2019–20	2	5	6	13	22	3	7	1	44	343
2020–21	1	5	6	15	19	3	8	1	43	358

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.

This data is labelled experimental and the methodology has changed from previous satellite accounts.

Source: ABS, 2023, Australian Transport Economic Account: An Experimental Transport Satellite Account

Table 1.2g Female 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	5	2	21	3	3	33	48	8	2
2011–12	4	3	20	3	3	34	48	8	2
2012–13	4	3	20	3	3	34	49	9	2
2013–14	4	3	20	3	3	33	48	8	2
2014–15	5	2	20	3	3	32	47	9	2
2015–16	6	3	19	3	4	30	49	10	2
2016–17	6	2	20	3	4	33	49	11	2
2017–18	6	3	20	3	4	31	50	12	2
2018–19	5	3	20	4	4	33	51	11	2
2019–20	6	3	20	4	4	34	50	11	2
2020–21	6	3	22	4	5	38	56	15	2

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	1	5	4	10	18	6	19	1	30	219
2011–12	1	5	4	11	18	6	20	1	31	222
2012–13	1	5	4	11	18	6	20	1	32	224
2013–14	1	5	4	11	19	7	20	1	35	227
2014–15	1	5	4	11	19	7	22	1	35	227
2015–16	2	5	4	12	20	7	22	1	34	234
2016–17	2	5	4	12	21	7	23	1	36	241
2017–18	2	5	5	14	20	8	23	1	37	244
2018–19	2	5	5	14	22	8	25	1	39	252
2019–20	2	5	5	14	21	8	25	1	36	249
2020–21	1	5	4	15	19	7	26	1	36	265

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.

This data is labelled experimental and the methodology has changed from previous satellite accounts.

Source: ABS, 2023, Australian Transport Economic Account: An Experimental Transport Satellite Account

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	174.14	30.92	25.65	5.10	6.41	2.84	38.72	17.91	6.28	1.83	309.78
2001	179.07	34.77	25.18	3.51	8.22	2.43	35.35	17.17	6.78	1.22	313.70
2002	174.78	29.45	24.55	3.89	5.61	2.29	27.59	17.59	5.60	1.31	292.65
2003	181.13	36.65	26.43	5.87	6.51	2.02	30.50	17.24	6.68	1.47	314.49
2004	186.22	32.67	24.08	5.82	9.73	3.67	23.79	16.51	7.18	2.05	311.74
2005	183.98	30.09	27.21	3.12	5.62	3.07	31.27	19.01	5.99	1.42	310.78
2006	193.35	35.49	27.90	5.23	8.95	3.43	26.94	19.03	4.92	2.69	327.92
2007	201.42	33.11	25.50	5.05	10.59	2.04	30.15	16.29	10.26	3.53	337.93
2008	194.27	34.02	42.32	6.17	7.28	2.17	29.28	19.45	7.08	1.86	343.89
2009	197.42	33.61	44.81	7.17	7.91	0.54	25.64	25.39	7.97	3.55	354.02
2010	184.08	30.93	35.79	11.12	5.01	2.18	32.89	19.23	6.70	2.61	330.54
2011	199.95	33.63	41.21	4.75	6.67	2.55	33.50	23.37	8.02	2.87	356.52
2012	189.03	33.34	39.10	7.34	6.03	2.11	30.23	18.89	5.39	3.82	335.29
2013	191.41	28.60	37.06	7.93	6.94	4.89	36.70	17.77	3.58	1.95	336.82
2014	213.89	38.38	35.55	5.58	6.84	1.74	34.32	22.90	5.19	1.66	366.04
2015	214.34	38.23	36.77	3.82	4.18	2.17	35.15	24.07	4.76	2.88	366.36
2016	226.06	41.76	27.99	8.88	4.07	2.32	32.83	21.49	4.56	2.41	372.37
2017	252.95	41.90	35.18	8.62	5.23	0.47	39.03	25.18	3.87	1.09	413.51
2018	242.29	44.32	36.08	7.34	5.51	1.52	37.30	16.27	4.70	1.56	396.90
2019	259.43	49.03	39.64	11.01	5.73	2.03	39.00	23.62	3.10	3.06	435.65
2020	235.51	48.99	35.65	13.71	5.09	4.67	25.15	14.06	4.23	3.47	390.52
2021	234.11	36.27	35.46	6.87	6.07	2.38	27.79	8.87	4.68	5.66	368.16
2022	239.92	38.86	33.66	12.24	4.79	4.12	26.62	22.32	4.00	3.73	390.26
2023	266.76	49.80	36.97	16.55	8.06	2.72	39.34	18.35	3.95	3.17	445.66

Notes: Annual data is as at August of each calendar year
Total included the listed transport industries and not the entire industry as a whole

Source: ABS, 2023, 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	84.9%	15.1%	83.4%	16.6%	69.3%	30.7%	68.4%	31.6%	77.4%	22.6%	81.1%	18.9%
2001	83.7%	16.3%	87.8%	12.2%	77.1%	22.9%	67.3%	32.7%	84.8%	15.2%	81.2%	18.8%
2002	85.6%	14.4%	86.3%	13.7%	71.0%	29.0%	61.1%	38.9%	81.1%	18.9%	81.4%	18.6%
2003	83.2%	16.8%	81.8%	18.2%	76.3%	23.7%	63.9%	36.1%	82.0%	18.0%	79.9%	20.1%
2004	85.1%	14.9%	80.5%	19.5%	72.6%	27.4%	59.0%	41.0%	77.8%	22.2%	80.5%	19.5%
2005	85.9%	14.1%	89.7%	10.3%	64.7%	35.3%	62.2%	37.8%	80.9%	19.1%	81.8%	18.2%
2006	84.5%	15.5%	84.2%	15.8%	72.3%	27.7%	58.6%	41.4%	64.6%	35.4%	79.9%	20.1%
2007	85.9%	14.1%	83.5%	16.5%	83.9%	16.1%	64.9%	35.1%	74.4%	25.6%	82.2%	17.8%
2008	85.1%	14.9%	87.3%	12.7%	77.0%	23.0%	60.1%	39.9%	79.2%	20.8%	81.5%	18.5%
2009	85.5%	14.5%	86.2%	13.8%	93.6%	6.4%	50.2%	49.8%	69.2%	30.8%	80.2%	19.8%
2010	85.6%	14.4%	76.3%	23.7%	69.7%	30.3%	63.1%	36.9%	71.9%	28.1%	80.0%	20.0%
2011	85.6%	14.4%	89.7%	10.3%	72.3%	27.7%	58.9%	41.1%	73.6%	26.4%	81.2%	18.8%
2012	85.0%	15.0%	84.2%	15.8%	74.1%	25.9%	61.5%	38.5%	58.5%	41.5%	80.5%	19.5%
2013	87.0%	13.0%	82.4%	17.6%	58.7%	41.3%	67.4%	32.6%	64.8%	35.2%	81.9%	18.1%
2014	84.8%	15.2%	86.4%	13.6%	79.8%	20.2%	60.0%	40.0%	75.8%	24.2%	80.8%	19.2%
2015	84.9%	15.1%	90.6%	9.4%	65.8%	34.2%	59.4%	40.6%	62.3%	37.7%	80.6%	19.4%
2016	84.4%	15.6%	75.9%	24.1%	63.7%	36.3%	60.4%	39.6%	65.4%	34.6%	79.4%	20.6%
2017	85.8%	14.2%	80.3%	19.7%	91.8%	8.2%	60.8%	39.2%	78.1%	21.9%	81.3%	18.7%
2018	84.5%	15.5%	83.1%	16.9%	78.3%	21.7%	69.6%	30.4%	75.0%	25.0%	82.1%	17.9%
2019	84.1%	15.9%	78.3%	21.7%	73.9%	26.1%	62.3%	37.7%	50.3%	49.7%	79.6%	20.4%
2020	82.8%	17.2%	72.2%	27.8%	52.2%	47.8%	64.1%	35.9%	54.9%	45.1%	78.3%	21.7%
2021	86.6%	13.4%	83.8%	16.2%	71.8%	28.2%	75.8%	24.2%	45.3%	54.7%	83.7%	16.3%
2022	86.1%	13.9%	73.3%	26.7%	53.8%	46.2%	54.4%	45.6%	51.7%	48.3%	79.2%	20.8%
2023	84.3%	15.7%	69.1%	30.9%	74.7%	25.3%	68.2%	31.8%	55.5%	44.5%	79.7%	20.3%

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

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

Source: ABS, 2023, 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	438.0	124.7	77.8%	22.2%
2011	453.4	122.9	78.7%	21.3%
2012	434.8	114.0	79.2%	20.8%
2013	457.1	125.4	78.5%	21.5%
2014	459.0	136.0	77.1%	22.9%
2015	465.3	145.9	76.1%	23.9%
2016	470.8	137.7	77.4%	22.6%
2017	501.2	137.9	78.4%	21.6%
2018	508.3	134.1	79.1%	20.9%
2019	524.2	144.5	78.4%	21.6%
2020	467.2	147.6	76.0%	24.0%
2021	495.0	142.2	77.7%	22.3%
2022	537.2	160.7	77.0%	23.0%
2023	560.2	174.0	76.3%	23.7%

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

Source: ABS, 2023, 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	1609	254
2015–16	183	14	693	177	196	18	1 056	159	2128	368
2016–17	183	11	663	169	177	19	1 021	184	2044	383
2017–18	188	12	594	148	231	25	1 019	174	2032	359
2018–19	223	21	650	186	226	26	1 133	218	2232	451
2019–20	214	16	659	191	237	19	1 148	234	2258	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
2021–22	156	9	658	200	784	221	2 222	797	7 895	2 864	11 715	4 091

Source: WGEA, 2023, 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%
2021–22	95%	5%	77%	23%	78%	22%	74%	26%	73%	27%	74%	26%

Source: WGEA, 2023, 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	154 365	298 817
2021–22	7 954	11 735	3 814	9 430	15 723	3 649	63 112	6 828	16 141	6 149	13 262	960	158 757	309 560

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

Source: WGEA, 2023, 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%	34%	66%
2021–22	40%	60%	29%	71%	81%	19%	90%	10%	72%	28%	43%	57%	34%	66%

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

Source: WGEA, 2023, 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

Average over financial year	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			
2009–10	19.0	21.9	610.1	801.1	3.4%	3.9%	5.56%	7.30%
2010–11	16.0	21.8	645.1	805.3	2.8%	3.8%	5.80%	7.24%
2011–12	13.7	18.9	679.5	805.1	2.5%	3.4%	6.03%	7.15%
2012–13	17.7	18.9	712.8	804.1	3.0%	3.2%	6.27%	7.08%
2013–14	16.3	20.4	740.3	818.3	2.7%	3.4%	6.40%	7.07%
2014–15	19.9	21.6	780.0	815.0	3.3%	3.5%	6.67%	6.96%
2015–16	18.3	24.4	776.0	841.7	3.0%	4.0%	6.52%	7.07%
2016–17	15.7	24.1	792.8	865.0	2.5%	3.8%	6.47%	7.06%
2017–18	18.4	23.8	815.4	924.3	2.9%	3.7%	6.50%	7.37%
2018–19	19.9	26.0	863.9	959.9	3.0%	3.9%	6.72%	7.46%
2019–20	12.8	21.9	862.7	973.7	2.1%	3.6%	6.87%	7.75%
2020–21	17.5	24.6	874.4	1007.0	2.8%	3.9%	6.76%	7.78%
2021–22	19.6	26.0	922.8	1030.3	2.8%	3.7%	6.77%	7.56%

* 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, 2023, Labour Force Australia, detailed

ABS, 2023, 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

See end notes

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

Sources: ABS, 2022, *Employee Earnings and Hours, Australia*ABS, 2023, *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, 2023, *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, 2023, *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, 2023, *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
2022–23	130.6	137.6	279.4	117.8	164.5	118.4	134.0	147.7	123.5	95.3

Note: Data are not readily available for missing years

Source: Australian Bureau of Statistics, 2023, *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	98.4
2022–23	116.0	98.4

Note: Data are not readily available for missing years

Source: Australian Bureau of Statistics, 2023, *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	3 209 601	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	4 102 580	3 500 249	1 693 556	1 148 006	1 455 361	197 403	108 280	321 538
Jun-2002	4 135 637	3 545 579	1 735 730	1 154 981	1 474 536	197 726	108 679	324 627
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	4 677 196	4 265 843	2 196 288	1 277 850	1 892 862	217 670	133 105	376 539
Jun-2013	4 757 364	4 370 067	2 241 944	1 289 696	1 943 855	219 315	138 471	383 257
Jun-2014	4 841 349	4 476 030	2 281 740	1 302 079	1 973 923	221 365	141 169	388 799
Jun-2015	4 930 189	4 586 012	2 318 653	1 313 419	1 998 937	223 502	144 914	395 813
Jun-2016	5 024 923	4 714 387	2 362 672	1 324 057	2 019 263	225 913	147 102	403 104
Jun-2017	5 119 495	4 820 116	2 409 466	1 338 270	2 046 413	231 291	148 752	415 046
Jun-2018	5 190 353	4 916 589	2 454 907	1 353 662	2 075 953	236 954	148 273	426 081
Jun-2019	5 256 836	5 006 457	2 503 078	1 372 414	2 114 184	242 498	147 251	435 730
Jun-2020	5 295 529	5 061 107	2 545 379	1 392 755	2 161 561	246 859	147 673	444 903
Jun-2021	5 261 801	4 975 319	2 567 714	1 401 872	2 191 838	250 717	147 971	452 508
Jun-2022	5 302 736	5 035 738	2 625 341	1 418 230	2 225 710	252 453	149 127	456 844

See end notes

Note: Data are not readily available for missing years

Source: ABS, 2023, *Regional Population, 2021–22*

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	2 247 654	1 267 776	1 634 815	389 795	451 194	277 540	80 710	1 333
Jun-1993	2 260 246	1 264 839	1 673 402	390 016	453 170	278 360	81 800	1 531
Jun-1994	2 275 178	1 259 968	1 711 371	391 417	458 383	278 980	83 775	1 063
Jun-1995	2 284 327	1 253 953	1 750 650	390 661	464 328	279 489	86 364	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	2 427 769	1 263 366	1 877 913	355 455	450 913	276 265	93 463	
Jun-2002	2 445 170	1 272 195	1 917 393	356 586	453 976	276 426	93 572	
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	2 627 048	1 385 248	2 372 399	378 875	532 645	294 054	102 810	
Jun-2013	2 646 668	1 402 602	2 410 880	381 792	543 089	292 916	103 251	
Jun-2014	2 667 004	1 418 887	2 437 913	384 866	543 685	292 256	101 725	
Jun-2015	2 685 979	1 436 310	2 459 039	387 249	541 735	291 615	99 778	
Jun-2016	2 707 935	1 458 785	2 482 480	388 786	536 715	291 601	98 576	
Jun-2017	2 735 821	1 482 492	2 516 914	390 403	539 307	295 471	98 660	
Jun-2018	2 764 123	1 506 449	2 551 716	392 475	541 839	300 337	98 822	
Jun-2019	2 789 912	1 530 848	2 585 769	394 981	545 441	305 343	99 308	
Jun-2020	2 815 081	1 553 939	2 620 234	397 600	551 351	310 719	99 755	
Jun-2021	2 835 261	1 572 503	2 648 100	400 729	557 527	316 522	100 180	
Jun-2022	2 862 995	1 590 226	2 695 155	402 970	563 438	318 560	101 092	

See end notes

Note: Data are not readily available for missing years

Sources: ABS, 2023, *Regional Population, 2021–22*

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	7 855 316	6 302 608	4 926 380	1 728 673	2 585 720	526 762	247 412	415 046
Jun-2018	7 954 476	6 423 038	5 006 623	1 746 137	2 617 792	537 291	247 095	426 081
Jun-2019	8 046 748	6 537 305	5 088 847	1 767 395	2 659 625	547 841	246 559	435 730
Jun-2020	8 110 610	6 615 046	5 165 613	1 790 355	2 712 912	557 578	247 428	444 903
Jun-2021	8 097 062	6 547 822	5 215 814	1 802 601	2 749 365	567 239	248 151	452 508
Jun-2022	8 165 731	6 625 964	5 320 496	1 821 200	2 789 148	571 013	250 219	456 844

See end notes

Note: Data are not readily available for missing years

Source: ABS, 2023, 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	47 515	17 718	1.40	6.40
1973–74	44 261	23 624	1.50	18.80
1974–75	47 689	24 090	1.30	8.80
1975–76	50 392	22 357	1.24	10.27
1976–77	54 444	25 140	1.12	10.95
1977–78	55 517	23 684	1.15	10.63
1978–79	58 526	25 854	1.12	10.26
1979–80	63 093	26 259	1.16	13.83
1980–81	58 259	28 707	1.15	15.58
1981–82	59 629	32 146	1.02	18.57
1982–83	59 992	28 538	0.87	14.24
1983–84	64 904	30 194	0.86	12.81
1984–85	75 794	35 315	0.67	15.75
1985–86	78 507	36 310	0.68	14.68
1986–87	86 023	34 478	0.72	13.68
1987–88	91 314	37 951	0.79	13.10
1988–89	90 069	47 815	0.76	18.37
1989–90	95 074	50 046	0.79	15.02
1990–91	106 428	47 554	0.77	10.39
1991–92	117 324	49 629	0.75	6.42
1992–93	124 091	53 750	0.67	5.22
1993–94	134 808	57 493	0.73	5.12
1994–95	138 025	68 373	0.71	7.55
1995–96	152 635	71 595	0.79	7.57
1996–97	171 321	79 312	0.75	5.35
1997–98	179 652	89 020	0.61	5.32
1998–99	181 683	94 139	0.66	4.93
1999–00	200 824	107 636	0.60	6.23
2000–01	212 940	106 610	0.51	4.97
2001–02	214 366	110 063	0.56	5.07
2002–03	215 180	127 787	0.67	4.67
2003–04	216 787	142 789	0.69	5.49
2004–05	224 942	161 402	0.76	5.66
2005–06	229 522	176 273	0.74	5.96
2006–07	235 207	194 009	0.85	6.42
2007–08	243 217	219 083	0.96	7.81
2008–09	248 135	211 256	0.81	3.25
2009–10	266 398	224 194	0.85	4.89
2010–11	269 933	244 399	1.07	4.99
2011–12	287 036	274 862	1.02	3.49
2012–13	305 237	270 425	0.93	2.80
2013–14	323 712	265 717	0.94	2.70
2014–15	344 356	272 099	0.77	2.15
2015–16	366 595	272 377	0.74	1.96
2016–17	384 003	286 432	0.77	1.71
2017–18	398 215	306 871	0.74	2.12
2018–19	409 036	306 036	0.70	1.20
2019–20	406 961	295 652	0.72	0.10
2020–21	396 712	321 407	0.75	0.10
2021–22	398 243	339 065	0.69	0.73
2022–23	411 016	353 412	0.66	4.36

See end notes

Source: Reserve Bank of Australia, 2023

ABS, 2023, 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, Australia publication with some adjustments, as well as the Electric Vehicle Council.

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 1997-98. Transport, water and energy investment increased relatively consistently until roughly 2012-13, when they each experienced a notable fall. They have recovered in recent years, however, with the Transport sector reaching its new highest point of roughly \$48 billion in 2022-23. 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.

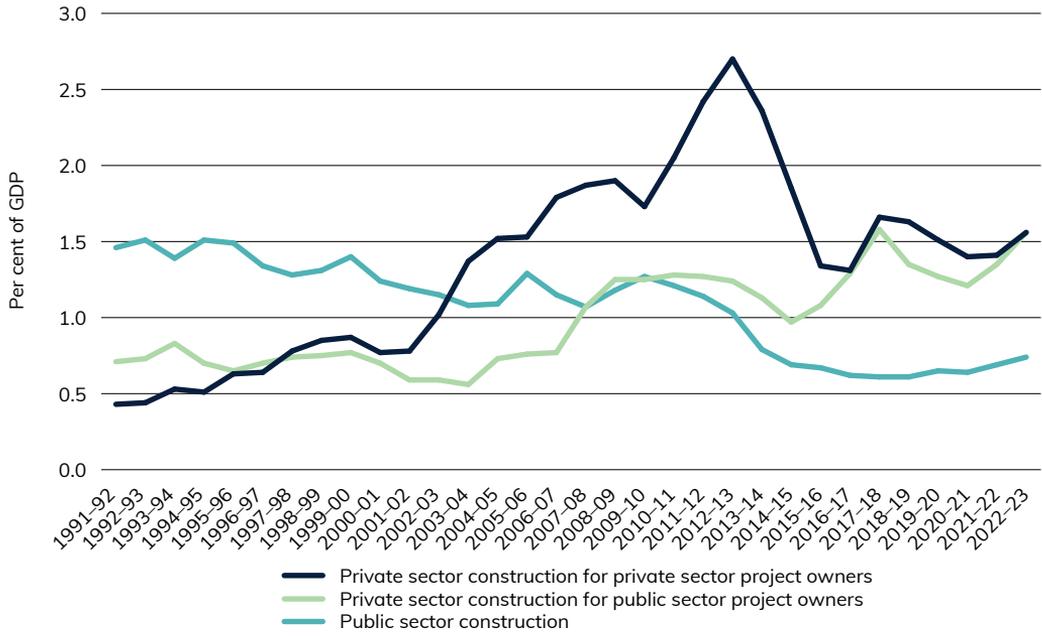
Figure 5 shows the split between private and public spending on transport infrastructure in Australia. Transport infrastructure expenditure for the public sector has been rising since 2019-20. The private sector peaked in 2012-13, driven by transport construction for mining.

Figure 3 Infrastructure construction activity, adjusted by chain volume index



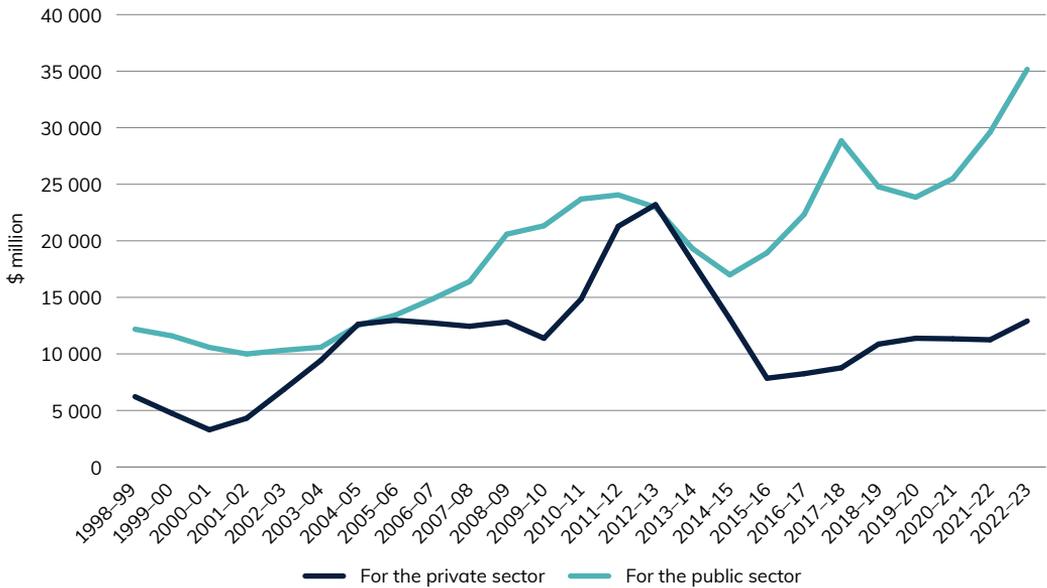
Source: ABS, 2023, Engineering Construction Activity, Australia

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



Source: ABS, 2023, Engineering Construction Activity, Australia

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



Source: ABS, 2023, Engineering Construction Activity, Australia

Table 2.1 Charging Infrastructure sites, by state or territory

Calendar year	NSW			Vic			Qld		
	Standard	DC Fast	DC Ultrafast	Standard	DC Fast	DC Ultrafast	Standard	DC Fast	DC Ultrafast
2020	368	59		268	28		213	33	
2021	426	78		316	46		234	57	
2022	529	85	33	383	51	21	301	57	10
2023		131	43		97	32		93	16

Calendar year	SA			WA			Tas		
	Standard	DC Fast	DC Ultrafast	Standard	DC Fast	DC Ultrafast	Standard	DC Fast	DC Ultrafast
2020	136	7		155	20		25	6	
2021	144	14		184	26		28	5	
2022	178	26	6	252	36	6	35	4	1
2023		42	9		36	12		6	3

Calendar year	NT		ACT			National			Total	
	Standard	DC Fast	DC Ultrafast	Standard	DC Fast	DC Ultrafast	Standard	DC Fast		DC Ultrafast
2020	7	0		47	4		1 219	157		1 376
2021	14	2		63	16		1 409	244		1 653
2022	22	1	0	91	14	5	1 791	274	82	2 147
2023		3	0		31	5		439	120	559

Note: Charging sites are representative of infrastructure locations, each with varying numbers of individual chargers
For 2020 and 2021, DC Fast and DC Ultrafast charging sites were both captured within the DC Fast category
For 2023 onwards, Standard charging site locations have stopped being tracked

Source: Electric Vehicle Council, State of Electric Vehicles (2023)

Table 2.2a Value of infrastructure engineering construction work done, by the private sector for the private sector, adjusted by chain volume index, 2022–23 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
\$ million					
1986–87	2 258.7	629.1	42.4	274.9	3205.2
1987–88	2 548.6	611.2	21.4	360.9	3542.1
1988–89	2 893.6	569.2	22.5	378.4	3863.7
1989–90	3 376.8	438.7	18.0	367.6	4201.1
1990–91	2 970.8	439.1	23.8	523.1	3956.7
1991–92	2 904.0	519.3	17.9	303.7	3744.9
1992–93	2 672.6	694.4	180.3	407.1	3954.3
1993–94	3 281.7	758.2	215.0	659.9	4914.8
1994–95	2 987.5	852.3	185.2	865.6	4890.5
1995–96	3 066.5	1 787.3	485.8	1 002.9	6342.5
1996–97	4 129.6	1 612.9	413.1	487.7	6643.3
1997–98	5 512.6	2 204.8	164.6	591.2	8473.3
1998–99	6 217.3	2 768.7	266.8	532.7	9785.4
1999–00	4 734.7	4 085.0	809.0	742.7	10371.4
2000–01	3 291.4	3 793.8	1 406.0	841.5	9332.7
2001–02	4 310.0	4 087.1	800.8	655.9	9853.8
2002–03	6 850.3	4 774.0	760.0	950.7	13335.1
2003–04	9 435.6	5 941.2	1 598.5	1 606.0	18581.4
2004–05	12 623.3	5 540.6	1 822.0	1 276.4	21262.3
2005–06	12 972.3	5 385.8	2 264.2	1 434.3	22056.6
2006–07	12 733.5	6 703.6	5 854.4	1 438.9	26730.3
2007–08	12 440.4	6 932.1	7 019.1	2 623.6	29015.2
2008–09	12 825.1	8 976.3	5 795.4	2 391.7	29988.5
2009–10	11 381.9	7 791.9	5 406.1	3 331.4	27911.2
2010–11	14 848.3	8 590.3	5 231.1	5 191.6	33861.3
2011–12	21 284.4	10 111.4	6 195.0	3 843.7	41434.6
2012–13	23 195.3	15 237.0	6 234.1	2 848.1	47514.5
2013–14	18 126.9	15 662.6	6 473.5	2 390.5	42653.5
2014–15	13 092.8	13 145.2	6 167.3	1 762.9	34168.2
2015–16	7 848.5	9 439.1	6 505.1	1 494.8	25287.5
2016–17	8 249.9	7 560.9	7 977.7	1 506.1	25294.6
2017–18	8 770.2	14 822.3	7 147.6	2 371.2	33111.3
2018–19	10 864.0	15 095.4	5 207.7	1 964.8	33132.0
2019–20	11 382.5	13 229.4	4 358.4	1 778.1	30748.3
2020–21	11 334.4	11 182.0	4 370.5	2 167.9	29054.8
2021–22	11 246.8	12 388.2	4 431.9	2 240.7	30307.5
2022–23	12 906.3	14 955.9	4 674.9	2 246.3	34783.4

Source: ABS, 2023, 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, 2022–23 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
\$ million					
1986–87	3 718.8	1 935.0	104.6	1 090.0	6 848.4
1987–88	2 677.2	1 255.5	79.2	1 039.5	5 051.5
1988–89	2 441.6	1 235.8	18.1	842.7	4 538.2
1989–90	2 823.9	1 150.8	27.9	865.2	4 867.9
1990–91	3 144.2	1 676.2	52.7	1 094.5	5 967.6
1991–92	3 105.2	1 768.9	76.3	1 126.0	6 076.4
1992–93	3 894.5	1 516.6	56.0	1 110.0	6 577.1
1993–94	4 812.9	1 385.8	75.4	1 426.8	7 701.0
1994–95	4 486.8	1 133.7	28.8	1 082.7	6 731.9
1995–96	4 286.7	1 234.2	61.1	986.7	6 568.7
1996–97	4 997.5	1 379.1	16.5	887.5	7 280.5
1997–98	6 043.7	981.2	73.3	947.3	8 045.5
1998–99	6 856.3	596.7	49.4	1 093.6	8 596.0
1999–00	6 361.8	654.8	290.2	1 884.1	9 190.9
2000–01	5 812.4	590.2	556.3	1 570.7	8 529.6
2001–02	4 908.8	774.3	672.4	1 156.9	7 512.4
2002–03	5 011.5	895.0	568.7	1 226.0	7 701.2
2003–04	5 205.3	554.8	87.3	1 785.1	7 632.5
2004–05	6 982.7	940.6	300.7	2 019.8	10 243.8
2005–06	7 855.2	1 271.7	103.0	1 773.5	11 003.4
2006–07	8 660.0	821.4	63.0	2 018.9	11 563.2
2007–08	9 507.3	673.0	37.7	6 278.7	16 496.7
2008–09	12 626.3	947.3	70.4	6 076.6	19 720.6
2009–10	12 678.2	1 318.6	247.2	5 981.3	20 225.3
2010–11	15 066.0	1 375.6	372.2	4 353.5	21 167.3
2011–12	16 067.6	1 552.9	706.3	3 485.9	21 812.7
2012–13	15 711.2	1 899.8	1 568.2	2 674.6	21 853.8
2013–14	13 967.5	1 604.6	2 649.8	2 175.6	20 397.6
2014–15	12 160.0	889.9	3 406.2	1 508.0	17 964.2
2015–16	13 600.4	654.6	4 785.5	1 347.2	20 387.7
2016–17	16 797.8	497.2	6 285.0	1 484.5	25 064.5
2017–18	23 014.1	546.7	5 909.1	2 000.6	31 470.5
2018–19	19 023.5	414.1	6 398.0	1 698.6	27 534.2
2019–20	17 714.0	530.4	5 669.4	1 946.7	25 860.4
2020–21	19 013.2	1 411.3	2 857.7	1 904.4	25 186.6
2021–22	22 532.4	2 251.8	2 401.3	1 950.9	29 136.4
2022–23	27 700.0	2 317.7	2 705.4	1 960.3	34 683.4

Source: ABS, 2023, Engineering Construction Activity

Table 2.2c Value of infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2022–23 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
\$ million					
1986–87	4 420.8	2 004.1	5 125.5	2 377.0	13 927.4
1987–88	4 159.3	1 991.4	4 741.8	1 950.0	12 842.4
1988–89	3 986.2	1 976.1	5 103.9	1 940.3	13 006.5
1989–90	4 628.5	2 729.7	5 600.0	1 926.1	14 884.3
1990–91	4 720.5	2 277.3	5 690.7	2 049.0	14 737.5
1991–92	4 274.1	2 048.7	4 350.5	1 919.7	12 593.1
1992–93	5 280.1	2 139.1	4 310.3	1 820.5	13 550.0
1993–94	5 578.5	2 181.4	3 892.0	1 332.9	12 984.7
1994–95	5 837.8	2 245.5	5 237.1	1 310.6	14 631.0
1995–96	6 206.6	1 678.1	6 067.8	1 010.3	14 962.7
1996–97	5 825.4	1 376.7	6 037.1	779.0	14 018.1
1997–98	5 301.9	1 487.8	6 192.9	993.3	13 975.8
1998–99	5 326.2	1 986.9	6 560.2	1 151.5	15 024.7
1999–00	5 227.4	2 435.5	7 605.8	1 377.1	16 645.8
2000–01	4 763.7	2 856.2	6 457.1	1 063.5	15 140.5
2001–02	5 084.4	3 072.6	5 897.8	1 002.7	15 057.5
2002–03	5 312.0	3 254.8	5 246.3	1 161.4	14 974.5
2003–04	5 382.4	3 719.8	4 402.3	1 121.2	14 625.7
2004–05	5 539.1	3 859.8	4 636.5	1 219.1	15 254.5
2005–06	5 565.3	5 439.8	6 201.2	1 416.0	18 622.3
2006–07	6 196.0	6 684.1	2 302.6	1 945.2	17 127.8
2007–08	6 897.7	7 040.6	10.6	2 602.6	16 551.4
2008–09	7 957.2	8 142.0	10.3	2 463.1	18 572.5
2009–10	8 651.8	8 457.6	14.1	3 358.5	20 482.0
2010–11	8 626.1	7 650.7	8.3	3 660.1	19 945.3
2011–12	7 989.5	8 007.2	6.4	3 534.3	19 537.4
2012–13	7 252.6	7 200.6	12.5	3 624.7	18 090.3
2013–14	5 336.8	5 988.5	10.1	2 965.2	14 300.6
2014–15	4 832.5	5 635.9	2.4	2 250.5	12 721.3
2015–16	5 337.3	4 533.1	14.8	2 708.5	12 593.7
2016–17	5 537.9	3 496.0	7.6	2 936.8	11 978.3
2017–18	5 822.9	2 958.8	12.9	3 339.4	12 134.0
2018–19	5 752.8	3 048.6	9.1	3 630.7	12 441.2
2019–20	6 140.1	2 969.3	9.1	4 176.6	13 295.1
2020–21	6 486.9	2 882.9	7.9	3 872.9	13 250.6
2021–22	7 067.0	3 585.6	12.5	4 200.9	14 866.0
2022–23	7 463.8	3 500.2	8.7	5 477.1	16 449.9

Source: ABS, 2023, 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, 2022–23 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
1986–87	8 139.7	3 939.1	5 230.0	3 467.0	20 775.7
1987–88	6 836.5	3 246.9	4 821.0	2 989.5	17 893.9
1988–89	6 427.8	3 212.0	5 122.0	2 783.0	17 544.7
1989–90	7 452.4	3 880.6	5 628.0	2 791.3	19 752.2
1990–91	7 864.7	3 953.5	5 743.4	3 143.5	20 705.1
1991–92	7 379.3	3 817.6	4 426.8	3 045.8	18 669.5
1992–93	9 174.6	3 655.7	4 366.3	2 930.5	20 127.1
1993–94	10 391.3	3 567.2	3 967.4	2 759.7	20 685.6
1994–95	10 324.5	3 379.2	5 265.9	2 393.3	21 362.9
1995–96	10 493.3	2 912.2	6 128.8	1 997.0	21 531.4
1996–97	10 822.9	2 755.8	6 053.5	1 666.5	21 298.7
1997–98	11 345.6	2 469.0	6 266.2	1 940.5	22 021.4
1998–99	12 182.5	2 583.6	6 609.6	2 245.1	23 620.8
1999–00	11 589.1	3 090.3	7 896.0	3 261.2	25 836.6
2000–01	10 576.1	3 446.3	7 013.4	2 634.2	23 670.1
2001–02	9 993.3	3 846.9	6 570.2	2 159.6	22 569.9
2002–03	10 323.5	4 149.8	5 815.0	2 387.4	22 675.7
2003–04	10 587.7	4 274.5	4 489.6	2 906.3	22 258.2
2004–05	12 521.8	4 800.4	4 937.2	3 238.9	25 498.3
2005–06	13 420.5	6 711.5	6 304.3	3 189.5	29 625.7
2006–07	14 856.0	7 505.4	2 365.5	3 964.1	28 691.1
2007–08	16 404.9	7 713.6	48.3	8 881.3	33 048.1
2008–09	20 583.5	9 089.3	80.7	8 539.6	38 293.1
2009–10	21 330.0	9 776.2	261.3	9 339.8	40 707.3
2010–11	23 692.1	9 026.4	380.5	8 013.6	41 112.6
2011–12	24 057.1	9 560.1	712.8	7 020.2	41 350.1
2012–13	22 963.7	9 100.4	1 580.7	6 299.3	39 944.1
2013–14	19 304.3	7 593.1	2 660.0	5 140.8	34 698.2
2014–15	16 992.6	6 525.9	3 408.5	3 758.5	30 685.4
2015–16	18 937.7	5 187.7	4 800.2	4 055.7	32 981.3
2016–17	22 335.7	3 993.2	6 292.6	4 421.3	37 042.8
2017–18	28 837.1	3 505.4	5 922.1	5 340.0	43 604.6
2018–19	24 776.2	3 462.7	6 407.0	5 329.4	39 975.4
2019–20	23 854.1	3 499.7	5 678.4	6 123.3	39 155.6
2020–21	25 500.1	4 294.2	2 865.6	5 777.3	38 437.2
2021–22	29 599.4	5 837.3	2 413.8	6 151.9	44 002.4
2022–23	35 163.9	5 817.9	2 714.2	7 437.4	51 133.3

Source: ABS, 2023, Engineering Construction Activity

Table 2.2e Total value of infrastructure engineering construction work done, adjusted by chain volume index, 2022–23 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
1986–87	10 398.4	4 568.2	5 272.5	3 741.9	23 980.9
1987–88	9 385.1	3 858.1	4 842.4	3 350.4	21 436.0
1988–89	9 321.4	3 781.2	5 144.5	3 161.4	21 408.4
1989–90	10 829.2	4 319.3	5 645.9	3 158.9	23 953.4
1990–91	10 835.4	4 392.7	5 767.2	3 666.6	24 661.8
1991–92	10 283.3	4 336.9	4 444.7	3 349.5	22 414.4
1992–93	11 847.2	4 350.1	4 546.6	3 337.6	24 081.4
1993–94	13 673.0	4 325.4	4 182.4	3 419.6	25 600.4
1994–95	13 312.1	4 231.4	5 451.1	3 258.8	26 253.5
1995–96	13 559.8	4 699.5	6 614.7	2 999.9	27 873.9
1996–97	14 952.5	4 368.6	6 466.7	2 154.2	27 942.0
1997–98	16 858.2	4 673.8	6 430.8	2 531.7	30 494.6
1998–99	18 399.7	5 352.3	6 876.4	2 777.7	33 406.2
1999–00	16 323.8	7 175.3	8 705.0	4 003.9	36 208.0
2000–01	13 867.5	7 240.1	8 419.4	3 475.7	33 002.8
2001–02	14 303.2	7 934.0	7 371.0	2 815.4	32 423.7
2002–03	17 173.8	8 923.9	6 575.0	3 338.1	36 010.8
2003–04	20 023.3	10 215.7	6 088.2	4 512.4	40 839.6
2004–05	25 145.1	10 341.0	6 759.2	4 515.3	46 760.6
2005–06	26 392.8	12 097.3	8 568.5	4 623.8	51 682.4
2006–07	27 589.5	14 209.0	8 219.9	5 403.0	55 421.4
2007–08	28 845.4	14 645.7	7 067.4	11 504.9	62 063.4
2008–09	33 408.6	18 065.6	5 876.1	10 931.4	68 281.6
2009–10	32 711.9	17 568.1	5 667.3	12 671.2	68 618.5
2010–11	38 540.4	17 616.7	5 611.6	13 205.2	74 973.9
2011–12	45 341.5	19 671.5	6 907.8	10 863.9	82 784.7
2012–13	46 159.1	24 337.4	7 814.9	9 147.3	87 458.6
2013–14	37 431.2	23 255.7	9 133.5	7 531.3	77 351.7
2014–15	30 085.4	19 671.0	9 575.8	5 521.4	64 853.6
2015–16	26 786.2	14 626.8	11 305.4	5 550.5	58 268.9
2016–17	30 585.6	11 554.1	14 270.2	5 927.4	62 337.4
2017–18	37 607.3	18 327.7	13 069.6	7 711.2	76 715.9
2018–19	35 640.3	18 558.2	11 614.7	7 294.2	73 107.3
2019–20	35 236.6	16 729.1	10 036.8	7 901.4	69 903.9
2020–21	36 834.5	15 476.2	7 236.1	7 945.2	67 492.0
2021–22	40 846.1	18 225.5	6 845.7	8 392.6	74 309.9
2022–23	48 070.1	20 773.8	7 389.1	9 683.7	85 916.7

Source: ABS, 2023, 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, 2022–23 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
1986–87	1 438.2	284.8	535.8	2 258.7	70.47
1987–88	2 020.2	129.0	399.4	2 548.6	71.95
1988–89	2 752.7	62.9	78.0	2 893.6	74.89
1989–90	3 164.0	43.2	169.7	3 376.8	80.38
1990–91	2 791.1	47.5	132.2	2 970.8	75.08
1991–92	2 738.6	87.1	78.3	2 904.0	77.55
1992–93	2 554.6	32.8	85.2	2 672.6	67.59
1993–94	3 002.4	100.3	179.0	3 281.7	66.77
1994–95	2 850.0	72.6	65.0	2 987.5	61.09
1995–96	2 852.7	152.7	61.1	3 066.5	48.35
1996–97	3 733.6	197.9	198.1	4 129.6	62.16
1997–98	4 593.3	417.6	501.7	5 512.6	65.06
1998–99	5 373.6	379.6	464.0	6 217.3	63.54
1999–00	4 194.6	356.0	184.1	4 734.7	45.65
2000–01	2 888.4	203.8	199.3	3 291.4	35.27
2001–02	3 487.1	595.2	227.6	4 310.0	43.74
2002–03	5 429.0	1 125.4	295.9	6 850.3	51.37
2003–04	8 282.6	563.3	589.8	9 435.6	50.78
2004–05	10 171.7	955.8	1 495.8	12 623.3	59.37
2005–06	10 441.7	902.2	1 628.4	12 972.3	58.81
2006–07	9 307.0	1 699.1	1 727.5	12 733.5	47.64
2007–08	8 282.3	2 513.0	1 645.2	12 440.4	42.88
2008–09	9 203.7	1 792.5	1 828.9	12 825.1	42.77
2009–10	7 262.3	1 975.7	2 143.9	11 381.9	40.78
2010–11	7 645.3	3 056.7	4 146.3	14 848.3	43.85
2011–12	7 881.8	5 785.4	7 617.2	21 284.4	51.37
2012–13	7 289.5	6 021.0	9 884.9	23 195.3	48.82
2013–14	5 916.8	5 104.2	7 105.9	18 126.9	42.50
2014–15	6 213.3	3 758.2	3 121.4	13 092.8	38.32
2015–16	5 743.4	1 079.8	1 025.3	7 848.5	31.04
2016–17	6 519.0	672.8	1 058.1	8 249.9	32.62
2017–18	7 290.3	890.9	589.0	8 770.2	26.49
2018–19	9 178.9	1 001.3	683.8	10 864.0	32.79
2019–20	9 646.3	1 045.4	690.7	11 382.5	37.02
2020–21	9 463.5	1 407.8	463.1	11 334.4	39.01
2021–22	9 390.0	1 165.4	691.4	11 246.8	37.11
2022–23	10 598.9	1 169.7	1 137.6	12 906.3	37.10

Source: ABS, 2023, 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, 2022–23 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
1986–87	2 964.9	405.5	348.4	3 718.8	54.30
1987–88	2 175.2	368.7	133.3	2 677.2	53.00
1988–89	2 136.5	112.7	192.4	2 441.6	53.80
1989–90	2 590.3	132.3	101.3	2 823.9	58.01
1990–91	2 772.4	217.4	154.3	3 144.2	52.69
1991–92	2 771.9	235.5	97.8	3 105.2	51.10
1992–93	3 397.6	262.6	234.3	3 894.5	59.21
1993–94	4 026.9	532.0	253.9	4 812.9	62.50
1994–95	3 613.1	731.9	141.8	4 486.8	66.65
1995–96	3 688.1	449.9	148.7	4 286.7	65.26
1996–97	3 744.0	905.3	348.2	4 997.5	68.64
1997–98	4 872.5	978.7	192.5	6 043.7	75.12
1998–99	5 852.1	790.7	213.5	6 856.3	79.76
1999–00	5 841.3	362.0	158.4	6 361.8	69.22
2000–01	5 437.8	226.6	148.1	5 812.4	68.14
2001–02	4 455.8	133.2	319.8	4 908.8	65.34
2002–03	4 304.0	467.1	240.4	5 011.5	65.07
2003–04	3 684.4	1 280.3	240.6	5 205.3	68.20
2004–05	4 908.3	1 799.5	274.9	6 982.7	68.17
2005–06	5 807.0	1 820.5	227.7	7 855.2	71.39
2006–07	7 182.3	1 266.2	211.6	8 660.0	74.89
2007–08	8 265.4	927.6	314.3	9 507.3	57.63
2008–09	10 384.4	1 812.6	429.3	12 626.3	64.03
2009–10	9 900.0	2 030.2	748.0	12 678.2	62.68
2010–11	11 347.7	2 783.5	934.7	15 066.0	71.18
2011–12	12 358.4	3 287.6	421.5	16 067.6	73.66
2012–13	12 081.9	3 337.5	291.8	15 711.2	71.89
2013–14	10 320.1	3 096.0	551.4	13 967.5	68.48
2014–15	8 713.3	2 677.1	769.5	12 160.0	67.69
2015–16	9 661.4	3 382.7	556.3	13 600.4	66.71
2016–17	11 993.1	4 455.3	349.4	16 797.8	67.02
2017–18	15 238.2	7 410.9	365.1	23 014.1	73.13
2018–19	11 027.7	7 647.4	348.3	19 023.5	69.09
2019–20	9 213.7	8 011.6	488.7	17 714.0	68.50
2020–21	8 763.2	9 827.7	422.3	19 013.2	75.49
2021–22	11 231.6	10 656.0	644.8	22 532.4	77.33
2022–23	14 284.1	12 881.1	534.7	27 700.0	79.87

