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

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Transport Statistics

Yearbook 2025

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Foreword

The Australian Infrastructure and Transport Statistics Yearbook provides a single, comprehensive annual source of time series statistics on infrastructure and transport for policymakers, industry, analysts and the wider Australian community.

Most statistics included in the publication are collected by BITRE or other Australian, state or territory government agencies.

The 2025 Yearbook was prepared by Natalie Fisher with thanks to all internal and external data providers for their input, in particular to David Cosgrove, Jeremy Burnett, Owen McCarthy, Sarah Sopariwala and David Mitchell.

Georgia O'Cianain

Head of Bureau

Bureau of Infrastructure and Transport Research Economics

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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.

Facts and figures

Transport



\$44 billion was spent on roads by all levels of government in 2023–24.



\$36 billion was spend on rail-related projects by the public sector in 2023–24.



253 billion tonne kilometres of freight moved by road and 447 billion tonne kilometres of freight moved by rail (2024–25).



166 billion passenger kilometres were travelled by car, and 12 billion passenger kilometres were travelled on heavy rail networks in Australian capital cities in 2024–25



Australia had 476,000 kilometres of paved roads and 900,000 kilometres of unpaved roads in 2024.



There were 16 billion passenger kilometres on rail in 2024–25, up from 8 billion in 2021–22.



International air travel reached a record high of 43 million revenue passengers carried to and from Australia in 2024–25.



Domestic air travel reached 60 million revenue passengers in Australia in 2024–25, returning close to the pre-COVID pandemic high of 61 million revenue passengers in 2018–19.



Sydney airport was the busiest in the country with 42 million passengers in 2024–25, followed by Melbourne with 36 million passengers.



In 2024–25, 9.1 million twenty-foot equivalent units (TEUs) were exchanged at Australia's five principal container ports (Melbourne, Port Botany, Brisbane, Adelaide and Fremantle).



In Australia, in 2024, there were:

- 1,294 fatalities on roads
- 22 rail transport fatalities
- 28 aviation fatalities
- 3 maritime transport fatalities in Australian waters.



Road vehicles made up 84 per cent of full fuel cycle greenhouse gas emissions from all domestic transport modes in 2024–25, compared to 10 per cent from aviation.

Infrastructure and the economy

In August 2025:
273,000 people were
employed in the road
transport sector.



47,000 people
were employed in the
rail transport sector.



10,000 people were
employed in the water
transport sector.



51,000 people work
employed in the space and
air transport sector.

Employment in total
transport sector by gender
in August 2025 was:



80 per cent male



20 per cent female.

Value of infrastructure
engineering construction, for
the private sector (2024–25):



Roads and bridges –
\$9.5 billion



Railways – \$1.2 billion



Harbours – \$1.0 billion.

Value of infrastructure
engineering construction, for
the public sector (2024–25):



Roads and bridges –
\$24.3 billion



Railways – \$14.8 billion



Harbours – \$0.9 billion.

Chapter 1: Freight

Freight transport activity (Figures 1 and 2) 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 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 780 billion tonne kilometres in 2018–19 to 760 billion tonne kilometres in 2020–21. It has grown over the last three years and it is estimated to have reached its highest point in 2024–25 at 786 billion tonne kilometres.

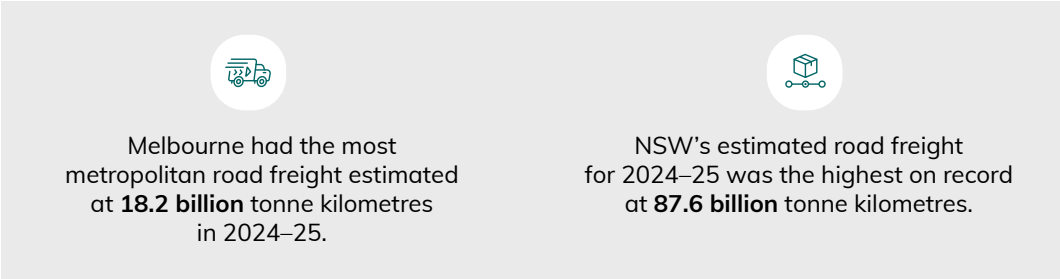
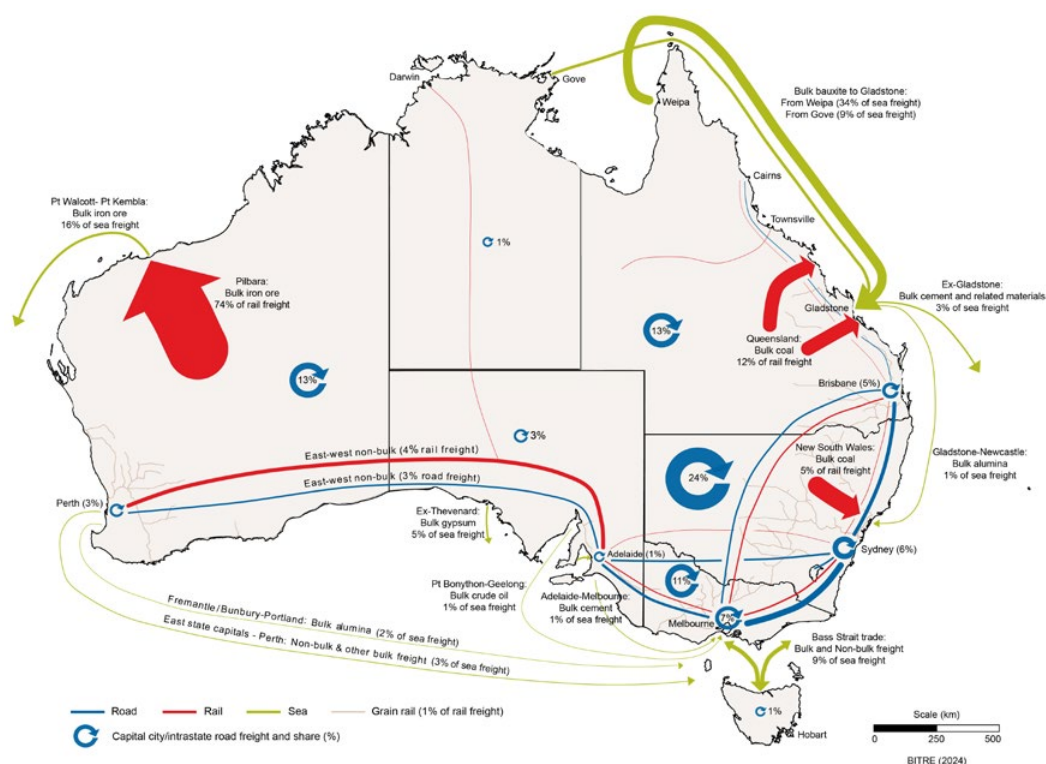


Figure 1 shows a map of Australia's major domestic freight flows by transport mode (based on 2023–24 figures). Line and arrow thickness indicate the volume of freight carried on each route, not the value of freight or performance of supply chains. The map shows that the highest volume domestic freight route is iron ore transported by rail in the Pilbara region. The next largest individual flow is coal carried by rail in Central Queensland and the Hunter Valley, followed by bauxite shipped from Weipa and Gove to Gladstone.

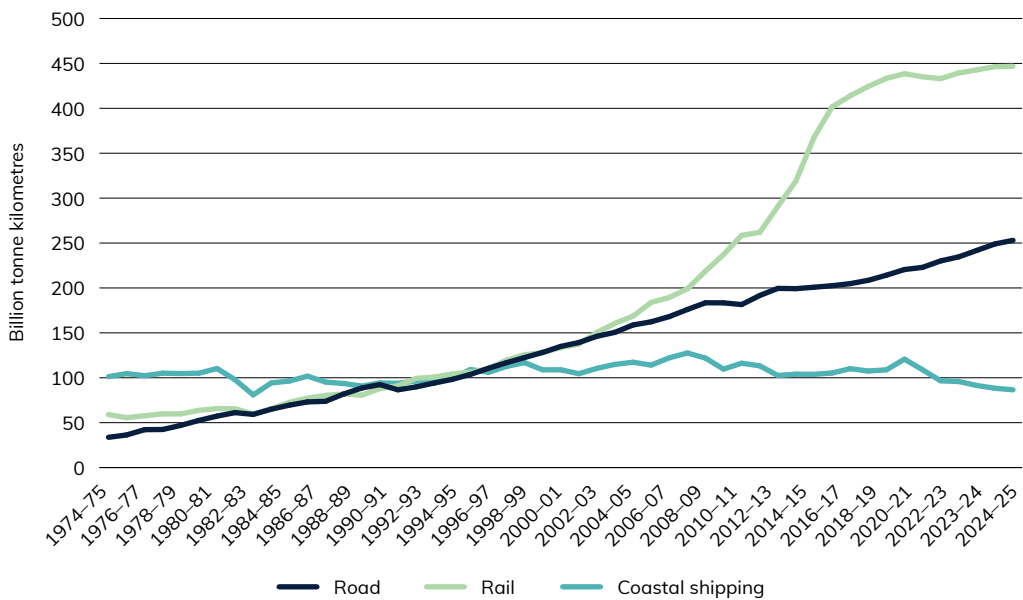
Figure 1 Australian Freight Flows Map



Sources: ABARES (2024), Agricultural Commodity Statistics, March 2024, ABARES, Canberra
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 DITRDCA (2024), Coastal Trading Licensing System (unpublished data), Canberra ACT
 NFDH (2024), Freight Train Movement Data from ARTC, National Freight Data Hub, Canberra
 Qld DoR (2024), Coal production data, September 2023, Queensland Department of Resources, Brisbane

Figure 2 illustrates Australian domestic freight activity by transport mode from 1974–75 to 2024–25. The chart indicates that rail and road account for the majority of domestic freight movement. In 2024–25, rail transported 447 billion tonne-kilometres of freight, while road accounted for 253 billion tonne-kilometres.

Figure 2 Australian domestic freight task, by mode of transport



Source: BITRE Estimates

Table 1.1a 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
1981–82	18.8	55.3	94.1	168.3		
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	188.2		
1986–87	22.7	69.1	92.5	184.2		
1987–88	25.3	69.7	90.9	185.9		
1988–89	27.4	66.8	87.8	181.9		
1989–90	28.6	74.3	91.3	194.2		
1990–91	26.8	77.7	90.8	195.3		
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	259.8		47.6
1998–99	42.1	109.5	104.4	256.0		43.3
1999–00	44.6	114.4	102.6	261.6		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	295.8		45.7
2003–04	53.7	142.8	108.6	305.1		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	352.8		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	75.5	382.8	102.9	561.2	1 322.1	44.7
2016–17	76.9	392.7	100.0	569.7		44.6
2017–18	79.0	401.5	100.3	580.8		43.9
2018–19	81.3	407.3	112.4	601.1		46.5
2019–20	82.2	403.5	100.5	586.2		43.3
2020–21	84.9	400.2	88.1	573.2		39.9
2021–22	86.5	407.6	87.6	581.7		
2022–23	89.2	413.3	82.3	584.8		
2023–24	91.9	416.8	80.0	588.7		
2024–25	93.3	414.7	78.4	586.4		

Notes: Bulk road freight estimates revised since 2024 yearbook. Uncertainty is higher for estimates after 2020 when the last Survey of Motor Vehicle Use was completed.

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.

From 2021–22 coastal shipping freight is based on estimates.

Data are not readily available for missing years.

Sources: BITRE (2017), Trainline 5

BITRE (2023) Australian Sea Freight 2020–21

BITRE Estimates

Table 1.1b 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
1981–82	42.4	10.0	3.7	0.2	56.3			
1982–83	41.0	8.5	2.5	0.2	52.2			
1983–84	44.9	9.6	3.0	0.2	57.7			
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	51.1	11.3	2.7	0.2	65.3			
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	64.5	15.2	3.2	0.2	83.2			
1993–94	67.1	15.9	3.4	0.3	86.7			
1994–95	70.7	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	82.6	17.9	4.8	0.3	105.6		4.9	
1998–99	86.1	18.4	4.4	0.4	109.3		5.1	
1999–00	90.3	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	126.2		6.3	
2002–03	100.0	21.8	8.5	0.3	130.6		7.1	
2003–04	105.1	25.9	8.7	0.3	140.0		7.7	
2004–05	107.1	29.0	7.4	0.4	143.9		7.8	
2005–06	110.6	32.4	6.8	0.4	150.2		6.7	0.3
2006–07	115.4	26.3	8.0	0.4	150.1		7.1	0.3
2007–08	119.8	31.3	9.6	0.4	161.1	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	127.8	30.7	7.8	0.3	166.6	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	127.1	30.1	7.6	0.3	165.0	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	129.3	31.1	7.2	0.3	167.9	25.4	7.1	0.2
2016–17	131.6	31.7	7.5	0.3	171.1		7.3	0.2
2017–18	135.2	31.9	8.5	0.3	175.9		8.1	0.2
2018–19	139.2	31.2	8.3	0.3	179.0		7.9	
2019–20	140.7	31.6	8.5	0.3	181.0		7.9	
2020–21	145.2	32.8	8.5	0.3	186.8		8.2	
2021–22	148.1	31.8	8.2	0.3	188.3			
2022–23	152.6	29.5	9.1	0.2	191.4			
2023–24	157.1	29.6	8.2	0.2	195.2			
2024–25	159.6	32.0	8.2	0.2	200.0			

Notes: Non-bulk road freight estimates revised since 2024 yearbook. Uncertainty is higher for estimates after 2020 when the last Survey of Motor Vehicle Use was completed.

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.

From 2021–22 coastal shipping freight is based on estimates.

Data are not readily available for missing years.

Sources: BITRE (2017), Trainline 5

BITRE (2023) Australian Sea Freight 2020–21

BITRE Estimates

Table 1.1c 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
1981–82	61.2	65.4	97.8	0.2	224.5			43.1		
1982–83	59.2	59.8	80.9	0.2	200.1			38.3		
1983–84	65.0	65.4	94.3	0.2	224.9			42.7		
1984–85	69.5	72.6	96.3	0.2	238.6	1 030.6		42.7		
1985–86	73.1	77.3	101.8	0.2	252.4	1 017.5		44.7		
1986–87	73.8	80.4	95.2	0.2	249.6	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	271.7	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	291.1	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	327.1	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	407.6					
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	593.0	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	672.6	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	424.4	107.5	0.3	740.7			51.9	0.2	
2017–18	214.2	433.4	108.8	0.3	756.7			52.0	0.2	
2018–19	220.5	438.5	120.7	0.3	780.1			54.4		
2019–20	222.9	435.1	108.9	0.3	767.2			51.3		
2020–21	230.1	433.0	96.6	0.3	760.0			48.1		
2021–22	234.6	439.4	95.8	0.3	770.1					
2022–23	241.8	442.8	91.4	0.2	776.2					
2023–24	249.0	446.4	88.3	0.2	783.9					
2024–25	252.9	446.8	86.6	0.2	786.5					

Notes: Uncertainty is higher for road freight estimates after 2020 when the last Survey of Motor Vehicle Use was completed.

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.

From 2021–22 coastal shipping freight is based on estimates.

Data are not readily available for missing years.

Sources BITRE (2017), Trainline 5

BITRE (2023) Australian Sea Freight 2020–21

BITRE Estimates

Table 1.2 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
2023–24	86.2	52.6	44.5	16.0	42.4	3.7	3.2	0.3	249.0
2024–25	87.6	54.0	45.1	16.2	42.8	3.7	3.2	0.3	252.9

Note: Uncertainty is higher for road freight estimates after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 1.3 Intrastate freight, by state/territory, by transport mode – road

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
billion tonne-kilometres									
1972–73	7.5	5.5	3.5	2.2	2.4	0.6	0.1	0.1	22.1
1973–74	8.9	6.5	4.3	2.6	3.0	0.8	0.1	0.1	26.2
1974–75	8.9	6.6	4.3	2.6	3.1	0.8	0.1	0.1	26.6
1975–76	9.4	7.0	4.6	2.6	3.5	0.8	0.1	0.1	28.2
1976–77	10.5	7.9	5.3	2.9	4.1	1.0	0.2	0.2	31.9
1977–78	10.6	8.0	5.4	2.9	4.3	1.0	0.2	0.2	32.4
1978–79	11.6	8.9	6.1	3.1	4.9	1.1	0.2	0.2	36.1
1979–80	13.2	10.2	7.1	3.3	5.9	1.3	0.3	0.2	41.5
1980–81	14.5	11.3	7.9	3.5	6.7	1.4	0.4	0.2	45.8
1981–82	15.3	12.5	8.5	3.5	7.4	1.5	0.4	0.2	49.1
1982–83	14.5	11.9	8.1	3.4	7.5	1.4	0.5	0.2	47.5
1983–84	15.6	13.5	8.8	4.0	7.7	1.5	0.6	0.2	51.9
1984–85	16.3	14.1	9.4	4.3	8.6	1.6	0.6	0.2	55.1
1985–86	17.1	14.3	9.7	4.5	9.1	1.7	0.7	0.2	57.5
1986–87	17.2	13.6	9.6	4.3	9.5	1.7	0.7	0.2	57.0
1987–88	18.8	15.0	10.4	4.6	10.7	1.8	0.7	0.3	62.3
1988–89	20.3	15.0	11.6	4.9	11.7	2.0	0.7	0.3	66.4
1989–90	20.7	15.0	12.3	5.1	12.3	2.0	0.8	0.3	68.5
1990–91	19.2	13.1	11.3	4.6	11.4	1.8	0.8	0.3	62.5
1991–92	19.8	12.6	12.0	4.7	12.3	1.9	0.8	0.3	64.4
1992–93	20.0	13.3	12.6	4.7	12.6	1.9	0.7	0.3	66.1
1993–94	20.4	13.3	12.9	4.8	13.2	1.9	0.6	0.2	67.5
1994–95	21.4	13.7	13.8	4.9	14.1	2.0	0.7	0.2	70.7
1995–96	22.8	14.5	14.8	5.2	15.4	2.1	0.7	0.2	75.7
1996–97	23.7	15.3	15.7	5.4	15.9	2.1	0.7	0.3	79.2
1997–98	24.2	16.4	16.1	5.6	16.5	2.1	0.8	0.3	81.9
1998–99	23.6	16.7	16.0	5.3	15.6	2.0	0.9	0.3	80.3
1999–00	24.7	17.5	17.1	5.5	16.3	2.0	0.8	0.2	84.1
2000–01	26.0	18.2	18.4	5.9	17.3	2.1	0.9	0.2	89.0
2001–02	26.7	19.0	19.9	6.1	18.6	2.3	1.0	0.2	93.8
2002–03	27.0	19.6	20.5	6.1	19.4	2.3	0.9	0.3	96.1
2003–04	28.2	20.0	22.3	6.3	21.1	2.5	0.9	0.3	101.6
2004–05	27.8	20.6	22.9	6.2	20.5	2.4	0.9	0.2	101.6
2005–06	27.4	20.3	23.4	6.2	21.7	2.5	1.0	0.2	102.7
2006–07	29.2	21.4	26.4	6.7	25.1	2.7	1.3	0.3	113.0
2007–08	29.6	21.9	27.2	6.9	26.0	2.8	1.2	0.3	115.9
2008–09	28.6	21.6	26.1	6.7	25.4	2.7	1.3	0.3	112.7
2009–10	28.2	21.1	25.6	6.6	25.6	2.6	1.2	0.3	111.2
2010–11	31.1	23.4	28.0	7.2	29.5	2.9	1.3	0.3	123.7
2011–12	33.8	23.9	31.6	7.7	35.0	3.3	1.5	0.3	137.0
2012–13	33.6	22.8	31.6	7.6	36.3	3.2	1.8	0.3	137.1
2013–14	33.6	22.9	31.7	7.5	37.8	3.2	1.8	0.3	138.8
2014–15	34.1	24.0	31.8	7.5	38.1	3.3	1.8	0.3	140.9
2015–16	35.8	25.5	33.2	7.7	39.0	3.4	1.9	0.3	146.7
2016–17	35.5	27.0	32.6	7.6	36.3	3.4	1.8	0.3	144.5
2017–18	35.8	28.0	33.2	7.6	36.1	3.4	1.8	0.3	146.3
2018–19	36.0	29.0	33.5	7.7	36.4	3.4	1.8	0.3	148.0
2019–20	36.1	29.5	33.9	7.7	37.0	3.5	1.7	0.3	149.7
2020–21	37.7	30.3	35.3	7.9	38.1	3.6	1.7	0.3	154.8
2021–22	36.9	30.2	34.8	7.8	37.3	3.5	1.6	0.3	152.3
2022–23	37.5	31.3	35.8	7.9	38.2	3.6	1.6	0.3	156.2
2023–24	38.2	32.6	36.6	8.1	39.1	3.7	1.6	0.3	160.2
2024–25	38.5	33.6	36.9	8.1	39.4	3.7	1.5	0.3	162.0

Note: Uncertainty is higher for road freight estimates after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 1.4 Interstate freight, by state/territory, by transport mode – road

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
billion tonne-kilometres									
1979–80	5.6	2.7	0.8	1.1	0.6	na	0.2	0.0	11.1
1980–81	5.7	2.8	0.8	1.2	0.7	na	0.2	0.0	11.5
1981–82	6.0	3.0	0.8	1.3	0.7	na	0.2	0.0	12.0
1982–83	5.9	2.9	0.8	1.3	0.8	na	0.2	0.0	11.8
1983–84	6.5	3.2	0.9	1.4	0.8	na	0.3	0.0	13.1
1984–85	7.3	3.6	1.0	1.5	0.9	na	0.3	0.0	14.6
1985–86	7.8	3.8	1.1	1.6	0.9	na	0.3	0.0	15.6
1986–87	8.4	4.1	1.2	1.8	1.0	na	0.4	0.0	16.8
1987–88	9.9	4.8	1.4	2.1	1.1	na	0.4	0.0	19.7
1988–89	11.2	5.4	1.6	2.3	1.2	na	0.5	0.0	22.2
1989–90	12.1	5.8	1.7	2.5	1.3	na	0.5	0.0	23.9
1990–91	12.1	5.8	1.8	2.6	1.3	na	0.5	0.0	24.1
1991–92	12.7	6.1	1.9	2.8	1.4	na	0.5	0.0	25.4
1992–93	14.0	6.7	2.1	3.1	1.5	na	0.6	0.0	28.0
1993–94	15.3	7.4	2.3	3.4	1.6	na	0.6	0.0	30.6
1994–95	16.5	7.9	2.5	3.7	1.8	na	0.7	0.0	32.9
1995–96	17.4	8.4	2.6	3.9	1.8	na	0.7	0.0	34.8
1996–97	18.7	9.1	2.8	4.2	1.9	na	0.8	0.0	37.6
1997–98	20.2	9.9	3.1	4.6	2.0	na	0.8	0.0	40.6
1998–99	24.2	11.5	3.7	5.2	2.3	na	1.0	0.0	47.8
1999–00	25.8	12.1	4.0	5.4	2.3	na	1.0	0.0	50.7
2000–01	25.6	12.0	3.9	5.3	2.3	na	1.0	0.0	50.1
2001–02	26.9	12.5	4.1	5.5	2.3	na	1.1	0.0	52.4
2002–03	28.1	13.0	4.4	5.6	2.3	na	1.1	0.0	54.5
2003–04	30.0	13.4	4.7	5.7	2.4	na	1.2	0.0	57.2
2004–05	32.1	13.9	5.0	5.8	2.5	na	1.3	0.0	60.6
2005–06	34.8	15.2	5.4	6.0	2.6	na	1.3	0.0	65.4
2006–07	33.5	14.8	5.1	5.9	2.5	na	1.3	0.0	63.1
2007–08	36.1	15.7	5.6	6.2	2.7	na	1.4	0.0	67.7
2008–09	37.8	16.4	5.8	6.4	2.8	na	1.4	0.0	70.7
2009–10	37.7	16.2	5.9	6.5	2.6	na	1.4	0.0	70.3
2010–11	35.8	15.7	5.6	6.6	2.7	na	1.4	0.0	68.0
2011–12	32.3	14.4	5.3	6.3	2.7	na	1.5	0.0	62.6
2012–13	32.2	14.9	5.2	5.9	2.4	na	1.4	0.0	62.1
2013–14	32.3	15.5	5.1	5.7	2.1	na	1.4	0.0	62.0
2014–15	32.3	15.2	5.2	5.4	2.1	na	1.3	0.0	61.4
2015–16	31.0	13.4	5.3	5.2	2.0	na	1.1	0.0	58.1
2016–17	33.9	15.0	5.7	5.9	2.4	na	1.2	0.0	64.0
2017–18	35.8	15.7	5.9	6.5	2.7	na	1.2	0.0	67.9
2018–19	38.5	16.6	6.4	6.8	2.8	na	1.3	0.0	72.4
2019–20	39.1	14.5	7.1	7.6	3.4	na	1.4	0.0	73.2
2020–21	40.3	14.8	7.3	7.8	3.5	na	1.5	0.0	75.3
2021–22	44.4	18.7	7.4	7.5	3.0	na	1.5	0.0	82.5
2022–23	46.1	19.3	7.7	7.7	3.2	na	1.6	0.0	85.6
2023–24	48.0	20.0	8.0	8.0	3.3	na	1.7	0.0	88.8
2024–25	49.1	20.4	8.2	8.1	3.4	na	1.7	0.0	90.9

Note: Uncertainty is higher for road freight estimates after 2020 when the last Survey of Motor Vehicle Use was completed.

na: not applicable.

Source: BITRE estimates

Table 1.5 Metropolitan road freight, by capital city

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra	Total capital cities
<i>billion tonne kilometres</i>									
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
2023–24	14.6	17.8	11.2	3.4	7.3	0.8	0.3	0.3	55.8
2024–25	14.8	18.2	11.4	3.4	7.4	0.8	0.3	0.3	56.7

Notes: Uncertainty is higher for road freight estimates after 2020 when the last Survey of Motor Vehicle Use was completed.

Greater Capital City Statistical Areas are used for each capital city.

Source: BITRE estimates

Chapter 2: Passengers

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



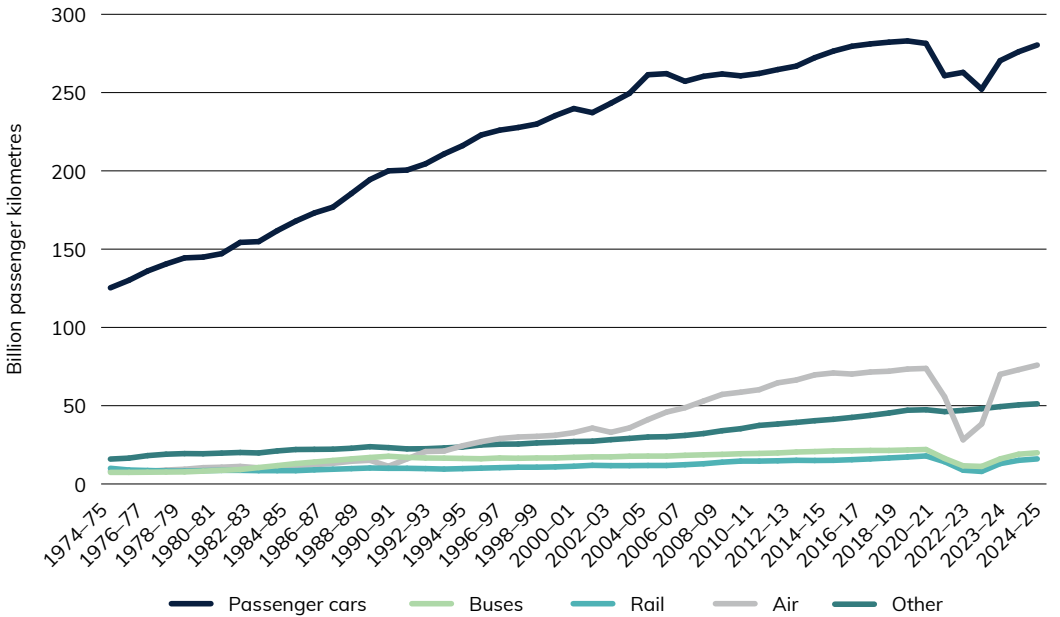
166 billion passenger kilometres were travelled by car on capital city roads in 2024–25, of a total of **280 billion** passenger kilometres nationwide.



16 billion passenger kilometres were travelled on rail in 2024–25 compared to **18 billion** in 2018–19, prior to any COVID impacts.

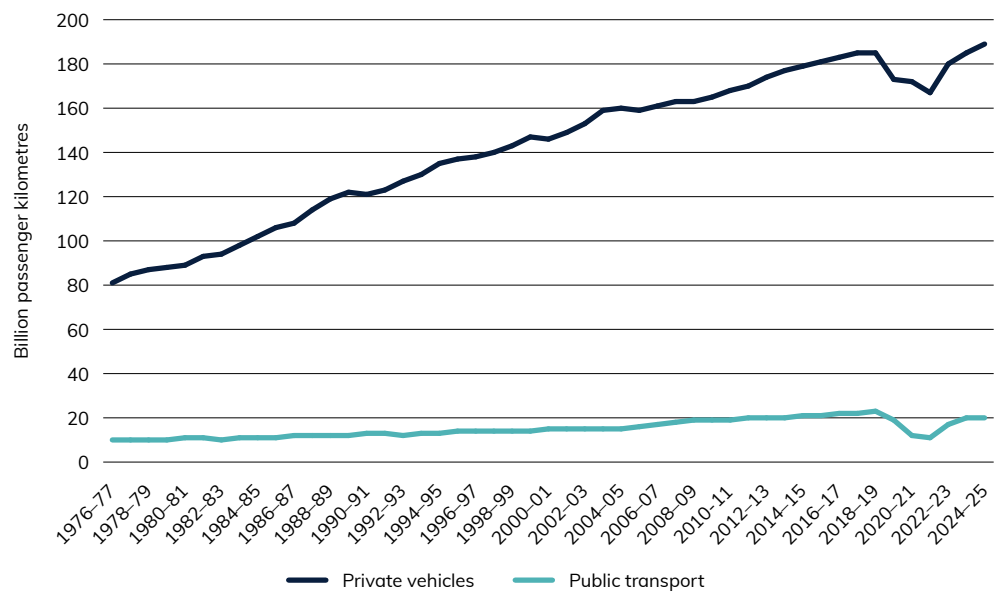
Passenger transport activity is measured by passenger kilometres (the number of kilometres travelled by passenger vehicles multiplied by the number of occupants in the vehicle). As shown in Figure 3, the passenger task is dominated by road transport, mainly passenger cars. Passenger travel on other modes has generally been increasing, albeit with a dip over the pandemic. Air travel fell most significantly, however by 2024–25 it had surpassed its pre-pandemic level. Prior to COVID, public transport use was growing relatively quickly, as shown in Figure 4. By 2024–25 it has returned to close to its 2018–19 peak.

Figure 3 Total national motorised passenger travel, by mode



Source: BITRE estimates

Figure 4 Australian capital city domestic passenger task, by mode



Source: BITRE estimates

Table 2.1 Total national motorised passenger travel, by transport mode

Financial year	Passenger cars	Buses	Rail	Air	Other	Total
billion passenger km						
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	189.1
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	194.9
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	203.8
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	23.2	262.3
1990–91	200.5	17.0	10.0	16.0	22.4	265.9
1991–92	204.5	16.6	9.8	20.7	22.5	274.1
1992–93	210.8	16.5	9.5	21.0	23.0	280.7
1993–94	216.1	16.3	9.8	24.4	23.6	290.3
1994–95	222.9	16.1	10.1	27.0	24.9	301.0
1995–96	226.0	16.6	10.4	29.0	25.4	307.5
1996–97	227.7	16.4	10.7	30.0	25.5	310.3
1997–98	229.9	16.6	10.7	30.4	26.2	313.8
1998–99	235.3	16.6	10.9	31.1	26.6	320.5
1999–00	239.8	17.0	11.3	32.8	27.1	328.0
2000–01	237.2	17.3	11.9	35.7	27.3	329.3
2001–02	243.2	17.3	11.7	33.0	28.3	333.6
2002–03	249.5	17.7	11.7	35.8	29.1	343.8
2003–04	261.4	17.8	11.8	41.1	30.0	362.1
2004–05	262.1	17.8	11.8	45.9	30.2	367.8
2005–06	257.2	18.3	12.3	48.7	31.0	367.4
2006–07	260.4	18.6	12.9	53.0	32.2	377.0
2007–08	261.9	18.9	13.9	57.2	34.0	385.9
2008–09	260.7	19.3	14.6	58.6	35.3	388.5
2009–10	262.2	19.5	14.6	60.2	37.4	393.9
2010–11	264.7	19.8	14.8	64.6	38.3	402.2
2011–12	266.9	20.4	15.1	66.4	39.3	408.0
2012–13	272.3	20.7	15.0	69.7	40.4	418.1
2013–14	276.5	21.1	15.1	70.9	41.3	424.9
2014–15	279.6	21.2	15.5	70.2	42.5	428.9
2015–16	281.1	21.4	16.0	71.5	43.8	433.8
2016–17	282.2	21.4	16.6	72.0	45.3	437.5
2017–18	283.0	21.7	17.2	73.4	47.1	442.4
2018–19	281.4	22.0	17.9	73.8	47.4	442.4
2019–20	260.8	16.3	14.2	55.7	46.2	393.3
2020–21	262.9	11.6	8.8	28.2	47.0	358.4
2021–22	252.2	11.2	8.0	38.3	48.1	357.9
2022–23	270.4	16.0	13.0	70.0	49.4	418.9
2023–24	276.1	19.0	15.1	73.0	50.5	433.7
2024–25	280.4	19.9	16.0	75.9	51.2	443.5

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

Notes: The most significant element of Other is comprised of passenger travel in light commercial road vehicles. Uncertainty in private vehicle estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

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

Source: BITRE estimates

Table 2.2a 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	3 243	2 054
2023–24	9 639	12 074	6 485	3 666	3 829	1 922

Sources: Tourism Research Australia (2024)
BITRE estimates

Table 2.2b 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
2023–24	1 816	10 566	1 965	1 207	373	59

Sources: Tourism Research Australia (2024)
BITRE estimates

Table 2.2c 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
2023–24	7 405	618	4 325	2 332	3 389	1 844

Sources: Tourism Research Australia (2024)
BITRE estimates

Table 2.2d 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
2023–24	418	889	195	127	66	19

See end notes

Sources: Tourism Research Australia (2024)
BITRE estimates

Table 2.3a Total motorised passenger kilometres travelled by capital city – Sydney

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
billion passenger kilometres								
1976–77	24.13	2.02	0.24	3.38	0.00	1.53	0.10	31.40
1977–78	24.80	2.10	0.24	3.37	0.00	1.57	0.11	32.19
1978–79	25.59	2.15	0.25	3.40	0.00	1.54	0.11	33.04
1979–80	25.79	2.13	0.27	3.59	0.00	1.58	0.12	33.49
1980–81	26.15	2.18	0.29	3.67	0.00	1.62	0.13	34.04
1981–82	27.17	2.26	0.32	3.77	0.00	1.63	0.14	35.29
1982–83	26.97	2.22	0.33	3.54	0.00	1.68	0.15	34.88
1983–84	28.34	2.37	0.34	3.45	0.00	1.71	0.15	36.35
1984–85	29.65	2.47	0.34	3.42	0.00	1.77	0.15	37.81
1985–86	30.51	2.54	0.31	3.67	0.00	1.82	0.16	39.01
1986–87	31.20	2.56	0.29	3.75	0.00	1.89	0.17	39.86
1987–88	32.59	2.63	0.27	4.06	0.00	1.96	0.15	41.66
1988–89	33.83	2.68	0.27	4.11	0.01	1.95	0.16	43.01
1989–90	34.70	2.63	0.24	4.21	0.01	1.90	0.18	43.88
1990–91	34.69	2.47	0.21	4.28	0.01	1.95	0.15	43.76
1991–92	35.29	2.47	0.20	4.19	0.01	1.93	0.13	44.23
1992–93	36.35	2.51	0.20	4.04	0.01	1.91	0.11	45.13
1993–94	37.20	2.60	0.20	4.14	0.01	1.90	0.11	46.16
1994–95	38.26	2.78	0.19	4.42	0.01	1.92	0.12	47.70
1995–96	38.48	2.91	0.18	4.53	0.01	1.98	0.12	48.22
1996–97	38.43	2.97	0.18	4.67	0.01	2.02	0.13	48.42
1997–98	38.99	3.09	0.17	4.70	0.01	2.05	0.13	49.14
1998–99	39.93	3.19	0.16	4.78	0.02	2.07	0.12	50.28
1999–00	40.94	3.27	0.16	4.95	0.02	2.05	0.12	51.52
2000–01	40.68	3.32	0.16	5.33	0.02	2.03	0.14	51.68
2001–02	41.52	3.40	0.17	4.96	0.02	1.94	0.13	52.13
2002–03	42.18	3.48	0.16	4.97	0.02	1.92	0.13	52.87
2003–04	44.28	3.57	0.17	5.02	0.02	1.90	0.13	55.08
2004–05	44.55	3.56	0.18	5.06	0.02	1.89	0.13	55.40
2005–06	43.70	3.59	0.20	5.18	0.02	1.89	0.13	54.71
2006–07	43.99	3.71	0.22	5.35	0.02	1.93	0.13	55.35
2007–08	44.26	3.89	0.24	5.64	0.02	2.00	0.13	56.18
2008–09	44.20	3.98	0.27	5.62	0.02	1.98	0.14	56.21
2009–10	44.62	4.17	0.30	5.45	0.02	1.95	0.14	56.66
2010–11	45.41	4.29	0.30	5.46	0.02	2.02	0.14	57.64
2011–12	45.66	4.40	0.29	5.66	0.02	2.05	0.15	58.23
2012–13	46.66	4.52	0.30	5.68	0.02	2.06	0.15	59.39
2013–14	47.28	4.60	0.31	5.81	0.01	2.07	0.16	60.24
2014–15	47.86	4.68	0.31	6.06	0.02	2.07	0.15	61.15
2015–16	48.26	4.77	0.32	6.34	0.04	2.09	0.16	61.98
2016–17	48.64	4.99	0.32	6.77	0.04	2.16	0.17	63.09
2017–18	48.85	5.20	0.32	7.18	0.04	2.34	0.18	64.10
2018–19	48.56	5.24	0.32	7.54	0.04	2.57	0.18	64.44
2019–20	43.93	5.12	0.28	6.13	0.05	2.04	0.13	57.69
2020–21	45.22	5.21	0.29	4.08	0.07	1.42	0.07	56.37
2021–22	39.95	5.25	0.30	2.96	0.07	1.07	0.07	49.66
2022–23	46.03	5.38	0.30	5.18	0.14	1.81	0.14	59.00
2023–24	47.30	5.51	0.31	6.02	0.18	2.13	0.17	61.62
2024–25	48.01	5.57	0.31	6.20	0.19	2.17	0.17	62.63

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

Note: Uncertainty in private vehicle estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 2.3b 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	0.63	..	30.70
1983–84	27.08	1.97	0.21	1.45	0.54	0.65	..	31.90
1984–85	27.98	2.05	0.21	1.45	0.60	0.69	..	32.98
1985–86	29.07	2.21	0.20	1.55	0.62	0.72	..	34.37
1986–87	29.91	2.34	0.20	1.61	0.63	0.76	..	35.46
1987–88	31.46	2.54	0.20	1.54	0.65	0.80	..	37.18
1988–89	32.96	2.71	0.22	1.62	0.66	0.84	..	39.01
1989–90	33.74	2.74	0.20	1.64	0.53	0.89	..	39.75
1990–91	33.51	2.68	0.19	1.64	0.59	0.88	..	39.49
1991–92	33.97	2.73	0.19	1.77	0.59	0.84	..	40.10
1992–93	34.63	2.80	0.20	1.82	0.51	0.85	..	40.81
1993–94	35.30	2.89	0.20	1.83	0.51	0.88	..	41.60
1994–95	36.30	3.02	0.20	1.95	0.51	0.91	..	42.90
1995–96	37.03	2.96	0.20	2.00	0.52	0.93	..	43.65
1996–97	37.41	2.92	0.20	1.99	0.52	0.94	..	43.97
1997–98	38.15	2.97	0.20	1.91	0.52	0.96	..	44.71
1998–99	39.21	2.98	0.19	2.00	0.53	0.98	..	45.89
1999–00	40.12	2.98	0.19	2.12	0.56	1.00	..	46.98
2000–01	40.14	3.04	0.20	2.21	0.58	1.02	..	47.18
2001–02	40.88	3.12	0.21	2.31	0.59	1.03	..	48.14
2002–03	41.64	3.18	0.21	2.36	0.60	1.04	..	49.03
2003–04	43.04	3.26	0.22	2.44	0.60	1.05	..	50.61
2004–05	43.27	3.30	0.24	2.51	0.61	1.04	..	50.96
2005–06	42.80	3.38	0.26	2.81	0.62	1.05	..	50.93
2006–07	42.83	3.52	0.27	3.13	0.63	1.12	..	51.49
2007–08	43.39	3.69	0.27	3.56	0.65	1.25	..	52.81
2008–09	42.89	3.80	0.27	3.83	0.71	1.35	..	52.86
2009–10	43.56	3.99	0.28	3.95	0.70	1.43	..	53.90
2010–11	44.43	4.12	0.27	4.15	0.73	1.50	..	55.20
2011–12	45.07	4.23	0.26	4.03	0.77	1.69	..	56.06
2012–13	46.26	4.31	0.27	4.09	0.73	1.62	..	57.27
2013–14	47.19	4.45	0.27	4.10	0.71	1.68	..	58.40
2014–15	47.90	4.58	0.27	4.14	0.73	1.68	..	59.30
2015–16	48.21	4.73	0.28	4.33	0.78	1.67	..	60.00
2016–17	48.69	4.93	0.28	4.42	0.80	1.65	..	60.77
2017–18	49.02	5.21	0.28	4.54	0.80	1.65	..	61.51
2018–19	49.35	5.26	0.28	4.65	0.80	1.70	..	62.04
2019–20	45.84	5.16	0.24	3.59	0.55	1.33	..	56.71
2020–21	40.65	5.13	0.23	1.58	0.23	0.76	..	48.59
2021–22	42.51	5.36	0.24	1.93	0.32	0.88	..	51.24
2022–23	46.43	5.48	0.25	3.08	0.58	1.35	..	57.16
2023–24	47.82	5.63	0.26	3.62	0.60	1.53	..	59.46
2024–25	48.82	5.73	0.26	3.76	0.62	1.53	..	60.72

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

.. Negligible or not available.

Notes: Uncertainty in private vehicle estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

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

Source: BITRE estimates

Table 2.3c 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	14.05
1986–87	11.68	1.43	0.17	0.68	na	0.52	0.00	14.48
1987–88	12.39	1.50	0.18	0.74	na	0.56	0.00	15.37
1988–89	13.23	1.54	0.21	0.85	na	0.63	0.00	16.46
1989–90	13.69	1.54	0.20	0.78	na	0.59	0.00	16.81
1990–91	13.94	1.49	0.20	0.79	na	0.63	0.00	17.06
1991–92	14.53	1.50	0.21	0.75	na	0.65	0.00	17.64
1992–93	15.28	1.53	0.21	0.74	na	0.65	0.00	18.41
1993–94	15.80	1.62	0.20	0.72	na	0.68	0.00	19.02
1994–95	16.46	1.79	0.19	0.70	na	0.74	0.01	19.88
1995–96	16.87	1.93	0.17	0.73	na	0.74	0.01	20.45
1996–97	17.01	1.99	0.17	0.76	na	0.75	0.01	20.69
1997–98	17.34	2.14	0.16	0.77	na	0.75	0.01	21.16
1998–99	17.70	2.19	0.15	0.78	na	0.69	0.01	21.52
1999–00	18.21	2.25	0.15	0.83	na	0.74	0.01	22.19
2000–01	18.24	2.28	0.16	0.90	na	0.75	0.01	22.34
2001–02	18.81	2.40	0.17	0.92	na	0.78	0.01	23.08
2002–03	19.36	2.48	0.16	0.92	na	0.81	0.01	23.75
2003–04	20.70	2.57	0.17	0.96	na	0.85	0.01	25.27
2004–05	21.12	2.59	0.18	0.95	na	0.91	0.02	25.77
2005–06	21.10	2.64	0.20	1.02	na	1.02	0.02	25.99
2006–07	21.75	2.75	0.22	1.03	na	1.07	0.02	26.84
2007–08	22.35	2.93	0.24	1.05	na	1.11	0.02	27.69
2008–09	22.18	3.05	0.25	1.12	na	1.20	0.02	27.82
2009–10	22.34	3.29	0.25	1.07	na	1.29	0.02	28.27
2010–11	22.58	3.36	0.24	1.05	na	1.35	0.02	28.60
2011–12	22.91	3.48	0.24	1.06	na	1.41	0.02	29.11
2012–13	23.57	3.59	0.24	1.02	na	1.42	0.02	29.86
2013–14	23.95	3.66	0.25	1.04	na	1.43	0.02	30.35
2014–15	24.31	3.77	0.25	1.06	na	1.38	0.03	30.79
2015–16	24.59	3.89	0.26	1.08	na	1.39	0.03	31.24
2016–17	24.73	4.04	0.26	1.07	na	1.37	0.03	31.50
2017–18	24.87	4.14	0.26	1.10	na	1.39	0.03	31.78
2018–19	25.00	4.21	0.26	1.16	na	1.43	0.03	32.08
2019–20	23.75	4.13	0.23	0.91	na	1.12	0.02	30.15
2020–21	25.32	4.22	0.24	0.68	na	0.89	0.02	31.37
2021–22	24.34	4.32	0.25	0.66	na	0.85	0.01	30.44
2022–23	25.07	4.46	0.26	0.89	na	1.13	0.02	31.84
2023–24	25.79	4.58	0.26	0.98	na	1.27	0.02	32.90
2024–25	26.30	4.66	0.27	1.13	na	1.43	0.03	33.81

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

na: not applicable.

