



Australian Government

Department of Infrastructure, Transport,  
Regional Development and Communications

Bureau of Infrastructure and Transport Research Economics

STATISTICAL REPORT



Yearbook 2020

Australian Infrastructure Statistics



Bureau of Infrastructure and Transport Research Economics

## Australian Infrastructure Statistics Yearbook 2020

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

© Commonwealth of Australia 2020

ISSN: 1838-9244 (Print)

ISSN: 1838-9252 (Online)

ISBN: 978-1-922521-05-7

December 2020 / INFRA4399

Cover photograph: Roy Hill iron mine in the Pilbara region of Western Australia. Photo courtesy of Rodney Avery.

### **Ownership of intellectual property rights in this publication**

Unless otherwise noted, copyright (and any other intellectual property rights, if any) in this publication is owned by the Commonwealth of Australia (referred to below as the Commonwealth).

### **Disclaimer**

The material contained in this publication is made available on the understanding that the Commonwealth is not providing professional advice, and that users exercise their own skill and care with respect to its use, and seek independent advice if necessary.

The Commonwealth makes no representations or warranties as to the contents or accuracy of the information contained in this publication. To the extent permitted by law, the Commonwealth disclaims liability to any person or organisation in respect of anything done, or omitted to be done, in reliance upon information contained in this publication.

### **Creative Commons licence**

With the exception of (a) the Coat of Arms; and (b) the Department of Infrastructure, Transport, Cities and Regional Development' photos and graphics, copyright in this publication is licensed under a Creative Commons Attribution 3.0 Australia Licence.

Creative Commons Attribution 3.0 Australia Licence is a standard form licence agreement that allows you to copy, communicate and adapt this publication provided that you attribute the work to the Commonwealth and abide by the other licence terms. A summary of the licence terms is available from <http://creativecommons.org/licenses/by/3.0/au/deed.en>. The full licence terms are available from <http://creativecommons.org/licenses/by/3.0/au/legalcode>.

### **Use of Lloyd's List Intelligence data**

Specific permission from Lloyd's List Intelligence is required before re-publication or further distribution of the copyrighted Lloyd's List Intelligence data included within this document. For information on products and services visit <https://maritimeintelligence.informa.com/products-and-services/lloyds-list-intelligence>.

### **Use of the Coat of Arms**

The Department of the Prime Minister and Cabinet sets the terms under which the Coat of Arms is used. Please refer to the Department's Commonwealth Coat of Arms and Government branding web page <https://www.pmc.gov.au/resource-centre/government-australian-government-branding-guidelines-use-australian-government-logo-australian-government-departments-and-agencies> and, in particular, the Guidelines on the use of the Commonwealth Coat of Arms publication.

### **An appropriate citation for this report is:**

Bureau of Infrastructure and Transport Research Economics (BITRE), 2020, *Yearbook 2020: Australian Infrastructure Statistics, Statistical Report*, BITRE, Canberra ACT.

### **Contact us**

This publication is available in PDF format. All other rights are reserved, including in relation to any Departmental logos or trade marks which may exist. For enquiries regarding the licence and any use of this publication, please contact:

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

Telephone: (international) +61 2 6274 7210  
Fax: (international) +61 2 6274 6855  
Email: [bitre@infrastructure.gov.au](mailto:bitre@infrastructure.gov.au)  
Website: [bitre.gov.au](http://bitre.gov.au)

# Foreword

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

The Yearbook is presented in five parts:

- Part I: Infrastructure and the Economy
- Part T: Transport
- Part C: Communications
- Part E: Energy
- Part W: Water.

The publication is primarily a source of long-term, aggregate time series infrastructure statistics. Most statistics included in the publication are currently collected by BITRE or other Australian, state or territory government agencies.

The 2020 Yearbook was prepared by Natalie Fisher with thanks to contributions from David Cosgrove, David Gargett, David Mitchell, Thomas Rutherford, Pearl Louis, Rodney Avery, Mano Manoranjan, Tim Risbey and Jack McAuley.

Louise Rawlings  
Head of Bureau  
Bureau of Infrastructure, Transport and Regional Economics  
December 2020

# Table of Contents

|   |            |
|---|------------|
| Foreword  | iii        |
| Introduction  | 1          |
| <b>PART I: INFRASTRUCTURE AND THE ECONOMY .....</b> | <b>7</b>   |
| Chapter 1 The economy .....                         | 13         |
| Chapter 2 Infrastructure construction .....         | 29         |
| <b>PART T: TRANSPORT .....</b>                      | <b>33</b>  |
| Chapter 1 Transport infrastructure.....             | 37         |
| Chapter 2 Freight.....                              | 69         |
| Chapter 3 Passengers.....                           | 81         |
| Chapter 4 Road.....                                 | 99         |
| Chapter 5 Rail.....                                 | 127        |
| Chapter 6 Aviation.....                             | 133        |
| Chapter 7 Shipping.....                             | 141        |
| Chapter 8 Safety.....                               | 153        |
| Chapter 9 Energy and the environment.....           | 179        |
| <b>PART C: COMMUNICATIONS.....</b>                  | <b>193</b> |
| Chapter 1 Communications infrastructure.....        | 197        |
| Chapter 2 Investment in information technology..... | 201        |
| Chapter 3 Subscriptions and prices.....             | 205        |
| <b>PART E: ENERGY .....</b>                         | <b>211</b> |
| Chapter 1 Energy infrastructure .....               | 215        |
| Chapter 2 Energy production and usage.....          | 233        |
| <b>PART W: WATER .....</b>                          | <b>251</b> |
| Chapter 1 Water infrastructure .....                | 257        |
| Chapter 2 Water inputs and prices.....              | 263        |
| Chapter 3 Rural water and value .....               | 265        |
| <b>END NOTES AND DEFINITIONS.....</b>               | <b>269</b> |
| <b>REFERENCES.....</b>                              | <b>301</b> |

# List of Tables

|                     |   |    |
|---------------------|---|----|
| <b>Table I 1.1a</b> | Gross value added, major Australian infrastructure industries, 2018–19 prices.....  | 13 |
| <b>Table I 1.1b</b> | Australian transport, postal and warehousing gross value added, 2018–19 prices.....   | 14 |
| <b>Table I 1.1c</b> | In-house transport gross value added, by industry, 2018–19 prices.....  | 15 |
| <b>Table I 1.2a</b> | Australian employment, major infrastructure industries—transport and storage .....  | 16 |
| <b>Table I 1.2b</b> | Australian employment, major infrastructure industries—energy.....  | 17 |
| <b>Table I 1.2c</b> | Australian employment, major infrastructure industries—communication ..   | 18 |
| <b>Table I 1.2d</b> | Australian employment, major infrastructure industries—Water .....  | 19 |
| <b>Table I 1.2e</b> | In-house transport employment, by industry.....   | 20 |
| <b>Table I 1.3a</b> | Australian average weekly earnings, transport industry (2017–18 prices, adjusted by CPI).....   | 21 |
| <b>Table I 1.3b</b> | Australian average weekly earnings(5), energy industry (2017–18 prices, adjusted by CPI).....   | 21 |
| <b>Table I 1.3c</b> | Australian average weekly earnings, communication industry (2017–18 prices, adjusted by CPI) .....  | 22 |
| <b>Table I 1.3d</b> | Australian average weekly earnings, water industry (2017–18 prices, adjusted by CPI).....   | 22 |
| <b>Table I 1.4a</b> | Australian producer price indexes, transport industry.....  | 23 |
| <b>Table I 1.4b</b> | Australian producer price indexes, communications industry.....   | 24 |
| <b>Table I 1.5a</b> | Australian population, by State/Territory—capital city .....  | 25 |
| <b>Table I 1.5b</b> | Australian population, by state/territory—Rest of state .....   | 26 |
| <b>Table I 1.5c</b> | Australian population, by state/territory—total.....  | 27 |
| <b>Table I 1.6</b>  | Key indicators influencing Australian infrastructure.....   | 28 |
| <b>Table I 2.1a</b> | Value of major infrastructure engineering construction work done, by the private sector for the private sector, adjusted by chain volume index, 2018–19 prices..... | 29 |
| <b>Table I 2.1b</b> | Value of major infrastructure engineering construction work done, by the private sector for the public sector, adjusted by chain volume index, 2018–19 prices.....  | 30 |
| <b>Table I 2.1c</b> | Value of major infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2018–19 prices.....                         | 31 |

|                     |  |    |
|---------------------|--|----|
| <b>Table I 2.1d</b> | Total value of major infrastructure engineering construction work done, adjusted by chain volume index, 2018–19 prices .....   | 32 |
| <b>Table T 1.1a</b> | Value of transport infrastructure engineering construction work done, by the private sector for the private sector, adjusted by chain volume index, 2018–19 prices.....  | 37 |
| <b>Table T 1.1b</b> | Value of transport infrastructure engineering construction work done by the private sector for the public sector, adjusted by chain volume index, by the private sector for the public sector, adjusted by chain volume index, 2018–19 prices..... | 38 |
| <b>Table T 1.1c</b> | Value of transport infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2018–19 prices.....  | 39 |
| <b>Table T 1.1d</b> | Total value of transport infrastructure engineering construction work done, adjusted by chain volume index, 2018–19 prices .....   | 40 |
| <b>Table T 1.2a</b> | Road-related expenditure, by commonwealth (constant 2018–19 prices, adjusted by CPI).....  | 41 |
| <b>Table T 1.2b</b> | Road-related expenditure, by state/territory government (constant 2018–19 prices, adjusted by CPI).....  | 42 |
| <b>Table T 1.2c</b> | Road-related expenditure, by local government (constant 2018–19 prices, adjusted by CPI).....  | 43 |
| <b>Table T 1.2d</b> | Road-related expenditure, by all government (constant 2018–19 prices, adjusted by CPI).....  | 44 |
| <b>Table T 1.2e</b> | Road expenditure – origin of funding – New South Wales (constant 2018–19 prices, adjusted by CPI).....   | 45 |
| <b>Table T 1.2f</b> | Road expenditure – origin of funding – Victoria (constant 2018–19 prices, adjusted by CPI).....  | 46 |
| <b>Table T 1.2g</b> | Road expenditure – origin of funding – Queensland (constant 2018–19 prices, adjusted by CPI).....  | 47 |
| <b>Table T 1.2h</b> | Road expenditure – origin of funding – South Australia (constant 2018–19 prices, adjusted by CPI).....   | 48 |
| <b>Table T 1.2i</b> | Road expenditure – origin of funding – Western Australia (constant 2018–19 prices, adjusted by CPI).....   | 49 |
| <b>Table T 1.2j</b> | Road expenditure – origin of funding – Tasmania (constant 2018–19 prices, adjusted by CPI).....  | 50 |
| <b>Table T 1.2k</b> | Road expenditure – origin of funding – Northern Territory (constant 2018–19 prices, adjusted by CPI) .....   | 51 |
| <b>Table T 1.2l</b> | Road expenditure – origin of funding – Australian Capital Territory (constant 2018–19 prices, adjusted by CPI) .....   | 52 |

|                     |   |    |
|---------------------|---|----|
| <b>Table T 1.3</b>  | Road-related expenditure by jurisdictions, (constant 2018–19 prices),<br>adjusted by BITRE Road Construction and Maintenance Price Index .....                                      | 52 |
| <b>Table T 1.4a</b> | Selected road-related taxes and charges (Constant 2018–19 prices,<br>adjusted by ABS Consumer Price Index) .....  | 53 |
| <b>Table T 1.4b</b> | Gross excise on petroleum products and fuel tax credits (Constant<br>2018–19 prices, adjusted by CPI) .....   | 54 |
| <b>Table T 1.4c</b> | Road-related taxes and charges, New South Wales (Constant 2018–19<br>prices, adjusted by CPI) .....   | 54 |
| <b>Table T 1.4d</b> | Road-related taxes and charges, Victoria (Constant 2018–19 prices,<br>adjusted by ABS Consumer Price Index) .....   | 55 |
| <b>Table T 1.4e</b> | Road-related taxes and charges, Queensland (Constant 2018–19 prices,<br>adjusted by CPI) .....  | 55 |
| <b>Table T 1.4f</b> | Road-related taxes and charges, South Australia (Constant 2018–19<br>prices, adjusted by CPI) .....   | 55 |
| <b>Table T 1.4g</b> | Road-related taxes and charges, Western Australia (Constant 2018–19<br>prices, adjusted by CPI) .....   | 56 |
| <b>Table T 1.4h</b> | Road-related taxes and charges, Tasmania (Constant 2018–19 prices,<br>adjusted by CPI) .....  | 56 |
| <b>Table T 1.4i</b> | Road-related taxes and charges, Northern Territory (Constant 2018–19<br>prices, adjusted by CPI) .....  | 56 |
| <b>Table T 1.4j</b> | Road-related taxes and charges, Australian Capital Territory (Constant<br>2018–19 prices, adjusted by CPI) .....  | 57 |
| <b>Table T 1.5</b>  | Arterial road and bridge maintenance expenditure, constant 2018–19<br>prices, adjusted by BITRE Road Construction and Maintenance Price<br>Index – Road maintenance sub-index ..... | 57 |
| <b>Table T 1.6a</b> | Total road length by state/territory, by road type .....  | 58 |
| <b>Table T 1.6b</b> | Total locally controlled road length by state/territory, by road type .....   | 60 |
| <b>Table T 1.6c</b> | Toll road length .....  | 60 |
| <b>Table T 1.6d</b> | Australian Road length, by type of road .....   | 61 |
| <b>Table T 1.6e</b> | Road length by type of road, by state and territory .....   | 62 |
| <b>Table T 1.6f</b> | Lane kilometres, by type of road, Australia .....   | 63 |
| <b>Table T 1.6g</b> | Lane kilometres, by state and territory .....   | 64 |
| <b>Table T 1.7</b>  | Selected road and bridge construction and maintenance price and cost<br>indexes, for Australia and for states and territories .....   | 65 |
| <b>Table T 1.8a</b> | Rail-related expenditure, by commonwealth government (constant<br>2017–18 prices, adjusted by ABS Consumer Price Index) .....   | 66 |

|                     |  |    |
|---------------------|--|----|
| <b>Table T 1.8b</b> | Rail-related expenditure, by state/territory Government (constant 2017–18 prices, adjusted by ABS Consumer Price Index)..... | 67 |
| <b>Table T 1.8c</b> | Rail-related expenditure, by all government (constant 2017–18 prices, adjusted by ABS Consumer Price Index) .....            | 68 |
| <b>Table T 2.1a</b> | Domestic freight, by transport mode – bulk.....  | 69 |
| <b>Table T 2.1b</b> | Domestic freight by transport mode – Non-bulk.....   | 70 |
| <b>Table T 2.1c</b> | Domestic freight by transport mode – total bulk and non-bulk.....  | 71 |
| <b>Table T 2.2a</b> | Total domestic freight, by state/territory, by transport mode – road .....   | 72 |
| <b>Table T 2.2b</b> | Total domestic freight, by state/territory, by transport mode – rail.....  | 73 |
| <b>Table T 2.2c</b> | Total domestic freight, by state/territory, by transport mode – shipping.....  | 74 |
| <b>Table T 2.2d</b> | Total domestic freight, by state/territory, by transport mode – total.....   | 75 |
| <b>Table T 2.3a</b> | Intrastate freight, by state/territory, by transport mode – road .....   | 76 |
| <b>Table T 2.3b</b> | Intrastate freight, by state/territory, by transport mode – rail.....  | 77 |
| <b>Table T 2.3c</b> | Intrastate freight, by state/territory, by transport mode – shipping.....  | 77 |
| <b>Table T 2.4a</b> | Interstate freight, by state/territory, by transport mode – road.....  | 78 |
| <b>Table T 2.4b</b> | Interstate freight, by state/territory, by transport mode – shipping .....   | 79 |
| <b>Table T 2.5</b>  | Metropolitan road freight, by capital city .....   | 80 |
| <b>Table T 3.1</b>  | Total national passenger travel, by transport mode .....   | 81 |
| <b>Table T 3.2a</b> | Inter-capital city passenger travel by city pair – All modes.....  | 82 |
| <b>Table T 3.2b</b> | Inter-capital city passenger travel by city pair – Car .....   | 82 |
| <b>Table T 3.2c</b> | Inter-capital city passenger travel by city pair – Air.....  | 83 |
| <b>Table T 3.2d</b> | Inter-capital city passenger travel by city pair – Rail, Coach and Other .....   | 83 |
| <b>Table T 3.3a</b> | Total passenger kilometres travelled by capital city – Sydney .....  | 84 |
| <b>Table T 3.3b</b> | Total passenger kilometres travelled by capital city – Melbourne.....  | 85 |
| <b>Table T 3.3c</b> | Total passenger kilometres travelled by capital city – Brisbane .....  | 86 |
| <b>Table T 3.3d</b> | Total passenger kilometres travelled by capital city – Adelaide.....   | 87 |
| <b>Table T 3.3e</b> | Total passenger kilometres travelled by capital city – Perth.....  | 88 |
| <b>Table T 3.3f</b> | Total passenger kilometres travelled by capital city – Hobart.....   | 89 |
| <b>Table T 3.3g</b> | Total passenger kilometres travelled by capital city – Darwin.....   | 90 |
| <b>Table T 3.3h</b> | Total passenger kilometres travelled by capital city – Canberra.....   | 91 |
| <b>Table T 3.3i</b> | Total passenger kilometres travelled by capital city – Australian capital cities .....                                       | 92 |

|                      |   |     |
|----------------------|---|-----|
| <b>Table T 3.4a</b>  | Method of travel to work, by state/territory – New South Wales .....          | 93  |
| <b>Table T 3.4b</b>  | Method of travel to work, by state/territory – Victoria.....                  | 93  |
| <b>Table T 3.4c</b>  | Method of travel to work, by state/territory – Queensland.....                | 94  |
| <b>Table T 3.4d</b>  | Method of travel to work, by state/territory – South Australia .....          | 94  |
| <b>Table T 3.4e</b>  | Method of travel to work, by state/territory – Western Australia.....         | 95  |
| <b>Table T 3.4f</b>  | Method of travel to work, by state/territory – Tasmania.....                  | 95  |
| <b>Table T 3.4g</b>  | Method of travel to work, by state/territory – Northern Territory.....        | 96  |
| <b>Table T 3.4h</b>  | Method of travel to work, by state/territory – Australian Capital Territory.. | 96  |
| <b>Table T 3.4i</b>  | Method of travel to work, by state/territory – total Australia .....          | 97  |
| <b>Table T 3.4j</b>  | Total employed persons, by state/territory .....                              | 98  |
| <b>Table T 4.1</b>   | Intercapital road distances.....  | 99  |
| <b>Table T 4.2</b>   | Total vehicle kilometres travelled, by vehicle type.....                      | 100 |
| <b>Table T 4.3</b>   | Total vehicle kilometres travelled by state/territory.....                    | 101 |
| <b>Table T 4.4</b>   | Total vehicle kilometres travelled by capital city.....                       | 102 |
| <b>Table T 4.5</b>   | Total road freight, by vehicle type .....                                     | 103 |
| <b>Table T 4.6</b>   | Private vehicle ownership and operating cost indices .....                    | 104 |
| <b>Table T 4.7</b>   | Stock of registered motor vehicles, by vehicle type .....                     | 105 |
| <b>Table T 4.8</b>   | Stock of registered motor vehicles, by state/territory .....                  | 106 |
| <b>Table T 4.9</b>   | New motor vehicles sales, excluding motor cycles, by vehicle type .....       | 107 |
| <b>Table T 4.10</b>  | New motor vehicles sales excluding motor cycles, by state/territory .....     | 108 |
| <b>Table T 4.11a</b> | Licence holders, by age and gender – New South Wales .....                    | 109 |
| <b>Table T 4.11b</b> | Licence holders, by age and gender – Victoria.....                            | 110 |
| <b>Table T 4.11c</b> | Licence holders, by age and gender – Queensland.....                          | 111 |
| <b>Table T 4.11d</b> | Licence holders, by age and gender – South Australia.....                     | 112 |
| <b>Table T 4.11e</b> | Licence holders, by age and gender – Western Australia.....                   | 113 |
| <b>Table T 4.11f</b> | Licence holders , by age and gender – Tasmania.....                           | 114 |
| <b>Table T 4.11g</b> | Licence holders, by age and gender – Northern Territory .....                 | 115 |
| <b>Table T 4.11h</b> | Licence holders, by age and gender – Australian Capital Territory .....       | 116 |
| <b>Table T 4.11i</b> | Licence holders, by age and gender – Australia.....                           | 117 |
| <b>Table T 4.12a</b> | Licensed vehicle operators, by vehicle type – New South Wales .....           | 118 |
| <b>Table T 4.12b</b> | Licensed vehicle operators, by vehicle type – Victoria .....                  | 119 |

|                      |   |     |
|----------------------|---|-----|
| <b>Table T 4.12c</b> | Licensed vehicle operators, by vehicle type – Queensland .....  | 120 |
| <b>Table T 4.12d</b> | Licensed vehicle operators, by vehicle type – South Australia .....   | 121 |
| <b>Table T 4.12e</b> | Licensed vehicle operators, by vehicle type – Western Australia .....   | 122 |
| <b>Table T 4.12f</b> | Licensed vehicle operators, by vehicle type – Tasmania .....  | 123 |
| <b>Table T 4.12g</b> | Licensed vehicle operators, by vehicle type – Northern Territory.....   | 124 |
| <b>Table T 4.12h</b> | Licensed vehicle operators, by vehicle type – Australian Capital Territory ...  | 125 |
| <b>Table T 4.12i</b> | Licensed vehicle operators, by vehicle type – Australia .....   | 126 |
| <b>Table T 5.1a</b>  | Intercapital rail distances – freight terminals.....  | 127 |
| <b>Table T 5.1b</b>  | Intercapital rail distances – passenger terminals.....  | 128 |
| <b>Table T 5.2a</b>  | Estimated route-kilometres of open railway as at September 2020,<br>by jurisdiction and gauge.....                                | 128 |
| <b>Table T 5.2b</b>  | Estimated route-kilometres of open railway as at September 2020,<br>by jurisdiction and single or double (or more) trackage ..... | 128 |
| <b>Table T 5.2c</b>  | Estimated route-kilometres of open railway as at September 2020, by<br>jurisdiction and overhead electrical system used.....      | 129 |
| <b>Table T 5.3</b>   | Network characteristics of heavy urban passenger railways.....  | 129 |
| <b>Table T 5.4</b>   | Interstate non-bulk rail freight by state/territory of origin .....   | 130 |
| <b>Table T 5.5a</b>  | Public transit patronage on heavy rail, Australian capital cities.....  | 131 |
| <b>Table T 5.5b</b>  | Public transit patronage on light rail, Australian capital cities .....   | 132 |
| <b>Table T 6.1</b>   | Intercapital air distances (great circle distances) .....   | 133 |
| <b>Table T 6.2</b>   | International airline activity .....  | 134 |
| <b>Table T 6.3</b>   | Domestic airline activity .....   | 135 |
| <b>Table T 6.4a</b>  | Activity at major airports – revenue passengers (thousand).....   | 136 |
| <b>Table T 6.4b</b>  | Activity at major airports – aircraft movements .....   | 137 |
| <b>Table T 6.5</b>   | Domestic on-time performance.....   | 138 |
| <b>Table T 6.6</b>   | BITRE airfare index .....   | 138 |
| <b>Table T 6.7</b>   | Number of Australian registered aircraft, by aircraft type.....   | 139 |
| <b>Table T 7.1</b>   | Intercapital sea distances.....   | 141 |
| <b>Table T 7.2a</b>  | Number of cargo ships involved in coastal or international voyages that<br>made port calls, by state/territory .....              | 142 |
| <b>Table T 7.2b</b>  | Number of port calls made by ships involved in coastal or international<br>voyages, by state/territory .....                      | 142 |

|                      |  |     |
|----------------------|--|-----|
| <b>Table T 7.3a</b>  | Number of ships involved in coastal or international voyages that made port calls, by major ports.....     | 143 |
| <b>Table T 7.3b</b>  | Number of port calls made by ships involved in coastal or international voyages, by major ports.....       | 143 |
| <b>Table T 7.4a</b>  | Cargo loaded (including exports) at Australian ports, by state/territory....                               | 144 |
| <b>Table T 7.4b</b>  | Cargo discharged (including imports) at Australian ports, by state/territory                               | 144 |
| <b>Table T 7.5a</b>  | Cargo loaded (including exports), by selected Australian ports .....                                       | 145 |
| <b>Table T 7.5b</b>  | Cargo discharged (including imports), by selected Australian ports .....                                   | 145 |
| <b>Table T 7.6a</b>  | Cargo loaded (including exports), by capital city ports.....   | 146 |
| <b>Table T 7.6b</b>  | Cargo discharged (including imports), by capital city ports.....   | 146 |
| <b>Table T 7.7</b>   | Containers exchanged, selected Australian ports.....   | 147 |
| <b>Table T 7.8a</b>  | Summary of the Australian trading fleet – number of vessels .....  | 147 |
| <b>Table T 7.8b</b>  | Summary of the Australian trading fleet – deadweight (tonnes) .....  | 148 |
| <b>Table T 7.8c</b>  | Summary of the Australian trading fleet – gross tonnage (tonnes) .....                                     | 148 |
| <b>Table T 7.8d</b>  | Summary of the Australian trading fleet – age distribution (percentage of total deadweight (tonnes)) ..... | 149 |
| <b>Table T 7.9a</b>  | Ships in the major trading fleet – overseas trades, 2016–17 – tankers.....                                 | 149 |
| <b>Table T 7.9b</b>  | Ships in the major trading fleet – overseas trades, 2016–17 – bulk carriers.....                           | 150 |
| <b>Table T 7.9c</b>  | Ships in the major trading fleet – overseas trades, 2016–17 – container carriers .....                     | 150 |
| <b>Table T 7.9d</b>  | Ships in the major trading fleet – overseas trades, 2016–17 – livestock carriers .....                     | 151 |
| <b>Table T 7.9e</b>  | Ships in the major trading fleet – overseas trades, 2016–17 – general cargo ships.....                     | 151 |
| <b>Table T 7.10a</b> | Ships in the major trading fleet – coastal trades, 2016–17 – tankers.....                                  | 151 |
| <b>Table T 7.10b</b> | Ships in the major trading fleet – coastal trades, 2016–17 – bulk carriers.                                | 152 |
| <b>Table T 7.10c</b> | Ships in the major trading fleet – coastal trades, 2016–17 – general cargo .....                           | 152 |
| <b>Table T 7.10d</b> | Ships in the major trading fleet – coastal trades, 2016–17 – container carriers .....                      | 152 |
| <b>Table T 8.1a</b>  | Number of fatal crashes, by transport mode.....  | 153 |
| <b>Table T 8.1b</b>  | Number of fatalities, by transport mode.....   | 154 |
| <b>Table T 8.2a</b>  | Fatality rate, by transport mode (per 100,000 population) .....  | 155 |

|                      |   |     |
|----------------------|---|-----|
| <b>Table T 8.2b</b>  | Injury rate, by transport mode (per 100,000 population) .....                                 | 156 |
| <b>Table T 8.3a</b>  | Fatality rate by transport mode (per billion passenger km travelled).....                     | 157 |
| <b>Table T 8.3b</b>  | Injury rate by transport mode (per billion passenger km travelled) .....                      | 158 |
| <b>Table T 8.4a</b>  | Number of road crashes, by accident severity .....  | 159 |
| <b>Table T 8.4b</b>  | Number of road casualties, by severity.....   | 160 |
| <b>Table T 8.5a</b>  | Road crash rate, by crash severity (per 100,000 population) .....                             | 161 |
| <b>Table T 8.5b</b>  | Road casualty rate, by severity (per 100,000 population) .....                                | 162 |
| <b>Table T 8.6a</b>  | Number of fatal road crashes, by state/territory .....  | 163 |
| <b>Table T 8.6b</b>  | Number of road fatalities, by state/territory.....  | 164 |
| <b>Table T 8.6c</b>  | Number of road fatalities, by road user type.....   | 165 |
| <b>Table T 8.6d</b>  | Number of road fatalities, by age-group (years) .....   | 165 |
| <b>Table T 8.6e</b>  | Number of road fatalities, by gender .....  | 165 |
| <b>Table T 8.7a</b>  | Fatal road crash rate, by state/territory (per 100,000 population) .....                      | 166 |
| <b>Table T 8.7b</b>  | Road fatality rate, by state/territory (per 100,000 population).....                          | 167 |
| <b>Table T 8.8</b>   | Number of persons with hospitalised injuries due to road crashes,<br>by state/territory ..... | 168 |
| <b>Table T 8.9</b>   | Hospitalised road injury rate, by state/territory (per 100,000 population)                    | 169 |
| <b>Table T 8.10</b>  | Number of rail casualties, by severity .....  | 170 |
| <b>Table T 8.11</b>  | Number of rail fatalities, by state/territory .....   | 171 |
| <b>Table T 8.12</b>  | Rail fatality rate per 100,000 population, by state/territory.....                            | 172 |
| <b>Table T 8.13a</b> | Number of aviation accidents, by accident severity.....                                       | 173 |
| <b>Table T 8.13b</b> | Number of aviation casualties, by severity .....  | 174 |
| <b>Table T 8.14a</b> | Aviation accident rate by accident severity (per 100,000 population) .....                    | 175 |
| <b>Table T 8.14b</b> | Aviation casualty rate by severity (per 100,000 population) .....                             | 176 |
| <b>Table T 8.15a</b> | Number of aviation accidents, by state/territory .....  | 177 |
| <b>Table T 8.15b</b> | Number of aviation fatalities, by state/territory .....                                       | 178 |
| <b>Table T 9.1</b>   | Total transport petroleum sales, by fuel type.....  | 179 |
| <b>Table T 9.2a</b>  | Selected refined petroleum products – Australian production .....                             | 180 |
| <b>Table T 9.2b</b>  | Selected refined petroleum products – imports to Australia.....                               | 180 |
| <b>Table T 9.2c</b>  | Selected refined petroleum products – exports from Australia.....                             | 181 |
| <b>Table T 9.3</b>   | Average retail petrol prices in Australia (nominal), by state/territory.....                  | 181 |

|                     |   |     |
|---------------------|---|-----|
| <b>Table T 9.4</b>  | Transport direct greenhouse gas (carbon dioxide equivalent) emissions, by transport mode, from energy end-use .....   | 182 |
| <b>Table T 9.5</b>  | Road transport direct greenhouse gas (carbon dioxide equivalent) emissions, by vehicle type, from energy end-use.....   | 183 |
| <b>Table T 9.6</b>  | Transport direct emissions, by transport mode, from energy end-use – carbon dioxide.....  | 184 |
| <b>Table T 9.7</b>  | Transport direct emissions, by transport mode, from energy end-use – methane.....   | 185 |
| <b>Table T 9.8</b>  | Transport direct emissions, from energy end-use, by transport mode, from energy end-use – nitrous oxide.....  | 186 |
| <b>Table T 9.9</b>  | Transport full fuel cycle greenhouse gas (carbon dioxide equivalent) emissions, by transport mode.....  | 187 |
| <b>Table T 9.10</b> | Transport energy use, by transport mode .....   | 188 |
| <b>Table T 9.11</b> | Road transport energy use, by vehicle type .....  | 189 |
| <b>Table T 9.12</b> | Energy use of major surface transport fuels.....  | 190 |
| <b>Table T 9.13</b> | Other transport energy use.....   | 191 |
| <b>Table C 1.1</b>  | Flow of new infrastructure.....   | 197 |
| <b>Table C 1.2a</b> | Flow of new infrastructure – capital investment by selected communications industries – gross fixed capital formation <sup>(e)</sup> .....  | 198 |
| <b>Table C 1.2b</b> | Flow of new infrastructure – capital investment by selected communications industries – net capital expenditure <sup>(f)</sup> .....  | 198 |
| <b>Table C 1.2c</b> | Flow of new infrastructure – capital investment by selected communications industries – depreciation and amortisation.....  | 199 |
| <b>Table C 2.1</b>  | Investment in information technology – information media and telecommunications industry <sup>(g)</sup> investment in information technology gross fixed capital formation <sup>(l)</sup> , chain volume measures ..... | 201 |
| <b>Table C 2.2</b>  | Consumption of information technology – information media and telecommunications industry <sup>(g)</sup> consumption of information technology fixed capital, chain volume measures.....                                | 202 |
| <b>Table C 2.3</b>  | Stock of information technology – information media and telecommunications industry <sup>(g)</sup> net capital stock of information technology assets, chain volume measures.....                                       | 203 |
| <b>Table C 3.1a</b> | Number of services, by communications medium .....  | 205 |
| <b>Table C 3.1b</b> | Number of internet subscriptions, by technology type .....  | 206 |
| <b>Table C 3.2</b>  | Number of internet subscriptions, by download speed – total all subscriptions (excluding mobile handset subscriptions).....   | 207 |

|                     |   |     |
|---------------------|---|-----|
| <b>Table C 3.3</b>  | Number of internet subscribers, by access connection (excluding mobile handset subscriptions).....  | 208 |
| <b>Table C 3.4</b>  | Communications providers – number of internet service providers (ISP), by size.....   | 209 |
| <b>Table C 3.5</b>  | Communications prices – consumer price index, telecommunication services, index numbers by capital city .....   | 210 |
| <b>Table E 1.1a</b> | Flow of new infrastructure – Value of energy infrastructure engineering construction work done by the private sector for the private sector, adjusted by chain volume index, 2018–19 prices ..... | 215 |
| <b>Table E 1.1b</b> | Flow of new infrastructure – Value of energy infrastructure engineering construction work done by the private sector for the public sector, adjusted by chain volume index, 2018–19 prices.....   | 216 |
| <b>Table E 1.1c</b> | Flow of new infrastructure – Value of energy infrastructure engineering construction work done by the public sector; adjusted by chain volume index, 2018–19 prices.....                          | 217 |
| <b>Table E 1.1d</b> | Flow of new infrastructure – Total value of energy infrastructure engineering construction work done, adjusted by chain volume index, 2018–19 prices.....   | 218 |
| <b>Table E 1.2a</b> | Length of electricity transmission and distribution systems – overhead lines.....   | 219 |
| <b>Table E 1.2b</b> | Length of electricity transmission and distribution systems – underground cables .....  | 220 |
| <b>Table E 1.3a</b> | Infrastructure generation capacity – generation capacity, by type of plant – New South Wales.....   | 221 |
| <b>Table E 1.3b</b> | Infrastructure capacity – generation capacity, by type of plant – Victoria....  | 222 |
| <b>Table E 1.3c</b> | Infrastructure capacity – generation capacity, by type of plant – Queensland <sup>(f)</sup> .....   | 223 |
| <b>Table E 1.3d</b> | Infrastructure capacity – generation capacity, by type of plant – South Australia.....  | 224 |
| <b>Table E 1.3e</b> | Infrastructure capacity – generation capacity, by type of plant – Western Australia.....  | 225 |
| <b>Table E 1.3f</b> | Infrastructure capacity – generation capacity, by type of plant – Tasmania.   | 226 |
| <b>Table E 1.3g</b> | Infrastructure capacity – generation capacity, by type of plant – Northern Territory <sup>(h)</sup> .....   | 227 |
| <b>Table E 1.3h</b> | Infrastructure capacity – generation capacity, by type of plant – Snowy Mountains Hydro Electric Authority.....   | 228 |
| <b>Table E 1.3i</b> | Infrastructure capacity – generation capacity, by type of plant – Australia .   | 229 |

|                     |   |     |
|---------------------|---|-----|
| <b>Table E 1.4a</b> | Infrastructure quality – electricity distribution supply reliability measures, National Electricity Market by state – System Average Interruption Duration Index (SAIDI) .....  | 230 |
| <b>Table E 1.4b</b> | Infrastructure quality – electricity distribution supply reliability measures, National Electricity Market by state – System Average Interruption Frequency Index (SAIFI) ..... | 231 |
| <b>Table E 2.1</b>  | Energy production and trade – Australian energy production (primary fuels), by fuel type – Australia.....   | 233 |
| <b>Table E 2.2</b>  | Energy production and trade – Australian energy imports, by fuel type.....  | 234 |
| <b>Table E 2.3a</b> | Energy production and trade – Australian energy exports, by fuel type – petroleum exports .....   | 235 |
| <b>Table E 2.3b</b> | Energy production and trade – Australian energy exports, by fuel type – non-petroleum exports.....  | 236 |
| <b>Table E 2.4</b>  | Electricity usage – Australian electricity consumption, by state/territory.....   | 237 |
| <b>Table E 2.5</b>  | Electricity usage – Australian electricity consumption, by industry – Australia.....  | 238 |
| <b>Table E 2.6a</b> | Electricity usage – Number of electricity customers, by state/territory – Residential.....  | 239 |
| <b>Table E 2.6b</b> | Electricity usage – Number of electricity customers, by state/territory – Business .....  | 240 |
| <b>Table E 2.6c</b> | Electricity usage – Number of electricity customers, by state/territory – total .....   | 241 |
| <b>Table E 2.7</b>  | Electricity usage, price index for residential electricity supply, by capital city .....  | 242 |
| <b>Table E 2.8</b>  | Natural gas usage – Australian natural gas consumption, by industry – Australia.....  | 243 |
| <b>Table E 2.9</b>  | Gas usage – Price index for gas and other household fuels, by capital city .....  | 244 |
| <b>Table E 2.10</b> | Black coal usage – Australian black coal consumption, by industry – Australia.....  | 245 |
| <b>Table E 2.11</b> | Black coal usage – Coal prices (export).....  | 246 |
| <b>Table E 2.12</b> | Brown coal usage – Australian brown coal consumption, by industry – Australia.....  | 247 |
| <b>Table E 2.13</b> | Petroleum usage – Australian petroleum consumption, by industry – Australia.....  | 248 |
| <b>Table E 2.14</b> | Petroleum usage – World crude oil prices, by region of origin .....   | 249 |

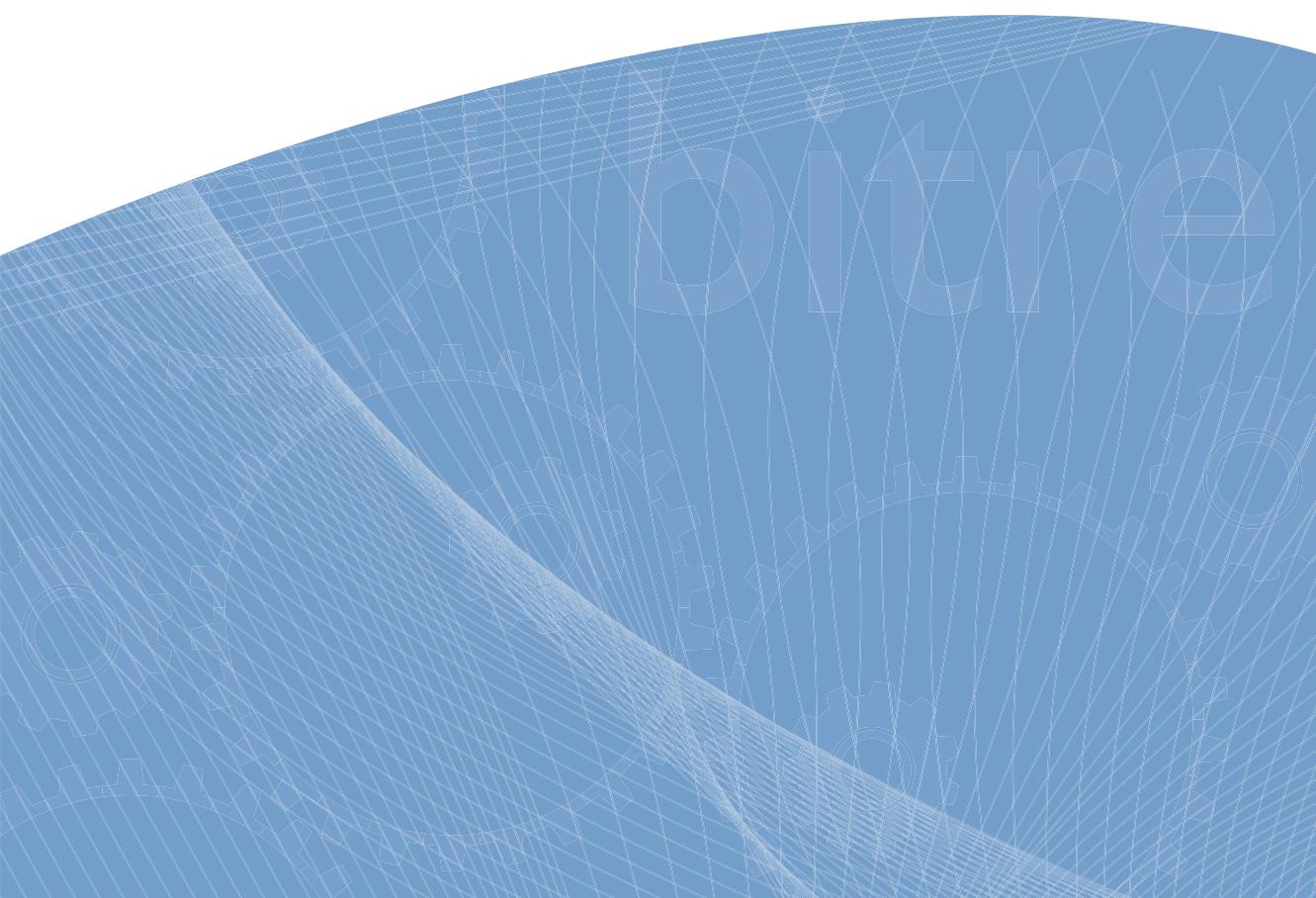
|                     |   |     |
|---------------------|---|-----|
| <b>Table W 1.1a</b> | Flow of new infrastructure – value of water infrastructure engineering construction work done by the private sector for the private sector, adjusted by chain volume index, 2018–19 prices..... | 257 |
| <b>Table W 1.1b</b> | Flow of new infrastructure – value of water infrastructure engineering construction work done by the private sector for the public sector, adjusted by chain volume index, 2018–19 prices.....  | 258 |
| <b>Table W 1.1c</b> | Flow of new infrastructure – value of water infrastructure engineering construction work done by the public sector; adjusted by chain volume index, 2018–19 prices.....                         | 259 |
| <b>Table W 1.1d</b> | Flow of new infrastructure – Total value of water infrastructure engineering construction work done, adjusted by chain volume index, 2018–19 prices.....  | 260 |
| <b>Table W 1.2</b>  | Infrastructure capacity – Major Australian water storage dams .....   | 261 |
| <b>Table W 1.3</b>  | Infrastructure capacity – water storage in major dams – accessible volume of major water storage dams, by state/territory .....   | 262 |
| <b>Table W 2.1</b>  | Inputs to water supply – Total rainfall on Australian land, by state/territory .....  | 263 |
| <b>Table W 2.2</b>  | Volume of water sourced in each urban centre.....   | 264 |
| <b>Table W 2.3</b>  | Urban water prices – consumer price index, water and sewerage services, index numbers by capital city .....   | 264 |
| <b>Table W 3.1a</b> | Rural water use – water consumption by agricultural activity, by State or Territory – irrigation water.....   | 265 |
| <b>Table W 3.1b</b> | Rural water use – water consumption by agricultural activity, by State or Territory – other water use .....   | 266 |
| <b>Table W 3.1c</b> | Rural water use – water consumption by agricultural activity, by State or Territory – total .....   | 266 |
| <b>Table W 3.2</b>  | Rural water use – area of irrigated crops and pastures, by agricultural activity – Australia .....  | 267 |
| <b>Table W 3.3</b>  | Rural water use – volume of irrigation water applied, by agricultural activity – Australia .....  | 267 |
| <b>Table W 3.4</b>  | Rural water use – application rate for irrigation water, by agricultural activity – Australia .....   | 268 |
| <b>Table W 3.5</b>  | Gross value of irrigated agricultural production, by agricultural activity, experimental estimates – Australia.....   | 268 |
| <b>Table A 3</b>    | Road classification types included in NTC definition of Arterial Roads.....   | 279 |

# List of Figures

|                    |   |     |
|--------------------|---|-----|
| <b>Figure I 1</b>  | Infrastructure construction activity, adjusted by chain volume index.....                     | 10  |
| <b>Figure I 2</b>  | Infrastructure construction activity, by sector, adjusted by chain volume index..             | 10  |
| <b>Figure I 3</b>  | Australian employment numbers in selected major infrastructure industries....                 | 11  |
| <b>Figure T 1a</b> | Australia's domestic transport, 2015–16.....  | 34  |
| <b>Figure T 1b</b> | Australia's international transport, 2018–19 .....  | 34  |
| <b>Figure T 2</b>  | Australian domestic freight task, by mode of transport .....                                  | 35  |
| <b>Figure T 3</b>  | Australian domestic passenger task, by mode of transport .....                                | 36  |
| <b>Figure T 4</b>  | Value of transport infrastructure spending.....   | 36  |
| <b>Figure T 4</b>  | Map of national road network.....   | 99  |
| <b>Figure T 5</b>  | Australia's railways, by guage.....   | 127 |
| <b>Figure T 1</b>  | Australia's top 40 airports in 2018–19, passengers.....                                       | 133 |
| <b>Figure T 7</b>  | Principle Australian ports, by commodity .....  | 141 |
| <b>Figure C 1</b>  | Communications services – number of services, by communications medium                        | 196 |
| <b>Figure E 1</b>  | Australian energy flows in petajoules, 2017–18 .....  | 212 |
| <b>Figure E 2</b>  | Australian Infrastructure capacity – generation capacity, by type of plant .....              | 213 |
| <b>Figure E 3</b>  | Australian gas consumption, by broad industry.....  | 214 |
| <b>Figure W 1</b>  | Total volume of rainfall in Australia.....  | 254 |
| <b>Figure W 2</b>  | Water storage in major dams by state/territory .....  | 254 |
| <b>Figure W 3</b>  | Water infrastructure engineering construction, adjusted by chain<br>volume index.....         | 255 |
| <b>Figure A 1</b>  | Schematic representation of flow of road expenditure funds for 2016-17<br>(Tasmania) .....    | 276 |
| <b>Figure A 2</b>  | Composition of BITRE estimate of net road-related petroleum products<br>excise, 2018-19 ..... | 277 |



## Introduction





# Introduction

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

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

The Yearbook covers:

- Physical infrastructure — Measures include the value and capacity of infrastructure at a given time ('stock' measures); additions to the amount of infrastructure (construction) and reductions (depreciation) that take place during the year ('flow' measures); and measures of the quality of the infrastructure.
- Inputs to infrastructure — Measures of non-capital inputs to activities that rely on infrastructure.
- Infrastructure activity — For example, for Part T (transport) includes freight and passenger movements, and road, rail, aviation and maritime activity.

## Publication layout

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

# Australian Infrastructure Facts and Figures

## Infrastructure and the economy



In 2019–20, 9.1 per cent of Australia's GDP was accounted for by Australian infrastructure industries



The transport sector employed 612.5 thousand people in August 2020.



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

## Transport



In 2019–20, 50.6 per cent of infrastructure construction was in the transport sector.



\$28.5 billion was spent on roads by governments in 2018–19.



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



In 2019–20, there were 224.2 billion tonne kilometres of freight moved by road and in 2015–16 there were 413.5 billion tonne kilometres of freight moved by rail.



In 2019–20, 157.5 billion passenger kilometres were travelled by car on capital city roads, and 11.5 billion passenger kilometres were travelled on heavy rail networks.



There were 32 868 route kilometres of open railway as at September 2020.



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



In 2019–20, there were 30.7 million passengers on international flights in Australia down from 42.1 million the year prior.



There were 45.2 million passengers on domestic flights down from 60.2 million the year before.



Sydney airport was the busiest in the country with 32.2 million passengers using the facility in 2019–20 down from 44.4 million in 2018–19.



In 2018–19, 8.2 million TEUs were exchanged at Australia's five principal container ports.



In 2019, there were 1103 fatal car crashes and 22 fatal aviation accidents.



109.1 billion tonne kilometres of freight was moved by coastal shipping in 2017–18.



Road vehicles make up 85 percent of direct greenhouse gas emissions from all transport modes in 2019–20 compared to 8 per cent from aviation.

## Communications



In 2019–20, 14.4 per cent of infrastructure construction was in the telecommunications sector.



There were 27.5 mobile internet subscribers in 2018–19 and only 7.8 million fixed phone subscriptions.



There were 44 million internet subscriptions in June 2019

## Energy



In 2019–20, 23.8 per cent of infrastructure construction was in the energy sector.



In 2018–19, Australia produced 453 813 kilotonnes of black coal and 43 315 kilotonnes of brown coal.



Solar energy production has a growth rate of 57.8 per cent and wind 16.6 per cent over 10 years.



Electricity usage has almost doubled since 1986–87.

## Water



In 2019–20, 11.3 per cent of infrastructure construction was spent on water.



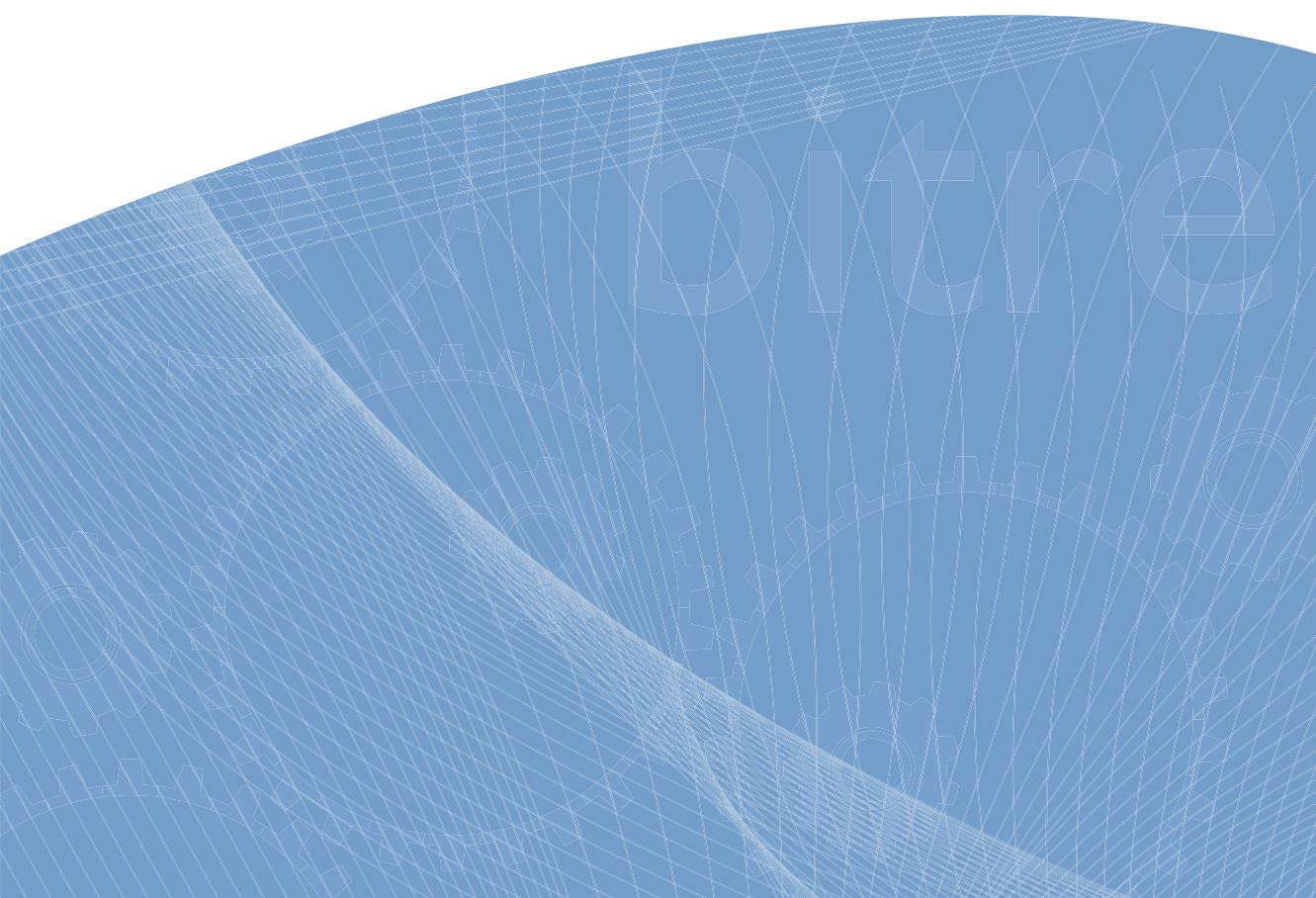
In 2019–20, major Australian dams were at 48.8 per cent of capacity compared to 84.2 per cent in 2011–12.



In 2018–19, rural irrigation water use decreased by 2.4 million megalitres compared to the previous financial year.



## PART I: Infrastructure and the economy





# PART I:

## Infrastructure and the economy

This chapter provides data on Australian:

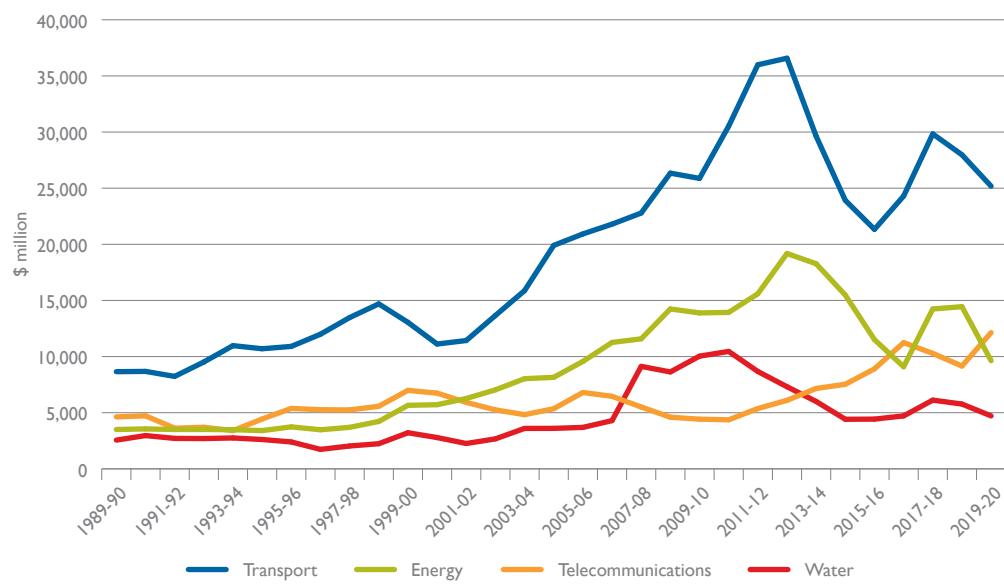
- measures of non-building construction
- price indices
- employment in the transport, energy, communication and water industries
- average weekly earnings for road, rail , water and Air and space industries
- population.

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

Below two charts (Figure I 1 and Figure I 2) show the change over time of infrastructure investment and activity in Australia. Figure I 1 shows the change in infrastructure construction investment since 1989–90. Transport, water and energy all peaked approximately eight to ten years ago whereas telecommunications infrastructure expenditure has been steadily increasing over the past three decades. Figure I 2 illustrates the private and public changes in Australian infrastructure expenditure as a percentage of GDP.

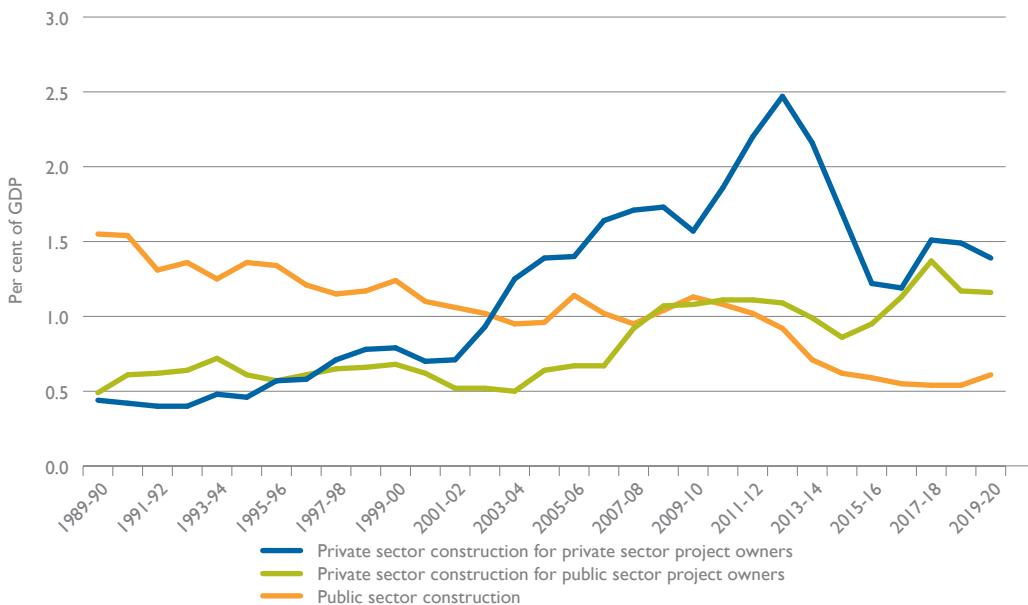
Figure I 3 shows employment statistics for road, rail, water, air/space transport as well as transport support services as at August of each year. COVID19 has expectedly impacted Australian employment for road, Air/space and transport support services in 2020 with a drop in employment compared to August 2019. Water and Rail transport employment have remained relatively stable.

**Figure I 1 Infrastructure construction activity, adjusted by chain volume index**

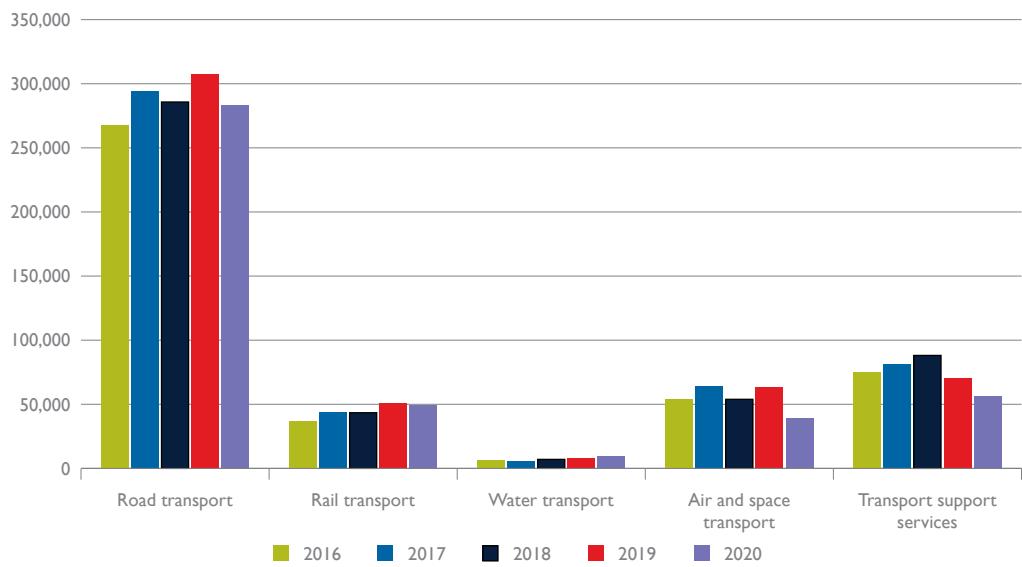


Source: ABS (2020g).

**Figure I 2 Infrastructure construction activity, by sector, adjusted by chain volume index**



Source: ABS (2020g).

**Figure I 3** Australian employment numbers in selected major infrastructure industries

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

Source: ABS (2020).



# CHAPTER I

## The economy

**Table I I.1a** Gross value added, major Australian infrastructure industries, 2018–19 prices

| Financial year | Chain volume measures             |                 |       |  |                                 |                        | Major infrastructure industries as percentage of GDP |  |
|----------------|-----------------------------------|-----------------|-------|--|---------------------------------|------------------------|--|--|
|                | Gross value added, by industry    |                 |       |  |                                 |                        |  |  |
|                | Transport, postal and warehousing | Energy industry | Gas   | Information media and telecommunications | Water supply and waste services | Gross Domestic Product |  |  |
|                | \$ million                        |                 |       |  |                                 |                        | %  |  |
| 1982–83        | 25 297                            | 12 621          | 694   | 5 901                                    | 10 325                          | 597 389                | 9.2  |  |
| 1983–84        | 26 573                            | 13 339          | 763   | 6 252                                    | 10 310                          | 624 757                | 9.2  |  |
| 1984–85        | 28 733                            | 14 158          | 854   | 6 737                                    | 10 839                          | 657 552                | 9.3  |  |
| 1985–86        | 30 474                            | 14 883          | 839   | 7 311                                    | 11 018                          | 684 099                | 9.4  |  |
| 1986–87        | 31 039                            | 15 515          | 823   | 7 865                                    | 10 955                          | 701 566                | 9.4  |  |
| 1987–88        | 32 406                            | 16 442          | 883   | 8 557                                    | 11 233                          | 741 841                | 9.4  |  |
| 1988–89        | 33 880                            | 17 330          | 944   | 9 261                                    | 11 507                          | 770 511                | 9.5  |  |
| 1989–90        | 34 733                            | 18 209          | 1 011 | 10 352                                   | 12 058                          | 798 023                | 9.6  |  |
| 1990–91        | 34 970                            | 18 548          | 958   | 10 922                                   | 12 613                          | 794 853                | 9.8  |  |
| 1991–92        | 35 739                            | 18 978          | 941   | 11 710                                   | 12 472                          | 798 132                | 10.0   |  |
| 1992–93        | 35 980                            | 19 554          | 951   | 13 079                                   | 12 371                          | 830 292                | 9.9  |  |
| 1993–94        | 37 941                            | 20 245          | 1 005 | 14 286                                   | 12 744                          | 863 360                | 10.0   |  |
| 1994–95        | 40 233                            | 20 699          | 1 074 | 15 976                                   | 13 147                          | 896 479                | 10.2   |  |
| 1995–96        | 43 390                            | 21 048          | 1 085 | 16 855                                   | 13 128                          | 931 250                | 10.3   |  |
| 1996–97        | 45 234                            | 20 944          | 1 089 | 18 100                                   | 13 046                          | 968 188                | 10.2   |  |
| 1997–98        | 46 236                            | 21 963          | 1 135 | 19 618                                   | 13 521                          | 1 012 499              | 10.1   |  |
| 1998–99        | 47 658                            | 22 452          | 1 224 | 21 011                                   | 13 892                          | 1 063 869              | 10.0   |  |
| 1999–2000      | 49 498                            | 23 048          | 1 279 | 21 696                                   | 13 887                          | 1 105 712              | 9.9  |  |
| 2000–01        | 51 379                            | 23 406          | 1 316 | 22 496                                   | 14 219                          | 1 127 062              | 10.0   |  |
| 2001–02        | 53 095                            | 23 320          | 1 338 | 23 228                                   | 14 919                          | 1 172 160              | 9.9  |  |
| 2002–03        | 56 221                            | 23 353          | 1 358 | 24 656                                   | 14 941                          | 1 207 160              | 10.0   |  |
| 2003–04        | 58 300                            | 23 737          | 1 377 | 25 713                                   | 14 444                          | 1 256 117              | 9.8  |  |
| 2004–05        | 61 796                            | 24 163          | 1 368 | 26 430                                   | 14 482                          | 1 296 365              | 9.9  |  |
| 2005–06        | 63 540                            | 25 009          | 1 369 | 27 470                                   | 14 227                          | 1 332 593              | 9.9  |  |
| 2006–07        | 67 286                            | 25 191          | 1 446 | 29 278                                   | 14 460                          | 1 383 822              | 9.9  |  |
| 2007–08        | 71 053                            | 25 836          | 1 497 | 31 061                                   | 13 868                          | 1 434 441              | 10.0   |  |
| 2008–09        | 70 603                            | 27 196          | 1 506 | 31 482                                   | 14 333                          | 1 462 225              | 9.9  |  |
| 2009–10        | 71 872                            | 27 277          | 1 524 | 32 109                                   | 14 772                          | 1 492 456              | 9.9  |  |
| 2010–11        | 74 010                            | 27 296          | 1 630 | 33 177                                   | 15 649                          | 1 529 212              | 9.9  |  |
| 2011–12        | 77 076                            | 26 840          | 1 550 | 33 571                                   | 16 204                          | 1 589 129              | 9.8  |  |
| 2012–13        | 79 851                            | 26 405          | 1 695 | 33 525                                   | 16 727                          | 1 630 206              | 9.7  |  |
| 2013–14        | 79 631                            | 25 950          | 1 681 | 34 898                                   | 16 107                          | 1 671 501              | 9.5  |  |
| 2014–15        | 79 895                            | 25 963          | 1 805 | 37 416                                   | 16 606                          | 1 708 151              | 9.5  |  |
| 2015–16        | 81 420                            | 26 478          | 1 922 | 40 183                                   | 17 118                          | 1 755 478              | 9.5  |  |
| 2016–17        | 83 961                            | 26 148          | 1 894 | 41 497                                   | 17 451                          | 1 797 041              | 9.5  |  |
| 2017–18        | 85 545                            | 25 803          | 1 881 | 44 330                                   | 18 597                          | 1 849 880              | 9.5  |  |
| 2018–19        | 85 567                            | 25 711          | 1 979 | 45 396                                   | 18 740                          | 1 886 887              | 9.4  |  |
| 2019–20        | 80 445                            | 25 202          | 2 111 | 45 551                                   | 18 243                          | 1 882 312              | 9.1  |  |

See end notes.

Source: ABS (2020c).

**Table I I.Ib Australian transport, postal and warehousing gross value added, 2018–19 prices**

| Financial year | Transport, postal and warehousing industry |                         |  |  |        | In-house transport<br><sup>(a)</sup> | Gross Domestic Product | Transport, postal and warehousing industry as percentage of GDP | Transport, postal and warehousing activity (including in-house transport) as percentage of GDP |
|----------------|--|-------------------------|--|--|--------|--------------------------------------|------------------------|---|--|
|                | Road transport                             | Air and space transport | Rail, pipeline and other transport<br><sup>(3)</sup> | Transport, postal and storage services | Total  |                                      |                        |   |  |
| \$ million     |  |                         |  |  |        |                                      |                        |   |  |
| 1984–85        | 8 078                                      | 1 503                   | 5 255  | 14 937                                 | 28 733 |                                      | 657 552                | 4.4   |  |
| 1985–86        | 8 530                                      | 1 634                   | 5 616  | 15 305                                 | 30 474 |                                      | 684 099                | 4.5   |  |
| 1986–87        | 8 467                                      | 1 806                   | 5 600  | 15 684                                 | 31 039 |                                      | 701 566                | 4.4   |  |
| 1987–88        | 8 972                                      | 2 020                   | 5 707  | 16 134                                 | 32 406 |                                      | 741 841                | 4.4   |  |
| 1988–89        | 9 646                                      | 2 144                   | 5 798  | 16 609                                 | 33 880 |                                      | 770 511                | 4.4   |  |
| 1989–90        | 10 097                                     | 1 858                   | 6 159  | 17 035                                 | 34 733 |                                      | 798 023                | 4.4   |  |
| 1990–91        | 9 821                                      | 2 159                   | 6 155  | 17 190                                 | 34 970 |                                      | 794 853                | 4.4   |  |
| 1991–92        | 10 138                                     | 2 516                   | 6 170  | 17 100                                 | 35 739 |                                      | 798 132                | 4.5   |  |
| 1992–93        | 9 913                                      | 2 778                   | 6 360  | 17 104                                 | 35 980 |                                      | 830 292                | 4.3   |  |
| 1993–94        | 10 398                                     | 3 040                   | 6 622  | 18 037                                 | 37 941 |                                      | 863 360                | 4.4   |  |
| 1994–95        | 11 410                                     | 3 305                   | 6 596  | 19 062                                 | 40 233 |                                      | 896 479                | 4.5   |  |
| 1995–96        | 12 647                                     | 3 535                   | 7 043  | 20 334                                 | 43 390 |                                      | 931 250                | 4.7   |  |
| 1996–97        | 13 237                                     | 3 762                   | 7 254  | 21 115                                 | 45 234 |                                      | 968 188                | 4.7   |  |
| 1997–98        | 13 765                                     | 3 753                   | 7 229  | 21 680                                 | 46 236 |                                      | 1 012 499              | 4.6   |  |
| 1998–99        | 14 283                                     | 3 845                   | 7 357  | 22 378                                 | 47 658 |                                      | 1 063 869              | 4.5   |  |
| 1999–00        | 15 003                                     | 4 064                   | 7 619  | 22 989                                 | 49 498 |                                      | 1 105 712              | 4.5   |  |
| 2000–01        | 15 512                                     | 4 383                   | 7 680  | 23 861                                 | 51 379 |                                      | 1 127 062              | 4.6   |  |
| 2001–02        | 16 466                                     | 4 121                   | 8 032  | 24 738                                 | 53 095 |                                      | 1 172 160              | 4.5   |  |
| 2002–03        | 17 622                                     | 4 657                   | 8 442  | 25 631                                 | 56 221 |                                      | 1 207 160              | 4.7   |  |
| 2003–04        | 18 957                                     | 4 960                   | 8 625  | 25 913                                 | 58 300 |                                      | 1 256 117              | 4.6   |  |
| 2004–05        | 20 066                                     | 5 473                   | 8 854  | 27 449                                 | 61 796 |                                      | 1 296 365              | 4.8   |  |
| 2005–06        | 20 961                                     | 5 785                   | 8 947  | 27 874                                 | 63 540 |                                      | 1 332 593              | 4.8   |  |
| 2006–07        | 23 223                                     | 6 308                   | 8 928  | 28 950                                 | 67 286 |                                      | 1 383 822              | 4.9   |  |
| 2007–08        | 24 724                                     | 6 524                   | 9 586  | 30 422                                 | 71 053 |                                      | 1 434 441              | 5.0   |  |
| 2008–09        | 23 184                                     | 6 301                   | 9 899  | 31 363                                 | 70 603 |                                      | 1 462 225              | 4.8   |  |
| 2009–10        | 23 811                                     | 6 293                   | 9 962  | 31 969                                 | 71 872 |                                      | 1 492 456              | 4.8   |  |
| 2010–11        | 23 371                                     | 6 762                   | 10 370   | 33 600                                 | 74 010 | 43 776                               | 1 529 212              | 4.8   | 7.7  |
| 2011–12        | 23 248                                     | 7 122                   | 10 912   | 35 900                                 | 77 076 | 48 311                               | 1 589 129              | 4.9   | 7.9  |
| 2012–13        | 23 225                                     | 7 189                   | 11 502   | 38 111                                 | 79 851 | 49 264                               | 1 630 206              | 4.9   | 7.9  |
| 2013–14        | 23 616                                     | 7 331                   | 10 739   | 38 076                                 | 79 631 | 49 394                               | 1 671 501              | 4.8   | 7.7  |
| 2014–15        | 23 981                                     | 7 906                   | 11 186   | 36 882                                 | 79 895 | 45 762                               | 1 708 151              | 4.7   | 7.4  |
| 2015–16        | 24 120                                     | 8 803                   | 11 254   | 37 188                                 | 81 420 | 45 980                               | 1 755 478              | 4.6   | 7.3  |
| 2016–17        | 24 592                                     | 8 909                   | 11 500   | 38 971                                 | 83 961 |                                      | 1 797 041              | 4.7   |  |
| 2017–18        | 24 800                                     | 9 409                   | 11 840   | 39 496                                 | 85 545 |                                      | 1 849 880              | 4.6   |  |
| 2018–19        | 25 372                                     | 9 640                   | 12 112   | 38 443                                 | 85 567 |                                      | 1 886 887              | 4.5   |  |
| 2019–20        | 25 798                                     | 7 027                   | 11 374   | 36 246                                 | 80 445 |                                      | 1 882 312              | 4.3   |  |

See end notes.

Note: <sup>(a)</sup> 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 (2018a), ABS (2020c), BITRE estimates.

**Table I.I.1c** In-house transport gross value added, by industry, 2018–19 prices

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

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

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

Source: ABS (2018a), BITRE estimates.

**Table I.2a Australian employment, major infrastructure industries—transport and storage**

| August<br>reference<br>month | Transport, postal and warehousing industry |                   |                               |                    |                    |                                   |                                  |   |       |          | In-house<br>transport<br>(a) | Total Aust<br>employment | Transport, postal<br>and warehousing<br>industry as<br>% of total<br>employment |
|------------------------------|--|-------------------|-------------------------------|--------------------|--------------------|-----------------------------------|----------------------------------|---|-------|----------|------------------------------|--------------------------|---|
|                              | Road<br>transport                          | Rail<br>transport | Air and<br>space<br>transport | Water<br>transport | Other<br>transport | Postal and<br>courier<br>services | Transport<br>support<br>services | Ware-<br>housing<br>and storage<br>services | Total |          |                              |                          |   |
| thousands                    |  |                   |                               |                    |                    |                                   |                                  |   |       |          |                              |                          |   |
| 1998                         | 190.6                                      | 30.0              | 7.9                           | 46.4               | 12.2               | 78.0                              | 36.5                             | 19.6  | 421.1 | 8 455.2  | 5.0                          |                          |   |
| 1999                         | 204.3                                      | 27.8              | 8.2                           | 44.9               | 11.2               | 73.2                              | 45.6                             | 24.8  | 440.1 | 8 603.6  | 5.1                          |                          |   |
| 2000                         | 205.1                                      | 30.8              | 9.2                           | 56.6               | 8.1                | 81.8                              | 35.4                             | 30.3  | 457.3 | 8 911.6  | 5.1                          |                          |   |
| 2001                         | 213.8                                      | 28.7              | 10.7                          | 52.5               | 8.0                | 81.2                              | 37.4                             | 26.6  | 458.9 | 8 971.9  | 5.1                          |                          |   |
| 2002                         | 204.2                                      | 28.4              | 7.9                           | 45.2               | 6.9                | 78.9                              | 36.3                             | 27.7  | 435.6 | 9 150.3  | 4.8                          |                          |   |
| 2003                         | 217.8                                      | 32.3              | 8.5                           | 47.7               | 8.1                | 77.9                              | 39.4                             | 27.2  | 459.0 | 9 327.0  | 4.9                          |                          |   |
| 2004                         | 218.9                                      | 29.9              | 13.4                          | 40.3               | 9.2                | 81.7                              | 39.6                             | 36.2  | 469.2 | 9 462.1  | 5.0                          |                          |   |
| 2005                         | 214.1                                      | 30.3              | 8.7                           | 50.3               | 7.4                | 86.3                              | 41.9                             | 41.4  | 480.4 | 9 870.3  | 4.9                          |                          |   |
| 2006                         | 228.8                                      | 33.1              | 12.4                          | 46.0               | 7.6                | 74.8                              | 45.0                             | 43.2  | 490.9 | 10 105.8 | 4.9                          |                          |   |
| 2007                         | 234.5                                      | 30.5              | 12.6                          | 46.4               | 13.8               | 88.6                              | 44.6                             | 48.1  | 519.2 | 10 406.4 | 5.0                          |                          |   |
| 2008                         | 228.3                                      | 48.5              | 9.4                           | 48.7               | 8.9                | 96.6                              | 57.3                             | 57.0  | 554.8 | 10 710.4 | 5.2                          |                          |   |
| 2009                         | 231.0                                      | 52.0              | 8.5                           | 51.0               | 11.5               | 97.9                              | 71.2                             | 25.1  | 548.2 | 10 707.3 | 5.1                          |                          |   |
| 2010                         | 215.0                                      | 46.9              | 7.2                           | 52.1               | 9.3                | 93.1                              | 79.8                             | 43.3  | 546.8 | 10 973.8 | 5.0                          |                          |   |
| 2011                         | 233.6                                      | 46.0              | 9.2                           | 56.9               | 10.9               | 89.4                              | 67.7                             | 48.0  | 561.6 | 411      | 11 127.2                     | 5.0                      |   |
| 2012                         | 222.4                                      | 46.4              | 8.1                           | 49.1               | 9.2                | 76.7                              | 64.7                             | 53.6  | 530.2 | 451      | 11 264.1                     | 4.7                      |   |
| 2013                         | 220.0                                      | 45.0              | 11.8                          | 54.5               | 5.5                | 97.3                              | 82.8                             | 51.4  | 568.4 | 436      | 11 361.4                     | 5.0                      |   |
| 2014                         | 252.3                                      | 41.1              | 8.6                           | 57.2               | 6.9                | 81.5                              | 81.6                             | 49.3  | 578.5 | 435      | 11 572.8                     | 5.0                      |   |
| 2015                         | 252.6                                      | 40.6              | 6.4                           | 59.2               | 7.6                | 89.3                              | 83.5                             | 53.3  | 592.5 | 406      | 11 702.6                     | 5.1                      |   |
| 2016                         | 267.7                                      | 36.9              | 6.4                           | 54.3               | 7.0                | 99.3                              | 74.9                             | 54.5  | 601.1 | 400      | 11 904.7                     | 5.0                      |   |
| 2017                         | 294.5                                      | 43.8              | 5.7                           | 64.3               | 4.9                | 79.8                              | 81.1                             | 61.0  | 635.2 | 12 245.3 | 5.2                          |                          |   |
| 2018                         | 285.7                                      | 43.4              | 7.0                           | 53.9               | 6.2                | 87.3                              | 88.1                             | 70.3  | 642.0 | 12 547.5 | 5.1                          |                          |   |
| 2019                         | 307.3                                      | 50.6              | 7.9                           | 63.0               | 6.2                | 98.1                              | 70.8                             | 64.3  | 668.2 | 12 853.7 | 5.2                          |                          |   |
| 2020                         | 283.3                                      | 49.7              | 9.7                           | 39.0               | 7.4                | 95.3                              | 56.6                             | 71.5  | 612.5 | 12 521.1 | 4.9                          |                          |   |

See end notes.

(a)

In-house transport refers to transport activities undertaken outside of the Transport, postal and warehousing industry (for example retailers using their own vehicles). This encapsulates both own-account ('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 (2020j).

**Table I 1.2b** Australian employment, major infrastructure industries—energy

| August reference month | Energy industry |                        |  |                    |            | Total | Total Aust employment | Energy industry % of total employment |
|------------------------|-----------------|------------------------|--|--------------------|------------|-------|-----------------------|---------------------------------------|
|                        | Mining Industry |                        | Petroleum and Coal Product Manufacturing | Electricity Supply | Gas Supply |       |                       |                                       |
|                        | Coal mining     | Oil and Gas Extraction |  |                    |            |       |                       |                                       |
| thousands              |                 |                        |  |                    |            |       |                       |                                       |
| 1985                   | 37.2            | 2.3                    | 6.7                                      | 81.4               | 10.5       | 138.0 | 6 675.5               | 2.1                                   |
| 1986                   | 32.2            | 1.5                    | 6.0                                      | 84.2               | 9.6        | 133.5 | 6 918.5               | 1.9                                   |
| 1987                   | 39.2            | 1.7                    | 6.2                                      | 72.8               | 11.2       | 131.0 | 7 092.3               | 1.8                                   |
| 1988                   | 33.2            | 3.8                    | 5.1                                      | 73.8               | 8.4        | 124.3 | 7 353.3               | 1.7                                   |
| 1989                   | 28.8            | 3.4                    | 7.5                                      | 66.9               | 10.4       | 117.2 | 7 715.3               | 1.5                                   |
| 1990                   | 28.2            | 4.5                    | 9.5                                      | 62.3               | 5.2        | 109.6 | 7 808.0               | 1.4                                   |
| 1991                   | 32.6            | 5.2                    | 6.8                                      | 62.6               | 7.2        | 114.4 | 7 620.7               | 1.5                                   |
| 1992                   | 25.6            | 6.6                    | 9.2                                      | 62.5               | 8.5        | 112.4 | 7 613.4               | 1.5                                   |
| 1993                   | 29.4            | 3.2                    | 6.4                                      | 54.5               | 7.9        | 101.4 | 7 589.4               | 1.3                                   |
| 1994                   | 22.3            | 2.6                    | 7.7                                      | 55.7               | 8.2        | 96.5  | 7 861.7               | 1.2                                   |
| 1995                   | 24.0            | 4.0                    | 5.2                                      | 49.3               | 7.6        | 90.1  | 8 165.9               | 1.1                                   |
| 1996                   | 20.5            | 2.6                    | 7.4                                      | 38.5               | 7.7        | 76.7  | 8 265.9               | 0.9                                   |
| 1997                   | 23.1            | 3.5                    | 9.0                                      | 37.7               | 6.4        | 79.7  | 8 250.3               | 1.0                                   |
| 1998                   | 19.5            | 5.9                    | 6.6                                      | 37.7               | 5.9        | 75.5  | 8 455.2               | 0.9                                   |
| 1999                   | 18.4            | 4.0                    | 6.2                                      | 38.1               | 5.7        | 72.5  | 8 603.6               | 0.8                                   |
| 2000                   | 15.5            | 6.0                    | 10.0                                     | 36.5               | 3.0        | 71.0  | 8 911.6               | 0.8                                   |
| 2001                   | 21.7            | 3.9                    | 13.6                                     | 44.6               | 4.9        | 88.7  | 8 971.9               | 1.0                                   |
| 2002                   | 17.2            | 4.7                    | 13.1                                     | 37.3               | 5.9        | 78.2  | 9 150.3               | 0.9                                   |
| 2003                   | 20.8            | 5.4                    | 6.0                                      | 57.1               | 5.0        | 94.3  | 9 327.0               | 1.0                                   |
| 2004                   | 18.0            | 5.5                    | 8.1                                      | 40.2               | 4.0        | 75.8  | 9 462.1               | 0.8                                   |
| 2005                   | 27.3            | 7.3                    | 7.7                                      | 45.1               | 7.3        | 94.7  | 9 870.3               | 1.0                                   |
| 2006                   | 28.6            | 8.7                    | 9.8                                      | 36.0               | 6.6        | 89.8  | 10 105.8              | 0.9                                   |
| 2007                   | 24.6            | 10.6                   | 6.7                                      | 39.8               | 10.0       | 91.6  | 10 406.4              | 0.9                                   |
| 2008                   | 33.3            | 14.0                   | 5.6                                      | 44.7               | 10.8       | 108.4 | 10 710.4              | 1.0                                   |
| 2009                   | 39.6            | 11.6                   | 6.2                                      | 61.1               | 9.3        | 127.8 | 10 707.3              | 1.2                                   |
| 2010                   | 42.0            | 15.3                   | 6.6                                      | 67.7               | 7.6        | 139.3 | 10 973.8              | 1.3                                   |
| 2011                   | 50.9            | 14.1                   | 11.0                                     | 60.4               | 9.7        | 146.1 | 11 127.2              | 1.3                                   |
| 2012                   | 46.7            | 16.9                   | 11.8                                     | 70.8               | 10.9       | 157.0 | 11 264.1              | 1.4                                   |
| 2013                   | 51.5            | 19.8                   | 6.8                                      | 58.6               | 22.5       | 159.2 | 11 361.4              | 1.4                                   |
| 2014                   | 38.5            | 24.9                   | 6.5                                      | 63.7               | 15.5       | 149.0 | 11 572.8              | 1.3                                   |
| 2015                   | 45.0            | 35.5                   | 9.2                                      | 62.8               | 14.3       | 167.0 | 11 702.6              | 1.4                                   |
| 2016                   | 52.2            | 21.9                   | 3.6                                      | 59.9               | 13.8       | 151.5 | 11 904.7              | 1.3                                   |
| 2017                   | 45.6            | 22.1                   | 11.1                                     | 57.2               | 11.5       | 147.4 | 12 245.3              | 1.2                                   |
| 2018                   | 55.5            | 24.7                   | 7.9                                      | 66.4               | 12.0       | 166.4 | 12 547.5              | 1.3                                   |
| 2019                   | 46.5            | 26.0                   | 7.1                                      | 64.8               | 16.1       | 160.5 | 12 853.7              | 1.2                                   |
| 2020                   | 49.8            | 18.0                   | 10.5                                     | 72.4               | 13.9       | 164.5 | 12 521.1              | 1.3                                   |

See end notes.

Source: ABS (2020j).

**Table I 1.2c Australian employment, major infrastructure industries—communication**

| August reference month | Communication services industry |   |       | Total    | Total Aust employment | Communication services industry as % of total employment |
|------------------------|---------------------------------|---|-------|----------|-----------------------|--|
|                        | Telecommunication services      | Internet service providers, web search portals and data processing services | Total |          |                       |  |
| thousands              |                                 |   |       |          |                       |  |
| 1985                   | 79.0                            | 7.6   | 86.6  | 6 675.5  | 1.3                   |  |
| 1986                   | 79.0                            | 7.7   | 86.7  | 6 918.5  | 1.3                   |  |
| 1987                   | 73.8                            | 7.5   | 81.4  | 7 092.3  | 1.1                   |  |
| 1988                   | 71.4                            | 7.5   | 78.9  | 7 353.3  | 1.1                   |  |
| 1989                   | 73.8                            | 7.9   | 81.7  | 7 715.3  | 1.1                   |  |
| 1990                   | 76.7                            | 8.3   | 85.0  | 7 808.0  | 1.1                   |  |
| 1991                   | 70.4                            | 7.9   | 78.3  | 7 620.7  | 1.0                   |  |
| 1992                   | 61.7                            | 7.4   | 69.1  | 7 613.4  | 0.9                   |  |
| 1993                   | 60.7                            | 7.4   | 68.0  | 7 589.4  | 0.9                   |  |
| 1994                   | 74.9                            | 9.6   | 84.4  | 7 861.7  | 1.1                   |  |
| 1995                   | 80.0                            | 11.1  | 91.1  | 8 165.9  | 1.1                   |  |
| 1996                   | 92.1                            | 12.8  | 104.8 | 8 265.9  | 1.3                   |  |
| 1997                   | 75.5                            | 13.0  | 88.5  | 8 250.3  | 1.1                   |  |
| 1998                   | 70.3                            | 14.4  | 84.7  | 8 455.2  | 1.0                   |  |
| 1999                   | 73.0                            | 14.0  | 87.0  | 8 603.6  | 1.0                   |  |
| 2000                   | 88.7                            | 20.3  | 109.0 | 8 911.6  | 1.2                   |  |
| 2001                   | 85.4                            | 19.3  | 104.7 | 8 971.9  | 1.2                   |  |
| 2002                   | 85.6                            | 20.7  | 106.3 | 9 150.3  | 1.2                   |  |
| 2003                   | 92.5                            | 20.5  | 113.0 | 9 327.0  | 1.2                   |  |
| 2004                   | 88.2                            | 18.6  | 106.8 | 9 462.1  | 1.1                   |  |
| 2005                   | 96.4                            | 19.9  | 116.3 | 9 870.3  | 1.2                   |  |
| 2006                   | 97.9                            | 21.6  | 119.5 | 10 105.8 | 1.2                   |  |
| 2007                   | 96.7                            | 22.8  | 119.5 | 10 406.4 | 1.1                   |  |
| 2008                   | 96.5                            | 15.9  | 112.4 | 10 710.4 | 1.0                   |  |
| 2009                   | 85.2                            | 7.1   | 92.4  | 10 707.3 | 0.9                   |  |
| 2010                   | 89.7                            | 8.0   | 97.7  | 10 973.8 | 0.9                   |  |
| 2011                   | 89.9                            | 8.6   | 98.5  | 11 127.2 | 0.9                   |  |
| 2012                   | 102.3                           | 7.6   | 109.9 | 11 264.1 | 1.0                   |  |
| 2013                   | 87.1                            | 6.0   | 93.1  | 11 361.4 | 0.8                   |  |
| 2014                   | 103.1                           | 7.8   | 110.9 | 11 572.8 | 1.0                   |  |
| 2015                   | 91.0                            | 10.7  | 101.7 | 11 702.6 | 0.9                   |  |
| 2016                   | 101.6                           | 11.3  | 112.8 | 11 904.7 | 0.9                   |  |
| 2017                   | 95.2                            | 9.6   | 104.7 | 12 245.3 | 0.9                   |  |
| 2018                   | 105.7                           | 5.7   | 111.4 | 12 547.5 | 0.9                   |  |
| 2019                   | 91.2                            | 8.4   | 99.6  | 12 853.7 | 0.8                   |  |
| 2020                   | 84.2                            | 7.8   | 92.0  | 12 521.1 | 0.7                   |  |

See end notes.

Source: ABS (2020j).