Source: ABS, 2023, Engineering Construction Activity

Table 2.3c Value of transport infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2022–23 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
					per cent
\$ million					
1986–87	3 929.6	392.9	98.4	4 420.8	31.74
1987–88	3 670.1	428.3	60.9	4 159.3	32.39
1988–89	3 652.7	269.3	64.2	3 986.2	30.65
1989–90	3 820.4	727.8	80.3	4 628.5	31.10
1990–91	3 817.3	806.4	96.8	4 720.5	32.03
1991–92	3 378.3	854.0	41.8	4 274.1	33.94
1992–93	4 236.1	997.2	46.8	5 280.1	38.97
1993–94	4 351.4	1 159.2	67.9	5 578.5	42.96
1994–95	4 239.0	1 545.6	53.1	5 837.8	39.90
1995–96	4 292.8	1 870.6	43.2	6 206.6	41.48
1996–97	3 808.9	1 963.1	53.4	5 825.4	41.56
1997–98	3 999.8	1 237.3	64.7	5 301.9	37.94
1998–99	4 035.2	1 182.5	108.5	5 326.2	35.45
1999–00	4 179.9	1 011.6	35.9	5 227.4	31.40
2000–01	3 789.9	887.3	86.4	4 763.7	31.46
2001–02	3 816.9	1 130.7	136.9	5 084.4	33.77
2002–03	4 117.3	1 105.0	89.6	5 312.0	35.47
2003–04	4 105.8	1 182.1	94.4	5 382.4	36.80
2004–05	3 979.0	1 520.4	39.7	5 539.1	36.31
2005–06	4 215.7	1 326.1	23.5	5 565.3	29.89
2006–07	4 697.2	1 450.8	48.0	6 196.0	36.18
2007–08	5 104.4	1 348.4	444.9	6 897.7	41.67
2008–09	6 017.9	1 350.6	588.7	7 957.2	42.84
2009–10	5 590.1	2 775.7	285.9	8 651.8	42.24
2010–11	5 710.6	2 843.8	71.6	8 626.1	43.25
2011–12	6 400.0	1 534.6	54.9	7 989.5	40.89
2012–13	6 257.7	935.0	59.8	7 252.6	40.09
2013–14	4 681.7	580.4	74.7	5 336.8	37.32
2014–15	4 465.5	325.9	41.1	4 832.5	37.99
2015–16	4 984.3	311.8	41.2	5 337.3	42.38
2016–17	4 960.2	501.9	75.8	5 537.9	46.23
2017–18	5 143.6	603.2	76.1	5 822.9	47.99
2018–19	4 978.8	687.1	87.0	5 752.8	46.24
2019–20	5 296.9	765.3	77.9	6 140.1	46.18
2020–21	5 664.9	747.4	74.6	6 486.9	48.96
2021–22	6 079.6	875.5	111.9	7 067.0	47.54
2022–23	6 361.0	958.2	144.7	7 463.8	45.37

Source: ABS, 2023, 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, 2022–23 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
1986–87	6 894.5	798.4	446.8	8 139.7	39.18
1987–88	5 845.3	797.0	194.2	6 836.5	38.21
1988–89	5 789.2	382.0	256.6	6 427.8	36.64
1989–90	6 410.8	860.0	181.6	7 452.4	37.73
1990–91	6 589.7	1 023.9	251.1	7 864.7	37.98
1991–92	6 150.2	1 089.5	139.6	7 379.3	39.53
1992–93	7 633.8	1 259.7	281.1	9 174.6	45.58
1993–94	8 378.3	1 691.2	321.8	10 391.3	50.23
1994–95	7 852.1	2 277.5	194.9	10 324.5	48.33
1995–96	7 980.9	2 320.5	191.9	10 493.3	48.73
1996–97	7 552.9	2 868.3	401.6	10 822.9	50.81
1997–98	8 872.3	2 216.1	257.3	11 345.6	51.52
1998–99	9 887.3	1 973.2	322.0	12 182.5	51.58
1999–00	10 021.2	1 373.6	194.3	11 589.1	44.86
2000–01	9 227.7	1 113.9	234.6	10 576.1	44.68
2001–02	8 272.7	1 263.8	456.7	9 993.3	44.28
2002–03	8 421.3	1 572.1	330.0	10 323.5	45.53
2003–04	7 790.2	2 462.5	335.1	10 587.7	47.57
2004–05	8 887.3	3 319.9	314.6	12 521.8	49.11
2005–06	10 022.6	3 146.6	251.2	13 420.5	45.30
2006–07	11 879.4	2 717.0	259.6	14 856.0	51.78
2007–08	13 369.8	2 275.9	759.2	16 404.9	49.64
2008–09	16 402.3	3 163.1	1 018.0	20 583.5	53.75
2009–10	15 490.1	4 806.0	1 033.9	21 330.0	52.40
2010–11	17 058.3	5 627.4	1 006.4	23 692.1	57.63
2011–12	18 758.4	4 822.2	476.4	24 057.1	58.18
2012–13	18 339.6	4 272.5	351.6	22 963.7	57.49
2013–14	15 001.8	3 676.4	626.1	19 304.3	55.63
2014–15	13 178.9	3 003.1	810.6	16 992.6	55.38
2015–16	14 645.7	3 694.6	597.5	18 937.7	57.42
2016–17	16 953.3	4 957.2	425.2	22 335.7	60.30
2017–18	20 381.8	8 014.1	441.1	28 837.1	66.13
2018–19	16 006.5	8 334.4	435.3	24 776.2	61.98
2019–20	14 510.7	8 776.9	566.6	23 854.1	60.92
2020–21	14 428.2	10 575.0	496.8	25 500.1	66.34
2021–22	17 311.2	11 531.5	756.7	29 599.4	67.27
2022–23	20 645.1	13 839.4	679.4	35 163.9	68.77

Source: ABS, 2023, Engineering Construction Activity

Table 2.3e Total value of transport infrastructure engineering construction work done, adjusted by chain volume index, 2022–23 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
					per cent
\$ million					
1986–87	8 332.7	1 083.1	982.6	10 398.4	43.36
1987–88	7 865.5	926.0	593.7	9 385.1	43.78
1988–89	8 541.9	444.8	334.6	9 321.4	43.54
1989–90	9 574.7	903.2	351.3	10 829.2	45.21
1990–91	9 380.8	1 071.3	383.3	10 835.4	43.94
1991–92	8 888.8	1 176.6	217.8	10 283.3	45.88
1992–93	10 188.3	1 292.5	366.3	11 847.2	49.20
1993–94	11 380.7	1 791.5	500.8	13 673.0	53.41
1994–95	10 702.1	2 350.1	259.9	13 312.1	50.71
1995–96	10 833.6	2 473.2	253.0	13 559.8	48.65
1996–97	11 286.5	3 066.3	599.7	14 952.5	53.51
1997–98	13 465.6	2 633.6	759.0	16 858.2	55.28
1998–99	15 260.9	2 352.8	786.0	18 399.7	55.08
1999–00	14 215.8	1 729.6	378.4	16 323.8	45.08
2000–01	12 116.1	1 317.6	433.9	13 867.5	42.02
2001–02	11 759.8	1 859.1	684.4	14 303.2	44.11
2002–03	13 850.3	2 697.6	626.0	17 173.8	47.69
2003–04	16 072.8	3 025.7	924.9	20 023.3	49.03
2004–05	19 059.0	4 275.7	1 810.4	25 145.1	53.77
2005–06	20 464.3	4 048.8	1 879.7	26 392.8	51.07
2006–07	21 186.4	4 416.0	1 987.0	27 589.5	49.78
2007–08	21 652.1	4 788.9	2 404.3	28 845.4	46.48
2008–09	25 606.0	4 955.7	2 846.9	33 408.6	48.93
2009–10	22 752.4	6 781.7	3 177.8	32 711.9	47.67
2010–11	24 703.6	8 684.0	5 152.7	38 540.4	51.41
2011–12	26 640.2	10 607.6	8 093.6	45 341.5	54.77
2012–13	25 629.1	10 293.5	10 236.5	46 159.1	52.78
2013–14	20 918.6	8 780.6	7 731.9	37 431.2	48.39
2014–15	19 392.1	6 761.3	3 932.0	30 085.4	46.39
2015–16	20 389.0	4 774.4	1 622.8	26 786.2	45.97
2016–17	23 472.3	5 630.0	1 483.3	30 585.6	49.06
2017–18	27 672.1	8 905.0	1 030.1	37 607.3	49.02
2018–19	25 185.4	9 335.8	1 119.1	35 640.3	48.75
2019–20	24 157.0	9 822.3	1 257.3	35 236.6	50.41
2020–21	23 891.7	11 982.8	960.0	36 834.5	54.58
2021–22	26 701.2	12 696.9	1 448.1	40 846.1	54.97
2022–23	31 244.1	15 009.1	1 817.0	48 070.1	55.95

Source: ABS, 2023, Engineering Construction Activity

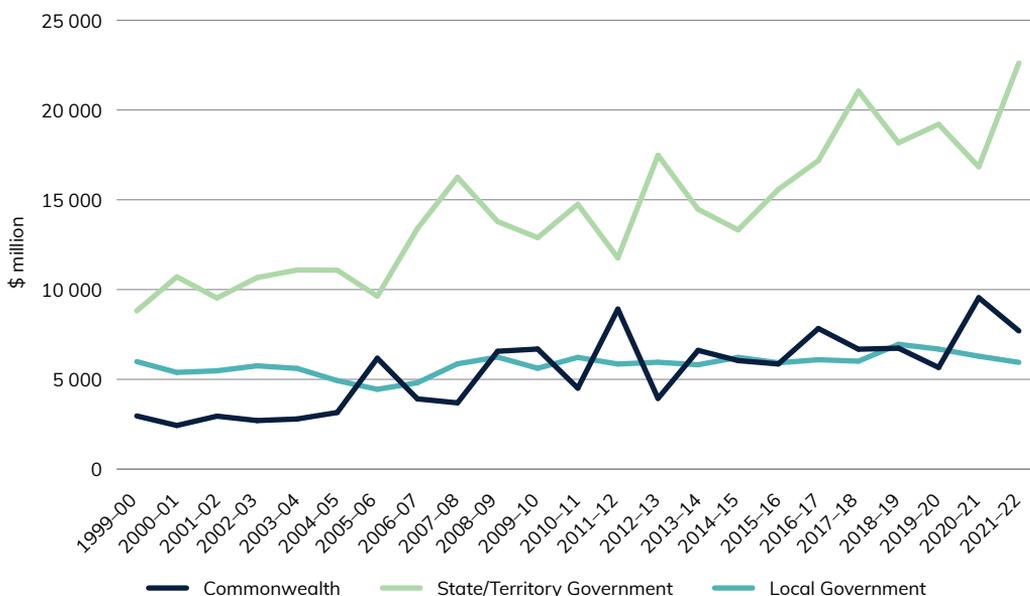
Chapter 3: Road-related Revenue and Expenditure

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 (Table 3.1) and revenues (Table 3.2) are broken down at state/territory 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.

Government's Road related expenditure over time can be seen in Figure 6 below. The State/Territory Government expenditure is at an all-time high in 2021–22 at 22.6 billion dollars. The Commonwealth's expenditure fell to 7.7 billion dollars in 2021–22 from a record high of 9.5 billion dollars the previous year. Local government expenditure has remained relatively stable over time, with an average of 5.8 billion dollars over the past 24 years.

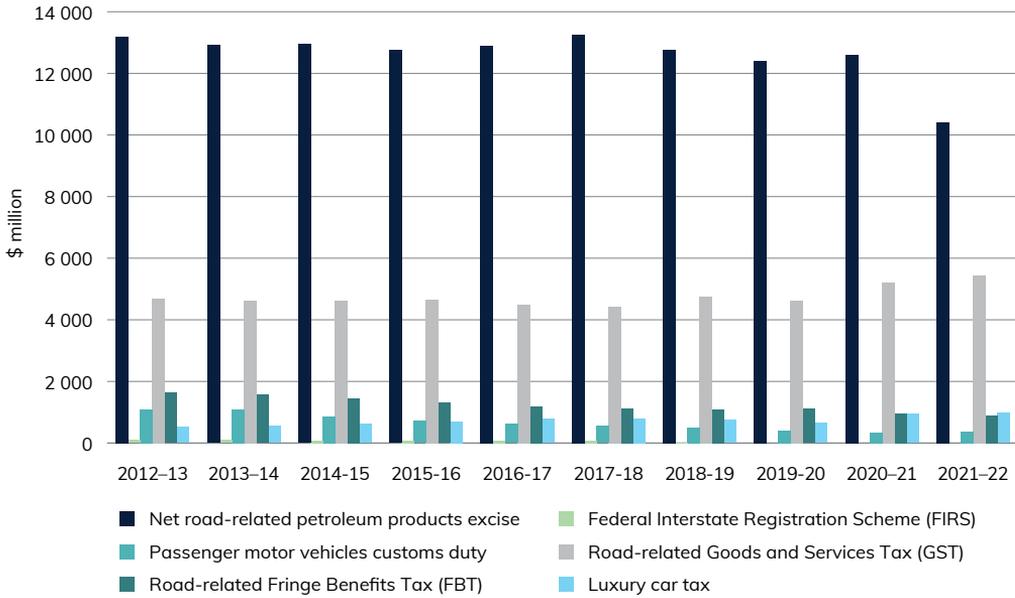
Figure 7 shows road-related revenues for the Australian Government, while Figure 8 shows revenues for the States and Territories (excluding tolls). Figure 7 highlights how the Commonwealth's main source of road-related revenue is from the net road-related petroleum excise with an average of 12.6 billion dollars over the past 10 years. Figure 8 illustrates that the majority of revenue for the states/territories is vehicle registration fees with an average of 8.3 billion dollars per year over 10 years and a maximum of 9.1 billion dollars in 2020–21.

Figure 6 Road-related expenditure, by level of Government (constant 2021–22 prices, adjusted by CPI)



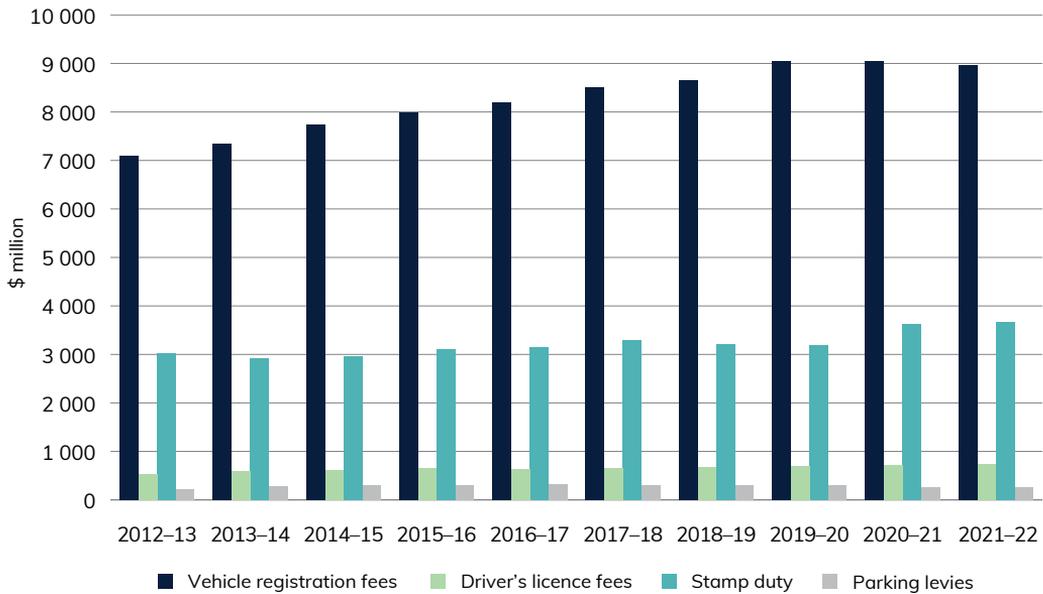
Sources: ABS, 2023, Consumer Price Index, Australia
 ABS, 2023, Government Finance Statistics, Australia
 BITRE estimates

Figure 7 Australian Government Road-related revenues



Sources: ATO, 2023, Statistical Inquiry Service
 ABS, 2023, Consumer Price Index, and Taxation Revenue
 Treasury, 2022, Final Budget Outcomes 2021-22
 State Governments and private toll-road operators

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



Sources: State and territory Governments, 2023
 State Government reports and publications, 2023

Table 3.1a Road-related expenditure, by Commonwealth (constant 2021–22 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other	Total Government
	\$ million									
1998–99	1 018.5	517.6	632.8	298.1	340.0	123.1	98.0	56.9	5.1	3 090.0
1999–00	981.3	471.4	653.5	231.1	303.6	131.4	102.0	81.1	5.8	2 961.2
2000–01	813.3	376.6	637.4	137.3	261.9	96.6	73.6	29.7	4.4	2 430.9
2001–02	909.5	673.2	632.3	183.8	334.3	87.2	70.9	55.0	5.3	2 951.4
2002–03	909.5	559.6	596.0	157.1	292.3	87.3	67.4	32.1	4.0	2 705.1
2003–04	1 060.9	441.3	632.8	183.2	298.3	77.2	64.3	32.3	3.3	2 793.6
2004–05	1 173.9	614.7	613.4	208.4	332.9	97.2	75.7	34.5	3.9	3 154.6
2005–06	2 585.3	771.5	1 198.6	377.2	867.8	197.1	127.3	45.4	5.2	6 175.4
2006–07	1 321.8	754.7	950.2	253.3	423.9	96.4	62.8	41.4	8.7	3 913.4
2007–08	980.2	739.9	1 008.6	268.3	477.1	94.8	88.0	25.5	8.4	3 690.9
2008–09	2 002.0	842.1	2 407.0	452.0	591.3	123.5	105.6	34.9	5.5	6 564.0
2009–10	2 061.5	1 014.3	2 076.1	602.4	491.7	194.9	188.0	51.8	8.0	6 688.6
2010–11	1 867.8	662.1	989.2	237.1	418.6	169.6	96.8	59.8	7.7	4 508.8
2011–12	3 266.6	1 350.4	2 576.5	581.8	764.3	124.7	177.8	62.1	9.1	8 913.1
2012–13	1 504.3	518.7	838.4	223.2	596.1	78.2	113.0	58.3	8.4	3 938.5
2013–14	2 258.4	2 200.5	1 285.7	144.0	439.9	72.4	117.0	88.9	8.4	6 615.3
2014–15	2 069.4	616.2	1 313.1	226.1	1 438.6	120.4	152.5	98.7	9.1	6 044.1
2015–16	2 253.9	621.0	1 646.6	389.4	536.6	151.8	200.6	47.9	8.7	5 856.4
2016–17	3 161.1	675.6	1 989.3	755.6	866.5	199.8	115.6	58.2	10.2	7 831.9
2017–18	2 158.7	709.8	1 889.9	745.4	842.1	192.3	93.5	36.2	11.4	6 679.2
2018–19	2 408.7	439.6	1 403.9	1 269.5	858.9	152.5	166.9	35.0	0.3	6 735.3
2019–20	1 786.4	983.8	1 546.8	202.0	754.6	141.9	204.5	39.5	0.5	5 660.0
2020–21	2 771.6	1 355.2	2 897.1	743.9	1 201.9	269.8	236.0	71.8	0.3	9 547.7
2021–22	1 745.5	1 398.0	2 139.5	561.9	1 335.6	268.9	177.3	71.9	0.4	7 698.9

See end notes

Sources: ABS, 2023, Consumer Price Index, Australia
 ABS, 2023, Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1b Road-related expenditure, by state/territory government (constant 2021–22 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total Government	Total public sector
\$ million										
1998–99	3 045.1	1 231.0	3 040.7	250.4	753.5	146.7	93.6	- 15.2	8 545.8	8 165.7
1999–00	3 279.8	1 848.5	1 915.6	457.3	1 176.3	139.2	36.1	- 36.9	8 815.9	8 436.0
2000–01	4 134.7	1 828.6	2 736.0	553.9	1 155.7	141.7	82.5	77.0	10 710.1	10 310.7
2001–02	3 527.6	1 248.6	2 497.9	495.8	1 430.2	183.4	73.8	73.1	9 530.4	8 452.5
2002–03	3 630.4	1 797.6	3 422.3	554.3	894.7	209.7	66.8	90.7	10 666.6	9 721.3
2003–04	3 486.2	1 743.8	4 143.1	314.6	1 001.9	223.9	73.8	101.4	11 088.6	10 411.4
2004–05	3 581.2	1 339.8	4 265.9	370.9	1 090.4	286.4	63.9	78.1	11 076.7	10 393.6
2005–06	2 439.1	1 619.4	4 062.0	395.3	622.6	172.0	243.5	79.6	9 633.4	8 706.1
2006–07	3 777.0	1 781.4	5 456.8	401.0	1 385.6	211.4	283.8	99.9	13 396.9	12 472.8
2007–08	4 419.7	2 139.6	6 998.4	438.3	1 590.9	245.5	280.6	145.3	16 258.2	15 620.0
2008–09	4 170.3	2 707.2	4 189.4	464.5	1 537.7	204.2	367.1	147.9	13 788.4	12 836.8
2009–10	3 869.6	2 505.2	4 058.8	303.5	1 487.1	267.0	216.2	182.6	12 889.9	11 915.5
2010–11	4 238.1	2 687.6	5 227.7	602.6	1 198.2	296.3	301.6	197.7	14 749.8	14 180.6
2011–12	3 320.9	1 544.7	4 710.3	347.3	1 087.3	234.9	352.4	165.1	11 763.0	11 234.5
2012–13	4 993.5	1 669.3	7 499.4	864.4	1 840.5	255.8	191.4	165.0	17 479.2	16 871.1
2013–14	3 657.0	1 145.6	6 184.4	646.4	2 110.6	262.8	250.7	211.5	14 469.0	14 076.8
2014–15	4 827.4	2 173.1	4 022.5	441.5	1 244.8	246.1	269.4	96.7	13 321.6	12 109.7
2015–16	7 753.8	2 265.1	2 516.7	647.5	1 899.9	143.0	313.8	37.1	15 577.0	14 889.8
2016–17	6 592.5	4 506.9	2 965.5	687.0	1 698.1	227.2	376.2	131.3	17 184.8	16 347.5
2017–18	8 288.4	6 574.7	2 637.3	702.9	1 918.7	197.7	578.3	156.2	21 054.3	20 362.5
2018–19	6 360.8	5 443.0	3 511.8	- 101.1	1 935.8	303.4	516.2	205.9	18 175.7	17 659.3
2019–20	6 091.9	5 523.3	3 463.9	1 134.0	2 106.9	355.6	339.0	188.7	19 203.3	18 536.6
2020–21	4 596.6	6 338.7	2 702.9	896.9	1 652.5	285.2	196.4	167.4	16 836.6	15 954.6
2021–22	6 068.0	8 027.2	4 283.3	1 245.5	2 035.8	442.7	300.0	212.1	22 614.6	21 536.6

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, 2023, Consumer Price Index, Australia

ABS, 2023, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1c Road-related expenditure, by local government (constant 2021–22 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total Government
	\$ million								
1998–99	2 489.4	1 352.4	1 137.0	284.2	468.9	110.4	3.6	n/a	5 846.0
1999–00	2 409.9	1 400.3	1 182.9	297.0	562.3	102.5	33.6	n/a	5 988.5
2000–01	2 186.8	1 201.8	967.9	281.7	630.7	100.3	18.2	n/a	5 387.4
2001–02	2 125.3	1 257.4	1 377.0	285.8	312.7	108.8	9.2	n/a	5 476.3
2002–03	1 966.3	1 200.7	1 802.5	269.0	376.2	107.6	32.0	n/a	5 754.3
2003–04	1 768.0	1 204.5	1 847.0	281.0	326.2	147.3	33.9	n/a	5 608.0
2004–05	1 565.9	1 254.1	1 156.0	337.9	442.5	141.9	33.1	n/a	4 931.4
2005–06	1 465.1	1 114.1	1 254.4	305.9	169.1	127.5	9.8	n/a	4 445.8
2006–07	1 404.5	1 218.1	1 287.3	349.3	348.8	153.3	50.5	n/a	4 811.9
2007–08	1 613.3	1 378.5	1 764.7	378.2	554.4	154.1	21.8	n/a	5 864.9
2008–09	1 531.3	1 361.0	2 024.9	419.3	691.7	184.6	25.7	n/a	6 238.5
2009–10	858.2	1 258.3	2 298.7	363.4	660.6	180.4	- 1.2	n/a	5 618.2
2010–11	1 124.1	1 404.0	2 389.0	380.7	713.2	204.0	7.5	n/a	6 222.4
2011–12	1 115.8	1 563.8	1 949.7	441.5	655.6	203.6	- 76.3	n/a	5 853.6
2012–13	1 402.7	1 600.4	1 634.9	455.6	664.3	198.0	- 3.0	n/a	5 952.9
2013–14	1 636.0	1 537.8	1 293.6	483.7	726.7	170.2	- 35.8	n/a	5 812.1
2014–15	1 678.7	1 544.2	1 647.8	486.2	699.5	216.2	- 47.5	n/a	6 225.0
2015–16	1 602.0	1 419.1	1 665.8	403.0	752.9	182.0	- 103.8	n/a	5 921.0
2016–17	1 496.1	1 380.2	1 798.3	474.9	739.6	203.2	0.7	n/a	6 093.0
2017–18	1 446.9	1 468.4	1 818.3	478.9	612.0	197.5	- 9.9	n/a	6 012.0
2018–19	1 639.9	1 879.3	1 920.7	555.8	748.3	219.0	- 12.0	n/a	6 950.9
2019–20	1 595.7	1 725.1	1 810.1	532.6	805.6	204.0	13.2	n/a	6 686.4
2020–21	1 320.7	1 698.0	1 661.1	538.0	852.3	210.0	8.0	n/a	6 288.1
2021–22	1 185.6	1 689.5	1 549.5	517.2	797.6	194.9	13.1	n/a	5 947.5

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, 2023, Consumer Price Index, Australia
 ABS, 2023, Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1d Road-related expenditure, by all government (constant 2021–22 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other	Total Government	Total Public Sector
	\$ million										
1998–99	6 553.0	3 101.0	4 810.4	832.8	1 562.4	380.2	195.2	41.6	5.1	17 481.8	17 101.7
1999–00	6 671.0	3 720.3	3 751.9	985.5	2 042.1	373.1	171.7	44.2	5.8	17 765.6	17 385.7
2000–01	7 134.8	3 407.0	4 341.3	972.9	2 048.3	338.6	174.3	106.7	4.4	18 528.3	18 129.0
2001–02	6 562.3	3 179.1	4 507.2	965.4	2 077.2	379.4	154.0	128.1	5.3	17 958.0	16 880.2
2002–03	6 506.2	3 557.8	5 820.8	980.4	1 563.2	404.6	166.2	122.8	4.0	19 126.0	18 180.7
2003–04	6 315.1	3 389.6	6 622.8	778.7	1 626.4	448.4	172.0	133.7	3.3	19 490.2	18 813.0
2004–05	6 321.0	3 208.7	6 035.3	917.2	1 865.8	525.5	172.8	112.6	3.9	19 162.8	18 479.7
2005–06	6 489.5	3 505.0	6 515.0	1 078.3	1 659.5	496.6	380.6	125.1	5.2	20 254.6	19 327.3
2006–07	6 503.3	3 754.3	7 694.2	1 003.6	2 158.4	461.1	397.1	141.3	8.7	22 122.1	21 198.0
2007–08	7 013.1	4 258.0	9 771.7	1 084.8	2 622.4	494.4	390.4	170.8	8.4	25 814.1	25 175.9
2008–09	7 703.6	4 910.3	8 621.4	1 335.9	2 820.7	512.4	498.4	182.9	5.5	26 590.9	25 639.3
2009–10	6 789.3	4 777.7	8 433.6	1 269.3	2 639.4	642.2	402.9	234.4	8.0	25 196.8	24 222.3
2010–11	7 230.0	4 753.7	8 605.8	1 220.4	2 330.0	669.9	405.9	257.5	7.7	25 480.9	24 911.7
2011–12	7 703.3	4 458.9	9 236.5	1 370.6	2 507.2	563.1	454.0	227.1	9.1	26 529.8	26 001.3
2012–13	7 900.4	3 788.4	9 972.8	1 543.2	3 100.9	532.0	301.3	223.3	8.4	27 370.6	26 762.5
2013–14	7 551.4	4 883.9	8 763.6	1 274.1	3 277.2	505.4	331.9	300.4	8.4	26 896.4	26 504.2
2014–15	8 575.6	4 333.6	6 983.4	1 153.9	3 382.8	582.7	374.4	195.3	9.1	25 590.7	24 378.8
2015–16	11 609.7	4 305.3	5 829.1	1 439.8	3 189.5	476.8	410.6	85.0	8.7	27 354.4	26 667.2
2016–17	11 249.8	6 562.7	6 753.1	1 917.5	3 304.2	630.2	492.6	189.4	10.2	31 109.6	30 272.4
2017–18	11 894.0	8 752.9	6 345.5	1 927.2	3 372.8	587.4	661.9	192.4	11.4	33 745.5	33 053.7
2018–19	10 409.4	7 761.8	6 836.4	1 724.1	3 542.9	674.9	671.0	240.9	0.3	31 861.9	31 345.5
2019–20	9 474.0	8 232.2	6 820.8	1 868.6	3 667.1	701.5	556.7	228.2	0.5	31 549.6	30 883.0
2020–21	8 688.9	9 391.9	7 261.1	2 178.8	3 706.8	765.0	440.5	239.2	0.3	32 672.4	31 790.4
2021–22	8 999.0	11 114.7	7 972.3	2 324.6	4 169.0	906.5	490.4	284.0	0.4	36 260.9	35 183.0

See end notes

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

Sources: ABS, 2023, Consumer Price Index, Australia

ABS, 2023, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1e Road expenditure – origin of funding – New South Wales (constant 2021–22 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	Local from own sources	Local gross
	\$ million							
1998–99	1 018.5	3 045.1	4 063.6	0.0	198.2	419.1	2 489.4	2 908.5
1999–00	981.3	3 279.8	4 261.1	0.0	199.4	374.8	2 409.9	2 784.7
2000–01	760.3	4 134.7	4 895.0	53.0	196.7	325.2	2 186.8	2 565.1
2001–02	771.1	3 527.6	4 298.7	138.3	199.9	335.7	2 125.3	2 599.3
2002–03	816.7	3 630.4	4 447.1	92.8	206.2	555.6	1 966.3	2 614.7
2003–04	913.5	3 486.2	4 399.7	147.4	207.6	553.5	1 768.0	2 468.9
2004–05	1 066.1	3 581.2	4 647.3	107.8	206.2	501.4	1 565.9	2 175.1
2005–06	2 329.9	2 439.1	4 768.9	255.5	210.7	330.1	1 465.1	2 050.7
2006–07	1 065.2	3 777.0	4 842.2	256.6	212.4	511.3	1 404.5	2 172.5
2007–08	844.3	4 419.7	5 263.9	135.9	215.2	554.8	1 613.3	2 304.0
2008–09	1 807.9	4 170.3	5 978.1	194.1	280.2	723.6	1 531.3	2 449.0
2009–10	1 883.6	3 869.6	5 753.2	178.0	225.7	703.3	858.2	1 739.4
2010–11	1 724.5	4 238.1	5 962.6	143.3	236.1	785.0	1 124.1	2 052.4
2011–12	3 139.8	3 320.9	6 460.7	126.8	300.0	919.6	1 115.8	2 162.2
2012–13	1 335.5	4 993.5	6 329.0	168.8	231.0	840.3	1 402.7	2 411.8
2013–14	2 115.5	3 657.0	5 772.6	142.9	117.9	656.8	1 636.0	2 435.7
2014–15	1 891.2	4 827.4	6 718.6	178.2	353.1	667.6	1 678.7	2 524.5
2015–16	1 901.8	7 753.8	9 655.7	352.0	115.6	655.1	1 602.0	2 609.1
2016–17	2 827.4	6 592.5	9 419.9	333.7	345.0	800.1	1 496.1	2 630.0
2017–18	1 868.3	8 288.4	10 156.7	290.4	235.3	945.7	1 446.9	2 683.0
2018–19	2 303.0	6 360.8	8 663.8	105.8	238.3	1 002.4	1 639.9	2 748.1
2019–20	1 597.9	6 091.9	7 689.8	188.5	243.8	913.9	1 595.7	2 698.1
2020–21	2 583.0	4 596.6	7 179.6	188.5	242.7	1 391.2	1 320.7	2 900.5
2021–22	1 613.0	6 068.0	7 681.0	132.4	314.8	1 579.0	1 185.6	2 897.0

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

Sources: ABS, 2023, Consumer Price Index, Australia
 ABS, 2023, Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1f Road expenditure – origin of funding – Victoria (constant 2021–22 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	Local from own sources	Local gross
\$ million								
1998–99	517.6	1 231.0	1 748.6	0.0	140.9	169.8	1 352.4	1 522.2
1999–00	471.4	1 848.5	2 320.0	0.0	141.7	166.4	1 400.3	1 566.8
2000–01	324.2	1 828.6	2 152.8	52.4	139.8	139.8	1 201.8	1 393.9
2001–02	575.0	1 248.6	1 823.5	98.2	142.0	142.0	1 257.4	1 497.6
2002–03	496.1	1 797.6	2 293.7	63.4	146.5	157.5	1 200.7	1 421.6
2003–04	349.9	1 743.8	2 093.7	91.4	147.5	150.6	1 204.5	1 446.5
2004–05	526.9	1 339.8	1 866.7	87.9	146.5	149.5	1 254.1	1 491.5
2005–06	585.4	1 619.4	2 204.7	186.1	149.7	165.7	1 114.1	1 465.9
2006–07	611.2	1 781.4	2 392.6	143.5	150.9	160.8	1 218.1	1 522.5
2007–08	648.0	2 139.6	2 787.6	91.9	152.9	180.2	1 378.5	1 650.6
2008–09	724.2	2 707.2	3 431.3	118.0	199.1	260.0	1 361.0	1 739.0
2009–10	821.9	2 505.2	3 327.1	192.3	160.4	279.6	1 258.3	1 730.2
2010–11	557.5	2 687.6	3 245.1	104.5	167.7	243.1	1 404.0	1 751.7
2011–12	1 222.3	1 544.7	2 767.0	128.1	213.2	300.3	1 563.8	1 992.3
2012–13	400.0	1 669.3	2 069.3	118.7	164.1	215.8	1 600.4	1 934.9
2013–14	2 081.0	1 145.6	3 226.6	119.5	83.8	163.3	1 537.8	1 820.6
2014–15	524.2	2 173.1	2 697.3	92.1	250.9	333.6	1 544.2	1 969.9
2015–16	328.7	2 265.1	2 593.8	292.3	82.2	130.9	1 419.1	1 842.4
2016–17	252.7	4 506.9	4 759.6	422.9	245.2	297.6	1 380.2	2 100.6
2017–18	327.2	6 574.7	6 901.9	382.6	167.2	235.0	1 468.4	2 085.9
2018–19	365.6	5 443.0	5 808.6	74.0	169.3	269.4	1 879.3	2 222.6
2019–20	866.3	5 523.3	6 389.6	117.5	173.2	184.7	1 725.1	2 027.3
2020–21	1 239.0	6 338.7	7 577.7	116.3	172.5	293.6	1 698.0	2 107.8
2021–22	1 292.5	8 027.2	9 319.7	105.5	223.7	316.7	1 689.5	2 111.7

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

Sources: ABS, 2023, Consumer Price Index, Australia
 ABS, 2023, Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1g Road expenditure – origin of funding – Queensland (constant 2021–22 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	Local from own sources	Local gross
\$ million								
1998–99	632.8	3 040.7	3 673.4	0.0	128.0	525.0	1 137.0	1 662.0
1999–00	653.5	1 915.6	2 569.0	0.0	128.8	602.9	1 182.9	1 785.8
2000–01	562.9	2 736.0	3 298.9	74.5	127.0	720.5	967.9	1 762.9
2001–02	530.5	2 497.9	3 028.4	101.8	129.1	409.6	1 377.0	1 888.4
2002–03	531.4	3 422.3	3 953.8	64.5	133.1	446.4	1 802.5	2 313.4
2003–04	545.9	4 143.1	4 689.0	86.9	134.1	447.7	1 847.0	2 381.5
2004–05	546.0	4 265.9	4 812.0	67.4	133.1	481.4	1 156.0	1 704.8
2005–06	1 010.2	4 062.0	5 072.2	188.4	136.0	543.3	1 254.4	1 986.0
2006–07	743.0	5 456.8	6 199.8	207.2	137.1	560.9	1 287.3	2 055.4
2007–08	939.4	6 998.4	7 937.8	69.2	139.0	441.0	1 764.7	2 274.9
2008–09	2 273.1	4 189.4	6 462.6	133.9	180.9	581.2	2 024.9	2 740.0
2009–10	1 933.4	4 058.8	5 992.2	142.7	145.8	266.2	2 298.7	2 707.6
2010–11	807.0	5 227.7	6 034.7	182.2	152.4	594.6	2 389.0	3 165.8
2011–12	2 412.0	4 710.3	7 122.2	164.6	193.7	1 489.1	1 949.7	3 603.3
2012–13	756.7	7 499.4	8 256.1	81.8	149.2	1 942.7	1 634.9	3 659.4
2013–14	841.3	6 184.4	7 025.6	444.4	76.1	1 824.6	1 293.6	3 562.6
2014–15	998.3	4 022.5	5 020.8	314.8	228.0	1 181.7	1 647.8	3 144.4
2015–16	1 284.7	2 516.7	3 801.4	361.9	74.7	795.5	1 665.8	2 823.2
2016–17	1 722.6	2 965.5	4 688.2	266.7	222.8	844.6	1 798.3	2 909.6
2017–18	1 657.1	2 637.3	4 294.5	232.7	151.9	813.4	1 818.3	2 864.4
2018–19	1 313.3	3 511.8	4 825.1	90.6	153.9	938.0	1 920.7	2 949.3
2019–20	1 424.1	3 463.9	4 888.1	122.7	157.4	1 081.9	1 810.1	3 014.7
2020–21	2 771.2	2 702.9	5 474.1	126.0	156.7	1 055.0	1 661.1	2 842.0
2021–22	2 031.0	4 283.3	6 314.3	108.5	203.3	1 204.3	1 549.5	2 862.3

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

Sources: ABS, 2023, Consumer Price Index, Australia
 ABS, 2023, Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1h Road expenditure – origin of funding – South Australia (constant 2021–22 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	Local from own sources	Local gross
\$ million								
1998–99	298.1	250.4	548.6	0.0	37.5	38.0	284.2	322.3
1999–00	231.1	457.3	688.4	0.0	37.8	74.9	297.0	371.9
2000–01	118.8	553.9	672.7	18.5	37.3	73.9	281.7	374.2
2001–02	138.8	495.8	634.6	45.0	37.9	81.6	285.8	412.4
2002–03	127.0	554.3	681.3	30.1	39.1	83.1	269.0	382.2
2003–04	144.4	314.6	459.0	38.7	39.3	83.9	281.0	403.7
2004–05	177.0	370.9	547.9	31.4	45.4	39.1	337.9	408.3
2005–06	296.2	395.3	691.5	81.0	53.0	39.9	305.9	426.8
2006–07	174.6	401.0	575.6	78.8	58.6	40.2	349.3	468.2
2007–08	225.6	438.3	663.9	42.7	59.3	40.8	378.2	461.7
2008–09	410.2	464.5	874.7	41.9	72.0	80.9	419.3	542.1
2009–10	559.1	303.5	862.6	43.3	62.0	71.3	363.4	477.9
2010–11	193.3	602.6	795.8	43.9	64.3	63.6	380.7	488.1
2011–12	543.2	347.3	890.5	38.6	76.8	74.0	441.5	554.1
2012–13	185.4	864.4	1 049.8	37.8	64.0	52.2	455.6	545.6
2013–14	107.6	646.4	754.0	36.4	43.2	35.2	483.7	555.3
2014–15	193.0	441.5	634.5	33.1	66.9	69.2	486.2	588.6
2015–16	265.3	647.5	912.8	124.1	21.9	28.7	403.0	555.7
2016–17	664.4	687.0	1 351.4	91.2	65.4	75.4	474.9	641.5
2017–18	637.2	702.9	1 340.1	108.2	66.4	52.2	478.9	639.3
2018–19	1 238.0	- 101.1	1 136.8	31.5	109.7	53.7	555.8	641.0
2019–20	145.5	1 134.0	1 279.5	56.4	46.2	56.8	532.6	645.9
2020–21	686.5	896.9	1 583.4	57.4	46.0	56.4	538.0	651.8
2021–22	516.1	1 245.5	1 761.6	45.8	79.6	74.6	517.2	637.6

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

Sources: ABS, 2023, Consumer Price Index, Australia
 ABS, 2023, Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1i Road expenditure – origin of funding – Western Australia (constant 2021–22 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	Local from own sources	Local gross
\$ million								
1998–99	340.0	753.5	1 093.5	0.0	104.5	226.3	468.9	695.2
1999–00	303.6	1 176.3	1 479.9	0.0	105.1	282.9	562.3	845.1
2000–01	228.9	1 155.7	1 384.5	33.0	103.7	282.1	630.7	945.9
2001–02	261.1	1 430.2	1 691.3	73.2	105.3	442.7	312.7	828.6
2002–03	246.6	894.7	1 141.3	45.7	108.6	412.4	376.2	834.3
2003–04	227.9	1 001.9	1 229.8	70.4	109.4	388.9	326.2	785.5
2004–05	272.5	1 090.4	1 363.0	60.4	108.6	405.3	442.5	908.1
2005–06	744.5	622.6	1 367.1	123.3	111.0	440.7	169.1	733.0
2006–07	317.9	1 385.6	1 703.5	106.0	111.9	408.2	348.8	863.1
2007–08	404.3	1 590.9	1 995.2	72.8	113.4	431.8	554.4	1 059.1
2008–09	514.3	1 537.7	2 052.0	77.0	147.7	418.0	691.7	1 186.6
2009–10	327.2	1 487.1	1 814.3	164.5	119.0	370.2	660.6	1 195.3
2010–11	336.7	1 198.2	1 534.9	81.9	124.4	283.9	713.2	1 079.0
2011–12	678.2	1 087.3	1 765.6	86.0	158.1	316.8	655.6	1 058.4
2012–13	487.3	1 840.5	2 327.7	108.8	121.7	362.5	664.3	1 135.7
2013–14	373.1	2 110.6	2 483.6	66.9	62.1	337.8	726.7	1 131.4
2014–15	1 338.3	1 244.8	2 583.0	100.3	186.1	558.4	699.5	1 358.1
2015–16	326.1	1 899.9	2 226.0	210.5	60.9	272.0	752.9	1 235.4
2016–17	717.9	1 698.1	2 416.0	148.6	181.8	412.3	739.6	1 300.5
2017–18	602.4	1 918.7	2 521.1	239.7	124.0	412.2	612.0	1 263.9
2018–19	796.2	1 935.8	2 732.0	62.7	125.6	456.0	748.3	1 267.0
2019–20	674.0	2 106.9	2 780.8	80.7	128.5	322.7	805.6	1 208.9
2020–21	1 119.4	1 652.5	2 772.0	82.5	127.9	320.6	852.3	1 255.4
2021–22	1 266.2	2 035.8	3 302.0	69.4	165.9	411.0	797.6	1 278.0

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

Sources: ABS, 2023, Consumer Price Index, Australia
 ABS, 2023, Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1j Road expenditure – origin of funding – Tasmania (constant 2021–22 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	Local from own sources	Local gross
	\$ million							
1998–99	123.1	146.7	269.8	0.0	36.2	39.8	110.4	150.3
1999–00	131.4	139.2	270.5	0.0	36.4	42.4	102.5	145.0
2000–01	88.4	141.7	230.2	8.2	35.9	43.4	100.3	151.8
2001–02	71.2	183.4	254.6	16.1	36.5	42.2	108.8	167.0
2002–03	76.8	209.7	286.5	10.5	37.7	40.9	107.6	159.0
2003–04	60.0	223.9	283.9	17.2	37.9	42.5	147.3	207.0
2004–05	86.0	286.4	372.4	11.2	37.7	42.2	141.9	195.3
2005–06	163.2	172.0	335.2	33.9	38.5	47.2	127.5	208.6
2006–07	74.5	211.4	286.0	21.9	38.8	44.4	153.3	219.6
2007–08	68.5	245.5	314.0	26.3	39.3	46.1	154.1	226.5
2008–09	100.1	204.2	304.3	23.5	51.2	60.5	184.6	268.5
2009–10	168.0	267.0	435.0	26.9	41.2	56.8	180.4	264.0
2010–11	142.5	296.3	438.8	27.1	43.1	54.4	204.0	285.5
2011–12	107.2	234.9	342.1	17.4	54.8	62.2	203.6	283.2
2012–13	58.9	255.8	314.7	19.3	42.2	45.8	198.0	263.1
2013–14	35.8	262.8	298.5	36.7	21.5	28.5	170.2	235.4
2014–15	99.9	246.1	346.0	20.5	64.5	74.8	216.2	311.5
2015–16	113.9	143.0	256.9	37.9	21.1	30.2	182.0	250.1
2016–17	157.8	227.2	385.1	42.0	63.0	73.1	203.2	318.2
2017–18	149.2	197.7	346.9	43.0	43.0	56.1	197.5	296.6
2018–19	141.3	303.4	444.7	11.2	43.5	56.4	219.0	286.6
2019–20	124.1	355.6	479.7	17.8	44.5	63.6	204.0	285.5
2020–21	252.1	285.2	537.3	17.7	44.3	57.9	210.0	285.6
2021–22	252.8	442.7	695.5	16.1	57.5	88.5	194.9	299.5