Note: Uncertainty in private vehicle estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 2.3d 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	9.51
1977–78	8.46	0.59	0.11	0.16	0.01	0.44	na	9.77
1978–79	8.50	0.60	0.11	0.16	0.01	0.45	na	9.82
1979–80	8.30	0.58	0.11	0.18	0.02	0.46	na	9.65
1980–81	8.17	0.58	0.11	0.19	0.02	0.51	na	9.59
1981–82	8.48	0.58	0.12	0.20	0.02	0.53	na	9.94
1982–83	8.53	0.57	0.12	0.18	0.02	0.48	na	9.91
1983–84	8.94	0.63	0.12	0.17	0.02	0.49	na	10.38
1984–85	9.31	0.67	0.12	0.17	0.02	0.47	na	10.76
1985–86	9.62	0.67	0.11	0.18	0.02	0.49	na	11.09
1986–87	9.81	0.66	0.10	0.18	0.02	0.49	na	11.25
1987–88	10.20	0.68	0.10	0.13	0.02	0.51	na	11.64
1988–89	10.58	0.71	0.10	0.14	0.02	0.49	na	12.03
1989–90	10.75	0.71	0.09	0.14	0.02	0.52	na	12.22
1990–91	10.66	0.69	0.08	0.12	0.02	0.54	na	12.11
1991–92	10.75	0.70	0.08	0.11	0.01	0.55	na	12.20
1992–93	10.94	0.72	0.07	0.12	0.01	0.53	na	12.40
1993–94	10.94	0.74	0.07	0.15	0.02	0.54	na	12.46
1994–95	11.03	0.78	0.07	0.16	0.01	0.56	na	12.62
1995–96	11.00	0.80	0.07	0.15	0.01	0.56	na	12.60
1996–97	11.06	0.79	0.06	0.15	0.01	0.56	na	12.65
1997–98	11.22	0.81	0.06	0.14	0.01	0.57	na	12.82
1998–99	11.61	0.81	0.06	0.14	0.01	0.56	na	13.18
1999–00	12.00	0.80	0.06	0.13	0.01	0.56	na	13.56
2000–01	11.96	0.79	0.06	0.13	0.01	0.58	na	13.53
2001–02	12.13	0.80	0.06	0.14	0.02	0.59	na	13.74
2002–03	12.53	0.82	0.06	0.16	0.02	0.60	na	14.19
2003–04	12.66	0.83	0.07	0.18	0.02	0.60	na	14.36
2004–05	12.41	0.83	0.07	0.18	0.02	0.61	na	14.12
2005–06	12.17	0.84	0.08	0.19	0.02	0.64	na	13.94
2006–07	12.26	0.86	0.08	0.19	0.02	0.65	na	14.07
2007–08	11.91	0.91	0.09	0.19	0.02	0.67	na	13.80
2008–09	11.83	0.94	0.09	0.20	0.02	0.68	na	13.76
2009–10	11.95	0.98	0.09	0.19	0.03	0.70	na	13.94
2010–11	11.87	1.01	0.09	0.17	0.03	0.69	na	13.86
2011–12	11.79	1.03	0.09	0.16	0.03	0.69	na	13.78
2012–13	12.07	1.05	0.09	0.16	0.04	0.69	na	14.10
2013–14	12.34	1.08	0.09	0.17	0.05	0.69	na	14.43
2014–15	12.46	1.11	0.09	0.23	0.05	0.71	na	14.65
2015–16	12.46	1.15	0.09	0.24	0.05	0.70	na	14.70
2016–17	12.48	1.19	0.09	0.24	0.04	0.70	na	14.76
2017–18	12.51	1.25	0.09	0.25	0.05	0.70	na	14.84
2018–19	12.27	1.26	0.09	0.27	0.05	0.70	na	14.63
2019–20	11.59	1.23	0.08	0.22	0.03	0.57	na	13.72
2020–21	12.01	1.26	0.08	0.15	0.03	0.48	na	14.01
2021–22	11.31	1.28	0.08	0.13	0.03	0.45	na	13.28
2022–23	11.74	1.32	0.08	0.20	0.03	0.53	na	13.91
2023–24	11.94	1.36	0.08	0.21	0.04	0.61	na	14.25
2024–25	12.10	1.37	0.09	0.25	0.04	0.61	na	14.46

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

na: not applicable.

Note: Uncertainty in private vehicle estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 2.3e 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	0.00	9.82
1977–78	8.61	0.97	0.10	0.10	na	0.53	0.00	10.32
1978–79	8.86	1.00	0.10	0.10	na	0.53	0.00	10.58
1979–80	8.88	1.00	0.11	0.08	na	0.57	0.00	10.64
1980–81	8.95	1.02	0.11	0.07	na	0.58	0.00	10.74
1981–82	9.45	1.03	0.13	0.07	na	0.55	0.00	11.23
1982–83	9.53	0.99	0.13	0.08	na	0.56	0.00	11.30
1983–84	10.15	1.04	0.14	0.11	na	0.48	0.00	11.92
1984–85	10.52	1.06	0.14	0.11	na	0.47	0.00	12.30
1985–86	10.90	1.07	0.13	0.12	na	0.51	0.00	12.73
1986–87	11.19	1.06	0.13	0.12	na	0.52	0.00	13.03
1987–88	11.78	1.10	0.13	0.12	na	0.52	0.00	13.65
1988–89	12.36	1.16	0.14	0.11	na	0.55	0.00	14.33
1989–90	12.73	1.19	0.13	0.11	na	0.59	0.00	14.74
1990–91	12.65	1.15	0.11	0.09	na	0.56	0.00	14.58
1991–92	12.85	1.17	0.11	0.12	na	0.55	0.00	14.79
1992–93	13.31	1.22	0.10	0.17	na	0.53	0.00	15.34
1993–94	14.06	1.30	0.09	0.30	na	0.53	0.00	16.28
1994–95	14.96	1.41	0.09	0.30	na	0.55	0.00	17.31
1995–96	15.28	1.49	0.09	0.34	na	0.55	0.00	17.74
1996–97	15.44	1.49	0.09	0.38	na	0.54	0.00	17.94
1997–98	15.66	1.51	0.08	0.39	na	0.56	0.00	18.20
1998–99	16.08	1.51	0.08	0.38	na	0.56	0.00	18.61
1999–00	16.31	1.52	0.08	0.39	na	0.58	0.00	18.89
2000–01	16.11	1.52	0.09	0.41	na	0.61	0.00	18.74
2001–02	16.44	1.58	0.09	0.41	na	0.62	0.00	19.15
2002–03	16.89	1.62	0.09	0.42	na	0.64	0.00	19.66
2003–04	17.74	1.68	0.10	0.42	na	0.66	0.00	20.60
2004–05	18.02	1.70	0.11	0.44	na	0.68	0.00	20.95
2005–06	17.68	1.74	0.12	0.46	na	0.70	0.00	20.70
2006–07	18.08	1.82	0.14	0.50	na	0.70	0.00	21.24
2007–08	18.18	1.93	0.15	0.66	na	0.66	0.00	21.58
2008–09	18.69	2.00	0.16	0.87	na	0.69	0.00	22.40
2009–10	18.56	2.10	0.16	0.90	na	0.69	0.00	22.41
2010–11	18.78	2.16	0.16	0.94	na	0.72	0.00	22.76
2011–12	19.16	2.24	0.16	1.02	na	0.76	0.00	23.35
2012–13	19.50	2.32	0.16	1.06	na	0.79	0.00	23.84
2013–14	19.92	2.40	0.17	1.03	na	0.81	0.00	24.32
2014–15	20.18	2.51	0.17	1.05	na	0.80	0.00	24.71
2015–16	20.44	2.61	0.17	1.02	na	0.78	0.00	25.03
2016–17	20.52	2.66	0.17	0.98	na	0.76	0.00	25.08
2017–18	20.47	2.72	0.17	0.99	na	0.76	0.00	25.11
2018–19	20.44	2.74	0.17	1.01	na	0.76	0.00	25.11
2019–20	19.62	2.70	0.15	0.81	na	0.63	0.00	23.91
2020–21	20.53	2.77	0.16	0.70	na	0.53	0.00	24.69
2021–22	20.40	2.85	0.16	0.70	na	0.53	0.00	24.64
2022–23	21.26	2.95	0.17	0.86	na	0.64	0.00	25.89
2023–24	22.00	3.05	0.17	0.97	na	0.77	0.00	26.96
2024–25	22.55	3.11	0.17	1.01	na	0.79	0.00	27.63

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

na: not applicable.

Note: Uncertainty in private vehicle estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 2.3f 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	0.02	1.52
1977–78	1.31	0.14	0.01	na	na	0.13	0.01	1.60
1978–79	1.37	0.15	0.01	na	na	0.12	0.01	1.64
1979–80	1.39	0.15	0.01	na	na	0.12	0.00	1.66
1980–81	1.42	0.15	0.01	na	na	0.12	0.00	1.69
1981–82	1.47	0.16	0.01	na	na	0.10	0.00	1.74
1982–83	1.47	0.17	0.01	na	na	0.10	0.00	1.74
1983–84	1.53	0.18	0.01	na	na	0.10	0.00	1.83
1984–85	1.59	0.20	0.01	na	na	0.11	0.00	1.91
1985–86	1.67	0.19	0.01	na	na	0.11	0.00	1.99
1986–87	1.68	0.19	0.01	na	na	0.11	0.00	2.00
1987–88	1.75	0.19	0.01	na	na	0.10	0.00	2.05
1988–89	1.82	0.19	0.01	na	na	0.10	0.00	2.12
1989–90	1.91	0.18	0.01	na	na	0.11	0.00	2.21
1990–91	1.92	0.17	0.01	na	na	0.10	0.00	2.21
1991–92	1.95	0.18	0.01	na	na	0.10	0.00	2.25
1992–93	2.02	0.19	0.01	na	na	0.10	0.00	2.33
1993–94	2.07	0.21	0.01	na	na	0.10	0.00	2.39
1994–95	2.10	0.22	0.01	na	na	0.10	0.00	2.44
1995–96	2.12	0.22	0.01	na	na	0.10	0.00	2.46
1996–97	2.12	0.22	0.01	na	na	0.10	0.00	2.45
1997–98	2.09	0.22	0.01	na	na	0.09	0.00	2.41
1998–99	2.08	0.22	0.01	na	na	0.09	0.00	2.40
1999–00	2.08	0.22	0.01	na	na	0.09	0.00	2.40
2000–01	2.02	0.22	0.01	na	na	0.09	0.00	2.35
2001–02	2.06	0.23	0.01	na	na	0.09	0.00	2.39
2002–03	2.14	0.23	0.01	na	na	0.09	0.00	2.48
2003–04	2.25	0.24	0.01	na	na	0.10	0.00	2.59
2004–05	2.20	0.24	0.01	na	na	0.10	0.00	2.55
2005–06	2.17	0.24	0.01	na	na	0.10	0.00	2.52
2006–07	2.19	0.25	0.01	na	na	0.10	0.00	2.56
2007–08	2.19	0.27	0.01	na	na	0.10	0.00	2.57
2008–09	2.16	0.28	0.01	na	na	0.10	0.00	2.55
2009–10	2.14	0.29	0.02	na	na	0.10	0.00	2.54
2010–11	2.12	0.29	0.01	na	na	0.11	0.00	2.54
2011–12	2.12	0.30	0.01	na	na	0.10	0.00	2.54
2012–13	2.14	0.31	0.01	na	na	0.10	0.00	2.56
2013–14	2.15	0.31	0.01	na	na	0.10	0.00	2.58
2014–15	2.15	0.32	0.02	na	na	0.10	0.00	2.59
2015–16	2.13	0.34	0.02	na	na	0.10	0.00	2.59
2016–17	2.11	0.35	0.02	na	na	0.11	0.00	2.59
2017–18	2.16	0.37	0.02	na	na	0.11	0.00	2.66
2018–19	2.17	0.37	0.02	na	na	0.11	0.00	2.67
2019–20	2.01	0.37	0.01	na	na	0.09	0.00	2.48
2020–21	2.08	0.37	0.01	na	na	0.08	0.00	2.55
2021–22	2.00	0.38	0.01	na	na	0.08	0.00	2.47
2022–23	1.93	0.38	0.01	na	na	0.09	0.00	2.42
2023–24	1.94	0.39	0.01	na	na	0.08	0.00	2.43
2024–25	1.95	0.39	0.01	na	na	0.09	0.00	2.44

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

na: not applicable.

Note: Uncertainty in private vehicle estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 2.3g 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	0.03	..	0.60
1982–83	0.47	0.10	0.02	na	na	0.03	..	0.62
1983–84	0.51	0.11	0.02	na	na	0.03	..	0.67
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	0.04	..	0.82
1988–89	0.66	0.12	0.01	na	na	0.05	..	0.84
1989–90	0.68	0.12	0.01	na	na	0.05	..	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	..	0.91
1993–94	0.74	0.13	0.01	na	na	0.05	..	0.93
1994–95	0.79	0.14	0.01	na	na	0.06	..	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	0.07	..	1.11
2003–04	0.89	0.17	0.01	na	na	0.07	..	1.14
2004–05	0.88	0.17	0.01	na	na	0.07	..	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	..	1.22
2008–09	0.95	0.21	0.01	na	na	0.08	..	1.25
2009–10	0.95	0.22	0.01	na	na	0.08	..	1.27
2010–11	0.96	0.23	0.01	na	na	0.08	..	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	0.10	..	1.35
2013–14	1.02	0.25	0.01	na	na	0.12	..	1.40
2014–15	1.02	0.26	0.01	na	na	0.12	..	1.41
2015–16	1.02	0.26	0.01	na	na	0.12	..	1.42
2016–17	1.05	0.27	0.01	na	na	0.12	..	1.46
2017–18	1.08	0.29	0.01	na	na	0.13	..	1.50
2018–19	1.08	0.29	0.01	na	na	0.12	..	1.50
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	..	1.41
2023–24	1.04	0.29	0.01	na	na	0.07	..	1.42
2024–25	1.05	0.30	0.01	na	na	0.07	..	1.44

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

na: not applicable.

.. Negligible or not available.

Note: Uncertainty in private vehicle estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 2.3h 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	0.10	na	2.37
1978–79	2.15	0.18	0.02	na	na	0.11	na	2.47
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	3.04
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	0.19	na	3.77
1990–91	3.34	0.25	0.03	na	na	0.19	na	3.81
1991–92	3.45	0.25	0.03	na	na	0.19	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	4.17
1994–95	3.79	0.28	0.03	na	na	0.19	na	4.29
1995–96	3.82	0.29	0.03	na	na	0.19	na	4.33
1996–97	3.83	0.28	0.02	na	na	0.20	na	4.33
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	4.45
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	0.20	na	4.89
2005–06	4.28	0.33	0.03	na	na	0.20	na	4.84
2006–07	4.33	0.34	0.03	na	na	0.20	na	4.90
2007–08	4.35	0.36	0.04	na	na	0.20	na	4.94
2008–09	4.35	0.37	0.04	na	na	0.20	na	4.96
2009–10	4.38	0.38	0.04	na	na	0.20	na	5.00
2010–11	4.43	0.39	0.04	na	na	0.20	na	5.06
2011–12	4.51	0.41	0.04	na	na	0.20	na	5.15
2012–13	4.62	0.42	0.04	na	na	0.21	na	5.29
2013–14	4.68	0.43	0.04	na	na	0.21	na	5.36
2014–15	4.72	0.44	0.04	na	na	0.21	na	5.41
2015–16	4.73	0.46	0.04	na	na	0.22	na	5.44
2016–17	4.76	0.47	0.04	na	na	0.22	na	5.50
2017–18	4.79	0.49	0.04	na	na	0.23	na	5.56
2018–19	4.78	0.50	0.04	na	0.01	0.23	na	5.56
2019–20	4.51	0.49	0.03	na	0.04	0.17	na	5.25
2020–21	4.77	0.50	0.03	na	0.03	0.14	na	5.48
2021–22	4.46	0.51	0.03	na	0.03	0.12	na	5.15
2022–23	4.78	0.52	0.04	na	0.04	0.17	na	5.55
2023–24	4.90	0.54	0.04	na	0.05	0.19	na	5.72
2024–25	4.98	0.55	0.04	na	0.05	0.19	na	5.81

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

na: not applicable.

Note: Uncertainty in private vehicle estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 2.3i Total motorised passenger kilometres travelled by capital city – Australian capital cities

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
billion passenger kilometres								
1976–77	73.73	6.70	0.82	5.93	0.54	3.75	0.13	91.60
1977–78	76.58	7.11	0.83	5.82	0.54	3.84	0.12	94.83
1978–79	78.97	7.28	0.83	5.72	0.54	3.83	0.12	97.29
1979–80	79.45	7.16	0.88	5.84	0.54	3.95	0.13	97.96
1980–81	80.77	7.20	0.92	5.90	0.55	4.02	0.13	99.49
1981–82	85.07	7.35	1.00	5.89	0.56	4.04	0.15	104.06
1982–83	85.48	7.19	1.01	5.69	0.55	4.10	0.15	104.17
1983–84	89.53	7.72	1.04	5.70	0.56	4.10	0.15	108.80
1984–85	93.03	8.07	1.06	5.70	0.62	4.20	0.16	112.84
1985–86	96.53	8.38	0.99	6.14	0.64	4.33	0.16	117.17
1986–87	98.93	8.59	0.96	6.33	0.65	4.48	0.18	120.12
1987–88	103.80	8.99	0.94	6.59	0.67	4.67	0.15	125.81
1988–89	108.61	9.35	1.00	6.83	0.70	4.77	0.17	131.43
1989–90	111.50	9.37	0.92	6.87	0.56	4.82	0.18	134.23
1990–91	111.40	9.02	0.84	6.93	0.62	4.91	0.15	133.87
1991–92	113.50	9.11	0.84	6.95	0.62	4.86	0.13	136.01
1992–93	116.86	9.35	0.83	6.89	0.54	4.80	0.11	139.39
1993–94	119.80	9.75	0.81	7.13	0.54	4.86	0.12	143.01
1994–95	123.70	10.41	0.79	7.53	0.54	5.03	0.13	148.12
1995–96	125.43	10.75	0.75	7.75	0.55	5.12	0.13	150.47
1996–97	126.16	10.81	0.74	7.94	0.54	5.17	0.14	151.51
1997–98	128.15	11.19	0.71	7.92	0.54	5.23	0.14	153.88
1998–99	131.42	11.35	0.68	8.08	0.56	5.19	0.14	157.42
1999–00	134.57	11.49	0.69	8.42	0.60	5.27	0.14	161.16
2000–01	133.95	11.63	0.71	8.98	0.61	5.32	0.15	161.35
2001–02	136.72	12.00	0.75	8.75	0.62	5.30	0.14	164.27
2002–03	139.75	12.30	0.74	8.84	0.63	5.36	0.14	167.77
2003–04	145.90	12.65	0.78	9.02	0.63	5.41	0.15	174.53
2004–05	146.80	12.71	0.84	9.14	0.64	5.49	0.15	175.77
2005–06	144.77	12.95	0.91	9.66	0.66	5.67	0.15	174.76
2006–07	146.33	13.45	0.98	10.19	0.67	5.84	0.16	177.62
2007–08	147.56	14.18	1.05	11.10	0.69	6.06	0.15	180.80
2008–09	147.25	14.62	1.12	11.62	0.76	6.28	0.16	181.81
2009–10	148.51	15.41	1.15	11.56	0.75	6.44	0.16	183.99
2010–11	150.58	15.85	1.13	11.78	0.78	6.66	0.16	186.94
2011–12	152.19	16.32	1.10	11.93	0.82	6.99	0.17	189.52
2012–13	155.81	16.75	1.13	12.01	0.79	6.99	0.18	193.66
2013–14	158.53	17.19	1.15	12.15	0.77	7.11	0.19	197.09
2014–15	160.60	17.67	1.17	12.53	0.80	7.07	0.18	200.01
2015–16	161.85	18.21	1.19	13.01	0.87	7.08	0.19	202.40
2016–17	162.98	18.91	1.19	13.49	0.88	7.08	0.20	204.73
2017–18	163.76	19.66	1.19	14.05	0.89	7.30	0.21	207.06
2018–19	163.64	19.87	1.18	14.62	0.90	7.61	0.20	208.02
2019–20	152.29	19.49	1.03	11.66	0.68	6.03	0.15	191.33
2020–21	151.68	19.74	1.06	7.19	0.37	4.37	0.09	184.51
2021–22	146.01	20.24	1.10	6.37	0.44	4.05	0.08	178.29
2022–23	158.28	20.80	1.13	10.22	0.79	5.79	0.16	197.18
2023–24	162.74	21.35	1.15	11.80	0.87	6.66	0.20	204.76
2024–25	165.77	21.67	1.16	12.34	0.90	6.88	0.21	208.94

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

Note: Uncertainty in private vehicle estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 2.4a 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

na: not available.

Source: ABS (2022), Census Basic Community profile series, 2021

Table 2.4b 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

na: not available.

Source: ABS (2022), Census Basic Community profile series, 2021

Table 2.4c 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

na: not available.

Source: ABS (2022), Census Basic Community profile series, 2021

Table 2.4d 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

na: not available.

Source: ABS (2022), Census Basic Community profile series, 2021

Table 2.4e 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

na: not available.

Source: ABS (2022), Census Basic Community profile series, 2021

Table 2.4f 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

na: not available.

Source: ABS (2022), Census Basic Community profile series, 2021

Table 2.4g 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

na: not available.

Source: ABS (2022), Census Basic Community profile series, 2021

Table 2.4h 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

na: not available.

Source: ABS (2022), Census Basic Community profile series, 2021

Table 2.4i 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

na: not available.

Source: ABS (2022), Census Basic Community profile series, 2021

Table 2.5a Total public transport patronage by capital city – Sydney

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
<i>million passenger trips</i>					
1976–77	195.0	0.0	275.5	10.8	481.3
1977–78	194.0	0.0	278.4	11.3	483.7
1978–79	195.0	0.0	271.5	11.7	478.2
1979–80	205.0	0.0	274.7	13.0	492.7
1980–81	209.9	0.0	277.7	13.1	500.7
1981–82	215.6	0.0	274.1	14.8	504.4
1982–83	202.2	0.0	276.1	15.2	493.4
1983–84	197.1	0.0	274.9	15.6	487.6
1984–85	195.4	0.0	279.9	16.0	491.4
1985–86	211.9	0.0	281.8	16.4	510.1
1986–87	218.3	0.0	288.2	17.9	524.4
1987–88	238.8	0.0	296.0	15.4	550.2
1988–89	239.5	3.5	293.6	17.1	553.7
1989–90	243.7	3.5	286.0	18.7	551.9
1990–91	245.9	3.4	292.5	15.3	557.1
1991–92	238.5	3.4	289.6	13.3	544.8
1992–93	227.8	3.4	285.4	11.4	527.9
1993–94	231.9	3.4	283.4	11.8	530.5
1994–95	245.5	3.4	286.4	12.7	547.9
1995–96	251.1	4.0	294.4	13.4	562.9
1996–97	258.6	4.7	300.4	13.9	577.6
1997–98	260.3	5.4	304.6	14.0	584.4
1998–99	264.2	5.8	307.1	14.1	591.1
1999–00	273.1	6.2	302.8	14.2	596.4
2000–01	296.5	6.7	297.8	15.8	616.8
2001–02	270.9	6.3	285.6	14.6	577.4
2002–03	267.9	6.2	286.1	14.6	574.8
2003–04	267.8	5.1	284.0	15.1	572.0
2004–05	264.9	6.2	283.2	15.2	569.5
2005–06	268.2	5.7	282.9	15.2	572.0
2006–07	275.7	6.3	287.5	15.3	584.8
2007–08	290.0	6.2	295.2	15.1	606.5
2008–09	298.7	6.0	289.9	15.8	610.4
2009–10	296.3	5.8	282.6	16.0	600.7
2010–11	305.2	5.6	289.0	16.2	616.0
2011–12	314.7	5.9	293.0	16.8	630.4
2012–13	317.3	5.7	294.0	17.2	634.1
2013–14	325.5	3.9	295.9	18.4	643.7
2014–15	338.3	6.1	295.6	16.9	657.0
2015–16	353.9	9.7	298.6	18.3	680.6
2016–17	378.2	10.0	299.9	19.4	707.6
2017–18	396.2	10.3	316.1	20.1	742.6
2018–19	411.9	10.7	337.8	20.1	780.6
2019–20	340.6	13.4	272.4	14.7	641.0
2020–21	233.1	18.7	193.0	8.1	452.9
2021–22	168.3	16.3	146.0	7.9	338.5
2022–23	291.0	35.9	245.1	16.2	588.2
2023–24	338.1	44.9	287.5	19.5	690.1
2024–25	348.5	46.9	293.4	19.7	708.6

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

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

Table 2.5b Total public transport patronage by capital city – Melbourne

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
<i>million passenger trips</i>					
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
2023–24	195.2	154.8	118.5	..	468.5
2024–25	201.5	160.2	118.5	..	480.2

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 2.5c Total public transport patronage by capital city – Brisbane

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
<i>million passenger trips</i>					
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
2023–24	47.5	na	88.0	5.6	141.2
2024–25	55.4	na	98.9	7.4	161.6

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

na: not applicable.

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

Table 2.5d Total public transport patronage by capital city – Adelaide

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
<i>million passenger trips</i>					
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
2023–24	12.4	8.9	46.4	na	67.7
2024–25	14.6	9.0	45.9	na	69.6

na: not applicable.

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

Table 2.5e Total public transport patronage by capital city – Perth

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
<i>million passenger trips</i>					
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
2023–24	59.7	na	83.6	0.9	144.2
2024–25	61.9	na	85.9	0.9	148.7

na: not applicable.

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

Table 2.5f Total public transport patronage by capital city – Hobart

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
<i>million passenger trips</i>					
1976–77	na	na	15.3	7.0	22.3
1977–78	na	na	14.9	3.5	18.4
1978–79	na	na	13.4	1.8	15.2
1979–80	na	na	13.3	0.6	13.9
1980–81	na	na	13.2	0.2	13.4
1981–82	na	na	10.9	0.1	11.0
1982–83	na	na	10.4	0.1	10.5
1983–84	na	na	11.2	0.1	11.3
1984–85	na	na	11.2	0.1	11.3
1985–86	na	na	11.2	0.1	11.3
1986–87	na	na	11.1	0.1	11.2
1987–88	na	na	10.4	0.1	10.5
1988–89	na	na	9.6	0.0	9.6
1989–90	na	na	10.0	0.0	10.0
1990–91	na	na	9.5	0.0	9.6
1991–92	na	na	9.6	0.0	9.6
1992–93	na	na	9.5	0.0	9.5
1993–94	na	na	9.3	0.0	9.3
1994–95	na	na	9.3	0.0	9.3
1995–96	na	na	9.1	0.0	9.1
1996–97	na	na	8.4	0.0	8.4
1997–98	na	na	7.8	0.0	7.9
1998–99	na	na	7.6	0.0	7.6
1999–00	na	na	7.5	0.0	7.5
2000–01	na	na	7.6	0.0	7.6
2001–02	na	na	7.6	0.0	7.6
2002–03	na	na	7.6	0.0	7.6
2003–04	na	na	7.7	0.0	7.7
2004–05	na	na	7.6	0.0	7.6
2005–06	na	na	7.6	0.0	7.7
2006–07	na	na	7.7	0.0	7.7
2007–08	na	na	7.4	0.1	7.5
2008–09	na	na	7.7	0.1	7.8
2009–10	na	na	7.8	0.1	7.9
2010–11	na	na	8.1	0.1	8.2
2011–12	na	na	8.0	0.1	8.1
2012–13	na	na	7.8	0.1	7.9
2013–14	na	na	7.9	0.1	8.0
2014–15	na	na	8.0	0.1	8.0
2015–16	na	na	7.7	0.1	7.7
2016–17	na	na	7.7	0.1	7.7
2017–18	na	na	7.9	0.1	8.0
2018–19	na	na	8.0	0.1	8.1
2019–20	na	na	6.8	0.1	6.9
2020–21	na	na	6.5	0.1	6.6
2021–22	na	na	6.5	0.2	6.7
2022–23	na	na	6.5	0.3	6.8
2023–24	na	na	6.3	0.3	6.6
2024–25	na	na	6.5	0.3	6.7

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 2.5g Total public transport patronage by capital city – Darwin

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
<i>million passenger trips</i>					
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
2023–24	na	na	4.6	..	4.6
2024–25	na	na	4.6	..	4.6

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 2.5h Total public transport patronage by capital city – Canberra

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
<i>million passenger trips</i>					
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	20.7
2019–20	na	3.7	14.9	na	18.6
2020–21	na	3.0	12.5	na	15.5
2021–22	na	2.4	9.9	na	12.3
2022–23	na	3.8	14.4	na	18.2
2023–24	na	4.3	16.1	na	20.4
2024–25	na	4.2	16.4	na	20.6

na: not applicable.

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

Table 2.5i Total public transport patronage by capital city – Australian capital cities

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
<i>million passenger trips</i>					
1976–77	362.9	104.2	561.9	19.7	1048.7
1977–78	354.4	102.6	564.1	16.5	1037.6
1978–79	348.0	103.1	554.9	15.2	1021.2
1979–80	354.3	101.9	562.3	15.4	1033.9
1980–81	358.2	103.0	564.4	15.1	1040.8
1981–82	358.0	105.3	558.0	16.8	1038.1
1982–83	346.6	104.1	555.5	17.2	1023.5
1983–84	348.7	104.9	548.5	17.4	1019.5
1984–85	351.1	112.1	554.9	17.5	1035.6
1985–86	377.9	115.0	560.0	18.1	1071.1
1986–87	389.8	115.9	569.2	19.7	1094.6
1987–88	403.2	118.0	582.4	17.4	1121.0
1988–89	413.8	125.1	584.5	18.9	1142.3
1989–90	412.8	101.3	576.0	20.5	1110.6
1990–91	411.6	113.2	584.6	17.0	1126.4
1991–92	405.9	117.5	580.7	15.1	1119.2
1992–93	396.4	106.1	566.4	13.3	1082.2
1993–94	405.3	109.2	558.0	13.9	1086.4
1994–95	422.7	113.9	572.8	15.0	1124.4
1995–96	436.8	120.0	574.4	16.1	1147.3
1996–97	453.0	122.0	576.6	17.1	1168.7
1997–98	455.1	124.5	575.4	17.6	1172.5
1998–99	463.3	129.3	564.0	17.8	1174.4
1999–00	481.0	138.0	563.4	18.1	1200.5
2000–01	513.3	142.6	561.2	20.0	1237.0
2001–02	493.3	145.5	553.8	18.6	1211.2
2002–03	494.9	148.8	560.2	18.6	1222.5
2003–04	497.9	149.7	562.4	19.6	1229.7
2004–05	502.1	153.6	568.6	20.9	1245.2
2005–06	527.8	158.8	582.4	21.4	1290.4
2006–07	555.5	163.6	598.9	21.9	1339.8
2007–08	601.8	167.4	619.8	21.7	1410.8
2008–09	640.2	187.4	637.5	22.8	1487.8
2009–10	643.0	185.3	640.2	22.9	1491.4
2010–11	662.6	193.0	652.9	21.1	1529.6
2011–12	668.5	203.2	680.2	22.7	1574.5
2012–13	675.2	195.5	674.4	23.7	1568.7
2013–14	682.3	190.0	685.2	25.1	1582.5
2014–15	701.3	197.5	684.0	23.9	1606.8
2015–16	725.1	222.8	684.4	25.9	1658.2
2016–17	751.4	223.3	677.2	27.0	1678.9
2017–18	777.2	226.0	694.3	27.8	1725.3
2018–19	800.9	226.5	724.9	27.5	1779.8
2019–20	645.8	166.2	587.7	20.5	1420.3
2020–21	404.9	88.0	433.1	12.6	938.7
2021–22	356.4	107.2	386.4	11.8	861.8
2022–23	567.1	194.9	562.3	21.4	1345.7
2023–24	653.0	212.9	651.1	26.2	1543.2
2024–25	681.9	220.3	670.1	28.3	1600.6

Notes: 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 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, Sport 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.



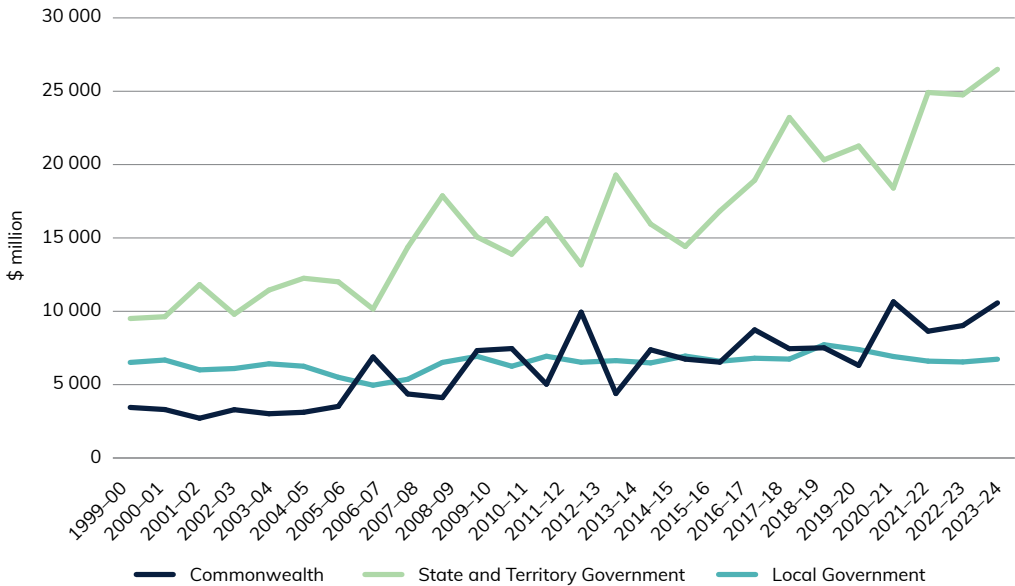
The public sector (national, state and local) spent **\$44 billion** on roads in 2023–24.



\$36 billion in road-related revenue was collected by all governments (excluding road-related revenue from the Goods and Services Tax, Fringe Benefits Tax and the Luxury Car Tax).

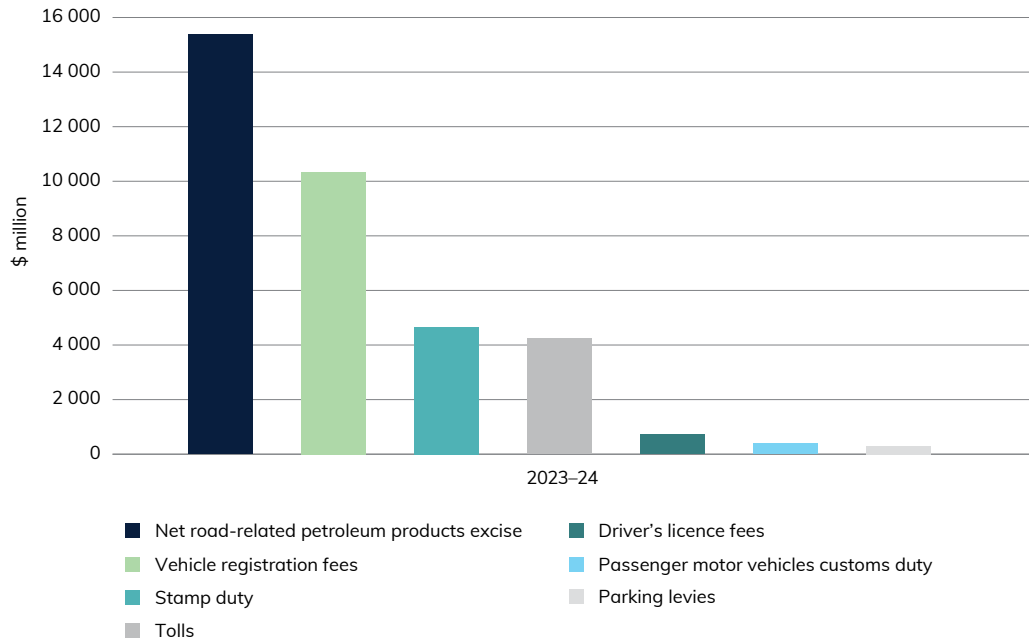
Public sector road-related expenditure over time can be seen in Figure 5.

Figure 5 Road-related expenditure, by level of Government (constant 2023–24 prices, adjusted by CPI)

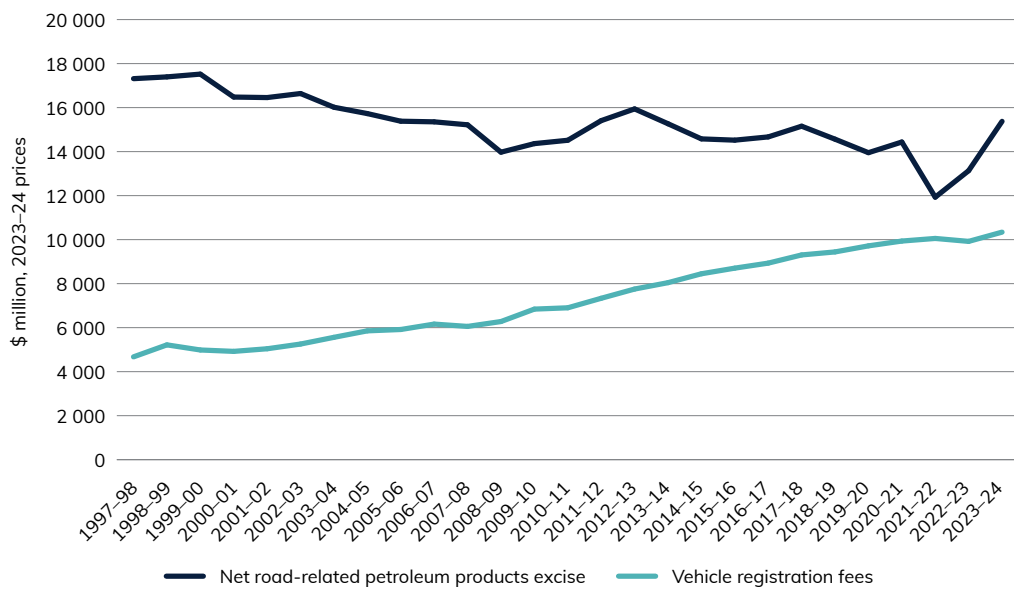


Sources: ABS (2025), Consumer Price Index, Australia
ABS (2025), Government Finance Statistics, Australia
BITRE estimates

Figure 6 illustrates that the majority of revenue for the states/territories is vehicle registration fees, and Figure 7 shows how road-related excise and registration revenue has changed over time.

Figure 6 Selected road-related revenues

Sources: ATO (2025), Statistical Inquiry Service
 ABS (2025), Consumer Price Index, and Taxation Revenue
 Treasury (2022), Final Budget Outcomes 2021–22
 State Governments and private toll-road operators

Figure 7 Road-related excise and registration revenue (2023–24 prices)

Sources: State and territory Governments, 2025
 State Government reports and publications, 2025

Table 3.1a Road-related expenditure, by Commonwealth (constant 2023–24 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other	Total public sector
\$ million										
1998–99	1 135.9	577.2	705.7	332.5	379.2	137.3	109.3	63.4	5.7	3 446.2
1999–00	1 094.4	525.8	728.8	257.7	338.6	146.5	113.7	90.5	6.5	3 302.5
2000–01	907.1	420.0	710.9	153.1	292.1	107.7	82.1	33.2	4.9	2 711.1
2001–02	1 014.3	750.8	705.1	205.0	372.8	97.3	79.1	61.3	5.9	3 291.6
2002–03	1 014.3	624.1	664.7	175.2	326.0	97.4	75.2	35.8	4.4	3 016.9
2003–04	1 183.2	492.2	705.7	204.3	332.7	86.1	71.7	36.0	3.7	3 115.6
2004–05	1 309.2	685.6	684.1	232.4	371.3	108.4	84.4	38.5	4.4	3 518.3
2005–06	2 883.3	860.4	1 336.7	420.7	967.8	219.8	142.0	50.7	5.7	6 887.2
2006–07	1 474.2	841.7	1 059.7	282.5	472.8	107.5	70.0	46.2	9.8	4 364.5
2007–08	1 093.2	825.2	1 124.8	299.2	532.1	105.8	98.2	28.5	9.4	4 116.4
2008–09	2 232.8	939.2	2 684.5	504.1	659.4	137.8	117.7	39.0	6.1	7 320.7
2009–10	2 299.2	1 131.2	2 315.4	671.8	548.3	217.3	209.6	57.8	8.9	7 459.7
2010–11	2 083.2	738.4	1 103.2	264.5	466.8	189.2	108.0	66.7	8.6	5 028.5
2011–12	3 643.1	1 506.1	2 873.5	648.8	852.4	139.1	198.3	69.2	10.2	9 940.6
2012–13	1 677.7	578.5	935.1	248.9	664.8	87.2	126.0	65.0	9.4	4 392.5
2013–14	2 518.7	2 454.1	1 433.9	160.6	490.7	80.8	130.5	99.2	9.4	7 377.8
2014–15	2 308.0	687.3	1 464.5	252.2	1 604.4	134.3	170.1	110.0	10.1	6 740.8
2015–16	2 513.7	692.6	1 836.4	434.3	598.5	169.3	223.7	53.4	9.7	6 531.5
2016–17	3 525.5	753.5	2 218.6	842.7	966.4	222.9	129.0	64.9	11.3	8 734.7
2017–18	2 407.4	791.6	2 107.7	831.4	939.2	214.4	104.2	40.4	12.9	7 449.1
2018–19	2 686.4	490.3	1 565.7	1 415.8	957.9	170.1	186.1	39.1	0.3	7 511.7
2019–20	1 992.4	1 097.2	1 725.1	225.2	841.6	158.3	228.1	44.0	0.5	6 312.4
2020–21	3 091.1	1 511.4	3 231.1	829.6	1 340.5	300.9	263.3	80.1	0.4	10 648.4
2021–22	1 959.3	1 569.2	2 401.6	630.7	1 499.2	301.8	199.0	80.7	0.4	8 642.0
2022–23	1 782.9	1 677.4	2 393.4	985.6	1 338.0	443.9	314.6	90.6	0.0	9 026.5
2023–24	2 692.2	1 591.5	2 244.8	905.8	2 291.3	388.2	344.0	116.7	0.0	10 574.6

See end notes

Sources: ABS (2025), Consumer Price Index, Australia

ABS (2025), Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1b Road-related expenditure, by state/territory government (constant 2023–24 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total public sector
\$ million									
1998–99	3 384.0	1 370.9	3 365.0	271.2	838.4	175.7	116.5	- 15.0	9 506.7
1999–00	3 494.2	2 063.6	2 114.7	512.0	1 307.9	139.4	40.3	- 39.2	9 633.0
2000–01	4 630.0	1 935.2	3 023.5	617.7	1 283.3	150.6	93.8	85.9	11 820.0
2001–02	3 832.9	945.8	2 753.3	558.4	1 352.7	190.1	82.4	81.6	9 797.1
2002–03	4 008.5	2 003.1	3 523.6	618.2	901.3	219.8	74.5	95.9	11 445.0
2003–04	3 862.3	1 937.9	4 598.4	350.8	1 084.8	249.7	84.0	84.0	12 252.0
2004–05	3 742.9	1 497.6	4 730.9	422.4	1 186.0	285.9	71.3	72.0	12 009.2
2005–06	2 321.2	1 807.6	4 510.8	439.2	674.9	144.8	180.7	74.2	10 153.5
2006–07	3 857.9	1 986.8	5 937.7	467.7	1 520.2	248.4	242.5	103.5	14 364.6
2007–08	4 686.8	2 445.7	7 765.6	509.6	1 791.0	228.1	290.1	157.5	17 874.2
2008–09	4 444.1	3 013.3	4 561.5	540.6	1 728.2	236.6	385.8	153.2	15 063.4
2009–10	4 018.1	2 795.4	4 380.7	358.5	1 652.8	293.4	218.0	173.3	13 890.2
2010–11	4 480.0	2 996.0	5 998.4	695.2	1 315.3	327.6	316.8	195.3	16 324.7
2011–12	3 495.6	1 720.1	5 560.0	410.9	1 185.3	257.8	369.8	166.3	13 165.9
2012–13	5 348.2	1 857.7	8 438.9	985.3	2 012.5	278.6	194.7	172.0	19 287.8
2013–14	3 840.1	1 230.8	7 047.2	745.5	2 303.0	294.4	260.1	228.0	15 948.9
2014–15	5 055.8	2 419.8	4 456.8	492.4	1 351.1	278.3	267.2	97.6	14 419.0
2015–16	8 246.9	2 521.2	2 763.8	723.4	2 084.8	160.7	307.0	30.1	16 837.9
2016–17	7 231.9	5 017.7	3 283.8	768.7	1 855.3	248.5	379.8	143.9	18 929.6
2017–18	9 128.2	7 331.4	2 887.7	807.1	2 105.8	218.0	588.9	147.4	23 214.5
2018–19	7 221.7	6 083.8	3 880.8	- 34.3	2 132.1	321.9	509.1	209.2	20 324.4
2019–20	6 592.7	6 379.9	3 838.9	1 269.7	2 292.5	376.5	327.5	189.2	21 266.9
2020–21	4 909.0	7 095.4	2 995.3	1 008.3	1 728.6	300.6	181.7	182.0	18 400.9
2021–22	6 639.3	8 934.2	4 793.9	1 424.2	2 129.8	489.5	299.5	205.5	24 915.9
2022–23	8 871.6	6 406.6	5 439.1	862.1	2 434.1	345.4	259.7	134.5	24 753.1
2023–24	7 730.3	9 423.0	5 647.9	1 069.2	1 694.8	348.2	379.9	204.3	26 497.5

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 (2025), Consumer Price Index, Australia

ABS (2025), Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1c Road-related expenditure, by local government (constant 2023–24 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total public sector
\$ million									
1998–99	2 776.4	1 506.3	1 268.0	317.0	523.0	119.1	4.0	n/a	6 513.9
1999–00	2 687.7	1 563.7	1 319.2	329.3	627.1	114.4	37.5	n/a	6 678.9
2000–01	2 438.9	1 340.3	1 079.4	312.3	703.4	111.8	20.3	n/a	6 006.6
2001–02	2 370.3	1 406.0	1 532.2	315.1	347.0	117.7	10.2	n/a	6 098.5
2002–03	2 193.0	1 339.1	2 012.0	300.0	419.5	121.8	35.7	n/a	6 421.1
2003–04	1 973.5	1 343.3	2 059.9	313.4	363.8	164.3	36.1	n/a	6 254.4
2004–05	1 748.0	1 398.7	1 289.2	376.8	491.8	158.3	37.0	n/a	5 499.9
2005–06	1 634.0	1 244.1	1 399.0	342.8	188.6	142.2	9.3	n/a	4 959.9
2006–07	1 566.4	1 360.1	1 434.1	387.9	389.0	170.9	56.4	n/a	5 365.0
2007–08	1 799.2	1 538.9	1 968.2	421.8	590.9	171.8	24.4	n/a	6 515.1
2008–09	1 707.8	1 514.9	2 258.3	467.7	746.3	205.9	28.7	n/a	6 929.6
2009–10	957.1	1 400.4	2 563.7	405.3	732.4	199.7	- 4.3	n/a	6 254.3
2010–11	1 253.6	1 564.5	2 662.9	424.6	795.4	227.5	8.3	n/a	6 936.9
2011–12	1 247.1	1 745.4	2 175.8	492.4	727.0	224.3	- 86.4	n/a	6 525.7
2012–13	1 564.4	1 786.2	1 823.4	508.1	739.6	219.5	- 3.4	n/a	6 637.7
2013–14	1 825.9	1 713.8	1 444.0	538.1	810.5	189.8	- 40.0	n/a	6 482.1
2014–15	1 873.5	1 722.2	1 839.0	542.3	781.4	242.4	- 54.3	n/a	6 946.5
2015–16	1 786.7	1 580.2	1 856.5	449.4	835.9	201.7	- 115.8	n/a	6 594.7
2016–17	1 669.8	1 539.3	2 006.8	529.6	826.1	227.8	0.8	n/a	6 800.3
2017–18	1 613.7	1 642.5	2 029.1	534.1	713.1	220.3	- 11.1	n/a	6 741.6
2018–19	1 800.9	2 095.6	2 126.4	612.1	857.8	240.3	- 12.8	n/a	7 720.2
2019–20	1 762.0	1 901.9	1 997.0	585.5	907.2	223.9	14.4	n/a	7 391.9
2020–21	1 430.6	1 865.4	1 831.0	594.3	959.0	231.9	5.6	n/a	6 917.7
2021–22	1 305.2	1 853.8	1 734.3	572.4	908.2	213.9	13.8	n/a	6 601.7
2022–23	1 264.6	1 893.6	1 589.9	605.9	917.2	254.0	21.1	n/a	6 546.3
2023–24	1 136.6	1 989.7	1 813.3	586.2	972.9	237.1	- 1.8	n/a	6 734.0