**Table I 1.2d Australian employment, major infrastructure industries—Water**

| August reference month | Water supply, sewerage and drainage services industry | Total Aust employment | Water supply, sewerage and drainage services industry as % of total employment |     |
|------------------------|---|-----------------------|--|-----|
|                        |   |                       | thousands  | %   |
| 1985                   | 46.8  | 6 675.5               |  | 0.7 |
| 1986                   | 43.7  | 6 918.5               |  | 0.6 |
| 1987                   | 35.7  | 7 092.3               |  | 0.5 |
| 1988                   | 31.8  | 7 353.3               |  | 0.4 |
| 1989                   | 35.5  | 7 715.3               |  | 0.5 |
| 1990                   | 36.5  | 7 808.0               |  | 0.5 |
| 1991                   | 32.7  | 7 620.7               |  | 0.4 |
| 1992                   | 33.7  | 7 613.4               |  | 0.4 |
| 1993                   | 32.1  | 7 589.4               |  | 0.4 |
| 1994                   | 28.5  | 7 861.7               |  | 0.4 |
| 1995                   | 27.7  | 8 165.9               |  | 0.3 |
| 1996                   | 21.7  | 8 265.9               |  | 0.3 |
| 1997                   | 22.0  | 8 250.3               |  | 0.3 |
| 1998                   | 25.6  | 8 455.2               |  | 0.3 |
| 1999                   | 23.0  | 8 603.6               |  | 0.3 |
| 2000                   | 25.2  | 8 911.6               |  | 0.3 |
| 2001                   | 20.5  | 8 971.9               |  | 0.2 |
| 2002                   | 23.2  | 9 150.3               |  | 0.3 |
| 2003                   | 18.7  | 9 327.0               |  | 0.2 |
| 2004                   | 23.9  | 9 462.1               |  | 0.3 |
| 2005                   | 26.0  | 9 870.3               |  | 0.3 |
| 2006                   | 29.8  | 10 105.8              |  | 0.3 |
| 2007                   | 25.2  | 10 406.4              |  | 0.2 |
| 2008                   | 35.3  | 10 710.4              |  | 0.3 |
| 2009                   | 28.2  | 10 707.3              |  | 0.3 |
| 2010                   | 37.5  | 10 973.8              |  | 0.3 |
| 2011                   | 32.5  | 11 127.2              |  | 0.3 |
| 2012                   | 37.3  | 11 264.1              |  | 0.3 |
| 2013                   | 29.3  | 11 361.4              |  | 0.3 |
| 2014                   | 29.0  | 11 572.8              |  | 0.3 |
| 2015                   | 33.1  | 11 702.6              |  | 0.3 |
| 2016                   | 21.9  | 11 904.7              |  | 0.2 |
| 2017                   | 33.6  | 12 245.3              |  | 0.3 |
| 2018                   | 29.6  | 12 547.5              |  | 0.2 |
| 2019                   | 34.2  | 12 853.7              |  | 0.3 |
| 2020                   | 29.4  | 12 521.1              |  | 0.2 |

See end notes.

Source: ABS (2020j).

**Table I 1.2e In-house transport employment, by industry**

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

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

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

Source: ABS (2018a).

**Table I 1.3a** Australian average weekly earnings, transport industry  
(2017–18 prices, adjusted by CPI)

| May reference month | Road   | Rail     | Water                   | Air and space | Other Transport         | All industries |
|---------------------|--------|----------|-------------------------|---------------|-------------------------|----------------|
|                     | \$     |          |                         |               |                         |                |
| 1996                | 030.17 | 342.92   | 126.96                  | 407.73        | 818.92                  | 965.70         |
| 1998                | 070.44 | 402.94   | 767.91                  | 698.28        | <sup>(b)</sup> 786.42   | 016.47         |
| 2000                | 028.87 | 504.84   | 750.02                  | 741.54        |                         | 044.06         |
| 2002                | 106.48 | 505.60   | 274.89                  | 466.61        |                         | 022.49         |
| 2004                | 089.32 | 598.73   | <sup>(b)</sup>   230.85 | 479.91        |                         | 053.80         |
| 1905                | 187.45 | 873.52   | 424.28                  | 537.61        |                         | 075.04         |
| 2008                | 190.29 | 684.98   | 720.90                  | 608.25        | 353.31                  | 121.89         |
| 2010                | 120.41 | 849.37   | 2   30.65               | 954.85        | 716.19                  | 137.63         |
| 2012                | 152.05 | 2 021.96 | 717.90                  | 807.58        | 327.95                  | 207.74         |
| 2014                | 264.60 | 996.78   | 893.20                  | 570.37        | <sup>(b)</sup>   097.94 | 213.50         |
| 2016                | 266.14 | 2 076.78 |                         | 846.23        | 261.70                  | 232.96         |
| 2018                | 320.77 | 956.86   | 527.93                  | 849.16        | <sup>(b)</sup>   481.73 | 246.35         |

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

See end notes.

Source: ABS (2019a), ABS (2019e) and unpublished data.

**Table I 1.3b** Australian average weekly earnings(5), energy industry  
(2017–18 prices, adjusted by CPI)

| May reference month | Electricity supply |           | Gas supply | All industries |
|---------------------|--------------------|-----------|------------|----------------|
|                     | \$                 |           | \$         |                |
| 1996                |                    | 365.14    | 285.19     | 965.70         |
| 1998                |                    | 593.67    | 388.78     | 016.47         |
| 2000                |                    | 709.55    | 460.05     | 044.06         |
| 2002                |                    | 666.24    | 603.36     | 022.49         |
| 2004                |                    | 705.72    | 566.70     | 053.80         |
| 1905                |                    | 779.67    | 495.26     | 075.04         |
| 2008                |                    | 862.96    | 2   11.67  | 121.89         |
| 2010                |                    | 2 018.96  | 513.60     | 137.63         |
| 2012                |                    | 2   36.47 | 2   291.80 | 207.74         |
| 2014                |                    | 2   90.16 | 915.35     | 213.50         |
| 2016                |                    | 2   49.46 | 2   082.98 | 232.96         |
| 2018                |                    | 2 066.95  | 940.57     | 246.35         |

See end notes.

Source: ABS (2019a), ABS (2019e) and unpublished data.

**Table I 1.3c Australian average weekly earnings, communication industry  
(2017–18 prices, adjusted by CPI)**

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

See end notes

Source: ABS (2019a), ABS (2019e) and unpublished data.

**Table I 1.3d Australian average weekly earnings, water industry  
(2017–18 prices, adjusted by CPI)**

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

See end notes.

Source: ABS (2019a), ABS (2019e) and unpublished data.

**Table I 1.4a Australian producer price indexes, transport industry**

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

Note: Data are not readily available for missing years.

Source: ABS (2020p).

**Table I 1.4b Australian producer price indexes, communications industry**

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

Note: Data are not readily available for missing years.

Source: ABS (2020p).

**Table I 1.5a** Australian population, by State/Territory—capital city

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

See end notes.

Note: Data are not readily available for missing years.

Source: ABS (2020q).

**Table I 1.5b Australian population, by state/territory—Rest of state**

| Estimated population as at: | NSW – Rest of the state | VIC – Rest of the state | QLD – Rest of the state | SA – Rest of the state | WA – Rest of the state | TAS – Rest of the state | NT – Rest of the state | ACT – Rest of the state |
|-----------------------------|-------------------------|-------------------------|-------------------------|------------------------|------------------------|-------------------------|------------------------|-------------------------|
| Jun–1973                    | 1 801 098               | 1 110 453               | 1 010 151               | 350 675                | 349 341                | 247 587                 | 54 327                 |                         |
| Jun–1974                    | 1 830 753               | 1 123 626               | 1 040 940               | 348 838                | 352 598                | 248 351                 | 56 224                 |                         |
| Jun–1975                    | 1 849 516               | 1 128 641               | 1 072 362               | 360 164                | 355 348                | 249 488                 | 67 169                 |                         |
| Jun–1976                    | 1 815 788               | 1 086 726               | 1 091 475               | 350 070                | 345 542                | 247 914                 | 54 028                 |                         |
| Jun–1977                    | 1 833 788               | 1 096 564               | 1 117 639               | 351 919                | 352 566                | 249 232                 |                        |                         |
| Jun–1978                    | 1 856 090               | 1 106 559               | 1 143 747               | 353 305                | 358 851                | 250 342                 |                        |                         |
| Jun–1979                    | 1 884 330               | 1 115 406               | 1 168 371               | 356 309                | 363 711                | 252 356                 |                        |                         |
| Jun–1980                    | 1 914 027               | 1 126 903               | 1 202 635               | 360 397                | 369 668                | 254 190                 |                        |                         |
| Jun–1981                    | 1 955 389               | 1 140 617               | 1 249 008               | 365 069                | 378 056                | 256 124                 | 66 216                 |                         |
| Jun–1982                    | 1 984 880               | 1 159 070               | 1 295 886               | 368 608                | 386 499                | 257 645                 | 68 514                 |                         |
| Jun–1983                    | 2 002 259               | 1 174 002               | 1 333 982               | 372 375                | 392 250                | 259 405                 | 70 816                 |                         |
| Jun–1984                    | 2 019 829               | 1 191 892               | 1 362 659               | 375 748                | 395 637                | 262 260                 | 73 254                 |                         |
| Jun–1985                    | 2 039 312               | 1 210 968               | 1 394 718               | 377 197                | 400 364                | 265 328                 | 76 336                 |                         |
| Jun–1986                    | 2 059 959               | 1 193 955               | 1 407 247               | 379 002                | 408 899                | 264 402                 | 79 061                 |                         |
| Jun–1987                    | 2 088 250               | 1 206 529               | 1 436 729               | 380 860                | 416 645                | 265 905                 | 81 158                 |                         |
| Jun–1988                    | 2 116 329               | 1 219 961               | 1 475 416               | 383 792                | 424 698                | 266 962                 | 83 138                 |                         |
| Jun–1989                    | 2 153 424               | 1 234 584               | 1 527 419               | 385 558                | 431 059                | 269 320                 | 85 154                 |                         |
| Jun–1990                    | 2 190 361               | 1 252 673               | 1 568 404               | 387 454                | 437 687                | 273 149                 | 87 186                 |                         |
| Jun–1991                    | 2 225 876               | 1 264 797               | 1 602 958               | 389 738                | 447 305                | 276 063                 | 79 078                 | 1 125                   |
| Jun–1992                    | 2 252 401               | 1 272 561               | 1 641 567               | 390 865                | 450 695                | 277 387                 | 80 250                 | 1 120                   |
| Jun–1993                    | 2 270 071               | 1 274 460               | 1 687 005               | 392 058                | 452 117                | 278 032                 | 80 826                 | 1 080                   |
| Jun–1994                    | 2 290 549               | 1 274 549               | 1 731 918               | 394 466                | 456 743                | 278 420                 | 82 242                 | 355                     |
| Jun–1995                    | 2 305 748               | 1 273 680               | 1 778 379               | 394 750                | 462 049                | 278 647                 | 84 314                 | 342                     |
| Jun–1996                    | 2 323 592               | 1 276 877               | 1 837 887               | 395 816                | 470 164                | 278 725                 | 86 014                 | 334                     |
| Jun–1997                    | 2 348 303               | 1 287 600               | 1 870 356               | 397 451                | 478 718                | 277 629                 | 88 021                 | 342                     |
| Jun–1998                    | 2 369 422               | 1 295 590               | 1 899 141               | 399 026                | 487 676                | 276 054                 | 88 715                 | 349                     |
| Jun–1999                    | 2 391 416               | 1 306 688               | 1 929 217               | 400 885                | 494 360                | 275 419                 | 89 671                 | 359                     |
| Jun–2000                    | 2 417 120               | 1 318 617               | 1 962 952               | 402 593                | 501 512                | 274 941                 | 90 448                 | 367                     |
| Jun–2001                    | 2 446 945               | 1 333 101               | 1 965 826               | 403 742                | 508 157                | 274 513                 | 90 926                 | 378                     |
| Jun–2002                    | 2 465 952               | 1 339 138               | 2 013 192               | 406 137                | 512 244                | 274 835                 | 91 968                 | 359                     |
| Jun–2003                    | 2 458 122               | 1 279 778               | 1 962 471               | 358 149                | 456 725                | 278 746                 | 93 292                 |                         |
| Jun–2004                    | 2 465 972               | 1 285 198               | 2 006 474               | 359 648                | 459 310                | 281 407                 | 93 452                 |                         |
| Jun–2005                    | 2 475 643               | 1 291 874               | 2 052 284               | 361 459                | 466 230                | 282 914                 | 94 517                 |                         |
| Jun–2006                    | 2 486 529               | 1 300 506               | 2 099 727               | 363 286                | 473 669                | 284 549                 | 95 596                 |                         |
| Jun–2007                    | 2 508 631               | 1 311 762               | 2 152 111               | 366 409                | 477 672                | 286 613                 | 96 813                 |                         |
| Jun–2008                    | 2 533 899               | 1 324 937               | 2 207 301               | 369 142                | 488 840                | 289 402                 | 98 664                 |                         |
| Jun–2009                    | 2 561 375               | 1 340 147               | 2 260 292               | 371 548                | 500 908                | 292 268                 | 100 712                |                         |
| Jun–2010                    | 2 588 776               | 1 355 244               | 2 296 396               | 374 225                | 509 713                | 294 178                 | 101 949                |                         |
| Jun–2011                    | 2 609 580               | 1 368 451               | 2 329 342               | 375 523                | 519 842                | 295 210                 | 102 186                |                         |
| Jun–2012                    | 2 631 065               | 1 380 063               | 2 374 889               | 377 435                | 533 136                | 295 185                 | 103 560                |                         |
| Jun–2013                    | 2 652 034               | 1 389 977               | 2 415 585               | 379 068                | 545 382                | 295 090                 | 105 199                |                         |
| Jun–2014                    | 2 675 757               | 1 400 207               | 2 446 451               | 380 913                | 548 985                | 295 486                 | 103 747                |                         |
| Jun–2015                    | 2 698 778               | 1 412 639               | 2 470 080               | 381 890                | 550 801                | 295 576                 | 102 175                |                         |
| Jun–2016                    | 2 709 506               | 1 453 933               | 2 488 636               | 388 775                | 536 907                | 293 126                 | 99 824                 |                         |
| Jun–2017                    | 2 729 742               | 1 472 866               | 2 520 234               | 389 621                | 537 216                | 293 993                 | 99 493                 |                         |
| Jun–2018                    | 2 757 911               | 1 497 326               | 2 548 579               | 390 645                | 535 708                | 295 595                 | 98 763                 |                         |
| Jun–2019                    | 2 777 654               | 1 517 846               | 2 580 326               | 392 203                | 535 536                | 298 321                 | 98 674                 |                         |

See end notes

Note: Data are not readily available for missing years.

Source: ABS (2020q).

**Table I 1.5c** Australian population, by state/territory—total

| Estimated population as at: | NSW       | VIC       | QLD       | SA        | WA        | TAS     | NT      | ACT     |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|---------|---------|---------|
| Jun-1973                    | 4 841 898 | 3 707 653 | 1 951 951 | 1 228 475 | 1 101 041 | 403 087 | 97 127  | 173 306 |
| Jun-1974                    | 4 894 053 | 3 755 726 | 2 008 340 | 1 241 538 | 1 127 598 | 406 151 | 102 924 | 186 241 |
| Jun-1975                    | 4 932 016 | 3 787 441 | 2 051 362 | 1 265 264 | 1 154 948 | 410 088 | 92 869  | 199 007 |
| Jun-1976                    | 4 959 588 | 3 810 426 | 2 092 375 | 1 274 070 | 1 178 342 | 412 314 | 98 228  | 207 740 |
| Jun-1977                    | 5 001 888 | 3 837 364 | 2 129 839 | 1 286 119 | 1 204 366 | 415 032 | 103 938 | 213 688 |
| Jun-1978                    | 5 053 790 | 3 863 759 | 2 172 047 | 1 296 205 | 1 227 851 | 417 642 | 109 980 | 217 981 |
| Jun-1979                    | 5 111 130 | 3 886 406 | 2 214 771 | 1 301 109 | 1 246 611 | 420 756 | 114 149 | 220 797 |
| Jun-1980                    | 5 171 527 | 3 914 303 | 2 265 935 | 1 308 397 | 1 269 068 | 423 590 | 118 245 | 224 291 |
| Jun-1981                    | 5 234 889 | 3 946 917 | 2 345 208 | 1 318 769 | 1 300 056 | 427 224 | 122 616 | 227 581 |
| Jun-1982                    | 5 303 580 | 3 992 870 | 2 424 586 | 1 331 108 | 1 338 899 | 429 845 | 130 314 | 233 045 |
| Jun-1983                    | 5 352 959 | 4 035 702 | 2 482 282 | 1 345 775 | 1 369 050 | 432 805 | 135 916 | 238 983 |
| Jun-1984                    | 5 402 729 | 4 076 492 | 2 523 859 | 1 360 048 | 1 391 237 | 437 760 | 142 154 | 245 112 |
| Jun-1985                    | 5 464 512 | 4 120 068 | 2 571 218 | 1 371 197 | 1 418 564 | 442 828 | 148 536 | 251 389 |
| Jun-1986                    | 5 531 526 | 4 160 856 | 2 624 595 | 1 382 550 | 1 459 019 | 446 473 | 154 421 | 258 910 |
| Jun-1987                    | 5 616 736 | 4 210 111 | 2 675 107 | 1 392 764 | 1 496 248 | 449 226 | 158 205 | 265 477 |
| Jun-1988                    | 5 707 309 | 4 262 569 | 2 739 907 | 1 404 909 | 1 535 167 | 451 148 | 159 026 | 272 129 |
| Jun-1989                    | 5 776 283 | 4 320 164 | 2 827 637 | 1 419 029 | 1 578 434 | 455 258 | 161 179 | 276 432 |
| Jun-1990                    | 5 834 021 | 4 378 592 | 2 899 283 | 1 432 056 | 1 613 049 | 462 188 | 163 728 | 282 211 |
| Jun-1991                    | 5 898 731 | 4 420 373 | 2 960 951 | 1 446 299 | 1 636 067 | 466 802 | 165 493 | 289 320 |
| Jun-1992                    | 5 962 569 | 4 455 002 | 3 029 950 | 1 456 512 | 1 658 045 | 469 826 | 168 086 | 294 674 |
| Jun-1993                    | 6 004 880 | 4 472 387 | 3 109 788 | 1 460 674 | 1 677 669 | 471 659 | 170 734 | 299 302 |
| Jun-1994                    | 6 060 190 | 4 487 570 | 3 187 113 | 1 466 138 | 1 703 009 | 472 939 | 173 375 | 301 486 |
| Jun-1995                    | 6 126 981 | 4 517 387 | 3 265 109 | 1 469 429 | 1 733 787 | 473 673 | 177 552 | 304 805 |
| Jun-1996                    | 6 204 728 | 4 560 155 | 3 338 690 | 1 474 253 | 1 765 256 | 474 443 | 181 843 | 308 251 |
| Jun-1997                    | 6 276 961 | 4 597 201 | 3 394 671 | 1 481 357 | 1 794 992 | 473 605 | 186 912 | 309 042 |
| Jun-1998                    | 6 339 071 | 4 637 820 | 3 447 725 | 1 489 552 | 1 822 668 | 471 967 | 189 880 | 309 888 |
| Jun-1999                    | 6 411 370 | 4 686 402 | 3 501 421 | 1 497 819 | 1 849 733 | 471 430 | 192 735 | 312 326 |
| Jun-2000                    | 6 486 213 | 4 741 339 | 3 561 537 | 1 505 038 | 1 874 459 | 471 409 | 195 561 | 315 215 |
| Jun-2001                    | 6 575 217 | 4 804 726 | 3 628 946 | 1 511 728 | 1 901 159 | 471 795 | 197 768 | 319 317 |
| Jun-2002                    | 6 628 951 | 4 863 084 | 3 714 798 | 1 521 127 | 1 926 111 | 472 766 | 199 411 | 322 675 |
| Jun-2003                    | 6 620 715 | 4 873 809 | 3 743 121 | 1 520 399 | 1 952 741 | 478 534 | 201 725 | 327 357 |
| Jun-2004                    | 6 650 735 | 4 927 149 | 3 829 970 | 1 528 189 | 1 979 542 | 483 178 | 202 663 | 328 940 |
| Jun-2005                    | 6 693 206 | 4 989 246 | 3 918 494 | 1 538 804 | 2 011 207 | 486 202 | 205 905 | 331 399 |
| Jun-2006                    | 6 742 690 | 5 061 266 | 4 007 992 | 1 552 529 | 2 050 581 | 489 302 | 209 057 | 335 170 |
| Jun-2007                    | 6 834 156 | 5 153 522 | 4 111 018 | 1 570 619 | 2 106 139 | 493 262 | 213 748 | 342 644 |
| Jun-2008                    | 6 943 461 | 5 256 375 | 4 219 505 | 1 588 665 | 2 171 700 | 498 568 | 219 874 | 348 368 |
| Jun-2009                    | 7 053 755 | 5 371 934 | 4 328 771 | 1 608 902 | 2 240 250 | 504 353 | 226 027 | 354 785 |
| Jun-2010                    | 7 144 292 | 5 461 101 | 4 404 744 | 1 627 322 | 2 290 845 | 508 847 | 229 778 | 361 766 |
| Jun-2011                    | 7 218 529 | 5 537 817 | 4 476 778 | 1 639 614 | 2 353 409 | 511 483 | 231 292 | 367 985 |
| Jun-2012                    | 7 307 183 | 5 632 521 | 4 568 205 | 1 656 035 | 2 437 994 | 512 106 | 235 881 | 375 183 |
| Jun-2013                    | 7 407 063 | 5 733 545 | 4 651 359 | 1 670 274 | 2 515 387 | 513 067 | 242 569 | 380 914 |
| Jun-2014                    | 7 513 418 | 5 838 110 | 4 719 925 | 1 685 550 | 2 557 046 | 514 726 | 243 368 | 385 346 |
| Jun-2015                    | 7 621 339 | 5 946 505 | 4 778 644 | 1 698 873 | 2 589 937 | 516 592 | 244 657 | 391 274 |
| Jun-2016                    | 7 739 274 | 6 179 249 | 4 848 877 | 1 713 054 | 2 558 951 | 517 588 | 245 740 | 403 468 |
| Jun-2017                    | 7 867 936 | 6 321 606 | 4 927 629 | 1 723 923 | 2 574 193 | 522 410 | 247 517 | 412 025 |
| Jun-2018                    | 7 980 168 | 6 462 019 | 5 009 424 | 1 736 527 | 2 594 181 | 522 410 | 247 058 | 420 379 |
| Jun-2019                    | 8 089 817 | 6 596 039 | 5 094 510 | 1 751 963 | 2 621 509 | 528 201 | 245 929 | 426 704 |

See end notes.

Source: ABS (2020q).

**Table I 1.6** Key indicators influencing Australian infrastructure

| Financial year | Goods exports | Goods imports | Rate at close of financial year |                    |
|----------------|---------------|---------------|---------------------------------|--------------------|
|                |               |               | Exchange rate<br>I\$A=\$US      | Interest rate<br>% |
| 1972–73        | 37 625        | 17 475        | 1.4                             | 6.4                |
| 1973–74        | 35 049        | 23 300        | 1.5                             | 18.8               |
| 1974–75        | 37 763        | 23 760        | 1.3                             | 8.8                |
| 1975–76        | 39 904        | 22 051        | 1.2                             | 10.3               |
| 1976–77        | 43 113        | 24 797        | 1.1                             | 11.0               |
| 1977–78        | 43 962        | 23 361        | 1.1                             | 10.6               |
| 1978–79        | 46 346        | 25 499        | 1.1                             | 10.3               |
| 1979–80        | 49 962        | 25 901        | 1.2                             | 13.8               |
| 1980–81        | 46 134        | 28 313        | 1.1                             | 15.6               |
| 1981–82        | 47 219        | 31 705        | 1.0                             | 18.6               |
| 1982–83        | 47 506        | 28 147        | 0.9                             | 14.2               |
| 1983–84        | 51 395        | 29 780        | 0.9                             | 12.8               |
| 1984–85        | 60 019        | 34 832        | 0.7                             | 15.8               |
| 1985–86        | 62 168        | 35 812        | 0.7                             | 14.7               |
| 1986–87        | 68 117        | 34 006        | 0.7                             | 13.7               |
| 1987–88        | 72 308        | 37 431        | 0.8                             | 13.1               |
| 1988–89        | 71 324        | 47 160        | 0.8                             | 18.4               |
| 1989–90        | 75 285        | 49 361        | 0.8                             | 15.0               |
| 1990–91        | 84 277        | 46 903        | 0.8                             | 10.4               |
| 1991–92        | 92 905        | 48 950        | 0.7                             | 6.4                |
| 1992–93        | 98 265        | 53 013        | 0.7                             | 5.2                |
| 1993–94        | 106 750       | 56 705        | 0.7                             | 5.1                |
| 1994–95        | 109 298       | 67 437        | 0.7                             | 7.6                |
| 1995–96        | 120 867       | 70 615        | 0.8                             | 7.6                |
| 1996–97        | 135 663       | 78 226        | 0.7                             | 5.4                |
| 1997–98        | 142 261       | 87 802        | 0.6                             | 5.3                |
| 1998–99        | 143 870       | 92 850        | 0.7                             | 4.9                |
| 1999–00        | 159 026       | 106 161       | 0.6                             | 6.2                |
| 2000–01        | 168 620       | 105 149       | 0.5                             | 5.0                |
| 2001–02        | 169 750       | 108 557       | 0.6                             | 5.1                |
| 2002–03        | 170 393       | 126 037       | 0.7                             | 4.7                |
| 2003–04        | 171 667       | 140 833       | 0.7                             | 5.5                |
| 2004–05        | 178 126       | 159 192       | 0.8                             | 5.7                |
| 2005–06        | 181 752       | 173 859       | 0.7                             | 6.0                |
| 2006–07        | 186 254       | 191 352       | 0.8                             | 6.4                |
| 2007–08        | 192 596       | 216 083       | 1.0                             | 7.8                |
| 2008–09        | 196 492       | 208 362       | 0.8                             | 3.3                |
| 2009–10        | 210 953       | 221 124       | 0.9                             | 4.9                |
| 2010–11        | 213 751       | 241 051       | 1.1                             | 5.0                |
| 2011–12        | 227 295       | 271 098       | 1.0                             | 3.5                |
| 2012–13        | 241 707       | 266 721       | 0.9                             | 2.8                |
| 2013–14        | 256 338       | 262 078       | 0.9                             | 2.7                |
| 2014–15        | 272 685       | 268 131       | 0.8                             | 2.2                |
| 2015–16        | 290 295       | 268 656       | 0.7                             | 2.0                |
| 2016–17        | 304 161       | 282 519       | 0.8                             | 1.7                |
| 2017–18        | 315 257       | 302 403       | 0.7                             | 2.1                |
| 2018–19        | 323 778       | 301 529       | 0.7                             | 1.2                |
| 2019–20        | 321 713       | 291 507       | 0.7                             | 0.1                |

See end notes.

Source: ABS (2020e), RBA (2020).

# CHAPTER 2

## Infrastructure construction

**Table I 2.1a**

Value of major infrastructure engineering construction work done, by the private sector for the private sector, adjusted by chain volume index, 2018–19 prices

| Financial year | Transport | Energy   | Telecommunications | Water   | Total infrastructure engineering construction work done |
|----------------|-----------|----------|--------------------|---------|---|
| \$ million     |           |          |                    |         |   |
| 1986–87        | 1 921.0   | 535.0    | 36.1               | 208.3   | 2 700.3   |
| 1987–88        | 2 167.5   | 519.8    | 18.2               | 273.6   | 2 979.1   |
| 1988–89        | 2 460.9   | 484.1    | 19.2               | 288.0   | 3 252.1   |
| 1989–90        | 2 871.9   | 373.1    | 15.3               | 280.4   | 3 540.6   |
| 1990–91        | 2 526.5   | 373.5    | 20.2               | 399.6   | 3 319.8   |
| 1991–92        | 2 469.8   | 441.7    | 15.2               | 233.3   | 3 159.9   |
| 1992–93        | 2 272.9   | 590.5    | 153.3              | 312.1   | 3 328.9   |
| 1993–94        | 2 791.0   | 644.8    | 182.9              | 505.0   | 4 123.6   |
| 1994–95        | 2 540.8   | 724.8    | 157.5              | 663.1   | 4 086.2   |
| 1995–96        | 2 608.0   | 1 520.0  | 413.2              | 766.3   | 5 307.4   |
| 1996–97        | 3 512.1   | 1 371.7  | 351.4              | 371.2   | 5 606.3   |
| 1997–98        | 4 688.3   | 1 875.1  | 140.0              | 449.9   | 7 153.3   |
| 1998–99        | 5 287.6   | 2 354.7  | 226.9              | 407.3   | 8 276.4   |
| 1999–2000      | 4 026.7   | 3 474.1  | 688.0              | 574.9   | 8 763.8   |
| 2000–01        | 2 799.2   | 3 226.5  | 1 195.7            | 650.1   | 7 871.6   |
| 2001–02        | 3 665.5   | 3 476.0  | 681.1              | 506.6   | 8 329.1   |
| 2002–03        | 5 826.0   | 4 060.2  | 646.3              | 736.1   | 11 268.6  |
| 2003–04        | 8 024.7   | 5 052.8  | 1 359.5            | 1 245.2 | 15 682.2  |
| 2004–05        | 10 735.7  | 4 712.1  | 1 549.5            | 992.4   | 17 989.7  |
| 2005–06        | 11 032.5  | 4 580.5  | 1 925.6            | 1 112.6 | 18 651.1  |
| 2006–07        | 10 829.4  | 5 701.2  | 4 979.0            | 1 118.5 | 22 628.0  |
| 2007–08        | 10 580.2  | 5 895.6  | 5 969.5            | 2 044.5 | 24 489.7  |
| 2008–09        | 10 907.3  | 7 634.0  | 4 928.8            | 1 872.2 | 25 342.3  |
| 2009–10        | 9 679.9   | 6 626.7  | 4 597.7            | 2 595.1 | 23 499.4  |
| 2010–11        | 12 628.0  | 7 305.8  | 4 448.9            | 4 034.4 | 28 417.1  |
| 2011–12        | 18 101.7  | 8 599.4  | 5 268.7            | 2 973.8 | 34 943.5  |
| 2012–13        | 19 726.9  | 12 958.6 | 5 301.9            | 2 203.8 | 40 191.1  |
| 2013–14        | 15 416.3  | 13 320.5 | 5 505.5            | 1 852.0 | 36 094.3  |
| 2014–15        | 11 135.0  | 11 179.5 | 5 245.1            | 1 363.5 | 28 923.2  |
| 2015–16        | 6 674.9   | 8 027.7  | 5 532.4            | 1 161.0 | 21 395.9  |
| 2016–17        | 7 016.3   | 6 430.3  | 6 784.8            | 1 172.6 | 21 403.9  |
| 2017–18        | 7 458.7   | 12 605.9 | 6 078.8            | 1 869.1 | 28 012.5  |
| 2018–19        | 9 243.8   | 12 828.7 | 4 429.0            | 1 540.3 | 28 041.7  |
| 2019–20        | 9 680.0   | 11 154.8 | 3 706.5            | 1 538.5 | 26 079.7  |

Source: ABS (2020h).

**Table I 2.1b** Value of major infrastructure engineering construction work done,  
by the private sector for the public sector, adjusted by chain volume  
index, 2018–19 prices

| Financial year | Transport | Energy  | Telecommunications | Water   | Total infrastructure engineering construction work done |
|----------------|-----------|---------|--------------------|---------|---|
|                |           |         |                    |         | \$ million  |
| 1986–87        | 3 016.0   | 1 569.3 | 88.9               | 884.0   | 5 558.3   |
| 1987–88        | 2 174.2   | 1 019.6 | 67.4               | 844.2   | 4 105.4   |
| 1988–89        | 1 975.6   | 1 000.0 | 15.4               | 681.9   | 3 672.9   |
| 1989–90        | 2 282.8   | 930.3   | 23.7               | 699.4   | 3 936.2   |
| 1990–91        | 2 543.7   | 1 356.1 | 44.9               | 885.5   | 4 830.2   |
| 1991–92        | 2 519.5   | 1 435.0 | 64.9               | 913.5   | 4 932.9   |
| 1992–93        | 3 155.6   | 1 228.8 | 47.6               | 899.4   | 5 331.5   |
| 1993–94        | 3 903.2   | 1 123.5 | 64.2               | 1 157.4 | 6 248.2   |
| 1994–95        | 3 643.9   | 920.6   | 24.5               | 879.2   | 5 468.2   |
| 1995–96        | 3 487.5   | 1 004.0 | 51.9               | 802.6   | 5 346.0   |
| 1996–97        | 4 080.6   | 1 126.0 | 14.0               | 724.7   | 5 945.4   |
| 1997–98        | 4 941.5   | 802.2   | 62.4               | 774.4   | 6 580.5   |
| 1998–99        | 5 614.3   | 488.7   | 42.0               | 895.6   | 7 040.6   |
| 1999–00        | 5 171.9   | 532.4   | 246.8              | 1 531.7 | 7 482.9   |
| 2000–01        | 4 736.2   | 481.0   | 473.1              | 1 280.1 | 6 970.5   |
| 2001–02        | 4 001.8   | 631.1   | 571.9              | 943.3   | 6 148.2   |
| 2002–03        | 4 103.5   | 732.4   | 483.7              | 1 003.6 | 6 323.3   |
| 2003–04        | 4 259.9   | 454.1   | 74.3               | 1 460.7 | 6 249.1   |
| 2004–05        | 5 672.8   | 764.2   | 255.7              | 1 641.1 | 8 333.9   |
| 2005–06        | 6 410.3   | 1 037.2 | 87.6               | 1 447.0 | 8 982.1   |
| 2006–07        | 6 904.2   | 655.6   | 53.5               | 1 609.0 | 9 222.5   |
| 2007–08        | 7 564.8   | 535.7   | 32.1               | 4 995.7 | 13 128.2  |
| 2008–09        | 9 980.0   | 748.9   | 59.9               | 4 803.6 | 15 592.4  |
| 2009–10        | 10 076.1  | 1 048.0 | 210.3              | 4 753.8 | 16 088.2  |
| 2010–11        | 12 041.6  | 1 099.6 | 316.6              | 3 478.5 | 16 936.3  |
| 2011–12        | 13 029.1  | 1 259.7 | 600.8              | 2 826.0 | 17 715.5  |
| 2012–13        | 12 740.1  | 1 539.8 | 1 333.8            | 2 168.6 | 17 782.3  |
| 2013–14        | 11 269.5  | 1 293.2 | 2 253.8            | 1 754.9 | 16 571.4  |
| 2014–15        | 9 856.7   | 721.6   | 2 897.1            | 1 222.5 | 14 697.8  |
| 2015–16        | 10 931.1  | 526.5   | 4 070.3            | 1 083.0 | 16 610.8  |
| 2016–17        | 13 434.1  | 397.8   | 5 345.7            | 1 186.6 | 20 364.1  |
| 2017–18        | 18 235.9  | 432.4   | 5 026.0            | 1 580.5 | 25 274.7  |
| 2018–19        | 15 005.0  | 340.2   | 5 441.7            | 1 341.5 | 22 128.3  |
| 2019–20        | 15 052.5  | 462.5   | 4 816.9            | 1 565.6 | 21 897.6  |

Source: ABS (2020h).

**Table I 2.1c** Value of major infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2018–19 prices

| Financial year | Transport | Energy  | Telecommunications | Water   | Total infrastructure engineering construction work done |
|----------------|-----------|---------|--------------------|---------|---|
| \$ million     |           |         |                    |         |   |
| 1986–87        | 3 775.3   | 1 646.3 | 4 210.6            | 1 952.5 | 11 584.8  |
| 1987–88        | 3 551.9   | 1 636.2 | 3 896.2            | 1 602.4 | 10 686.7  |
| 1988–89        | 3 404.2   | 1 622.0 | 4 189.3            | 1 592.4 | 10 807.8  |
| 1989–90        | 3 952.6   | 2 239.1 | 4 593.3            | 1 579.8 | 12 364.7  |
| 1990–91        | 4 031.2   | 1 865.7 | 4 662.0            | 1 678.5 | 12 237.4  |
| 1991–92        | 3 650.0   | 1 670.2 | 3 546.7            | 1 565.1 | 10 432.0  |
| 1992–93        | 4 509.1   | 1 746.7 | 3 519.6            | 1 486.6 | 11 262.0  |
| 1993–94        | 4 763.9   | 1 782.6 | 3 180.8            | 1 089.3 | 10 816.6  |
| 1994–95        | 4 985.3   | 1 833.2 | 4 275.2            | 1 069.8 | 12 163.6  |
| 1995–96        | 5 300.3   | 1 372.5 | 4 963.5            | 826.4   | 12 462.7  |
| 1996–97        | 4 974.8   | 1 126.5 | 4 939.9            | 637.4   | 11 678.6  |
| 1997–98        | 4 527.7   | 1 216.7 | 5 063.0            | 812.1   | 11 619.4  |
| 1998–99        | 4 548.4   | 1 613.9 | 5 329.1            | 935.4   | 12 426.9  |
| 1999–00        | 4 464.1   | 1 962.7 | 6 127.6            | 1 109.5 | 13 663.9  |
| 2000–01        | 4 068.1   | 2 302.5 | 5 205.5            | 857.4   | 12 433.5  |
| 2001–02        | 4 342.0   | 2 476.7 | 4 754.3            | 808.3   | 12 381.4  |
| 2002–03        | 4 536.3   | 2 605.9 | 4 199.4            | 929.7   | 12 271.4  |
| 2003–04        | 4 596.4   | 2 970.4 | 3 514.4            | 895.4   | 11 976.6  |
| 2004–05        | 4 730.3   | 3 077.0 | 3 696.4            | 971.9   | 12 475.5  |
| 2005–06        | 4 752.7   | 4 351.3 | 4 960.5            | 1 132.5 | 15 196.9  |
| 2006–07        | 5 291.3   | 5 392.2 | 1 856.8            | 1 568.3 | 14 108.7  |
| 2007–08        | 5 890.5   | 5 642.3 | 8.5                | 2 085.9 | 13 627.2  |
| 2008–09        | 6 795.3   | 6 466.2 | 8.2                | 1 956.7 | 15 226.3  |
| 2009–10        | 7 388.5   | 6 765.3 | 11.2               | 2 689.2 | 16 854.2  |
| 2010–11        | 7 366.5   | 6 160.5 | 6.7                | 2 947.2 | 16 480.9  |
| 2011–12        | 6 822.9   | 6 513.1 | 5.2                | 2 874.8 | 16 216.1  |
| 2012–13        | 6 193.6   | 5 850.2 | 10.2               | 2 943.7 | 14 997.7  |
| 2013–14        | 4 557.5   | 4 842.0 | 8.2                | 2 396.8 | 11 804.5  |
| 2014–15        | 4 126.9   | 4 584.9 | 1.9                | 1 829.9 | 10 543.5  |
| 2015–16        | 4 557.9   | 3 660.3 | 11.9               | 2 186.0 | 10 416.1  |
| 2016–17        | 4 729.3   | 2 808.5 | 6.1                | 2 356.1 | 9 900.0   |
| 2017–18        | 4 972.7   | 2 342.0 | 10.2               | 2 670.4 | 9 995.3   |
| 2018–19        | 4 902.2   | 2 387.1 | 7.2                | 2 890.9 | 10 187.3  |
| 2019–20        | 5 365.1   | 2 537.1 | 10.3               | 3 595.4 | 11 507.9  |

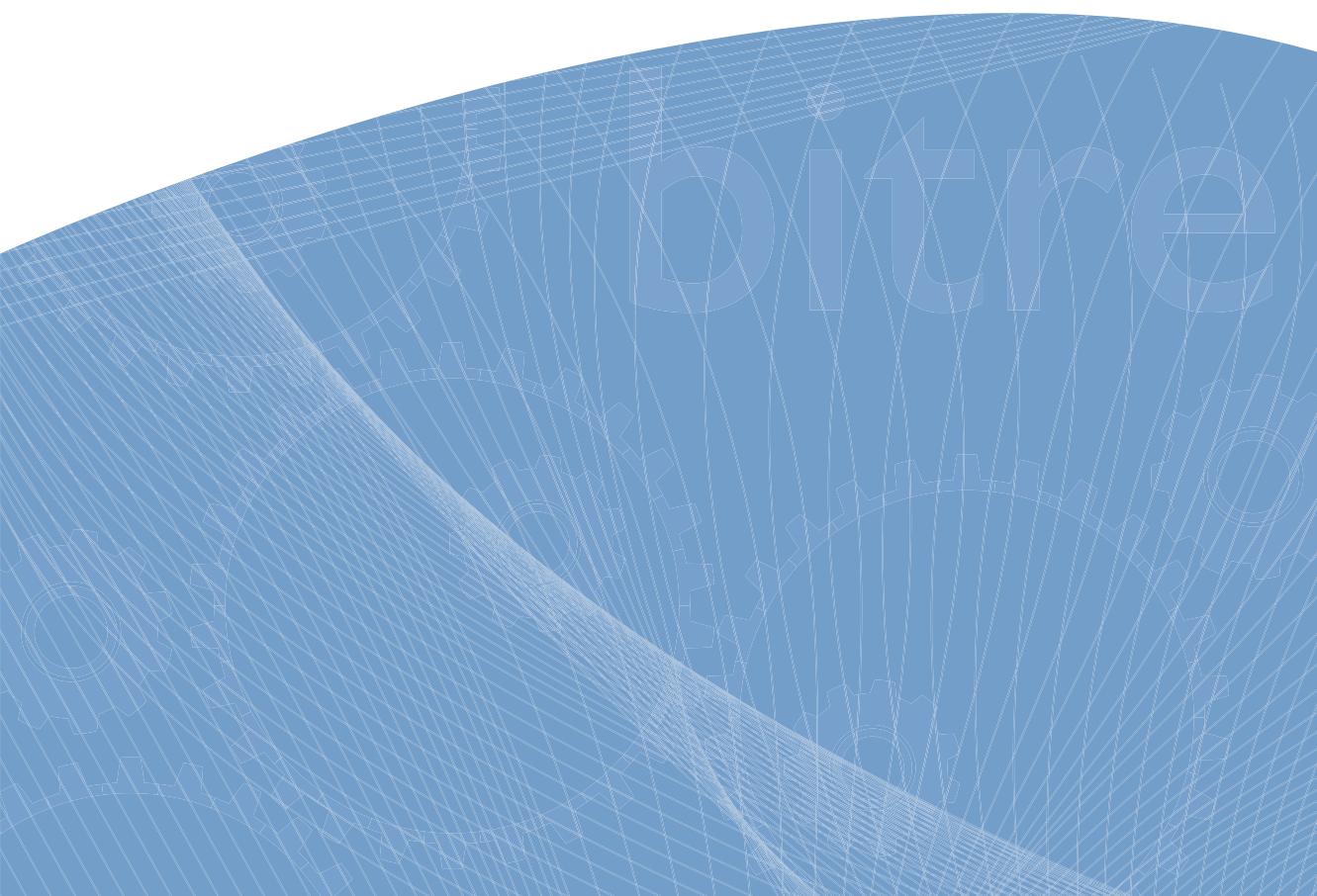
Source: ABS (2020h).

**Table I 2.1d Total value of major infrastructure engineering construction work done, adjusted by chain volume index, 2018–19 prices**

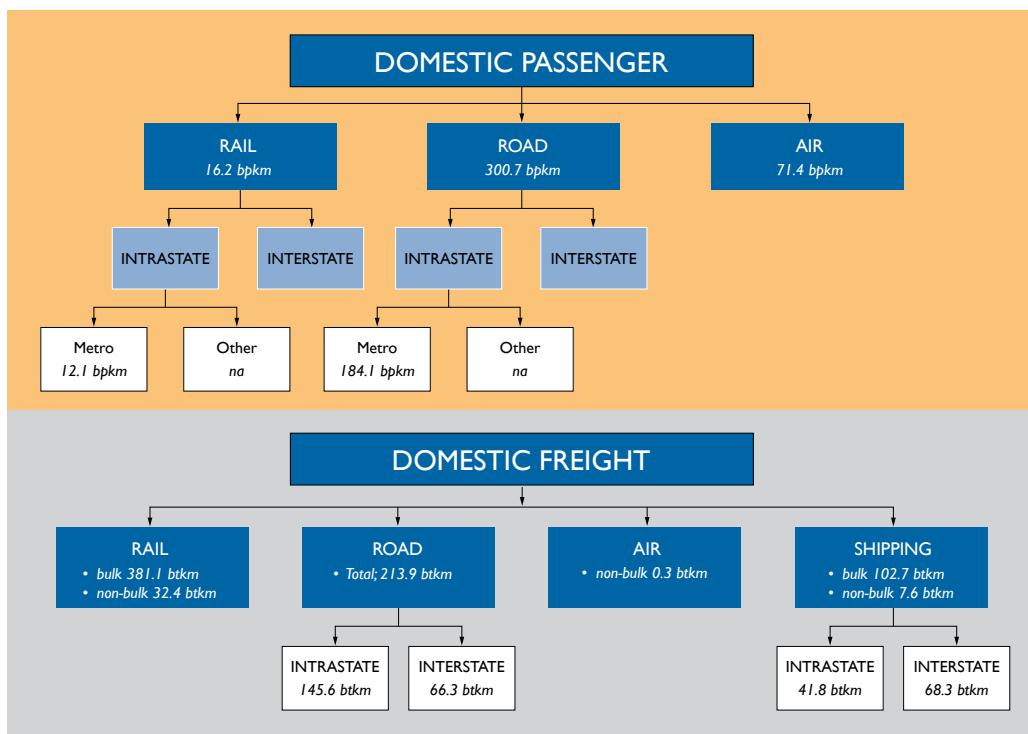
| Financial year | Transport | Energy   | Telecommunications | Water    | Total infrastructure<br>engineering construction<br>work done |
|----------------|-----------|----------|--------------------|----------|---|
|                |           |          |                    |          | \$ million  |
| 1986–87        | 8 712.3   | 3 750.6  | 4 335.6            | 3 044.8  | 19 843.3  |
| 1987–88        | 7 893.7   | 3 175.7  | 3 981.8            | 2 720.2  | 17 771.3  |
| 1988–89        | 7 840.6   | 3 106.1  | 4 223.8            | 2 562.3  | 17 732.9  |
| 1989–90        | 9 107.3   | 3 542.4  | 4 632.3            | 2 559.6  | 19 841.6  |
| 1990–91        | 9 101.4   | 3 595.3  | 4 727.0            | 2 963.6  | 20 387.3  |
| 1991–92        | 8 639.3   | 3 546.8  | 3 626.8            | 2 711.9  | 18 524.8  |
| 1992–93        | 9 937.7   | 3 566.1  | 3 720.5            | 2 698.2  | 19 922.5  |
| 1993–94        | 11 458.1  | 3 550.9  | 3 427.8            | 2 751.7  | 21 188.5  |
| 1994–95        | 11 170.0  | 3 478.6  | 4 457.2            | 2 612.1  | 21 718.0  |
| 1995–96        | 11 395.8  | 3 896.6  | 5 428.6            | 2 395.2  | 23 116.2  |
| 1996–97        | 12 567.5  | 3 624.2  | 5 305.3            | 1 733.3  | 23 230.3  |
| 1997–98        | 14 157.5  | 3 894.0  | 5 265.4            | 2 036.4  | 25 353.3  |
| 1998–99        | 15 450.3  | 4 457.3  | 5 598.0            | 2 238.2  | 27 743.9  |
| 1999–00        | 13 662.6  | 5 969.2  | 7 062.4            | 3 216.2  | 29 910.5  |
| 2000–01        | 11 603.6  | 6 010.0  | 6 874.3            | 2 787.6  | 27 275.5  |
| 2001–02        | 12 009.3  | 6 583.8  | 6 007.3            | 2 258.3  | 26 858.7  |
| 2002–03        | 14 465.9  | 7 398.5  | 5 329.4            | 2 669.5  | 29 863.2  |
| 2003–04        | 16 881.0  | 8 477.3  | 4 948.2            | 3 601.3  | 33 907.9  |
| 2004–05        | 21 138.8  | 8 553.3  | 5 501.7            | 3 605.4  | 38 799.1  |
| 2005–06        | 22 195.4  | 9 968.9  | 6 973.7            | 3 692.1  | 42 830.2  |
| 2006–07        | 23 024.9  | 11 749.0 | 6 889.3            | 4 295.8  | 45 959.2  |
| 2007–08        | 24 035.4  | 12 073.5 | 6 010.1            | 9 126.1  | 51 245.1  |
| 2008–09        | 27 682.6  | 14 849.1 | 4 996.8            | 8 632.5  | 56 161.0  |
| 2009–10        | 27 144.5  | 14 440.0 | 4 819.2            | 10 038.1 | 56 441.8  |
| 2010–11        | 32 036.1  | 14 565.9 | 4 772.1            | 10 460.2 | 61 834.3  |
| 2011–12        | 37 953.7  | 16 372.2 | 5 874.7            | 8 674.6  | 68 875.1  |
| 2012–13        | 38 660.5  | 20 348.5 | 6 645.9            | 7 316.1  | 72 971.1  |
| 2013–14        | 31 243.3  | 19 455.6 | 7 767.5            | 6 003.7  | 64 470.2  |
| 2014–15        | 25 118.6  | 16 485.9 | 8 144.1            | 4 415.9  | 54 164.5  |
| 2015–16        | 22 163.9  | 12 214.5 | 9 614.5            | 4 429.9  | 48 422.9  |
| 2016–17        | 25 179.6  | 9 636.7  | 12 136.5           | 4 715.3  | 51 668.1  |
| 2017–18        | 30 667.3  | 15 380.3 | 11 115.0           | 6 120.0  | 63 282.5  |
| 2018–19        | 29 150.9  | 15 555.9 | 9 877.9            | 5 772.7  | 60 357.4  |
| 2019–20        | 30 097.5  | 14 154.4 | 8 533.7            | 6 699.5  | 59 485.1  |

Source: ABS (2020h).

## PART T: Transport



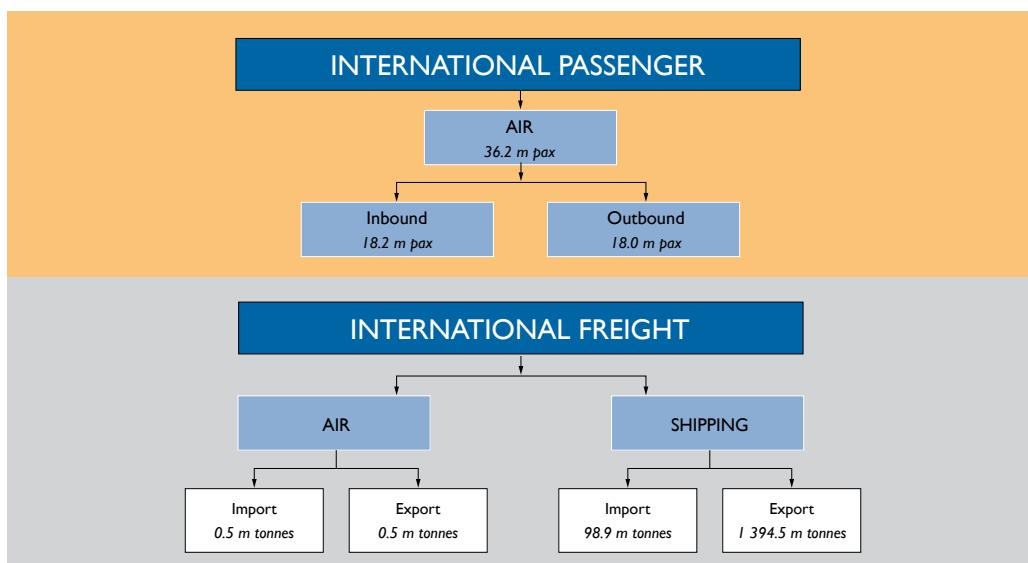
**Figure T 1a**      Australia's domestic transport, 2015–16



Note: Metropolitan refers to the eight capital cities: Sydney, Melbourne, Brisbane, Adelaide, Perth, Hobart, Darwin and Canberra.

Source: BITRE (2017)

**Figure T 1b**      Australia's international transport, 2018–19



Source: BITRE (2019).

# PART T:

## Transport

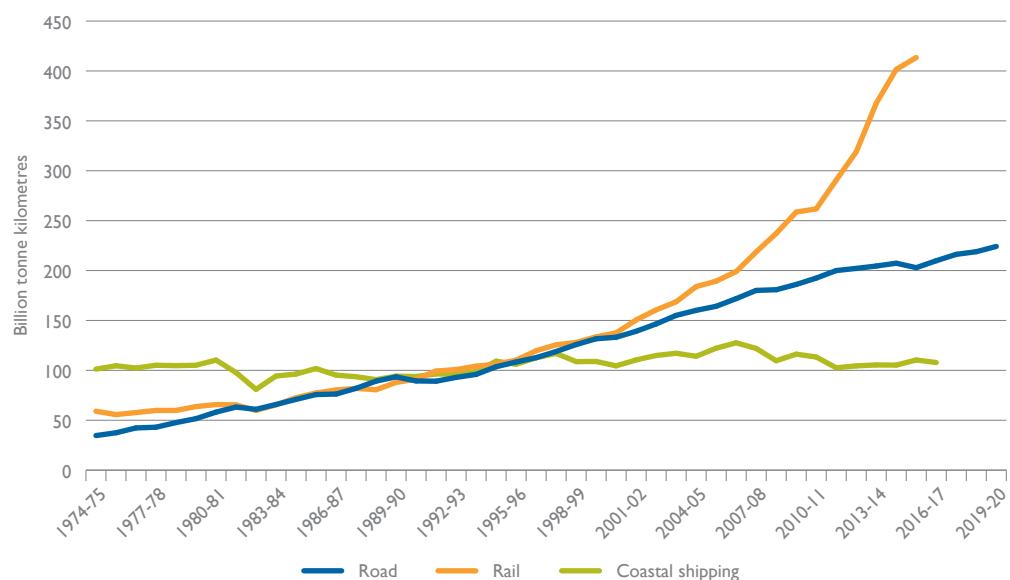
Statistics for Australian transport activity are provided from two perspectives: transportation activity measured in terms of what is being transported (freight or passengers), or transportation activity by mode (road, rail, aviation or shipping).

Freight transport activity (Figure T 2) is measured in terms of tonne kilometres (the movement of one tonne of freight by one kilometre). The Australian domestic freight task has been increasing strongly for the last 40 years, with road and rail freight now dominating domestic freight activity. The rapid growth in rail freight task has been driven by rail's movement of iron ore in the Pilbara region.

Passenger transport activity (see figure T 3) is measured in terms of passenger kilometres (the movement of one passenger by one kilometre). The Australian domestic passenger task is dominated by road transport, mainly passenger cars (right axis). Passenger travel on other modes has increased in recent years, with travel by air increasing rapidly since 2001.

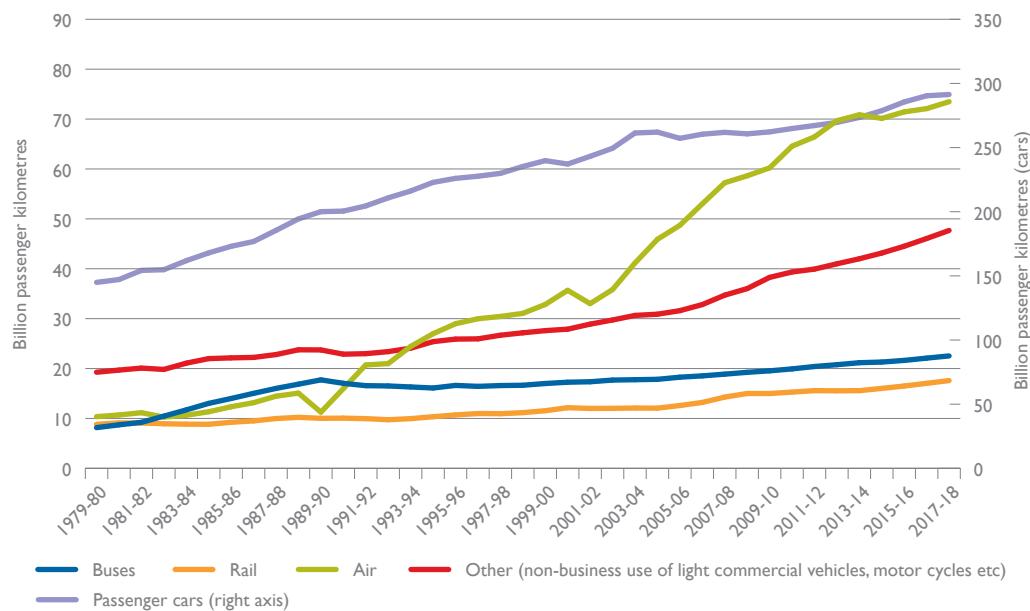
Figure T 4 shows the split between private and public spending on transport infrastructure in Australia. Transport infrastructure expenditure for the public sector peaked in 2009–10 associated with a stimulus and has been rising since 2014–15. The private sector peaked in 2012–13 driven by transport construction for mining.

**Figure T 2      Australian domestic freight task, by mode of transport**



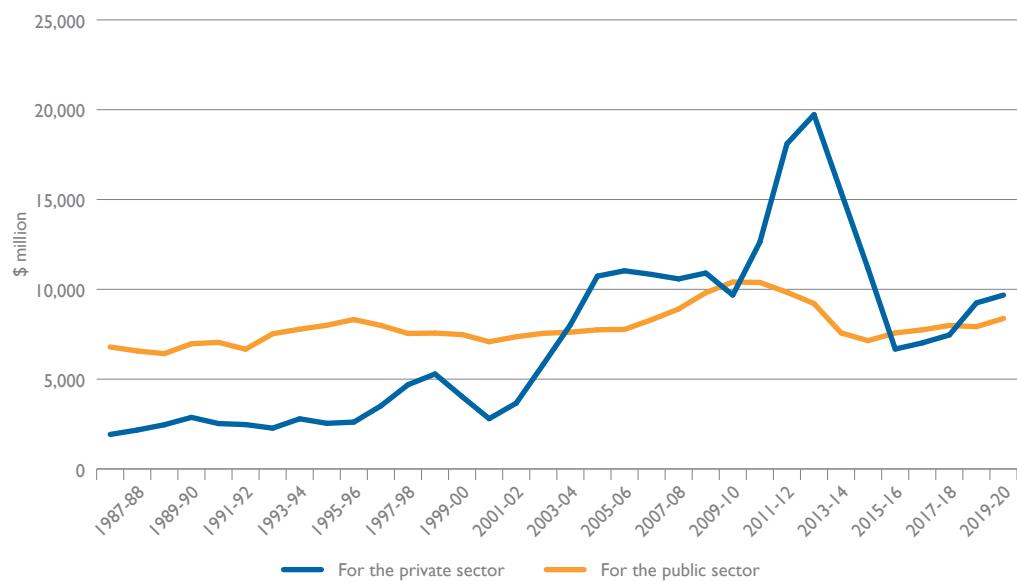
Source: BITRE Estimates (2020).

**Figure T 3** Australian domestic passenger task, by mode of transport



Source: BITRE (2019).

**Figure T 4** Value of transport infrastructure spending



Source: ABS (2020h).

# CHAPTER I

## Transport infrastructure

**Table T 1.1a** Value of transport infrastructure engineering construction work done, by the private sector for the private sector, adjusted by chain volume index, 2018–19 prices

| Financial year | Roads and Bridges | Railways | Ports and Harbours | Transport infrastructure engineering construction work done | Transport percentage of total major infrastructure engineering construction work done |
|----------------|-------------------|----------|--------------------|---|---|
|                | \$ million        |          |                    |   | per cent  |
| 1986–87        | 1 223.1           | 242.2    | 455.7              | 1 921.0   | 71.14   |
| 1987–88        | 1 718.1           | 109.7    | 339.7              | 2 167.5   | 72.76   |
| 1988–89        | 2 341.1           | 53.5     | 66.3               | 2 460.9   | 75.67   |
| 1989–90        | 2 690.9           | 36.7     | 144.3              | 2 871.9   | 81.11   |
| 1990–91        | 2 373.7           | 40.4     | 112.5              | 2 526.5   | 76.10   |
| 1991–92        | 2 329.1           | 74.1     | 66.6               | 2 469.8   | 78.16   |
| 1992–93        | 2 172.6           | 27.9     | 72.5               | 2 272.9   | 68.28   |
| 1993–94        | 2 553.4           | 85.3     | 152.2              | 2 791.0   | 67.68   |
| 1994–95        | 2 423.8           | 61.7     | 55.2               | 2 540.8   | 62.18   |
| 1995–96        | 2 426.1           | 129.9    | 51.9               | 2 608.0   | 49.14   |
| 1996–97        | 3 175.3           | 168.3    | 168.4              | 3 512.1   | 62.65   |
| 1997–98        | 3 906.5           | 355.1    | 426.7              | 4 688.3   | 65.54   |
| 1998–99        | 4 570.1           | 322.9    | 394.6              | 5 287.6   | 63.89   |
| 1999–00        | 3 567.3           | 302.8    | 156.6              | 4 026.7   | 45.95   |
| 2000–01        | 2 456.5           | 173.3    | 169.5              | 2 799.2   | 35.56   |
| 2001–02        | 2 965.7           | 506.2    | 193.6              | 3 665.5   | 44.01   |
| 2002–03        | 4 617.2           | 957.1    | 251.7              | 5 826.0   | 51.70   |
| 2003–04        | 7 044.1           | 479.0    | 501.6              | 8 024.7   | 51.17   |
| 2004–05        | 8 650.7           | 812.9    | 1 272.2            | 10 735.7  | 59.68   |
| 2005–06        | 8 880.3           | 767.3    | 1 384.9            | 11 032.5  | 59.15   |
| 2006–07        | 7 915.3           | 1 445.0  | 1 469.1            | 10 829.4  | 47.86   |
| 2007–08        | 7 043.8           | 2 137.2  | 1 399.2            | 10 580.2  | 43.20   |
| 2008–09        | 7 827.4           | 1 524.5  | 1 555.4            | 10 907.3  | 43.04   |
| 2009–10        | 6 176.3           | 1 680.3  | 1 823.3            | 9 679.9   | 41.19   |
| 2010–11        | 6 502.1           | 2 599.6  | 3 526.3            | 12 628.0  | 44.44   |
| 2011–12        | 6 703.2           | 4 920.3  | 6 478.2            | 18 101.7  | 51.80   |
| 2012–13        | 6 199.5           | 5 120.6  | 8 406.8            | 19 726.9  | 49.08   |
| 2013–14        | 5 032.1           | 4 340.9  | 6 043.3            | 15 416.3  | 42.71   |
| 2014–15        | 5 284.2           | 3 196.2  | 2 654.6            | 11 135.0  | 38.50   |
| 2015–16        | 4 884.5           | 918.3    | 872.0              | 6 674.9   | 31.20   |
| 2016–17        | 5 544.2           | 572.2    | 899.9              | 7 016.3   | 32.78   |
| 2017–18        | 6 200.1           | 757.7    | 500.9              | 7 458.7   | 26.63   |
| 2018–19        | 7 808.5           | 851.6    | 583.7              | 9 243.8   | 32.96   |
| 2019–20        | 8 208.7           | 878.4    | 592.9              | 9 680.0   | 37.12   |

Source: ABS (2020h).

**Table T 1.1b** Value of transport infrastructure engineering construction work done by the private sector for the public sector, adjusted by chain volume index, by the private sector for the public sector, adjusted by chain volume index, 2018–19 prices

| Financial year | Roads and Bridges | Railways | Ports and Harbours | Transport infrastructure engineering construction work done | Transport percentage of total major infrastructure engineering construction work done |
|----------------|-------------------|----------|--------------------|---|---|
|                |                   |          |                    |   | \$ million per cent   |
| 1986–87        | 2 521.8           | 344.9    | 296.3              | 3 163.0   | 56.91   |
| 1987–88        | 1 850.1           | 313.6    | 113.4              | 2 277.1   | 55.47   |
| 1988–89        | 1 817.2           | 95.9     | 163.6              | 2 076.7   | 56.54   |
| 1989–90        | 2 203.2           | 112.5    | 86.2               | 2 401.9   | 61.02   |
| 1990–91        | 2 358.1           | 184.9    | 131.2              | 2 674.2   | 55.37   |
| 1991–92        | 2 357.6           | 200.3    | 83.2               | 2 641.1   | 53.54   |
| 1992–93        | 2 889.8           | 223.3    | 199.3              | 3 312.4   | 62.13   |
| 1993–94        | 3 425.1           | 452.5    | 216.0              | 4 093.6   | 65.52   |
| 1994–95        | 3 073.1           | 622.5    | 120.6              | 3 816.2   | 69.79   |
| 1995–96        | 3 136.9           | 382.6    | 126.5              | 3 646.0   | 68.20   |
| 1996–97        | 3 184.5           | 770.0    | 296.2              | 4 250.6   | 71.49   |
| 1997–98        | 4 144.3           | 832.5    | 163.8              | 5 140.5   | 78.12   |
| 1998–99        | 4 977.5           | 672.6    | 181.5              | 5 831.6   | 82.83   |
| 1999–00        | 4 968.3           | 307.9    | 134.7              | 5 411.0   | 72.31   |
| 2000–01        | 4 625.1           | 192.7    | 126.0              | 4 943.7   | 70.92   |
| 2001–02        | 3 789.9           | 113.3    | 272.0              | 4 175.2   | 67.91   |
| 2002–03        | 3 660.7           | 397.3    | 204.5              | 4 262.5   | 67.41   |
| 2003–04        | 3 133.7           | 1 089.0  | 204.7              | 4 427.4   | 70.85   |
| 2004–05        | 4 174.8           | 1 530.6  | 233.8              | 5 939.1   | 71.27   |
| 2005–06        | 4 939.1           | 1 548.4  | 193.7              | 6 681.2   | 74.38   |
| 2006–07        | 6 108.8           | 1 076.9  | 179.9              | 7 365.7   | 79.87   |
| 2007–08        | 7 030.1           | 789.0    | 267.3              | 8 086.4   | 61.60   |
| 2008–09        | 8 832.4           | 1 541.7  | 365.1              | 10 739.3  | 68.87   |
| 2009–10        | 8 420.4           | 1 726.8  | 636.2              | 10 783.4  | 67.03   |
| 2010–11        | 9 651.8           | 2 367.5  | 795.0              | 12 814.3  | 75.66   |
| 2011–12        | 10 511.4          | 2 796.2  | 358.5              | 13 666.2  | 77.14   |
| 2012–13        | 10 276.2          | 2 838.7  | 248.2              | 13 363.1  | 75.15   |
| 2013–14        | 8 777.7           | 2 633.3  | 468.9              | 11 880.0  | 71.69   |
| 2014–15        | 7 411.1           | 2 277.0  | 654.5              | 10 342.6  | 70.37   |
| 2015–16        | 8 217.5           | 2 877.2  | 473.1              | 11 567.8  | 69.64   |
| 2016–17        | 10 200.7          | 3 789.4  | 297.2              | 14 287.3  | 70.16   |
| 2017–18        | 12 960.8          | 6 303.3  | 310.5              | 19 574.6  | 77.45   |
| 2018–19        | 9 382.3           | 6 504.4  | 296.3              | 16 183.0  | 73.13   |
| 2019–20        | 7 802.3           | 6 836.0  | 414.1              | 15 052.5  | 68.74   |

Source: ABS (2020h).

**Table T 1.1c** Value of transport infrastructure engineering construction work done, by the public sector, adjusted by chain volume index, 2018–19 prices

| Financial year | Roads and Bridges | Railways | Ports and Harbours | Transport infrastructure engineering construction work done | Transport percentage of total major infrastructure engineering construction work done |
|----------------|-------------------|----------|--------------------|---|---|
|                | \$ million        |          |                    |   | per cent  |
| 1986–87        | 3 355.8           | 335.5    | 84.0               | 3 775.3   | 32.59   |
| 1987–88        | 3 134.2           | 365.8    | 52.0               | 3 551.9   | 33.24   |
| 1988–89        | 3 119.4           | 230.0    | 54.8               | 3 404.2   | 31.50   |
| 1989–90        | 3 262.6           | 621.5    | 68.6               | 3 952.6   | 31.97   |
| 1990–91        | 3 259.9           | 688.7    | 82.6               | 4 031.2   | 32.94   |
| 1991–92        | 2 885.0           | 729.3    | 35.7               | 3 650.0   | 34.99   |
| 1992–93        | 3 617.6           | 851.6    | 39.9               | 4 509.1   | 40.04   |
| 1993–94        | 3 716.0           | 990.0    | 58.0               | 4 763.9   | 44.04   |
| 1994–95        | 3 620.0           | 1 319.9  | 45.4               | 4 985.3   | 40.99   |
| 1995–96        | 3 665.9           | 1 597.5  | 36.9               | 5 300.3   | 42.53   |
| 1996–97        | 3 252.7           | 1 676.4  | 45.6               | 4 974.8   | 42.60   |
| 1997–98        | 3 415.8           | 1 056.7  | 55.3               | 4 527.7   | 38.97   |
| 1998–99        | 3 446.0           | 1 009.8  | 92.7               | 4 548.4   | 36.60   |
| 1999–00        | 3 569.6           | 863.9    | 30.6               | 4 464.1   | 32.67   |
| 2000–01        | 3 236.5           | 757.7    | 73.8               | 4 068.1   | 32.72   |
| 2001–02        | 3 259.5           | 965.6    | 116.9              | 4 342.0   | 35.07   |
| 2002–03        | 3 516.1           | 943.7    | 76.5               | 4 536.3   | 36.97   |
| 2003–04        | 3 506.3           | 1 009.5  | 80.6               | 4 596.4   | 38.38   |
| 2004–05        | 3 398.0           | 1 298.4  | 33.9               | 4 730.3   | 37.92   |
| 2005–06        | 3 600.1           | 1 132.5  | 20.1               | 4 752.7   | 31.27   |
| 2006–07        | 4 011.3           | 1 239.0  | 41.0               | 5 291.3   | 37.50   |
| 2007–08        | 4 359.1           | 1 151.5  | 379.9              | 5 890.5   | 43.23   |
| 2008–09        | 5 139.1           | 1 153.4  | 502.8              | 6 795.3   | 44.63   |
| 2009–10        | 4 773.9           | 2 370.4  | 244.2              | 7 388.5   | 43.84   |
| 2010–11        | 4 876.7           | 2 428.6  | 61.2               | 7 366.5   | 44.70   |
| 2011–12        | 5 465.4           | 1 310.6  | 46.9               | 6 822.9   | 42.07   |
| 2012–13        | 5 344.0           | 798.5    | 51.1               | 6 193.6   | 41.30   |
| 2013–14        | 3 998.1           | 495.6    | 63.8               | 4 557.5   | 38.61   |
| 2014–15        | 3 813.5           | 278.3    | 35.1               | 4 126.9   | 39.14   |
| 2015–16        | 4 256.5           | 266.3    | 35.2               | 4 557.9   | 43.76   |
| 2016–17        | 4 235.9           | 428.6    | 64.8               | 4 729.3   | 47.77   |
| 2017–18        | 4 392.6           | 515.2    | 65.0               | 4 972.7   | 49.75   |
| 2018–19        | 4 241.2           | 586.7    | 74.3               | 4 902.2   | 48.12   |
| 2019–20        | 4 645.1           | 653.9    | 66.0               | 5 365.1   | 46.62   |

Source: ABS (2020h).

**Table T 1.1d Total value of transport infrastructure engineering construction work done, adjusted by chain volume index, 2018–19 prices**

| Financial year | Roads and Bridges | Railways | Ports and Harbours | Transport infrastructure engineering construction work done | Transport percentage of total major infrastructure engineering construction work done |
|----------------|-------------------|----------|--------------------|---|---|
|                | \$ million        |          |                    | per cent  |   |
| 1986–87        | 7 100.7           | 922.6    | 836.0              | 8 859.3   | 44.65   |
| 1987–88        | 6 702.4           | 789.1    | 505.1              | 7 996.6   | 45.00   |
| 1988–89        | 7 277.6           | 379.3    | 284.8              | 7 941.7   | 44.79   |
| 1989–90        | 8 156.6           | 770.7    | 299.0              | 9 226.4   | 46.50   |
| 1990–91        | 7 991.7           | 914.0    | 326.3              | 9 232.0   | 45.28   |
| 1991–92        | 7 571.7           | 1 003.7  | 185.4              | 8 760.9   | 47.29   |
| 1992–93        | 8 680.0           | 1 102.8  | 311.7              | 10 094.5  | 50.67   |
| 1993–94        | 9 694.5           | 1 527.7  | 426.2              | 11 648.4  | 54.98   |
| 1994–95        | 9 117.0           | 2 004.2  | 221.2              | 11 342.3  | 52.23   |
| 1995–96        | 9 229.0           | 2 110.0  | 215.3              | 11 554.3  | 49.98   |
| 1996–97        | 9 612.5           | 2 614.7  | 510.2              | 12 737.5  | 54.83   |
| 1997–98        | 11 466.5          | 2 244.3  | 645.7              | 14 356.5  | 56.63   |
| 1998–99        | 12 993.5          | 2 005.2  | 668.9              | 15 667.6  | 56.47   |
| 1999–00        | 12 105.2          | 1 474.5  | 322.0              | 13 901.7  | 46.48   |
| 2000–01        | 10 318.1          | 1 123.7  | 369.3              | 11 811.1  | 43.30   |
| 2001–02        | 10 015.1          | 1 585.1  | 582.5              | 12 182.7  | 45.36   |
| 2002–03        | 11 794.0          | 2 298.1  | 532.7              | 14 624.8  | 48.97   |
| 2003–04        | 13 684.1          | 2 577.5  | 786.9              | 17 048.5  | 50.28   |
| 2004–05        | 16 223.4          | 3 641.8  | 1 539.9            | 21 405.1  | 55.17   |
| 2005–06        | 17 419.5          | 3 448.2  | 1 598.7            | 22 466.4  | 52.45   |
| 2006–07        | 18 035.4          | 3 760.9  | 1 690.1            | 23 486.4  | 51.10   |
| 2007–08        | 18 433.0          | 4 077.6  | 2 046.4            | 24 557.0  | 47.92   |
| 2008–09        | 21 799.0          | 4 219.5  | 2 423.3            | 28 441.8  | 50.64   |
| 2009–10        | 19 370.6          | 5 777.5  | 2 703.7            | 27 851.8  | 49.35   |
| 2010–11        | 21 030.6          | 7 395.7  | 4 382.5            | 32 808.8  | 53.06   |
| 2011–12        | 22 680.1          | 9 027.1  | 6 883.6            | 38 590.8  | 56.03   |
| 2012–13        | 21 819.6          | 8 757.8  | 8 706.0            | 39 283.5  | 53.83   |
| 2013–14        | 17 807.9          | 7 469.9  | 6 576.1            | 31 853.8  | 49.41   |
| 2014–15        | 16 508.8          | 5 751.6  | 3 344.2            | 25 604.6  | 47.27   |
| 2015–16        | 17 358.5          | 4 061.8  | 1 380.3            | 22 800.6  | 47.09   |
| 2016–17        | 19 980.7          | 4 790.3  | 1 261.8            | 26 032.8  | 50.38   |
| 2017–18        | 23 553.5          | 7 576.1  | 876.4              | 32 006.0  | 50.58   |
| 2018–19        | 21 432.0          | 7 942.8  | 954.2              | 30 329.0  | 50.25   |
| 2019–20        | 20 656.1          | 8 368.3  | 1 073.1            | 30 097.5  | 50.60   |

Source: ABS (2020h).

**Table T 1.2a** Road-related expenditure, by commonwealth (constant 2018–19 prices, adjusted by CPI)

| Financial year | NSW     | VIC     | QLD     | SA      | WA      | TAS   | NT    | ACT  | Other | Total Government |
|----------------|---------|---------|---------|---------|---------|-------|-------|------|-------|------------------|
| \$ million     |         |         |         |         |         |       |       |      |       |                  |
| 1998–99        | 946.9   | 481.2   | 588.3   | 277.2   | 316.1   | 114.4 | 91.1  | 52.9 | 4.7   | 2 872.9          |
| 1999–00        | 912.3   | 438.3   | 607.6   | 214.9   | 282.3   | 122.1 | 94.8  | 75.4 | 5.4   | 2 753.1          |
| 2000–01        | 756.2   | 350.1   | 592.6   | 127.7   | 243.5   | 89.8  | 68.4  | 27.7 | 4.1   | 2 260.1          |
| 2001–02        | 845.6   | 625.9   | 587.8   | 170.9   | 310.8   | 81.1  | 66.0  | 51.1 | 4.9   | 2 744.0          |
| 2002–03        | 845.6   | 520.2   | 554.1   | 146.0   | 271.8   | 81.2  | 62.7  | 29.8 | 3.7   | 2 515.0          |
| 2003–04        | 986.4   | 410.3   | 588.3   | 170.3   | 277.3   | 71.7  | 59.8  | 30.0 | 3.1   | 2 597.3          |
| 2004–05        | 1 091.4 | 571.5   | 570.3   | 193.8   | 309.5   | 90.3  | 70.4  | 32.1 | 3.6   | 2 933.0          |
| 2005–06        | 2 403.7 | 717.3   | 1 114.3 | 350.7   | 806.8   | 183.2 | 118.4 | 42.2 | 4.8   | 5 741.4          |
| 2006–07        | 1 229.0 | 701.7   | 883.4   | 235.5   | 394.1   | 89.6  | 58.4  | 38.5 | 8.1   | 3 638.4          |
| 2007–08        | 911.3   | 688.0   | 937.7   | 249.4   | 443.6   | 88.2  | 81.8  | 23.7 | 7.8   | 3 431.6          |
| 2008–09        | 1 861.4 | 782.9   | 2 237.9 | 420.3   | 549.7   | 114.9 | 98.2  | 32.5 | 5.1   | 6 102.8          |
| 2009–10        | 1 916.7 | 943.0   | 1 930.2 | 560.0   | 457.1   | 181.2 | 174.8 | 48.2 | 7.4   | 6 218.7          |
| 2010–11        | 1 736.6 | 615.5   | 919.7   | 220.5   | 389.2   | 157.7 | 90.0  | 55.6 | 7.1   | 4 192.0          |
| 2011–12        | 3 037.0 | 1 255.5 | 2 395.5 | 540.9   | 710.6   | 115.9 | 165.3 | 57.7 | 8.5   | 8 286.9          |
| 2012–13        | 1 398.6 | 482.3   | 779.5   | 207.5   | 554.2   | 72.7  | 105.1 | 54.2 | 7.8   | 3 661.8          |
| 2013–14        | 2 099.7 | 2 045.9 | 1 195.3 | 133.9   | 409.0   | 67.3  | 108.8 | 82.7 | 7.8   | 6 150.4          |
| 2014–15        | 1 924.0 | 572.9   | 1 220.8 | 210.2   | 1 337.5 | 112.0 | 141.8 | 91.7 | 8.4   | 5 619.4          |
| 2015–16        | 2 095.5 | 577.4   | 1 530.9 | 362.0   | 498.9   | 141.1 | 186.5 | 44.5 | 8.1   | 5 444.9          |
| 2016–17        | 2 939.0 | 628.1   | 1 849.5 | 702.5   | 805.6   | 185.8 | 107.5 | 54.1 | 9.4   | 7 281.6          |
| 2017–18        | 2 007.0 | 659.9   | 1 757.1 | 693.0   | 782.9   | 178.8 | 86.9  | 33.7 | 10.6  | 6 209.9          |
| 2018–19        | 2 239.4 | 408.7   | 1 305.2 | 1 180.2 | 798.5   | 141.8 | 155.2 | 32.6 | 0.3   | 6 261.8          |

See end notes

Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.2b Road-related expenditure, by state/territory government  
(constant 2018–19 prices, adjusted by CPI)**

| Financial year | NSW     | VIC     | QLD     | SA     | WA      | TAS   | NT    | ACT    | Total Government | Total public sector |
|----------------|---------|---------|---------|--------|---------|-------|-------|--------|------------------|---------------------|
| \$ million     |         |         |         |        |         |       |       |        |                  |                     |
| 1998–99        | 2 608.1 | 1 161.3 | 2 827.0 | 232.9  | 700.6   | 133.0 | 85.3  | - 14.2 | 7 734.1          | 7 608.8             |
| 1999–00        | 2 853.8 | 1 749.9 | 1 848.4 | 425.2  | 1 119.9 | 127.7 | 31.9  | - 34.3 | 8 122.5          | 7 940.2             |
| 2000–01        | 3 754.3 | 1 711.0 | 2 595.0 | 514.9  | 978.1   | 130.2 | 75.1  | 71.6   | 9 830.1          | 9 648.3             |
| 2001–02        | 3 178.7 | 1 160.8 | 2 322.4 | 425.8  | 1 329.7 | 166.0 | 67.1  | 68.0   | 8 718.5          | 7 858.6             |
| 2002–03        | 3 116.3 | 2 082.6 | 3 181.9 | 479.1  | 831.9   | 190.5 | 62.1  | 82.9   | 10 027.2         | 9 038.2             |
| 2003–04        | 3 006.7 | 1 624.1 | 3 912.0 | 255.9  | 931.5   | 199.6 | 65.8  | 71.4   | 10 067.1         | 9 742.7             |
| 2004–05        | 3 248.6 | 1 679.7 | 3 977.4 | 344.8  | 1 013.8 | 266.3 | 59.4  | 61.4   | 10 651.5         | 10 111.3            |
| 2005–06        | 2 196.0 | 1 506.9 | 3 677.2 | 367.5  | 588.3   | 159.9 | 225.0 | 63.2   | 8 784.1          | 8 130.9             |
| 2006–07        | 3 487.9 | 1 690.4 | 4 812.0 | 372.8  | 1 288.3 | 196.6 | 266.5 | 87.6   | 12 202.1         | 11 655.5            |
| 2007–08        | 4 090.1 | 2 080.7 | 5 984.5 | 416.4  | 1 547.7 | 228.2 | 262.1 | 130.0  | 14 739.8         | 14 761.3            |
| 2008–09        | 3 920.4 | 2 545.3 | 3 302.4 | 446.7  | 1 350.3 | 189.9 | 341.3 | 128.9  | 12 225.1         | 12 218.2            |
| 2009–10        | 4 095.0 | 2 329.2 | 3 307.6 | 282.2  | 1 272.0 | 248.2 | 199.8 | 137.2  | 11 871.2         | 11 659.8            |
| 2010–11        | 3 966.0 | 2 512.8 | 4 578.5 | 560.2  | 1 116.4 | 275.5 | 279.2 | 154.6  | 13 443.2         | 13 120.0            |
| 2011–12        | 3 133.3 | 1 468.2 | 4 369.3 | 322.9  | 1 022.4 | 218.4 | 330.0 | 129.5  | 10 993.8         | 11 127.7            |
| 2012–13        | 4 647.1 | 1 552.0 | 6 781.3 | 803.7  | 1 712.3 | 237.8 | 176.8 | 136.7  | 16 047.6         | 15 673.4            |
| 2013–14        | 3 451.2 | 1 048.8 | 5 650.8 | 601.0  | 2 074.2 | 244.3 | 238.6 | 182.5  | 13 491.3         | 13 285.4            |
| 2014–15        | 4 284.2 | 2 020.4 | 4 120.8 | 411.6  | 997.1   | 228.8 | 250.5 | 74.9   | 12 388.4         | 11 867.7            |
| 2015–16        | 5 546.1 | 2 106.0 | 2 273.6 | 603.0  | 1 768.5 | 132.9 | 283.1 | 15.6   | 12 728.8         | 13 944.8            |
| 2016–17        | 4 194.9 | 4 191.2 | 2 542.7 | 638.7  | 1 652.3 | 211.3 | 349.8 | 111.7  | 13 892.7         | 15 310.8            |
| 2017–18        | 5 850.0 | 6 135.1 | 2 318.9 | 653.5  | 1 788.0 | 175.7 | 540.7 | 134.1  | 17 595.9         | 19 194.0            |
| 2018–19        | 5 619.8 | 4 881.7 | 2 596.0 | - 94.0 | 1 835.8 | 265.1 | 462.0 | 177.4  | 15 743.8         | 16 094.7            |

See end notes

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

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

Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.2c** Road-related expenditure, by local government  
(constant 2018–19 prices, adjusted by CPI)

| Financial year | NSW     | VIC     | QLD     | SA    | WA    | TAS   | NT     | ACT | Total Government |
|----------------|---------|---------|---------|-------|-------|-------|--------|-----|------------------|
| \$ million     |         |         |         |       |       |       |        |     |                  |
| 1998–99        | 2 402.0 | 1 257.4 | 1 057.1 | 264.3 | 436.0 | 102.7 | 3.4    | na  | 5 522.8          |
| 1999–00        | 2 240.6 | 1 301.9 | 1 032.3 | 276.2 | 522.7 | 95.3  | 31.2   | na  | 5 500.4          |
| 2000–01        | 2 033.2 | 1 117.4 | 848.7   | 261.9 | 586.4 | 93.2  | 17.0   | na  | 4 957.7          |
| 2001–02        | 1 976.0 | 1 169.1 | 1 280.3 | 265.7 | 290.7 | 101.1 | 8.5    | na  | 5 091.5          |
| 2002–03        | 1 828.2 | 1 116.3 | 1 675.9 | 250.1 | 349.7 | 100.1 | 29.7   | na  | 5 350.0          |
| 2003–04        | 1 643.8 | 1 119.9 | 1 690.0 | 261.3 | 303.3 | 137.0 | 31.5   | na  | 5 186.8          |
| 2004–05        | 1 455.8 | 1 166.0 | 1 065.0 | 314.1 | 411.4 | 132.0 | 30.8   | na  | 4 575.1          |
| 2005–06        | 1 362.1 | 1 035.8 | 1 152.7 | 284.4 | 223.4 | 118.6 | 9.1    | na  | 4 186.2          |
| 2006–07        | 1 305.8 | 1 132.5 | 1 174.5 | 324.7 | 324.3 | 142.5 | 47.0   | na  | 4 451.4          |
| 2007–08        | 1 444.0 | 1 281.6 | 1 628.0 | 351.6 | 446.8 | 143.2 | 20.3   | na  | 5 315.6          |
| 2008–09        | 1 342.4 | 1 242.0 | 1 787.8 | 389.9 | 585.2 | 172.9 | 23.9   | na  | 5 543.9          |
| 2009–10        | 604.0   | 1 169.8 | 2 131.2 | 337.9 | 614.2 | 167.7 | - 1.1  | na  | 5 023.6          |
| 2010–11        | 1 107.0 | 1 305.4 | 2 128.8 | 353.9 | 660.8 | 189.6 | 7.0    | na  | 5 752.5          |
| 2011–12        | 956.3   | 1 453.9 | 1 775.1 | 410.5 | 598.1 | 189.3 | - 73.2 | na  | 5 309.9          |
| 2012–13        | 1 330.9 | 1 487.9 | 1 507.8 | 423.5 | 618.8 | 184.1 | - 2.8  | na  | 5 550.2          |
| 2013–14        | 1 503.6 | 1 429.7 | 1 224.4 | 449.7 | 563.7 | 159.3 | - 33.3 | na  | 5 297.3          |
| 2014–15        | 1 558.6 | 1 435.7 | 1 114.3 | 452.1 | 640.7 | 201.0 | - 44.2 | na  | 5 358.2          |
| 2015–16        | 1 395.6 | 1 319.4 | 1 530.8 | 374.7 | 700.0 | 169.2 | - 96.5 | na  | 5 393.3          |
| 2016–17        | 1 349.6 | 1 283.2 | 1 690.6 | 441.5 | 623.4 | 188.9 | 0.6    | na  | 5 577.8          |
| 2017–18        | 1 137.8 | 1 365.2 | 1 683.4 | 445.2 | 565.0 | 184.6 | - 9.2  | na  | 5 372.0          |
| 2018–19        | 1 497.7 | 1 816.0 | 1 786.8 | 516.7 | 671.7 | 252.6 | - 11.2 | na  | 6 530.3          |

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.

Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.2d** Road-related expenditure, by all government  
(constant 2018–19 prices, adjusted by CPI)

| Financial year | NSW     | VIC     | QLD     | SA      | WA      | TAS   | NT    | ACT   | Other | Total Government | Total Public Sector |
|----------------|---------|---------|---------|---------|---------|-------|-------|-------|-------|------------------|---------------------|
| \$ million     |         |         |         |         |         |       |       |       |       |                  |                     |
| 1998–99        | 5 957.1 | 2 899.9 | 4 472.4 | 774.3   | 1 452.7 | 350.1 | 179.8 | 38.7  | 4.7   | 16 129.7         | 16 004.4            |
| 1999–00        | 6 006.7 | 3 490.1 | 3 488.3 | 916.2   | 1 925.0 | 345.2 | 158.0 | 41.1  | 5.4   | 16 375.9         | 16 193.7            |
| 2000–01        | 6 543.6 | 3 178.4 | 4 036.2 | 904.5   | 1 808.0 | 313.2 | 160.5 | 99.2  | 4.1   | 17 047.9         | 16 866.0            |
| 2001–02        | 6 000.2 | 2 955.8 | 4 190.5 | 862.3   | 1 931.2 | 348.3 | 141.6 | 119.1 | 4.9   | 16 554.0         | 15 694.1            |
| 2002–03        | 5 790.0 | 3 719.1 | 5 411.8 | 875.2   | 1 453.4 | 371.8 | 154.5 | 112.7 | 3.7   | 17 892.2         | 16 903.2            |
| 2003–04        | 5 636.9 | 3 154.3 | 6 190.4 | 687.5   | 1 512.1 | 408.3 | 157.1 | 101.5 | 3.1   | 17 851.1         | 17 526.8            |
| 2004–05        | 5 795.9 | 3 417.2 | 5 612.7 | 852.7   | 1 734.7 | 488.6 | 160.6 | 93.5  | 3.6   | 18 159.6         | 17 619.4            |
| 2005–06        | 5 961.8 | 3 260.0 | 5 944.2 | 1 002.6 | 1 618.6 | 461.7 | 352.5 | 105.5 | 4.8   | 18 711.7         | 18 058.5            |
| 2006–07        | 6 022.8 | 3 524.6 | 6 869.9 | 933.1   | 2 006.7 | 428.7 | 371.8 | 126.1 | 8.1   | 20 291.9         | 19 745.3            |
| 2007–08        | 6 445.4 | 4 050.3 | 8 550.2 | 1 017.5 | 2 438.1 | 459.6 | 364.3 | 153.7 | 7.8   | 23 487.0         | 23 508.5            |
| 2008–09        | 7 124.1 | 4 570.2 | 7 328.1 | 1 256.8 | 2 485.2 | 477.6 | 463.4 | 161.4 | 5.1   | 23 871.9         | 23 864.9            |
| 2009–10        | 6 615.7 | 4 442.0 | 7 369.0 | 1 180.1 | 2 343.3 | 597.1 | 373.4 | 185.4 | 7.4   | 23 113.4         | 22 902.1            |
| 2010–11        | 6 809.5 | 4 433.7 | 7 627.0 | 1 134.7 | 2 166.3 | 622.8 | 376.2 | 210.2 | 7.1   | 23 387.6         | 23 064.4            |
| 2011–12        | 7 126.6 | 4 177.6 | 8 539.8 | 1 274.3 | 2 331.0 | 523.5 | 422.1 | 187.2 | 8.5   | 24 590.6         | 24 724.5            |
| 2012–13        | 7 376.5 | 3 522.2 | 9 068.6 | 1 434.7 | 2 885.2 | 494.6 | 279.0 | 190.9 | 7.8   | 25 259.6         | 24 885.4            |
| 2013–14        | 7 054.5 | 4 524.4 | 8 070.5 | 1 184.6 | 3 047.0 | 471.0 | 314.0 | 265.1 | 7.8   | 24 939.0         | 24 733.2            |
| 2014–15        | 7 766.8 | 4 029.1 | 6 456.0 | 1 073.9 | 2 975.3 | 541.8 | 348.1 | 166.7 | 8.4   | 23 366.0         | 22 845.3            |
| 2015–16        | 9 037.3 | 4 002.8 | 5 335.3 | 1 339.7 | 2 967.5 | 443.3 | 373.0 | 60.1  | 8.1   | 23 567.0         | 24 782.9            |
| 2016–17        | 8 483.5 | 6 102.6 | 6 082.9 | 1 782.7 | 3 081.3 | 586.0 | 457.9 | 165.8 | 9.4   | 26 752.1         | 28 170.2            |
| 2017–18        | 8 994.8 | 8 160.2 | 5 759.4 | 1 791.8 | 3 135.8 | 539.0 | 618.4 | 167.7 | 10.6  | 29 177.8         | 30 775.9            |
| 2018–19        | 9 356.9 | 7 106.4 | 5 688.0 | 1 602.9 | 3 306.0 | 659.5 | 606.0 | 210.0 | 0.3   | 28 535.9         | 28 891.8            |

See end notes

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

Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.2e Road expenditure – origin of funding – New South Wales  
(constant 2018–19 prices, adjusted by CPI)**

| Financial year | Origin of state government expenditure  |                        |             | Origin of local government expenditure         |   |  |                        |             |
|----------------|---|------------------------|-------------|--|---|--|------------------------|-------------|
|                | Commonwealth grants to state government | State from own sources | State gross | Direct commonwealth grants to local government | Indirect Commonwealth grants to local government via state government | State grants to local councils (excluding originating from commonwealth) | Local from own sources | Local gross |
| \$ million     |   |                        |             |  |   |  |                        |             |
| 1998–99        | 946.9                                   | 2 608.1                | 3 555.0     | 0.0  | 184.3   | 205.4  | 2 402.0                | 2 607.4     |
| 1999–00        | 912.3                                   | 2 853.8                | 3 766.1     | 0.0  | 185.4   | 348.5  | 2 240.6                | 2 589.1     |
| 2000–01        | 706.8                                   | 3 754.3                | 4 461.1     | 49.3   | 182.9   | 302.4  | 2 033.2                | 2 384.8     |
| 2001–02        | 716.9                                   | 3 178.7                | 3 895.6     | 128.6  | 185.8   | 312.1  | 1 976.0                | 2 416.7     |
| 2002–03        | 759.3                                   | 3 116.3                | 3 875.6     | 86.2   | 191.7   | 324.9  | 1 828.2                | 2 239.3     |
| 2003–04        | 849.3                                   | 3 006.7                | 3 856.1     | 137.0  | 193.0   | 321.6  | 1 643.8                | 2 102.4     |
| 2004–05        | 991.2                                   | 3 248.6                | 4 239.8     | 100.3  | 191.7   | 466.1  | 1 455.8                | 2 022.2     |
| 2005–06        | 2 166.2                                 | 2 196.0                | 4 362.2     | 237.5  | 195.9   | 306.9  | 1 362.1                | 1 906.6     |
| 2006–07        | 990.4                                   | 3 487.9                | 4 478.3     | 238.6  | 197.4   | 475.4  | 1 305.8                | 2 019.8     |
| 2007–08        | 784.9                                   | 4 090.1                | 4 875.0     | 126.4  | 200.1   | 571.7  | 1 444.0                | 2 142.1     |
| 2008–09        | 1 680.9                                 | 3 920.4                | 5 601.2     | 180.5  | 260.5   | 754.1  | 1 342.4                | 2 277.0     |
| 2009–10        | 1 751.2                                 | 4 095.0                | 5 846.2     | 165.5  | 209.9   | 1 225.8  | 604.0                  | 1 995.3     |
| 2010–11        | 1 603.4                                 | 3 966.0                | 5 569.3     | 133.2  | 219.5   | 782.4  | 1 107.0                | 2 022.7     |
| 2011–12        | 2 919.2                                 | 3 133.3                | 6 052.4     | 117.9  | 278.9   | 938.3  | 956.3                  | 2 012.5     |
| 2012–13        | 1 241.6                                 | 4 647.1                | 5 888.7     | 156.9  | 214.8   | 803.6  | 1 330.9                | 2 291.4     |
| 2013–14        | 1 966.9                                 | 3 451.2                | 5 418.0     | 132.9  | 109.6   | 704.1  | 1 503.6                | 2 340.6     |
| 2014–15        | 1 758.4                                 | 4 284.2                | 6 042.5     | 165.7  | 328.3   | 622.8  | 1 558.6                | 2 347.1     |
| 2015–16        | 1 768.2                                 | 5 546.1                | 7 314.3     | 327.3  | 107.5   | 703.9  | 1 395.6                | 2 426.9     |
| 2016–17        | 2 628.7                                 | 4 194.9                | 6 823.7     | 310.3  | 320.8   | 786.4  | 1 349.6                | 2 446.2     |
| 2017–18        | 1 737.0                                 | 5 850.0                | 7 587.0     | 270.0  | 218.8   | 1 081.5  | 1 137.8                | 2 489.4     |
| 2018–19        | 2 141.2                                 | 5 619.8                | 7 761.0     | 98.3   | 221.6   | 965.0  | 1 497.7                | 2 561.0     |

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

Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.2f Road expenditure – origin of funding – Victoria  
(constant 2018–19 prices, adjusted by CPI)**

| Financial year | State government expenditure – Origin of funding |                        |             | Local government expenditure – Origin of funding |   |  |                        |             |
|----------------|--|------------------------|-------------|--|---|--|------------------------|-------------|
|                | Commonwealth grants to state government          | State from own sources | State gross | Direct commonwealth grants to local government   | Indirect Commonwealth grants to local government via state government | State grants to local councils (excluding originating from commonwealth) | Local from own sources | Local gross |
| \$ million     |  |                        |             |  |   |  |                        |             |
| 1998–99        | 481.2  | 1 161.3                | 1 642.5     | 0.0  | 131.0   | 26.9   | 1 257.4                | 1 415.3     |
| 1999–00        | 438.3  | 1 749.9                | 2 188.2     | 0.0  | 131.7   | 23.0   | 1 301.9                | 1 456.7     |
| 2000–01        | 301.4  | 1 711.0                | 2 012.4     | 48.7   | 129.9   | 0.0  | 1 117.4                | 1 296.0     |
| 2001–02        | 534.6  | 1 160.8                | 1 695.4     | 91.3   | 132.0   | 0.0  | 1 169.1                | 1 392.4     |
| 2002–03        | 461.3  | 2 082.6                | 2 543.8     | 59.0   | 136.2   | 10.2   | 1 116.3                | 1 321.7     |
| 2003–04        | 325.3  | 1 624.1                | 1 949.4     | 85.0   | 137.2   | 2.9  | 1 119.9                | 1 344.9     |
| 2004–05        | 489.9  | 1 679.7                | 2 169.6     | 81.7   | 136.2   | 2.8  | 1 166.0                | 1 386.7     |
| 2005–06        | 544.3  | 1 506.9                | 2 051.2     | 173.0  | 139.2   | 14.9   | 1 035.8                | 1 362.9     |
| 2006–07        | 568.2  | 1 690.4                | 2 258.6     | 133.5  | 140.3   | 9.2  | 1 132.5                | 1 415.5     |
| 2007–08        | 602.5  | 2 080.7                | 2 683.2     | 85.5   | 142.2   | 25.4   | 1 281.6                | 1 534.7     |
| 2008–09        | 673.3  | 2 545.3                | 3 218.6     | 109.7  | 185.1   | 80.1   | 1 242.0                | 1 616.8     |
| 2009–10        | 764.2  | 2 329.2                | 3 093.3     | 178.8  | 149.1   | 110.8  | 1 169.8                | 1 608.6     |
| 2010–11        | 518.3  | 2 512.8                | 3 031.1     | 97.2   | 156.0   | 70.1   | 1 305.4                | 1 628.6     |
| 2011–12        | 1 136.4  | 1 468.2                | 2 604.5     | 119.1  | 198.2   | 81.0   | 1 453.9                | 1 852.3     |
| 2012–13        | 371.9  | 1 552.0                | 1 923.9     | 110.4  | 152.6   | 48.0   | 1 487.9                | 1 798.9     |
| 2013–14        | 1 934.8  | 1 048.8                | 2 983.6     | 111.1  | 77.9  | 73.9   | 1 429.7                | 1 692.6     |
| 2014–15        | 487.3  | 2 020.4                | 2 507.8     | 85.6   | 233.3   | 76.9   | 1 435.7                | 1 831.5     |
| 2015–16        | 305.6  | 2 106.0                | 2 411.6     | 271.8  | 76.4  | 45.3   | 1 319.4                | 1 712.9     |
| 2016–17        | 235.0  | 4 191.2                | 4 426.2     | 393.2  | 228.0   | 48.7   | 1 283.2                | 1 953.0     |
| 2017–18        | 304.2  | 6 135.1                | 6 439.3     | 355.7  | 155.4   | 63.0   | 1 365.2                | 1 939.4     |
| 2018–19        | 408.7  | 4 881.7                | 5 290.4     | 0.0  | 157.4   | 93.0   | 1 816.0                | 2 066.4     |

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

Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.2g Road expenditure – origin of funding – Queensland  
(constant 2018–19 prices, adjusted by CPI)**

| Financial year | State government expenditure – Origin of funding |                        |             | Local government expenditure – Origin of funding |   |  |                        |             |
|----------------|--|------------------------|-------------|--|---|--|------------------------|-------------|
|                | Commonwealth grants to state government          | State from own sources | State gross | Direct commonwealth grants to local government   | Indirect Commonwealth grants to local government via state government | State grants to local councils (excluding originating from commonwealth) | Local from own sources | Local gross |
| \$ million     |  |                        |             |  |   |  |                        |             |
| 1998–99        | 588.3  | 2 827.0                | 3 415.3     | 0.0  | 119.0   | 488.1  | 1 057.1                | 1 545.2     |
| 1999–00        | 607.6  | 1 848.4                | 2 455.9     | 0.0  | 119.7   | 628.0  | 1 032.3                | 1 660.3     |
| 2000–01        | 523.3  | 2 595.0                | 3 118.3     | 69.3   | 118.1   | 721.0  | 848.7                  | 1 639.0     |
| 2001–02        | 493.2  | 2 322.4                | 2 815.6     | 94.6   | 120.0   | 260.8  | 1 280.3                | 1 755.7     |
| 2002–03        | 494.1  | 3 181.9                | 3 676.0     | 60.0   | 123.8   | 291.3  | 1 675.9                | 2 150.9     |
| 2003–04        | 507.5  | 3 912.0                | 4 419.5     | 80.8   | 124.6   | 318.7  | 1 690.0                | 2 214.2     |
| 2004–05        | 507.7  | 3 977.4                | 4 485.0     | 62.7   | 123.8   | 333.5  | 1 065.0                | 1 585.0     |
| 2005–06        | 939.2  | 3 677.2                | 4 616.4     | 175.1  | 126.5   | 392.1  | 1 152.7                | 1 720.0     |
| 2006–07        | 690.8  | 4 812.0                | 5 502.8     | 192.6  | 127.5   | 416.3  | 1 174.5                | 1 911.0     |
| 2007–08        | 873.4  | 5 984.5                | 6 857.9     | 64.3   | 129.2   | 293.5  | 1 628.0                | 2 115.0     |
| 2008–09        | 2 113.4  | 3 302.4                | 5 415.8     | 124.5  | 168.2   | 467.0  | 1 787.8                | 2 547.4     |
| 2009–10        | 1 797.6  | 3 307.6                | 5 105.1     | 132.7  | 135.5   | 118.0  | 2 131.2                | 2 517.4     |
| 2010–11        | 750.3  | 4 578.5                | 5 328.8     | 169.4  | 141.7   | 503.3  | 2 128.8                | 2 801.6     |
| 2011–12        | 2 242.5  | 4 369.3                | 6 611.8     | 153.0  | 180.1   | 1 242.0  | 1 775.1                | 3 170.0     |
| 2012–13        | 703.5  | 6 781.3                | 7 484.8     | 76.0   | 138.7   | 1 679.8  | 1 507.8                | 3 263.6     |
| 2013–14        | 782.2  | 5 650.8                | 6 432.9     | 413.2  | 70.8  | 1 636.5  | 1 224.4                | 3 274.1     |
| 2014–15        | 928.1  | 4 120.8                | 5 049.0     | 292.7  | 212.0   | 1 378.2  | 1 114.3                | 2 785.2     |
| 2015–16        | 1 194.4  | 2 273.6                | 3 468.0     | 336.5  | 69.4  | 688.1  | 1 530.8                | 2 555.4     |
| 2016–17        | 1 601.6  | 2 542.7                | 4 144.3     | 247.9  | 207.2   | 586.4  | 1 690.6                | 2 524.9     |
| 2017–18        | 1 540.7  | 2 318.9                | 3 859.6     | 216.4  | 141.3   | 623.1  | 1 683.4                | 2 522.9     |
| 2018–19        | 1 221.0  | 2 596.0                | 3 817.0     | 84.2   | 143.1   | 729.0  | 1 786.8                | 2 600.0     |

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments  
Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.2h Road expenditure – origin of funding – South Australia  
(constant 2018–19 prices, adjusted by CPI)**

| Financial year | State government expenditure – Origin of funding |                        |             | Local government expenditure – Origin of funding |   |  |                        |             |
|----------------|--|------------------------|-------------|--|---|--|------------------------|-------------|
|                | Commonwealth grants to state government          | State from own sources | State gross | Direct commonwealth grants to local government   | Indirect Commonwealth grants to local government via state government | State grants to local councils (excluding originating from commonwealth) | Local from own sources | Local gross |
| \$ million     |  |                        |             |  |   |  |                        |             |
| 1998–99        | 277.2  | 232.9                  | 510.0       | 0.0  | 34.9  | 35.3   | 264.3                  | 299.6       |
| 1999–00        | 214.9  | 425.2                  | 640.1       | 0.0  | 35.1  | 34.5   | 276.2                  | 345.8       |
| 2000–01        | 110.5  | 514.9                  | 625.4       | 17.2   | 34.6  | 34.1   | 261.9                  | 347.9       |
| 2001–02        | 129.0  | 425.8                  | 554.8       | 41.8   | 35.2  | 40.7   | 265.7                  | 348.3       |
| 2002–03        | 118.1  | 479.1                  | 597.2       | 28.0   | 36.3  | 41.0   | 250.1                  | 319.1       |
| 2003–04        | 134.3  | 255.9                  | 390.2       | 36.0   | 36.6  | 41.4   | 261.3                  | 338.7       |
| 2004–05        | 164.6  | 344.8                  | 509.4       | 29.2   | 42.2  | 0.0  | 314.1                  | 379.6       |
| 2005–06        | 275.4  | 367.5                  | 642.9       | 75.3   | 49.3  | 0.0  | 284.4                  | 396.8       |
| 2006–07        | 162.3  | 372.8                  | 535.1       | 73.2   | 54.5  | 0.0  | 324.7                  | 435.3       |
| 2007–08        | 209.7  | 416.4                  | 626.1       | 39.7   | 55.2  | 0.0  | 351.6                  | 429.2       |
| 2008–09        | 381.4  | 446.7                  | 828.0       | 38.9   | 66.9  | 25.9   | 389.9                  | 504.0       |
| 2009–10        | 519.8  | 282.2                  | 802.0       | 40.2   | 57.6  | 26.5   | 337.9                  | 444.4       |
| 2010–11        | 179.7  | 560.2                  | 739.9       | 40.8   | 59.8  | 17.5   | 353.9                  | 453.8       |
| 2011–12        | 505.0  | 322.9                  | 827.9       | 35.8   | 71.4  | 16.0   | 410.5                  | 515.2       |
| 2012–13        | 172.3  | 803.7                  | 976.0       | 35.2   | 59.5  | 7.8  | 423.5                  | 507.2       |
| 2013–14        | 100.0  | 601.0                  | 701.0       | 33.9   | 40.1  | 12.0   | 449.7                  | 516.3       |
| 2014–15        | 179.4  | 411.6                  | 591.0       | 30.8   | 62.2  | 2.1  | 452.1                  | 547.2       |
| 2015–16        | 246.7  | 603.0                  | 849.7       | 115.3  | 20.4  | 6.3  | 374.7                  | 516.7       |
| 2016–17        | 617.7  | 638.7                  | 1 256.4     | 84.8   | 60.8  | 9.3  | 441.5                  | 596.4       |
| 2017–18        | 592.4  | 653.5                  | 1 246.0     | 100.6  | 61.8  | 7.1  | 445.2                  | 594.4       |
| 2018–19        | 1 151.0  | - 94.0                 | 1 057.0     | 29.3   | 102.0   | 8.0  | 516.7                  | 596.0       |

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

Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.2i Road expenditure – origin of funding – Western Australia  
(constant 2018–19 prices, adjusted by CPI)**

| Financial year | State government expenditure – Origin of funding |                        |             | Local government expenditure – Origin of funding |   |  |                        |             |
|----------------|--|------------------------|-------------|--|---|--|------------------------|-------------|
|                | Commonwealth grants to state government          | State from own sources | State gross | Direct commonwealth grants to local government   | Indirect Commonwealth grants to local government via state government | State grants to local councils (excluding originating from commonwealth) | Local from own sources | Local gross |
| \$ million     |  |                        |             |  |   |  |                        |             |
| 1998–99        | 316.1  | 700.6                  | 1 016.7     | 0.0  | 97.1  | 210.4  | 436.0                  | 646.4       |
| 1999–00        | 282.3  | 1 119.9                | 1 402.2     | 0.0  | 97.7  | 263.0  | 522.7                  | 785.8       |
| 2000–01        | 212.8  | 978.1                  | 1 190.9     | 30.7   | 96.4  | 165.9  | 586.4                  | 783.1       |
| 2001–02        | 242.7  | 1 329.7                | 1 572.4     | 68.1   | 97.9  | 411.6  | 290.7                  | 770.4       |
| 2002–03        | 229.3  | 831.9                  | 1 061.1     | 42.5   | 101.0   | 383.5  | 349.7                  | 775.7       |
| 2003–04        | 211.9  | 931.5                  | 1 143.4     | 65.4   | 101.7   | 361.6  | 303.3                  | 730.3       |
| 2004–05        | 253.4  | 1 013.8                | 1 267.2     | 56.1   | 101.0   | 376.8  | 411.4                  | 844.3       |
| 2005–06        | 692.2  | 588.3                  | 1 280.5     | 114.6  | 103.2   | 419.2  | 223.4                  | 757.2       |
| 2006–07        | 295.5  | 1 288.3                | 1 583.8     | 98.6   | 104.1   | 379.5  | 324.3                  | 802.4       |
| 2007–08        | 375.9  | 1 547.7                | 1 923.6     | 67.7   | 105.4   | 470.1  | 446.8                  | 984.7       |
| 2008–09        | 478.2  | 1 350.3                | 1 828.5     | 71.5   | 137.3   | 309.3  | 585.2                  | 966.0       |
| 2009–10        | 304.2  | 1 272.0                | 1 576.3     | 152.9  | 110.6   | 233.6  | 614.2                  | 1 000.7     |
| 2010–11        | 313.0  | 1 116.4                | 1 429.4     | 76.1   | 115.7   | 266.3  | 660.8                  | 1 003.2     |
| 2011–12        | 630.6  | 1 022.4                | 1 652.9     | 80.0   | 147.0   | 305.9  | 598.1                  | 984.0       |
| 2012–13        | 453.0  | 1 712.3                | 2 165.3     | 101.1  | 113.2   | 338.2  | 618.8                  | 1 058.1     |
| 2013–14        | 346.9  | 2 074.2                | 2 421.0     | 62.2   | 57.8  | 426.0  | 563.7                  | 1 051.9     |
| 2014–15        | 1 244.2  | 997.1                  | 2 241.4     | 93.3   | 173.0   | 357.9  | 640.7                  | 1 091.8     |
| 2015–16        | 303.2  | 1 768.5                | 2 071.7     | 195.7  | 56.7  | 255.0  | 700.0                  | 1 150.7     |
| 2016–17        | 667.5  | 1 652.3                | 2 319.8     | 138.2  | 169.1   | 456.9  | 623.4                  | 1 218.4     |
| 2017–18        | 560.1  | 1 788.0                | 2 348.1     | 222.8  | 115.3   | 387.3  | 565.0                  | 1 175.0     |
| 2018–19        | 740.2  | 1 835.8                | 2 576.0     | 58.3   | 116.8   | 450.0  | 671.7                  | 1 180.0     |

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments  
Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.2j Road expenditure – origin of funding – Tasmania  
(constant 2018–19 prices, adjusted by CPI)**

| Financial year | State government expenditure-<br>Origin of funding    |                              |                | Local government expenditure – Origin of funding                |  |   |                              |                |
|----------------|---|------------------------------|----------------|---|--|---|------------------------------|----------------|
|                | Common-<br>wealth<br>grants<br>to state<br>government | State<br>from own<br>sources | State<br>gross | Direct<br>common-<br>wealth<br>grants<br>to local<br>government | Indirect<br>Common-<br>wealth<br>grants<br>to local<br>government<br>via state<br>government | State grants<br>to local<br>councils<br>(excluding<br>originating<br>from<br>common-<br>wealth) | Local<br>from own<br>sources | Local<br>gross |
| \$ million     |   |                              |                |   |  |   |                              |                |
| 1998–99        | 114.4   | 133.0                        | 247.4          | 0.0   | 33.7   | 37.0  | 102.7                        | 139.7          |
| 1999–00        | 122.1   | 127.7                        | 249.9          | 0.0   | 33.9   | 39.5  | 95.3                         | 134.8          |
| 2000–01        | 82.2  | 130.2                        | 212.4          | 7.6   | 33.4   | 40.3  | 93.2                         | 141.1          |
| 2001–02        | 66.2  | 166.0                        | 232.2          | 14.9  | 33.9   | 39.2  | 101.1                        | 155.3          |
| 2002–03        | 71.4  | 190.5                        | 262.0          | 9.7   | 35.0   | 38.1  | 100.1                        | 147.8          |
| 2003–04        | 55.8  | 199.6                        | 255.4          | 16.0  | 35.3   | 4.3   | 137.0                        | 192.5          |
| 2004–05        | 80.0  | 266.3                        | 346.2          | 10.4  | 35.0   | 4.2   | 132.0                        | 181.5          |
| 2005–06        | 151.7   | 159.9                        | 311.6          | 31.5  | 35.8   | 8.1   | 118.6                        | 194.0          |
| 2006–07        | 69.3  | 196.6                        | 265.9          | 20.3  | 36.1   | 5.3   | 142.5                        | 204.2          |
| 2007–08        | 63.7  | 228.2                        | 291.9          | 24.5  | 36.5   | 6.4   | 143.2                        | 210.6          |
| 2008–09        | 93.1  | 189.9                        | 282.9          | 21.8  | 47.6   | 8.6   | 172.9                        | 250.9          |
| 2009–10        | 156.2   | 248.2                        | 404.4          | 25.0  | 38.3   | 14.5  | 167.7                        | 245.5          |
| 2010–11        | 132.5   | 275.5                        | 408.0          | 25.2  | 40.1   | 10.5  | 189.6                        | 265.5          |
| 2011–12        | 99.7  | 218.4                        | 318.1          | 16.2  | 50.9   | 6.8   | 189.3                        | 263.3          |
| 2012–13        | 54.8  | 237.8                        | 292.6          | 17.9  | 39.2   | 3.3   | 184.1                        | 244.6          |
| 2013–14        | 33.3  | 244.3                        | 277.6          | 34.1  | 20.0   | 6.5   | 159.3                        | 220.0          |
| 2014–15        | 92.9  | 228.8                        | 321.7          | 19.1  | 60.0   | 9.6   | 201.0                        | 289.7          |
| 2015–16        | 105.9   | 132.9                        | 238.8          | 35.2  | 19.6   | 8.4   | 169.2                        | 232.5          |
| 2016–17        | 146.8   | 211.3                        | 358.0          | 39.0  | 58.6   | 9.3   | 188.9                        | 295.9          |
| 2017–18        | 138.7   | 175.7                        | 314.4          | 40.0  | 40.0   | 12.2  | 184.6                        | 276.8          |
| 2018–19        | 131.4   | 265.1                        | 396.5          | 10.4  | 40.5   | 12.0  | 252.6                        | 315.5          |

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

Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.2k Road expenditure – origin of funding – Northern Territory  
(constant 2018–19 prices, adjusted by CPI)**

| Financial year | State government expenditure-<br>Origin of funding        |                                  |                    | Local government expenditure – Origin of funding                |  |                           |             |
|----------------|---|----------------------------------|--------------------|---|--|---------------------------|-------------|
|                | Common-<br>wealth<br>grants to<br>territory<br>government | Territory<br>from own<br>sources | Territory<br>gross | Direct<br>common-<br>wealth<br>grants<br>to local<br>government | Indirect<br>common-<br>wealth<br>grants<br>to local<br>government<br>via state<br>government | Local from<br>own sources | Local gross |
| \$ million     |   |                                  |                    |   |  |                           |             |
| 1998–99        | 91.1  | 85.3                             | 176.5              | 0.0   | 14.9   | 5.0                       | 23.3        |
| 1999–00        | 94.8  | 31.9                             | 126.7              | 0.0   | 15.0   | 0.0                       | 46.2        |
| 2000–01        | 60.6  | 75.1                             | 135.7              | 7.9   | 14.8   | 0.0                       | 39.6        |
| 2001–02        | 56.4  | 67.1                             | 123.5              | 9.6   | 15.0   | 0.0                       | 33.1        |
| 2002–03        | 57.3  | 62.1                             | 119.4              | 5.4   | 15.5   | 0.0                       | 50.6        |
| 2003–04        | 55.6  | 65.8                             | 121.3              | 4.2   | 15.6   | 0.0                       | 51.3        |
| 2004–05        | 66.3  | 59.4                             | 125.7              | 4.1   | 15.5   | 0.0                       | 50.4        |
| 2005–06        | 93.7  | 225.0                            | 318.7              | 24.7  | 15.8   | 1.4                       | 51.0        |
| 2006–07        | 48.9  | 266.5                            | 315.4              | 9.5   | 15.9   | 0.0                       | 72.4        |
| 2007–08        | 60.2  | 262.1                            | 322.3              | 21.6  | 16.2   | 2.5                       | 60.6        |
| 2008–09        | 85.1  | 341.3                            | 426.4              | 13.1  | 21.0   | 2.5                       | 60.5        |
| 2009–10        | 141.1   | 199.8                            | 340.9              | 33.7  | 16.9   | 4.8                       | 54.3        |
| 2010–11        | 67.8  | 279.2                            | 347.0              | 22.2  | 17.7   | 9.3                       | 56.3        |
| 2011–12        | 86.4  | 330.0                            | 416.3              | 78.9  | 22.5   | 13.7                      | 41.9        |
| 2012–13        | 93.3  | 176.8                            | 270.1              | 11.8  | 17.3   | 21.2                      | 30.1        |
| 2013–14        | 67.9  | 238.6                            | 306.4              | 40.9  | 8.9  | 19.6                      | 27.2        |
| 2014–15        | 68.7  | 250.5                            | 319.2              | 73.0  | 26.5   | 5.3                       | 60.7        |
| 2015–16        | 68.9  | 283.1                            | 352.0              | 117.6   | 8.7  | 16.9                      | 37.9        |
| 2016–17        | 79.1  | 349.8                            | 428.9              | 28.4  | 25.9   | 8.3                       | 63.2        |
| 2017–18        | 54.3  | 540.7                            | 595.0              | 32.6  | 17.7   | 7.1                       | 48.2        |
| 2018–19        | 145.0   | 462.0                            | 607.0              | 10.2  | 17.9   | 29.0                      | 28.0        |

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

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments  
Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.21 Road expenditure – origin of funding – Australian Capital Territory (constant 2018–19 prices, adjusted by CPI)**

| Financial year | Territory Government expenditure – Origin of funding  |       |                 | \$ million |  |
|----------------|---|-------|-----------------|------------|--|
|                | Commonwealth grants to the Territory from own sources |       | Territory gross |            |  |
|                | territory government                                  |       |                 |            |  |
| 2000–01        | 27.7  | 71.6  | 99.2            |            |  |
| 2001–02        | 51.1  | 68.0  | 119.1           |            |  |
| 2002–03        | 29.8  | 82.9  | 112.7           |            |  |
| 2003–04        | 30.0  | 71.4  | 101.5           |            |  |
| 2004–05        | 32.1  | 61.4  | 93.5            |            |  |
| 2005–06        | 42.2  | 63.2  | 105.5           |            |  |
| 2006–07        | 38.5  | 87.6  | 126.1           |            |  |
| 2007–08        | 23.7  | 130.0 | 153.7           |            |  |
| 2008–09        | 32.5  | 128.9 | 161.4           |            |  |
| 2009–10        | 48.2  | 137.2 | 185.4           |            |  |
| 2010–11        | 55.6  | 154.6 | 210.2           |            |  |
| 2011–12        | 57.7  | 129.5 | 187.2           |            |  |
| 2012–13        | 54.2  | 136.7 | 190.9           |            |  |
| 2013–14        | 82.7  | 182.5 | 265.1           |            |  |
| 2014–15        | 91.7  | 74.9  | 166.7           |            |  |
| 2015–16        | 44.5  | 15.6  | 60.1            |            |  |
| 2016–17        | 54.1  | 111.7 | 165.8           |            |  |
| 2017–18        | 33.7  | 134.1 | 167.7           |            |  |
| 2018–19        | 32.6  | 177.4 | 210.0           |            |  |

Source: BITRE estimates, ABS (2020f) and ABS (2020h).

**Table T 1.3 Road-related expenditure by jurisdictions, (constant 2018–19 prices), adjusted by BITRE Road Construction and Maintenance Price Index**

| Financial year | Commonwealth government | State – general government | State – public sector | Local government | Total government | Total public sector |
|----------------|-------------------------|----------------------------|-----------------------|------------------|------------------|---------------------|
|                | \$ million              |                            |                       |                  |                  |                     |
| 2000–01        | 2 417.3                 | 10 514.0                   | 10 319.4              | 5 302.6          | 18 233.8         | 18 039.3            |
| 2001–02        | 3 002.4                 | 9 539.4                    | 8 598.6               | 5 570.9          | 18 112.7         | 17 171.8            |
| 2002–03        | 2 715.6                 | 10 827.0                   | 9 759.1               | 5 776.7          | 19 319.3         | 18 251.4            |
| 2003–04        | 2 727.8                 | 10 572.9                   | 10 232.3              | 5 447.4          | 18 748.1         | 18 407.5            |
| 2004–05        | 2 987.0                 | 10 847.8                   | 10 297.6              | 4 659.4          | 18 494.2         | 17 944.0            |
| 2005–06        | 5 760.4                 | 8 813.0                    | 8 157.7               | 4 200.0          | 18 773.4         | 18 118.0            |
| 2006–07        | 3 643.0                 | 12 217.6                   | 11 670.4              | 4 457.1          | 20 317.7         | 19 770.5            |
| 2007–08        | 3 354.5                 | 14 408.6                   | 14 429.7              | 5 196.2          | 22 959.3         | 22 980.4            |
| 2008–09        | 5 707.9                 | 11 434.0                   | 11 427.5              | 5 185.2          | 22 327.1         | 22 320.6            |
| 2009–10        | 6 006.6                 | 11 466.3                   | 11 262.2              | 4 852.2          | 22 325.1         | 22 121.0            |
| 2010–11        | 4 055.0                 | 13 004.1                   | 12 691.4              | 5 564.6          | 22 623.7         | 22 311.1            |
| 2011–12        | 7 809.9                 | 10 361.1                   | 10 487.3              | 5 004.3          | 23 175.3         | 23 301.5            |
| 2012–13        | 3 480.3                 | 15 252.2                   | 14 896.5              | 5 275.1          | 24 007.5         | 23 651.8            |
| 2013–14        | 5 940.9                 | 13 031.7                   | 12 832.9              | 5 116.8          | 24 089.5         | 23 890.7            |
| 2014–15        | 5 562.6                 | 12 263.2                   | 11 747.8              | 5 304.0          | 23 129.9         | 22 614.5            |
| 2015–16        | 5 599.8                 | 13 090.9                   | 14 341.5              | 5 546.7          | 24 237.4         | 25 488.0            |
| 2016–17        | 7 614.4                 | 14 527.8                   | 16 010.6              | 5 832.8          | 27 974.9         | 29 457.8            |
| 2017–18        | 6 399.6                 | 18 133.6                   | 19 780.5              | 5 536.2          | 30 069.4         | 31 716.3            |
| 2018–19        | 6 261.8                 | 15 842.1                   | 16 168.5              | 6 461.5          | 28 565.4         | 28 891.8            |

Source: ABS (2020h), ABS (2020g) and BITRE estimates.

**Table T 1.4a Selected road-related taxes and charges (Constant 2018–19 prices, adjusted by ABS Consumer Price Index)**

| Financial year | Australian Government (excluding taxes)    |   |                                       | State and Territory governments |                       |            |         | Taxes                   |  |  |
|----------------|--|---|---------------------------------------|---------------------------------|-----------------------|------------|---------|-------------------------|--|--|
|                | Net road-related petroleum products excise | Federal Interstate Registration Scheme (FIRS) | Passenger motor vehicles customs duty | Vehicle registration fees       | Driver's licence fees | Stamp duty | Tolls   | Total (excluding taxes) | Road-related Goods and Service Tax (GST) | Road-related Fringe Benefits Tax (FBT) |
| \$ million     |  |   |                                       |                                 |                       |            |         |                         |  |  |
| 1997–98        | 14 434.8                                   | 30.2  | 0.0                                   | 3 895.1                         | 377.8                 | 2 147.8    | 235.0   | 21 120.7                | na                                       | 2 532.2                                |
| 1998–99        | 14 502.0                                   | 31.7  | 0.0                                   | 4 349.5                         | 324.5                 | 2 218.5    | 458.5   | 21 884.8                | na                                       | 2 569.0                                |
| 1999–00        | 14 607.1                                   | 35.9  | 0.0                                   | 4 155.7                         | 366.3                 | 2 243.9    | 592.7   | 22 001.5                | na                                       | 2 582.9                                |
| 2000–01        | 13 737.7                                   | 41.2  | 0.0                                   | 4 102.9                         | 392.9                 | 2 150.7    | 728.6   | 21 154.0                | 1 736.0                                  | 2 562.7                                |
| 2001–02        | 13 718.6                                   | 47.2  | 0.0                                   | 4 201.7                         | 360.5                 | 2 267.4    | 906.4   | 21 501.9                | 1 757.0                                  | 2 419.7                                |
| 2002–03        | 13 872.0                                   | 52.7  | 0.0                                   | 4 380.6                         | 344.9                 | 2 482.3    | 967.7   | 22 100.1                | 1 795.0                                  | 2 319.8                                |
| 2003–04        | 13 352.2                                   | 58.7  | 2 211.0                               | 4 635.0                         | 375.5                 | 2 697.0    | 1 047.3 | 24 376.8                | 1 949.0                                  | 2 276.8                                |
| 2004–05        | 13 111.6                                   | 60.2  | 1 949.6                               | 4 880.4                         | 437.8                 | 2 676.8    | 1 081.1 | 24 197.7                | 2 009.0                                  | 2 280.5                                |
| 2005–06        | 12 822.9                                   | 67.7  | 1 526.6                               | 4 931.4                         | 421.7                 | 2 598.9    | 1 086.2 | 23 455.5                | 2 121.0                                  | 2 246.3                                |
| 2006–07        | 12 887.4                                   | 67.4  | 1 645.6                               | 5 136.3                         | 331.4                 | 2 633.1    | 1 150.9 | 23 852.0                | 2 448.0                                  | 2 120.2                                |
| 2007–08        | 12 657.5                                   | 68.9  | 1 778.7                               | 5 048.3                         | 306.0                 | 2 805.3    | 1 209.2 | 23 874.0                | 2 452.0                                  | 1 923.3                                |
| 2008–09        | 12 244.7                                   | 67.3  | 1 398.5                               | 5 233.3                         | 364.1                 | 2 496.3    | 1 251.1 | 23 055.2                | 2 869.0                                  | 1 807.8                                |
| 2009–10        | 12 159.1                                   | 74.5  | 1 476.3                               | 5 704.4                         | 389.9                 | 2 549.2    | 1 494.1 | 23 847.4                | 3 014.0                                  | 1 683.0                                |
| 2010–11        | 12 002.2                                   | 87.1  | 903.9                                 | 5 753.6                         | 414.1                 | 2 530.7    | 1 608.0 | 23 299.6                | 3 441.0                                  | 1 597.8                                |
| 2011–12        | 11 979.8                                   | 94.2  | 1 030.8                               | 6 114.2                         | 444.8                 | 2 602.7    | 1 676.1 | 23 942.6                | 3 662.0                                  | 1 533.6                                |
| 2012–13        | 12 009.1                                   | 85.7  | 995.6                                 | 6 464.2                         | 476.7                 | 2 760.2    | 1 669.7 | 24 461.3                | 3 826.0                                  | 1 483.1                                |
| 2013–14        | 11 779.3                                   | 81.6  | 999.7                                 | 6 705.7                         | 536.3                 | 2 665.3    | 1 765.8 | 24 533.8                | 3 889.0                                  | 1 424.4                                |
| 2014–15        | 11 785.6                                   | 77.6  | 782.0                                 | 7 042.7                         | 559.4                 | 2 697.7    | 1 956.7 | 24 901.7                | 3 933.0                                  | 1 314.3                                |
| 2015–16        | 11 566.2                                   | 72.5  | 647.0                                 | 7 256.3                         | 584.8                 | 2 813.1    | 2 168.1 | 25 108.2                | 4 016.0                                  | 1 162.3                                |
| 2016–17        | 11 315.8                                   | 69.5  | 540.0                                 | 7 186.9                         | 562.9                 | 2 761.0    | 2 224.0 | 24 660.1                | 3 940.0                                  | 1 059.0                                |
| 2017–18        | 11 870.1                                   | 68.6  | 490.0                                 | 7 645.7                         | 585.0                 | 2 923.5    | 2 418.4 | 26 001.2                | 3 973.0                                  | 1 000.2                                |
| 2018–19        | 11 613.3                                   | 0.2   | 449.0                                 | 7 382.2                         | 619.8                 | 2 917.4    | 2 459.5 | 25 441.5                | 4 328.0                                  | 972.0                                  |
|                |  |   |                                       |                                 |                       |            |         |                         |  | 677.0                                  |

Note: This table excludes items that raise relatively small amounts of revenue and FIRS had its final payment in 2018–19.

na\*: not applicable.

Source: ABS (2020f), ABS (2020u), ATO (2020a), ATO (2020b), Treasury (2020), state/territory road agencies, private toll road operators.

**Table T 1.4b Gross excise on petroleum products and fuel tax credits (Constant 2018–19 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        | 7 985.4                      | 8 258.9  | 1 694.2                  | 17 938.4                               | 6 241.1          |
| 2009–10        | 7 568.2                      | 8 263.0  | 2 201.2                  | 18 032.4                               | 6 013.2          |
| 2010–11        | 6 935.7                      | 8 717.8  | 2 455.9                  | 18 109.4                               | 5 967.0          |
| 2011–12        | 7 017.0                      | 9 574.1  | 2 163.2                  | 18 754.3                               | 6 309.4          |
| 2012–13        | 6 745.9                      | 9 556.4  | 2 563.8                  | 18 866.1                               | 6 036.0          |
| 2013–14        | 6 480.8                      | 9 404.9  | 2 623.2                  | 18 508.8                               | 6 200.6          |
| 2014–15        | 6 506.2                      | 9 447.3  | 2 466.8                  | 18 420.3                               | 6 420.7          |
| 2015–16        | 6 471.3                      | 10 175.4 | 1 760.9                  | 18 407.5                               | 6 409.1          |
| 2016–17        | 6 390.6                      | 10 696.6 | 1 556.2                  | 18 643.4                               | 6 481.8          |
| 2017–18        | 6 278.8                      | 11 400.8 | 1 750.4                  | 19 430.0                               | 6 908.0          |
| 2018–19        | 5 985.0                      | 11 484.0 | 1 732.0                  | 19 201.0                               | 7 137.0          |

Note: the net road-related petroleum products excise figure in Table T 1.4a above also includes an adjustment for the component of off-road use that is not covered by fuel tax credits. See endnotes.

Sources: ATO (2020a), ABS (2020f), ABS (2020u).

**Table T 1.4c Road-related taxes and charges, New South Wales (Constant 2018–19 prices, adjusted by CPI)**

| Financial Year | Vehicle registration fees | Driver's licence fees | Stamp duty | Tolls   |
|----------------|---------------------------|-----------------------|------------|---------|
|                |                           |                       | \$ million |         |
| 2007–08        | 1 781.2                   | 116.0                 | 762.3      | 543.5   |
| 2008–09        | 1 828.3                   | 142.7                 | 661.6      | 569.6   |
| 2009–10        | 1 850.8                   | 175.3                 | 706.8      | 569.2   |
| 2010–11        | 1 908.3                   | 187.2                 | 687.8      | 615.2   |
| 2011–12        | 2 075.2                   | 142.1                 | 679.2      | 643.5   |
| 2012–13        | 2 149.5                   | 128.8                 | 711.0      | 615.5   |
| 2013–14        | 2 237.2                   | 143.0                 | 722.3      | 677.5   |
| 2014–15        | 2 315.6                   | 151.3                 | 755.6      | 822.2   |
| 2015–16        | 2 424.0                   | 178.0                 | 828.3      | 898.1   |
| 2016–17        | 2 512.5                   | 196.9                 | 856.1      | 948.9   |
| 2017–18        | 2 753.1                   | 213.5                 | 848.8      | 1 011.8 |
| 2018–19        | 2 210.4                   | 207.4                 | 793.9      | 983.6   |

Sources: NSW Roads and Maritime Services data (2020), Private toll road operators, ABS (2020f), ABS (2020u).

**Table T 1.4d** Road-related taxes and charges, Victoria (Constant 2018–19 prices, adjusted by ABS Consumer Price Index)

| Financial Year | Vehicle registration fees | Driver's licence fees | Stamp duty | Tolls   |
|----------------|---------------------------|-----------------------|------------|---------|
| \$ million     |                           |                       |            |         |
| 2007–08        | 965.1                     | 29.4                  | 573.0      | 362.8   |
| 2008–09        | 988.0                     | 34.1                  | 515.0      | 368.4   |
| 2009–10        | 1 027.9                   | 34.9                  | 573.0      | 563.3   |
| 2010–11        | 1 066.1                   | 52.5                  | 579.0      | 633.3   |
| 2011–12        | 1 135.6                   | 67.9                  | 584.0      | 675.7   |
| 2012–13        | 1 295.7                   | 78.1                  | 636.0      | 703.6   |
| 2013–14        | 1 320.5                   | 126.4                 | 660.7      | 748.6   |
| 2014–15        | 1 475.4                   | 132.2                 | 717.8      | 796.9   |
| 2015–16        | 1 516.9                   | 133.3                 | 777.0      | 892.2   |
| 2016–17        | 1 590.8                   | 109.5                 | 813.8      | 923.2   |
| 2017–18        | 1 567.2                   | 91.3                  | 916.6      | 1 030.0 |
| 2018–19        | 1 630.7                   | 99.5                  | 898.5      | 1 067.9 |

Sources: VicRoads data (2020), Private toll road operators, ABS (2020f), ABS (2020u).

**Table T 1.4e** Road-related taxes and charges, Queensland (Constant 2018–19 prices, adjusted by CPI)

| Financial Year | Vehicle registration fees | Driver's licence fees | Stamp duty | Tolls |
|----------------|---------------------------|-----------------------|------------|-------|
| \$ million     |                           |                       |            |       |
| 2007–08        | 1 233.7                   | 63.5                  | 512.0      | 204.8 |
| 2008–09        | 1 289.8                   | 72.1                  | 533.5      | 227.6 |
| 2009–10        | 1 513.8                   | 73.7                  | 479.3      | 246.5 |
| 2010–11        | 1 560.4                   | 71.7                  | 504.5      | 253.2 |
| 2011–12        | 1 639.8                   | 101.8                 | 526.2      | 261.2 |
| 2012–13        | 1 666.5                   | 139.3                 | 568.1      | 268.9 |
| 2013–14        | 1 685.2                   | 148.0                 | 528.1      | 274.9 |
| 2014–15        | 1 687.1                   | 155.8                 | 521.3      | 283.1 |
| 2015–16        | 1 729.6                   | 152.9                 | 531.1      | 329.8 |
| 2016–17        | 1 751.0                   | 155.2                 | 532.5      | 398.9 |
| 2017–18        | 1 807.4                   | 166.7                 | 551.9      | 399.5 |
| 2018–19        | 1 829.0                   | 171.1                 | 592.0      | 408.0 |

Sources: Department of Transport and Main Roads Queensland data (2020), Private toll road operators, ABS (2020f), ABS (2020u).

**Table T 1.4f** Road-related taxes and charges, South Australia (Constant 2018–19 prices, adjusted by CPI)

| Financial Year | Vehicle registration fees | Driver's licence fees | Stamp duty |
|----------------|---------------------------|-----------------------|------------|
| \$ million     |                           |                       |            |
| 2007–08        | 291.0                     | 29.9                  | 188.0      |
| 2008–09        | 302.7                     | 45.2                  | 171.3      |
| 2009–10        | 316.0                     | 32.5                  | 174.6      |
| 2010–11        | 331.5                     | 31.6                  | 171.7      |
| 2011–12        | 340.6                     | 59.6                  | 164.4      |
| 2012–13        | 356.3                     | 58.6                  | 166.3      |
| 2013–14        | 371.9                     | 38.0                  | 170.6      |
| 2014–15        | 373.0                     | 37.5                  | 166.7      |
| 2015–16        | 377.0                     | 38.3                  | 167.4      |
| 2016–17        | 376.1                     | 44.3                  | 175.3      |
| 2017–18        | 379.1                     | 48.9                  | 176.2      |
| 2018–19        | 394.0                     | 64.0                  | 170.0      |

Sources: Department of Planning, Transport and Infrastructure (SA) data (2020), ABS (2020f), ABS (2020u).

**Table T 1.4g** Road-related taxes and charges, Western Australia (Constant 2018–19 prices, adjusted by CPI)

| Financial Year | Vehicle registration fees | Driver's licence fees<br>\$ million | Stamp duty |
|----------------|---------------------------|-------------------------------------|------------|
|                |                           |                                     |            |
| 2008–09        | 563.9                     | 43.4                                | 391.8      |
| 2009–10        | 718.8                     | 42.4                                | 399.8      |
| 2010–11        | 610.2                     | 41.1                                | 394.7      |
| 2011–12        | 640.7                     | 40.2                                | 418.9      |
| 2012–13        | 688.1                     | 39.6                                | 450.9      |
| 2013–14        | 746.5                     | 46.4                                | 426.3      |
| 2014–15        | 859.2                     | 51.3                                | 386.6      |
| 2015–16        | 875.9                     | 50.8                                | 367.5      |
| 2016–17        | 842.7                     | 46.2                                | 340.8      |
| 2017–18        | 894.4                     | 44.1                                | 354.5      |
| 2018–19        | 948.8                     | 49.6                                | 361.2      |

Sources: Department of Transport (WA) data (2020), ABS (2020f), ABS (2020u).

**Table T 1.4h** Road-related taxes and charges, Tasmania (Constant 2018–19 prices, adjusted by CPI)

| Financial Year | Vehicle registration fees | Driver's licence fees<br>\$ million | Stamp duty |
|----------------|---------------------------|-------------------------------------|------------|
|                |                           |                                     |            |
| 2008–09        | 102.3                     | 8.6                                 | 46.8       |
| 2009–10        | 108.4                     | 10.8                                | 38.5       |
| 2010–11        | 110.9                     | 8.2                                 | 38.5       |
| 2011–12        | 110.7                     | 10.3                                | 90.2       |
| 2012–13        | 118.3                     | 10.0                                | 96.0       |
| 2013–14        | 178.2                     | 9.8                                 | 42.4       |
| 2014–15        | 164.4                     | 8.9                                 | 43.1       |
| 2015–16        | 166.6                     | 8.5                                 | 45.7       |
| 2016–17        | 169.5                     | 9.1                                 | 45.8       |
| 2017–18        | 170.9                     | 9.6                                 | 48.3       |
| 2018–19        | 176.6                     | 9.3                                 | 48.7       |

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

Sources: Department of Treasury and Finance (TAS) data (2020), ABS (2020f), ABS (2020u).

**Table T 1.4i** Road-related taxes and charges, Northern Territory (Constant 2018–19 prices, adjusted by CPI)

| Financial Year | Vehicle registration fees | Driver's licence fees<br>\$ million | Stamp duty |
|----------------|---------------------------|-------------------------------------|------------|
|                |                           |                                     |            |
| 2008–09        | 67.6                      | 2.4                                 | 24.6       |
| 2009–10        | 71.6                      | 2.8                                 | 25.3       |
| 2010–11        | 73.1                      | 2.9                                 | 23.4       |
| 2011–12        | 75.2                      | 2.9                                 | 25.1       |
| 2012–13        | 90.1                      | 3.0                                 | 29.0       |
| 2013–14        | 50.4                      | 3.4                                 | 26.6       |
| 2014–15        | 49.5                      | 3.8                                 | 25.9       |
| 2015–16        | 51.2                      | 4.7                                 | 23.9       |
| 2016–17        | 50.1                      | 4.5                                 | 22.8       |
| 2017–18        | 55.3                      | 4.0                                 | 22.9       |
| 2018–19        | 54.8                      | 3.4                                 | 22.3       |

Sources: Department of Treasury and Finance (NT) data (2020), ABS (2020f), ABS (2020u).

**Table T 1.4j** Road-related taxes and charges, Australian Capital Territory (Constant 2018–19 prices, adjusted by CPI)

| Financial Year | Vehicle registration fees | Driver's licence fees | Stamp duty<br>\$ million |
|----------------|---------------------------|-----------------------|--------------------------|
| 2007–08        | 86.9                      | 8.0                   | 35.6                     |
| 2008–09        | 90.7                      | 7.7                   | 32.0                     |
| 2009–10        | 97.3                      | 10.2                  | 34.9                     |
| 2010–11        | 93.0                      | 10.0                  | 33.9                     |
| 2011–12        | 96.3                      | 10.4                  | 32.0                     |
| 2012–13        | 99.7                      | 10.3                  | 29.0                     |
| 2013–14        | 115.9                     | 10.2                  | 31.1                     |
| 2014–15        | 118.5                     | 9.7                   | 31.6                     |
| 2015–16        | 115.2                     | 11.2                  | 30.3                     |
| 2016–17        | 123.2                     | 11.9                  | 31.8                     |
| 2017–18        | 129.4                     | 14.4                  | 31.5                     |
| 2018–19        | 137.9                     | 15.5                  | 30.8                     |

Sources: ACT Government data (2020), ABS (2020f), ABS (2020u).

**Table T 1.5** Arterial road and bridge maintenance expenditure, constant 2018–19 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        | 622.8      | 267.9 | 380.0   | 76.7  | 222.5 | 40.9 | 41.5 | 19.9 |
| 2001–02        | 570.7      | 311.5 | 380.3   | 73.0  | 191.0 | 42.8 | 36.9 | 15.3 |
| 2002–03        | 574.6      | 305.8 | 335.4   | 72.2  | 222.7 | 32.0 | 23.4 | 21.5 |
| 2003–04        | 577.8      | 292.2 | 408.2   | 77.6  | 221.8 | 37.0 | 27.6 | 12.7 |
| 2004–05        | 594.7      | 255.6 | 402.6   | 92.3  | 206.7 | 34.7 | 26.4 | 11.4 |
| 2005–06        | 550.8      | 242.0 | 417.6   | 93.0  | 222.6 | 48.6 | 28.0 | 10.0 |
| 2006–07        | 555.4      | 260.8 | 485.1   | 80.4  | 265.5 | 46.6 | 35.2 | 11.3 |
| 2007–08        | 602.7      | 288.6 | 495.7   | 90.9  | 257.5 | 37.3 | 27.5 | 12.8 |
| 2008–09        | 717.6      | 282.3 | 524.7   | 114.5 | 300.4 | 35.8 | 46.9 | 9.3  |
| 2009–10        | 695.2      | 278.6 | 606.2   | 107.8 | 290.7 | 46.3 | 30.9 | 18.4 |
| 2010–11        | 739.5      | 371.6 | 629.8   | 78.8  | 247.0 | 56.5 | 56.2 | 13.2 |
| 2011–12        | 788.9      | 314.4 | 773.8   | 89.3  | 173.2 | 47.2 | 46.3 | 12.2 |
| 2012–13        | 692.9      | 269.0 | 1 075.9 | 82.2  | 250.5 | 61.4 | 56.5 | 13.0 |
| 2013–14        | 896.9      | 259.0 | 1 091.2 | 79.5  | 309.7 | 48.1 | 55.2 | 10.3 |
| 2014–15        | 942.5      | 330.3 | 610.2   | 71.5  | 297.9 | 54.8 | 66.6 | 12.4 |
| 2015–16        | 875.2      | 311.8 | 474.8   | 103.0 | 287.6 | 48.2 | 62.1 | 13.0 |
| 2016–17        | 923.2      | 337.9 | 695.4   | 84.1  | 308.7 | 50.6 | 55.6 | 12.4 |
| 2017–18        | 889.0      | 555.9 | 652.1   | 92.0  | 320.2 | 56.5 | 58.8 | 16.5 |
| 2018–19        | 697.2      | 560.0 | 676.3   | 97.5  | 361.9 | 58.7 | 50.7 | 16.8 |
| 2019–20        | 869.1      | 569.0 | 725.4   | 142.3 | 378.6 | 70.7 | 22.3 | 16.9 |

Note: For this table, arterial roads are defined as by the NTC, which differs from that used in Table T 1.6 and between each state. The list of road classifications used by the NTC is included in the endnotes. Road and bridge maintenance figures exclude Commonwealth-funded Natural Disaster Relief and Recovery Arrangements (NDRRA) and Insurance-related expenditure since 2010–11.

Source: NTC (2020), BITRE estimates.

**Table T 1.6a Total road length by state/territory, by road type**

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

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

See end notes.

na: not available.

Source: PSMA (2018), OpenStreetMap (2012, 2014), ABS (2010), ABS (2012), BITRE estimates.

**Table T 1.6b Total locally controlled road length by state/territory, by road type**

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

Source: Data provided by the Department of Infrastructure, Transport, Cities and Regional Development (2019).

**Table T 1.6c Toll road length**

| Type                          | Name                            | State | Length |
|-------------------------------|---------------------------------|-------|--------|
| Harbour/river crossing        | Sydney Harbour Bridge           | NSW   | 1.1    |
|                               | Sydney Harbour Tunnel           | NSW   | 2.7    |
|                               | Go Between Bridge               | QLD   | 0.3    |
| Tunnels or roads with tunnels | Cross City Tunnel               | NSW   | 2.1    |
|                               | Lane Cove Tunnel                | NSW   | 3.8    |
|                               | Clem7                           | QLD   | 6.8    |
|                               | Airport Link                    | QLD   | 6.7    |
|                               | Legacy Way                      | QLD   | 5.7    |
| Intra-city links              | M1 (Eastern Distributor)        | NSW   | 6.0    |
|                               | M2 (Hills)                      | NSW   | 21.0   |
|                               | M7 (Westlink)                   | NSW   | 40.0   |
|                               | M5 (South-West)                 | NSW   | 22.0   |
|                               | CityLink                        | VIC   | 22.0   |
|                               | EastLink                        | VIC   | 39.0   |
|                               | Gateway Motorway                | QLD   | 23.1   |
|                               | Logan Motorway                  | QLD   | 38.7   |
|                               | Westconnex (new M4)             | NSW   | 7.4    |
|                               | Military Road E-Ramps           | NSW   | 0.5    |
| Regional bypass               | Toowoomba Second Range Crossing | QLD   | 41.0   |
| Total                         |                                 |       | 289.9  |

Source: Roads and Maritime NSW services website and Google maps.

**Table T 1.6d Australian Road length, by type of road**

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

Source: BITRE (2017).

**Table T 1.6e** Road length by type of road, by state and territory

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

Source: BITRE (2017).

**Table T 1.6f Lane kilometres, by type of road, Australia**

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

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

Source: BITRE (2017).

**Table T 1.6g Lane kilometres, by state and territory**

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

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

Source: BITRE (2017).

**Table T 1.7** Selected road and bridge construction and maintenance price and cost indexes, for Australia and for states and territories

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

Note: data are not available for missing years.

Note: ABS data is average over four quarters

Source: For state and national indexes – ABS (2020); for national (BITRE) index – BITRE estimates.

**Table T 1.8a** Rail-related expenditure, by commonwealth government (constant 2018–19 prices, adjusted by ABS Consumer Price Index)

| Financial year | NSW (b) | VIC     | QLD   | SA (b) | WA    | TAS  | NT    | ACT | Non-State | Total Government | Total Public Sector (a) |
|----------------|---------|---------|-------|--------|-------|------|-------|-----|-----------|------------------|-------------------------|
| \$ million     |         |         |       |        |       |      |       |     |           |                  |                         |
| 1998–99        | 0.0     | 0.0     | 0.0   | 0.0    | 0.0   | 3.5  | 0.0   | 0.0 | 13.6      | 17.1             | 868.6                   |
| 1999–00        | 0.0     | 0.0     | 0.0   | 0.0    | 0.0   | 15.3 | 0.0   | 0.0 | 81.6      | 96.9             | 997.8                   |
| 2000–01        | 0.0     | 0.0     | 0.0   | 0.0    | 0.0   | 18.4 | 85.3  | 0.0 | 71.5      | 175.1            | 859.0                   |
| 2001–02        | 0.0     | 0.0     | 4.5   | 0.0    | 0.0   | 1.2  | 165.8 | 0.0 | 0.0       | 171.5            | 465.8                   |
| 2002–03        | 0.0     | 0.0     | 3.4   | 0.0    | 0.0   | 0.1  | 20.3  | 0.0 | 0.0       | 23.8             | 161.0                   |
| 2003–04        | 204.9   | 0.0     | 0.3   | 0.0    | 0.0   | 0.0  | 0.0   | 0.0 | 643.2     | 848.4            | 130.1                   |
| 2004–05        | 0.2     | 0.0     | 0.2   | 28.0   | 13.3  | 0.0  | 17.4  | 0.0 | 181.1     | 240.3            | 594.5                   |
| 2005–06        | 1.6     | 0.0     | 0.0   | 23.3   | 0.0   | 0.0  | 0.0   | 0.0 | 384.1     | 409.1            | 828.9                   |
| 2006–07        | - 1.2   | 33.3    | 0.0   | 27.9   | 0.0   | 2.1  | 0.0   | 0.0 | 6.4       | 68.4             | 133.4                   |
| 2007–08        | 25.2    | 120.1   | 31.8  | 4.1    | 35.7  | 19.4 | 0.0   | 0.0 | 28.9      | 265.2            | 1 569.1                 |
| 2008–09        | 169.6   | 333.0   | 42.2  | 35.8   | 25.3  | 39.3 | 1.0   | 0.0 | 556.1     | 1 202.2          | 1 789.0                 |
| 2009–10        | - 31.8  | 53.8    | 473.8 | 66.3   | 18.4  | 57.2 | 2.0   | 0.0 | 949.0     | 1 588.8          | 2 451.7                 |
| 2010–11        | 6.3     | 357.6   | 0.0   | 171.8  | 70.3  | 16.9 | 0.0   | 0.0 | 654.6     | 1 277.4          | 2 175.6                 |
| 2011–12        | 77.1    | 548.7   | 34.2  | 355.4  | 141.4 | 31.4 | 0.0   | 0.0 | 468.1     | 1 656.4          | 2 980.5                 |
| 2012–13        | 155.7   | 696.2   | 38.6  | - 18.8 | 186.2 | 49.0 | 0.0   | 0.0 | 237.1     | 1 344.0          | 3 039.2                 |
| 2013–14        | 425.9   | 1 226.6 | 74.3  | 0.6    | 25.0  | 36.6 | 0.0   | 0.0 | 1.9       | 1 791.0          | 2 499.3                 |
| 2014–15        | 294.5   | 153.7   | 264.9 | 0.0    | 0.0   | 4.9  | 0.0   | 0.0 | 47.2      | 765.3            | 1 442.3                 |
| 2015–16        | 83.2    | 0.1     | 107.5 | 0.0    | 516.4 | 11.9 | 0.0   | 0.0 | 75.2      | 794.2            | 925.2                   |
| 2016–17        | 25.9    | 227.9   | 165.4 | 0.0    | 0.0   | 21.1 | 0.0   | 0.0 | 188.2     | 628.6            | 2 080.5                 |
| 2017–18        | 0.0     | 36.2    | 46.2  | 181.1  | 517.4 | 15.2 | 0.0   | 0.0 | 286.4     | 1 082.5          | 2 570.7                 |
| 2018–19        | 184.0   | 487.4   | 2.0   | 22.5   | 307.2 | 13.2 | 0.0   | 0.0 | 297.4     | 1 313.6          | 2 280.0                 |

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

(b) Negative expenditure represents money recovered from state.

Source: ABS (2020f), ABS (2020h), BITRE estimates.

**Table T 1.8b** Rail-related expenditure, by state/territory Government (constant 2018–19 prices, adjusted by ABS Consumer Price Index)

| Financial year | NSW     | VIC     | QLD     | SA [c] | WA [c]  | TAS [c] | NT [c] | ACT  | Total Government | Total Public Sector (a) |
|----------------|---------|---------|---------|--------|---------|---------|--------|------|------------------|-------------------------|
| \$ million     |         |         |         |        |         |         |        |      |                  |                         |
| 1998–99        | 1 555.3 | 483.1   | 929.2   | 50.5   | 223.9   | - 0.1   | 25.2   | 0.0  | 3 267.1          | 7 507.1                 |
| 1999–00        | 1 195.1 | 1 390.7 | 1 132.6 | 39.5   | 172.6   | - 13.7  | 18.1   | 1.6  | 3 936.5          | 9 057.7                 |
| 2000–01        | 1 577.0 | 1 265.3 | 1 017.2 | 83.7   | 282.2   | - 16.8  | 117.8  | 0.0  | 4 326.4          | 5 625.7                 |
| 2001–02        | 1 542.3 | 1 126.2 | 934.8   | 49.8   | 64.8    | 0.3     | 292.5  | 0.0  | 4 010.6          | 8 020.8                 |
| 2002–03        | 1 772.4 | 1 056.7 | 978.7   | 82.0   | 165.4   | - 0.1   | 13.3   | 0.0  | 4 068.5          | 8 797.4                 |
| 2003–04        | 1 670.2 | 3 054.3 | 968.7   | 42.9   | 331.6   | 0.0     | 7.1    | 0.0  | 6 074.8          | 7 578.4                 |
| 2004–05        | 1 999.7 | 1 618.9 | 1 077.2 | - 9.9  | 311.9   | 5.6     | - 11.9 | 0.0  | 4 991.5          | 8 900.9                 |
| 2005–06        | 2 341.7 | 1 991.8 | 1 038.5 | 121.4  | 340.8   | 4.1     | 0.0    | 0.0  | 5 838.1          | 8 864.3                 |
| 2006–07        | 3 548.4 | 2 320.2 | 1 154.4 | 116.6  | 374.3   | 0.5     | 0.0    | 0.0  | 7 514.3          | 11 009.2                |
| 2007–08        | 2 551.4 | 2 177.1 | 1 119.3 | 84.9   | 308.6   | 7.3     | 0.0    | 0.0  | 6 248.5          | 11 102.2                |
| 2008–09        | 3 302.5 | 1 807.2 | 626.8   | 220.5  | 284.0   | 39.6    | - 1.0  | 0.0  | 6 279.6          | 12 671.4                |
| 2009–10        | 3 962.2 | 2 810.9 | 51.2    | 432.2  | 304.3   | 5.4     | - 2.0  | 0.0  | 7 564.2          | 13 320.0                |
| 2010–11        | 3 075.6 | 2 230.3 | 200.9   | 228.8  | 205.3   | 26.3    | 22.2   | 0.0  | 5 989.4          | 12 152.5                |
| 2011–12        | 3 517.6 | 2 406.7 | 407.5   | 198.2  | 122.3   | - 2.9   | 0.0    | 0.0  | 6 649.5          | 10 384.5                |
| 2012–13        | 3 725.1 | 2 405.5 | 978.2   | 651.7  | 80.6    | - 26.6  | 0.0    | 0.0  | 7 814.4          | 9 362.0                 |
| 2013–14        | 3 817.5 | 1 747.5 | 1 191.6 | 318.9  | 257.5   | - 9.4   | 0.0    | 8.7  | 7 332.3          | 6 696.8                 |
| 2014–15        | 3 916.8 | 4 470.0 | 1 604.6 | 190.2  | 283.1   | 23.9    | 0.0    | 24.6 | 10 513.3         | 8 325.1                 |
| 2015–16        | 1 610.2 | 4 854.7 | 1 667.1 | 145.4  | - 219.2 | 42.9    | 0.0    | 19.0 | 8 120.2          | 9 758.4                 |
| 2016–17        | 1 878.4 | 5 025.0 | 1 700.6 | 278.7  | 299.4   | 32.7    | 0.0    | 0.0  | 9 214.9          | 10 089.8                |
| 2017–18        | 2 165.1 | 6 788.5 | 1 863.7 | 142.2  | - 237.8 | - 1.0   | 0.0    | 0.0  | 10 720.6         | 11 760.7                |
| 2018–19        | 4 144.0 | 6 664.6 | 2 565.0 | 261.5  | - 12.2  | - 5.2   | 0.0    | 92.0 | 13 709.8         | 14 797.4                |

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

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

Source: ABS (2020f), ABS (2020h), BITRE estimates.

**Table T 1.8c** Rail-related expenditure, by all government (constant 2018–19 prices, adjusted by ABS Consumer Price Index)

| Financial year | NSW     | VIC     | QLD     | SA    | WA    | TAS  | NT    | ACT  | Public Corporations | Total Government (d) | Total Public Sector (a) (e) |
|----------------|---------|---------|---------|-------|-------|------|-------|------|---------------------|----------------------|-----------------------------|
|                |         |         |         |       |       |      |       |      |                     |                      | \$ million                  |
| 1998–99        | 1 555.3 | 483.1   | 929.2   | 50.5  | 223.9 | 3.4  | 25.2  | 0.0  | 8 453.3             | 3 284.2              | 8 375.7                     |
| 1999–00        | 1 195.1 | 1 390.7 | 1 132.6 | 39.5  | 172.6 | 1.6  | 18.1  | 1.6  | 9 961.8             | 4 033.4              | 10 055.6                    |
| 2000–01        | 1 577.0 | 1 265.3 | 1 017.2 | 83.7  | 282.2 | 1.6  | 203.1 | 0.0  | 5 706.3             | 4 501.6              | 6 484.7                     |
| 2001–02        | 1 542.3 | 1 126.2 | 939.2   | 49.8  | 64.8  | 1.5  | 458.3 | 0.0  | 7 254.6             | 4 182.1              | 8 486.6                     |
| 2002–03        | 1 772.4 | 1 056.7 | 982.1   | 82.0  | 165.4 | 0.0  | 33.7  | 0.0  | 8 835.8             | 4 092.3              | 8 958.4                     |
| 2003–04        | 1 875.2 | 3 054.3 | 969.0   | 42.9  | 331.6 | 0.0  | 7.1   | 0.0  | 8 522.6             | 6 923.3              | 7 708.4                     |
| 2004–05        | 1 999.9 | 1 618.9 | 1 077.4 | 18.1  | 325.2 | 5.6  | 5.6   | 0.0  | 9 818.0             | 5 231.8              | 9 495.4                     |
| 2005–06        | 2 343.3 | 1 991.8 | 1 038.5 | 144.7 | 340.8 | 4.1  | 0.0   | 0.0  | 10 282.1            | 6 247.2              | 9 693.2                     |
| 2006–07        | 3 547.2 | 2 353.4 | 1 154.4 | 144.5 | 374.3 | 2.6  | 0.0   | 0.0  | 12 481.5            | 7 582.8              | 12 142.5                    |
| 2007–08        | 2 576.6 | 2 297.1 | 1 151.1 | 88.9  | 344.3 | 26.7 | 0.0   | 0.0  | 12 874.2            | 6 513.7              | 12 671.3                    |
| 2008–09        | 3 472.1 | 2 140.2 | 669.0   | 256.3 | 309.3 | 78.9 | 0.0   | 0.0  | 15 852.4            | 7 481.8              | 14 460.5                    |
| 2009–10        | 3 930.4 | 2 864.7 | 525.0   | 498.5 | 322.7 | 62.6 | 0.0   | 0.0  | 15 214.7            | 9 153.0              | 15 771.6                    |
| 2010–11        | 3 081.9 | 2 587.9 | 200.9   | 400.6 | 275.6 | 43.2 | 22.2  | 0.0  | 15 252.9            | 7 266.8              | 14 328.1                    |
| 2011–12        | 3 594.7 | 2 955.4 | 441.8   | 553.6 | 263.7 | 28.5 | 0.0   | 0.0  | 13 260.1            | 8 305.9              | 13 365.0                    |
| 2012–13        | 3 880.8 | 3 101.7 | 1 016.8 | 632.8 | 266.8 | 22.3 | 0.0   | 0.0  | 11 557.6            | 9 158.4              | 12 401.3                    |
| 2013–14        | 4 243.4 | 2 974.2 | 1 265.9 | 319.5 | 282.5 | 27.2 | 0.0   | 8.7  | 9 114.8             | 9 123.2              | 9 196.1                     |
| 2014–15        | 4 211.4 | 4 623.8 | 1 869.6 | 190.2 | 283.1 | 28.8 | 0.0   | 24.6 | 8 759.3             | 11 278.6             | 9 767.4                     |
| 2015–16        | 1 693.4 | 4 854.8 | 1 774.6 | 145.4 | 297.2 | 54.8 | 0.0   | 19.0 | 10 640.1            | 8 914.3              | 10 683.7                    |
| 2016–17        | 1 904.3 | 5 253.0 | 1 866.0 | 278.7 | 299.4 | 53.9 | 0.0   | 0.0  | 10 481.1            | 9 843.5              | 12 170.2                    |
| 2017–18        | 2 165.1 | 6 824.6 | 1 910.0 | 323.2 | 279.5 | 14.2 | 0.0   | 0.0  | 11 275.8            | 11 803.0             | 14 331.4                    |
| 2018–19        | 4 328.0 | 7 152.0 | 2 567.0 | 284.0 | 295.0 | 8.0  | 0.0   | 92.0 | 12 424.0            | 15 023.4             | 17 077.4                    |

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

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

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

Source: ABS (2020f), ABS (2020h), BITRE estimates.

# CHAPTER 2

## Freight

**Table T 2.1a 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 |
| 1982–83        | 18.7                      | 51.4  | 78.4             | 148.8              |                              |                  |
| 1983–84        | 20.3                      | 55.8  | 91.3             | 167.5              |                              |                  |
| 1984–85        | 21.8                      | 62.8  | 93.3             | 178.2              |                              |                  |
| 1985–86        | 23.4                      | 66.5  | 99.0             | 189.0              |                              |                  |
| 1986–87        | 23.5                      | 69.1  | 92.5             | 185.8              |                              |                  |
| 1987–88        | 25.3                      | 69.7  | 90.9             | 186.9              |                              |                  |
| 1988–89        | 27.6                      | 66.8  | 87.8             | 182.3              |                              |                  |
| 1989–90        | 28.9                      | 74.3  | 91.3             | 194.8              |                              |                  |
| 1990–91        | 27.7                      | 77.7  | 90.8             | 196.0              |                              |                  |
| 1991–92        | 27.8                      | 85.5  | 93.3             | 207.1              |                              |                  |
| 1992–93        | 29.2                      | 85.5  | 92.8             | 208.9              |                              |                  |
| 1993–94        | 30.4                      | 88.4  | 95.4             | 216.8              |                              |                  |
| 1994–95        | 33.0                      | 91.0  | 105.6            | 231.6              |                              |                  |
| 1995–96        | 34.8                      | 95.6  | 102.4            | 234.2              |                              | 43.5             |
| 1996–97        | 36.4                      | 104.0 | 109.0            | 250.5              |                              | 44.7             |
| 1997–98        | 38.7                      | 107.7 | 112.1            | 259.1              |                              | 47.6             |
| 1998–99        | 41.3                      | 109.5 | 104.4            | 255.9              |                              | 43.3             |
| 1999–00        | 43.5                      | 114.4 | 102.6            | 261.4              |                              | 45.1             |
| 2000–01        | 44.2                      | 117.9 | 97.1             | 260.9              |                              | 45.3             |
| 2001–02        | 46.4                      | 129.6 | 102.8            | 280.9              |                              | 46.1             |
| 2002–03        | 49.2                      | 138.8 | 106.3            | 295.8              |                              | 45.7             |
| 2003–04        | 52.4                      | 142.8 | 109.3            | 305.7              |                              | 45.5             |
| 2004–05        | 54.5                      | 155.0 | 106.7            | 316.1              |                              | 45.9             |
| 2005–06        | 56.2                      | 157.0 | 115.4            | 328.6              |                              | 48.6             |
| 2006–07        | 59.2                      | 172.7 | 119.5            | 351.5              |                              | 51.8             |
| 2007–08        | 62.5                      | 187.4 | 112.3            | 362.2              | 642.8                        | 49.3             |
| 2008–09        | 63.2                      | 207.6 | 100.3            | 371.1              | 705.0                        | 44.9             |
| 2009–10        | 65.6                      | 230.5 | 106.5            | 402.6              | 798.8                        | 44.7             |
| 2010–11        | 68.5                      | 233.8 | 102.9            | 405.2              | 840.3                        | 43.3             |
| 2011–12        | 71.8                      | 260.0 | 94.8             | 426.6              | 908.0                        | 43.0             |
| 2012–13        | 73.4                      | 288.1 | 96.6             | 458.1              | 1 013.0                      | 43.5             |
| 2013–14        | 75.0                      | 337.6 | 97.8             | 510.5              | 1 089.6                      | 45.3             |
| 2014–15        | 76.5                      | 369.4 | 98.4             | 544.3              | 1 210.9                      | 43.8             |
| 2015–16        | 75.2                      | 381.1 | 102.8            | 559.2              | 1 322.1                      | 44.7             |
| 2016–17        | 77.8                      |       | 100.0            |                    |                              | 44.6             |
| 2017–18        | 80.2                      |       | 100.0            |                    |                              | 43.4             |
| 2018–19        | 81.2                      |       |                  |                    |                              |                  |
| 2019–20        | 83.1                      |       |                  |                    |                              |                  |

See end notes

Note: 2017–18 coastal shipping data is preliminary

Note: The 2017–18 (Total, bulk and non-bulk) road freight estimates are approximate due to no ABS SMVU available this year to suitably benchmark the estimates. The road domestic freight 2017–18 estimates are trend values based on recent truck registration patterns.

Note: Data are not readily available for missing years.

Source: BITRE(2020b), BITRE (2020i) and BITRE estimates

**Table T 2.1b Domestic freight by transport mode – Non-bulk**

| Financial year | Goods moved (billion tkm) |      |                  |             |                    | Goods moved (million tonnes) |                  |             |
|----------------|---------------------------|------|------------------|-------------|--------------------|------------------------------|------------------|-------------|
|                | Road                      | Rail | Coastal shipping | Air freight | Total freight task | Rail                         | Coastal shipping | Air freight |
| 1976–77        | 29.4                      | 10.2 | 5.0              | 0.1         | 43.6               |                              |                  |             |
| 1977–78        | 29.9                      | 10.6 | 4.8              | 0.1         | 45.3               |                              |                  |             |
| 1978–79        | 33.0                      | 11.5 | 4.2              | 0.2         | 48.9               |                              |                  |             |
| 1979–80        | 35.8                      | 11.3 | 3.9              | 0.2         | 50.4               |                              |                  |             |
| 1980–81        | 40.3                      | 10.8 | 3.7              | 0.2         | 51.8               |                              |                  |             |
| 1981–82        | 43.8                      | 10.0 | 3.7              | 0.2         | 55.6               |                              |                  |             |
| 1982–83        | 42.2                      | 8.5  | 2.5              | 0.2         | 54.2               |                              |                  |             |
| 1983–84        | 45.5                      | 9.6  | 3.0              | 0.2         | 58.7               |                              |                  |             |
| 1984–85        | 49.0                      | 9.8  | 3.0              | 0.2         | 62.6               |                              |                  |             |
| 1985–86        | 52.4                      | 10.8 | 2.8              | 0.2         | 66.2               |                              |                  |             |
| 1986–87        | 52.7                      | 11.3 | 2.7              | 0.2         | 68.7               |                              |                  |             |
| 1987–88        | 56.6                      | 12.2 | 2.7              | 0.2         | 73.9               |                              |                  |             |
| 1988–89        | 61.6                      | 13.8 | 2.9              | 0.2         | 78.9               |                              |                  |             |
| 1989–90        | 64.5                      | 13.6 | 2.9              | 0.1         | 81.6               |                              |                  |             |
| 1990–91        | 61.7                      | 13.4 | 3.0              | 0.2         | 77.8               |                              |                  |             |
| 1991–92        | 61.3                      | 13.8 | 3.1              | 0.2         | 79.5               |                              |                  |             |
| 1992–93        | 63.7                      | 15.2 | 3.2              | 0.2         | 85.5               |                              |                  |             |
| 1993–94        | 65.6                      | 15.9 | 3.4              | 0.3         | 91.0               |                              |                  |             |
| 1994–95        | 70.6                      | 15.2 | 3.6              | 0.3         | 93.9               |                              |                  |             |
| 1995–96        | 73.6                      | 14.6 | 3.7              | 0.3         | 95.1               |                              | 4.3              |             |
| 1996–97        | 76.3                      | 15.6 | 3.6              | 0.3         | 97.9               |                              | 4.4              |             |
| 1997–98        | 80.2                      | 17.9 | 4.8              | 0.3         | 104.3              |                              | 4.9              |             |
| 1998–99        | 84.6                      | 18.4 | 4.4              | 0.4         | 109.4              |                              | 5.1              |             |
| 1999–00        | 88.2                      | 19.2 | 6.3              | 0.4         | 116.1              |                              | 6.2              |             |
| 2000–01        | 89.0                      | 19.6 | 7.4              | 0.4         | 119.7              |                              | 6.7              |             |
| 2001–02        | 92.7                      | 20.9 | 7.6              | 0.3         | 125.5              |                              | 6.3              |             |
| 2002–03        | 97.3                      | 21.8 | 8.5              | 0.3         | 127.9              |                              | 7.1              |             |
| 2003–04        | 102.7                     | 25.9 | 8.7              | 0.3         | 137.6              |                              | 7.7              |             |
| 2004–05        | 105.7                     | 29.0 | 7.4              | 0.4         | 142.4              |                              | 7.8              |             |
| 2005–06        | 108.0                     | 32.4 | 6.8              | 0.4         | 147.6              |                              | 6.7              | 0.3         |
| 2006–07        | 112.6                     | 26.3 | 8.0              | 0.4         | 147.3              |                              | 7.1              | 0.3         |
| 2007–08        | 117.6                     | 31.3 | 9.6              | 0.4         | 158.9              | 19.5                         | 8.3              | 0.3         |
| 2008–09        | 117.6                     | 29.6 | 9.3              | 0.3         | 156.8              | 17.5                         | 7.8              | 0.2         |
| 2009–10        | 120.5                     | 28.1 | 9.8              | 0.3         | 158.7              | 16.5                         | 7.7              | 0.2         |
| 2010–11        | 123.9                     | 28.0 | 10.5             | 0.3         | 162.7              | 18.8                         | 8.5              | 0.3         |
| 2011–12        | 128.1                     | 30.7 | 7.8              | 0.3         | 167.0              | 21.6                         | 7.5              | 0.2         |
| 2012–13        | 128.8                     | 30.8 | 7.8              | 0.3         | 167.8              | 27.6                         | 7.4              | 0.2         |
| 2013–14        | 129.5                     | 30.1 | 7.6              | 0.3         | 167.4              | 21.9                         | 6.7              | 0.2         |
| 2014–15        | 130.9                     | 32.2 | 6.8              | 0.3         | 170.1              | 24.3                         | 6.5              | 0.2         |
| 2015–16        | 127.6                     | 32.4 | 7.6              | 0.3         | 167.8              | 25.4                         | 7.1              | 0.2         |
| 2016–17        | 132.0                     |      | 7.8              | 0.3         |                    |                              | 7.3              | 0.2         |
| 2017–18        | 136.0                     |      | 9.1              | 0.3         |                    |                              | 8.3              | 0.2         |
| 2018–19        | 137.7                     |      |                  |             |                    |                              |                  |             |
| 2019–20        | 141.0                     |      |                  |             |                    |                              |                  |             |

See end notes

Notes: 2017–18 Coastal shipping data is preliminary

The 2017–18 (Total, bulk and non-bulk) road freight estimates are approximate due to no ABS SMVU available this year to suitably benchmark the estimates. The road domestic freight 2017–18 estimates are trend values based on recent truck registration patterns.

Data are not readily available for missing years.

Source: BITRE(2020b), BITRE (2020) and BITRE estimates

**Table T 2.1c Domestic freight by transport mode – total bulk and non-bulk**

| Financial year | Goods moved (billion tkm) |       |                  |             |                    | Goods moved (million tonnes) |         |                  |             |                      |
|----------------|---------------------------|-------|------------------|-------------|--------------------|------------------------------|---------|------------------|-------------|----------------------|
|                | Road                      | Rail  | Coastal shipping | Air freight | Total freight task | Road                         | Rail    | Coastal shipping | Air freight | Total freight weight |
| 1976–77        | 42.3                      | 57.7  | 102.3            |             | 202.3              |                              |         | 47.2             |             |                      |
| 1977–78        | 43.0                      | 59.8  | 105.1            |             | 208.0              |                              |         | 48.0             |             |                      |
| 1978–79        | 47.6                      | 59.8  | 104.7            |             | 212.2              |                              |         | 47.4             |             |                      |
| 1979–80        | 51.6                      | 63.7  | 105.1            |             | 220.4              |                              |         | 48.1             |             |                      |
| 1980–81        | 58.1                      | 65.7  | 110.3            |             | 234.1              |                              |         | 47.3             |             |                      |
| 1981–82        | 63.2                      | 65.4  | 97.8             |             | 226.4              |                              |         | 43.1             |             |                      |
| 1982–83        | 61.0                      | 59.8  | 80.9             |             | 201.7              |                              |         | 38.3             |             |                      |
| 1983–84        | 65.8                      | 65.4  | 94.3             |             | 225.5              |                              |         | 42.7             |             |                      |
| 1984–85        | 70.9                      | 72.6  | 96.3             |             | 239.8              | 1 030.6                      |         | 42.7             |             |                      |
| 1985–86        | 75.7                      | 77.3  | 101.8            |             | 254.9              | 1 017.5                      |         | 44.7             |             |                      |
| 1986–87        | 76.2                      | 80.4  | 95.2             |             | 251.8              | 1 004.4                      |         | 44.4             |             |                      |
| 1987–88        | 82.0                      | 81.9  | 93.6             |             | 257.5              | 991.3                        |         | 43.2             |             |                      |
| 1988–89        | 89.2                      | 80.6  | 90.7             |             | 260.5              | 1 005.4                      |         | 43.0             |             |                      |
| 1989–90        | 93.4                      | 87.9  | 94.2             |             | 275.6              | 1 019.5                      |         | 44.5             |             |                      |
| 1990–91        | 89.4                      | 91.1  | 93.8             |             | 274.3              | 1 033.6                      |         | 44.2             |             |                      |
| 1991–92        | 89.1                      | 99.3  | 96.4             |             | 284.8              | 1 081.3                      |         | 43.6             |             |                      |
| 1992–93        | 92.9                      | 100.8 | 96.0             |             | 289.7              | 1 129.1                      |         | 44.2             |             |                      |
| 1993–94        | 95.9                      | 104.2 | 98.8             |             | 299.0              | 1 176.8                      |         | 45.3             |             |                      |
| 1994–95        | 103.6                     | 106.2 | 109.2            |             | 319.0              | 1 224.5                      |         | 49.2             |             |                      |
| 1995–96        | 108.4                     | 110.3 | 106.1            |             | 324.7              | 1 265.1                      |         | 47.8             |             |                      |
| 1996–97        | 112.7                     | 119.6 | 112.6            |             |                    |                              |         |                  |             |                      |
| 1997–98        | 118.9                     | 125.6 | 116.9            |             |                    |                              |         |                  |             |                      |
| 1998–99        | 125.8                     | 128.0 | 108.8            |             |                    |                              |         |                  |             |                      |
| 1999–2000      | 131.6                     | 133.6 | 108.9            |             |                    |                              |         |                  |             |                      |
| 2000–2001      | 133.2                     | 137.5 | 104.5            |             |                    |                              |         |                  |             |                      |
| 2001–2002      | 139.1                     | 150.5 | 110.4            |             |                    |                              |         |                  |             |                      |
| 2002–2003      | 146.5                     | 160.6 | 114.9            |             | 422.0              | 1 553.0                      | 575.7   | 52.8             | 2 181.5     |                      |
| 2003–2004      | 155.1                     | 168.7 | 117.1            |             | 440.9              | 1 696.0                      | 590.9   | 53.2             | 2 340.1     |                      |
| 2004–2005      | 160.1                     | 183.9 | 114.1            |             | 458.1              | 1 756.0                      | 634.3   | 53.7             | 2 444.0     |                      |
| 2005–2006      | 164.2                     | 189.4 | 122.2            | 0.4         | 476.2              | 1 844.0                      | 641.2   | 55.2             | 0.3         | 2 540.8              |
| 2006–2007      | 171.9                     | 199.0 | 127.6            | 0.4         | 498.8              | 2 146.0                      | 665.6   | 58.9             | 0.3         | 2 870.9              |
| 2007–2008      | 180.1                     | 218.7 | 121.9            | 0.4         | 521.1              |                              | 662.3   | 57.6             | 0.3         |                      |
| 2008–2009      | 180.8                     | 237.2 | 109.6            | 0.3         | 527.9              |                              | 722.5   | 52.7             | 0.2         |                      |
| 2009–2010      | 186.1                     | 258.6 | 116.2            | 0.3         | 561.2              | 2 092.0                      | 815.3   | 52.4             | 0.2         | 2 959.9              |
| 2010–2011      | 192.5                     | 261.8 | 113.4            | 0.3         | 568.0              |                              | 859.1   | 51.9             | 0.3         |                      |
| 2011–2012      | 200.0                     | 290.7 | 102.6            | 0.3         | 593.6              | 2 280.0                      | 929.6   | 50.5             | 0.2         | 3 260.4              |
| 2012–2013      | 202.2                     | 319.0 | 104.5            | 0.3         | 625.9              |                              | 1 040.6 | 50.9             | 0.2         |                      |
| 2013–2014      | 204.5                     | 367.7 | 105.4            | 0.3         | 677.9              | 2 276.5                      | 1 111.5 | 52.0             | 0.2         | 3 440.1              |
| 2014–2015      | 207.3                     | 401.6 | 105.2            | 0.3         | 714.5              |                              | 1 235.2 | 50.3             | 0.2         |                      |
| 2015–2016      | 202.9                     | 413.5 | 110.4            | 0.3         | 727.0              |                              | 1 347.5 | 51.8             | 0.2         |                      |
| 2016–2017      | 209.8                     |       | 107.8            | 0.3         |                    |                              |         | 51.9             | 0.2         |                      |
| 2017–2018      | 216.2                     |       | 109.1            | 0.3         |                    |                              |         | 51.7             | 0.2         |                      |
| 2018–2019      | 218.9                     |       |                  |             |                    |                              |         |                  |             |                      |
| 2019–2020      | 224.2                     |       |                  |             |                    |                              |         |                  |             |                      |

See end notes

Note: 2017–18 coastal shipping data is a preliminary estimate

Note: The 2017–18 (Total, bulk and non-bulk) road freight estimates are approximate due to no ABS SMVU available this year to suitably benchmark the estimates. The road domestic freight 2017–18 estimates are trend values based on recent truck registration patterns.