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

Sources: ABS, 2023, Consumer Price Index, Australia
 ABS, 2023, Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1k Road expenditure – origin of funding – Northern Territory (constant 2021–22 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	Local from own sources	Local gross
	\$ million							
1998–99	98.0	93.6	191.6	0.0	16.0	21.4	3.6	25.1
1999–00	102.0	36.1	138.1	0.0	16.1	16.1	33.6	49.7
2000–01	65.2	82.5	147.6	8.4	15.9	15.9	18.2	42.6
2001–02	60.7	73.8	134.5	10.3	16.1	16.1	9.2	35.6
2002–03	61.6	66.8	128.4	5.8	16.6	16.6	32.0	54.4
2003–04	59.8	73.8	133.6	4.5	16.8	16.8	33.9	55.2
2004–05	71.3	63.9	135.2	4.4	16.6	16.6	33.1	54.2
2005–06	100.8	243.5	344.2	26.5	17.0	18.5	9.8	54.8
2006–07	52.6	283.8	336.4	10.2	17.1	17.1	50.5	77.9
2007–08	64.8	280.6	345.3	23.3	17.4	20.1	21.8	65.2
2008–09	91.5	367.1	458.6	14.1	22.6	25.3	25.7	65.0
2009–10	151.8	216.2	367.9	36.2	18.2	23.4	- 1.2	58.4
2010–11	72.9	301.6	374.5	23.9	19.1	29.1	7.5	60.5
2011–12	92.9	352.4	445.4	84.9	24.2	36.5	- 76.3	45.1
2012–13	100.4	191.4	291.7	12.6	18.6	22.8	- 3.0	32.4
2013–14	73.0	250.7	323.7	44.0	9.5	21.0	- 35.8	29.2
2014–15	73.9	269.4	343.4	78.6	28.5	34.3	- 47.5	65.3
2015–16	74.1	313.8	387.9	126.5	9.3	27.5	- 103.8	50.1
2016–17	85.1	376.2	461.4	30.5	27.9	36.8	0.7	68.0
2017–18	58.4	578.3	636.7	35.1	19.0	26.6	- 9.9	51.8
2018–19	155.9	516.2	672.1	11.0	19.2	50.4	- 12.0	49.4
2019–20	191.2	339.0	530.2	13.3	19.7	20.7	13.2	47.3
2020–21	215.9	196.4	412.3	20.2	19.6	21.7	8.0	49.9
2021–22	163.4	300.0	463.4	13.9	25.4	28.4	13.1	55.4

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, 2023, Consumer Price Index, Australia

ABS, 2023, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.11 Road expenditure – origin of funding – Australian Capital Territory (constant 2021–22 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	56.9	-15.2	41.6
1999–00	81.1	-36.9	44.2
2000–01	29.7	77.0	106.7
2001–02	55.0	73.1	128.1
2002–03	32.1	90.7	122.8
2003–04	32.3	101.4	133.7
2004–05	34.5	78.1	112.6
2005–06	45.4	79.6	125.1
2006–07	41.4	99.9	141.3
2007–08	25.5	145.3	170.8
2008–09	34.9	147.9	182.9
2009–10	51.8	182.6	234.4
2010–11	59.8	197.7	257.5
2011–12	62.1	165.1	227.1
2012–13	58.3	165.0	223.3
2013–14	88.9	211.5	300.4
2014–15	98.7	96.7	195.3
2015–16	47.9	37.1	85.0
2016–17	58.2	131.3	189.4
2017–18	36.2	156.2	192.4
2018–19	35.0	205.9	240.9
2019–20	39.5	188.7	228.2
2020–21	71.8	167.4	239.2
2021–22	71.9	212.1	284.0

Sources: ABS, 2023, Consumer Price Index, Australia
 ABS, 2023 Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.2a Selected road-related taxes and charges (Constant 2021–22 prices, adjusted by CPI)

Financial year	State and Territory governments											
	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
	\$ million											
1997–98	15 842.9	33.2		4 275.1	414.6	2 357.4		257.9	23 181.1	na	2 779.2	na
1998–99	15 953.0	34.9		4 784.8	357.0	2 440.5		504.4	24 074.7	na	2 826.1	na
1999–00	15 961.6	39.2		4 541.0	400.3	2 451.9		647.6	24 041.7	na	2 822.5	na
2000–01	14 995.8	45.0		4 478.7	428.9	2 347.7		795.3	23 091.3	2 938.4	2 797.4	289.1
2001–02	14 980.0	51.5		4 588.0	393.7	2 475.9		989.8	23 478.9	2 892.4	2 642.2	363.8
2002–03	15 205.7	57.7		4 801.7	378.1	2 720.9		1 060.7	24 224.9	2 879.8	2 542.9	433.2
2003–04	14 615.9	64.3	2 420.3	5 073.7	411.0	2 952.2		1 146.5	26 684.0	3 049.2	2 492.3	524.1
2004–05	14 342.7	65.9	2 132.7	5 338.6	479.0	2 928.1		1 182.7	26 469.7	3 067.0	2 494.6	459.5
2005–06	13 921.0	73.5	1 657.4	5 353.7	457.8	2 821.5		1 179.2	25 464.1	3 113.6	2 438.6	475.6
2006–07	14 109.7	73.8	1 801.6	5 623.5	362.8	2 882.9		1 260.1	26 114.4	3 519.9	2 321.3	532.0
2007–08	13 714.7	74.6	1 927.3	5 469.9	331.6	3 039.6		1 310.2	25 867.9	3 375.5	2 083.9	615.4
2008–09	13 489.5	74.2	1 540.6	5 765.3	401.1	2 750.0		1 378.3	25 399.0	3 894.3	1 991.6	510.4
2009–10	13 291.2	81.4	1 613.8	6 235.5	426.2	2 786.6		1 633.2	26 067.8	3 967.3	1 839.7	634.4
2010–11	13 064.4	94.9	983.9	6 262.8	450.7	2 754.6		1 790.7	25 402.1	4 374.1	1 739.2	608.9
2011–12	13 180.8	103.6	1 134.1	6 727.2	489.4	2 863.6		1 924.0	26 422.8	4 599.4	1 687.3	553.9
2012–13	13 198.2	94.2	1 094.2	7 104.2	523.9	3 032.3	227.3	1 952.1	27 226.5	4 693.2	1 630.0	522.6
2013–14	12 907.8	89.4	1 095.5	7 348.1	587.6	2 921.4	270.1	2 086.5	27 306.4	4 630.8	1 560.9	551.3
2014–15	12 940.5	85.2	858.7	7 732.8	614.2	2 956.0	303.6	2 708.5	28 199.5	4 613.9	1 447.7	615.8
2015–16	12 744.6	79.9	712.9	7 995.6	644.4	3 102.0	303.1	2 986.2	28 568.7	4 662.9	1 303.8	707.1
2016–17	12 890.0	79.1	615.1	8 186.8	641.2	3 146.1	330.8	3 216.3	29 105.4	4 488.3	1 193.3	779.2
2017–18	13 246.2	76.5	546.8	8 515.2	652.8	3 295.1	302.6	3 407.7	30 043.0	4 433.6	1 123.1	786.7
2018–19	12 756.4	0.2	493.2	8 645.4	680.8	3 204.1	311.5	3 583.4	29 675.2	4 754.0	1 097.6	743.6
2019–20	12 410.1	na	406.7	9 048.0	698.7	3 189.5	298.1	3 538.9	29 590.1	4 629.1	1 106.7	651.4
2020–21	12 606.9	na	329.0	9 053.2	720.4	3 622.9	251.2	3 680.7	30 264.3	5 211.9	955.3	939.4
2021–22	10 419.8	na	361.0	8 957.1	731.4	3 657.8	261.7	3 197.5	27 586.3	5 437.8	904.8	978.0

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, 2023, Consumer Price Index, and Taxation Revenue
 ATO, 2023, Statistical Inquiry Service, and Taxation Statistics
 Treasury, 2022, Final Budget Outcomes 2021–22
 State Governments and private toll-road operators

Table 3.2b Gross excise on petroleum products and fuel tax credits (Constant 2021–22 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	10 839.0	11 210.0	2 300.0	24 349.0	8 472.0
2009–10	9 962.0	10 876.0	2 897.0	23 736.0	7 915.0
2010–11	8 816.0	11 082.0	3 122.0	23 020.0	7 585.0
2011–12	8 813.0	12 025.0	2 717.0	23 555.0	7 924.0
2012–13	8 275.0	11 722.0	3 145.0	23 142.0	7 404.0
2013–14	7 717.0	11 199.0	3 124.0	22 039.0	7 383.0
2014–15	7 632.0	11 082.0	2 894.0	21 607.0	7 532.0
2015–16	7 514.0	11 815.0	2 045.0	21 374.0	7 442.0
2016–17	7 280.0	12 185.0	1 773.0	21 237.0	7 383.0
2017–18	7 007.0	12 722.0	1 953.0	21 682.0	7 709.0
2018–19	6 574.0	12 614.0	1 902.0	21 091.0	7 840.0
2019–20	6 223.0	13 078.0	1 739.0	21 041.0	8 138.0
2020–21	6 297.0	13 401.0	1 338.0	21 036.0	7 935.0
2021–22	4 977.0	11 635.0	1 085.0	17 697.0	6 862.0

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, 2023, Statistical Inquiry Service
ABS, 2023, Consumer Price Index, and Taxation Revenue

Table 3.2c Road-related taxes and charges, New South Wales (Constant 2021–22 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls	Parking levies
	\$ million				
2007–08	1 930.0	125.7	826.0	588.8	
2008–09	2 014.2	157.2	728.9	627.5	
2009–10	2 023.1	191.7	772.7	622.2	
2010–11	2 077.2	203.8	748.7	669.7	
2011–12	2 283.2	156.4	747.3	708.0	131.7
2012–13	2 362.3	141.6	780.2	676.5	126.5
2013–14	2 451.5	156.7	789.5	742.4	122.5
2014–15	2 542.5	166.1	827.0	1 225.2	117.6
2015–16	2 670.9	196.1	912.7	1 368.7	118.5
2016–17	2 762.3	216.4	937.5	1 463.0	131.4
2017–18	3 005.6	234.3	930.7	1 556.6	123.0
2018–19	2 964.6	227.8	870.0	1 703.9	124.8
2019–20	3 035.7	234.0	846.5	*1750.5	115.1
2020–21	3 045.3	*230.3	1 028.5	2 065.6	113.4
2021–22	3 000.0	*225.7	939.0	1 755.7	*97.4

Notes: *2020–21 and 2021–22 drivers licence fees, 2019–20 toll fees and 2021–22 parking levies are estimates based on available data

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, 2023
Private toll road operators
ABS, 2023, Consumer Price Index, and Taxation Revenue
BITRE estimates

Table 3.2d Road-related taxes and charges, Victoria (Constant 2021–22 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls	Parking levies
			\$ million		
2007–08	1 045.7	40.5	788.8	499.4	55.3
2008–09	1 088.5	46.3	699.0	500.1	59.9
2009–10	1 123.6	45.9	754.2	741.5	62.0
2010–11	1 160.5	66.7	736.0	805.0	56.1
2011–12	1 249.4	85.3	733.5	848.7	57.9
2012–13	1 424.0	95.8	780.2	863.1	59.1
2013–14	1 447.0	150.5	789.5	891.4	99.9
2014–15	1 619.9	155.1	844.6	985.9	129.7
2015–16	1 671.5	154.8	904.5	1 035.9	118.4
2016–17	1 749.0	124.7	931.8	1 051.6	135.6
2017–18	1 720.5	101.9	1 056.8	1 149.4	114.9
2018–19	1 791.2	109.3	1 029.2	1 173.0	121.9
2019–20	1 909.7	114.3	1 017.4	1 093.6	121.3
2020–21	1 868.2	137.9	987.5	893.4	81.5
2021–22	1 858.1	151.1	1 081.6	963.4	109.3

Sources: VicRoads, 2023
Private toll road operators
ABS, 2023, Consumer Price Index, and Taxation Revenue
State Revenue Office Victoria, 2023
BITRE estimates

Table 3.2e Road-related taxes and charges, Queensland (Constant 2021–22 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls
			\$ million	
2007–08	1 336.7	68.8	554.8	221.9
2008–09	1 420.9	79.4	587.7	250.7
2009–10	1 654.7	80.6	523.9	269.5
2010–11	1 698.5	78.0	549.1	316.0
2011–12	1 804.2	112.0	579.0	367.3
2012–13	1 831.5	153.1	624.4	412.5
2013–14	1 846.6	162.2	578.7	452.7
2014–15	1 852.4	171.0	566.6	497.4
2015–16	1 905.8	168.5	585.2	581.5
2016–17	1 925.1	170.6	585.5	701.7
2017–18	1 984.3	183.0	605.9	701.7
2018–19	2 009.0	187.9	609.6	706.5
2019–20	2 115.2	200.1	605.1	694.9
2020–21	2 144.4	199.8	709.0	721.8
2021–22	2 108.2	196.7	703.0	478.4

Sources: Department of Transport and Main Roads Queensland, 2023
Private toll road operators
ABS, 2023, Consumer Price Index, and Taxation Revenue
BITRE estimates

Table 3.2f Road-related taxes and charges, South Australia (Constant 2021–22 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
	\$ million		
2007–08	315.3	32.4	203.7
2008–09	333.5	49.8	188.7
2009–10	345.4	35.5	190.9
2010–11	360.9	34.4	186.9
2011–12	374.8	65.6	180.9
2012–13	391.6	64.4	182.8
2013–14	407.5	41.7	186.9
2014–15	409.5	41.2	183.0
2015–16	415.5	42.1	184.5
2016–17	413.5	48.8	192.7
2017–18	416.2	53.7	193.4
2018–19	432.8	70.3	186.7
2019–20	458.9	59.0	188.2
2020–21	463.4	61.2	222.4
2021–22	459.4	72.1	223.8

Sources: Department for Infrastructure and Transport, South Australia, 2023
Private toll road operators
ABS, 2023, Consumer Price Index, and Taxation Revenue

Table 3.2g Road-related taxes and charges, Western Australia (Constant 2021–22 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Parking levies
	\$ million			
2007–08	562.3	43.1	541.0	
2008–09	621.2	47.8	431.6	
2009–10	785.7	46.3	437.0	
2010–11	664.2	44.8	429.7	
2011–12	705.0	44.2	460.9	
2012–13	756.2	43.5	495.6	41.7
2013–14	818.0	50.9	467.2	47.6
2014–15	943.4	56.3	424.5	56.3
2015–16	965.1	56.0	404.9	66.2
2016–17	960.0	52.7	388.2	63.8
2017–18	998.1	49.2	395.6	64.7
2018–19	1 042.2	54.5	396.8	64.8
2019–20	1 099.2	61.1	415.7	61.7
2020–21	1 112.3	61.5	544.0	56.3
2021–22	1 120.4	56.1	580.9	55.0

Sources: Department of Transport, Western Australia, 2023
Private toll road operators
ABS, 2023, Consumer Price Index, and Taxation Revenue
Western Australia Government, 2023, Annual Report

Table 3.2h Road-related taxes and charges, Tasmania (Constant 2021–22 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
	\$ million		
2007–08	112.9	9.6	56.4
2008–09	112.7	9.5	51.6
2009–10	118.5	11.8	42.1
2010–11	120.8	8.9	41.9
2011–12	121.8	11.3	99.2
2012–13	130.0	11.0	105.5
2013–14	195.3	10.7	46.4
2014–15	180.5	9.7	47.3
2015–16	183.6	9.4	50.4
2016–17	186.4	10.0	50.3
2017–18	187.6	10.5	53.0
2018–19	194.0	10.2	53.5
2019–20	207.3	9.8	54.5
2020–21	199.4	9.8	62.9
2021–22	195.9	9.3	65.9

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, 2023

Private toll road operators

ABS, 2023, Consumer Price Index, and Taxation Revenue

Table 3.2i Road-related taxes and charges, Northern Territory (Constant 2021–22 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
	\$ million		
2007–08	72.9	2.8	30.3
2008–09	74.4	2.7	27.1
2009–10	78.3	3.1	27.6
2010–11	79.6	3.1	25.4
2011–12	82.7	3.2	27.6
2012–13	99.0	3.3	31.9
2013–14	55.2	3.8	29.1
2014–15	54.4	4.1	28.4
2015–16	56.4	5.1	26.4
2016–17	55.1	4.9	25.1
2017–18	60.7	4.4	25.1
2018–19	60.2	3.7	24.5
2019–20	61.3	4.0	21.5
2020–21	60.7	4.0	27.7
2021–22	59.8	3.8	28.0

Sources: Department of Treasury and Finance, Northern Territory, 2023

Private toll road operators

ABS, 2023, Consumer Price Index, and Taxation Revenue

**Table 3.2j Road-related taxes and charges, Australian Capital Territory
(Constant 2021–22 prices, adjusted by CPI)**

Financial year	Vehicle registration fees	Driver's licence fees \$ million	Stamp duty
2007–08	94.2	8.7	38.5
2008–09	99.9	8.5	35.3
2009–10	106.3	11.2	38.2
2010–11	101.2	10.9	36.9
2011–12	106.0	11.4	35.2
2012–13	109.5	11.3	31.9
2013–14	127.1	11.2	34.1
2014–15	130.1	10.7	34.7
2015–16	126.9	12.3	33.4
2016–17	135.4	13.1	35.0
2017–18	142.1	15.8	34.6
2018–19	151.5	17.0	33.8
2019–20	160.8	16.4	40.7
2020–21	159.3	15.9	40.9
2021–22	155.3	16.6	35.6

Sources: ACT Government Data, 2023

Private toll road operators

ABS, 2023, Consumer Price Index, and Taxation Revenue

Chapter 4: Freight

Data on goods moved in the Australian economy

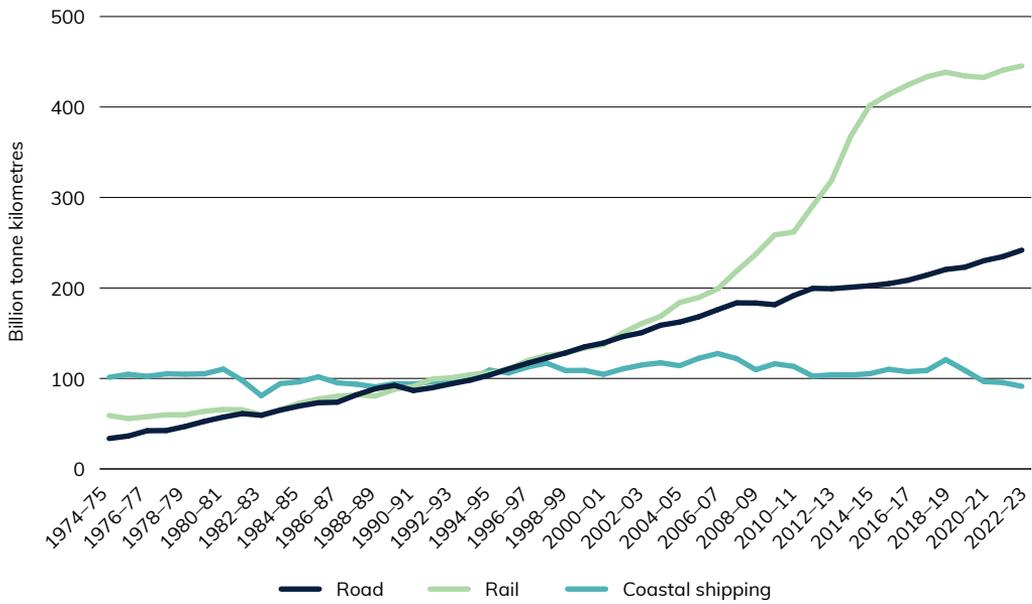
Chapter 4 focuses on Freight and explores the amount of goods moved in the Australian economy. Freight transport activity (Figures 9 and 10) is measured in terms of tonne kilometres (the number of tonnes moved by a vehicle multiplied by the distance the load travelled in kilometres). The data from this chapter is sourced from BITRE's Australian Sea Freight publication and other unpublished estimates. The Australian domestic freight task has experienced strong growth over the last 40 years, with road and rail freight now dominating domestic freight activity. During the COVID-19 pandemic, the total bulk and non-bulk freight task fell slightly, from its height of 780.0 billion tkm in 2018–19 to 759.7 billion tkm in 2020–21. It has grown over the last two years, however, reaching its second-highest point in 2022–23 of 778.7 billion tkm.

Figure 9 Australia's domestic freight, 2022–23

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		241.8	↑ 3.0%
Rail		445.3	↑ 1.0%
Coastal shipping		91.3	↓ 4.4%
Air freight		0.2	↓ 16.8%
Total freight task	   	778.7	↑ 1.0%

Source: BITRE estimates

Figure 10 Australian domestic freight task, by mode of transport

Source: BITRE Estimates
 BITRE, 2023, Australian Sea Freight 2020-21

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	392.6	100.0	568.4		44.6
2017–18	76.3	401.4	100.3	577.9		43.9
2018–19	75.4	407.3	112.4	595.1		46.5
2019–20	69.3	402.7	100.5	572.6		43.3
2020–21	68.0	399.9	88.1	556.0		39.9
2021–22	71.8	408.9	87.2	568.0		
2022–23	76.3	415.8	82.1	574.2		

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) 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, 2023, Australian Sea Freight 2020–21

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
2006–07	115.4	26.3	8.0	0.4	150.1			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	31.7	7.5	0.3	172.2		7.3	0.2
2017–18	137.9	31.9	8.5	0.3	178.7		8.1	0.2
2018–19	145.1	31.2	8.3	0.3	184.9		7.9	
2019–20	153.6	31.6	8.5	0.3	193.9		7.9	
2020–21	162.1	32.8	8.5	0.3	203.7		8.2	
2021–22	162.8	31.8	8.3	0.3	203.2			
2022–23	165.5	29.6	9.2	0.2	204.5			

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) 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, 2023, Australian Sea Freight 2020–21

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	424.3	107.5	0.3	740.6			51.9	0.2	
2017–18	214.2	433.3	108.8	0.3	756.6			52.0	0.2	
2018–19	220.5	438.5	120.7	0.3	780.0			54.4		
2019–20	222.9	434.3	108.9	0.3	766.5			51.3		
2020–21	230.1	432.7	96.6	0.3	759.7			48.1		
2021–22	234.6	440.7	95.5	0.3	771.1					
2022–23	241.8	445.3	91.3	0.2	778.7					

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 and 2019–20 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, 2023, Australian Sea Freight 2020–21
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
2022–23	83.7	50.6	43.4	15.7	41.4	3.6	3.2	0.3	241.8

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, 2023, Australian Sea Freight 2020–21

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, 2023, Australian Sea Freight 2020–21

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	37.8	3.5	1.6	0.3	152.8
2022–23	37.5	31.3	35.8	7.9	38.2	3.6	1.6	0.3	156.2

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, 2023, Australian Sea Freight 2020–21

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	44.3	18.7	7.4	7.5	3.0	na	1.5	0.0	82.4
2022–23	46.1	19.3	7.7	7.7	3.2	na	1.6	0.0	85.6

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, 2023, *Australian Sea Freight 2020–21*
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
2022–23	14.3	17.1	10.9	3.3	7.0	0.8	0.3	0.3	54.1

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

Source: BITRE estimates

Chapter 5: Passengers

Passengers

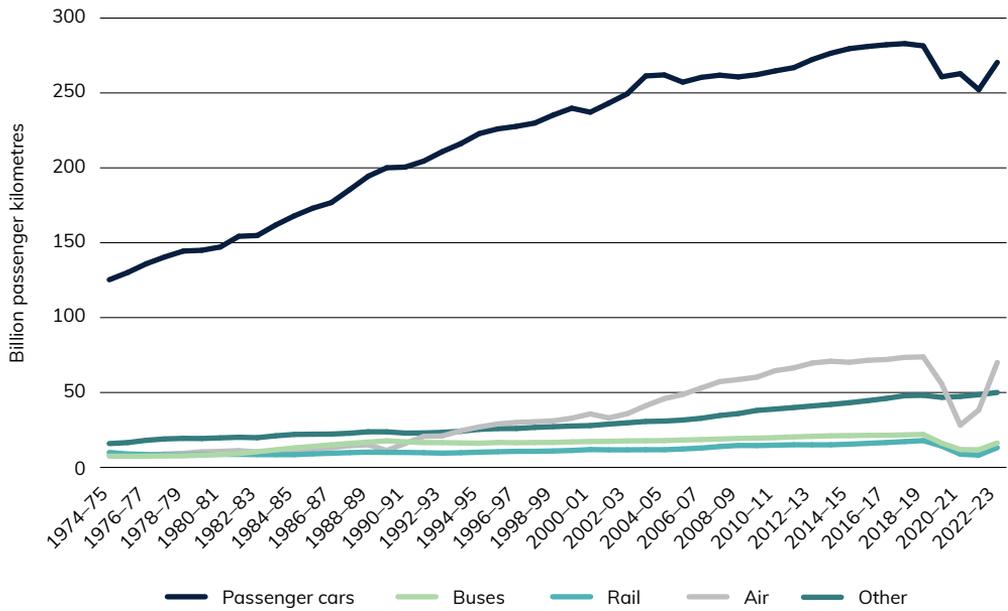
This chapter provides information on passenger transport activity, including nationally, by city pair, by capital city and by method of travel to work. The data in this chapter comes from a combination of BITRE's estimates, the ABS' Census Basic Community Profiles Series and Tourism Research Australia.

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). Passenger travel on other modes has generally been increasing, albeit with a dip over the pandemic period. Air travel expectedly fell most significantly, however in 2022–23 it had recovered to near its pre-pandemic level.

Figure 11 Australia's National Passenger Travel, 2022–23

Mode	Billion passenger kilometres	Change since previous year	Change since 10 years ago
Passenger Cars 	270	↑ 7.2%	↓ 0.7%
Buses 	16	↑ 38.7%	↓ 21.6%
Rail 	13	↑ 61.0%	↓ 12.6%
Air 	70	↑ 82.7%	↑ 0.5%
Other 	50	↑ 3.1%	↑ 22.0%
Total     	420	↑ 17.0%	↑ 0.3%

Source: BITRE estimates

Figure 12 Australian domestic passenger task, by mode of transport

Source: BITRE, 2023

Table 5.1 Total national motorised passenger travel, by transport mode

Financial year	Passenger cars	Buses	Rail	Air	Other	Total
	billion passenger km					
1974-75	125.3	7.4	10.0	8.3	15.9	166.8
1975-76	130.1	7.4	8.9	8.3	16.5	171.3
1976-77	136.0	7.5	8.6	8.0	18.1	178.1
1977-78	140.5	7.6	8.3	8.9	19.0	184.3
1978-79	144.4	7.7	8.2	9.4	19.4	189.0
1979-80	144.9	8.2	8.5	10.4	19.3	191.2
1980-81	147.1	8.7	8.7	10.7	19.7	195.0
1981-82	154.3	9.2	8.7	11.2	20.1	203.4
1982-83	154.8	10.5	8.5	10.3	19.8	203.9
1983-84	161.8	11.7	8.5	10.6	21.1	213.7
1984-85	167.9	13.0	8.5	11.3	22.0	222.7
1985-86	173.1	14.0	9.0	12.3	22.1	230.6
1986-87	176.8	15.0	9.4	13.2	22.2	236.6
1987-88	185.5	16.0	9.8	14.5	22.8	248.6
1988-89	194.4	16.9	10.2	15.1	23.8	260.3
1989-90	200.0	17.7	10.0	11.3	23.7	262.8
1990-91	200.5	17.0	10.0	16.0	22.9	266.3
1991-92	204.5	16.6	9.8	20.7	23.0	274.6
1992-93	210.8	16.5	9.5	21.0	23.4	281.2
1993-94	216.1	16.3	9.8	24.4	24.1	290.7
1994-95	222.9	16.1	10.1	27.0	25.4	301.5
1995-96	226.0	16.6	10.4	29.0	25.9	308.0
1996-97	227.7	16.4	10.7	30.0	26.0	310.8
1997-98	229.9	16.6	10.7	30.4	26.7	314.3
1998-99	235.3	16.6	10.9	31.1	27.2	321.0
1999-00	239.8	17.0	11.3	32.8	27.6	328.5
2000-01	237.2	17.3	11.9	35.7	27.9	329.9
2001-02	243.2	17.3	11.7	33.0	28.9	334.1
2002-03	249.5	17.7	11.7	35.8	29.7	344.4
2003-04	261.4	17.8	11.8	41.1	30.6	362.7
2004-05	262.1	17.8	11.8	45.9	30.9	368.5
2005-06	257.2	18.3	12.3	48.7	31.6	368.1
2006-07	260.4	18.6	12.9	53.0	32.8	377.7
2007-08	261.9	18.9	13.9	57.2	34.6	386.6
2008-09	260.7	19.3	14.6	58.6	35.9	389.1
2009-10	262.2	19.5	14.6	60.2	38.0	394.5
2010-11	264.7	19.8	14.8	64.6	39.0	402.9
2011-12	266.9	20.4	15.1	66.4	39.9	408.7
2012-13	272.3	20.7	15.0	69.7	41.0	418.7
2013-14	276.5	21.1	15.1	70.9	42.0	425.5
2014-15	279.6	21.2	15.5	70.2	43.2	429.5
2015-16	281.1	21.4	16.0	71.5	44.5	434.5
2016-17	282.2	21.4	16.6	72.0	46.0	438.2
2017-18	283.0	21.7	17.2	73.4	47.9	443.1
2018-19	281.4	22.0	17.9	73.8	48.1	443.2
2019-20	260.8	16.2	14.2	55.7	46.7	393.6
2020-21	262.9	11.9	8.8	28.2	47.3	359.1
2021-22	252.2	11.7	8.2	38.3	48.5	358.9
2022-23	270.4	16.2	13.2	70.0	50.0	419.9

Neglecting personal mobility devices (such as e-bikes and scooters)

See End Notes

Notes: Bus pkm values are very approximate, especially for post 2020 years.

The most significant element of Other is comprised of passenger travel in light commercial road vehicles.

The inclusion of remaining travel - walking, cycling and use of personal mobility devices (such as e-bikes and scooters) - could add around 14 billion pkm to the 2022-23 motorised total.

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					
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
2022–23	9 610	11 210	6 146	3 422	3 573	1 724

See end notes

Note: 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					
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
2022–23	2 048	9 846	1 867	1 089	376	118

See end notes

Note: 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					
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
2022–23	7 306	594	4 044	2 207	3 124	1 605

See end notes

Note: 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					
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
2022–23	257	770	235	127	73	1

See end notes

Note: These figures have been impacted by COVID-19

Sources: Tourism Research Australia, 2022

BITRE estimates

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

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
<i>billion passenger kilometres</i>								
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
2022–23	46.03	5.38	0.30	5.51	0.15	2.01	0.13	59.51

Neglecting personal mobility devices (such as e-bikes and scooters)

Source: BITRE estimates

Table 5.3b Total motorised 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	..	26.95
1977–78	22.76	2.09	0.20	1.82	0.53	0.56	..	27.96
1978–79	23.54	2.09	0.19	1.72	0.53	0.57	..	28.64
1979–80	23.76	2.00	0.19	1.61	0.52	0.58	..	28.66
1980–81	24.29	1.95	0.19	1.54	0.53	0.59	..	29.10
1981–82	25.83	1.95	0.20	1.39	0.54	0.61	..	30.52
1982–83	26.07	1.86	0.20	1.42	0.53	0.62	..	30.70
1983–84	27.08	1.97	0.21	1.45	0.54	0.64	..	31.89
1984–85	27.98	2.05	0.21	1.45	0.60	0.68	..	32.98
1985–86	29.07	2.21	0.20	1.55	0.62	0.71	..	34.36
1986–87	29.91	2.34	0.20	1.61	0.63	0.74	..	35.44
1987–88	31.46	2.54	0.20	1.54	0.65	0.78	..	37.16
1988–89	32.96	2.71	0.22	1.62	0.66	0.81	..	38.99
1989–90	33.74	2.74	0.20	1.64	0.53	0.85	..	39.72
1990–91	33.51	2.68	0.19	1.64	0.59	0.85	..	39.46
1991–92	33.97	2.73	0.19	1.77	0.59	0.81	..	40.07
1992–93	34.63	2.80	0.20	1.82	0.51	0.81	..	40.78
1993–94	35.30	2.89	0.20	1.83	0.51	0.84	..	41.56
1994–95	36.30	3.02	0.20	1.95	0.51	0.86	..	42.85
1995–96	37.03	2.96	0.20	2.00	0.52	0.88	..	43.60
1996–97	37.41	2.92	0.20	1.99	0.52	0.88	..	43.91
1997–98	38.15	2.97	0.20	1.91	0.52	0.90	..	44.65
1998–99	39.21	2.98	0.19	2.00	0.53	0.92	..	45.83
1999–00	40.12	2.98	0.19	2.12	0.56	0.93	..	46.91
2000–01	40.14	3.04	0.20	2.21	0.58	0.94	..	47.10
2001–02	40.88	3.12	0.21	2.31	0.59	0.95	..	48.06
2002–03	41.64	3.18	0.21	2.36	0.60	0.96	..	48.95
2003–04	43.04	3.26	0.22	2.44	0.60	0.96	..	50.52
2004–05	43.27	3.30	0.24	2.51	0.61	0.95	..	50.87
2005–06	42.80	3.38	0.26	2.81	0.62	0.96	..	50.84
2006–07	42.83	3.52	0.27	3.13	0.63	1.02	..	51.39
2007–08	43.39	3.69	0.27	3.56	0.65	1.13	..	52.70
2008–09	42.89	3.80	0.27	3.83	0.71	1.23	..	52.74
2009–10	43.56	3.99	0.28	3.95	0.70	1.29	..	53.77
2010–11	44.43	4.12	0.27	4.15	0.73	1.36	..	55.06
2011–12	45.07	4.23	0.26	4.03	0.77	1.53	..	55.90
2012–13	46.26	4.31	0.27	4.09	0.73	1.46	..	57.12
2013–14	47.19	4.45	0.27	4.10	0.71	1.53	..	58.25
2014–15	47.90	4.58	0.27	4.14	0.73	1.53	..	59.15
2015–16	48.21	4.73	0.28	4.33	0.78	1.52	..	59.85
2016–17	48.69	4.93	0.28	4.42	0.80	1.50	..	60.62
2017–18	49.02	5.21	0.28	4.54	0.80	1.50	..	61.36
2018–19	49.35	5.26	0.28	4.65	0.80	1.54	..	61.88
2019–20	45.84	5.16	0.24	3.59	0.55	1.18	..	56.57
2020–21	40.65	5.13	0.23	1.58	0.23	0.71	..	48.54
2021–22	42.51	5.36	0.24	1.93	0.32	0.83	..	51.19
2022–23	46.43	5.48	0.25	3.08	0.58	1.19	..	57.00

Neglecting personal mobility devices (such as e-bikes and scooters)

Note: Note: Rail travel values for Melbourne include an allowance for urban commuter travel on regional services; and bus travel values include estimates for SkyBus services.

.. Negligible or not available

Source: BITRE estimates

Table 5.3c Total motorised 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
2022–23	25.07	4.46	0.26	0.89	na	1.03	0.02	31.72

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

Source: BITRE estimates

Table 5.3d Total motorised 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
2022–23	11.74	1.32	0.08	0.20	0.03	0.50	na	13.88

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

Source: BITRE estimates

Table 5.3e Total motorised 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	0.001	9.82
1977–78	8.61	0.97	0.10	0.10	na	0.53	0.001	10.31
1978–79	8.86	1.00	0.10	0.10	na	0.52	0.001	10.58
1979–80	8.88	1.00	0.11	0.08	na	0.56	0.001	10.63
1980–81	8.95	1.02	0.11	0.07	na	0.58	0.001	10.74
1981–82	9.45	1.03	0.13	0.07	na	0.55	0.001	11.22
1982–83	9.53	0.99	0.13	0.08	na	0.55	0.001	11.29
1983–84	10.15	1.04	0.14	0.11	na	0.48	0.001	11.91
1984–85	10.52	1.06	0.14	0.11	na	0.46	0.001	12.29
1985–86	10.90	1.07	0.13	0.12	na	0.50	0.001	12.72
1986–87	11.19	1.06	0.13	0.12	na	0.51	0.001	13.02
1987–88	11.78	1.10	0.13	0.12	na	0.51	0.001	13.64
1988–89	12.36	1.16	0.14	0.11	na	0.54	0.001	14.32
1989–90	12.73	1.19	0.13	0.11	na	0.57	0.001	14.73
1990–91	12.65	1.15	0.11	0.09	na	0.55	0.001	14.56
1991–92	12.85	1.17	0.11	0.12	na	0.53	0.001	14.77
1992–93	13.31	1.22	0.10	0.17	na	0.52	0.001	15.32
1993–94	14.06	1.30	0.09	0.30	na	0.51	0.001	16.26
1994–95	14.96	1.41	0.09	0.30	na	0.52	0.001	17.29
1995–96	15.28	1.49	0.09	0.34	na	0.52	0.001	17.71
1996–97	15.44	1.49	0.09	0.38	na	0.52	0.001	17.91
1997–98	15.66	1.51	0.08	0.39	na	0.53	0.001	18.17
1998–99	16.08	1.51	0.08	0.38	na	0.52	0.001	18.58
1999–00	16.31	1.52	0.08	0.39	na	0.55	0.001	18.85
2000–01	16.11	1.52	0.09	0.41	na	0.57	0.001	18.71
2001–02	16.44	1.58	0.09	0.41	na	0.59	0.001	19.11
2002–03	16.89	1.62	0.09	0.42	na	0.60	0.001	19.62
2003–04	17.74	1.68	0.10	0.42	na	0.62	0.001	20.56
2004–05	18.02	1.70	0.11	0.44	na	0.64	0.001	20.91
2005–06	17.68	1.74	0.12	0.46	na	0.65	0.001	20.65
2006–07	18.08	1.82	0.14	0.50	na	0.65	0.001	21.20
2007–08	18.18	1.93	0.15	0.66	na	0.62	0.001	21.53
2008–09	18.69	2.00	0.16	0.87	na	0.64	0.001	22.35
2009–10	18.56	2.10	0.16	0.90	na	0.64	0.001	22.36
2010–11	18.78	2.16	0.16	0.94	na	0.66	0.001	22.71
2011–12	19.16	2.24	0.16	1.02	na	0.71	0.001	23.29
2012–13	19.50	2.32	0.16	1.06	na	0.74	0.001	23.78
2013–14	19.92	2.40	0.17	1.03	na	0.75	0.001	24.26
2014–15	20.18	2.51	0.17	1.05	na	0.74	0.001	24.65
2015–16	20.44	2.61	0.17	1.02	na	0.72	0.001	24.97
2016–17	20.52	2.66	0.17	0.98	na	0.70	0.001	25.03
2017–18	20.47	2.72	0.17	0.99	na	0.70	0.001	25.06
2018–19	20.44	2.74	0.17	1.01	na	0.70	0.001	25.06
2019–20	19.62	2.70	0.15	0.81	na	0.58	0.001	23.87
2020–21	20.53	2.77	0.16	0.70	na	0.52	0.001	24.68
2021–22	20.40	2.85	0.16	0.70	na	0.52	0.001	24.63
2022–23	21.26	2.95	0.17	0.86	na	0.61	0.001	25.86

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

Source: BITRE estimates

Table 5.3f Total motorised 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	0.021	1.51
1977–78	1.31	0.14	0.01	na	na	0.12	0.011	1.60
1978–79	1.37	0.15	0.01	na	na	0.11	0.005	1.64
1979–80	1.39	0.15	0.01	na	na	0.11	0.002	1.66
1980–81	1.42	0.15	0.01	na	na	0.11	0.001	1.69
1981–82	1.47	0.16	0.01	na	na	0.10	0.000	1.74
1982–83	1.47	0.17	0.01	na	na	0.09	0.000	1.74
1983–84	1.53	0.18	0.01	na	na	0.10	0.000	1.83
1984–85	1.59	0.20	0.01	na	na	0.10	0.000	1.90
1985–86	1.67	0.19	0.01	na	na	0.11	0.000	1.98
1986–87	1.68	0.19	0.01	na	na	0.11	0.000	1.99
1987–88	1.75	0.19	0.01	na	na	0.10	0.000	2.05
1988–89	1.82	0.19	0.01	na	na	0.10	0.000	2.12
1989–90	1.91	0.18	0.01	na	na	0.10	0.000	2.20
1990–91	1.92	0.17	0.01	na	na	0.10	0.000	2.20
1991–92	1.95	0.18	0.01	na	na	0.10	0.000	2.24
1992–93	2.02	0.19	0.01	na	na	0.10	0.000	2.33
1993–94	2.07	0.21	0.01	na	na	0.10	0.000	2.38
1994–95	2.10	0.22	0.01	na	na	0.10	0.000	2.43
1995–96	2.12	0.22	0.01	na	na	0.10	0.000	2.45
1996–97	2.12	0.22	0.01	na	na	0.09	0.000	2.45
1997–98	2.09	0.22	0.01	na	na	0.09	0.000	2.41
1998–99	2.08	0.22	0.01	na	na	0.09	0.000	2.40
1999–00	2.08	0.22	0.01	na	na	0.09	0.000	2.40
2000–01	2.02	0.22	0.01	na	na	0.09	0.000	2.35
2001–02	2.06	0.23	0.01	na	na	0.09	0.000	2.39
2002–03	2.14	0.23	0.01	na	na	0.09	0.000	2.47
2003–04	2.25	0.24	0.01	na	na	0.09	0.000	2.59
2004–05	2.20	0.24	0.01	na	na	0.09	0.000	2.55
2005–06	2.17	0.24	0.01	na	na	0.09	0.000	2.52
2006–07	2.19	0.25	0.01	na	na	0.09	0.000	2.55
2007–08	2.19	0.27	0.01	na	na	0.09	0.000	2.57
2008–09	2.16	0.28	0.01	na	na	0.10	0.000	2.55
2009–10	2.14	0.29	0.02	na	na	0.10	0.000	2.53
2010–11	2.12	0.29	0.01	na	na	0.10	0.000	2.53
2011–12	2.12	0.30	0.01	na	na	0.10	0.000	2.53
2012–13	2.14	0.31	0.01	na	na	0.10	0.000	2.55
2013–14	2.15	0.31	0.01	na	na	0.10	0.000	2.58
2014–15	2.15	0.32	0.02	na	na	0.10	0.000	2.59
2015–16	2.13	0.34	0.02	na	na	0.10	0.000	2.59
2016–17	2.11	0.35	0.02	na	na	0.10	0.000	2.58
2017–18	2.16	0.37	0.02	na	na	0.10	0.001	2.65
2018–19	2.17	0.37	0.02	na	na	0.11	0.001	2.66
2019–20	2.01	0.37	0.01	na	na	0.09	0.001	2.47
2020–21	2.08	0.37	0.01	na	na	0.08	0.001	2.55
2021–22	2.00	0.38	0.01	na	na	0.08	0.001	2.47
2022–23	1.93	0.38	0.01	na	na	0.08	0.001	2.41

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

Source: BITRE estimates

Table 5.3g Total motorised 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	..	0.44
1977–78	0.35	0.10	0.01	na	na	0.01	..	0.46
1978–79	0.37	0.10	0.01	na	na	0.01	..	0.49
1979–80	0.38	0.10	0.01	na	na	0.02	..	0.51
1980–81	0.41	0.11	0.01	na	na	0.02	..	0.55
1981–82	0.45	0.11	0.01	na	na	0.02	..	0.60
1982–83	0.47	0.10	0.02	na	na	0.03	..	0.61
1983–84	0.51	0.11	0.02	na	na	0.03	..	0.66
1984–85	0.55	0.11	0.02	na	na	0.03	..	0.71
1985–86	0.61	0.12	0.01	na	na	0.03	..	0.77
1986–87	0.63	0.12	0.01	na	na	0.03	..	0.79
1987–88	0.65	0.12	0.01	na	na	0.03	..	0.82
1988–89	0.66	0.12	0.01	na	na	0.04	..	0.84
1989–90	0.68	0.12	0.01	na	na	0.04	..	0.86
1990–91	0.69	0.12	0.01	na	na	0.05	..	0.86
1991–92	0.70	0.12	0.01	na	na	0.05	..	0.88
1992–93	0.72	0.12	0.01	na	na	0.05	..	0.90
1993–94	0.74	0.13	0.01	na	na	0.05	..	0.93
1994–95	0.79	0.14	0.01	na	na	0.05	..	0.99
1995–96	0.83	0.14	0.01	na	na	0.06	..	1.04
1996–97	0.84	0.15	0.01	na	na	0.06	..	1.06
1997–98	0.86	0.16	0.01	na	na	0.06	..	1.08
1998–99	0.87	0.16	0.01	na	na	0.06	..	1.10
1999–00	0.88	0.16	0.01	na	na	0.06	..	1.11
2000–01	0.85	0.16	0.01	na	na	0.06	..	1.08
2001–02	0.86	0.16	0.01	na	na	0.06	..	1.09
2002–03	0.87	0.17	0.01	na	na	0.06	..	1.10
2003–04	0.89	0.17	0.01	na	na	0.06	..	1.14
2004–05	0.88	0.17	0.01	na	na	0.06	..	1.13
2005–06	0.87	0.18	0.01	na	na	0.07	..	1.13
2006–07	0.90	0.19	0.01	na	na	0.07	..	1.17
2007–08	0.93	0.20	0.01	na	na	0.07	..	1.21
2008–09	0.95	0.21	0.01	na	na	0.07	..	1.25
2009–10	0.95	0.22	0.01	na	na	0.07	..	1.26
2010–11	0.96	0.23	0.01	na	na	0.07	..	1.28
2011–12	0.97	0.23	0.01	na	na	0.08	..	1.29
2012–13	0.99	0.24	0.01	na	na	0.09	..	1.35
2013–14	1.02	0.25	0.01	na	na	0.11	..	1.39
2014–15	1.02	0.26	0.01	na	na	0.11	..	1.40
2015–16	1.02	0.26	0.01	na	na	0.12	..	1.41
2016–17	1.05	0.27	0.01	na	na	0.12	..	1.45
2017–18	1.08	0.29	0.01	na	na	0.12	..	1.50
2018–19	1.08	0.29	0.01	na	na	0.12	..	1.49
2019–20	1.04	0.28	0.01	na	na	0.08	..	1.41
2020–21	1.10	0.28	0.01	na	na	0.07	..	1.46
2021–22	1.05	0.29	0.01	na	na	0.07	..	1.41
2022–23	1.03	0.29	0.01	na	na	0.07	..	1.40

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

Source: BITRE estimates

Table 5.3h Total motorised 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
2022–23	4.78	0.52	0.04	na	0.03	0.14	na	5.51

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

Source: BITRE estimates

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

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus ^(a)	Ferry	Total
billion passenger kilometres								
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	133.93
1991-92	113.50	9.11	0.84	7.03	0.62	4.85	0.13	136.08
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	143.05
1994-95	123.70	10.41	0.79	7.62	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	153.97
1998-99	131.42	11.35	0.68	8.22	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	9.13	0.61	5.29	0.15	161.47
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	167.88
2003-04	145.90	12.65	0.78	9.17	0.63	5.37	0.14	174.64
2004-05	146.80	12.71	0.84	9.29	0.64	5.46	0.15	175.89
2005-06	144.77	12.95	0.91	9.82	0.66	5.62	0.15	174.87
2006-07	146.33	13.45	0.98	10.32	0.67	5.77	0.15	177.68
2007-08	147.56	14.18	1.05	11.26	0.69	5.97	0.15	180.86
2008-09	147.25	14.62	1.12	11.79	0.76	6.28	0.16	181.98
2009-10	148.51	15.41	1.15	11.73	0.75	6.42	0.16	184.13
2010-11	150.58	15.85	1.13	11.94	0.78	6.63	0.16	187.07
2011-12	152.19	16.32	1.10	12.09	0.82	6.96	0.16	189.64
2012-13	155.81	16.75	1.13	12.17	0.79	6.97	0.17	193.78
2013-14	158.53	17.19	1.15	12.28	0.77	7.08	0.18	197.18
2014-15	160.60	17.67	1.17	12.66	0.80	7.05	0.17	200.11
2015-16	161.85	18.21	1.19	13.14	0.87	7.06	0.18	202.50
2016-17	162.98	18.91	1.19	13.63	0.88	7.06	0.18	204.83
2017-18	163.76	19.66	1.19	14.21	0.89	7.24	0.18	207.13
2018-19	163.64	19.87	1.18	14.78	0.90	7.53	0.18	208.07
2019-20	152.29	19.49	1.03	11.80	0.67	5.88	0.13	191.29
2020-21	151.68	19.74	1.06	7.28	0.36	4.30	0.08	184.51
2021-22	146.01	20.24	1.10	6.54	0.44	4.02	0.08	178.43
2022-23	158.28	20.80	1.13	10.54	0.79	5.62	0.15	197.31

For motorised passenger travel within the capital cities, neglecting personal mobility devices (such as e-bikes and scooters).