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 (2025), Consumer Price Index, Australia
 ABS (2025), Government Finance Statistics, Australia
 ATO, BITRE estimates
 BITRE estimates and unpublished DITRDCA data

Table 3.1d Road-related expenditure, by all government (constant 2023–24 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other	Total Public Sector
\$ million										
1998–99	7 296.3	3 454.4	5 338.7	920.7	1 740.5	432.1	229.9	48.5	5.7	19 466.7
1999–00	7 276.4	4 153.1	4 162.7	1 099.1	2 273.6	400.3	191.5	51.3	6.5	19 614.4
2000–01	7 975.9	3 695.6	4 813.8	1 083.2	2 278.8	370.2	196.3	119.0	4.9	20 537.7
2001–02	7 217.5	3 102.5	4 990.6	1 078.5	2 072.5	405.1	171.7	142.9	5.9	19 187.2
2002–03	7 215.8	3 966.2	6 200.3	1 093.5	1 646.8	438.9	185.4	131.7	4.4	20 883.0
2003–04	7 019.1	3 773.5	7 364.0	868.5	1 781.3	500.1	191.9	120.0	3.7	21 622.1
2004–05	6 800.2	3 581.9	6 704.3	1 031.7	2 049.1	552.6	192.7	110.5	4.4	21 027.3
2005–06	6 838.5	3 912.2	7 246.5	1 202.6	1 831.3	506.8	332.0	124.9	5.7	22 000.7
2006–07	6 898.6	4 188.7	8 431.5	1 138.2	2 382.0	526.9	368.9	149.7	9.8	24 094.1
2007–08	7 579.2	4 809.8	10 858.6	1 230.6	2 914.0	505.6	412.6	185.9	9.4	28 505.7
2008–09	8 384.7	5 467.5	9 504.3	1 512.5	3 134.0	580.3	532.2	192.1	6.1	29 313.7
2009–10	7 274.4	5 327.0	9 259.9	1 435.6	2 933.5	710.4	423.3	231.1	8.9	27 604.1
2010–11	7 816.9	5 298.9	9 764.6	1 384.3	2 577.6	744.3	433.1	262.0	8.6	28 290.1
2011–12	8 385.9	4 971.6	10 609.4	1 552.2	2 764.7	621.2	481.6	235.5	10.2	29 632.2
2012–13	8 590.2	4 222.4	11 197.4	1 742.3	3 416.8	585.3	317.3	237.0	9.4	30 318.1
2013–14	8 184.7	5 398.7	9 925.0	1 444.2	3 604.2	565.0	350.6	327.2	9.4	29 808.9
2014–15	9 237.3	4 829.3	7 760.2	1 286.9	3 736.9	655.0	382.9	207.6	10.1	28 106.3
2015–16	12 547.3	4 794.0	6 456.8	1 607.1	3 519.2	531.7	414.9	83.4	9.7	29 964.1
2016–17	12 427.3	7 310.5	7 509.2	2 141.0	3 647.8	699.2	509.6	208.8	11.3	34 464.6
2017–18	13 149.2	9 765.5	7 024.5	2 172.6	3 758.0	652.7	682.1	187.8	12.9	37 405.2
2018–19	11 708.9	8 669.8	7 572.9	1 993.6	3 947.8	732.3	682.4	248.3	0.3	35 556.3
2019–20	10 347.1	9 379.0	7 561.0	2 080.4	4 041.3	758.7	570.0	233.2	0.5	34 971.3
2020–21	9 430.7	10 472.2	8 057.4	2 432.2	4 028.1	833.4	450.5	262.1	0.4	35 967.0
2021–22	9 903.8	12 357.2	8 929.8	2 627.4	4 537.1	1 005.2	512.3	286.2	0.4	40 159.6
2022–23	11 919.0	9 977.6	9 422.4	2 453.6	4 689.2	1 043.4	595.4	225.1	0.0	40 325.8
2023–24	11 559.0	13 004.2	9 706.0	2 561.2	4 959.0	973.5	722.1	321.0	0.0	43 806.1

See end notes

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

Sources: ABS (2025), Consumer Price Index, Australia

ABS (2025), Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1e Road expenditure – origin of funding – New South Wales (constant 2023–24 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	1 135.9	3 384.0	4 519.9	0.0	221.1	467.4	2 776.4	3 243.8
1999–00	1 094.4	3 494.2	4 588.6	0.0	222.4	418.0	2 687.7	3 105.8
2000–01	847.9	4 630.0	5 477.9	59.2	219.4	362.7	2 438.9	2 860.8
2001–02	860.0	3 832.9	4 692.9	154.3	222.9	374.4	2 370.3	2 899.0
2002–03	910.9	4 008.5	4 919.4	103.4	229.9	619.7	2 193.0	2 916.1
2003–04	1 018.8	3 862.3	4 881.2	164.4	231.5	617.3	1 973.5	2 755.2
2004–05	1 189.0	3 742.9	4 931.9	120.3	229.9	559.2	1 748.0	2 427.5
2005–06	2 598.4	2 321.2	4 919.6	284.9	234.9	368.2	1 634.0	2 287.1
2006–07	1 188.0	3 857.9	5 045.9	286.2	236.8	570.3	1 566.4	2 422.9
2007–08	941.6	4 686.8	5 628.4	151.6	240.0	618.8	1 799.2	2 569.6
2008–09	2 016.3	4 444.1	6 460.3	216.5	312.5	807.0	1 707.8	2 731.3
2009–10	2 100.7	4 018.1	6 118.8	198.5	251.8	784.3	957.1	1 939.9
2010–11	1 923.3	4 480.0	6 403.4	159.8	263.3	875.5	1 253.6	2 289.0
2011–12	3 501.7	3 495.6	6 997.3	141.4	334.6	1 025.6	1 247.1	2 414.2
2012–13	1 489.4	5 348.2	6 837.6	188.2	257.6	937.2	1 564.4	2 689.8
2013–14	2 359.4	3 840.1	6 199.4	159.4	131.5	732.6	1 825.9	2 717.8
2014–15	2 109.3	5 055.8	7 165.1	198.7	393.8	743.3	1 873.5	2 815.5
2015–16	2 121.1	8 246.9	10 368.0	392.6	129.0	730.6	1 786.7	2 909.9
2016–17	3 153.3	7 231.9	10 385.3	372.2	384.8	892.4	1 669.8	2 934.4
2017–18	2 083.5	9 128.2	11 211.7	323.8	262.3	1 054.7	1 613.7	2 992.2
2018–19	2 540.4	7 221.7	9 762.0	146.0	265.8	1 118.0	1 800.9	3 064.9
2019–20	1 764.5	6 592.7	8 357.2	227.8	271.9	1 019.2	1 762.0	3 009.1
2020–21	2 837.3	4 909.0	7 746.3	253.8	311.5	1 551.6	1 430.6	3 236.0
2021–22	1 657.1	6 163.5	7 820.6	161.8	363.1	1 645.4	1 211.7	3 018.8
2022–23	1 590.5	8 513.5	10 104.0	120.5	393.3	2 368.0	1 213.5	3 702.0
2023–24	2 478.7	7 730.3	10 209.0	213.4	301.0	2 630.0	1 136.6	3 980.0

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

Sources: ABS (2025), Consumer Price Index, Australia
 ABS (2025), Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1f Road expenditure – origin of funding – Victoria (constant 2023–24 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	577.2	1 370.9	1 948.1	0.0	157.1	189.4	1 506.3	1 695.7
1999–00	525.8	2 063.6	2 589.4	0.0	158.0	185.6	1 563.7	1 749.3
2000–01	361.6	1 935.2	2 296.8	58.4	155.9	155.9	1 340.3	1 554.6
2001–02	641.3	945.8	1 587.1	109.5	158.4	158.4	1 406.0	1 673.9
2002–03	553.3	2 003.1	2 556.4	70.7	163.4	175.7	1 339.1	1 585.5
2003–04	390.3	1 937.9	2 328.2	101.9	164.5	168.0	1 343.3	1 613.2
2004–05	587.6	1 497.6	2 085.3	98.0	163.4	166.7	1 398.7	1 663.4
2005–06	652.9	1 807.6	2 460.5	207.6	166.9	184.8	1 244.1	1 636.5
2006–07	681.6	1 986.8	2 668.4	160.1	168.3	179.3	1 360.1	1 699.6
2007–08	722.7	2 445.7	3 168.4	102.5	170.5	201.0	1 538.9	1 842.4
2008–09	807.6	3 013.3	3 821.0	131.6	222.0	290.0	1 514.9	1 936.5
2009–10	916.7	2 795.4	3 712.1	214.5	178.9	311.8	1 400.4	1 926.7
2010–11	621.8	2 996.0	3 617.8	116.6	187.1	271.1	1 564.5	1 952.2
2011–12	1 363.2	1 720.1	3 083.2	142.9	237.7	335.0	1 745.4	2 223.3
2012–13	446.1	1 857.7	2 303.8	132.4	183.1	240.6	1 786.2	2 159.2
2013–14	2 320.9	1 230.8	3 551.6	133.3	93.4	182.1	1 713.8	2 029.1
2014–15	584.6	2 419.8	3 004.4	102.7	279.8	372.1	1 722.2	2 197.0
2015–16	366.6	2 521.2	2 887.8	326.0	91.6	146.0	1 580.2	2 052.2
2016–17	281.8	5 017.7	5 299.5	471.6	273.4	331.9	1 539.3	2 342.8
2017–18	364.9	7 331.4	7 696.3	426.7	186.5	257.2	1 642.5	2 326.4
2018–19	401.5	6 083.8	6 485.4	88.8	188.9	295.6	2 095.6	2 480.0
2019–20	937.0	6 379.9	7 317.0	160.2	193.2	393.2	1 901.9	2 455.3
2020–21	1 353.4	7 095.4	8 448.8	158.0	198.8	328.6	1 865.4	2 352.0
2021–22	1 441.8	8 934.2	10 376.0	127.4	261.1	354.4	1 853.8	2 335.6
2022–23	1 581.7	6 406.6	7 988.3	95.7	270.7	408.4	1 893.6	2 397.7
2023–24	1 456.2	9 423.0	10 879.2	135.3	195.7	285.2	1 989.7	2 410.2

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

Sources: ABS (2025), Consumer Price Index, Australia
 ABS (2025), Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1g Road expenditure – origin of funding – Queensland (constant 2023–24 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	705.7	3 365.0	4 070.7	0.0	142.8	585.6	1 268.0	1 853.6
1999–00	728.8	2 114.7	2 843.5	0.0	143.6	672.4	1 319.2	1 991.6
2000–01	627.8	3 023.5	3 651.3	83.1	141.7	803.5	1 079.4	1 966.1
2001–02	591.6	2 753.3	3 344.9	113.5	143.9	456.8	1 532.2	2 102.5
2002–03	592.7	3 523.6	4 116.3	72.0	148.5	497.9	2 012.0	2 581.9
2003–04	608.8	4 598.4	5 207.2	96.9	149.5	499.3	2 059.9	2 656.1
2004–05	609.0	4 730.9	5 339.9	75.2	148.5	536.9	1 289.2	1 901.3
2005–06	1 126.6	4 510.8	5 637.5	210.1	151.7	605.9	1 399.0	2 215.0
2006–07	828.7	5 937.7	6 766.4	231.0	152.9	625.6	1 434.1	2 290.7
2007–08	1 047.7	7 765.6	8 813.2	77.2	155.0	491.8	1 968.2	2 537.1
2008–09	2 535.1	4 561.5	7 096.7	149.3	201.8	648.1	2 258.3	3 055.8
2009–10	2 156.3	4 380.7	6 537.0	159.1	162.6	296.9	2 563.7	3 019.8
2010–11	900.0	5 998.4	6 898.4	203.2	170.0	663.1	2 662.9	3 529.3
2011–12	2 690.0	5 560.0	8 250.0	183.5	216.1	1 660.7	2 175.8	4 020.1
2012–13	843.9	8 438.9	9 282.8	91.2	166.4	2 166.6	1 823.4	4 081.2
2013–14	938.3	7 047.2	7 985.4	495.6	84.9	2 034.9	1 444.0	3 974.6
2014–15	1 113.3	4 456.8	5 570.1	351.1	254.3	1 318.0	1 839.0	3 508.1
2015–16	1 432.8	2 763.8	4 196.6	403.6	83.3	887.2	1 856.5	3 147.4
2016–17	1 921.2	3 283.8	5 205.0	297.4	248.5	942.0	2 006.8	3 246.3
2017–18	1 848.1	2 887.7	4 735.8	259.6	169.5	907.2	2 029.1	3 195.8
2018–19	1 447.7	3 880.8	5 328.6	118.0	171.6	1 046.1	2 126.4	3 290.5
2019–20	1 566.5	3 838.9	5 405.4	158.6	175.6	1 206.6	1 997.0	3 362.2
2020–21	3 069.0	2 995.3	6 064.3	162.0	196.6	1 176.6	1 831.0	3 169.6
2021–22	2 256.9	4 793.9	7 050.7	144.7	253.4	1 351.8	1 734.3	3 230.9
2022–23	2 281.6	5 439.1	7 720.7	111.8	264.6	1 515.3	1 589.9	3 217.0
2023–24	2 114.1	5 647.9	7 762.0	130.7	189.7	1 673.0	1 813.3	3 617.0

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

Sources: ABS (2025), Consumer Price Index, Australia
 ABS (2025), Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1h Road expenditure – origin of funding – South Australia (constant 2023–24 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	332.5	271.2	603.7	0.0	41.9	42.4	317.0	359.4
1999–00	257.7	512.0	769.8	0.0	42.1	85.5	329.3	414.8
2000–01	132.5	617.7	750.2	20.6	41.6	84.3	312.3	417.3
2001–02	154.8	558.4	713.2	50.2	42.2	94.7	315.1	460.0
2002–03	141.6	618.2	759.9	33.5	43.6	92.7	300.0	426.3
2003–04	161.1	350.8	511.9	43.2	43.9	93.6	313.4	450.2
2004–05	197.4	422.4	619.9	35.0	50.7	50.7	376.8	462.5
2005–06	330.4	439.2	769.6	90.3	59.1	59.1	342.8	492.2
2006–07	194.7	467.7	662.4	87.8	65.3	65.3	387.9	541.1
2007–08	251.6	509.6	761.2	47.7	66.2	66.2	421.8	535.6
2008–09	457.5	540.6	998.1	46.7	80.3	111.3	467.7	625.7
2009–10	623.5	358.5	982.0	48.3	69.1	100.9	405.3	554.4
2010–11	215.6	695.2	910.8	48.9	71.7	92.7	424.6	566.2
2011–12	605.8	410.9	1 016.8	43.0	85.6	104.8	492.4	640.2
2012–13	206.7	985.3	1 192.0	42.2	71.4	80.7	508.1	631.0
2013–14	120.0	745.5	865.4	40.6	48.1	62.5	538.1	641.2
2014–15	215.2	492.4	707.7	37.0	74.6	77.2	542.3	656.4
2015–16	295.9	723.4	1 019.3	138.4	24.4	32.0	449.4	619.8
2016–17	740.9	768.7	1 509.6	101.7	72.9	84.1	529.6	715.4
2017–18	710.6	807.1	1 517.8	120.7	74.1	82.6	534.1	737.4
2018–19	1 372.9	- 34.3	1 338.7	42.9	122.3	131.9	612.1	786.9
2019–20	153.8	1 269.7	1 423.5	71.5	51.5	63.3	585.5	720.3
2020–21	760.0	1 008.3	1 768.3	69.6	54.0	62.9	594.3	726.9
2021–22	572.3	1 424.2	1 996.5	58.4	96.5	106.2	572.4	737.1
2022–23	949.7	862.1	1 811.7	36.0	93.0	103.8	605.9	745.7
2023–24	844.1	1 069.2	1 913.2	61.8	73.4	89.2	586.2	737.2

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

Sources: ABS (2025), Consumer Price Index, Australia
 ABS (2025), Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1i Road expenditure – origin of funding – Western Australia (constant 2023–24 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	379.2	838.4	1 217.6	0.0	116.5	252.4	523.0	775.4
1999–00	338.6	1 307.9	1 646.5	0.0	117.2	315.5	627.1	942.6
2000–01	255.3	1 283.3	1 538.5	36.9	115.6	314.6	703.4	1 054.9
2001–02	291.1	1 352.7	1 643.9	81.6	117.5	493.7	347.0	922.3
2002–03	275.0	901.3	1 176.3	51.0	121.2	460.0	419.5	930.5
2003–04	254.2	1 084.8	1 339.0	78.5	122.0	433.8	363.8	876.1
2004–05	303.9	1 186.0	1 490.0	67.3	121.2	452.0	491.8	1 011.2
2005–06	830.4	674.9	1 505.3	137.5	123.8	491.5	188.6	817.5
2006–07	354.5	1 520.2	1 874.7	118.3	124.8	455.3	389.0	962.6
2007–08	450.9	1 791.0	2 241.9	81.2	126.5	510.6	590.9	1 182.7
2008–09	573.6	1 728.2	2 301.9	85.8	164.7	491.3	746.3	1 323.4
2009–10	364.9	1 652.8	2 017.7	183.4	132.7	417.2	732.4	1 333.0
2010–11	375.5	1 315.3	1 690.8	91.3	138.7	319.4	795.4	1 206.1
2011–12	756.4	1 185.3	1 941.7	95.9	176.3	354.7	727.0	1 177.6
2012–13	543.4	2 012.5	2 555.9	121.3	135.8	404.3	739.6	1 265.2
2013–14	416.1	2 303.0	2 719.1	74.6	69.3	376.7	810.5	1 261.8
2014–15	1 492.5	1 351.1	2 843.6	111.9	207.5	624.0	781.4	1 517.3
2015–16	363.7	2 084.8	2 448.5	234.7	68.0	303.4	835.9	1 374.1
2016–17	800.7	1 855.3	2 656.0	165.7	202.8	459.9	826.1	1 451.6
2017–18	671.9	2 105.8	2 777.6	267.3	138.3	459.7	713.1	1 440.0
2018–19	880.0	2 132.1	3 012.1	77.9	140.1	508.6	857.8	1 444.3
2019–20	735.5	2 292.5	3 028.0	106.1	143.3	359.9	907.2	1 373.1
2020–21	1 231.3	1 728.6	2 959.9	109.2	144.7	357.6	959.0	1 425.8
2021–22	1 406.1	2 129.8	3 535.9	93.1	194.0	461.3	908.2	1 462.6
2022–23	1 276.7	2 434.1	3 710.8	61.3	196.8	417.9	917.2	1 396.4
2023–24	2 187.2	1 694.8	3 882.0	104.1	138.7	380.0	972.9	1 457.0

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

Sources: ABS (2025), Consumer Price Index, Australia
 ABS (2025), Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1j Road expenditure – origin of funding – Tasmania (constant 2023–24 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	137.3	175.7	313.0	0.0	40.4	44.4	119.1	163.6
1999–00	146.5	139.4	285.9	0.0	40.6	47.3	114.4	161.7
2000–01	98.6	150.6	249.2	9.1	40.1	48.4	111.8	169.3
2001–02	79.4	190.1	269.5	17.9	40.7	47.0	117.7	182.7
2002–03	85.7	219.8	305.5	11.7	42.0	45.6	121.8	179.1
2003–04	66.9	249.7	316.6	19.1	42.3	47.4	164.3	230.9
2004–05	95.9	285.9	381.8	12.5	42.0	47.0	158.3	217.8
2005–06	182.0	144.8	326.8	37.8	42.9	52.6	142.2	232.7
2006–07	83.1	248.4	331.6	24.4	43.3	49.6	170.9	244.9
2007–08	76.4	228.1	304.5	29.4	43.8	51.5	171.8	252.6
2008–09	111.6	236.6	348.2	26.2	57.1	67.4	205.9	299.5
2009–10	187.4	293.4	480.8	29.9	46.0	63.3	199.7	293.0
2010–11	158.9	327.6	486.6	30.3	48.1	60.7	227.5	318.5
2011–12	119.6	257.8	377.4	19.5	61.1	69.3	224.3	313.1
2012–13	65.7	278.6	344.3	21.5	47.1	51.1	219.5	292.1
2013–14	39.9	294.4	334.2	40.9	24.0	31.8	189.8	262.6
2014–15	111.4	278.3	389.7	22.9	71.9	83.5	242.4	348.7
2015–16	127.0	160.7	287.8	42.3	23.6	33.7	201.7	277.6
2016–17	176.0	248.5	424.5	46.8	70.3	81.5	227.8	356.1
2017–18	166.4	218.0	384.5	48.0	47.9	62.6	220.3	330.8
2018–19	154.9	321.9	476.8	15.2	48.5	62.9	240.3	318.4
2019–20	136.0	376.5	512.5	22.3	49.7	71.0	223.9	317.2
2020–21	280.0	300.6	580.6	20.9	50.3	64.6	231.9	317.4
2021–22	281.1	489.5	770.6	20.7	68.1	99.3	213.9	333.9
2022–23	430.1	345.4	775.5	13.8	69.3	81.5	254.0	349.3
2023–24	365.3	348.2	713.5	22.9	48.0	71.5	237.1	331.5

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

Sources: ABS (2025), Consumer Price Index, Australia
 ABS (2025), Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.1k Road expenditure – origin of funding – Northern Territory (constant 2023–24 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	109.3	116.5	225.8	0.0	17.8	23.9	4.0	27.9
1999–00	113.7	40.3	154.0	0.0	18.0	18.0	37.5	55.4
2000–01	72.7	93.8	166.5	9.4	17.7	17.7	20.3	47.5
2001–02	67.7	82.4	150.0	11.5	18.0	18.0	10.2	39.7
2002–03	68.7	74.5	143.2	6.5	18.6	18.6	35.7	60.7
2003–04	66.7	84.0	150.7	5.1	18.7	18.7	36.1	59.8
2004–05	79.5	71.3	150.8	4.9	18.6	18.6	37.0	60.4
2005–06	112.4	180.7	293.1	29.6	19.0	20.6	9.3	59.5
2006–07	58.6	242.5	301.1	11.4	19.1	19.1	56.4	86.9
2007–08	72.2	290.1	362.3	25.9	19.4	22.4	24.4	72.7
2008–09	102.1	385.8	487.8	15.7	25.2	28.2	28.7	72.5
2009–10	169.3	218.0	387.2	40.4	20.3	26.1	- 4.3	62.2
2010–11	81.3	316.8	398.1	26.7	21.3	32.5	8.3	67.5
2011–12	103.6	369.8	473.4	94.7	27.0	40.7	- 86.4	48.9
2012–13	111.9	194.7	306.6	14.1	20.8	25.4	- 3.4	36.1
2013–14	81.4	260.1	341.5	49.1	10.6	23.5	- 40.0	32.6
2014–15	82.4	267.2	349.6	87.6	31.8	38.2	- 54.3	71.5
2015–16	82.6	307.0	389.6	141.1	10.4	30.6	- 115.8	55.9
2016–17	94.9	379.8	474.8	34.0	31.1	41.0	0.8	75.8
2017–18	65.1	588.9	654.0	39.1	21.2	29.7	- 11.1	57.8
2018–19	170.9	509.1	680.0	15.2	21.5	52.6	- 12.8	55.0
2019–20	212.9	327.5	540.4	15.2	22.0	23.1	14.4	52.7
2020–21	237.4	181.7	419.1	25.9	22.1	24.2	5.6	55.6
2021–22	182.5	299.5	482.0	16.5	29.4	31.9	13.8	62.2
2022–23	303.5	259.7	563.1	11.2	30.4	31.7	21.1	64.0
2023–24	323.2	379.9	703.1	20.8	20.1	24.1	- 1.8	43.1

Notes: 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 (2025), Consumer Price Index, Australia

ABS (2025), Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

**Table 3.1I Road expenditure – origin of funding – Australian Capital Territory
(constant 2023–24 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	63.4	-15.0	48.5
1999–00	90.5	-39.2	51.3
2000–01	33.2	85.9	119.0
2001–02	61.3	81.6	142.9
2002–03	35.8	95.9	131.7
2003–04	36.0	84.0	120.0
2004–05	38.5	72.0	110.5
2005–06	50.7	74.2	124.9
2006–07	46.2	103.5	149.7
2007–08	28.5	157.5	185.9
2008–09	39.0	153.2	192.1
2009–10	57.8	173.3	231.1
2010–11	66.7	195.3	262.0
2011–12	69.2	166.3	235.5
2012–13	65.0	172.0	237.0
2013–14	99.2	228.0	327.2
2014–15	110.0	97.6	207.6
2015–16	53.4	30.1	83.4
2016–17	64.9	143.9	208.8
2017–18	40.4	147.4	187.8
2018–19	39.1	209.2	248.3
2019–20	44.0	189.2	233.2
2020–21	80.1	182.0	262.1
2021–22	80.7	205.5	286.2
2022–23	90.6	134.5	225.1
2023–24	116.7	204.3	321.0

Sources: ABS (2025), Consumer Price Index, Australia
 ABS (2025), Government Finance Statistics, Australia
 BITRE estimates and unpublished DITRDCA data

Table 3.2a Selected road-related taxes and charges (constant 2023–24 prices, adjusted by CPI)

Financial year	Australian Government (excluding GST, FBT and Luxury Car Tax)			State and Territory governments				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
	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					
\$ million												
1999–00	17 522.1	43.1		4 985.0	439.4	2 691.7		710.9	26 392.2	na	3 098.4	na
2000–01	16 479.3	49.4		4 921.7	471.3	2 579.9		873.9	25 375.5	3 229.1	3 074.1	317.7
2001–02	16 456.3	56.6		5 040.2	432.5	2 719.9		1 087.3	25 792.8	3 177.5	2 902.6	399.7
2002–03	16 640.3	63.2		5 254.8	413.7	2 977.7		1 160.8	26 510.5	3 151.5	2 782.8	474.0
2003–04	16 016.8	70.5	2 652.3	5 560.0	450.4	3 235.2		1 256.3	29 241.4	3 341.5	2 731.2	574.3
2004–05	15 728.2	72.2	2 338.7	5 854.3	525.2	3 210.9		1 296.9	29 026.6	3 363.3	2 735.6	503.9
2005–06	15 381.9	81.2	1 831.3	5 915.6	505.9	3 117.6	31.0	1 302.9	28 167.3	3 440.3	2 694.5	525.5
2006–07	15 353.3	80.9	1 973.9	6 161.3	397.5	3 158.6	59.5	1 380.6	28 565.7	3 856.5	2 543.3	582.9
2007–08	15 218.0	82.6	2 133.7	6 055.7	367.1	3 365.2	61.3	1 450.5	28 734.1	3 737.0	2 307.8	681.3
2008–09	13 974.2	80.8	1 677.5	6 277.6	436.7	2 994.4	65.2	1 500.8	27 007.2	4 240.4	2 171.0	555.7
2009–10	14 363.3	89.4	1 770.9	6 842.8	467.7	3 058.0	68.0	1 792.2	28 452.2	4 353.6	2 014.9	696.2
2010–11	14 515.6	104.5	1 084.3	6 901.9	496.7	3 035.7	61.8	1 973.5	28 173.9	4 820.4	1 917.5	671.0
2011–12	15 407.8	113.0	1 236.5	7 334.4	533.5	3 122.1	206.7	2 097.7	30 051.8	5 014.5	1 841.5	603.9
2012–13	15 940.4	102.8	1 194.3	7 754.2	571.8	3 309.7	248.1	2 130.7	31 252.0	5 122.5	1 781.8	570.4
2013–14	15 266.6	97.9	1 199.2	8 043.9	643.3	3 198.0	295.7	2 284.0	31 028.6	5 069.3	1 713.1	603.5
2014–15	14 578.1	93.0	938.1	8 448.2	671.0	3 229.5	331.7	2 959.1	31 248.7	5 040.7	1 579.7	672.8
2015–16	14 520.6	87.0	776.1	8 704.4	701.5	3 377.1	330.0	3 250.9	31 747.6	5 076.3	1 423.7	769.8
2016–17	14 668.0	86.3	671.1	8 932.3	699.6	3 432.6	360.9	3 509.2	32 360.2	4 897.1	1 303.7	850.1
2017–18	15 155.7	83.6	597.5	9 304.2	713.3	3 600.4	330.7	3 723.4	33 508.8	4 844.4	1 226.7	859.6
2018–19	14 565.0	0.3	538.6	9 441.4	743.5	3 499.1	340.2	3 913.3	33 041.4	5 191.7	1 200.2	812.1
2019–20	13 951.2	na	436.8	9 716.8	750.4	3 425.2	320.1	3 800.5	32 401.0	4 971.3	1 190.9	699.6
2020–21	14 436.6	na	361.1	9 935.2	793.7	3 975.9	267.0	4 141.8	33 911.3	5 719.6	1 054.6	1 030.9
2021–22	11 929.0	na	405.2	10 054.3	749.3	4 105.8	291.1	3 589.2	31 123.8	6 103.9	1 039.3	1 097.8
2022–23	13 133.5	na	463.7	9 920.3	724.1	4 381.0	268.7	4 215.2	33 106.5	6 626.7	1 019.5	1 201.5
2023–24	15 375.6	na	391.0	10 340.5	726.5	4 654.8	297.4	4 249.8	36 035.6	6 358.0	973.5	1 241.0

See end notes

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 (2025), Consumer Price Index, and Taxation Revenue
ATO (2025), 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 2023–24 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	9 578.9	9 907.1	2 032.3	21 518.2	7 486.6
2009–10	9 078.5	9 912.0	2 640.5	21 631.0	7 213.2
2010–11	8 319.8	10 457.5	2 946.0	21 723.3	7 157.7
2011–12	8 417.3	11 531.2	3 078.3	23 026.9	7 568.5
2012–13	8 092.2	11 573.2	3 564.1	23 229.5	7 240.6
2013–14	7 776.7	11 404.3	3 570.3	22 751.3	7 438.0
2014–15	7 804.5	11 450.5	3 071.8	22 326.9	7 702.0
2015–16	7 762.7	12 284.3	2 208.3	22 255.4	7 688.2
2016–17	7 665.9	12 863.5	1 960.0	22 489.4	7 775.3
2017–18	7 531.8	13 761.3	2 194.8	23 487.9	8 287.0
2018–19	7 179.4	13 807.0	2 183.2	23 169.5	8 561.5
2019–20	6 683.4	14 084.2	1 962.6	22 730.3	8 738.9
2020–21	6 909.9	14 733.1	1 543.4	23 186.5	8 708.5
2021–22	5 586.7	13 079.4	1 278.5	19 944.6	7 982.1
2022–23	6 002.2	13 806.2	1 395.3	21 203.7	8 034.2
2023–24	7 048.0	16 353.0	1 619.0	25 020.0	9 602.1

Note: The net road-related petroleum products excise figure in Table 3.2a above also includes an adjustment for the component of off-road use that is not covered by fuel tax credits. See end notes.

Sources: ATO (2025), Statistical Inquiry Service
ABS (2025), Consumer Price Index, and Taxation Revenue

Table 3.2c Road-related taxes and charges, New South Wales (constant 2023–24 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls	Parking levies
	\$ million				
2008–09	2 193.2	171.2	793.7	683.3	
2009–10	2 220.1	210.3	847.9	682.8	
2010–11	2 289.2	224.6	825.1	738.0	
2011–12	2 489.3	170.5	814.8	771.9	143.6
2012–13	2 578.5	154.5	851.5	738.4	138.1
2013–14	2 683.6	171.5	864.2	812.7	134.2
2014–15	2 777.7	181.5	903.5	1 338.6	128.4
2015–16	2 907.7	213.5	993.6	1 490.1	129.0
2016–17	3 013.9	236.1	1 022.9	1 596.2	143.4
2017–18	3 284.1	256.1	1 016.9	1 700.8	134.4
2018–19	3 237.5	248.8	950.1	1 860.7	136.3
2019–20	3 260.0	251.3	909.1	1 879.9	123.6
2020–21	3 342.0	255.8	1 128.7	2 369.3	115.8
2021–22	3 367.5	181.7	1 054.0	1 970.8	106.7
2022–23	3 372.1	183.2	1 121.3	2 421.8	101.2
2023–24	3 594.0	222.2	1 198.0	2 414.1	124.4

Notes: Methodology for calculating tolls data for 2014–15 onwards is different and should not be used to compare to previous years.
*2020–21 and 2021–22 drivers licence fees, 2019–20 toll fees and 2021–22 parking levies are estimates based on available data.

Sources: Transport for NSW, 2025
Private toll road operators
ABS (2025), Consumer Price Index, and Taxation Revenue
BITRE estimates

Table 3.2d Road-related taxes and charges, Victoria (constant 2023–24 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls	Parking levies
\$ million					
2007–08	1 157.7	44.8	873.3	552.9	61.3
2008–09	1 185.2	50.4	761.2	544.5	65.2
2009–10	1 233.0	50.4	827.7	813.7	68.0
2010–11	1 278.9	73.5	811.1	887.2	61.8
2011–12	1 362.2	93.0	799.7	925.3	63.1
2012–13	1 554.3	104.6	851.5	942.0	64.5
2013–14	1 584.0	164.8	864.2	975.8	109.4
2014–15	1 769.8	169.4	922.7	1 077.1	141.7
2015–16	1 819.6	168.5	984.7	1 127.8	128.9
2016–17	1 908.3	136.1	1 016.7	1 147.4	147.9
2017–18	1 880.0	111.3	1 154.7	1 255.9	125.6
2018–19	1 956.1	119.4	1 124.0	1 281.0	133.2
2019–20	2 050.9	122.8	1 092.6	1 174.4	130.2
2020–21	2 050.2	151.4	1 083.7	980.4	89.5
2021–22	2 085.7	169.6	1 214.1	1 081.4	122.7
2022–23	2 000.6	142.7	1 301.8	1 209.8	112.3
2023–24	2 092.2	143.2	1 384.5	1 222.9	117.0

Sources: BITRE estimates based on Department of Transport and Planning data (VIC) (2025).

Private toll road operators

ABS (2025), Consumer Price Index, and Taxation Revenue

State Revenue Office Victoria, 2025

BITRE estimates

Table 3.2e Road-related taxes and charges, Queensland (constant 2023–24 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls
\$ million				
2007–08	1 479.9	76.2	614.2	245.7
2008–09	1 547.2	86.5	640.0	273.0
2009–10	1 815.8	88.4	574.9	295.7
2010–11	1 871.8	86.0	605.2	348.2
2011–12	1 967.1	122.1	631.3	400.5
2012–13	1 999.1	167.1	681.5	450.3
2013–14	2 021.5	177.5	633.5	495.5
2014–15	2 023.8	186.8	619.0	543.4
2015–16	2 074.7	183.4	637.1	633.1
2016–17	2 100.4	186.1	638.8	765.6
2017–18	2 168.1	199.9	662.1	766.7
2018–19	2 194.0	205.2	665.8	771.6
2019–20	2 271.5	214.8	649.9	746.2
2020–21	2 353.4	219.2	778.1	792.1
2021–22	2 366.5	220.8	789.1	537.0
2022–23	2 323.8	234.6	845.6	583.6
2023–24	2 375.3	213.9	893.0	612.8

Sources: Department of Transport and Main Roads Queensland, 2025

Private toll road operators

ABS (2025), Consumer Price Index, and Taxation Revenue

BITRE estimates

Table 3.2f Road-related taxes and charges, South Australia (constant 2023–24 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees \$ million	Stamp duty
2007–08	349.0	35.8	225.6
2008–09	363.1	54.2	205.4
2009–10	379.0	39.0	209.4
2010–11	397.7	38.0	205.9
2011–12	408.6	71.5	197.2
2012–13	427.4	70.3	199.5
2013–14	446.1	45.6	204.6
2014–15	447.4	45.0	199.9
2015–16	452.3	45.9	200.9
2016–17	451.2	53.2	210.3
2017–18	454.8	58.6	211.3
2018–19	472.6	76.8	203.9
2019–20	492.8	63.3	202.1
2020–21	508.6	67.2	244.0
2021–22	515.7	80.9	251.2
2022–23	503.3	74.6	258.7
2023–24	514.2	60.3	279.1

Sources: Department for Infrastructure and Transport, South Australia, 2025
Private toll road operators
ABS (2025), Consumer Price Index, and Taxation Revenue

Table 3.2g Road-related taxes and charges, Western Australia (constant 2023–24 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees \$ million	Stamp duty	Parking levies
2007–08	622.5	47.7	599.0	
2008–09	676.4	52.0	470.0	
2009–10	862.2	50.9	479.6	
2010–11	732.0	49.3	473.5	
2011–12	768.6	48.2	502.5	
2012–13	825.4	47.4	540.9	45.5
2013–14	895.5	55.7	511.4	52.1
2014–15	1 030.7	61.5	463.8	61.5
2015–16	1 050.6	60.9	440.8	72.1
2016–17	1 047.4	57.5	423.6	69.6
2017–18	1 090.6	53.8	432.2	70.7
2018–19	1 138.1	59.5	433.3	70.8
2019–20	1 180.4	65.7	446.4	66.3
2020–21	1 220.7	67.4	597.0	61.7
2021–22	1 257.6	63.0	652.1	61.7
2022–23	1 255.4	60.6	703.1	55.2
2023–24	1 293.0	60.8	755.1	56.0

Sources: BITRE estimates based on Department of Transport and Major Infrastructure (WA) data (2025)
Private toll road operators
ABS (2025), Consumer Price Index, and Taxation Revenue
Western Australia Government, 2023, Annual Report

Table 3.2h Road-related taxes and charges, Tasmania (constant 2023–24 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
	\$ million		
2007–08	125.0	10.7	62.5
2008–09	122.7	10.3	56.2
2009–10	130.0	13.0	46.2
2010–11	133.1	9.8	46.2
2011–12	132.8	12.3	108.2
2012–13	141.9	12.0	115.1
2013–14	213.8	11.7	50.8
2014–15	197.2	10.6	51.6
2015–16	199.9	10.2	54.9
2016–17	203.3	10.9	54.9
2017–18	205.0	11.5	57.9
2018–19	211.8	11.2	58.4
2019–20	222.7	10.5	58.5
2020–21	218.9	10.7	69.1
2021–22	219.9	10.4	74.0
2022–23	230.7	9.2	78.6
2023–24	236.1	9.0	72.9

Note: 2015–16 vehicle registration fees includes motor tax, vehicle registration fees, motor vehicle fire levy, road safety levy.

Sources: Transport Tasmania, 2025

Private toll road operators

ABS (2025), Consumer Price Index, and Taxation Revenue

Table 3.2i Road-related taxes and charges, Northern Territory (constant 2023–24 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
	\$ million		
2007–08	80.7	3.1	33.5
2008–09	81.1	2.9	29.6
2009–10	85.9	3.4	30.3
2010–11	87.7	3.4	28.0
2011–12	90.2	3.4	30.1
2012–13	108.0	3.6	34.8
2013–14	60.4	4.1	31.9
2014–15	59.4	4.5	31.1
2015–16	61.4	5.6	28.7
2016–17	60.1	5.4	27.3
2017–18	66.3	4.8	27.4
2018–19	65.7	4.1	26.8
2019–20	65.8	4.3	23.0
2020–21	66.6	4.4	30.4
2021–22	67.1	4.3	31.4
2022–23	64.7	4.0	31.2
2023–24	64.5	4.1	32.4

Sources: Department of Treasury and Finance, Northern Territory, 2025

Private toll road operators

ABS (2025) Consumer Price Index, and Taxation Revenue

Table 3.2j Road-related taxes and charges, Australian Capital Territory (constant 2023–24 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
	\$ million		
2007–08	104.3	9.6	42.7
2008–09	108.8	9.2	38.4
2009–10	116.7	12.3	41.9
2010–11	111.5	12.0	40.6
2011–12	115.6	12.5	38.3
2012–13	119.6	12.3	34.8
2013–14	139.1	12.3	37.3
2014–15	142.1	11.7	37.9
2015–16	138.2	13.4	36.4
2016–17	147.8	14.3	38.2
2017–18	155.2	17.3	37.8
2018–19	165.4	18.6	36.9
2019–20	172.7	17.6	43.7
2020–21	174.8	17.5	44.8
2021–22	174.3	18.6	40.0
2022–23	169.7	15.2	40.7
2023–24	171.2	13.1	39.9

Sources: ACT Government Data, 2025
Private toll road operators
ABS (2025), Consumer Price Index, and Taxation Revenue

Chapter 4: Road

This chapter provides information on Australian roads including length, use, the vehicle fleet and the number of vehicle licences.



An estimated **264 billion** vehicle kilometres were travelled on Australia’s roads in 2024–25.



In 2024, there were **476,000 km** of paved roads in Australia



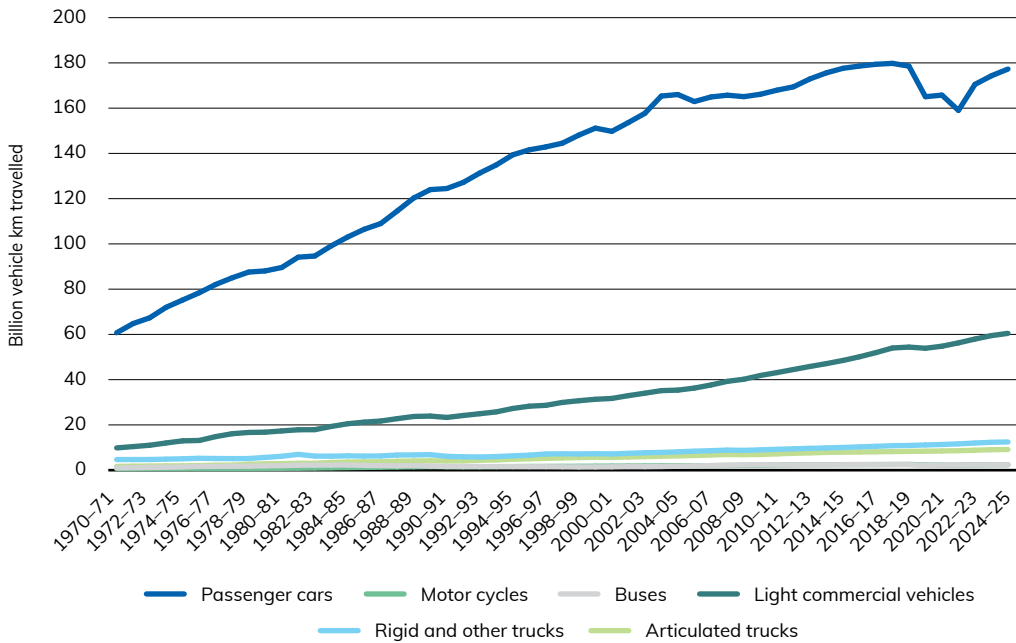
20 million Australians had vehicle licences at 2024–25.



In 2024–25, Sports Utility Vehicles (SUVs) comprised **59%** of new motor vehicle sales (excluding motorcycles) compared with only **33%** ten years earlier.

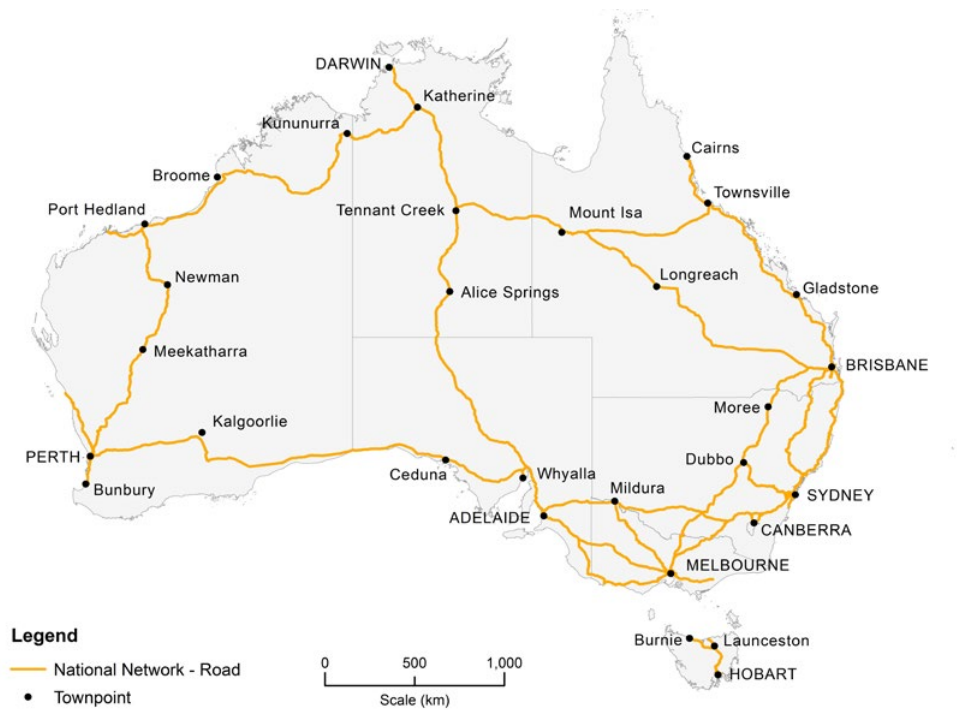
Figure 8 shows total vehicle kilometres by vehicle type. Figure 9 shows Australia’s national road network. Total vehicle kilometres travelled fell significantly during the COVID pandemic, only surpassing their previous 2018–19 peak in 2023–24.