Note: Data are not readily available for missing years.

Source: BITRE(2020b) BITRE (2020i) and BITRE estimates

**Table T 2.2a Total domestic freight, by state/territory, by transport mode – road**

| Financial year           | NSW  | VIC  | QLD  | SA   | WA   | TAS | NT  | ACT | Total (t) |
|--------------------------|------|------|------|------|------|-----|-----|-----|-----------|
| billion tonne-kilometres |      |      |      |      |      |     |     |     |           |
| 1972–73                  | 11.1 | 6.9  | 3.8  | 2.7  | 2.5  | 0.6 | 0.2 | 0.1 | 28.0      |
| 1973–74                  | 13.1 | 8.2  | 4.6  | 3.2  | 3.2  | 0.7 | 0.3 | 0.1 | 33.5      |
| 1974–75                  | 13.3 | 8.5  | 4.8  | 3.3  | 3.5  | 0.8 | 0.3 | 0.1 | 34.6      |
| 1975–76                  | 14.2 | 9.2  | 5.3  | 3.5  | 3.9  | 0.8 | 0.3 | 0.1 | 37.4      |
| 1976–77                  | 15.8 | 10.4 | 6.1  | 3.9  | 4.6  | 1.0 | 0.4 | 0.2 | 42.3      |
| 1977–78                  | 15.8 | 10.6 | 6.3  | 3.9  | 4.9  | 1.0 | 0.4 | 0.2 | 43.0      |
| 1978–79                  | 17.3 | 11.7 | 7.0  | 4.2  | 5.6  | 1.1 | 0.5 | 0.2 | 47.6      |
| 1979–80                  | 18.3 | 12.7 | 7.8  | 4.4  | 6.5  | 1.3 | 0.5 | 0.2 | 51.6      |
| 1980–81                  | 20.4 | 14.3 | 8.9  | 4.7  | 7.6  | 1.4 | 0.6 | 0.2 | 58.1      |
| 1981–82                  | 21.9 | 15.9 | 9.6  | 4.9  | 8.4  | 1.6 | 0.7 | 0.2 | 63.2      |
| 1982–83                  | 20.8 | 15.2 | 9.2  | 4.8  | 8.5  | 1.5 | 0.7 | 0.2 | 61.0      |
| 1983–84                  | 22.3 | 16.9 | 9.9  | 5.4  | 8.7  | 1.6 | 0.8 | 0.2 | 65.8      |
| 1984–85                  | 23.9 | 17.9 | 10.6 | 5.9  | 9.7  | 1.7 | 0.9 | 0.2 | 70.9      |
| 1985–86                  | 25.9 | 18.8 | 11.2 | 6.4  | 10.4 | 1.8 | 1.0 | 0.2 | 75.7      |
| 1986–87                  | 26.4 | 18.3 | 11.2 | 6.3  | 10.9 | 1.8 | 1.1 | 0.2 | 76.2      |
| 1987–88                  | 28.7 | 19.8 | 11.8 | 6.6  | 11.8 | 1.9 | 1.1 | 0.3 | 82.0      |
| 1988–89                  | 31.8 | 20.4 | 13.3 | 7.2  | 13.0 | 2.0 | 1.2 | 0.3 | 89.2      |
| 1989–90                  | 33.2 | 21.0 | 14.2 | 7.6  | 13.7 | 2.0 | 1.3 | 0.3 | 93.4      |
| 1990–91                  | 32.1 | 19.3 | 13.6 | 7.4  | 13.4 | 1.9 | 1.3 | 0.3 | 89.4      |
| 1991–92                  | 32.2 | 18.6 | 13.8 | 7.4  | 13.6 | 1.9 | 1.3 | 0.3 | 89.1      |
| 1992–93                  | 33.6 | 19.8 | 14.5 | 7.7  | 14.0 | 1.9 | 1.3 | 0.3 | 92.9      |
| 1993–94                  | 34.9 | 20.3 | 14.9 | 8.0  | 14.5 | 1.9 | 1.2 | 0.2 | 95.9      |
| 1994–95                  | 37.9 | 21.6 | 16.2 | 8.5  | 15.8 | 2.0 | 1.3 | 0.2 | 103.6     |
| 1995–96                  | 39.5 | 22.5 | 17.0 | 9.0  | 16.8 | 2.0 | 1.4 | 0.2 | 108.4     |
| 1996–97                  | 41.0 | 23.7 | 17.8 | 9.3  | 17.1 | 2.0 | 1.5 | 0.2 | 112.7     |
| 1997–98                  | 43.2 | 25.6 | 18.4 | 9.9  | 17.8 | 2.0 | 1.6 | 0.3 | 118.9     |
| 1998–99                  | 47.2 | 27.9 | 19.2 | 10.3 | 17.3 | 1.9 | 1.8 | 0.3 | 125.8     |
| 1999–00                  | 49.5 | 29.1 | 20.3 | 10.7 | 17.9 | 1.9 | 1.8 | 0.2 | 131.6     |
| 2000–01                  | 49.5 | 29.1 | 21.2 | 10.8 | 18.5 | 2.0 | 1.8 | 0.2 | 133.2     |
| 2001–02                  | 51.2 | 30.3 | 22.7 | 11.1 | 19.6 | 2.1 | 1.9 | 0.2 | 139.1     |
| 2002–03                  | 53.9 | 31.9 | 24.0 | 11.5 | 20.8 | 2.2 | 2.0 | 0.2 | 146.5     |
| 2003–04                  | 57.2 | 32.9 | 26.0 | 11.8 | 22.5 | 2.3 | 2.0 | 0.2 | 155.1     |
| 2004–05                  | 59.5 | 34.2 | 27.2 | 11.8 | 22.8 | 2.3 | 2.1 | 0.2 | 160.1     |
| 2005–06                  | 61.3 | 35.1 | 27.8 | 12.0 | 23.2 | 2.3 | 2.3 | 0.2 | 164.2     |
| 2006–07                  | 61.8 | 35.7 | 30.4 | 12.3 | 26.3 | 2.5 | 2.5 | 0.3 | 171.9     |
| 2007–08                  | 65.1 | 37.4 | 31.8 | 12.9 | 27.5 | 2.6 | 2.6 | 0.3 | 180.1     |
| 2008–09                  | 65.3 | 37.6 | 31.5 | 13.0 | 27.8 | 2.5 | 2.7 | 0.3 | 180.8     |
| 2009–10                  | 66.9 | 38.0 | 32.6 | 13.4 | 29.5 | 2.6 | 2.7 | 0.3 | 186.1     |
| 2010–11                  | 66.6 | 39.2 | 34.1 | 13.9 | 32.7 | 2.9 | 2.8 | 0.3 | 192.5     |
| 2011–12                  | 65.8 | 38.4 | 37.2 | 14.1 | 38.2 | 3.2 | 3.0 | 0.3 | 200.0     |
| 2012–13                  | 66.2 | 38.0 | 37.6 | 13.7 | 39.8 | 3.2 | 3.3 | 0.3 | 202.2     |
| 2013–14                  | 66.4 | 38.6 | 37.9 | 13.4 | 41.5 | 3.2 | 3.3 | 0.3 | 204.5     |
| 2014–15                  | 67.4 | 39.5 | 38.2 | 13.3 | 42.0 | 3.3 | 3.3 | 0.3 | 207.3     |
| 2015–16                  | 66.4 | 38.2 | 37.9 | 13.0 | 40.6 | 3.2 | 3.3 | 0.3 | 202.9     |
| 2016–17                  | 69.2 | 41.5 | 38.7 | 13.6 | 39.9 | 3.3 | 3.4 | 0.3 | 209.8     |
| 2017–18                  | 71.5 | 43.5 | 39.8 | 14.2 | 40.3 | 3.4 | 3.5 | 0.3 | 216.2     |
| 2018–19                  | 72.6 | 44.6 | 40.1 | 14.3 | 40.2 | 3.4 | 3.4 | 0.3 | 218.9     |
| 2019–20                  | 74.8 | 45.8 | 40.9 | 14.6 | 40.8 | 3.4 | 3.5 | 0.3 | 224.2     |

See end notes.

Source: BITRE estimates

**Table T 2.2b Total domestic freight, by state/territory, by transport mode – rail**

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

See End notes

na: not available

Source: ARA (2008), BITRE (2012).

**Table T 2.2c Total domestic freight, by state/territory, by transport mode – shipping**

| Financial year           | NSW | VIC  | QLD  | SA   | WA   | TAS | NT   | ACT | Total |
|--------------------------|-----|------|------|------|------|-----|------|-----|-------|
| billion tonne-kilometres |     |      |      |      |      |     |      |     |       |
| 1995–96                  | 4.7 | 8.6  | 24.1 | 9.1  | 54.2 | 3.7 | 1.6  | na* | 106.1 |
| 1996–97                  | 5.5 | 8.8  | 25.6 | 9.7  | 57.6 | 3.2 | 2.2  | na* | 112.6 |
| 1997–98                  | 5.6 | 10.3 | 25.6 | 9.7  | 60.5 | 2.4 | 2.8  | na* | 116.9 |
| 1998–99                  | 4.9 | 7.9  | 24.8 | 9.7  | 55.1 | 3.5 | 2.9  | na* | 108.8 |
| 1999–00                  | 6.4 | 8.9  | 30.3 | 9.6  | 46.3 | 4.0 | 3.3  | na* | 108.8 |
| 2000–01                  | 7.4 | 9.4  | 30.7 | 9.0  | 41.8 | 2.9 | 3.2  | na* | 104.5 |
| 2001–02                  | 5.2 | 6.6  | 30.9 | 9.6  | 49.9 | 5.7 | 2.5  | na* | 110.5 |
| 2002–03                  | 5.7 | 7.6  | 31.7 | 10.1 | 51.9 | 5.8 | 2.3  | na* | 114.9 |
| 2003–04                  | 4.9 | 6.5  | 33.8 | 8.2  | 55.6 | 5.5 | 2.6  | na* | 117.1 |
| 2004–05                  | 5.3 | 6.6  | 37.1 | 8.5  | 48.0 | 4.6 | 3.6  | na* | 114.1 |
| 2005–06                  | 5.3 | 9.0  | 41.2 | 8.9  | 50.9 | 4.5 | 2.4  | na* | 122.2 |
| 2006–07                  | 6.2 | 9.1  | 42.0 | 9.4  | 56.3 | 4.4 | 0.2  | na* | 127.6 |
| 2007–08                  | 6.0 | 8.0  | 43.8 | 10.5 | 46.4 | 4.5 | 2.5  | na* | 121.9 |
| 2008–09                  | 5.0 | 6.2  | 42.0 | 9.3  | 40.1 | 3.9 | 2.8  | na* | 109.6 |
| 2009–10                  | 5.9 | 6.1  | 41.2 | 8.2  | 49.7 | 3.5 | 1.5  | na* | 116.2 |
| 2010–11                  | 4.8 | 5.7  | 42.1 | 8.6  | 45.6 | 3.5 | 2.8  | na* | 113.4 |
| 2011–12                  | 5.3 | 5.8  | 43.6 | 9.1  | 32.9 | 3.3 | 2.3  | na* | 102.6 |
| 2012–13                  | 4.5 | 5.4  | 47.6 | 8.6  | 32.8 | 3.0 | 2.4  | na* | 104.5 |
| 2013–14                  | 4.7 | 5.1  | 49.0 | 9.8  | 30.9 | 3.3 | 2.4  | na* | 105.4 |
| 2014–15                  | 3.8 | 4.5  | 48.1 | 11.5 | 30.2 | 3.2 | 3.9  | na* | 105.2 |
| 2015–16                  | 3.8 | 4.6  | 48.9 | 11.1 | 30.8 | 3.6 | 7.3  | na* | 110.4 |
| 2016–17                  | 3.1 | 4.4  | 45.9 | 9.0  | 31.0 | 3.7 | 10.7 | na* | 107.8 |
| 2017–18                  | 3.6 | 4.4  | 45.5 | 9.3  | 29.7 | 3.7 | 13.0 | na* | 109.1 |

Note: 2017–18 data are preliminary estimates

na\*: not applicable

Source: BITRE (2019b), BITRE estimates

**Table T 2.2d Total domestic freight, by state/territory, by transport mode – total**

| Financial year           | NSW   | VIC  | QLD   | SA   | WA    | TAS | NT  | ACT | Total |
|--------------------------|-------|------|-------|------|-------|-----|-----|-----|-------|
| billion tonne-kilometres |       |      |       |      |       |     |     |     |       |
| 1995–96                  | 62.3  | 35.9 | 69.4  | 25.9 | 121.8 | 6.1 | 3.0 | na  | 324.7 |
| 1996–97                  | 66.5  | 38.0 | 74.3  | 29.2 | 127.5 | 5.6 | 3.6 | na  | 344.9 |
| 1997–98                  | 68.8  | 40.4 | 76.0  | 29.4 | 137.2 | 4.9 | 4.4 | na  | 361.4 |
| 1998–99                  | 71.6  | 40.4 | 77.3  | 30.0 | 132.5 | 5.9 | 4.7 | na  | 362.6 |
| 1999–00                  | 75.8  | 42.8 | 86.2  | 29.9 | 127.5 | 6.4 | 5.1 | na  | 374.0 |
| 2000–01                  | 77.9  | 43.5 | 91.3  | 29.8 | 121.1 | 5.6 | 5.0 | na  | 374.6 |
| 2001–02                  | 79.5  | 42.3 | 96.9  | 31.7 | 136.4 | 8.5 | 4.4 | na  | 400.1 |
| 2002–03                  | 83.8  | 45.2 | 101.2 | 33.1 | 142.9 | 8.7 | 4.3 | na  | 419.5 |
| 2003–04                  | 88.0  | 45.5 | 108.3 | 32.3 | 152.8 | 8.7 | 4.6 | na  | 440.3 |
| 2004–05                  | 92.9  | 47.4 | 117.0 | 33.7 | 152.1 | 7.8 | 5.8 | na  | 457.2 |
| 2005–06                  | 95.6  | 50.9 | 123.4 | 34.8 | 158.1 | 7.7 | 4.7 | na  | 475.4 |
| 2006–07                  | 98.5  | 52.0 | 129.6 | 36.2 | 170.9 | 7.9 | 2.7 | na  | 498.1 |
| 2007–08                  | 100.0 | 60.7 | 127.8 | 36.2 | 197.6 | 7.5 | 7.5 | na  | 505.5 |
| 2008–09                  | 97.7  | 57.4 | 129.5 | 33.7 | 221.5 | 6.8 | 8.6 | na  | 527.5 |
| 2009–10                  | 101.0 | 56.8 | 134.5 | 32.1 | 250.1 | 6.3 | 7.4 | na  | 560.9 |

na: not available

Source: ARA (2008), BITRE (2012), BITRE (2019b) and BITRE estimates.

**Table T 2.3a** Intrastate freight, by state/territory, by transport mode – road

| Financial year           | NSW  | VIC  | QLD  | SA  | WA   | TAS | NT  | ACT | Total |
|--------------------------|------|------|------|-----|------|-----|-----|-----|-------|
| billion tonne-kilometres |      |      |      |     |      |     |     |     |       |
| 1972–73                  | 5.9  | 5.2  | 3.3  | 1.0 | 3.2  | 0.6 | 0.7 | 0.2 | 20.2  |
| 1973–74                  | 6.5  | 5.7  | 3.7  | 1.1 | 3.5  | 0.7 | 0.8 | 0.2 | 22.2  |
| 1974–75                  | 6.7  | 5.9  | 3.8  | 1.2 | 3.6  | 0.7 | 0.8 | 0.2 | 22.9  |
| 1975–76                  | 7.3  | 6.4  | 4.2  | 1.3 | 3.9  | 0.8 | 0.9 | 0.2 | 24.9  |
| 1976–77                  | 7.9  | 7.0  | 4.6  | 1.4 | 4.4  | 0.8 | 1.0 | 0.2 | 27.3  |
| 1977–78                  | 8.2  | 7.2  | 4.8  | 1.4 | 4.6  | 0.9 | 1.0 | 0.2 | 28.3  |
| 1978–79                  | 9.7  | 8.4  | 5.7  | 1.7 | 5.4  | 1.0 | 1.2 | 0.2 | 33.4  |
| 1979–80                  | 10.6 | 9.1  | 6.2  | 1.9 | 5.9  | 1.1 | 1.3 | 0.3 | 36.4  |
| 1980–81                  | 11.7 | 10.0 | 6.9  | 2.1 | 6.5  | 1.2 | 1.4 | 0.3 | 40.1  |
| 1981–82                  | 12.4 | 10.7 | 7.5  | 2.2 | 7.0  | 1.3 | 1.5 | 0.3 | 42.9  |
| 1982–83                  | 12.4 | 10.6 | 7.6  | 2.2 | 7.1  | 1.3 | 1.5 | 0.3 | 42.9  |
| 1983–84                  | 14.2 | 12.1 | 8.6  | 2.5 | 8.1  | 1.4 | 1.8 | 0.3 | 49.0  |
| 1984–85                  | 15.4 | 13.1 | 9.4  | 2.8 | 8.8  | 1.5 | 1.9 | 0.3 | 53.3  |
| 1985–86                  | 16.0 | 13.6 | 9.9  | 2.9 | 9.3  | 1.6 | 2.0 | 0.3 | 55.7  |
| 1986–87                  | 16.1 | 13.8 | 10.1 | 2.9 | 9.5  | 1.6 | 2.1 | 0.3 | 56.4  |
| 1987–88                  | 17.5 | 14.9 | 11.0 | 3.2 | 10.3 | 1.7 | 2.3 | 0.4 | 61.4  |
| 1988–89                  | 17.8 | 15.3 | 11.4 | 3.3 | 10.7 | 1.8 | 2.4 | 0.4 | 63.1  |
| 1989–90                  | 18.1 | 15.6 | 11.9 | 3.4 | 11.1 | 1.8 | 2.5 | 0.4 | 64.8  |
| 1990–91                  | 17.2 | 14.8 | 11.2 | 3.3 | 10.5 | 1.7 | 2.4 | 0.4 | 61.5  |
| 1991–92                  | 16.7 | 14.5 | 11.2 | 3.2 | 10.4 | 1.7 | 2.4 | 0.4 | 60.4  |
| 1992–93                  | 17.2 | 15.1 | 11.7 | 3.3 | 10.9 | 1.8 | 2.5 | 0.4 | 62.9  |
| 1993–94                  | 17.4 | 15.4 | 12.2 | 3.4 | 11.3 | 1.8 | 2.6 | 0.4 | 64.4  |
| 1994–95                  | 18.7 | 16.5 | 13.0 | 3.7 | 12.0 | 1.9 | 2.8 | 0.4 | 69.0  |
| 1995–96                  | 19.7 | 17.3 | 13.7 | 4.0 | 12.6 | 2.0 | 3.0 | 0.4 | 72.7  |
| 1996–97                  | 20.7 | 18.1 | 14.3 | 4.3 | 13.2 | 2.1 | 3.2 | 0.4 | 76.2  |
| 1997–98                  | 21.4 | 18.7 | 14.9 | 4.5 | 13.7 | 2.1 | 3.3 | 0.4 | 79.0  |
| 1998–99                  | 19.9 | 18.3 | 16.2 | 5.0 | 13.2 | 2.1 | 3.5 | 0.4 | 78.5  |
| 1999–00                  | 20.7 | 19.6 | 17.6 | 5.8 | 13.1 | 2.5 | 3.6 | 0.4 | 83.2  |
| 2000–01                  | 20.6 | 20.1 | 18.3 | 6.4 | 13.5 | 2.7 | 3.4 | 0.4 | 85.3  |
| 2001–02                  | 21.6 | 21.1 | 19.9 | 6.9 | 14.4 | 2.7 | 3.0 | 0.4 | 90.0  |
| 2002–03                  | 21.7 | 21.5 | 20.8 | 7.5 | 16.3 | 2.7 | 2.8 | 0.4 | 93.7  |
| 2003–04                  | 22.0 | 21.5 | 22.4 | 8.1 | 17.6 | 3.1 | 2.8 | 0.4 | 97.9  |
| 2004–05                  | 22.1 | 22.5 | 23.8 | 8.3 | 18.4 | 3.2 | 2.7 | 0.4 | 101.4 |
| 2005–06                  | 21.3 | 23.5 | 25.2 | 8.5 | 19.1 | 2.8 | 2.6 | 0.5 | 103.5 |
| 2006–07                  | 21.9 | 25.4 | 28.2 | 9.0 | 22.6 | 3.3 | 2.5 | 0.4 | 113.3 |
| 2007–08                  | 21.8 | 25.2 | 28.7 | 9.0 | 23.7 | 3.4 | 2.5 | 0.4 | 114.8 |
| 2008–09                  | 21.6 | 24.0 | 27.3 | 8.7 | 23.0 | 3.2 | 2.5 | 0.4 | 110.8 |
| 2009–10                  | 23.0 | 24.3 | 28.1 | 9.0 | 24.6 | 3.4 | 2.6 | 0.4 | 115.4 |
| 2010–11                  | 25.2 | 25.9 | 30.7 | 9.5 | 28.2 | 3.3 | 2.6 | 0.5 | 125.9 |
| 2011–12                  | 26.7 | 26.8 | 32.5 | 9.8 | 30.9 | 3.2 | 2.7 | 0.5 | 133.2 |
| 2012–13                  | 27.0 | 26.4 | 33.7 | 9.6 | 34.2 | 3.2 | 2.8 | 0.5 | 137.5 |
| 2013–14                  | 27.3 | 25.9 | 35.1 | 9.5 | 37.8 | 3.3 | 2.9 | 0.5 | 142.2 |
| 2014–15                  | 25.6 | 27.2 | 36.1 | 9.4 | 36.2 | 3.3 | 2.6 | 0.5 | 141.0 |
| 2015–16                  | 26.3 | 30.6 | 37.7 | 9.6 | 35.0 | 3.4 | 2.4 | 0.6 | 145.6 |

Source: BITRE estimates

**Table T 2.3b** Intrastate freight, by state/territory, by transport mode – rail

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

na: not applicable

Source: BITRE (2012).

**Table T 2.3c** Intrastate freight, by state/territory, by transport mode – shipping

| Financial year           | NSW | VIC | QLD  | SA  | WA  | TAS | NT  | ACT | Total |
|--------------------------|-----|-----|------|-----|-----|-----|-----|-----|-------|
| billion tonne-kilometres |     |     |      |     |     |     |     |     |       |
| 1995–96                  | 0.1 | 0.0 | 19.3 | 0.1 | 3.6 | 0.2 | 0.0 | na  | 23.4  |
| 1996–97                  | 0.1 | 0.0 | 20.9 | 0.2 | 3.8 | 0.0 | 0.0 | na  | 25.0  |
| 1997–98                  | 0.2 | 0.0 | 20.8 | 0.1 | 4.0 | 0.1 | 0.0 | na  | 25.3  |
| 1998–99                  | 0.1 | 0.1 | 19.8 | 0.1 | 2.9 | 0.2 | 0.1 | na  | 23.3  |
| 1999–2000                | 0.1 | 0.0 | 23.7 | 0.2 | 3.3 | 0.2 | 0.1 | na  | 27.6  |
| 2000–01                  | 0.1 | 0.0 | 24.1 | 0.2 | 6.6 | 0.1 | 0.1 | na  | 31.1  |
| 2001–02                  | 0.1 | 0.0 | 24.1 | 0.2 | 5.6 | 0.6 | 0.1 | na  | 30.6  |
| 2002–03                  | 0.0 | 0.0 | 24.4 | 0.2 | 5.7 | 0.1 | 0.1 | na  | 30.6  |
| 2003–04                  | 0.0 | 0.0 | 24.7 | 0.2 | 5.3 | 0.1 | 0.0 | na  | 30.3  |
| 2004–05                  | 0.0 | 0.0 | 27.5 | 0.2 | 4.4 | 0.1 | 0.1 | na  | 32.3  |
| 2005–06                  | 0.0 | 0.0 | 31.3 | 0.2 | 3.7 | 0.1 | 0.0 | na  | 35.3  |
| 2006–07                  | 0.0 | 0.1 | 32.2 | 0.2 | 5.5 | 0.1 | 0.0 | na  | 38.2  |
| 2007–08                  | 0.0 | 0.1 | 32.1 | 0.2 | 5.6 | 0.1 | 0.0 | na  | 38.1  |
| 2008–09                  | 0.0 | 0.1 | 32.1 | 0.1 | 4.1 | 0.1 | 0.0 | na  | 36.6  |
| 2009–10                  | 0.0 | 0.0 | 32.3 | 0.1 | 1.4 | 0.1 | 0.0 | na  | 34.1  |
| 2010–11                  | 0.0 | 0.0 | 32.4 | 0.2 | 1.6 | 0.1 | 0.1 | na  | 34.4  |
| 2011–12                  | 0.0 | 0.1 | 33.0 | 0.3 | 1.3 | 0.1 | 0.0 | na  | 34.8  |
| 2012–13                  | 0.0 | 0.0 | 39.1 | 0.2 | 2.5 | 0.1 | 0.0 | na  | 41.9  |
| 2013–14                  | 0.0 | 0.0 | 39.6 | 0.1 | 4.0 | 0.1 | 0.0 | na  | 43.9  |
| 2014–15                  | 0.1 | 0.0 | 39.8 | 0.2 | 1.0 | 0.1 | 0.0 | na  | 41.3  |
| 2015–16                  | 0.0 | 0.0 | 39.5 | 0.1 | 2.0 | 0.1 | 0.0 | na  | 41.8  |
| 2016–17                  | 0.1 | 0.0 | 37.6 | 0.1 | 1.7 | 0.1 | 0.0 | na  | 39.7  |
| 2017–18                  | 0.0 | 0.0 | 34.9 | 0.1 | 1.4 | 0.1 | 0.0 | na  | 36.6  |

Note: 2017–18 data are preliminary estimates

na: not applicable

Source: BITRE estimates

**Table T 2.4a** Interstate freight, by state/territory, by transport mode – road

| Financial year           | NSW  | VIC  | QLD | SA  | WA  | TAS | NT  | ACT | Total |
|--------------------------|------|------|-----|-----|-----|-----|-----|-----|-------|
| billion tonne-kilometres |      |      |     |     |     |     |     |     |       |
| 1979–80                  | 5.2  | 2.5  | 0.7 | 1.1 | 0.6 | na  | 0.1 | 0.0 | 10.3  |
| 1980–81                  | 5.6  | 2.8  | 0.8 | 1.2 | 0.7 | na  | 0.1 | 0.0 | 11.3  |
| 1981–82                  | 6.1  | 3.0  | 0.8 | 1.3 | 0.7 | na  | 0.1 | 0.0 | 12.2  |
| 1982–83                  | 5.8  | 2.9  | 0.8 | 1.3 | 0.7 | na  | 0.2 | 0.0 | 11.7  |
| 1983–84                  | 6.4  | 3.2  | 0.9 | 1.4 | 0.8 | na  | 0.2 | 0.0 | 12.9  |
| 1984–85                  | 7.3  | 3.6  | 1.0 | 1.5 | 0.9 | na  | 0.2 | 0.0 | 14.5  |
| 1985–86                  | 8.1  | 3.9  | 1.1 | 1.7 | 0.9 | na  | 0.2 | 0.0 | 16.1  |
| 1986–87                  | 8.6  | 4.2  | 1.2 | 1.8 | 1.0 | na  | 0.2 | 0.0 | 17.2  |
| 1987–88                  | 9.8  | 4.7  | 1.4 | 2.0 | 1.1 | na  | 0.2 | 0.0 | 19.5  |
| 1988–89                  | 11.3 | 5.4  | 1.6 | 2.3 | 1.2 | na  | 0.2 | 0.0 | 22.3  |
| 1989–90                  | 12.3 | 5.9  | 1.8 | 2.5 | 1.3 | na  | 0.2 | 0.0 | 24.2  |
| 1990–91                  | 11.9 | 5.8  | 1.7 | 2.6 | 1.3 | na  | 0.2 | 0.0 | 23.8  |
| 1991–92                  | 12.6 | 6.1  | 1.8 | 2.7 | 1.4 | na  | 0.2 | 0.0 | 25.1  |
| 1992–93                  | 13.8 | 6.7  | 2.0 | 3.0 | 1.5 | na  | 0.3 | 0.0 | 27.7  |
| 1993–94                  | 15.0 | 7.3  | 2.2 | 3.3 | 1.6 | na  | 0.3 | 0.0 | 30.0  |
| 1994–95                  | 16.7 | 8.0  | 2.5 | 3.7 | 1.8 | na  | 0.3 | 0.0 | 33.3  |
| 1995–96                  | 17.2 | 8.4  | 2.6 | 3.9 | 1.8 | na  | 0.3 | 0.0 | 34.6  |
| 1996–97                  | 18.3 | 9.0  | 2.7 | 4.2 | 1.9 | na  | 0.4 | 0.0 | 36.8  |
| 1997–98                  | 20.0 | 9.8  | 3.0 | 4.6 | 2.0 | na  | 0.5 | 0.0 | 40.2  |
| 1998–99                  | 24.3 | 11.6 | 3.7 | 5.2 | 2.3 | na  | 0.5 | 0.0 | 48.0  |
| 1999–00                  | 25.7 | 12.1 | 4.0 | 5.4 | 2.3 | na  | 0.5 | 0.0 | 50.6  |
| 2000–01                  | 24.8 | 11.8 | 3.8 | 5.2 | 2.2 | na  | 0.5 | 0.0 | 48.9  |
| 2001–02                  | 26.1 | 12.3 | 4.0 | 5.4 | 2.2 | na  | 0.6 | 0.0 | 51.1  |
| 2002–03                  | 28.0 | 13.0 | 4.3 | 5.6 | 2.3 | na  | 0.6 | 0.0 | 54.4  |
| 2003–04                  | 30.1 | 13.5 | 4.7 | 5.7 | 2.4 | na  | 0.7 | 0.0 | 57.6  |
| 2004–05                  | 32.5 | 14.1 | 5.1 | 5.8 | 2.5 | na  | 0.7 | 0.0 | 61.3  |
| 2005–06                  | 34.9 | 15.3 | 5.4 | 6.1 | 2.6 | na  | 0.7 | 0.0 | 65.6  |
| 2006–07                  | 33.7 | 14.9 | 5.2 | 5.9 | 2.5 | na  | 0.8 | 0.0 | 63.6  |
| 2007–08                  | 36.5 | 15.9 | 5.6 | 6.3 | 2.7 | na  | 1.0 | 0.0 | 68.4  |
| 2008–09                  | 37.0 | 16.2 | 5.7 | 6.4 | 2.7 | na  | 1.0 | 0.0 | 69.5  |
| 2009–10                  | 37.6 | 16.3 | 5.9 | 6.5 | 2.6 | na  | 1.0 | 0.0 | 70.3  |
| 2010–11                  | 35.1 | 15.6 | 5.5 | 6.6 | 2.6 | na  | 1.1 | 0.0 | 66.8  |
| 2011–12                  | 31.7 | 14.4 | 5.2 | 6.3 | 2.7 | na  | 1.1 | 0.0 | 61.8  |
| 2012–13                  | 31.9 | 14.9 | 5.1 | 5.9 | 2.3 | na  | 1.2 | 0.0 | 61.6  |
| 2013–14                  | 31.7 | 15.3 | 5.0 | 5.6 | 2.1 | na  | 1.3 | 0.0 | 61.1  |
| 2014–15                  | 31.9 | 15.1 | 5.1 | 5.5 | 2.0 | na  | 1.4 | 0.0 | 61.2  |
| 2015–16                  | 30.9 | 13.3 | 5.3 | 5.5 | 2.1 | na  | 1.3 | 0.0 | 58.6  |
| 2016–17                  | 32.6 | 14.6 | 5.5 | 5.9 | 2.5 | na  | 1.4 | 0.0 | 62.6  |
| 2017–18                  | 34.2 | 15.4 | 5.7 | 6.4 | 2.9 | na  | 1.4 | 0.0 | 66.2  |
| 2018–19                  | 35.2 | 15.7 | 5.9 | 6.6 | 2.9 | na  | 1.5 | 0.0 | 68.0  |
| 2019–20                  | 36.7 | 16.3 | 6.2 | 6.8 | 3.1 | na  | 1.4 | 0.0 | 70.7  |

na: not applicable

Source: BITRE estimates

**Table T 2.4b** Interstate freight, by state/territory, by transport mode – shipping

| Financial year           | NSW | VIC  | QLD  | SA   | WA   | TAS | NT   | ACT | Total |
|--------------------------|-----|------|------|------|------|-----|------|-----|-------|
| billion tonne-kilometres |     |      |      |      |      |     |      |     |       |
| 1995–96                  | 4.6 | 8.5  | 4.8  | 9.0  | 50.7 | 3.5 | 1.6  | na  | 82.7  |
| 1996–97                  | 5.4 | 8.8  | 4.7  | 9.5  | 53.8 | 3.2 | 2.2  | na  | 87.6  |
| 1997–98                  | 5.4 | 10.3 | 4.8  | 9.6  | 56.5 | 2.3 | 2.8  | na  | 91.7  |
| 1998–99                  | 4.8 | 7.8  | 4.9  | 9.6  | 52.2 | 3.3 | 2.8  | na  | 85.4  |
| 1999–00                  | 6.2 | 8.8  | 6.6  | 9.4  | 43.0 | 3.9 | 3.3  | na  | 81.2  |
| 2000–01                  | 7.3 | 9.4  | 6.6  | 8.9  | 35.2 | 2.8 | 3.1  | na  | 73.3  |
| 2001–02                  | 5.1 | 6.6  | 6.8  | 9.4  | 44.3 | 5.1 | 2.4  | na  | 79.8  |
| 2002–03                  | 5.6 | 7.5  | 7.2  | 9.9  | 46.1 | 5.6 | 2.2  | na  | 84.3  |
| 2003–04                  | 4.9 | 6.5  | 9.1  | 8.0  | 50.3 | 5.4 | 2.6  | na  | 86.8  |
| 2004–05                  | 5.3 | 6.6  | 9.6  | 8.3  | 43.7 | 4.5 | 3.5  | na  | 81.5  |
| 2005–06                  | 5.3 | 9.0  | 9.9  | 8.7  | 47.2 | 4.4 | 2.4  | na  | 86.9  |
| 2006–07                  | 6.2 | 8.9  | 9.7  | 9.2  | 50.8 | 4.3 | 0.2  | na  | 89.4  |
| 2007–08                  | 6.0 | 8.0  | 11.7 | 10.3 | 40.8 | 4.4 | 2.5  | na  | 83.6  |
| 2008–09                  | 5.0 | 6.1  | 9.9  | 9.2  | 35.9 | 3.8 | 2.8  | na  | 72.7  |
| 2009–10                  | 5.9 | 6.1  | 8.8  | 8.1  | 48.3 | 3.4 | 1.4  | na  | 82.0  |
| 2010–11                  | 4.7 | 5.7  | 9.7  | 8.5  | 44.0 | 3.4 | 2.8  | na  | 78.8  |
| 2011–12                  | 5.2 | 5.8  | 10.6 | 8.8  | 31.7 | 3.2 | 2.2  | na  | 67.5  |
| 2012–13                  | 4.5 | 5.3  | 8.5  | 8.4  | 30.3 | 2.9 | 2.3  | na  | 62.3  |
| 2013–14                  | 4.7 | 5.1  | 9.4  | 9.7  | 26.9 | 3.2 | 2.4  | na  | 61.4  |
| 2014–15                  | 3.7 | 4.4  | 8.3  | 11.4 | 29.2 | 3.1 | 3.8  | na  | 64.0  |
| 2015–16                  | 3.8 | 4.5  | 9.4  | 11.0 | 28.8 | 3.5 | 7.3  | na  | 68.4  |
| 2016–17                  | 3.1 | 4.3  | 8.3  | 8.9  | 29.3 | 3.6 | 10.7 | na  | 68.1  |
| 2017–18                  | 3.6 | 4.4  | 10.5 | 9.1  | 28.2 | 3.6 | 13.0 | na  | 72.5  |

Note: 2017–18 data are preliminary estimates

na: not applicable

Source: BITRE (2019b), BITRE estimates

**Table T 2.5** Metropolitan road freight, by capital city

| Financial year           | Sydney | Melbourne | Brisbane | Adelaide | Perth | Hobart | Darwin | Canberra | Total capital cities |
|--------------------------|--------|-----------|----------|----------|-------|--------|--------|----------|----------------------|
| billion tonne kilometres |        |           |          |          |       |        |        |          |                      |
| 1971–72                  | 3.0    | 2.1       | 0.7      | 0.7      | 0.8   | 0.1    | 0.0    | 0.1      | 7.6                  |
| 1972–73                  | 3.1    | 2.2       | 0.7      | 0.7      | 0.9   | 0.1    | 0.1    | 0.1      | 7.9                  |
| 1973–74                  | 3.5    | 2.5       | 0.9      | 0.8      | 1.0   | 0.2    | 0.1    | 0.1      | 9.0                  |
| 1974–75                  | 3.6    | 2.6       | 0.9      | 0.9      | 1.0   | 0.2    | 0.1    | 0.1      | 9.3                  |
| 1975–76                  | 3.8    | 2.7       | 1.0      | 0.9      | 1.1   | 0.2    | 0.1    | 0.1      | 9.9                  |
| 1976–77                  | 4.1    | 3.0       | 1.2      | 1.0      | 1.2   | 0.2    | 0.1    | 0.2      | 10.9                 |
| 1977–78                  | 4.0    | 3.0       | 1.3      | 1.0      | 1.2   | 0.2    | 0.1    | 0.2      | 11.0                 |
| 1978–79                  | 4.3    | 3.3       | 1.5      | 1.1      | 1.3   | 0.2    | 0.1    | 0.2      | 11.9                 |
| 1979–80                  | 4.6    | 3.5       | 1.7      | 1.1      | 1.4   | 0.2    | 0.1    | 0.2      | 12.7                 |
| 1980–81                  | 5.0    | 3.8       | 1.9      | 1.1      | 1.6   | 0.3    | 0.2    | 0.2      | 14.0                 |
| 1981–82                  | 5.3    | 4.1       | 2.2      | 1.1      | 1.7   | 0.3    | 0.2    | 0.2      | 15.0                 |
| 1982–83                  | 5.1    | 4.1       | 2.1      | 1.0      | 1.6   | 0.3    | 0.2    | 0.2      | 14.6                 |
| 1983–84                  | 5.4    | 4.3       | 2.3      | 1.1      | 1.7   | 0.3    | 0.2    | 0.2      | 15.6                 |
| 1984–85                  | 5.8    | 4.7       | 2.5      | 1.2      | 1.8   | 0.3    | 0.2    | 0.2      | 16.6                 |
| 1985–86                  | 6.1    | 5.0       | 2.6      | 1.3      | 1.9   | 0.3    | 0.2    | 0.2      | 17.6                 |
| 1986–87                  | 6.1    | 5.1       | 2.6      | 1.3      | 1.9   | 0.3    | 0.2    | 0.2      | 17.8                 |
| 1987–88                  | 6.4    | 5.5       | 2.8      | 1.4      | 2.1   | 0.3    | 0.2    | 0.3      | 18.9                 |
| 1988–89                  | 6.9    | 5.9       | 3.0      | 1.4      | 2.3   | 0.4    | 0.2    | 0.3      | 20.4                 |
| 1989–90                  | 7.1    | 6.2       | 3.1      | 1.5      | 2.4   | 0.4    | 0.3    | 0.3      | 21.2                 |
| 1990–91                  | 6.8    | 6.0       | 3.0      | 1.4      | 2.3   | 0.4    | 0.2    | 0.3      | 20.5                 |
| 1991–92                  | 6.8    | 6.1       | 3.0      | 1.4      | 2.3   | 0.3    | 0.2    | 0.3      | 20.4                 |
| 1992–93                  | 7.0    | 6.4       | 3.2      | 1.5      | 2.4   | 0.3    | 0.2    | 0.3      | 21.2                 |
| 1993–94                  | 7.2    | 6.6       | 3.3      | 1.5      | 2.5   | 0.3    | 0.2    | 0.2      | 21.8                 |
| 1994–95                  | 7.6    | 7.1       | 3.5      | 1.6      | 2.7   | 0.3    | 0.2    | 0.2      | 23.4                 |
| 1995–96                  | 7.9    | 7.4       | 3.7      | 1.7      | 2.8   | 0.3    | 0.2    | 0.2      | 24.4                 |
| 1996–97                  | 8.2    | 7.7       | 3.9      | 1.8      | 2.9   | 0.3    | 0.2    | 0.2      | 25.3                 |
| 1997–98                  | 8.6    | 8.1       | 4.2      | 1.9      | 3.0   | 0.3    | 0.2    | 0.3      | 26.5                 |
| 1998–99                  | 8.9    | 8.6       | 4.6      | 1.9      | 3.2   | 0.3    | 0.2    | 0.3      | 28.0                 |
| 1999–00                  | 9.2    | 9.0       | 5.0      | 2.0      | 3.3   | 0.3    | 0.2    | 0.2      | 29.2                 |
| 2000–01                  | 9.3    | 9.1       | 5.1      | 2.0      | 3.4   | 0.3    | 0.2    | 0.2      | 29.6                 |
| 2001–02                  | 9.5    | 9.5       | 5.5      | 2.0      | 3.5   | 0.3    | 0.2    | 0.2      | 30.8                 |
| 2002–03                  | 9.9    | 9.8       | 6.0      | 2.1      | 3.7   | 0.3    | 0.2    | 0.2      | 32.3                 |
| 2003–04                  | 10.3   | 10.2      | 6.5      | 2.2      | 4.0   | 0.3    | 0.2    | 0.2      | 34.1                 |
| 2004–05                  | 10.5   | 10.4      | 6.9      | 2.3      | 4.3   | 0.3    | 0.2    | 0.2      | 35.1                 |
| 2005–06                  | 10.5   | 10.7      | 7.1      | 2.3      | 4.5   | 0.4    | 0.2    | 0.2      | 36.0                 |
| 2006–07                  | 10.7   | 11.2      | 7.4      | 2.4      | 5.1   | 0.4    | 0.3    | 0.3      | 37.7                 |
| 2007–08                  | 11.2   | 11.8      | 7.7      | 2.5      | 5.4   | 0.4    | 0.3    | 0.3      | 39.5                 |
| 2008–09                  | 11.2   | 11.9      | 7.8      | 2.5      | 5.5   | 0.4    | 0.3    | 0.3      | 39.8                 |
| 2009–10                  | 11.5   | 12.3      | 8.0      | 2.6      | 5.7   | 0.4    | 0.3    | 0.3      | 41.0                 |
| 2010–11                  | 11.7   | 12.8      | 8.3      | 2.6      | 6.0   | 0.4    | 0.3    | 0.3      | 42.4                 |
| 2011–12                  | 12.1   | 13.4      | 8.6      | 2.7      | 6.3   | 0.5    | 0.3    | 0.3      | 44.1                 |
| 2012–13                  | 12.2   | 13.6      | 8.7      | 2.7      | 6.5   | 0.5    | 0.3    | 0.3      | 44.7                 |
| 2013–14                  | 12.4   | 13.8      | 8.8      | 2.7      | 6.7   | 0.5    | 0.3    | 0.3      | 45.4                 |
| 2014–15                  | 12.6   | 14.1      | 9.0      | 2.8      | 6.5   | 0.5    | 0.3    | 0.3      | 46.1                 |
| 2015–16                  | 12.7   | 14.1      | 8.9      | 2.8      | 6.2   | 0.5    | 0.3    | 0.3      | 45.8                 |
| 2016–17                  | 12.9   | 14.5      | 9.1      | 2.9      | 6.0   | 0.5    | 0.3    | 0.3      | 46.5                 |
| 2017–18                  | 13.3   | 14.8      | 9.3      | 2.9      | 5.8   | 0.5    | 0.3    | 0.3      | 47.3                 |
| 2018–19                  | 13.5   | 15.2      | 9.5      | 3.0      | 6.0   | 0.5    | 0.3    | 0.3      | 48.2                 |
| 2019–20                  | 13.9   | 15.7      | 9.7      | 3.0      | 6.0   | 0.5    | 0.3    | 0.3      | 49.5                 |

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

Source: BITRE estimates

# CHAPTER 3

## Passengers

**Table T 3.1** Total national passenger travel, by transport mode

| Financial year | Passenger cars | Buses | Rail  | Air   | Other | Total                |
|----------------|----------------|-------|-------|-------|-------|----------------------|
|                |                |       |       |       |       | billion passenger km |
| 1978–79        | 144.42         | 7.70  | 8.50  | 9.40  | 19.36 | 189.38               |
| 1979–80        | 144.94         | 8.16  | 8.82  | 10.36 | 19.26 | 191.52               |
| 1980–81        | 147.14         | 8.72  | 9.11  | 10.70 | 19.69 | 195.37               |
| 1981–82        | 154.29         | 9.22  | 9.09  | 11.15 | 20.09 | 203.84               |
| 1982–83        | 154.81         | 10.46 | 8.93  | 10.27 | 19.82 | 204.29               |
| 1983–84        | 161.84         | 11.71 | 8.85  | 10.64 | 21.08 | 214.11               |
| 1984–85        | 167.93         | 13.02 | 8.83  | 11.34 | 21.99 | 223.12               |
| 1985–86        | 173.05         | 14.00 | 9.23  | 12.34 | 22.14 | 230.77               |
| 1986–87        | 176.78         | 15.03 | 9.51  | 13.16 | 22.23 | 236.71               |
| 1987–88        | 185.47         | 16.02 | 9.98  | 14.46 | 22.80 | 248.73               |
| 1988–89        | 194.41         | 16.87 | 10.22 | 15.07 | 23.76 | 260.32               |
| 1989–90        | 200.05         | 17.73 | 10.03 | 11.26 | 23.73 | 262.81               |
| 1990–91        | 200.49         | 17.04 | 10.06 | 15.98 | 22.88 | 266.44               |
| 1991–92        | 204.51         | 16.57 | 9.96  | 20.72 | 22.98 | 274.74               |
| 1992–93        | 210.81         | 16.51 | 9.74  | 20.99 | 23.39 | 281.44               |
| 1993–94        | 216.15         | 16.31 | 9.96  | 24.43 | 24.08 | 290.93               |
| 1994–95        | 222.87         | 16.10 | 10.34 | 26.98 | 25.39 | 301.68               |
| 1995–96        | 226.01         | 16.62 | 10.70 | 28.98 | 25.90 | 308.21               |
| 1996–97        | 227.68         | 16.43 | 10.98 | 29.98 | 25.95 | 311.01               |
| 1997–98        | 229.90         | 16.59 | 10.95 | 30.44 | 26.68 | 314.56               |
| 1998–99        | 235.27         | 16.65 | 11.16 | 31.06 | 27.16 | 321.30               |
| 1999–00        | 239.81         | 17.00 | 11.55 | 32.84 | 27.60 | 328.81               |
| 2000–01        | 237.16         | 17.26 | 12.15 | 35.68 | 27.89 | 330.15               |
| 2001–02        | 243.17         | 17.35 | 12.01 | 33.01 | 28.90 | 334.44               |
| 2002–03        | 249.45         | 17.69 | 12.02 | 35.83 | 29.73 | 344.72               |
| 2003–04        | 261.37         | 17.76 | 12.09 | 41.15 | 30.65 | 363.02               |
| 2004–05        | 262.06         | 17.84 | 12.06 | 45.90 | 30.89 | 368.75               |
| 2005–06        | 257.21         | 18.27 | 12.59 | 48.70 | 31.60 | 368.37               |
| 2006–07        | 260.42         | 18.53 | 13.21 | 53.01 | 32.82 | 378.01               |
| 2007–08        | 261.87         | 18.88 | 14.28 | 57.24 | 34.71 | 386.98               |
| 2008–09        | 260.70         | 19.24 | 15.00 | 58.63 | 36.02 | 389.60               |
| 2009–10        | 262.23         | 19.54 | 14.99 | 60.22 | 38.27 | 395.26               |
| 2010–11        | 264.86         | 19.93 | 15.28 | 64.56 | 39.35 | 403.97               |
| 2011–12        | 267.18         | 20.41 | 15.57 | 66.43 | 39.93 | 409.53               |
| 2012–13        | 269.62         | 20.77 | 15.54 | 69.67 | 40.99 | 416.60               |
| 2013–14        | 273.50         | 21.17 | 15.57 | 70.86 | 42.00 | 423.09               |
| 2014–15        | 278.75         | 21.30 | 16.02 | 70.13 | 43.15 | 429.36               |
| 2015–16        | 285.56         | 21.63 | 16.50 | 71.44 | 44.51 | 439.65               |
| 2016–17        | 290.38         | 22.09 | 17.04 | 72.09 | 46.06 | 447.67               |
| 2017–18        | 291.37         | 22.53 | 17.59 | 73.48 | 47.68 | 452.65               |

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

See End Notes.

Source: BITRE estimates

**Table T 3.2a** Inter-capital city passenger travel by city pair – All modes

| Financial year               | Syd-Mel | Syd-Cbr | Syd-Bne | Mel-Adl | Mel-Bne | Syd-Adl |
|------------------------------|---------|---------|---------|---------|---------|---------|
| thousand passenger movements |         |         |         |         |         |         |
| 1999–00                      | 7 169   | 9 519   | 5 283   | 2 554   | 2 008   | 1 407   |
| 2000–01                      | 8 314   | 8 616   | 6 171   | 2 708   | 2 477   | 1 737   |
| 2001–02                      | 7 293   | 9 225   | 5 400   | 2 664   | 2 638   | 1 397   |
| 2002–03                      | 7 066   | 8 556   | 5 376   | 2 588   | 2 630   | 1 371   |
| 2003–04                      | 7 303   | 8 681   | 5 459   | 2 744   | 2 948   | 1 533   |
| 2004–05                      | 7 652   | 7 732   | 5 511   | 2 756   | 2 912   | 1 525   |
| 2005–06                      | 7 761   | 7 230   | 5 287   | 2 805   | 2 911   | 1 572   |
| 2006–07                      | 8 074   | 7 741   | 5 280   | 2 832   | 3 038   | 1 647   |
| 2007–08                      | 8 297   | 7 738   | 5 834   | 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   | 5 804   | 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   | 5 639   | 2 983   | 3 490   | 1 823   |
| 2013–14                      | 9 487   | 9 095   | 5 554   | 3 138   | 3 543   | 1 968   |
| 2014–15                      | 9 940   | 9 948   | 5 856   | 3 163   | 3 614   | 1 995   |
| 2015–16                      | 10 471  | 9 698   | 6 272   | 3 310   | 3 735   | 2 048   |
| 2016–17                      | 10 645  | 10 889  | 6 502   | 3 499   | 3 905   | 2 039   |
| 2017–18                      | 11 329  | 11 539  | 6 703   | 3 704   | 3 913   | 2 085   |
| 2018–19                      | 11 497  | 12 637  | 6 839   | 3 861   | 4 011   | 2 048   |
| 2019–20                      | 8 316   | 10 074  | 5 298   | 2 721   | 3 030   | 1 510   |

Source: TRA (2020), BITRE estimates.

**Table T 3.2b** Inter-capital city passenger travel by city pair – Car

| Financial year               | Syd-Mel | Syd-Cbr | Syd-Bne | Mel-Adl | Mel-Bne | Syd-Adl |
|------------------------------|---------|---------|---------|---------|---------|---------|
| thousand passenger movements |         |         |         |         |         |         |
| 1999–00                      | 1 252   | 7 814   | 1 531   | 916     | 246     | 172     |
| 2000–01                      | 1 723   | 7 070   | 1 440   | 1 005   | 232     | 405     |
| 2001–02                      | 1 550   | 8 025   | 1 365   | 1 018   | 389     | 197     |
| 2002–03                      | 1 410   | 7 298   | 1 571   | 960     | 367     | 103     |
| 2003–04                      | 1 003   | 7 395   | 1 227   | 931     | 418     | 132     |
| 2004–05                      | 1 110   | 6 483   | 1 327   | 829     | 297     | 159     |
| 2005–06                      | 1 201   | 5 962   | 1 259   | 814     | 351     | 176     |
| 2006–07                      | 1 155   | 6 364   | 1 086   | 806     | 358     | 107     |
| 2007–08                      | 1 061   | 6 220   | 1 313   | 706     | 204     | 141     |
| 2008–09                      | 1 134   | 6 504   | 1 114   | 639     | 262     | 105     |
| 2009–10                      | 983     | 6 626   | 1 189   | 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   | 1 044   | 769     | 295     | 54      |
| 2013–14                      | 1 018   | 7 492   | 882     | 807     | 228     | 159     |
| 2014–15                      | 1 262   | 8 481   | 1 255   | 758     | 234     | 140     |
| 2015–16                      | 1 431   | 8 105   | 1 429   | 865     | 253     | 155     |
| 2016–17                      | 1 436   | 9 243   | 1 575   | 959     | 335     | 126     |
| 2017–18                      | 1 796   | 9 689   | 1 675   | 1 095   | 309     | 143     |
| 2018–19                      | 1 937   | 10 961  | 1 716   | 1 222   | 346     | 139     |
| 2019–20                      | 1 492   | 8 708   | 1 563   | 770     | 300     | 148     |

Source: TRA (2020), BITRE estimates.

**Table T 3.2c** Inter-capital city passenger travel by city pair – Air

| Financial year               | Syd-Mel | Syd-Cbr | Syd-Bne | Mel-Adl | Mel-Bne | Syd-Adl |
|------------------------------|---------|---------|---------|---------|---------|---------|
| thousand passenger movements |         |         |         |         |         |         |
| 1999–00                      | 5 421   | 882     | 3 266   | 1 352   | 1 703   | 1 172   |
| 2000–01                      | 6 183   | 929     | 4 329   | 1 422   | 2 153   | 1 250   |
| 2001–02                      | 5 424   | 725     | 3 718   | 1 403   | 2 227   | 1 161   |
| 2002–03                      | 5 357   | 737     | 3 503   | 1 428   | 2 210   | 1 242   |
| 2003–04                      | 5 964   | 857     | 3 914   | 1 569   | 2 449   | 1 351   |
| 2004–05                      | 6 273   | 792     | 3 834   | 1 731   | 2 542   | 1 345   |
| 2005–06                      | 6 237   | 786     | 3 758   | 1 839   | 2 488   | 1 352   |
| 2006–07                      | 6 625   | 829     | 3 935   | 1 862   | 2 633   | 1 483   |
| 2007–08                      | 6 993   | 887     | 4 246   | 1 989   | 2 699   | 1 577   |
| 2008–09                      | 6 811   | 984     | 4 263   | 2 196   | 2 699   | 1 552   |
| 2009–10                      | 7 640   | 1 074   | 4 333   | 2 097   | 2 796   | 1 721   |
| 2010–11                      | 7 907   | 1 085   | 4 449   | 2 299   | 3 111   | 1 779   |
| 2011–12                      | 7 728   | 1 058   | 4 353   | 2 071   | 3 152   | 1 710   |
| 2012–13                      | 8 201   | 1 041   | 4 426   | 2 115   | 3 163   | 1 754   |
| 2013–14                      | 8 275   | 994     | 4 454   | 2 242   | 3 276   | 1 779   |
| 2014–15                      | 8 455   | 962     | 4 408   | 2 283   | 3 320   | 1 817   |
| 2015–16                      | 8 796   | 949     | 4 608   | 2 363   | 3 439   | 1 870   |
| 2016–17                      | 8 974   | 955     | 4 696   | 2 413   | 3 500   | 1 886   |
| 2017–18                      | 9 240   | 952     | 4 788   | 2 487   | 3 557   | 1 909   |
| 2018–19                      | 9 196   | 927     | 4 814   | 2 507   | 3 595   | 1 877   |
| 2019–20                      | 6 603   | 664     | 3 533   | 1 848   | 2 671   | 1 355   |

Source: TRA (2020), BITRE (2020f).

**Table T 3.2d** Inter-capital city passenger travel by city pair – Rail, Coach and Other

| Financial year               | Syd-Mel | Syd-Cbr | Syd-Bne | Mel-Adl | Mel-Bne | Syd-Adl |
|------------------------------|---------|---------|---------|---------|---------|---------|
| thousand passenger movements |         |         |         |         |         |         |
| 1999–00                      | 496     | 823     | 486     | 286     | 59      | 64      |
| 2000–01                      | 408     | 617     | 402     | 281     | 92      | 82      |
| 2001–02                      | 320     | 475     | 317     | 243     | 21      | 39      |
| 2002–03                      | 300     | 520     | 303     | 199     | 54      | 25      |
| 2003–04                      | 337     | 428     | 317     | 244     | 81      | 50      |
| 2004–05                      | 270     | 456     | 350     | 195     | 73      | 21      |
| 2005–06                      | 323     | 482     | 270     | 153     | 71      | 44      |
| 2006–07                      | 293     | 548     | 259     | 164     | 48      | 56      |
| 2007–08                      | 243     | 631     | 275     | 212     | 97      | 37      |
| 2008–09                      | 268     | 458     | 254     | 104     | 73      | 29      |
| 2009–10                      | 191     | 457     | 282     | 106     | 61      | 24      |
| 2010–11                      | 176     | 635     | 189     | 113     | 119     | 31      |
| 2011–12                      | 166     | 479     | 188     | 118     | 58      | 22      |
| 2012–13                      | 193     | 567     | 169     | 99      | 33      | 16      |
| 2013–14                      | 194     | 609     | 218     | 88      | 39      | 31      |
| 2014–15                      | 224     | 506     | 193     | 122     | 59      | 38      |
| 2015–16                      | 245     | 644     | 235     | 83      | 43      | 23      |
| 2016–17                      | 235     | 690     | 231     | 127     | 69      | 27      |
| 2017–18                      | 292     | 898     | 240     | 122     | 46      | 34      |
| 2018–19                      | 363     | 749     | 308     | 132     | 71      | 32      |
| 2019–20                      | 221     | 702     | 202     | 103     | 59      | 6       |

Source: TRA (2020), BITRE estimates.

**Table T 3.3a Total passenger kilometres travelled by capital city – Sydney**

| Financial year               | Passenger cars | Commercial vehicles | Motor cycles | Heavy rail | Light rail | Bus  | Ferry | Total |
|------------------------------|----------------|---------------------|--------------|------------|------------|------|-------|-------|
| billion passenger kilometres |                |                     |              |            |            |      |       |       |
| 1976–77                      | 24.13          | 2.02                | 0.24         | 3.14       | 0.00       | 1.57 | 0.10  | 31.20 |
| 1977–78                      | 24.80          | 2.10                | 0.24         | 3.09       | 0.00       | 1.60 | 0.11  | 31.94 |
| 1978–79                      | 25.59          | 2.15                | 0.25         | 3.09       | 0.00       | 1.59 | 0.11  | 32.78 |
| 1979–80                      | 25.79          | 2.13                | 0.27         | 3.52       | 0.00       | 1.63 | 0.12  | 33.48 |
| 1980–81                      | 26.15          | 2.18                | 0.29         | 3.64       | 0.00       | 1.69 | 0.13  | 34.07 |
| 1981–82                      | 27.17          | 2.26                | 0.32         | 3.76       | 0.00       | 1.68 | 0.14  | 35.33 |
| 1982–83                      | 26.97          | 2.22                | 0.33         | 3.55       | 0.00       | 1.72 | 0.15  | 34.94 |
| 1983–84                      | 28.34          | 2.37                | 0.34         | 3.47       | 0.00       | 1.76 | 0.15  | 36.42 |
| 1984–85                      | 29.65          | 2.47                | 0.34         | 3.45       | 0.00       | 1.81 | 0.15  | 37.87 |
| 1985–86                      | 30.51          | 2.54                | 0.31         | 3.72       | 0.00       | 1.84 | 0.16  | 39.09 |
| 1986–87                      | 31.20          | 2.56                | 0.29         | 3.81       | 0.00       | 1.91 | 0.17  | 39.94 |
| 1987–88                      | 32.59          | 2.63                | 0.27         | 4.13       | 0.00       | 1.97 | 0.15  | 41.74 |
| 1988–89                      | 33.83          | 2.68                | 0.27         | 4.18       | 0.01       | 2.00 | 0.16  | 43.14 |
| 1989–90                      | 34.70          | 2.63                | 0.24         | 4.29       | 0.01       | 1.96 | 0.18  | 44.01 |
| 1990–91                      | 34.69          | 2.47                | 0.21         | 4.37       | 0.01       | 2.01 | 0.15  | 43.90 |
| 1991–92                      | 35.29          | 2.47                | 0.20         | 4.27       | 0.01       | 2.01 | 0.13  | 44.39 |
| 1992–93                      | 36.35          | 2.51                | 0.20         | 4.12       | 0.01       | 1.95 | 0.11  | 45.25 |
| 1993–94                      | 37.20          | 2.60                | 0.20         | 4.22       | 0.01       | 1.98 | 0.11  | 46.32 |
| 1994–95                      | 38.26          | 2.78                | 0.19         | 4.51       | 0.01       | 2.02 | 0.12  | 47.88 |
| 1995–96                      | 38.48          | 2.91                | 0.18         | 4.62       | 0.01       | 2.08 | 0.12  | 48.41 |
| 1996–97                      | 38.43          | 2.97                | 0.18         | 4.76       | 0.01       | 2.13 | 0.13  | 48.62 |
| 1997–98                      | 38.99          | 3.09                | 0.17         | 4.80       | 0.01       | 2.18 | 0.12  | 49.36 |
| 1998–99                      | 39.93          | 3.19                | 0.16         | 4.88       | 0.02       | 2.21 | 0.12  | 50.52 |
| 1999–00                      | 40.94          | 3.27                | 0.16         | 5.05       | 0.02       | 2.21 | 0.12  | 51.77 |
| 2000–01                      | 40.68          | 3.32                | 0.16         | 5.44       | 0.02       | 2.21 | 0.14  | 51.97 |
| 2001–02                      | 41.52          | 3.40                | 0.17         | 5.06       | 0.02       | 2.12 | 0.13  | 52.41 |
| 2002–03                      | 42.18          | 3.48                | 0.16         | 5.07       | 0.02       | 2.12 | 0.13  | 53.16 |
| 2003–04                      | 44.28          | 3.57                | 0.17         | 5.12       | 0.02       | 2.10 | 0.13  | 55.38 |
| 2004–05                      | 44.55          | 3.56                | 0.18         | 5.16       | 0.02       | 2.11 | 0.13  | 55.72 |
| 2005–06                      | 43.70          | 3.59                | 0.20         | 5.28       | 0.02       | 2.11 | 0.13  | 55.03 |
| 2006–07                      | 43.99          | 3.71                | 0.22         | 5.46       | 0.02       | 2.15 | 0.13  | 55.67 |
| 2007–08                      | 44.26          | 3.89                | 0.24         | 5.76       | 0.02       | 2.22 | 0.13  | 56.51 |
| 2008–09                      | 44.20          | 3.98                | 0.27         | 5.73       | 0.02       | 2.30 | 0.13  | 56.64 |
| 2009–10                      | 44.63          | 4.17                | 0.30         | 5.56       | 0.02       | 2.29 | 0.14  | 57.11 |
| 2010–11                      | 45.43          | 4.29                | 0.30         | 5.57       | 0.02       | 2.36 | 0.14  | 58.12 |
| 2011–12                      | 45.71          | 4.40                | 0.29         | 5.78       | 0.02       | 2.43 | 0.14  | 58.77 |
| 2012–13                      | 46.20          | 4.52                | 0.30         | 5.80       | 0.02       | 2.45 | 0.14  | 59.42 |
| 2013–14                      | 46.77          | 4.60                | 0.31         | 5.93       | 0.01       | 2.46 | 0.15  | 60.23 |
| 2014–15                      | 47.72          | 4.68                | 0.31         | 6.18       | 0.02       | 2.46 | 0.14  | 61.51 |
| 2015–16                      | 49.03          | 4.77                | 0.32         | 6.46       | 0.04       | 2.49 | 0.15  | 63.26 |
| 2016–17                      | 50.06          | 4.99                | 0.32         | 6.91       | 0.04       | 2.55 | 0.15  | 65.01 |
| 2017–18                      | 50.38          | 5.20                | 0.32         | 7.32       | 0.04       | 2.73 | 0.15  | 66.14 |
| 2018–19                      | 50.43          | 5.27                | 0.32         | 7.73       | 0.04       | 2.91 | 0.15  | 66.85 |
| 2019–20                      | 46.95          | 5.11                | 0.31         | 6.25       | 0.05       | 2.24 | 0.11  | 61.02 |

Source: BITRE estimates.

**Table T 3.3b Total passenger kilometres travelled by capital city – Melbourne**

| Financial year               | Passenger cars | Commercial vehicles | Motor cycles | Heavy rail | Light rail | Bus      | Ferry | Total     |
|------------------------------|----------------|---------------------|--------------|------------|------------|----------|-------|-----------|
| billion passenger kilometres |                |                     |              |            |            |          |       |           |
| 1976–77                      | 21.79          | 1.96                | 0.20         | 1.91       | 0.53       | 0.56     | na    | 26.94     |
| 1977–78                      | 22.76          | 2.09                | 0.20         | 1.81       | 0.53       | 0.56     | na    | 27.95     |
| 1978–79                      | 23.54          | 2.09                | 0.19         | 1.71       | 0.53       | 0.57     | na    | 28.63     |
| 1979–80                      | 23.76          | 2.00                | 0.19         | 1.60       | 0.52       | 0.58     | na    | 28.66     |
| 1980–81                      | 24.29          | 1.95                | 0.19         | 1.53       | 0.53       | 0.59     | na    | 29.09     |
| 1981–82                      | 25.83          | 1.95                | 0.20         | 1.39       | 0.54       | 0.61     | na    | 30.51     |
| 1982–83                      | 26.07          | 1.86                | 0.20         | 1.41       | 0.53       | 0.62     | na    | 30.69     |
| 1983–84                      | 27.08          | 1.97                | 0.21         | 1.44       | 0.54       | 0.64     | na    | 31.88     |
| 1984–85                      | 27.98          | 2.05                | 0.21         | 1.45       | 0.60       | 0.68     | na    | 32.97     |
| 1985–86                      | 29.07          | 2.21                | 0.20         | 1.54       | 0.62       | 0.71     | na    | 34.36     |
| 1986–87                      | 29.91          | 2.34                | 0.20         | 1.60       | 0.63       | 0.74     | na    | 35.43     |
| 1987–88                      | 31.46          | 2.54                | 0.20         | 1.53       | 0.65       | 0.78     | na    | 37.15     |
| 1988–89                      | 32.96          | 2.71                | 0.22         | 1.61       | 0.66       | 0.81     | na    | 38.98     |
| 1989–90                      | 33.74          | 2.74                | 0.20         | 1.63       | 0.53       | 0.85     | na    | 39.71     |
| 1990–91                      | 33.51          | 2.68                | 0.19         | 1.63       | 0.59       | 0.85     | na    | 39.45     |
| 1991–92                      | 33.97          | 2.73                | 0.19         | 1.76       | 0.59       | 0.81     | na    | 40.06     |
| 1992–93                      | 34.63          | 2.80                | 0.20         | 1.81       | 0.51       | 0.81     | na    | 40.77     |
| 1993–94                      | 35.30          | 2.89                | 0.20         | 1.81       | 0.51       | 0.84     | na    | 41.55     |
| 1994–95                      | 36.30          | 3.02                | 0.20         | 1.94       | 0.51       | 0.86     | na    | 42.84     |
| 1995–96                      | 37.03          | 2.96                | 0.20         | 1.99       | 0.52       | 0.88     | na    | 43.58     |
| 1996–97                      | 37.41          | 2.92                | 0.20         | 1.97       | 0.52       | 0.88     | na    | 43.90     |
| 1997–98                      | 38.15          | 2.97                | 0.20         | 1.90       | 0.52       | 0.90     | na    | 44.64     |
| 1998–99                      | 39.21          | 2.98                | 0.19         | 1.99       | 0.53       | 0.92     | na    | 45.81     |
| 1999–00                      | 40.12          | 2.98                | 0.19         | 2.11       | 0.56       | 0.93     | na    | 46.89     |
| 2000–01                      | 40.14          | 3.04                | 0.20         | 2.19       | 0.58       | 0.94     | na    | 47.09     |
| 2001–02                      | 40.88          | 3.12                | 0.21         | 2.30       | 0.59       | 0.95     | na    | 48.05     |
| 2002–03                      | 41.64          | 3.18                | 0.21         | 2.34       | 0.60       | 0.96     | na    | 48.92     |
| 2003–04                      | 43.04          | 3.26                | 0.22         | 2.41       | 0.60       | 0.96     | na    | 50.50     |
| 2004–05                      | 43.27          | 3.30                | 0.24         | 2.48       | 0.61       | 0.95     | na    | 50.84     |
| 2005–06                      | 42.80          | 3.38                | 0.26         | 2.78       | 0.62       | 0.96     | na    | 50.80     |
| 2006–07                      | 42.83          | 3.52                | 0.27         | 3.07       | 0.63       | 1.02     | na    | 51.34     |
| 2007–08                      | 43.39          | 3.69                | 0.27         | 3.48       | 0.65       | 1.13     | na    | 52.61     |
| 2008–09                      | 42.89          | 3.80                | 0.27         | 3.72       | 0.71       | 1.23     | na    | 52.63     |
| 2009–10                      | 43.57          | 3.99                | 0.28         | 3.82       | 0.70       | 1.29     | na    | 53.64     |
| 2010–11                      | 44.45          | 4.12                | 0.27         | 3.98       | 0.73       | 1.36     | na    | 54.91     |
| 2011–12                      | 45.12          | 4.23                | 0.26         | 3.86       | 0.77       | 1.53     | na    | 55.77     |
| 2012–13                      | 45.80          | 4.31                | 0.27         | 3.92       | 0.73       | 1.46     | na    | 56.50     |
| 2013–14                      | 46.68          | 4.45                | 0.27         | 3.94       | 0.71       | 1.53     | na    | 57.58     |
| 2014–15                      | 47.76          | 4.58                | 0.27         | 3.96       | 0.73       | 1.53     | na    | 58.83     |
| 2015–16                      | 48.98          | 4.73                | 0.28         | 4.06       | 0.78       | 1.52     | na    | 60.36     |
| 2016–17                      | 50.11          | 4.93                | 0.28         | 4.12       | 0.80       | 1.50     | na    | 61.73     |
| 2017–18                      | 50.56          | 5.21                | 0.28         | 4.19       | 0.80       | 1.50     | na    | 62.54     |
| 2018–19                      | 51.25          | 5.28                | 0.28         | 4.25       | 0.80       | 1.54     | na    | 63.41     |
| 2019–20                      | 46.95          | 5.09                | 0.27         | (d) 3.26   | (d) 0.62   | (d) 1.09 | na    | (d) 57.27 |

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

na: not applicable.

Source: BITRE estimates.

**Table T 3.3c Total passenger kilometres travelled by capital city – Brisbane**

| Financial year               | Passenger cars | Commercial vehicles | Motor cycles | Heavy rail | Light rail | Bus  | Ferry | Total |
|------------------------------|----------------|---------------------|--------------|------------|------------|------|-------|-------|
| billion passenger kilometres |                |                     |              |            |            |      |       |       |
| 1976–77                      | 7.82           | 0.86                | 0.14         | 0.38       | na         | 0.49 | 0.00  | 9.70  |
| 1977–78                      | 8.21           | 0.95                | 0.14         | 0.37       | na         | 0.51 | 0.00  | 10.17 |
| 1978–79                      | 8.60           | 1.01                | 0.14         | 0.35       | na         | 0.50 | 0.00  | 10.61 |
| 1979–80                      | 8.78           | 1.02                | 0.15         | 0.38       | na         | 0.49 | 0.00  | 10.83 |
| 1980–81                      | 9.16           | 1.03                | 0.16         | 0.42       | na         | 0.45 | 0.00  | 11.23 |
| 1981–82                      | 9.88           | 1.07                | 0.17         | 0.46       | na         | 0.47 | 0.00  | 12.05 |
| 1982–83                      | 10.07          | 1.08                | 0.17         | 0.47       | na         | 0.49 | 0.00  | 12.29 |
| 1983–84                      | 10.50          | 1.21                | 0.17         | 0.52       | na         | 0.47 | 0.00  | 12.87 |
| 1984–85                      | 10.82          | 1.29                | 0.18         | 0.55       | na         | 0.49 | 0.00  | 13.33 |
| 1985–86                      | 11.40          | 1.37                | 0.17         | 0.62       | na         | 0.49 | 0.00  | 14.04 |
| 1986–87                      | 11.68          | 1.43                | 0.17         | 0.68       | na         | 0.51 | 0.00  | 14.47 |
| 1987–88                      | 12.39          | 1.50                | 0.18         | 0.74       | na         | 0.55 | 0.00  | 15.36 |
| 1988–89                      | 13.23          | 1.54                | 0.21         | 0.85       | na         | 0.61 | 0.00  | 16.44 |
| 1989–90                      | 13.69          | 1.54                | 0.20         | 0.78       | na         | 0.58 | 0.00  | 16.80 |
| 1990–91                      | 13.94          | 1.49                | 0.20         | 0.79       | na         | 0.62 | 0.00  | 17.04 |
| 1991–92                      | 14.53          | 1.50                | 0.21         | 0.75       | na         | 0.64 | 0.00  | 17.63 |
| 1992–93                      | 15.28          | 1.53                | 0.21         | 0.74       | na         | 0.63 | 0.00  | 18.39 |
| 1993–94                      | 15.80          | 1.62                | 0.20         | 0.72       | na         | 0.66 | 0.00  | 19.00 |
| 1994–95                      | 16.46          | 1.79                | 0.19         | 0.70       | na         | 0.72 | 0.01  | 19.86 |
| 1995–96                      | 16.87          | 1.93                | 0.17         | 0.74       | na         | 0.71 | 0.01  | 20.43 |
| 1996–97                      | 17.01          | 1.99                | 0.17         | 0.79       | na         | 0.71 | 0.01  | 20.68 |
| 1997–98                      | 17.34          | 2.14                | 0.16         | 0.80       | na         | 0.71 | 0.01  | 21.15 |
| 1998–99                      | 17.70          | 2.19                | 0.15         | 0.81       | na         | 0.65 | 0.01  | 21.51 |
| 1999–00                      | 18.21          | 2.25                | 0.15         | 0.87       | na         | 0.69 | 0.01  | 22.17 |
| 2000–01                      | 18.24          | 2.28                | 0.16         | 0.94       | na         | 0.70 | 0.01  | 22.32 |
| 2001–02                      | 18.81          | 2.40                | 0.17         | 0.96       | na         | 0.72 | 0.01  | 23.06 |
| 2002–03                      | 19.36          | 2.48                | 0.16         | 0.97       | na         | 0.74 | 0.01  | 23.73 |
| 2003–04                      | 20.70          | 2.57                | 0.17         | 1.01       | na         | 0.78 | 0.01  | 25.25 |
| 2004–05                      | 21.12          | 2.59                | 0.18         | 0.99       | na         | 0.84 | 0.02  | 25.74 |
| 2005–06                      | 21.10          | 2.64                | 0.20         | 1.07       | na         | 0.94 | 0.02  | 25.96 |
| 2006–07                      | 21.75          | 2.75                | 0.22         | 1.05       | na         | 0.98 | 0.02  | 26.77 |
| 2007–08                      | 22.35          | 2.93                | 0.24         | 1.08       | na         | 1.03 | 0.02  | 27.65 |
| 2008–09                      | 22.18          | 3.05                | 0.25         | 1.17       | na         | 1.11 | 0.02  | 27.79 |
| 2009–10                      | 22.34          | 3.29                | 0.25         | 1.13       | na         | 1.19 | 0.02  | 28.22 |
| 2010–11                      | 22.59          | 3.36                | 0.24         | 1.10       | na         | 1.24 | 0.02  | 28.55 |
| 2011–12                      | 22.94          | 3.48                | 0.24         | 1.10       | na         | 1.29 | 0.02  | 29.06 |
| 2012–13                      | 23.33          | 3.59                | 0.24         | 1.06       | na         | 1.30 | 0.02  | 29.54 |
| 2013–14                      | 23.69          | 3.66                | 0.25         | 1.05       | na         | 1.29 | 0.02  | 29.98 |
| 2014–15                      | 24.24          | 3.77                | 0.25         | 1.07       | na         | 1.26 | 0.03  | 30.61 |
| 2015–16                      | 24.99          | 3.89                | 0.26         | 1.08       | na         | 1.27 | 0.03  | 31.52 |
| 2016–17                      | 25.45          | 4.04                | 0.26         | 1.08       | na         | 1.24 | 0.03  | 32.10 |
| 2017–18                      | 25.62          | 4.14                | 0.26         | 1.12       | na         | 1.27 | 0.03  | 32.42 |
| 2018–19                      | 26.11          | 4.22                | 0.26         | 1.17       | na         | 1.32 | 0.03  | 33.09 |
| 2019–20                      | 24.30          | 4.11                | 0.25         | 0.92       | na         | 1.01 | 0.02  | 30.61 |

na: not applicable.

Source: BITRE estimates.

**Table T 3.3d Total passenger kilometres travelled by capital city – Adelaide**

| Financial year               | Passenger cars | Commercial vehicles | Motor cycles | Heavy rail | Light rail | Bus      | Ferry | Total     |
|------------------------------|----------------|---------------------|--------------|------------|------------|----------|-------|-----------|
| billion passenger kilometres |                |                     |              |            |            |          |       |           |
| 1976–77                      | 8.23           | 0.57                | 0.11         | 0.17       | 0.01       | 0.42     | na    | 9.50      |
| 1977–78                      | 8.46           | 0.59                | 0.11         | 0.16       | 0.01       | 0.43     | na    | 9.77      |
| 1978–79                      | 8.50           | 0.60                | 0.11         | 0.16       | 0.01       | 0.44     | na    | 9.82      |
| 1979–80                      | 8.30           | 0.58                | 0.11         | 0.18       | 0.02       | 0.46     | na    | 9.64      |
| 1980–81                      | 8.17           | 0.58                | 0.11         | 0.19       | 0.02       | 0.51     | na    | 9.58      |
| 1981–82                      | 8.48           | 0.58                | 0.12         | 0.20       | 0.02       | 0.52     | na    | 9.93      |
| 1982–83                      | 8.53           | 0.57                | 0.12         | 0.18       | 0.02       | 0.47     | na    | 9.90      |
| 1983–84                      | 8.94           | 0.63                | 0.12         | 0.17       | 0.02       | 0.48     | na    | 10.37     |
| 1984–85                      | 9.31           | 0.67                | 0.12         | 0.17       | 0.02       | 0.46     | na    | 10.75     |
| 1985–86                      | 9.62           | 0.67                | 0.11         | 0.18       | 0.02       | 0.47     | na    | 11.07     |
| 1986–87                      | 9.81           | 0.66                | 0.10         | 0.18       | 0.02       | 0.47     | na    | 11.24     |
| 1987–88                      | 10.20          | 0.68                | 0.10         | 0.13       | 0.02       | 0.50     | na    | 11.62     |
| 1988–89                      | 10.58          | 0.71                | 0.10         | 0.14       | 0.02       | 0.47     | na    | 12.02     |
| 1989–90                      | 10.75          | 0.71                | 0.09         | 0.14       | 0.02       | 0.50     | na    | 12.20     |
| 1990–91                      | 10.66          | 0.69                | 0.08         | 0.12       | 0.02       | 0.53     | na    | 12.10     |
| 1991–92                      | 10.75          | 0.70                | 0.08         | 0.11       | 0.01       | 0.53     | na    | 12.19     |
| 1992–93                      | 10.94          | 0.72                | 0.07         | 0.12       | 0.01       | 0.51     | na    | 12.38     |
| 1993–94                      | 10.94          | 0.74                | 0.07         | 0.15       | 0.02       | 0.52     | na    | 12.44     |
| 1994–95                      | 11.03          | 0.78                | 0.07         | 0.16       | 0.01       | 0.54     | na    | 12.60     |
| 1995–96                      | 11.00          | 0.80                | 0.07         | 0.15       | 0.01       | 0.54     | na    | 12.57     |
| 1996–97                      | 11.06          | 0.79                | 0.06         | 0.15       | 0.01       | 0.54     | na    | 12.62     |
| 1997–98                      | 11.22          | 0.81                | 0.06         | 0.14       | 0.01       | 0.54     | na    | 12.79     |
| 1998–99                      | 11.61          | 0.81                | 0.06         | 0.14       | 0.01       | 0.53     | na    | 13.15     |
| 1999–00                      | 12.00          | 0.80                | 0.06         | 0.13       | 0.01       | 0.53     | na    | 13.53     |
| 2000–01                      | 11.96          | 0.79                | 0.06         | 0.13       | 0.01       | 0.55     | na    | 13.50     |
| 2001–02                      | 12.13          | 0.80                | 0.06         | 0.14       | 0.02       | 0.56     | na    | 13.71     |
| 2002–03                      | 12.53          | 0.82                | 0.06         | 0.16       | 0.02       | 0.57     | na    | 14.16     |
| 2003–04                      | 12.66          | 0.83                | 0.07         | 0.18       | 0.02       | 0.57     | na    | 14.32     |
| 2004–05                      | 12.41          | 0.83                | 0.07         | 0.18       | 0.02       | 0.58     | na    | 14.08     |
| 2005–06                      | 12.17          | 0.84                | 0.08         | 0.19       | 0.02       | 0.61     | na    | 13.90     |
| 2006–07                      | 12.26          | 0.86                | 0.08         | 0.19       | 0.02       | 0.62     | na    | 14.03     |
| 2007–08                      | 11.91          | 0.91                | 0.09         | 0.19       | 0.02       | 0.63     | na    | 13.76     |
| 2008–09                      | 11.83          | 0.94                | 0.09         | 0.20       | 0.02       | 0.64     | na    | 13.72     |
| 2009–10                      | 11.95          | 0.98                | 0.09         | 0.19       | 0.03       | 0.65     | na    | 13.90     |
| 2010–11                      | 11.88          | 1.01                | 0.09         | 0.17       | 0.03       | 0.65     | na    | 13.83     |
| 2011–12                      | 11.80          | 1.03                | 0.09         | 0.16       | 0.03       | 0.65     | na    | 13.75     |
| 2012–13                      | 11.95          | 1.05                | 0.09         | 0.16       | 0.04       | 0.65     | na    | 13.93     |
| 2013–14                      | 12.21          | 1.08                | 0.09         | 0.17       | 0.05       | 0.65     | na    | 14.25     |
| 2014–15                      | 12.42          | 1.11                | 0.09         | 0.23       | 0.05       | 0.66     | na    | 14.56     |
| 2015–16                      | 12.66          | 1.15                | 0.09         | 0.24       | 0.05       | 0.66     | na    | 14.85     |
| 2016–17                      | 12.84          | 1.19                | 0.09         | 0.24       | 0.04       | 0.65     | na    | 15.07     |
| 2017–18                      | 12.90          | 1.25                | 0.09         | 0.25       | 0.05       | 0.65     | na    | 15.18     |
| 2018–19                      | 12.74          | 1.26                | 0.09         | 0.27       | 0.05       | 0.65     | na    | 15.06     |
| 2019–20                      | 11.73          | 1.22                | 0.09         | (d) 0.22   | (d) 0.04   | (d) 0.52 | na    | (d) 13.82 |

(d) Rough provisional/trend estimates – likely subject to revision when updated/improved data become available.

na: not applicable.

Source: BITRE estimates.

**Table T 3.3e Total passenger kilometres travelled by capital city – Perth**

| Financial year                      | Passenger cars | Commercial vehicles | Motor cycles | Heavy rail | Light rail | Bus  | Ferry | Total |
|-------------------------------------|----------------|---------------------|--------------|------------|------------|------|-------|-------|
| <i>billion passenger kilometres</i> |                |                     |              |            |            |      |       |       |
| 1976–77                             | 8.19           | 0.92                | 0.10         | 0.09       | na         | 0.52 | na    | 9.82  |
| 1977–78                             | 8.61           | 0.97                | 0.10         | 0.10       | na         | 0.53 | na    | 10.31 |
| 1978–79                             | 8.86           | 1.00                | 0.10         | 0.10       | na         | 0.52 | na    | 10.58 |
| 1979–80                             | 8.88           | 1.00                | 0.11         | 0.08       | na         | 0.56 | na    | 10.63 |
| 1980–81                             | 8.95           | 1.02                | 0.11         | 0.07       | na         | 0.58 | na    | 10.74 |
| 1981–82                             | 9.45           | 1.03                | 0.13         | 0.07       | na         | 0.55 | na    | 11.22 |
| 1982–83                             | 9.53           | 0.99                | 0.13         | 0.08       | na         | 0.55 | na    | 11.29 |
| 1983–84                             | 10.15          | 1.04                | 0.14         | 0.11       | na         | 0.48 | na    | 11.91 |
| 1984–85                             | 10.52          | 1.06                | 0.14         | 0.11       | na         | 0.46 | na    | 12.29 |
| 1985–86                             | 10.90          | 1.07                | 0.13         | 0.12       | na         | 0.50 | na    | 12.72 |
| 1986–87                             | 11.19          | 1.06                | 0.13         | 0.12       | na         | 0.51 | na    | 13.02 |
| 1987–88                             | 11.78          | 1.10                | 0.13         | 0.12       | na         | 0.51 | na    | 13.64 |
| 1988–89                             | 12.36          | 1.16                | 0.14         | 0.11       | na         | 0.54 | na    | 14.32 |
| 1989–90                             | 12.73          | 1.19                | 0.13         | 0.11       | na         | 0.57 | na    | 14.73 |
| 1990–91                             | 12.65          | 1.15                | 0.11         | 0.09       | na         | 0.55 | na    | 14.56 |
| 1991–92                             | 12.85          | 1.17                | 0.11         | 0.12       | na         | 0.53 | na    | 14.77 |
| 1992–93                             | 13.31          | 1.22                | 0.10         | 0.17       | na         | 0.52 | na    | 15.32 |
| 1993–94                             | 14.06          | 1.30                | 0.09         | 0.30       | na         | 0.51 | na    | 16.26 |
| 1994–95                             | 14.96          | 1.41                | 0.09         | 0.30       | na         | 0.52 | na    | 17.29 |
| 1995–96                             | 15.28          | 1.49                | 0.09         | 0.34       | na         | 0.52 | na    | 17.71 |
| 1996–97                             | 15.44          | 1.49                | 0.09         | 0.38       | na         | 0.52 | na    | 17.91 |
| 1997–98                             | 15.66          | 1.51                | 0.08         | 0.39       | na         | 0.53 | na    | 18.17 |
| 1998–99                             | 16.08          | 1.51                | 0.08         | 0.38       | na         | 0.52 | na    | 18.58 |
| 1999–00                             | 16.31          | 1.52                | 0.08         | 0.39       | na         | 0.55 | na    | 18.85 |
| 2000–01                             | 16.11          | 1.52                | 0.09         | 0.41       | na         | 0.57 | na    | 18.71 |
| 2001–02                             | 16.44          | 1.58                | 0.09         | 0.41       | na         | 0.59 | na    | 19.11 |
| 2002–03                             | 16.89          | 1.62                | 0.09         | 0.42       | na         | 0.60 | na    | 19.62 |
| 2003–04                             | 17.74          | 1.68                | 0.10         | 0.42       | na         | 0.62 | na    | 20.56 |
| 2004–05                             | 18.02          | 1.70                | 0.11         | 0.44       | na         | 0.64 | na    | 20.91 |
| 2005–06                             | 17.68          | 1.74                | 0.12         | 0.46       | na         | 0.65 | na    | 20.65 |
| 2006–07                             | 18.08          | 1.82                | 0.14         | 0.50       | na         | 0.65 | na    | 21.20 |
| 2007–08                             | 18.18          | 1.93                | 0.15         | 0.66       | na         | 0.62 | na    | 21.53 |
| 2008–09                             | 18.69          | 2.00                | 0.16         | 0.87       | na         | 0.64 | na    | 22.35 |
| 2009–10                             | 18.56          | 2.10                | 0.16         | 0.90       | na         | 0.64 | na    | 22.36 |
| 2010–11                             | 18.79          | 2.16                | 0.16         | 0.94       | na         | 0.66 | na    | 22.72 |
| 2011–12                             | 19.18          | 2.24                | 0.16         | 1.02       | na         | 0.71 | na    | 23.31 |
| 2012–13                             | 19.31          | 2.32                | 0.16         | 1.06       | na         | 0.74 | na    | 23.59 |
| 2013–14                             | 19.70          | 2.40                | 0.17         | 1.03       | na         | 0.75 | na    | 24.05 |
| 2014–15                             | 20.12          | 2.51                | 0.17         | 1.05       | na         | 0.74 | na    | 24.59 |
| 2015–16                             | 20.77          | 2.61                | 0.17         | 1.02       | na         | 0.72 | na    | 25.30 |
| 2016–17                             | 21.11          | 2.66                | 0.17         | 0.98       | na         | 0.70 | na    | 25.62 |
| 2017–18                             | 21.11          | 2.72                | 0.17         | 0.99       | na         | 0.69 | na    | 25.68 |
| 2018–19                             | 21.22          | 2.75                | 0.17         | 1.01       | na         | 0.70 | na    | 25.85 |
| 2019–20                             | 19.76          | 2.67                | 0.16         | 0.81       | na         | 0.55 | na    | 23.96 |

na: not applicable.