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 5.3j Total passenger kilometres travelled by capital city – Australian capital cities

Financial year	All private motor vehicles	All mass transit	Walk	Other (cycle and electric personal mobility)	Total
1978–79	87.08	9.94	3.57	0.90	101.49
1979–80	87.50	10.42	3.55	0.90	102.38
1980–81	88.89	10.60	3.55	0.92	103.96
1981–82	93.42	10.65	3.61	0.97	108.65
1982–83	93.69	10.51	3.56	0.99	108.75
1983–84	98.29	10.55	3.64	1.06	113.54
1984–85	102.17	10.69	3.71	1.13	117.70
1985–86	105.90	11.30	3.80	1.20	122.20
1986–87	108.48	11.67	3.85	1.26	125.26
1987–88	113.74	12.09	3.98	1.34	131.15
1988–89	118.96	12.52	4.12	1.41	137.01
1989–90	121.79	12.49	4.15	1.36	139.79
1990–91	121.27	12.66	4.15	1.22	139.30
1991–92	123.45	12.63	4.15	1.13	141.35
1992–93	127.04	12.37	4.17	1.13	144.70
1993–94	130.35	12.69	4.24	1.13	148.42
1994–95	134.90	13.28	4.37	1.15	153.70
1995–96	136.93	13.60	4.43	1.14	156.10
1996–97	137.71	13.88	4.45	1.13	157.17
1997–98	140.05	13.92	4.50	1.13	159.60
1998–99	143.45	14.06	4.58	1.13	163.22
1999–00	146.74	14.52	4.67	1.14	167.07
2000–01	146.29	15.18	4.72	1.14	167.33
2001–02	149.47	14.91	4.77	1.18	170.32
2002–03	152.79	15.08	4.85	1.22	173.94
2003–04	159.32	15.31	4.96	1.28	180.87
2004–05	160.34	15.54	5.04	1.33	182.25
2005–06	158.62	16.25	5.12	1.36	181.34
2006–07	160.76	16.92	5.24	1.42	184.33
2007–08	162.79	18.07	5.41	1.48	187.76
2008–09	162.99	18.99	5.57	1.54	189.09
2009–10	165.08	19.06	5.67	1.60	191.41
2010–11	167.56	19.51	5.82	1.68	194.57
2011–12	169.61	20.03	5.94	1.75	197.33
2012–13	173.69	20.09	6.05	1.83	201.66
2013–14	176.87	20.31	6.17	1.88	205.23
2014–15	179.43	20.68	6.25	1.93	208.29
2015–16	181.25	21.24	6.34	1.94	210.78
2016–17	183.08	21.75	6.41	1.96	213.20
2017–18	184.61	22.53	6.50	1.98	215.62
2018–19	184.68	23.39	6.56	1.99	216.63
2019–20	172.80	18.49	6.08	2.08	199.45
2020–21	172.48	12.02	5.89	2.17	192.56
2021–22	167.35	11.08	5.65	2.21	186.28
2022–23	180.21	17.10	6.29	2.41	206.01

For all estimated passenger travel within the capital cities.

All private motor vehicles includes passenger travel by cars, commercial road vehicles and motorcycles.

All mass transit includes passenger travel on heavy rail, light rail, bus and ferry.

Walk includes rough estimates of both 'walk only' trips and 'walk linked' trips (i.e. walking trips at the start or end of a journey, or to re-locate between modes during a journey).

Other includes rough estimates of cycling and use of personal mobility devices (such as e-bikes and scooters etc).

Note: The total bus pkm component within the 'All mass transit' totals are calculated as the sum of urban passenger transport (UPT) bus values and other private bus usage. UPT bus use refers solely to public route buses, whereas other private bus values include usage such as by charter/hire 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

Table 5.5a Total public transport patronage by capital city – Sydney

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
	million passenger trips				
1976–77	181.1	0.0	266.6	10.5	458.3
1977–78	177.8	0.0	268.4	11.2	457.3
1978–79	177.6	0.0	260.9	11.6	450.2
1979–80	201.3	0.0	264.4	12.9	478.7
1980–81	207.9	0.0	269.6	13.1	490.5
1981–82	214.9	0.0	263.4	14.7	493.0
1982–83	202.8	0.0	265.3	15.1	483.2
1983–84	198.1	0.0	263.4	15.5	477.1
1984–85	197.0	0.0	268.5	15.9	481.4
1985–86	214.9	0.0	269.5	16.4	500.7
1986–87	222.1	0.0	275.5	17.8	515.4
1987–88	243.1	0.0	281.5	15.3	539.9
1988–89	243.9	3.5	280.7	17.0	545.0
1989–90	248.3	3.5	273.6	18.6	543.9
1990–91	250.6	3.4	282.7	15.2	551.9
1991–92	243.2	3.4	281.7	13.2	541.5
1992–93	232.3	3.4	270.1	11.3	517.1
1993–94	236.6	3.4	271.7	11.7	523.3
1994–95	250.4	3.4	274.7	12.6	541.1
1995–96	256.1	4.0	282.8	13.3	556.3
1996–97	263.8	4.7	288.9	13.8	571.3
1997–98	265.6	5.4	293.2	13.9	578.1
1998–99	269.5	5.8	295.8	14.0	585.1
1999–00	278.7	6.2	291.6	14.1	590.6
2000–01	302.6	6.7	286.6	15.7	611.6
2001–02	276.4	6.3	274.5	14.5	571.7
2002–03	273.4	6.2	275.1	14.4	569.1
2003–04	273.3	5.1	273.1	15.0	566.5
2004–05	270.3	6.2	272.2	15.1	563.8
2005–06	273.7	5.7	272.0	15.1	566.4
2006–07	281.3	6.3	276.5	15.1	579.2
2007–08	295.9	6.2	284.2	15.0	601.2
2008–09	304.8	6.0	289.9	15.7	616.4
2009–10	302.3	5.8	282.5	15.9	606.5
2010–11	311.4	5.6	288.2	16.0	621.3
2011–12	321.1	5.9	292.9	16.3	636.3
2012–13	323.8	5.7	295.0	16.5	641.0
2013–14	332.2	3.9	296.6	17.6	650.2
2014–15	345.2	6.1	295.6	16.3	663.3
2015–16	361.1	9.7	298.6	17.0	686.5
2016–17	385.9	10.0	301.6	17.2	714.7
2017–18	404.3	10.3	315.6	17.5	747.6
2018–19	420.3	10.7	337.8	17.1	785.9
2019–20	347.6	13.4	272.4	12.6	645.9
2020–21	237.9	18.7	192.1	7.0	455.8
2021–22	177.9	17.4	148.4	7.5	351.2
2022–23	309.4	37.7	250.7	15.0	612.7

Note: Rail travel values for Sydney include NSW Trainlink Intercity patronage; and Ferry values include a rough allowance for various private services/operators.

The higher 2022–23 UPT total for Sydney's Greater Metropolitan Area (including Newcastle and Illawarra UPT services) is approx. 624.5 million passenger trips.

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Table 5.5b Total public transport patronage by capital city – Melbourne

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
	million passenger trips				
1976–77	118.6	102.9	83.5	..	305.0
1977–78	112.1	101.3	82.1	..	295.5
1978–79	106.8	101.1	81.6	..	289.5
1979–80	101.0	98.9	80.8	..	280.7
1980–81	97.6	100.1	80.1	..	277.8
1981–82	89.3	102.4	80.9	..	272.5
1982–83	91.7	101.3	80.7	..	273.6
1983–84	94.6	102.1	82.0	..	278.7
1984–85	97.8	109.4	86.7	..	293.9
1985–86	103.2	112.4	88.2	..	303.9
1986–87	106.3	113.3	89.3	..	308.9
1987–88	100.5	115.6	91.4	..	307.5
1988–89	106.0	118.9	92.5	..	317.5
1989–90	107.5	95.6	90.0	..	293.1
1990–91	107.3	107.6	88.8	..	303.7
1991–92	109.4	112.0	88.9	..	310.2
1992–93	106.5	100.9	87.6	..	295.0
1993–94	101.5	104.0	85.6	..	291.1
1994–95	105.9	108.6	87.6	..	302.0
1995–96	109.8	114.1	88.9	..	312.8
1996–97	113.2	115.4	86.3	..	314.9
1997–98	113.6	117.2	85.1	..	315.9
1998–99	118.9	121.6	84.6	..	325.2
1999–00	125.9	129.8	84.0	..	339.8
2000–01	131.0	133.9	83.1	..	348.1
2001–02	135.9	137.2	82.1	..	355.2
2002–03	139.0	140.6	82.6	..	362.1
2003–04	140.6	142.5	81.6	..	364.7
2004–05	146.0	145.3	79.2	..	370.4
2005–06	163.5	151.1	80.5	..	395.1
2006–07	180.2	154.9	86.4	..	421.5
2007–08	203.7	158.3	92.9	..	455.0
2008–09	217.0	178.1	100.4	..	495.5
2009–10	223.3	175.6	104.2	..	503.1
2010–11	233.8	182.7	108.5	..	525.0
2011–12	227.1	191.6	125.8	..	544.5
2012–13	230.3	182.7	118.5	..	531.5
2013–14	230.9	176.9	128.0	..	535.9
2014–15	232.8	182.1	127.2	..	542.1
2015–16	241.2	203.8	126.0	..	571.0
2016–17	245.6	204.0	121.6	..	571.2
2017–18	251.1	206.3	121.5	..	578.9
2018–19	254.7	205.4	125.8	..	585.9
2019–20	197.0	141.8	100.8	..	439.6
2020–21	86.3	60.2	59.3	..	205.9
2021–22	105.1	82.9	68.0	..	256.1
2022–23	167.0	147.6	103.3	..	417.9

Note: Rail travel values for Melbourne include a rough allowance for urban commuter travel on regional services; and bus travel values include estimates for SkyBus services.

.. Negligible or not available

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Table 5.5c Total public transport patronage by capital city – Brisbane

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
	million passenger trips				
1976–77	29.3	na	61.5	1.4	92.2
1977–78	27.5	na	62.6	1.3	91.4
1978–79	25.8	na	61.4	1.3	88.6
1979–80	28.0	na	59.9	1.4	89.3
1980–81	30.3	na	54.6	1.4	86.3
1981–82	32.4	na	56.1	1.4	89.9
1982–83	33.1	na	56.5	1.5	91.1
1983–84	35.8	na	53.3	1.3	90.4
1984–85	37.4	na	53.1	1.0	91.5
1985–86	40.3	na	52.0	1.1	93.4
1986–87	43.0	na	52.7	1.2	96.9
1987–88	45.0	na	54.9	1.3	101.2
1988–89	49.4	na	59.4	1.2	110.0
1989–90	43.3	na	56.0	1.1	100.4
1990–91	42.1	na	57.8	1.1	101.0
1991–92	40.1	na	60.5	1.2	101.8
1992–93	39.4	na	58.3	1.4	99.1
1993–94	38.4	na	58.7	1.6	98.6
1994–95	37.0	na	64.7	1.8	103.5
1995–96	39.2	na	60.5	2.2	101.8
1996–97	41.5	na	59.5	2.5	103.5
1997–98	41.5	na	57.4	2.9	101.9
1998–99	41.0	na	49.3	3.2	93.4
1999–00	42.2	na	52.6	3.4	98.2
2000–01	44.2	na	51.8	3.6	99.6
2001–02	45.0	na	53.7	3.5	102.1
2002–03	45.7	na	55.7	3.5	104.8
2003–04	47.1	na	59.0	4.0	110.2
2004–05	47.2	na	65.0	5.2	117.4
2005–06	50.2	na	72.6	5.7	128.4
2006–07	52.0	na	77.1	6.0	135.2
2007–08	53.6	na	81.9	6.1	141.6
2008–09	57.6	na	88.0	6.4	152.0
2009–10	55.3	na	93.1	6.3	154.7
2010–11	54.1	na	94.9	4.3	153.4
2011–12	54.0	na	98.0	5.3	157.3
2012–13	51.9	na	96.3	5.9	154.1
2013–14	51.8	na	94.8	6.2	152.8
2014–15	52.4	na	93.7	6.4	152.6
2015–16	53.1	na	94.5	7.0	154.6
2016–17	53.1	na	92.6	6.7	152.4
2017–18	54.8	na	94.1	6.9	155.8
2018–19	57.1	na	97.7	6.6	161.4
2019–20	45.3	na	78.5	5.2	129.0
2020–21	33.4	na	61.8	3.9	99.1
2021–22	32.4	na	58.5	3.2	94.1
2022–23	43.8	na	78.6	4.2	126.6

Note: Rail travel values for Brisbane include estimated Airtrain patronage.

The higher 2022–23 UPT total for South East Queensland (including Gold Coast and Sunshine Coast UPT services) is approx. 155.6 million passenger trips, including 10.4 million on Gold Coast light rail.

na: not applicable.

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Table 5.5d Total public transport patronage by capital city – Adelaide

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
	million passenger trips				
1976–77	12.2	1.3	57.2	na	70.7
1977–78	11.9	1.3	56.3	na	69.5
1978–79	11.6	2.0	56.8	na	70.4
1979–80	13.1	3.0	57.6	na	73.6
1980–81	13.8	2.9	62.5	na	79.2
1981–82	14.7	2.9	63.3	na	80.9
1982–83	12.9	2.8	55.3	na	71.0
1983–84	12.4	2.8	55.5	na	70.7
1984–85	11.8	2.7	52.9	na	67.4
1985–86	12.8	2.6	53.5	na	68.9
1986–87	12.5	2.6	52.4	na	67.5
1987–88	9.5	2.4	53.7	na	65.6
1988–89	10.1	2.7	49.8	na	62.5
1989–90	10.0	2.2	51.1	na	63.3
1990–91	8.9	2.2	54.3	na	65.5
1991–92	8.4	2.1	53.3	na	63.7
1992–93	9.1	1.8	49.8	na	60.6
1993–94	10.5	1.8	48.9	na	61.2
1994–95	10.9	2.0	49.6	na	62.5
1995–96	10.8	1.9	48.2	na	60.9
1996–97	10.7	1.9	47.5	na	60.1
1997–98	10.5	1.9	46.9	na	59.3
1998–99	10.3	1.9	44.0	na	56.2
1999–00	10.3	1.9	43.0	na	55.2
2000–01	10.2	2.0	44.8	na	57.0
2001–02	10.5	2.0	46.2	na	58.7
2002–03	11.0	2.0	47.1	na	60.1
2003–04	11.3	2.2	46.5	na	60.0
2004–05	11.3	2.1	47.5	na	60.9
2005–06	11.9	2.1	49.6	na	63.6
2006–07	11.8	2.4	50.6	na	64.8
2007–08	11.8	3.0	51.6	na	66.4
2008–09	12.1	3.3	52.7	na	68.1
2009–10	11.8	3.9	53.6	na	69.2
2010–11	10.7	4.7	52.0	na	67.3
2011–12	9.6	5.7	51.0	na	66.3
2012–13	10.0	7.1	50.4	na	67.5
2013–14	10.5	9.2	51.1	na	70.9
2014–15	13.6	9.3	51.8	na	74.7
2015–16	14.2	9.3	51.4	na	74.9
2016–17	14.4	9.3	51.1	na	74.8
2017–18	14.5	9.5	51.1	na	75.0
2018–19	15.7	9.4	51.1	na	76.2
2019–20	13.3	7.4	42.9	na	63.5
2020–21	9.1	6.0	36.9	na	52.1
2021–22	7.8	5.5	34.2	na	47.5
2022–23	12.1	7.5	40.5	na	60.1

na: not applicable.

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Table 5.5e Total public transport patronage by capital city – Perth

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
	million passenger trips				
1976–77	7.8	na	54.0	0.4	62.2
1977–78	8.9	na	54.5	0.4	63.7
1978–79	8.7	na	53.0	0.4	62.1
1979–80	7.2	na	56.1	0.4	63.8
1980–81	6.5	na	56.8	0.4	63.7
1981–82	6.1	na	53.8	0.5	60.4
1982–83	6.8	na	54.1	0.5	61.3
1983–84	8.7	na	46.6	0.5	55.8
1984–85	8.7	na	44.9	0.5	54.1
1985–86	9.8	na	48.0	0.5	58.3
1986–87	9.7	na	49.4	0.6	59.6
1987–88	9.4	na	48.8	0.6	58.9
1988–89	8.8	na	52.0	0.6	61.4
1989–90	8.4	na	54.9	0.6	63.9
1990–91	7.6	na	53.4	0.5	61.5
1991–92	9.6	na	51.3	0.5	61.5
1992–93	13.6	na	49.1	0.5	63.2
1993–94	22.9	na	46.0	0.5	69.4
1994–95	23.4	na	48.1	0.4	71.9
1995–96	25.9	na	45.6	0.5	72.0
1996–97	29.0	na	46.9	0.6	76.5
1997–98	29.2	na	46.7	0.6	76.5
1998–99	28.9	na	46.3	0.5	75.7
1999–00	29.5	na	48.6	0.5	78.6
2000–01	31.2	na	52.0	0.6	83.8
2001–02	31.0	na	54.5	0.5	86.0
2002–03	31.4	na	56.3	0.5	88.2
2003–04	31.1	na	59.0	0.5	90.6
2004–05	32.7	na	61.9	0.5	95.1
2005–06	34.1	na	63.9	0.5	98.5
2006–07	35.8	na	64.6	0.5	100.9
2007–08	42.6	na	65.7	0.5	108.8
2008–09	54.8	na	73.6	0.5	128.8
2009–10	56.4	na	74.8	0.5	131.6
2010–11	58.9	na	76.6	0.5	136.0
2011–12	63.0	na	80.6	0.5	144.1
2012–13	65.7	na	83.5	0.5	149.7
2013–14	63.5	na	83.7	0.4	147.6
2014–15	64.2	na	84.1	0.4	148.8
2015–16	62.6	na	82.4	0.6	145.6
2016–17	60.1	na	80.0	0.7	140.9
2017–18	60.6	na	78.5	0.7	139.8
2018–19	61.5	na	79.3	0.6	141.5
2019–20	49.7	na	66.3	0.6	116.6
2020–21	43.0	na	58.7	0.6	102.3
2021–22	42.8	na	58.9	0.5	102.2
2022–23	53.2	na	69.4	0.7	123.3

na: not applicable.

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Table 5.5f Total public transport patronage by capital city – Hobart

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
	million passenger trips				
1976–77	na	na	15.3	7.05	22.3
1977–78	na	na	14.9	3.52	18.4
1978–79	na	na	13.4	1.76	15.2
1979–80	na	na	13.3	0.59	13.9
1980–81	na	na	13.2	0.20	13.4
1981–82	na	na	10.9	0.10	11.0
1982–83	na	na	10.4	0.09	10.5
1983–84	na	na	11.2	0.08	11.3
1984–85	na	na	11.2	0.07	11.3
1985–86	na	na	11.2	0.06	11.3
1986–87	na	na	11.1	0.06	11.2
1987–88	na	na	10.4	0.05	10.5
1988–89	na	na	9.6	0.05	9.6
1989–90	na	na	10.0	0.04	10.0
1990–91	na	na	9.5	0.04	9.6
1991–92	na	na	9.6	0.03	9.6
1992–93	na	na	9.5	0.03	9.5
1993–94	na	na	9.3	0.03	9.3
1994–95	na	na	9.3	0.03	9.3
1995–96	na	na	9.1	0.03	9.1
1996–97	na	na	8.4	0.03	8.4
1997–98	na	na	7.8	0.03	7.9
1998–99	na	na	7.6	0.03	7.6
1999–00	na	na	7.5	0.03	7.5
2000–01	na	na	7.6	0.03	7.6
2001–02	na	na	7.6	0.03	7.6
2002–03	na	na	7.6	0.03	7.6
2003–04	na	na	7.7	0.03	7.7
2004–05	na	na	7.6	0.03	7.6
2005–06	na	na	7.6	0.03	7.7
2006–07	na	na	7.7	0.05	7.7
2007–08	na	na	7.4	0.06	7.5
2008–09	na	na	7.7	0.08	7.8
2009–10	na	na	7.8	0.09	7.9
2010–11	na	na	8.1	0.10	8.2
2011–12	na	na	8.0	0.10	8.1
2012–13	na	na	7.8	0.10	7.9
2013–14	na	na	7.9	0.10	8.0
2014–15	na	na	8.0	0.09	8.0
2015–16	na	na	7.7	0.05	7.7
2016–17	na	na	7.7	0.05	7.7
2017–18	na	na	7.9	0.10	8.0
2018–19	na	na	8.0	0.10	8.1
2019–20	na	na	6.8	0.08	6.9
2020–21	na	na	6.5	0.06	6.6
2021–22	na	na	6.5	0.20	6.7
2022–23	na	na	6.5	0.25	6.8

Note: Ferry values include rough allowances for various private services/operators.

na: not applicable.

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Table 5.5g Total public transport patronage by capital city – Darwin

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
	million passenger trips				
1976–77	na	na	0.7	..	0.7
1977–78	na	na	0.7	..	0.7
1978–79	na	na	0.8	..	0.8
1979–80	na	na	1.2	..	1.2
1980–81	na	na	1.6	..	1.6
1981–82	na	na	1.8	..	1.8
1982–83	na	na	2.1	..	2.1
1983–84	na	na	2.1	..	2.1
1984–85	na	na	2.1	..	2.1
1985–86	na	na	2.2	..	2.2
1986–87	na	na	1.9	..	1.9
1987–88	na	na	2.4	..	2.4
1988–89	na	na	3.0	..	3.0
1989–90	na	na	2.9	..	2.9
1990–91	na	na	3.2	..	3.2
1991–92	na	na	3.2	..	3.2
1992–93	na	na	3.0	..	3.0
1993–94	na	na	3.1	..	3.1
1994–95	na	na	3.3	..	3.3
1995–96	na	na	3.7	..	3.7
1996–97	na	na	3.6	..	3.6
1997–98	na	na	3.6	..	3.6
1998–99	na	na	3.5	..	3.5
1999–00	na	na	3.5	..	3.5
2000–01	na	na	3.6	..	3.6
2001–02	na	na	3.7	..	3.7
2002–03	na	na	3.9	..	3.9
2003–04	na	na	3.9	..	3.9
2004–05	na	na	4.0	..	4.0
2005–06	na	na	4.1	..	4.1
2006–07	na	na	4.2	..	4.2
2007–08	na	na	4.3	..	4.3
2008–09	na	na	4.5	..	4.5
2009–10	na	na	4.8	..	4.8
2010–11	na	na	4.9	..	4.9
2011–12	na	na	5.0	..	5.0
2012–13	na	na	5.2	..	5.2
2013–14	na	na	5.3	..	5.3
2014–15	na	na	5.4	..	5.4
2015–16	na	na	5.5	..	5.5
2016–17	na	na	5.6	..	5.6
2017–18	na	na	5.7	..	5.7
2018–19	na	na	5.6	..	5.6
2019–20	na	na	5.1	..	5.1
2020–21	na	na	4.4	..	4.4
2021–22	na	na	4.4	..	4.4
2022–23	na	na	4.5	..	4.5

Note: Bus values include rough allowances for school bus travel and various private services. 2022–23 value highly uncertain due to ticketing issues.

na: not applicable.

.. Negligible or not available

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Table 5.5h Total public transport patronage by capital city – Canberra

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
	million passenger trips				
1976–77	na	na	14.4	na	14.4
1977–78	na	na	14.6	na	14.6
1978–79	na	na	16.4	na	16.4
1979–80	na	na	18.7	na	18.7
1980–81	na	na	18.0	na	18.0
1981–82	na	na	17.2	na	17.2
1982–83	na	na	20.4	na	20.4
1983–84	na	na	22.9	na	22.9
1984–85	na	na	24.0	na	24.0
1985–86	na	na	23.1	na	23.1
1986–87	na	na	24.1	na	24.1
1987–88	na	na	24.8	na	24.8
1988–89	na	na	24.6	na	24.6
1989–90	na	na	25.1	na	25.1
1990–91	na	na	25.0	na	25.0
1991–92	na	na	24.4	na	24.4
1992–93	na	na	23.7	na	23.7
1993–94	na	na	23.1	na	23.1
1994–95	na	na	24.0	na	24.0
1995–96	na	na	24.0	na	24.0
1996–97	na	na	24.1	na	24.1
1997–98	na	na	23.2	na	23.2
1998–99	na	na	21.6	na	21.6
1999–00	na	na	21.3	na	21.3
2000–01	na	na	20.6	na	20.6
2001–02	na	na	20.5	na	20.5
2002–03	na	na	21.0	na	21.0
2003–04	na	na	20.7	na	20.7
2004–05	na	na	20.4	na	20.4
2005–06	na	na	21.1	na	21.1
2006–07	na	na	20.8	na	20.8
2007–08	na	na	20.8	na	20.8
2008–09	na	na	20.8	na	20.8
2009–10	na	na	19.4	na	19.4
2010–11	na	na	18.8	na	18.8
2011–12	na	na	18.8	na	18.8
2012–13	na	na	18.8	na	18.8
2013–14	na	na	18.4	na	18.4
2014–15	na	na	18.2	na	18.2
2015–16	na	na	18.3	na	18.3
2016–17	na	na	18.8	na	18.8
2017–18	na	na	19.4	na	19.4
2018–19	na	0.9	19.7	na	20.6
2019–20	na	3.7	14.8	na	18.5
2020–21	na	3.0	12.4	na	15.4
2021–22	na	2.4	9.8	na	12.2
2022–23	na	3.8	14.4	na	18.2

na: not applicable.

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Table 5.5i Total public transport patronage by capital city – Australian capital cities

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
	million passenger trips				
1976–77	349.0	104.2	553.0	19.4	1025.7
1977–78	338.2	102.6	554.1	16.4	1011.3
1978–79	330.6	103.1	544.4	15.1	993.2
1979–80	350.6	101.9	552.0	15.3	1019.9
1980–81	356.1	103.0	556.3	15.1	1030.5
1981–82	357.3	105.3	547.3	16.7	1026.6
1982–83	347.3	104.1	544.8	17.2	1013.3
1983–84	349.7	104.9	537.1	17.3	1009.0
1984–85	352.7	112.1	543.4	17.5	1025.7
1985–86	380.9	115.0	547.7	18.0	1061.7
1986–87	393.6	115.9	556.4	19.6	1085.5
1987–88	407.4	118.0	567.9	17.3	1110.6
1988–89	418.1	125.1	571.6	18.8	1133.7
1989–90	417.4	101.3	563.6	20.4	1102.6
1990–91	416.4	113.2	574.8	16.9	1121.2
1991–92	410.6	117.5	572.8	15.0	1115.9
1992–93	400.9	106.1	551.2	13.2	1071.3
1993–94	409.9	109.2	546.3	13.8	1079.2
1994–95	427.6	113.9	561.2	14.9	1117.6
1995–96	441.8	120.0	562.8	16.0	1140.7
1996–97	458.2	122.0	565.1	17.0	1162.3
1997–98	460.4	124.5	564.0	17.5	1166.3
1998–99	468.7	129.3	552.7	17.7	1168.3
1999–00	486.5	138.0	552.1	18.0	1194.7
2000–01	519.3	142.6	550.0	19.9	1231.8
2001–02	498.8	145.5	542.8	18.5	1205.5
2002–03	500.4	148.8	549.2	18.4	1216.8
2003–04	503.4	149.7	551.5	19.5	1224.1
2004–05	507.5	153.6	557.6	20.8	1239.5
2005–06	533.3	158.8	571.5	21.3	1284.8
2006–07	561.1	163.6	587.8	21.7	1334.3
2007–08	607.8	167.4	608.8	21.6	1405.6
2008–09	646.3	187.4	637.5	22.6	1493.8
2009–10	649.0	185.3	640.1	22.8	1497.2
2010–11	668.8	193.0	652.2	20.9	1534.9
2011–12	674.9	203.2	680.1	22.2	1580.4
2012–13	681.6	195.5	675.4	23.0	1575.6
2013–14	688.9	190.0	685.8	24.3	1589.1
2014–15	708.2	197.5	684.0	23.2	1613.0
2015–16	732.3	222.8	684.4	24.6	1664.2
2016–17	759.1	223.3	679.0	24.7	1686.1
2017–18	785.2	226.0	693.8	25.2	1730.3
2018–19	809.3	226.5	724.9	24.5	1785.2
2019–20	652.8	166.2	587.6	18.4	1425.1
2020–21	409.7	88.0	432.2	11.6	941.5
2021–22	366.1	108.3	388.7	11.3	874.5
2022–23	585.5	196.6	567.9	20.2	1370.2

Notes: In Table 5.3, total bus pkm values are calculated as the sum of urban passenger transport (UPT) bus travel and other private bus usage (such as by charter buses). Here the UPT bus patronage values refer solely to public route buses (including dedicated school buses).

The heavy rail values include estimated urban commuter travel on regional train services into the capital cities.

Values comprise all estimated passenger boardings (including free travel, transfers and a rough allowance for fare evasion).

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Chapter 6: Road

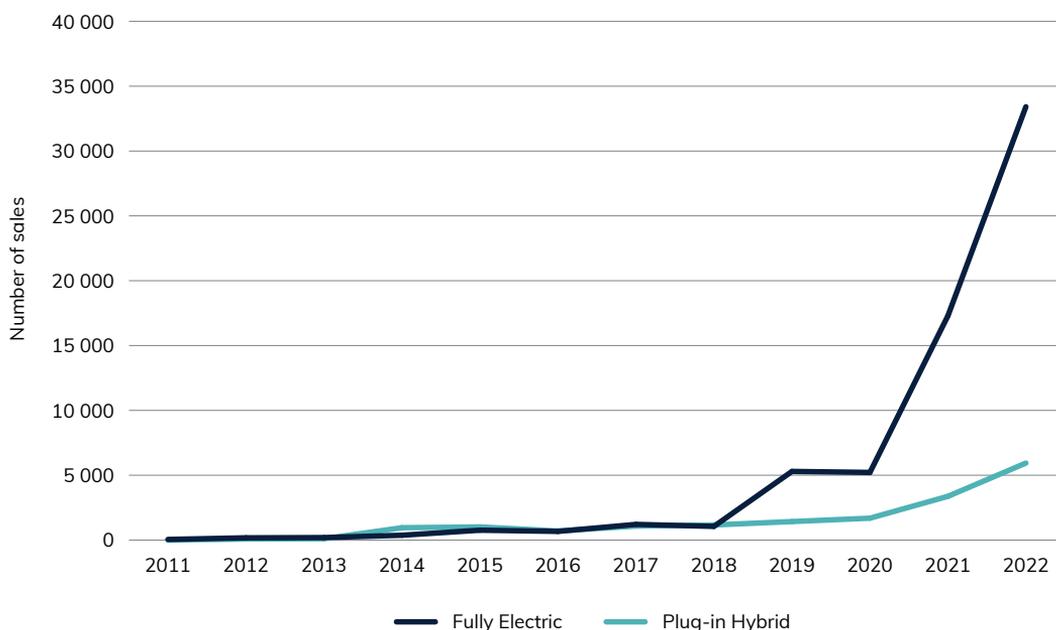
This chapter provides the following information on Australian roads: road distances, road length in kilometers, licence registration transactions over different vehicle types, electric vehicles attributes and registration transactions.

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 93 per cent between 2021 and 2022.

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, 2023, State of Electric Vehicles

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	911	1 375	3 934	3 936	287
Melbourne	-	-	1 777	726	3 419	3 754	663
Brisbane	-	-	-	2 034	4 316	3 426	1 195
Adelaide	-	-	-	-	2 695	3 030	1 160
Perth	-	-	-	-	-	3 854	3 716
Darwin	-	-	-	-	-	-	3 935

Source: Google maps as at 16 November 2023

Table 6.2a Australian road length, by type of road

Calendar year	Paved undivided	Paved divided	Paved freeway			Paved tunnel	Paved total
			Kilometres				
1975	225 392	2 821	444		0	228 657	
1976	230 356	2 969	522		1	233 847	
1977	235 371	3 117	558		1	239 046	
1978	239 425	3 265	595		1	243 285	
1979	243 494	3 413	656		1	247 564	
1980	249 034	3 561	711		1	253 307	
1981	256 399	3 710	720		1	260 828	
1982	261 129	3 858	761		1	265 748	
1983	265 008	4 006	799		1	269 813	
1984	269 202	4 154	836		1	274 192	
1985	273 487	4 302	892		1	278 681	
1986	278 112	4 450	918		1	283 480	
1987	281 933	4 598	1 016		1	287 548	
1988	285 713	4 746	1 082		1	291 542	
1989	288 617	4 895	1 215		1	294 726	
1990	292 483	5 043	1 293		1	298 820	
1991	295 727	5 191	1 306		1	302 225	
1992	298 901	5 339	1 393		1	305 634	
1993	302 895	5 487	1 484		4	309 870	
1994	307 126	5 635	1 585		4	314 350	
1995	311 285	5 783	1 763		4	318 836	
1996	314 440	5 931	1 822		4	322 197	
1997	318 970	6 080	1 865		5	326 919	
1998	321 613	6 228	1 911		5	329 756	
1999	325 173	6 376	1 962		5	333 516	
2000	326 698	6 524	2 013		7	335 243	
2001	331 086	6 672	2 085		15	339 858	
2002	333 143	6 820	2 131		21	342 115	
2003	334 778	6 968	2 208		21	343 976	
2004	339 149	7 117	2 225		21	348 512	
2005	342 619	7 265	2 244		21	352 148	
2006	345 123	7 413	2 315		23	354 874	
2007	350 170	7 561	2 346		26	360 103	
2008	352 298	7 709	2 405		26	362 439	
2009	357 295	7 857	2 567		28	367 747	
2010	360 132	8 005	2 607		33	370 778	
2011	364 810	8 077	2 695		33	375 616	
2012	369 180	8 340	2 716		40	380 275	
2013	373 363	8 634	2 826		40	384 862	
2014	377 625	8 905	2 879		40	389 449	
2015	381 929	9 139	2 925		44	394 037	
2016	386 152	9 405	3 024		44	398 625	
2017	390 376	9 663	3 131		44	403 214	
2018	394 675	9 936	3 147		44	407 803	
2019	398 897	10 212	3 234		50	412 392	
2020	403 142	10 490	3 277		73	416 982	
2021	407 054	10 771	3 292		78	421 195	
2022	412 244	11 057	3 301		78	426 681	

Source: BITRE estimates with reference to HERE 2022, OpenStreetMap 2014 and PSMA 2018 data

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

	Paved undivided	Paved divided	Paved freeway	Paved tunnel	Paved total
Kilometres					
New South Wales					
2012	97 364	1 778	992	18	100 152
2013	98 059	1 811	1 047	18	100 935
2014	98 770	1 830	1 090	18	101 709
2015	99 517	1 847	1 090	18	102 473
2016	100 207	1 879	1 122	18	103 227
2017	100 887	1 874	1 191	18	103 970
2018	101 580	1 915	1 191	18	104 704
2019	102 243	1 970	1 191	24	105 428
2020	102 904	2 006	1 191	42	106 142
2021	103 470	2 037	1 201	42	106 750
2022	104 353	2 076	1 201	42	107 671
Victoria					
2012	79 769	982	941	7	81 699
2013	80 554	1 105	978	7	82 644
2014	81 348	1 251	983	7	83 589
2015	82 139	1 358	1 029	7	84 532
2016	82 916	1 479	1 073	7	85 475
2017	83 688	1 649	1 073	7	86 417
2018	84 477	1 802	1 073	7	87 359
2019	85 245	1 937	1 110	7	88 299
2020	86 016	2 101	1 110	12	89 239
2021	86 713	2 257	1 114	12	90 096
2022	87 679	2 412	1 123	12	91 226
Queensland					
2012	84 552	3 299	349	12	88 212
2013	85 215	3 353	364	12	88 944
2014	85 897	3 395	364	12	89 669
2015	86 568	3 436	364	17	90 385
2016	87 224	3 489	364	17	91 094
2017	87 882	3 506	390	17	91 795
2018	88 542	3 540	390	17	92 488
2019	89 176	3 550	431	17	93 173
2020	89 810	3 594	431	17	93 851
2021	90 362	3 621	431	22	94 436
2022	91 192	3 654	431	22	95 299
South Australia					
2012	30 696	344	124	0	31 165
2013	31 060	384	124	0	31 568
2014	31 429	414	128	0	31 972
2015	31 798	450	128	0	32 376
2016	32 163	490	128	0	32 782
2017	32 528	531	128	0	33 188
2018	32 900	563	131	0	33 594
2019	33 267	604	131	0	34 002
2020	33 635	628	147	0	34 410
2021	33 976	663	148	0	34 787
2022	34 424	699	148	0	35 271

	Paved undivided	Paved divided	Paved freeway	Paved tunnel	Paved total
	Kilometres				
Western Australia					
2012	53 229	1 381	167	2	54 779
2013	54 166	1 415	167	2	55 750
2014	55 120	1 440	167	2	56 729
2015	56 081	1 466	167	2	57 715
2016	57 042	1 486	179	2	58 709
2017	58 010	1 507	191	2	59 710
2018	58 998	1 514	204	2	60 719
2019	59 983	1 537	213	2	61 734
2020	60 978	1 537	241	2	62 758
2021	61 931	1 558	241	2	63 731
2022	63 087	1 576	241	2	64 906
Tasmania					
2012	11 178	84	108	0	11 370
2013	11 270	89	111	0	11 470
2014	11 364	94	111	0	11 569
2015	11 458	98	111	0	11 667
2016	11 549	104	111	0	11 764
2017	11 638	111	111	0	11 860
2018	11 730	115	111	0	11 955
2019	11 818	121	111	0	12 050
2020	11 905	127	111	0	12 143
2021	11 983	131	111	0	12 225
2022	12 097	135	111	0	12 343
Northern Territory					
2012	9 136	245	0	0	9 380
2013	9 737	249	0	0	9 987
2014	10 352	253	0	0	10 605
2015	10 979	257	0	0	11 236
2016	11 615	262	0	0	11 878
2017	12 263	268	0	0	12 531
2018	12 925	272	0	0	13 197
2019	13 596	277	0	0	13 874
2020	14 280	283	0	0	14 562
2021	14 962	287	0	0	15 249
2022	15 705	290	0	0	15 995
Australian Capital Territory					
2012	3 256	227	35	0	3 519
2013	3 301	227	35	0	3 563
2014	3 345	227	35	0	3 608
2015	3 390	227	35	0	3 653
2016	3 435	216	47	0	3 697
2017	3 479	216	47	0	3 742
2018	3 524	216	47	0	3 787
2019	3 569	216	47	0	3 832
2020	3 614	216	47	0	3 877
2021	3 657	216	47	0	3 920
2022	3 709	216	47	0	3 971

Source: BITRE estimates with reference to HERE 2022, OpenStreetMap 2014 and PSMA 2018 data

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

Calendar Year	Paved undivided	Paved divided	Paved freeway	Paved tunnel	Paved total
Lane Kilometres					
1975	450 784	11 283	1 910	0	463 977
1976	460 711	11 875	2 226	3	474 816
1977	470 742	12 468	2 392	4	485 606
1978	478 849	13 061	2 550	4	494 463
1979	486 988	13 653	2 859	4	503 504
1980	498 068	14 246	3 085	4	515 402
1981	512 797	14 838	3 121	4	530 760
1982	522 257	15 431	3 317	4	541 008
1983	530 016	16 023	3 469	4	549 512
1984	538 403	16 616	3 606	4	558 629
1985	546 973	17 208	3 842	4	568 027
1986	556 224	17 801	3 939	4	577 967
1987	563 867	18 393	4 359	4	586 622
1988	571 427	18 986	4 573	4	594 989
1989	577 233	19 578	5 126	4	601 940
1990	584 967	20 171	5 440	4	610 581
1991	591 455	20 763	5 506	4	617 727
1992	597 801	21 356	5 881	7	625 046
1993	605 790	21 948	6 245	18	634 001
1994	614 252	22 541	6 648	18	643 459
1995	622 570	23 133	7 557	18	653 279
1996	628 880	23 726	7 820	18	660 444
1997	637 940	24 318	8 009	21	670 289
1998	643 226	24 911	8 212	21	676 370
1999	650 347	25 504	8 416	23	684 289
2000	653 397	26 096	8 767	32	688 292
2001	662 172	26 689	9 139	79	698 078
2002	666 286	27 281	9 376	96	703 038
2003	669 557	27 874	9 826	96	707 352
2004	678 299	28 466	9 894	96	716 754
2005	685 238	29 059	9 983	96	724 375
2006	690 246	29 651	10 270	104	730 271
2007	700 340	30 244	10 399	118	741 101
2008	704 596	30 836	10 651	118	746 202
2009	714 590	31 429	11 436	128	757 583
2010	720 265	32 021	11 786	147	764 219
2011	729 621	32 310	12 138	147	774 215
2012	738 360	33 360	12 274	187	784 181
2013	746 725	34 536	12 732	191	794 185
2014	755 251	35 620	13 056	191	804 118
2015	763 858	36 555	13 322	209	813 944
2016	772 304	37 618	13 850	211	823 984
2017	780 751	38 651	14 342	213	833 957
2018	789 351	39 746	14 513	215	843 824
2019	797 794	40 847	14 899	250	853 790
2020	806 284	41 961	15 179	372	863 796
2021	814 108	43 082	15 260	385	872 836
2022	824 489	44 228	15 316	391	884 425