Figure 8 Vehicle kilometres travelled by vehicle type



Source: Table 4.2

Figure 9 Map of national road network



Source: DITRDCA, 2022

Table 4.1a Australian road length, by type of road

Calendar year	Paved undivided	Paved divided (excluding freeway)	Paved freeway	Paved total
Kilometres				
1975			444	228 657
1976			522	233 847
1977			558	239 046
1978			595	243 285
1979			656	247 564
1980			711	253 307
1981			720	260 828
1982			761	265 748
1983			799	269 813
1984			836	274 192
1985			892	278 681
1986			918	283 480
1987			1 016	287 548
1988			1 082	291 542
1989			1 215	294 726
1990			1 293	298 820
1991			1 306	302 225
1992			1 393	305 634
1993			1 484	309 870
1994			1 585	314 350
1995			1 763	318 836
1996			1 822	322 197
1997			1 865	326 919
1998			1 911	329 756
1999			1 962	333 516
2000			2 013	335 243
2001			2 085	339 858
2002			2 131	342 115
2003			2 208	343 976
2004			2 225	348 512
2005			2 244	352 148
2006			2 315	354 874
2007			2 346	360 103
2008			2 405	362 439
2009			2 567	367 747
2010			2 607	370 778
2011			2 695	375 616
2012			2 716	380 275
2013			2 826	384 862
2014			2 879	389 449
2015			2 925	394 037
2016			3 024	398 625
2017			3 131	403 214
2018			3 147	407 803
2019			3 234	412 392
2020			3 277	416 982
2021			3 292	421 195
2022			3 301	426 681
2023	446 887	6 517	4 885	458 289
2024	463 991	6 534	5 087	475 612

Source: BITRE estimates with reference to HERE 2025, OpenStreetMap database 2025.
2022 and prior from PSMA data and BITRE estimates

Table 4.1b Road length by type of road, by state and territory

	Paved undivided	Paved divided	Paved divided (excluding freeway)	Paved total
Kilometres				
New South Wales				
2012			992	100 152
2013			1 047	100 935
2014			1 090	101 709
2015			1 090	102 473
2016			1 122	103 227
2017			1 191	103 970
2018			1 191	104 704
2019			1 191	105 428
2020			1 191	106 142
2021			1 201	106 750
2022			1 201	107 671
2023	114 985	1 330	1 984	118 299
2024	119 907	1 311	2 026	123 243
Victoria				
2012			941	81 699
2013			978	82 644
2014			983	83 589
2015			1 029	84 532
2016			1 073	85 475
2017			1 073	86 417
2018			1 073	87 359
2019			1 110	88 299
2020			1 110	89 239
2021			1 114	90 096
2022			1 123	91 226
2023	93 116	1 641	1 397	96 154
2024	97 074	1 694	1 406	100 174
Queensland				
2012			349	88 212
2013			364	88 944
2014			364	89 669
2015			364	90 385
2016			364	91 094
2017			390	91 795
2018			390	92 488
2019			431	93 173
2020			431	93 851
2021			431	94 436
2022			705	101 372
2023	98 632	1 311	705	100 648
2024	104 008	1 262	808	106 077
South Australia				
2012			124	31 165
2013			124	31 568
2014			128	31 972
2015			128	32 376
2016			128	32 782
2017			128	33 188
2018			131	33 594
2019			131	34 002
2020			147	34 410
2021			148	34 787
2022			148	35 271
2023	37 491	609	192	38 293
2024	38 576	620	196	39 391

	Paved undivided	Paved divided	Paved divided (excluding freeway)	Paved total
	Kilometres			
Western Australia				
2012			167	54 779
2013			167	55 750
2014			167	56 729
2015			167	57 715
2016			179	58 709
2017			191	59 710
2018			204	60 719
2019			213	61 734
2020			241	62 758
2021			241	63 731
2022			241	64 906
2023	68 236	1 147	358	69 741
2024	68 995	1 151	396	70 541
Tasmania				
2012			108	11 370
2013			111	11 470
2014			111	11 569
2015			111	11 667
2016			111	11 764
2017			111	11 860
2018			111	11 955
2019			111	12 050
2020			111	12 143
2021			111	12 225
2022			111	12 343
2023	12 915	108	172	13 195
2024	13 501	132	174	13 807
Northern Territory				
2012			0	9 380
2013			0	9 987
2014			0	10 605
2015			0	11 236
2016			0	11 878
2017			0	12 531
2018			0	13 197
2019			0	13 874
2020			0	14 562
2021			0	15 249
2022			0	15 995
2023	17 442	141	0	17 583
2024	17 522	140	0	17 662
Australian Capital Territory				
2012			35	3 519
2013			35	3 563
2014			35	3 608
2015			35	3 653
2016			47	3 697
2017			47	3 742
2018			47	3 787
2019			47	3 832
2020			47	3 877
2021			47	3 920
2022			47	3 971
2023	4 071	230	76	4 377
2024	4 409	228	79	4 716

Source: BITRE estimates with reference to HERE 2025, OpenStreetMap database 2025. 2022 and prior from PSMA data and BITRE estimates

Table 4.1c Unsealed road length by type of road, by state and territory

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Kilometres									
2023	188 639	135 102	183 146	96 118	186 396	28 849	39 848		
2024	198 090	134 912	194 872	99 205	196 693	30 641	43 163	1 957	899 534

Note: Missing figures are not reported.

Source: BITRE estimates with reference to HERE 2025, Department of Infrastructure Estimates 2025

Table 4.1d Lane kilometres, by type of road, Australia

Calendar Year	Paved undivided	Paved divided (excluding freeway)	Paved freeway	Paved total
Lane Kilometres				
1984			3 606	558 629
1985			3 842	568 027
1986			3 939	577 967
1987			4 359	586 622
1988			4 573	594 989
1989			5 126	601 940
1990			5 440	610 581
1991			5 506	617 727
1992			5 881	625 046
1993			6 245	634 001
1994			6 648	643 459
1995			7 557	653 279
1996			7 820	660 444
1997			8 009	670 289
1998			8 212	676 370
1999			8 416	684 289
2000			8 767	688 292
2001			9 139	698 078
2002			9 376	703 038
2003			9 826	707 352
2004			9 894	716 754
2005			9 983	724 375
2006			10 270	730 271
2007			10 399	741 101
2008			10 651	746 202
2009			11 436	757 583
2010			11 786	764 219
2011			12 138	774 215
2012			12 274	784 181
2013			12 732	794 185
2014			13 056	804 118
2015			13 322	813 944
2016			13 850	823 984
2017			14 342	833 957
2018			14 513	843 824
2019			14 899	853 790
2020			15 179	863 796
2021			15 260	872 836
2022			15 316	884 425
2023	897 393	32 992	19 540	949 925
2024	964 221	33 254	20 337	1 017 812

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 2025, OpenStreetMap database 2025 and PSMA 2018 data, Department of Infrastructure Estimates 2024

Table 4.1e Lane kilometres, by type of road, by state and territory

	Paved undivided	Paved divided (excluding freeway)	Paved freeway	Paved total
Kilometres				
New South Wales				
2012			4 205	206 119
2013			4 425	207 863
2014			4 599	209 535
2015			4 599	211 098
2016			4 825	212 831
2017			5 141	214 488
2018			5 141	216 037
2019			5 141	217 617
2020			5 181	219 210
2021			5 221	220 509
2022			5 221	222 428
2023	232 988	7 682	7 937	248 608
2024	237 343	7 626	8 102	253 072
Victoria				
2012			4 474	167 979
2013			4 622	170 191
2014			4 728	172 467
2015			4 912	174 660
2016			5 088	176 878
2017			5 088	179 101
2018			5 182	181 384
2019			5 330	183 608
2020			5 330	185 834
2021			5 346	187 871
2022			5 382	190 458
2023	187 739	8 535	5 587	201 861
2024	189 374	8 808	5 626	203 808
Queensland				
2012			1 750	184 114
2013			1 810	185 716
2014			1 816	187 256
2015			1 816	188 780
2016			1 816	190 303
2017			1 920	191 791
2018			1 920	193 245
2019			2 122	194 755
2020			2 134	196 211
2021			2 153	197 454
2022			2 173	199 267
2023	198 532	6 188	2 821	207 541
2024	202 575	6 041	3 231	211 847
South Australia				
2012			477	63 248
2013			477	64 134
2014			506	65 022
2015			574	65 970
2016			574	66 862
2017			574	67 757
2018			585	68 640
2019			585	69 538
2020			678	70 466
2021			682	71 295
2022			682	72 333
2023	75 571	2 928	769	79 268
2024	76 035	3 013	782	79 829

	Paved undivided	Paved divided (excluding freeway)	Paved freeway	Paved total
	Kilometres			
Western Australia				
2012			777	112 766
2013			796	114 798
2014			805	116 816
2015			819	118 853
2016			899	120 936
2017			971	123 030
2018			1 037	125 101
2019			1 073	127 196
2020			1 209	129 322
2021			1 211	131 312
2022			1 211	133 700
2023	137 681	5 428	1 431	144 540
2024	135 531	5 459	1 583	142 572
Tasmania				
2012			437	23 130
2013			448	23 345
2014			448	23 551
2015			448	23 755
2016			448	23 962
2017			448	24 169
2018			448	24 369
2019			448	24 572
2020			448	24 771
2021			448	24 945
2022			448	25 190
2023	26 054	507	691	27 252
2024	26 712	598	698	28 008
Northern Territory				
2012			0	19 249
2013			0	20 473
2014			0	21 717
2015			0	22 985
2016			0	24 280
2017			0	25 599
2018			0	26 936
2019			0	28 302
2020			0	29 690
2021			0	31 072
2022			0	32 569
2023	35 030	649	0	35 679
2024	34 915	637	0	35 552
Australian Capital Territory				
2012			153	7 576
2013			153	7 665
2014			153	7 754
2015			153	7 844
2016			199	7 933
2017			199	8 022
2018			199	8 112
2019			199	8 202
2020			199	8 292
2021			199	8 378
2022			199	8 481
2023	8 208	1 381	304	9 896
2024	8 176	1 387	315	9 880

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 2025, OpenStreetMap database 2025 and PSMA 2018 data, Department of Infrastructure Estimates 2025

Table 4.1f 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
2023–24	148 403.0	133 040.0	150 070.0	78 193.0	127 013.0	14 212.0	13 164.0	664 095.0

Source: Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (2024)

Table 4.2 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							
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	57.95	12.00	8.81	253.96
2023–24	174.32	2.39	2.37	59.47	12.32	9.04	259.91
2024–25	177.28	2.41	2.41	60.47	12.47	9.14	264.18

See end notes

Note: Uncertainty in these estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 4.3 Total vehicle kilometres travelled by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
billion vehicle kilometres travelled									
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	74.83	65.49	56.00	16.66	29.62	5.16	2.16	4.05	253.96
2023–24	76.52	66.99	57.40	16.96	30.50	5.20	2.18	4.16	259.91
2024–25	77.54	68.22	58.44	17.15	31.18	5.23	2.21	4.22	264.18

See end notes

Notes: Uncertainty in these estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.
NSW includes Jervis Bay.

Source: BITRE estimates

Table 4.4 Total vehicle kilometres travelled by capital city

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra	Total
billion vehicle kilometres travelled									
1972–73	16.15	13.60	4.98	5.00	5.13	0.78	0.26	1.12	47.03
1973–74	17.10	14.51	5.43	5.43	5.58	0.84	0.29	1.26	50.44
1974–75	17.76	15.36	5.76	5.76	5.95	0.89	0.25	1.37	53.11
1975–76	18.23	16.21	6.14	6.04	6.28	0.94	0.31	1.47	55.62
1976–77	19.07	17.23	6.51	6.35	6.72	1.00	0.34	1.57	58.79
1977–78	19.68	18.06	6.88	6.53	7.07	1.08	0.35	1.64	61.30
1978–79	20.36	18.63	7.23	6.57	7.28	1.12	0.38	1.70	63.26
1979–80	20.69	18.78	7.41	6.44	7.37	1.14	0.40	1.72	63.96
1980–81	21.15	19.18	7.72	6.39	7.50	1.17	0.43	1.76	65.28
1981–82	22.14	20.33	8.29	6.63	7.91	1.22	0.47	1.86	68.84
1982–83	21.94	20.40	8.44	6.66	7.94	1.23	0.47	1.89	68.98
1983–84	23.09	21.28	8.91	7.03	8.42	1.30	0.51	1.99	72.55
1984–85	24.19	22.12	9.31	7.37	8.74	1.37	0.55	2.10	75.76
1985–86	24.85	23.10	9.82	7.59	9.03	1.43	0.59	2.20	78.61
1986–87	25.39	23.94	10.12	7.74	9.24	1.44	0.61	2.27	80.76
1987–88	26.54	25.41	10.76	8.07	9.75	1.49	0.63	2.41	85.06
1988–89	27.50	26.73	11.43	8.38	10.27	1.54	0.64	2.54	89.03
1989–90	28.05	27.38	11.77	8.52	10.57	1.60	0.65	2.64	91.19
1990–91	27.76	27.11	11.88	8.41	10.44	1.59	0.65	2.67	90.52
1991–92	28.25	27.59	12.38	8.51	10.63	1.63	0.67	2.76	92.40
1992–93	29.10	28.23	12.99	8.67	11.03	1.70	0.69	2.87	95.27
1993–94	29.89	28.88	13.50	8.71	11.66	1.75	0.71	2.95	98.05
1994–95	30.95	29.81	14.23	8.85	12.45	1.79	0.76	3.04	101.88
1995–96	31.45	30.34	14.77	8.87	12.83	1.82	0.79	3.08	103.95
1996–97	31.69	30.68	15.05	8.94	13.03	1.82	0.82	3.09	105.12
1997–98	32.30	31.31	15.52	9.08	13.25	1.79	0.84	3.11	107.20
1998–99	33.12	32.03	15.83	9.34	13.55	1.78	0.85	3.17	109.69
1999–00	33.97	32.70	16.31	9.61	13.75	1.79	0.86	3.23	112.22
2000–01	33.89	32.80	16.38	9.57	13.62	1.75	0.84	3.18	112.04
2001–02	34.65	33.53	16.99	9.74	13.97	1.79	0.85	3.25	114.77
2002–03	35.30	34.21	17.54	10.05	14.37	1.85	0.87	3.36	117.55
2003–04	36.88	35.35	18.66	10.18	15.08	1.94	0.89	3.51	122.49
2004–05	37.12	35.65	19.05	10.03	15.35	1.92	0.89	3.52	123.52
2005–06	36.64	35.50	19.19	9.90	15.22	1.90	0.90	3.49	122.75
2006–07	37.04	35.77	19.85	10.01	15.64	1.94	0.93	3.55	124.72
2007–08	37.44	36.38	20.49	9.83	15.83	1.95	0.97	3.58	126.47
2008–09	37.48	36.11	20.52	9.81	16.26	1.94	0.99	3.59	126.70
2009–10	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	3.68	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	135.94
2013–14	40.59	40.16	22.70	10.36	17.76	1.98	1.09	3.91	138.55
2014–15	41.16	40.84	23.09	10.49	18.10	1.99	1.10	3.95	140.73
2015–16	41.62	41.31	23.49	10.55	18.45	2.00	1.11	3.98	142.52
2016–17	42.22	41.95	23.82	10.62	18.56	2.01	1.14	4.03	144.35
2017–18	42.68	42.58	24.07	10.70	18.60	2.07	1.18	4.08	145.96
2018–19	42.49	42.83	24.23	10.53	18.56	2.07	1.18	4.06	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	3.83	133.57
2022–23	40.69	40.88	24.52	10.16	19.31	1.91	1.14	4.05	142.67
2023–24	41.74	42.03	25.20	10.35	19.94	1.93	1.15	4.16	146.49
2024–25	42.29	42.81	25.66	10.47	20.39	1.94	1.17	4.22	148.94

See end notes

Notes: Uncertainty in these estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.
Capital cities are as defined by ABS Greater Capital City Statistical Areas (GCCSAs) boundary definitions.

Source: BITRE estimates

Table 4.5 Total road freight, by vehicle type

Financial year	Light commercial vehicles	Rigid trucks	Articulated trucks	Total road freight
	billion tonne-kilometres			
1976–77	1.9	13.5	26.8	42.2
1977–78	1.9	13.1	27.4	42.4
1978–79	2.2	14.0	30.7	47.0
1979–80	2.4	15.2	34.9	52.5
1980–81	2.5	16.0	38.7	57.3
1981–82	2.5	16.6	42.0	61.2
1982–83	2.5	15.5	41.4	59.3
1983–84	2.8	16.5	45.8	65.0
1984–85	3.0	16.8	49.9	69.6
1985–86	3.2	17.3	52.6	73.0
1986–87	3.3	17.4	53.1	73.8
1987–88	3.7	18.8	59.5	82.0
1988–89	4.3	20.5	63.7	88.6
1989–90	4.9	21.4	66.1	92.4
1990–91	5.0	20.5	61.2	86.6
1991–92	4.9	20.7	64.2	89.8
1992–93	4.9	21.2	68.1	94.1
1993–94	4.8	21.5	71.8	98.1
1994–95	4.8	22.2	76.7	103.7
1995–96	4.9	23.0	82.6	110.5
1996–97	5.0	23.7	88.0	116.8
1997–98	5.1	24.0	93.4	122.5
1998–99	5.2	24.9	98.1	128.1
1999–00	5.4	25.7	103.8	134.8
2000–01	5.5	26.0	107.7	139.2
2001–02	5.8	27.4	113.0	146.2
2002–03	6.0	28.6	116.0	150.6
2003–04	6.3	30.5	122.0	158.8
2004–05	6.3	29.7	126.2	162.2
2005–06	6.5	31.1	130.5	168.1
2006–07	6.9	31.4	137.8	176.1
2007–08	7.2	33.2	143.2	183.5
2008–09	7.2	33.5	142.6	183.4
2009–10	7.2	33.8	140.5	181.5
2010–11	7.6	35.7	148.3	191.7
2011–12	8.0	37.3	154.3	199.6
2012–13	8.1	37.1	153.9	199.2
2013–14	8.3	37.4	155.2	200.8
2014–15	8.4	36.4	157.5	202.4
2015–16	8.6	37.6	158.5	204.8
2016–17	8.7	38.4	161.4	208.5
2017–18	8.9	39.5	165.8	214.2
2018–19	8.8	41.4	170.3	220.5
2019–20	8.9	41.8	172.2	222.9
2020–21	9.2	43.2	177.7	230.1
2021–22	9.4	44.0	181.2	234.6
2022–23	9.7	45.3	186.8	241.8
2023–24	6.1	45.2	197.7	249.0
2024–25	6.2	45.8	200.9	252.9

Note: Uncertainty in these estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.

Source: BITRE estimates

Table 4.6a 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				
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	14 841.0	916.7	3 632.4	542.2	110.7	121.1	93.6	20 257.7
2022	15 050.5	940.5	3 785.0	562.5	115.7	127.0	95.5	20 676.6
2023	15 324.3	961.5	3 926.9	589.8	120.3	138.4	100.0	21 161.2
2024	15 698.9	973.7	4 070.9	628.5	124.3	142.1	101.7	21 740.0
2025	16 080.0	982.1	4 195.8	667.2	128.4	147.2	104.6	22 305.3

Notes: Uncertainty in these estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.
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 (2025), Road Vehicles, Australia

Table 4.6b Stock of registered motor vehicles, by state/territory

January reference month	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	thousands								
1982	2 708	2 127	1 440	744	783	244	61	110	8 218
1983									
1984									
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	5 175	4 343	1 485	2 312	506	164	318	20 258
2022	6 048	5 268	4 462	1 520	2 369	520	165	324	20 677
2023	6 156	5 387	4 599	1 552	2 437	532	166	331	21 161
2024	6 297	5 518	4 754	1 595	2 529	541	169	338	21 740
2025	6 408	5 686	4 892	1 632	2 621	550	171	344	22 305

Notes: Uncertainty in these estimates is higher after 2020 when the last Survey of Motor Vehicle Use was completed.
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 (2025), Road Vehicles, Australia

Table 4.6c 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	Others
2021	10 124	1 763	1 802	187	12	218	19	299	0	0	1 276
2022	22 256	2 939	2 516	1 480	27	1 075	238	534	34	271	2 407
2023	45 501	5 260	3 352	2 963	2 478	2 178	1 928	1 870	1 721	1 242	3 547
2024	89 235	7 779	4 373	9 503	16 013	5 381	5 825	5 002	4 093	4 493	7 952
2025	126 634	10 267	5 108	17 713	29 125	8 085	9 643	12 870	5 641	8 147	16 197

Note: This data is taken as a snapshot as at 31 January 2025.

Source: BITRE (2025), Road Vehicles, Australia

Table 4.7 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
2023–24	220.7	708.6	338.1	1 267.4
2024–25	171.8	709.4	315.8	1 197.0

See end notes

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 (2025), New Vehicle Sales

Table 4.8 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
2023–24	387.7	344.7	270.0	83.0	130.2	22.0	10.6	19.1	1 267.4
2024–25	363.0	320.0	258.7	78.6	130.5	19.4	10.3	16.5	1 197.0

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 (2025)
Electric Vehicle Council, 2025, State of Electric Vehicles
BITRE estimates (adjusted for historical Tesla sales)

Table 4.9a Licence holders, by age and gender – New South Wales

Date	Age									Total
	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	
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
30 June 2023	155 276	212 868	240 555	558 605	512 166	473 053	411 616	279 774	108 246	2 952 159
30 June 2024	161 512	215 936	245 605	564 586	521 052	476 210	419 205	288 559	116 577	3 009 242
30 June 2025	167 527	223 776	256 124	581 047	540 062	488 038	426 091	292 172	106 132	3 080 969
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
30 June 2023	165 089	227 016	254 410	567 796	527 996	484 962	430 051	302 444	128 234	3 087 998
30 June 2024	172 182	236 109	263 885	577 743	538 377	486 454	437 167	309 618	135 449	3 156 984
30 June 2025	179 066	255 091	281 024	606 239	562 734	495 056	438 995	314 909	136 490	3 269 604
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
30 June 2023	320 366	439 886	494 966	1 126 407	1 040 169	958 083	841 753	582 242	236 486	6 040 358
30 June 2024	333 694	452 045	509 490	1 142 329	1 059 429	962 664	856 372	598 177	252 026	6 166 226
30 June 2025	346 593	478 867	537 149	1 187 297	1 102 803	983 142	865 204	607 104	242 632	6 350 791

See end notes

Note: For 2025, licence holder figures are taken to be the sum of 'car' and 'rider' licences. For age groups 16–19 and 20–24, figures are estimates based on split between ages provided by TfNSW.

Source: BITRE estimates based on data provided by Transport for NSW (2025)

Table 4.9b 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
30 June 2024	125 595	189 215	229 200	524 775	448 121	407 090	342 488	239 606	100 045	2 606 135
30 June 2025	130 912	195 823	238 561	538 902	463 707	412 261	348 731	247 895	105 593	2 682 385
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
30 June 2024	130 337	203 151	247 229	528 305	454 469	401 284	342 694	239 676	107 128	2 654 273
30 June 2025	135 997	211 748	253 620	544 231	469 451	405 882	348 846	245 950	111 791	2 727 516
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
30 June 2024	255 932	392 366	476 429	1 053 080	902 590	808 374	685 182	479 282	207 173	5 260 408
30 June 2025	266 909	407 571	492 181	1 083 133	933 158	818 143	697 577	493 845	217 384	5 409 901

See end notes

Source: BITRE estimates based on Department of Transport and Planning data (VIC) (2025)

Table 4.9c Licence holders, by age and gender – Queensland

Date	Age									Total
	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	
Female										
30 June 2010	93 039	132 299	142 416	293 772	298 476	260 418	187 206	85 623	26 205	1 519 454
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	31 292	1 601 868
30 June 2013	95 254	139 032	149 712	302 964	316 032	284 082	216 522	103 355	33 517	1 640 470
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	96 770	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	1 717 209
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
30 June 2023	113 803	152 270	165 806	363 897	344 430	330 442	283 022	192 974	62 117	2 008 761
30 June 2024	119 327	154 612	169 238	371 114	352 831	334 893	289 638	199 721	67 426	2 058 800
30 June 2025	124 286	158 124	173 926	379 279	361 784	339 732	294 198	205 962	72 921	2 110 212
Male										
30 June 2010	96 949	135 188	148 533	300 453	305 891	271 547	209 880	105 119	39 327	1 612 887
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	45 527	1 699 136
30 June 2013	97 514	142 117	157 590	313 499	325 075	293 339	236 053	121 277	47 890	1 734 354
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
30 June 2023	116 554	155 177	168 903	359 210	343 798	333 972	286 412	203 708	75 228	2 042 962
30 June 2024	123 238	159 803	173 322	368 228	351 290	337 954	292 834	208 696	80 785	2 096 150
30 June 2025	128 847	164 243	178 745	377 012	359 098	342 406	297 331	213 268	86 043	2 146 993
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	193 946	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
30 June 2023	230 357	307 447	334 709	723 108	688 228	664 414	569 434	396 682	137 345	4 051 724
30 June 2024	242 566	314 415	342 560	739 343	704 121	672 847	582 472	408 417	148 211	4 154 952
30 June 2025	253 134	322 367	352 671	756 291	720 882	682 138	591 529	419 230	158 964	4 257 206

See end notes

Source: BITRE estimates based on Department of Transport and Main Roads (QLD) data (2025)

Table 4.9d Licence holders, by age and gender – South Australia

Date	Age									Total
	16-19	20-24	25-29	30-39	40-49	50-59	60-69	70-79	80+	
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
30 June 2024	34 850	46 684	53 321	116 317	106 635	107 250	102 475	75 182	26 271	668 985
30 June 2025	36 313	46 966	53 343	117 849	109 279	107 101	103 361	77 201	28 147	679 560
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
30 June 2024	36 089	50 731	58 456	119 092	108 281	108 698	103 999	76 692	30 637	692 675
30 June 2025	37 467	50 042	58 357	121 666	110 509	108 307	104 599	78 192	32 191	701 330
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
30 June 2024	71 092	97 551	111 917	235 620	215 033	216 015	206 514	151 892	56 914	1 362 548
30 June 2025	74 043	97 164	111 858	239 744	219 906	215 479	208 003	155 415	60 345	1 381 957

See end notes

Note: 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 (2025)

Table 4.9e Licence holders, by age and gender – Western Australia

Date	Age									Total
	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	
Female										
30 June 2010	20 879	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
30 June 2024	27 906	64 680	80 443	192 641	178 785	165 485	143 588	100 065	35 211	988 804
30 June 2025	29 536	66 641	84 951	197 496	185 051	167 263	145 845	104 644	37 783	1 019 210
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
30 June 2024	31 514	72 825	93 474	207 765	190 479	175 435	147 741	102 013	38 611	1 059 857
30 June 2025	33 705	76 620	100 943	217 133	197 700	176 909	150 644	105 330	41 028	1 100 012
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
30 June 2024	59 420	137 505	173 917	400 406	369 264	340 920	291 329	202 078	73 822	2 048 661
30 June 2025	63 241	143 261	185 894	414 629	382 751	344 172	296 489	209 974	78 811	2 119 222

See end notes

Source: BITRE estimates based on Department of Transport and Major Infrastructure (WA) data (2025)

Table 4.9f Licence holders, by age and gender – Tasmania

Date	Age									Total
	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	
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
30 June 2023	10 716	13 911	16 849	35 287	31 099	34 792	35 429	25 783	9 598	213 464
30 June 2024	11 124	13 727	16 546	35 892	31 313	34 398	35 759	26 604	10 148	215 511
30 June 2025	9 977	13 781	16 443	36 789	32 009	34 431	35 939	27 400	10 813	217 582
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
30 June 2023	10 818	14 069	17 528	35 912	30 180	33 618	34 835	26 048	10 056	213 064
30 June 2024	11 443	13 966	16 758	36 273	30 348	33 286	35 220	26 386	10 674	214 354
30 June 2025	13 396	14 336	17 171	37 427	30 877	33 132	35 390	27 034	11 286	220 049
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
30 June 2023	21 534	27 980	34 377	71 199	61 279	68 410	70 264	51 831	19 654	426 528
30 June 2024	22 567	27 693	33 304	72 165	61 661	67 684	70 979	52 990	20 822	429 865
30 June 2025	23 373	28 117	33 614	74 216	62 886	67 563	71 329	54 434	22 099	437 631

See end notes

Source: BITRE estimates based on Department of Treasury and Finance (TAS) data (2024)

Table 4.9g Licence holders, by age and gender – Northern Territory

Date	Age									Total
	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	
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
30 June 2023	3 810	6 075	8 856	18 533	13 659	11 709	7 928	3 794	1 012	75 376
30 June 2024	3 905	6 276	8 668	18 725	13 873	11 669	8 042	4 009	1 155	76 322
30 June 2025	3 927	6 223	8 810	19 040	14 349	11 770	8 081	4 274	1 309	77 783
Male										
30 June 2010	3 535	7 034	8 187	15 715	15 307	12 974	7 587	2 179	470	72 988
30 June 2011	3 539	6 936	8 291	15 360	15 090	13 001	7 908	2 348	498	72 971
30 June 2012	3 589	7 302	8 861	15 834	15 233	13 344	8 350	2 555	545	75 613
30 June 2013	3 522	7 840	9 702	17 425	15 896	14 109	8 913	2 822	573	80 802
30 June 2014	3 482	7 892	10 322	18 168	16 196	14 442	9 243	3 054	609	83 408
30 June 2015	3 448	7 508	10 476	18 668	16 306	14 486	9 482	3 172	633	84 179
30 June 2016	3 488	7 493	10 165	19 147	16 298	14 489	9 588	3 389	651	84 708
30 June 2017	3 611	7 599	9 889	19 484	16 225	14 557	9 653	3 688	678	85 384
30 June 2018	3 599	7 424	9 588	19 634	16 162	14 417	9 803	4 000	753	85 380
30 June 2019	3 599	7 424	9 588	19 634	16 162	14 417	9 803	4 000	753	85 380
30 June 2020	3 508	6 976	9 351	19 440	15 515	14 241	9 990	4 630	1 012	84 663
30 June 2021	3 564	7 002	9 145	19 511	15 181	14 272	10 160	4 907	1 133	84 875
30 June 2022	3 641	6 850	9 096	19 455	14 989	14 156	10 296	5 111	1 279	84 873
30 June 2023	4 264	7 319	9 482	19 372	15 033	13 934	10 164	5 117	1 293	85 978
30 June 2024	4 420	7 656	9 592	19 347	15 188	13 783	10 291	5 362	1 446	87 085
30 June 2025	4 530	7 846	9 943	20 036	15 611	13 701	10 477	5 563	1 642	89 349
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
30 June 2023	8 078	13 394	18 340	37 906	28 692	25 643	18 092	8 911	2 305	161 361
30 June 2024	8 329	13 932	18 262	38 074	29 062	25 452	18 333	9 371	2 601	163 416
30 June 2025	8 461	14 071	18 755	39 080	29 963	25 471	18 559	9 837	2 951	167 148

See end notes

Source: BITRE estimates based on Department of Treasury and Finance (NT) data (2025)

Table 4.9h Licence holders, by age and gender – Australian Capital Territory

Date	Age									Total
	16–19	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	8 504	12 423	16 475	36 167	30 686	25 139	19 318	13 573	4 794	167 079
30 June 2023	8 931	12 072	16 556	36 502	31 207	25 645	19 528	14 257	5 168	169 866
30 June 2024	9 199	11 814	16 273	36 804	32 081	25 865	19 934	14 800	5 680	172 450
30 June 2025	9 533	11 810	15 959	37 118	33 041	26 312	20 221	15 184	6 210	175 388
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	8 805	12 949	17 309	36 683	31 195	25 080	18 027	12 360	5 096	167 504
30 June 2023	9 404	13 024	17 227	37 092	32 021	25 637	18 318	13 104	5 346	171 173
30 June 2024	9 793	12 890	16 737	37 503	32 928	26 216	19 202	13 981	5 756	175 006
30 June 2025	10 294	12 809	16 189	37 878	33 708	26 569	19 577	14 215	6 217	177 456
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	17 364	25 413	33 834	72 940	61 925	50 241	37 352	25 940	9 891	334 900
30 June 2023	18 403	25 149	33 840	73 700	63 278	51 307	37 855	27 372	10 516	341 420
30 June 2024	19 066	24 762	33 079	74 422	65 074	52 110	39 147	28 791	11 441	347 892
30 June 2025	19 903	24 690	32 231	75 127	66 816	52 910	39 816	29 408	12 433	353 334

See end notes

Source: BITRE estimates based on ACT Access Canberra data (2025)

Table 4.9i Licence holders, by age and gender – Australia

Date	Age									Total
	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	
Female										
30 June 2010	413 013	627 732	689 046	1 450 023	1 468 570	1 286 046	906 248	440 133	160 762	7 443 099
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	180 602	7 765 272
30 June 2013	414 763	656 163	728 179	1 490 784	1 532 454	1 382 795	1 042 064	511 739	189 909	7 948 850
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	417 783	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	8 398 733
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	452 359	682 913	789 368	1 799 199	1 619 690	1 536 836	1 308 433	880 715	318 126	9 387 639
30 June 2023	471 541	689 833	799 096	1 824 863	1 646 434	1 549 697	1 333 988	916 130	336 213	9 567 795
30 June 2024	493 418	702 944	819 294	1 860 854	1 684 691	1 562 860	1 361 129	948 546	362 513	9 796 249
30 June 2025	512 011	723 144	848 117	1 907 520	1 739 282	1 586 908	1 382 467	974 732	368 908	10 043 089
Male										
30 June 2010	440 329	652 696	717 513	1 479 830	1 514 199	1 347 970	1 020 064	541 381	223 314	7 937 296
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	242 966	8 234 800
30 June 2013	435 561	680 804	763 349	1 541 950	1 571 993	1 438 880	1 134 552	603 132	251 538	8 421 759
30 June 2014	433 352	681 038	765 841	1 565 187	1 574 181	1 460 879	1 159 115	631 637	258 680	8 529 910
30 June 2015	432 636	684 617	773 259	1 596 987	1 583 795	1 477 231	1 184 044	660 809	259 992	8 653 370
30 June 2016	435 720	687 748	781 050	1 637 363	1 596 109	1 489 269	1 213 661	696 760	271 695	8 804 894
30 June 2017	436 242	693 175	787 672	1 673 316	1 604 706	1 499 216	1 222 512	743 025	283 390	8 943 254
30 June 2018	447 532	697 098	796 338	1 707 432	1 612 469	1 508 464	1 240 937	785 189	295 774	9 091 233
30 June 2019	443 868	700 522	807 319	1 739 144	1 616 476	1 518 880	1 261 952	820 460	308 839	9 217 460
30 June 2020	432 151	701 587	818 203	1 769 232	1 624 959	1 531 807	1 279 590	850 348	320 520	9 328 403
30 June 2021	450 143	708 494	827 359	1 795 053	1 631 174	1 546 173	1 306 243	887 988	337 524	9 490 151
30 June 2022	468 809	713 262	835 398	1 817 739	1 651 806	1 565 237	1 338 914	932 288	378 901	9 702 354
30 June 2023	493 633	728 899	850 674	1 845 299	1 679 839	1 573 502	1 361 827	956 957	387 331	9 877 961
30 June 2024	519 016	757 131	879 453	1 894 256	1 721 360	1 583 110	1 389 148	982 424	410 486	10 136 384
30 June 2025	543 302	792 735	915 992	1 961 622	1 779 688	1 601 962	1 405 859	1 004 461	426 688	10 432 309
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	850 442	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	921 343	1 396 341	1 624 936	3 617 187	3 271 644	3 102 230	2 647 469	1 813 053	697 037	19 091 240
30 June 2023	965 383	1 418 925	1 649 954	3 670 446	3 326 436	3 123 351	2 695 951	1 873 137	723 557	19 447 140
30 June 2024	1 012 666	1 460 269	1 698 958	3 755 439	3 406 234	3 146 066	2 750 328	1 930 998	773 010	19 933 968
30 June 2025	1 055 657	1 516 108	1 764 353	3 869 517	3 519 165	3 189 018	2 788 506	1 979 247	795 619	20 477 190

See end notes

Source: BITRE estimates based on state/territory licensing data (2025)

Table 4.10a Licences, 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	3 603 544	451 630	82 835	121 937	201 164	113 554	18 960
30 June 2011	3 678 933	461 252	84 913	124 294	200 038	111 704	19 978
30 June 2012	3 740 524	471 975	86 022	126 495	202 116	110 908	21 054
30 June 2013	3 810 394	483 321	89 597	127 577	200 451	108 849	22 073
30 June 2014	3 882 176	497 469	90 810	129 138	201 400	107 581	22 959
30 June 2015	3 965 904	512 932	93 057	130 642	200 719	106 026	24 099
30 June 2016	4 042 712	582 998	93 461	133 276	203 002	104 923	24 994
30 June 2017	4 117 891	541 893	93 068	133 293	204 539	104 461	25 962
30 June 2018	4 228 469	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 June 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
30 June 2024	4 771 298	622 153	88 322	133 280	213 256	91 507	35 435
30 June 2025	4 876 928	631 709	86 610	132 414	214 873	89 215	36 812
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 June 2022	360 447	30 624	46	716	701		
30 June 2023	377 001	29 749	48	838	928		
30 June 2024	377 403	30 381	58	906	969		
30 June 2025	392 014	31 365	56	961	1 134		
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 June 2022	327 623	26 125					
30 June 2023	330 637	26 081					
30 June 2024	341 622	26 293					
30 June 2025	391 205	27 327					

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, 2023, 2024 and 2025 data based on Transport for New South Wales' licences and sanctions snapshot report (2025)

Data for 2021 and earlier is based on data provided by Transport for NSW (2023)

Table 4.10b Licences, by vehicle type – Victoria

Date	Car (excluding motorcycle)	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
30 June 2024	3 981 806	448 158	46 014	102 121	215 814	124 953	41 251
30 June 2025	4 093 484	456 197	46 681	102 633	220 333	123 786	43 749
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
30 June 2024	353 757	4 669	57	1 191	1 667	206	48
30 June 2025	370 232	5 248	49	1 154	1 674	197	61
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					
30 June 2024	389 918	12 813					
30 June 2025	404 338	13 183					

See end notes

Source: BITRE estimates based on Department of Transport and Planning data (VIC) (2025)

Table 4.10c Licences, by vehicle type – Queensland

Date	Car (including motorcycle)	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	2 786 675	463 820	41 811	86 459	233 136	90 612	37 954
30 June 2011	2 876 679	476 740	43 729	89 726	237 179	90 475	40 948
30 June 2012	2 930 148	486 409	45 113	91 204	241 747	89 729	43 788
30 June 2013	2 992 565	496 720	46 511	92 758	244 520	88 487	46 649
30 June 2014	3 005 259	499 173	47 365	91 952	242 767	85 169	48 633
30 June 2015	3 055 203	507 300	48 760	92 297	244 038	82 943	50 691
30 June 2016	3 125 801	518 015	50 422	93 255	245 486	81 051	53 010
30 June 2017	3 199 222	529 179	52 531	94 053	246 365	79 291	55 151
30 June 2018	3 267 344	533 308	54 877	94 822	247 072	77 251	57 346
30 June 2019	3 333 607	537 089	56 943	95 638	248 072	75 488	59 214
30 June 2020	3 408 582	543 338	58 585	96 623	249 264	73 891	61 620
30 June 2021	3 481 322	552 703	59 903	97 628	252 574	72 651	64 488
30 June 2022	3 557 731	558 030	61 616	98 675	254 329	70 944	66 975
30 June 2023	3 616 589	560 851	64 316	99 012	255 664	68 704	68 497
30 June 2024	3 712 873	565 860	66 692	100 126	259 565	66 953	70 352
30 June 2025	3 797 978	570 258	68 736	100 800	262 675	65 164	72 299
Provisional licence							
30 June 2010	169 391	5 974	272	1 539	2 034	585	454
30 June 2011	185 112	5 869	302	1 657	2 003	574	449
30 June 2012	194 998	5 422	275	1 568	1 754	480	408
30 June 2013	205 183	6 079	295	1 638	1 980	490	462
30 June 2014	206 629	6 477	285	1 664	2 131	542	537
30 June 2015	203 209	6 249	278	1 548	2 061	519	521
30 June 2016	205 589	6 692	265	1 631	2 212	501	644
30 June 2017	206 158	6 077	254	1 562	2 186	480	599
30 June 2018	204 418	4 819	239	1 458	2 066	439	591
30 June 2019	204 006	4 744	244	1 490	2 180	393	590
30 June 2020	196 506	4 576	212	1 382	2 082	359	604
30 June 2021	212 212	4 182	217	1 216	1 868	343	531
30 June 2022	209 598	3 875	222	1 276	1 883	334	551
30 June 2023	224 126	4 638	272	1 348	2 173	327	602
30 June 2024	217 215	4 390	233	1 463	2 169	280	614
30 June 2025	224 679	4 671	223	1 458	2 237	366	623
L Permits							
30 June 2010	178 638	134 203	0	0	7	244	20
30 June 2011	180 921	141 855	0	0	4	232	20
30 June 2012	178 345	144 445	0	0	1	230	17
30 June 2013	178 463	148 982	0	0	0	211	16
30 June 2014	173 711	148 777	0	0	1	188	15
30 June 2015	174 925	150 497	0	0	1	178	15
30 June 2016	175 524	155 339	0	0	2	172	13
30 June 2017	176 368	155 398	0	0	2	169	13
30 June 2018	186 604	152 183	0	0	1	166	13
30 June 2019	182 863	150 422	0	0	1	162	13
30 June 2020	201 934	150 736	0	0	2	156	11
30 June 2021	196 213	148 176	0	0	2	151	12
30 June 2022	206 514	148 214	0	0	2	141	12
30 June 2023	211 746	147 526	0	0	2	146	11
30 June 2024	225 822	148 603	0	0	2	136	11
30 June 2025	235 442	149 522	0	0	1	129	10

See end notes

Source: BITRE estimates based on Department of Transport and Main Roads (QLD) data (2025)

Table 4.10d Licences, by vehicle type – South Australia

Date	Car	Motorcycle	Highest class of heavy vehicle licence					U class
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination	
Full licence								
30 June 2010	865 443	162 165	21 393	39 204	59 138	39 856	8 852	
30 June 2011	878 353	163 423	22 749	40 040	59 520	39 519	9 304	
30 June 2012	888 186	164 190	24 364	40 105	59 503	38 832	9 760	
30 June 2013	899 310	164 737	26 125	40 272	59 226	38 018	10 276	
30 June 2014	907 082	166 166	27 867	40 507	59 536	37 389	10 879	
30 June 2015	935 785	163 613	25 875	40 760	59 062	36 584	11 439	
30 June 2016	951 773	162 743	25 038	41 006	58 274	35 833	11 901	
30 June 2017	950 924	162 217	24 982	40 954	57 632	35 081	12 282	
30 June 2018	963 474	162 313	25 197	42 210	57 521	34 500	12 699	
30 June 2019	976 333	161 809	24 956	41 132	57 092	34 001	13 223	
30 June 2020	992 567	161 008	25 026	41 050	56 855	33 258	13 665	
30 June 2021	1 009 478	161 310	25 143	41 012	56 514	32 729	14 525	
30 June 2022	1 032 050	160 965	25 027	41 227	56 576	32 248	15 787	
30 June 2023	1 039 548	158 888	24 641	40 908	56 898	31 486	16 774	
30 June 2024	1 057 866	157 461	24 193	40 754	57 791	31 220	17 640	
30 June 2025	1 074 955	154 707	22 946	40 338	58 264	30 691	18 254	3 673
Provisional licence								
30 June 2010	69 950	1 189	12	355	173	143	26	
30 June 2011	71 919	1 113	16	408	215	147	23	
30 June 2012	68 404	1 102	18	420	285	161	33	
30 June 2013	66 785	1 239	16	419	301	148	40	
30 June 2014	67 399	1 316	21	442	339	139	35	
30 June 2015	53 110	1 113	12	288	237	90	26	
30 June 2016	50 569	1 074	9	253	190	73	22	
30 June 2017	65 402	1 432	10	301	193	107	21	
30 June 2018	67 180	1 583	10	275	211	118	13	
30 June 2019	66 096	1 653	5	250	186	114	18	
30 June 2020	62 501	1 603	15	204	143	99	16	
30 June 2021	64 714	1 516	7	199	156	89	9	
30 June 2022	67 637	1 241	6	238	141	88	12	
30 June 2023	70 787	990	12	232	184	86	15	
30 June 2024	70 795	836	14	253	198	90	18	
30 June 2025	74 532	710	11	248	177	101	20	
L Permits								
30 June 2010	36 681	5 667	1	3	7	365	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	42 634	7 425	0	2	7	262	0	
30 June 2014	42 553	7 312	0	2	8	241	0	
30 June 2015	43 100	7 781	0	2	6	220	0	
30 June 2016	45 569	7 587	0	1	7	176	1	
30 June 2017	45 379	7 719	0	2	5	185	2	
30 June 2018	47 349	7 924	0	2	4	205	1	
30 June 2019	48 126	7 727	0	1	6	199	1	
30 June 2020	50 094	7 445	0	2	4	199	1	
30 June 2021	53 964	8 492	0	2	8	269	2	
30 June 2022	57 553	9 558	0	2	10	249	1	
30 June 2023	61 664	9 771	0	2	4	263	0	
30 June 2024	65 315	10 142	0	2	6	251	2	
30 June 2025	65 915	9 866	0	1	8	189	1	

See end notes

Source: BITRE estimates based on Department for Infrastructure and Transport (SA) data (2025)

Table 4.10e Licences, by vehicle type – Western Australia

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2013	1 351 539	258 187	29 690	29 271	188 328	69 057	30 246
30 June 2014	1 385 239	263 798	30 016	30 256	188 631	67 709	31 885
30 June 2015	1 415 096	267 164	30 249	30 926	190 704	66 339	33 187
30 June 2016	1 442 154	269 496	30 489	31 371	192 368	64 857	34 289
30 June 2017	1 461 754	270 796	30 772	31 449	194 546	63 371	35 273
30 June 2018	1 479 421	271 192	31 423	31 486	195 195	61 286	36 005
30 June 2019	1 499 254	271 136	32 023	31 717	197 710	59 079	36 874
30 June 2020	1 531 265	270 904	32 503	31 890	200 916	56 780	37 920
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
30 June 2024	1 689 763	278 442	34 794	33 623	220 875	50 071	45 034
30 June 2025	1 753 722	282 118	35 522	34 010	229 124	48 523	47 473
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
30 June 2024	71 083	1 760	12	39	5	2	7
30 June 2025	77 556	1 723	14	42	2	2	12
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
30 June 2024	113 608	27 426	1 303	1 812	3 035	380	479
30 June 2025	116 881	28 350	1 261	1 715	2 778	331	432

See end notes

Notes: Full Licence includes ordinary and extra-ordinary licences.