Source: BITRE estimates.

**Table T 3.3f Total passenger kilometres travelled by capital city – Hobart**

| Financial year               | Passenger cars | Commercial vehicles | Motor cycles | Heavy rail | Light rail | Bus  | Ferry | Total |
|------------------------------|----------------|---------------------|--------------|------------|------------|------|-------|-------|
| billion passenger kilometres |                |                     |              |            |            |      |       |       |
| 1976–77                      | 1.23           | 0.13                | 0.01         | na         | na         | 0.12 | na    | 1.51  |
| 1977–78                      | 1.31           | 0.14                | 0.01         | na         | na         | 0.12 | na    | 1.60  |
| 1978–79                      | 1.37           | 0.15                | 0.01         | na         | na         | 0.11 | na    | 1.64  |
| 1979–80                      | 1.39           | 0.15                | 0.01         | na         | na         | 0.11 | na    | 1.66  |
| 1980–81                      | 1.42           | 0.15                | 0.01         | na         | na         | 0.11 | na    | 1.69  |
| 1981–82                      | 1.47           | 0.16                | 0.01         | na         | na         | 0.10 | na    | 1.74  |
| 1982–83                      | 1.47           | 0.17                | 0.01         | na         | na         | 0.09 | na    | 1.74  |
| 1983–84                      | 1.53           | 0.18                | 0.01         | na         | na         | 0.10 | na    | 1.83  |
| 1984–85                      | 1.59           | 0.20                | 0.01         | na         | na         | 0.10 | na    | 1.90  |
| 1985–86                      | 1.67           | 0.19                | 0.01         | na         | na         | 0.11 | na    | 1.98  |
| 1986–87                      | 1.68           | 0.19                | 0.01         | na         | na         | 0.11 | na    | 1.99  |
| 1987–88                      | 1.75           | 0.19                | 0.01         | na         | na         | 0.10 | na    | 2.05  |
| 1988–89                      | 1.82           | 0.19                | 0.01         | na         | na         | 0.10 | na    | 2.12  |
| 1989–90                      | 1.91           | 0.18                | 0.01         | na         | na         | 0.10 | na    | 2.20  |
| 1990–91                      | 1.92           | 0.17                | 0.01         | na         | na         | 0.10 | na    | 2.20  |
| 1991–92                      | 1.95           | 0.18                | 0.01         | na         | na         | 0.10 | na    | 2.24  |
| 1992–93                      | 2.02           | 0.19                | 0.01         | na         | na         | 0.10 | na    | 2.33  |
| 1993–94                      | 2.07           | 0.21                | 0.01         | na         | na         | 0.10 | na    | 2.38  |
| 1994–95                      | 2.10           | 0.22                | 0.01         | na         | na         | 0.10 | na    | 2.43  |
| 1995–96                      | 2.12           | 0.22                | 0.01         | na         | na         | 0.10 | na    | 2.45  |
| 1996–97                      | 2.12           | 0.22                | 0.01         | na         | na         | 0.09 | na    | 2.45  |
| 1997–98                      | 2.09           | 0.22                | 0.01         | na         | na         | 0.09 | na    | 2.41  |
| 1998–99                      | 2.08           | 0.22                | 0.01         | na         | na         | 0.09 | na    | 2.40  |
| 1999–00                      | 2.08           | 0.22                | 0.01         | na         | na         | 0.09 | na    | 2.40  |
| 2000–01                      | 2.02           | 0.22                | 0.01         | na         | na         | 0.09 | na    | 2.35  |
| 2001–02                      | 2.06           | 0.23                | 0.01         | na         | na         | 0.09 | na    | 2.39  |
| 2002–03                      | 2.14           | 0.23                | 0.01         | na         | na         | 0.09 | na    | 2.47  |
| 2003–04                      | 2.25           | 0.24                | 0.01         | na         | na         | 0.09 | na    | 2.59  |
| 2004–05                      | 2.20           | 0.24                | 0.01         | na         | na         | 0.09 | na    | 2.55  |
| 2005–06                      | 2.17           | 0.24                | 0.01         | na         | na         | 0.09 | na    | 2.52  |
| 2006–07                      | 2.19           | 0.25                | 0.01         | na         | na         | 0.09 | na    | 2.55  |
| 2007–08                      | 2.19           | 0.27                | 0.01         | na         | na         | 0.09 | na    | 2.57  |
| 2008–09                      | 2.16           | 0.28                | 0.01         | na         | na         | 0.10 | na    | 2.55  |
| 2009–10                      | 2.14           | 0.29                | 0.02         | na         | na         | 0.10 | na    | 2.53  |
| 2010–11                      | 2.12           | 0.29                | 0.01         | na         | na         | 0.10 | na    | 2.53  |
| 2011–12                      | 2.12           | 0.30                | 0.01         | na         | na         | 0.10 | na    | 2.54  |
| 2012–13                      | 2.11           | 0.31                | 0.01         | na         | na         | 0.10 | na    | 2.53  |
| 2013–14                      | 2.13           | 0.31                | 0.01         | na         | na         | 0.10 | na    | 2.56  |
| 2014–15                      | 2.14           | 0.32                | 0.02         | na         | na         | 0.10 | na    | 2.58  |
| 2015–16                      | 2.17           | 0.34                | 0.02         | na         | na         | 0.10 | na    | 2.62  |
| 2016–17                      | 2.18           | 0.35                | 0.02         | na         | na         | 0.10 | na    | 2.64  |
| 2017–18                      | 2.23           | 0.37                | 0.02         | na         | na         | 0.10 | na    | 2.72  |
| 2018–19                      | 2.25           | 0.37                | 0.02         | na         | na         | 0.11 | na    | 2.75  |
| 2019–20                      | 2.07           | 0.36                | 0.02         | na         | na         | 0.09 | na    | 2.54  |

na: not applicable.

Source: BITRE estimates.

**Table T 3.3g Total passenger kilometres travelled by capital city – Darwin**

| Financial year               | Passenger cars | Commercial vehicles | Motor cycles | Heavy rail | Light rail | Bus      | Ferry | Total |
|------------------------------|----------------|---------------------|--------------|------------|------------|----------|-------|-------|
| billion passenger kilometres |                |                     |              |            |            |          |       |       |
| 1976–77                      | 0.33           | 0.09                | 0.01         | na         | na         | 0.01     | na    | 0.44  |
| 1977–78                      | 0.35           | 0.10                | 0.01         | na         | na         | 0.01     | na    | 0.46  |
| 1978–79                      | 0.37           | 0.10                | 0.01         | na         | na         | 0.01     | na    | 0.49  |
| 1979–80                      | 0.38           | 0.10                | 0.01         | na         | na         | 0.02     | na    | 0.51  |
| 1980–81                      | 0.41           | 0.11                | 0.01         | na         | na         | 0.02     | na    | 0.55  |
| 1981–82                      | 0.45           | 0.11                | 0.01         | na         | na         | 0.02     | na    | 0.60  |
| 1982–83                      | 0.47           | 0.10                | 0.02         | na         | na         | 0.03     | na    | 0.61  |
| 1983–84                      | 0.51           | 0.11                | 0.02         | na         | na         | 0.03     | na    | 0.66  |
| 1984–85                      | 0.55           | 0.11                | 0.02         | na         | na         | 0.03     | na    | 0.71  |
| 1985–86                      | 0.61           | 0.12                | 0.01         | na         | na         | 0.03     | na    | 0.77  |
| 1986–87                      | 0.63           | 0.12                | 0.01         | na         | na         | 0.03     | na    | 0.79  |
| 1987–88                      | 0.65           | 0.12                | 0.01         | na         | na         | 0.03     | na    | 0.82  |
| 1988–89                      | 0.66           | 0.12                | 0.01         | na         | na         | 0.04     | na    | 0.84  |
| 1989–90                      | 0.68           | 0.12                | 0.01         | na         | na         | 0.04     | na    | 0.86  |
| 1990–91                      | 0.69           | 0.12                | 0.01         | na         | na         | 0.05     | na    | 0.86  |
| 1991–92                      | 0.70           | 0.12                | 0.01         | na         | na         | 0.05     | na    | 0.88  |
| 1992–93                      | 0.72           | 0.12                | 0.01         | na         | na         | 0.05     | na    | 0.90  |
| 1993–94                      | 0.74           | 0.13                | 0.01         | na         | na         | 0.05     | na    | 0.93  |
| 1994–95                      | 0.79           | 0.14                | 0.01         | na         | na         | 0.05     | na    | 0.99  |
| 1995–96                      | 0.83           | 0.14                | 0.01         | na         | na         | 0.06     | na    | 1.04  |
| 1996–97                      | 0.84           | 0.15                | 0.01         | na         | na         | 0.06     | na    | 1.06  |
| 1997–98                      | 0.86           | 0.16                | 0.01         | na         | na         | 0.06     | na    | 1.08  |
| 1998–99                      | 0.87           | 0.16                | 0.01         | na         | na         | 0.06     | na    | 1.10  |
| 1999–00                      | 0.88           | 0.16                | 0.01         | na         | na         | 0.06     | na    | 1.11  |
| 2000–01                      | 0.85           | 0.16                | 0.01         | na         | na         | 0.06     | na    | 1.08  |
| 2001–02                      | 0.86           | 0.16                | 0.01         | na         | na         | 0.06     | na    | 1.09  |
| 2002–03                      | 0.87           | 0.17                | 0.01         | na         | na         | 0.06     | na    | 1.10  |
| 2003–04                      | 0.89           | 0.17                | 0.01         | na         | na         | 0.06     | na    | 1.14  |
| 2004–05                      | 0.88           | 0.17                | 0.01         | na         | na         | 0.06     | na    | 1.13  |
| 2005–06                      | 0.87           | 0.18                | 0.01         | na         | na         | 0.06     | na    | 1.13  |
| 2006–07                      | 0.90           | 0.19                | 0.01         | na         | na         | 0.06     | na    | 1.17  |
| 2007–08                      | 0.93           | 0.20                | 0.01         | na         | na         | 0.07     | na    | 1.21  |
| 2008–09                      | 0.95           | 0.21                | 0.01         | na         | na         | 0.07     | na    | 1.24  |
| 2009–10                      | 0.95           | 0.22                | 0.01         | na         | na         | 0.07     | na    | 1.26  |
| 2010–11                      | 0.96           | 0.23                | 0.01         | na         | na         | 0.07     | na    | 1.27  |
| 2011–12                      | 0.97           | 0.23                | 0.01         | na         | na         | 0.07     | na    | 1.29  |
| 2012–13                      | 0.98           | 0.24                | 0.01         | na         | na         | 0.09     | na    | 1.33  |
| 2013–14                      | 1.01           | 0.25                | 0.01         | na         | na         | 0.11     | na    | 1.38  |
| 2014–15                      | 1.01           | 0.26                | 0.01         | na         | na         | 0.11     | na    | 1.40  |
| 2015–16                      | 1.04           | 0.26                | 0.01         | na         | na         | 0.11     | na    | 1.42  |
| 2016–17                      | 1.08           | 0.27                | 0.01         | na         | na         | 0.11     | na    | 1.47  |
| 2017–18                      | 1.11           | 0.29                | 0.01         | na         | na         | 0.11     | na    | 1.52  |
| 2018–19                      | 1.12           | 0.29                | 0.01         | na         | na         | 0.11     | na    | 1.53  |
| 2019–20                      | 1.08           | 0.28                | 0.01         | na         | na         | (d) 0.07 | na    | 1.45  |

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

na: not applicable.

Source: BITRE estimates.

**Table T 3.3h Total passenger kilometres travelled by capital city – Canberra**

| Financial year               | Passenger cars | Commercial vehicles | Motor cycles | Heavy rail | Light rail | Bus  | Ferry | Total |
|------------------------------|----------------|---------------------|--------------|------------|------------|------|-------|-------|
| billion passenger kilometres |                |                     |              |            |            |      |       |       |
| 1976–77                      | 1.99           | 0.16                | 0.02         | na         | na         | 0.09 | na    | 2.27  |
| 1977–78                      | 2.08           | 0.18                | 0.02         | na         | na         | 0.09 | na    | 2.37  |
| 1978–79                      | 2.15           | 0.18                | 0.02         | na         | na         | 0.11 | na    | 2.46  |
| 1979–80                      | 2.17           | 0.18                | 0.03         | na         | na         | 0.12 | na    | 2.50  |
| 1980–81                      | 2.20           | 0.18                | 0.03         | na         | na         | 0.12 | na    | 2.54  |
| 1981–82                      | 2.34           | 0.19                | 0.03         | na         | na         | 0.12 | na    | 2.68  |
| 1982–83                      | 2.37           | 0.19                | 0.03         | na         | na         | 0.14 | na    | 2.73  |
| 1983–84                      | 2.49           | 0.20                | 0.04         | na         | na         | 0.16 | na    | 2.89  |
| 1984–85                      | 2.62           | 0.21                | 0.04         | na         | na         | 0.17 | na    | 3.03  |
| 1985–86                      | 2.74           | 0.22                | 0.04         | na         | na         | 0.16 | na    | 3.16  |
| 1986–87                      | 2.82           | 0.23                | 0.03         | na         | na         | 0.17 | na    | 3.26  |
| 1987–88                      | 2.99           | 0.24                | 0.03         | na         | na         | 0.18 | na    | 3.44  |
| 1988–89                      | 3.16           | 0.25                | 0.04         | na         | na         | 0.18 | na    | 3.62  |
| 1989–90                      | 3.29           | 0.25                | 0.03         | na         | na         | 0.18 | na    | 3.76  |
| 1990–91                      | 3.34           | 0.25                | 0.03         | na         | na         | 0.18 | na    | 3.81  |
| 1991–92                      | 3.45           | 0.25                | 0.03         | na         | na         | 0.18 | na    | 3.91  |
| 1992–93                      | 3.59           | 0.26                | 0.03         | na         | na         | 0.18 | na    | 4.06  |
| 1993–94                      | 3.70           | 0.26                | 0.03         | na         | na         | 0.18 | na    | 4.16  |
| 1994–95                      | 3.79           | 0.28                | 0.03         | na         | na         | 0.19 | na    | 4.28  |
| 1995–96                      | 3.82           | 0.29                | 0.03         | na         | na         | 0.19 | na    | 4.33  |
| 1996–97                      | 3.83           | 0.28                | 0.02         | na         | na         | 0.20 | na    | 4.34  |
| 1997–98                      | 3.84           | 0.29                | 0.02         | na         | na         | 0.20 | na    | 4.36  |
| 1998–99                      | 3.93           | 0.29                | 0.02         | na         | na         | 0.20 | na    | 4.45  |
| 1999–00                      | 4.02           | 0.30                | 0.02         | na         | na         | 0.19 | na    | 4.53  |
| 2000–01                      | 3.95           | 0.30                | 0.02         | na         | na         | 0.19 | na    | 4.45  |
| 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         | 0.18 | na    | 4.68  |
| 2003–04                      | 4.34           | 0.33                | 0.03         | na         | na         | 0.18 | na    | 4.87  |
| 2004–05                      | 4.34           | 0.33                | 0.03         | na         | na         | 0.18 | na    | 4.87  |
| 2005–06                      | 4.28           | 0.33                | 0.03         | na         | na         | 0.18 | na    | 4.82  |
| 2006–07                      | 4.33           | 0.34                | 0.03         | na         | na         | 0.17 | na    | 4.88  |
| 2007–08                      | 4.35           | 0.36                | 0.04         | na         | na         | 0.17 | na    | 4.91  |
| 2008–09                      | 4.35           | 0.37                | 0.04         | na         | na         | 0.17 | na    | 4.93  |
| 2009–10                      | 4.38           | 0.38                | 0.04         | na         | na         | 0.18 | na    | 4.98  |
| 2010–11                      | 4.43           | 0.39                | 0.04         | na         | na         | 0.18 | na    | 5.04  |
| 2011–12                      | 4.51           | 0.41                | 0.04         | na         | na         | 0.18 | na    | 5.13  |
| 2012–13                      | 4.58           | 0.42                | 0.04         | na         | na         | 0.18 | na    | 5.21  |
| 2013–14                      | 4.63           | 0.43                | 0.04         | na         | na         | 0.18 | na    | 5.27  |
| 2014–15                      | 4.70           | 0.44                | 0.04         | na         | na         | 0.18 | na    | 5.36  |
| 2015–16                      | 4.81           | 0.46                | 0.04         | na         | na         | 0.18 | na    | 5.48  |
| 2016–17                      | 4.90           | 0.47                | 0.04         | na         | na         | 0.18 | na    | 5.60  |
| 2017–18                      | 4.94           | 0.49                | 0.04         | na         | na         | 0.19 | na    | 5.67  |
| 2018–19                      | 4.96           | 0.50                | 0.04         | na         | 0.01       | 0.20 | na    | 5.70  |
| 2019–20                      | 4.67           | 0.49                | 0.04         | na         | 0.03       | 0.14 | na    | 5.36  |

na: not applicable.

Source: BITRE estimates.

**Table T 3.3i Total passenger kilometres travelled by capital city – Australian capital cities**

| Financial year               | Passenger cars | Commercial vehicles | Motor cycles | Heavy rail | Light rail | Bus (f)  | Ferry    | Total  |
|------------------------------|----------------|---------------------|--------------|------------|------------|----------|----------|--------|
| billion passenger kilometres |                |                     |              |            |            |          |          |        |
| 1976–77                      | 73.73          | 6.70                | 0.82         | 5.68       | 0.54       | 3.78     | 0.12     | 91.39  |
| 1977–78                      | 76.58          | 7.11                | 0.83         | 5.53       | 0.54       | 3.86     | 0.12     | 94.57  |
| 1978–79                      | 78.97          | 7.28                | 0.83         | 5.41       | 0.54       | 3.86     | 0.12     | 97.01  |
| 1979–80                      | 79.45          | 7.16                | 0.88         | 5.77       | 0.54       | 3.98     | 0.13     | 97.92  |
| 1980–81                      | 80.77          | 7.20                | 0.92         | 5.85       | 0.55       | 4.07     | 0.13     | 99.49  |
| 1981–82                      | 85.07          | 7.35                | 1.00         | 5.88       | 0.56       | 4.07     | 0.14     | 104.06 |
| 1982–83                      | 85.48          | 7.19                | 1.01         | 5.69       | 0.55       | 4.11     | 0.15     | 104.19 |
| 1983–84                      | 89.53          | 7.72                | 1.04         | 5.70       | 0.56       | 4.12     | 0.15     | 108.83 |
| 1984–85                      | 93.03          | 8.07                | 1.06         | 5.72       | 0.62       | 4.20     | 0.16     | 112.85 |
| 1985–86                      | 96.53          | 8.38                | 0.99         | 6.18       | 0.64       | 4.31     | 0.16     | 117.19 |
| 1986–87                      | 98.93          | 8.59                | 0.96         | 6.39       | 0.65       | 4.45     | 0.17     | 120.14 |
| 1987–88                      | 103.80         | 8.99                | 0.94         | 6.65       | 0.67       | 4.62     | 0.15     | 125.82 |
| 1988–89                      | 108.61         | 9.35                | 1.00         | 6.89       | 0.70       | 4.75     | 0.17     | 131.47 |
| 1989–90                      | 111.50         | 9.37                | 0.92         | 6.94       | 0.56       | 4.79     | 0.18     | 134.27 |
| 1990–91                      | 111.40         | 9.02                | 0.84         | 7.00       | 0.62       | 4.88     | 0.15     | 133.91 |
| 1991–92                      | 113.50         | 9.11                | 0.84         | 7.02       | 0.62       | 4.85     | 0.13     | 136.06 |
| 1992–93                      | 116.86         | 9.35                | 0.83         | 6.96       | 0.54       | 4.74     | 0.11     | 139.40 |
| 1993–94                      | 119.80         | 9.75                | 0.81         | 7.20       | 0.54       | 4.82     | 0.12     | 143.03 |
| 1994–95                      | 123.70         | 10.41               | 0.79         | 7.60       | 0.54       | 5.00     | 0.13     | 148.16 |
| 1995–96                      | 125.43         | 10.75               | 0.75         | 7.84       | 0.55       | 5.08     | 0.13     | 150.52 |
| 1996–97                      | 126.16         | 10.81               | 0.74         | 8.05       | 0.54       | 5.13     | 0.14     | 151.58 |
| 1997–98                      | 128.15         | 11.19               | 0.71         | 8.03       | 0.54       | 5.21     | 0.13     | 153.97 |
| 1998–99                      | 131.42         | 11.35               | 0.68         | 8.20       | 0.56       | 5.17     | 0.13     | 157.51 |
| 1999–00                      | 134.57         | 11.49               | 0.69         | 8.55       | 0.60       | 5.24     | 0.13     | 161.26 |
| 2000–01                      | 133.95         | 11.63               | 0.71         | 9.11       | 0.61       | 5.30     | 0.15     | 161.46 |
| 2001–02                      | 136.72         | 12.00               | 0.75         | 8.87       | 0.62       | 5.26     | 0.14     | 164.36 |
| 2002–03                      | 139.75         | 12.30               | 0.74         | 8.96       | 0.63       | 5.32     | 0.14     | 167.85 |
| 2003–04                      | 145.90         | 12.65               | 0.78         | 9.14       | 0.63       | 5.36     | 0.14     | 174.60 |
| 2004–05                      | 146.80         | 12.71               | 0.84         | 9.26       | 0.64       | 5.45     | 0.15     | 175.84 |
| 2005–06                      | 144.77         | 12.95               | 0.91         | 9.79       | 0.66       | 5.60     | 0.15     | 174.81 |
| 2006–07                      | 146.33         | 13.45               | 0.98         | 10.27      | 0.67       | 5.75     | 0.15     | 177.60 |
| 2007–08                      | 147.56         | 14.18               | 1.05         | 11.17      | 0.69       | 5.95     | 0.15     | 180.75 |
| 2008–09                      | 147.25         | 14.62               | 1.12         | 11.68      | 0.76       | 6.26     | 0.16     | 181.85 |
| 2009–10                      | 148.52         | 15.41               | 1.15         | 11.59      | 0.75       | 6.41     | 0.16     | 184.00 |
| 2010–11                      | 150.65         | 15.85               | 1.13         | 11.78      | 0.78       | 6.63     | 0.16     | 186.97 |
| 2011–12                      | 152.35         | 16.32               | 1.10         | 11.92      | 0.82       | 6.96     | 0.16     | 189.62 |
| 2012–13                      | 154.27         | 16.75               | 1.13         | 12.00      | 0.79       | 6.96     | 0.17     | 192.06 |
| 2013–14                      | 156.81         | 17.19               | 1.15         | 12.12      | 0.77       | 7.07     | 0.18     | 195.29 |
| 2014–15                      | 160.12         | 17.67               | 1.17         | 12.48      | 0.80       | 7.04     | 0.17     | 199.44 |
| 2015–16                      | 164.46         | 18.21               | 1.19         | 12.87      | 0.87       | 7.05     | 0.18     | 204.82 |
| 2016–17                      | 167.73         | 18.91               | 1.19         | 13.33      | 0.88       | 7.04     | 0.18     | 209.26 |
| 2017–18                      | 168.88         | 19.66               | 1.19         | 13.86      | 0.89       | 7.24     | 0.18     | 211.91 |
| 2018–19                      | 169.94         | 19.95               | 1.18         | 14.42      | 0.90       | 7.52     | 0.17     | 214.09 |
| 2019–20                      | 157.51         | 19.33               | 1.14         | (e) 11.46  | (e) 0.74   | (e) 5.70 | (e) 0.13 | 196.02 |

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

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

Source: BITRE estimates.

**Table T 3.4a** Method of travel to work, by state/territory – New South Wales

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

See end notes.

na: not available.

Source: ABS (2017a).

**Table T 3.4b** Method of travel to work, by state/territory – Victoria

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

See end notes.

na: not available.

Source: ABS (2017a).

**Table T 3.4c** Method of travel to work, by state/territory – Queensland

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

See end notes.

na: not available.

Source: ABS (2017a).

**Table T 3.4d** Method of travel to work, by state/territory – South Australia

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

See end notes.

na: not available.

Source: ABS (2017a).

**Table T 3.4e** Method of travel to work, by state/territory – Western Australia

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

See end notes.

na: not available.

Source: ABS (2017a).

**Table T 3.4f** Method of travel to work, by state/territory – Tasmania

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

See end notes.

na: not available.

Source: ABS (2017a).

**Table T 3.4g** Method of travel to work, by state/territory – Northern Territory

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

See end notes.

na: not available.

Source: ABS (2017a).

**Table T 3.4h** Method of travel to work, by state/territory – Australian Capital Territory

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

See end notes.

na: not available.

Source: ABS (2017a).

**Table T 3.4i** Method of travel to work, by state/territory – total Australia

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

See end notes.

na: not available.

Source: ABS (2017a).

**Table T 3.4j Total employed persons, by state/territory**

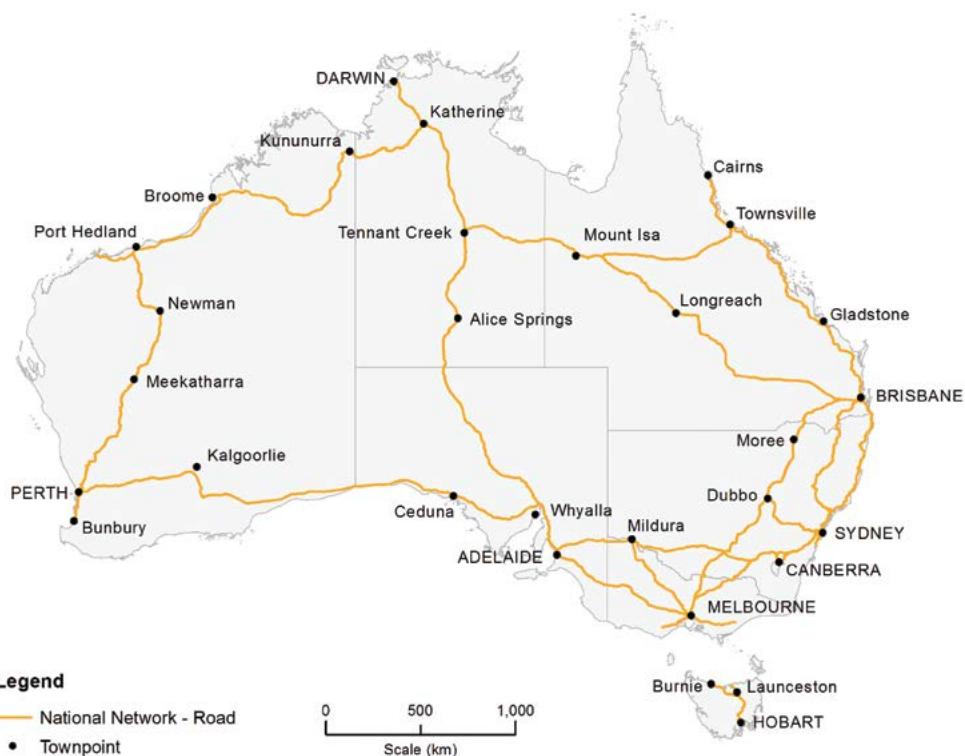
| Month and year | NSW                        | VIC       | QLD       | SA      | WA        | TAS     | NT      | ACT     | Total Australia |
|----------------|----------------------------|-----------|-----------|---------|-----------|---------|---------|---------|-----------------|
|                | Number of employed persons |           |           |         |           |         |         |         |                 |
| Aug–1978       | 2 103 275                  | 1 638 671 | 881 536   | 553 315 | 519 220   | 165 840 | 46 439  | 97 065  | 6 005 361       |
| Aug–1979       | 2 127 576                  | 1 648 181 | 906 419   | 548 795 | 530 175   | 172 893 | 49 050  | 95 431  | 6 078 522       |
| Aug–1980       | 2 206 300                  | 1 703 090 | 942 181   | 549 905 | 554 579   | 172 495 | 52 977  | 99 823  | 6 281 351       |
| Aug–1981       | 2 240 139                  | 1 721 083 | 978 860   | 557 789 | 562 632   | 171 648 | 59 007  | 102 586 | 6 393 744       |
| Aug–1982       | 2 226 955                  | 1 716 978 | 988 065   | 549 947 | 573 032   | 167 011 | 58 318  | 99 042  | 6 379 347       |
| Aug–1983       | 2 140 823                  | 1 675 133 | 980 324   | 537 887 | 574 460   | 165 011 | 59 607  | 107 909 | 6 241 155       |
| Aug–1984       | 2 241 382                  | 1 722 798 | 1 008 068 | 563 561 | 593 632   | 166 770 | 55 539  | 114 365 | 6 466 116       |
| Aug–1985       | 2 268 672                  | 1 786 186 | 1 058 720 | 573 902 | 622 116   | 177 398 | 68 277  | 120 267 | 6 675 538       |
| Aug–1986       | 2 339 185                  | 1 828 604 | 1 111 039 | 596 874 | 659 307   | 183 111 | 71 342  | 129 064 | 6 918 525       |
| Aug–1987       | 2 378 261                  | 1 923 534 | 1 129 645 | 600 375 | 677 124   | 180 621 | 72 143  | 130 554 | 7 092 257       |
| Aug–1988       | 2 496 338                  | 1 930 446 | 1 199 247 | 617 853 | 712 294   | 188 680 | 70 316  | 138 112 | 7 353 286       |
| Aug–1989       | 2 587 933                  | 2 049 087 | 1 277 534 | 650 613 | 739 458   | 195 418 | 73 799  | 141 430 | 7 715 273       |
| Aug–1990       | 2 613 059                  | 2 071 256 | 1 314 417 | 651 722 | 743 581   | 197 638 | 73 580  | 142 730 | 7 807 983       |
| Aug–1991       | 2 588 182                  | 1 963 645 | 1 296 483 | 627 912 | 728 773   | 194 338 | 75 287  | 146 082 | 7 620 703       |
| Aug–1992       | 2 580 524                  | 1 936 585 | 1 328 165 | 619 151 | 733 585   | 192 453 | 77 016  | 145 919 | 7 613 399       |
| Aug–1993       | 2 533 395                  | 1 905 585 | 1 348 495 | 625 896 | 757 926   | 188 579 | 76 723  | 152 804 | 7 589 403       |
| Aug–1994       | 2 623 744                  | 1 958 174 | 1 424 632 | 638 205 | 793 334   | 191 825 | 76 178  | 155 601 | 7 861 694       |
| Aug–1995       | 2 741 951                  | 2 039 022 | 1 476 576 | 645 893 | 827 227   | 194 744 | 80 834  | 159 673 | 8 165 919       |
| Aug–1996       | 2 770 218                  | 2 064 961 | 1 497 430 | 645 811 | 845 583   | 199 774 | 87 090  | 154 997 | 8 265 865       |
| Aug–1997       | 2 746 353                  | 2 048 142 | 1 516 979 | 646 638 | 857 044   | 191 353 | 86 873  | 156 925 | 8 250 306       |
| Aug–1998       | 2 798 056                  | 2 133 411 | 1 558 881 | 636 514 | 882 782   | 194 560 | 91 444  | 159 586 | 8 455 233       |
| Aug–1999       | 2 867 641                  | 2 130 637 | 1 598 695 | 660 013 | 891 933   | 193 581 | 96 889  | 164 235 | 8 603 624       |
| Aug–2000       | 2 992 916                  | 2 212 408 | 1 647 163 | 678 195 | 916 665   | 197 309 | 92 123  | 174 810 | 8 911 588       |
| Aug–2001       | 3 007 640                  | 2 240 409 | 1 663 074 | 671 810 | 925 757   | 193 121 | 98 703  | 171 382 | 8 971 895       |
| Aug–2002       | 3 045 060                  | 2 275 763 | 1 728 784 | 685 758 | 940 127   | 196 568 | 100 834 | 177 392 | 9 150 286       |
| Aug–2003       | 3 085 546                  | 2 313 653 | 1 784 696 | 710 553 | 952 760   | 206 558 | 96 697  | 176 487 | 9 326 951       |
| Aug–2004       | 3 083 894                  | 2 361 887 | 1 850 656 | 710 368 | 969 239   | 211 736 | 96 219  | 178 088 | 9 462 087       |
| Aug–2005       | 3 182 309                  | 2 446 009 | 1 962 368 | 735 556 | 1 039 910 | 219 092 | 98 165  | 186 926 | 9 870 336       |
| Aug–2006       | 3 226 341                  | 2 505 369 | 2 036 215 | 751 359 | 1 067 806 | 221 511 | 101 650 | 195 523 | 10 105 773      |
| Aug–2007       | 3 295 228                  | 2 582 325 | 2 110 542 | 764 741 | 1 121 022 | 225 791 | 109 860 | 196 888 | 10 406 398      |
| Aug–2008       | 3 353 918                  | 2 643 269 | 2 197 048 | 781 512 | 1 179 032 | 241 893 | 114 365 | 199 404 | 10 710 441      |
| Aug–2009       | 3 366 323                  | 2 657 816 | 2 193 718 | 772 810 | 1 168 714 | 229 905 | 119 023 | 198 948 | 10 707 257      |
| Aug–2010       | 3 435 296                  | 2 750 450 | 2 214 384 | 797 798 | 1 208 862 | 237 406 | 123 504 | 206 123 | 10 973 823      |
| Aug–2011       | 3 476 971                  | 2 787 293 | 2 258 842 | 801 170 | 1 241 133 | 234 676 | 120 175 | 206 955 | 11 127 215      |
| Aug–2012       | 3 506 229                  | 2 812 492 | 2 280 295 | 792 560 | 1 297 996 | 232 493 | 128 857 | 213 194 | 11 264 117      |
| Aug–2013       | 3 567 203                  | 2 859 282 | 2 284 921 | 787 616 | 1 293 647 | 228 093 | 130 100 | 210 548 | 11 361 410      |
| Aug–2014       | 3 623 193                  | 2 912 969 | 2 336 300 | 808 762 | 1 312 986 | 237 761 | 130 948 | 209 845 | 11 572 764      |
| Aug–2015       | 3 708 785                  | 2 960 394 | 2 333 998 | 800 058 | 1 313 471 | 240 728 | 135 640 | 209 558 | 11 702 631      |
| Aug–2016       | 3 783 338                  | 3 101 436 | 2 341 043 | 806 888 | 1 283 849 | 235 372 | 133 418 | 219 364 | 11 904 709      |
| Aug–2017       | 3 861 081                  | 3 201 415 | 2 441 028 | 825 219 | 1 312 290 | 245 800 | 135 689 | 222 810 | 12 245 332      |
| Aug–2018       | 4 010 761                  | 3 274 867 | 2 488 794 | 832 680 | 1 333 200 | 248 871 | 133 356 | 224 551 | 12 547 078      |
| Aug–2019       | 4 137 103                  | 3 392 340 | 2 523 129 | 847 871 | 1 352 252 | 247 369 | 128 299 | 230 995 | 12 859 357      |
| Aug–2020       | 4 028 200                  | 3 224 700 | 2 518 000 | 843 700 | 1 352 800 | 252 000 | 125 500 | 239 800 | 12 571 900      |

Source: ABS (2020i).

# CHAPTER 4

## Road

**Figure T 4** Map of national road network



**Table T 4.1** Intercapital road distances

|           | Sydney | Melbourne | Brisbane | Adelaide | Perth | Darwin | Canberra |
|-----------|--------|-----------|----------|----------|-------|--------|----------|
|           | km     | km        | km       | km       | km    | km     | km       |
| Sydney    | -      | 878       | 910      | 1 375    | 3 934 | 3 935  | 294      |
| Melbourne | -      | -         | 1 666    | 727      | 3 420 | 3 755  | 666      |
| Brisbane  | -      | -         | -        | 2 007    | 4 316 | 3 426  | 1 183    |
| Adelaide  | -      | -         | -        | -        | 2 695 | 3 030  | 1 159    |
| Perth     | -      | -         | -        | -        | -     | 3 848  | 3 718    |
| Darwin    | -      | -         | -        | -        | -     | -      | 3 935    |

Source: Google maps as at 22 June 2020.

**Table T 4.2 Total vehicle kilometres travelled, by vehicle type**

| Financial year                       | Passenger cars | Motor cycles | Buses | Light commercial vehicles | Rigid and other trucks | Articulated trucks | Total  |
|--------------------------------------|----------------|--------------|-------|---------------------------|------------------------|--------------------|--------|
| billion vehicle kilometres travelled |                |              |       |                           |                        |                    |        |
| 1973–74                              | 71.99          | 1.30         | 0.69  | 12.02                     | 4.87                   | 1.90               | 92.76  |
| 1974–75                              | 75.21          | 1.40         | 0.69  | 12.96                     | 5.03                   | 1.91               | 97.19  |
| 1975–76                              | 78.40          | 1.64         | 0.69  | 13.12                     | 5.25                   | 2.03               | 101.12 |
| 1976–77                              | 82.08          | 1.68         | 0.70  | 14.83                     | 5.15                   | 2.20               | 106.64 |
| 1977–78                              | 85.02          | 1.73         | 0.71  | 16.11                     | 5.10                   | 2.22               | 110.90 |
| 1978–79                              | 87.56          | 1.77         | 0.73  | 16.67                     | 5.13                   | 2.60               | 114.46 |
| 1979–80                              | 88.06          | 1.90         | 0.77  | 16.79                     | 5.65                   | 2.80               | 115.97 |
| 1980–81                              | 89.57          | 2.00         | 0.82  | 17.34                     | 6.13                   | 2.88               | 118.74 |
| 1981–82                              | 94.14          | 2.18         | 0.86  | 17.86                     | 6.97                   | 3.06               | 125.07 |
| 1982–83                              | 94.64          | 2.20         | 0.95  | 17.89                     | 6.22                   | 3.03               | 124.94 |
| 1983–84                              | 99.13          | 2.25         | 1.05  | 19.32                     | 6.17                   | 3.41               | 131.32 |
| 1984–85                              | 103.07         | 2.28         | 1.14  | 20.52                     | 6.34                   | 3.59               | 136.95 |
| 1985–86                              | 106.47         | 2.10         | 1.22  | 21.23                     | 6.22                   | 3.67               | 140.91 |
| 1986–87                              | 109.00         | 2.00         | 1.30  | 21.72                     | 6.28                   | 3.69               | 144.00 |
| 1987–88                              | 114.57         | 1.92         | 1.39  | 22.77                     | 6.69                   | 3.95               | 151.29 |
| 1988–89                              | 120.30         | 2.00         | 1.47  | 23.73                     | 6.73                   | 4.05               | 158.28 |
| 1989–90                              | 124.00         | 1.80         | 1.56  | 23.90                     | 6.84                   | 4.13               | 162.23 |
| 1990–91                              | 124.47         | 1.62         | 1.52  | 23.30                     | 6.12                   | 4.07               | 161.10 |
| 1991–92                              | 127.18         | 1.61         | 1.48  | 24.17                     | 5.91                   | 4.10               | 164.46 |
| 1992–93                              | 131.33         | 1.62         | 1.49  | 24.95                     | 5.82                   | 4.39               | 169.61 |
| 1993–94                              | 134.91         | 1.59         | 1.55  | 25.76                     | 6.02                   | 4.53               | 174.35 |
| 1994–95                              | 139.38         | 1.57         | 1.59  | 27.27                     | 6.32                   | 4.82               | 180.95 |
| 1995–96                              | 141.59         | 1.52         | 1.64  | 28.28                     | 6.65                   | 5.02               | 184.71 |
| 1996–97                              | 142.87         | 1.52         | 1.65  | 28.65                     | 7.15                   | 5.21               | 187.06 |
| 1997–98                              | 144.51         | 1.46         | 1.69  | 29.94                     | 7.24                   | 5.40               | 190.24 |
| 1998–99                              | 148.08         | 1.40         | 1.71  | 30.69                     | 7.17                   | 5.55               | 194.61 |
| 1999–00                              | 151.17         | 1.42         | 1.76  | 31.33                     | 7.29                   | 5.70               | 198.67 |
| 2000–01                              | 149.75         | 1.46         | 1.80  | 31.70                     | 7.17                   | 5.62               | 197.51 |
| 2001–02                              | 153.63         | 1.55         | 1.82  | 32.94                     | 7.44                   | 5.81               | 203.19 |
| 2002–03                              | 157.71         | 1.52         | 1.86  | 34.02                     | 7.70                   | 5.97               | 208.78 |
| 2003–04                              | 165.35         | 1.60         | 1.89  | 35.15                     | 7.85                   | 6.16               | 218.00 |
| 2004–05                              | 166.02         | 1.72         | 1.91  | 35.38                     | 8.10                   | 6.32               | 219.45 |
| 2005–06                              | 162.91         | 1.88         | 1.96  | 36.28                     | 8.39                   | 6.46               | 217.89 |
| 2006–07                              | 164.94         | 2.04         | 2.00  | 37.64                     | 8.62                   | 6.72               | 221.95 |
| 2007–08                              | 165.73         | 2.20         | 2.06  | 39.26                     | 8.86                   | 6.91               | 225.02 |
| 2008–09                              | 165.08         | 2.32         | 2.13  | 40.19                     | 8.75                   | 6.83               | 225.31 |
| 2009–10                              | 166.15         | 2.39         | 2.20  | 41.85                     | 8.99                   | 6.95               | 228.53 |
| 2010–11                              | 168.03         | 2.34         | 2.27  | 43.12                     | 9.21                   | 7.20               | 232.17 |
| 2011–12                              | 169.58         | 2.28         | 2.36  | 44.48                     | 9.45                   | 7.45               | 235.61 |
| 2012–13                              | 171.20         | 2.33         | 2.40  | 45.83                     | 9.65                   | 7.65               | 239.07 |
| 2013–14                              | 173.71         | 2.38         | 2.44  | 47.09                     | 9.84                   | 7.84               | 243.30 |
| 2014–15                              | 177.09         | 2.41         | 2.46  | 48.48                     | 10.03                  | 7.95               | 248.41 |
| 2015–16                              | 181.47         | 2.45         | 2.48  | 50.11                     | 10.30                  | 8.03               | 254.85 |
| 2016–17                              | 184.62         | 2.47         | 2.49  | 51.95                     | 10.54                  | 8.12               | 260.19 |
| 2017–18                              | 185.41         | 2.46         | 2.52  | 54.00                     | 10.81                  | 8.22               | 263.41 |
| 2018–19                              | 185.45         | 2.44         | 2.54  | 54.39                     | 10.91                  | 8.27               | 264.00 |
| 2019–20                              | 170.63         | 2.37         | 2.38  | 52.50                     | 10.81                  | 8.31               | 246.99 |

Note: 2019–20 data are preliminary/provisional.

Source: BITRE estimates.

**Table T 4.3** Total vehicle kilometres travelled by state/territory

| Financial year                       | NSW   | VIC   | QLD   | SA    | WA    | TAS  | NT   | ACT  | Total  |
|--------------------------------------|-------|-------|-------|-------|-------|------|------|------|--------|
| billion vehicle kilometres travelled |       |       |       |       |       |      |      |      |        |
| 1974–75                              | 33.18 | 26.38 | 14.11 | 9.09  | 9.65  | 2.74 | 0.67 | 1.37 | 97.19  |
| 1975–76                              | 34.00 | 27.48 | 14.95 | 9.49  | 10.17 | 2.82 | 0.75 | 1.47 | 101.12 |
| 1976–77                              | 35.60 | 28.96 | 15.84 | 9.98  | 10.91 | 2.95 | 0.84 | 1.57 | 106.64 |
| 1977–78                              | 36.77 | 30.05 | 16.70 | 10.29 | 11.49 | 3.07 | 0.89 | 1.64 | 110.90 |
| 1978–79                              | 38.12 | 30.76 | 17.56 | 10.40 | 11.84 | 3.15 | 0.94 | 1.70 | 114.46 |
| 1979–80                              | 38.83 | 30.83 | 18.18 | 10.28 | 11.97 | 3.16 | 0.99 | 1.72 | 115.97 |
| 1980–81                              | 39.90 | 31.30 | 19.12 | 10.27 | 12.16 | 3.19 | 1.04 | 1.76 | 118.74 |
| 1981–82                              | 41.72 | 32.99 | 20.60 | 10.68 | 12.79 | 3.32 | 1.12 | 1.86 | 125.07 |
| 1982–83                              | 41.18 | 33.15 | 20.85 | 10.69 | 12.73 | 3.33 | 1.13 | 1.89 | 124.94 |
| 1983–84                              | 43.23 | 34.73 | 21.91 | 11.28 | 13.45 | 3.52 | 1.21 | 1.99 | 131.32 |
| 1984–85                              | 45.11 | 36.22 | 22.79 | 11.80 | 13.94 | 3.69 | 1.28 | 2.10 | 136.95 |
| 1985–86                              | 46.03 | 37.47 | 23.59 | 12.14 | 14.35 | 3.79 | 1.34 | 2.20 | 140.91 |
| 1986–87                              | 46.70 | 38.63 | 24.20 | 12.36 | 14.66 | 3.82 | 1.36 | 2.27 | 144.00 |
| 1987–88                              | 48.65 | 40.92 | 25.65 | 12.87 | 15.43 | 3.97 | 1.40 | 2.41 | 151.29 |
| 1988–89                              | 50.42 | 42.99 | 27.29 | 13.32 | 16.16 | 4.12 | 1.42 | 2.54 | 158.28 |
| 1989–90                              | 51.48 | 44.02 | 28.22 | 13.51 | 16.63 | 4.28 | 1.45 | 2.64 | 162.23 |
| 1990–91                              | 50.93 | 43.54 | 28.49 | 13.30 | 16.48 | 4.26 | 1.43 | 2.67 | 161.10 |
| 1991–92                              | 51.80 | 44.20 | 29.73 | 13.43 | 16.74 | 4.34 | 1.46 | 2.76 | 164.46 |
| 1992–93                              | 53.38 | 45.13 | 31.30 | 13.69 | 17.25 | 4.49 | 1.50 | 2.87 | 169.61 |
| 1993–94                              | 54.82 | 46.06 | 32.55 | 13.77 | 18.07 | 4.60 | 1.54 | 2.95 | 174.35 |
| 1994–95                              | 56.71 | 47.38 | 34.31 | 13.99 | 19.17 | 4.73 | 1.62 | 3.04 | 180.95 |
| 1995–96                              | 57.43 | 48.45 | 35.52 | 14.06 | 19.69 | 4.79 | 1.70 | 3.08 | 184.71 |
| 1996–97                              | 57.76 | 49.38 | 36.10 | 14.19 | 20.00 | 4.81 | 1.73 | 3.09 | 187.06 |
| 1997–98                              | 58.85 | 49.88 | 37.03 | 14.43 | 20.41 | 4.77 | 1.76 | 3.11 | 190.24 |
| 1998–99                              | 60.24 | 51.06 | 37.86 | 14.84 | 20.89 | 4.76 | 1.78 | 3.17 | 194.61 |
| 1999–00                              | 61.72 | 51.70 | 38.99 | 15.26 | 21.19 | 4.77 | 1.80 | 3.23 | 198.67 |
| 2000–01                              | 61.50 | 51.06 | 39.15 | 15.20 | 21.00 | 4.67 | 1.75 | 3.18 | 197.51 |
| 2001–02                              | 62.85 | 52.86 | 40.64 | 15.50 | 21.52 | 4.79 | 1.78 | 3.26 | 203.19 |
| 2002–03                              | 64.01 | 54.53 | 41.98 | 16.01 | 22.10 | 4.97 | 1.82 | 3.36 | 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 | 221.95 |
| 2007–08                              | 67.93 | 57.64 | 48.23 | 15.92 | 24.46 | 5.28 | 1.99 | 3.58 | 225.02 |
| 2008–09                              | 68.02 | 57.32 | 48.09 | 15.89 | 25.12 | 5.25 | 2.03 | 3.59 | 225.31 |
| 2009–10                              | 68.96 | 58.52 | 48.80 | 16.11 | 25.23 | 5.24 | 2.04 | 3.62 | 228.53 |
| 2010–11                              | 70.36 | 59.77 | 49.19 | 16.14 | 25.71 | 5.26 | 2.06 | 3.68 | 232.17 |
| 2011–12                              | 71.11 | 60.86 | 50.03 | 16.15 | 26.35 | 5.29 | 2.07 | 3.75 | 235.61 |
| 2012–13                              | 72.11 | 61.68 | 50.95 | 16.34 | 26.77 | 5.29 | 2.10 | 3.82 | 239.07 |
| 2013–14                              | 73.24 | 62.95 | 51.71 | 16.70 | 27.37 | 5.33 | 2.13 | 3.87 | 243.30 |
| 2014–15                              | 74.85 | 64.33 | 52.82 | 16.99 | 27.95 | 5.39 | 2.15 | 3.94 | 248.41 |
| 2015–16                              | 76.87 | 66.02 | 54.27 | 17.35 | 28.68 | 5.46 | 2.17 | 4.03 | 254.85 |
| 2016–17                              | 78.69 | 67.67 | 55.39 | 17.61 | 28.97 | 5.51 | 2.21 | 4.12 | 260.19 |
| 2017–18                              | 79.65 | 68.77 | 56.09 | 17.77 | 29.07 | 5.63 | 2.26 | 4.18 | 263.41 |
| 2018–19                              | 79.62 | 69.47 | 56.15 | 17.58 | 29.10 | 5.65 | 2.25 | 4.18 | 264.00 |
| 2019–20                              | 74.56 | 64.30 | 53.00 | 16.39 | 27.35 | 5.27 | 2.16 | 3.96 | 246.99 |

Note: 2019–20 data are preliminary/provisional

Note: NSW includes Jervis Bay

Source: BITRE estimates.

**Table T 4.4 Total vehicle kilometres travelled by capital city**

| Financial year                       | Sydney | Melbourne | Brisbane | Adelaide | Perth | Hobart | Darwin | Canberra | Total  |
|--------------------------------------|--------|-----------|----------|----------|-------|--------|--------|----------|--------|
| billion vehicle kilometres travelled |        |           |          |          |       |        |        |          |        |
| 1974–75                              | 17.76  | 15.36     | 5.76     | 5.76     | 5.95  | 0.89   | 0.25   | 1.36     | 53.10  |
| 1975–76                              | 18.23  | 16.21     | 6.14     | 6.04     | 6.28  | 0.94   | 0.31   | 1.46     | 55.61  |
| 1976–77                              | 19.07  | 17.23     | 6.51     | 6.35     | 6.72  | 1.00   | 0.34   | 1.56     | 58.78  |
| 1977–78                              | 19.68  | 18.06     | 6.88     | 6.53     | 7.07  | 1.08   | 0.35   | 1.63     | 61.29  |
| 1978–79                              | 20.36  | 18.63     | 7.23     | 6.57     | 7.28  | 1.12   | 0.38   | 1.69     | 63.24  |
| 1979–80                              | 20.69  | 18.78     | 7.41     | 6.44     | 7.37  | 1.14   | 0.40   | 1.71     | 63.95  |
| 1980–81                              | 21.15  | 19.18     | 7.72     | 6.39     | 7.50  | 1.17   | 0.43   | 1.75     | 65.27  |
| 1981–82                              | 22.14  | 20.33     | 8.29     | 6.63     | 7.91  | 1.22   | 0.47   | 1.85     | 68.84  |
| 1982–83                              | 21.94  | 20.40     | 8.44     | 6.66     | 7.94  | 1.23   | 0.47   | 1.88     | 68.97  |
| 1983–84                              | 23.09  | 21.28     | 8.91     | 7.03     | 8.42  | 1.30   | 0.51   | 1.98     | 72.54  |
| 1984–85                              | 24.19  | 22.12     | 9.31     | 7.37     | 8.74  | 1.37   | 0.55   | 2.09     | 75.75  |
| 1985–86                              | 24.85  | 23.10     | 9.82     | 7.59     | 9.03  | 1.43   | 0.59   | 2.19     | 78.60  |
| 1986–87                              | 25.39  | 23.94     | 10.12    | 7.74     | 9.24  | 1.44   | 0.61   | 2.26     | 80.75  |
| 1987–88                              | 26.54  | 25.41     | 10.76    | 8.07     | 9.75  | 1.49   | 0.63   | 2.40     | 85.05  |
| 1988–89                              | 27.50  | 26.73     | 11.43    | 8.38     | 10.27 | 1.54   | 0.64   | 2.53     | 89.03  |
| 1989–90                              | 28.05  | 27.38     | 11.77    | 8.52     | 10.57 | 1.60   | 0.65   | 2.64     | 91.18  |
| 1990–91                              | 27.76  | 27.11     | 11.88    | 8.41     | 10.44 | 1.59   | 0.65   | 2.66     | 90.52  |
| 1991–92                              | 28.25  | 27.59     | 12.38    | 8.51     | 10.63 | 1.63   | 0.67   | 2.75     | 92.39  |
| 1992–93                              | 29.10  | 28.23     | 12.99    | 8.67     | 11.03 | 1.70   | 0.69   | 2.86     | 95.27  |
| 1993–94                              | 29.89  | 28.88     | 13.50    | 8.71     | 11.66 | 1.75   | 0.71   | 2.94     | 98.05  |
| 1994–95                              | 30.95  | 29.81     | 14.23    | 8.85     | 12.45 | 1.79   | 0.76   | 3.03     | 101.88 |
| 1995–96                              | 31.45  | 30.34     | 14.77    | 8.87     | 12.83 | 1.82   | 0.79   | 3.08     | 103.95 |
| 1996–97                              | 31.69  | 30.68     | 15.05    | 8.94     | 13.03 | 1.82   | 0.82   | 3.09     | 105.11 |
| 1997–98                              | 32.30  | 31.31     | 15.52    | 9.08     | 13.25 | 1.79   | 0.84   | 3.11     | 107.19 |
| 1998–99                              | 33.12  | 32.03     | 15.83    | 9.34     | 13.55 | 1.78   | 0.85   | 3.17     | 109.69 |
| 1999–00                              | 33.97  | 32.70     | 16.31    | 9.61     | 13.75 | 1.79   | 0.86   | 3.23     | 112.21 |
| 2000–01                              | 33.89  | 32.80     | 16.38    | 9.57     | 13.62 | 1.75   | 0.84   | 3.18     | 112.03 |
| 2001–02                              | 34.65  | 33.53     | 16.99    | 9.74     | 13.97 | 1.79   | 0.85   | 3.25     | 114.77 |
| 2002–03                              | 35.30  | 34.21     | 17.54    | 10.05    | 14.37 | 1.85   | 0.87   | 3.36     | 117.55 |
| 2003–04                              | 36.88  | 35.35     | 18.66    | 10.18    | 15.08 | 1.94   | 0.89   | 3.50     | 122.49 |
| 2004–05                              | 37.12  | 35.65     | 19.05    | 10.03    | 15.35 | 1.92   | 0.89   | 3.51     | 123.52 |
| 2005–06                              | 36.64  | 35.50     | 19.19    | 9.90     | 15.22 | 1.90   | 0.90   | 3.49     | 122.75 |
| 2006–07                              | 37.04  | 35.77     | 19.85    | 10.01    | 15.64 | 1.94   | 0.93   | 3.54     | 124.72 |
| 2007–08                              | 37.44  | 36.38     | 20.49    | 9.83     | 15.83 | 1.95   | 0.97   | 3.57     | 126.47 |
| 2008–09                              | 37.48  | 36.11     | 20.52    | 9.81     | 16.26 | 1.94   | 0.99   | 3.59     | 126.70 |
| 2009–10                              | 38.00  | 36.81     | 20.91    | 9.94     | 16.30 | 1.93   | 1.00   | 3.62     | 128.50 |
| 2010–11                              | 38.78  | 37.67     | 21.23    | 9.93     | 16.56 | 1.93   | 1.02   | 3.67     | 130.80 |
| 2011–12                              | 39.16  | 38.38     | 21.68    | 9.91     | 16.96 | 1.94   | 1.03   | 3.75     | 132.81 |
| 2012–13                              | 39.71  | 38.98     | 22.15    | 10.04    | 17.20 | 1.94   | 1.06   | 3.81     | 134.89 |
| 2013–14                              | 40.25  | 39.81     | 22.53    | 10.27    | 17.61 | 1.96   | 1.08   | 3.87     | 137.38 |
| 2014–15                              | 41.07  | 40.74     | 23.06    | 10.46    | 18.06 | 1.99   | 1.10   | 3.94     | 140.41 |
| 2015–16                              | 42.16  | 41.84     | 23.77    | 10.69    | 18.68 | 2.03   | 1.12   | 4.03     | 144.30 |
| 2016–17                              | 43.19  | 42.92     | 24.32    | 10.87    | 18.97 | 2.05   | 1.16   | 4.12     | 147.61 |
| 2017–18                              | 43.71  | 43.63     | 24.61    | 10.97    | 19.04 | 2.11   | 1.20   | 4.17     | 149.45 |
| 2018–19                              | 43.74  | 44.11     | 24.88    | 10.85    | 19.10 | 2.13   | 1.20   | 4.18     | 150.18 |
| 2019–20                              | 41.10  | 40.87     | 23.56    | 10.09    | 17.97 | 1.99   | 1.17   | 3.96     | 140.71 |

Note: 2019–20 data are preliminary/provisional

Source: BITRE estimates.

**Table T 4.5** Total road freight, by vehicle type

| Financial year           | Light commercial vehicles | Rigid trucks | Articulated trucks | Total road freight |
|--------------------------|---------------------------|--------------|--------------------|--------------------|
| billion tonne-kilometres |                           |              |                    |                    |
| 1974–75                  | 1.0                       | 10.9         | 19.5               | 31.4               |
| 1975–76                  | 1.0                       | 11.4         | 21.4               | 33.9               |
| 1976–77                  | 1.2                       | 11.8         | 23.9               | 36.8               |
| 1977–78                  | 1.2                       | 12.4         | 24.4               | 38.0               |
| 1978–79                  | 1.3                       | 13.3         | 29.1               | 43.8               |
| 1979–80                  | 1.4                       | 14.2         | 31.7               | 47.2               |
| 1980–81                  | 1.5                       | 14.8         | 35.1               | 51.4               |
| 1981–82                  | 1.5                       | 15.9         | 37.6               | 55.1               |
| 1982–83                  | 1.5                       | 15.2         | 38.3               | 55.1               |
| 1983–84                  | 1.7                       | 16.2         | 44.4               | 62.3               |
| 1984–85                  | 1.8                       | 17.7         | 48.3               | 67.9               |
| 1985–86                  | 2.0                       | 18.1         | 51.5               | 71.7               |
| 1986–87                  | 2.2                       | 18.9         | 52.5               | 73.7               |
| 1987–88                  | 2.5                       | 20.5         | 57.8               | 80.7               |
| 1988–89                  | 2.6                       | 20.9         | 60.7               | 84.3               |
| 1989–90                  | 2.7                       | 22.0         | 63.2               | 87.9               |
| 1990–91                  | 2.7                       | 20.2         | 62.5               | 85.3               |
| 1991–92                  | 2.7                       | 19.5         | 63.0               | 85.2               |
| 1992–93                  | 2.8                       | 19.2         | 68.0               | 90.0               |
| 1993–94                  | 2.9                       | 19.8         | 71.4               | 94.1               |
| 1994–95                  | 3.1                       | 20.9         | 77.4               | 101.4              |
| 1995–96                  | 3.2                       | 22.1         | 82.1               | 107.4              |
| 1996–97                  | 3.2                       | 23.8         | 86.4               | 113.4              |
| 1997–98                  | 3.4                       | 24.3         | 91.7               | 119.3              |
| 1998–99                  | 3.5                       | 24.3         | 97.2               | 125.0              |
| 1999–00                  | 3.6                       | 25.2         | 103.9              | 132.6              |
| 2000–01                  | 3.5                       | 25.1         | 106.3              | 134.9              |
| 2001–02                  | 3.7                       | 26.2         | 112.6              | 142.5              |
| 2002–03                  | 3.9                       | 27.3         | 117.7              | 148.9              |
| 2003–04                  | 4.1                       | 28.1         | 124.0              | 156.2              |
| 2004–05                  | 4.1                       | 29.2         | 129.1              | 162.4              |
| 2005–06                  | 4.2                       | 30.5         | 134.0              | 168.7              |
| 2006–07                  | 4.2                       | 31.6         | 141.4              | 177.1              |
| 2007–08                  | 4.2                       | 32.6         | 146.4              | 183.1              |
| 2008–09                  | 4.2                       | 32.3         | 145.4              | 181.9              |
| 2009–10                  | 4.3                       | 33.2         | 147.8              | 185.4              |
| 2010–11                  | 4.4                       | 33.9         | 152.9              | 191.2              |
| 2011–12                  | 4.6                       | 34.6         | 157.3              | 196.5              |
| 2012–13                  | 4.7                       | 35.2         | 160.7              | 200.6              |
| 2013–14                  | 4.7                       | 35.7         | 164.8              | 205.2              |
| 2014–15                  | 4.8                       | 36.3         | 166.9              | 208.0              |
| 2015–16                  | 4.9                       | 37.3         | 169.8              | 212.0              |
| 2016–17                  | 5.1                       | 38.1         | 172.6              | 215.9              |
| 2017–18                  | 5.4                       | 39.0         | 175.6              | 220.1              |
| 2018–19                  | 5.5                       | 40.0         | 179.1              | 224.6              |

See end notes.

Source: BITRE estimates.

**Table T 4.6 Private vehicle ownership and operating cost indices**

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

Note: Data are not readily available for missing years.

Source: ABS (2020f).

**Table T 4.7** Stock of registered motor vehicles, by vehicle type

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

Note: Data are not readily available for missing years.

Source: ABS (2020o).

**Table T 4.8** Stock of registered motor vehicles, by state/territory

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

Note: Data are not available for missing years

Source: ABS (2020o).

**Table T 4.9** New motor vehicles sales, excluding motor cycles, by vehicle type

| Financial year | Passenger cars   | Sports utility vehicles | Other vehicles | Total vehicles excluding<br>motor cycles |
|----------------|------------------|-------------------------|----------------|--|
|                | <i>thousands</i> |                         |                |  |
| 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                                    |

Source: ABS (2017c), FCAI (2020).

**Table T 4.10 New motor vehicles sales excluding motor cycles, by state/territory**

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

Source: ABS (2017c).

**Table T 4.IIa 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+     |           |       |
| <i>Female</i>  |         |         |         |           |         |         |         |         |         |           |       |
| 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 |       |
| <i>Male</i>    |         |         |         |           |         |         |         |         |         |           |       |
| 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 |       |
| <i>Persons</i> |         |         |         |           |         |         |         |         |         |           |       |
| 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 |       |

See end notes.

Source: BITRE estimates based on data provided by NSW Roads and Maritime Services data (2020).

**Table T 4.11b 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+     |           |       |
| <i>Female</i>  |         |         |         |         |         |         |         |         |         |           |       |
| 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 |       |
| <i>Male</i>    |         |         |         |         |         |         |         |         |         |           |       |
| 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 |       |
| <i>Persons</i> |         |         |         |         |         |         |         |         |         |           |       |
| 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 |       |

See end notes.

Note: Persons total includes drivers of unspecified gender

Source: BITRE estimates based on VicRoads data (2020).

**Table T 4.11c 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+     |           |       |
| <i>Female</i>  |         |         |         |         |         |         |         |         |         |           |       |
| 30 June 2010   | 93 039  | 132 299 | 142 416 | 293 772 | 298 476 | 260 418 | 187 206 | 85 623  | 26 206  | 1 519 455 |       |
| 30 June 2011   | 94 553  | 135 325 | 147 302 | 298 109 | 307 090 | 269 114 | 197 947 | 90 744  | 28 734  | 1 568 918 |       |
| 30 June 2012   | 93 614  | 136 149 | 148 254 | 298 259 | 311 710 | 277 259 | 207 584 | 97 747  | 31 293  | 1 601 869 |       |
| 30 June 2013   | 95 254  | 139 032 | 149 712 | 302 964 | 316 032 | 284 082 | 216 522 | 103 355 | 33 535  | 1 640 488 |       |
| 30 June 2014   | 95 689  | 138 142 | 146 726 | 301 129 | 314 733 | 286 496 | 221 341 | 109 817 | 35 750  | 1 649 823 |       |
| 30 June 2015   | 96 771  | 139 252 | 147 566 | 305 423 | 317 081 | 290 502 | 228 135 | 117 610 | 36 010  | 1 678 350 |       |
| 30 June 2016   | 97 836  | 140 690 | 150 590 | 313,026 | 321 161 | 294 677 | 235 607 | 125 489 | 38 133  | 1 717 299 |       |
| 30 June 2017   | 99 089  | 141 822 | 154 123 | 320 237 | 324 548 | 298 939 | 239 644 | 137 096 | 41 275  | 1 756 773 |       |
| 30 June 2018   | 103 497 | 143 387 | 156 619 | 326 865 | 327 863 | 302 313 | 245 796 | 146 916 | 44 124  | 1 797 380 |       |
| 30 June 2019   | 101 761 | 143 845 | 158 279 | 334 045 | 329 934 | 306 705 | 252 434 | 156 322 | 47 429  | 1 830 754 |       |
| <i>Male</i>    |         |         |         |         |         |         |         |         |         |           |       |
| 30 June 2010   | 96 949  | 135 188 | 148 533 | 300 453 | 305 891 | 271 547 | 209 880 | 105 119 | 39 326  | 1 612 886 |       |
| 30 June 2011   | 98 754  | 140 007 | 155 769 | 308 402 | 316 609 | 280 258 | 219 737 | 110 136 | 42 349  | 1 672 021 |       |
| 30 June 2012   | 97 569  | 139 312 | 155 589 | 308 626 | 320 873 | 286 986 | 228 101 | 116 553 | 45 526  | 1 699 135 |       |
| 30 June 2013   | 97 514  | 142 117 | 157 590 | 313 499 | 325 075 | 293 339 | 236 053 | 121 277 | 47 872  | 1 734 336 |       |
| 30 June 2014   | 96 958  | 141 315 | 153 301 | 309 645 | 322 040 | 295 354 | 238 600 | 127 248 | 49 987  | 1 734 448 |       |
| 30 June 2015   | 97 176  | 142 628 | 152 981 | 312 395 | 323 433 | 298 649 | 243 220 | 134 572 | 48 767  | 1 753 821 |       |
| 30 June 2016   | 98 832  | 144 309 | 155 570 | 318 931 | 326 575 | 301 972 | 249 033 | 141 965 | 51 310  | 1 788 497 |       |
| 30 June 2017   | 100 398 | 146 206 | 158 194 | 325 190 | 329 186 | 305 666 | 251 404 | 153 264 | 54 555  | 1 824 063 |       |
| 30 June 2018   | 105 133 | 147 522 | 160 839 | 331 231 | 330 664 | 309 335 | 255 419 | 162 698 | 57 422  | 1 860 263 |       |
| 30 June 2019   | 103 082 | 147 215 | 163 417 | 337 367 | 332 002 | 313 025 | 260 210 | 171 489 | 61 205  | 1 889 012 |       |
| <i>Persons</i> |         |         |         |         |         |         |         |         |         |           |       |
| 30 June 2010   | 189 988 | 267 487 | 290 949 | 594 225 | 604 367 | 531 965 | 397 086 | 190 742 | 65 532  | 3 132 341 |       |
| 30 June 2011   | 193 307 | 275 332 | 303 071 | 606 511 | 623 699 | 549 372 | 417 684 | 200 880 | 71 083  | 3 240 939 |       |
| 30 June 2012   | 191 183 | 275 461 | 303 843 | 606 885 | 632 583 | 564 245 | 435 685 | 214 300 | 76 819  | 3 301 004 |       |
| 30 June 2013   | 192 768 | 281 149 | 307 302 | 616 463 | 641 107 | 577 421 | 452 575 | 224 632 | 81 407  | 3 374 824 |       |
| 30 June 2014   | 192 647 | 279 457 | 300 027 | 610 774 | 636 773 | 581 850 | 459 941 | 237 065 | 85 737  | 3 384 271 |       |
| 30 June 2015   | 193 947 | 281 880 | 300 547 | 617 818 | 640 514 | 589 151 | 471 355 | 252 182 | 84 777  | 3 432 171 |       |
| 30 June 2016   | 196 668 | 284 999 | 306 160 | 631 957 | 647 736 | 596 649 | 484 640 | 267 454 | 89 443  | 3 505 706 |       |
| 30 June 2017   | 199 487 | 288 028 | 312 317 | 645 427 | 653 734 | 604 605 | 491 048 | 290 360 | 95 830  | 3 580 836 |       |
| 30 June 2018   | 208 630 | 290 909 | 317 458 | 658 096 | 658 527 | 611 648 | 501 215 | 309 614 | 101 546 | 3 657 643 |       |
| 30 June 2019   | 204 843 | 291 060 | 321 696 | 671 412 | 661 936 | 619 730 | 512 644 | 327 811 | 108 634 | 3 719 766 |       |

See end notes.

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

**Table T 4.11d 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+    |           |       |
| <i>Female</i>  |        |        |         |         |         |         |         |         |        |           |       |
| 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   |       |
| <i>Male</i>    |        |        |         |         |         |         |         |         |        |           |       |
| 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   |       |
| <i>Persons</i> |        |        |         |         |         |         |         |         |        |           |       |
| 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 |       |

See end notes.

Note: Persons total includes drivers of unspecified gender

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

Source: BITRE estimates based on Department of Planning, Transport and Infrastructure (SA) data (2020).

**Table T 4.11e 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+    |           |       |
| <i>Female</i>  |        |         |         |         |         |         |         |         |        |           |       |
| 30 June 2010   | 22 405 | 63 305  | 70 869  | 147 316 | 153 888 | 135 206 | 91 493  | 45 146  | 13 315 | 742 943   |       |
| 30 June 2011   | 21 329 | 64 067  | 73 131  | 148 221 | 156 939 | 138 723 | 96 481  | 47 350  | 14 367 | 760 608   |       |
| 30 June 2012   | 20 359 | 63 475  | 74 314  | 149 324 | 158 874 | 141 849 | 100 898 | 49 970  | 15 497 | 774 560   |       |
| 30 June 2013   | 20 879 | 65 165  | 79 043  | 156 500 | 162 653 | 146 369 | 106 245 | 52 866  | 16 541 | 806 261   |       |
| 30 June 2014   | 20 994 | 64 456  | 81 366  | 161 477 | 164 217 | 149 425 | 110 700 | 56 568  | 17 451 | 826 654   |       |
| 30 June 2015   | 21 079 | 63 733  | 82 195  | 166 430 | 165 384 | 151 251 | 115 009 | 59 919  | 19 070 | 844 070   |       |
| 30 June 2016   | 21 918 | 62 766  | 81 908  | 171 283 | 166 189 | 152 555 | 119 704 | 63 403  | 20 711 | 860 437   |       |
| 30 June 2017   | 21 811 | 61 905  | 80 413  | 174 398 | 166 497 | 153 534 | 121 573 | 69 182  | 22 551 | 871 864   |       |
| 30 June 2018   | 25 386 | 62 105  | 78 809  | 177 619 | 166 401 | 154 776 | 124 616 | 73 954  | 24 696 | 888 362   |       |
| 30 June 2019   | 25 402 | 62 555  | 77 050  | 179 718 | 166 584 | 156 251 | 127 716 | 78 347  | 26 130 | 899 753   |       |
| <i>Male</i>    |        |         |         |         |         |         |         |         |        |           |       |
| 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   |       |
| <i>Persons</i> |        |         |         |         |         |         |         |         |        |           |       |
| 30 June 2010   | 48 556 | 132 960 | 150 778 | 306 966 | 320 360 | 279 629 | 195 751 | 98 845  | 32 620 | 1 566 465 |       |
| 30 June 2011   | 46 703 | 135 289 | 156 966 | 309 917 | 327 335 | 286 781 | 205 556 | 102 466 | 34 780 | 1 605 793 |       |
| 30 June 2012   | 43 637 | 131 116 | 157 227 | 310 812 | 330 205 | 292 454 | 213 651 | 107 443 | 36 681 | 1 623 226 |       |
| 30 June 2013   | 45 797 | 137 561 | 171 410 | 331 549 | 340 841 | 302 934 | 224 293 | 112 946 | 38 584 | 1 705 915 |       |
| 30 June 2014   | 45 530 | 135 482 | 175 076 | 343 359 | 343 492 | 309 596 | 232 382 | 120 323 | 40 283 | 1 745 523 |       |
| 30 June 2015   | 45 460 | 133 372 | 175 592 | 353 832 | 345 356 | 314 026 | 239 707 | 126 888 | 43 282 | 1 777 515 |       |
| 30 June 2016   | 46 258 | 131 656 | 173 555 | 363 024 | 346 773 | 316 254 | 248 203 | 133 805 | 46 367 | 1 805 895 |       |
| 30 June 2017   | 45 765 | 129 877 | 168 836 | 368 055 | 346 140 | 318 057 | 250 961 | 145 213 | 49 989 | 1 822 893 |       |
| 30 June 2018   | 52 324 | 130 193 | 164 041 | 371 038 | 345 032 | 320 132 | 256 050 | 155 013 | 54 140 | 1 847 963 |       |
| 30 June 2019   | 52 591 | 130 561 | 160 668 | 373 748 | 343 714 | 322 745 | 260 890 | 163 105 | 56 431 | 1 864 453 |       |

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

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

Note: Persons total includes drivers of unspecified gender

See end notes.

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

**Table T 4.1 If 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+    |         |       |
| <i>Female</i>  |        |        |        |        |        |        |        |        |        |         |       |
| 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 |       |
| <i>Male</i>    |        |        |        |        |        |        |        |        |        |         |       |
| 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 |       |
| <i>Persons</i> |        |        |        |        |        |        |        |        |        |         |       |
| 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 |       |

See end notes.

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

**Table T 4.11g 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+   |         |
| <i>Female</i>  |       |        |        |        |        |        |        |       |       |         |
| 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  |
| <i>Male</i>    |       |        |        |        |        |        |        |       |       |         |
| 30 June 2010   | 3 535 | 7 034  | 8 187  | 15 715 | 15 307 | 12 974 | 7 587  | 2 179 | 470   | 72 988  |
| 30 June 2011   | 3 539 | 6 936  | 8 291  | 15 360 | 15 090 | 13 001 | 7 908  | 2 348 | 498   | 72 971  |
| 30 June 2012   | 3 589 | 7 302  | 8 861  | 15 834 | 15 233 | 13 344 | 8 350  | 2 555 | 545   | 75 613  |
| 30 June 2013   | 3 522 | 7 840  | 9 702  | 17 425 | 15 896 | 14 109 | 8 913  | 2 822 | 573   | 80 802  |
| 30 June 2014   | 3 482 | 7 892  | 10 322 | 18 168 | 16 196 | 14 442 | 9 243  | 3 054 | 609   | 83 408  |
| 30 June 2015   | 3 448 | 7 508  | 10 476 | 18 668 | 16 306 | 14 486 | 9 482  | 3 172 | 633   | 84 179  |
| 30 June 2016   | 3 488 | 7 493  | 10 165 | 19 147 | 16 298 | 14 489 | 9 588  | 3 389 | 651   | 84 708  |
| 30 June 2017   | 3 611 | 7 599  | 9 889  | 19 484 | 16 225 | 14 557 | 9 653  | 3 688 | 678   | 85 384  |
| 30 June 2018   | 3 599 | 7 424  | 9 588  | 19 634 | 16 162 | 14 417 | 9 803  | 4 000 | 753   | 85 380  |
| 30 June 2019   | 3 567 | 7 151  | 9 303  | 19 142 | 15 750 | 14 237 | 9 893  | 4 336 | 845   | 84 224  |
| <i>Persons</i> |       |        |        |        |        |        |        |       |       |         |
| 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   | 6 888 | 13 205 | 17 871 | 36 871 | 29 438 | 25 972 | 17 414 | 7 289 | 1 489 | 156 437 |

See end notes.

Source: BITRE estimates based on Department of Transport (NT) data (2020).

**Table T 4.11h 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+   |         |
| <i>Female</i>  |        |        |        |        |        |        |        |        |       |         |
| 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 |
| <i>Male</i>    |        |        |        |        |        |        |        |        |       |         |
| 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 |
| <i>Persons</i> |        |        |        |        |        |        |        |        |       |         |
| 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 | 323 285 |
| 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 |

See end notes.

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

Note: Persons total includes drivers of unspecified gender

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

**Table T 4.1.II** 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+     |            |       |
| <i>Female</i>  |         |           |           |           |           |           |           |           |         |            |       |
| 30 June 2010   | 414 539 | 627 732   | 689 046   | 1 450 023 | 1 468 570 | 1 286 046 | 906 248   | 440 133   | 160 763 | 7 443 100  |       |
| 30 June 2011   | 415 552 | 641 366   | 707 030   | 1 457 032 | 1 494 205 | 1 318 573 | 952 367   | 458 969   | 172 793 | 7 617 887  |       |
| 30 June 2012   | 412 262 | 648 513   | 715 947   | 1 463 362 | 1 513 759 | 1 350 486 | 994 859   | 485 482   | 180 603 | 7 765 273  |       |
| 30 June 2013   | 414 763 | 656 163   | 728 179   | 1 490 784 | 1 532 454 | 1 382 795 | 1 042 064 | 511 739   | 189 927 | 7 948 868  |       |
| 30 June 2014   | 415 779 | 657 006   | 732 353   | 1 512 090 | 1 539 622 | 1 405 652 | 1 075 636 | 543 465   | 197 167 | 8 078 770  |       |
| 30 June 2015   | 417 784 | 661 071   | 742 646   | 1 543 801 | 1 551 135 | 1 423 462 | 1 109 280 | 576 376   | 200 225 | 8 225 780  |       |
| 30 June 2016   | 423 082 | 661 312   | 754 453   | 1 585 701 | 1 565 143 | 1 439 161 | 1 146 273 | 616 225   | 212 572 | 8 398 823  |       |
| 30 June 2017   | 424 958 | 665 211   | 763 662   | 1 623 854 | 1 575 060 | 1 451 165 | 1 163 900 | 664 541   | 224 472 | 8 556 823  |       |
| 30 June 2018   | 439 652 | 668 192   | 771 414   | 1 663 783 | 1 584 734 | 1 463 115 | 1 190 724 | 709 729   | 237 476 | 8 728 819  |       |
| 30 June 2019   | 433 976 | 669 549   | 773 870   | 1 706 069 | 1 590 011 | 1 479 551 | 1 222 643 | 756 155   | 252 963 | 8 884 787  |       |
| <i>Male</i>    |         |           |           |           |           |           |           |           |         |            |       |
| 30 June 2010   | 440 329 | 652 696   | 717 513   | 1 479 830 | 1 514 199 | 1 347 970 | 1 020 064 | 541 381   | 223 313 | 7 937 295  |       |
| 30 June 2011   | 441 742 | 669 041   | 739 971   | 1 495 469 | 1 539 118 | 1 377 681 | 1 059 231 | 556 826   | 235 204 | 8 114 283  |       |
| 30 June 2012   | 436 012 | 671 182   | 746 780   | 1 503 515 | 1 553 699 | 1 406 430 | 1 094 165 | 580 051   | 242 965 | 8 234 799  |       |
| 30 June 2013   | 435 561 | 680 804   | 763 349   | 1 541 950 | 1 571 993 | 1 438 880 | 1 134 552 | 603 132   | 251 520 | 8 421 741  |       |
| 30 June 2014   | 433 352 | 681 038   | 765 841   | 1 565 187 | 1 574 181 | 1 460 879 | 1 159 115 | 631 637   | 258 680 | 8 529 910  |       |
| 30 June 2015   | 432 636 | 684 617   | 773 259   | 1 596 987 | 1 583 795 | 1 477 231 | 1 184 044 | 660 809   | 259 992 | 8 653 370  |       |
| 30 June 2016   | 435 720 | 687 748   | 781 050   | 1 637 363 | 1 596 109 | 1 489 269 | 1 213 661 | 696 760   | 271 695 | 8 804 894  |       |
| 30 June 2017   | 436 242 | 693 175   | 787 672   | 1 673 316 | 1 604 706 | 1 499 216 | 1 222 512 | 743 025   | 283 390 | 8 943 254  |       |
| 30 June 2018   | 447 532 | 697 098   | 796 338   | 1 707 432 | 1 612 469 | 1 508 464 | 1 240 937 | 785 189   | 295 774 | 9 091 233  |       |
| 30 June 2019   | 444 284 | 700 944   | 809 228   | 1 745 445 | 1 618 042 | 1 520 232 | 1 264 512 | 825 381   | 310 510 | 9 238 578  |       |
| <i>Persons</i> |         |           |           |           |           |           |           |           |         |            |       |
| 30 June 2010   | 854 872 | 1 280 463 | 1 406 609 | 2 930 080 | 2 983 286 | 2 634 604 | 1 926 769 | 981 723   | 384 118 | 15 382 524 |       |
| 30 June 2011   | 857 296 | 1 310 428 | 1 447 053 | 2 952 712 | 3 033 798 | 2 696 827 | 2 012 068 | 1 016 005 | 408 033 | 15 734 220 |       |
| 30 June 2012   | 848 276 | 1 319 713 | 1 462 775 | 2 967 067 | 3 067 880 | 2 757 455 | 2 089 514 | 1 065 742 | 423 604 | 16 002 026 |       |
| 30 June 2013   | 850 329 | 1 336 988 | 1 491 592 | 3 032 915 | 3 104 855 | 2 822 216 | 2 177 085 | 1 115 091 | 441 485 | 16 372 556 |       |
| 30 June 2014   | 849 132 | 1 338 061 | 1 498 262 | 3 077 442 | 3 114 170 | 2 867 034 | 2 235 236 | 1 175 328 | 455 894 | 16 610 559 |       |
| 30 June 2015   | 850 443 | 1 345 704 | 1 515 974 | 3 140 961 | 3 135 279 | 2 901 230 | 2 293 790 | 1 237 421 | 460 273 | 16 881 075 |       |
| 30 June 2016   | 853 762 | 1 349 109 | 1 535 589 | 3 223 258 | 3 161 586 | 2 928 930 | 2 360 406 | 1 313 224 | 484 348 | 17 200 539 |       |
| 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   | 878 300 | 1 370 530 | 1 583 234 | 3 451 568 | 3 208 085 | 2 999 868 | 2 487 210 | 1 581 537 | 563 495 | 18 123 827 |       |

See end notes.

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

**Table T 4.12a Licensed vehicle operators, by vehicle type – New South Wales**

| Date                       | Car       | Motorcycle | Highest class of heavy vehicle licence |              |             |                   |                   |
|----------------------------|-----------|------------|--|--------------|-------------|-------------------|-------------------|
|                            |           |            | Light rigid                            | Medium rigid | Heavy rigid | Heavy combination | Multi combination |
| <i>Full licence</i>        |           |            |  |              |             |                   |                   |
| 30 June 2010               | 4 141 994 | 451 630    | 82 835                                 | 121 937      | 201 164     | 113 554           | 18 960            |
| 30 June 2011               | 4 219 860 | 461 252    | 84 913                                 | 124 294      | 200 038     | 111 704           | 19 978            |
| 30 June 2012               | 4 287 119 | 471 975    | 86 022                                 | 126 495      | 202 116     | 110 908           | 21 054            |
| 30 June 2013               | 4 358 941 | 483 321    | 89 597                                 | 127 577      | 200 451     | 108 849           | 22 073            |
| 30 June 2014               | 4 434 064 | 497 469    | 90 810                                 | 129 138      | 201 400     | 107 581           | 22 959            |
| 30 June 2015               | 4 520 447 | 512 932    | 93 057                                 | 130 642      | 200 719     | 106 026           | 24 099            |
| 30 June 2016               | 4 602 368 | 582 998    | 93 461                                 | 133 276      | 203 002     | 104 923           | 24 994            |
| 30 June 2017               | 4 679 214 | 541 893    | 93 068                                 | 133 293      | 204 539     | 104 461           | 25 962            |
| 30 June 2018               | 4 793 077 | 554 339    | 92 293                                 | 134 539      | 207 266     | 103 651           | 26 859            |
| 30 June 2019               | 4 333 854 | 566 261    | 92 840                                 | 135 221      | 209 007     | 102 046           | 27 953            |
| <i>Provisional licence</i> |           |            |  |              |             |                   |                   |
| 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         |                   |                   |
| <i>L Permits</i>           |           |            |  |              |             |                   |                   |
| 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     |  |              |             |                   |                   |

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

See end notes.

Source: BITRE estimates based on data provided online by NSW Roads and Maritime Services data (2020).

**Table T 4.12b Licensed vehicle operators, by vehicle type – Victoria**

| Date                       | Car       | Motorcycle | Highest class of heavy vehicle licence |              |             |                   |                   |
|----------------------------|-----------|------------|--|--------------|-------------|-------------------|-------------------|
|                            |           |            | Light rigid                            | Medium rigid | Heavy rigid | Heavy combination | Multi combination |
| <i>Full licence</i>        |           |            |  |              |             |                   |                   |
| 30 June 2010               | 3 507 752 | 321 289    | 28 575                                 | 85 073       | 159 569     | 134 079           | 20 234            |
| 30 June 2011               | 3 586 011 | 333 286    | 29 805                                 | 87 926       | 163 805     | 133 691           | 21 443            |
| 30 June 2012               | 3 598 026 | 343 439    | 31 393                                 | 89 818       | 168 585     | 132 852           | 23 011            |
| 30 June 2013               | 3 654 040 | 355 194    | 33 249                                 | 91 344       | 171 765     | 131 558           | 24 763            |
| 30 June 2014               | 3 719 847 | 367 222    | 35 270                                 | 92 525       | 173 629     | 129 679           | 26 134            |
| 30 June 2015               | 3 786 036 | 380 241    | 38 566                                 | 93 409       | 176 151     | 127 679           | 27 508            |
| 30 June 2016               | 3 868 031 | 394 801    | 40 392                                 | 94 523       | 179 861     | 126 641           | 28 717            |
| 30 June 2017               | 3 951 671 | 404 069    | 41 696                                 | 95 735       | 184 005     | 126 197           | 29 960            |
| 30 June 2018               | 4 039 320 | 411 487    | 42 315                                 | 97 216       | 188 949     | 126 541           | 31 397            |
| 30 June 2019               | 4 122 045 | 418 633    | 42 705                                 | 98 776       | 194 249     | 126 712           | 32 684            |
| <i>Provisional licence</i> |           |            |  |              |             |                   |                   |
| 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                |
| <i>L Permits</i>           |           |            |  |              |             |                   |                   |
| 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     |  |              |             |                   |                   |

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

See end notes.

Source: BITRE estimates based on VicRoads data (2020).

**Table T 4.12c Licensed vehicle operators, by vehicle type – Queensland**

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

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

na: not available.

See end notes.