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

Source: BITRE estimates with reference to HERE 2022, OpenStreetMap 2014 and PSMA 2018 data

Table 6.2d Lane kilometres, by type of road, by state and territory

	Paved undivided	Paved divided	Paved freeway	Paved tunnel	Paved total
	Kilometres				
New South Wales					
2012	194 728	7 110	4 205	76	206 119
2013	196 118	7 244	4 425	76	207 863
2014	197 541	7 320	4 599	76	209 535
2015	199 033	7 390	4 599	76	211 098
2016	200 415	7 515	4 825	76	212 831
2017	201 773	7 497	5 141	76	214 488
2018	203 160	7 661	5 141	76	216 037
2019	204 487	7 880	5 141	109	217 617
2020	205 808	8 022	5 181	199	219 210
2021	206 940	8 148	5 221	199	220 509
2022	208 705	8 303	5 221	199	222 428
Victoria					
2012	159 538	3 927	4 474	40	167 979
2013	161 108	4 421	4 622	40	170 191
2014	162 695	5 004	4 728	40	172 467
2015	164 277	5 431	4 912	40	174 660
2016	165 832	5 918	5 088	40	176 878
2017	167 376	6 597	5 088	40	179 101
2018	168 953	7 208	5 182	40	181 384
2019	170 491	7 747	5 330	40	183 608
2020	172 032	8 402	5 330	70	185 834
2021	173 425	9 030	5 346	70	187 871
2022	175 359	9 646	5 382	71	190 458
Queensland					
2012	169 105	13 196	1 750	63	184 114
2013	170 431	13 412	1 810	63	185 716
2014	171 794	13 582	1 816	63	187 256
2015	173 137	13 745	1 816	82	188 780
2016	174 449	13 956	1 816	82	190 303
2017	175 765	14 024	1 920	82	191 791
2018	177 083	14 160	1 920	82	193 245
2019	178 353	14 199	2 122	82	194 755
2020	179 619	14 376	2 134	82	196 211
2021	180 724	14 484	2 153	93	197 454
2022	182 383	14 617	2 173	94	199 267
South Australia					
2012	61 393	1 377	477	2	63 248
2013	62 121	1 534	477	2	64 134
2014	62 858	1 656	506	2	65 022
2015	63 596	1 798	574	2	65 970
2016	64 327	1 959	574	3	66 862
2017	65 056	2 124	574	4	67 757
2018	65 801	2 250	585	5	68 640
2019	66 533	2 415	585	6	69 538
2020	67 270	2 511	678	7	70 466
2021	67 952	2 653	682	8	71 295
2022	68 848	2 795	682	9	72 333

	Paved undivided	Paved divided	Paved freeway	Paved tunnel	Paved total
	Kilometres				
Western Australia					
2012	106 457	5 526	777	6	112 766
2013	108 333	5 660	796	10	114 798
2014	110 239	5 762	805	10	116 816
2015	112 162	5 862	819	10	118 853
2016	114 084	5 943	899	10	120 936
2017	116 019	6 029	971	10	123 030
2018	117 996	6 058	1 037	10	125 101
2019	119 965	6 148	1 073	10	127 196
2020	121 957	6 147	1 209	10	129 322
2021	123 862	6 230	1 211	10	131 312
2022	126 173	6 305	1 211	11	133 700
Tasmania					
2012	22 356	337	437	0	23 130
2013	22 539	358	448	0	23 345
2014	22 728	375	448	0	23 551
2015	22 916	392	448	0	23 755
2016	23 098	415	448	1	23 962
2017	23 277	442	448	2	24 169
2018	23 459	459	448	3	24 369
2019	23 635	485	448	4	24 572
2020	23 811	508	448	5	24 771
2021	23 965	526	448	6	24 945
2022	24 193	541	448	8	25 190
Northern Territory					
2012	18 271	978	0	0	19 249
2013	19 475	998	0	0	20 473
2014	20 704	1 013	0	0	21 717
2015	21 957	1 028	0	0	22 985
2016	23 230	1 049	0	0	24 280
2017	24 526	1 073	0	0	25 599
2018	25 850	1 086	0	0	26 936
2019	27 192	1 110	0	0	28 302
2020	28 559	1 131	0	0	29 690
2021	29 925	1 147	0	0	31 072
2022	31 410	1 159	0	0	32 569
Australian Capital Territory					
2012	6 512	910	153	1	7 576
2013	6 601	910	153	1	7 665
2014	6 691	910	153	1	7 754
2015	6 780	910	153	1	7 844
2016	6 869	864	199	1	7 933
2017	6 959	864	199	1	8 022
2018	7 048	864	199	1	8 112
2019	7 138	864	199	1	8 202
2020	7 228	864	199	1	8 292
2021	7 315	864	199	1	8 378
2022	7 417	864	199	1	8 481

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

Source: BITRE estimates with reference to HERE 2022, OpenStreetMap 2014 and PSMA 2018 data

Table 6.2e 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 (2023)

Table 6.2f 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
	Military Road E-Ramps	NSW	0.5
Regional bypass	Toowoomba Second Range Crossing	QLD	41.0
Total			315.6

Sources: Transport for NSW (2020), Transurban (2022), Google Maps (2021)

Table 6.3 Total vehicle kilometres travelled, by vehicle type

Financial year	Passenger cars	Motorcycles	Buses	Light commercial vehicles	Rigid and other trucks	Articulated trucks	Total
billion vehicle kilometres travelled							
1970–71	60.73	1.01	0.66	9.84	4.70	1.66	78.61
1971–72	64.80	1.10	0.65	10.42	4.69	1.76	83.43
1972–73	67.33	1.20	0.68	11.01	4.71	1.80	86.72
1973–74	71.99	1.30	0.69	12.02	4.87	1.90	92.76
1974–75	75.21	1.40	0.69	12.96	5.03	1.91	97.19
1975–76	78.40	1.64	0.69	13.12	5.25	2.03	101.12
1976–77	82.08	1.68	0.70	14.83	5.15	2.20	106.64
1977–78	85.02	1.73	0.71	16.11	5.10	2.22	110.90
1978–79	87.56	1.77	0.73	16.67	5.13	2.60	114.46
1979–80	88.06	1.90	0.77	16.79	5.65	2.80	115.97
1980–81	89.57	2.00	0.82	17.34	6.13	2.88	118.74
1981–82	94.14	2.18	0.86	17.86	6.97	3.06	125.07
1982–83	94.64	2.20	0.95	17.89	6.22	3.03	124.94
1983–84	99.13	2.25	1.05	19.32	6.17	3.41	131.32
1984–85	103.07	2.28	1.14	20.52	6.34	3.59	136.95
1985–86	106.47	2.10	1.22	21.23	6.22	3.67	140.91
1986–87	109.00	2.00	1.30	21.72	6.28	3.69	144.00
1987–88	114.57	1.92	1.39	22.77	6.69	3.95	151.29
1988–89	120.30	2.00	1.47	23.73	6.73	4.05	158.28
1989–90	124.00	1.80	1.56	23.90	6.84	4.13	162.23
1990–91	124.47	1.62	1.52	23.30	6.12	4.07	161.10
1991–92	127.18	1.61	1.48	24.17	5.91	4.10	164.46
1992–93	131.33	1.62	1.49	24.95	5.82	4.39	169.61
1993–94	134.91	1.59	1.55	25.76	6.02	4.53	174.35
1994–95	139.38	1.57	1.59	27.27	6.32	4.82	180.95
1995–96	141.59	1.52	1.64	28.28	6.65	5.02	184.71
1996–97	142.87	1.52	1.65	28.65	7.15	5.21	187.05
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
2022–23	170.51	2.36	2.33	57.93	12.00	8.81	253.95

See end notes

Note: 2022–23 data are preliminary/provisional

Source: BITRE estimates

Table 6.4 Total vehicle kilometres travelled by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion vehicle kilometres travelled								
1970-71	27.76	21.45	10.77	7.42	7.49	2.30	0.51	0.91	78.61
1971-72	29.31	22.78	11.52	7.76	8.04	2.42	0.57	1.02	83.43
1972-73	30.24	23.65	12.17	8.00	8.43	2.50	0.61	1.12	86.72
1973-74	31.99	25.24	13.23	8.61	9.10	2.65	0.68	1.26	92.76
1974-75	33.18	26.38	14.11	9.09	9.65	2.74	0.67	1.37	97.19
1975-76	34.00	27.48	14.95	9.49	10.17	2.82	0.75	1.47	101.12
1976-77	35.60	28.96	15.84	9.98	10.91	2.95	0.84	1.57	106.64
1977-78	36.77	30.05	16.70	10.29	11.49	3.07	0.89	1.64	110.90
1978-79	38.12	30.76	17.56	10.40	11.84	3.15	0.94	1.70	114.46
1979-80	38.83	30.83	18.18	10.28	11.97	3.16	0.99	1.72	115.97
1980-81	39.90	31.30	19.12	10.27	12.16	3.19	1.04	1.76	118.74
1981-82	41.72	32.99	20.60	10.68	12.79	3.32	1.12	1.86	125.07
1982-83	41.18	33.15	20.85	10.69	12.73	3.33	1.13	1.89	124.94
1983-84	43.23	34.73	21.91	11.28	13.45	3.52	1.21	1.99	131.32
1984-85	45.11	36.22	22.79	11.80	13.94	3.69	1.28	2.10	136.95
1985-86	46.03	37.47	23.59	12.14	14.35	3.79	1.34	2.20	140.91
1986-87	46.70	38.63	24.20	12.36	14.66	3.82	1.36	2.27	144.00
1987-88	48.65	40.92	25.65	12.87	15.43	3.97	1.40	2.41	151.29
1988-89	50.42	42.99	27.29	13.32	16.16	4.12	1.42	2.54	158.28
1989-90	51.48	44.02	28.22	13.51	16.63	4.28	1.45	2.64	162.23
1990-91	50.93	43.54	28.49	13.30	16.48	4.26	1.43	2.67	161.10
1991-92	51.80	44.20	29.73	13.43	16.74	4.34	1.46	2.76	164.46
1992-93	53.38	45.13	31.30	13.69	17.25	4.49	1.50	2.87	169.61
1993-94	54.82	46.06	32.55	13.77	18.07	4.60	1.54	2.95	174.35
1994-95	56.71	47.38	34.31	13.99	19.17	4.73	1.62	3.04	180.95
1995-96	57.43	48.45	35.52	14.06	19.69	4.79	1.70	3.08	184.71
1996-97	57.76	49.38	36.10	14.19	20.00	4.81	1.73	3.09	187.05
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
2022-23	74.82	65.49	55.99	16.66	29.62	5.16	2.16	4.05	253.95

See end notes

Notes: 2022-23 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
2022–23	40.69	40.88	24.52	10.16	19.31	1.91	1.14	4.05	142.66

See end notes

Notes: 2022–23 data are preliminary/provisional

Capital cities are as defined by ABS Greater Capital City Statistical Areas (GCCSAs) boundary definitions

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	1.0	10.9	19.5	31.4
1975–76	1.0	11.4	21.4	33.9
1976–77	1.2	11.8	23.9	36.8
1977–78	1.2	12.4	24.4	38.0
1978–79	1.3	13.3	29.1	43.8
1979–80	1.4	14.2	31.7	47.2
1980–81	1.5	14.8	35.1	51.4
1981–82	1.5	15.9	37.6	55.1
1982–83	1.5	15.2	38.3	55.1
1983–84	1.7	16.2	44.4	62.3
1984–85	1.8	17.7	48.3	67.9
1985–86	2.0	18.1	51.5	71.7
1986–87	2.2	18.9	52.5	73.7
1987–88	2.5	20.5	57.8	80.7
1988–89	2.6	20.9	60.7	84.3
1989–90	2.7	22.0	63.2	87.9
1990–91	2.7	20.2	62.5	85.3
1991–92	2.7	19.5	63.0	85.2
1992–93	2.8	19.2	68.0	90.0
1993–94	2.9	19.8	71.4	94.1
1994–95	3.1	20.9	77.4	101.4
1995–96	3.2	22.1	82.1	107.4
1996–97	3.2	23.8	86.4	113.4
1997–98	3.4	24.3	91.7	119.3
1998–99	3.5	24.3	97.2	125.0
1999–00	3.6	25.2	103.9	132.6
2000–01	3.5	25.1	106.3	134.9
2001–02	3.7	26.2	112.6	142.5
2002–03	3.9	27.3	117.7	148.9
2003–04	4.1	28.1	124.0	156.2
2004–05	4.1	29.2	129.1	162.4
2005–06	4.2	30.5	134.0	168.7
2006–07	4.2	31.6	141.4	177.1
2007–08	4.2	32.6	146.4	183.1
2008–09	4.2	32.3	145.4	181.9
2009–10	4.3	33.2	147.8	185.4
2010–11	4.4	33.9	152.3	190.7
2011–12	4.6	34.6	156.6	195.8
2012–13	4.7	35.2	160.0	199.8
2013–14	4.7	35.7	163.3	203.7
2014–15	4.8	36.3	165.3	206.4
2015–16	4.9	37.3	168.1	210.3
2016–17	5.1	38.1	170.8	214.1
2017–18	5.4	39.0	173.5	218.0
2018–19	5.5	39.3	176.2	221.0
2019–20	5.4	40.1	178.5	224.0
2020–21	5.5	41.1	182.1	228.7
2021–22	5.7	42.3	186.6	234.6
2022–23	5.9	43.9	192.3	242.0

See end notes

Note: Numbers for 2022–23 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 motoring	Motor vehicle retail price	Automotive fuel	Motor vehicle repair and servicing	Motor vehicle parts and accessories	Other motoring services	Urban transport fares
base of each index: 2011–12 = 100.0								
1973		11.6	22.1	6.8				8.1
1974		13.1	24.0	8.0				8.4
1975		16.0	28.2	9.5				9.5
1976		18.5	34.5	10.3				11.1
1977		20.3	38.2	10.7				10.8
1978		21.8	41.7	11.8				11.7
1979		24.4	43.0	16.2				12.3
1980		27.6	45.6	21.6				14.3
1981		30.1	48.4	25.1	29.3	43.4	19.4	16.6
1982		32.6	53.2	24.8	33.6	44.3	23.3	19.1
1983	43.0	35.9	58.5	27.7	36.5	47.3	24.7	21.2
1984	44.8	39.1	61.2	32.1	38.8	51.7	26.6	24.1
1985	47.0	42.5	66.6	35.9	41.0	54.4	28.6	25.4
1986	53.9	44.3	75.5	32.3	45.3	56.6	30.0	27.2
1987	61.8	50.7	89.1	36.3	50.1	60.3	33.1	29.9
1988	67.1	53.4	97.9	35.5	53.2	65.9	34.2	32.3
1989	70.6	56.1	103.8	37.3	55.6	68.6	35.4	35.3
1990	82.5	60.5	107.7	42.2	60.0	71.2	36.3	38.5
1991	85.2	62.1	108.7	42.9	62.9	71.4	38.8	44.1
1992	88.1	63.9	111.7	44.8	63.6	71.1	41.9	46.6
1993	92.8	65.7	118.8	45.3	64.3	71.0	45.7	49.3
1994	96.2	67.5	122.1	46.0	65.3	72.6	46.9	50.9
1995	99.2	69.6	128.1	46.8	66.1	74.2	48.1	52.4
1996	98.4	72.6	130.0	49.1	68.6	73.5	50.0	54.4
1997	97.0	72.2	120.6	49.4	69.1	74.4	52.1	57.8
1998	98.5	71.5	116.5	47.8	69.2	74.0	53.9	58.6
1999	96.6	71.4	112.2	47.2	71.3	74.9	56.7	59.8
2000	100.1	76.8	111.7	57.5	69.4	74.1	59.1	62.7
2001	102.3	80.9	112.8	63.9	74.3	75.4	61.3	69.5
2002	106.5	80.6	113.9	60.7	76.5	77.7	63.6	71.7
2003	108.0	80.6	112.2	59.9	78.9	79.0	65.8	73.1
2004	105.5	83.2	108.9	66.9	81.1	79.2	69.9	76.8
2005	103.8	86.1	106.0	73.9	84.5	80.9	72.0	78.1
2006	104.2	92.9	105.0	92.2	86.3	83.8	73.5	80.6
2007	104.7	92.9	106.5	88.3	88.6	86.8	77.1	83.6
2008	106.1	99.4	105.2	104.5	91.6	91.0	81.1	87.7
2009	105.0	92.8	104.2	83.1	95.4	99.1	84.3	92.2
2010	103.8	95.8	103.4	89.4	97.5	99.5	90.8	94.5
2011	99.3	99.2	101.9	99.4	95.8	99.5	96.5	97.2
2012	99.9	101.2	100.3	101.9	100.7	100.0	102.7	102.3
2013	98.9	100.4	96.9	98.5	105.3	100.4	107.4	106.8
2014	96.7	103.1	96.2	106.1	103.1	102.3	111.2	109.5
2015	97.7	100.7	94.9	94.9	105.2	106.1	118.7	105.1
2016	93.7	97.7	95.0	83.9	107.4	106.2	121.1	105.2
2017	95.1	99.9	93.8	89.7	108.4	107.7	123.5	106.7
2018		105.2	91.7	104.3	110.2	110.1	128.0	109.7
2019		107.0	94.8	103.8	113.3	111.7	131.5	111.7
2020		98.5	94.2	80.5	116.8	112.7	128.6	111.4
2021		109.7	101.2	102.5	119.3	113.5	132.8	112.7
2022		124.7	106.8	135.4	125.5	124.2	135.1	108.9
2023		126.8	111.0	130.5	130.7	138.7	138.7	117.7

Note: Data are not readily available for missing years

Source: ABS, 2023, Consumer Price Index

Table 6.8 Number of registered road vehicles, by vehicle type and year of manufacture, 2023

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	1076 120
2013	861 408	1 664	188 252	6 552	11 647	5 676	1 268	3 584	45 531	1125 582
2014	819 855	1 675	181 008	7 683	12 124	5 416	1 543	3 880	46 438	1079 622
2015	890 359	1 897	195 451	8 973	12 645	4 654	1 581	3 678	50 247	1169 485
2016	901 069	2 142	208 198	9 632	13 000	4 630	1 408	3 694	54 164	1197 937
2017	902 423	2 551	227 452	10 305	14 717	6 214	1 735	3 753	49 919	1219 069
2018	848 721	2 761	245 158	11 574	17 265	7 368	1 568	4 330	47 804	1186 549
2019	773 717	2 428	212 266	9 974	13 832	6 091	1 719	4 455	46 893	1071 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	1015 416
2022	702 274	2 501	210 320	18 846	12 165	6 353	1 464	3 683	37 213	994 819
January 2023 total fleet	15 327 612	93 513	3 951 792	187 958	386 609	120 337	37 934	97 469	965 238	21 168 462

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

Source: BITRE, 2032, 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	14 843.5	924.1	3 652.9	524.8	110.7	119.4	92.6	20 267.8
2022	15 052.9	948.0	3 805.7	544.6	115.6	125.6	94.6	20 687.0
2023	15 327.6	965.2	3 951.8	574.6	120.3	131.4	97.5	21 168.5

Notes: Data are not readily available for missing years
Data from 2021 onwards was provided from BITRE as opposed to the ABS

Source: ABS, 2021, Motor Vehicle Census
BITRE, 2023, 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								
1985	2 900	2 376	1 479	849	888	269	71	128	8 960
1986									
1987									
1988	2 994	2 556	1 567	869	947	284	61	140	9 418
1989									
1990									
1991	3 107	2 756	1 694	923	1 072	300	84	161	10 098
1992									
1993	3 172	2 865	1 847	933	1 114	312	84	177	10 504
1994									
1995	3 332	2 870	2 013	963	1 175	320	90	184	10 948
1996	3 449	3 050	2 082	984	1 225	326	96	189	11 401
1997	3 530	3 119	2 132	992	1 270	325	99	197	11 664
1998	3 683	3 177	2 229	1 031	1 327	323	102	195	12 067
1999	3 679	3 266	2 316	1 032	1 345	330	103	197	12 269
2000									
2001	3 746	3 318	2 354	1 051	1 371	331	103	203	12 477
2002	3 847	3 414	2 446	1 063	1 406	335	104	208	12 822
2003	3 945	3 494	2 552	1 077	1 438	338	104	213	13 163
2004	4 064	3 565	2 656	1 096	1 480	350	106	216	13 533
2005	4 170	3 650	2 767	1 112	1 530	362	110	220	13 920
2006	4 269	3 741	2 898	1 138	1 601	375	114	224	14 359
2007	4 361	3 818	3 033	1 157	1 676	381	118	235	14 780
2008	4 520	3 922	3 173	1 179	1 747	391	123	242	15 297
2009	4 567	4 010	3 283	1 209	1 828	401	129	247	15 674
2010	4 681	4 113	3 358	1 240	1 870	410	135	254	16 061
2011	4 778	4 198	3 402	1 262	1 913	419	137	259	16 368
2012	4 870	4 286	3 492	1 275	1 978	432	141	267	16 742
2013	4 985	4 384	3 606	1 298	2 048	437	149	274	17 181
2014	5 102	4 483	3 705	1 326	2 142	443	152	279	17 633
2015	5 247	4 567	3 771	1 348	2 185	450	155	284	18 008
2016	5 374	4 681	3 854	1 365	2 209	458	158	288	18 387
2017	5 509	4 798	3 948	1 386	2 219	469	155	296	18 781
2018	5 618	4 923	4 045	1 409	2 232	481	163	303	19 173
2019	5 702	5 031	4 134	1 429	2 245	493	162	309	19 505
2020	5 779	5 120	4 205	1 445	2 279	506	160	311	19 805
2021	5 954	5 181	4 345	1 487	2 313	506	164	318	20 268
2022	6 048	5 275	4 464	1 521	2 370	520	165	324	20 687
2023	6 155	5 391	4 599	1 556	2 438	532	166	331	21 168

Notes: Data are not readily available for missing years

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

Source: ABS, 2021, Motor Vehicle Census

BITRE, 2023, Motor Vehicles, Australia

Table 6.9c Battery electric passenger vehicles on register by make, top 10 makes

Calendar year	Make									
	Tesla	Hyundai	Nissan	MG	BYD	Mercedes-Benz	Volvo	BMW	Polestar	Kia
2021	10 124	1 763	1 802	187	12	218	19	299	0	0
2022	22 257	2 939	2 516	1 480	27	1 074	238	534	34	271
2023	45 502	5 259	3 360	2 863	2 478	2 178	1 959	1 871	1 721	1 243

Note: This data is taken as a snapshot as at 31 January 2023

Source: BITRE, 2023, 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
2022-23	202.4	615.1	307.8	1 125.3

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, 2023, *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
2022	33 416	5 937	39 353

Source: Electric Vehicle Council, 2023, *State of Electric Vehicles*

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
2018–19	352.3	317.4	222.2	69.8	93.9	20.7	9.4	17.2	1 103.0
2019–20	304.4	267.5	193.7	60.5	86.1	17.7	7.2	18.5	955.7
2020–21	345.2	254.8	228.5	68.5	106.3	18.3	9.4	17.9	1 048.8
2021–22	318.4	270.5	223.4	67.8	103.3	18.7	9.8	15.4	1 027.3
2022–23	346.0	298.9	248.5	72.0	113.6	19.1	9.9	17.3	1 125.3

Note: From 2018–19, data has been collected from VFACTS with BITRE estimates for Tesla sales as opposed to the ABS.

Sources: Australian Bureau of Statistics, 2017, Sales of New Motor Vehicles

VFACTS, 2023

Electric Vehicle Council, 2023, State of Electric Vehicles

BITRE estimates (adjusted for historical Tesla sales)

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
30 June 2022	150 262	210 957	238 305	553 612	505 578	470 636	405 012	270 862	103 237	2 908 461
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	102 390	2 943 421
30 June 2022	157 645	221 653	250 350	562 177	520 646	484 585	425 643	298 886	129 966	3 051 551
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
30 June 2022	307 908	432 610	488 658	1 115 792	1 026 229	955 302	830 732	569 775	233 210	5 960 216

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 (2023)

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

Date	Age									Total
	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	
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
30 June 2022	112 344	177 820	215 658	496 783	426 091	397 689	327 570	221 344	86 907	2 462 206
30 June 2023	119 592	182 273	220 101	508 797	435 676	402 315	334 868	231 179	92 588	2 527 389
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
30 June 2022	115 317	186 231	232 080	496 622	429 850	394 983	328 066	225 720	97 761	2 506 630
30 June 2023	123 564	192 647	237 825	508 596	440 467	397 781	335 311	232 879	101 452	2 570 522
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
30 June 2022	227 661	364 051	447 738	993 405	855 941	792 672	655 636	447 064	184 668	4 968 836
30 June 2023	243 156	374 920	457 926	1 017 393	876 143	800 096	670 179	464 058	194 040	5 097 911

See end notes

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

Source: BITRE estimates based on VicRoads data (2023)

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
30 June 2022	109 166	151 169	164 543	359 620	339 284	325 990	275 631	184 690	58 156	1 968 249
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
30 June 2022	110 829	153 158	167 736	355 424	339 782	330 142	279 798	196 401	71 618	2 004 888
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
30 June 2022	219 995	304 327	332 279	715 044	679 067	656 132	555 429	381 091	129 774	3 973 138

See end notes

Source: BITRE estimates based on Department of Transport and Main Roads (QLD) data (2023)

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
30 June 2022	32 745	46 759	52 736	113 528	103 356	108 017	100 462	71 213	23 862	652 678
30 June 2023	33 561	46 553	53 110	114 417	104 409	107 775	101 056	72 611	24 577	658 069
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
30 June 2022	33 756	49 683	57 264	115 418	105 263	109 711	101 978	73 958	28 705	675 736
30 June 2023	34 593	49 999	57 749	116 660	105 887	109 383	102 634	74 938	29 354	681 197
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
30 June 2022	66 620	96 567	110 117	229 102	208 717	217 782	202 478	145 187	52 569	1 329 139
30 June 2023	68 290	96 690	110 983	231 247	210 402	217 217	203 731	147 564	53 936	1 340 060

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 (2023)

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
30 June 2022	25 855	63 576	76 016	186 568	169 893	162 658	137 156	90 578	30 910	943 210
30 June 2023	25 852	63 811	77 263	188 825	173 788	163 966	140 541	95 758	32 907	962 711
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
30 June 2022	28 441	68 254	83 089	196 761	180 090	172 517	140 533	94 609	34 768	999 062
30 June 2023	29 347	69 648	87 550	200 661	184 457	174 215	144 102	98 719	36 368	1 025 067
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
30 June 2022	54 296	131 830	159 105	383 329	349 983	335 175	277 689	185 187	65 678	1 942 272
30 June 2023	55 199	133 459	164 813	389 486	358 245	338 181	284 643	194 477	69 275	1 987 778

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 and learner permits are not included in this data

Source: BITRE estimates based on Department of Transport (WA) data (2023)

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
30 June 2022	10 278	14 438	17 174	34 448	31 099	34 918	35 207	24 733	9 271	211 566
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
30 June 2022	10 375	14 484	18 474	35 199	29 991	34 063	34 573	25 243	9 708	212 110
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
30 June 2022	20 653	28 922	35 648	69 647	61 090	68 981	69 780	49 976	18 979	423 676

See end notes

Source: BITRE estimates based on Department of Treasury and Finance (TAS) data (2023)

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
30 June 2022	3 205	5 771	8 461	18 473	13 703	11 789	8 077	3 722	989	74 190
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	3 567	7 151	9 303	19 142	15 750	14 237	9 893	4 336	845	84 224
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
30 June 2022	3 641	6 850	9 096	19 455	14 989	14 156	10 296	5 111	1 279	84 873
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
30 June 2022	6 846	12 621	17 557	37 928	28 692	25 945	18 373	8 833	2 268	159 063

See end notes

Source: BITRE estimates based on Department of Treasury and Finance (NT) data (2023)

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

Date	Age									Total
	15–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	
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
30 June 2022	4 372	11 029	15 193	34 824	30 440	25 097	19 394	13 599	4 714	158 662
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
30 June 2022	4 546	11 695	16 611	36 383	31 313	25 358	18 891	13 079	5 033	162 909
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
30 June 2022	8 955	22 753	31 843	71 295	61 793	50 479	38 292	26 684	9 748	321 839

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 (2023)

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

Date	Age									Total
	15–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	
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
30 June 2022	448 227	681 519	788 086	1 797 856	1 619 444	1 536 794	1 308 509	880 741	318 046	9 379 222
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	443 836	700 249	807 034	1 738 652	1 616 064	1 518 700	1 262 042	820 796	308 931	9 216 304
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
30 June 2022	464 550	712 008	834 700	1 817 439	1 651 924	1 565 515	1 339 778	933 007	378 838	9 697 759
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
30 June 2022	912 934	1 393 681	1 622 945	3 615 542	3 271 512	3 102 468	2 648 409	1 813 797	696 894	19 078 179

See end notes

Source: BITRE estimates based on state/territory licensing data (2023)

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
31 July 2022	4 591 755	602 134	92 080	133 073	207 184	94 476	32 747
30 June 2023	4 661 050	611 424	90 301	133 278	209 543	93 111	33 941
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		
31 July 2022	360 447	30 624	46	716	701		
30 June 2023	377 001	29 749	48	838	928		
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					
31 July 2022	327 623	26 125					
30 June 2023	330 637	26 081					

See end notes

Notes: Figures from 2022 onwards are drawn from a different TfNSW database to prior years
Persons total includes drivers where gender is not specified as male or female

Sources: 2022 and 2023 data based on Transport for New South Wales' licences and sanctions snapshot report (2023)
Data for 2021 and earlier is based on data provided by Transport for NSW (2023)

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
30 June 2022	3 812 079	433 368	44 042	100 744	204 585	125 980	37 105
30 June 2023	3 888 320	440 782	44 991	101 469	209 648	125 379	39 158
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
30 June 2022	301 084	3 641	53	998	1 300	194	44
30 June 2023	326 364	4 061	46	1 065	1 397	197	50
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					
30 June 2022	343 610	23 275					
30 June 2023	358 161	15 725					

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 (2023)

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	3 262 231	698 650	58 797	98 005	251 348	74 406	62 235
30 June 2021	3 338 163	705 061	60 120	98 844	254 444	73 145	65 031
30 June 2022	3 416 883	710 119	61 838	99 951	256 214	71 419	67 538
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	6 077	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
30 June 2022	205 332	3 875	222	1 276	1 883	334	551
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	201 765	150 736			2	156	11
30 June 2021	196 048	148 176			2	151	12
30 June 2022	206 359	148 214			2	141	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 (2023)

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	1 004 269	160 421	24 774	40 908	56 295	32 573	14 462
30 June 2022	1 023 376	159 236	24 574	40 815	56 012	31 903	15 614
30 June 2023	1 031 656	157 311	24 287	40 435	56 329	31 154	16 617
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
30 June 2022	67 601	1 239	6	237	141	88	12
30 June 2023	70 750	989	12	232	184	86	15
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
30 June 2022	57 523	9 545	0	2	10	249	1
30 June 2023	61 648	9 763	0	2	4	263	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)

Source: BITRE estimates based on Department for Infrastructure and Transport (SA) data (2023)

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	194 546	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
30 June 2022	1 587 158	272 195	33 718	32 839	209 527	53 156	41 198
30 June 2023	1 635 209	274 997	34 348	33 324	215 830	51 847	43 097
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
30 June 2022	69 024	1 854	8	42	5	1	7
30 June 2023	66 154	1 764	9	32	6	0	6
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
30 June 2022	103 959	26 765	1 259	1 945	3 298	354	533
30 June 2023	111 853	27 360	1 292	1 921	3 233	367	502

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 (2023)

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
30 June 2022	309 226	54 941	10 629	27 503	15 820	11 573	2 938
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	
30 June 2022	23 021	1 557	1	34	7	3	
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					
30 June 2022	22 289	1 557					

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 Treasury and Finance (TAS) data (2023)

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
30 June 2022	107 482	23 190	5 958	6 504	14 996	4 344	5 091
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
30 June 2022	6 222	96	2	4	2	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
30 June 2022	7 759	1 749	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 Treasury and Finance (NT) data (2023)

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
30 June 2022	293 844	35 631	3 734	6 203	9 305	2 416	678
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
30 June 2022	19 721	1 240	2	8	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					
30 June 2022	13 505	2 419					

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 (2023)

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	601 702	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	2 217 060	268 133	445 191	947 141	417 121	178 804
30 June 2020	14 607 508	2 248 147	272 820	446 891	956 581	410 022	185 719
30 June 2021	14 882 719	2 267 546	274 930	446 449	964 937	402 019	194 249
30 June 2022	15 141 803	2 290 814	276 573	447 632	973 643	395 267	202 909
Provisional licence							
30 June 2013	213 552	9 947	286	1 651	2 051	591	491
30 June 2014	960 142	37 881	504	4 031	3 142	783	491
30 June 2015	970 935	na	491	3 991	3 042	689	448
30 June 2016	1 040 313	47 074	551	4 530	3 927	817	515
30 June 2017	1 069 811	51 175	530	4 765	4 393	881	620
30 June 2018	1 080 612	51 803	505	4 619	4 420	841	587
30 June 2019	1 100 077	52 720	474	4 592	4 686	797	691
30 June 2020	1 128 477	51 236	457	4 424	4 654	732	656
30 June 2021	1 134 941	48 294	442	4 285	4 670	740	654
30 June 2022	1 106 248	46 092	436	4 096	4 661	710	639
L Permits							
30 June 2013	1 028 069	43 320	336	3 230	3 921	630	601
30 June 2014	989 554	42 954	330	3 289	4 101	606	612
30 June 2015	826 028	64 584	1 510	4 258	19 358	2 163	2 521
30 June 2016	1 088 616	205 974	1 484	4 312	18 919	2 315	2 542
30 June 2017	320 621	177 915	1 260	2 162	14 290	1 914	2 420
30 June 2018	889 796	na	1 280	2 018	11 104	1 956	1 977
30 June 2019	923 403	232 341	1 280	1 951	8 329	1 499	1 506
30 June 2020	931 530	233 284	1 226	1 942	6 199	1 058	1 059
30 June 2021	930 688	235 585	1 224	1 963	5 229	1 023	843
30 June 2022	943 821	241 108	1 189	1 960	4 389	913	685

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 (2023)

Table 6.14a Licence holders, by gender and vehicle class — New South Wales

Date	Highest class of heavy vehicle licence				
	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female					
31 July 2022	26 095	13 217	11 227	1 640	380
30 June 2023	25 871	13 644	11 800	1 689	412
Male					
31 July 2022	66 027	120 563	196 631	92 827	32 361
30 June 2023	64 472	120 463	198 647	91 413	33 525
Total					
31 July 2022	92 122	133 789	207 885	94 476	32 747
30 June 2023	90 349	134 116	210 471	93 111	33 937

Notes: Numbers may vary from 6.13

Persons total includes drivers licence holders where gender is not specified

Source: BITRE estimates based on Transport for New South Wales' Licences and sanctions snapshot report (2023)

Table 6.14b Licence holders, by gender and vehicle class — Victoria

Date	Highest class of heavy vehicle licence				
	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female					
30 June 2020	11 040	12 034	13 485	2 825	373
30 June 2021	10 975	12 275	13 767	2 824	393
30 June 2022	11 116	12 522	14 154	2 878	412
30 June 2023	11 313	12 939	14 705	2 939	451
Male					
30 June 2020	32 185	89 326	187 584	125 212	33 820
30 June 2021	32 405	89 327	190 407	124 825	35 367
30 June 2022	32 938	89 445	192 488	123 819	36 687
30 June 2023	33 871	89 962	197 535	123 538	38 792
Total					
30 June 2020	43 226	101 362	201 076	128 040	34 193
30 June 2021	43 381	101 604	204 180	127 652	35 760
30 June 2022	44 055	101 970	206 648	126 701	37 099
30 June 2023	45 187	102 904	212 246	126 481	39 244

Notes: Persons total includes drivers licence holders where gender is not specified

Data has been obtained from a different source than the data in tables 6.12b and 6.13b

Source: BITRE estimates based on VicRoads data (2023)

Table 6.14c Licence holders, by gender and vehicle class — Queensland

Date	Highest class of heavy vehicle licence				
	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female					
30 June 2020	15 645	12 703	22 897	2 130	1 273
30 June 2021	15 878	13 016	23 289	2 156	1 358
30 June 2022	16 156	13 301	23 656	2 169	1 460
30 June 2023	16 813	13 631	24 131	2 164	1 558
Male					
30 June 2020	43 152	85 302	228 451	72 276	60 962
30 June 2021	44 242	85 828	231 155	70 989	63 673
30 June 2022	45 682	86 650	232 558	69 250	66 078
30 June 2023	47 775	86 729	233 708	67 013	67 552
Total					
30 June 2020	58 797	98 005	251 348	74 406	62 235
30 June 2021	60 120	98 844	254 444	73 145	65 031
30 June 2022	61 838	99 951	256 214	71 419	67 538
30 June 2023	64 588	100 360	257 839	69 177	69 110

Notes: Numbers may vary from 6.13

Persons total includes drivers licence holders where gender is not specified

Source: BITRE estimates based on Department of Transport and Main Roads (Qld) data (2023)

Table 6.14d Licence holders, by gender and vehicle class — South Australia

Date	Highest class of heavy vehicle licence				
	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female					
30 June 2020	4 657	4 214	4 152	1 084	266
30 June 2021	4 623	4 242	4 055	1 074	302
30 June 2022	4 599	4 307	4 031	1 103	315
30 June 2023	4 503	4 301	4 087	1 105	332
Male					
30 June 2020	19 996	36 930	52 589	32 287	13 353
30 June 2021	20 106	36 844	52 363	31 841	14 161
30 June 2022	20 083	37 032	52 452	31 311	15 414
30 June 2023	19 859	36 708	52 804	30 578	16 392
Total					
30 June 2020	24 656	41 149	56 757	33 376	13 620
30 June 2021	24 732	41 097	56 441	32 921	14 465
30 June 2022	24 685	41 349	56 509	32 422	15 737
30 June 2023	24 365	41 019	56 916	31 696	16 734

Notes: Numbers may vary from 6.13

Persons total includes drivers licence holders where gender is not specified

Motorcycle counts for South Australia includes the R-Date licence class

Source: BITRE estimates based on Department for Infrastructure and Transport (SA) data (2023)

Table 6.14e Licence holders, by gender and vehicle class — Western Australia

Date	Highest class of heavy vehicle licence				
	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female					
30 June 2020	11 721	6 435	26 297	2 077	1 246
30 June 2021	11 853	6 490	27 075	2 051	1 273
30 June 2022	12 043	6 606	27 918	2 015	1 375
30 June 2023	12 270	6 720	29 061	2 005	1 491
Male					
30 June 2020	20 752	25 481	174 441	54 597	36 642
30 June 2021	21 149	25 778	177 833	52 532	38 175
30 June 2022	21 642	26 261	181 447	51 059	39 799
30 June 2023	22 048	26 621	186 612	49 765	41 583
Total					
30 June 2020	32 512	31 928	200 920	56 781	37 923
30 June 2021	33 042	32 282	205 072	54 677	39 481
30 June 2022	33 726	32 881	209 532	53 157	41 205
30 June 2023	34 357	33 356	215 836	51 847	43 103

Notes: Numbers may vary from 6.13

This is inclusive of ordinary, extra-ordinary, provisional and learner licences

Source: Department of Transport (WA) data (2023)

Table 6.14f Licence holders, by gender and vehicle class — Tasmania

Date	Highest class of heavy vehicle licence				
	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female					
30 June 2020	1 807	3 072	1 279	208	24
30 June 2021	1 842	3 112	1 289	219	25
30 June 2022	1 905	3 124	1 303	216	31
Male					
30 June 2020	8 464	24 592	14 096	11 480	2 700
30 June 2021	8 503	24 622	14 306	11 466	2 785
30 June 2022	8 731	24 427	14 544	11 371	2 910
Total					
30 June 2020	10 271	27 664	15 375	11 688	2 724
30 June 2021	10 345	27 734	15 595	11 685	2 810
30 June 2022	10 636	27 551	15 847	11 587	2 941

Notes: Numbers may vary from 6.13

Persons total includes drivers licence holders where gender is not specified

This is inclusive of ordinary, extra-ordinary, provisional and learner licences

Source: BITRE estimates based on Department of Treasury and Finance (Tas) data (2023)

Table 6.14g Licence holders, by gender and vehicle class — Northern Territory

Date	Highest class of heavy vehicle licence				
	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female					
30 June 2019	3 116	1 391	1 918	215	154
30 June 2020	3 046	1 352	1 884	212	154
30 June 2021	2 995	1 345	1 898	208	150
30 June 2022	2 851	1 341	1 895	196	150
Male					
30 June 2019	3 344	5 420	13 308	4 524	5 193
30 June 2020	3 231	5 418	13 198	4 375	5 093
30 June 2021	3 196	5 264	13 189	4 257	4 994
30 June 2022	3 111	5 172	13 116	4 150	4 944
Total					
30 June 2019	6 460	6 811	15 226	4 739	5 347
30 June 2020	6 277	6 770	15 082	4 587	5 247
30 June 2021	6 191	6 609	15 087	4 465	5 144
30 June 2022	5 962	6 513	15 011	4 346	5 094

Notes: Numbers may vary from 6.13

Full licence includes probabtionary licences

Persons total includes drivers licence holders where gender is not specified

Source: BITRE estimates based on Department of Treasury and Finance (NT) data (2023)

Table 6.14h Licence holders, by gender and vehicle class — Australian Capital Territory

Date	Highest class of heavy vehicle licence				
	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female					
30 June 2020	756	712	585	49	5
30 June 2021	771	701	585	51	6
30 June 2022	781	665	572	47	5
30 June 2023	829	647	581	46	7
Male					
30 June 2020	2 624	5 944	8 644	2 552	539
30 June 2021	2 776	5 846	8 848	2 480	616
30 June 2022	2 953	5 545	8 730	2 369	673
30 June 2023	3 249	5 345	8 667	2 238	711
Total					
30 June 2020	3 380	6 657	9 232	2 601	544
30 June 2021	3 547	6 547	9 439	2 531	622
30 June 2022	3 734	6 212	9 311	2 416	678
30 June 2023	4 079	5 994	9 257	2 284	718

Notes: Numbers may vary from 6.13

Full licence includes probabtionary licences

Persons total includes drivers licence holders where gender is not specified

Source: BITRE estimates based on Access Canberra data (2023)

Table 6.15 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
2022–23	136.4	137.2	133.5	150.8	130.4	131.8	135.3

Note: Data are not available for missing years

ABS data is average over four quarters

Source: For state and national indexes – ABS (2023); for national (BITRE) index – BITRE estimates

Table 6.16 Arterial road and bridge maintenance expenditure, constant 2022–23 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	827.3	355.8	504.8	101.9	295.5	54.4	55.1	26.5
2001–02	758.0	413.7	505.1	96.9	253.6	56.8	49.0	20.3
2002–03	762.5	405.8	445.2	95.8	295.5	42.4	31.0	28.6
2003–04	766.6	387.7	541.5	103.0	294.3	49.1	36.6	16.8
2004–05	785.6	337.7	531.9	121.9	273.1	45.9	34.8	15.0
2005–06	728.3	320.0	552.1	123.0	294.3	64.3	37.0	13.2
2006–07	734.8	345.1	641.8	106.3	351.3	61.6	46.6	15.0
2007–08	796.9	381.6	655.4	120.2	340.5	49.3	36.3	16.9
2008–09	938.0	368.9	685.8	149.7	392.6	46.8	61.3	12.1
2009–10	915.1	366.8	798.0	141.8	382.7	60.9	40.7	24.2
2010–11	977.0	490.9	832.1	104.1	326.3	74.6	74.2	17.4
2011–12	1 044.6	416.4	1 024.7	118.3	229.4	62.5	61.3	16.2
2012–13	918.7	356.6	1 426.6	109.0	332.2	81.5	74.9	17.3
2013–14	1 192.0	344.2	1 450.3	105.7	411.6	63.9	73.4	13.6
2014–15	1 249.6	438.0	809.0	94.9	395.1	72.7	88.3	16.5
2015–16	1 158.2	412.6	628.3	136.3	380.6	63.8	82.2	17.3
2016–17	1 225.5	448.6	923.1	111.6	409.8	67.2	73.8	16.4
2017–18	1 179.1	737.3	864.9	122.0	424.7	74.9	77.9	21.8
2018–19	926.3	744.0	898.5	129.5	480.8	78.0	67.3	22.4
2019–20	1 061.6	698.3	886.1	173.9	462.5	86.3	27.3	20.7
2020–21	876.3	800.2	961.5	364.6	438.4	82.2	27.5	37.6
2021–22	1 754.1	672.3	887.4	398.1	407.8	85.4	31.9	29.5
2022–23	1 792.9	732.3	1 035.2	315.3	440.3	74.6	39.0	24.2

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, 2023
BITRE estimates

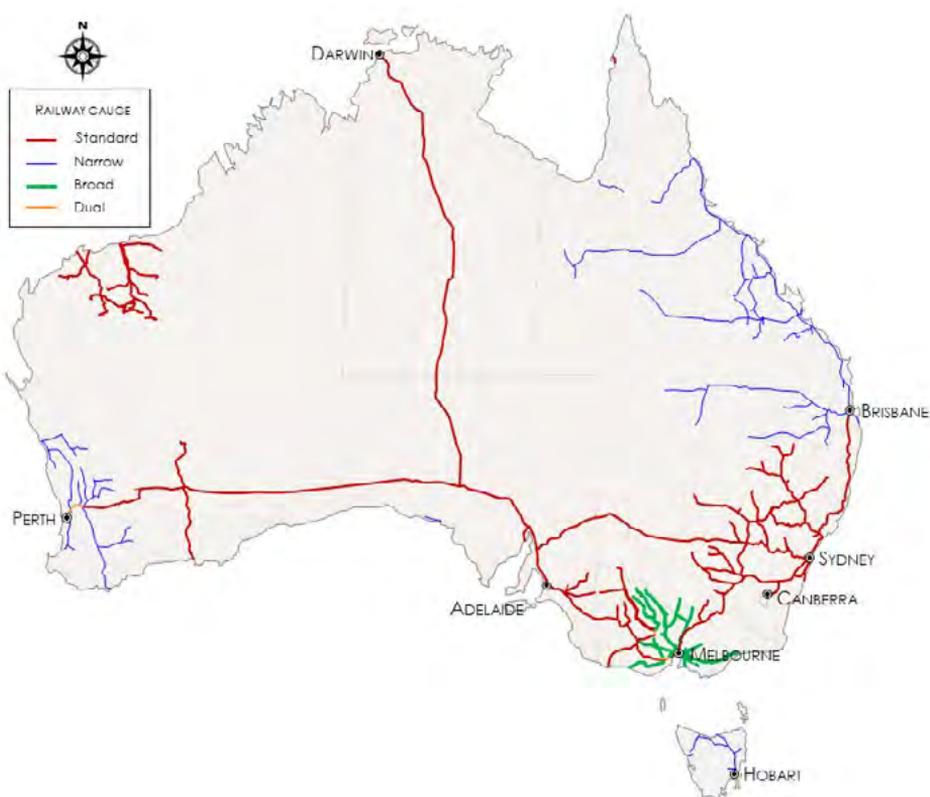
Chapter 7: Rail

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.