Source: BITRE estimates based on Department of Transport and Major Infrastructure (WA) data (2025)

Table 4.10f Licences, 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	297 151	53 447	10 268	27 619	15 367	11 686	2 724
30 June 2021	304 673	54 249	10 344	27 699	15 589	11 681	2 811
30 June 2022	309 398	54 991	10 639	27 522	15 837	11 584	2 941
30 June 2023	312 905	55 475	10 764	27 397	15 758	11 485	3 038
30 June 2024	317 524	55 879	10 957	27 266	15 679	11 264	3 074
30 June 2025	323 862	56 553	11 131	27 260	15 896	11 134	3 222
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	17 763	1 721	3	46	7	1	
30 June 2021	21 145	1 567	4	38	5	4	
30 June 2022	23 075	1 562	1	34	7	3	1
30 June 2023	23 307	1 533	2	49	10	1	1
30 June 2024	21 477	1 537	3	56	11	3	1
30 June 2025	21 366	1 555	2	49	3	4	1
L Permits							
30 June 2010	18 265	1 705					
30 June 2011	19 578	1 788					
30 June 2012	20 615	2 024					
30 June 2013	21 292	2 172					
30 June 2014	21 591	1 958					
30 June 2015	22 116	1 911					
30 June 2016	21 401	1 837					
30 June 2017	21 146	1 843					
30 June 2018	21 547	1 228					
30 June 2019	21 146	1 843					
30 June 2020	23 306	1 127					
30 June 2021	21 854	1 238					
30 June 2022	22 317	1 175					
30 June 2023	21 407	1 114					
30 June 2024	22 169	1 144					
30 June 2025	23 365	1 167					

See end notes

Notes: Full Licence figures from 2020 onwards includes restricted licences.

Source: BITRE estimates based on Department of State Growth (Tasmania) (2025)

Table 4.10g Licences, 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	102 839	25 160	6 444	6 847	15 365	5 138	5 359
30 June 2018	103 454	24 775	6 579	6 834	15 676	4 966	5 441
30 June 2019	103 787	24 228	6 460	6 797	15 227	4 739	5 348
30 June 2020	105 849	23 683	6 277	6 764	15 083	4 586	5 248
30 June 2021	107 265	23 472	6 191	6 603	15 087	4 465	5 145
30 June 2022	107 910	23 230	5 960	6 508	15 006	4 346	5 093
30 June 2023	109 623	23 029	5 912	6 431	15 028	4 182	5 079
30 June 2024	110 784	22 862	5 747	6 339	15 162	4 084	5 048
30 June 2025	113 916	22 840	5 666	6 406	15 478	4 029	5 118
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	6 788	84	7	16	3	0	0
30 June 2018	6 493	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	6 255	96	2	4	2	0	1
30 June 2023	6 516	130	2	4	2	0	0
30 June 2024	7 027	165	0	7	1	0	0
30 June 2025	7 342	127	0	10	0	0	0
L Permits							
30 June 2010	6 321	1 425	0	0	2	0	0
30 June 2011	5 911	1 445	0	0	3	0	1
30 June 2012	6 265	1 570	0	0	1	0	1
30 June 2013	6 766	1 674	0	1	0	0	1
30 June 2014	6 976	2 339	0	0	0	0	0
30 June 2015	6 605	2 195	0	0	0	0	0
30 June 2016	6 604	2 026	0	0	0	0	0
30 June 2017	7 361	2 068	0	0	0	0	0
30 June 2018	7 656	1 997	0	0	0	0	0
30 June 2019	7 464	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
30 June 2023	8 344	1 632	0	0	0	0	0
30 June 2024	8 998	1 436	0	0	0	0	0
30 June 2025	8 982	1 465	0	0	0	0	0

See end notes

Notes: Full Licence includes probationary, interim, AIL (Alcohol Ignition Lock) and restricted rider licences.

Source: BITRE estimates based on Department of Treasury and Finance (NT) data (2025)

Table 4.10h Licences, 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	287 376	34 957	3 375	6 645	9 224	2 600	543
30 June 2021	292 529	35 447	3 543	6 535	9 434	2 531	621
30 June 2022	293 849	35 630	3 733	6 203	9 306	2 416	677
30 June 2023	297 068	36 150	4 076	5 985	9 251	2 281	718
30 June 2024	300 748	36 609	4 736	5 661	8 936	2 114	735
30 June 2025	304 723	36 868	6 928	4 867	7 733	1 798	741
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	19 118	1 173	5	12	7	1	0
30 June 2021	20 029	1 231	4	12	5	0	0
30 June 2022	20 311	1 256	1	10	5	0	0
30 June 2023	21 145	1 286	1	10	3	2	0
30 June 2024	21 309	1 180	1	14	12	0	0
30 June 2025	22 381	1 294	0	16	8	2	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	11 868	2 140					
30 June 2021	12 817	2 647					
30 June 2022	13 512	2 419					
30 June 2023	15 381	1 829					
30 June 2024	16 940	1 978					
30 June 2025	17 603	1 839					

See end notes

Notes: Full Licence includes probationary and restricted licences.

Source: BITRE estimates based on ACT Access Canberra data (2025)

Table 4.10i Licences, 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	12 864 759	1 854 384	240 760	422 603	900 956	456 832	141 020
30 June 2014	13 064 462	1 894 492	248 247	425 725	904 135	448 256	148 128
30 June 2015	13 326 662	1 934 399	253 902	429 378	909 559	440 102	154 775
30 June 2016	13 605 304	2 034 047	257 743	435 018	918 349	433 677	160 962
30 June 2017	13 859 154	2 016 402	261 467	437 279	926 768	428 534	166 917
30 June 2018	14 160 246	2 042 867	265 313	441 776	935 941	422 867	172 807
30 June 2019	14 428 110	2 062 777	268 234	443 799	945 198	416 737	178 248
30 June 2020	14 760 087	2 093 864	272 970	445 650	954 778	409 688	185 166
30 June 2021	15 032 678	2 116 232	275 095	445 388	963 339	401 701	193 777
30 June 2022	15 291 930	2 140 543	276 815	446 791	972 350	395 150	202 523
30 June 2023	15 560 312	2 161 596	279 349	447 804	987 620	388 475	210 302
30 June 2024	15 942 662	2 187 424	281 455	449 170	1 007 078	382 166	218 569
30 June 2025	16 339 568	2 211 250	284 220	448 728	1 024 376	374 340	227 668
Provisional licence							
30 June 2013	1 066 795	51 388	545	4 767	4 254	827	540
30 June 2014	1 083 221	53 349	512	4 756	4 484	860	604
30 June 2015	1 087 674	53 788	487	4 542	4 543	810	572
30 June 2016	1 120 047	53 421	463	4 464	4 679	759	702
30 June 2017	1 140 217	51 295	463	4 417	4 781	782	661
30 June 2018	1 121 255	46 995	423	4 068	4 550	760	636
30 June 2019	1 083 142	46 406	390	3 845	4 389	701	657
30 June 2020	1 009 685	44 329	332	3 411	4 137	646	670
30 June 2021	1 057 464	45 177	335	3 265	4 086	616	596
30 June 2022	1 057 431	44 149	339	3 318	4 044	620	616
30 June 2023	1 115 400	44 151	392	3 578	4 703	613	674
30 June 2024	1 140 066	44 918	378	3 929	5 032	581	688
30 June 2025	1 190 102	46 693	355	3 938	5 235	672	717
L Permits							
30 June 2013	934 674	238 914	1 405	2 310	17 223	2 354	2 482
30 June 2014	943 295	239 553	1 378	2 179	16 410	2 217	2 472
30 June 2015	953 312	237 905	1 260	2 164	14 290	2 080	2 414
30 June 2016	959 165	238 990	1 279	2 016	11 102	1 671	1 974
30 June 2017	970 830	231 600	1 279	1 948	8 326	1 312	1 504
30 June 2018	997 418	226 802	1 226	1 938	6 197	1 062	1 058
30 June 2019	996 515	226 402	1 224	1 962	5 228	900	842
30 June 2020	1 030 242	228 659	1 189	1 960	4 383	824	684
30 June 2021	1 035 012	239 348	1 183	1 851	3 585	825	575
30 June 2022	1 082 847	239 280	1 259	1 947	3 310	744	546
30 June 2023	1 119 193	231 038	1 292	1 923	3 239	776	513
30 June 2024	1 184 392	229 835	1 303	1 814	3 043	767	492
30 June 2025	1 263 731	232 719	1 261	1 716	2 787	649	443

See end notes

Source: BITRE estimates based on state/territory licensing data (2025)

Table 4.11a Licences, by gender and vehicle class — New South Wales

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2022	2 843 309	86 725	26 095	13 217	11 227	1 640	380
30 June 2023	2 854 651	88 282	25 871	13 644	11 800	1 689	412
30 June 2024	2 909 134	90 549	25 483	14 043	12 382	1 732	453
30 June 2025	2 987 601	93 368	25 187	14 368	12 834	1 751	485
Male							
30 June 2022	2 509 696	576 589	66 027	120 563	196 631	92 827	32 361
30 June 2023	2 513 893	578 903	64 472	120 463	198 647	91 413	33 525
30 June 2024	2 581 043	588 212	62 891	120 134	201 817	89 765	34 979
30 June 2025	2 672 395	597 209	61 471	118 997	203 141	87 454	36 325
Total							
30 June 2022	5 353 146	663 382	92 122	133 789	207 885	94 476	32 747
30 June 2023	5 368 688	667 254	90 349	134 116	210 471	93 111	33 937
30 June 2024	5 490 323	678 827	88 380	134 186	214 225	91 507	35 435
30 June 2025	5 660 147	690 649	86 666	133 375	216 007	89 215	36 812

See end notes

Source: BITRE estimates based on Transport for New South Wales' Licences and sanctions snapshot report (2025)

Table 4.11b Licences, by gender and vehicle class — Victoria

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	2 233 810	55 544	11 040	12 034	13 485	2 825	373
30 June 2021	2 266 307	57 143	10 975	12 275	13 767	2 824	393
30 June 2022	2 273 750	58 885	11 116	12 522	14 154	2 878	412
30 June 2023	2 283 177	58 812	11 313	12 939	14 705	2 939	451
30 June 2024	2 350 413	59 507	11 558	13 266	15 399	3 006	479
30 June 2025	2 416 311	61 148	11 544	13 260	15 392	3 005	478
Male							
30 June 2020	1 841 047	384 267	32 185	89 326	187 584	125 212	33 820
30 June 2021	1 886 783	392 666	32 405	89 327	190 407	124 825	35 367
30 June 2022	1 896 927	400 544	32 938	89 445	192 488	123 819	36 687
30 June 2023	1 921 690	402 378	33 871	89 962	197 535	123 538	38 792
30 June 2024	1 993 172	407 263	34 627	90 402	203 247	122 992	40 849
30 June 2025	2 058 982	414 139	34 511	90 303	202 996	122 726	40 808
Total							
30 June 2020	4 075 117	439 837	43 226	101 362	201 076	128 040	34 193
30 June 2021	4 153 382	449 839	43 381	101 604	204 180	127 652	35 760
30 June 2022	4 171 023	459 466	44 055	101 970	206 648	126 701	37 099
30 June 2023	4 205 249	461 233	45 187	102 904	212 246	126 481	39 244
30 June 2024	4 344 167	466 827	46 188	103 670	218 654	126 002	41 330
30 June 2025	4 476 068	475 353	46 058	103 565	218 397	125 735	41 288

See end notes

Source: BITRE estimates based on VicRoads data (2025)

Table 4.11c Licences, by gender and vehicle class — Queensland

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	1 820 352	120 080	15 645	12 703	22 897	2 130	1 273
30 June 2021	1 866 621	122 360	15 878	13 016	23 289	2 156	1 358
30 June 2022	1 911 646	123 878	16 156	13 301	23 656	2 169	1 460
30 June 2023	1 950 615	124 887	16 813	13 631	24 131	2 164	1 558
30 June 2024	1 999 060	126 368	17 324	14 033	24 771	2 177	1 682
30 June 2025	2 048 570	128 019	17 842	14 375	25 575	2 224	1 802
Male							
30 June 2020	1 441 879	578 570	43 152	85 302	228 451	72 276	60 962
30 June 2021	1 471 541	582 701	44 242	85 828	231 155	70 989	63 673
30 June 2022	1 505 236	586 241	45 682	86 650	232 558	69 250	66 078
30 June 2023	1 540 771	588 128	47 775	86 729	233 708	67 013	67 552
30 June 2024	1 588 252	592 485	49 601	87 556	236 965	65 192	69 295
30 June 2025	1 634 807	596 432	51 117	87 883	239 338	63 435	71 130
Total							
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
30 June 2023	3 491 387	713 015	64 588	100 360	257 839	69 177	69 110
30 June 2024	3 587 314	718 853	66 925	101 589	261 736	67 369	70 977
30 June 2025	3 683 378	724 451	68 959	102 258	264 913	65 659	72 932

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

Source: BITRE estimates based on Department of Transport and Main Roads (Qld) data (2025)

Table 4.11d Licences, by gender and vehicle class — South Australia

Date	Highest class of heavy vehicle licence							U Class
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination	
Female								
30 June 2020	610 129	22 758	4 686	4 221	4 157	1 086	266	439
30 June 2021	622 468	22 810	4 653	4 247	4 059	1 075	302	
30 June 2022	637 658	22 594	4 625	4 308	4 032	1 101	314	
30 June 2023	645 226	22 084	4 519	4 304	4 090	1 104	332	
30 June 2024	656 193	21 724	4 498	4 312	4 206	1 117	362	
30 June 2025	667 056	21 351	4 324	4 333	4 326	1 114	369	
Male								
30 June 2020	494 596	147 257	20 352	37 030	52 829	32 465	13 415	3232
30 June 2021	505 152	148 458	20 494	36 955	52 596	32 006	14 232	
30 June 2022	518 955	149 112	20 405	37 149	52 669	31 477	15 479	
30 June 2023	526 061	147 497	20 131	36 828	52 972	30 718	16 448	
30 June 2024	536 969	146 645	19 706	36 683	53 761	30 432	17 288	
30 June 2025	547 363	143 863	18 629	36 241	54 086	29 855	17 897	
Total								
30 June 2020	1 105 162	170 056	25 041	41 256	57 002	33 556	13 682	3 673
30 June 2021	1 128 156	171 318	25 150	41 213	56 678	33 087	14 536	
30 June 2022	1 157 240	171 764	25 033	41 467	56 727	32 585	15 800	
30 June 2023	1 171 999	169 649	24 653	41 142	57 086	31 835	16 789	
30 June 2024	1 193 976	168 439	24 207	41 009	57 995	31 561	17 660	
30 June 2025	1 215 402	165 283	22 957	40 587	58 449	30 981	18 275	

See end notes

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

Source: BITRE estimates based on Department for Infrastructure and Transport (SA) data (2025)

Table 4.11e Licences, by gender and vehicle class — Western Australia

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	928 857	41 996	12 195	6 833	27 003	2 108	1 315
30 June 2021	943 065	42 262	12 345	6 875	27 708	2 081	1 341
30 June 2022	964 571	42 931	12 549	7 035	28 526	2 038	1 452
30 June 2023	988 573	43 562	12 798	7 157	29 647	2 033	1 564
30 June 2024	1 015 551	44 362	12 994	7 248	31 061	2 004	1 660
30 June 2025	1 047 932	45 522	13 245	7 360	32 699	1 990	1 735
Male							
30 June 2020	763 314	255 984	21 465	27 041	178 112	55 034	37 244
30 June 2021	774 293	255 572	21 838	27 242	180 779	52 906	38 666
30 June 2022	794 558	257 603	22 393	27 777	184 137	51 390	40 254
30 June 2023	823 607	260 277	22 811	28 105	189 258	50 104	42 011
30 June 2024	857 824	262 994	23 079	28 212	192 699	48 379	43 833
30 June 2025	899 117	266 405	23 521	28 393	199 050	46 803	46 158
Total							
30 June 2020	1 693 208	298 288	33 701	33 886	205 297	57 250	38 595
30 June 2021	1 718 366	298 121	34 225	34 131	208 651	55 082	40 042
30 June 2022	1 760 141	300 814	34 985	34 826	212 830	53 511	41 738
30 June 2023	1 813 213	304 121	35 649	35 277	219 069	52 214	43 605
30 June 2024	1 874 455	307 628	36 109	35 474	223 915	50 453	45 520
30 June 2025	1 948 159	312 191	36 797	35 767	231 904	48 856	47 917

See end notes

Note: Full licence includes ordinary and extra-ordinary licences.

Source: BITRE estimates based on Department of Transport and Major Infrastructure (WA) data (2025)

Table 4.11f Licences, by gender and vehicle class — Tasmania

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	195 974	7 933	1 808	3 073	1 280	208	24
30 June 2021	200 898	8 151	1 843	3 113	1 290	219	25
30 June 2022	204 954	8 292	1 906	3 124	1 303	216	30
30 June 2023	206 732	8 403	1 943	3 180	1 306	215	34
30 June 2024	208 668	8 546	2 015	3 215	1 310	215	39
30 June 2025	210 606	8 744	2 083	3 262	1 315	227	46
Male							
30 June 2020	142 246	48 362	8 463	24 592	14 094	11 479	2 700
30 June 2021	146 774	48 903	8 505	24 624	14 304	11 466	2 786
30 June 2022	149 836	49 436	8 734	24 432	14 541	11 371	2 912
30 June 2023	150 887	49 719	8 823	24 266	14 462	11 271	3 005
30 June 2024	152 502	50 014	8 945	24 107	14 380	11 052	3 036
30 June 2025	157 987	50 531	9 050	24 047	14 584	10 911	3 177
Total							
30 June 2020	338 220	56 295	10 271	27 665	15 374	11 687	2 724
30 June 2021	347 672	57 054	10 348	27 737	15 594	11 685	2 811
30 June 2022	354 790	57 728	10 640	27 556	15 844	11 587	2 942
30 June 2023	357 619	58 122	10 766	27 446	15 768	11 486	3 039
30 June 2024	361 170	58 560	10 960	27 322	15 690	11 267	3 075
30 June 2025	368 593	59 275	11 133	27 309	15 899	11 138	3 223

See end notes

Source: BITRE estimates based on Department of Treasury and Finance (Tas) data (2025)

Table 4.11g Licences, by gender and vehicle class — Northern Territory

Date	Highest class of heavy vehicle licence						Multi combination
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	
Female							
30 June 2020	66 483	4 530	3 046	1 352	1 884	212	154
30 June 2021	67 709	4 501	2 995	1 345	1 898	208	150
30 June 2022	67 691	4 446	2 851	1 341	1 895	196	150
30 June 2023	68 911	4 371	2 836	1 316	1 917	188	152
30 June 2024	69 845	4 324	2 781	1 323	1 969	188	154
30 June 2025	71 240	4 350	2 713	1 382	2 024	190	172
Male							
30 June 2020	53 200	20 931	3 231	5 418	13 198	4 375	5 093
30 June 2021	53 847	20 920	3 196	5 264	13 189	4 257	4 994
30 June 2022	54 224	20 634	3 111	5 172	13 116	4 150	4 944
30 June 2023	55 565	20 418	3 078	5 119	13 113	3 994	4 927
30 June 2024	56 955	20 137	2 966	5 023	13 194	3 896	4 894
30 June 2025	58 986	20 079	2 953	5 034	13 448	3 839	4 946
Total							
30 June 2020	119 683	25 461	6 277	6 770	15 082	4 587	5 247
30 June 2021	121 556	25 421	6 191	6 609	15 087	4 465	5 144
30 June 2022	121 915	25 080	5 962	6 513	15 011	4 346	5 094
30 June 2023	124 483	24 791	5 914	6 435	15 030	4 182	5 079
30 June 2024	126 809	24 463	5 747	6 346	15 163	4 084	5 048
30 June 2025	130 240	24 432	5 666	6 416	15 478	4 029	5 118

See end notes

Note: Full licence includes probationary, interim, AIL (Alcohol Ignition Lock) and restricted rider licences.

Source: BITRE estimates based on Department of Treasury and Finance (NT) data (2025)

Table 4.11h Licences, by gender and vehicle class — Australian Capital Territory

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	165 451	5 807	757	712	584	48	5
30 June 2021	168 841	6 018	772	701	584	50	6
30 June 2022	169 897	6 005	782	665	571	46	5
30 June 2023	172 815	6 002	830	647	579	45	7
30 June 2024	175 789	6 088	882	606	558	37	7
30 June 2025	178 804	6 183	1 104	502	454	29	8
Male							
30 June 2020	152 733	32 445	2 623	5 944	8 644	2 553	538
30 June 2021	156 283	33 287	2 775	5 846	8 849	2 481	615
30 June 2022	157 464	33 274	2 952	5 546	8 732	2 370	672
30 June 2023	160 406	33 233	3 246	5 346	8 667	2 238	711
30 June 2024	162 781	33 642	3 851	5 067	8 385	2 076	728
30 June 2025	165 424	33 778	5 819	4 377	7 284	1 770	733
Total							
30 June 2020	318 362	38 270	3 380	6 657	9 231	2 601	543
30 June 2021	325 375	39 325	3 547	6 547	9 439	2 531	621
30 June 2022	327 672	39 305	3 734	6 213	9 311	2 416	677
30 June 2023	333 594	39 265	4 077	5 995	9 254	2 283	718
30 June 2024	338 997	39 767	4 737	5 675	8 948	2 114	735
30 June 2025	344 707	40 001	6 928	4 883	7 741	1 800	741

See end notes

Note: Full licence includes probationary and restricted licences.

Source: BITRE estimates based on Access Canberra data (2025)

Table 4.11i Licences, by gender and vehicle class — Australia

Date	Highest class of heavy vehicle licence						Multi combination
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	
Female							
30 June 2022	9 073 476	353 756	76 080	55 513	85 364	10 284	4 203
30 June 2023	9 170 700	356 403	76 923	56 818	88 175	10 377	4 510
30 June 2024	9 384 653	361 468	77 535	58 046	91 656	10 476	4 836
30 June 2025	9 628 120	368 685	78 042	58 842	94 619	10 530	5 095
Male							
30 June 2022	7 586 896	2 073 433	202 242	396 734	894 872	386 654	199 387
30 June 2023	7 692 880	2 080 553	204 207	396 818	908 362	380 289	206 971
30 June 2024	7 929 498	2 101 392	205 666	397 184	924 448	373 784	214 902
30 June 2025	8 195 061	2 122 436	207 071	395 275	933 927	366 793	221 174
Total							
30 June 2022	16 662 810	2 427 658	278 369	452 285	980 470	397 041	203 635
30 June 2023	16 866 232	2 437 450	281 183	453 675	996 763	390 769	211 521
30 June 2024	17 317 211	2 463 364	283 253	455 271	1 016 326	384 357	219 780
30 June 2025	17 826 694	2 491 635	285 164	454 160	1 028 788	377 413	226 306

See end notes

Source: BITRE estimates based on state/territory licensing data (2025)

Table 4.12 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 RCMPI construction subindex)	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	64.5	62.6
2001–02	64.8	64.5	60.9	62.9	66.0	64.9	63.7
2002–03	69.1	68.3	64.6	65.7	68.4	67.8	67.4
2003–04	72.0	71.1	68.1	67.3	69.9	71.4	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	86.7	85.7
2008–09	89.6	87.9	96.6	89.4	94.4	94.5	91.2
2009–10	91.9	89.5	96.1	92.7	93.8	93.0	92.4
2010–11	94.3	93.9	98.2	95.7	95.3	95.4	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	101.3	102.1
2013–14	106.7	106.6	106.3	107.2	103.9	102.2	105.0
2014–15	108.7	107.3	106.0	109.6	104.3	101.5	107.0
2015–16	109.6	107.5	106.4	110.6	103.4	99.2	107.6
2016–17	110.6	104.6	107.0	112.8	104.3	99.3	108.0
2017–18	113.0	112.4	111.0	117.4	106.0	102.7	110.7
2018–19	117.2	120.3	114.9	121.2	108.4	107.5	114.7
2019–20	118.1	121.5	115.6	121.8	109.5	107.7	117.0
2020–21	119.4	120.0	115.4	122.4	110.3	108.4	118.5
2021–22	125.7	127.3	121.2	132.7	121.0	118.9	126.7
2022–23	136.4	137.2	133.5	150.8	130.4	133.1	136.4
2023–24	143.0	142.7	139.5	156.0	132.3	137.0	140.7
2024–25	148.0	145.3	144.2	159.0	135.5	137.9	143.7

Note: Data is averaged over four quarters.

Source: For state and national indexes – ABS (2025); for national (BITRE) index – BITRE estimates

Table 4.13 Arterial road and bridge maintenance expenditure, constant 2024–25 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	848.9	365.1	518.0	104.6	303.2	55.8	56.6	27.2
2001–02	777.9	424.5	518.3	99.5	260.3	58.3	50.3	20.9
2002–03	783.1	416.8	457.2	98.4	303.5	43.6	31.9	29.4
2003–04	787.6	398.3	556.3	105.8	302.3	50.4	37.6	17.3
2004–05	810.5	348.4	548.8	125.8	281.8	47.3	35.9	15.5
2005–06	750.7	329.8	569.2	126.8	303.4	66.3	38.1	13.7
2006–07	757.0	355.5	661.2	109.5	361.9	63.5	48.0	15.4
2007–08	821.5	393.4	675.6	123.9	351.0	50.8	37.4	17.4
2008–09	978.1	384.7	715.2	156.1	409.5	48.8	63.9	12.6
2009–10	947.5	379.8	826.2	146.9	396.2	63.0	42.1	25.0
2010–11	1 007.9	506.5	858.4	107.4	336.6	77.0	76.6	17.9
2011–12	1 075.3	428.6	1 054.7	121.7	236.1	64.4	63.1	16.6
2012–13	944.4	366.6	1 466.5	112.0	341.5	83.7	76.9	17.8
2013–14	1 222.7	353.1	1 487.6	108.4	422.2	65.6	75.3	14.0
2014–15	1 282.3	449.4	830.1	97.3	405.4	74.6	90.7	16.9
2015–16	1 191.5	424.5	646.3	140.2	391.5	65.7	84.6	17.8
2016–17	1 261.0	461.6	949.8	114.9	421.7	69.1	75.9	16.9
2017–18	1 213.5	758.8	890.1	125.6	437.1	77.1	80.2	22.5
2018–19	951.5	764.2	922.9	133.0	493.9	80.1	69.2	23.0
2019–20	1 089.8	716.8	909.6	178.5	474.7	88.6	28.0	21.2
2020–21	900.9	822.6	988.5	374.8	450.7	84.6	28.3	38.7
2021–22	1 812.5	694.7	916.9	411.3	421.3	88.2	33.0	30.5
2022–23	1 859.1	759.4	1 073.3	326.9	456.5	77.4	40.4	25.1
2023–24	1 466.0	560.9	1 010.0	239.1	450.6	83.8	44.9	24.9
2024–25	1 768.0	654.2	1 203.4	183.6	366.2	74.4	63.7	39.4

Note: 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: NTC (2025)
BITRE estimates

Chapter 5: Rail

This chapter provides information on rail expenditure, activity and network lengths. Estimates of passenger kilometres up to 2024-25 can be found in Chapter 2 – Passengers.



People in Melbourne use light rail more than any other city with **155 million** passengers in 2023–24.



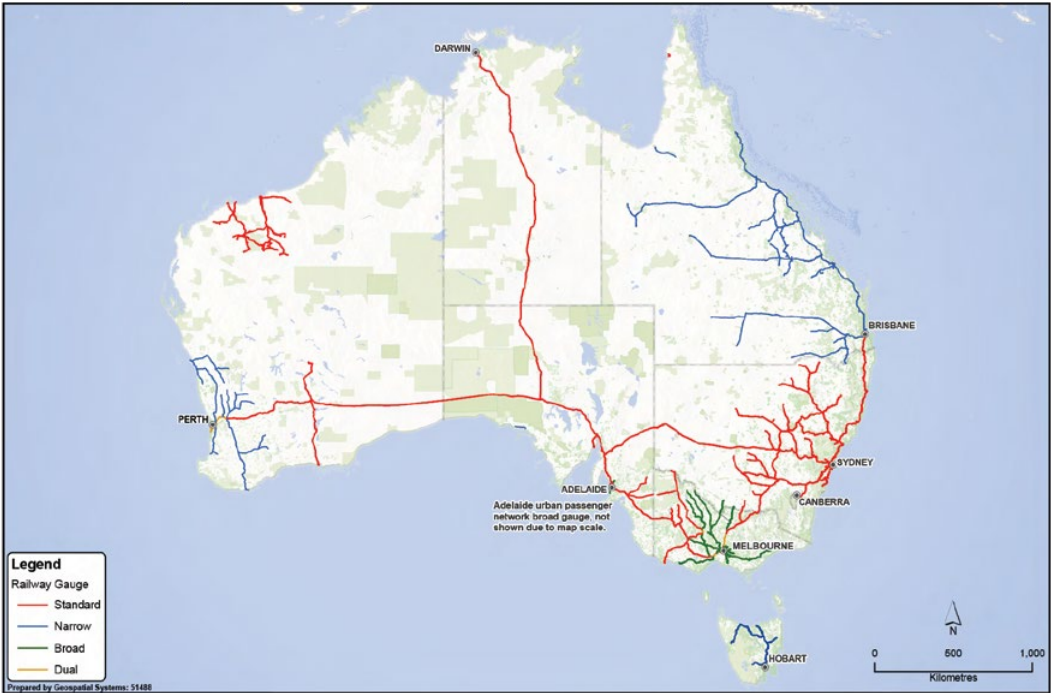
People in Sydney use heavy rail more than any other city with **352 million** passengers in 2023–24.



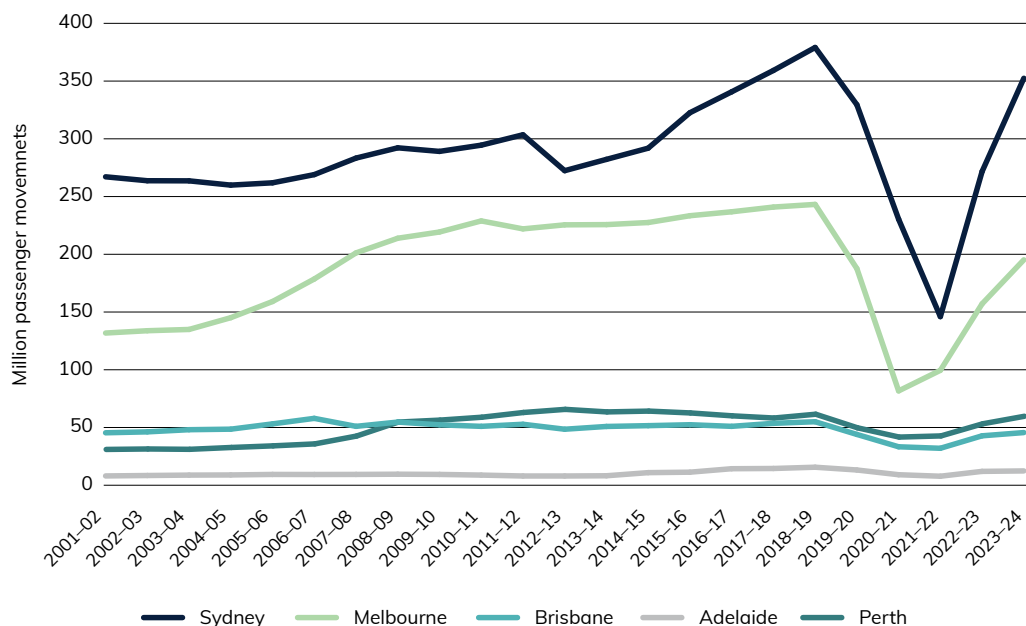
In 2023–24 there was **\$36 billion** of public rail-related expenditure.

Figure 10 shows Australia’s network of railways by gauge and Figure 11 shows rail public transport patronage by million passenger movements. This refers to all trips on suburban rail networks and is based on reporting from train operators. 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. By 2023–24 patronage numbers had generally still not returned to 2018–19 levels.

Figure 10 Australia’s railways, by gauge



Source: BITRE (2025), Trainline 12

Figure 11 Public transit patronage on heavy rail, Australian capital city networks

Sources: BITRE (2015), Long-term trends in urban public transport
 BITRE (2025), Trainline 12
 Prior Trainline publications

Table 5.1a Rail-related expenditure, Commonwealth (constant 2023–24 prices, adjusted by CPI)

Financial year	NSW ^(b)	VIC	QLD	SA ^(b)	WA	TAS	NT	ACT	Not assigned to particular jurisdiction	Total Commonwealth	Total Public Sector ^(a)
\$ million											
1998–99	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	16.3	20.5	1 041.9
1999–00	0.0	0.0	0.0	0.0	0.0	18.4	0.0	0.0	97.9	116.3	1 197.0
2000–01	0.0	0.0	0.0	0.0	0.0	22.0	102.3	0.0	85.7	210.1	1 030.5
2001–02	0.0	0.0	5.4	0.0	0.0	1.4	198.9	0.0	0.0	205.7	558.8
2002–03	0.0	0.0	4.0	0.0	0.0	0.1	24.4	0.0	0.0	28.5	193.1
2003–04	245.8	0.0	0.4	0.0	0.0	0.0	0.0	0.0	771.6	1 017.8	156.0
2004–05	0.3	0.0	0.2	33.6	15.9	0.0	20.9	0.0	217.3	288.2	713.2
2005–06	2.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	460.8	490.7	994.3
2006–07	- 1.4	39.9	0.0	33.5	0.0	2.5	0.0	0.0	7.7	82.1	1 359.5
2007–08	30.3	144.0	38.1	4.9	42.8	23.3	0.0	0.0	34.7	318.1	1 882.2
2008–09	203.4	399.5	50.6	42.9	30.3	47.1	1.2	0.0	667.0	1 442.1	2 146.1
2009–10	- 38.1	64.5	568.4	79.6	22.1	68.6	2.4	0.0	1 138.4	1 905.9	2 940.9
2010–11	7.6	428.9	0.0	206.1	84.3	20.2	0.0	0.0	785.2	1 532.4	2 609.8
2011–12	92.5	658.2	41.1	426.3	169.6	37.7	0.0	0.0	561.5	1 987.0	3 575.4
2012–13	186.7	835.2	46.4	- 22.6	223.3	58.7	0.0	0.0	284.4	1 612.2	3 645.8
2013–14	510.9	1 471.4	89.1	0.7	30.0	43.9	0.0	0.0	2.3	2 148.4	2 998.0
2014–15	353.3	184.4	317.8	0.0	0.0	5.9	0.0	0.0	56.6	918.1	1 730.1
2015–16	99.8	0.1	99.8	99.8	99.8	99.8	99.8	99.8	99.8	798.7	1 109.9
2016–17	1 151.2	273.4	198.4	100.7	0.0	25.4	0.0	13.6	90.9	1 853.6	2 495.6
2017–18	140.2	43.4	55.5	325.7	620.6	18.3	0.0	0.0	164.4	1 368.1	3 083.7
2018–19	220.7	584.7	2.4	368.5	26.9	15.8	0.0	0.0	356.8	1 575.8	2 735.0
2019–20	81.3	432.7	23.7	42.6	30.3	20.1	0.0	0.0	618.4	1 249.1	2 327.2
2020–21	389.9	831.1	60.1	65.7	115.1	44.2	0.0	0.0	934.1	2 440.3	3 478.3
2021–22	1 022.1	372.2	75.0	130.3	251.2	37.5	0.2	22.4	958.8	2 869.9	4 103.9
2022–23	1 108.9	484.8	170.4	0.0	674.6	42.8	0.1	20.8	1 594.3	4 096.6	5 010.2
2023–24	1 078.0	622.0	579.3	3.2	718.5	18.0	0.0	5.0	800.0	3 824.0	4 558.0

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

(b) Negative expenditure represents money recovered from state.

Sources: ABS (2025), Consumer Price Index, Australia

ABS (2025), Government Finance Statistics, Australia

BITRE estimates

**Table 5.1b Rail-related expenditure, by state/territory public sector
(constant 2023–24 prices, adjusted by CPI)**

Financial year	NSW	VIC	QLD	SA ^(b)	WA ^(b)	TAS ^(b)	NT ^(b)	ACT	Total Public Sector ^(a)
\$ million									
1998–99	5 165.0	2 584.5	2 433.1	553.3	934.9	- 0.1	30.3	0.0	11 701.0
1999–00	5 253.2	1 076.7	4 527.5	575.8	1 137.8	- 16.4	21.7	2.0	12 578.2
2000–01	4 750.6	998.8	636.1	487.3	1 104.9	- 20.2	141.4	0.0	8 099.0
2001–02	4 853.9	1 392.5	3 315.0	486.5	703.5	0.4	349.0	0.0	11 100.7
2002–03	5 444.4	1 467.8	3 128.1	623.3	1 116.6	- 0.1	16.0	0.0	11 796.0
2003–04	4 988.4	1 501.9	3 274.2	656.6	1 287.6	0.0	8.6	54.9	11 772.2
2004–05	5 161.0	1 880.0	4 059.5	542.3	1 788.8	6.7	- 14.2	67.0	13 491.0
2005–06	5 452.9	1 571.8	4 481.7	377.5	1 865.3	4.9	3.2	89.2	13 846.6
2006–07	5 571.9	1 883.6	6 202.2	458.1	1 677.8	0.7	3.2	83.5	15 880.9
2007–08	5 473.2	1 541.6	6 849.2	374.6	1 348.7	8.7	3.0	82.3	15 681.3
2008–09	5 445.5	2 624.5	8 569.1	542.4	1 387.1	53.4	6.1	0.0	18 628.1
2009–10	6 422.7	3 605.9	7 655.0	863.7	1 328.5	107.6	3.4	0.0	19 986.7
2010–11	6 436.4	4 017.4	5 618.9	410.3	1 221.3	132.5	30.8	0.0	17 867.6
2011–12	6 652.9	4 397.4	3 383.6	667.8	1 406.5	119.8	5.5	0.0	16 633.4
2012–13	7 447.5	3 307.3	3 385.2	937.0	1 715.4	100.6	4.0	0.0	16 897.0
2013–14	7 016.9	2 414.3	2 878.9	531.1	1 742.7	155.5	3.9	9.1	14 752.5
2014–15	7 639.6	4 295.9	2 738.6	344.7	1 772.4	119.7	6.4	28.2	16 945.5
2015–16	7 560.5	4 498.8	3 031.3	233.9	1 916.4	13.9	- 92.2	- 77.1	17 085.5
2016–17	7 898.0	4 263.0	3 284.1	380.3	2 107.9	112.6	8.7	- 8.6	18 045.9
2017–18	10 282.6	6 558.1	3 311.1	257.1	1 405.9	80.5	0.0	18.3	21 913.5
2018–19	10 760.1	6 070.5	4 168.5	140.1	1 852.8	75.4	4.8	120.0	23 192.0
2019–20	11 141.7	7 076.9	4 877.0	436.8	2 185.7	90.0	0.0	91.1	25 899.4
2020–21	14 241.9	7 998.5	5 129.3	562.2	2 882.1	71.1	0.0	68.7	30 953.7
2021–22	14 584.0	8 842.4	4 861.8	507.2	2 980.5	99.4	- 0.2	86.4	31 961.5
2022–23	14 916.9	8 390.4	4 909.6	577.3	3 195.6	106.2	- 0.1	118.8	32 214.8
2023–24	12 108.0	9 046.0	4 680.7	610.8	4 440.5	134.0	0.0	120.0	31 140.0

Note: Includes multi-modal projects reported by the ABS, Government Finance Statistics.

(a) Total public sector includes total government and public non-financial corporations. BITRE has adopted a new methodology for incorporating public sector aggregates since the previous Yearbook.

(b) 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 (2025), Consumer Price Index, Australia

ABS (2025), Government Finance Statistics, Australia

BITRE estimates

Table 5.1c Rail-related expenditure, by all public sector (constant 2023–24 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Not assigned to particular jurisdiction	Total Public Sector ^{(a)(b)}
\$ million										
1998–99	5 165.0	2 584.5	2 433.1	553.3	934.9	4.0	30.3	0.0	1 037.7	12 742.9
1999–00	5 253.2	1 076.7	4 527.5	575.8	1 137.8	2.0	21.7	2.0	1 178.6	13 775.1
2000–01	4 750.6	998.8	636.1	487.3	1 104.9	1.9	243.7	0.0	906.1	9 129.4
2001–02	4 853.9	1 392.5	3 320.3	486.5	703.5	1.8	548.0	0.0	353.1	11 659.6
2002–03	5 444.4	1 467.8	3 132.2	623.3	1 116.6	0.0	40.4	0.0	164.6	11 989.2
2003–04	5 234.3	1 501.9	3 274.6	656.6	1 287.6	0.0	8.6	54.9	- 90.2	11 928.2
2004–05	5 161.3	1 880.0	4 059.7	575.9	1 804.7	6.7	6.7	67.0	642.2	14 204.1
2005–06	5 454.9	1 571.8	4 481.7	405.5	1 865.3	4.9	3.2	89.2	964.4	14 840.9
2006–07	5 570.5	1 923.5	6 202.2	491.5	1 677.8	3.2	3.2	83.5	1 285.1	17 240.5
2007–08	5 503.4	1 685.6	6 887.3	379.5	1 391.5	32.0	3.0	82.3	1 598.8	17 563.5
2008–09	5 648.9	3 024.0	8 619.7	585.3	1 417.4	100.5	7.4	0.0	1 371.0	20 774.2
2009–10	6 384.6	3 670.4	8 223.4	943.2	1 350.6	176.2	5.8	0.0	2 173.5	22 927.7
2010–11	6 444.0	4 446.4	5 618.9	616.4	1 305.6	152.7	30.8	0.0	1 862.7	20 477.5
2011–12	6 745.4	5 055.6	3 424.7	1 094.1	1 576.1	157.5	5.5	0.0	2 149.9	20 208.8
2012–13	7 634.3	4 142.5	3 431.5	914.5	1 938.7	159.3	4.0	0.0	2 318.0	20 542.8
2013–14	7 527.7	3 885.7	2 968.1	531.8	1 772.8	199.4	3.9	9.1	852.0	17 750.5
2014–15	7 992.9	4 480.2	3 056.5	344.7	1 772.4	125.6	6.4	28.2	868.6	18 675.5
2015–16	7 660.3	4 498.9	3 131.1	333.7	2 016.2	113.8	7.6	22.8	411.0	18 195.3
2016–17	9 049.2	4 536.4	3 482.5	481.0	2 107.9	138.0	8.7	5.0	733.0	20 541.6
2017–18	10 422.8	6 601.4	3 366.6	582.8	2 026.5	98.8	0.0	18.3	1 880.0	24 997.2
2018–19	10 980.8	6 655.2	4 170.9	508.6	1 879.7	91.2	4.8	120.0	1 516.0	25 927.0
2019–20	11 223.1	7 509.7	4 900.7	479.4	2 216.0	110.1	0.0	91.1	1 696.5	28 226.6
2020–21	14 631.8	8 829.6	5 189.4	627.9	2 997.2	115.3	0.0	68.7	1 972.1	34 432.0
2021–22	15 606.1	9 214.6	4 936.8	637.6	3 231.7	136.9	0.0	108.9	2 192.8	36 065.3
2022–23	16 025.8	8 875.2	5 080.0	577.3	3 870.2	149.0	0.0	139.6	2 507.9	37 225.0
2023–24	13 186.0	9 668.0	5 260.0	614.0	5 159.0	152.0	0.0	125.0	1 534.0	35 698.0

Note: Includes multi-modal projects reported by the ABS, Government Finance Statistics.

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

(b) 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 (2025), Consumer Price Index, Australia

ABS (2025), Government Finance Statistics, Australia

BITRE estimates

Table 5.2 Network characteristics of urban heavy railways

	Route-kilometres in urban network			Total	Route-kilometres, electrified	Urban network stations
	Passenger-only lines	Freight-only lines	Shared passenger/freight			
Sydney	264.1	62.3	116.1	442.5	382.8	185
Melbourne	197.5	0.0	291.0	488.5	379.0	222
Brisbane	153.6	14.8	267.2	435.6	424.7	155
Adelaide	127.1	17.5	45.0	189.6	82.5	93
Perth	220.1	92.5	23.8	336.4	242.8	86

Notes: Urban network is defined as within each city's designated above rail urban heavy rail service provider network. They are Sydney Trains, Metro Trains Melbourne, Queensland Rail (Translink South East Queensland), Adelaide Metro, and Transperth.

Includes freight only corridors within capital city urban regions.

Some freight only lines share rail corridors with urban passenger lines, such as the Southern Sydney Freight Line. The freight only and passenger lines on shared corridors are counted separately.

The Sydney total includes the Metro line, from Tallawong to Sydenham, via Sydney Central Station.

Some of the Melbourne shared passenger/freight line sections include standard gauge lines used both by freight trains and some regional/interstate passenger trains. There are no freight only lines in Melbourne. (Freight terminals and private lines are excluded.)

Adelaide's shared passenger/freight sections are the standard gauge lines used both by freight trains and the Indian Pacific, Ghan, and Overland interstate passenger services.

The Brisbane total includes the lines to the Gold Coast (Robina) and Sunshine Coast (Gympie).