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

**Table T 4.12d Licensed vehicle operators, by vehicle type – South Australia**

| Date                       | Car       | Motorcycle | Highest class of heavy vehicle licence |              |             |                   |                   |
|----------------------------|-----------|------------|--|--------------|-------------|-------------------|-------------------|
|                            |           |            | Light rigid                            | Medium rigid | Heavy rigid | Heavy combination | Multi combination |
| <i>Full licence</i>        |           |            |  |              |             |                   |                   |
| 30 June 2010               | 975 521   | 159 869    | 21 054                                 | 39 416       | 58 872      | 39 827            | 8 909             |
| 30 June 2011               | 973 352   | 159 253    | 21 776                                 | 39 643       | 58 566      | 38 988            | 9 258             |
| 30 June 2012               | 971 996   | 160 282    | 23 305                                 | 39 724       | 58 489      | 38 369            | 9 722             |
| 30 June 2013               | 1 147 828 | 164 730    | 26 056                                 | 40 467       | 59 502      | 38 273            | 10 425            |
| 30 June 2014               | 1 149 139 | 166 083    | 27 775                                 | 40 705       | 59 803      | 37 585            | 11 013            |
| 30 June 2015               | 1 107 573 | 163 190    | 25 914                                 | 40 579       | 59 075      | 36 621            | 11 465            |
| 30 June 2016               | 1 122 053 | 162 303    | 25 071                                 | 40 801       | 58 267      | 35 837            | 11 916            |
| 30 June 2017               | 1 114 415 | 160 791    | 24 617                                 | 40 721       | 57 265      | 34 841            | 12 242            |
| 30 June 2018               | 1 125 157 | 160 756    | 24 778                                 | 40 844       | 57 008      | 34 142            | 12 584            |
| 30 June 2019               | 1 141 627 | 160 965    | 24 618                                 | 41 036       | 56 863      | 33 832            | 13 179            |
| <i>Provisional licence</i> |           |            |  |              |             |                   |                   |
| 30 June 2010               | 70 352    | 1 137      | 12                                     | 361          | 175         | 140               | 27                |
| 30 June 2011               | 71 912    | 1 040      | 16                                     | 418          | 212         | 146               | 23                |
| 30 June 2012               | 68 404    | 1 102      | 18                                     | 420          | 285         | 161               | 33                |
| 30 June 2013               | 68 775    | 1 247      | 16                                     | 427          | 308         | 149               | 44                |
| 30 June 2014               | 69 619    | 1 325      | 23                                     | 446          | 338         | 141               | 35                |
| 30 June 2015               | 54 743    | 1 120      | 10                                     | 281          | 240         | 90                | 27                |
| 30 June 2016               | 51 282    | 1 078      | 9                                      | 254          | 193         | 72                | 23                |
| 30 June 2017               | 66 228    | 1 440      | 10                                     | 297          | 198         | 107               | 22                |
| 30 June 2018               | 67 794    | 1 583      | 10                                     | 272          | 210         | 118               | 13                |
| 30 June 2019               | 66 102    | 1 650      | 6                                      | 252          | 186         | 114               | 18                |
| <i>L Permits</i>           |           |            |  |              |             |                   |                   |
| 30 June 2010               | 37 935    | 5 739      | 1                                      | 3            | 9           | 422               | 0                 |
| 30 June 2011               | 38 544    | 6 168      | 1                                      | 4            | 10          | 353               | 0                 |
| 30 June 2012               | 43 408    | 7 029      | 0                                      | 6            | 7           | 367               | 0                 |
| 30 June 2013               | 43 187    | 7 588      | 0                                      | 2            | 7           | 306               | 0                 |
| 30 June 2014               | 43 198    | 7 897      | 0                                      | 2            | 10          | 272               | 0                 |
| 30 June 2015               | 43 100    | 7 781      | 0                                      | 2            | 6           | 220               | 0                 |
| 30 June 2016               | 46 026    | 7 593      | 0                                      | 2            | 9           | 193               | 1                 |
| 30 June 2017               | 45 815    | 7 737      | 0                                      | 3            | 5           | 195               | 2                 |
| 30 June 2018               | 47 749    | 7 919      | 0                                      | 3            | 5           | 223               | 1                 |
| 30 June 2019               | 48 295    | 7 727      | 0                                      | 1            | 9           | 215               | 1                 |

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

Car is sum of Car licence and heavy vehicle licences.

See end notes.

Source: BITRE estimates based on Department of Planning, Transport and Infrastructure (SA) data (2020).

**Table T 4.12e Licensed vehicle operators, by vehicle type – Western Australia**

| Date                       | Car       | Motorcycle | Highest class of heavy vehicle licence |              |             |                   |                   |
|----------------------------|-----------|------------|--|--------------|-------------|-------------------|-------------------|
|                            |           |            | Light rigid                            | Medium rigid | Heavy rigid | Heavy combination | Multi combination |
| <i>Full licence</i>        |           |            |  |              |             |                   |                   |
| 30 June 2013               | 1 698 131 | 258 187    | 29 690                                 | 29 271       | 188 328     | 69 057            | 30 246            |
| 30 June 2014               | 1 733 736 | 263 798    | 30 016                                 | 30 256       | 188 631     | 67 709            | 31 885            |
| 30 June 2015               | 1 766 501 | 267 164    | 30 249                                 | 30 926       | 190 704     | 66 339            | 33 187            |
| 30 June 2016               | 1 795 528 | 269 496    | 30 489                                 | 31 371       | 192 368     | 64 857            | 34 289            |
| 30 June 2017               | 1 817 165 | 270 796    | 30 772                                 | 31 449       | 194 546     | 63 371            | 35 273            |
| 30 June 2018               | 1 834 816 | 271 192    | 31 423                                 | 31 486       | 195 195     | 61 286            | 36 005            |
| 30 June 2019               | 1 856 657 | 271 136    | 32 023                                 | 31 717       | 197 710     | 59 079            | 36 874            |
| <i>Provisional licence</i> |           |            |  |              |             |                   |                   |
| 30 June 2013               | 59 284    | 5 109      | 13                                     | 68           | 15          | 1                 | 2                 |
| 30 June 2014               | 59 427    | 4 819      | 11                                     | 63           | 8           | 0                 | 6                 |
| 30 June 2015               | 61 115    | 4 484      | 4                                      | 49           | 3           | 1                 | 5                 |
| 30 June 2016               | 63 523    | 4 106      | 6                                      | 40           | 6           | 2                 | 3                 |
| 30 June 2017               | 62 802    | 3 652      | 4                                      | 45           | 5           | 2                 | 4                 |
| 30 June 2018               | 72 599    | 3 194      | 7                                      | 44           | 4           | 4                 | 0                 |
| 30 June 2019               | 74 467    | 2 626      | 10                                     | 50           | 3           | 1                 | 2                 |
| <i>L Permits</i>           |           |            |  |              |             |                   |                   |
| 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               |

Note: Full licence inclusive of Ordinary and Extra-ordinary licences

See end notes.

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

**Table T 4.12f Licensed vehicle operators, by vehicle type – Tasmania**

| Date                       | Car     | Motorcycle | Highest class of heavy vehicle licence |              |             |                   |                   |
|----------------------------|---------|------------|--|--------------|-------------|-------------------|-------------------|
|                            |         |            | Light rigid                            | Medium rigid | Heavy rigid | Heavy combination | Multi combination |
| <i>Full licence</i>        |         |            |  |              |             |                   |                   |
| 30 June 2010               | 325 777 | 40 857     | 4 383                                  | 28 678       | 13 382      | 13 380            | 1 746             |
| 30 June 2011               | 329 539 | 41 936     | 5 333                                  | 28 575       | 13 708      | 13 140            | 1 861             |
| 30 June 2012               | 328 079 | 42 428     | 6 214                                  | 28 084       | 13 868      | 12 644            | 1 935             |
| 30 June 2013               | 328 360 | 43 102     | 7 063                                  | 27 713       | 13 930      | 12 300            | 2 005             |
| 30 June 2014               | 328 797 | 44 173     | 7 921                                  | 27 341       | 13 995      | 12 060            | 2 077             |
| 30 June 2015               | 331 881 | 45 476     | 8 274                                  | 27 400       | 14 150      | 12 032            | 2 173             |
| 30 June 2016               | 336 434 | 47 176     | 8 717                                  | 27 541       | 14 385      | 11 988            | 2 303             |
| 30 June 2017               | 339 732 | 48 566     | 9 052                                  | 27 703       | 14 537      | 11 974            | 2 394             |
| 30 June 2018               | 346 244 | 50 315     | 9 550                                  | 27 651       | 14 653      | 11 837            | 2 511             |
| 30 June 2019               | 346 390 | 48 566     | 9 052                                  | 27 703       | 14 537      | 11 974            | 2 394             |
| <i>Provisional licence</i> |         |            |  |              |             |                   |                   |
| 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                 |                   |
| <i>L Permits</i>           |         |            |  |              |             |                   |                   |
| 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      |  |              |             |                   |                   |

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

Note: Data are not readily available for missing years.

See end notes.

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

**Table T 4.12g Licensed vehicle operators, by vehicle type – Northern Territory**

| Date                       | Car     | Motorcycle | Highest class of heavy vehicle licence |              |             |                   |                   |
|----------------------------|---------|------------|--|--------------|-------------|-------------------|-------------------|
|                            |         |            | Light rigid                            | Medium rigid | Heavy rigid | Heavy combination | Multi combination |
| <i>Full licence</i>        |         |            |  |              |             |                   |                   |
| 30 June 2010               | 117 915 | 21 294     | 5 554                                  | 7 081        | 11 164      | 5 544             | 4 105             |
| 30 June 2011               | 118 551 | 21 164     | 5 588                                  | 6 913        | 11 267      | 5 407             | 4 142             |
| 30 June 2012               | 122 841 | 21 484     | 5 651                                  | 6 797        | 12 263      | 5 337             | 4 270             |
| 30 June 2013               | 126 917 | 22 091     | 5 807                                  | 6 685        | 12 988      | 5 311             | 4 491             |
| 30 June 2014               | 136 502 | 24 570     | 6 236                                  | 6 984        | 14 422      | 5 478             | 5 038             |
| 30 June 2015               | 138 374 | 24 824     | 6 301                                  | 6 876        | 15 013      | 5 367             | 5 152             |
| 30 June 2016               | 140 247 | 25 014     | 6 360                                  | 6 839        | 15 183      | 5 294             | 5 226             |
| 30 June 2017               | 141 205 | 25 112     | 6 443                                  | 6 844        | 15 361      | 5 136             | 5 357             |
| 30 June 2018               | 142 204 | 24 739     | 6 575                                  | 6 831        | 15 664      | 4 965             | 5 440             |
| 30 June 2019               | 141 767 | 24 189     | 6 453                                  | 6 795        | 15 218      | 4 737             | 5 345             |
| <i>Provisional licence</i> |         |            |  |              |             |                   |                   |
| 30 June 2010               | 5 744   | 73         | 1                                      | 5            | 4           | 2                 | 2                 |
| 30 June 2011               | 6 020   | 76         | 5                                      | 5            | 5           | 1                 | 4                 |
| 30 June 2012               | 6 108   | 70         | 5                                      | 3            | 7           | 0                 | 2                 |
| 30 June 2013               | 5 796   | 115        | 0                                      | 3            | 3           | 0                 | 0                 |
| 30 June 2014               | 6 319   | 134        | 5                                      | 8            | 2           | 0                 | 0                 |
| 30 June 2015               | 6 342   | 154        | 3                                      | 13           | 7           | 0                 | 1                 |
| 30 June 2016               | 6 708   | 130        | 7                                      | 6            | 1           | 0                 | 1                 |
| 30 June 2017               | 6 814   | 84         | 7                                      | 16           | 3           | 0                 | 0                 |
| 30 June 2018               | 6 513   | 101        | 3                                      | 13           | 3           | 0                 | 1                 |
| 30 June 2019               | 6 294   | 81         | 7                                      | 14           | 0           | 0                 | 0                 |
| <i>L Permits</i>           |         |            |  |              |             |                   |                   |
| 30 June 2010               | 6 321   | 1 425      |  | 0            | 2           |                   | 0                 |
| 30 June 2011               | 5 911   | 1 445      |  | 0            | 3           |                   | 1                 |
| 30 June 2012               | 6 265   | 1 570      |  | 0            | 1           |                   | 1                 |
| 30 June 2013               | 6 766   | 1 674      |  | 1            | 0           |                   | 1                 |
| 30 June 2014               | 6 976   | 2 339      |  | 0            | 0           |                   | 0                 |
| 30 June 2015               | 6 605   | 2 195      |  | 0            | 0           |                   | 0                 |
| 30 June 2016               | 6 604   | 2 026      |  | 0            | 0           |                   | 0                 |
| 30 June 2017               | 7 361   | 2 068      |  | 0            | 0           |                   | 0                 |
| 30 June 2018               | 7 656   | 1 997      |  | 0            | 0           |                   | 0                 |
| 30 June 2019               | 7 464   | 1 706      |  | 0            | 0           |                   | 0                 |

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

Note: Full licence includes probationary licenses.

See end notes.

Source: BITRE estimates based on Department of Transport (NT) data (2020).

**Table T 4.12h Licensed vehicle operators, by vehicle type – Australian Capital Territory**

| Date                       | Car     | Motorcycle | Highest class of heavy vehicle licence |              |             |                   |                   |
|----------------------------|---------|------------|--|--------------|-------------|-------------------|-------------------|
|                            |         |            | Light rigid                            | Medium rigid | Heavy rigid | Heavy combination | Multi combination |
| <i>Full licence</i>        |         |            |  |              |             |                   |                   |
| 30 June 2010               | 254 370 | 28 381     | 2 498                                  | 6 854        | 9 723       | 3 494             | 524               |
| 30 June 2011               | 261 032 | 29 258     | 2 595                                  | 6 903        | 9 734       | 3 418             | 523               |
| 30 June 2012               | 268 621 | 30 180     | 2 695                                  | 6 958        | 9 787       | 3 347             | 530               |
| 30 June 2013               | 275 825 | 31 032     | 2 718                                  | 6 983        | 9 748       | 3 252             | 517               |
| 30 June 2014               | 281 602 | 31 921     | 2 762                                  | 7 022        | 9 755       | 3 191             | 523               |
| 30 June 2015               | 287 703 | 32 849     | 2 820                                  | 7 068        | 9 722       | 3 132             | 526               |
| 30 June 2016               | 295 595 | 33 804     | 2 864                                  | 7 207        | 9 790       | 3 090             | 522               |
| 30 June 2017               | 301 877 | 34 522     | 2 922                                  | 7 245        | 9 779       | 3 021             | 536               |
| 30 June 2018               | 308 230 | 35 138     | 3 079                                  | 7 018        | 9 609       | 2 835             | 549               |
| 30 June 2019               | 296 256 | 35 055     | 3 255                                  | 6 815        | 9 304       | 2 698             | 558               |
| <i>Provisional licence</i> |         |            |  |              |             |                   |                   |
| 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  | 1 199      | 2                                      | 19           | 2           | 0                 | 0                 |
| <i>L Permits</i>           |         |            |  |              |             |                   |                   |
| 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      |  |              |             |                   |                   |

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

See end notes.

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

**Table T 4.12i Licensed vehicle operators, by vehicle type – Australia**

| Date                       | Car        | Motorcycle | Highest class of heavy vehicle licence |              |             |                   |                   |
|----------------------------|------------|------------|--|--------------|-------------|-------------------|-------------------|
|                            |            |            | Light rigid                            | Medium rigid | Heavy rigid | Heavy combination | Multi combination |
| <i>Full licence</i>        |            |            |  |              |             |                   |                   |
| 30 June 2013               | 14 442 236 | 2 009 438  | 240 986                                | 424 436      | 903 212     | 457 788           | 141 647           |
| 30 June 2014               | 14 648 037 | 2 049 663  | 248 440                                | 427 587      | 906 534     | 449 182           | 148 814           |
| 30 June 2015               | 14 848 002 | 2 090 722  | 254 219                                | 430 745      | 911 634     | 440 836           | 155 337           |
| 30 June 2016               | 15 138 506 | 2 195 638  | 258 041                                | 436 444      | 920 556     | 434 354           | 161 634           |
| 30 June 2017               | 15 394 371 | 2 176 403  | 261 355                                | 438 605      | 928 585     | 428 941           | 167 487           |
| 30 June 2018               | 15 711 073 | 2 198 276  | 265 129                                | 441 865      | 937 483     | 423 113           | 173 295           |
| 30 June 2019               | 16 040 871 | 2 225 706  | 269 202                                | 445 219      | 947 265     | 415 819           | 179 483           |
| <i>Provisional licence</i> |            |            |  |              |             |                   |                   |
| 30 June 2013               | 1 064 019  | 51 396     | 545                                    | 4 775        | 4 261       | 828               | 544               |
| 30 June 2014               | 1 080 370  | 53 358     | 514                                    | 4 760        | 4 483       | 862               | 604               |
| 30 June 2015               | 1 084 442  | 53 795     | 485                                    | 4 535        | 4 546       | 810               | 573               |
| 30 June 2016               | 1 115 564  | 53 425     | 463                                    | 4 465        | 4 682       | 758               | 703               |
| 30 June 2017               | 1 136 048  | 49 516     | 463                                    | 4 413        | 4 786       | 782               | 662               |
| 30 June 2018               | 1 117 155  | 46 995     | 423                                    | 4 065        | 4 549       | 760               | 636               |
| 30 June 2019               | 1 093 680  | 47 187     | 386                                    | 3 764        | 4 234       | 701               | 656               |
| <i>L Permits</i>           |            |            |  |              |             |                   |                   |
| 30 June 2013               | 935 000    | 239 077    | 1 405                                  | 2 310        | 17 223      | 2 375             | 2 482             |
| 30 June 2014               | 943 736    | 240 138    | 1 378                                  | 2 179        | 16 411      | 2 060             | 2 472             |
| 30 June 2015               | 953 118    | 237 905    | 1 260                                  | 2 164        | 14 290      | 2 080             | 2 414             |
| 30 June 2016               | 959 435    | 238 996    | 1 279                                  | 2 017        | 11 104      | 1 688             | 1 974             |
| 30 June 2017               | 971 082    | 231 618    | 1 279                                  | 1 949        | 8 326       | 1 322             | 1 504             |
| 30 June 2018               | 997 638    | 226 797    | 1 226                                  | 1 939        | 6 198       | 1 080             | 1 058             |
| 30 June 2019               | 1 024 537  | 226 378    | 1 224                                  | 1 962        | 5 231       | 916               | 842               |

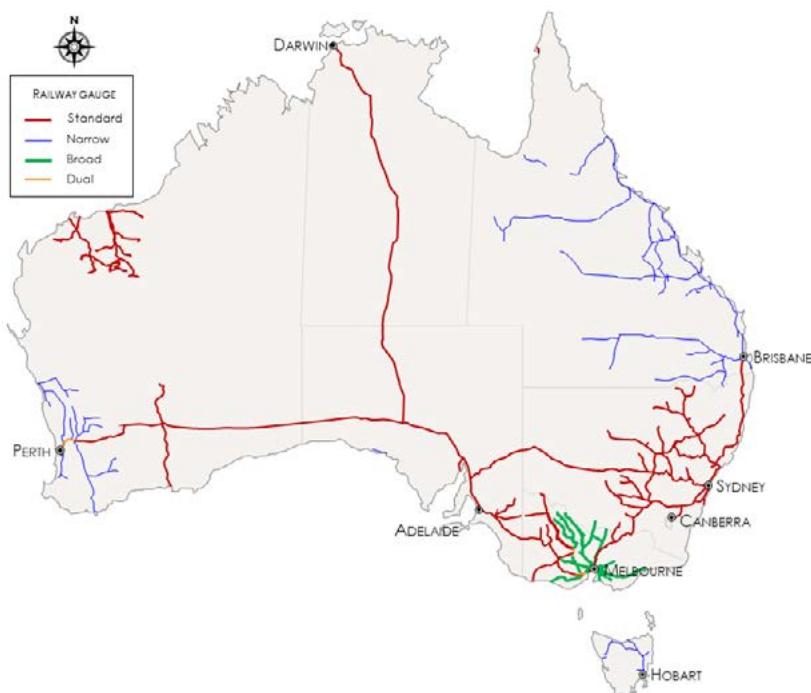
See end notes.

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

# CHAPTER 5

## Rail

**Figure T 5** Australia's railways, by gauge



**Table T 5.1a** Intercapital rail distances – freight terminals

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

Source: BITRE estimates.

**Table T 5.1b** Intercapital rail distances – passenger terminals

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

Source: BITRE estimates.

**Table T 5.2a** Estimated route-kilometres of open railway as at September 2020, by jurisdiction and gauge

| Jurisdiction       | Gauge  |        |       |      |       | Total  |
|--------------------|--------|--------|-------|------|-------|--------|
|                    | 1 067  | 1 435  | 1 600 | Dual | Other |        |
| New South Wales    |        | 7 128  | 73    |      | 1     | 7 202  |
| Victoria           | 16     | 1 904  | 2 309 | 32   | 30    | 4 291  |
| Queensland         | 8 146  | 117    |       | 36   | 4     | 8 303  |
| South Australia    | 184    | 2 561  | 253   | 22   |       | 3 020  |
| Western Australia  | 2 970  | 4 558  |       | 207  |       | 7 735  |
| Tasmania           | 611    |        |       |      | 7     | 618    |
| Northern Territory | 3      | 1 690  |       |      |       | 1 693  |
| ACT                |        | 6      |       |      |       | 6      |
| Total              | 11 930 | 17 964 | 2 635 | 297  | 42    | 32 868 |

See end notes.

Source: BITRE estimates.

**Table T 5.2b** Estimated route-kilometres of open railway as at September 2020, by jurisdiction and single or double (or more) trackage

| Jurisdiction       | Trackage         |        |  | Total  |
|--------------------|------------------|--------|--|--------|
|                    | Double (or more) | Single |  |        |
| New South Wales    | 1 212            | 5 990  |  | 7 202  |
| Victoria           | 883              | 3 408  |  | 4 291  |
| Queensland         | 839              | 7 464  |  | 8 303  |
| South Australia    | 122              | 2 898  |  | 3 020  |
| Western Australia  | 953              | 6 782  |  | 7 735  |
| Tasmania           | 0                | 618    |  | 618    |
| Northern Territory | 0                | 1 693  |  | 1 693  |
| ACT                | 0                | 6      |  | 6      |
| Total              | 4 009            | 28 859 |  | 32 868 |

See end notes.

Source: BITRE estimates.

**Table T 5.2c** Estimated route-kilometres of open railway as at September 2020, by jurisdiction and overhead electrical system used

| Jurisdiction       | Electrical system |                    |          |                    |                    | Total  |
|--------------------|-------------------|--------------------|----------|--------------------|--------------------|--------|
|                    | 1 500V DC         | 25 kV AC,<br>50 Hz | 33 kV AC | De-<br>electrified | Not<br>electrified |        |
| New South Wales    | 665               |                    | 8        | 2                  | 6 527              | 7 202  |
| Victoria           | 383               |                    |          | 100                | 3 808              | 4 291  |
| Queensland         |                   | 2 173              |          |                    | 6 130              | 8 303  |
| South Australia    |                   | 44                 |          |                    | 2 976              | 3 020  |
| Western Australia  |                   | 181                |          |                    | 7 554              | 7 735  |
| Tasmania           |                   |                    |          |                    | 618                | 618    |
| Northern Territory |                   |                    |          |                    | 1 693              | 1 693  |
| ACT                |                   |                    |          |                    | 6                  | 6      |
| Total              | 1 048             | 2 398              | 8        | 102                | 29 312             | 32 868 |

See end notes.

Source: BITRE estimates.

**Table T 5.3** Network characteristics of heavy urban passenger railways

|           | Route-kilometres in metropolitan area |                        |                                 | Total | Route-<br>kilometres,<br>electrified | Metropoli-<br>tan<br>Stations |
|-----------|---------------------------------------|------------------------|---------------------------------|-------|--------------------------------------|-------------------------------|
|           | Passenger-only<br>lines               | Freight -only<br>lines | Shared<br>passenger/<br>freight |       |                                      |                               |
| Sydney    | na                                    | na                     | na                              | 400.0 | 400.0                                | 186.0                         |
| Melbourne | 220.0                                 | 28.0                   | 181.0                           | 429.0 | 370.0                                | 221.0                         |
| Brisbane  | 127.8                                 | 34.9                   | 268.1                           | 430.8 | 413.8                                | 152.0                         |
| Adelaide  | 126.0                                 | 62.0                   |                                 | 188.0 | 44.0                                 | 87.0                          |
| Perth     | 180.0                                 | 48.0                   | 1.0                             | 229.0 | 181.0                                | 71.0                          |

Note: Brisbane route kilometres and stations includes the recently opened Petrie – Kippa-Ring line.

Source: BITRE, Trainline 7, (2019b).

**Table T 5.4** Interstate non-bulk rail freight by state/territory of origin

| Financial year           | NSW   | VIC   | QLD   | SA    | WA    | NT  | ACT | Total  |
|--------------------------|-------|-------|-------|-------|-------|-----|-----|--------|
| million tonne-kilometres |       |       |       |       |       |     |     |        |
| 1971–72                  | 1 208 | 1 550 | 414   | 1 212 | 288   | 63  | na  | 4 735  |
| 1972–73                  | 1 318 | 1 688 | 413   | 1 281 | 472   | 67  | na  | 5 238  |
| 1973–74                  | 1 429 | 1 822 | 412   | 1 344 | 657   | 70  | na  | 5 733  |
| 1974–75                  | 1 542 | 1 952 | 411   | 1 404 | 841   | 74  | na  | 6 223  |
| 1975–76                  | 1 656 | 2 079 | 410   | 1 458 | 1 026 | 77  | na  | 6 706  |
| 1976–77                  | 1 706 | 2 066 | 429   | 1 537 | 961   | 82  | na  | 6 780  |
| 1977–78                  | 1 756 | 2 052 | 448   | 1 614 | 897   | 87  | na  | 6 853  |
| 1978–79                  | 1 806 | 2 040 | 467   | 1 689 | 832   | 91  | na  | 6 927  |
| 1979–80                  | 1 857 | 2 020 | 487   | 1 763 | 768   | 96  | na  | 6 991  |
| 1980–81                  | 1 877 | 2 125 | 443   | 1 692 | 931   | 93  | na  | 7 161  |
| 1981–82                  | 1 670 | 2 045 | 464   | 1 520 | 1 111 | 85  | na  | 6 895  |
| 1982–83                  | 1 464 | 1 964 | 485   | 1 352 | 1 292 | 76  | na  | 6 632  |
| 1983–84                  | 1 671 | 2 134 | 495   | 1 575 | 1 164 | 94  | na  | 7 134  |
| 1984–85                  | 1 646 | 2 177 | 555   | 1 488 | 1 155 | 87  | na  | 7 108  |
| 1985–86                  | 1 846 | 2 106 | 681   | 1 321 | 1 345 | 79  | na  | 7 379  |
| 1986–87                  | 2 007 | 2 171 | 737   | 1 628 | 1 402 | 93  | na  | 8 038  |
| 1987–88                  | 2 545 | 2 468 | 760   | 1 865 | 1 404 | 107 | na  | 9 149  |
| 1988–89                  | 2 864 | 2 970 | 865   | 2 059 | 1 580 | 113 | na  | 10 451 |
| 1989–90                  | 2 623 | 2 846 | 952   | 2 242 | 1 467 | 112 | na  | 10 241 |
| 1990–91                  | 2 381 | 2 844 | 978   | 1 970 | 1 540 | 117 | na  | 9 829  |
| 1991–92                  | 2 416 | 2 968 | 1 100 | 2 013 | 1 728 | 122 | na  | 10 346 |
| 1992–93                  | 2 576 | 2 967 | 1 162 | 2 235 | 1 952 | 132 | na  | 11 023 |
| 1993–94                  | 2 698 | 3 167 | 1 225 | 2 344 | 2 167 | 139 | na  | 11 740 |
| 1994–95                  | 2 851 | 3 396 | 1 288 | 2 454 | 2 382 | 147 | na  | 12 518 |
| 1995–96                  | 2 873 | 3 329 | 1 352 | 2 448 | 2 107 | 154 | na  | 12 264 |
| 1996–97                  | 2 884 | 3 679 | 1 443 | 2 347 | 2 300 | 120 | na  | 12 772 |
| 1997–98                  | 2 916 | 3 997 | 1 641 | 2 338 | 2 583 | 150 | na  | 13 624 |
| 1998–99                  | 2 926 | 4 469 | 1 444 | 2 262 | 3 130 | 138 | na  | 14 369 |
| 1999–00                  | 2 918 | 4 620 | 1 580 | 2 348 | 3 422 | 154 | na  | 15 042 |
| 2000–01                  | 2 910 | 4 775 | 1 703 | 2 432 | 3 708 | 170 | na  | 15 697 |
| 2001–02                  | 2 917 | 4 934 | 1 803 | 2 513 | 4 285 | 185 | na  | 16 636 |
| 2002–03                  | 2 922 | 5 091 | 1 903 | 2 592 | 4 859 | 200 | na  | 17 567 |
| 2003–04                  | 2 930 | 5 251 | 2 002 | 2 672 | 5 437 | 214 | na  | 18 506 |
| 2004–05                  | 2 939 | 5 410 | 2 102 | 2 751 | 6 008 | 214 | na  | 19 426 |
| 2005–06                  | 2 948 | 5 570 | 2 202 | 2 832 | 6 586 | 214 | na  | 20 353 |
| 2006–07                  | 4 074 | 8 409 | 2 365 | 4 985 | 6 570 | 454 | na  | 26 857 |
| 2007–08                  | 4 342 | 7 242 | 2 677 | 4 079 | 6 642 | 621 | na  | 25 603 |
| 2008–09                  | 3 851 | 6 586 | 2 041 | 4 229 | 5 913 | 550 | na  | 23 170 |
| 2009–10                  | 3 948 | 6 688 | 2 206 | 3 867 | 6 008 | 513 | na  | 23 230 |

See end notes

na: not applicable.

Source: BITRE (2012).

**Table T 5.5a** Public transit patronage on heavy rail, Australian capital cities

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

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

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

Source: BITRE (2019b), BITRE (2015c)

**Table T 5.5b Public transit patronage on light rail, Australian capital cities**

| Financial year                     | Sydney | Melbourne | Gold Coast | Adelaide | Perth | Hobart | Darwin | Canberra | Newcastle | Metropolitan |
|------------------------------------|--------|-----------|------------|----------|-------|--------|--------|----------|-----------|--------------|
| <i>million passenger movements</i> |        |           |            |          |       |        |        |          |           |              |
| 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        |
| 1999–2000                          | 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        |
| <i>Revised figures</i>             |        |           |            |          |       |        |        |          |           |              |
| 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     | 10.75      | 9.4      |       |        |        | (a) 0.9  | (a) 0.5   | 236.8        |

Notes: Figures from 2004–05 are revised

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

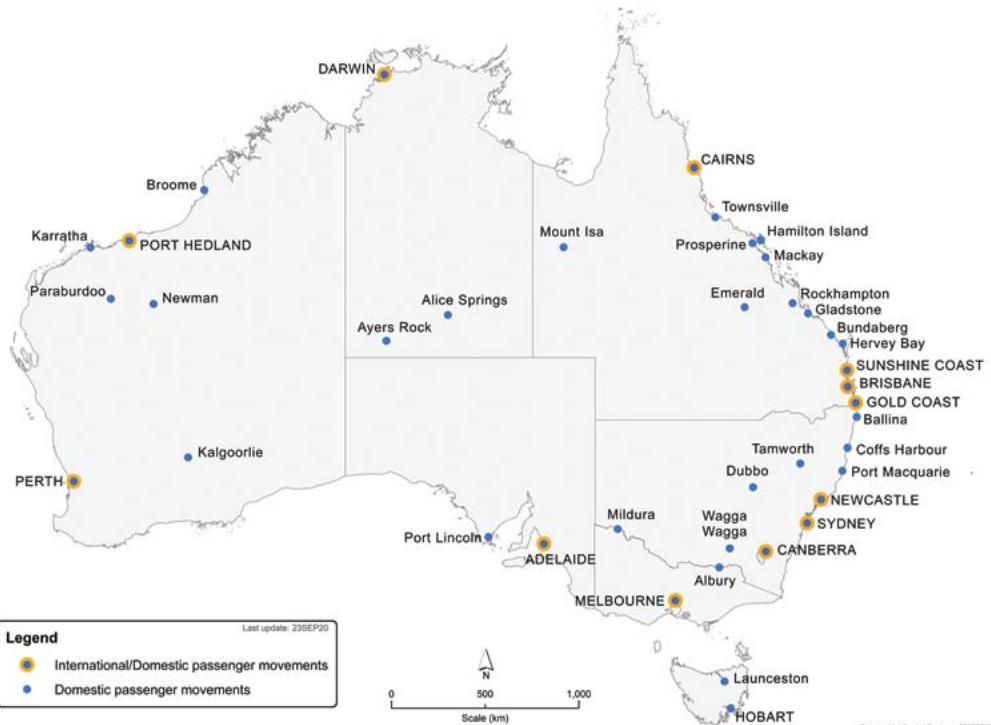
(a) This is a part year figure only - from the start of services in April 2019.

Source: BITRE (2019b), BITRE (2015c)

# CHAPTER 6

## Aviation

**Figure T 1** Australia's top 40 airports in 2018–19, passengers



**Table T 6.1** Intercapital air distances (great circle distances)

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

Source: BITRE (2019c).

**Table T 6.2 International airline activity**

| Financial year | Flights | Revenue passengers | Available seats | Load factor | Freight     |
|----------------|---------|--------------------|-----------------|-------------|-------------|
|                | no.     | no.                | no.             | per cent    | '000 tonnes |
| 1972–73        | 19 735  | 1 769 816          |                 |             | 44.7        |
| 1973–74        | 20 474  | 2 160 876          |                 |             | 58.1        |
| 1974–75        | 27 013  | 2 392 102          |                 |             | 65.8        |
| 1975–76        | 23 267  | 2 801 883          |                 |             | 71.1        |
| 1976–77        | 21 938  | 2 894 965          |                 |             | 78.5        |
| 1977–78        | 24 082  | 3 036 960          |                 |             | 89.2        |
| 1978–79        | 20 764  | 3 506 753          |                 |             | 111.8       |
| 1979–80        | 20 478  | 4 019 316          |                 |             | 122.0       |
| 1980–81        | 20 487  | 4 108 265          |                 |             | 127.8       |
| 1981–82        | 22 346  | 4 186 171          |                 |             | 157.7       |
| 1982–83        | 21 486  | 4 249 249          |                 |             | 166.7       |
| 1983–84        | 21 082  | 4 451 708          |                 |             | 193.9       |
| 1984–85        | 22 385  | 4 988 998          |                 |             | 222.9       |
| 1985–86        | 25 308  | 5 424 377          |                 |             | 235.8       |
| 1986–87        | 29 698  | 6 194 981          |                 |             | 268.4       |
| 1987–88        | 33 848  | 7 211 743          |                 |             | 296.1       |
| 1988–89        | 38 854  | 7 930 588          | 11 435 873      | 69.3        | 324.6       |
| 1989–90        | 42 353  | 8 252 769          | 12 257 200      | 67.3        | 353.9       |
| 1990–91        | 45 300  | 8 424 511          | 12 991 767      | 64.8        | 357.5       |
| 1991–92        | 48 419  | 9 042 889          | 13 773 493      | 65.7        | 379.8       |
| 1992–93        | 52 295  | 9 759 065          | 15 023 875      | 65.0        | 432.8       |
| 1993–94        | 54 781  | 10 621 976         | 15 709 444      | 67.6        | 476.3       |
| 1994–95        | 60 658  | 11 565 753         | 17 443 065      | 66.9        | 543.5       |
| 1995–96        | 68 387  | 12 679 451         | 19 610 366      | 66.0        | 564.9       |
| 1996–97        | 74 347  | 13 718 480         | 20 792 015      | 67.4        | 614.9       |
| 1997–98        | 77 811  | 14 080 113         | 21 604 059      | 66.7        | 645.6       |
| 1998–99        | 80 476  | 14 564 061         | 21 621 816      | 68.9        | 645.6       |
| 1999–00        | 86 751  | 15 583 694         | 22 895 592      | 69.3        | 687.2       |
| 2000–01        | 93 828  | 17 126 504         | 24 565 665      | 71.1        | 665.7       |
| 2001–02        | 87 557  | 16 486 343         | 22 892 570      | 73.8        | 634.3       |
| 2002–03        | 89 374  | 16 108 417         | 23 062 891      | 71.8        | 635.1       |
| 2003–04        | 100 336 | 18 131 286         | 25 885 687      | 71.5        | 627.0       |
| 2004–05        | 116 087 | 20 309 733         | 29 691 278      | 69.7        | 702.4       |
| 2005–06        | 117 790 | 21 096 951         | 30 041 002      | 71.3        | 726.0       |
| 2006–07        | 119 330 | 22 137 767         | 29 768 595      | 75.6        | 754.5       |
| 2007–08        | 124 176 | 23 264 573         | 30 625 242      | 77.1        | 781.0       |
| 2008–09        | 131 560 | 23 486 506         | 32 174 834      | 74.2        | 709.4       |
| 2009–10        | 141 194 | 25 625 654         | 34 309 383      | 75.7        | 760.0       |
| 2010–11        | 150 440 | 27 549 289         | 36 923 253      | 75.5        | 822.5       |
| 2011–12        | 156 100 | 28 882 348         | 38 574 696      | 76.6        | 856.8       |
| 2012–13        | 161 101 | 30 309 898         | 40 433 560      | 77.3        | 882.8       |
| 2013–14        | 174 045 | 32 422 133         | 43 732 584      | 76.5        | 882.4       |
| 2014–15        | 175 251 | 33 864 637         | 44 226 790      | 79.0        | 939.8       |
| 2015–16        | 183 206 | 36 228 731         | 46 946 066      | 79.7        | 996.6       |
| 2016–17        | 193 267 | 38 660 946         | 50 599 437      | 79.3        | 1044.8      |
| 2017–18        | 201 374 | 40 619 162         | 52 896 690      | 79.6        | 1150.8      |
| 2018–19        | 205 814 | 42 121 004         | 53 863 238      | 80.4        | 1141.4      |
| 2019–20        | 159 671 | 30 732 112         | 39 920 911      | 78.9        | 1004.0      |

See end notes.

Note: Data are not readily available for missing years.

Source: BITRE (2020g).

**Table T 6.3 Domestic airline activity**

| Financial year | Flights | Revenue passengers | Revenue passenger kilometres | Available seats | Available seat kilometres | Domestic load factor per cent | Cargo '000 tonnes |
|----------------|---------|--------------------|------------------------------|-----------------|---------------------------|-------------------------------|-------------------|
|                |         | '000               | '000                         | '000            | '000                      |                               |                   |
| 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                | 80                            |                   |
| 2010–11        | 611 363 | 54 754 916         | 63 148 467                   | 70 640          | 80 263 751                | 79                            | 253               |
| 2011–12        | 616 358 | 55 001 968         | 64 350 894                   | 71 151          | 81 652 424                | 79                            | 236               |
| 2012–13        | 642 383 | 57 139 416         | 67 178 496                   | 76 718          | 87 547 702                | 77                            | 215               |
| 2013–14        | 641 355 | 57 760 934         | 68 111 514                   | 77 790          | 89 582 164                | 76                            | 197               |
| 2014–15        | 634 093 | 57 267 418         | 67 463 320                   | 76 620          | 88 296 961                | 76                            | 192               |
| 2015–16        | 641 528 | 58 466 454         | 68 860 185                   | 77 270          | 88 933 484                | 77                            | 195               |
| 2016–17        | 642 234 | 59 325 889         | 69 502 171                   | 77 295          | 88 704 248                | 78                            | 225               |
| 2017–18        | 634 994 | 60 779 500         | 70 882 705                   | 77 532          | 88 549 227                | 80                            | 231               |
| 2018–19        | 634 061 | 60 981 780         | 71 083 404                   | 77 519          | 88 528 173                | 80                            | 236               |
| 2019–20        | 491 897 | 45 241 761         | 52 800 981                   | 58 459          | 66 606 287                | 79                            | 213               |

See end notes.

Note: Data are not readily available for missing years.

Source: BITRE (2020d).

**Table T 6.4a Activity at major airports – revenue passengers (thousand)**

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

Source: BITRE (2020d).

**Table T 6.4b** Activity at major airports – aircraft movements

| Financial year | Sydney  | Melbourne | Brisbane | Perth   | Adelaide | Gold Coast | Cairns | Canberra | Darwin | Hobart | Townsville |
|----------------|---------|-----------|----------|---------|----------|------------|--------|----------|--------|--------|------------|
| 1985–86        | 137 898 | 86 391    | 51 460   | 45 124  | 52 360   | 12 926     | 11 358 | 20 615   | 12 200 | 10 781 | 17 471     |
| 1986–87        | 144 160 | 88 271    | 55 946   | 36 222  | 50 587   | 16 715     | 14 568 | 21 568   | 11 728 | 12 294 | 17 644     |
| 1987–88        | 152 972 | 92 487    | 65 359   | 32 184  | 47 688   | 19 653     | 17 551 | 21 642   | 11 556 | 12 125 | 16 482     |
| 1988–89        | 163 946 | 95 555    | 70 241   | 31 799  | 49 656   | 22 224     | 19 694 | 20 726   | 10 095 | 10 794 | 17 425     |
| 1989–90        | 139 038 | 79 854    | 57 931   | 28 193  | 41 827   | 16 540     | 14 805 | 15 092   | 8 445  | 5 284  | 10 732     |
| 1990–91        | 165 921 | 102 204   | 77 181   | 35 522  | 50 315   | 22 609     | 25 480 | 22 432   | 10 140 | 7 199  | 13 732     |
| 1991–92        | 182 968 | 110 530   | 94 527   | 39 472  | 55 797   | 26 299     | 32 547 | 25 988   | 10 681 | 13 162 | 14 299     |
| 1992–93        | 202 555 | 119 862   | 99 854   | 39 590  | 58 533   | 26 358     | 35 854 | 29 054   | 10 929 | 15 323 | 14 386     |
| 1993–94        | 206 660 | 118 507   | 105 662  | 44 900  | 59 633   | 27 228     | 38 776 | 31 275   | 11 325 | 17 954 | 15 137     |
| 1994–95        | 221 208 | 127 155   | 116 880  | 50 002  | 63 253   | 26 828     | 41 903 | 35 625   | 12 381 | 20 663 | 15 928     |
| 1995–96        | 235 398 | 132 411   | 125 827  | 54 088  | 66 866   | 26 446     | 43 119 | 37 057   | 11 230 | 23 781 | 17 103     |
| 1996–97        | 243 592 | 136 339   | 125 108  | 57 286  | 68 970   | 24 203     | 44 009 | 38 173   | 9 468  | 24 303 | 18 035     |
| 1997–98        | 248 791 | 138 252   | 125 581  | 55 893  | 72 544   | 22 581     | 42 152 | 38 446   | 8 965  | 23 729 | 17 373     |
| 1998–99        | 249 175 | 141 560   | 129 230  | 53 609  | 73 258   | 22 260     | 41 594 | 38 077   | 9 697  | 25 138 | 17 943     |
| 1999–2000      | 255 600 | 150 657   | 133 352  | 55 806  | 71 543   | 21 320     | 41 415 | 40 941   | 10 776 | 22 374 | 17 994     |
| 2000–01        | 283 408 | 174 663   | 151 552  | 56 176  | 73 666   | 20 417     | 41 859 | 51 867   | 15 205 | 22 126 | 19 013     |
| 2001–02        | 227 644 | 147 150   | 125 469  | 45 051  | 66 533   | 16 153     | 35 161 | 39 716   | 12 266 | 17 253 | 12 687     |
| 2002–03        | 225 872 | 146 751   | 116 552  | 47 854  | 66 231   | 21 225     | 38 594 | 35 986   | 11 444 | 17 243 | 15 208     |
| 2003–04        | 241 787 | 157 524   | 123 901  | 51 283  | 67 051   | 20 837     | 41 965 | 39 418   | 12 729 | 16 508 | 17 402     |
| 2004–05        | 257 630 | 176 038   | 139 984  | 56 445  | 70 761   | 27 728     | 45 474 | 38 512   | 15 889 | 16 501 | 20 101     |
| 2005–06        | 258 923 | 175 435   | 141 785  | 57 972  | 70 829   | 27 471     | 46 547 | 38 182   | 14 335 | 16 416 | 22 156     |
| 2006–07        | 264 401 | 176 112   | 144 359  | 61 659  | 72 508   | 27 279     | 44 952 | 38 257   | 13 497 | 17 981 | 21 108     |
| 2007–08        | 275 226 | 186 431   | 150 895  | 68 985  | 74 772   | 31 691     | 43 488 | 41 177   | 14 488 | 19 270 | 20 120     |
| 2008–09        | 271 029 | 189 011   | 157 675  | 78 623  | 74 654   | 32 083     | 39 511 | 45 191   | 15 027 | 22 727 | 21 044     |
| 2009–10        | 279 356 | 194 298   | 157 756  | 82 349  | 74 504   | 35 297     | 38 958 | 44 345   | 15 166 | 26 349 | 25 840     |
| 2010–11        | 290 501 | 206 798   | 168 342  | 87 863  | 76 110   | 37 737     | 42 611 | 43 280   | 16 064 | 27 396 | 29 327     |
| 2011–12        | 291 310 | 205 916   | 178 195  | 93 590  | 72 259   | 35 698     | 43 529 | 42 938   | 14 529 | 27 479 | 28 110     |
| 2012–13        | 305 006 | 215 414   | 188 320  | 98 974  | 75 518   | 39 035     | 44 914 | 41 816   | 16 410 | 26 672 | 27 483     |
| 2013–14        | 306 704 | 222 828   | 194 681  | 101 360 | 76 957   | 38 829     | 44 762 | 40 491   | 16 363 | 27 911 | 26 347     |
| 2014–15        | 306 785 | 228 434   | 194 828  | 96 916  | 78 068   | 38 806     | 44 516 | 38 789   | 17 368 | 27 390 | 25 554     |
| 2015–16        | 316 466 | 234 774   | 192 889  | 94 693  | 78 691   | 41 370     | 48 464 | 38 499   | 18 151 | 27 982 | 25 255     |
| 2016–17        | 320 724 | 236 864   | 191 162  | 93 168  | 78 503   | 42 572     | 48 828 | 38 751   | 19 023 | 28 285 | 25 692     |
| 2017–18        | 320 303 | 241 685   | 191 135  | 92 501  | 78 139   | 42 445     | 47 785 | 39 747   | 19 186 | 26 734 | 25 495     |
| 2018–19        | 322 535 | 243 369   | 192 077  | 93 063  | 78 879   | 40 606     | 46 239 | 40 050   | 19 867 | 25 617 | 23 762     |
| 2019–20        | 247 802 | 184 542   | 150 999  | 71 606  | 60 591   | 29 878     | 34 992 | 29 757   | 15 554 | 20 142 | 19 576     |

See end notes.

Source: BITRE (2020d).

**Table T 6.5 Domestic on-time performance**

| Financial year | Sectors scheduled | Cancellations | Sectors flown | On-time arrivals |          | On-time departures |
|----------------|-------------------|---------------|---------------|------------------|----------|--------------------|
|                |                   |               |               | 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     |                    |

See end notes.

Source: BITRE (2019f).

**Table T 6.6 BITRE airfare index**

| Financial year | Business | Economy | Restricted economy | Best discount |
|----------------|----------|---------|--------------------|---------------|
|                | index    | index   | index              | index         |
| 2004–05        | 109.2    | 106.7   | 106.8              | 87.8          |
| 2005–06        | 106.1    | 112.8   | 99.7               | 95.0          |
| 2006–07        | 111.4    | 120.1   | 103.6              | 100.5         |
| 2007–08        | 116.9    | 112.9   | 111.3              | 100.2         |
| 2008–09        | 124.4    | 104.1   | 115.9              | 87.1          |
| 2009–10        | 116.0    | 108.2   | 113.2              | 74.9          |
| 2010–11        | 123.8    | 114.4   | 111.9              | 70.6          |
| 2011–12        | 116.5    | 131.1   | 85.0               | 87.7          |
| 2012–13        | 89.3     | 154.7   | 91.5               | 83.7          |
| 2013–14        | 108.5    | 157.9   | 97.0               | 82.1          |
| 2014–15        | 120.5    | *       | 103.8              | 81.0          |
| 2015–16        | 126.8    | *       | 108.8              | 81.6          |
| 2016–17        | 131.9    | *       | 111.4              | 90.8          |
| 2017–18        | 133.0    | *       | 132.6              | 93.6          |
| 2018–19        | 129.6    | *       | 146.4              | 96.5          |

Notes: Data are not readily available for missing years.

Base of index: July 2003 = 100.00

Airfare Indices are not adjusted by ABS Consumer Price Index.

From 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.

\* 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.

Source: BITRE (2019c).

**Table T 6.7** Number of Australian registered aircraft, by aircraft type

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

Source: CASA (2020).



# CHAPTER 7

## Shipping

Figure T 7 Principle Australian ports, by commodity



Table T 7.1 Intercapital sea distances

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

na\*: not applicable

Source: BITRE estimates, Australian Chamber of Shipping (1993).

**Table T 7.2a Number of cargo ships involved in coastal or international voyages that made port calls, by state/territory**

| Financial year | NSW   | VIC   | QLD   | SA  | WA    | TAS | NT  | Other(h) | Total(i) |
|----------------|-------|-------|-------|-----|-------|-----|-----|----------|----------|
| 2002–03        | 1 563 | 1 006 | 2 518 | 677 | 2 210 | 404 | 305 | 53       | 3 187    |
| 2003–04        | 1 618 | 1 054 | 2 699 | 697 | 2 363 | 362 | 284 | 40       | 3 443    |
| 2004–05        | 1 623 | 1 119 | 2 754 | 669 | 2 448 | 385 | 319 | 25       | 3 546    |
| 2005–06        | 1 583 | 1 010 | 2 887 | 682 | 2 545 | 330 | 312 | 39       | 3 433    |
| 2006–07        | 1 724 | 1 070 | 3 132 | 594 | 2 733 | 368 | 330 | 26       | 3 792    |
| 2007–08        | 1 784 | 1 106 | 3 254 | 600 | 2 682 | 367 | 351 | 20       | 3 842    |
| 2008–09        | 1 826 | 1 030 | 3 310 | 672 | 2 966 | 336 | 354 | 29       | 4 040    |
| 2009–10        | 1 855 | 993   | 3 432 | 589 | 3 036 | 328 | 433 | 5        | 4 339    |
| 2010–11        | 2 048 | 1 190 | 3 346 | 782 | 3 394 | 337 | 422 | 0        | 4 511    |
| 2011–12        | 2 202 | 1 386 | 3 566 | 861 | 3 852 | 265 | 411 | 2        | 5 088    |
| 2012–13        | 2 325 | 1 387 | 3 685 | 805 | 4 075 | 289 | 397 | 0        | 5 230    |
| 2013–14        | 2 194 | 1 436 | 3 762 | 853 | 4 333 | 304 | 495 | 0        | 5 515    |
| 2014–15        | 2 184 | 1 250 | 3 768 | 808 | 4 232 | 308 | 448 | 0        | 5 469    |
| 2015–16        | 2 246 | 1 330 | 3 969 | 828 | 4 254 | 392 | 411 | 1        | 5 537    |
| 2016–17        | 2 406 | 1 419 | 4 052 | 949 | 4 483 | 355 | 393 | 0        | 5 843    |
| 2017–18        | 2 339 | 1 468 | 4 482 | 871 | 4 517 | 415 | 415 | 1        | 5 859    |
| 2018–19        | 2 388 | 1 359 | 4 613 | 793 | 4 648 | 420 | 449 | 0        | 6 013    |
| 2019–20        | 2 368 | 1 268 | 4 269 | 786 | 4 725 | 361 | 450 | 0        | 6 036    |

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

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

Note: Data may change slightly from year to year due to revisions to historical data

Source: BITRE estimates based on Lloyds List Intelligence data.

**Table T 7.2b Number of port calls made by ships involved in coastal or international voyages, by state/territory**

| Financial year | NSW   | VIC   | QLD    | SA    | WA    | TAS   | NT    | Other(h) | Total  |
|----------------|-------|-------|--------|-------|-------|-------|-------|----------|--------|
| 2002–03        | 3 768 | 3 889 | 5 488  | 1 242 | 3 700 | 1 951 | 567   | 74       | 20 679 |
| 2003–04        | 3 850 | 3 818 | 5 170  | 1 250 | 3 942 | 1 767 | 542   | 46       | 20 385 |
| 2004–05        | 4 077 | 4 098 | 5 228  | 1 194 | 4 084 | 2 024 | 578   | 28       | 21 311 |
| 2005–06        | 4 203 | 4 137 | 5 814  | 1 277 | 4 341 | 1 957 | 529   | 52       | 22 310 |
| 2006–07        | 4 219 | 4 211 | 6 422  | 1 210 | 4 662 | 1 929 | 579   | 32       | 23 264 |
| 2007–08        | 4 457 | 4 264 | 6 848  | 1 254 | 4 840 | 1 933 | 630   | 24       | 24 250 |
| 2008–09        | 4 274 | 3 738 | 6 449  | 1 216 | 5 289 | 1 738 | 641   | 34       | 23 379 |
| 2009–10        | 4 155 | 3 495 | 6 675  | 1 135 | 5 381 | 1 570 | 723   | 6        | 23 140 |
| 2010–11        | 4 528 | 4 164 | 6 572  | 1 376 | 6 269 | 1 689 | 677   | 0        | 25 275 |
| 2011–12        | 4 665 | 4 148 | 6 812  | 1 637 | 7 138 | 1 399 | 623   | 2        | 26 424 |
| 2012–13        | 5 080 | 4 226 | 6 976  | 1 723 | 7 961 | 1 542 | 694   | 0        | 28 202 |
| 2013–14        | 5 062 | 4 207 | 7 346  | 1 790 | 8 963 | 1 560 | 857   | 0        | 29 785 |
| 2014–15        | 5 105 | 3 998 | 8 092  | 1 830 | 9 343 | 1 575 | 980   | 0        | 30 923 |
| 2015–16        | 4 923 | 4 204 | 8 229  | 1 856 | 9 699 | 1 693 | 895   | 1        | 31 500 |
| 2016–17        | 5 113 | 4 296 | 8 757  | 2 136 | 9 805 | 1 814 | 873   | 0        | 32 794 |
| 2017–18        | 4 883 | 4 485 | 9 768  | 2 100 | 9 827 | 2 062 | 991   | 1        | 34 117 |
| 2018–19        | 4 875 | 4 290 | 10 005 | 2 046 | 9 886 | 1 965 | 1 088 | 0        | 34 155 |
| 2019–20        | 4 590 | 3 933 | 7 972  | 1 847 | 9 642 | 1 848 | 1 114 | 0        | 30 946 |

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

Note: Data may change slightly from year to year due to revisions to historical data

Source: BITRE estimates based on Lloyds List Intelligence data.

**Table T 7.3a** Number of ships involved in coastal or international voyages that made port calls, by major ports

| Financial year | Melbourne | Brisbane | Sydney | Fremantle | Newcastle | Gladstone | Dampier | Port Hedland |
|----------------|-----------|----------|--------|-----------|-----------|-----------|---------|--------------|
| 2002–03        | 575       | 689      | 590    | 702       | 661       | 531       | 254     | 376          |
| 2003–04        | 613       | 715      | 616    | 712       | 684       | 637       | 394     | 332          |
| 2004–05        | 672       | 757      | 615    | 716       | 682       | 652       | 406     | 437          |
| 2005–06        | 597       | 779      | 604    | 686       | 652       | 677       | 460     | 516          |
| 2006–07        | 697       | 787      | 670    | 744       | 704       | 736       | 512     | 487          |
| 2007–08        | 654       | 793      | 661    | 708       | 703       | 794       | 530     | 481          |
| 2008–09        | 652       | 842      | 553    | 836       | 748       | 849       | 622     | 548          |
| 2009–10        | 634       | 824      | 476    | 809       | 809       | 879       | 647     | 589          |
| 2010–11        | 688       | 892      | 504    | 795       | 905       | 830       | 733     | 675          |
| 2011–12        | 827       | 992      | 575    | 905       | 967       | 910       | 708     | 797          |
| 2012–13        | 838       | 1005     | 541    | 954       | 1015      | 947       | 728     | 850          |
| 2013–14        | 817       | 908      | 519    | 939       | 1046      | 989       | 746     | 952          |
| 2014–15        | 734       | 872      | 509    | 829       | 1042      | 941       | 731     | 982          |
| 2015–16        | 755       | 894      | 541    | 875       | 1070      | 1012      | 722     | 963          |
| 2016–17        | 811       | 1025     | 554    | 937       | 1229      | 1043      | 719     | 1044         |
| 2017–18        | 839       | 1000     | 514    | 881       | 1216      | 1051      | 704     | 1087         |
| 2018–19        | 791       | 1076     | 551    | 978       | 1241      | 1144      | 764     | 1019         |
| 2019–20        | 727       | 929      | 532    | 894       | 1273      | 1121      | 752     | 1123         |

Note: Data may change slightly from year to year due to revisions to historical data

Source: BITRE estimates based on Lloyds List Intelligence data.

**Table T 7.3b** Number of port calls made by ships involved in coastal or international voyages, by major ports

| Financial year | Melbourne | Brisbane | Sydney | Fremantle | Newcastle | Gladstone | Dampier | Port Hedland |
|----------------|-----------|----------|--------|-----------|-----------|-----------|---------|--------------|
| 2002–03        | 3 037     | 2 017    | 1 972  | 1 527     | 1 233     | 1 015     | 345     | 672          |
| 2003–04        | 2 901     | 1 970    | 2 074  | 1 548     | 1 224     | 1 055     | 654     | 541          |
| 2004–05        | 3 191     | 2 079    | 2 149  | 1 447     | 1 338     | 1 096     | 668     | 800          |
| 2005–06        | 3 296     | 2 317    | 2 327  | 1 460     | 1 285     | 1 215     | 853     | 883          |
| 2006–07        | 3 386     | 2 412    | 2 294  | 1 565     | 1 307     | 1 368     | 929     | 879          |
| 2007–08        | 3 390     | 2 395    | 2 233  | 1 594     | 1 481     | 1 504     | 963     | 953          |
| 2008–09        | 3 032     | 2 267    | 1 886  | 1 688     | 1 490     | 1 518     | 1 185   | 1 172        |
| 2009–10        | 2 846     | 2 219    | 1 608  | 1 635     | 1 538     | 1 495     | 1 228   | 1 168        |
| 2010–11        | 3 274     | 2 381    | 1 703  | 1 604     | 1 774     | 1 425     | 1 543   | 1 312        |
| 2011–12        | 3 238     | 2 463    | 1 697  | 1 700     | 1 903     | 1 566     | 1 589   | 1 672        |
| 2012–13        | 3 313     | 2 473    | 1 781  | 1 817     | 2 119     | 1 634     | 1 746   | 1 913        |
| 2013–14        | 3 209     | 2 482    | 1 792  | 1 791     | 2 282     | 1 731     | 1 871   | 2 383        |
| 2014–15        | 3 109     | 2 499    | 1 741  | 1 635     | 2 390     | 1 703     | 1 874   | 2 717        |
| 2015–16        | 3 190     | 2 357    | 1 724  | 1 705     | 2 220     | 1 917     | 1 921   | 2 710        |
| 2016–17        | 3 328     | 2 730    | 1 786  | 1 764     | 2 322     | 2 132     | 1 791   | 2 869        |
| 2017–18        | 3 422     | 2 573    | 1 676  | 1 726     | 2 282     | 2 054     | 1 699   | 2 999        |
| 2018–19        | 3 270     | 2 625    | 1 743  | 1 849     | 2 257     | 2 163     | 1 752   | 2 969        |
| 2019–20        | 3 017     | 2 159    | 1 536  | 1 522     | 2 248     | 1 883     | 1 596   | 3 100        |

Note: Data may change slightly from year to year due to revisions to historical data

Source: BITRE estimates based on Lloyds List Intelligence data.

**Table T 7.4a** Cargo loaded (including exports) at Australian ports, by state/territory

| Financial year | NSW            | VIC  | QLD   | SA   | WA    | TAS  | NT   | Other | Total   |
|----------------|----------------|------|-------|------|-------|------|------|-------|---------|
|                | million tonnes |      |       |      |       |      |      |       |         |
| 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        | 106.7          | 23.1 | 186.0 | 15.6 | 328.7 | 12.0 | 7.6  | 1.8   | 681.6   |
| 2006–07        | 106.5          | 22.0 | 197.0 | 14.7 | 351.9 | 11.9 | 10.3 | 1.8   | 716.1   |
| 2007–08        | 114.7          | 20.6 | 199.5 | 16.8 | 386.2 | 13.1 | 11.2 | 2.3   | 764.5   |
| 2008–09        | 117.1          | 19.1 | 205.3 | 18.3 | 419.4 | 11.7 | 12.7 | 2.2   | 805.9   |
| 2009–10        | 125.4          | 19.2 | 228.8 | 19.2 | 493.9 | 10.9 | 15.0 | 1.9   | 914.3   |
| 2010–11        | 139.3          | 21.8 | 210.0 | 23.8 | 511.8 | 10.5 | 14.5 | 1.4   | 933.2   |
| 2011–12        | 155.8          | 26.1 | 218.1 | 27.6 | 571.8 | 8.9  | 13.8 | 1.6   | 1 023.7 |
| 2012–13        | 172.6          | 25.5 | 237.5 | 25.9 | 634.7 | 8.2  | 15.9 | 0.7   | 1 121.1 |
| 2013–14        | 180.0          | 26.3 | 261.6 | 32.2 | 745.6 | 9.4  | 18.6 | 0.0   | 1 273.8 |
| 2014–15        | 185.7          | 24.2 | 276.7 | 30.6 | 849.9 | 9.9  | 20.3 | 0.0   | 1 397.3 |
| 2015–16        | 179.8          | 23.0 | 289.6 | 25.6 | 897.5 | 10.9 | 20.0 | 0.0   | 1 446.3 |
| 2016–17        | 185.9          | 27.0 | 288.3 | 27.7 | 941.0 | 11.0 | 21.1 | 0.0   | 1 502.0 |
| 2017–18        | 173.2          | 27.8 | 302.6 | 25.8 | 987.9 | 11.9 | 24.4 | 0.0   | 1 553.6 |

See end notes

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

2017–18 data are preliminary estimates

Source: BITRE (2019a).

**Table T 7.4b** Cargo discharged (including imports) at Australian ports, by state/territory

| Financial year | NSW            | VIC  | QLD  | SA  | WA   | TAS | NT  | Total |  |
|----------------|----------------|------|------|-----|------|-----|-----|-------|--|
|                | million tonnes |      |      |     |      |     |     |       |  |
| 2000–01        | 30.9           | 21.2 | 28.8 | 7.5 | 12.0 | 3.9 | 2.1 | 106.5 |  |
| 2001–02        | 30.7           | 21.2 | 29.3 | 8.4 | 13.0 | 6.2 | 1.9 | 110.6 |  |
| 2002–03        | 31.2           | 22.8 | 31.8 | 8.0 | 14.6 | 5.6 | 1.7 | 115.7 |  |
| 2003–04        | 32.1           | 25.9 | 31.6 | 6.9 | 15.0 | 6.0 | 1.8 | 119.3 |  |
| 2004–05        | 32.5           | 25.8 | 34.3 | 7.3 | 15.2 | 6.7 | 2.2 | 123.9 |  |
| 2005–06        | 32.3           | 26.2 | 37.4 | 8.8 | 14.7 | 5.2 | 3.1 | 127.8 |  |
| 2006–07        | 34.4           | 26.9 | 39.2 | 7.6 | 16.8 | 4.3 | 6.5 | 135.8 |  |
| 2007–08        | 34.4           | 28.4 | 39.8 | 8.2 | 19.0 | 5.6 | 6.6 | 142.0 |  |
| 2008–09        | 30.1           | 26.2 | 38.5 | 6.9 | 18.5 | 5.4 | 7.7 | 133.2 |  |
| 2009–10        | 34.5           | 25.7 | 40.9 | 7.6 | 17.9 | 4.9 | 6.8 | 138.4 |  |
| 2010–11        | 35.1           | 28.0 | 41.8 | 7.6 | 19.1 | 5.1 | 7.4 | 144.1 |  |
| 2011–12        | 31.3           | 28.7 | 43.3 | 8.4 | 20.4 | 4.8 | 6.9 | 143.8 |  |
| 2012–13        | 30.1           | 28.4 | 48.1 | 8.4 | 22.1 | 4.8 | 7.8 | 149.8 |  |
| 2013–14        | 29.7           | 29.4 | 47.1 | 8.7 | 24.3 | 4.9 | 7.4 | 151.4 |  |
| 2014–15        | 31.0           | 29.5 | 46.3 | 9.1 | 22.9 | 5.2 | 7.0 | 151.0 |  |
| 2015–16        | 32.1           | 29.5 | 44.8 | 8.8 | 22.7 | 5.5 | 7.2 | 150.7 |  |
| 2016–17        | 34.0           | 30.7 | 44.6 | 8.9 | 21.7 | 5.2 | 6.1 | 151.2 |  |
| 2017–18        | 35.8           | 33.1 | 44.5 | 9.1 | 20.7 | 5.6 | 6.4 | 155.3 |  |

See end notes

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

2017–18 data are preliminary estimates

Source: BITRE (2019a).

**Table T 7.5a** Cargo loaded (including exports), by selected Australian ports

| Financial year | Port Hedland   | Dampier | Newcastle | Hay Point | Gladstone | Port Walcott | Weipa | Port Kembla |
|----------------|----------------|---------|-----------|-----------|-----------|--------------|-------|-------------|
|                | million tonnes |         |           |           |           |              |       |             |
| 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          | 166.7   | 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          | 167.9   | 162.9     | 114.9     | 78.3      | 157.4        | 31.8  | 16.1        |
| 2015–16        | 455.6          | 169.7   | 160.7     | 115.6     | 92.7      | 187.7        | 33.2  | 12.5        |
| 2016–17        | 493.1          | 163.1   | 166.8     | 106.8     | 98.6      | 188.9        | 35.9  | 11.4        |
| 2017–18        | 508.9          | 174.3   | 159.7     | 119.5     | 96.6      | 198.9        | 36.9  | 6.0         |

See end notes.

Note: 2017–18 data are preliminary estimates

Source: BITRE (2019a)

**Table T 7.5b** Cargo discharged (including imports), by selected Australian ports

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

See end notes.

Note: 2017–18 data are preliminary estimates

Source: BITRE (2019a)

**Table T 7.6a** Cargo loaded (including exports), by capital city ports

| Financial year | Sydney         | Melbourne | Brisbane | Adelaide | Perth | Hobart | Darwin |
|----------------|----------------|-----------|----------|----------|-------|--------|--------|
|                | million tonnes |           |          |          |       |        |        |
| 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        | 6.2            | 12.8      | 12.1     | 5.1      | 14.3  | 1.5    | 1.4    |
| 2006–07        | 6.2            | 11.3      | 11.6     | 4.4      | 12.6  | 1.5    | 3.9    |
| 2007–08        | 6.7            | 11.5      | 13.4     | 4.4      | 12.8  | 1.8    | 4.6    |
| 2008–09        | 6.5            | 12.2      | 15.3     | 4.2      | 15.6  | 1.6    | 6.1    |
| 2009–10        | 6.3            | 12.3      | 15.3     | 4.7      | 15.4  | 1.2    | 6.4    |
| 2010–11        | 6.8            | 13.4      | 15.4     | 6.8      | 13.0  | 1.3    | 6.2    |
| 2011–12        | 7.5            | 15.1      | 19.2     | 9.2      | 14.3  | 0.9    | 5.5    |
| 2012–13        | 6.9            | 14.9      | 19.4     | 8.3      | 18.1  | 0.7    | 6.7    |
| 2013–14        | 6.4            | 15.0      | 17.0     | 8.9      | 19.3  | 0.7    | 7.0    |
| 2014–15        | 5.9            | 14.1      | 16.0     | 7.1      | 20.6  | 0.6    | 5.6    |
| 2015–16        | 6.1            | 13.3      | 13.6     | 6.7      | 20.1  | 0.8    | 4.8    |
| 2016–17        | 7.0            | 14.9      | 15.2     | 8.5      | 20.8  | 0.7    | 4.1    |
| 2017–18        | 6.4            | 15.4      | 14.4     | 8.4      | 19.0  | 0.8    | 4.3    |

See end notes.

Note: 2017–18 data are preliminary

Source: BITRE (2019a)

**Table T 7.6b** Cargo discharged (including imports), by capital city ports

| Financial year | Sydney         | Melbourne | Brisbane | Adelaide | Perth | Hobart | Darwin |
|----------------|----------------|-----------|----------|----------|-------|--------|--------|
|                | million tonnes |           |          |          |       |        |        |
| 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    | 2.1    |
| 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           | 22.7      | 18.3     | 7.0      | 14.5  | 0.9    | 6.3    |

See end notes.

Note: 2017–18 data are preliminary

Source: BITRE (2019a)

**Table T 7.7** Containers exchanged, selected Australian ports

| Financial year | Melbourne                                    | Sydney    | Brisbane  | Fremantle | Adelaide | Five ports |
|----------------|--|-----------|-----------|-----------|----------|------------|
|                | twenty foot equivalent units (TEU) exchanged |           |           |           |          |            |
| 1999–00        | 1 287 795                                    | 1 010 509 | 414 449   | 297 363   | 115 506  | 3 125 622  |
| 2000–01        | 1 316 665                                    | 988 967   | 453 257   | 354 144   | 133 236  | 3 246 269  |
| 2001–02        | 1 420 781                                    | 1 009 453 | 481 623   | 381 809   | 145 226  | 3 438 892  |
| 2002–03        | 1 593 798                                    | 1 160 513 | 570 204   | 431 342   | 148 333  | 3 904 190  |
| 2003–04        | 1 717 718                                    | 1 270 256 | 639 272   | 457 305   | 169 108  | 4 253 659  |
| 2004–05        | 1 910 441                                    | 1 375 610 | 726 147   | 467 313   | 170 585  | 4 650 096  |
| 2005–06        | 1 929 925                                    | 1 445 465 | 766 278   | 455 428   | 189 391  | 4 786 487  |
| 2006–07        | 2 093 611                                    | 1 620 121 | 875 045   | 505 082   | 219 117  | 5 312 976  |
| 2007–08        | 2 256 644                                    | 1 778 425 | 940 760   | 573 527   | 280 121  | 5 829 477  |
| 2008–09        | 2 157 352                                    | 1 783 920 | 896 167   | 565 491   | 276 545  | 5 679 475  |
| 2009–10        | 2 236 635                                    | 1 927 520 | 919 242   | 557 039   | 274 501  | 5 768 095  |
| 2010–11        | 2 392 974                                    | 2 020 151 | 978 815   | 598 250   | 297 701  | 6 137 455  |
| 2011–12        | 2 579 098                                    | 2 036 064 | 1 025 069 | 656 918   | 323 834  | 6 620 983  |
| 2012–13        | 2 512 926                                    | 2 126 284 | 1 069 881 | 670 296   | 339 061  | 6 718 448  |
| 2013–14        | 2 532 669                                    | 2 206 401 | 1 097 365 | 703 081   | 382 681  | 6 922 197  |
| 2014–15        | 2 578 839                                    | 2 289 673 | 1 138 706 | 743 562   | 365 874  | 7 116 654  |
| 2015–16        | 2 638 536                                    | 2 323 722 | 1 147 173 | 715 107   | 389 684  | 7 214 222  |
| 2016–17        | 2 697 068                                    | 2 431 013 | 1 224 829 | 715 933   | 395 276  | 7 464 119  |
| 2017–18        | 2 929 338                                    | 2 613 361 | 1 349 176 | 768 246   | 407 059  | 8 067 180  |
| 2018–19        | 3 018 612                                    | 2 639 852 | 1 342 076 | 786 388   | 410 970  | 8 197 898  |

Source: BITRE (2020j) and BITRE estimates

**Table T 7.8a** Summary of the Australian trading fleet – number of vessels

| Financial year | Vessel capacity                             |  | Total Australian trading fleet | Flag                        |                           |
|----------------|---|--|--------------------------------|-----------------------------|---------------------------|
|                | Major trading fleet (greater than 2000 dwt) | Other (minor) trading ships (greater than 150 gross registered tonnage and less than or equal to 2000 dwt) |                                | Total Australian registered | Total Overseas registered |
| 2001–02        | 94  | 23   | 117                            | 62                          | 55                        |
| 2002–03        | 93  | 25   | 118                            | 58                          | 60                        |
| 2003–04        | 89  | 26   | 115                            | 60                          | 55                        |
| 2004–05        | 86  | 21   | 107                            | 58                          | 49                        |
| 2005–06        | 82  | 23   | 105                            | 59                          | 46                        |
| 2006–07        | 86  | 24   | 110                            | 59                          | 51                        |
| 2007–08        | 91  | 20   | 111                            | 55                          | 56                        |
| 2008–09        | 89  | 22   | 111                            | 56                          | 55                        |
| 2009–10        | 94  | 27   | 121                            | 57                          | 64                        |
| 2010–11        | 94  | 36   | 130                            | 65                          | 65                        |
| 2011–12        | 86  | 42   | 128                            | 65                          | 63                        |
| 2012–13        | 85  | 45   | 130                            | 67                          | 63                        |
| 2013–14        | 83  | 49   | 132                            | 70                          | 62                        |
| 2014–15        | 85  | 49   | 134                            | 69                          | 65                        |
| 2015–16        | 83  | 53   | 136                            | 73                          | 63                        |
| 2016–17        | 93  | 50   | 143                            | 70                          | 73                        |

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

Source: BITRE (2019b).

**Table T 7.8b Summary of the Australian trading fleet – deadweight (tonnes)**

| Financial year | Vessel capacity                             |  | Total Australian trading fleet | Flag                        |                           |
|----------------|---|--|--------------------------------|-----------------------------|---------------------------|
|                | Major trading fleet (greater than 2000 dwt) | Other (minor) trading ships (greater than 150 gross registered tonnage and less than or equal to 2000 dwt) |                                | Total Australian registered | Total Overseas registered |
| 2001–02        | 3 473 723                                   | 12 811   | 3 486 534                      | 1 734 477                   | 1 752 057                 |
| 2002–03        | 3 457 486                                   | 14 622   | 3 472 108                      | 1 580 392                   | 1 891 716                 |
| 2003–04        | 3 731 527                                   | 15 212   | 3 746 739                      | 1 607 609                   | 2 139 130                 |
| 2004–05        | 3 302 358                                   | 12 917   | 3 315 275                      | 1 464 396                   | 1 850 879                 |
| 2005–06        | 3 026 081                                   | 14 576   | 3 040 657                      | 1 370 386                   | 1 670 271                 |
| 2006–07        | 3 308 506                                   | 15 646   | 3 324 152                      | 1 373 446                   | 1 950 706                 |
| 2007–08        | 3 560 906                                   | 15 515   | 3 576 421                      | 1 235 915                   | 2 340 506                 |
| 2008–09        | 3 343 806                                   | 13 246   | 3 357 052                      | 1 164 046                   | 2 193 006                 |
| 2009–10        | 3 795 476                                   | 19 750   | 3 815 226                      | 1 241 264                   | 2 573 962                 |
| 2010–11        | 3 572 276                                   | 25 624   | 3 597 900                      | 1 055 472                   | 2 542 428                 |
| 2011–12        | 3 531 359                                   | 32 015   | 3 563 374                      | 907 568                     | 2 655 806                 |
| 2012–13        | 4 436 384                                   | 37 766   | 4 474 150                      | 665 787                     | 3 808 363                 |
| 2013–14        | 4 366 020                                   | 40 502   | 4 406 522                      | 560 139                     | 3 846 383                 |
| 2014–15        | 4 866 336                                   | 43 123   | 4 909 459                      | 548 816                     | 4 360 643                 |
| 2015–16        | 5 218 282                                   | 45 756   | 5 264 038                      | 512 455                     | 4 751 583                 |
| 2016–17        | 6 415 156                                   | 41 714   | 6 456 870                      | 531 415                     | 5 925 455                 |

Source: BITRE (2019b).

**Table T 7.8c Summary of the Australian trading fleet – gross tonnage (tonnes)**

| Financial year | Vessel capacity                             |  | Total Australian trading fleet | Flag                        |                           |
|----------------|---|--|--------------------------------|-----------------------------|---------------------------|
|                | Major trading fleet (greater than 2000 dwt) | Other (minor) trading ships (greater than 150 gross registered tonnage and less than or equal to 2000 dwt) |                                | Total Australian registered | Total overseas registered |
| 2001–02        | 2 515 439                                   | 19 186   | 2 534 625                      | 1 421 136                   | 1 113 489                 |
| 2002–03        | 2 438 734                                   | 28 565   | 2 467 299                      | 1 275 626                   | 1 191 673                 |
| 2003–04        | 2 703 809                                   | 36 736   | 2 740 545                      | 1 379 775                   | 1 360 770                 |
| 2004–05        | 2 446 408                                   | 25 250   | 2 471 658                      | 1 307 557                   | 1 164 101                 |
| 2005–06        | 2 346 281                                   | 22 776   | 2 369 057                      | 1 253 895                   | 1 115 162                 |
| 2006–07        | 2 543 670                                   | 25 329   | 2 568 999                      | 1 232 529                   | 1 336 470                 |
| 2007–08        | 2 739 770                                   | 24 529   | 2 764 299                      | 1 146 529                   | 1 617 770                 |
| 2008–09        | 2 673 070                                   | 29 329   | 2 702 399                      | 1 100 229                   | 1 602 170                 |
| 2009–10        | 3 027 360                                   | 30 580   | 3 057 940                      | 1 129 020                   | 1 928 920                 |
| 2010–11        | 2 934 114                                   | 29 265   | 2 963 379                      | 1 028 732                   | 1 934 647                 |
| 2011–12        | 2 888 230                                   | 39 953   | 2 928 183                      | 931 167                     | 1 997 016                 |
| 2012–13        | 3 329 376                                   | 45 347   | 3 374 723                      | 805 098                     | 2 569 625                 |
| 2013–14        | 3 388 538                                   | 48 170   | 3 436 708                      | 748 628                     | 2 688 080                 |
| 2014–15        | 3 648 996                                   | 41 846   | 3 690 842                      | 724 468                     | 2 966 374                 |
| 2015–16        | 3 803 149                                   | 44 063   | 3 847 212                      | 701 901                     | 3 145 311                 |
| 2016–17        | 4 660 523                                   | 43 714   | 4 704 237                      | 729 464                     | 3 974 773                 |

Source: BITRE (2019b).

**Table T 7.8d Summary of the Australian trading fleet – age distribution (percentage of total deadweight (tonnes))**

| Financial year | 0 – 4 years | 5 – 9 years | 10 – 14 years | 15 – 19 years | 20+ years | Average age (years) |
|----------------|-------------|-------------|---------------|---------------|-----------|---------------------|
| 2001–02        | 7.8         | 24.2        | 26.9          | 31.9          | 9.2       | 16.0                |
| 2002–03        | 7.6         | 22.6        | 26.5          | 27.1          | 16.1      | 15.5                |
| 2003–04        | 9.3         | 21.8        | 24.7          | 25.8          | 18.4      | 14.8                |
| 2004–05        | 3.1         | 31.6        | 22.7          | 15.3          | 27.2      | 16.0                |
| 2005–06        | 3.4         | 16.9        | 37.3          | 15.5          | 26.9      | 17.2                |
| 2006–07        | 3.3         | 10.2        | 25.4          | 35.3          | 26.0      | 18.0                |
| 2007–08        | 15.7        | 7.9         | 21.8          | 35.5          | 19.0      | 16.7                |
| 2008–09        | 20.9        | 10.1        | 22.4          | 23.1          | 23.6      | 16.7                |
| 2009–10        | 22.9        | 4.5         | 24.0          | 23.7          | 24.9      | 16.8                |
| 2010–11        | 25.6        | 5.7         | 13.5          | 32.0          | 23.2      | 16.3                |
| 2011–12        | 23.3        | 7.6         | 15.3          | 19.0          | 34.8      | 15.4                |
| 2012–13        | 22.5        | 24.0        | 14.9          | 10.6          | 28.1      | 13.6                |
| 2013–14        | 15.7        | 33.3        | 15.1          | 11.8          | 24.0      | 13.7                |
| 2014–15        | 19.9        | 35.6        | 9.5           | 14.1          | 20.8      | 13.0                |
| 2015–16        | 27.0        | 45.2        | 7.0           | 1.9           | 18.9      | 12.4                |
| 2016–17        | 25.0        | 42.7        | 12.6          | 7.0           | 12.8      | 13.1                |

Source: BITRE (2019b).

**Table T 7.9a Ships in the major trading fleet – overseas trades, 2016–17 – tankers**

| Name                  | Products           | Ports called at   |  |
|-----------------------|--------------------|---|--|
|                       |                    | Australian  | Overseas                               |
| Alexander Spirit      | Petroleum products | Brisbane, Cairns, Gladstone, Mackay, Sydney, Townsville | JPN, KOR, SGP                          |
| Astrid                | LPG                | Hastings  | MUS, NCL                               |
| Dapeng Moon           | LNG                | Dampier   | CHN                                    |
| Dapeng Star           | LNG                | Dampier   | CHN                                    |
| Dapeng Sun            | LNG                | Dampier   | CHN                                    |
| Kakariki              | Petroleum products | Sydney  | NZL                                    |
| Maea                  | LPG                | Hastings, Melbourne, Sydney                             | ASM, COK, FJI, NCL, NFK, NZL, PYF, TON |
| Methane Rita Andrea   | LNG                | Gladstone   | JPN, TWN                               |
| Northwest Sanderling  | LNG                | Dampier   | JPN                                    |
| Northwest Sandpiper   | LNG                | Dampier   | JPN                                    |
| Northwest Seaeagle    | LNG                | Dampier   | JPN                                    |
| Northwest Shearwater  | LNG                | Dampier   | JPN, MYS, SGP                          |
| Northwest Snipe       | LNG                | Dampier   | JPN                                    |
| Northwest Stormpetrel | LNG                | Dampier   | JPN, SGP                               |
| Northwest Swan        | LNG                | Dampier   | JPN, SGP                               |
| Torea                 | Liquid chemicals   | Brisbane, Sydney  | NZL, SGP                               |
| Victoire              | LPG                | Brisbane, Hastings, Port Kembla, Sydney                 | FJI, NCL, NZL, PYF                     |
| Woodside Chaney       | LNG                | Dampier, Gladstone, Various Offshore Facilities WA      | CHN, IND, JPN, KOR, SGP                |
| Woodside Rees Withers | LNG                | Dampier, Gladstone, Various Offshore Facilities WA      | JPN, KOR, SGP                          |

Source: BITRE (2019b).

**Table T 7.9b Ships in the major trading fleet – overseas trades, 2016–17 – bulk carriers**

| Name                       | Products | Ports called at                      |                    |
|----------------------------|----------|--------------------------------------|--------------------|
|                            |          | Australian                           | Overseas           |
| Angel                      | Dry bulk | Gladstone, Port Hedland              | CHN, JPN           |
| FMG Cloudbreak             | Iron ore | Port Hedland                         | CHN, RUS, SGP      |
| FMG Grace                  | Iron ore | Port Hedland                         | CHN, SGP           |
| FMG Grace; Mineral Charlie | Iron ore | Port Hedland                         | CHN, SGP           |
| FMG Nicola                 | Iron ore | Port Hedland                         | CHN, SGP           |
| FMG Sophia                 | Iron ore | Port Hedland                         | CHN                |
| FMG Sydney                 | Iron ore | Port Hedland                         | CHN                |
| Frontier                   | Dry bulk | Gladstone                            | KOR                |
| Maka Franz                 | Dry bulk | Hay Point, Newcastle, Port Walcott   | CHN, GBR, JPN, THA |
| Minneahaha                 | Dry bulk | Abbot Point, Newcastle, Port Hedland | CHN, GBR, JPN      |
| Minnetonka                 | Dry bulk | Dampier; Gladstone, Port Hedland     | CHN                |
| Proud                      | Dry bulk | Hay Point, Port Hedland              | CHN, SGP           |
| RS Iron Range              | Dry bulk | Gladstone, Port Hedland              | CHN, SGP           |
| Scope                      | Dry bulk | Hay Point, Port Hedland              | CHN, JPN, SGP      |
| Silver Surfer              | Dry bulk | Dampier; Port Hedland                | CHN, SGP; TWN      |
| Voyageurs                  | Coal     | Hay Point                            | ESP, KOR           |

Source: BITRE (2019b).

**Table T 7.9c Ships in the major trading fleet – overseas trades, 2016–17 – container carriers**

| Name                    | Products      | Ports called at                |               |
|-------------------------|---------------|--------------------------------|---------------|
|                         |               | Australian                     | Overseas      |
| Acru N.                 | General cargo | Townsville                     | IDN, PNG      |
| ANL Barega              | General cargo | Melbourne, Sydney              | NZL           |
| ANL Barwon; TRF Pescara | General cargo | Melbourne, Sydney              | NZL           |
| ANL Echuca              | General cargo | Melbourne, Sydney              | NZL           |
| ANL Elanora             | General cargo | Melbourne, Sydney              | NZL           |
| ANL Wahroonga           | General cargo | Brisbane, Melbourne, Sydney    | CHN           |
| ANL Wangaratta          | General cargo | Brisbane, Melbourne, Sydney    | JPN, TWN      |
| ANL Warragul            | General cargo | Brisbane, Melbourne, Sydney    | JPN, TWN      |
| ANL Warrnambool         | General cargo | Brisbane                       | MYS, NZL, SGP |
| ANL Wyong               | General cargo | Brisbane, Melbourne, Sydney    | JPN, TWN      |
| OOCL Brisbane           | General cargo | Adelaide, Fremantle, Melbourne | MYS, SGP      |

Source: BITRE (2019b).

**Table T 7.9d Ships in the major trading fleet – overseas trades, 2016–17 – livestock carriers**

| Name                   | Products  | Ports called at                         |                              |
|------------------------|-----------|---|------------------------------|
|                        |           | Australian                              | Overseas                     |
| Bader III              | Livestock | Fremantle                               | DJI, YEM                     |
| Bahijah; Ocean Outback | Livestock | Darwin, Fremantle, Portland, Townsville | CHN, IDN, ISR, OMN, SGP, VNM |
| Devon Express          | Livestock | Brisbane, Darwin, Townsville, Wyndham   | IDN, JPN, PHL, SGP           |
| Maysora                | Livestock | Adelaide, Fremantle                     | ARE, EGY, SAU                |
| Nine Eagle             | Livestock | Darwin, Townsville                      | IDN, PHL, VNM                |
| Ocean Shearer          | Livestock | Fremantle                               | EGY, URY                     |
| Ocean Swagman          | Livestock | Darwin, Fremantle, Townsville           | IDN, KWT, SGP, VNM           |

Source: BITRE (2019b).

**Table T 7.9e Ships in the major trading fleet – overseas trades, 2016–17 – general cargo ships**

| Name                     | Products      | Ports called at              |               |
|--------------------------|---------------|------------------------------|---------------|
|                          |               | Australian                   | Overseas      |
| ANL Darwin Trader        | General cargo | Darwin                       | SGP           |
| Capitaine Quiros         | General cargo | Brisbane                     | FJI, MYS, NRU |
| Eggella; Pacific Venture | General cargo | Brisbane, Geelong, Melbourne | CHN, FJI, PRK |
| Pioneer                  | General cargo | Mackay, Sydney               | SGP           |

Source: BITRE (2019b).

**Table T 7.10a Ships in the major trading fleet – coastal trades, 2016–17 – tankers**

| Name           | Products           | Ports called at   |               |
|----------------|--------------------|---|---------------|
|                |                    | Australian  | Overseas      |
| Gas Defiance   | LPG                | Brisbane, Cairns, Devonport, Gladstone, Hobart, Port Kembla, Sydney, Townsville           | NZL, PNG      |
| Gas Shuriken   | LPG                | Brisbane, Cairns, Devonport, Gladstone, Hastings, Hobart, Port Kembla, Sydney, Townsville | NZL, PNG, SLB |
| ICS Allegiance | Petroleum products | Geelong, Melbourne, Port Kembla, Sydney   |               |
| ICS Reliance   | Petroleum products | Geelong, Melbourne, Sydney  |               |
| Larcom         | Bunker fuel        | Gladstone   |               |
| Verige         | Liquid bulk        | Brisbane, Gladstone, Townsville   | KOR, PAN      |

Source: BITRE (2019b).