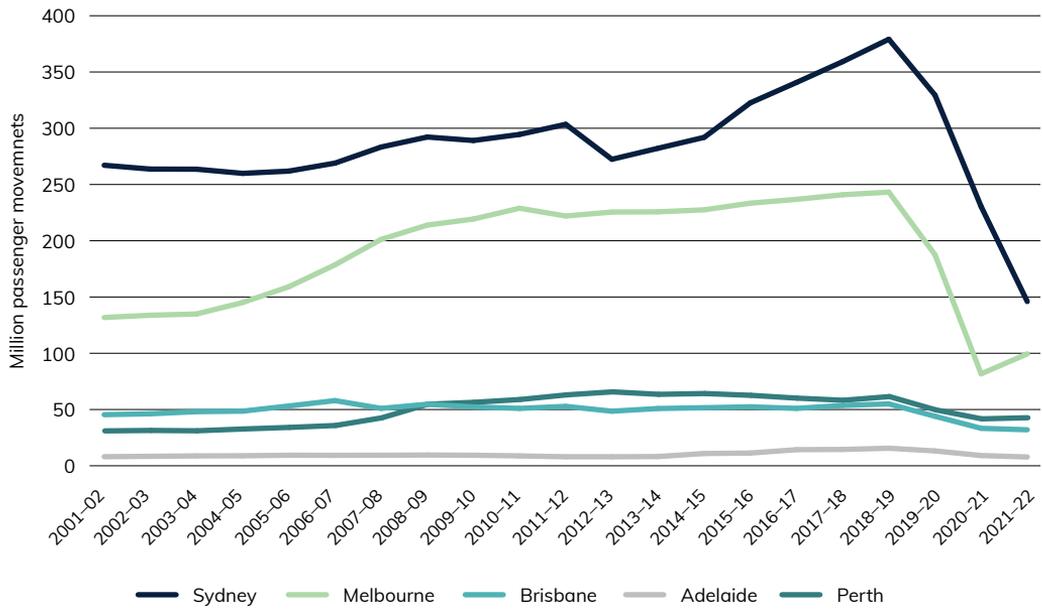
Figure 15 shows Australia’s network of railways by gauge, breaking it down into different classifications. The lines shown here are the railways that were open for traffic at October 2022. The only change since 2021 was the opening of the Forrestfield-Airport Link (Metronet) line in Perth.

Figure 16 shows rail public transport patronage by million passenger movements. Passenger movements were trending upwards in Sydney, Melbourne, Perth and Adelaide before starting to fall sharply in 2019–20 due to the COVID-19 pandemic. While Melbourne’s passenger numbers began to recover in 2021–22, Sydney’s continued to decline rapidly, recording a larger proportional fall than in each of the two preceding years. This refers to all trips on suburban rail networks and is based on reporting from train operators.

Figure 15 Australia’s railways, by gauge



Source: BITRE, 2023, *Trainline 10*

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

Sources: BITRE, 2015, Long-term trends in urban public transport
 BITRE forthcoming, Trainline 11
 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 2023, by jurisdiction and gauge

Jurisdiction	Gauge				
	1 067	1 435	1 600	Dual	Total
New South Wales		6 967	73		7 040
Victoria		1 794	2 384	55	4 233
Queensland	8 346	117		36	8 499
South Australia	66	2 599	126		2 791
Western Australia	2 978	4 701		207	7 886
Tasmania	611				611
Northern Territory		1 690			1 690
ACT		6			6
Total	12 001	17 874	2 583	298	32 756

See end notes

Source: BITRE estimates

Table 7.2b Estimated route-kilometres of open railway as at October 2023, 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	867	3 366	4 233
Queensland	839	7 660	8 499
South Australia	120	2 671	2 791
Western Australia	961	6 925	7 886
Tasmania	0	611	611
Northern Territory	0	1 690	1 690
ACT	0	6	6
Total	3 993	28 763	32 756

See end notes

Source: BITRE estimates

Table 7.2c Estimated route-kilometres of open railway as at October 2023, 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	364		100	3 769	4 233
Queensland		2 173		6 326	8 499
South Australia		83		2 708	2 791
Western Australia		189		7 697	7 886
Tasmania				611	611
Northern Territory				1 690	1 690
ACT				6	6
Total	1 030	2 445	102	29 179	32 756

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	126.0	61.2	0.0	187.2	82.5	88
Perth	188.0	48.0	1.0	237.0	189.0	74

Source: BITRE forthcoming, Trainline 11

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
2021-22	146.0	99.5	32.0	7.8	42.7				328.0

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 forthcoming, *Trainline 11*

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
2021-22	17.4	82.9	6.3	5.5	0.0	0.0	0.0	2.3	0.6	115.1

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 forthcoming, *Trainline 11*

Prior Trainline publications

Table 7.6a Rail-related expenditure, by Commonwealth Government (constant 2021–22 prices, adjusted by CPI)

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	3.7	0.0	0.0	14.6	18.4	934.2
1999–00	0.0	0.0	0.0	0.0	0.0	16.5	0.0	0.0	87.8	104.3	1 073.2
2000–01	0.0	0.0	0.0	0.0	0.0	19.8	91.7	0.0	76.9	188.4	924.0
2001–02	0.0	0.0	4.8	0.0	0.0	1.3	178.4	0.0	0.0	184.4	501.1
2002–03	0.0	0.0	3.6	0.0	0.0	0.1	21.9	0.0	0.0	25.6	173.2
2003–04	220.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	691.8	912.6	139.9
2004–05	0.2	0.0	0.2	30.1	14.3	0.0	18.8	0.0	194.8	258.4	639.5
2005–06	1.8	0.0	0.0	25.1	0.0	0.0	0.0	0.0	413.1	440.0	891.5
2006–07	- 1.3	35.8	0.0	30.0	0.0	2.2	0.0	0.0	6.9	73.6	1 219.0
2007–08	27.1	129.1	34.2	4.4	38.4	20.9	0.0	0.0	31.1	285.2	1 687.7
2008–09	182.4	358.2	45.4	38.5	27.2	42.3	1.1	0.0	598.1	1 293.1	1 924.2
2009–10	- 34.2	57.8	509.6	71.4	19.8	61.5	2.2	0.0	1 020.8	1 708.9	2 637.0
2010–11	6.8	384.6	0.0	184.8	75.6	18.1	0.0	0.0	704.1	1 374.0	2 340.1
2011–12	83.0	590.2	36.8	382.3	152.1	33.8	0.0	0.0	503.5	1 781.6	3 205.8
2012–13	167.4	748.8	41.6	- 20.3	200.3	52.7	0.0	0.0	255.0	1 445.5	3 268.9
2013–14	458.1	1 319.3	79.9	0.7	26.9	39.4	0.0	0.0	2.1	1 926.3	2 688.2
2014–15	316.8	165.3	285.0	0.0	0.0	5.3	0.0	0.0	50.8	823.2	1 551.3
2015–16	89.5	0.1	115.6	0.0	555.4	12.8	0.0	0.0	80.9	854.2	995.1
2016–17	27.9	245.2	177.9	0.0	0.0	22.7	0.0	0.0	202.4	676.1	2 237.7
2017–18	0.0	38.9	49.7	194.8	556.5	16.4	0.0	0.0	308.0	1 164.3	2 764.9
2018–19	197.9	524.3	2.2	330.4	24.2	14.1	0.0	0.0	319.9	1 412.9	2 452.3
2019–20	66.5	388.0	13.3	38.2	27.1	18.0	0.0	0.0	556.6	1 107.9	2 086.7
2020–21	349.6	745.2	53.9	37.3	103.2	39.6	0.0	0.0	849.9	2 178.8	3 118.8
2021–22	910.6	331.6	64.8	58.1	222.8	33.5	0.2	20.0	865.8	2 507.3	3 656.0

(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, 2023, *Consumer Price Index, Australia*

ABS, 2023, *Government Finance Statistics, Australia*

BITRE estimates

Table 7.6b Rail-related expenditure, by state/territory Government (constant 2021–22 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA ^(c)	WA ^(c)	TAS ^(c)	NT ^(c)	ACT	Total Government	Total Public Sector ^(a)
\$ million										
1998–99	6 083.2	675.3	1 194.9	30.8	463.5	- 3.7	14.5	0.0	8 458.4	8 074.4
1999–00	5 919.6	595.8	3 044.7	19.4	420.8	- 14.7	12.4	1.8	9 999.8	9 742.3
2000–01	5 707.2	503.7	947.3	6.7	447.0	- 19.8	- 80.1	0.0	7 512.0	6 050.9
2001–02	5 730.5	483.2	1 997.8	11.4	223.8	0.4	- 150.8	0.0	8 296.2	8 627.0
2002–03	6 539.3	1 290.9	1 754.8	20.5	393.6	- 0.1	- 15.6	0.0	9 983.3	9 462.3
2003–04	6 254.5	1 205.2	1 781.3	27.7	353.6	0.0	6.1	0.0	9 628.5	8 151.1
2004–05	6 466.4	1 396.0	2 245.4	- 10.6	335.5	6.0	- 14.3	0.0	10 424.4	9 573.6
2005–06	6 896.4	1 163.5	2 113.2	130.5	366.5	4.4	0.0	0.0	10 674.5	9 534.2
2006–07	7 047.0	1 642.3	3 155.6	78.8	399.7	0.6	0.0	0.0	12 324.1	11 841.2
2007–08	6 734.5	850.7	3 491.5	70.8	331.9	6.4	0.0	0.0	11 485.9	11 941.3
2008–09	6 677.0	2 056.4	3 764.7	37.1	305.5	8.1	- 1.1	0.0	12 847.6	13 629.1
2009–10	7 591.5	1 449.8	2 091.1	3.8	327.3	33.0	- 2.2	0.0	11 494.2	14 326.6
2010–11	7 557.3	3 155.0	1 751.0	- 103.1	220.8	44.7	13.8	0.0	12 639.5	13 070.9
2011–12	7 294.9	3 148.5	1 128.4	- 297.5	131.5	55.8	0.0	0.0	11 461.6	11 169.3
2012–13	6 569.7	2 675.0	1 701.5	137.9	86.7	43.4	0.0	0.0	11 214.1	10 069.6
2013–14	5 027.0	765.8	1 642.8	77.6	277.0	91.5	0.0	9.4	7 891.1	7 202.9
2014–15	4 944.8	1 859.3	2 277.5	90.8	304.5	69.4	0.0	26.4	9 572.7	11 604.1
2015–16	7 040.9	1 973.2	2 473.1	121.3	- 235.8	80.2	0.0	6.8	11 459.8	11 211.1
2016–17	6 982.8	1 436.4	2 450.9	160.5	322.1	92.0	0.0	4.5	11 449.2	12 715.5
2017–18	7 735.1	1 913.7	2 382.8	- 27.5	- 255.8	33.9	0.0	16.4	11 798.7	15 934.9
2018–19	8 293.8	1 673.1	2 688.9	- 158.4	293.1	24.6	0.0	107.6	12 922.8	16 781.5
2019–20	8 883.1	1 809.0	2 726.2	141.2	331.6	37.1	0.0	124.2	14 052.4	18 371.8
2020–21	10 625.5	1 607.9	2 978.2	115.2	351.1	27.2	0.0	120.1	15 825.3	21 057.2
2021–22	10 166.4	1 897.4	3 133.2	79.9	261.2	49.6	- 0.2	142.0	15 729.6	22 188.7

(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, 2023, Consumer Price Index, Australia
 ABS, 2023, Government Finance Statistics, Australia
 BITRE estimates

Table 7.6c Rail-related expenditure, by all government (constant 2021–22 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Public Corporations	Total Government ^(d)	Total Public Sector ^{(a) (e)}
\$ million											
1998–99	6 083.2	6 755.3	1 194.9	30.8	463.5	0.0	14.5	0.0	9 092.2	8 476.8	9 008.6
1999–00	5 919.6	5 958.8	3 044.7	19.4	420.8	1.8	12.4	1.8	10 714.7	10 104.0	10 815.5
2000–01	5 707.2	5 037.7	947.3	6.7	447.0	0.0	11.7	0.0	6 127.5	7 700.4	6 974.8
2001–02	5 730.5	4 832.2	2 002.6	11.4	223.8	1.6	27.6	0.0	7 694.2	8 480.6	9 128.0
2002–03	6 539.3	1 290.9	1 758.4	20.5	393.6	0.0	6.3	0.0	8 694.4	10 008.9	9 635.4
2003–04	6 474.9	1 205.2	1 781.7	27.7	353.6	0.0	6.1	0.0	8 302.7	10 541.0	8 291.0
2004–05	6 466.6	1 396.0	2 245.6	19.5	349.7	6.0	4.5	0.0	9 660.9	10 682.8	10 213.0
2005–06	6 898.1	1 163.5	2 113.2	155.6	366.5	4.4	0.0	0.0	9 929.1	11 114.5	10 425.7
2006–07	7 045.8	1 678.1	3 155.6	108.8	399.7	2.8	0.0	0.0	12 235.4	12 397.7	13 060.2
2007–08	6 761.7	979.8	3 525.7	75.2	370.3	27.3	0.0	0.0	12 625.5	11 771.1	13 629.0
2008–09	6 859.4	2 414.6	3 810.1	75.5	332.6	50.4	0.0	0.0	15 780.9	14 140.7	15 553.3
2009–10	7 557.3	1 507.6	2 600.7	75.1	347.1	94.5	0.0	0.0	14 990.3	13 203.2	16 963.6
2010–11	7 564.1	3 539.6	1 751.0	81.6	296.4	62.8	13.8	0.0	14 928.5	14 013.5	15 411.0
2011–12	7 377.9	3 738.7	1 165.2	84.7	283.6	89.6	0.0	0.0	12 671.0	13 243.2	14 375.1
2012–13	6 737.1	3 423.8	1 743.1	117.6	286.9	96.0	0.0	0.0	10 725.2	12 659.7	13 338.5
2013–14	5 485.0	2 085.1	1 722.8	78.3	303.9	130.9	0.0	9.4	8 021.3	9 817.4	9 891.1
2014–15	5 261.6	2 024.7	2 562.4	90.8	304.5	74.7	0.0	26.4	7 603.4	10 395.9	13 155.3
2015–16	7 130.4	1 973.3	2 588.7	121.3	319.6	92.9	0.0	6.8	9 475.4	12 313.9	12 206.3
2016–17	7 010.6	1 681.6	2 628.8	160.5	322.1	114.8	0.0	4.5	9 092.3	12 125.3	14 953.2
2017–18	7 735.1	1 952.6	2 432.6	167.3	300.7	50.3	0.0	16.4	9 809.1	12 962.9	18 699.9
2018–19	8 491.7	2 197.4	2 691.1	172.1	317.3	38.7	0.0	107.6	10 835.3	14 335.7	19 233.8
2019–20	8 949.7	2 197.1	2 739.5	179.4	358.8	55.2	0.0	124.2	11 336.7	15 160.3	20 458.5
2020–21	10 975.2	2 353.2	3 032.1	152.5	454.3	66.8	0.0	120.1	12 425.9	18 004.1	24 176.0
2021–22	11 077.0	2 229.0	3 198.0	138.0	484.0	83.0	0.0	162.0	12 808.0	18 236.8	25 844.7

(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, 2023, Consumer Price Index, Australia
 ABS, 2023, Government Finance Statistics, Australia
 BITRE estimates

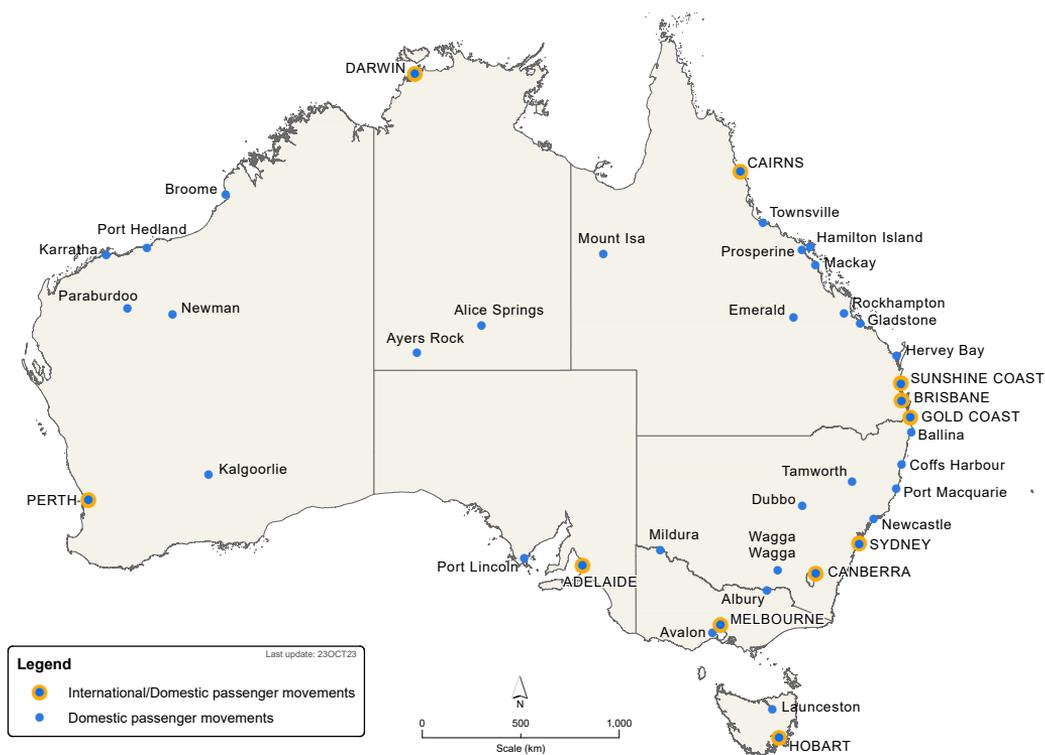
Chapter 8: Aviation

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.

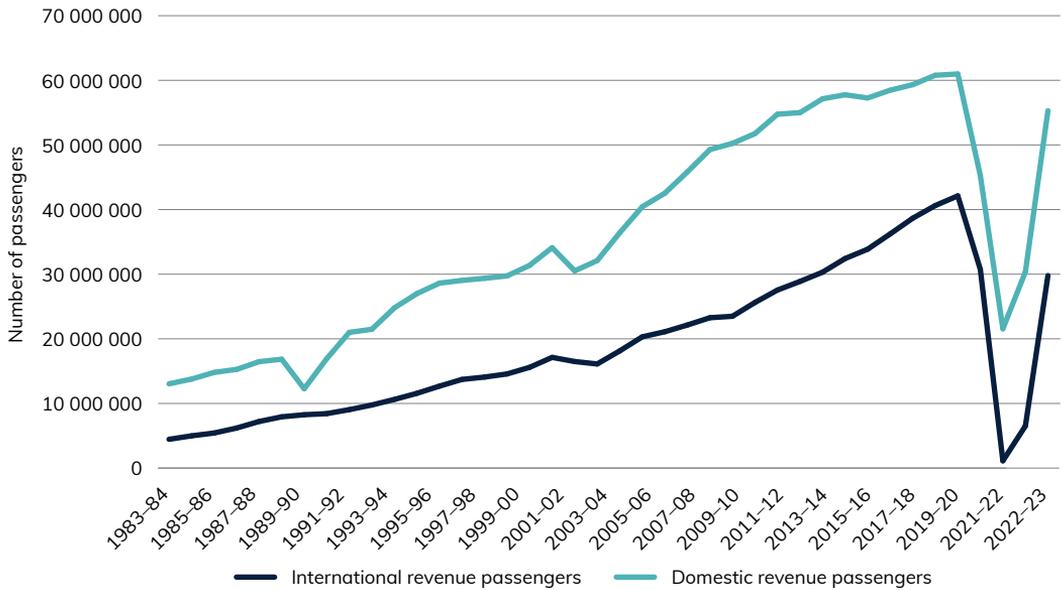
Figure 17 shows Australia's top 40 airports by domestic and international passenger movements. Sydney, Melbourne and Brisbane are the airports which experienced the most activity, with some regional airports outside of the top 30 entering and exiting the list.

Figure 18 shows international and domestic airline activity – denoted by number of revenue passengers. Since 1983–84, 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. 2022–23 shows a strong recovery post the COVID-19 pandemic travel restrictions.

Figure 17 Australia's top 40 airports in 2022–23, passengers



Source: BITRE, 2023, Aviation Statistics – Airport Traffic data

Figure 18 International and Domestic airline revenue passengers

Sources: BITRE, 2023, Aviation Statistics – International Airline Activity
 BITRE, 2023, 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, 2023, Aviation Statistics – Australian Air Distances

Table 8.2 International airline activity

Financial year	Flights	Revenue passengers	Available seats	Load factor	Freight
	no.	no.	no.	per cent	'000 tonnes
1970-71	17 067	1 199 148			33.4
1971-72	18 573	1 433 739			36.3
1972-73	19 735	1 769 816			44.7
1973-74	20 474	2 160 876			58.1
1974-75	27 013	2 392 102			65.8
1975-76	23 267	2 801 883			71.1
1976-77	21 938	2 894 965			78.5
1977-78	24 082	3 036 960			89.2
1978-79	20 764	3 506 753			111.8
1979-80	20 478	4 019 316			122.0
1980-81	20 487	4 108 265			127.8
1981-82	22 346	4 186 171			157.7
1982-83	21 486	4 249 249			166.7
1983-84	21 082	4 451 708			193.9
1984-85	22 385	4 988 998			222.9
1985-86	25 308	5 424 377			235.8
1986-87	29 698	6 194 981			268.4
1987-88	33 848	7 211 743			296.1
1988-89	38 854	7 930 588	11 435 873	69.3	324.6
1989-90	42 353	8 252 769	12 257 200	67.3	353.9
1990-91	45 300	8 424 511	12 991 767	64.8	357.5
1991-92	48 419	9 042 889	13 773 493	65.7	379.8
1992-93	52 295	9 759 065	15 023 875	65.0	432.8
1993-94	54 781	10 621 976	15 709 444	67.6	476.3
1994-95	60 658	11 565 753	17 443 065	66.9	543.5
1995-96	68 387	12 679 451	19 610 366	66.0	564.9
1996-97	74 347	13 718 480	20 792 015	67.4	614.9
1997-98	77 811	14 080 113	21 604 059	66.7	645.6
1998-99	80 476	14 564 061	21 621 816	68.9	645.6
1999-00	86 751	15 583 694	22 895 592	69.3	687.2
2000-01	93 828	17 126 504	24 565 665	71.1	665.7
2001-02	87 557	16 486 343	22 892 570	73.8	634.3
2002-03	89 374	16 108 417	23 062 891	71.8	635.1
2003-04	100 336	18 131 286	25 885 687	71.5	627.0
2004-05	116 087	20 309 733	29 691 278	69.7	702.4
2005-06	117 790	21 096 951	30 041 002	71.3	726.0
2006-07	119 330	22 137 767	29 768 595	75.6	754.5
2007-08	124 176	23 264 573	30 625 242	77.1	781.0
2008-09	131 560	23 486 506	32 174 834	74.2	709.4
2009-10	141 194	25 625 654	34 309 383	75.7	760.0
2010-11	150 440	27 549 289	36 923 253	75.5	822.5
2011-12	156 100	28 882 348	38 574 696	76.6	856.8
2012-13	161 101	30 309 898	40 433 560	77.3	882.8
2013-14	174 045	32 422 133	43 732 584	76.5	882.4
2014-15	175 251	33 864 637	44 226 790	79.0	939.8
2015-16	183 206	36 228 731	46 946 066	79.7	996.6
2016-17	193 267	38 660 946	50 599 437	79.3	1044.8
2017-18	201 374	40 619 162	52 896 690	79.6	1150.8
2018-19	205 814	42 121 004	53 863 238	80.4	1141.4
2019-20	159 730	30 732 112	39 920 606	78.9	1004.8
2020-21	45 172	1 122 915	5 552 953	20.2	895.0
2021-22	66 866	6 515 451	12 220 396	53.6	977.2
2022-23	150 684	29 786 689	36 880 732	83.0	875.7

See end notes

Note: Data are not readily available for missing years

Source: BITRE, 2023, 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	419 060	30 356 532	34 887 465	46 325	52 379 873	66.6	204.5
2022-23	595 118	55 294 455	66 227 814	70 283	81 754 302	81.0	171.9

See end notes

Note: Data are not readily available for missing years

Source: BITRE, 2023, 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
2022–23	35 585	30 651	19 793	11 203	7 522	6 102	4 197	2 712	1 792	2 532	1 650

Source: BITRE, 2023, 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
2022–23	282 251	217 037	170 988	81 856	72 717	38 832	40 329	39 070	24 126	20 655	24 568

See end notes

Source: BITRE, 2023, 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
2022-23	483 423	3.7	508 783	69.5	69.5

See end notes

Source: BITRE, 2023, Aviation Statistics – Domestic Airline Activity

Table 8.6 BITRE airfare index

Financial year	Business	Economy	Restricted economy	Best discount
	index			
1993–94	59.1	67.4		96.8
1994–95	62.8	69.1		95.9
1995–96	65.6	71.6		94.9
1996–97	71.7	76.1		104.4
1997–98	76.2	78.7		115.0
1998–99	79.3	80.9		114.4
1999–00	80.0	81.8		114.1
2000–01	89.0	91.5		100.6
2001–02	92.5	96.1		109.2
2002–03	96.8	97.2	102.7	105.5
2003–04	102.7	100.2	100.1	102.5
2004–05	109.2	106.7	106.8	87.8
2005–06	106.0	112.8	99.8	95.1
2006–07	111.3	120.0	103.6	100.5
2007–08	116.3	112.8	111.4	100.2
2008–09	124.3	104.0	116.0	87.0
2009–10	116.0	108.2	113.3	74.7
2010–11	123.8	114.3	111.9	70.4
2011–12	116.5	131.0	84.9	87.6
2012–13	89.3	154.7	91.5	83.4
2013–14	108.5	157.8	97.0	82.1
2014–15	120.5	*	103.7	81.2
2015–16	126.7	*	108.8	81.7
2016–17	131.9	*	111.4	90.8
2017–18	133.0	*	132.6	93.6
2018–19	129.6	*	146.4	96.5
2019–20	122.8	*	153.6	105.9
2020–21	112.6	*	142.1	104.0
2021–22	74.2	*	109.6	92.5
2022–23	97.3	*	133.3	132.2

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, 2023, 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
31 December 2022	11 020	744	49	1 003	2 351	399	1 273

Source: Civil Aviation Safety Authority, 2023

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.

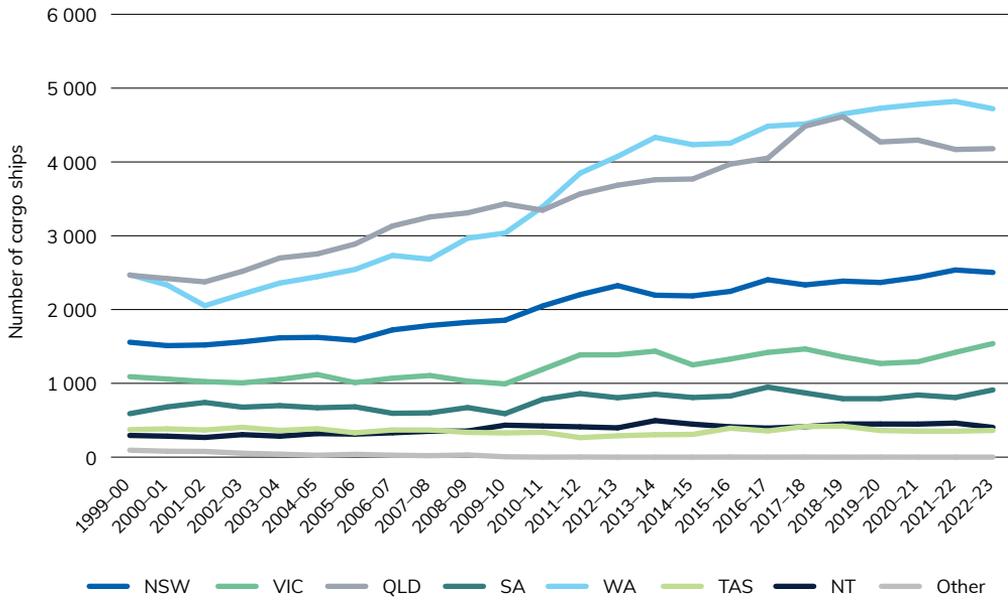
Figure 19 shows a map of Australia's principal ports. It provides some insight into the types of commodities handled by various ports around Australia.

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. While the majority of states and territories saw increases during this time period, Queensland and Western Australia 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	2 465	589	2 472	373	294	94	3 209
2000-01	1 511	1 058	2 420	681	2 332	383	284	80	3 165
2001-02	1 520	1 024	2 375	741	2 052	368	267	77	3 136
2002-03	1 562	1 006	2 518	677	2 210	404	305	53	3 186
2003-04	1 617	1 054	2 699	698	2 359	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	2 887	682	2 543	330	312	38	3 431
2006-07	1 724	1 070	3 132	594	2 733	368	330	26	3 792
2007-08	1 784	1 106	3 255	600	2 682	367	351	20	3 842
2008-09	1 826	1 030	3 310	672	2 966	336	354	29	4 040
2009-10	1 855	993	3 432	589	3 036	328	433	5	4 338
2010-11	2 048	1 190	3 346	782	3 392	337	422		4 510
2011-12	2 202	1 386	3 567	861	3 848	265	411	2	5 087
2012-13	2 324	1 387	3 685	805	4 075	289	397		5 228
2013-14	2 194	1 436	3 759	853	4 333	304	495		5 513
2014-15	2 185	1 250	3 769	808	4 234	308	447		5 468
2015-16	2 246	1 329	3 971	828	4 254	392	411	1	5 536
2016-17	2 404	1 419	4 051	949	4 484	355	393		5 841
2017-18	2 334	1 466	4 486	870	4 515	415	413	1	5 851
2018-19	2 385	1 358	4 614	792	4 650	420	449		6 008
2019-20	2 367	1 269	4 271	792	4 728	361	449	1	6 035
2020-21	2 436	1 292	4 296	842	4 780	352	448		6 313
2021-22	2 536	1 420	4 169	808	4 820	352	461		6 188
2022-23	2 503	1 539	4 180	911	4 721	362	403		6 185

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

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

Note: 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	9 805	1 814	873		32 807
2017-18	4 876	4 484	9 773	2 099	9 825	2 062	988	1	34 108
2018-19	4 867	4 289	10 034	2 045	9 890	1 965	1 088		34 178
2019-20	4 583	3 933	8 027	1 853	9 641	1 848	1 111	1	30 997
2020-21	4 517	3 919	8 036	1 812	9 330	1 920	1 078		30 612
2021-22	4 601	4 147	7 613	1 914	9 305	1 748	1 038		30 366
2022-23	4 574	4 389	7 742	2 019	9 401	1 765	955		30 845

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

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

Source: BITRE estimates based on Lloyds List Intelligence data.

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

Financial year	Melbourne	Brisbane	Sydney	Fremantle	Newcastle	Gladstone	Dampier	Port Hedland
1999-00	596	763	626	719	592	422	507	326
2000-01	587	727	578	678	581	459	477	361
2001-02	589	679	560	669	617	469	240	343
2002-03	575	689	590	702	661	531	254	376
2003-04	613	715	616	712	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	1 005	541	954	1 014	947	728	850
2013-14	817	907	519	939	1 046	989	746	952
2014-15	734	872	509	829	1 042	941	731	982
2015-16	754	894	541	875	1 070	1 012	722	963
2016-17	811	1 024	553	936	1 229	1 043	719	1 044
2017-18	837	1 000	511	881	1 215	1 051	702	1 086
2018-19	791	1 074	550	980	1 240	1 144	764	1 019
2019-20	727	928	531	894	1 273	1 121	752	1 123
2020-21	748	910	465	867	1 340	1 107	747	1 162
2021-22	841	969	474	884	1 389	1 074	701	1 166
2022-23	923	1 027	552	886	1 251	1 012	743	1 060

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
2022-23	3 054	2 241	1 630	1 401	2 010	1 777	1 610	3 057

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.

Source: BITRE, 2023, Australian Sea Freight 2020–21

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.

Source: BITRE, 2023, Australian Sea Freight 2020–21

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, 2023, Australian Sea Freight 2020–21

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

Financial year	Gladstone	Port Kembla	Geelong	Townsville	Newcastle	Bunbury	Devonport	Dampier
	million tonnes							
1995-96	9.3	9.5	3.8	4.3	6.4	0.8	0.7	0.3
1996-97	9.9	9.1	4.7	4.8	6.2	0.6	0.9	0.3
1997-98	9.4	11.5	5.1	4.4	6.6	0.9	0.9	0.2
1998-99	10.1	8.7	5.9	4.9	6.4	0.8	1.1	0.3
1999-00	10.9	9.4	5.8	4.9	4.3	0.9	1.1	0.4
2000-01	11.0	9.6	6.0	4.7	3.4	1.2	1.2	0.2
2001-02	11.0	9.5	6.3	4.8	3.5	1.1	1.1	0.2
2002-03	10.9	9.7	6.1	5.6	3.1	1.1	1.3	0.7
2003-04	11.5	9.7	6.9	5.3	2.7	1.0	1.3	0.6
2004-05	13.3	9.9	7.3	5.3	2.9	1.2	1.3	0.5
2005-06	15.4	9.1	7.6	5.6	2.7	1.1	1.3	0.6
2006-07	16.1	9.4	6.8	5.2	3.2	1.2	1.0	0.8
2007-08	16.0	9.8	7.1	5.3	3.2	1.5	1.4	1.3
2008-09	16.5	7.1	6.5	4.8	3.1	1.6	1.4	1.3
2009-10	16.7	9.9	6.3	5.9	3.2	1.4	1.4	1.6
2010-11	17.0	10.2	7.4	6.0	3.3	1.6	1.4	1.0
2011-12	17.9	6.5	7.3	6.2	3.6	1.3	1.4	2.2
2012-13	21.0	5.6	7.9	6.7	3.2	1.7	1.4	1.7
2013-14	20.9	5.5	8.5	5.5	3.4	1.8	1.4	1.8
2014-15	21.3	7.1	8.3	5.2	3.9	1.8	1.5	1.5
2015-16	22.6	7.6	7.7	3.8	4.1	1.8	1.5	1.5
2016-17	23.1	8.2	8.0	2.0	4.8	1.8	1.5	0.9
2017-18	20.7	8.7	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, 2023, Australian Sea Freight 2020-21

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

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin
	<i>million tonnes</i>						
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, 2023, *Australian Sea Freight 2020–21*

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

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin
	<i>million tonnes</i>						
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, 2023, Australian Sea Freight 2020–21

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	1 349 471	768 246	407 059	8 067 475
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	1 536 467	792 021	383 848	8 741 532
2022-23	3 188 434	2 726 263	1 556 953	809 709	350 884	8 632 243

Sources: BITRE forthcoming, Waterline 70
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	49	138	69	69
2015–16	88	53	141	73	68
2016–17	98	50	148	70	78
2017–18	109	50	159	71	88
2018–19	99	49	148	66	82
2019–20	97	42	139	63	76
2020–21	99	41	140	56	84
2021–22	92	36	128	55	73

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 forthcoming, *Australian Sea Freight 2022–23*

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	43 773	5 122 456	549 466	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	7 392 230	42 833	7 435 063	501 758	6 933 305
2018–19	6 624 520	42 600	6 667 120	434 664	6 232 456
2019–20	6 601 064	36 638	6 637 702	452 704	6 184 998
2020–21	7 136 366	35 579	7 171 945	434 380	6 737 565
2021–22	6 644 295	31 430	6 675 725	433 584	6 242 141

Source: BITRE forthcoming, Australian Sea Freight 2022–23

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	41 846	3 941 175	724 468	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	5 412 634	41 251	5 453 885	702 957	4 750 928
2018–19	4 981 926	44 144	5 026 070	674 327	4 351 743
2019–20	4 978 141	35 853	5 013 994	687 072	4 326 922
2020–21	5 192 514	40 040	5 232 554	682 552	4 550 002
2021–22	4 856 108	32 518	4 888 626	684 474	4 204 152

Source: BITRE forthcoming, Australian Sea Freight 2022–23

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	36.3	25.8	21.2	6.9	9.7	13.1
2018–19	39.4	22.2	23.2	5.0	10.2	13.6
2019–20	40.4	18.8	23.7	7.2	9.9	13.8
2020–21	33.2	21.6	27.9	10.0	7.3	13.2
2021–22	19.6	33.2	31.8	6.4	9.0	14.3

Source: BITRE forthcoming, Australian Sea Freight 2022–23

Table 9.9a Ships in the major trading fleet – overseas trades, 2021–22 – tankers

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

Source: BITRE forthcoming, *Australian Sea Freight 2022–23*

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

Name	Products	Ports called at	
		Australian	Overseas
Alpha Peace; Aquamaka	Dry bulk	Gladstone, Hay Point, Port Hedland, Port Walcott	CHN, IDN, KOR, SGP, VNM
Aquarange	Dry bulk	Dampier, Gladstone	CHN, VNM
Aquataine	Dry bulk	Newcastle	CHN, VNM
Barwon	Dry bulk	Cape Cuvier, Gladstone, Weipa	CHN, IDN, JPN, KOR
Berge Torre	Dry bulk	Gladstone, Newcastle, Port Hedland, Port Walcott	IDN, JPN, TWN
Cape Eternity	Iron ore	Port Hedland	CHN, KOR
CS Grace	Iron ore	Dampier, Port Hedland	CHN, IDN
FMG Amanda	Iron ore	Port Hedland	CHN, IDN, KOR, SGP
FMG David	Iron ore	Port Hedland	CHN, KOR
FMG Grace	Iron ore	Port Hedland	CHN, KOR
FMG Matilda	Iron ore	Port Hedland	CHN, KOR
FMG Nicola	Iron ore	Port Hedland	CHN, KOR
FMG Northern Spirit	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, PHL
Nicolemy	Dry bulk	Gladstone	BRA, CHN
Philippus A.	Iron ore	Dampier, Port Hedland, Port Walcott	CHN, IDN
Yarra	Dry bulk	Cape Cuvier, Gove, Port Hedland, Weipa	CHN, IDN, KOR, PHL

Source: BITRE forthcoming, *Australian Sea Freight 2022–23*

Table 9.9c Ships in the major trading fleet – overseas trades, 2021–22 – container carriers

Name	Products	Ports called at	
		Australian	Overseas
ANL Gippsland	Containers	Brisbane, Melbourne, Sydney	CHN, JPN, NLD, TWN
ANL Kokoda; Hansa Offenburg	Containers	Brisbane, Melbourne, Port Kembla, Sydney	NZL, SGP
ANL Warrnambool	Containers	Adelaide, Melbourne, Sydney	NZL, USA
Antwerp Bridge	Containers	Brisbane	MYS, NZL, SGP
Holsatia	Containers	Adelaide, Brisbane, Melbourne, Sydney	IDN, MYS, SGP
Irenes Wave	Containers	Brisbane, Melbourne, Sydney	TWN
Keta	Containers	Melbourne, Sydney	CHN, NZL
Navios Miami	Containers	Brisbane	CHN, NZL
OOCL Brisbane	Containers	Brisbane, Melbourne, Sydney	SGP, THA

Source: BITRE forthcoming, Australian Sea Freight 2022–23

Table 9.9d Ships in the major trading fleet – overseas trades, 2021–22 – livestock carriers

Name	Products	Ports called at	
		Australian	Overseas
Devon Express	Livestock	Broome, Darwin, Fremantle	BRN, IDN, MYS, PHL, SGP, VNM
Maysora	Livestock	Darwin, Fremantle, Townsville	CHN, IDN, VNM, YEM
Nine Eagle	Livestock	Broome, Darwin, Fremantle, Townsville	BRN, IDN, PHL, VNM
Ocean Drover	Livestock	Fremantle, Gladstone, Portland	CHN, IDN, KOR, MUS, PHL
Ocean Swagman	Livestock	Darwin, Fremantle, Gladstone, Portland, Townsville	CHN, IDN, KOR, NZL, PHL, SGP
Ocean Ute	Livestock	Darwin, Gladstone, Townsville, Wyndham	CHN, IDN, NZL, SGP

Source: BITRE forthcoming, Australian Sea Freight 2022–23

Table 9.9e Ships in the major trading fleet – overseas trades, 2021–22 – general cargo ships

Name	Products	Ports called at	
		Australian	Overseas
Dayak Mas; Karratha Bay	General cargo	Dampier, Port Hedland	IDN, SGP

Source: Source: BITRE forthcoming, Australian Sea Freight 2022–23

Table 9.9f Ships in the major trading fleet – overseas trades, 2021–22 – vehicle carriers

Name	Products	Ports called at	
		Australian	Overseas
Beluga Ace	Vehicles	Brisbane, Melbourne, Port Kembla	JPN, KOR
Daedalus Leader	Vehicles	Brisbane, Fremantle, Melbourne, Port Kembla, Townsville	IDN, JPN, PHL, THA

Source: BITRE forthcoming, Australian Sea Freight 2022–23

Table 9.10a Ships in the major trading fleet – coastal trades, 2021–22 – tankers

Name	Products	Ports called at	
		Australian	Overseas
Absolute I	Bunker fuel	Fremantle	
Epic St.Agnes	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Newcastle, Port Kembla, Sydney	FJI
Gaschem Homer	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Sydney	KOR
Gaschem Iliad	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Sydney	MYS
ICS Allegiance	Petroleum	Geelong, Melbourne	
Larcom	Bunker fuel	Gladstone	

Source: Source: BITRE forthcoming, Australian Sea Freight 2022–23

Table 9.10b Ships in the major trading fleet – coastal trades, 2021–22 – bulk carriers

Name	Products	Ports called at	
		Australian	Overseas
Aburri	Zinc concentrate, lead concentrate	Bing Bong	
Adelie	Gypsum, mineral sands	Adelaide, Ardrossan, Brisbane, Devonport, Fremantle, Geelong, Geraldton, Gladstone, Melbourne, Mourilyan, Port Kembla, Sydney, Thevenard, Whyalla	
Akuna	Cement, fly ash	Adelaide, Gladstone, Melbourne, Newcastle, Sydney, Townsville	
CSL Reliance	Mineral sands, gypsum	Fremantle, Geraldton, Melbourne, Port Kembla, Thevenard	IDN
Donnacona	Magnetite (iron ore)	Cape Preston, Dampier, Port Hedland	SGP
Elanora	Gypsum, clinker, mineral sands	Adelaide, Brisbane, Devonport, Fremantle, Geelong, Geraldton, Gladstone, Hobart, Melbourne, Thevenard, Whyalla	NZL
Goliath	Cement	Adelaide, Devonport, Melbourne	
Kondili	Cement, fly ash	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IDN
Luga	Cement, fly ash	Adelaide, Brisbane, Gladstone, Melbourne, Newcastle, Sydney, Townsville	PHL
Mareeba	Gypsum, clinker	Ardrossan, Brisbane, Gladstone, Mackay, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	
RTM Gladstone	Bauxite	Gladstone, Gove, Weipa	CHN, KOR
RTM Piiramu	Bauxite	Gladstone, Gove, Weipa	
RTM Twarra	Bauxite	Gladstone, Gove, Weipa	
RTM Wakmatha	Bauxite	Gladstone, Gove, Weipa	
RTM Weipa	Bauxite	Gladstone, Gove, Weipa	
TSL Rosemary	Dry bulk	Esperance, Fremantle, Geelong, Geraldton, Gladstone, Hay Point, Karumba, Mackay, Melbourne, Port Kembla, Townsville, Wallaroo	CHL, IDN, PHL, SGP, ZAF
Wunma	Zinc concentrate, lead concentrate	Karumba	
Wyuna	Cement, fly ash	Adelaide, Gladstone, Melbourne, Newcastle, Sydney, Townsville	

Source: BITRE forthcoming, Australian Sea Freight 2022–23

Table 9.10c Ships in the major trading fleet – coastal trades, 2021–22 – general cargo

Name	Products	Ports called at	
		Australian	Overseas
Accolade II	Limestone	Adelaide, Klein Point	SGP
ICS Silver Lining	Containers, zinc and lead middlings, zinc concentrate, lead and alloys	Bell Bay, Burnie, Hobart, Port Pirie, Whyalla	
John Duigan	General cargo	Bell Bay, Burnie, Devonport, King Island, Melbourne	
Liekut	General cargo, vehicles	Devonport, Melbourne	
Lucky Eyre	Grain	Esperance, Fremantle, Lucky Bay, Wallaroo	
Pioneer	Sugar	Cairns, Hay Point, Mackay, Sydney	SGP
Searoad Mersey II	General cargo, vehicles	Devonport, Melbourne	
Spirit of Tasmania I	General cargo, vehicles	Devonport, Melbourne, Sydney	
Spirit of Tasmania II	General cargo, vehicles	Devonport, Melbourne, Sydney	
Tasmanian Achiever II	General cargo, vehicles	Burnie, Melbourne	
Trinity Bay	General cargo	Cairns, Horn Island, Thursday Island, Weipa	
Victorian Reliance II	General cargo, vehicles	Burnie, Melbourne	

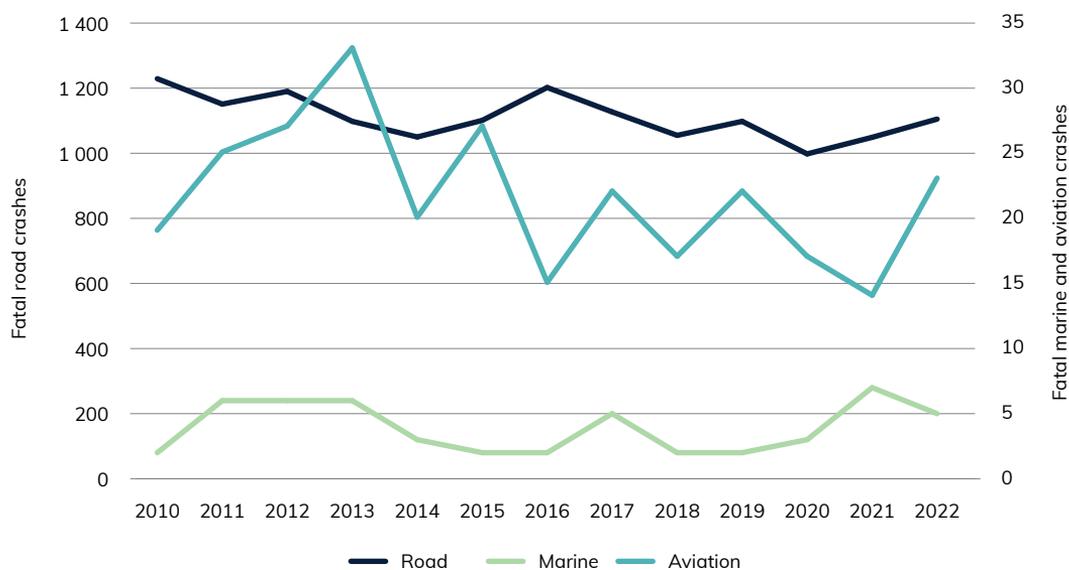
Source: BITRE forthcoming, *Australian Sea Freight 2022–23*

Chapter 10: Transport Safety

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

Figure 21 shows the number of fatal crashes over time (with road crashes on the left axis and marine and aviation crashes being on the right axis). Fatal road crashes (the number of crashes or accidents which resulted in at least one death) have been slowly trending downwards between 2010 and 2022, falling from 1229 to 1105, with an average of 1112 over this period. Fatal aviation crashes were 33 in 2013 and have remained between 14 and 23 since 2016. Marine fatal crashes have remained between 2 and 6 from 2010 to 2022.