Source: BITRE revised estimates

Table 5.3 Rail activity

	Passenger				Freight		
	Heavy rail within capital cities	Light rail within capital cities	Other passenger rail	Total passenger	Bulk	Non-bulk	Total freight
	Billion passenger km				Billion tonne km		
1976–77	5.9	0.5	2.1	8.6	47.5	10.2	57.7
1977–78	5.8	0.5	2.0	8.3	49.2	10.6	59.8
1978–79	5.7	0.5	1.9	8.2	48.4	11.5	59.8
1979–80	5.8	0.5	2.1	8.5	52.4	11.3	63.7
1980–81	5.9	0.5	2.3	8.7	55.0	10.8	65.7
1981–82	5.9	0.6	2.2	8.7	55.3	10.0	65.4
1982–83	5.7	0.6	2.3	8.5	51.4	8.5	59.8
1983–84	5.7	0.6	2.2	8.5	55.8	9.6	65.4
1984–85	5.7	0.6	2.1	8.5	62.8	9.8	72.6
1985–86	6.1	0.6	2.2	9.0	66.5	10.8	77.3
1986–87	6.3	0.6	2.4	9.4	69.1	11.3	80.4
1987–88	6.6	0.7	2.6	9.8	69.7	12.2	81.9
1988–89	6.8	0.7	2.6	10.2	66.8	13.8	80.6
1989–90	6.9	0.6	2.6	10.0	74.3	13.6	87.9
1990–91	6.9	0.6	2.4	10.0	77.7	13.4	91.1
1991–92	6.9	0.6	2.2	9.8	85.5	13.8	99.3
1992–93	6.9	0.5	2.0	9.5	85.5	15.2	100.8
1993–94	7.1	0.5	2.1	9.8	88.4	15.9	104.2
1994–95	7.5	0.5	2.1	10.1	91.0	15.2	106.2
1995–96	7.7	0.5	2.2	10.4	95.6	14.6	110.3
1996–97	7.9	0.5	2.2	10.7	104.0	15.6	119.6
1997–98	7.9	0.5	2.3	10.7	107.7	17.9	125.6
1998–99	8.1	0.6	2.3	10.9	109.5	18.4	128.0
1999–00	8.4	0.6	2.3	11.3	114.4	19.2	133.6
2000–01	9.0	0.6	2.3	11.9	117.9	19.6	137.5
2001–02	8.7	0.6	2.3	11.7	129.6	20.9	150.5
2002–03	8.8	0.6	2.2	11.7	138.8	21.8	160.6
2003–04	9.0	0.6	2.1	11.8	142.8	25.9	168.7
2004–05	9.1	0.6	2.0	11.8	155.0	29.0	183.9
2005–06	9.7	0.7	2.0	12.3	157.0	32.4	189.4
2006–07	10.2	0.7	2.0	12.9	172.7	26.3	199.0
2007–08	11.1	0.7	2.1	13.9	187.4	31.3	218.7
2008–09	11.6	0.8	2.2	14.6	207.6	29.6	237.2
2009–10	11.6	0.7	2.2	14.6	230.5	28.1	258.6
2010–11	11.8	0.8	2.2	14.8	233.8	28.0	261.8
2011–12	11.9	0.8	2.3	15.1	260.0	30.7	290.7
2012–13	12.0	0.8	2.2	15.0	288.1	30.8	319.0
2013–14	12.2	0.8	2.2	15.1	337.6	30.1	367.7
2014–15	12.5	0.8	2.1	15.5	369.4	32.2	401.6
2015–16	13.0	0.9	2.2	16.0	382.8	31.1	413.9
2016–17	13.5	0.9	2.2	16.6	392.7	31.7	424.4
2017–18	14.1	0.9	2.3	17.2	401.5	31.9	433.4
2018–19	14.6	0.9	2.3	17.9	407.3	31.2	438.5
2019–20	11.7	0.7	1.9	14.2	403.5	31.6	435.1
2020–21	7.2	0.4	1.2	8.8	400.2	32.8	433.0
2021–22	6.4	0.4	1.2	8.0	407.6	31.8	439.4
2022–23	10.2	0.8	2.0	13.0	413.3	29.5	442.8
2023–24	11.8	0.9	2.4	15.1	416.8	29.6	446.4
2024–25	12.3	0.9	2.8	16.0	414.7	32.1	446.8

Source: BITRE estimates, including based on various transit authority reporting of patronage levels

Table 5.4a Public transit patronage on urban heavy rail networks, Australian capital cities

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	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
2022–23	271.7	157.1	42.8	12.0	53.2	536.8
2023–24	352.4	195.2	45.6	12.4	59.7	665.3

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

The Sydney total includes metro services.

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 analysis of service operator published data

Table 5.4b Public transit patronage on light rail networks, Australian cities

Financial year	Sydney	Melbourne	Gold Coast	Adelaide	Perth	Hobart	Darwin	Canberra	Newcastle	Total
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				2.3	0.6	115.1
2022–23	37.6	147.6	10.4	7.5				3.7	0.9	207.7
2023–24	46.4	154.8	11.4	8.8				4.2	1.1	226.6

Note: 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 Trainline publications

BITRE analysis of service operator published data

Chapter 6: 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.



602 thousand Australian domestic flights occurred in 2024–25. As with international activity, the full recovery of the aviation industry to pre-COVID levels has not yet occurred. At the height of the pandemic, domestic flights fell to **327 thousand**, fewer than flight numbers in 1977–78.



11,995 Piston aircraft were registered as of 31 December 2024, which is **163** more than the year before. The number of helicopters registered increased from **2593** to **2730** over the same period.

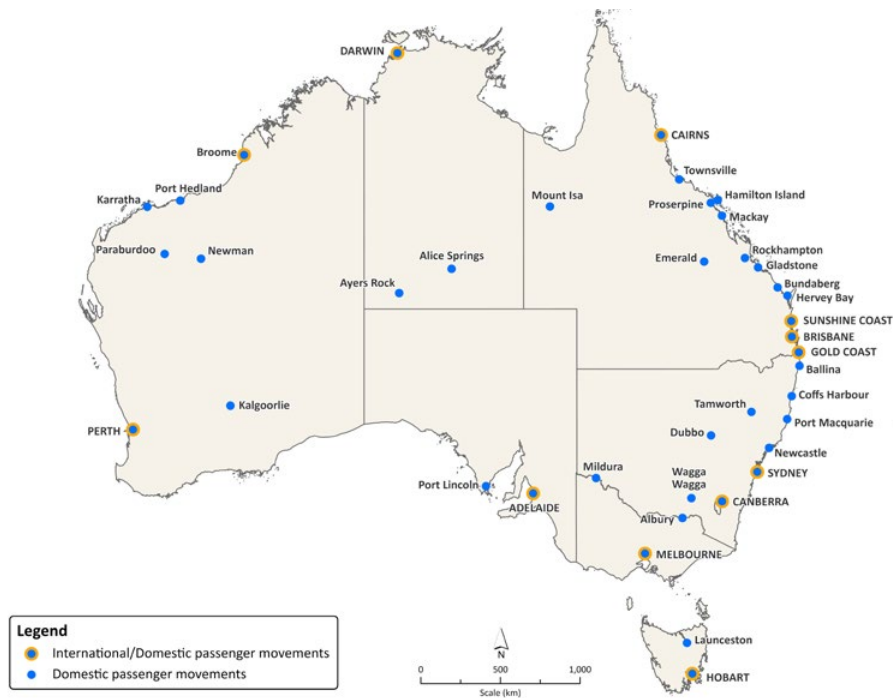


Sydney had the highest number of aircraft movements, with **292 thousand** in 2024–25.



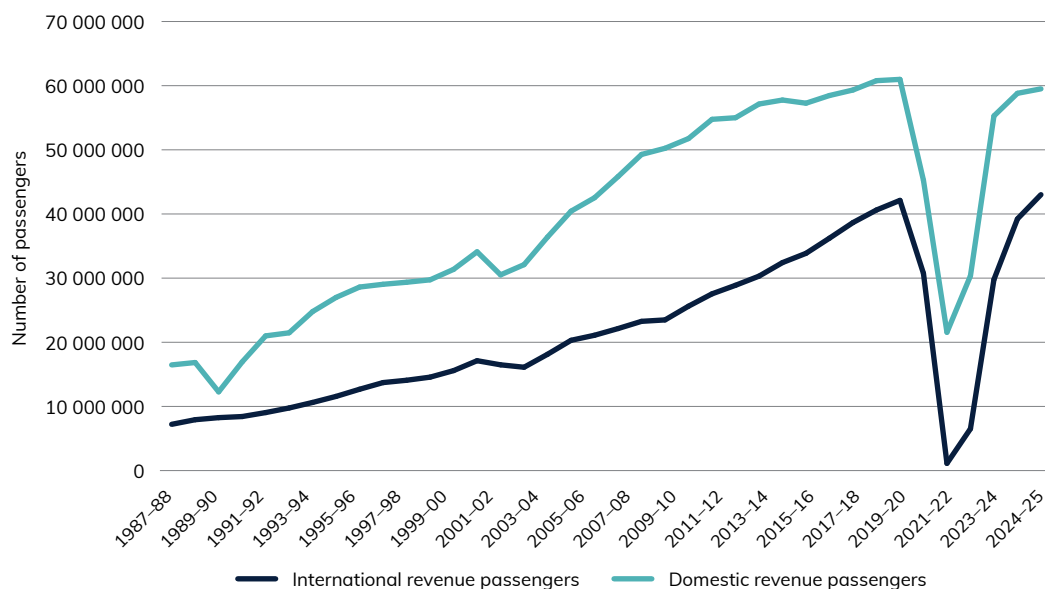
International flights from Australia, are steadily recovering from the impacts of COVID. In 2024–25 there were **209 thousand** flights, up from only **45 thousand** four years earlier.

Figure 12 Australia's top 40 airports in 2024–25, passengers



Source: BITRE (2025), Aviation Statistics – Airport Traffic data

Figure 12 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 13 International and Domestic airline revenue passengers

Sources: BITRE (2025), Aviation Statistics – International Airline Activity
 BITRE (2025), Aviation Statistics – Domestic Airline Activity

Figure 13 shows international and domestic revenue passengers. Since the early 1980s, 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 and recovering to around pre-COVID levels by 2024–25.

Table 6.1 International airline activity

Financial year	Flights no.	Revenue passengers no.	Available seats no.	Load factor per cent	Freight '000 tonnes
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	1 044.8
2017-18	201 374	40 619 162	52 896 690	79.6	1 150.8
2018-19	205 814	42 121 004	53 863 238	80.4	1 141.4
2019-20	159 726	30 732 112	39 920 606	78.9	1 004.8
2020-21	45 172	1 122 915	5 552 953	20.2	895.0
2021-22	66 881	6 509 478	12 220 396	53.6	977.9
2022-23	150 791	29 787 318	36 899 078	83.0	877.6
2023-24	196 321	39 243 051	49 886 457	80.5	1 033.4
2024-25	208 510	43 010 598	53 468 936	82.2	1 119.2

Note: Data are not readily available for missing years.

Source: BITRE (2025) Aviation Statistics – International Airline Activity

Table 6.2 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	326 613	21 556 297	24 757 350	34 203	38 600 291	64.1	197.8
2021–22	419 060	30 356 236	34 887 153	46 324	52 378 720	66.6	204.5
2022–23	595 275	55 295 666	66 227 960	70 286	81 755 093	81.0	171.9
2023–24	617 397	58 627 993	69 976 375	74 730	86 914 324	80.5	162.4
2024–25	601 645	59 504 545	71 663 467	73 401	86 409 102	82.9	160.4

Note: Data are not readily available for missing years.

Source: BITRE (2025), Aviation Statistics – Domestic Airline Activity

Table 6.3a 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	1 649
2019–20	32 195	27 003	17 805	9 346	6 246	4 779	3 472	2 350	1 440	2 074	1 253
2020–21	7 804	6 106	7 535	3 262	2 751	2 002	2 083	1 045	909	1 040	982
2021–22	13 669	12 817	10 030	4 757	3 809	2 996	2 625	1 286	1 192	1 506	1 201
2022–23	35 585	30 651	19 793	11 203	7 522	6 102	4 197	2 712	1 792	2 532	1 650
2023–24	40 569	34 852	22 235	12 787	8 249	6 322	4 635	2 820	1 782	2 677	1 671
2024–25	41 846	35 963	23 827	14 201	8 414	5 998	4 707	2 803	1 863	2 822	1 658

Source: BITRE (2025), Aviation Statistics – Airport Traffic Data

Table 6.3b 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	43 021	36 896	15 779	26 566	16 489	18 149	10 933	17 409
2021–22	159 043	123 314	113 392	53 429	49 653	23 460	34 132	22 237	23 044	15 733	21 715
2022–23	282 338	217 041	170 988	81 844	72 717	38 832	40 328	39 070	24 128	20 655	24 567
2023–24	300 104	240 525	188 042	94 674	76 665	40 180	44 257	39 377	25 482	21 012	24 208
2024–25	292 009	234 484	189 594	102 811	73 707	37 446	46 274	36 482	25 755	19 977	23 965

Source: BITRE (2025) Aviation Statistics – Airport Traffic Data

Table 6.4 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	528 574	3.7	508 783	69.5	69.5
2023–24	550 954	3.4	532 250	72.5	73.2
2024–25	549 086	2.5	535 201	76.3	76.8

Source: BITRE (2025), Aviation Statistics – Domestic Airline Activity

Table 6.5 BITRE airfare index

Financial year	Business	Economy index	Restricted economy	Best discount
1993–94	59.1	67.4		96.8
1994–95	62.8	69.1		95.9
1995–96	65.6	71.6		94.9
1996–97	71.7	76.1		104.4
1997–98	76.2	78.7		115.0
1998–99	79.3	80.9		114.4
1999–00	80.0	81.8		114.1
2000–01	89.0	91.5		100.6
2001–02	92.5	96.1		109.2
2002–03	96.8	97.2	102.7	105.5
2003–04	102.7	100.2	100.1	102.5
2004–05	109.2	106.7	106.8	87.8
2005–06	106.0	112.8	99.8	95.1
2006–07	111.3	120.0	103.6	100.5
2007–08	116.3	112.8	111.4	100.2
2008–09	124.3	104.0	116.0	87.0
2009–10	116.0	108.2	113.3	74.7
2010–11	123.8	114.3	111.9	70.4
2011–12	116.5	131.0	84.9	87.6
2012–13	89.3	154.7	91.5	83.4
2013–14	108.5	157.8	97.0	82.1
2014–15	120.5	*	103.7	81.2
2015–16	126.7	*	108.8	81.7
2016–17	131.9	*	111.4	90.8
2017–18	133.0	*	132.6	93.6
2018–19	129.6	*	146.4	96.5
2019–20	122.8	*	153.6	105.9
2020–21	112.6	*	142.1	104.0
2021–22	74.2	*	109.6	92.5
2022–23	97.4	*	132.4	132.2
2023–24	96.3	*	142.4	117.2
2024–25	99.2	*	128.4	117.9

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 (2025), Aviation Statistics – Air fares

Table 6.6 Number of Australian registered aircraft, by aircraft type

Date	Aeroplane				Helicopter	Balloon	Glider	RPAS (a)
	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	
31 December 2023	11 832	728	68	1 079	2 593	434	1 272	
31 December 2024	11 995	734	71	1 109	2 730	446	1 296	11

(a) Remotely Piloted Aircraft System (RPAS).

Source: Civil Aviation Safety Authority, 2025

Chapter 7: 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 Lloyd’s List Intelligence Data.

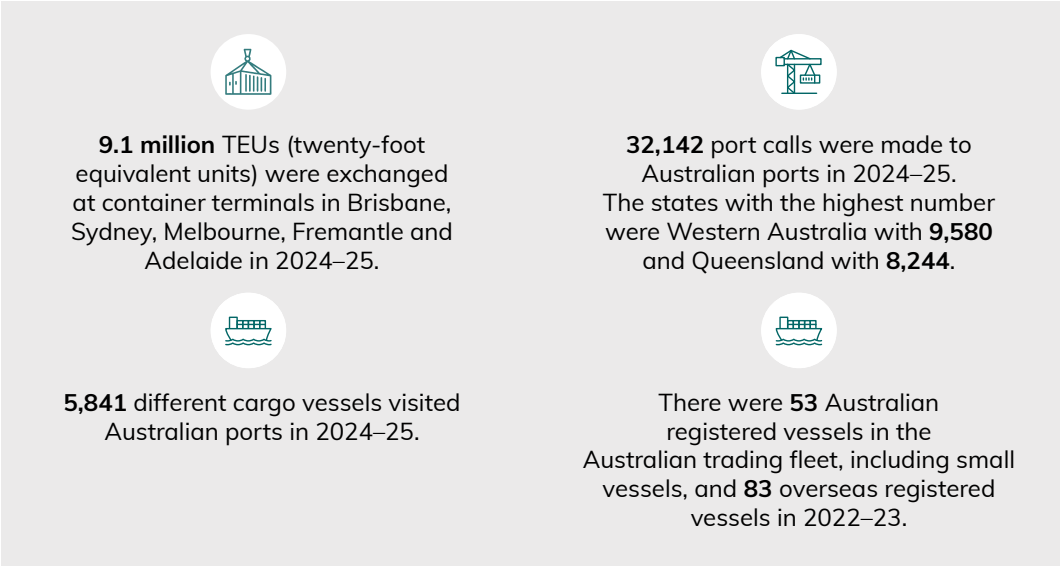


Figure 14 Principal Australian ports, by commodity

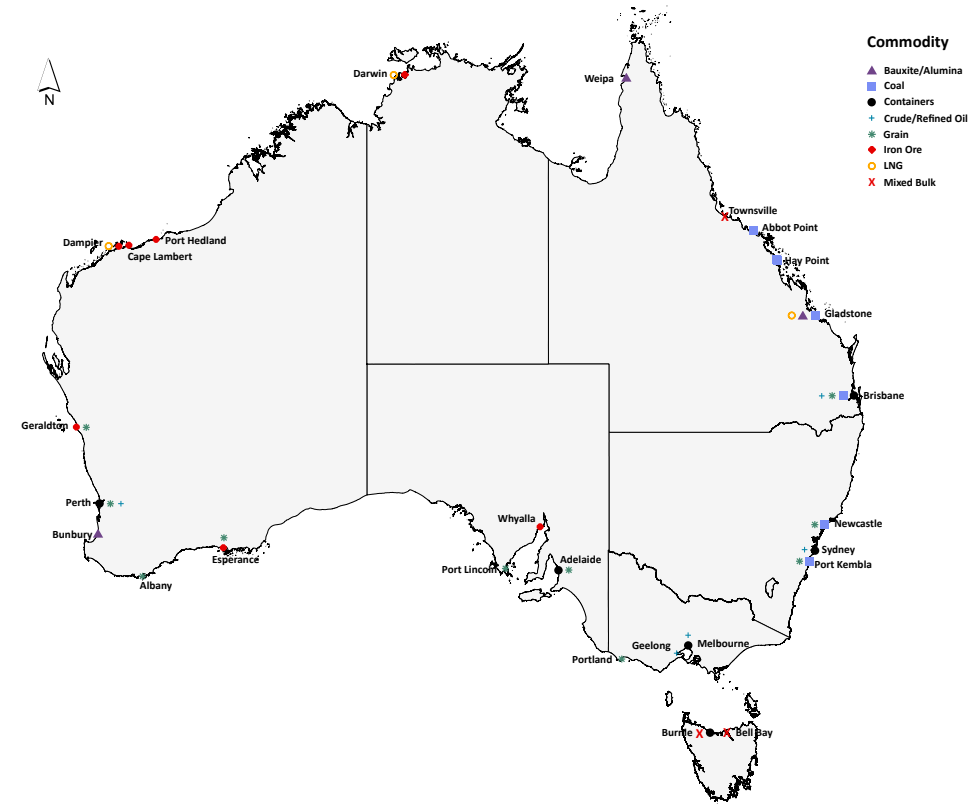
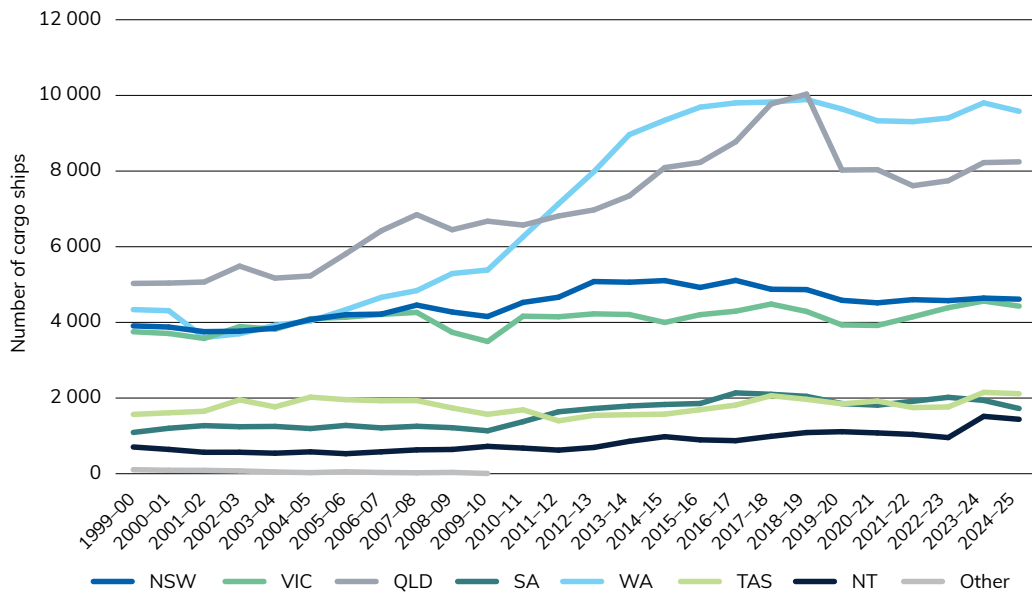


Figure 15 shows the number of port calls by state from 1999–00 to 2024–25. Queensland and Western Australia saw the largest increases and were consistently Australia's two most visited states by cargo ships.

Figure 15 Number of 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 Lloyd's List Intelligence data

Table 7.1a Number of cargo vessels 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	1 297	884	1 732	476	1 606	285	274	96	3 124
2000–01	1 270	845	1 701	519	1 544	296	269	82	3 112
2001–02	1 258	852	1 649	576	1 410	282	255	82	3 091
2002–03	1 295	806	1 739	525	1 497	302	288	62	3 063
2003–04	1 368	837	1 919	517	1 567	287	266	42	3 301
2004–05	1 362	872	1 971	500	1 630	280	304	27	3 398
2005–06	1 386	834	2 015	511	1 680	249	293	40	3 423
2006–07	1 501	899	2 164	470	1 780	277	305	32	3 674
2007–08	1 523	896	2 182	469	1 747	285	317	21	3 721
2008–09	1 556	862	2 283	534	1 938	265	327	30	3 950
2009–10	1 621	849	2 409	485	2 031	275	396	6	4 217
2010–11	1 775	993	2 378	610	2 181	275	400		4 414
2011–12	1 927	1 105	2 536	683	2 534	216	392	2	4 976
2012–13	1 965	1 092	2 672	660	2 758	246	384		5 124
2013–14	1 906	1 110	2 711	700	2 878	260	471		5 378
2014–15	1 902	997	2 695	655	2 855	264	422		5 366
2015–16	1 958	1 031	2 835	692	2 843	312	376	1	5 439
2016–17	2 131	1 084	2 847	800	2 996	272	359		5 683
2017–18	2 043	1 148	2 954	733	2 999	345	371	1	5 718
2018–19	2 099	1 092	3 095	666	3 079	336	398		5 847
2019–20	2 078	1 013	3 042	656	3 119	276	409	1	5 905
2020–21	2 131	1 046	3 063	676	3 198	276	415		6 143
2021–22	2 209	1 114	2 949	655	3 145	272	428		5 974
2022–23	2 194	1 215	2 952	740	3 137	277	369		6 040
2023–24	2 185	1 168	2 952	703	3 070	297	420		6 024
2024–25	2 140	1 186	2 831	618	3 042	308	362		5 841

(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. The number of cargo vessels has been revised back to 1999–00 due to methodological changes. In addition, there is a break in the time series from 2023–24 onwards due to changes made by the data supplier. See the end notes for more detail.

Source: BITRE estimates based on Lloyd's List Intelligence data.

Table 7.1b Number of port calls made by vessels 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	5 291	1 738	641	34	23 381
2009–10	4 155	3 495	6 675	1 135	5 385	1 570	723	6	23 144
2010–11	4 528	4 164	6 572	1 376	6 260	1 689	677		25 266
2011–12	4 665	4 148	6 812	1 637	7 133	1 399	623	2	26 419
2012–13	5 080	4 226	6 973	1 723	7 985	1 542	694		28 223
2013–14	5 062	4 208	7 345	1 790	8 964	1 560	857		29 786
2014–15	5 105	3 998	8 092	1 830	9 343	1 575	979		30 922
2015–16	4 923	4 204	8 229	1 856	9 690	1 693	895	1	31 491
2016–17	5 110	4 296	8 773	2 136	9 802	1 814	873		32 804
2017–18	4 876	4 484	9 773	2 099	9 825	2 062	988	1	34 108
2018–19	4 867	4 289	10 034	2 045	9 890	1 966	1 088		34 179
2019–20	4 583	3 933	8 027	1 853	9 641	1 848	1 111	1	30 997
2020–21	4 517	3 919	8 036	1 812	9 330	1 920	1 078		30 612
2021–22	4 601	4 147	7 613	1 914	9 306	1 748	1 038		30 367
2022–23	4 575	4 389	7 744	2 019	9 403	1 765	955		30 850
2023–24	4 642	4 563	8 224	1 938	9 803	2 150	1 516		32 836
2024–25	4 613	4 430	8 244	1 723	9 580	2 114	1 438		32 142

(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. There is a break in the time series from 2023–24 onwards due to changes made by the data supplier. See the end notes for more detail.

Source: BITRE estimates based on Lloyd's List Intelligence data.

Table 7.2a Number of vessels 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	573	742	598	711	587	420	501	325
2000–01	570	715	565	673	577	458	475	360
2001–02	573	667	543	663	612	466	240	342
2002–03	552	674	570	687	652	529	252	364
2003–04	581	689	581	700	668	631	390	329
2004–05	633	719	578	705	671	647	400	434
2005–06	593	777	603	686	652	677	459	516
2006–07	677	766	651	737	699	732	503	479
2007–08	629	776	637	697	695	791	521	473
2008–09	633	821	534	824	744	846	621	545
2009–10	617	804	461	800	796	875	636	582
2010–11	674	878	487	783	891	828	724	672
2011–12	812	971	568	898	948	908	700	789
2012–13	822	985	533	945	997	937	721	844
2013–14	797	897	497	928	1035	973	738	944
2014–15	724	860	496	826	1027	935	728	978
2015–16	738	883	525	868	1064	1010	712	955
2016–17	800	1006	541	926	1216	1035	711	1013
2017–18	815	986	492	871	1205	1043	696	1069
2018–19	775	1055	529	971	1226	1142	755	1006
2019–20	719	914	520	889	1262	1119	741	1092
2020–21	736	903	454	858	1324	1101	738	1152
2021–22	823	944	459	872	1368	1069	691	1139
2022–23	902	1005	536	880	1234	1006	738	1048
2023–24	873	893	514	794	1352	1043	729	1086
2024–25	874	925	488	747	1297	1003	714	1048

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. The number of cargo vessels has been revised back to 1999–00 due to methodological changes. In addition, there is a break in the time series from 2023–24 onwards due to changes made by the data supplier. See the end notes for more detail.

Source: BITRE estimates based on Lloyd's List Intelligence data

Table 7.2b Number of port calls made by vessels 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	1 187	1 172
2009-10	2 846	2 219	1 608	1 635	1 538	1 495	1 232	1 168
2010-11	3 274	2 381	1 703	1 604	1 774	1 425	1 538	1 312
2011-12	3 238	2 463	1 697	1 707	1 903	1 566	1 580	1 672
2012-13	3 313	2 473	1 781	1 829	2 119	1 631	1 746	1 913
2013-14	3 210	2 481	1 792	1 792	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	1 919	2 710
2016-17	3 328	2 729	1 784	1 763	2 322	2 132	1 790	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	3 180
2022-23	3 054	2 242	1 630	1 402	2 010	1 777	1 610	3 057
2023-24	2 962	2 150	1 663	1 339	2 188	1 890	1 657	3 426
2024-25	2 900	2 134	1 565	1 249	2 201	1 860	1 627	3 397

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. There is a break in the time series from 2023-24 onwards due to changes made by the data supplier. See the end notes for more detail.

Source: BITRE estimates based on Lloyd's List Intelligence data

Table 7.3a Cargo loaded (including exports) at Australian ports, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other	Total
<i>million tonnes</i>									
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 7.3b Cargo discharged (including imports) at Australian ports, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Total
<i>million tonnes</i>								
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 7.4a 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 7.4b Cargo discharged (including imports), by selected Australian ports

Financial year	Gladstone	Port Kembla	Geelong	Townsville	Newcastle	Bunbury	Devonport	Dampier
	<i>million tonnes</i>							
1995–96	9.3	9.5	3.8	4.3	6.4	0.8	0.7	0.3
1996–97	9.9	9.1	4.7	4.8	6.2	0.6	0.9	0.3
1997–98	9.4	11.5	5.1	4.4	6.6	0.9	0.9	0.2
1998–99	10.1	8.7	5.9	4.9	6.4	0.8	1.1	0.3
1999–00	10.9	9.4	5.8	4.9	4.3	0.9	1.1	0.4
2000–01	11.0	9.6	6.0	4.7	3.4	1.2	1.2	0.2
2001–02	11.0	9.5	6.3	4.8	3.5	1.1	1.1	0.2
2002–03	10.9	9.7	6.1	5.6	3.1	1.1	1.3	0.7
2003–04	11.5	9.7	6.9	5.3	2.7	1.0	1.3	0.6
2004–05	13.3	9.9	7.3	5.3	2.9	1.2	1.3	0.5
2005–06	15.4	9.1	7.6	5.6	2.7	1.1	1.3	0.6
2006–07	16.1	9.4	6.8	5.2	3.2	1.2	1.0	0.8
2007–08	16.0	9.8	7.1	5.3	3.2	1.5	1.4	1.3
2008–09	16.5	7.1	6.5	4.8	3.1	1.6	1.4	1.3
2009–10	16.7	9.9	6.3	5.9	3.2	1.4	1.4	1.6
2010–11	17.0	10.2	7.4	6.0	3.3	1.6	1.4	1.0
2011–12	17.9	6.5	7.3	6.2	3.6	1.3	1.4	2.2
2012–13	21.0	5.6	7.9	6.7	3.2	1.7	1.4	1.7
2013–14	20.9	5.5	8.5	5.5	3.4	1.8	1.4	1.8
2014–15	21.3	7.1	8.3	5.2	3.9	1.8	1.5	1.5
2015–16	22.6	7.6	7.7	3.8	4.1	1.8	1.5	1.5
2016–17	23.1	8.2	8.0	2.0	4.8	1.8	1.5	0.9
2017–18	20.7	8.7	8.9	2.2	4.8	0.7	1.7	1.0
2018–19	19.1	8.5	9.1	1.9	5.2	0.5	1.7	1.2
2019–20	18.0	8.1	8.8	2.1	4.9	0.5	1.7	1.2
2020–21	18.9	8.3	7.9	2.2	4.4	0.4	1.7	1.2

See end notes

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

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

Table 7.5a 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 7.5b 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 7.6 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	5 914 937
2010-11	2 392 974	2 020 151	978 815	598 250	297 701	6 287 891
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	367 977	8 649 336
2023-24	3 264 692	2 736 725	1 609 472	855 202	400 178	8 866 270
2024-25	3 385 743	2 814 905	1 619 956	885 720	412 656	9 118 980

Sources: BITRE, Waterline 71 (forthcoming)

BITRE estimates

Table 7.7a 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 tonnage and less than 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	99	50	149	70	79
2017–18	108	50	158	69	89
2018–19	99	49	148	65	83
2019–20	97	42	139	63	76
2020–21	101	41	142	56	86
2021–22	94	36	130	55	75
2022–23	101	35	136	53	83

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 (2025), *Australian Sea Freight 2023–24*

Table 7.7b 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 tonnage and less than 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	6 812 930	42 364	6 855 294	532 065	6 323 229
2017–18	7 142 230	42 833	7 185 063	494 741	6 690 322
2018–19	6 624 520	42 600	6 667 120	431 058	6 236 062
2019–20	6 601 064	36 638	6 637 702	452 704	6 184 998
2020–21	7 183 359	35 579	7 218 938	434 380	6 784 558
2021–22	7 064 052	31 430	7 095 482	433 584	6 661 898
2022–23	7 138 777	32 222	7 170 999	433 056	6 737 943

Source: BITRE (2025), Australian Sea Freight 2023–24

Table 7.7c 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 tonnage and less than 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	5 011 168	43 714	5 054 882	729 464	4 325 418
2017–18	5 277 941	41 251	5 319 192	698 187	4 621 005
2018–19	4 981 926	44 144	5 026 070	672 088	4 353 982
2019–20	4 978 141	35 853	5 013 994	687 072	4 326 922
2020–21	5 280 618	40 040	5 320 658	682 552	4 638 106
2021–22	5 080 436	32 518	5 112 954	684 474	4 428 480
2022–23	5 214 815	29 283	5 244 098	680 142	4 563 956

Source: BITRE (2025), Australian Sea Freight 2023–24

Table 7.7d 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	40.2	11.8	6.9	12.2	13.0
2017–18	34.1	26.7	22.0	7.2	10.0	13.2
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	33.0	21.9	28.0	10.0	7.2	13.2
2021–22	24.4	31.3	29.9	6.0	8.5	14.0
2022–23	11.4	41.3	25.4	11.3	10.5	14.9

Source: BITRE (2025), Australian Sea Freight 2023–24

Chapter 8: 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).



In 2024, there were **1,294** road deaths, down from **1,737** in 2001.



28 aviation fatalities occurred in Australia in 2024.



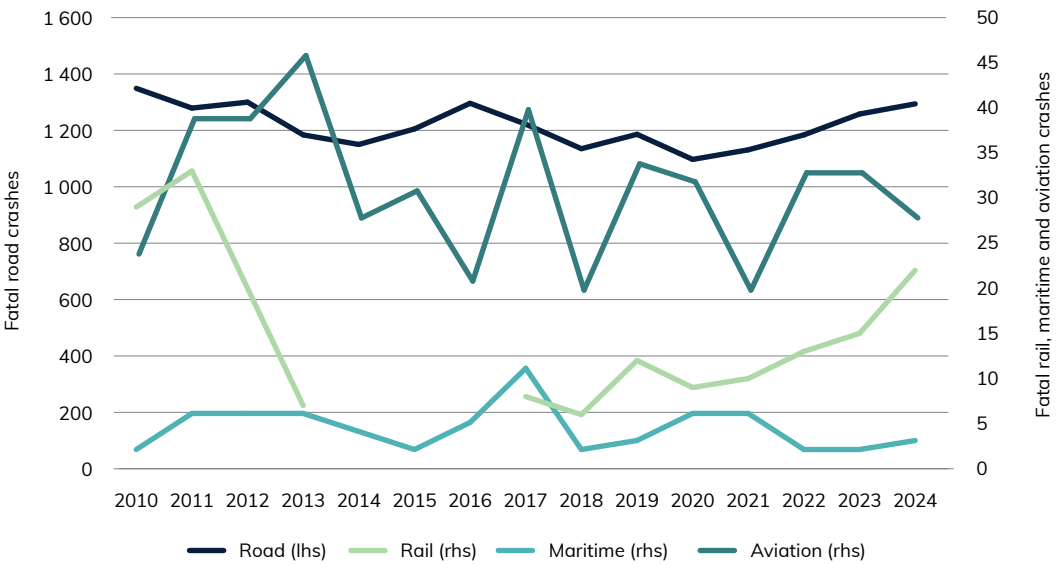
Road crashes resulted in approximately **36,000** hospitalised injuries across Australia in calendar year 2022, up from **27,000** in calendar year 2001.



On Australia's railways, **22** people died and **66** were seriously injured in 2024 (excludes suspected suicide).

Figure 16 shows the number of fatal crashes over time.

Figure 16 Fatalities by transport mode



Source: Table 8.1

Table 8.1a Number of fatalities, by transport mode

Calendar year	Road	Rail	Marine	Aviation
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	11	45
2006	1 598	39	9	40
2007	1 603	42	12	44
2008	1 438	31	3	43
2009	1 492	28	3	25
2010	1 349	29	2	24
2011	1 279	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	1 296		5	21
2017	1 222	8	11	40
2018	1 135	6	2	20
2019	1 186	12	3	34
2020	1 097	9	6	32
2021	1 131	10	6	20
2022	1 184	13	2	33
2023	1 258	15	2	33
2024	1 294	22	3	28

Notes: Data are not readily available for missing years.

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

For fatalities prior to 2012, please refer to notes in the ATSB, Australian Rail Safety Occurrence Report.

From 2012, rail fatalities were compiled using new methodology and should not be compared with earlier results (note since 2012 excludes suspected suicides).

Marine fatalities data from 2005 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: AMSA (2025), Annual report

ATSB (2025), National Aviation Occurrence Database

BITRE (1989 to 2007), Australian Road Deaths Database

BITRE (2008 to 2021), National Crash Database

BITRE (2025), Australian Road Deaths Database

National Marine Safety Committee (2010) Incident Data

ONRSR (2025), Casualty Crash Database

Table 8.1b Number of serious injuries, by transport mode

Calendar year	Road Hospital injury	Rail	Aviation
1981			49
1982			43
1983			45
1984			37
1985			36
1986			35
1987			58
1988			44
1989	28 460		75
1990	24 961		61
1991	22 528		39
1992	21 512		38
1993	21 557		58
1994	22 133		31
1995	22 368		48
1996	21 978		33
1997	21 519		29
1998			22
1999			20
2000	26 963		42
2001	27 482	83	31
2002	27 958	98	26
2003	28 446	51	26
2004	28 886	71	23
2005	30 597	72	7
2006	32 288	135	15
2007	32 552	183	17
2008	33 524	114	42
2009	33 692	91	21
2010	32 775	38	32
2011	34 033	66	38
2012	34 024		38
2013	35 001		19
2014	35 515		36
2015	37 082		33
2016	38 963		34
2017	39 155		33
2018	39 360	72	40
2019	39 643	129	34
2020	37 654	152	23
2021	39 112	67	20
2022	35 815	47	27
2023		65	44
2024		66	14

Notes: See table 8.6a for notes on road injuries.

For rail injuries prior to 2012, please refer to notes in the ATSB, Australian Rail Safety Occurrence Report.

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

Source: AIHW (2012)

ASMA (2025), *Annual report*

ATSB (2004, 2010, 2012)

ATSB (2025), *National Aviation Occurrence Database*.

BITRE (2011–2016), *Hospitalised injuries from Road crashes – Australia 2011–2021*

BITRE (2017–2022), *Hospitalised injuries from Road crashes – Australia 2017–2022*

ONRSR website, accessed 29/08/2025

Table 8.2a Fatality rate, by transport mode (per 100,000 population)

Calendar year	Road	Rail	Marine	Aviation
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	0.05	0.22
2006	7.81	0.19	0.04	0.20
2007	7.70	0.20	0.06	0.21
2008	6.77	0.15	0.01	0.20
2009	6.88	0.13	0.01	0.12
2010	6.12	0.13	0.01	0.11
2011	5.73	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	5.36		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	0.02	0.08
2022	4.55	0.05	0.01	0.13
2023	4.72	0.06	0.01	0.12
2024	4.76	0.08	0.01	0.10

Note: Data are not readily available for missing years.

Population data is as at June of each year.

For fatalities prior to 2012, please refer to notes in the ATSB, Australian Rail Safety Occurrence Report. From 2012, rail fatalities were compiled using new methodology and should not be compared with earlier results (note since 2012 excludes suspected suicides).

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

Sources: AMSA (2025), Annual report

ABS (2025), National, State and Territory Population

ATSB (2025), National Aviation Occurrence Database

BITRE (1989 to 2007), Australian Road Deaths Database

BITRE (2008 to 2021), National Crash Database

BITRE (2025), Australian Road Deaths Database

National Marine Safety Committee (2010), Incident Data

ONRSR (2025), Casualty Crash Database

Table 8.2b Injury rate, by transport mode (per 100,000 population)

Calendar year	Road	Rail	Marine	Aviation
1991	130.34			0.23
1992	123.08			0.22
1993	122.24			0.33
1994	124.30			0.17
1995	124.23			0.27
1996	120.59			0.18
1997	116.80			0.16
1998				0.12
1999				0.11
2000				0.22
2001	142.58	0.43	0.45	0.16
2002	143.41	0.50	0.59	0.13
2003	144.24	0.26	0.40	0.13
2004	144.92	0.35	0.62	0.12
2005	151.64	0.35	0.67	0.03
2006	157.88	0.65	0.78	0.07
2007	156.29	0.87	0.61	0.08
2008	157.77	0.53	0.72	0.20
2009	155.32	0.41	0.45	0.10
2010	148.76	0.18	0.11	0.15
2011	152.34	0.30	0.11	0.17
2012	149.66	0.33	0.13	0.17
2013	151.34	0.21	0.10	0.08
2014	151.28		0.16	0.15
2015	155.70		0.14	0.14
2016	161.06		0.07	0.14
2017	159.21		0.07	0.13
2018	157.67		0.09	0.16
2019	156.48		0.11	0.13
2020	146.80		0.12	0.09
2021	152.27	0.26	0.24	0.08
2022	137.65	0.18	0.11	0.10
2023		0.24		0.17
2024		0.24		0.05

See end notes.

Notes: 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.

Revisions to road figures dating back to 2008 have been made to reconcile with the National Road Safety Research and Reporting Database.

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. A different source is used from 2020 and cannot be compared to previous data.

Sources: ABS (2025), *National, State and Territory Population*

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

ATSB (2025), *National Aviation Occurrence Database*

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

BITRE (2008 to 2021), *National Crash Database*

BITRE (2025), *Australian Road Deaths Database*

National Marine Safety Committee (2010), *Incident Data*

ONRSR (2025), *Casualty Crash Database*

ATSB (2012), *Australian Rail Safety Occurrence Data*

AIHW (2012)

Table 8.3a Fatality rate by transport mode (per billion passenger km travelled)

Calendar year	Road	Rail	Aviation
	deaths per billion passenger km travelled		
1978	21.88		7.11
1979	20.40	5.90	4.56
1980	18.81	6.53	6.08
1981	18.49	8.29	5.31
1982	17.64	8.38	5.60
1983	14.51	7.77	5.17
1984	14.20	8.97	4.37
1985	14.27	7.55	4.56
1986	13.65	7.16	4.24
1987	12.65	5.61	2.82
1988	12.57	6.40	4.54
1989	11.76	6.64	6.23
1990	9.69	7.61	5.87
1991	8.74	4.25	2.83
1992	7.99	6.33	3.02
1993	7.71	5.40	2.47
1994	7.42	4.32	2.41
1995	7.58	4.47	1.82
1996	7.33	2.83	1.73
1997	6.52	4.01	1.26
1998	6.37	3.97	1.82
1999	6.27	3.87	1.44
2000	6.42	3.28	1.28
2001	6.09	4.49	1.34
2002	5.86	3.42	0.99
2003	5.36	2.81	1.14
2004	5.11	2.80	0.78
2005	5.28	2.91	0.95
2006	5.18	3.10	0.79
2007	5.12	3.13	0.80
2008	4.56	2.17	0.74
2009	4.70	1.92	0.42
2010	4.20	1.98	0.38
2011	3.94	2.21	0.60
2012	3.94	1.33	0.57
2013	3.52	0.46	0.65
2014	3.37	0.00	0.40
2015	3.50	0.00	0.44
2016	3.73	0.00	0.29
2017	3.49	0.47	0.55
2018	3.23	0.34	0.27
2019	3.52	0.75	0.53
2020	3.40	0.78	0.76
2021	3.57	1.19	0.60
2022	3.66	1.24	0.61
2023	3.69	1.07	0.46
2024	3.71	1.42	0.38

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: ATSB (2025), National Aviation Occurrence Database
 BITRE (1989 to 2007), Australian Road Deaths Database
 BITRE (2008 to 2021), National Crash Database
 BITRE (2025), Australian Road Deaths Database
 BITRE estimates
 ONRSR Regulator (2025), Casualty Crash Database

Table 8.3b 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		
1986			2.75
1987			4.20
1988			2.98
1989	119.57		5.70
1990	103.81		4.48
1991	93.18		2.13
1992	87.11		1.82
1993	85.15		2.55
1994	85.14		1.21
1995	84.10		1.72
1996	81.76		1.12
1997	79.38		0.96
1998			0.72
1999			0.63
2000	95.34		1.23
2001	96.32		0.90
2002	95.57		0.76
2003	93.98		0.68
2004	93.29		0.53
2005	99.25		0.15
2006	104.56		0.29
2007	104.01		0.31
2008	106.42		0.72
2009	106.22		0.35
2010	102.11		0.51
2011	104.81		0.58
2012	103.11		0.56
2013	104.12		0.27
2014	104.12		0.51
2015	107.56		0.47
2016	112.09		0.47
2017	111.76		0.45
2018	112.04		0.54
2019	117.60		0.53
2020	116.79		0.55
2021	123.58	7.97	0.60
2022	110.65	4.47	0.50
2023		4.63	0.62
2024		4.25	0.19

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.

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

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*

ATSB (2024), *National Aviation Occurrence Database*

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

BITRE (2008 to 2021), *National Crash Database*

BITRE (2025), *Australian Road Deaths Database*

ATSB (2012), *Australian Rail Safety Occurrence Data*

BITRE estimates

ONRSR (2025), *Casualty Crash Database*

AIHW (2012)

Table 8.4a 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	68	14	1 316
2009	408	268	296	104	176	52	33	11	1 348
2010	365	259	236	105	175	28	46	15	1 229
2011	336	259	227	95	167	23	40	6	1 153
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	42	10	1 203
2017	351	240	228	93	152	31	27	5	1 127
2018	326	202	224	75	146	31	42	9	1 055
2019	329	248	197	110	154	28	28	6	1 100
2020	264	195	251	85	137	32	28	6	998
2021	260	216	246	94	158	33	32	11	1 050
2022	263	239	273	68	161	45	45	15	1 109
2023	303	261	264	109	148	36	24	4	1 149
2024	300	271	273	81	171	28	52	11	1 187

Note: Revisions to road figures dating back to 2008 have been made to reconcile with the National Road Safety Research and Reporting Database.