**Table T 7.10b** Ships in the major trading fleet – coastal trades, 2016–17 – bulk carriers

| Name                 | Products                        | Ports called at   |               |
|----------------------|---------------------------------|---|---------------|
|                      |                                 | Australian  | Overseas      |
| Aburri               | Metal concentrates              | Bing Bong   |               |
| Adelie; CSL Brisbane | Dolomite, gypsum, mineral sands | Abbot Point, Adelaide, Brisbane, Fremantle, Geraldton, Melbourne, Port Kembla, Portland, Sydney, Thevenard, Whyalla | JPN, SGP      |
| Barwon               | Bauxite                         | Brisbane, Gladstone, Gove, Newcastle, Port Hedland, Weipa   | CHN, JPN      |
| CSL Reliance         | Gypsum, sugar                   | Adelaide, Ardrossan, Brisbane, Mackay, Melbourne, Sydney, Thevenard   | CHN           |
| CSL Thevenard        | Cement, gypsum                  | Adelaide, Ardrossan, Brisbane, Geelong, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard                        | CHN, TWN      |
| CSL Whyalla          | Iron ore                        | Dampier, Exmouth, Fremantle, Geraldton, Other Ports WA, Port Pirie, Portland, Thevenard, Whyalla                    |               |
| Donnacona            | Iron ore                        | Fremantle, Geraldton, Other Ports WA, Port Hedland, Portland, Thevenard   | CHN           |
| Goliath              | Cement                          | Adelaide, Devonport, Melbourne, Newcastle   | KOR           |
| Iron Chieftain       | Coal, dolomite                  | Ardrossan, Gladstone, Newcastle, Port Kembla, Whyalla   |               |
| Lowlands Brilliance  | Iron ore                        | Hay Point, Port Hedland, Port Kembla  | CHN, SGP      |
| Mariloula            | Iron ore                        | Fremantle, Hay Point, Port Hedland, Port Kembla   | CHN           |
| RTM Gladstone        | Bauxite                         | Brisbane, Gladstone, Weipa  | CHN           |
| RTM Piiramu          | Bauxite                         | Brisbane, Gladstone, Gove, Weipa  |               |
| RTM Twarra           | Bauxite                         | Brisbane, Gladstone, Gove, Weipa  | CHN           |
| RTM Wakmatha         | Bauxite                         | Brisbane, Gladstone, Gove, Weipa  | CHN           |
| RTM Weipa            | Bauxite                         | Brisbane, Cairns, Gladstone, Gove, Weipa  |               |
| Stadacona            | Cement, clinker, gypsum         | Adelaide, Brisbane, Gladstone, Melbourne, Port Kembla, Portland, Sydney, Thevenard                                  | TWN           |
| Yarra                | Bauxite                         | Gladstone, Gove, Newcastle, Port Hedland, Weipa   | CHN, PHL, TWN |

Source: BITRE (2019b).

**Table T 7.10c** Ships in the major trading fleet – coastal trades, 2016–17 – general cargo

| Name                  | Products             | Ports called at  |          |
|-----------------------|----------------------|--|----------|
|                       |                      | Australian   | Overseas |
| Accolade II           | Limestone            | Adelaide, Klein Point  |          |
| Aurora Australis      | General cargo        | Hobart   |          |
| ICS Silver Lining     | Dry bulk             | Bell Bay, Burnie, Hobart, Melbourne, Newcastle, Port Kembla, Port Pirie, Sydney, Whyalla |          |
| Newcastle Bay         | General cargo        | Cairns, Other Ports Qld, Thursday Island, Weipa  |          |
| Searoad Mersey II     | Ro-Ro, general cargo | Devonport, Fremantle, Melbourne, Sydney  |          |
| Searoad Tamar         | Ro-Ro, general cargo | Devonport, Fremantle, Melbourne  |          |
| Spirit of Tasmania I  | Ro-Ro, general cargo | Devonport, Melbourne   |          |
| Spirit of Tasmania II | Ro-Ro, general cargo | Devonport, Melbourne, Sydney   |          |
| Tasmanian Achiever    | Ro-Ro, general cargo | Burnie, Melbourne  |          |
| Trinity Bay           | General cargo        | Cairns, Other Ports Qld, Thursday Island   |          |
| Victorian Reliance    | Ro-Ro, general cargo | Burnie, Melbourne  |          |

Source: BITRE (2019b).

**Table T 7.10d** Ships in the major trading fleet – coastal trades, 2016–17 – container carriers

| Name        | Products      | Ports called at                        |          |
|-------------|---------------|--|----------|
|             |               | Australian                             | Overseas |
| ANL Woomera | General cargo | Adelaide, Fremantle, Melbourne, Sydney | MYS, SGP |

# CHAPTER 8

## Safety

**Table T 8.1a** Number of fatal crashes, by transport mode

| Calendar year | Road  | Rail | Marine | Aviation |
|---------------|-------|------|--------|----------|
| 1981          |       |      |        | 27       |
| 1982          |       |      |        | 35       |
| 1983          |       |      |        | 30       |
| 1984          |       |      |        | 32       |
| 1985          |       |      |        | 29       |
| 1986          |       |      |        | 29       |
| 1987          |       |      |        | 25       |
| 1988          |       |      |        | 35       |
| 1989          | 2 407 |      |        | 46       |
| 1990          | 2 050 |      |        | 44       |
| 1991          | 1 874 |      |        | 28       |
| 1992          | 1 736 |      |        | 38       |
| 1993          | 1 737 |      |        | 30       |
| 1994          | 1 702 |      |        | 35       |
| 1995          | 1 822 |      |        | 33       |
| 1996          | 1 768 |      |        | 29       |
| 1997          | 1 601 |      |        | 25       |
| 1998          | 1 573 |      |        | 31       |
| 1999          | 1 553 |      |        | 25       |
| 2000          | 1 628 |      |        | 24       |
| 2001          | 1 584 |      | 32     | 27       |
| 2002          | 1 525 |      | 40     | 19       |
| 2003          | 1 445 |      | 39     | 21       |
| 2004          | 1 444 |      | 44     | 21       |
| 2005          | 1 472 |      | 37     | 24       |
| 2006          | 1 452 |      | 40     | 24       |
| 2007          | 1 453 |      | 41     | 30       |
| 2008          | 1 315 |      | 37     | 27       |
| 2009          | 1 347 |      | 43     | 23       |
| 2010          | 1 233 |      | 2      | 19       |
| 2011          | 1 151 |      | 6      | 25       |
| 2012          | 1 190 |      | 6      | 27       |
| 2013          | 1 101 |      | 6      | 33       |
| 2014          | 1 051 |      | 3      | 20       |
| 2015          | 1 100 |      | 2      | 27       |
| 2016          | 1 198 |      | 2      | 15       |
| 2017          | 1 126 |      | 4      | 22       |
| 2018          | 1 054 |      | 2      | 17       |
| 2019          | 1 103 |      | 4      | 22       |

Note: Data are not readily available for missing years.

Note: Road fatal accidents are defined as fatal crashes.

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

Source: ATSB (2020a), ATSB (2020b), BITRE (2020a), BITRE (2020k) and NMSC (2010).

**Table T 8.1b Number of fatalities, by transport mode**

| Calendar year | Road  | Rail | Marine | Aviation |
|---------------|-------|------|--------|----------|
| 1977          | 3 578 |      |        | 55       |
| 1978          | 3 705 |      |        | 65       |
| 1979          | 3 508 | 49   |        | 45       |
| 1980          | 3 272 | 56   |        | 64       |
| 1981          | 3 321 | 72   |        | 58       |
| 1982          | 3 252 | 72   |        | 60       |
| 1983          | 2 755 | 66   |        | 54       |
| 1984          | 2 822 | 76   |        | 48       |
| 1985          | 2 941 | 66   |        | 54       |
| 1986          | 2 888 | 66   |        | 54       |
| 1987          | 2 772 | 54   |        | 39       |
| 1988          | 2 887 | 64   |        | 67       |
| 1989          | 2 800 | 67   |        | 82       |
| 1990          | 2 331 | 76   |        | 80       |
| 1991          | 2 113 | 42   |        | 52       |
| 1992          | 1 974 | 61   |        | 63       |
| 1993          | 1 953 | 52   |        | 56       |
| 1994          | 1 928 | 43   |        | 62       |
| 1995          | 2 017 | 46   |        | 51       |
| 1996          | 1 970 | 30   |        | 51       |
| 1997          | 1 767 | 43   |        | 38       |
| 1998          | 1 755 | 43   |        | 56       |
| 1999          | 1 764 | 43   |        | 46       |
| 2000          | 1 817 | 38   |        | 44       |
| 2001          | 1 737 | 53   | 47     | 46       |
| 2002          | 1 715 | 40   | 50     | 34       |
| 2003          | 1 621 | 33   | 43     | 44       |
| 2004          | 1 583 | 33   | 50     | 34       |
| 2005          | 1 627 | 35   | 41     | 45       |
| 2006          | 1 598 | 39   | 49     | 40       |
| 2007          | 1 603 | 42   | 53     | 44       |
| 2008          | 1 437 | 31   | 41     | 43       |
| 2009          | 1 491 | 28   | 53     | 25       |
| 2010          | 1 353 | 29   | 2      | 24       |
| 2011          | 1 277 | 33   | 6      | 39       |
| 2012          | 1 300 | 20   | 6      | 39       |
| 2013          | 1 187 | 7    | 6      | 46       |
| 2014          | 1 151 |      | 4      | 28       |
| 2015          | 1 204 |      | 2      | 31       |
| 2016          | 1 292 |      | 5      | 21       |
| 2017          | 1 222 |      | 5      | 40       |
| 2018          | 1 134 | 9    | 2      | 20       |
| 2019          | 1 189 | 12   | 4      | 35       |

Notes: Data are not readily available for missing years.

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

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

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

Source: ATSB (2020a), ATSB (2020b), BITRE (2020a), BITRE (2020k) and NMSC (2010), ONRSR (2020).

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

| Calendar year | Road  | Rail | Marine | Aviation |
|---------------|-------|------|--------|----------|
| 1977          | 25.21 |      |        | 0.39     |
| 1978          | 25.80 |      |        | 0.45     |
| 1979          | 24.17 | 0.34 |        | 0.31     |
| 1980          | 22.27 | 0.38 |        | 0.44     |
| 1981          | 22.25 | 0.48 |        | 0.39     |
| 1982          | 21.42 | 0.47 |        | 0.40     |
| 1983          | 17.90 | 0.43 |        | 0.35     |
| 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          | 9.92  | 0.35 |        | 0.36     |
| 1993          | 9.83  | 0.29 |        | 0.32     |
| 1994          | 9.53  | 0.24 |        | 0.35     |
| 1995          | 10.08 | 0.25 |        | 0.28     |
| 1996          | 9.66  | 0.16 |        | 0.28     |
| 1997          | 8.65  | 0.23 |        | 0.21     |
| 1998          | 8.41  | 0.23 |        | 0.30     |
| 1999          | 8.21  | 0.23 |        | 0.24     |
| 2000          | 8.50  | 0.20 |        | 0.23     |
| 2001          | 8.16  | 0.27 | 0.24   | 0.24     |
| 2002          | 7.76  | 0.20 | 0.25   | 0.17     |
| 2003          | 7.33  | 0.17 | 0.22   | 0.22     |
| 2004          | 7.25  | 0.17 | 0.25   | 0.17     |
| 2005          | 7.30  | 0.17 | 0.20   | 0.22     |
| 2006          | 7.10  | 0.19 | 0.24   | 0.20     |
| 2007          | 6.98  | 0.20 | 0.25   | 0.21     |
| 2008          | 6.19  | 0.15 | 0.19   | 0.20     |
| 2009          | 6.21  | 0.13 | 0.24   | 0.12     |
| 2010          | 5.60  | 0.13 | 0.01   | 0.11     |
| 2011          | 5.15  | 0.15 | 0.03   | 0.17     |
| 2012          | 5.24  | 0.09 | 0.03   | 0.17     |
| 2013          | 4.76  | 0.03 | 0.03   | 0.20     |
| 2014          | 4.48  |      | 0.02   | 0.12     |
| 2015          | 4.62  |      | 0.01   | 0.13     |
| 2016          | 4.95  |      | 0.02   | 0.09     |
| 2017          | 4.58  |      | 0.02   | 0.16     |
| 2018          | 4.22  | 0.04 | 0.01   | 0.08     |
| 2019          | 4.35  | 0.05 | 0.02   | 0.14     |

Notes: Data are not readily available for missing years.

Population data is at June of each year

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

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

Source: ABS (2020q), ATSB (2020a), ATSB (2020b), BITRE (2020a), BITRE (2020k), NMSC (2010) and ONRSR (2020).

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

| Calendar year | Road   | Rail | Marine | Aviation |
|---------------|--------|------|--------|----------|
| 1980          |        |      |        | 0.33     |
| 1981          |        |      |        | 0.34     |
| 1982          |        |      |        | 0.27     |
| 1983          |        |      |        | 0.32     |
| 1984          |        |      |        | 0.28     |
| 1985          |        |      |        | 0.29     |
| 1986          |        |      |        | 0.23     |
| 1987          |        |      |        | 0.22     |
| 1988          |        |      |        | 0.21     |
| 1989          | 169.40 |      |        | 0.34     |
| 1990          | 146.27 |      |        | 0.26     |
| 1991          | 130.34 |      |        | 0.43     |
| 1992          | 122.96 |      |        | 0.35     |
| 1993          | 122.02 |      |        | 0.22     |
| 1994          | 123.98 |      |        | 0.21     |
| 1995          | 123.79 |      |        | 0.32     |
| 1996          | 120.11 |      |        | 0.17     |
| 1997          | 116.23 |      |        | 0.26     |
| 1998          |        |      |        | 0.18     |
| 1999          |        |      |        | 0.15     |
| 2000          | 140.79 |      |        | 0.11     |
| 2001          | 141.58 | 0.43 | 0.45   | 0.10     |
| 2002          | 142.29 | 0.50 | 0.59   | 0.21     |
| 2003          | 144.26 | 0.26 | 0.40   | 0.16     |
| 2004          | 144.93 | 0.35 | 0.62   | 0.13     |
| 2005          | 151.66 | 0.35 | 0.67   | 0.13     |
| 2006          | 157.90 | 0.65 | 0.78   | 0.11     |
| 2007          | 156.31 | 0.87 | 0.61   | 0.03     |
| 2008          | 157.79 | 0.53 | 0.72   | 0.07     |
| 2009          | 155.34 | 0.41 | 0.45   | 0.08     |
| 2010          | 148.78 | 0.18 | 0.11   | 0.15     |
| 2011          | 152.58 | 0.30 | 0.11   | 0.17     |
| 2012          | 150.01 | 0.33 | 0.13   | 0.17     |
| 2013          | 151.68 | 0.21 | 0.10   | 0.08     |
| 2014          | 151.56 |      | 0.16   | 0.15     |
| 2015          | 155.89 |      | 0.14   | 0.13     |
| 2016          | 160.89 |      | 0.07   | 0.14     |
| 2017          |        |      | 0.07   | 0.13     |
| 2018          |        |      | 0.09   | 0.16     |
| 2019          |        |      | 0.13   | 0.12     |

Notes: Data are not readily available for missing years.

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

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

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

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

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

See end notes

Source: ABS (2020q), ATSB (2020a), ATSB (2020b), Infrastructure (2012), NMSC (2010) and ONRSR (2020).

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

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

Note: Data are not readily available for missing years.

(i) 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.

Source: ATSB (2012), ATSB (2020a), BITRE (2020a), BITRE (2020k) and BITRE estimates.

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

See end notes.

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

A hospitalised injury is a person admitted to hospital.

Data are not readily available for missing years.

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

They were compiled using new methodology and should not be compared with earlier results.

Source: AIHW (2016), ATSB (2012), ATSB (2020a), BITRE (2020a), BITRE (2020k), Infrastructure (2012) and BITRE estimates.

**Table T 8.4a** Number of road crashes, by accident severity

| Calendar year | Fatal crash | Hospitalised injury crash <sup>29</sup> |
|---------------|-------------|---|
| 1989          | 2 407       | 22 158                                  |
| 1990          | 2 050       | 20 014                                  |
| 1991          | 1 874       | 17 844                                  |
| 1992          | 1 736       | 17 108                                  |
| 1993          | 1 737       | 17 164                                  |
| 1994          | 1 702       | 17 560                                  |
| 1995          | 1 822       | 17 803                                  |
| 1996          | 1 768       | 17 505                                  |
| 1997          | 1 601       | 17 150                                  |
| 1998          | 1 573       |   |
| 1999          | 1 553       |   |
| 2000          | 1 628       |   |
| 2001          | 1 584       |   |
| 2002          | 1 525       |   |
| 2003          | 1 445       |   |
| 2004          | 1 444       |   |
| 2005          | 1 472       |   |
| 2006          | 1 452       |   |
| 2007          | 1 453       |   |
| 2008          | 1 315       |   |
| 2009          | 1 346       |   |
| 2010          | 1 230       |   |
| 2011          | 1 151       |   |
| 2012          | 1 190       |   |
| 2013          | 1 099       |   |
| 2014          | 1 050       |   |
| 2015          | 1 101       |   |
| 2016          | 1 202       |   |
| 2017          | 1 127       |   |
| 2018          | 1 056       |   |
| 2019          | 1 103       |   |

See end notes

Note: Data are not readily available for missing years.

Note: Hospitalised Injury crash data excludes all fatal crashes.

Source: BITRE (2020a) and Infrastructure (2020).

**Table T 8.4b Number of road casualties, by severity**

| Calendar year | Fatality | Hospitalised injury <sup>29</sup> |
|---------------|----------|-----------------------------------|
| 1977          | 3 578    |                                   |
| 1978          | 3 705    |                                   |
| 1979          | 3 508    |                                   |
| 1980          | 3 272    |                                   |
| 1981          | 3 321    |                                   |
| 1982          | 3 252    |                                   |
| 1983          | 2 755    |                                   |
| 1984          | 2 822    |                                   |
| 1985          | 2 941    |                                   |
| 1986          | 2 888    |                                   |
| 1987          | 2 772    |                                   |
| 1988          | 2 887    |                                   |
| 1989          | 2 800    | 28 483                            |
| 1990          | 2 331    | 24 961                            |
| 1991          | 2 113    | 22 528                            |
| 1992          | 1 974    | 21 512                            |
| 1993          | 1 953    | 21 557                            |
| 1994          | 1 928    | 22 133                            |
| 1995          | 2 017    | 22 368                            |
| 1996          | 1 970    | 21 989                            |
| 1997          | 1 767    | 21 519                            |
| 1998          | 1 755    |                                   |
| 1999          | 1 764    |                                   |
| 2000          | 1 817    | 26 963                            |
| 2001          | 1 737    | 27 482                            |
| 2002          | 1 715    | 27 958                            |
| 2003          | 1 621    | 28 446                            |
| 2004          | 1 583    | 28 886                            |
| 2005          | 1 627    | 30 597                            |
| 2006          | 1 598    | 32 288                            |
| 2007          | 1 603    | 32 552                            |
| 2008          | 1 437    | 33 524                            |
| 2009          | 1 491    | 33 692                            |
| 2010          | 1 353    | 32 775                            |
| 2011          | 1 277    | 34 082                            |
| 2012          | 1 300    | 34 091                            |
| 2013          | 1 187    | 35 059                            |
| 2014          | 1 151    | 35 552                            |
| 2015          | 1 204    | 37 082                            |
| 2016          | 1 292    | 38 945                            |
| 2017          | 1 222    | 39 330                            |
| 2018          | 1 134    |                                   |
| 2019          | 1 189    |                                   |

See end notes

Note: Data are not readily available for missing years.

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

A hospitalised injury is a person admitted to hospital.

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

Source: AIHW (2016), BITRE (2020a), BITRE (2020k) and Infrastructure (2020).

**Table T 8.5a** Road crash rate, by crash severity (per 100,000 population)

| Calendar year | Fatal Crash | Hospitalised injury crash |
|---------------|-------------|---------------------------|
| 1989          | 14.32       | 131.78                    |
| 1990          | 12.01       | 117.28                    |
| 1991          | 10.84       | 103.24                    |
| 1992          | 9.92        | 97.79                     |
| 1993          | 9.83        | 97.15                     |
| 1994          | 9.53        | 98.37                     |
| 1995          | 10.08       | 98.53                     |
| 1996          | 9.66        | 95.62                     |
| 1997          | 8.65        | 92.63                     |
| 1998          | 8.41        |                           |
| 1999          | 8.21        |                           |
| 2000          | 8.50        |                           |
| 2001          | 8.16        |                           |
| 2002          | 7.76        |                           |
| 2003          | 7.33        |                           |
| 2004          | 7.25        |                           |
| 2005          | 7.30        |                           |
| 2006          | 7.10        |                           |
| 2007          | 6.98        |                           |
| 2008          | 6.19        |                           |
| 2009          | 6.21        |                           |
| 2010          | 5.58        |                           |
| 2011          | 5.15        |                           |
| 2012          | 5.24        |                           |
| 2013          | 4.75        |                           |
| 2014          | 4.48        |                           |
| 2015          | 4.63        |                           |
| 2016          | 4.97        |                           |
| 2017          | 4.58        |                           |
| 2018          | 4.23        |                           |
| 2019          | 4.35        |                           |

See end notes.

Notes: Hospitalised Injury crash data excludes all fatal crashes.

Data are not readily available for missing years.

Source: ABS (2020q), BITRE (2020a), BITRE (2020k), and Infrastructure (2020).

**Table T 8.5b Road casualty rate, by severity (per 100,000 population)**

| Calendar year | Fatalities | Hospitalised injury |
|---------------|------------|---------------------|
| 1975          | 26.59      |                     |
| 1976          | 25.53      |                     |
| 1977          | 25.21      |                     |
| 1978          | 25.80      |                     |
| 1979          | 24.17      |                     |
| 1980          | 22.27      |                     |
| 1981          | 22.25      |                     |
| 1982          | 21.42      |                     |
| 1983          | 17.90      |                     |
| 1984          | 18.11      |                     |
| 1985          | 18.63      |                     |
| 1986          | 18.03      |                     |
| 1987          | 17.04      |                     |
| 1988          | 17.46      |                     |
| 1989          | 16.65      | 169.40              |
| 1990          | 13.66      | 146.27              |
| 1991          | 12.23      | 130.34              |
| 1992          | 11.28      | 122.96              |
| 1993          | 11.05      | 122.02              |
| 1994          | 10.80      | 123.98              |
| 1995          | 11.16      | 123.79              |
| 1996          | 10.76      | 120.11              |
| 1997          | 9.54       | 116.23              |
| 1998          | 9.38       |                     |
| 1999          | 9.32       |                     |
| 2000          | 9.49       | 140.79              |
| 2001          | 8.95       | 141.58              |
| 2002          | 8.73       | 142.29              |
| 2003          | 8.22       | 144.26              |
| 2004          | 7.94       | 144.93              |
| 2005          | 8.06       | 151.66              |
| 2006          | 7.81       | 157.90              |
| 2007          | 7.70       | 156.31              |
| 2008          | 6.76       | 157.79              |
| 2009          | 6.87       | 155.34              |
| 2010          | 6.14       | 148.78              |
| 2011          | 5.72       | 152.58              |
| 2012          | 5.72       | 150.01              |
| 2013          | 5.14       | 151.68              |
| 2014          | 4.91       | 151.56              |
| 2015          | 5.06       | 155.89              |
| 2016          | 5.34       | 160.89              |
| 2017          | 4.97       | 159.90              |
| 2018          | 4.54       |                     |
| 2019          | 4.69       |                     |

See end notes.

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

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

Data are not readily available for missing years.

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

Source: ABS (2020q), BITRE (2020a), BITRE (2020k), and Infrastructure (2020).

**Table T 8.6a** Number of fatal road crashes, by state/territory

| Calendar year | NSW | VIC | QLD | SA  | WA  | TAS | NT | ACT | Total |
|---------------|-----|-----|-----|-----|-----|-----|----|-----|-------|
| 1989          | 784 | 681 | 376 | 201 | 214 | 68  | 57 | 26  | 2 407 |
| 1990          | 702 | 492 | 347 | 187 | 181 | 63  | 54 | 24  | 2 050 |
| 1991          | 585 | 435 | 359 | 166 | 187 | 66  | 60 | 16  | 1 874 |
| 1992          | 576 | 365 | 363 | 142 | 171 | 59  | 42 | 18  | 1 736 |
| 1993          | 518 | 381 | 357 | 191 | 191 | 47  | 41 | 11  | 1 737 |
| 1994          | 552 | 345 | 364 | 143 | 195 | 52  | 36 | 15  | 1 702 |
| 1995          | 563 | 371 | 408 | 163 | 194 | 53  | 56 | 14  | 1 822 |
| 1996          | 538 | 382 | 338 | 162 | 220 | 53  | 58 | 17  | 1 768 |
| 1997          | 525 | 346 | 321 | 123 | 184 | 29  | 56 | 17  | 1 601 |
| 1998          | 491 | 348 | 257 | 152 | 199 | 47  | 59 | 20  | 1 573 |
| 1999          | 506 | 345 | 273 | 132 | 189 | 47  | 44 | 17  | 1 553 |
| 2000          | 543 | 373 | 275 | 151 | 184 | 38  | 48 | 16  | 1 628 |
| 2001          | 486 | 404 | 296 | 137 | 151 | 52  | 43 | 15  | 1 584 |
| 2002          | 501 | 361 | 283 | 138 | 159 | 35  | 40 | 8   | 1 525 |
| 2003          | 483 | 294 | 284 | 136 | 155 | 39  | 44 | 10  | 1 445 |
| 2004          | 458 | 312 | 289 | 128 | 162 | 52  | 34 | 9   | 1 444 |
| 2005          | 459 | 314 | 296 | 127 | 151 | 49  | 51 | 25  | 1 472 |
| 2006          | 449 | 309 | 313 | 104 | 181 | 43  | 41 | 12  | 1 452 |
| 2007          | 405 | 289 | 338 | 107 | 214 | 39  | 47 | 14  | 1 453 |
| 2008          | 353 | 278 | 294 | 87  | 185 | 37  | 67 | 14  | 1 315 |
| 2009          | 409 | 268 | 296 | 104 | 176 | 52  | 31 | 11  | 1 347 |
| 2010          | 365 | 260 | 236 | 105 | 176 | 29  | 46 | 16  | 1 233 |
| 2011          | 336 | 259 | 227 | 95  | 167 | 23  | 38 | 6   | 1 151 |
| 2012          | 336 | 261 | 255 | 86  | 171 | 29  | 40 | 12  | 1 190 |
| 2013          | 316 | 225 | 246 | 90  | 149 | 35  | 33 | 7   | 1 101 |
| 2014          | 285 | 223 | 199 | 96  | 173 | 31  | 34 | 10  | 1 051 |
| 2015          | 326 | 231 | 219 | 96  | 140 | 32  | 42 | 14  | 1 100 |
| 2016          | 356 | 275 | 238 | 76  | 170 | 33  | 40 | 10  | 1 198 |
| 2017          | 351 | 240 | 228 | 93  | 151 | 31  | 27 | 5   | 1 126 |
| 2018          | 326 | 202 | 224 | 75  | 145 | 31  | 42 | 9   | 1 054 |
| 2019          | 332 | 248 | 196 | 110 | 154 | 29  | 28 | 6   | 1 103 |

Source: BITRE (2020a) and BITRE (2020k).

**Table T 8.6b Number of road fatalities, by state/territory**

| Calendar year | NSW   | VIC | QLD | SA  | WA  | TAS | NT | ACT | Total |
|---------------|-------|-----|-----|-----|-----|-----|----|-----|-------|
| 1971          | 1 249 | 923 | 594 | 292 | 332 | 130 | 50 | 20  | 3 590 |
| 1972          | 1 092 | 915 | 572 | 312 | 340 | 106 | 53 | 32  | 3 422 |
| 1973          | 1 230 | 935 | 638 | 329 | 358 | 105 | 55 | 29  | 3 679 |
| 1974          | 1 275 | 806 | 589 | 382 | 334 | 111 | 44 | 31  | 3 572 |
| 1975          | 1 288 | 910 | 635 | 339 | 304 | 122 | 64 | 32  | 3 694 |
| 1976          | 1 264 | 938 | 569 | 307 | 308 | 108 | 51 | 38  | 3 583 |
| 1977          | 1 268 | 954 | 572 | 306 | 290 | 112 | 47 | 29  | 3 578 |
| 1978          | 1 384 | 869 | 612 | 291 | 345 | 106 | 68 | 30  | 3 705 |
| 1979          | 1 288 | 846 | 616 | 309 | 279 | 93  | 53 | 24  | 3 508 |
| 1980          | 1 303 | 657 | 557 | 269 | 293 | 100 | 63 | 30  | 3 272 |
| 1981          | 1 291 | 766 | 594 | 222 | 238 | 111 | 70 | 29  | 3 321 |
| 1982          | 1 253 | 709 | 602 | 270 | 236 | 96  | 60 | 26  | 3 252 |
| 1983          | 966   | 664 | 510 | 266 | 203 | 70  | 48 | 28  | 2 755 |
| 1984          | 1 037 | 657 | 505 | 232 | 221 | 83  | 50 | 37  | 2 822 |
| 1985          | 1 067 | 683 | 502 | 268 | 243 | 78  | 67 | 33  | 2 941 |
| 1986          | 1 029 | 668 | 481 | 288 | 228 | 91  | 71 | 32  | 2 888 |
| 1987          | 959   | 705 | 442 | 256 | 213 | 77  | 84 | 36  | 2 772 |
| 1988          | 1 037 | 701 | 539 | 223 | 230 | 75  | 51 | 31  | 2 887 |
| 1989          | 959   | 776 | 428 | 222 | 242 | 80  | 61 | 32  | 2 800 |
| 1990          | 797   | 548 | 399 | 226 | 196 | 71  | 68 | 26  | 2 331 |
| 1991          | 663   | 503 | 395 | 184 | 207 | 77  | 67 | 17  | 2 113 |
| 1992          | 649   | 396 | 416 | 165 | 200 | 74  | 54 | 20  | 1 974 |
| 1993          | 581   | 435 | 396 | 218 | 209 | 58  | 44 | 12  | 1 953 |
| 1994          | 646   | 377 | 418 | 159 | 211 | 59  | 41 | 17  | 1 928 |
| 1995          | 620   | 418 | 456 | 181 | 209 | 57  | 61 | 15  | 2 017 |
| 1996          | 581   | 417 | 385 | 181 | 247 | 64  | 72 | 23  | 1 970 |
| 1997          | 576   | 377 | 360 | 148 | 197 | 32  | 60 | 17  | 1 767 |
| 1998          | 556   | 390 | 279 | 168 | 223 | 48  | 69 | 22  | 1 755 |
| 1999          | 577   | 383 | 314 | 151 | 218 | 53  | 49 | 19  | 1 764 |
| 2000          | 603   | 407 | 317 | 166 | 212 | 43  | 51 | 18  | 1 817 |
| 2001          | 524   | 444 | 324 | 153 | 165 | 61  | 50 | 16  | 1 737 |
| 2002          | 561   | 397 | 322 | 154 | 179 | 37  | 55 | 10  | 1 715 |
| 2003          | 539   | 330 | 310 | 157 | 180 | 41  | 53 | 11  | 1 621 |
| 2004          | 510   | 343 | 311 | 139 | 178 | 58  | 35 | 9   | 1 583 |
| 2005          | 508   | 346 | 330 | 148 | 163 | 51  | 55 | 26  | 1 627 |
| 2006          | 496   | 337 | 335 | 117 | 200 | 55  | 45 | 13  | 1 598 |
| 2007          | 435   | 332 | 360 | 124 | 235 | 45  | 58 | 14  | 1 603 |
| 2008          | 374   | 303 | 328 | 99  | 205 | 39  | 75 | 14  | 1 437 |
| 2009          | 454   | 290 | 331 | 119 | 191 | 63  | 31 | 12  | 1 491 |
| 2010          | 405   | 288 | 249 | 118 | 193 | 31  | 50 | 19  | 1 353 |
| 2011          | 364   | 287 | 269 | 103 | 179 | 24  | 45 | 6   | 1 277 |
| 2012          | 369   | 282 | 280 | 94  | 183 | 31  | 49 | 12  | 1 300 |
| 2013          | 333   | 243 | 271 | 98  | 162 | 36  | 37 | 7   | 1 187 |
| 2014          | 307   | 248 | 223 | 108 | 183 | 33  | 39 | 10  | 1 151 |
| 2015          | 350   | 252 | 243 | 102 | 159 | 34  | 49 | 15  | 1 204 |
| 2016          | 380   | 290 | 251 | 86  | 193 | 37  | 45 | 10  | 1 292 |
| 2017          | 389   | 259 | 247 | 100 | 159 | 32  | 31 | 5   | 1 222 |
| 2018          | 347   | 213 | 245 | 80  | 158 | 32  | 50 | 9   | 1 134 |
| 2019          | 356   | 266 | 219 | 114 | 163 | 29  | 36 | 6   | 1 189 |

Source: BITRE (2020a) and BITRE (2020k).

**Table T 8.6c** Number of road fatalities, by road user type

| Calendar year | Driver | Passenger | Pedestrian | Motorcyclist | Pedal cyclist | Total |
|---------------|--------|-----------|------------|--------------|---------------|-------|
| 2008          | 670    | 303       | 189        | 245          | 28            | 1,437 |
| 2009          | 707    | 333       | 196        | 224          | 31            | 1,491 |
| 2010          | 636    | 284       | 170        | 224          | 38            | 1,353 |
| 2011          | 568    | 286       | 186        | 202          | 34            | 1,277 |
| 2012          | 610    | 260       | 170        | 223          | 33            | 1,300 |
| 2013          | 557    | 204       | 158        | 213          | 50            | 1,187 |
| 2014          | 533    | 228       | 151        | 191          | 45            | 1,151 |
| 2015          | 555    | 251       | 161        | 203          | 31            | 1,204 |
| 2016          | 622    | 208       | 182        | 249          | 29            | 1,292 |
| 2017          | 566    | 235       | 161        | 211          | 39            | 1,222 |
| 2018          | 521    | 204       | 177        | 191          | 35            | 1,134 |
| 2019          | 572    | 205       | 160        | 210          | 39            | 1,189 |

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

Source: BITRE (2020a) and BITRE (2020k).

**Table T 8.6d** Number of road fatalities, by age-group (years)

| Calendar year | 0 to 16 | 17 to 25 | 26 to 39 | 40 to 64 | 65 to 74 | ≥ 75 |
|---------------|---------|----------|----------|----------|----------|------|
| 2008          | 87      | 377      | 345      | 395      | 86       | 147  |
| 2009          | 106     | 362      | 355      | 445      | 94       | 129  |
| 2010          | 74      | 336      | 305      | 418      | 97       | 122  |
| 2011          | 93      | 280      | 275      | 398      | 83       | 148  |
| 2012          | 70      | 284      | 300      | 400      | 96       | 149  |
| 2013          | 66      | 230      | 243      | 374      | 118      | 156  |
| 2014          | 65      | 235      | 251      | 359      | 109      | 130  |
| 2015          | 65      | 225      | 272      | 373      | 118      | 151  |
| 2016          | 60      | 265      | 290      | 411      | 103      | 163  |
| 2017          | 49      | 244      | 237      | 391      | 120      | 181  |
| 2018          | 52      | 225      | 257      | 353      | 114      | 129  |
| 2019          | 48      | 238      | 257      | 373      | 105      | 168  |

Source: BITRE (2020a) and BITRE (2020k).

**Table T 8.6e** Number of road fatalities, by gender

| Calendar year | Females | Males | Total |
|---------------|---------|-------|-------|
| 2008          | 376     | 1,060 | 1,437 |
| 2009          | 407     | 1,081 | 1,491 |
| 2010          | 370     | 982   | 1,353 |
| 2011          | 355     | 920   | 1,277 |
| 2012          | 369     | 931   | 1,300 |
| 2013          | 334     | 852   | 1,187 |
| 2014          | 331     | 819   | 1,151 |
| 2015          | 338     | 866   | 1,204 |
| 2016          | 337     | 954   | 1,292 |
| 2017          | 324     | 898   | 1,222 |
| 2018          | 292     | 841   | 1,134 |
| 2019          | 281     | 908   | 1,189 |

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

Source: BITRE (2020a) and BITRE (2020k).

**Table T 8.7a Fatal road crash rate, by state/territory (per 100,000 population)**

| Calendar year | NSW  | VIC  | QLD  | SA   | WA   | TAS  | NT   | ACT | Total |
|---------------|------|------|------|------|------|------|------|-----|-------|
| 1989          | 13.6 | 15.8 | 13.3 | 14.2 | 13.6 | 14.9 | 35.4 | 9.4 | 14.3  |
| 1990          | 12.0 | 11.2 | 12.0 | 13.1 | 11.2 | 13.6 | 33.0 | 8.5 | 12.0  |
| 1991          | 9.9  | 9.8  | 12.1 | 11.5 | 11.4 | 14.1 | 36.3 | 5.5 | 10.8  |
| 1992          | 9.7  | 8.2  | 12.0 | 9.8  | 10.3 | 12.6 | 24.9 | 6.1 | 9.9   |
| 1993          | 8.6  | 8.5  | 11.5 | 13.1 | 11.4 | 10.0 | 23.9 | 3.7 | 9.8   |
| 1994          | 9.1  | 7.7  | 11.5 | 9.8  | 11.4 | 11.0 | 20.6 | 5.0 | 9.6   |
| 1995          | 9.2  | 8.2  | 12.6 | 11.1 | 11.2 | 11.2 | 31.2 | 4.6 | 10.1  |
| 1996          | 8.7  | 8.4  | 10.2 | 11.0 | 12.4 | 11.1 | 31.4 | 5.5 | 9.7   |
| 1997          | 8.4  | 7.6  | 9.6  | 8.3  | 10.2 | 6.1  | 29.5 | 5.5 | 8.7   |
| 1998          | 7.8  | 7.6  | 7.5  | 10.2 | 10.9 | 9.9  | 30.6 | 6.4 | 8.5   |
| 1999          | 7.9  | 7.4  | 7.9  | 8.9  | 10.2 | 9.9  | 22.4 | 5.4 | 8.3   |
| 2000          | 8.4  | 7.9  | 7.8  | 10.1 | 9.8  | 8.0  | 24.1 | 5.0 | 8.6   |
| 2001          | 7.4  | 8.5  | 8.3  | 9.1  | 7.9  | 11.0 | 21.3 | 4.7 | 8.2   |
| 2002          | 7.6  | 7.5  | 7.7  | 9.1  | 8.2  | 7.4  | 19.8 | 2.5 | 7.8   |
| 2003          | 7.3  | 6.0  | 7.6  | 8.9  | 7.9  | 8.1  | 21.8 | 3.1 | 7.3   |
| 2004          | 6.9  | 6.3  | 7.5  | 8.4  | 8.2  | 10.8 | 16.8 | 2.7 | 7.2   |
| 2005          | 6.9  | 6.3  | 7.6  | 8.3  | 7.5  | 10.1 | 24.8 | 7.5 | 7.3   |
| 2006          | 6.7  | 6.1  | 7.8  | 6.7  | 8.8  | 8.8  | 19.6 | 3.6 | 7.1   |
| 2007          | 5.9  | 5.6  | 8.2  | 6.8  | 10.2 | 7.9  | 22.0 | 4.1 | 7.0   |
| 2008          | 5.1  | 5.3  | 7.0  | 5.5  | 8.5  | 7.4  | 30.5 | 4.0 | 6.2   |
| 2009          | 5.8  | 5.0  | 6.8  | 6.5  | 7.9  | 10.3 | 13.7 | 3.1 | 6.2   |
| 2010          | 5.1  | 4.8  | 5.4  | 6.5  | 7.7  | 5.7  | 20.0 | 4.4 | 5.6   |
| 2011          | 4.7  | 4.7  | 5.1  | 5.8  | 7.1  | 4.5  | 16.4 | 1.6 | 5.2   |
| 2012          | 4.6  | 4.6  | 5.6  | 5.2  | 7.0  | 5.7  | 17.0 | 3.2 | 5.2   |
| 2013          | 4.3  | 3.9  | 5.3  | 5.4  | 6.0  | 6.8  | 13.6 | 1.8 | 4.8   |
| 2014          | 3.8  | 3.8  | 4.2  | 5.6  | 6.9  | 6.0  | 14.0 | 2.6 | 4.5   |
| 2015          | 4.3  | 3.8  | 4.6  | 5.6  | 5.5  | 6.2  | 17.1 | 3.5 | 4.6   |
| 2016          | 4.6  | 4.5  | 4.9  | 4.4  | 6.7  | 6.4  | 16.3 | 2.7 | 5.0   |
| 2017          | 4.5  | 3.8  | 4.6  | 5.4  | 5.9  | 6.3  | 10.9 | 1.2 | 4.6   |
| 2018          | 4.1  | 3.1  | 4.5  | 4.3  | 5.6  | 6.1  | 17.0 | 2.1 | 4.2   |
| 2019          | 4.1  | 3.8  | 3.8  | 6.3  | 5.9  | 5.4  | 11.4 | 1.4 | 4.3   |

Source: ABS (2020q), BITRE (2020a) and BITRE (2020k).

**Table T 8.7b** Road fatality rate, by state/territory (per 100,000 population)

| Calendar year | NSW  | VIC  | QLD  | SA   | WA   | TAS  | NT   | ACT  | Total |
|---------------|------|------|------|------|------|------|------|------|-------|
| 1971          | 26.4 | 25.6 | 32.1 | 24.3 | 31.5 | 32.7 | 58.3 | 13.2 | 27.5  |
| 1972          | 22.8 | 25.0 | 30.1 | 25.7 | 31.4 | 26.5 | 57.6 | 20.0 | 25.7  |
| 1973          | 25.4 | 25.2 | 32.7 | 26.8 | 32.5 | 26.0 | 56.6 | 16.7 | 27.2  |
| 1974          | 26.1 | 21.5 | 29.3 | 30.8 | 29.6 | 27.3 | 42.7 | 16.6 | 26.0  |
| 1975          | 26.1 | 24.0 | 31.0 | 26.8 | 26.3 | 29.7 | 68.9 | 16.1 | 26.6  |
| 1976          | 25.5 | 24.6 | 27.2 | 24.1 | 26.1 | 26.2 | 51.9 | 18.3 | 25.5  |
| 1977          | 25.4 | 24.9 | 26.9 | 23.8 | 24.1 | 27.0 | 45.2 | 13.6 | 25.2  |
| 1978          | 27.4 | 22.5 | 28.2 | 22.5 | 28.1 | 25.4 | 61.8 | 13.8 | 25.8  |
| 1979          | 25.2 | 21.8 | 27.8 | 23.7 | 22.4 | 22.1 | 46.4 | 10.9 | 24.2  |
| 1980          | 25.2 | 16.8 | 24.6 | 20.6 | 23.1 | 23.6 | 53.3 | 13.4 | 22.3  |
| 1981          | 24.7 | 19.4 | 25.3 | 16.8 | 18.3 | 26.0 | 57.1 | 12.7 | 22.3  |
| 1982          | 23.6 | 17.8 | 24.8 | 20.3 | 17.6 | 22.3 | 46.0 | 11.2 | 21.4  |
| 1983          | 18.0 | 16.5 | 20.5 | 19.8 | 14.8 | 16.2 | 35.3 | 11.7 | 17.9  |
| 1984          | 19.2 | 16.1 | 20.0 | 17.1 | 15.9 | 19.0 | 35.2 | 15.1 | 18.1  |
| 1985          | 19.5 | 16.6 | 19.5 | 19.5 | 17.1 | 17.6 | 45.1 | 13.1 | 18.6  |
| 1986          | 18.6 | 16.1 | 18.3 | 20.8 | 15.6 | 20.4 | 46.0 | 12.4 | 18.0  |
| 1987          | 17.1 | 16.7 | 16.5 | 18.4 | 14.2 | 17.1 | 53.1 | 13.6 | 17.0  |
| 1988          | 18.2 | 16.4 | 19.7 | 15.9 | 15.0 | 16.6 | 32.1 | 11.4 | 17.5  |
| 1989          | 16.6 | 18.0 | 15.1 | 15.6 | 15.3 | 17.6 | 37.8 | 11.6 | 16.7  |
| 1990          | 13.7 | 12.5 | 13.8 | 15.8 | 12.2 | 15.4 | 41.5 | 9.2  | 13.7  |
| 1991          | 11.2 | 11.4 | 13.3 | 12.7 | 12.7 | 16.5 | 40.5 | 5.9  | 12.2  |
| 1992          | 10.9 | 8.9  | 13.8 | 11.3 | 12.1 | 15.7 | 32.0 | 6.8  | 11.3  |
| 1993          | 9.7  | 9.7  | 12.8 | 14.9 | 12.4 | 12.3 | 25.6 | 4.0  | 11.1  |
| 1994          | 10.7 | 8.4  | 13.2 | 10.9 | 12.4 | 12.5 | 23.4 | 5.6  | 10.8  |
| 1995          | 10.2 | 9.3  | 14.1 | 12.4 | 12.0 | 12.0 | 34.0 | 4.9  | 11.2  |
| 1996          | 9.4  | 9.2  | 11.7 | 12.3 | 14.0 | 13.5 | 39.0 | 7.4  | 10.8  |
| 1997          | 9.2  | 8.3  | 10.7 | 10.0 | 11.0 | 6.7  | 31.6 | 5.5  | 9.6   |
| 1998          | 8.8  | 8.5  | 8.2  | 11.3 | 12.2 | 10.1 | 35.8 | 7.1  | 9.4   |
| 1999          | 9.1  | 8.2  | 9.1  | 10.1 | 11.8 | 11.2 | 25.0 | 6.0  | 9.4   |
| 2000          | 9.4  | 8.7  | 9.0  | 11.1 | 11.3 | 9.1  | 25.6 | 5.7  | 9.5   |
| 2001          | 8.0  | 9.3  | 9.1  | 10.2 | 8.7  | 12.9 | 24.8 | 5.0  | 9.0   |
| 2002          | 8.5  | 8.2  | 8.8  | 10.2 | 9.3  | 7.8  | 27.2 | 3.1  | 8.8   |
| 2003          | 8.1  | 6.8  | 8.3  | 10.3 | 9.2  | 8.6  | 26.3 | 3.4  | 8.2   |
| 2004          | 7.7  | 7.0  | 8.1  | 9.1  | 9.0  | 12.0 | 17.3 | 2.7  | 7.9   |
| 2005          | 7.6  | 6.9  | 8.4  | 9.6  | 8.1  | 10.5 | 26.7 | 7.8  | 8.1   |
| 2006          | 7.4  | 6.7  | 8.4  | 7.5  | 9.8  | 11.2 | 21.5 | 3.9  | 7.8   |
| 2007          | 6.4  | 6.4  | 8.8  | 7.9  | 11.2 | 9.1  | 27.1 | 4.1  | 7.7   |
| 2008          | 5.4  | 5.8  | 7.8  | 6.2  | 9.4  | 7.8  | 34.1 | 4.0  | 6.8   |
| 2009          | 6.4  | 5.4  | 7.6  | 7.4  | 8.5  | 12.5 | 13.7 | 3.4  | 6.9   |
| 2010          | 5.7  | 5.3  | 5.7  | 7.3  | 8.4  | 6.1  | 21.8 | 5.3  | 6.1   |
| 2011          | 5.0  | 5.2  | 6.0  | 6.3  | 7.6  | 4.7  | 19.5 | 1.6  | 5.7   |
| 2012          | 5.0  | 5.0  | 6.1  | 5.7  | 7.5  | 6.1  | 20.8 | 3.2  | 5.7   |
| 2013          | 4.5  | 4.2  | 5.8  | 5.9  | 6.5  | 7.0  | 15.2 | 1.8  | 5.1   |
| 2014          | 4.1  | 4.2  | 4.7  | 6.4  | 7.3  | 6.4  | 16.1 | 2.6  | 4.9   |
| 2015          | 4.6  | 4.2  | 5.1  | 6.0  | 6.3  | 6.6  | 20.0 | 3.8  | 5.1   |
| 2016          | 4.9  | 4.7  | 5.2  | 5.0  | 7.6  | 7.1  | 18.3 | 2.7  | 5.3   |
| 2017          | 4.9  | 4.1  | 5.0  | 5.8  | 6.2  | 6.3  | 12.5 | 1.2  | 5.0   |
| 2018          | 4.4  | 3.3  | 4.9  | 4.6  | 6.1  | 6.2  | 20.2 | 2.1  | 4.5   |
| 2019          | 4.4  | 4.0  | 4.3  | 6.5  | 6.2  | 5.4  | 14.6 | 1.4  | 4.7   |

Source: ABS (2020q), BITRE (2020a) and BITRE (2020k).

**Table T 8.8 Number of persons with hospitalised injuries due to road crashes, by state/territory**

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

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

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

A hospitalised injury is a person admitted to hospital.

See end notes.

Note: Data are not readily available for missing years.

Source: AIHW (2012), AIHW (2020b) and Infrastructure (2020).

**Table T 8.9 Hospitalised road injury rate, by state/territory (per 100,000 population)**

| Calendar year | NSW   | VIC   | QLD   | SA    | WA    | TAS   | NT    | ACT   | Australia |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-----------|
| 1989          | 142.5 | 216.6 | 139.9 | 175.5 | 189.8 | 154.9 | 312.1 | 79.9  | 169.3     |
| 1990          | 128.0 | 162.5 | 136.9 | 167.4 | 163.9 | 131.3 | 332.3 | 76.9  | 146.3     |
| 1991          | 113.6 | 140.2 | 129.2 | 142.3 | 156.8 | 115.3 | 259.8 | 73.3  | 130.3     |
| 1992          | 107.4 | 133.2 | 131.0 | 109.9 | 154.0 | 104.3 | 239.1 | 60.4  | 123.1     |
| 1993          | 105.7 | 133.4 | 130.1 | 106.2 | 153.9 | 110.6 | 250.4 | 52.0  | 122.2     |
| 1994          | 103.3 | 135.1 | 144.5 | 103.5 | 156.0 | 110.5 | 220.7 | 61.2  | 124.3     |
| 1995          | 100.4 | 136.2 | 142.2 | 103.8 | 166.5 | 111.3 | 223.3 | 56.2  | 124.2     |
| 1996          | 96.7  | 134.0 | 135.3 | 115.8 | 146.6 | 92.3  | 260.1 | 79.1  | 120.6     |
| 1997          | 98.3  | 126.5 | 123.5 | 102.3 | 161.2 | 88.4  | 211.9 | 71.5  | 116.8     |
| 1998          |       |       |       |       |       |       |       |       |           |
| 1999          |       |       |       |       |       |       |       |       |           |
| 2000          |       |       |       |       |       |       |       |       | 141.7     |
| 2000–01       | 132.6 | 159.8 | 130.8 | 150.4 | 106.1 | 130.2 | 217.5 | 72.4  | 139.5     |
| 2001–02       | 137.6 | 172.2 | 143.4 | 147.0 | 107.5 | 118.6 | 225.5 | 90.7  | 146.7     |
| 2002–03       | 128.6 | 166.2 | 137.0 | 151.6 | 103.2 | 120.0 | 220.3 | 74.6  | 140.4     |
| 2003–04       | 139.3 | 159.9 | 141.9 | 150.4 | 115.5 | 125.0 | 213.7 | 100.1 | 145.2     |
| 2004–05       | 140.8 | 165.3 | 151.7 | 144.9 | 117.7 | 132.0 | 192.3 | 109.6 | 148.9     |
| 2005–06       | 150.5 | 163.9 | 151.0 | 151.9 | 120.9 | 150.8 | 195.8 | 147.5 | 153.6     |
| 2006–07       | 151.7 | 167.5 | 161.3 | 154.4 | 131.1 | 150.4 | 236.0 | 159.3 | 158.9     |
| 2008          | 149.7 | 166.7 | 144.0 | 140.5 | 141.9 | 104.8 | 188.3 | 150.0 | 157.8     |
| 2009          | 141.7 | 158.9 | 163.7 | 151.1 | 140.4 | 141.4 | 229.9 | 169.5 | 155.3     |
| 2010          | 142.3 | 156.2 | 142.5 | 146.1 | 139.8 | 110.3 | 225.4 | 152.9 | 148.8     |
| 2011          | 147.7 | 166.6 | 141.8 | 144.0 | 145.3 | 99.7  | n.p.  | n.p.  | 152.6     |
| 2012          | 153.3 | 142.3 | 150.1 | 138.5 | 142.9 | 107.9 | 202.5 | 156.0 | 149.9     |
| 2013          |       |       |       |       |       |       |       |       | 151.5     |
| 2014          |       |       |       |       |       |       |       |       | 151.3     |
| 2015          |       |       |       |       |       |       |       |       | 155.7     |
| 2016          |       |       |       |       |       |       |       |       | 161.0     |

See end notes

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

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

A hospitalised injury is a person admitted to hospital.

Data are not readily available for missing years.

Source: ABS (2019f), AIHW (2019b), AIHW (2012).

**Table T 8.10 Number of rail casualties, by severity**

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

See end notes.

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

Data are not readily available for missing years.

Source: ATSB (2004), ATSB (2010), ATSB (2012), ONRSR (2020).

**Table T 8.11** Number of rail fatalities, by state/territory

| Calendar year                | NSW | VIC | QLD | SA | WA | TAS | NT | ACT <sup>30</sup> | 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    |
| <i>Change in methodology</i> |     |     |     |    |    |     |    |                   |       |
| 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                 |       |
| 2015                         | 3   | 0   |     | 1  | 0  | 0   | 0  | 0                 |       |
| 2016                         | 1   | 3   |     | 0  | 3  | 0   | 0  | 0                 |       |
| 2017                         | 2   | 2   |     | 0  | 1  | 0   | 0  | 0                 |       |
| 2018                         | 3   | 2   | 1   | 0  | 3  | 0   | 0  | 0                 | 9     |
| 2019                         | 7   | 3   | 0   | 1  | 1  | 0   | 0  | 0                 | 12    |

See end notes.

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

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

Source: ATSB (2004), ATSB (2010), ATSB (2012), ONRSR (2020).

**Table T 8.12** Rail fatality rate per 100,000 population, by state/territory

| Calendar year                | NSW  | VIC  | QLD  | SA   | WA   | TAS  | NT   | ACT <sup>30</sup> | Total |
|------------------------------|------|------|------|------|------|------|------|-------------------|-------|
| 2001                         | 0.52 | 0.21 | 0.14 | 0.13 | 0.11 | 0.00 | 0.00 | 0.00              | 0.27  |
| 2002                         | 0.24 | 0.29 | 0.08 | 0.26 | 0.10 | 0.00 | 0.50 | 0.00              | 0.20  |
| 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  |
| <i>Change in methodology</i> |      |      |      |      |      |      |      |                   |       |
| 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              | 0.00  |
| 2015                         | 0.04 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00              | 0.00  |
| 2016                         | 0.01 | 0.05 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00              | 0.00  |
| 2017                         | 0.03 | 0.03 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00              | 0.00  |
| 2018                         | 0.04 | 0.03 | 0.02 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00              | 0.04  |
| 2019                         | 0.09 | 0.05 | 0.00 | 0.06 | 0.04 | 0.00 | 0.00 | 0.00              | 0.05  |

See end notes.

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

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

Source: ABS (2020q), ATSB (2004), ATSB (2010), ATSB (2012), ONRSR (2020).

**Table T 8.13a Number of aviation accidents, by accident severity**

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

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

Source: ATSB (2020a).

**Table T 8.13b Number of aviation casualties, by severity**

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

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

Source: ATSB (2020a).

**Table T 8.14a Aviation accident rate by accident severity (per 100,000 population)**

| Calendar year | Fatal | Non-fatal |
|---------------|-------|-----------|
| 1981          | 0.18  | 1.69      |
| 1982          | 0.23  | 1.46      |
| 1983          | 0.19  | 1.78      |
| 1984          | 0.20  | 1.49      |
| 1985          | 0.18  | 1.33      |
| 1986          | 0.18  | 1.35      |
| 1987          | 0.15  | 1.61      |
| 1988          | 0.21  | 1.73      |
| 1989          | 0.27  | 1.77      |
| 1990          | 0.26  | 1.74      |
| 1991          | 0.16  | 1.67      |
| 1992          | 0.22  | 1.52      |
| 1993          | 0.17  | 1.60      |
| 1994          | 0.20  | 1.27      |
| 1995          | 0.18  | 1.30      |
| 1996          | 0.16  | 1.17      |
| 1997          | 0.14  | 1.25      |
| 1998          | 0.17  | 1.05      |
| 1999          | 0.13  | 0.88      |
| 2000          | 0.13  | 1.01      |
| 2001          | 0.14  | 0.87      |
| 2002          | 0.10  | 0.74      |
| 2003          | 0.11  | 0.67      |
| 2004          | 0.10  | 0.71      |
| 2005          | 0.12  | 0.54      |
| 2006          | 0.12  | 0.39      |
| 2007          | 0.14  | 0.63      |
| 2008          | 0.13  | 0.76      |
| 2009          | 0.11  | 0.67      |
| 2010          | 0.09  | 0.82      |
| 2011          | 0.11  | 0.75      |
| 2012          | 0.12  | 0.77      |
| 2013          | 0.14  | 0.64      |
| 2014          | 0.08  | 1.08      |
| 2015          | 0.11  | 0.82      |
| 2016          | 0.06  | 0.87      |
| 2017          | 0.09  | 0.69      |
| 2018          | 0.07  | 0.83      |
| 2019          | 0.09  | 0.77      |

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

Source: ABS (2020a), ATSB (2020a).

**Table T 8.14b Aviation casualty rate by severity (per 100,000 population)**

| Calendar year | Fatalities | Serious injuries |
|---------------|------------|------------------|
| 1981          | 0.39       | 0.33             |
| 1982          | 0.39       | 0.28             |
| 1983          | 0.35       | 0.29             |
| 1984          | 0.31       | 0.24             |
| 1985          | 0.34       | 0.23             |
| 1986          | 0.33       | 0.22             |
| 1987          | 0.24       | 0.35             |
| 1988          | 0.40       | 0.26             |
| 1989          | 0.48       | 0.44             |
| 1990          | 0.47       | 0.36             |
| 1991          | 0.30       | 0.22             |
| 1992          | 0.36       | 0.22             |
| 1993          | 0.32       | 0.33             |
| 1994          | 0.35       | 0.17             |
| 1995          | 0.28       | 0.26             |
| 1996          | 0.28       | 0.18             |
| 1997          | 0.21       | 0.16             |
| 1998          | 0.30       | 0.12             |
| 1999          | 0.24       | 0.11             |
| 2000          | 0.23       | 0.22             |
| 2001          | 0.24       | 0.16             |
| 2002          | 0.17       | 0.13             |
| 2003          | 0.22       | 0.13             |
| 2004          | 0.17       | 0.11             |
| 2005          | 0.22       | 0.03             |
| 2006          | 0.19       | 0.07             |
| 2007          | 0.21       | 0.08             |
| 2008          | 0.20       | 0.20             |
| 2009          | 0.11       | 0.10             |
| 2010          | 0.11       | 0.14             |
| 2011          | 0.17       | 0.17             |
| 2012          | 0.17       | 0.17             |
| 2013          | 0.20       | 0.08             |
| 2014          | 0.12       | 0.15             |
| 2015          | 0.13       | 0.13             |
| 2016          | 0.09       | 0.14             |
| 2017          | 0.16       | 0.13             |
| 2018          | 0.08       | 0.15             |
| 2019          | 0.14       | 0.12             |

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

Source: ABS (2020a), ATSB (2020a).

**Table T 8.15a Number of aviation accidents, by state/territory**

| Calendar year | NSW | VIC | QLD | SA | WA | TAS | NT | ACT | Other <sup>(o)</sup> | ATW<br>(Australian Territorial Waters) | Total |
|---------------|-----|-----|-----|----|----|-----|----|-----|----------------------|--|-------|
| 1974          | 58  | 52  | 46  | 33 | 40 | 10  | 16 | 1   | 2                    | 0                                      | 258   |
| 1975          | 68  | 48  | 45  | 24 | 27 | 5   | 9  | 2   | 0                    | 0                                      | 228   |
| 1976          | 95  | 70  | 47  | 42 | 38 | 8   | 12 | 0   | 0                    | 0                                      | 312   |
| 1977          | 78  | 67  | 45  | 33 | 41 | 7   | 16 | 3   | 0                    | 0                                      | 290   |
| 1978          | 78  | 57  | 69  | 29 | 51 | 2   | 20 | 2   | 0                    | 0                                      | 308   |
| 1979          | 102 | 52  | 62  | 31 | 42 | 4   | 20 | 2   | 0                    | 0                                      | 315   |
| 1980          | 88  | 43  | 68  | 27 | 48 | 5   | 19 | 2   | 1                    | 0                                      | 301   |
| 1981          | 68  | 33  | 83  | 35 | 44 | 4   | 14 | 0   | 0                    | 0                                      | 281   |
| 1982          | 74  | 37  | 73  | 21 | 37 | 3   | 10 | 2   | 1                    | 0                                      | 258   |
| 1983          | 97  | 36  | 92  | 22 | 33 | 10  | 11 | 4   | 0                    | 0                                      | 305   |
| 1984          | 83  | 38  | 68  | 20 | 36 | 8   | 13 | 0   | 0                    | 0                                      | 266   |
| 1985          | 82  | 27  | 64  | 14 | 35 | 8   | 10 | 1   | 0                    | 0                                      | 241   |
| 1986          | 76  | 47  | 52  | 20 | 29 | 5   | 17 | 1   | 0                    | 0                                      | 247   |
| 1987          | 91  | 43  | 81  | 23 | 22 | 7   | 22 | 0   | 0                    | 0                                      | 289   |
| 1988          | 89  | 36  | 103 | 27 | 36 | 6   | 23 | 4   | 0                    | 0                                      | 324   |
| 1989          | 98  | 45  | 117 | 22 | 28 | 6   | 25 | 5   | 0                    | 0                                      | 346   |
| 1990          | 122 | 39  | 90  | 16 | 47 | 6   | 23 | 0   | 0                    | 0                                      | 343   |
| 1991          | 88  | 43  | 90  | 16 | 50 | 6   | 23 | 2   | 1                    | 0                                      | 319   |
| 1992          | 93  | 47  | 66  | 24 | 47 | 9   | 18 | 1   | 0                    | 0                                      | 305   |
| 1993          | 92  | 40  | 88  | 23 | 40 | 10  | 19 | 1   | 0                    | 0                                      | 313   |
| 1994          | 79  | 35  | 71  | 20 | 32 | 3   | 23 | 0   | 0                    | 0                                      | 263   |
| 1995          | 67  | 31  | 96  | 16 | 41 | 4   | 11 | 2   | 0                    | 0                                      | 268   |
| 1996          | 66  | 25  | 77  | 15 | 42 | 9   | 9  | 0   | 0                    | 0                                      | 243   |
| 1997          | 71  | 30  | 74  | 18 | 32 | 5   | 24 | 2   | 0                    | 0                                      | 256   |
| 1998          | 64  | 25  | 68  | 13 | 33 | 8   | 14 | 3   | 0                    | 0                                      | 228   |
| 1999          | 47  | 32  | 50  | 18 | 26 | 4   | 11 | 3   | 1                    | 0                                      | 192   |
| 2000          | 59  | 31  | 63  | 10 | 34 | 2   | 17 | 1   | 0                    | 0                                      | 217   |
| 2001          | 41  | 24  | 57  | 15 | 35 | 4   | 18 | 2   | 0                    | 0                                      | 196   |
| 2002          | 51  | 21  | 42  | 9  | 25 | 6   | 10 | 0   | 0                    | 0                                      | 164   |
| 2003          | 45  | 22  | 37  | 8  | 21 | 5   | 12 | 4   | 0                    | 0                                      | 154   |
| 2004          | 38  | 26  | 55  | 11 | 17 | 5   | 11 | 0   | 0                    | 0                                      | 163   |
| 2005          | 45  | 17  | 37  | 10 | 17 | 0   | 7  | 0   | 0                    | 0                                      | 133   |
| 2006          | 30  | 14  | 27  | 3  | 15 | 5   | 10 | 1   | 0                    | 0                                      | 105   |
| 2007          | 42  | 28  | 40  | 10 | 22 | 5   | 14 | 0   | 1                    | 0                                      | 162   |
| 2008          | 55  | 27  | 47  | 12 | 32 | 4   | 14 | 0   | 0                    | 0                                      | 191   |
| 2009          | 50  | 27  | 45  | 6  | 24 | 6   | 10 | 1   | 0                    | 1                                      | 170   |
| 2010          | 42  | 32  | 57  | 18 | 31 | 4   | 16 | 0   | 0                    | 0                                      | 200   |
| 2011          | 51  | 27  | 53  | 11 | 30 | 7   | 15 | 0   | 0                    | 0                                      | 194   |
| 2012          | 53  | 43  | 56  | 13 | 22 | 4   | 11 | 1   | 0                    | 0                                      | 203   |
| 2013          | 44  | 37  | 51  | 12 | 21 | 6   | 9  | 1   | 0                    | 0                                      | 181   |
| 2014          | 65  | 48  | 73  | 18 | 50 | 4   | 16 | 1   | 0                    | 0                                      | 275   |
| 2015          | 58  | 40  | 65  | 15 | 32 | 0   | 12 | 2   | 0                    | 0                                      | 224   |
| 2016          | 51  | 35  | 67  | 22 | 37 | 5   | 10 | 0   | 0                    | 0                                      | 227   |
| 2017          | 47  | 31  | 56  | 7  | 28 | 6   | 15 | 3   | 0                    | 0                                      | 193   |
| 2018          | 58  | 39  | 59  | 16 | 34 | 4   | 17 | 0   | 0                    | 0                                      | 227   |
| 2019          | 48  | 37  | 62  | 17 | 38 | 3   | 13 | 1   | 0                    | 0                                      | 219   |

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

Source: ATSB (2020a).

**Table T 8.15b Number of aviation fatalities, by state/territory**

| Calendar year | NSW | VIC | QLD | SA | WA | TAS | NT | ACT | Other <sup>o</sup> | Total |
|---------------|-----|-----|-----|----|----|-----|----|-----|--------------------|-------|
| 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          | 15  | 1   | 11  | 3  | 3  | 0   | 2  | 0   | 0                  | 35    |

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

Source: ATSB (2020a).

# CHAPTER 9

## Energy and the environment

**Table T 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     |                     |                |                   |                            |                   |                       |
| 1983–84        | 15 336.5            |                | 7 933.8           |                            |                   |                       |
| 1984–85        | 15 577.6            |                | 8 152.4           |                            |                   |                       |
| 1985–86        | 15 870.0            |                | 8 297.2           |                            |                   |                       |
| 1986–87        | 16 006.0            |                | 8 695.8           |                            |                   |                       |
| 1987–88        | 16 567.0            |                | 9 093.8           |                            |                   | 2 788.2               |
| 1988–89        | 17 079.0            |                | 9 756.1           |                            |                   | 2 981.1               |
| 1989–90        | 17 348.0            |                | 10 087.0          |                            |                   | 2 843.0               |
| 1990–91        | 16 874.0            |                | 9 795.0           |                            |                   | 3 229.0               |
| 1991–92        | 16 963.0            |                | 9 984.4           |                            |                   | 3 459.1               |
| 1992–93        | 17 293.0            |                | 10 321.4          |                            |                   | 3 684.6               |
| 1993–94        | 17 506.7            |                | 10 721.3          |                            | 76.5              | 3 823.1               |
| 1994–95        | 17 751.5            |                | 11 174.7          |                            | 104.5             | 4 301.8               |
| 1995–96        | 17 885.8            |                | 11 923.2          |                            | 101.6             | 4 664.9               |
| 1996–97        | 17 889.0            |                | 12 315.8          |                            | 102.3             | 4 847.8               |
| 1997–98        | 17 912.7            |                | 12 557.4          |                            | 104.1             | 4 863.0               |
| 1998–99        | 18 202.1            |                | 12 823.2          |                            | 105.9             | 4 793.8               |
| 1999–00        | 18 476.6            | 1 902.9        | 13 245.1          | 17.7                       | 103.3             | 5 022.8               |
| 2000–01        | 18 167.6            | 2 221.4        | 12 952.4          | 22.1                       | 101.4             | 5 318.5               |
| 2001–02        | 18 668.8            | 2 422.2        | 13 441.2          | 45.8                       | 96.5              | 4 602.6               |
| 2002–03        | 18 872.5            | 2 416.3        | 13 888.0          | 18.1                       | 90.2              | 4 249.7               |
| 2003–04        | 19 962.0            | 2 546.8        | 14 461.5          | 17.0                       | 89.9              | 4 328.8               |
| 2004–05        | 19 875.7            | 2 338.8        | 15 185.0          | 14.7                       | 90.7              | 4 729.9               |
| 2005–06        | 19 047.9            | 2 563.7        | 15 803.6          | 19.4                       | 86.4              | 5 359.4               |
| 2006–07        | 19 250.7            | 2 335.3        | 17 027.6          | 15.2                       | 89.5              | 5 837.0               |
| 2007–08        | 19 234.2            | 2 240.5        | 18 244.9          | 11.5                       | 87.8              | 6 211.8               |
| 2008–09        | 18 734.2            | 2 253.1        | 18 587.0          | 16.2                       | 96.1              | 6 316.7               |
| 2009–10        | 18 643.6            | 2 083.1        | 19 043.9          | 25.8                       | 79.7              | 6 675.2               |
| 2010–11        | 18 926.2            | 2 017.3        | 21 434.3          |                            | 78.6              | 7 067.7               |
| 2011–12        | 18 717.0            | 1 842.6        | 23 552.8          |                            | 84.1              | 7 336.2               |
| 2012–13        | 18 696.0            | 1 575.0        | 25 006.4          |                            | 81.0              | 7 773.1               |
| 2013–14        | 18 226.4            | 1 823.3        | 26 268.0          |                            | 72.7              | 8 167.9               |
| 2014–15        | 18 188.7            | 1 469.4        | 26 137.3          |                            | 68.2              | 8 142.8               |
| 2015–16        | 18 121.7            | 1 329.4        | 26 211.9          |                            | 67.6              | 8 516.4               |
| 2016–17        | 18 062.6            | 1 006.3        | 27 186.8          |                            | 69.2              | 8 925.5               |
| 2017–18        | 17 834.6            | 779.3          | 28 776.9          |                            | 66.2              | 9 312.9               |
| 2018–19        | 17 570.4            | 608.2          | 29 255.1          |                            | 66.9              | 9 434.2               |
| 2019–20        | 16 071.0            | 520.6          | 29 554.8          |                            | 60.4              | 7 352.4               |

Note: Data are not readily available for missing years.

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

Note: From March 2017 all published estimates of "Automotive Gasoline" and "Diesel Oil" have been revised.

These revisions impact all of the individual state/territory and product estimates and sub-totals for "sales to retailers" and apply to the entire published time series.

Source: Department of Industry, Science, Energy and Resources (2020b)

**Table T 9.2a Selected refined petroleum products – Australian production**

| Financial year | Automotive gasoline | LPG     | Automotive diesel | Industrial & marine diesel | Aviation gasoline | Aviation turbine fuel |
|----------------|---------------------|---------|-------------------|----------------------------|-------------------|-----------------------|
| megalitres     |                     |         |                   |                            |                   |                       |
| 2003–04        | 17 375.3            | 1 061.8 | 12 544.1          | 84.1                       | 113.8             | 4 964.3               |
| 2004–05        | 17 668.4            | 974.4   | 12 661.1          | 22.0                       | 139.7             | 5 275.0               |
| 2005–06        | 16 527.6            | 1 124.7 | 10 153.7          | 30.8                       | 119.5             | 5 215.5               |
| 2006–07        | 17 732.1            | 1 386.7 | 11 055.3          | 20.7                       | 119.3             | 5 332.1               |
| 2007–08        | 17 049.0            | 1 514.9 | 12 176.6          | 3.4                        | 119.0             | 5 181.8               |
| 2008–09        | 17 159.5            | 1 476.9 | 12 230.9          | 13.0                       | 104.6             | 5 494.3               |
| 2009–10        | 16 771.1            | 1 203.6 | 11 719.6          | 3.0                        | 103.6             | 5 340.7               |
| 2010–11        | 16 642.6            | 1 831.7 | 12 894.3          |                            | 91.4              | 5 447.7               |
| 2011–12        | 15 573.2            | 1 600.7 | 12 691.3          |                            | 89.7              | 5 453.4               |
| 2012–13        | 15 602.8            | 1 536.2 | 12 908.5          |                            | 92.2              | 5 534.4               |
| 2013–14        | 14 477.7            | 1 446.6 | 12 456.2          |                            | 89.3              | 5 008.7               |
| 2014–15        | 12 753.2            | 1 310.6 | 11 459.1          |                            | 86.9              | 4 255.2               |
| 2015–16        | 11 641.4            | 1 081.2 | 8 980.3           |                            | 63.7              | 3 412.8               |
| 2016–17        | 11 043.9            | 984.1   | 8 663.9           |                            | 49.2              | 3 529.3               |
| 2017–18        | 11 415.4            | 969.1   | 9 185.8           |                            | 56.3              | 3 760.7               |
| 2018–19        | 11 152.3            | 947.9   | 9 024.0           |                            | 53.8              | 3 917.8               |
| 2019–20        | 9 751.0             | 949.4   | 8 387.6           |                            |                   | 2 920.7               |

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

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

Data not available for missing years

Source: Department of Industry, Science, Energy and Resources (2020b)

**Table T 9.2b Selected refined petroleum products – imports to Australia**

| Financial year | Automotive gasoline | LPG     | Automotive diesel | Industrial & marine diesel | Aviation gasoline | Aviation turbine fuel |
|----------------|---------------------|---------|-------------------|----------------------------|-------------------|-----------------------|
| megalitres     |                     |         |                   |                            |                   |                       |
| 2003–04        | 3 213.2             | 789.4   | 3 383.0           |                            | 203.8             | 725.9                 |
| 2004–05        | 3 166.0             | 540.0   | 3 965.1           |                            | 47.0              | 986.9                 |
| 2005–06        | 3 696.0             | 631.5   | 6 127.1           |                            | 10.5              | 827.5                 |
| 2006–07        | 2 815.5             | 749.3   | 5 931.5           |                            | 0.8               | 1 089.4               |
| 2007–08        | 3 533.1             | 964.8   | 7 476.2           |                            | 0.1               | 1 845.5               |
| 2008–09        | 4 087.5             | 1 003.8 | 8 245.9           |                            | 0.0               | 2 026.5               |
| 2009–10        | 3 887.4             | 1 066.8 | 8 680.5           |                            | 0.0               | 2 168.4               |
| 2010–11        | 2 652.8             | 888.2   | 8 843.4           |                            | 0.0               | 2 085.9               |
| 2011–12        | 3 671.7             | 1 022.7 | 11 244.3          |                            | 5.8               | 2 251.9               |
| 2012–13        | 3 653.1             | 918.0   | 12 512.1          |                            | 0.0               | 3 201.2               |
| 2013–14        | 3 598.3             | 729.9   | 13 602.6          |                            | 0.0               | 3 481.8               |
| 2014–15        | 5 534.2             | 958.0   | 15 178.2          |                            | 0.1               | 4 299.4               |
| 2015–16        | 6 637.6             | 918.2   | 17 758.7          |                            | 0.0               | 5 591.0               |
| 2016–17        | 6 951.0             | 1 003.0 | 18 513.0          |                            | 0.0               | 5 859.1               |
| 2017–18        | 6 378.1             | 833.4   | 20 127.4          |                            | 0.0               | 6 132.5               |
| 2018–19        | 6 066.2             | 801.8   | 20 556.0          |                            | 0.1               | 5 831.2               |
| 2019–20        | 5 930.8             | 771.2   | 22 044.1          |                            | 0.8               | 4 858.6               |

Note: LPG figures include all production and trade.

Note: Data are not separately available for missing years.

Note: All diesel imports are included in automotive diesel.

Source: Department of Industry, Science, Energy and Resources (2020b)

**Table T 9.2c** Selected refined petroleum products – exports from Australia

| Financial year | Automotive gasoline | LPG     | Automotive diesel | Industrial & marine diesel | Aviation gasoline | Aviation turbine fuel |
|----------------|---------------------|---------|-------------------|----------------------------|-------------------|-----------------------|
| megalitres     |                     |         |                   |                            |                   |                       |
| 2000–01        | 1 286.0             | 2 784.6 | 1 150.1           | 119.5                      | 28.5              | 755.5                 |
| 2001–02        | 1 184.8             | 3 211.2 | 886.2             | 60.0                       | 73.8              | 549.0                 |
| 2002–03        | 1 052.6             | 3 195.2 | 1 044.1           | 0.0                        | 52.5              | 651.7                 |
| 2003–04        | 755.5               | 2 936.9 | 840.7             | 0.0                        | 29.6              | 518.7                 |
| 2004–05        | 770.6               | 2 846.6 | 293.9             | 0.0                        | 35.7              | 227.0                 |
| 2005–06        | 629.5               | 2 799.9 | 418.8             | 0.0                        | 174.4             | 126.5                 |
| 2006–07        | 763.5               | 2 850.9 | 283.6             | 0.0                        | 97.0              | 121.7                 |
| 2007–08        | 628.3               | 2 589.0 | 461.7             | 0.0                        | 96.4              | 149.5                 |
| 2008–09        | 243.8               | 2 499.7 | 357.2             | 0.0                        | 56.2              | 112.7                 |
| 2009–10        | 221.9               | 2 776.3 | 187.0             | 0.0                        | 32.5              | 71.9                  |
| 2010–11        | 174.5               | 2 470.8 | 117.2             |                            | 19.8              | 11.8                  |
| 2011–12        | 175.2               | 2 114.7 | 129.6             |                            | 25.5              | 2.4                   |
| 2012–13        | 99.7                | 2 385.6 | 91.1              |                            | 22.1              | 13.0                  |
| 2013–14        | 131.2               | 2 458.9 | 61.0              |                            | 20.3              | 2.3                   |
| 2014–15        | 118.1               | 2 111.7 | 76.3              |                            | 10.2              | 19.9                  |
| 2015–16        | 72.4                | 1 989.2 | 51.9              |                            | 3.9               | 1.7                   |
| 2016–17        | 218.8               | 2 232.2 | 105.3             |                            | 1.6               | 69.8                  |
| 2017–18        | 151.0               | 2 285.1 | 86.0              |                            | 1.7               | 142.6                 |
| 2018–19        | 206.3               | 2 973.3 | 112.3             |                            | 2.1               | 18.4                  |
| 2019–20        | 100.4               | 5 245.8 | 82.0              |                            | 0.5               | 155.5                 |

Note: LPG figures include all production and trade.

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

Source: Department of Industry, Science, Energy and Resources (2020b)

**Table T 9.3** Average retail petrol prices in Australia (nominal), by state/territory

| Average over financial year | NSW/ACT | VIC   | QLD   | SA    | WA    | TAS   | NT    | National |
|-----------------------------|---------|-------|-------|-------|-------|-------|-------|----------|
| cents per litre             |         |       |       |       |       |       |       |          |
| 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    |

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: AIP (2020)

**Table T 9.4 Transport direct greenhouse gas (carbon dioxide equivalent) emissions, by transport mode, from energy end-use**

| Financial year                          | Road vehicles | Rail (excl electric) | Domestic maritime | Domestic aviation | Total (including off-road vehicles) |
|---|---------------|----------------------|-------------------|-------------------|-------------------------------------|
| gigagrams of CO <sub>2</sub> equivalent |               |                      |                   |                   |                                     |
| 1976–77                                 | 36 645        | 1 952                | 3 594             | 2 584             | 44 774                              |
| 1977–78                                 | 38 191        | 1 976                | 3 948             | 2 845             | 46 959                              |
| 1978–79                                 | 39 984        | 2 024                | 3 581             | 2 698             | 48 287                              |
| 1979–80                                 | 40 716        | 2 023                | 3 758             | 2 806             | 49 302                              |
| 1980–81                                 | 41 588        | 1 993                | 3 799             | 2 790             | 50 170                              |
| 1981–82                                 | 43 569        | 1 963                | 3 272             | 3 124             | 51 928                              |
| 1982–83                                 | 43 096        | 1 802                | 2 988             | 3 010             | 50 896                              |
| 1983–84                                 | 45 145        | 1 956                | 3 050             | 2 936             | 53 087                              |
| 1984–85                                 | 46 908        | 2 040                | 2 907             | 3 017             | 54 872                              |
| 1985–86                                 | 48 060        | 1 985                | 2 986             | 3 244             | 56 276                              |
| 1986–87                                 | 48 960        | 2 016                | 2 963             | 3 331             | 57 270                              |
| 1987–88                                 | 51 486        | 1 985                | 2 932             | 3 600             | 60 004                              |
| 1988–89                                 | 53 510        | 1 820                | 2 702             | 3 536             | 61 568                              |
| 1989–90                                 | 54 802        | 1 753                | 2 414             | 2 833             | 61 802                              |
| 1990–91                                 | 53 776        | 1 745                | 2 109             | 3 517             | 61 146                              |
| 1991–92                                 | 54 477        | 1 696                | 2 166             | 3 817             | 62 156                              |
| 1992–93                                 | 56 196        | 1 699                | 1 977             | 4 005             | 63 877                              |
| 1993–94                                 | 57 734        | 1 800                | 1 846             | 4 239             | 65 619                              |
| 1994–95                                 | 59 997        | 1 755                | 2 351             | 4 997             | 69 099                              |
| 1995–96                                 | 61 437        | 1 707                | 2 473             | 5 485             | 71 102                              |
| 1996–97                                 | 62 458        | 1 739                | 2 466             | 5 857             | 72 520                              |
| 1997–98                                 | 63 503        | 1 779                | 2 176             | 5 312             | 72 769                              |
| 1998–99                                 | 64 670        | 1 829                | 2 018             | 5 115             | 73 632                              |
| 1999–00                                 | 65 913        | 1 884                | 2 115             | 5 348             | 75 261                              |
| 2000–01                                 | 65 451        | 1 854                | 2 023             | 5 960             | 75 288                              |
| 2001–02                                 | 67 289        | 1 939                | 2 089             | 5 344             | 76 661                              |
| 2002–03                                 | 69 062        | 1 991                | 2 164             | 5 098             | 78 315                              |
| 2003–04                                 | 71 919        | 2 127                | 2 310             | 5 333             | 81 690                              |
| 2004–05                                 | 72 326        | 2 305                | 2 435             | 5 820             | 82 885                              |
| 2005–06                                 | 71 969        | 2 319                | 2 281             | 6 158             | 82 727                              |
| 2006–07                                 | 73 318        | 2 499                | 2 344             | 6 663             | 84 824                              |
| 2007–08                                 | 74 359        | 2 580                | 2 332             | 7 160             | 86 432                              |
| 2008–09                                 | 74 101        | 2 584                | 2 288             | 7 340             | 86 313                              |
| 2009–10                                 | 75 054        | 2 683                | 2 391             | 7 457             | 87 584                              |
| 2010–11                                 | 76 230        | 2 763                | 2 441             | 7 981             | 89 415                              |
| 2011–12                                 | 77 425        | 2 907                | 2 333             | 8 308             | 90 973                              |
| 2012–13                                 | 78 130        | 3 026                | 2 141             | 8 848             | 92 146                              |
| 2013–14                                 | 78 733        | 3 213                | 2 212             | 8 953             | 93 112                              |
| 2014–15                                 | 79 250        | 3 421                | 2 245             | 8 949             | 93 865                              |
| 2015–16                                 | 81 787        | 3 546                | 2 288             | 9 097             | 96 718                              |
| 2016–17                                 | 83 171        | 3 657                | 2 283             | 9 166             | 98 277                              |
| 2017–18                                 | 84 113        | 3 728                | 2 314             | 9 344             | 99 500                              |
| 2018–19                                 | 84 287        | 3 730                | 2 259             | 9 315             | 99 591                              |
| 2019–20                                 | 79 979        | (a) 3 761            | (a) 2 107         | 7 561             | 93 409                              |

Note: Data provided for 2019–20 are preliminary estimates and subject to change

Note: No emissions from electricity use included

(a) 2019–20 Rail (electric) and domestic maritime are provisional trend estimates (finalised source data not yet fully available)

Source: BITRE estimates.

**Table T 9.5** Road transport direct greenhouse gas (carbon dioxide equivalent) emissions, by vehicle type, from energy end-use

| Financial year                          | Cars   | Light commercial vehicles | Articulated trucks | Rigid and other trucks | Buses | Motor cycles | Total road |
|---|--------|---------------------------|--------------------|------------------------|-------|--------------|------------|
| gigagrams of CO <sub>2</sub> equivalent |        |                           |                    |                        |       |              |            |
| 1989–90                                 | 34 878 | 7 619                     | 5 629              | 5 099                  | 1 266 | 251          | 54 742     |
| 1990–91                                 | 34 795 | 7 365                     | 5 544              | 4 560                  | 1 224 | 226          | 53 716     |
| 1991–92                                 | 35 433 | 7 590                     | 5 592              | 4 393                  | 1 182 | 226          | 54 416     |
| 1992–93                                 | 36 576 | 7 817                     | 6 008              | 4 332                  | 1 173 | 226          | 56 132     |
| 1993–94                                 | 37 521 | 8 049                     | 6 187              | 4 483                  | 1 205 | 223          | 57 668     |
| 1994–95                                 | 38 580 | 8 518                     | 6 658              | 4 723                  | 1 228 | 221          | 59 928     |
| 1995–96                                 | 39 069 | 8 816                     | 7 003              | 4 999                  | 1 266 | 214          | 61 367     |
| 1996–97                                 | 39 301 | 8 910                     | 7 312              | 5 381                  | 1 268 | 213          | 62 386     |
| 1997–98                                 | 39 532 | 9 310                     | 7 626              | 5 461                  | 1 297 | 205          | 63 430     |
| 1998–99                                 | 40 228 | 9 540                     | 7 891              | 5 428                  | 1 310 | 197          | 64 595     |
| 1999–2000                               | 40 895 | 9 731                     | 8 148              | 5 517                  | 1 345 | 200          | 65 835     |
| 2000–01                                 | 40 474 | 9 853                     | 8 079              | 5 393                  | 1 368 | 206          | 65 373     |
| 2001–02                                 | 41 408 | 10 271                    | 8 358              | 5 587                  | 1 367 | 218          | 67 209     |
| 2002–03                                 | 42 310 | 10 561                    | 8 668              | 5 810                  | 1 416 | 214          | 68 979     |
| 2003–04                                 | 44 333 | 10 909                    | 8 993              | 5 937                  | 1 435 | 226          | 71 833     |
| 2004–05                                 | 44 145 | 10 968                    | 9 285              | 6 157                  | 1 440 | 243          | 72 239     |
| 2005–06                                 | 42 961 | 11 262                    | 9 517              | 6 410                  | 1 470 | 265          | 71 885     |
| 2006–07                                 | 43 259 | 11 659                    | 9 938              | 6 616                  | 1 472 | 288          | 73 232     |
| 2007–08                                 | 43 289 | 12 172                    | 10 214             | 6 800                  | 1 485 | 311          | 74 270     |
| 2008–09                                 | 42 810 | 12 526                    | 10 115             | 6 710                  | 1 524 | 327          | 74 012     |
| 2009–10                                 | 42 848 | 13 023                    | 10 292             | 6 899                  | 1 563 | 337          | 74 962     |
| 2010–11                                 | 43 033 | 13 369                    | 10 689             | 7 093                  | 1 623 | 330          | 76 137     |
| 2011–12                                 | 43 216 | 13 720                    | 11 107             | 7 289                  | 1 679 | 320          | 77 331     |
| 2012–13                                 | 43 174 | 14 075                    | 11 365             | 7 427                  | 1 671 | 325          | 78 038     |
| 2013–14                                 | 43 284 | 14 365                    | 11 575             | 7 480                  | 1 609 | 330          | 78 644     |
| 2014–15                                 | 43 713 | 14 714                    | 11 506             | 7 339                  | 1 555 | 333          | 79 160     |
| 2015–16                                 | 44 526 | 15 119                    | 11 996             | 7 950                  | 1 764 | 337          | 81 693     |
| 2016–17                                 | 45 049 | 15 601                    | 12 151             | 8 167                  | 1 771 | 337          | 83 075     |
| 2017–18                                 | 45 030 | 16 192                    | 12 282             | 8 400                  | 1 781 | 334          | 84 018     |
| 2018–19                                 | 44 902 | 16 331                    | 12 376             | 8 470                  | 1 791 | 331          | 84 200     |
| 2019–20                                 | 41 245 | 15 835                    | 12 439             | 8 366                  | 1 687 | 322          | 79 893     |

Note: Data provided for 2019–20 are preliminary estimates and subject to change

Note: No emissions from electricity use included

Source: BITRE estimates.