Figure 21 Number of fatal crashes, by transport mode



Sources: Australian Transport Safety Bureau, 2023, National Aviation Occurrence Database
 Australian Transport Safety Bureau, 2023, Maritime Occurrence Database
 National Marine Safety Committee, 2010 - Incident Data
 1989 to 2007, BITRE, Australian Road Deaths Database
 2008 to 2021, BITRE, National Crash Database
 2022, BITRE, Australian Road Deaths Database

Table 10.1a Number of fatal crashes, by transport mode

Calendar year	Road	Rail	Marine	Aviation
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	1 098		2	22
2020	998		3	17
2021	1 049		6	14
2022	1 105		5	23

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, 2023, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2023, Maritime Occurrence Database

National Marine Safety Committee, 2010 – Incident Data

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

BITRE, 2008 to 2021, BITRE, National Crash Database

BITRE, 2022, Australian Road Deaths Database

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	8	11	40
2018	1 135	6	2	20
2019	1 186	12	3	34
2020	1 097	9	5	32
2021	1 130	10	8	20
2022	1 180	13	15	34

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, 2023, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2023, Maritime Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE, 2022, Australian Road Deaths Database

National Marine Safety Committee, 2010 – Incident Data

Office of the National Rail Safety Regulator, 2023, 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	0.02	0.01	0.08
2019	4.68	0.05	0.01	0.13
2020	4.28	0.04	0.02	0.12
2021	4.40	0.04	0.03	0.08
2022	4.54	0.05	0.06	0.13

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, 2023, National, State and Territory Population

Australian Transport Safety Bureau, 2023, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2023, Maritime Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE, 2022, Australian Road Deaths Database

National Marine Safety Committee, 2010, Incident Data

Office of the National Rail Safety Regulator, 2023, Casualty Crash Database

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

Calendar year	Road	Rail	Marine	Aviation
1990	146.27			0.44
1991	130.34			0.35
1992	123.08			0.22
1993	122.24			0.22
1994	124.30			0.33
1995	124.23			0.17
1996	120.59			0.26
1997	116.80			0.18
1998				0.16
1999				0.12
2000	141.70			0.11
2001	139.46	0.43	0.45	0.22
2002	146.70	0.50	0.59	0.16
2003	140.40	0.26	0.40	0.13
2004	145.16	0.35	0.62	0.13
2005	148.91	0.35	0.67	0.11
2006	153.63	0.65	0.78	0.03
2007	158.90	0.87	0.61	0.07
2008	157.77	0.53	0.72	0.08
2009	155.32	0.41	0.45	0.19
2010	148.76	0.18	0.11	0.10
2011	152.34	0.30	0.11	0.14
2012	149.66	0.33	0.13	0.17
2013	151.34	0.21	0.10	0.16
2014	151.28		0.16	0.08
2015	155.70		0.14	0.15
2016	161.06		0.07	0.14
2017	159.96		0.07	0.14
2018	158.59	0.29	0.09	0.13
2019	157.36	0.51	0.11	0.16
2020	148.02	0.59	0.12	0.13
2021	153.80	0.26	0.24	0.09
2022		0.18	0.11	0.12

See end notes.

Note: Data are not readily available for missing years.

Population data is as at June of each year.

In 2012 and 2017, there are breaks in the Road series as a result of a change in the criteria for patient admission in one jurisdiction each

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, 2023, National, State and Territory Population

BITRE, 2023, Hospitalised injuries from Road crashes – Australia 2011-2021

Australian Transport Safety Bureau, 2023, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2023, Maritime Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE, 2022, Australian Road Deaths Database

National Marine Safety Committee, 2010, Incident Data

Office of the National Rail Safety Regulator, 2023, Casualty Crash Database

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

Australian Institute of Health and Welfare, 2012

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

Calendar year	Road	Rail	Aviation
	deaths per billion passenger km travelled		
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	8.29	5.31
1982	21.04	8.38	5.60
1983	17.40	7.77	5.17
1984	17.11	8.97	4.37
1985	17.25	7.55	4.56
1986	16.51	7.16	4.24
1987	15.30	5.61	2.82
1988	15.20	6.40	4.54
1989	14.20	6.64	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	3.13	0.80
2008	5.50	2.17	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	0.46	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	0.34	0.27
2019	4.37	0.75	0.53
2020	4.19	0.78	0.76
2021	4.39	1.18	0.60
2022	4.52	1.22	0.63

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, 2023, National Aviation Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE, 2022, Australian Road Deaths Database

BITRE estimates

Office of the National Rail Safety Regulator, 2023, 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		
1983			4.31
1984			3.37
1985			3.04
1986			2.75
1987			4.20
1988			2.98
1989	144.30		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	96.89		1.12
1997	94.06		0.96
1998			0.72
1999			0.63
2000	113.06		1.23
2001	114.43	7.03	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	128.03	4.28	0.58
2012	126.19	4.91	0.56
2013	127.55	1.33	0.27
2014	127.73		0.51
2015	132.29		0.47
2016	138.35		0.47
2017	139.21		0.45
2018	140.29	4.10	0.54
2019	147.04	8.04	0.53
2020	145.00	13.21	0.55
2021	153.40	7.90	0.90
2022		4.41	0.52

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: BITRE, 2023, *Hospitalised injuries from Road crashes – Australia 2011-2021*

Australian Transport Safety Bureau, 2023, *National Aviation Occurrence Database*

BITRE, 1989 to 2007, *Australian Road Deaths Database*

BITRE, 2008 to 2021, *National Crash Database*

BITRE, 2022, *Australian Road Deaths Database*

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

BITRE estimates

Office of the National Rail Safety Regulator, 2023, *Casualty Crash Database*

Australian Institute of Health and Welfare, 2012

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	1 098	
2020	998	
2021	1 049	
2022	1 105	

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
BITRE, 2022, Australian Road Deaths Database

Table 10.4b Number of road casualties, by severity

Calendar year	Fatality	Hospitalised injury
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	28 460
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	21 978
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	34 033
2012	1 300	34 024
2013	1 184	35 001
2014	1 150	35 515
2015	1 205	37 082
2016	1 295	38 963
2017	1 223	39 339
2018	1 135	39 590
2019	1 186	39 866
2020	1 097	37 966
2021	1 130	39 505
2022	1 180	

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 and 2017, there are breaks in the series for Hospitalised Injury as a result of a change in the criteria for patient admission in one jurisdiction each

Sources: BITRE, 2023, *Hospitalised injuries from Road crashes – Australia 2011-2021*

BITRE, 1989 to 2007, *Australian Road Deaths Database*

BITRE, 2008 to 2021, *National Crash Database*

BITRE, 2022, *Australian Road Deaths Database*

Australian Institute of Health and Welfare, 2012

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	4.33	
2020	3.89	
2021	4.08	
2022	4.25	

See end notes.

- Notes: Hospitalised Injury crash data excludes all fatal crashes.
 Data are not readily available for missing years.
 Population data is as at June of each year.
 Data are not readily available for missing years.

Sources: Australian Bureau of Statistics, 2023, *National, State and Territory Population*
 BITRE, 1989 to 2007, *Australian Road Deaths Database*
 BITRE, 2008 to 2021, *National Crash Database*
 BITRE, 2022, *Australian Road Deaths Database*
 Infrastructure, 2022

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

Calendar year	Fatalities	Hospitalised injury
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	169.26
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	120.59
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	152.34
2012	5.72	149.66
2013	5.12	151.34
2014	4.90	151.28
2015	5.06	155.70
2016	5.35	161.06
2017	4.97	159.96
2018	4.55	158.59
2019	4.68	157.36
2020	4.28	148.02
2021	4.40	153.80
2022	4.54	

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.

Data are not readily available for missing years.

In 2012 and 2017, there are breaks in the series for Hospitalised Injury as a result of a change in the criteria for patient admission in one jurisdiction each

Sources: Australian Bureau of Statistics, 2023, National, State and Territory Population

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE, 2022, Australian Road Deaths Database

BITRE, 2023, Hospitalised injuries from Road crashes – Australia 2011-2021

Australian Institute of Health and Welfare, 2012

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	196	110	152	29	28	6	1 098
2020	264	195	251	85	137	32	28	6	998
2021	260	213	248	94	158	33	32	11	1 049
2022	263	238	275	68	161	45	40	15	1 105

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

BITRE, 2022, Australian Road Deaths 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	508	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	219	114	163	29	36	6	1 186
2020	284	211	278	93	155	38	31	7	1 097
2021	275	231	277	99	166	36	35	11	1 130
2022	281	240	297	71	175	51	47	18	1 180

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

BITRE, 2022, Australian Road Deaths 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	519	205	178	191	35	1 135
2019	569	205	158	212	39	1 186
2020	534	192	138	187	42	1 097
2021	530	182	133	237	42	1 130
2022	545	185	162	243	35	1 180

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
BITRE, 2022, Australian Road Deaths 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	53	226	258	351	114	129
2019	44	237	257	371	106	169
2020	55	208	291	331	75	133
2021	65	212	243	352	113	140
2022	62	227	265	368	116	140

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
BITRE, 2022, Australian Road Deaths 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	292	842	1 135
2019	282	904	1 186
2020	300	793	1 097
2021	276	852	1 130
2022	307	872	1 180

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
BITRE, 2022, Australian Road Deaths 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	5.8	17.0	2.1	4.2
2019	4.1	3.8	3.9	6.2	5.7	5.3	11.4	1.4	4.3
2020	3.3	2.9	4.9	4.7	5.0	5.7	11.3	1.3	3.9
2021	3.2	3.3	4.8	5.2	5.7	5.8	12.9	2.4	4.1
2022	3.2	3.6	5.2	3.7	5.8	7.9	16.0	3.3	4.2

Sources: Australian Bureau of Statistics, 2023, Australian population
 BITRE, 1989 to 2007, Australian Road Deaths Database
 BITRE, 2008 to 2021, National Crash Database
 BITRE, 2022, Australian Road Deaths 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	7.5	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	6.0	20.2	2.1	4.5
2019	4.4	4.1	4.3	6.5	6.1	5.3	14.6	1.4	4.7
2020	3.5	3.2	5.4	5.2	5.7	6.8	12.5	1.6	4.3
2021	3.4	3.5	5.3	5.5	6.0	6.3	14.1	2.4	4.4
2022	3.4	3.6	5.6	3.9	6.3	8.9	18.8	3.9	4.5

Sources: Australian Bureau of Statistics, 2023, Australian population
1971 to 1988, Federal Office of Road Safety Monograph 23, 1998
BITRE, 1989 to 2007, Australian Road Deaths Database
BITRE, 2008 to 2021, National Crash Database
BITRE, 2022, Australian Road Deaths Database

Table 10.8a 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	10 618	9 326	6 322	2 359	3 442	493	456	537	34 033
2012	11 121	8 098	6 813	2 311	3 493	536	496	601	34 024
2013	11 421	7 784	7 821	2 221	3 475	570	561	573	35 001
2014	11 313	8 523	7 725	2 381	3 154	646	575	542	35 515
2015	11 084	9 198	8 306	2 467	3 183	677	691	700	37 082
2016	11 474	10 360	8 702	2 654	3 031	657	709	654	38 963
2017	11 016	10 794	9 134	2 394	3 195	659	703	632	39 339
2018	9 794	11 453	9 381	2 489	3 274	781	832	712	39 590
2019	9 942	11 392	9 515	2 457	3 534	708	656	665	39 866
2020	9 274	9 884	9 801	2 503	3 636	778	787	629	37 966
2021	9 003	11 130	10 447	2 632	3 568	805	710	740	39 505

See end notes.

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

Revisions have been applied back to 2011.

There is a break in the NSW and Australia series in 2017 as, from June 2017, episodes of care delivered entirely within a designated NSW emergency department or urgent care centre are no longer categorised as admissions.

There is a break in the Victoria and Australia series in 2012 as Victoria changed case inclusion criteria to exclude cases cared for solely in Emergency Departments from 1 July 2012.

Totals for Australia may not match the sums of the states and territories as they include hospitalised injuries where a person's residence was unrecorded or migratory/offshore.

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

BITRE, 2023, Hospitalised injuries from Road crashes – Australia 2011–2021

Table 10.8b Number of persons with hospitalised injuries due to road crashes, by age (Male)

Year	0–7	8–16	17–25	26–39	40–64	65–74	75+	Unknown	Total
2011	441	1 741	5 478	5 665	7 022	1 069	905	0	22 321
2012	457	1 645	5 446	5 716	7 123	1 054	990	0	22 431
2013	439	1 670	5 289	5 861	7 505	1 195	998	0	22 957
2014	459	1 559	5 082	5 950	7 792	1 303	1 075	1	23 221
2015	424	1 721	5 108	6 012	8 207	1 313	1 135	0	23 920
2016	424	1 763	5 488	6 249	8 389	1 494	1 204	0	25 011
2017	418	1 762	5 444	6 363	8 572	1 519	1 178	0	25 256
2018	431	1 698	5 297	6 412	8 610	1 618	1 249	0	25 315
2019	422	1 784	5 245	6 253	8 615	1 699	1 347	0	25 365
2020	412	2 055	5 249	6 274	8 391	1 620	1 177	0	25 178
2021	416	2 150	5 226	6 186	8 702	1 795	1 313	0	25 788

See end notes.

Sources BITRE, 2023, unpublished data

Table 10.8c Number of persons with hospitalised injuries due to road crashes, by age (Female)

Year	0–7	8–16	17–25	26–39	40–64	65–74	75+	Unknown	Total
2011	278	779	2 616	2 501	3 638	899	1 001	0	11 712
2012	293	682	2 589	2 535	3 539	887	1 068	0	11 593
2013	293	713	2 563	2 610	3 839	962	1 062	0	12 042
2014	270	672	2 646	2 718	3 874	1 042	1 072	0	12 294
2015	326	718	2 774	2 965	3 991	1 152	1 235	0	13 161
2016	312	713	2 986	3 202	4 360	1 183	1 196	0	13 952
2017	322	736	3 024	3 145	4 365	1 258	1 233	0	14 083
2018	293	724	3 011	3 324	4 362	1 258	1 301	0	14 273
2019	282	711	2 857	3 388	4 553	1 369	1 339	0	14 499
2020	302	744	2 720	2 924	3 951	1 158	982	0	12 781
2021	291	713	2 783	3 237	4 324	1 223	1 145	0	13 716

See end notes.

Sources BITRE, 2023, unpublished data

Table 10.8d Number of persons with hospitalised injuries due to road crashes, by user (Male)

Calendar year	Car driver	Car passenger	Car unknown position	Motorcyclist	Pedal cyclist	Pedestrian	Heavy transport driver	Heavy transport driver	Heavy transport unknown position	Pick-up truck or van occupant	Bus occupant	Other or unknown	Total
2011	5 880	2 045	502	6 828	4 266	1 581	444	34	50	195	74	422	22 321
2012	5 789	2 044	489	6 954	4 439	1 559	403	36	43	218	88	369	22 431
2013	5 763	1 981	417	7 190	4 945	1 553	407	30	28	191	92	360	22 957
2014	5 806	1 835	371	7 496	5 218	1 430	367	33	40	193	85	347	23 221
2015	6 256	1 985	404	7 417	5 291	1 450	437	35	22	204	101	318	23 920
2016	6 804	2 087	415	7 622	5 385	1 521	394	29	36	234	108	376	25 011
2017	6 857	1 917	391	7 868	5 567	1 486	435	28	31	209	89	378	25 256
2018	6 966	2 057	447	7 729	5 434	1 467	423	53	42	226	98	373	25 315
2019	6 658	1 871	404	7 944	5 785	1 524	406	40	40	212	98	383	25 365
2020	6 588	1 757	363	7 752	6 385	1 189	402	33	34	241	72	362	25 178
2021	6 725	1 797	381	7 891	6 425	1 389	372	38	34	269	60	407	25 788

See end notes.

Sources BITRE, 2023, unpublished data

Table 10.8e Number of persons with hospitalised injuries due to road crashes, by user (Female)

Calendar year	Car driver	Car passenger	Car unknown position	Motorcyclist	Pedal cyclist	Pedestrian	Heavy transport driver	Heavy transport driver	Heavy transport unknown position	Pick-up truck or van occupant	Bus occupant	Other or unknown	Total
2011	5 068	2 808	387	737	1 125	1 173	11	18	5	52	140	188	11 712
2012	5 017	2 694	406	774	1 182	1 113	13	11	5	55	129	194	11 593
2013	5 178	2 847	401	827	1 317	1 104	8	10	1	39	134	176	12 042
2014	5 316	2 790	357	838	1 418	1 124	10	22	8	46	204	161	12 294
2015	5 907	2 972	408	881	1 425	1 177	7	8	1	45	145	185	13 161
2016	6 390	3 016	393	904	1 519	1 222	9	13	3	64	175	244	13 952
2017	6 410	3 185	386	871	1 509	1 228	12	21	1	62	176	222	14 083
2018	6 629	3 149	417	894	1 523	1 194	14	16	5	53	149	230	14 273
2019	6 823	3 118	393	980	1 517	1 189	19	12	7	48	156	237	14 499
2020	5 626	2 587	367	931	1 946	913	10	15	6	59	101	220	12 781
2021	6 602	2 698	336	992	1 737	945	11	18	2	72	109	194	13 716

See end notes.

Sources BITRE, 2023, unpublished data

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	142.5	168.9	166.9	151.1	136.5	146.4	243.8	174.8	157.8
2009	141.4	160.2	163.4	149.6	141.1	136.6	236.7	177.0	155.3
2010	141.9	158.1	141.7	145.6	140.9	105.5	235.4	159.8	148.8
2011	147.1	168.4	141.2	143.9	146.3	96.4	197.2	145.9	152.3
2012	152.3	143.3	149.1	139.5	144.0	104.7	210.2	159.6	149.7
2013	154.3	134.8	168.1	132.9	139.7	111.3	232.1	149.5	151.3
2014	150.7	144.6	163.7	141.1	125.3	125.8	236.7	139.4	151.3
2015	145.5	152.7	173.8	145.1	125.3	131.4	282.4	176.9	155.7
2016	148.4	167.8	179.6	154.9	118.6	127.0	288.6	162.2	161.1
2017	140.2	171.3	185.4	138.5	123.6	125.1	284.1	152.3	160.0
2018	123.1	178.3	187.4	142.5	125.1	145.4	336.7	167.1	158.6
2019	123.6	174.3	187.0	139.0	132.9	129.2	266.1	152.6	157.4
2020	114.3	149.4	189.7	139.8	134.0	139.5	318.1	141.4	148.0
2021	111.2	170.0	200.3	146.0	129.8	141.9	286.1	163.5	153.8

See end notes

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

A hospitalised injury is a person admitted to hospital.

Data are not readily available for missing years.

Sources: Australian Bureau of Statistics, 2023, *National, State and Territory Population*

BITRE, 2023, *unpublished data*

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	8	
2018	6	72
2019	12	129
2020	9	152
2021	10	67
2022	13	47

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, 2023, 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	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	3	2	2	0	1	0	0	0	8
2018	3	2	1	0	0	0	0	0	6
2019	7	3	0	1	1	0	0	0	12
2020	1	2	0	4	2	0	0	0	9
2021	3	3	1	1	2	0	0	0	10
2022	3	4	2	3	0	1	0	0	13

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.

Fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences.

Sources: Australian Bureau of Statistics, 2023, National, State and Territory Population

Australian Transport Safety Bureau, 2004, 2010, 2012

Office of the National Rail Safety Regulator, 2023, 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	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	0.04	0.03	0.04	0.00	0.04	0.00	0.00	0.00	0.03
2018	0.04	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.02
2019	0.09	0.05	0.00	0.06	0.04	0.00	0.00	0.00	0.05
2020	0.01	0.03	0.00	0.22	0.07	0.00	0.00	0.00	0.04
2021	0.04	0.05	0.02	0.06	0.07	0.00	0.00	0.00	0.04
2022	0.04	0.06	0.04	0.16	0.00	0.18	0.00	0.00	0.05

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.

Fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences.

Sources: Australian Bureau of Statistics, 2023, *Australian Population*
 Australian Transport Safety Bureau, 2004, 2010, 2012
 Office of the National Rail Safety Regulator, 2023, *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	154
2022	23	182

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

Source: Australian Transport Safety Bureau, 2023, 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	32	23
2021	20	30
2022	34	28

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

Source: Australian Transport Safety Bureau, 2023, 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	0.60
2022	0.09	0.70

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

Sources: Australian Bureau of Statistics, 2023, National, State and Territory Population

Australian Transport Safety Bureau, 2023, 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	0.12
2022	0.13	0.11

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

Sources: Australian Bureau of Statistics, 2023, National, State and Territory Population

Australian Transport Safety Bureau, 2023, 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	48	13	29	3	7	5	1	0	168
2022	46	42	50	12	34	4	14	3	0	0	205

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

Source: Australian Transport Safety Bureau, 2023, 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	11	0	4	0	0	0	0	32
2021	3	1	11	0	3	0	0	2	0	20
2022	7	8	8	0	6	1	4	0	0	34

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

Source: Australian Transport Safety Bureau, 2023, National Aviation Occurrence Database

Table 10.16a ANCAP safety ratings for new passenger cars and SUVs sold in Australia

Year	5 stars	4 stars	3 stars or less	Not rated	Total sold
2020–21	688 974	26 575	11 748	36 961	764 258
2021–22	627 346	33 059	9 830	64 232	734 467
2022–23	659 178	40 126	9 889	109 650	818 843

Notes: The ANCAP star rating protocols are updated periodically. All ratings from 2018 onwards have an expiry of 6 years from the Rating Year.

A number of pre-2018 ANCAP ratings expired at the end of 2022.

Sources: ANCAP, 2023
VFACTS, 2023

Table 10.16b ANCAP safety ratings for new light commercial vans sold in Australia

Year	5 stars	4 stars	3 stars or less	Not rated	Total sold
2020–21	14 922	4 459	1 674	5 076	26 131
2021–22	11 277	318	5 209	3 879	20 683
2022–23	13 798	459	4 824	4 104	23 185

Notes: The ANCAP star rating protocols are updated periodically. All ratings from 2018 onwards have an expiry of 6 years from the Rating Year.

This data covers vans with GVM less than 3.5 tonnes. Larger vans are not covered by ANCAP Star Ratings and are in a different vehicle category (NB).

Sources: ANCAP, 2023
VFACTS 2023

Table 10.16c ANCAP safety ratings for new light commercial vehicles sold in Australia

Year	5 stars	4 stars	3 stars or less	Not rated	Total sold
2020–21	198 535	0	1 597	6 128	206 260
2021–22	209 122	0	669	8 620	218 411
2022–23	204 401	0	1 014	24 978	230 393

Notes: The ANCAP star rating protocols are updated periodically. All ratings from 2018 onwards have an expiry of 6 years from the Rating Year.

This data covers light commercial vehicles with GVM less than 3.5 tonnes, excluding vans (above).

Sources: ANCAP, 2023
VFACTS 2023

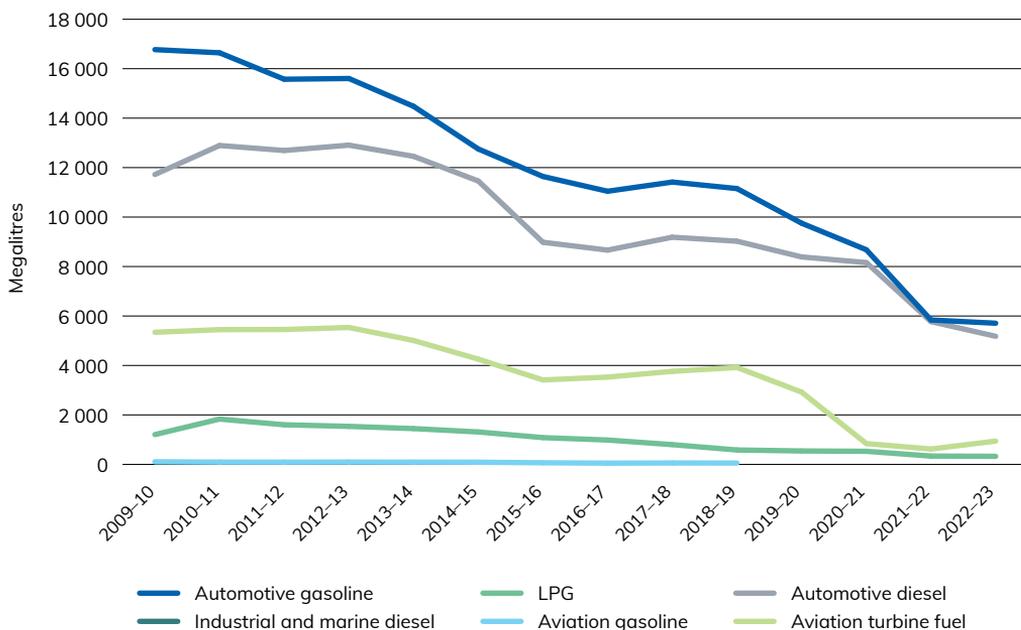
Chapter 11: Transport Energy and Environment

This chapter provides information on the Australian measures of transport energy and the environment. Data is sourced from 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 depict the change in selected refined Australian petroleum products imported and exported for various transport industries as at June of each financial year.

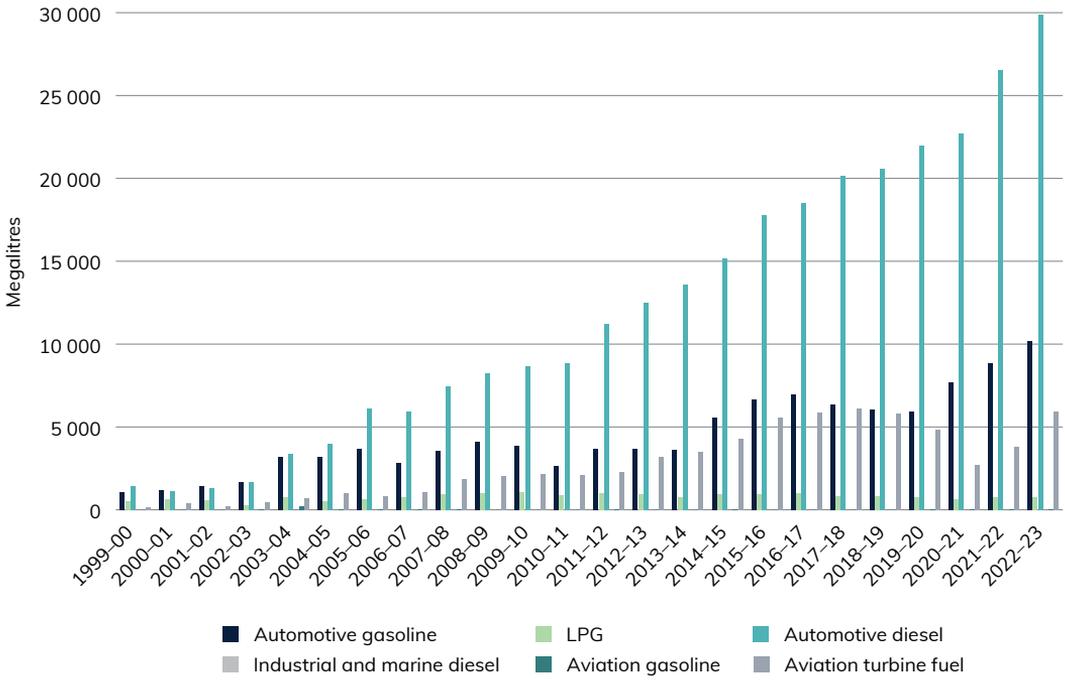
Figure 25 shows the statistics of full fuel cycle greenhouse gas emissions for various transport industries in gigagrams of CO₂ equivalent. Transport emissions estimates in Australia have risen steadily since 1974–75, except over the COVID-19 pandemic period, which saw them dip temporarily for road vehicles and domestic aviation. Domestic aviation emissions were most affected, almost halving from 11,116 in 2018–19 to 5,955 in 2020–21, while road vehicle emissions fell by roughly 3 per cent over the same period. In 2022–23, estimates of emissions from domestic aviation and road vehicles both increased to their new highest levels, 11,784 and 106,355 respectively.

Figure 22 Selected refined petroleum products – Australian production



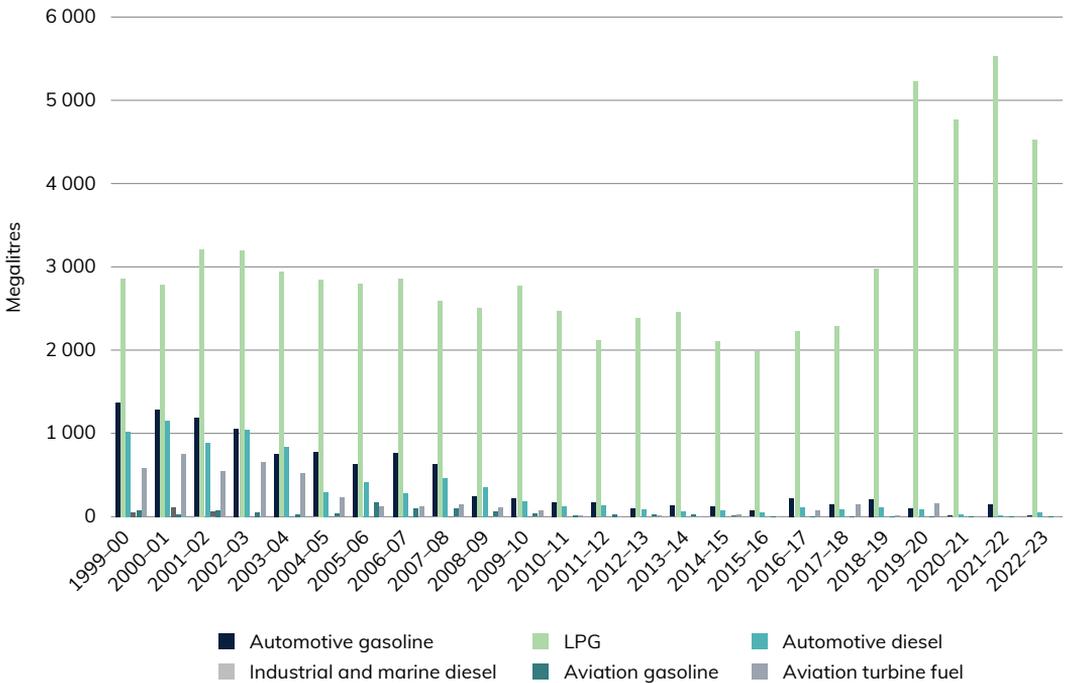
Source: Department of Climate Change, Energy, the Environment and Water, 2023, Petroleum Statistics

Figure 23 Selected refined petroleum products – imports to Australia



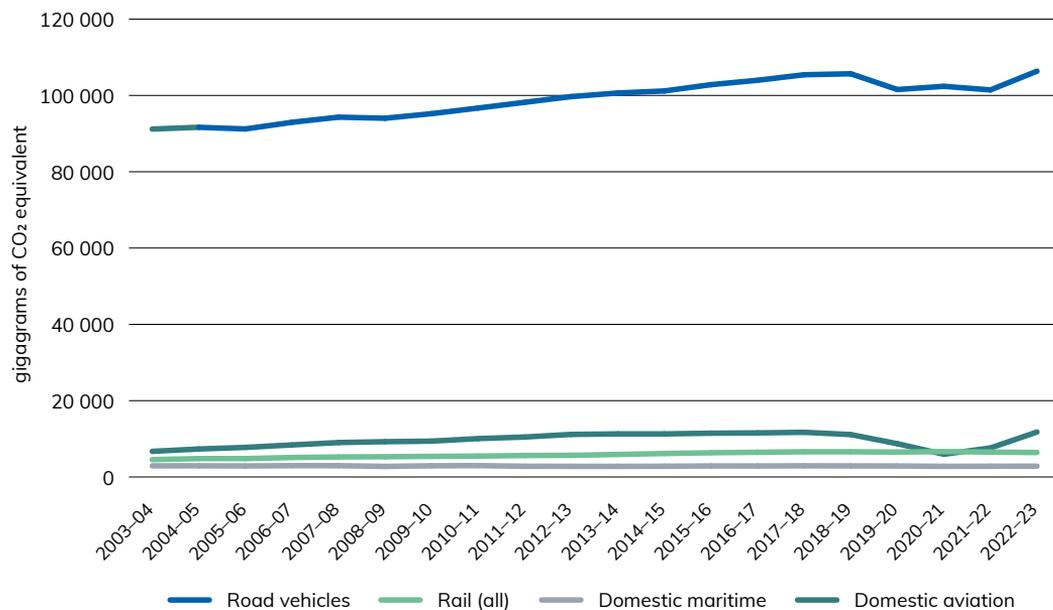
Source: Department of Climate Change, Energy, the Environment and Water, 2023, Petroleum Statistics

Figure 24 Selected refined petroleum products – exports from Australia



Source: Department of Climate Change, Energy, the Environment and Water, 2023, 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	17 834.7	777.1	28 776.9		66.2	9 312.8
2018-19	17 570.4	591.4	29 255.1		66.9	9 434.3
2019-20	16 075.5	513.9	29 554.2		58.7	7 352.5
2020-21	16 005.4	353.5	30 185.8		62.5	3 382.3
2021-22	15 142.6	269.7	31 074.0		62.4	4 510.1
2022-23	16 169.2	188.3	32 109.0		67.4	7 481.2

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, 2023, 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
2022–23	5 707.5	325.4	5 178.7			941.4

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, 2023, 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
2022-23	10 169.3	752.6	29 854.5		1.4	5 934.3

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, 2023, 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
2022–23	8.5	4 527.1	52.2		0.7	6.5

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 11.3a 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
2022–23	183.7	183.7	183.5	178.6	179.0	197.6	187.9	182.9

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, 2023, Annual Retail Price Data

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

Average over financial year	NSW/ACT	VIC	QLD	SA	WA	TAS	NT	National
	cents per litre							
2006–07	133.2	128.1	122.8	131.8	134.3	136.7	133.6	129.6
2007–08	151.6	147.5	142.0	150.2	153.3	156.6	153.6	148.6
2008–09	143.6	139.7	135.0	142.5	146.8	152.2	148.9	141.3
2009–10	127.0	123.6	126.8	125.6	131.0	135.7	130.8	127.1
2010–11	147.7	144.3	147.2	146.9	150.3	156.9	151.3	147.5
2011–12	150.8	147.3	150.2	150.8	152.7	160.8	154.3	150.5
2012–13	149.6	146.7	149.7	150.5	151.8	163.5	155.1	149.8
2013–14	159.6	156.4	159.9	159.5	162.0	173.7	165.9	159.8
2014–15	142.0	138.3	142.1	140.2	145.6	154.2	148.7	142.1
2015–16	122.4	118.6	123.2	121.1	126.7	130.6	130.1	122.7
2016–17	124.1	123.8	125.5	122.1	128.4	127.6	129.8	125.2
2017–18	135.4	135.8	136.2	134.5	139.5	149.1	143.2	136.8
2018–19	151.5	149.9	150.4	150.1	153.7	165.6	161.3	151.6
2019–20	141.1	140.0	140.9	141.1	142.1	155.4	153.1	141.6
2020–21	125.4	125.4	124.2	125.1	125.4	140.2	134.8	125.6
2021–22	174.5	174.2	174.8	173.9	172.9	187.3	181.3	174.7
2022–23	208.4	207.7	208.9	204.4	201.8	230.9	213.2	207.6

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, 2023, 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 (including off-road vehicles such as trail bikes)	Rail (excluding electricity generation)	Domestic maritime (including small craft)	Domestic aviation (including general aviation)	Total civil domestic (including off-road recreational vehicles)
gigagrams of CO ₂ equivalent					
1980–81	42 204	1 953	3 779	2 810	50 746
1981–82	44 210	1 923	3 258	3 147	52 538
1982–83	43 727	1 764	2 975	3 032	51 498
1983–84	45 803	1 921	3 037	2 957	53 717
1984–85	47 588	2 031	2 894	3 039	55 552
1985–86	48 754	1 977	2 973	3 267	56 971
1986–87	49 665	2 008	2 950	3 354	57 977
1987–88	52 226	1 977	2 919	3 626	60 748
1988–89	54 285	1 812	2 690	3 561	62 349
1989–90	55 597	1 746	2 406	2 853	62 602
1990–91	54 552	1 737	2 110	3 543	61 943
1991–92	55 263	1 689	2 169	3 847	62 968
1992–93	57 010	1 691	1 984	4 037	64 721
1993–94	58 577	1 792	1 853	4 272	66 495
1994–95	60 882	1 747	2 348	5 036	70 013
1995–96	62 345	1 700	2 470	5 529	72 044
1996–97	63 383	1 731	2 463	5 904	73 481
1997–98	64 434	1 771	2 178	5 354	73 737
1998–99	65 605	1 822	2 080	5 155	74 662
1999–00	66 856	1 876	2 150	5 391	76 274
2000–01	66 377	1 846	2 084	6 008	76 315
2001–02	68 216	1 931	2 171	5 387	77 705
2002–03	69 989	1 983	2 266	5 140	79 377
2003–04	72 866	2 118	2 395	5 377	82 756
2004–05	73 240	2 296	2 429	5 868	83 833
2005–06	72 845	2 310	2 383	6 206	83 744
2006–07	74 181	2 489	2 453	6 715	85 839
2007–08	75 207	2 570	2 431	7 220	87 428
2008–09	74 929	2 567	2 291	7 400	87 188
2009–10	75 860	2 668	2 407	7 518	88 453
2010–11	77 008	2 747	2 427	8 049	90 231
2011–12	78 224	2 886	2 283	8 380	91 773
2012–13	79 402	3 007	2 234	8 928	93 571
2013–14	80 044	3 157	2 229	9 034	94 464
2014–15	80 288	3 305	2 253	9 032	94 879
2015–16	82 029	3 388	2 315	9 182	96 914
2016–17	82 972	3 519	2 308	9 247	98 046
2017–18	84 132	3 598	2 345	9 370	99 445
2018–19	84 342	3 600	2 320	8 896	99 158
2019–20	81 055	3 544	2 306	6 980	93 885
2020–21	81 740	3 676	2 234	4 766	92 416
2021–22	80 975	3 640	2 257	6 089	92 961
2022–23	84 865	3 663	2 269	9 431	100 227

Notes: Updated Global Warming Potentials have been used in this release, slightly altering the estimated levels
CO₂ equivalent values here include the effects of carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) emissions

No upstream emissions from electricity generation are included here

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

The figures published here are derived as a component of transport full fuel cycle emission estimates (given in Tables 11.6 – 11.9).