Sources: BITRE (2005 to 2007), Australian Road Deaths Database

BITRE (2008 to 2023), National Road Safety Research and Reporting Database

BITRE (2025), Australian Road Deaths Database

Table 8.4b Number of road fatalities, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
1974	1 275	806	589	382	334	111	44	31	3 572
1975	1 288	910	635	339	304	122	64	32	3 694
1976	1 264	938	569	307	308	108	51	38	3 583
1977	1 268	954	572	306	290	112	47	29	3 578
1978	1 384	869	612	291	345	106	68	30	3 705
1979	1 288	846	616	309	279	93	53	24	3 508
1980	1 303	657	557	269	293	100	63	30	3 272
1981	1 291	766	594	222	238	111	70	29	3 321
1982	1 253	709	602	270	236	96	60	26	3 252
1983	966	664	510	266	203	70	48	28	2 755
1984	1 037	657	505	232	221	83	50	37	2 822
1985	1 067	683	502	268	243	78	67	33	2 941
1986	1 029	668	481	288	228	91	71	32	2 888
1987	959	705	442	256	213	77	84	36	2 772
1988	1 037	701	539	223	230	75	51	31	2 887
1989	959	776	428	222	242	80	61	32	2 800
1990	797	548	399	226	196	71	68	26	2 331
1991	663	503	395	184	207	77	67	17	2 113
1992	649	396	416	165	200	74	54	20	1 974
1993	581	435	396	218	209	58	44	12	1 953
1994	646	377	418	159	211	59	41	17	1 928
1995	620	418	456	181	209	57	61	15	2 017
1996	581	417	385	181	247	64	72	23	1 970
1997	576	377	360	148	197	32	60	17	1 767
1998	556	390	279	168	223	48	69	22	1 755
1999	577	383	314	151	218	53	49	19	1 764
2000	603	407	317	166	212	43	51	18	1 817
2001	524	444	324	153	165	61	50	16	1 737
2002	561	397	322	154	179	37	55	10	1 715
2003	539	330	310	157	180	41	53	11	1 621
2004	510	343	311	139	178	58	35	9	1 583
2005	508	346	330	148	163	51	55	26	1 627
2006	496	337	335	117	200	55	45	13	1 598
2007	435	332	360	124	235	45	58	14	1 603
2008	374	303	328	99	205	39	76	14	1 438
2009	453	290	331	119	191	63	33	12	1 492
2010	405	287	249	118	192	30	50	18	1 349
2011	364	287	269	103	179	24	47	6	1 279
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	47	10	1 296
2017	389	259	246	100	160	32	31	5	1 222
2018	347	213	245	80	159	32	50	9	1 135
2019	353	266	220	114	164	28	35	6	1 186
2020	284	211	278	93	155	38	31	7	1 097
2021	275	234	275	99	166	36	35	11	1 131
2022	281	241	295	71	175	51	52	18	1 184
2023	340	295	277	117	158	36	31	4	1 258
2024	329	284	302	89	188	31	60	11	1 294

Note: Revisions to road figures dating back to 2008 have been made to reconcile with the National Road Safety Research and Reporting Database.

Sources: 1971 to 1988, Federal Office of Road Safety Monograph 23, 1998

BITRE (2005 to 2007), Australian Road Deaths Database

BITRE (2008 to 2023), National Road Safety Research and Reporting Database

BITRE (2025), Australian Road Deaths Database

Table 8.4c 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	666	305	191	246	28	1 438
2009	704	334	196	226	31	1 491
2010	631	284	172	223	38	1 349
2011	570	288	186	199	35	1 279
2012	605	268	173	221	33	1 304
2013	551	205	162	214	50	1 184
2014	533	231	150	191	44	1 150
2015	554	256	162	201	30	1 205
2016	621	211	183	251	30	1 298
2017	565	233	167	212	39	1 222
2018	517	211	178	191	35	1 135
2019	565	206	159	214	39	1 186
2020	535	192	136	190	41	1 097
2021	528	180	136	241	44	1 131
2022	544	191	161	246	35	1 184
2023	604	209	157	253	33	1 258
2024	588	199	174	278	37	1 294

Notes: Revisions to road figures dating back to 2008 have been made to reconcile with the National Road Safety Research and Reporting 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 2023), National Road Safety Research and Reporting Database

BITRE (2025), Australian Road Deaths Database

Table 8.4d 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	345	395	86	147
2009	105	361	354	446	94	130
2010	72	336	305	415	96	122
2011	91	283	274	398	84	148
2012	68	283	300	400	96	150
2013	65	230	243	372	118	156
2014	64	235	251	358	109	131
2015	64	227	272	374	117	151
2016	60	266	292	412	103	163
2017	49	243	238	389	120	182
2018	52	227	258	353	114	129
2019	46	238	254	371	106	169
2020	55	208	290	332	75	133
2021	65	211	243	352	114	141
2022	65	227	265	369	116	140
2023	62	243	280	382	137	153
2024	62	240	277	404	144	165

Notes: Revisions to road figures dating back to 2008 have been made to reconcile with the National Road Safety Research and Reporting 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 2023), National Road Safety Research and Reporting Database

BITRE (2025), Australian Road Deaths Database

Table 8.4e 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	1 058	1 438
2009	406	1 080	1 492
2010	366	980	1 349
2011	351	926	1 279
2012	368	931	1 299
2013	332	851	1 184
2014	330	818	1 150
2015	337	868	1 205
2016	338	957	1 296
2017	323	899	1 222
2018	288	846	1 135
2019	279	905	1 184
2020	298	795	1 097
2021	276	854	1 131
2022	305	877	1 184
2023	305	953	1 258
2024	324	967	1 294

Notes: Revisions to road figures dating back to 2008 have been made to reconcile with the National Road Safety Research and Reporting 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 2023), National Road Safety Research and Reporting Database

BITRE (2025), Australian Road Deaths Database

Table 8.5a 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	30.9	4.0	6.2
2009	5.8	5.0	6.8	6.5	7.9	10.3	14.6	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	17.3	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	17.1	2.5	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	5.8	5.1	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	4.7	5.2	5.7	5.8	12.9	2.4	4.1
2022	3.2	3.6	5.1	3.7	5.8	7.9	17.8	3.3	4.3
2023	3.6	3.8	4.8	5.9	5.1	6.3	9.3	0.8	4.3
2024	3.5	3.9	4.9	4.3	5.7	4.9	19.9	2.3	4.4

Sources: ABS (2025), National, State and Territory Population
 BITRE (1989 to 2007), Australian Road Deaths Database
 BITRE (2008 to 2022), National Crash Database
 BITRE (2025), Australian Road Deaths Database

Table 8.5b Road fatality rate, by state/territory (per 100,000 population)

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
1973	25.4	25.2	32.7	26.8	32.5	26.0	56.6	16.7	27.2
1974	26.1	21.5	29.3	30.8	29.6	27.3	42.7	16.6	26.0
1975	26.1	24.0	31.0	26.8	26.3	29.7	68.9	16.1	26.6
1976	25.5	24.6	27.2	24.1	26.1	26.2	51.9	18.3	25.5
1977	25.4	24.9	26.9	23.8	24.1	27.0	45.2	13.6	25.2
1978	27.4	22.5	28.2	22.5	28.1	25.4	61.8	13.8	25.8
1979	25.2	21.8	27.8	23.7	22.4	22.1	46.4	10.9	24.2
1980	25.2	16.8	24.6	20.6	23.1	23.6	53.3	13.4	22.3
1981	24.7	19.4	25.3	16.8	18.3	26.0	57.1	12.7	22.3
1982	23.6	17.8	24.8	20.3	17.6	22.3	46.0	11.2	21.4
1983	18.0	16.5	20.5	19.8	14.8	16.2	35.3	11.7	17.9
1984	19.2	16.1	20.0	17.1	15.9	19.0	35.2	15.1	18.1
1985	19.5	16.6	19.5	19.5	17.1	17.6	45.1	13.1	18.6
1986	18.6	16.1	18.3	20.8	15.6	20.4	46.0	12.4	18.0
1987	17.1	16.7	16.5	18.4	14.2	17.1	53.1	13.6	17.0
1988	18.2	16.4	19.7	15.9	15.0	16.6	32.1	11.4	17.5
1989	16.6	18.0	15.1	15.6	15.3	17.6	37.8	11.6	16.7
1990	13.7	12.5	13.8	15.8	12.2	15.4	41.5	9.2	13.7
1991	11.2	11.4	13.3	12.7	12.7	16.5	40.5	5.9	12.2
1992	10.9	8.9	13.8	11.3	12.1	15.7	32.0	6.8	11.3
1993	9.7	9.7	12.8	14.9	12.4	12.3	25.6	4.0	11.1
1994	10.7	8.4	13.2	10.9	12.4	12.5	23.4	5.6	10.8
1995	10.2	9.3	14.1	12.4	12.0	12.0	34.0	4.9	11.2
1996	9.4	9.2	11.7	12.3	14.0	13.5	39.0	7.4	10.8
1997	9.2	8.3	10.7	10.0	11.0	6.7	31.6	5.5	9.6
1998	8.8	8.5	8.2	11.3	12.2	10.1	35.8	7.1	9.4
1999	9.1	8.2	9.1	10.1	11.8	11.2	25.0	6.0	9.4
2000	9.4	8.7	9.0	11.1	11.3	9.1	25.6	5.7	9.5
2001	8.0	9.3	9.1	10.2	8.7	12.9	24.8	5.0	9.0
2002	8.5	8.2	8.8	10.2	9.3	7.8	27.2	3.1	8.8
2003	8.1	6.8	8.3	10.3	9.2	8.6	26.3	3.4	8.2
2004	7.7	7.0	8.1	9.1	9.0	12.0	17.3	2.7	7.9
2005	7.6	6.9	8.4	9.6	8.1	10.5	26.7	7.8	8.1
2006	7.4	6.7	8.4	7.5	9.8	11.2	21.5	3.9	7.8
2007	6.4	6.4	8.8	7.9	11.2	9.1	27.1	4.1	7.7
2008	5.4	5.8	7.8	6.2	9.4	7.8	34.6	4.0	6.8
2009	6.4	5.4	7.6	7.4	8.5	12.5	14.6	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	20.3	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	19.1	2.5	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	6.2	5.1	14.2	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	3.6	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	20.5	3.9	4.6
2023	4.1	4.3	5.1	6.3	5.5	6.3	12.0	0.8	4.7
2024	3.9	4.1	5.4	4.7	6.3	5.4	23.0	2.3	4.8

Sources: ABS (2025), National, State and Territory Population
1971 to 1988, Federal Office of Road Safety Monograph 23, 1998
BITRE (1989 to 2007), Australian Road Deaths Database
BITRE (2008 to 2022), National Crash Database
BITRE (2025), Australian Road Deaths Database

Table 8.6a 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	10 926	10 699	9 057	2 356	3 134	647	697	631	39 155
2018	9 677	11 341	9 294	2 458	3 231	771	821	705	39 360
2019	9 829	11 271	9 444	2 417	3 494	698	645	661	39 643
2020	9 143	9 763	9 694	2 476	3 570	770	775	621	37 654
2021	8 838	11 015	10 338	2 587	3 497	788	695	734	39 112
2022	8 468	10 279	8 895	2 239	3 122	860	627	583	35 815

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 2017.

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: AIHW (2012)

BITRE (2011–2016), *Hospitalised injuries from Road crashes – Australia 2011–2021*

BITRE (2017–2022), *Hospitalised injuries from Road crashes – Australia 2017–2022*

Table 8.6b 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	420	1 748	5 412	6 325	8 519	1 521	1 206	0	25 151
2018	430	1 699	5 268	6 362	8 552	1 617	1 273	0	25 201
2019	418	1 781	5 215	6 207	8 572	1 692	1 372	0	25 257
2020	407	2 044	5 207	6 235	8 317	1 610	1 184	0	25 004
2021	412	2 135	5 183	6 116	8 612	1 780	1 304	0	25 542
2022	356	1 765	4 637	5 591	7 925	1 695	1 280	0	23 249

See end notes.

Sources BITRE (2011–2016), *Hospitalised injuries from Road crashes – Australia 2011–2021*BITRE (2017–2022), *Hospitalised injuries from Road crashes – Australia 2017–2022***Table 8.6c** 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	319	731	3 004	3 117	4 340	1 251	1 242	0	14 004
2018	292	726	2 994	3 296	4 304	1 252	1 295	0	14 159
2019	280	711	2 834	3 348	4 507	1 365	1 341	0	14 386
2020	302	739	2 691	2 901	3 901	1 137	979	0	12 650
2021	287	706	2 756	3 208	4 285	1 196	1 132	0	13 570
2022	245	675	2 372	2 895	3 950	1 271	1 158	0	12 566

See end notes.

Sources BITRE (2011–2016), *Hospitalised injuries from Road crashes – Australia 2011–2021*BITRE (2017–2022), *Hospitalised injuries from Road crashes – Australia 2017–2022*

Table 8.6d 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 Passenger	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	6 901	1 880	442	7 892	5 573	1 527	438	28	31	210	91	138	25 151
2018	7 008	2 009	507	7 754	5 446	1 507	426	53	42	227	99	123	25 201
2019	6 709	1 833	457	7 972	5 790	1 559	408	40	40	214	98	137	25 257
2020	6 606	1 701	426	7 760	6 394	1 208	402	33	34	241	72	127	25 004
2021	6 725	1 748	430	7 890	6 424	1 389	372	38	34	269	60	163	25 542
2022	6 247	1 673	419	7 632	4 865	1 459	408	45	34	248	77	142	23 249

See end notes.

Sources BITRE (2011–2016), *Hospitalised injuries from Road crashes – Australia 2011–2021*BITRE (2017–2022), *Hospitalised injuries from Road crashes – Australia 2017–2022***Table 8.6e** 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 Passenger	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	6 430	3 158	428	872	1 512	1 246	12	21	1	62	179	83	14 004
2018	6 639	3 136	453	897	1 525	1 208	14	16	6	53	150	62	14 159
2019	6 835	3 100	429	982	1 519	1 204	19	12	7	48	156	75	14 386
2020	5 633	2 562	397	934	1 946	917	10	15	6	59	101	70	12 650
2021	6 602	2 664	370	992	1 737	945	11	18	2	72	109	48	13 570
2022	5 992	2 566	403	943	1 307	1 082	17	13	3	53	113	74	12 566

See end notes.

Sources BITRE (2011–2016), *Hospitalised injuries from Road crashes – Australia 2011–2021*BITRE (2017–2022), *Hospitalised injuries from Road crashes – Australia 2017–2022*

Table 8.7 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		171.2	137.6	148.0	106.4	123.9	202.2	83.0	142.6
2001–02	133.9	166.6	141.5	153.0	102.4	123.6	217.6	78.9	143.4
2002–03	134.7	165.2	140.3	150.5	111.1	122.2	227.0	95.0	144.2
2003–04	139.3	159.1	145.1	140.6	117.9	123.8	214.6	97.3	144.9
2004–05	146.1	166.9	150.6	147.6	116.0	147.1	177.8	138.5	151.6
2005–06	154.4	163.5	157.7	158.8	127.7	153.1	247.8	151.0	157.9
2006–07	143.5	170.7	159.2	157.9	132.1	143.7	216.1	149.7	156.3
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	139.1	169.8	183.8	136.3	121.2	122.8	281.7	152.0	159.2
2018	121.7	176.6	185.6	140.8	123.4	143.5	332.3	165.5	157.7
2019	122.1	172.4	185.6	136.8	131.4	127.4	261.6	151.7	156.5
2020	112.7	147.6	187.7	138.3	131.6	138.1	313.2	139.6	146.8
2021	109.2	168.2	198.2	143.5	127.2	138.9	280.1	162.2	152.3
2022	103.5	155.4	167.5	122.7	111.7	150.3	247.7	126.4	137.7

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: ABS (2025), *National, State and Territory Population*

AIHW (2012)

BITRE (2025), *unpublished data*

Table 8.8 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
2023	3	6	1	4	1	0	0	0	15
2024	12	6	1	3	0	0	0	0	22

See end notes.

Notes: ONRSR has been a national regulator since 2 December 2019. Please note over the years each state/territory (as explained below) have transitions with different levels of coverage over the years.

- WA – transitioned on 2 November 2015 to be regulated by ONRSR
- NSW, SA, NT, TAS and ACT – transitioned on 20 January 2013 to be regulated by ONRSR
- Qld. – notifiable occurrence and activity data prior to 30 June 2017 was collected by the Qld. Department of Transport and Main Roads.
- Vic – first transition to ONRSR (all excluding metropolitan tram operator and 11 T&H operators) – 19 May 2014
- Vic – prior 1 December 2019, the following data was collected by Transport Safety Victoria:
 - notifiable occurrence and activity data for the Melbourne metropolitan tram network; and
 - notifiable occurrence data for tourist and heritage operators that transitioned under ONRSR's regulatory oversight on 2 December 2019.

Data from 2012 onwards were compiled using new methodology and should not be compared with earlier results. Data from 2012 onwards consistently excludes suspected and attempted suicide.

Sources: ATSB (2004, 2010, 2012)

ONRSR (2021), Annual Report

ONRSR website, accessed 28 August 2025

Table 8.9 Number of rail serious injuries, by state

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
2021	14	32	8	2	11	0	0	0	67
2022	8	25	3	2	9	0	0	0	47
2023	10	27	13	4	6	2	2	1	65
2024	17	28	11	2	8	0	0	0	66

Source: ONRSR website, accessed 29 August 2025

Table 8.10 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	0.17	0.00	0.00	0.05
2023	0.04	0.09	0.02	0.22	0.03	0.00	0.00	0.00	0.06
2024	0.14	0.09	0.02	0.16	0.00	0.00	0.00	0.00	0.08

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.

Data from 2012 onwards were compiled using new methodology and should not be compared with earlier results. Data from 2012 onwards consistently excludes suspected and attempted suicide.

Sources: ABS (2025), *National, State and Territory Population*

ATSB (2004, 2010, 2012)

ONRSR (2021), *Annual Report*

ONRSR website, accessed 28 August 2025

Table 8.11a Number of aviation accidents, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other ^(a)	ATW (Australian Territorial Waters)	Total
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	39	22	48	13	29	3	7	5	0	0	166
2022	46	42	50	12	34	4	14	3	0	0	205
2023	40	22	40	7	26	0	10	2	0	0	147
2024	50	18	33	11	26	2	7	1	0	0	148

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

Source: ATSB (2025), National Aviation Occurrence Database

Table 8.11b Number of aviation fatalities, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other ^(a)	Total
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	8	6	8	0	6	1	4	0	0	33
2023	6	4	15	2	0	0	2	4	0	33
2024	11	8	3	1	5	0	0	0	0	28

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

Source: ATSB (2025), National Aviation Occurrence Database

Table 8.12 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	152
2022	22	183
2023	19	128
2024	20	128

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

Source: ATSB (2025), National Aviation Occurrence Database

Chapter 9:

Transport Energy and Environment

This chapter provides information on the Australian measures of transport energy and the environment. Data is sourced from industry participants, the Australia Petroleum Statistics, the Australian Energy Statistics, the Department of Environment, Energy, Climate Change and Water and BITRE's own estimates.



Road vehicles made up **84 per cent** of full fuel cycle greenhouse gas emissions from all domestic transport modes in 2024–25, compared to **10 per cent** from aviation.



In 2024–25, domestic road vehicle full fuel cycle greenhouse gas emissions estimates (carbon dioxide equivalent) reached a record high level of **108 megatonnes** of CO₂ equivalent.



The national average price for petrol was **181 cents per litre** in the 2024–25 financial year.

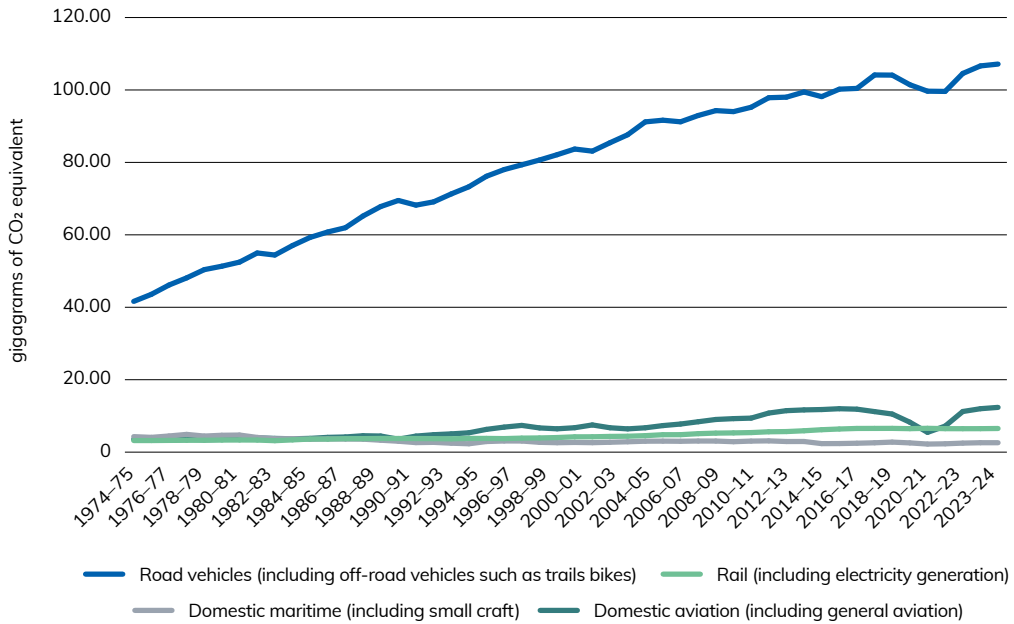


In 2024–25, there was an estimated **59.2 billion** litres of transport petroleum sold in Australia.

The methodology for this year's estimates has been updated to incorporate new data sources and respond to changes in data availability and quality. Further information is available in the Chapter End Notes.

Figure 17 shows the full fuel cycle greenhouse gas emissions in megatonnes of CO₂ equivalent. Transport emissions 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. Transport emissions rose again in 2024–25, but at a slower rate than previous years post-pandemic.

Figure 17 Transport full fuel cycle greenhouse gas emissions



Source: BITRE estimates

Table 9.1 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	281.7	31 074.0		62.4	4 510.1
2022–23	16 142.0	261.2	32 109.8		67.4	7 481.2
2023–24	16 145.5	241.8	32 958.7		69.7	9 020.7
2024–25	15 993.2	245.6	33 300.5		72.8	9 615.4

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 (2025), Australian Petroleum Statistics

Table 9.2a 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
2023–24	197.5	195.8	198.3	191.0	190.1	205.7	198.0	196.0
2024–25	182.2	180.5	183.8	176.0	176.3	181.4	193.4	181.0

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 (2025), Annual Retail Price Data

Table 9.2b 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
2023–24	203.6	202.9	203.8	200.1	200.2	221.4	208.1	203.2
2024–25	184.9	185.8	185.7	182.5	181.4	185.7	206.0	185.0

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 (2025), Annual Retail Price Data

Table 9.3 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)
megatonnes of CO ₂ equivalent					
1982–83	43.7	1.8	3.0	3.0	51.5
1983–84	45.8	1.9	3.0	3.0	53.7
1984–85	47.6	2.0	2.9	3.0	55.6
1985–86	48.8	2.0	3.0	3.3	57.0
1986–87	49.7	2.0	3.0	3.4	58.0
1987–88	52.2	2.0	2.9	3.6	60.7
1988–89	54.3	1.8	2.7	3.6	62.3
1989–90	55.6	1.7	2.5	2.9	62.7
1990–91	54.6	1.7	2.2	3.5	62.0
1991–92	55.3	1.7	2.2	3.8	63.0
1992–93	57.0	1.7	2.0	4.0	64.8
1993–94	58.6	1.8	1.9	4.3	66.5
1994–95	60.9	1.7	2.4	5.0	70.1
1995–96	62.3	1.7	2.5	5.5	72.1
1996–97	63.4	1.7	2.5	5.9	73.5
1997–98	64.4	1.8	2.2	5.4	73.8
1998–99	65.6	1.8	2.1	5.2	74.7
1999–00	66.9	1.9	2.2	5.4	76.3
2000–01	66.4	1.8	2.1	6.0	76.4
2001–02	68.2	1.9	2.2	5.4	77.8
2002–03	70.0	2.0	2.3	5.1	79.5
2003–04	72.9	2.1	2.5	5.4	82.8
2004–05	73.2	2.3	2.5	5.9	83.9
2005–06	72.8	2.3	2.5	6.2	83.8
2006–07	74.2	2.5	2.5	6.7	85.9
2007–08	75.2	2.6	2.5	7.2	87.5
2008–09	74.9	2.6	2.4	7.4	87.3
2009–10	75.9	2.7	2.5	7.5	88.5
2010–11	75.5	2.7	2.5	7.2	88.0
2011–12	76.4	2.9	2.4	8.6	90.2
2012–13	76.6	3.0	2.4	9.1	91.1
2013–14	77.5	3.2	2.4	9.3	92.3
2014–15	77.0	3.3	1.9	9.3	91.6
2015–16	79.5	3.4	1.9	9.5	94.3
2016–17	79.8	3.5	2.0	9.4	94.8
2017–18	82.9	3.6	2.1	8.9	97.5
2018–19	82.7	3.6	2.2	8.4	96.9
2019–20	80.6	3.6	2.0	6.6	92.8
2020–21	80.1	3.7	1.8	4.3	89.9
2021–22	79.6	3.7	1.8	5.7	90.8
2022–23	84.1	3.7	2.0	8.9	98.7
2023–24	85.3	3.7	2.1	9.5	100.7
2024–25	85.5	3.8	2.1	9.8	101.2

Notes: BITRE reports transport emissions in more detail than is available in other sources. BITRE estimates may vary from other sources such as the Australian National Greenhouse Accounts.

Methodology has been updated since 2024, see end notes for details.

Classification of urban and non-urban rail passenger activity has been revised for 2021–22 to 2024–25 from the previous editions.

Source: BITRE estimates.

Table 9.4 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
megatonnes of CO ₂ equivalent							
1989–90	35.4	7.7	5.7	5.1	1.3	0.3	55.5
1990–91	35.3	7.5	5.6	4.6	1.2	0.2	54.5
1991–92	36.0	7.7	5.6	4.4	1.2	0.2	55.2
1992–93	37.1	7.9	6.1	4.4	1.2	0.2	56.9
1993–94	38.1	8.2	6.3	4.5	1.2	0.2	58.5
1994–95	39.2	8.7	6.7	4.8	1.2	0.2	60.8
1995–96	39.7	9.0	7.1	5.0	1.3	0.2	62.3
1996–97	39.9	9.1	7.4	5.4	1.3	0.2	63.3
1997–98	40.2	9.5	7.7	5.5	1.3	0.2	64.4
1998–99	40.9	9.7	8.0	5.5	1.3	0.2	65.5
1999–00	41.5	9.9	8.2	5.6	1.4	0.2	66.8
2000–01	41.1	10.0	8.2	5.4	1.4	0.2	66.3
2001–02	42.0	10.4	8.4	5.6	1.4	0.2	68.1
2002–03	42.9	10.7	8.8	5.9	1.4	0.2	69.9
2003–04	45.0	11.1	9.1	6.0	1.4	0.2	72.8
2004–05	44.7	11.1	9.4	6.2	1.5	0.2	73.2
2005–06	43.5	11.4	9.6	6.5	1.5	0.3	72.8
2006–07	43.8	11.8	10.0	6.7	1.5	0.3	74.1
2007–08	43.8	12.3	10.3	6.9	1.5	0.3	75.1
2008–09	43.4	12.7	10.2	6.8	1.5	0.3	74.8
2009–10	43.4	13.1	10.4	6.9	1.6	0.3	75.8
2010–11	41.3	13.9	11.1	7.1	1.7	0.3	75.4
2011–12	41.5	13.8	11.7	7.3	1.7	0.3	76.3
2012–13	41.3	13.9	11.9	7.4	1.7	0.3	76.5
2013–14	41.5	14.2	12.1	7.5	1.7	0.3	77.4
2014–15	41.1	14.1	12.2	7.6	1.7	0.3	76.9
2015–16	42.2	15.2	12.3	7.8	1.7	0.3	79.4
2016–17	41.9	15.3	12.3	8.1	1.8	0.3	79.8
2017–18	43.5	16.6	12.3	8.3	1.8	0.3	82.9
2018–19	43.1	16.8	12.2	8.4	1.8	0.3	82.7
2019–20	40.7	17.2	12.1	8.6	1.7	0.2	80.5
2020–21	40.2	17.0	12.1	8.8	1.6	0.2	80.0
2021–22	38.9	17.6	12.3	9.0	1.6	0.2	79.6
2022–23	41.9	18.5	12.5	9.3	1.7	0.2	84.0
2023–24	42.1	19.0	12.7	9.5	1.7	0.2	85.3
2024–25	41.9	19.1	12.7	9.6	1.7	0.2	85.4

Notes: BITRE reports transport emissions in more detail than is available in other sources. BITRE estimates may vary from other sources such as the Australian National Greenhouse Accounts.

Methodology has been updated since 2024, see end notes for details.

Classification of urban and non-urban rail passenger activity has been revised for 2021–22 to 2024–25 from the previous editions.

Source: BITRE estimates.

Table 9.5 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
megatonnes of CO ₂ equivalent					
1989–90	69.4	3.8	2.4	3.6	79.2
1990–91	68.1	3.8	2.0	4.4	78.4
1991–92	69.0	3.7	2.1	4.8	79.6
1992–93	71.2	3.7	1.8	5.0	81.7
1993–94	73.2	3.8	1.6	5.3	83.9
1994–95	76.1	3.8	2.2	6.3	88.4
1995–96	77.9	3.7	2.3	6.9	90.9
1996–97	79.2	3.9	2.3	7.4	92.7
1997–98	80.6	3.9	1.9	6.7	93.0
1998–99	82.0	4.0	1.7	6.4	94.2
1999–00	83.6	4.2	1.8	6.7	96.3
2000–01	83.0	4.2	1.7	7.5	96.4
2001–02	85.3	4.3	1.8	6.7	98.1
2002–03	87.5	4.4	1.9	6.4	100.2
2003–04	91.1	4.6	2.0	6.7	104.3
2004–05	91.5	4.8	1.9	7.3	105.6
2005–06	91.1	4.8	2.0	7.8	105.6
2006–07	92.8	5.1	2.0	8.4	108.4
2007–08	94.2	5.3	2.0	9.0	110.5
2008–09	93.9	5.3	1.8	9.2	110.3
2009–10	95.1	5.4	2.0	9.4	111.9
2010–11	95.2	5.5	2.0	9.0	111.7
2011–12	96.0	5.6	1.8	10.8	114.2
2012–13	96.1	5.7	1.8	11.4	115.0
2013–14	97.3	5.9	1.8	11.7	116.7
2014–15	96.6	6.2	1.2	11.8	115.8
2015–16	99.7	6.4	1.2	12.0	119.3
2016–17	99.9	6.5	1.3	11.9	119.7
2017–18	103.7	6.6	1.4	11.2	122.8
2018–19	103.4	6.6	1.6	10.5	122.1
2019–20	101.0	6.5	1.4	8.3	117.1
2020–21	100.3	6.6	1.1	5.5	113.4
2021–22	99.7	6.5	1.1	7.2	114.5
2022–23	105.4	6.5	1.3	11.2	124.4
2023–24	107.1	6.5	1.4	12.0	127.0
2024–25	107.5	6.5	1.4	12.4	127.8

Notes: BITRE reports transport emissions in more detail than is available in other sources. BITRE estimates may vary from other sources such as the Australian National Greenhouse Accounts.

Methodology has been updated since 2024, see end notes for details.

Classification of urban and non-urban rail passenger activity has been revised for 2021–22 to 2024–25 from the previous editions.

Source: BITRE estimates.

Table 9.6 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
megatonnes of CO ₂ equivalent					
2010–11	65.3	1.8		8.5	
2011–12	64.9	1.8		10.2	
2012–13	64.8	1.7		10.9	
2013–14	65.5	1.7		11.2	
2014–15	64.8	1.8		11.3	
2015–16	66.3	1.9	0.3	11.5	80.0
2016–17	66.2	2.0	0.4	11.3	79.8
2017–18	69.8	1.9	0.4	10.6	82.8
2018–19	69.5	1.9	0.4	10.0	81.9
2019–20	65.8	1.9	0.3	7.8	75.8
2020–21	64.9	1.9	0.1	4.9	71.8
2021–22	63.7	1.9	0.2	6.6	72.4
2022–23	68.4	1.9	0.5	10.8	81.5
2023–24	69.3	1.9	0.6	11.6	83.3
2024–25	69.4	1.9	0.6	12.0	83.9

Notes: BITRE reports transport emissions in more detail than is available in other sources. BITRE estimates may vary from other sources such as the Australian National Greenhouse Accounts.

Methodology has been updated since 2024, see end notes for details.

Classification of urban and non-urban rail passenger activity has been revised for 2021–22 to 2024–25 from the previous editions.

Source: BITRE estimates.

Table 9.7 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
megatonnes of CO ₂ equivalent					
2010–11	29.9	3.7		0.5	
2011–12	31.0	3.8		0.6	
2012–13	31.4	4.0		0.5	
2013–14	31.8	4.1		0.5	
2014–15	31.8	4.4	0.9	0.5	37.5
2015–16	33.4	4.4	0.9	0.5	39.3
2016–17	33.8	4.6	0.9	0.6	39.9
2017–18	33.8	4.6	1.0	0.6	40.0
2018–19	33.9	4.6	1.2	0.5	40.2
2019–20	35.2	4.5	1.1	0.5	41.4
2020–21	35.4	4.7	0.9	0.6	41.6
2021–22	36.0	4.6	0.9	0.6	42.1
2022–23	37.0	4.6	0.9	0.4	42.9
2023–24	37.9	4.6	0.8	0.4	43.7
2024–25	38.1	4.7	0.8	0.4	43.9

Notes: BITRE reports transport emissions in more detail than is available in other sources. BITRE estimates may vary from other sources such as the Australian National Greenhouse Accounts.

Methodology has been updated since 2024, see end notes for details.

Classification of urban and non-urban rail passenger activity has been revised for 2021–22 to 2024–25 from the previous editions.

Source: BITRE estimates.

Table 9.8 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)
megatonnes of CO ₂ equivalent					
1978–79	50.4	3.3	4.4	3.4	61.5
1979–80	51.3	3.3	4.7	3.5	62.9
1980–81	52.5	3.3	4.7	3.5	64.0
1981–82	55.0	3.3	4.1	3.9	66.3
1982–83	54.4	3.2	3.7	3.8	65.1
1983–84	57.0	3.4	3.7	3.7	67.8
1984–85	59.3	3.6	3.6	3.8	70.3
1985–86	60.8	3.6	3.7	4.1	72.1
1986–87	62.0	3.7	3.6	4.2	73.5
1987–88	65.2	3.7	3.6	4.5	77.0
1988–89	67.8	3.8	3.3	4.4	79.3
1989–90	69.5	3.8	3.0	3.6	79.8
1990–91	68.2	3.8	2.6	4.4	79.0
1991–92	69.1	3.7	2.7	4.8	80.3
1992–93	71.3	3.7	2.5	5.0	82.5
1993–94	73.3	3.8	2.3	5.3	84.7
1994–95	76.2	3.8	2.9	6.3	89.2
1995–96	78.0	3.7	3.1	6.9	91.7
1996–97	79.3	3.9	3.1	7.4	93.6
1997–98	80.7	3.9	2.7	6.7	94.0
1998–99	82.1	4.0	2.6	6.4	95.2
1999–00	83.7	4.2	2.7	6.7	97.3
2000–01	83.1	4.2	2.6	7.5	97.5
2001–02	85.4	4.3	2.7	6.7	99.2
2002–03	87.6	4.4	2.9	6.4	101.3
2003–04	91.2	4.6	3.0	6.7	105.5
2004–05	91.6	4.8	3.0	7.3	106.8
2005–06	91.2	4.8	3.0	7.8	106.8
2006–07	93.0	5.1	3.1	8.4	109.5
2007–08	94.3	5.3	3.1	9.0	111.6
2008–09	94.0	5.3	2.9	9.2	111.5
2009–10	95.2	5.4	3.0	9.4	113.1
2010–11	95.2	5.5	3.1	9.0	112.9
2011–12	96.0	5.6	2.9	10.8	115.4
2012–13	96.2	5.7	2.9	11.4	116.2
2013–14	97.4	5.9	2.9	11.7	117.9
2014–15	96.7	6.2	2.3	11.8	116.9
2015–16	99.8	6.4	2.4	12.0	120.5
2016–17	100.0	6.5	2.5	11.9	120.9
2017–18	103.7	6.6	2.6	11.2	124.0
2018–19	103.4	6.6	2.8	10.5	123.3
2019–20	101.1	6.5	2.5	8.3	118.3
2020–21	100.3	6.6	2.2	5.5	114.6
2021–22	99.7	6.5	2.3	7.2	115.7
2022–23	105.4	6.5	2.5	11.2	125.6
2023–24	107.2	6.5	2.6	12.0	128.2
2024–25	107.6	6.5	2.6	12.4	129.0

Notes: BITRE reports transport emissions in more detail than is available in other sources. BITRE estimates may vary from other sources such as the Australian National Greenhouse Accounts.

Methodology has been updated since 2024, see end notes for details.

Classification of urban and non-urban rail passenger activity has been revised for 2021–22 to 2024–25 from the previous editions.

Source: BITRE estimates.

Table 9.9 Domestic energy use, by transport mode

Financial year	Road Vehicles (non-electric) – includes off-road recreational vehicles such as trail bikes	Electric Vehicles (Road vehicles and personal mobility devices)	Rail (excluding electric)	Rail (electric) – estimated elec end-use purely for locomotive traction, does not include elec consumption for stations, switching, signalling etc	Civil Domestic Maritime (including small craft)*	Civil Domestic Aviation	Total civil domestic transport (including off-road recreational vehicles, such as trail bikes)
petajoules (end-use, higher heating value)							
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	32.2	40.8	902.6
1990–91	783.8	0.0	24.7	5.4	28.1	50.7	892.6
1991–92	793.4	0.0	24.0	5.5	28.8	55.0	906.7
1992–93	817.9	0.0	24.0	5.4	26.3	57.7	931.3
1993–94	839.8	0.0	25.4	5.4	24.6	61.0	956.4
1994–95	872.6	0.0	24.8	5.6	31.4	71.9	1 006.3
1995–96	892.9	0.0	24.1	5.5	33.1	78.9	1 034.6
1996–97	907.4	0.0	24.6	5.8	32.9	84.3	1 055.0
1997–98	922.1	0.0	25.1	5.8	29.1	76.5	1 058.5
1998–99	938.3	0.0	25.9	5.9	27.8	73.6	1 071.5
1999–00	955.9	0.0	26.6	6.4	28.7	77.0	1 094.7
2000–01	949.0	0.0	26.2	6.7	28.0	85.8	1 095.7
2001–02	975.9	0.0	27.4	6.6	29.3	76.9	1 116.1
2002–03	1 001.4	0.0	28.2	6.6	30.8	73.4	1 140.4
2003–04	1 042.1	0.0	30.1	6.7	32.5	76.8	1 188.2
2004–05	1 048.3	0.0	32.6	6.7	32.5	83.8	1 203.9
2005–06	1 045.4	0.0	32.8	6.8	32.2	88.6	1 205.9
2006–07	1 067.5	0.0	35.4	7.0	33.0	95.8	1 238.8
2007–08	1 085.1	0.0	36.5	7.3	33.0	103.0	1 264.9
2008–09	1 083.7	0.0	36.5	7.6	30.9	105.6	1 264.3
2009–10	1 098.7	0.0	37.9	7.5	32.8	107.3	1 284.3
2010–11	1 117.8	0.0	39.0	7.6	33.5	114.9	1 312.8
2011–12	1 125.3	0.0	41.0	7.7	31.6	119.6	1 325.2
2012–13	1 126.0	0.0	42.7	7.6	31.9	127.4	1 335.7
2013–14	1 139.5	0.0	44.9	7.8	32.1	128.9	1 353.2
2014–15	1 129.9	0.0	47.0	8.1	25.4	135.7	1 346.0
2015–16	1 163.6	0.1	48.1	8.6	25.6	138.3	1 384.3
2016–17	1 165.6	0.1	50.0	8.5	26.6	136.9	1 387.6
2017–18	1 207.2	0.1	51.1	8.8	28.0	129.1	1 424.3
2018–19	1 203.8	0.1	51.1	9.1	30.1	121.4	1 415.6
2019–20	1 174.5	0.2	50.5	9.2	27.6	95.2	1 357.3
2020–21	1 164.9	0.3	52.2	9.2	24.2	63.0	1 313.8
2021–22	1 156.4	0.6	51.9	9.1	24.9	82.9	1 325.9
2022–23	1 220.7	1.4	52.4	9.2	27.1	129.5	1 440.3
2023–24	1 237.3	2.9	52.9	9.2	28.2	138.3	1 468.7
2024–25	1 238.2	4.3	53.9	9.2	28.3	142.6	1 476.5

Notes: BITRE reports transport emissions in more detail than is available in other sources. BITRE estimates may vary from other sources such as the Australian National Greenhouse Accounts.

Methodology has been updated since 2024, see end notes for details.

Classification of urban and non-urban rail passenger activity has been revised for 2021–22 to 2024–25 from the previous editions.

* does not include commercial fishing vessels, includes fuel uplifted by international vessels undertaking a domestic freight task

Source: BITRE estimates.

Table 9.10 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)							
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	621.7	204.4	160.4	102.1	24.3	4.3	1 117.2
2011–12	621.5	203.5	166.0	104.7	24.8	4.2	1 124.7
2012–13	617.7	204.6	168.1	105.8	25.0	4.2	1 125.4
2013–14	620.7	208.7	172.3	108.0	25.3	4.1	1 138.9
2014–15	613.0	205.9	172.7	108.5	25.1	4.1	1 129.4
2015–16	624.2	219.2	174.5	111.4	25.2	4.1	1 163.1
2016–17	621.2	221.3	173.1	116.3	25.7	4.1	1 165.1
2017–18	646.2	238.9	171.8	119.3	26.5	4.0	1 206.7
2018–19	639.5	242.5	170.2	120.4	26.8	4.0	1 203.3
2019–20	604.5	247.2	171.8	122.9	24.0	3.7	1 174.2
2020–21	595.8	244.8	172.2	125.2	22.9	3.7	1 164.7
2021–22	576.3	252.3	173.2	128.4	22.9	3.5	1 156.6
2022–23	621.3	264.7	175.2	132.5	24.2	3.7	1 221.6
2023–24	625.6	271.8	177.9	136.0	24.5	3.7	1 239.6
2024–25	624.1	273.8	177.9	137.6	24.9	3.6	1 242.0

Notes: BITRE reports transport emissions in more detail than is available in other sources. BITRE estimates may vary from other sources such as the Australian National Greenhouse Accounts.

Methodology has been updated since 2024, see end notes for details.

Classification of urban and non-urban rail passenger activity has been revised for 2021–22 to 2024–25 from the previous editions.

Source: BITRE estimates.

Table 9.11 Domestic transport energy use, by fuel type

Financial year	Petrol	Diesel	LPG	Bio-fuels	Aviation Turbine Fuel	Aviation Gasoline	Fuel Oil	Electricity	Other	Total civil domestic transport
petajoules (higher heating value)										
2010–11	607.9		50.9		101.7	2.6		7.6		1 311.8
2011–12	604.0		45.3		121.7	2.8		7.7		1 334.2
2012–13	603.7		38.8		129.4	2.7		7.6		1 362.4
2013–14	590.6		45.2		132.1	2.4		7.8		1 380.2
2014–15	589.8	570.7	36.5	12.2	133.4	2.3	4.2	8.1	3.4	1 360.6
2015–16	587.2	602.9	34.1	7.6	136.1	2.2	4.5	8.6	3.6	1 386.8
2016–17	585.5	616.6	25.8	7.3	134.6	2.3	4.5	8.6	3.4	1 388.6
2017–18	577.0	676.5	19.8	7.6	126.9	2.2	4.8	8.9	3.3	1 426.8
2018–19	569.8	687.9	15.0	7.9	119.2	2.2	5.6	9.2	3.2	1 419.9
2019–20	534.3	691.6	13.0	7.3	93.3	1.9	4.1	9.4	2.8	1 357.7
2020–21	530.0	681.5	9.0	6.5	60.9	2.1	2.4	9.5	1.1	1 302.9
2021–22	502.4	707.5	7.2	6.5	80.9	2.1	2.3	9.7	1.0	1 319.5
2022–23	533.1	738.1	6.5	6.6	127.2	2.2	2.3	10.6	0.9	1 427.5
2023–24	531.5	762.2	6.1	6.7	136.0	2.3	2.1	12.0	0.8	1 459.8
2024–25	527.1	770.6	6.2	6.2	140.2	2.4	2.0	13.6	0.8	1 469.2

Notes: BITRE reports transport emissions in more detail than is available in other sources. BITRE estimates may vary from other sources such as the Australian National Greenhouse Accounts.

Methodology has been updated since 2024, see end notes for details.

Classification of urban and non-urban rail passenger activity has been revised for 2021–22 to 2024–25 from the previous editions.

Source: BITRE estimates.

Chapter 10:

Infrastructure and the Economy

This chapter provides data on the Australian economy, including the gross value added and employment in the transport and storage industry.



4.5 per cent of Australia's GDP was accounted for by Australia's transport, postal and warehousing industry in 2024–25.



273 thousand people were employed in the road transport industry compared to **47 thousand** in the rail industry.

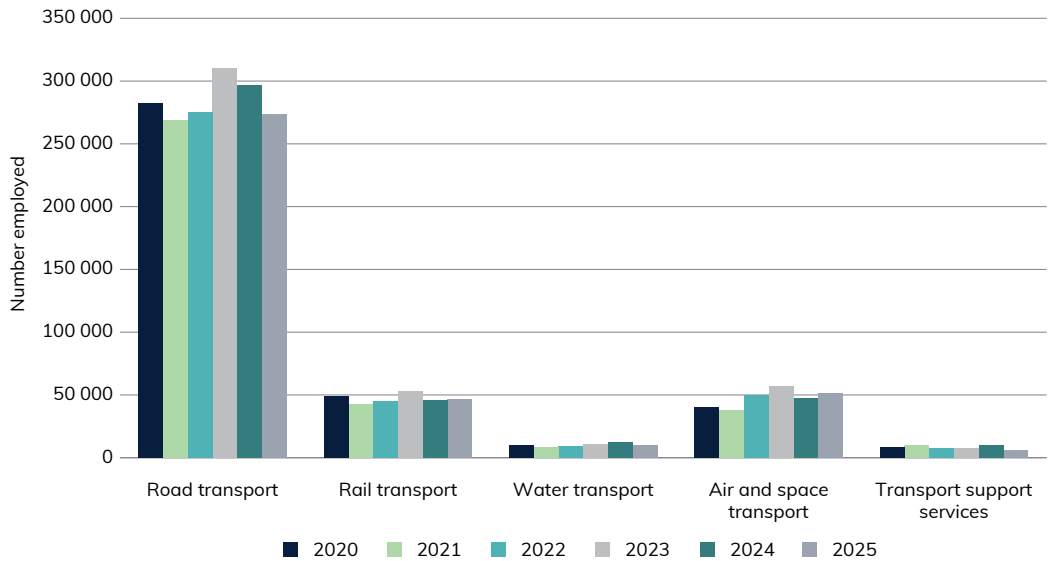


80 per cent of people employed by the road transport industry identify as male.

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

Figure 18 shows employment statistics for various transport industries as at August of each year.