The BITRE methodology is generally compatible with that of the Australian National Greenhouse Accounts (though containing a greater emphasis on the accounting of detailed transport activity levels than that of the Australian National Greenhouse Accounts, which focuses more on reported 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
gigagrams of CO ₂ equivalent							
1989–90	35 428	7 749	5 685	5 142	1 276	256	55 536
1990–91	35 338	7 488	5 601	4 599	1 235	231	54 492
1991–92	35 985	7 713	5 650	4 430	1 192	230	55 201
1992–93	37 150	7 942	6 070	4 368	1 183	231	56 945
1993–94	38 116	8 180	6 252	4 521	1 215	227	58 510
1994–95	39 199	8 660	6 728	4 763	1 239	225	60 813
1995–96	39 695	8 969	7 076	5 041	1 276	218	62 274
1996–97	39 933	9 068	7 389	5 426	1 278	217	63 310
1997–98	40 162	9 472	7 706	5 505	1 306	209	64 360
1998–99	40 857	9 705	7 974	5 473	1 319	201	65 528
1999–00	41 524	9 900	8 232	5 561	1 356	203	66 777
2000–01	41 087	10 024	8 163	5 437	1 378	209	66 298
2001–02	42 021	10 439	8 444	5 631	1 378	222	68 135
2002–03	42 921	10 726	8 756	5 856	1 427	218	69 905
2003–04	44 964	11 069	9 085	5 984	1 447	230	72 778
2004–05	44 750	11 118	9 379	6 206	1 452	248	73 151
2005–06	43 547	11 405	9 596	6 460	1 482	269	72 759
2006–07	43 833	11 796	10 020	6 667	1 485	293	74 094
2007–08	43 850	12 302	10 298	6 852	1 498	316	75 117
2008–09	43 358	12 652	10 198	6 761	1 538	332	74 838
2009–10	43 383	13 141	10 376	6 950	1 575	343	75 767
2010–11	43 539	13 488	10 775	7 145	1 632	336	76 914
2011–12	43 730	13 850	11 195	7 340	1 688	325	78 129
2012–13	44 165	14 201	11 453	7 478	1 678	331	79 307
2013–14	44 292	14 521	11 662	7 529	1 613	336	79 953
2014–15	44 416	14 915	11 591	7 384	1 553	339	80 197
2015–16	44 420	15 323	12 084	7 999	1 765	343	81 934
2016–17	44 434	15 875	12 237	8 215	1 770	343	82 875
2017–18	44 487	16 592	12 371	8 452	1 793	341	84 035
2018–19	44 212	16 835	12 514	8 533	1 819	339	84 251
2019–20	40 875	16 800	12 639	8 712	1 642	297	80 965
2020–21	40 963	17 134	12 794	8 894	1 558	307	81 650
2021–22	39 196	17 647	13 034	9 142	1 552	317	80 888
2022–23	41 876	18 160	13 343	9 444	1 632	326	84 781

Notes: Updated Global Warming Potentials have been used in this release, slightly altering previously estimated levels
CO₂ equivalent values here include the effects of carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) emissions

No upstream emissions from electricity generation are included here

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

The figures published here are derived as a component of transport full fuel cycle emission estimates (given in Tables 11.6 – 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 Domestic transport full fuel cycle greenhouse gas (carbon dioxide equivalent) emissions, by transport mode

Financial year	Road vehicles	Rail	Domestic maritime (excluding small pleasure craft)	Domestic aviation	Total
gigagrams of CO ₂ equivalent					
1989–90	69 417	3 772	2 367	3 565	79 121
1990–91	68 124	3 757	1 976	4 428	78 286
1991–92	69 020	3 733	2 015	4 807	79 574
1992–93	71 212	3 680	1 740	5 044	81 676
1993–94	73 184	3 786	1 543	5 338	83 851
1994–95	76 089	3 787	2 119	6 293	88 289
1995–96	77 926	3 736	2 238	6 909	90 809
1996–97	79 235	3 867	2 193	7 378	92 673
1997–98	80 560	3 920	1 807	6 690	92 977
1998–99	82 023	4 032	1 642	6 442	94 138
1999–00	83 593	4 228	1 684	6 737	96 242
2000–01	83 005	4 245	1 602	7 508	96 359
2001–02	85 322	4 339	1 676	6 731	98 068
2002–03	87 525	4 388	1 753	6 422	100 088
2003–04	91 078	4 551	1 852	6 718	104 199
2004–05	91 534	4 813	1 840	7 332	105 519
2005–06	91 102	4 817	1 862	7 755	105 535
2006–07	92 841	5 101	1 932	8 391	108 265
2007–08	94 188	5 253	1 907	9 022	110 370
2008–09	93 902	5 308	1 715	9 247	110 172
2009–10	95 101	5 396	1 844	9 394	111 735
2010–11	96 570	5 478	1 866	10 058	113 971
2011–12	98 071	5 623	1 665	10 472	115 830
2012–13	99 571	5 678	1 609	11 156	118 015
2013–14	100 517	5 898	1 638	11 289	119 341
2014–15	101 054	6 149	1 646	11 286	120 136
2015–16	102 696	6 346	1 705	11 474	122 221
2016–17	103 846	6 474	1 679	11 555	123 554
2017–18	105 294	6 600	1 714	11 708	125 316
2018–19	105 554	6 605	1 744	11 116	125 019
2019–20	101 426	6 519	1 784	8 722	118 451
2020–21	102 264	6 662	1 625	5 955	116 506
2021–22	101 323	6 520	1 689	7 609	117 140
2022–23	106 242	6 413	1 658	11 784	126 098

Notes: Off-road recreational vehicles and vessels are not included here

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

The figures published here refer to full fuel cycle emission estimates for the civil domestic transport sector (Scope 1, 2 and 3 emissions from energy supply), in contrast to transport sector values in the Australian National Greenhouse Accounts for energy end-use (Scope 1 emissions) by domestic transport

CO₂ equivalent values here include the effects of carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) emissions

Figures in this table are not directly comparable to energy end-use (Scope 1) values in the Australian National Greenhouse Accounts. The figures published here refer to transport full fuel cycle emissions (Scope 1, 2 and 3 emissions from energy supply) and so contain estimated upstream emissions for transport activities (such as from electricity generation and fuel refining) as well as from energy end-use (based on Scope 2 and 3 emission factors given in the Australian National Greenhouse Accounts). For more detail, see the endnotes

Source: BITRE estimates

Table 11.7 Passenger transport full fuel cycle greenhouse gas (carbon dioxide equivalent) emissions, by transport mode

Financial year	Road vehicles	Rail	Domestic maritime (excluding small pleasure craft)	Domestic aviation	Total
gigagrams of CO ₂ equivalent					
1989–90	52 492	1 200	125	3 532	57 350
1990–91	52 096	1 243	115	4 377	57 830
1991–92	53 041	1 187	106	4 752	59 086
1992–93	54 682	1 106	102	4 984	60 874
1993–94	56 130	1 156	108	5 277	62 671
1994–95	57 924	1 180	114	6 224	65 442
1995–96	58 842	1 286	114	6 839	67 082
1996–97	59 233	1 332	118	7 306	67 990
1997–98	59 885	1 355	129	6 612	67 981
1998–99	60 952	1 390	132	6 365	68 838
1999–00	62 001	1 471	131	6 661	70 265
2000–01	61 596	1 564	134	7 432	70 726
2001–02	63 129	1 554	135	6 665	71 483
2002–03	64 551	1 528	143	6 364	72 586
2003–04	67 388	1 531	146	6 664	75 729
2004–05	67 177	1 579	148	7 256	76 160
2005–06	66 019	1 623	147	7 686	75 476
2006–07	66 775	1 701	141	8 323	76 940
2007–08	67 308	1 807	140	8 948	78 203
2008–09	67 093	1 869	143	9 186	78 291
2009–10	67 610	1 822	145	9 334	78 912
2010–11	68 192	1 813	144	9 996	80 146
2011–12	68 763	1 793	148	10 412	81 117
2012–13	69 592	1 719	148	11 103	82 561
2013–14	69 969	1 748	155	11 238	83 109
2014–15	70 394	1 807	152	11 235	83 590
2015–16	70 859	1 912	158	11 414	84 343
2016–17	71 313	1 900	159	11 494	84 867
2017–18	71 982	1 950	162	11 646	85 740
2018–19	71 861	1 982	161	11 053	85 058
2019–20	67 372	1 980	145	8 669	78 166
2020–21	67 644	1 971	110	5 878	75 604
2021–22	65 869	1 897	107	7 543	75 417
2022–23	69 800	1 812	133	11 735	83 481

Notes: Off-road recreational vehicles and vessels are not included here

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

The figures published here refer to full fuel cycle emission estimates for the civil domestic transport sector (Scope 1, 2 and 3 emissions from energy supply), in contrast to transport sector values in the Australian National Greenhouse Accounts for energy end-use (Scope 1 emissions) by domestic transport

CO₂ equivalent values here include the effects of carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) emissions

Figures in this table are not directly comparable to energy end-use (Scope 1) values in the Australian National Greenhouse Accounts. The figures published here refer to transport full fuel cycle emissions (Scope 1, 2 and 3 emissions from energy supply) and so contain estimated upstream emissions for transport activities (such as from electricity generation and fuel refining) as well as from energy end-use (based on Scope 2 and 3 emission factors given in the Australian National Greenhouse Accounts). For more detail, see the endnotes

Source: BITRE estimates

Table 11.8 Freight transport full fuel cycle greenhouse gas (carbon dioxide equivalent) emissions, by transport mode

Financial year	Road vehicles	Rail	Domestic maritime (excluding small pleasure craft)	Domestic aviation	Total
gigagrams of CO ₂ equivalent					
1989–90	16 925	2 572	2 241	33	21 771
1990–91	16 029	2 514	1 862	51	20 456
1991–92	15 979	2 546	1 909	54	20 488
1992–93	16 530	2 574	1 638	60	20 801
1993–94	17 054	2 630	1 435	62	21 181
1994–95	18 165	2 608	2 005	69	22 846
1995–96	19 084	2 450	2 124	69	23 727
1996–97	20 002	2 536	2 074	71	24 683
1997–98	20 675	2 565	1 678	78	24 995
1998–99	21 071	2 642	1 510	77	25 300
1999–00	21 592	2 757	1 553	76	25 977
2000–01	21 409	2 681	1 468	76	25 633
2001–02	22 193	2 785	1 541	66	26 585
2002–03	22 974	2 860	1 610	59	27 502
2003–04	23 690	3 020	1 705	54	28 470
2004–05	24 356	3 234	1 692	76	29 359
2005–06	25 083	3 193	1 715	69	30 060
2006–07	26 066	3 400	1 791	68	31 325
2007–08	26 880	3 445	1 768	73	32 166
2008–09	26 809	3 440	1 572	61	31 881
2009–10	27 491	3 574	1 699	60	32 823
2010–11	28 378	3 665	1 722	62	33 826
2011–12	29 307	3 829	1 517	60	34 713
2012–13	29 979	3 959	1 461	54	35 453
2013–14	30 548	4 150	1 484	51	36 232
2014–15	30 660	4 342	1 494	51	36 546
2015–16	31 837	4 434	1 548	59	37 878
2016–17	32 533	4 574	1 520	60	38 687
2017–18	33 312	4 649	1 552	62	39 575
2018–19	33 692	4 623	1 583	63	39 960
2019–20	34 054	4 540	1 639	53	40 286
2020–21	34 620	4 691	1 514	77	40 902
2021–22	35 454	4 623	1 582	65	41 723
2022–23	36 442	4 601	1 525	49	42 617

Notes: Off-road recreational vehicles and vessels are not included here

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

The figures published here refer to full fuel cycle emission estimates for the civil domestic transport sector (Scope 1, 2 and 3 emissions from energy supply), in contrast to transport sector values in the Australian National Greenhouse Accounts for energy end-use (Scope 1 emissions) by domestic transport

CO₂ equivalent values here include the effects of carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) emissions

Figures in this table are not directly comparable to energy end-use (Scope 1) values in the Australian National Greenhouse Accounts. The figures published here refer to transport full fuel cycle emissions (Scope 1, 2 and 3 emissions from energy supply) and so contain estimated upstream emissions for transport activities (such as from electricity generation and fuel refining) as well as from energy end-use (based on Scope 2 and 3 emission factors given in the Australian National Greenhouse Accounts). For more detail, see the endnotes

Air freight carried on passenger planes (which forms the majority of all air freight) is allocated fuel use according to its associated extra payload weight. This is likely significantly lower than the fuel use that would be allocated if the same aggregate tkm task was performed by dedicated air freighters

Source: BITRE estimates

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

Financial year	Road vehicles (including off-road vehicles such as trail bikes)	Rail (including electricity generation)	Domestic maritime (including small pleasure craft)	Domestic aviation	Total civil domestic (including off-road recreational vehicles)
gigagrams of CO ₂ equivalent					
1982–83	54 423	3 156	3 700	3 788	65 068
1983–84	57 037	3 378	3 726	3 695	67 835
1984–85	59 294	3 614	3 553	3 797	70 257
1985–86	60 788	3 599	3 654	4 082	72 123
1986–87	61 963	3 722	3 617	4 191	73 493
1987–88	65 198	3 735	3 584	4 530	77 047
1988–89	67 812	3 780	3 290	4 449	79 332
1989–90	69 493	3 772	2 941	3 565	79 771
1990–91	68 200	3 757	2 566	4 428	78 951
1991–92	69 098	3 733	2 636	4 807	80 274
1992–93	71 293	3 680	2 402	5 044	82 419
1993–94	73 268	3 786	2 242	5 338	84 635
1994–95	76 176	3 787	2 858	6 293	89 114
1995–96	78 016	3 736	3 012	6 909	91 672
1996–97	79 327	3 867	2 996	7 378	93 568
1997–98	80 654	3 920	2 641	6 690	93 905
1998–99	82 120	4 032	2 520	6 442	95 113
1999–00	83 694	4 228	2 603	6 737	97 261
2000–01	83 105	4 245	2 536	7 508	97 394
2001–02	85 425	4 339	2 645	6 731	99 141
2002–03	87 632	4 388	2 764	6 422	101 206
2003–04	91 190	4 551	2 916	6 718	105 375
2004–05	91 647	4 813	2 930	7 332	106 722
2005–06	91 212	4 817	2 886	7 755	106 670
2006–07	92 953	5 101	2 967	8 391	109 412
2007–08	94 304	5 253	2 954	9 022	111 533
2008–09	94 019	5 308	2 772	9 247	111 347
2009–10	95 221	5 396	2 929	9 394	112 940
2010–11	96 692	5 478	2 976	10 058	115 204
2011–12	98 195	5 623	2 804	10 472	117 093
2012–13	99 696	5 678	2 788	11 156	119 318
2013–14	100 636	5 898	2 781	11 289	120 604
2014–15	101 174	6 149	2 812	11 286	121 422
2015–16	102 821	6 346	2 889	11 474	123 529
2016–17	103 974	6 474	2 881	11 555	124 883
2017–18	105 422	6 600	2 927	11 708	126 656
2018–19	105 674	6 605	2 896	11 116	126 291
2019–20	101 545	6 519	2 878	8 722	119 664
2020–21	102 385	6 662	2 788	5 955	117 790
2021–22	101 440	6 520	2 817	7 609	118 386
2022–23	106 355	6 413	2 832	11 784	127 385

Notes: Off-road recreational vehicles and vessels are not included here

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

The figures published here refer to full fuel cycle emission estimates for the civil domestic transport sector (Scope 1, 2 and 3 emissions from energy supply), in contrast to transport sector values in the Australian National Greenhouse Accounts for energy end-use (Scope 1 emissions) by domestic transport

CO₂ equivalent values here include the effects of carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) emissions

Figures in this table are not directly comparable to energy end-use (Scope 1) values in the Australian National Greenhouse Accounts. The figures published here refer to transport full fuel cycle emissions (Scope 1, 2 and 3 emissions from energy supply) and so contain estimated upstream emissions for transport activities (such as from electricity generation and fuel refining) as well as from energy end-use (based on Scope 2 and 3 emission factors given in the Australian National Greenhouse Accounts). For more detail, see the endnotes

Source: BITRE estimates

Table 11.10 Domestic energy use, by transport mode

Financial year	Road Vehicles (non-electric) – including off-road recreational vehicles	Electric vehicles (Road vehicles and personal mobility devices)	Rail (excluding electric)	Rail (electric)	Civil Domestic Maritime (including small craft)	Civil Domestic Aviation	Total civil domestic transport (including off-road recreational vehicles)
petajoules (end-use, higher heating value)							
1981–82	636.6	0.0	27.3	2.8	43.7	45.0	755.5
1982–83	629.5	0.0	25.0	3.0	39.8	43.4	740.7
1983–84	659.1	0.0	27.2	3.1	39.9	42.3	771.6
1984–85	684.7	0.0	28.8	3.4	38.1	43.5	798.5
1985–86	701.5	0.0	28.0	3.8	39.1	46.7	819.1
1986–87	714.5	0.0	28.5	4.0	38.8	48.0	833.8
1987–88	751.2	0.0	28.0	4.3	38.4	51.9	873.7
1988–89	780.6	0.0	25.7	5.1	35.3	50.9	897.6
1989–90	799.3	0.0	24.8	5.5	31.4	40.8	901.8
1990–91	783.8	0.0	24.7	5.4	27.3	50.7	891.9
1991–92	793.4	0.0	24.0	5.5	28.1	55.0	906.0
1992–93	817.9	0.0	24.0	5.4	25.6	57.7	930.5
1993–94	839.8	0.0	25.4	5.4	23.9	61.0	955.6
1994–95	872.6	0.0	24.8	5.6	30.6	71.9	1 005.5
1995–96	892.9	0.0	24.1	5.5	32.3	78.9	1 033.8
1996–97	907.4	0.0	24.6	5.8	32.1	84.3	1 054.2
1997–98	922.1	0.0	25.1	5.8	28.2	76.5	1 057.7
1998–99	938.3	0.0	25.9	5.9	27.0	73.6	1 070.7
1999–00	955.9	0.0	26.6	6.4	27.8	77.0	1 093.8
2000–01	949.0	0.0	26.2	6.7	27.1	85.8	1 094.8
2001–02	975.9	0.0	27.4	6.6	28.4	76.9	1 115.2
2002–03	1 001.4	0.0	28.2	6.6	29.7	73.4	1 139.3
2003–04	1 042.1	0.0	30.1	6.7	31.3	76.8	1 187.0
2004–05	1 048.3	0.0	32.6	6.7	31.3	83.8	1 202.7
2005–06	1 045.4	0.0	32.8	6.8	31.0	88.6	1 204.6
2006–07	1 067.5	0.0	35.4	7.0	31.9	95.8	1 237.7
2007–08	1 085.1	0.0	36.5	7.3	31.8	103.0	1 263.8
2008–09	1 083.7	0.0	36.5	7.6	29.7	105.6	1 263.1
2009–10	1 098.7	0.0	37.9	7.5	31.5	107.3	1 283.0
2010–11	1 116.8	0.0	39.0	7.6	32.0	114.9	1 310.3
2011–12	1 134.3	0.0	41.0	7.7	30.2	119.6	1 332.8
2012–13	1 152.7	0.0	42.7	7.6	30.2	127.4	1 360.7
2013–14	1 166.5	0.0	44.9	7.8	30.1	128.9	1 378.2
2014–15	1 177.4	0.0	47.0	8.1	30.5	128.9	1 391.8
2015–16	1 186.7	0.0	48.1	8.6	31.3	131.0	1 405.7
2016–17	1 199.3	0.1	50.0	8.5	31.2	131.9	1 421.1
2017–18	1 215.6	0.1	51.1	8.8	31.8	133.7	1 441.0
2018–19	1 218.1	0.1	51.1	9.1	31.6	126.9	1 436.8
2019–20	1 169.6	0.1	50.4	9.2	31.4	99.6	1 360.3
2020–21	1 178.0	0.2	52.2	9.4	30.3	68.0	1 338.2
2021–22	1 166.1	0.4	51.7	9.2	30.7	86.9	1 345.0
2022–23	1 222.0	0.8	52.0	9.3	30.8	134.5	1 449.5

Notes: Includes rough estimates for the contribution of off-road recreational or sports vehicles (such as trail bikes), personal mobility devices (such as motorised scooters, e-bikes etc) and small marine craft (outboard motors etc). All energy end-use, including electricity use - but does not include any upstream energy consumption in electricity generation or fuel conversion processes

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are derived as a component of transport full fuel cycle emissions estimates (Scope 1, 2 and 3; as given in Tables 11.6 – 11.9) and so contain a greater emphasis on the accounting of detailed transport activities, within the whole transport sector (including use of electricity), than the Australian National Greenhouse Accounts (which typically focuses more on Scope 1 evaluations – with separate fuel combustion emissions for each sector). 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)							
1975-76	341.1	63.8	39.3	50.9	8.0	3.0	506.0
1976-77	358.0	72.2	43.4	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	53.3	51.9	8.6	3.4	584.3
1979-80	385.6	81.0	57.7	57.7	9.1	3.7	594.8
1980-81	389.9	82.1	59.4	62.5	9.7	4.0	607.4
1981-82	406.0	83.9	63.1	68.7	10.1	4.4	636.1
1982-83	403.7	83.1	62.8	63.9	11.2	4.4	629.0
1983-84	419.0	88.7	70.5	63.7	12.2	4.5	658.6
1984-85	431.7	94.2	74.4	66.0	13.3	4.6	684.1
1985-86	444.0	97.4	76.2	64.9	14.2	4.2	700.9
1986-87	452.5	99.7	76.8	65.7	15.1	4.0	713.8
1987-88	473.1	104.9	82.7	69.7	16.1	3.9	750.4
1988-89	495.6	110.1	82.7	70.2	17.1	4.0	779.8
1989-90	510.8	111.6	80.9	73.2	18.2	3.6	798.4
1990-91	508.9	107.9	79.7	65.5	17.6	3.3	782.9
1991-92	517.6	111.1	80.4	63.1	17.0	3.3	792.5
1992-93	533.7	114.4	86.4	62.2	16.9	3.3	816.9
1993-94	547.0	117.9	89.0	64.4	17.3	3.2	838.9
1994-95	562.1	125.0	95.8	67.8	17.7	3.2	871.6
1995-96	568.6	129.4	100.8	71.8	18.2	3.1	891.9
1996-97	571.7	130.8	105.2	77.3	18.3	3.1	906.3
1997-98	574.7	136.5	109.8	78.4	18.7	3.0	921.0
1998-99	584.2	139.7	113.6	77.9	18.9	2.8	937.2
1999-00	593.5	142.3	117.3	79.2	19.5	2.9	954.8
2000-01	587.0	144.0	116.4	77.5	19.9	3.0	947.8
2001-02	600.6	149.9	120.6	80.4	20.1	3.2	974.7
2002-03	614.3	154.2	124.8	83.3	20.5	3.1	1 000.2
2003-04	643.3	159.0	129.5	85.0	20.8	3.3	1 040.8
2004-05	641.0	159.7	133.7	88.2	20.9	3.5	1 047.0
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	649.5	215.6	169.9	110.6	25.8	4.9	1 176.1
2015-16	649.2	220.9	171.5	112.9	25.8	4.9	1 185.3
2016-17	649.5	228.6	173.4	115.7	25.8	4.9	1 198.0
2017-18	650.4	238.6	175.3	119.0	26.0	4.9	1 214.2
2018-19	646.6	241.9	177.2	119.9	26.3	4.9	1 216.8
2019-20	598.0	241.3	178.8	122.3	23.7	4.3	1 168.4
2020-21	598.4	245.8	180.9	124.8	22.5	4.4	1 176.8
2021-22	572.8	253.0	184.2	128.2	22.4	4.6	1 165.2
2022-23	612.3	260.3	188.5	132.3	23.5	4.7	1 221.5

Notes: Electricity end-use included

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Source: BITRE estimates

Table 11.12 Domestic transport energy use, by fuel type

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) and derived fuels	Other	Total civil domestic transport
petajoules (higher heating value)							
1978–79	493.6	133.6	4.6	0.00	0.00	70.7	702.5
1979–80	489.8	147.0	5.9	0.00	0.00	74.3	717.0
1980–81	493.0	152.5	7.2	0.00	0.00	76.9	729.6
1981–82	509.7	160.4	8.1	0.00	0.00	77.3	755.5
1982–83	497.8	160.6	9.1	0.00	0.00	73.2	740.7
1983–84	508.6	177.9	10.5	0.00	0.00	74.7	771.6
1984–85	520.5	192.2	11.8	0.00	0.00	73.9	798.5
1985–86	529.0	196.4	13.8	0.00	0.00	79.9	819.1
1986–87	533.3	205.6	15.8	0.11	0.00	79.0	833.8
1987–88	554.1	217.0	18.1	0.02	0.00	84.5	873.7
1988–89	574.0	221.2	20.7	0.05	0.00	81.6	897.6
1989–90	583.2	226.8	23.0	0.15	0.00	68.6	901.8
1990–91	570.1	218.4	27.9	0.28	0.00	75.2	891.9
1991–92	572.9	220.8	32.5	0.41	0.01	79.3	906.0
1992–93	583.7	228.7	38.1	0.51	0.02	79.5	930.5
1993–94	591.1	238.9	44.8	0.60	0.05	80.2	955.6
1994–95	599.5	254.4	55.1	0.70	0.12	95.7	1 005.5
1995–96	603.9	266.5	59.4	0.80	0.24	103.0	1 033.8
1996–97	604.1	277.4	63.4	0.86	0.37	108.0	1 054.2
1997–98	603.9	288.3	67.3	0.93	0.50	96.8	1 057.7
1998–99	612.6	298.0	67.0	1.02	0.70	91.4	1 070.7
1999–00	620.6	306.9	67.7	1.05	1.04	96.6	1 093.8
2000–01	615.1	307.3	65.1	1.10	1.59	104.6	1 094.8
2001–02	626.4	323.2	67.1	1.30	2.09	95.1	1 115.2
2002–03	637.9	339.7	67.0	1.39	1.81	91.5	1 139.3
2003–04	667.4	354.4	66.8	1.44	0.70	96.2	1 187.0
2004–05	667.0	367.4	61.6	1.51	0.67	104.5	1 202.7
2005–06	639.2	385.3	69.3	1.64	1.52	107.8	1 204.6
2006–07	647.1	406.7	62.7	1.79	4.14	115.3	1 237.7
2007–08	645.2	427.5	60.5	1.93	6.31	122.3	1 263.8
2008–09	633.1	435.5	58.9	2.09	8.18	125.3	1 263.1
2009–10	630.9	458.2	54.8	2.25	9.60	127.2	1 283.0
2010–11	623.9	485.3	53.2	2.50	10.70	134.7	1 310.3
2011–12	620.8	508.6	52.3	2.85	10.15	138.1	1 332.8
2012–13	618.8	533.6	52.0	3.50	10.86	142.0	1 360.7
2013–14	607.1	554.8	52.6	3.84	14.82	145.0	1 378.2
2014–15	605.2	564.3	51.1	4.02	21.82	145.3	1 391.8
2015–16	604.2	601.4	41.5	3.93	6.58	148.1	1 405.7
2016–17	603.3	625.6	33.4	3.84	6.39	148.5	1 421.1
2017–18	598.1	657.0	25.1	3.68	6.93	150.2	1 441.0
2018–19	590.1	674.5	19.5	3.39	7.01	142.2	1 436.8
2019–20	540.3	679.9	16.4	2.99	6.36	114.4	1 360.3
2020–21	538.7	694.8	12.3	2.77	5.84	83.8	1 338.2
2021–22	511.1	713.1	9.6	2.73	5.80	102.6	1 345.0
2022–23	546.1	736.8	7.2	*2.67	6.04	150.7	1 449.5

Notes: Other includes use of Aviation gasoline, Aviation turbine fuel, Fuel oil, Coal, Electricity and Hydrogen (see Table 11.13)

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*Includes rough estimates for the contribution of off-road recreational or sports vehicles (such as trail bikes), personal mobility devices (such as motorised scooters, e-bikes etc) and small marine craft (outboard motors etc)

Source: BITRE estimates

Table 11.13 Other transport energy use – Civil domestic transport

Financial year	Aviation gasoline	Aviation turbine fuel	Fuel oil	Coal	Electricity	Hydrogen	Sub-total other
petajoules (end-use, higher heating value)							
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	74.28
1980-81	3.77	36.43	33.77	0.13	2.84	0.000	76.94
1981-82	3.74	41.28	29.32	0.10	2.84	0.000	77.27
1982-83	3.44	39.92	26.15	0.68	2.96	0.000	73.15
1983-84	3.57	38.73	25.55	3.77	3.10	0.000	74.73
1984-85	3.64	39.83	23.50	3.45	3.45	0.000	73.87
1985-86	3.57	43.16	26.08	3.35	3.77	0.000	79.93
1986-87	3.67	44.31	23.17	3.86	4.03	0.000	79.05
1987-88	3.91	47.96	24.77	3.57	4.27	0.000	84.48
1988-89	3.94	47.00	21.59	3.97	5.06	0.000	81.56
1989-90	4.30	36.54	18.79	3.53	5.46	0.000	68.62
1990-91	3.50	47.15	15.37	3.78	5.41	0.000	75.22
1991-92	3.30	51.66	14.82	4.03	5.51	0.000	79.32
1992-93	3.40	54.27	12.20	4.16	5.43	0.000	79.46
1993-94	3.30	57.73	9.76	3.96	5.41	0.000	80.16
1994-95	3.36	68.57	14.12	4.06	5.60	0.000	95.71
1995-96	3.26	75.68	14.50	4.02	5.54	0.000	103.00
1996-97	3.30	81.00	13.58	4.32	5.83	0.000	108.03
1997-98	3.35	73.11	10.28	4.27	5.77	0.000	96.77
1998-99	3.42	70.21	7.66	4.19	5.90	0.000	91.37
1999-00	3.41	73.57	8.71	4.47	6.45	0.000	96.61
2000-01	3.31	82.47	8.59	3.54	6.66	0.000	104.57
2001-02	3.15	73.76	8.06	3.54	6.59	0.000	95.11
2002-03	3.03	70.35	7.97	3.54	6.65	0.000	91.54
2003-04	2.91	73.84	8.68	4.04	6.72	0.001	96.19
2004-05	2.96	80.81	8.34	5.63	6.73	0.001	104.47
2005-06	2.80	85.79	7.53	4.83	6.82	0.001	107.77
2006-07	2.90	92.95	7.12	5.23	7.05	0.001	115.25
2007-08	2.85	100.19	7.51	4.43	7.31	0.000	122.28
2008-09	3.14	102.48	7.20	4.87	7.63	0.000	125.33
2009-10	2.62	104.66	8.20	4.16	7.54	0.000	127.18
2010-11	2.60	112.25	9.30	2.97	7.61	0.000	134.74
2011-12	2.78	116.80	8.30	2.56	7.70	0.000	138.13
2012-13	2.68	124.71	6.90	0.04	7.65	0.000	141.97
2013-14	2.40	126.48	8.25	0.04	7.81	0.000	144.99
2014-15	2.25	126.60	8.30	0.05	8.11	0.000	145.31
2015-16	2.23	128.76	8.43	0.05	8.60	0.000	148.08
2016-17	2.29	129.63	7.94	0.06	8.59	0.000	148.51
2017-18	2.19	131.47	7.62	0.07	8.86	0.000	150.21
2018-19	2.21	124.70	6.10	0.06	9.16	0.000	142.23
2019-20	2.00	97.59	5.40	0.04	9.36	0.000	114.39
2020-21	2.07	65.95	6.10	0.02	9.62	0.001	83.76
2021-22	2.06	84.83	6.10	0.04	9.59	0.001	102.62
2022-23	2.23	132.31	5.98	0.06	10.11	0.004	150.68

Notes: Includes rough estimates for the contribution of off-road recreational or sports vehicles (such as trail bikes), personal mobility devices (such as motorised scooters, e-bikes etc) and small marine craft

See Table 11.12 for total civil domestic transport energy end-use values

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are derived as a component of transport full fuel cycle emissions estimates (Scope 1, 2 and 3; as given in Tables 11.6-11.9) and so contain a greater emphasis on the accounting of detailed transport activities, including use of electricity, than the Australian National Greenhouse Accounts (which for transport focuses on Scope 1 evaluations - i.e. on fuel combustion emissions). For more detail, see the endnotes

Source: BITRE estimates

Table 11.14 Comparison of transport sector emission totals depending on included subsectoral contributions

Financial year	A. civil domestic transport, end-use	B. civil domestic transport, full fuel cycle	C. civil domestic and international transport, full fuel cycle	D. domestic and international transport, full life-cycle contribution, all gases
gigagrams of CO ₂ equivalent				
1990–91	61 408	79 424	101 963	154 742
1991–92	62 406	80 789	104 719	159 606
1992–93	64 124	82 983	107 867	165 066
1993–94	65 865	85 257	111 555	171 011
1994–95	69 350	89 791	118 461	181 112
1995–96	71 350	92 375	120 933	184 257
1996–97	72 762	94 297	124 377	187 306
1997–98	72 992	94 644	124 154	184 410
1998–99	73 879	95 901	125 762	183 792
1999–00	75 456	98 097	128 538	186 050
2000–01	75 485	98 354	128 949	185 087
2001–02	76 844	100 178	127 939	181 049
2002–03	78 481	102 223	129 238	180 880
2003–04	81 812	106 390	134 407	185 921
2004–05	82 868	107 798	138 074	189 781
2005–06	82 834	107 826	138 948	189 903
2006–07	84 919	110 629	143 341	194 979
2007–08	86 496	112 780	147 099	199 128
2008–09	86 248	112 771	147 237	197 582
2009–10	87 489	114 218	150 942	202 247
2010–11	89 245	116 486	154 391	207 057
2011–12	90 764	118 420	158 884	212 905
2012–13	92 530	120 645	164 314	220 239
2013–14	93 455	121 723	169 204	226 744
2014–15	93 852	122 393	172 048	229 974
2015–16	95 869	124 503	175 770	235 210
2016–17	96 984	125 795	179 182	239 837
2017–18	98 374	127 681	182 307	244 297
2018–19	98 142	127 460	183 968	246 289
2019–20	92 917	120 827	170 781	226 010
2020–21	91 391	118 927	155 973	198 990
2021–22	91 968	119 596	159 056	205 003
2022–23	99 201	128 634	176 028	232 119

Notes: A: Total civil domestic transport, end-use (Scope 1 emissions), excluding off-road recreational vehicles/vessels. CO₂ equivalent values here include the effects of CO₂, CH₄ and N₂O – with CO₂ accounting for approx. 98% of the 2022–23 total

B: Total civil domestic transport, full fuel cycle (Scope 1, 2 and 3 emissions from energy supply), including off-road recreational vehicles/vessels and energy use for major pipelines and conveyors. CO₂ equivalent values here include the effects of CO₂, CH₄ and N₂O – with CO₂ accounting for approx. 98% of the 2022–23 total

C: Total civil domestic transport and an allowance for international transport servicing Australian travel and trade, full fuel cycle (Scope 1, 2 and 3 emissions from energy supply), including: a rough estimate of half the total fuel use for aircraft and shipping travelling to and from Australia, off-road recreational vehicles/vessels, and energy use for major pipelines and conveyors. CO₂ equivalent values here include the effects of CO₂, CH₄ and N₂O – with CO₂ accounting for approx. 98% of the 2022–23 total

D: Total domestic transport and an allowance for international transport servicing Australian travel and trade, full life cycle (Scope 1, 2 and 3 emissions from all sources, including rough estimates for vehicle manufacture and provision of transport infrastructure), including a rough estimate of half the total fuel use for aircraft and shipping travelling to and from Australia, off-road recreational vehicles/vessels, military transport fuel use, and energy use for major pipelines and conveyors. CO₂ equivalent values here include the effects of CO₂, CH₄ and N₂O, as well as CO, hydrocarbons, NO_x, black carbon particulates and halocarbons – with CO₂ accounting for roughly 90% of the 2022–23 total

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

Figures in this table are not directly comparable to energy end-use (Scope 1) values in the Australian National Greenhouse Accounts. The figures published here concentrate on deriving full fuel cycle and life cycle emission estimates (Scope 1, 2 and 3 emissions) across the entire transport sector

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 2022-23 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 employment in specific transport industries, by gender, seniority and occupation since the year 2000 and includes both full-time and part time employment. These tables compare the percentage and level of employment in Transport and track how this data changes through time.

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 0–5 and 6–14, in numerical values and percentages. This data includes part-time and full-time employees. It is sourced from the Australian Bureau of Statistics (ABS) and provides the average employment numbers of the four quarters in each financial year. The proportion of the 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. The figures included in this table incorporate updated population estimates benchmarked to the 2021 Census results.

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 number 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.

The charging stations have been defined such that charging stations at 23kW and below are classed as ‘Standard’, while those at 24kW and over are classed as ‘DC Fast’.

Charging stations have been defined as follows:

- 23kW and below are classed as ‘Standard’
- Between 24kW and 99kW are classed as ‘DC Fast’
- 100kW and above are classed as DC Ultrafast

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.

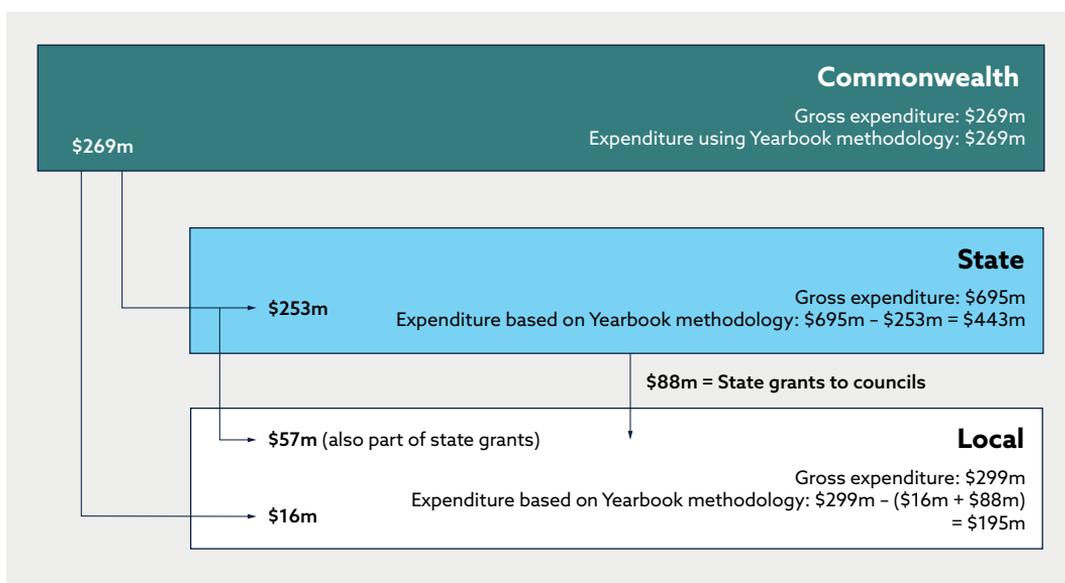
Enterprises in the PNFC sector differ from those in the government sector in that their production costs are more likely to be recovered from consumers, rather than being financed from the general taxation revenue of government. Some enterprises, however, do receive subsidies to make up for shortfalls 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 2021–22. 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 2021–22 (Tasmania)



Source: BITRE estimates based on ABS data

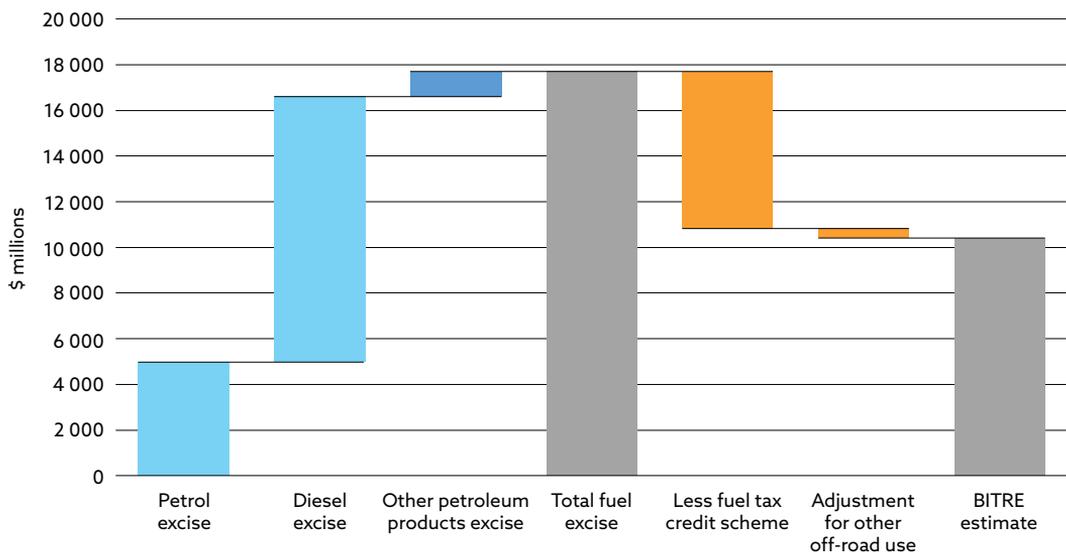
Estimates are adjusted for inflation and are presented at constant 2021–22 prices calculated using the Consumer Price Index. Use of CPI is consistent with Treasury’s approach in budget papers since 2008–09, as well as the Intergenerational Report. According to Treasury “the change from using the non-farm 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

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, 2021–22

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* (BITRE 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). '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, 2021–22 and 2022–23 may not present a complete 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 2000 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).

Since 2022, rail and bus travel estimates for Melbourne have been higher than estimated in previous releases. This was due to the latest estimates including allowances for SkyBus services and urban commuter travel on regional rail services. This was done to make the Victorian rail and bus 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).
- Urban areas are derived from the 2011 Australian Statistical Geography Standard (ASGS) Significant Urban Areas (SUA) (ABS, 2012). Roads “not in any Significant Urban Area” per the classification are considered non-urban; roads within a named SUA are urban. As the SUA geography is used, the delineation of urban vs. non-urban roads is aligned to the general usage patterns of a road, and does not reflect the immediate built environment or road conditions.
- 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) was 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 was 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 tables 6.9a and 6.9b 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.

6.9c 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 in 2021, 2022 and 2023.

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.

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 6.13–6.14

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.

For Table 6.13, 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 6.15

Table 6.15 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 6.15 are a mean of the four relevant quarters. The June 2019 quarter bituminous materials component was estimated based on changes to petroleum prices over the same period.

Table 6.16

The National Transport Commission (NTC) obtains arterial road construction and maintenance expenditure estimates from states and territories for the most recent financial year. This data is used in the annual adjustment procedure for heavy vehicle charges. The figures presented in Table 3.5 are the arterial road and bridge maintenance expenditure estimates provided by each state and territory, excluding Commonwealth-funded National Disaster Relief and Recovery Arrangements road expenditure and insurance-related expenditure as approved by transport ministers.

The definition of arterial roads used by the NTC differs from that used in Table 6.16. 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 2022-23 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 dips were reported over the COVID-19 pandemic, however its impact was not felt as strongly in the 2022–23 financial year.

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.

Shipping

Deadweight tonnage (DWT) is the measure of weight that a vessel can carry, including cargo, bunkers, water and stores, expressed in tonnes.

Table 9.1

The main source of information on intercapital sea distances was The Ports of Australia (Australian Chamber of Shipping 1993). Where optional routes are available, the shorter distance was used.

Tables 9.2–9.3

Tables 9.2 and 9.3 provide estimates of the number of ships that visit major ports or states and the number of vessel visits a port or state receive during a financial year.

- Improvements have been made to the methodology used to compile estimates of port calls, with revisions back to 1998–99.
- From 2010–11 the Lloyd’s ship movement data set has increasingly captured ship movements where the target port equals the previous port. These ‘within port calls’ often occur when a ship moves from anchorage to a port. These ‘within port calls’ have been excluded from all ship movement figures to ensure consistency across the time series and to capture only port calls, not all vessel movements. For consistency, vessels which made only within port calls in Australia during a financial year are excluded from the number of cargo ships that called at Australian ports for that year.
- Landing craft are smaller general cargo vessels with a flat bottom that can be landed on a shore. In the Infrastructure Yearbook 2019, all landing craft in the Lloyd’s ship movement data are included. Previously they were excluded from Tables 9.2 and 9.3.

Tables 9.4–9.6

Tables 9.4, 9.5 and 9.6 provide estimates of the tonnes of cargo loaded or discharged from ships at Australian ports. Domestic cargo is recorded in these estimates at both the port of loading and the port of discharge, while international cargo is recorded only at the Australian port of loading or discharge.

- Merchandise trade data have a different scope to the previously used cargo statistics with one of the differences being the inclusion of exports’ ship and aircraft stores.
- Port throughput data may differ slightly from data reported directly by port authorities.

Table 9.8

Table 9.8 provides the number of ships operating out of Australian ports for at least part of the financial year that are owned or operated by Australian entities. In any financial year, there may be ships managed by Australian registered companies that operate internationally without calling into Australian ports.

Tables 9.9–9.10

A list of the Major Australian registered trading vessels (greater than 2,000 DWT) engaged in Australian coastal and international trade is provided in Tables 9.9 and 9.10. Australian Trading Vessels are defined as cargo ships that are owned or operated by Australian companies as at the end of the financial year. The trading fleet includes ships that carried cargo, or both cargo and passengers, but excludes ships that carried passengers only. Cargo ships in the trading fleet must have called at an Australian port during the reporting year. Vessels are classified to coastal or international trade based on their primary activity. Some predominantly international trading vessels occasionally engage in coastal trade and some predominantly coastal trading vessels occasionally engage in international trade.

Chapter 10: Transport Safety

Fatalities include injuries resulting in death within 30 days of the accident where death is attributable to injuries sustained during the accident.

Serious injuries are defined as injuries that require hospitalisation.

Table 10.1

Table 10.1 provides a cross-modal comparison of fatality accidents and fatalities. Road statistics are compiled by BITRE, while marine and aviation statistics are compiled by the Australian Transport Safety Bureau (ATSB) and rail statistics are 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

Road fatality and road crash data was sourced from BITRE's National Crash Database for 2008 to 2021, while the 2022 road fatality and road crash data was based on the BITRE Australian Road Deaths Database.

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.”

For tables 10.8b-e the following applies:

To minimise the impact of double counting where a person experienced multiple episodes of care relating to the same condition, the following criteria are applied to estimate cases of hospitalisations:

- Limiting to standard separations (excludes records where care type is 'newborn with unqualified days only', 'organ procurement – posthumous', or 'hospital boarder')
- Excluding records where the admission mode is 'admitted patient transferred from another hospital'
- Excluding records where the admission mode is 'statistical admission' and care type is not 'acute'
- Excluding records where 'care involving use of rehabilitation procedures' appears as an additional diagnosis and care type is not 'acute'
- Excluding records where the external cause of injury is 'Complications of medical and surgical care', 'Sequelae of external causes of morbidity and mortality', or 'contact with allergens, except contact with animals'.

In the case where multiple external causes of hospital admission are recorded for a single case, the first recorded external cause is used. Where the first recorded external cause is 'Staphylococcus aureus bacteraemia' or 'a supplementary factor related to causes classified elsewhere', then the next recorded external cause is used instead.

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.

Tables 10.16

All ANCAP safety ratings for new vehicles sold in Australia from 2018 onwards have an expiry date of 6 years from the Rating Year. Ratings for some new vehicles sold before 2018 were originally not given an expiry date. ANCAP has since applied expiry dates to these, with ratings from 2015 and earlier expiring at the end of 2022, and ratings from 2016 due to expire at the end of 2023. Once expired, those vehicle models are considered 'unrated'.

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 in Table 11.3a are calculated as a simple average of daily unleaded petrol prices at metropolitan and regional locations across Australia (where prices are available). Similarly, annual average retail diesel prices in Table 11.3b are calculated as a simple average of daily diesel 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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