Figure 18 Australian employment numbers in selected major infrastructure industries

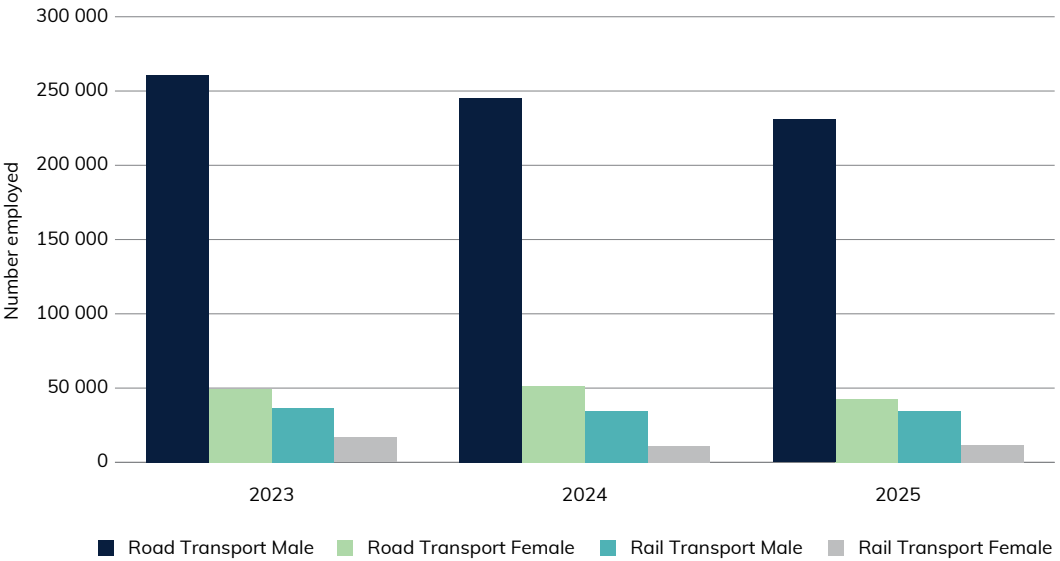


Note: This data refers to employment in August of each reference year.

Source: ABS, 2025, Labour Force Australia, detailed, Canberra

Figure 19 shows employment in the road and rail industries by gender from 2023 to 2025. In 2025, there were around 230 thousand male employees compared with fewer than 50 thousand female employees. In contrast, the rail industry has a smaller workforce overall, but displays a somewhat more balanced distribution. Male employment in the rail industry is consistently higher than the female employment, though the gap is narrower than in the road transport sector. Over the past three years both road and rail workforces have been declining.

Figure 19 Employment in road and rail industries, by gender



Source: ABS, 2025, Labour Force Australia, detailed, Canberra

Table 10.1 Australian transport, postal and warehousing gross value added, 2024–25 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
	Road transport	Air and space traport	Rail, pipeline and other transport (3)	Transport, postal and storage services				
	\$ million							
1979–80	7 370	3 508	6 386	15 646	29 289		705 786	4.1
1980–81	8 264	3 445	6 484	15 464	31 083		729 359	4.3
1981–82	8 447	3 534	6 568	15 153	31 556		753 613	4.2
1982–83	8 268	3 355	6 156	14 149	30 406		736 850	4.1
1983–84	8 483	3 532	6 677	15 851	31 940		770 699	4.1
1984–85	9 114	3 810	7 520	17 289	34 535		811 380	4.3
1985–86	9 624	4 141	8 037	17 714	36 628		843 562	4.3
1986–87	9 554	4 576	8 014	18 154	37 307		865 154	4.3
1987–88	10 124	5 120	8 166	18 673	38 951		914 968	4.3
1988–89	10 884	5 434	8 296	19 224	40 722		950 408	4.3
1989–90	11 393	4 708	8 813	19 716	41 748		984 408	4.2
1990–91	11 081	5 471	8 807	19 897	42 032		980 645	4.3
1991–92	11 439	6 376	8 830	19 792	42 957		984 845	4.4
1992–93	11 186	7 040	9 100	19 797	43 247		1 024 699	4.2
1993–94	11 732	7 704	9 476	20 876	45 604		1 065 486	4.3
1994–95	12 874	8 376	9 438	22 063	48 358		1 106 890	4.4
1995–96	14 254	8 941	10 057	23 455	52 029		1 149 659	4.5
1996–97	14 916	9 503	10 352	24 379	54 248		1 194 648	4.5
1997–98	15 529	9 497	10 339	25 082	55 548		1 250 357	4.4
1998–99	16 073	9 697	10 454	25 862	57 114		1 313 221	4.3
1999–00	16 901	10 254	10 910	26 603	59 436		1 364 719	4.4
2000–01	17 517	11 082	11 085	27 683	61 888		1 392 356	4.4
2001–02	18 621	10 420	11 717	28 707	64 080		1 447 766	4.4
2002–03	19 925	11 797	12 258	29 737	67 817		1 492 513	4.5
2003–04	21 515	12 586	12 590	30 127	70 533		1 555 561	4.5
2004–05	22 766	13 896	12 938	31 914	74 772		1 604 626	4.7
2005–06	23 820	14 693	13 151	32 437	77 014		1 648 839	4.7
2006–07	26 362	16 002	13 056	33 606	81 368		1 711 055	4.8
2007–08	28 058	16 553	14 020	35 339	85 945		1 772 418	4.8
2008–09	26 366	15 980	14 673	36 509	85 679		1 805 962	4.7
2009–10	27 061	15 949	14 723	37 179	87 124		1 846 054	4.7
2010–11	26 536	17 117	15 327	39 053	89 656	93 170	1 890 490	4.7
2011–12	26 441	18 041	16 136	41 699	93 407	125 191	1 964 535	4.8
2012–13	26 403	18 200	16 938	44 236	96 666	116 423	2 015 656	4.8
2013–14	26 865	18 584	15 883	44 173	96 462	110 774	2 067 968	4.7
2014–15	27 294	20 054	16 543	42 755	96 770	98 308	2 113 260	4.6
2015–16	27 514	22 322	16 723	43 251	98 885	100 681	2 171 573	4.6
2016–17	28 005	22 548	17 223	45 106	101 792	107 128	2 221 076	4.6
2017–18	28 060	23 692	18 303	45 719	103 948	101 916	2 285 009	4.5
2018–19	28 718	24 323	18 509	45 870	105 278	97 102	2 334 629	4.5
2019–20	29 193	16 882	16 889	44 053	99 017	72 008	2 331 837	4.2
2020–21	30 894	1 409	14 130	44 008	90 213	83 949	2 381 066	3.8
2021–22	33 043	5 390	13 884	46 607	99 635		2 482 080	4.0
2022–23	33 721	11 203	14 819	50 341	110 084		2 567 513	4.3
2023–24	33 897	14 203	16 102	51 444	115 646		2 603 802	4.4
2024–25	34 820	15 604	15 941	53 197	119 562		2 637 301	4.5

See end notes

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

Source: ABS (2023), Australian Transport Economic Account: An Experimental Transport Satellite Account
ABS (2025), Australian National Accounts: National Income, Expenditure and Product.

Table 10.2 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-1985	159.1	74.1	5.6	33.1	14.0	73.4	49.4	8.6	417.2		6 675.5	6.2	
Aug-1986	171.8	73.3	6.1	35.1	14.9	74.4	49.5	11.2	436.2		6 918.5	6.3	
Aug-1987	170.0	65.7	5.7	32.5	12.7	69.5	44.6	7.8	408.6		7 092.3	5.8	
Aug-1988	171.8	60.5	5.2	34.4	13.6	68.5	46.1	9.1	409.1		7 353.3	5.6	
Aug-1989	185.5	59.2	6.3	43.9	12.6	71.2	48.3	11.5	438.6		7 715.3	5.7	
Aug-1990	193.4	48.7	6.6	40.0	10.9	73.9	42.6	17.0	433.2		7 808.0	5.5	
Aug-1991	185.4	54.4	7.7	39.0	10.7	68.4	41.5	14.5	421.6		7 620.7	5.5	
Aug-1992	184.7	42.4	5.5	36.1	10.0	61.1	37.2	13.9	390.8		7 613.4	5.1	
Aug-1993	171.3	47.8	3.7	35.8	9.1	60.1	39.8	16.6	384.2		7 589.4	5.1	
Aug-1994	175.7	43.8	7.1	36.8	14.4	56.7	40.8	19.3	394.6		7 861.7	5.0	
Aug-1995	183.6	39.7	7.3	40.7	13.5	63.5	40.8	15.2	404.3		8 165.9	5.0	
Aug-1996	184.7	40.5	10.1	48.2	17.0	69.1	36.8	21.0	427.5		8 265.9	5.2	
Aug-1997	194.2	38.2	7.4	46.7	14.4	74.1	38.7	15.9	429.5		8 250.3	5.2	
Aug-1998	190.6	30.0	7.9	46.4	12.2	78.0	36.5	19.6	421.1		8 455.2	5.0	
Aug-1999	204.3	27.8	8.2	44.9	11.2	73.2	45.6	24.8	440.1		8 603.6	5.1	
Aug-2000	205.1	30.8	9.2	56.6	8.1	81.8	35.4	30.3	459.8		8 911.6	5.2	
Aug-2001	213.8	28.7	10.7	52.5	8.0	81.2	37.4	26.6	460.6		8 971.9	5.1	
Aug-2002	204.2	28.4	7.9	45.2	6.9	78.9	36.3	27.7	438.1		9 150.3	4.8	
Aug-2003	217.8	32.3	8.5	47.7	8.1	77.9	39.4	27.2	460.0		9 327.0	4.9	
Aug-2004	218.9	29.9	13.4	40.3	9.2	81.7	39.6	36.2	487.3		9 462.1	5.2	
Aug-2005	214.1	30.3	8.7	50.3	7.4	86.3	41.9	41.4	495.2		9 870.3	5.0	
Aug-2006	228.8	33.1	12.4	46.0	7.6	74.8	45.0	43.2	501.0		10 105.8	5.0	
Aug-2007	234.5	30.5	12.6	46.4	13.8	88.6	44.6	48.1	536.3		10 406.4	5.2	
Aug-2008	228.3	48.5	9.4	48.7	8.9	96.6	57.3	57.0	566.4		10 710.4	5.3	
Aug-2009	231.0	52.0	8.5	51.0	11.5	97.9	71.2	25.1	571.6		10 707.3	5.3	
Aug-2010	215.0	46.9	7.2	52.1	9.3	93.1	79.8	43.3	562.7		10 973.8	5.1	
Aug-2011	233.6	46.0	9.2	56.9	10.9	89.4	67.7	48.0	576.3	541.0	11 127.2	5.2	10.0
Aug-2012	222.4	46.4	8.1	49.1	9.2	76.7	64.7	53.6	548.8	546.0	11 264.1	4.9	9.7
Aug-2013	220.0	45.0	11.8	54.5	5.5	97.3	82.8	51.4	582.4	547.0	11 361.4	5.1	9.9

Table 10.2 Australian employment, major infrastructure industries – transport and storage (continued)

Collection Month	Transport, postal and warehousing industry									In-house transport ^(a)	Total Aust employment	Transport, postal and warehousing industry as % of total employment	Transport, postal and warehousing activity (including in-house transport) as % of total employment
	Road transport	Rail transport	Water transport	Air and space transport	Other Transport	Postal and courier services	Transport support services	Warehousing and storage services	Total				
	thousands												
Aug-2014	252.3	41.1	8.6	57.2	6.9	81.5	81.6	49.3	595.0	550.0	11 572.8	5.1	9.9
Aug-2015	252.6	40.6	6.4	59.2	7.6	89.3	83.5	53.3	611.2	552.0	11 702.6	5.2	9.9
Aug-2016	267.5	36.9	6.4	54.5	7.0	99.1	74.8	54.4	608.0	568.0	11 895.6	5.1	9.9
Aug-2017	289.9	44.1	5.8	64.1	5.4	78.9	80.0	60.4	632.5	575.0	12 221.6	5.2	9.9
Aug-2018	282.9	43.4	7.1	53.9	6.0	85.6	88.3	69.9	637.7	585.0	12 524.5	5.1	9.8
Aug-2019	305.3	50.8	7.8	63.1	6.7	97.4	69.5	63.5	664.6	597.0	12 823.4	5.2	9.8
Aug-2020	282.5	49.3	9.8	40.3	8.4	94.3	57.5	70.9	613.5	593.0	12 499.7	4.9	9.7
Aug-2021	268.7	42.5	8.5	37.8	10.3	106.2	79.9	78.4	635.2	622.0	12 895.8	4.9	9.7
Aug-2022	275.4	45.2	9.0	49.5	7.5	100.0	106.5	98.5	692.7		13 599.8	5.1	
Aug-2023	310.3	53.3	10.7	57.3	7.5	114.5	91.6	80.1	725.9		14 025.6	5.2	
Aug-2024	296.7	45.8	12.7	47.1	9.7	95.1	97.5	93.5	702.2		14 332.3	4.9	
Aug-2025	273.5	46.7	9.9	51.2	5.8	91.8	124.1	118.3	725.8		14 543.3	5.0	

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 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 (2025), *Labour Force Australia*, detailed

ABS (2023), *Australian Transport Economic Account: An Experimental Transport Satellite Account*

Table 10.3 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	225.67	41.83	28.00	8.85	4.04	2.32	32.88	21.57	4.59	2.44	372.20
2017	248.95	40.91	35.46	8.65	5.32	0.51	38.60	25.53	4.17	1.21	409.29
2018	239.12	43.81	35.85	7.50	5.58	1.56	37.11	16.84	4.30	1.66	393.34
2019	256.23	49.06	39.76	11.02	5.74	2.10	39.24	23.88	3.42	3.27	433.71
2020	233.51	49.03	35.55	13.74	5.24	4.60	25.76	14.50	4.71	3.66	390.31
2021	232.57	36.16	35.58	6.92	6.10	2.38	28.43	9.39	4.77	5.57	367.89
2022	236.50	38.93	32.94	12.26	4.88	4.16	26.93	22.55	3.55	3.91	386.62
2023	260.86	49.42	36.50	16.82	7.92	2.77	38.35	18.92	4.12	3.40	439.10
2024	245.08	51.63	34.78	11.07	8.72	3.96	33.03	14.04	5.10	4.57	411.97
2025	230.76	42.72	34.81	11.87	6.87	3.07	33.02	18.19	4.85	0.97	387.14

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 (2025), Labour Force Australia, detailed

Chapter 11: Infrastructure Construction

This chapter provides information on Australian measures of infrastructure engineering construction work done for public and private sectors. These are classified as: transport (roads, rail, harbours, 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.



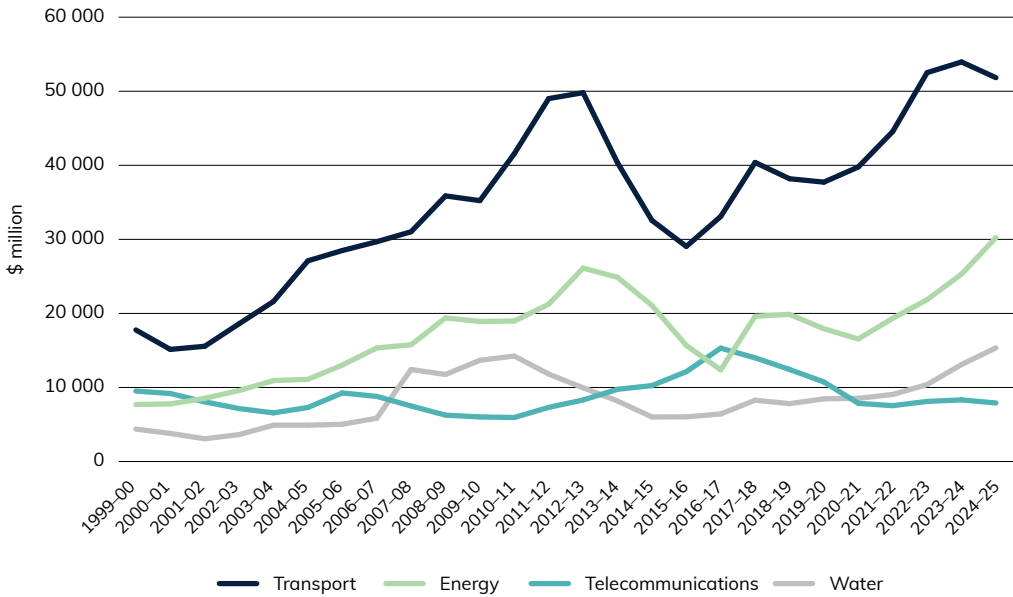
Transport infrastructure engineering construction work was **\$52 billion** (adjusted by chain volume index) in 2024–25. This accounted for **49 per cent** of the value of infrastructure construction work done in Australia (including transport, energy, telecommunications and water).



In 2024–25, the value of road engineering construction work done was:
\$34 billion on roads and bridges
\$16 billion on railways
\$1.9 billion on harbours.

Figure 20 and Figure 21 show the change in infrastructure investment activity in Australia over time. 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 highest point of \$54 billion in 2023–24 (Figure 20).

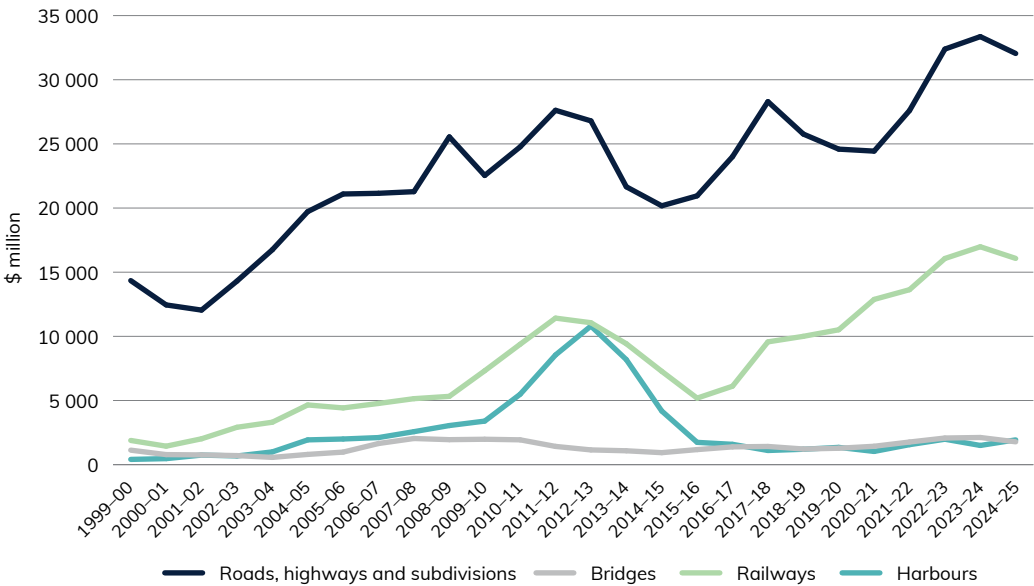
Figure 20 Infrastructure construction activity, adjusted by chain volume index



Source: ABS (2023), Engineering Construction Activity, Australia

Figure 21 shows the value of engineering Construction activity on different modes of transport. In 2024–25, both road and rail values dropped slightly after record highs in 2023–24 (at \$33 billion for road and \$17 billion for rail).

Figure 21 Transport construction activity, adjusted by chain volume index



Source: ABS (2025), Engineering Construction Activity, Australia

Figure 22 illustrates the private and public sector changes in Australian infrastructure expenditure.

Figure 22 Value of infrastructure engineering construction work done, by sector, adjusted by chain volume index



Source: ABS (2025), Engineering Construction Activity, Australia

Table 11.1a Value of infrastructure engineering construction work done for the private sector, adjusted by chain volume index, 2024–25 prices

Financial year	Transport	Energy	Tele-communications	Water	Total private infrastructure engineering construction work done
\$ million					
1996–97	4 279.7	1 671.5	428.1	505.4	6 884.7
1997–98	5 713.5	2 284.8	170.6	612.6	8 781.5
1998–99	6 472.2	2 882.4	277.9	554.6	10 187.1
1999–00	4 990.3	4 305.4	852.8	782.9	10 931.4
2000–01	3 462.3	3 990.6	1 478.8	885.2	9 817.0
2001–02	4 532.9	4 298.6	842.2	689.8	10 363.5
2002–03	7 223.3	5 033.7	801.2	1 002.4	14 060.6
2003–04	9 963.6	6 273.3	1 686.9	1 695.6	19 619.3
2004–05	13 365.4	5 866.8	1 929.0	1 351.3	22 512.4
2005–06	13 701.7	5 688.6	2 391.0	1 515.0	23 296.2
2006–07	13 474.1	7 096.5	6 202.7	1 523.0	28 296.4
2007–08	13 200.0	7 357.2	7 448.8	2 783.9	30 790.0
2008–09	13 669.4	9 567.7	6 176.8	2 549.3	31 963.2
2009–10	12 081.5	8 273.2	5 738.1	3 533.7	29 626.6
2010–11	15 710.8	9 088.5	5 534.7	5 493.6	35 827.8
2011–12	22 420.1	10 650.8	6 526.3	4 049.3	43 646.5
2012–13	24 438.0	16 054.5	6 568.0	3 000.8	50 061.3
2013–14	19 123.0	16 523.1	6 829.2	2 521.8	44 997.1
2014–15	13 790.0	13 848.7	6 495.6	1 856.7	35 991.0
2015–16	8 297.0	9 973.3	6 876.8	1 580.9	26 728.0
2016–17	8 742.5	8 016.4	8 456.3	1 596.7	26 811.9
2017–18	9 367.5	15 833.0	7 633.4	2 533.2	35 367.0
2018–19	11 632.2	16 161.7	5 574.1	2 103.1	35 471.2
2019–20	12 196.7	14 175.9	4 669.8	1 905.2	32 947.6
2020–21	12 253.0	11 924.0	4 659.9	2 308.5	31 145.3
2021–22	12 492.1	13 119.0	4 737.3	2 454.6	32 803.1
2022–23	14 574.7	15 584.8	5 015.2	2 447.5	37 622.2
2023–24	13 308.0	17 293.8	4 617.5	2 833.7	38 053.0
2024–25	11 770.2	19 169.6	4 505.7	3 154.5	38 599.9

Sources: ABS (2025), Engineering Construction Activity
 ABS (2025), Consumer Price Index

Table 11.1b Value of infrastructure engineering construction work done for the public sector, adjusted by chain volume index, 2024–25 prices

Financial year	Transport	Energy	Tele-communications	Water	Total public infrastructure engineering construction work done
\$ million					
1996–97	12 047.4	3 067.2	6 744.9	1 854.8	23 714.3
1997–98	12 632.3	2 749.0	6 975.8	2 160.3	24 517.4
1998–99	13 536.4	2 863.1	7 311.7	2 493.2	26 204.4
1999–00	12 777.4	3 397.5	8 665.2	3 596.6	28 436.7
2000–01	11 678.6	3 790.2	7 705.2	2 910.6	26 084.6
2001–02	11 030.6	4 231.9	7 220.2	2 385.2	24 867.9
2002–03	11 378.6	4 545.8	6 351.9	2 632.6	24 908.8
2003–04	11 651.5	4 663.2	4 882.9	3 208.3	24 405.8
2004–05	13 738.0	5 230.5	5 365.9	3 558.1	27 892.5
2005–06	14 790.5	7 337.4	6 869.0	3 512.5	32 509.4
2006–07	16 203.8	8 235.3	2 596.7	4 326.5	31 362.4
2007–08	17 827.0	8 412.4	52.4	9 642.9	35 934.8
2008–09	22 196.8	9 824.6	86.9	9 205.4	41 313.9
2009–10	23 147.7	10 639.2	283.4	10 135.0	44 205.4
2010–11	25 856.0	9 885.9	413.9	8 749.9	44 905.6
2011–12	26 591.2	10 584.1	788.0	7 762.7	45 726.0
2012–13	25 369.0	10 062.8	1 742.5	6 961.4	44 135.7
2013–14	21 223.2	8 354.1	2 923.6	5 653.4	38 154.4
2014–15	18 774.9	7 225.7	3 760.9	4 156.3	33 917.8
2015–16	20 749.0	5 701.2	5 254.6	4 451.3	36 156.0
2016–17	24 345.1	4 366.0	6 854.0	4 824.2	40 389.2
2017–18	31 017.7	3 775.9	6 365.8	5 749.0	46 908.4
2018–19	26 553.7	3 715.3	6 860.9	5 715.2	42 845.0
2019–20	25 530.0	3 750.3	6 074.1	6 559.0	41 913.3
2020–21	27 523.5	4 626.9	3 198.8	6 225.2	41 574.3
2021–22	32 060.5	6 214.9	2 807.1	6 602.7	47 685.1
2022–23	37 938.9	6 276.0	3 101.9	7 948.1	55 264.9
2023–24	40 648.1	8 008.3	3 706.3	10 265.7	62 628.3
2024–25	40 062.2	11 064.5	3 402.1	12 200.2	66 728.9

Sources: ABS (2025), Engineering Construction Activity
 ABS (2025), Consumer Price Index

Table 11.1c Value of infrastructure engineering construction work done, adjusted by chain volume index, 2024–25 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
\$ million					
1996–97	16 327.0	4 738.7	7 173.0	2 360.2	30 599.0
1997–98	18 345.8	5 033.8	7 146.4	2 772.9	33 298.9
1998–99	20 008.6	5 745.5	7 589.6	3 047.8	36 391.4
1999–00	17 767.7	7 703.0	9 518.0	4 379.5	39 368.1
2000–01	15 140.9	7 780.8	9 184.0	3 795.8	35 901.6
2001–02	15 563.5	8 530.5	8 062.4	3 075.1	35 231.4
2002–03	18 601.8	9 579.5	7 153.1	3 635.0	38 969.4
2003–04	21 615.1	10 936.4	6 569.7	4 903.9	44 025.1
2004–05	27 103.4	11 097.3	7 294.8	4 909.4	50 404.9
2005–06	28 492.2	13 026.0	9 260.0	5 027.5	55 805.7
2006–07	29 677.9	15 331.8	8 799.4	5 849.6	59 658.8
2007–08	31 027.0	15 769.7	7 501.2	12 426.9	66 724.8
2008–09	35 866.2	19 392.3	6 263.7	11 754.8	73 277.0
2009–10	35 229.2	18 912.5	6 021.5	13 668.7	73 832.0
2010–11	41 566.8	18 974.4	5 948.6	14 243.5	80 733.4
2011–12	49 011.3	21 234.9	7 314.3	11 812.0	89 372.5
2012–13	49 807.0	26 117.3	8 310.5	9 962.2	94 197.0
2013–14	40 346.2	24 877.2	9 752.8	8 175.2	83 151.5
2014–15	32 564.9	21 074.4	10 256.4	6 013.0	69 908.7
2015–16	29 046.0	15 674.5	12 131.4	6 032.2	62 884.0
2016–17	33 087.6	12 382.4	15 310.3	6 420.9	67 201.1
2017–18	40 385.2	19 608.9	13 999.2	8 282.1	82 275.4
2018–19	38 185.9	19 877.0	12 435.0	7 818.2	78 316.2
2019–20	37 726.7	17 926.2	10 743.9	8 464.2	74 860.9
2020–21	39 776.5	16 550.8	7 858.7	8 533.7	72 719.7
2021–22	44 552.6	19 333.9	7 544.4	9 057.3	80 488.1
2022–23	52 513.6	21 860.8	8 117.1	10 395.6	92 887.1
2023–24	53 956.1	25 302.1	8 323.8	13 099.3	100 681.3
2024–25	51 832.4	30 234.0	7 907.8	15 354.7	105 328.9

Sources: ABS (2025), Engineering Construction Activity
 ABS (2025), Consumer Price Index

Table 11.2a Value of transport infrastructure engineering construction work done, for the private sector, adjusted by chain volume index, 2024–25 prices

Financial year	Roads, high-ways and subdivisions	Bridges	Railways	Harbours	Transport infrastructure engineering construction work done	Transport percentage of total infrastructure engineering construction work done
	\$ million					per cent
1996–97	3 781.1	88.3	205.1	205.2	4 279.7	13.6
1997–98	4 701.0	59.6	432.9	520.0	5 713.5	20.2
1998–99	5 434.8	159.4	395.1	482.9	6 472.2	21.0
1999–00	4 168.3	252.8	375.2	194.0	4 990.3	14.8
2000–01	3 008.4	30.0	214.3	209.6	3 462.3	9.5
2001–02	3 591.6	76.0	625.8	239.5	4 532.9	13.7
2002–03	5 557.0	167.6	1 186.7	312.0	7 223.3	22.2
2003–04	8 651.1	94.3	594.8	623.3	9 963.6	27.7
2004–05	10 589.8	179.9	1 012.0	1 583.7	13 365.4	32.8
2005–06	10 995.9	32.9	952.8	1 720.1	13 701.7	29.4
2006–07	9 724.0	122.6	1 799.8	1 827.7	13 474.1	26.1
2007–08	8 629.4	159.2	2 665.7	1 745.7	13 200.0	23.9
2008–09	9 672.7	137.0	1 910.6	1 949.1	13 669.4	22.2
2009–10	7 637.6	72.6	2 097.0	2 274.3	12 081.5	17.8
2010–11	7 922.1	167.8	3 234.3	4 386.7	15 710.8	23.0
2011–12	8 084.2	219.3	6 093.2	8 023.3	22 420.1	30.0
2012–13	7 580.6	99.0	6 343.7	10 414.7	24 438.0	29.6
2013–14	6 068.0	174.2	5 384.1	7 496.8	19 123.0	22.0
2014–15	6 335.8	208.8	3 958.0	3 287.4	13 790.0	17.9
2015–16	5 991.8	80.9	1 140.8	1 083.5	8 297.0	12.8
2016–17	6 719.1	189.6	713.2	1 120.6	8 742.5	15.0
2017–18	7 607.8	178.9	951.7	629.1	9 367.5	15.1
2018–19	9 625.6	202.3	1 072.1	732.2	11 632.2	15.3
2019–20	10 097.5	238.9	1 120.2	740.2	12 196.7	16.8
2020–21	10 078.7	200.1	1 480.3	493.9	12 253.0	17.7
2021–22	10 280.4	236.7	1 240.8	734.2	12 492.1	18.7
2022–23	11 883.2	269.5	1 257.4	1 164.6	14 574.7	19.8
2023–24	10 969.2	199.0	1 404.0	735.9	13 308.0	15.7
2024–25	9 425.4	109.8	1 229.7	1 005.2	11 770.2	12.8

Sources: ABS (2025), Engineering Construction Activity

ABS (2025), Consumer Price Index

Table 11.2b Value of transport infrastructure engineering construction work done, for the public sector, adjusted by chain volume index, 2024–25 prices

Financial year	Roads, high-ways and subdivisions	Bridges	Railways	Harbours	Transport infrastructure engineering construction work done	Transport percentage of total infrastructure engineering construction work done
	\$ million					per cent
1996–97	7 887.2	519.8	3 193.6	446.7	12 047.4	38.2
1997–98	9 240.9	637.4	2 467.6	286.4	12 632.3	44.7
1998–99	10 275.0	713.8	2 189.7	358.0	13 536.4	44.0
1999–00	10 176.6	875.9	1 510.2	214.7	12 777.4	38.0
2000–01	9 440.7	753.2	1 225.5	259.2	11 678.6	32.1
2001–02	8 453.8	682.4	1 389.0	505.4	11 030.6	33.2
2002–03	8 748.8	538.3	1 726.0	365.4	11 378.6	34.9
2003–04	8 096.6	472.1	2 711.8	371.0	11 651.5	32.3
2004–05	9 132.0	617.6	3 641.4	347.1	13 738.0	33.8
2005–06	10 099.1	945.2	3 467.6	278.6	14 790.5	31.7
2006–07	11 425.2	1 525.5	2 970.5	282.7	16 203.8	31.4
2007–08	12 647.0	1 878.6	2 476.5	824.9	17 827.0	32.3
2008–09	15 875.4	1 810.1	3 412.2	1 099.1	22 196.8	36.0
2009–10	14 899.7	1 907.1	5 221.4	1 119.5	23 147.7	34.2
2010–11	16 844.1	1 766.8	6 148.3	1 096.8	25 856.0	37.9
2011–12	19 534.5	1 202.6	5 328.1	525.9	26 591.2	35.6
2012–13	19 213.3	1 048.9	4 718.4	388.4	25 369.0	30.7
2013–14	15 588.3	906.7	4 039.2	689.0	21 223.2	24.4
2014–15	13 838.5	724.9	3 316.4	895.2	18 774.9	24.4
2015–16	14 958.7	1 092.1	4 044.0	654.2	20 749.0	32.1
2016–17	17 286.1	1 195.4	5 399.9	463.7	24 345.1	41.9
2017–18	20 686.3	1 239.0	8 618.0	474.4	31 017.7	49.9
2018–19	16 140.8	1 017.8	8 928.7	466.4	26 553.7	34.9
2019–20	14 493.6	1 039.6	9 390.6	606.2	25 530.0	35.3
2020–21	14 357.5	1 232.6	11 397.9	535.5	27 523.5	39.8
2021–22	17 316.3	1 526.4	12 394.3	823.4	32 060.5	47.9
2022–23	20 505.6	1 805.9	14 810.5	816.9	37 938.9	51.6
2023–24	22 391.1	1 917.9	15 579.1	760.0	40 648.1	48.0
2024–25	22 620.9	1 670.5	14 844.5	926.3	40 062.2	43.6

Sources: ABS (2025), Engineering Construction Activity

ABS (2025), Consumer Price Index

Table 11.2c Total value of transport infrastructure engineering construction work done, adjusted by chain volume index, 2024–25 prices

Financial year	Roads, high-ways and subdivisions	Bridges	Railways	Harbours	Transport infrastructure engineering construction work done	Transport percentage of total infrastructure engineering construction work done
	\$ million					per cent
1996–97	11 668.3	608.1	3 398.8	651.9	16 327.0	51.8
1997–98	13 941.9	696.9	2 900.5	806.5	18 345.8	64.9
1998–99	15 709.8	873.2	2 584.8	840.9	20 008.6	65.0
1999–00	14 344.8	1 128.7	1 885.4	408.7	17 767.7	52.8
2000–01	12 449.0	783.2	1 439.8	468.8	15 140.9	41.6
2001–02	12 045.3	758.5	2 014.9	744.8	15 563.5	46.9
2002–03	14 305.8	705.9	2 912.8	677.4	18 601.8	57.1
2003–04	16 747.8	566.4	3 306.6	994.3	21 615.1	60.0
2004–05	19 721.8	797.5	4 653.4	1 930.7	27 103.4	66.6
2005–06	21 094.9	978.1	4 420.4	1 998.7	28 492.2	61.2
2006–07	21 149.2	1 648.1	4 770.2	2 110.4	29 677.9	57.5
2007–08	21 276.4	2 037.8	5 142.2	2 570.6	31 027.0	56.3
2008–09	25 548.1	1 947.2	5 322.8	3 048.2	35 866.2	58.2
2009–10	22 537.3	1 979.7	7 318.4	3 393.8	35 229.2	52.0
2010–11	24 766.2	1 934.6	9 382.6	5 483.5	41 566.8	60.9
2011–12	27 618.8	1 422.0	11 421.3	8 549.2	49 011.3	65.7
2012–13	26 793.9	1 148.0	11 062.0	10 803.1	49 807.0	60.3
2013–14	21 656.3	1 080.9	9 423.3	8 185.8	40 346.2	46.3
2014–15	20 174.2	933.7	7 274.4	4 182.6	32 564.9	42.4
2015–16	20 950.5	1 173.0	5 184.8	1 737.7	29 046.0	45.0
2016–17	24 005.2	1 385.0	6 113.1	1 584.3	33 087.6	56.9
2017–18	28 294.1	1 417.9	9 569.7	1 103.5	40 385.2	65.0
2018–19	25 766.4	1 220.1	10 000.8	1 198.6	38 185.9	50.2
2019–20	24 591.1	1 278.5	10 510.7	1 346.4	37 726.7	52.1
2020–21	24 436.2	1 432.7	12 878.1	1 029.5	39 776.5	57.5
2021–22	27 596.6	1 763.2	13 635.1	1 557.7	44 552.6	66.6
2022–23	32 388.8	2 075.4	16 068.0	1 981.5	52 513.6	71.4
2023–24	33 360.2	2 116.9	16 983.1	1 495.8	53 956.1	63.7
2024–25	32 046.3	1 780.3	16 074.3	1 931.5	51 832.4	61.2

Sources: ABS (2025), Engineering Construction Activity

ABS (2025), Consumer Price Index

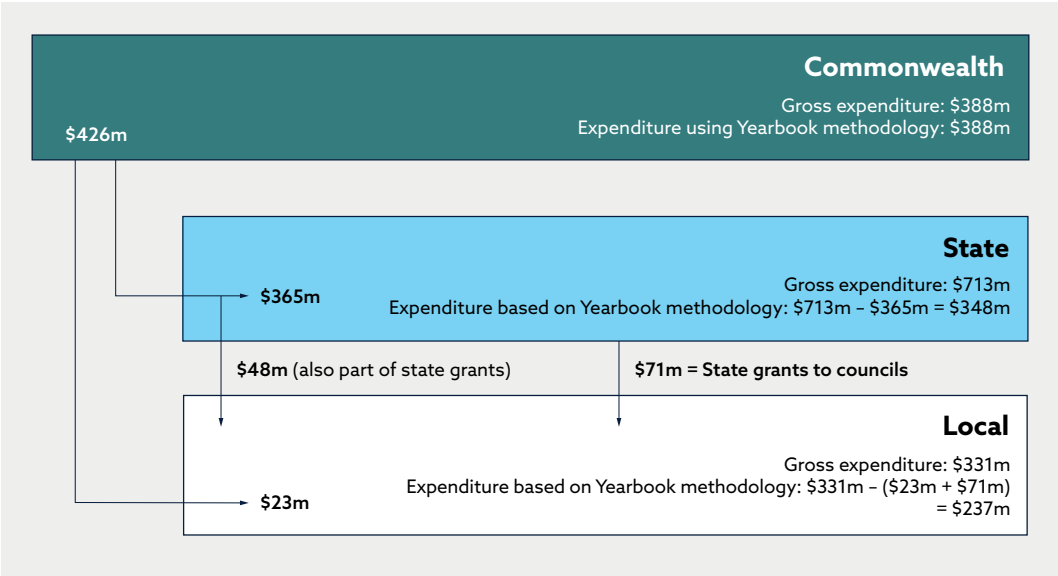
End notes and definitions

Chapter 3: Road-Related Expenditure and Revenue

Table 3.1

BITRE reports road expenditure based on unpublished ABS Government Finance Statistics (GFS) data and internal Department data. Net expenditure for each level of government is calculated by subtracting contributions from higher levels of government. The schematic diagram below represents the flows of road funding expenditure diagrammatically, using example figures for Tasmania in 2023–24.

Figure A 1 Schematic representation of flow of road expenditure funds for 2023–24 (Tasmania)



Source: BITRE estimates based on ABS and Departmental data

Estimates are adjusted for inflation 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).

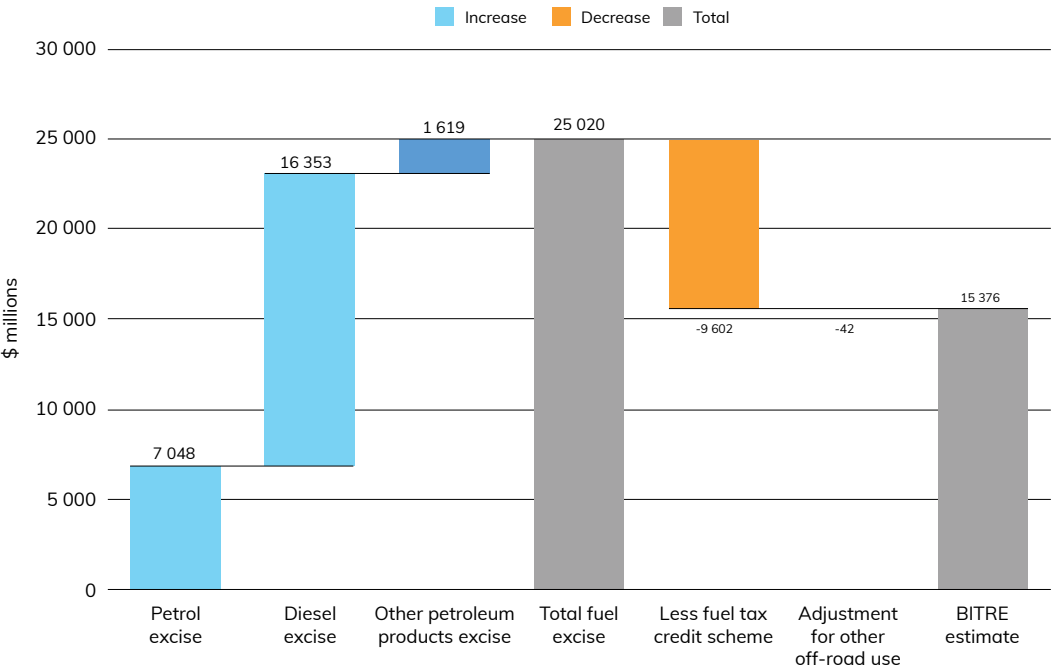
Road expenditure estimates presented here exclude payments from the Attorney General’s Department through the Natural Disaster Relief and Recovery Arrangement (NDRRA), on advice from the Attorney General’s Department that the NDRRA does not fund road/bridge maintenance, rather it reimburses for replacement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

Table 3.2

Net road-related fuel excise figures are net of rebates to industry through the Fuel Tax Credit Scheme, with an adjustment for off-road use that is not eligible for the Fuel Tax Credit Scheme. 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, 2023–24



Source: ATO Taxation Statistics, BITRE estimates

Federal Interstate Registration Scheme revenue data was sourced from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts' internal records.

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

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

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

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.

Where possible, toll revenue is reported exclusive of GST.

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.

Chapter 4: Road

Tables 4.1–4.5

Road freight

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.

The aggregate road freight estimates in this chapter are modelled by BITRE based on estimates from the Survey of Motor Vehicle Use (SMVU). The SMVU was not designed for time series usage, with the sample design and survey methodology changing several times since the survey commenced in 1963. In addition, frequency of the survey varied over time and ceased in 2020.

BITRE modelling modifies historical 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. Uncertainty is higher for estimates made since the last SMVU survey in 2020. 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 Australian Aggregate Freight Forecasts – 2019 update (BITRE 2019).

Table 4.3a

Intrastate road freight is defined as all road freight less interstate freight.

Table 4.6 a-b

The data is sourced from BITRE's Road 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 4.9–4.11

Licensees may have more than one licence type (Full, Provisional, L Permits and Other) and/or Licence Class (Car, Motorcycle or Heavy Vehicle).

Licence count data only include driver licences with an active status.

In most jurisdictions, persons totals include licence holders where gender is not specified as male or female, and in some cases where age is unknown.

For Table 4.10 and 4.11, where someone holds a car licence and a heavy vehicle licence, this is counted in both the 'car' column and the column for the highest heavy vehicle licence. Any heavy vehicle category between the car category and highest heavy vehicle category held is not included.

In general, total car licences reported in Tables 4.10 and 4.11 vary slightly from total licence holders in Table 4.9 primarily for two reasons:

Individuals who hold both a full car licence and a full motorcycle licence are not treated consistently between jurisdictions, in part reflecting different licencing rules.

Licence and licence holder datasets are taken from different systems by the jurisdictions.

Table 4.12

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.

Table 4.13

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 6.17. 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

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)

Chapter 7: Shipping

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

Tables 7.1–7.2

In the Infrastructure Yearbook 2025, the number of unique vessels has been revised back to 1999–00 with the following methodological changes:

- The definition of “unique vessel” is now only based on its Lloyd’s List Intelligence vessel identifier rather than a combination of the vessel identifier, flag and name.
- The method previously used to calculate the number of unique vessels that called at a state during a financial year resulted in vessels being counted multiple times if they called at multiple ports in that state. This has now been corrected.
- There is a break in the time series from 2023–24 due to changes to the data provided by Lloyds List Intelligence.

Tables 7.3–7.5

Tables 7.3 to 7.5 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.

Chapter 8: 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 8.1

Marine accident and fatality statistics only include occurrences reported to ATSB which take place in Australia's maritime jurisdiction. They include accidents and other safety incidents involving Australian registered trading vessels (cargo and/or passengers) and trading vessels flying foreign flags. They also include injuries on board recreational and fishing vessels drawn into accidents that also involved a ship.

Marine accidents are defined as an occurrence involving a vessel where:

- A person dies or suffers serious injury as a result of an occurrence associated with the operation of the vessel; or
- The vessel is destroyed or seriously damaged as a result of an occurrence associated with the operation of the vessel; or
- Any property is destroyed or seriously damaged as a result of an occurrence associated with the operation of the vessel (Transport Safety Investigation Act 2003).

Aviation accidents are defined as:

- Aviation accident statistics include all occurrences associated with the operation of an aircraft which take place between the time any person boards the aircraft with the intention of flight until disembarking, in which a person is injured as a result of:
 - being in the aircraft, or
 - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
 - direct exposure to jet blast.
- For aviation safety statistics, injuries include serious and minor injuries.

For road data the definitions are:

- Crash – Any apparently unpremeditated event reported to police, or other relevant authority, and resulting in death, injury or property damage attributable to the movement of a road vehicle on a public road.
- Fatal crash – A crash for which there is at least one death

Cross-modal comparisons should be undertaken with caution as level crossing accidents between trains and road vehicles are included in the estimates of both modes from 2001 (level crossing deaths were not included in rail fatality statistics prior to 2001). In addition, suicides are excluded from aviation casualty estimates and road estimates but included in rail estimates from 2001 to 2011.

Tables 8.9–8.10

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 8.11–8.12

Aviation accident statistics include all occurrences associated with the operation of an aircraft which take place between the time any person boards the aircraft with the intention of flight until disembarking, in which a person is injured as a result of:

- being in the aircraft, or
- direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
- direct exposure to jet blast.

For aviation safety statistics, injuries include serious and minor injuries.

Casualties are excluded when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew.

Chapter 9: Transport Energy and Environment

Tables 9.1–9.2

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.

Annual average retail petrol prices in Table 9.2a are calculated as a simple average of daily unleaded petrol prices at metropolitan and regional locations across Australia (where prices are available).

National averages are calculated as weighted averages of the state/territory prices, with weights based on vehicle numbers using petrol in each region.

Tables 9.4–9.8

Estimates of carbon dioxide equivalent emissions broadly follow the emission accounting framework of the Australian National Greenhouse Accounts. “Direct” emissions are scope 1 estimates that include carbon dioxide, methane and nitrous oxide emitted from transport fuel combustion. Carbon dioxide emissions from biofuels are reported as scope 3, reflecting the more complex lifecycle impact of these fuel types. Electricity use (scope 2) is estimated where relevant.

All figures are civilian domestic transport.

A number of methodological changes have been made in this year’s estimates. These include:

- inclusion of new data sources
- adjustments to account for reduced data availability or quality in some instances
- changes to improve consistency with other Australian Government sources
- unit’s standardisation to million tonnes.

Overall emissions levels are broadly similar to previous estimates, but some sub-sectoral estimates may vary, especially for smaller transport segments.

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