**Table T 9.6 Transport direct emissions, by transport mode, from energy end-use – carbon dioxide**

| Financial year | Road vehicles                | Rail (excl electric) | Domestic maritime<br>(including small<br>craft) | Domestic aviation | Total (including<br>off-road vehicles) |
|----------------|------------------------------|----------------------|---|-------------------|--|
|                | gigagrams of CO <sub>2</sub> |                      |   |                   |  |
| 1989–90        | 53 655                       | 1 714                | 2 345   | 2 803             | 60 517                                 |
| 1990–91        | 52 562                       | 1 706                | 2 042   | 3 481             | 59 791                                 |
| 1991–92        | 53 173                       | 1 659                | 2 095   | 3 779             | 60 705                                 |
| 1992–93        | 54 783                       | 1 661                | 1 905   | 3 965             | 62 314                                 |
| 1993–94        | 56 217                       | 1 760                | 1 772   | 4 197             | 63 946                                 |
| 1994–95        | 58 357                       | 1 716                | 2 269   | 4 947             | 67 289                                 |
| 1995–96        | 59 702                       | 1 669                | 2 387   | 5 431             | 69 189                                 |
| 1996–97        | 60 654                       | 1 700                | 2 378   | 5 800             | 70 532                                 |
| 1997–98        | 61 626                       | 1 740                | 2 088   | 5 259             | 70 713                                 |
| 1998–99        | 62 713                       | 1 789                | 1 928   | 5 064             | 71 494                                 |
| 1999–00        | 63 884                       | 1 843                | 2 021   | 5 296             | 73 044                                 |
| 2000–01        | 63 402                       | 1 813                | 1 928   | 5 902             | 73 046                                 |
| 2001–02        | 65 180                       | 1 897                | 1 990   | 5 292             | 74 359                                 |
| 2002–03        | 66 938                       | 1 948                | 2 061   | 5 049             | 75 996                                 |
| 2003–04        | 69 760                       | 2 081                | 2 202   | 5 281             | 79 324                                 |
| 2004–05        | 70 240                       | 2 255                | 2 323   | 5 765             | 80 582                                 |
| 2005–06        | 69 990                       | 2 268                | 2 176   | 6 097             | 80 532                                 |
| 2006–07        | 71 378                       | 2 445                | 2 238   | 6 597             | 82 657                                 |
| 2007–08        | 72 469                       | 2 524                | 2 225   | 7 092             | 84 310                                 |
| 2008–09        | 72 284                       | 2 527                | 2 181   | 7 269             | 84 261                                 |
| 2009–10        | 73 275                       | 2 624                | 2 280   | 7 385             | 85 564                                 |
| 2010–11        | 74 491                       | 2 702                | 2 328   | 7 907             | 87 428                                 |
| 2011–12        | 75 725                       | 2 843                | 2 218   | 8 232             | 89 019                                 |
| 2012–13        | 76 461                       | 2 960                | 2 024   | 8 771             | 90 216                                 |
| 2013–14        | 77 083                       | 3 143                | 2 098   | 8 875             | 91 198                                 |
| 2014–15        | 77 627                       | 3 347                | 2 128   | 8 869             | 91 971                                 |
| 2015–16        | 80 170                       | 3 470                | 2 169   | 9 016             | 94 825                                 |
| 2016–17        | 81 547                       | 3 579                | 2 163   | 9 084             | 96 372                                 |
| 2017–18        | 82 497                       | 3 648                | 2 193   | 9 261             | 97 598                                 |
| 2018–19        | 82 686                       | 3 650                | 2 143   | 9 231             | 97 710                                 |
| 2019–20        | 78 476                       | (a) 3 681            | (a) 1 997                                       | 7 476             | 91 630                                 |

Note: Data provided for 2019–20 are preliminary estimates and subject to change

Note: No emissions from electricity use included

(a) 2019–20 Rail and domestic maritime are provisional trend estimates (finalised source data not yet fully available)

Source: BITRE estimates.

**Table T 9.7 Transport direct emissions, by transport mode, from energy end-use – methane**

| Financial year       | Road Vehicles | Rail (excl electric) | Domestic Maritime<br>(including small<br>craft) | Domestic Aviation | Total (including<br>off-road vehicles) |
|----------------------|---------------|----------------------|---|-------------------|--|
| gigagrams of methane |               |                      |   |                   |  |
| 1989–90              | 23.25         | 1.24                 | 2.34  | 0.29              | 27.10                                  |
| 1990–91              | 22.88         | 1.23                 | 2.38  | 0.25              | 26.74                                  |
| 1991–92              | 23.27         | 1.20                 | 2.50  | 0.24              | 27.22                                  |
| 1992–93              | 23.87         | 1.20                 | 2.65  | 0.26              | 27.98                                  |
| 1993–94              | 24.22         | 1.27                 | 2.79  | 0.26              | 28.54                                  |
| 1994–95              | 24.76         | 1.24                 | 2.97  | 0.27              | 29.25                                  |
| 1995–96              | 24.79         | 1.21                 | 3.12  | 0.27              | 29.39                                  |
| 1996–97              | 24.64         | 1.23                 | 3.24  | 0.28              | 29.39                                  |
| 1997–98              | 24.45         | 1.26                 | 3.34  | 0.28              | 29.32                                  |
| 1998–99              | 24.12         | 1.29                 | 3.50  | 0.28              | 29.19                                  |
| 1999–00              | 23.67         | 1.33                 | 3.67  | 0.28              | 28.95                                  |
| 2000–01              | 22.67         | 1.31                 | 3.73  | 0.28              | 27.99                                  |
| 2001–02              | 22.34         | 1.37                 | 3.87  | 0.26              | 27.84                                  |
| 2002–03              | 21.88         | 1.41                 | 4.04  | 0.25              | 27.58                                  |
| 2003–04              | 21.78         | 1.50                 | 4.25  | 0.25              | 27.79                                  |
| 2004–05              | 20.65         | 1.63                 | 4.36  | 0.26              | 26.90                                  |
| 2005–06              | 18.99         | 1.64                 | 4.10  | 0.26              | 24.98                                  |
| 2006–07              | 18.09         | 1.77                 | 4.15  | 0.27              | 24.27                                  |
| 2007–08              | 17.02         | 1.82                 | 4.19  | 0.28              | 23.32                                  |
| 2008–09              | 15.74         | 1.83                 | 4.23  | 0.29              | 22.09                                  |
| 2009–10              | 14.76         | 1.90                 | 4.35  | 0.29              | 21.30                                  |
| 2010–11              | 13.64         | 1.95                 | 4.45  | 0.30              | 20.34                                  |
| 2011–12              | 12.59         | 2.05                 | 4.56  | 0.30              | 19.51                                  |
| 2012–13              | 11.75         | 2.14                 | 4.71  | 0.31              | 18.90                                  |
| 2013–14              | 10.96         | 2.27                 | 4.57  | 0.31              | 18.11                                  |
| 2014–15              | 10.34         | 2.42                 | 4.66  | 0.31              | 17.73                                  |
| 2015–16              | 9.91          | 2.51                 | 4.74  | 0.31              | 17.47                                  |
| 2016–17              | 9.36          | 2.59                 | 4.80  | 0.32              | 17.06                                  |
| 2017–18              | 8.88          | 2.64                 | 4.85  | 0.32              | 16.69                                  |
| 2018–19              | 8.45          | 2.64                 | 4.61  | 0.32              | 16.02                                  |
| 2019–20              | 7.56          | <sup>(a)</sup> 2.66  | <sup>(a)</sup> 4.38                             | 0.32              | 14.92                                  |

Note: Data provided for 2019–20 are preliminary estimates and subject to change

Note: No emissions from electricity use included

<sup>(a)</sup> 2019–20 Rail and domestic maritime are provisional trend estimates (finalised source data not yet fully available)

Source: BITRE estimates.

**Table T 9.8 Transport direct emissions, from energy end-use, by transport mode, from energy end-use – nitrous oxide**

| Financial year | Road vehicles              | Rail (excluding electric) | Domestic maritime<br>(including small craft) | Domestic aviation | Total |
|----------------|----------------------------|---------------------------|--|-------------------|-------|
|                | gigagrams of nitrous oxide |                           |  |                   |       |
| 1989–90        | 2.12                       | 0.04                      | 0.06   | 0.08              | 2.31  |
| 1990–91        | 2.36                       | 0.04                      | 0.06   | 0.10              | 2.56  |
| 1991–92        | 2.63                       | 0.04                      | 0.06   | 0.11              | 2.84  |
| 1992–93        | 2.94                       | 0.04                      | 0.05   | 0.11              | 3.15  |
| 1993–94        | 3.25                       | 0.04                      | 0.05   | 0.12              | 3.46  |
| 1994–95        | 3.61                       | 0.04                      | 0.06   | 0.14              | 3.86  |
| 1995–96        | 3.92                       | 0.04                      | 0.07   | 0.15              | 4.18  |
| 1996–97        | 4.15                       | 0.04                      | 0.07   | 0.17              | 4.42  |
| 1997–98        | 4.40                       | 0.04                      | 0.06   | 0.15              | 4.65  |
| 1998–99        | 4.68                       | 0.04                      | 0.05   | 0.14              | 4.92  |
| 1999–00        | 4.94                       | 0.04                      | 0.06   | 0.15              | 5.19  |
| 2000–01        | 5.07                       | 0.04                      | 0.05   | 0.17              | 5.34  |
| 2001–02        | 5.29                       | 0.04                      | 0.06   | 0.15              | 5.54  |
| 2002–03        | 5.37                       | 0.05                      | 0.06   | 0.14              | 5.61  |
| 2003–04        | 5.49                       | 0.05                      | 0.06   | 0.15              | 5.75  |
| 2004–05        | 5.33                       | 0.05                      | 0.06   | 0.16              | 5.61  |
| 2005–06        | 5.10                       | 0.05                      | 0.06   | 0.18              | 5.39  |
| 2006–07        | 5.03                       | 0.06                      | 0.06   | 0.19              | 5.35  |
| 2007–08        | 4.94                       | 0.06                      | 0.06   | 0.20              | 5.27  |
| 2008–09        | 4.80                       | 0.06                      | 0.06   | 0.21              | 5.12  |
| 2009–10        | 4.74                       | 0.06                      | 0.06   | 0.21              | 5.07  |
| 2010–11        | 4.69                       | 0.06                      | 0.07   | 0.22              | 5.03  |
| 2011–12        | 4.63                       | 0.07                      | 0.06   | 0.22              | 4.98  |
| 2012–13        | 4.59                       | 0.07                      | 0.06   | 0.23              | 4.95  |
| 2013–14        | 4.58                       | 0.07                      | 0.06   | 0.23              | 4.95  |
| 2014–15        | 4.54                       | 0.07                      | 0.06   | 0.24              | 4.91  |
| 2015–16        | 4.54                       | 0.08                      | 0.06   | 0.24              | 4.92  |
| 2016–17        | 4.61                       | 0.08                      | 0.06   | 0.24              | 4.99  |
| 2017–18        | 4.61                       | 0.08                      | 0.06   | 0.25              | 5.00  |
| 2018–19        | 4.57                       | 0.08                      | 0.06   | 0.25              | 4.96  |
| 2019–20        | 4.34                       | (a) 0.08                  | (a) 0.06                                     | 0.25              | 4.73  |

Note: Data provided for 2019–20 are preliminary estimates and subject to change

Note: No emissions from electricity use included

(a) 2019–20 Rail and domestic maritime are provisional trend estimates (finalised source data not yet fully available)

Source: BITRE estimates.

**Table T 9.9** Transport full fuel cycle greenhouse gas (carbon dioxide equivalent) emissions, by transport mode

| Financial year | Road vehicles                           | Rail (all) | Domestic maritime | Domestic aviation | Total (direct) |
|----------------|---|------------|-------------------|-------------------|----------------|
|                | gigagrams of CO <sub>2</sub> equivalent |            |                   |                   |                |
| 1978–79        | 45 213                                  | 3 152      | 4 078             | 3 093             | 55 537         |
| 1979–80        | 46 058                                  | 3 195      | 4 279             | 3 218             | 56 750         |
| 1980–81        | 47 055                                  | 3 220      | 4 325             | 3 199             | 57 799         |
| 1981–82        | 49 304                                  | 3 205      | 3 722             | 3 583             | 59 815         |
| 1982–83        | 48 776                                  | 3 038      | 3 394             | 3 453             | 58 660         |
| 1983–84        | 51 112                                  | 3 242      | 3 438             | 3 367             | 61 159         |
| 1984–85        | 53 118                                  | 3 435      | 3 278             | 3 460             | 63 291         |
| 1985–86        | 54 428                                  | 3 421      | 3 367             | 3 721             | 64 938         |
| 1986–87        | 55 452                                  | 3 539      | 3 339             | 3 821             | 66 151         |
| 1987–88        | 58 321                                  | 3 552      | 3 304             | 4 130             | 69 306         |
| 1988–89        | 60 613                                  | 3 604      | 3 039             | 4 056             | 71 312         |
| 1989–90        | 62 080                                  | 3 598      | 2 713             | 3 247             | 71 639         |
| 1990–91        | 60 908                                  | 3 583      | 2 363             | 4 034             | 70 889         |
| 1991–92        | 61 699                                  | 3 565      | 2 426             | 4 379             | 72 069         |
| 1992–93        | 63 646                                  | 3 518      | 2 208             | 4 596             | 73 968         |
| 1993–94        | 65 391                                  | 3 619      | 2 060             | 4 864             | 75 935         |
| 1994–95        | 67 967                                  | 3 625      | 2 636             | 5 734             | 79 962         |
| 1995–96        | 69 609                                  | 3 586      | 2 775             | 6 295             | 82 265         |
| 1996–97        | 70 777                                  | 3 704      | 2 764             | 6 723             | 83 968         |
| 1997–98        | 71 974                                  | 3 738      | 2 433             | 6 096             | 84 242         |
| 1998–99        | 73 301                                  | 3 841      | 2 253             | 5 870             | 85 265         |
| 1999–00        | 74 720                                  | 4 035      | 2 360             | 6 138             | 87 254         |
| 2000–01        | 74 210                                  | 4 066      | 2 262             | 6 841             | 87 379         |
| 2001–02        | 76 314                                  | 4 162      | 2 337             | 6 133             | 88 947         |
| 2002–03        | 78 337                                  | 4 211      | 2 422             | 5 852             | 90 822         |
| 2003–04        | 81 540                                  | 4 365      | 2 584             | 6 122             | 94 610         |
| 2004–05        | 82 017                                  | 4 612      | 2 712             | 6 680             | 96 021         |
| 2005–06        | 81 685                                  | 4 624      | 2 545             | 7 068             | 95 922         |
| 2006–07        | 83 320                                  | 4 903      | 2 614             | 7 648             | 98 485         |
| 2007–08        | 84 605                                  | 5 058      | 2 607             | 8 220             | 100 489        |
| 2008–09        | 84 399                                  | 5 130      | 2 553             | 8 426             | 100 508        |
| 2009–10        | 85 577                                  | 5 196      | 2 675             | 8 561             | 102 009        |
| 2010–11        | 87 008                                  | 5 271      | 2 742             | 9 164             | 104 186        |
| 2011–12        | 88 316                                  | 5 406      | 2 622             | 9 539             | 105 882        |
| 2012–13        | 89 155                                  | 5 459      | 2 423             | 10 160            | 107 198        |
| 2013–14        | 89 957                                  | 5 675      | 2 505             | 10 281            | 108 418        |
| 2014–15        | 90 735                                  | 5 975      | 2 542             | 10 277            | 109 528        |
| 2015–16        | 93 266                                  | 6 224      | 2 591             | 10 447            | 112 528        |
| 2016–17        | 94 841                                  | 6 325      | 2 587             | 10 525            | 114 278        |
| 2017–18        | 95 917                                  | 6 368      | 2 622             | 10 730            | 115 637        |
| 2018–19        | 95 650                                  | 6 449      | 2 542             | 10 697            | 115 339        |
| 2019–20        | 91 286                                  | (a) 6 420  | (a) 2 390         | 8 680             | 108 776        |

Note: Data provided for 2019–20 are preliminary estimates and subject to change

Note: Estimates do not include off-road recreational vehicles, which would typically contribute of the order of a further 100 Gg per annum.

(a) 2019–20 Rail and domestic marine are provisional trend estimates (finalised source data not yet fully available)

Source: BITRE estimates.

**Table T 9.10 Transport energy use, by transport mode**

| Financial year                             | Road Vehicles (non-electric)<br>– including off-road recreational vehicles | Road – Electric vehicles | Rail (excluding electric) | Rail (electric) | Civil Domestic Maritime (including small craft) | Civil Domestic Aviation | Total civil domestic transport |
|--|--|--------------------------|---------------------------|-----------------|---|-------------------------|--------------------------------|
| petajoules (end-use, higher heating value) |  |                          |                           |                 |   |                         |                                |
| 1979–80                                    | 595.2  | 0.0                      | 28.5                      | 2.6             | 51.6  | 40.4                    | 718.4                          |
| 1980–81                                    | 607.8  | 0.0                      | 28.1                      | 2.8             | 52.0  | 40.2                    | 731.0                          |
| 1981–82                                    | 636.5  | 0.0                      | 27.7                      | 2.8             | 44.7  | 45.0                    | 756.8                          |
| 1982–83                                    | 629.5  | 0.0                      | 25.4                      | 3.0             | 40.7  | 43.4                    | 741.9                          |
| 1983–84                                    | 659.0  | 0.0                      | 27.6                      | 3.1             | 40.8  | 42.3                    | 772.8                          |
| 1984–85                                    | 684.5  | 0.0                      | 28.8                      | 3.4             | 38.9  | 43.5                    | 799.2                          |
| 1985–86                                    | 701.4  | 0.0                      | 28.0                      | 3.8             | 40.0  | 46.7                    | 819.9                          |
| 1986–87                                    | 714.4  | 0.0                      | 28.5                      | 4.0             | 39.7  | 48.0                    | 834.6                          |
| 1987–88                                    | 751.1  | 0.0                      | 28.0                      | 4.3             | 39.2  | 51.9                    | 874.5                          |
| 1988–89                                    | 780.5  | 0.0                      | 25.7                      | 5.1             | 36.0  | 50.9                    | 898.2                          |
| 1989–90                                    | 799.2  | 0.0                      | 24.8                      | 5.5             | 32.1  | 40.8                    | 902.4                          |
| 1990–91                                    | 783.7  | 0.0                      | 24.7                      | 5.4             | 27.9  | 50.7                    | 892.2                          |
| 1991–92                                    | 793.3  | 0.0                      | 24.0                      | 5.5             | 28.6  | 55.0                    | 906.3                          |
| 1992–93                                    | 817.7  | 0.0                      | 24.0                      | 5.4             | 26.0  | 57.7                    | 930.8                          |
| 1993–94                                    | 839.7  | 0.0                      | 25.4                      | 5.4             | 24.3  | 61.0                    | 955.8                          |
| 1994–95                                    | 872.4  | 0.0                      | 24.8                      | 5.6             | 31.2  | 71.9                    | 1 005.9                        |
| 1995–96                                    | 892.7  | 0.0                      | 24.1                      | 5.5             | 32.9  | 78.9                    | 1 034.2                        |
| 1996–97                                    | 907.2  | 0.0                      | 24.6                      | 5.8             | 32.8  | 84.3                    | 1 054.6                        |
| 1997–98                                    | 921.9  | 0.0                      | 25.1                      | 5.8             | 28.8  | 76.5                    | 1 058.0                        |
| 1998–99                                    | 938.1  | 0.0                      | 25.9                      | 5.9             | 26.6  | 73.6                    | 1 070.1                        |
| 1999–00                                    | 955.7  | 0.0                      | 26.6                      | 6.4             | 27.9  | 77.0                    | 1 093.6                        |
| 2000–01                                    | 948.7  | 0.0                      | 26.2                      | 6.6             | 26.8  | 85.8                    | 1 094.2                        |
| 2001–02                                    | 975.6  | 0.0                      | 27.4                      | 6.6             | 27.7  | 76.9                    | 1 114.3                        |
| 2002–03                                    | 1 001.2  | 0.0                      | 28.2                      | 6.6             | 28.8  | 73.4                    | 1 138.1                        |
| 2003–04                                    | 1 041.9  | 0.0                      | 30.1                      | 6.7             | 30.6  | 76.8                    | 1 186.0                        |
| 2004–05                                    | 1 048.1  | 0.0                      | 32.6                      | 6.7             | 32.0  | 83.8                    | 1 203.1                        |
| 2005–06                                    | 1 045.4  | 0.0                      | 32.8                      | 6.8             | 30.1  | 88.6                    | 1 203.7                        |
| 2006–07                                    | 1 067.5  | 0.0                      | 35.3                      | 7.0             | 30.9  | 95.8                    | 1 236.6                        |
| 2007–08                                    | 1 085.1  | 0.0                      | 36.5                      | 7.3             | 30.9  | 103.0                   | 1 262.8                        |
| 2008–09                                    | 1 083.6  | 0.0                      | 36.5                      | 7.6             | 30.2  | 105.6                   | 1 263.5                        |
| 2009–10                                    | 1 098.7  | 0.0                      | 37.9                      | 7.5             | 31.8  | 107.3                   | 1 283.2                        |
| 2010–11                                    | 1 116.8  | 0.0                      | 39.1                      | 7.5             | 32.8  | 114.9                   | 1 311.0                        |
| 2011–12                                    | 1 134.2  | 0.0                      | 41.1                      | 7.6             | 31.4  | 119.6                   | 1 333.8                        |
| 2012–13                                    | 1 145.5  | 0.0                      | 42.8                      | 7.6             | 29.3  | 127.4                   | 1 352.6                        |
| 2013–14                                    | 1 158.0  | 0.0                      | 45.4                      | 7.6             | 30.3  | 128.9                   | 1 370.3                        |
| 2014–15                                    | 1 172.6  | 0.0                      | 48.4                      | 7.9             | 30.8  | 128.8                   | 1 388.5                        |
| 2015–16                                    | 1 193.8  | 0.0                      | 50.1                      | 8.4             | 31.4  | 130.9                   | 1 414.6                        |
| 2016–17                                    | 1 212.5  | 0.0                      | 51.7                      | 8.3             | 31.3  | 131.9                   | 1 435.9                        |
| 2017–18                                    | 1 225.7  | 0.1                      | 52.7                      | 8.3             | 31.8  | 134.5                   | 1 453.1                        |
| 2018–19                                    | 1 227.6  | 0.1                      | 52.7                      | 8.5             | 31.1  | 134.1                   | 1 454.1                        |
| 2019–20                                    | 1 163.6  | 0.1                      | (a) 53.2                  | (a) 8.7         | (a) 29.2  | 108.6                   | 1 363.4                        |

Note: Data provided for 2019–20 are preliminary estimates and subject to change

(a) 2019–20 Rail, electric rail and civil domestic maritime are provisional trend estimates (finalised source data not yet fully available)

Source: BITRE estimates.

**Table T 9.11** Road transport energy use, by vehicle type

| Financial year                             | Cars  | Light commercial vehicles | Articulated trucks | Rigid and other trucks | Buses | Motor cycles | Total road |
|--|-------|---------------------------|--------------------|------------------------|-------|--------------|------------|
| petajoules (end-use, higher heating value) |       |                           |                    |                        |       |              |            |
| 1974–75                                    | 326.6 | 62.3                      | 35.9               | 48.4                   | 8.0   | 2.5          | 483.7      |
| 1975–76                                    | 341.1 | 63.8                      | 39.2               | 50.9                   | 8.0   | 3.0          | 506.0      |
| 1976–77                                    | 358.0 | 72.2                      | 43.3               | 50.7                   | 8.2   | 3.1          | 535.6      |
| 1977–78                                    | 372.5 | 78.6                      | 44.8               | 50.6                   | 8.4   | 3.3          | 558.2      |
| 1978–79                                    | 385.7 | 81.5                      | 53.2               | 51.9                   | 8.6   | 3.4          | 584.2      |
| 1979–80                                    | 385.6 | 81.0                      | 57.6               | 57.7                   | 9.1   | 3.7          | 594.7      |
| 1980–81                                    | 389.9 | 82.1                      | 59.3               | 62.5                   | 9.7   | 4.0          | 607.3      |
| 1981–82                                    | 406.0 | 83.9                      | 63.0               | 68.7                   | 10.1  | 4.4          | 636.0      |
| 1982–83                                    | 403.7 | 83.1                      | 62.7               | 63.9                   | 11.2  | 4.4          | 628.9      |
| 1983–84                                    | 419.0 | 88.7                      | 70.4               | 63.7                   | 12.2  | 4.5          | 658.5      |
| 1984–85                                    | 431.7 | 94.2                      | 74.3               | 66.0                   | 13.3  | 4.6          | 684.0      |
| 1985–86                                    | 444.0 | 97.4                      | 76.0               | 64.9                   | 14.2  | 4.2          | 700.8      |
| 1986–87                                    | 452.5 | 99.7                      | 76.7               | 65.7                   | 15.1  | 4.0          | 713.7      |
| 1987–88                                    | 473.1 | 104.9                     | 82.6               | 69.7                   | 16.1  | 3.9          | 750.3      |
| 1988–89                                    | 495.6 | 110.1                     | 82.6               | 70.2                   | 17.1  | 4.0          | 779.7      |
| 1989–90                                    | 510.8 | 111.6                     | 80.8               | 73.2                   | 18.2  | 3.6          | 798.3      |
| 1990–91                                    | 508.9 | 107.9                     | 79.6               | 65.5                   | 17.6  | 3.3          | 782.8      |
| 1991–92                                    | 517.6 | 111.1                     | 80.3               | 63.1                   | 17.0  | 3.3          | 792.3      |
| 1992–93                                    | 533.7 | 114.4                     | 86.3               | 62.2                   | 16.9  | 3.3          | 816.8      |
| 1993–94                                    | 547.0 | 117.9                     | 88.8               | 64.4                   | 17.3  | 3.2          | 838.7      |
| 1994–95                                    | 562.1 | 125.0                     | 95.6               | 67.8                   | 17.7  | 3.2          | 871.4      |
| 1995–96                                    | 568.6 | 129.4                     | 100.6              | 71.8                   | 18.2  | 3.1          | 891.7      |
| 1996–97                                    | 571.7 | 130.8                     | 105.0              | 77.3                   | 18.3  | 3.1          | 906.1      |
| 1997–98                                    | 574.7 | 136.5                     | 109.5              | 78.4                   | 18.7  | 3.0          | 920.8      |
| 1998–99                                    | 584.2 | 139.7                     | 113.4              | 77.9                   | 18.9  | 2.8          | 937.0      |
| 1999–00                                    | 593.5 | 142.3                     | 117.1              | 79.2                   | 19.5  | 2.9          | 954.5      |
| 2000–01                                    | 587.0 | 144.0                     | 116.2              | 77.5                   | 19.9  | 3.0          | 947.6      |
| 2001–02                                    | 600.6 | 149.9                     | 120.3              | 80.4                   | 20.1  | 3.2          | 974.5      |
| 2002–03                                    | 614.3 | 154.2                     | 124.5              | 83.3                   | 20.6  | 3.1          | 1 000.0    |
| 2003–04                                    | 643.3 | 159.0                     | 129.2              | 85.0                   | 20.8  | 3.3          | 1 040.6    |
| 2004–05                                    | 641.0 | 159.7                     | 133.5              | 88.2                   | 21.0  | 3.5          | 1 046.8    |
| 2005–06                                    | 625.9 | 164.1                     | 136.9              | 91.9                   | 21.5  | 3.8          | 1 044.2    |
| 2006–07                                    | 631.8 | 170.1                     | 143.2              | 95.1                   | 21.9  | 4.2          | 1 066.2    |
| 2007–08                                    | 634.2 | 177.6                     | 147.3              | 97.9                   | 22.2  | 4.5          | 1 083.8    |
| 2008–09                                    | 628.9 | 182.8                     | 146.1              | 96.7                   | 23.0  | 4.7          | 1 082.3    |
| 2009–10                                    | 630.7 | 189.9                     | 148.7              | 99.5                   | 23.7  | 4.9          | 1 097.4    |
| 2010–11                                    | 635.0 | 195.0                     | 154.3              | 102.0                  | 24.4  | 4.8          | 1 115.4    |
| 2011–12                                    | 638.0 | 200.1                     | 160.2              | 104.6                  | 25.2  | 4.7          | 1 132.8    |
| 2012–13                                    | 637.8 | 205.0                     | 164.2              | 106.8                  | 25.6  | 4.7          | 1 144.1    |
| 2013–14                                    | 639.4 | 209.1                     | 168.5              | 109.0                  | 25.9  | 4.8          | 1 156.7    |
| 2014–15                                    | 646.2 | 213.9                     | 169.9              | 110.6                  | 25.9  | 4.9          | 1 171.3    |
| 2015–16                                    | 657.6 | 219.4                     | 171.5              | 112.9                  | 26.0  | 4.9          | 1 192.4    |
| 2016–17                                    | 665.1 | 226.0                     | 173.4              | 115.7                  | 26.0  | 4.9          | 1 211.2    |
| 2017–18                                    | 664.8 | 234.3                     | 175.3              | 119.0                  | 26.1  | 4.9          | 1 224.3    |
| 2018–19                                    | 662.9 | 236.1                     | 176.5              | 119.8                  | 26.2  | 4.8          | 1 226.4    |
| 2019–20                                    | 609.0 | 228.6                     | 177.3              | 118.2                  | 24.7  | 4.7          | 1 162.5    |

Notes: Data provided for 2019–20 are preliminary estimates and subject to change.

Electricity end-use included

Source: BITRE estimates.

**Table T 9.12 Energy use of major surface transport fuels**

| Financial year                    | Petrol<br>(automotive gasoline, all grades) <sup>(a)</sup> | Diesel<br>(automotive and industrial diesel oil) | LPG   | Natural gas<br>(both compressed and liquefied) | Bio-fuels<br>(ethanol & biodiesel, straight and mixtures) | Total    |
|-----------------------------------|--|--|-------|--|---|----------|
| petajoules (higher heating value) |  |  |       |  |   |          |
| 1974–75                           | 428.44   | 94.10  | 2.59  | 0.00   | 0.00  | 525.13   |
| 1975–76                           | 444.57   | 100.17   | 2.97  | 0.00   | 0.00  | 547.71   |
| 1976–77                           | 465.40   | 113.20   | 3.41  | 0.00   | 0.00  | 582.01   |
| 1977–78                           | 481.94   | 121.72   | 3.86  | 0.00   | 0.00  | 607.52   |
| 1978–79                           | 493.76   | 134.78   | 4.61  | 0.00   | 0.00  | 633.15   |
| 1979–80                           | 489.95   | 148.29   | 5.85  | 0.00   | 0.00  | 644.09   |
| 1980–81                           | 493.16   | 153.78   | 7.17  | 0.00   | 0.00  | 654.11   |
| 1981–82                           | 509.77   | 161.63   | 8.15  | 0.00   | 0.00  | 679.55   |
| 1982–83                           | 497.81   | 161.85   | 9.14  | 0.00   | 0.00  | 668.79   |
| 1983–84                           | 508.56   | 179.08   | 10.47 | 0.00   | 0.00  | 698.11   |
| 1984–85                           | 520.48   | 193.02   | 11.83 | 0.00   | 0.00  | 725.34   |
| 1985–86                           | 529.01   | 197.15   | 13.81 | 0.00   | 0.00  | 739.98   |
| 1986–87                           | 533.25   | 206.38   | 15.78 | 0.12   | 0.00  | 755.53   |
| 1987–88                           | 554.12   | 217.70   | 18.14 | 0.03   | 0.00  | 789.99   |
| 1988–89                           | 573.96   | 221.97   | 20.71 | 0.06   | 0.00  | 816.70   |
| 1989–90                           | 583.12   | 227.53   | 23.00 | 0.17   | 0.00  | 833.82   |
| 1990–91                           | 569.93   | 218.89   | 27.94 | 0.30   | 0.00  | 817.06   |
| 1991–92                           | 572.77   | 221.34   | 32.46 | 0.43   | 0.01  | 827.01   |
| 1992–93                           | 583.53   | 229.17   | 38.12 | 0.53   | 0.02  | 851.37   |
| 1993–94                           | 590.89   | 239.32   | 44.78 | 0.62   | 0.05  | 875.66   |
| 1994–95                           | 599.31   | 255.00   | 55.09 | 0.72   | 0.12  | 910.24   |
| 1995–96                           | 603.66   | 267.17   | 59.36 | 0.82   | 0.24  | 931.25   |
| 1996–97                           | 603.92   | 278.03   | 63.43 | 0.88   | 0.37  | 946.62   |
| 1997–98                           | 603.62   | 288.89   | 67.31 | 0.95   | 0.50  | 961.27   |
| 1998–99                           | 612.33   | 297.63   | 67.04 | 1.04   | 0.70  | 978.74   |
| 1999–00                           | 620.31   | 306.96   | 67.65 | 1.07   | 1.04  | 997.03   |
| 2000–01                           | 614.88   | 306.98   | 65.06 | 1.12   | 1.59  | 989.63   |
| 2001–02                           | 626.14   | 322.57   | 67.10 | 1.32   | 2.09  | 1 019.21 |
| 2002–03                           | 637.64   | 338.81   | 66.95 | 1.41   | 1.81  | 1 046.62 |
| 2003–04                           | 667.19   | 353.80   | 66.75 | 1.45   | 0.70  | 1 089.89 |
| 2004–05                           | 666.80   | 368.07   | 61.62 | 1.51   | 0.67  | 1 098.68 |
| 2005–06                           | 638.93   | 384.60   | 69.26 | 1.64   | 1.51  | 1 095.96 |
| 2006–07                           | 646.85   | 405.91   | 62.72 | 1.79   | 4.14  | 1 121.40 |
| 2007–08                           | 644.96   | 426.86   | 60.53 | 1.93   | 6.29  | 1 140.57 |
| 2008–09                           | 632.91   | 436.27   | 58.90 | 2.09   | 8.16  | 1 138.31 |
| 2009–10                           | 630.70   | 458.82   | 54.79 | 2.25   | 9.55  | 1 156.12 |
| 2010–11                           | 623.94   | 486.31   | 53.19 | 2.50   | 10.44   | 1 176.37 |
| 2011–12                           | 623.13   | 507.50   | 52.25 | 2.85   | 10.08   | 1 195.81 |
| 2012–13                           | 618.99   | 525.45   | 52.00 | 3.50   | 10.80   | 1 210.73 |
| 2013–14                           | 607.07   | 547.46   | 52.57 | 3.84   | 14.60   | 1 225.54 |
| 2014–15                           | 606.36   | 560.48   | 51.10 | 4.02   | 21.52   | 1 243.47 |
| 2015–16                           | 617.64   | 596.81   | 41.53 | 3.94   | 6.87  | 1 266.78 |
| 2016–17                           | 623.92   | 619.66   | 33.41 | 3.84   | 6.67  | 1 287.51 |
| 2017–18                           | 617.63   | 648.53   | 25.15 | 3.65   | 7.52  | 1 302.48 |
| 2018–19                           | 608.55   | 666.25   | 19.57 | 3.54   | 7.80  | 1 305.70 |
| 2019–20                           | 554.71   | 661.84   | 16.01 | <sup>(b)</sup> 3.44                            | 7.12  | 1 243.11 |

(a) Automotive gasoline, all grades – subtracting ethanol content of E10

(b) Provisional trend estimate (finalised source data not yet fully available)

Source: BITRE estimates.

**Table T 9.13 Other transport energy use**

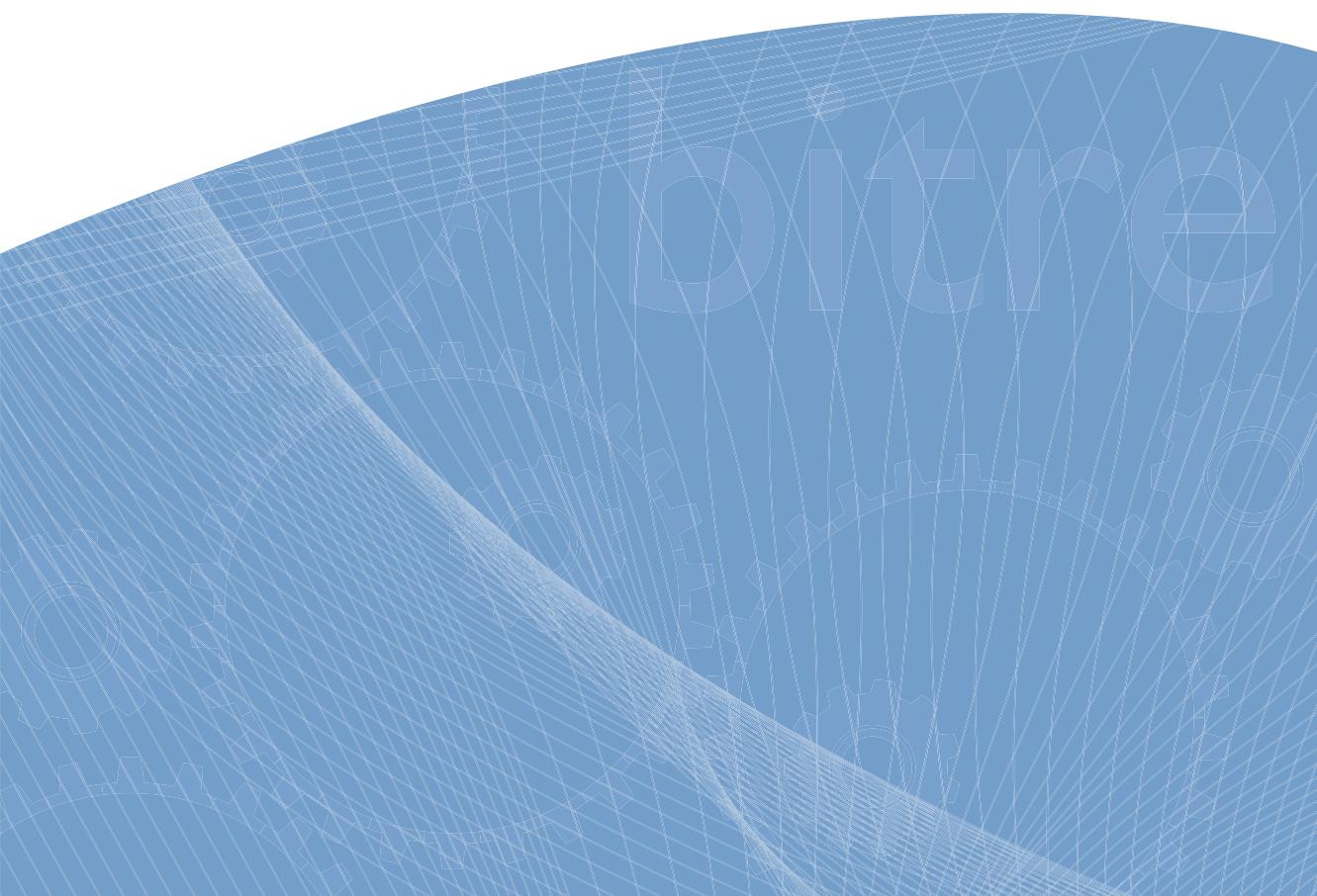
| Financial year       | Aviation gasoline | Aviation turbine fuel | Fuel oil | Coal | Electricity | Other (inc Hydrogen) | Total  |
|----------------------|-------------------|-----------------------|----------|------|-------------|----------------------|--------|
| petajoules (end-use) |                   |                       |          |      |             |                      |        |
| 1974–75              | 3.31              | 37.35                 | 32.70    | 0.33 | 2.47        | 0.0000               | 76.16  |
| 1975–76              | 3.37              | 34.14                 | 30.31    | 0.32 | 2.51        | 0.0000               | 70.66  |
| 1976–77              | 3.63              | 33.61                 | 30.51    | 0.32 | 2.50        | 0.0000               | 70.57  |
| 1977–78              | 3.77              | 37.23                 | 32.84    | 0.31 | 2.51        | 0.0000               | 76.66  |
| 1978–79              | 4.16              | 34.73                 | 29.11    | 0.22 | 2.44        | 0.0000               | 70.67  |
| 1979–80              | 3.77              | 36.67                 | 31.08    | 0.16 | 2.59        | 0.0000               | 74.27  |
| 1980–81              | 3.77              | 36.43                 | 33.77    | 0.12 | 2.84        | 0.0000               | 76.93  |
| 1981–82              | 3.74              | 41.28                 | 29.32    | 0.09 | 2.84        | 0.0000               | 77.26  |
| 1982–83              | 3.44              | 39.92                 | 26.15    | 0.66 | 2.96        | 0.0000               | 73.14  |
| 1983–84              | 3.57              | 38.73                 | 25.55    | 3.75 | 3.10        | 0.0000               | 74.71  |
| 1984–85              | 3.64              | 39.83                 | 23.50    | 3.43 | 3.45        | 0.0000               | 73.85  |
| 1985–86              | 3.57              | 43.16                 | 26.08    | 3.33 | 3.77        | 0.0000               | 79.91  |
| 1986–87              | 3.67              | 44.31                 | 23.17    | 3.84 | 4.03        | 0.0000               | 79.02  |
| 1987–88              | 3.91              | 47.96                 | 24.77    | 3.55 | 4.27        | 0.0000               | 84.46  |
| 1988–89              | 3.94              | 47.00                 | 21.59    | 3.95 | 5.06        | 0.0000               | 81.54  |
| 1989–90              | 4.30              | 36.54                 | 18.79    | 3.51 | 5.46        | 0.0000               | 68.59  |
| 1990–91              | 3.50              | 47.15                 | 15.37    | 3.76 | 5.41        | 0.0000               | 75.19  |
| 1991–92              | 3.30              | 51.66                 | 14.82    | 4.00 | 5.51        | 0.0000               | 79.29  |
| 1992–93              | 3.40              | 54.27                 | 12.20    | 4.13 | 5.43        | 0.0000               | 79.43  |
| 1993–94              | 3.30              | 57.73                 | 9.76     | 3.93 | 5.41        | 0.0000               | 80.13  |
| 1994–95              | 3.36              | 68.57                 | 14.12    | 4.03 | 5.60        | 0.0000               | 95.68  |
| 1995–96              | 3.26              | 75.68                 | 14.50    | 3.99 | 5.54        | 0.0000               | 102.97 |
| 1996–97              | 3.30              | 81.00                 | 13.58    | 4.30 | 5.83        | 0.0000               | 108.00 |
| 1997–98              | 3.35              | 73.11                 | 10.28    | 4.24 | 5.77        | 0.0000               | 96.75  |
| 1998–99              | 3.42              | 70.21                 | 7.66     | 4.16 | 5.90        | 0.0000               | 91.34  |
| 1999–00              | 3.41              | 73.57                 | 8.71     | 4.44 | 6.44        | 0.0000               | 96.57  |
| 2000–01              | 3.31              | 82.47                 | 8.59     | 3.51 | 6.65        | 0.0000               | 104.53 |
| 2001–02              | 3.15              | 73.76                 | 8.06     | 3.51 | 6.58        | 0.0000               | 95.07  |
| 2002–03              | 3.03              | 70.35                 | 7.97     | 3.51 | 6.64        | 0.0000               | 91.49  |
| 2003–04              | 2.91              | 73.84                 | 8.68     | 4.01 | 6.70        | 0.0010               | 96.15  |
| 2004–05              | 2.96              | 80.81                 | 8.34     | 5.60 | 6.71        | 0.0010               | 104.42 |
| 2005–06              | 2.80              | 85.79                 | 7.53     | 4.80 | 6.80        | 0.0010               | 107.72 |
| 2006–07              | 2.90              | 92.95                 | 7.12     | 5.20 | 7.02        | 0.0010               | 115.19 |
| 2007–08              | 2.85              | 100.19                | 7.51     | 4.40 | 7.26        | 0.0000               | 122.20 |
| 2008–09              | 3.14              | 102.48                | 7.20     | 4.84 | 7.57        | 0.0000               | 125.23 |
| 2009–10              | 2.62              | 104.66                | 8.20     | 4.13 | 7.47        | 0.0000               | 127.07 |
| 2010–11              | 2.60              | 112.25                | 9.30     | 2.94 | 7.52        | 0.0000               | 134.61 |
| 2011–12              | 2.78              | 116.80                | 8.30     | 2.52 | 7.60        | 0.0000               | 138.00 |
| 2012–13              | 2.68              | 124.71                | 6.90     | 0.00 | 7.56        | 0.0000               | 141.85 |
| 2013–14              | 2.40              | 126.48                | 8.25     | 0.00 | 7.62        | 0.0000               | 144.75 |
| 2014–15              | 2.25              | 126.55                | 8.30     | 0.00 | 7.90        | 0.0000               | 145.01 |
| 2015–16              | 2.23              | 128.70                | 8.51     | 0.00 | 8.41        | 0.0000               | 147.85 |
| 2016–17              | 2.29              | 129.63                | 8.07     | 0.00 | 8.39        | 0.0000               | 148.38 |
| 2017–18              | 2.19              | 132.29                | 7.71     | 0.00 | 8.40        | 0.0000               | 150.58 |
| 2018–19              | 2.21              | 131.84                | 5.78     | 0.00 | 8.56        | 0.0000               | 148.39 |
| 2019–20              | 2.00              | 106.58                | (a) 2.89 | 0.00 | (a) 8.85    | (a) 0.0001           | 120.32 |

(a) 2019–20 fuel oil, electricity and other (including hydrogen) figures are provisional trend estimates (finalised source data not yet fully available)

Source: BITRE estimates.



## PART C: Communications





## PART C: Communications

Telecommunications networks are a vital part of Australian infrastructure, with networks now in a period of significant transition.

Readers should take the rapid developments in communications technology into account when analysing time series statistics for communications networks. The deployment of the National Broadband Network (NBN) represents a significant investment in a fibre optic network. This investment is reflected in the statistics over the years of the NBN deployment.

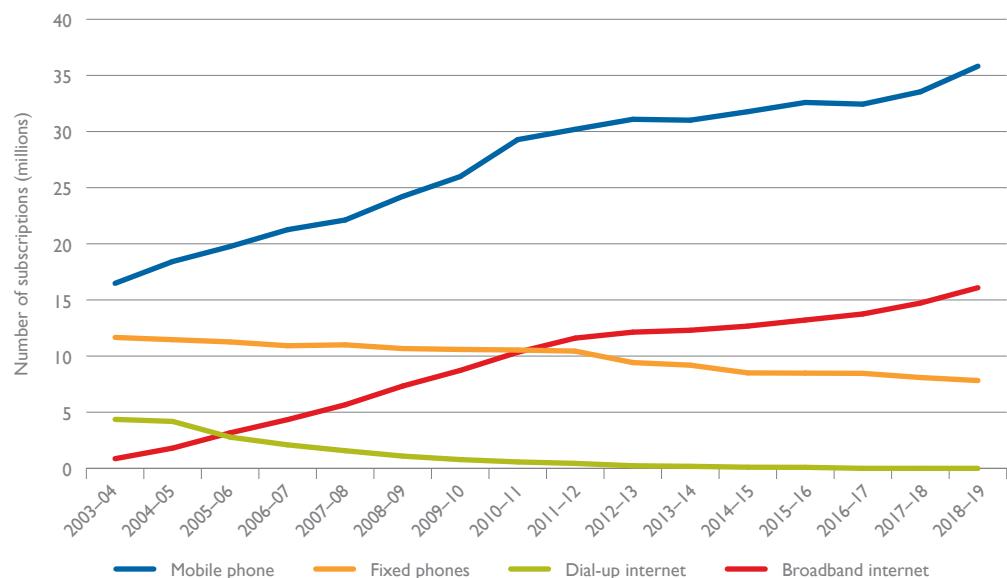
Traditional measures of infrastructure construction activity only provide a partial picture of the capacity and usage of communications infrastructure as they only measure investment in the physical infrastructure networks. Information technology upgrades that provide additional functionality or new services on existing networks, along with network upgrades that extend geographic coverage, have been major drivers of increased infrastructure capacity in the communications industry.

Major drivers of communications infrastructure activity over recent years have been:

- increasing international bandwidth capacity;
- growth in domestic backhaul transmission capacity (infrastructure connecting access nodes to the core network);
- a broadening range of internet access technologies available, including digital subscriber line (DSL) and wireless broadband network deployments (with increasing intensity of use and reliance on radio communications spectrum allocations);
- mobile network extensions for 3G and 4G mobile services; and
- the convergence of networks, devices and service.

Figure C1 demonstrates the take-up of mobile phones and broadband internet over the last ten years, and the decline of the number of subscribers to the older technologies of dial-up internet and fixed phones.

**Figure C I Communications services – number of services, by communications medium**



Source: ACMA (2020).

# CHAPTER I

## Communications infrastructure

**Table C 1.1** Flow of new infrastructure

Value of Telecommunications engineering construction work done by sector of construction and sector of ownership, adjusted by chain volume index, 2018–19 prices

| Financial year | Private sector<br>for the private<br>sector | Private sector<br>for the public<br>sector | Public sector | Telecommunications<br>infrastructure<br>engineering<br>construction work<br>done | Telecommunications<br>percentage of total<br>major infrastructure<br>engineering<br>construction work<br>done |
|----------------|---|--|---------------|--|---|
| \$ million     |   |  |               |  | per cent  |
| 1986–87        | 36.1  | 88.9                                       | 4 377.0       | 4 502.1  | 22.69   |
| 1987–88        | 18.2  | 67.4                                       | 4 049.4       | 4 134.9  | 23.27   |
| 1988–89        | 19.2  | 15.4                                       | 4 358.6       | 4 393.2  | 24.77   |
| 1989–90        | 15.3  | 23.7                                       | 4 782.3       | 4 821.4  | 24.30   |
| 1990–91        | 20.2  | 44.9                                       | 4 859.7       | 4 924.8  | 24.16   |
| 1991–92        | 15.2  | 64.9                                       | 3 715.3       | 3 795.4  | 20.49   |
| 1992–93        | 153.3                                       | 47.6                                       | 3 680.9       | 3 881.9  | 19.48   |
| 1993–94        | 182.9                                       | 64.2                                       | 3 323.7       | 3 570.7  | 16.85   |
| 1994–95        | 157.5                                       | 24.5                                       | 4 472.4       | 4 654.4  | 21.43   |
| 1995–96        | 413.2                                       | 51.9                                       | 5 181.8       | 5 646.9  | 24.43   |
| 1996–97        | 351.4                                       | 14.0                                       | 5 155.6       | 5 520.9  | 23.77   |
| 1997–98        | 140.0                                       | 62.4                                       | 5 288.6       | 5 491.0  | 21.66   |
| 1998–99        | 226.9                                       | 42.0                                       | 5 602.3       | 5 871.2  | 21.16   |
| 1999–00        | 688.0                                       | 246.8                                      | 6 495.2       | 7 430.1  | 24.84   |
| 2000–01        | 1 195.7                                     | 473.1                                      | 5 514.3       | 7 183.1  | 26.34   |
| 2001–02        | 681.1                                       | 571.9                                      | 5 036.6       | 6 289.6  | 23.42   |
| 2002–03        | 646.3                                       | 483.7                                      | 4 480.3       | 5 610.3  | 18.79   |
| 2003–04        | 1 359.5                                     | 74.3                                       | 3 759.5       | 5 193.3  | 15.32   |
| 2004–05        | 1 549.5                                     | 255.7                                      | 3 959.5       | 5 764.8  | 14.86   |
| 2005–06        | 1 925.6                                     | 87.6                                       | 5 295.7       | 7 309.0  | 17.07   |
| 2006–07        | 4 979.0                                     | 53.5                                       | 1 966.3       | 6 998.9  | 15.23   |
| 2007–08        | 5 969.5                                     | 32.1                                       | (d) 9.1       | 6 010.7  | 10.88   |
| 2008–09        | 4 928.8                                     | 59.9                                       | 8.8           | 4 997.4  | 8.90  |
| 2009–10        | 4 597.7                                     | 210.3                                      | 12.0          | 4 820.0  | 8.54  |
| 2010–11        | 4 448.9                                     | 316.6                                      | 7.1           | 4 772.6  | 7.72  |
| 2011–12        | 5 268.7                                     | 600.8                                      | 5.5           | 5 874.9  | 8.53  |
| 2012–13        | 5 301.9                                     | 1 333.8                                    | 10.7          | 6 646.5  | 9.11  |
| 2013–14        | 5 505.5                                     | 2 253.8                                    | 8.7           | 7 768.0  | 12.05   |
| 2014–15        | 5 245.1                                     | 2 897.1                                    | 2.0           | 8 144.2  | 15.04   |
| 2015–16        | 5 532.4                                     | 4 070.3                                    | 12.6          | 9 615.3  | 19.86   |
| 2016–17        | 6 784.8                                     | 5 345.7                                    | 6.5           | 12 136.9   | 23.49   |
| 2017–18        | 6 078.8                                     | 5 026.0                                    | 11.0          | 11 115.8   | 17.57   |
| 2018–19        | 4 429.0                                     | 5 441.7                                    | 7.7           | 9 878.5  | 16.37   |
| 2019–20        | 3 706.5                                     | 4 816.9                                    | 10.3          | 8 533.7  | 14.35   |

(d) Following the third tranche of privatisation of Telstra, ABS classifies Telstra investment as private sector rather than public sector investment.

Source: ABS (2020g).

**Table C 1.2a Flow of new infrastructure – capital investment by selected communications industries – gross fixed capital formation<sup>(e)</sup>**

| Financial year             | Broad-casting (except internet) | Internet publishing and broad-casting <sup>(b)</sup> | Tele-communications services | Internet service providers, web search portals and data processing services <sup>(b)</sup> | Publishing, motion picture and sound recording, and library and other information services <sup>(c) (d)</sup> | TOTAL information media and telecommunications industry |
|----------------------------|---------------------------------|--|------------------------------|--|---|---|
| \$ million, 2018–19 prices |                                 |  |                              |  |   |   |
| 2007–08                    | 578                             | 30   | 7 374                        | <sup>(b)</sup> 203   | <sup>(c)</sup> 982  | 9 167   |
| 2008–09                    | 572                             | 23   | np                           | np   | <sup>(c)</sup> 1 074  | 10 379  |
| 2009–10                    | 514                             | 31   | 8 059                        | <sup>(b)</sup> 206   | <sup>(c)</sup> 712  | 9 523   |
| 2010–11                    | 492                             | 40   | 8 286                        | <sup>(b)</sup> 244   | <sup>(c)</sup> 712  | 9 775   |
| 2011–12                    | 362                             | 24   | 8 706                        | <sup>(b)</sup> 185   | <sup>(c)</sup> 798  | 10 074  |
| 2012–13                    | 292                             | 36   | 9 361                        | <sup>(b)</sup> 253   | <sup>(c)</sup> 690  | 10 633  |
| 2013–14                    | 523                             | 65   | 9 622                        | <sup>(b)</sup> 507   | <sup>(c)</sup> 833  | 11 550  |
| 2014–15                    | 621                             | 107  | 9 989                        | <sup>(b)</sup> 516   | <sup>(c)</sup> 653  | 11 885  |
| 2015–16                    | 548                             | 41   | 10 834                       | <sup>(b)</sup> 638   | <sup>(c)</sup> 650  | 12 714  |
| 2016–17                    | 478                             | 68   | 12 571                       | 1 371  | <sup>(c)</sup> 613  | 14 784  |
| 2017–18                    | 561                             | 115  | 12 166                       | 2 355  | <sup>(c)</sup> 627  | 15 825  |
| 2018–19                    | 578                             | 104  | 12 878                       | 1 107  | <sup>(c)</sup> 598  | 15 265  |

(b) Estimate has a relative standard error between 10% and 25%.

(c) Estimate has a relative standard error of 25% to 50%.

(d) This series groups several industries into the one measure. Relative standard errors were calculated for component series, but are not available for the new measure.

(e) Gross fixed capital expenditure represents expenditure on fixed assets that excludes repair and maintenance expenses, but includes all costs associated with own-account capital formation. Fixed assets include all produced assets (physical assets, cultivated assets and intellectual property products) that are used in processes of production for more than one year. Non-produced assets such as spectrum assets are not included in gross fixed capital formation.

np: Not available for publication but included in total where applicable

Source: ABS (2020b, 2020f).

**Table C 1.2b Flow of new infrastructure – capital investment by selected communications industries – net capital expenditure<sup>(f)</sup>**

| Financial year             | Broad-casting (except internet) | Internet publishing and broadcasting | Tele-communications services | Internet service providers, web search portals and data processing services | Publishing, motion picture and sound recording, and library and other information services <sup>(d)</sup> | TOTAL information media and telecommunications industry |
|----------------------------|---------------------------------|--------------------------------------|------------------------------|---|---|---|
| \$ million, 2018–19 prices |                                 |                                      |                              |   |   |   |
| 2007–08                    | 1 667                           | 33                                   | np                           | 743   | 698   | 10 974  |
| 2008–09                    | 585                             | np                                   | np                           | np  | 936   | 10 585  |
| 2009–10                    | 538                             | np                                   | 8 098                        | 272   | 873   | 9 832   |
| 2010–11                    | 439                             | -160                                 | 8 499                        | <sup>(b)</sup> 354  | 703   | 9 852   |
| 2011–12                    | np                              | 33                                   | np                           | np  | 876   | 10 574  |
| 2012–13                    | 292                             | np                                   | np                           | np  | 759   | np  |
| 2013–14                    | 580                             | 34                                   | np                           | 716   | 889   | np  |
| 2014–15                    | np                              | np                                   | np                           | np  | np  | 12 466  |
| 2015–16                    | 629                             | np                                   | np                           | <sup>(b)</sup> 805  | 321   | 13 439  |
| 2016–17                    | 509                             | np                                   | np                           | 1 724   | 1 000   | np  |
| 2017–18                    | np                              | np                                   | np                           | 3 023   | 667   | np  |
| 2018–19                    | 808                             | 109                                  | np                           | <sup>(b)</sup> 1 296  | np  | 16 064  |

(b) Estimate has a relative standard error between 10% and 25%.

(d) This series groups several industries into the one measure. Relative standard errors were calculated for component series, but are not available for the new measure.

(f) Net capital expenditure represents expenditure on all forms of capital, net of depreciation of fixed capital. This measure of capital expenditure includes non-produced assets such as spectrum assets.

np: Not available for publication but included in total where applicable

Source: ABS (2020b, 2020f).

**Table C 1.2c Flow of new infrastructure – capital investment by selected communications industries – depreciation and amortisation**

| Financial year             | Broad-casting (except internet) | Internet publishing and broadcasting | Tele-communications services | Internet service providers, web search portals and data processing services | Publishing, motion picture and sound recording, and library and other information services <sup>(d)</sup> | TOTAL information media and telecommunications industry |
|----------------------------|---------------------------------|--------------------------------------|------------------------------|---|---|---|
| \$ million, 2018–19 prices |                                 |                                      |                              |   |   |   |
| 2007–08                    | 977                             | 42                                   | 7 411                        | 282   | 1 237   | 9 951   |
| 2008–09                    | 1 012                           | 12                                   | 7 525                        | <sup>(c)</sup> 190  | 912   | 9 651   |
| 2009–10                    | 902                             | 26                                   | 7 593                        | 216   | 943   | 9 680   |
| 2010–11                    | 926                             | 37                                   | 7 652                        | <sup>(b)</sup> 242  | 817   | 9 673   |
| 2011–12                    | 1 084                           | 39                                   | 7 477                        | <sup>(b)</sup> 348  | 861   | 9 808   |
| 2012–13                    | 1 286                           | 40                                   | 7 632                        | <sup>(c)</sup> 335  | 862   | 10 155  |
| 2013–14                    | 1 347                           | np                                   | 7 898                        | <sup>(b)</sup> 366  | 845   | 10 505  |
| 2014–15                    | 1 318                           | 40                                   | 7 638                        | 394   | 867   | 10 257  |
| 2015–16                    | 1 410                           | 39                                   | 7 614                        | 396   | 739   | 10 197  |
| 2016–17                    | 1 409                           | 114                                  | 8 370                        | 720   | 600   | 11 213  |
| 2017–18                    | 1 348                           | 117                                  | np                           | 1 002   | 247   | 12 051  |
| 2018–19                    | 741                             | 162                                  | np                           | 1 459   | np  | 13 719  |

(b) Estimate has a relative standard error between 10% and 25%.

(c) Estimate has a relative standard error of 25% to 50 %

(d) This series groups several industries into the one measure. Relative standard errors were calculated for component series, but are not available for the new measure.

Source: ABS (2020b, 2020f).



# CHAPTER 2

## Investment in information technology

**Table C 2.1** Investment in information technology – information media and telecommunications industry <sup>(g)</sup> investment in information technology gross fixed capital formation <sup>(l)</sup>, chain volume measures

| Financial year | Information media and telecommunications industry investment in IT |                                     |  |   | Total Australian investment in information technology | Information media and telecommunications industry percentage of total |
|----------------|--|-------------------------------------|--|---|---|---|
|                | Computers and peripherals  | Electrical and electronic equipment | Intellectual property products – Computer software | TOTAL investment in IT by the information media and telecommunications industry |   |   |
| \$ million     |  |                                     |  |   |   |   |
| 1985–86        | 2  | 326                                 | 34   | 362   | 1 587   | 22.81   |
| 1986–87        | 2  | 242                                 | 38   | 282   | 1 751   | 16.11   |
| 1987–88        | 2  | 262                                 | 64   | 328   | 1 871   | 17.53   |
| 1988–89        | 2  | 285                                 | 70   | 357   | 2 053   | 17.39   |
| 1989–90        | 3  | 379                                 | 109  | 491   | 2 380   | 20.63   |
| 1990–91        | 4  | 331                                 | 127  | 462   | 2 228   | 20.74   |
| 1991–92        | 4  | 356                                 | 181  | 541   | 2 556   | 21.17   |
| 1992–93        | 8  | 585                                 | 322  | 915   | 3 205   | 28.55   |
| 1993–94        | 4  | 403                                 | 377  | 784   | 3 365   | 23.30   |
| 1994–95        | 9  | 518                                 | 404  | 931   | 3 723   | 25.01   |
| 1995–96        | 13   | 578                                 | 466  | 1 057   | 4 186   | 25.25   |
| 1996–97        | 19   | 729                                 | 540  | 1 288   | 5 002   | 25.75   |
| 1997–98        | 16   | 521                                 | 556  | 1 093   | 6 077   | 17.99   |
| 1998–99        | 29   | 620                                 | 648  | 1 297   | 6 379   | 20.33   |
| 1999–00        | 52   | 1 039                               | 766  | 1 857   | 8 226   | 22.57   |
| 2000–01        | 77   | 1 521                               | 1 020  | 2 618   | 9 632   | 27.18   |
| 2001–02        | 64   | 1 210                               | 1 055  | 2 329   | 9 965   | 23.37   |
| 2002–03        | 71   | 1 181                               | 1 024  | 2 276   | 12 306  | 18.50   |
| 2003–04        | 49   | 957                                 | 991  | 1 997   | 14 053  | 14.21   |
| 2004–05        | 67   | 1 160                               | 1 104  | 2 331   | 15 696  | 14.85   |
| 2005–06        | 91   | 1 193                               | 1 224  | 2 508   | 17 046  | 14.71   |
| 2006–07        | 83   | 1 335                               | 1 184  | 2 602   | 18 585  | 14.00   |
| 2007–08        | 139  | 1 401                               | 1 128  | 2 668   | 20 673  | 12.91   |
| 2008–09        | 129  | 1 326                               | 1 100  | 2 555   | 21 189  | 12.06   |
| 2009–10        | 153  | 994                                 | 1 233  | 2 380   | 21 142  | 11.26   |
| 2010–11        | 209  | 1 111                               | 1 628  | 2 948   | 23 302  | 12.65   |
| 2011–12        | 194  | 1 114                               | 1 751  | 3 059   | 25 463  | 12.01   |
| 2012–13        | 169  | 928                                 | 1 802  | 2 899   | 27 076  | 10.71   |
| 2013–14        | 154  | 998                                 | 2 069  | 3 221   | 26 646  | 12.09   |
| 2014–15        | 125  | 1 191                               | 2 024  | 3 340   | 28 713  | 11.63   |
| 2015–16        | 204  | 1 512                               | 2 300  | 4 016   | 29 312  | 13.70   |
| 2016–17        | 213  | 1 491                               | 2 718  | 4 422   | 31 547  | 14.02   |
| 2017–18        | 133  | 1 190                               | 3 401  | 4 724   | 34 933  | 13.52   |
| 2018–19        | 142  | 1 187                               | 2 937  | 4 266   | 36 308  | 11.75   |
| 2019–20        | 181  | 1 505                               | 3 138  | 4 824   | 37 112  | 13.00   |

<sup>(l)</sup> See end notes

<sup>(g)</sup> Investment in information technology statistics are not available with the same level of industry detail as Table C 1.2.

Source: ABS (2020d).

**Table C 2.2 Consumption of information technology – information media and telecommunications industry<sup>(g)</sup> consumption of information technology fixed capital, chain volume measures**

| Financial year | Information media and telecommunications industry consumption of IT |                                     |  |  | Total Australian consumption of information technology fixed capital | Information media and telecommunications industry percentage of total |
|----------------|---|-------------------------------------|--|--|--|---|
|                | Computers and peripherals   | Electrical and electronic equipment | Intellectual property products – Computer software | TOTAL consumption of IT fixed capital by the information media and telecommunications industry |  |   |
|                | \$ million  |                                     |  |  |  | per cent  |
| 1978–79        | 0   | 83                                  | 3  | 86   | 453  | 18.98   |
| 1979–80        | 0   | 85                                  | 4  | 89   | 478  | 18.62   |
| 1980–81        | 0   | 86                                  | 5  | 91   | 509  | 17.88   |
| 1981–82        | 0   | 89                                  | 6  | 95   | 548  | 17.34   |
| 1982–83        | 0   | 92                                  | 8  | 100  | 589  | 16.98   |
| 1983–84        | 0   | 97                                  | 10   | 107  | 638  | 16.77   |
| 1984–85        | 1   | 106                                 | 13   | 120  | 712  | 16.85   |
| 1985–86        | 1   | 121                                 | 18   | 140  | 804  | 17.41   |
| 1986–87        | 1   | 135                                 | 23   | 159  | 920  | 17.28   |
| 1987–88        | 1   | 147                                 | 30   | 178  | 1 056  | 16.86   |
| 1988–89        | 1   | 160                                 | 39   | 200  | 1 204  | 16.61   |
| 1989–90        | 2   | 177                                 | 56   | 235  | 1 412  | 16.64   |
| 1990–91        | 2   | 196                                 | 82   | 280  | 1 664  | 16.83   |
| 1991–92        | 3   | 212                                 | 113  | 328  | 1 920  | 17.08   |
| 1992–93        | 4   | 238                                 | 164  | 406  | 2 227  | 18.23   |
| 1993–94        | 4   | 264                                 | 233  | 501  | 2 555  | 19.61   |
| 1994–95        | 5   | 287                                 | 298  | 590  | 2 869  | 20.56   |
| 1995–96        | 6   | 315                                 | 360  | 681  | 3 184  | 21.39   |
| 1996–97        | 9   | 350                                 | 424  | 783  | 3 560  | 21.99   |
| 1997–98        | 11  | 381                                 | 484  | 876  | 4 050  | 21.63   |
| 1998–99        | 14  | 407                                 | 542  | 963  | 4 606  | 20.91   |
| 1999–00        | 21  | 453                                 | 613  | 1 087  | 5 270  | 20.63   |
| 2000–01        | 33  | 537                                 | 716  | 1 286  | 6 098  | 21.09   |
| 2001–02        | 45  | 627                                 | 834  | 1 506  | 6 961  | 21.63   |
| 2002–03        | 54  | 700                                 | 935  | 1 689  | 7 933  | 21.29   |
| 2003–04        | 59  | 758                                 | 1 016  | 1 833  | 9 148  | 20.04   |
| 2004–05        | 61  | 811                                 | 1 091  | 1 963  | 10 499   | 18.70   |
| 2005–06        | 67  | 872                                 | 1 169  | 2 108  | 11 884   | 17.74   |
| 2006–07        | 73  | 936                                 | 1 230  | 2 239  | 13 270   | 16.87   |
| 2007–08        | 84  | 1 003                               | 1 251  | 2 338  | 14 750   | 15.85   |
| 2008–09        | 99  | 1 063                               | 1 236  | 2 398  | 16 234   | 14.77   |
| 2009–10        | 113   | 1 098                               | 1 230  | 2 441  | 17 594   | 13.87   |
| 2010–11        | 133   | 1 116                               | 1 300  | 2 549  | 19 043   | 13.39   |
| 2011–12        | 154   | 1 134                               | 1 440  | 2 728  | 20 699   | 13.18   |
| 2012–13        | 166   | 1 139                               | 1 587  | 2 892  | 22 358   | 12.93   |
| 2013–14        | 169   | 1 134                               | 1 742  | 3 045  | 23 748   | 12.82   |
| 2014–15        | 164   | 1 137                               | 1 863  | 3 164  | 25 010   | 12.65   |
| 2015–16        | 164   | 1 158                               | 1 948  | 3 270  | 26 214   | 12.47   |
| 2016–17        | 173   | 1 190                               | 2 076  | 3 439  | 27 413   | 12.55   |
| 2017–18        | 173   | 1 205                               | 2 315  | 3 693  | 28 963   | 12.75   |
| 2018–19        | 166   | 1 206                               | 2 556  | 3 928  | 30 712   | 12.79   |
| 2019–20        | 164   | 1 219                               | 2 732  | 4 115  | 32 407   | 12.70   |

See end notes

(g) Investment in information technology statistics are not available with the same level of industry detail as Table C 1.2.

Source: ABS (2020d).

**Table C 2.3 Stock of information technology – information media and telecommunications industry<sup>(g)</sup> net capital stock of information technology assets, chain volume measures**

| Financial year | Information media and telecommunications industry stock of IT assets |                                     |  |   | Total stock of information technology | Information media and telecommunications industry percentage of total |
|----------------|--|-------------------------------------|--|---|---------------------------------------|---|
|                | Computers and peripherals  | Electrical and electronic equipment | Intellectual property products – Computer software | TOTAL stock of IT held by the information media and telecommunications industry |                                       |   |
|                | \$ million   |                                     |  |   | per cent                              |   |
| 1978–79        | 0  | 595                                 | 13   | 608   | 3 620                                 | 16.80   |
| 1979–80        | 1  | 604                                 | 15   | 620   | 3 747                                 | 16.55   |
| 1980–81        | 1  | 622                                 | 20   | 643   | 3 973                                 | 16.18   |
| 1981–82        | 1  | 652                                 | 26   | 679   | 4 262                                 | 15.93   |
| 1982–83        | 1  | 675                                 | 34   | 710   | 4 487                                 | 15.82   |
| 1983–84        | 2  | 744                                 | 45   | 791   | 5 029                                 | 15.73   |
| 1984–85        | 2  | 848                                 | 58   | 908   | 5 644                                 | 16.09   |
| 1985–86        | 3  | 1 034                               | 77   | 1 114   | 6 383                                 | 17.45   |
| 1986–87        | 4  | 1 126                               | 96   | 1 226   | 7 186                                 | 17.06   |
| 1987–88        | 5  | 1 225                               | 134  | 1 364   | 7 981                                 | 17.09   |
| 1988–89        | 5  | 1 333                               | 170  | 1 508   | 8 802                                 | 17.13   |
| 1989–90        | 6  | 1 511                               | 230  | 1 747   | 9 761                                 | 17.90   |
| 1990–91        | 7  | 1 627                               | 285  | 1 919   | 10 340                                | 18.56   |
| 1991–92        | 8  | 1 749                               | 366  | 2 123   | 11 012                                | 19.28   |
| 1992–93        | 12   | 2 061                               | 544  | 2 617   | 12 040                                | 21.74   |
| 1993–94        | 12   | 2 175                               | 714  | 2 901   | 12 918                                | 22.46   |
| 1994–95        | 16   | 2 375                               | 846  | 3 237   | 13 847                                | 23.38   |
| 1995–96        | 22   | 2 606                               | 976  | 3 604   | 14 900                                | 24.19   |
| 1996–97        | 31   | 2 951                               | 1 131  | 4 113   | 16 467                                | 24.98   |
| 1997–98        | 35   | 3 071                               | 1 241  | 4 347   | 18 633                                | 23.33   |
| 1998–99        | 49   | 3 278                               | 1 388  | 4 715   | 20 652                                | 22.83   |
| 1999–00        | 79   | 3 864                               | 1 578  | 5 521   | 23 839                                | 23.16   |
| 2000–01        | 124  | 4 879                               | 1 919  | 6 922   | 27 673                                | 25.01   |
| 2001–02        | 144  | 5 499                               | 2 176  | 7 819   | 31 039                                | 25.19   |
| 2002–03        | 163  | 6 026                               | 2 351  | 8 540   | 36 140                                | 23.63   |
| 2003–04        | 153  | 6 264                               | 2 467  | 8 884   | 42 207                                | 21.05   |
| 2004–05        | 160  | 6 657                               | 2 639  | 9 456   | 48 642                                | 19.44   |
| 2005–06        | 189  | 7 045                               | 2 819  | 10 053  | 55 168                                | 18.22   |
| 2006–07        | 202  | 7 507                               | 2 879  | 10 588  | 61 671                                | 17.17   |
| 2007–08        | 261  | 7 958                               | 2 797  | 11 016  | 68 284                                | 16.13   |
| 2008–09        | 293  | 8 243                               | 2 685  | 11 221  | 73 705                                | 15.22   |
| 2009–10        | 329  | 8 123                               | 2 754  | 11 206  | 77 678                                | 14.43   |
| 2010–11        | 402  | 8 102                               | 3 180  | 11 684  | 82 444                                | 14.17   |
| 2011–12        | 441  | 8 076                               | 3 605  | 12 122  | 87 895                                | 13.79   |
| 2012–13        | 443  | 7 853                               | 3 918  | 12 214  | 93 111                                | 13.12   |
| 2013–14        | 426  | 7 702                               | 4 312  | 12 440  | 96 335                                | 12.91   |
| 2014–15        | 386  | 7 744                               | 4 512  | 12 642  | 100 256                               | 12.61   |
| 2015–16        | 426  | 8 097                               | 4 892  | 13 415  | 103 540                               | 12.96   |
| 2016–17        | 466  | 8 392                               | 5 550  | 14 408  | 107 771                               | 13.37   |
| 2017–18        | 425  | 8 373                               | 6 667  | 15 465  | 113 902                               | 13.58   |
| 2018–19        | 401  | 8 354                               | 7 054  | 15 809  | 119 523                               | 13.23   |
| 2019–20        | 417  | 8 639                               | 7 460  | 16 516  | 124 229                               | 13.29   |

See end notes

(g) Investment in information technology statistics are not available with the same level of industry detail as Table C 1.2.  
Source: ABS (2020d).



# CHAPTER 3

## Subscriptions and prices

**Table C 3.1a** Number of services, by communications medium

| End of financial year                       | Number of payphones | Terrestrial mobile (voice and data) | Fixed line          | Mobile Handset internet subscribers | Internet (excluding mobile handset subscriptions) |                    |
|---|---------------------|-------------------------------------|---------------------|-------------------------------------|---|--------------------|
|   |                     |                                     |                     |                                     | Dial-up   | Broadband          |
| Number of subscriptions (millions)          |                     |                                     |                     |                                     |   |                    |
| 2003–04 <sup>(j)</sup>                      | 64 803              | 16.5                                | 11.7                | np                                  | <sup>(h)</sup> 4.3                                | <sup>(h)</sup> 0.8 |
| 2004–05 <sup>(j)</sup>                      | 61 735              | 18.4                                | 11.5                | np                                  | <sup>(h)</sup> 4.1                                | <sup>(h)</sup> 1.8 |
| 2005–06 <sup>(j)</sup>                      | 58 230              | 19.8                                | 11.3                | np                                  | 2.8   | 3.2                |
| 2006–07                                     | 49 862              | 21.3                                | 10.9                | np                                  | <sup>(h)</sup> 2.1                                | <sup>(h)</sup> 4.3 |
| 2007–08                                     | 45 114              | 22.1                                | 11.0                | np                                  | 1.6   | 5.7                |
| ISPs with more than 1000 active subscribers |                     |                                     |                     |                                     |   |                    |
| 2008–09 <sup>(k)</sup>                      | 39 328              | 24.2                                | 10.7                | np                                  | 1.1   | 7.3                |
| 2009–10                                     | 35 012              | 26.0                                | 10.6                | np                                  | 0.8   | 8.7                |
| 2010–11                                     | 33 201              | 29.3                                | 10.5                | np                                  | 0.6   | 10.3               |
| 2011–12                                     | 31 032              | 30.2                                | 10.4                | 16.19                               | 0.4   | 11.6               |
| 2012–13                                     | 29 523              | 31.1                                | 9.4                 | 19.65                               | 0.2   | 12.1               |
| 2013–14                                     | 28 068              | 31.0                                | 9.2                 | 20.57                               | 0.2   | 12.3               |
| 2014–15                                     | 25 876              | 31.8                                | <sup>(l)</sup> 8.50 | 23.65                               | 0.1   | 12.7               |
| 2015–16                                     | 24 573              | 32.6                                | <sup>(l)</sup> 8.48 | 24.82                               | 0.1   | 13.2               |
| 2016–17                                     | 23 226              | 32.4                                | 8.5                 | 26.33                               | np  | 13.7               |
| 2017–18                                     | 22 716              | 34.8                                | 8.1                 | 26.98                               | np  | 14.7               |
| 2018–19                                     | 20 963              | 35.8                                | 7.8                 | 27.53                               | np  | 16.1               |

(h) Internet subscriptions for the end of the March quarter

(i) Internet subscriptions prior to 2005–06 reflect data from all ISPs.

(j) From 2005–06 to 2007–08 internet subscriptions reflect data from ISPs with more than 10 000 active subscribers.

(k) Internet subscriptions for 2008–13 reflect data from ISPs with more than 1 000 active subscribers.

(l) Methodology change from 2015 to report total resale (retail services directly connected via another network) and retail services in operation, but not wholesale services in operation. Previously, the ACMA reported total retail and wholesale services but not resale services.

np: refers to non available data

Source: ACMA (2020).

**Table C 3.1b** Number of internet subscriptions, by technology type

| End of financial year        | Fixed internet subscriptions |       |         |           |                |       |       | Mobile internet subscriptions      |  |                | Total internet subscriptions |
|------------------------------|------------------------------|-------|---------|-----------|----------------|-------|-------|------------------------------------|--|----------------|------------------------------|
|                              | ADSL                         | Cable | Dial-up | Satellite | Fixed wireless | Fibre | Other | Total fixed internet subscriptions | Mobile wireless (dongle, data card, USB modem service) | Mobile handset |                              |
| millions                     |                              |       |         |           |                |       |       |                                    |  |                |                              |
| 2013                         | 4.79                         | 0.93  | 0.23    | 0.09      | 0.05           | 0.12  | 0.003 | 6.21                               | 6.15   | 19.65          | 25.80                        |
| 2014                         | 5.07                         | 0.95  | 0.18    | 0.08      | 0.05           | 0.20  | 0.002 | 6.53                               | 5.95   | 20.57          | 26.52                        |
| 2015                         | 5.11                         | 1.00  | 0.10    | 0.07      | np             | 0.42  | np    | 6.76                               | 6.00   | 23.65          | 29.66                        |
| 2016                         | 5.03                         | 1.03  | 0.09    | 0.06      | 0.08           | 0.96  | 0.001 | 7.26                               | 6.04   | 24.82          | 30.86                        |
| 2017                         | 4.23                         | 1.01  | np      | np        | 0.14           | 2.14  | np    | 7.64                               | 6.11   | 26.33          | 32.44                        |
| 2018                         | 3.23                         | 0.94  | np      | np        | 0.22           | 3.64  | 0.001 | 8.16                               | 6.56   | 26.98          | 33.54                        |
| <i>Change in methodology</i> |                              |       |         |           |                |       |       |                                    |  |                |                              |
| 2019                         | 1.86                         | 0.77  | np      | 0.03      | np             | 0.15  | na    | 7.73                               | 8.37   | 27.54          | 35.90                        |
|                              |                              |       |         |           |                |       |       |                                    |  |                | 43.63                        |

na: No longer included.

np: Not available but included in totals where possible.

Note: New data provider used to collate June 2019 data and cannot be compared to previous years.

Source: ACMA (2020).

**Table C 3.2 Number of internet subscriptions, by download speed – total all subscriptions (excluding mobile handset subscriptions)**

|  | Less than<br>1.5Mbps | 1.5Mbps to<br>less than<br>8Mbps | 8Mbps to less<br>than 24Mbps | 24Mbps or<br>greater | Total<br>broadband | Total all<br>subscriptions |
|--|----------------------|----------------------------------|------------------------------|----------------------|--------------------|----------------------------|
| 000  |                      |                                  |                              |                      |                    |                            |
| <i>Census of all ISPs</i>                          |                      |                                  |                              |                      |                    |                            |
| September 2000                                     |                      |                                  |                              |                      |                    | 3 849                      |
| September 2001                                     |                      |                                  |                              |                      |                    | 4 289                      |
| September 2002                                     |                      |                                  |                              |                      |                    | 4 555                      |
| September 2003                                     | 5 043                |                                  | np                           | np                   | 656                | 5 211                      |
| September 2004                                     | 5 287                |                                  | np                           | np                   | 1 290              | 5 741                      |
| March 2005   | 5 380                |                                  | np                           | np                   | 1 787              | 5 980                      |
| September 2006                                     | 5 525                |                                  | np                           | np                   | 3 900              | 6 657                      |
| December 2007                                      | 4 589                | 1 045                            | 1 293                        | 180                  | 5 218              | 7 105                      |
| December 2008                                      | 3 959                | 2 012                            | 1 653                        | 373                  | 6 678              | 7 996                      |
| <i>ISPs with more than 1000 active subscribers</i> |                      |                                  |                              |                      |                    |                            |
| December 2009                                      | 3 286                | 3 188                            | 1 973                        | 503                  | 8 046              | 8 951                      |
| December 2010                                      | 1 948                | 4 067                            | 3 530                        | 901                  | 9 739              | 10 446                     |
| December 2011                                      | 1 283                | 5 115                            | 3 985                        | 1 213                | 11 121             | 11 596                     |
| December 2012                                      | 897                  | 4 213                            | 5 406                        | 1 645                | 11 873             | 12 161                     |
| December 2013                                      | 542                  | 4 159                            | 5 608                        | 2 088                | 12 187             | 12 397                     |
| December 2014                                      | 334                  | 3 305                            | 6 715                        | 2 337                | 12 531             | 12 691                     |
| December 2015                                      | 193                  | 2 183                            | np                           | np                   | 12 871             | 12 946                     |
| December 2016                                      | 92                   | 2 158                            | 3 368                        | 7 843                | 13 461             | 13 461                     |
| December 2017                                      | np                   | np                               | 3 598                        | 8 939                | 14 209             | 14 209                     |
| December 2018                                      | np                   | np                               | 3 928                        | 9 614                | 15 639             | 15 639                     |

Note: NBN only

Note: Data are not readily available for missing years.

Note: As at 31 December 2018, internet subscriptions via mobile handsets are excluded.

np: not available for publication but included in the totals.

Note: Total subscribers equal total broadband subscribers as dial-up subscribers are not recorded

Note: Changing thresholds represent increasing download speed

Source: ABS (2019d).

**Table C 3.3 Number of internet subscribers, by access connection (excluding mobile handset subscriptions)**

|   | Dial-up | Non dial-up |                 |           |   |        |   | Other | Combined connections |  |  |  |  |  |  |
|---|---------|-------------|-----------------|-----------|---|--------|---|-------|----------------------|--|--|--|--|--|--|
|   |         | DSL         | Cable and fibre | Satellite | Wireless (excluding mobile handset connections) |        |   |       |                      |  |  |  |  |  |  |
|   |         |             |                 |           | Fixed   | Mobile | Total wireless (excluding mobile handset connections) |       |                      |  |  |  |  |  |  |
| Number of ISPs ('000)                               |         |             |                 |           |   |        |   |       |                      |  |  |  |  |  |  |
| <i>Census of all ISPs</i>                           |         |             |                 |           |   |        |   |       |                      |  |  |  |  |  |  |
| September 2000                                      | 3 745   | 6           | np              | np        |   |        |   | np    |                      |  |  |  |  |  |  |
| September 2001                                      | 4 088   | 30          | np              | np        |   |        |   | np    |                      |  |  |  |  |  |  |
| September 2002                                      | 4 204   | 127         | np              | np        |   |        |   | np    |                      |  |  |  |  |  |  |
| September 2003                                      | 4 522   | 372         | np              | np        | np  | 3      | 8   | np    |                      |  |  |  |  |  |  |
| September 2004                                      | 4 441   | 822         | np              | np        | np  | 9      | 15  | np    |                      |  |  |  |  |  |  |
| March 2005  | 4 177   | 1 256       | np              | np        | np  | 7      | 38  | np    |                      |  |  |  |  |  |  |
| September 2006                                      | 2 749   | 2 995       | np              | np        | np  | np     | 186   | np    | 727                  |  |  |  |  |  |  |
| December 2007                                       | 1 887   | 3 815       | np              | np        | np  | np     | 481   | np    | 922                  |  |  |  |  |  |  |
| December 2008                                       | 1 311   | 4 208       | 916             | 80        | np  | 1 369  | 1 462   | 19    | na                   |  |  |  |  |  |  |
| <i>ISPs with more than 1 000 active subscribers</i> |         |             |                 |           |   |        |   |       |                      |  |  |  |  |  |  |
| December 2009                                       | 891     | 4 178       | np              | 107       | 22  | 2 838  | 2 860   | np    | na                   |  |  |  |  |  |  |
| December 2010                                       | 707     | 4 458       | np              | np        | 24  | 4 230  | 4 254   | np    | na                   |  |  |  |  |  |  |
| December 2011                                       | 473     | 4 553       | 937             | 100       | 35  | 5 491  | 5 526   | 8     | na                   |  |  |  |  |  |  |
| December 2012                                       | 282     | 4 727       | 1 009           | 92        | 49  | 5 995  | 6 044   | 7     | na                   |  |  |  |  |  |  |
| December 2013                                       | 205     | 4 898       | 1 111           | 91        | 48  | 6 040  | 6 088   | 3     | na                   |  |  |  |  |  |  |
| December 2014                                       | 159     | 5 099       | 1 290           | 75        | 67  | 5 996  | 6 063   | 5     | na                   |  |  |  |  |  |  |
| December 2015                                       | 93      | 5 030       | 1 649           | np        | 84  | 6 025  | 6 109   | np    | na                   |  |  |  |  |  |  |
| December 2016                                       | na      | 4 716       | 2 479           | 76        | 102   | 6 087  | 6 189   | 1     | na                   |  |  |  |  |  |  |
| December 2017                                       | na      | 3 706       | 3 897           | 120       | 199   | 6 286  | 6 485   | 0     | na                   |  |  |  |  |  |  |
| December 2018                                       | na      | 2 445       | 4 792           | 117       | 316   | 7 970  | 8 286   | na    | na                   |  |  |  |  |  |  |

np: not available for publication but included in the totals.

na: not applicable

Note: Data in column Cable and fibre has been updated to include fibre. Data has been revised back to 2011.

Note: Data are not readily available for missing years

Note: From 2016 'dial up' is no longer a valid access connection response

Source: ABS (2019d), ACCC (2019)

**Table C 3.4**    Communications providers – number of internet service providers (ISP), by size

|                | Very small              | Small                       | Medium                            | Large                               | Very large               | Total |
|----------------|-------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|-------|
|                | I to 100<br>subscribers | 101 to 1,000<br>subscribers | 1,001 to<br>10,000<br>subscribers | 10,001 to<br>100,000<br>subscribers | 100,000 +<br>subscribers |       |
| Number of ISPs |                         |                             |                                   |                                     |                          |       |
| September 2000 | 132                     | 377                         | 173                               | 28                                  | 8                        | 718   |
| September 2001 | 112                     | 299                         | 155                               | 30                                  | 6                        | 602   |
| September 2002 | 102                     | 254                         | 172                               | 29                                  | 6                        | 563   |
| September 2003 | 153                     | 316                         | 163                               | 27                                  | 8                        | 667   |
| September 2004 | 171                     | 323                         | 157                               | 26                                  | 10                       | 687   |
| March 2005     | 180                     | 312                         | 162                               | 25                                  | 10                       | 689   |
| September 2006 | 124                     | 199                         | 112                               | 22                                  | 10                       | 467   |
| December 2007  | 108                     | 179                         | 96                                | 28                                  | 10                       | 421   |
| December 2008  |                         |                             | 88                                | 27                                  | 11                       | 126   |
| December 2009  |                         |                             | 66                                | 27                                  | 10                       | 103   |
| December 2010  |                         |                             | 71                                | 21                                  | 12                       | 104   |
| December 2011  |                         |                             | 58                                | 23                                  | 10                       | 91    |
| December 2012  |                         |                             | 46                                | 22                                  | 8                        | 76    |
| December 2013  |                         |                             | 48                                | 19                                  | 9                        | 76    |
| December 2014  |                         |                             | 41                                | 21                                  | 9                        | 71    |
| December 2015  |                         |                             | 31                                | 21                                  | 10                       | 62    |
| December 2016  |                         |                             | 34                                | 19                                  | 10                       | 63    |

Note: Data are not readily available for missing years.

Source: ABS (2019d).

**Table C 3.5 Communications prices – consumer price index, telecommunication services, index numbers by capital city**

| Average over financial year       | Sydney | Melbourne | Brisbane | Adelaide | Perth | Hobart | Darwin | Canberra | Australia |
|-----------------------------------|--------|-----------|----------|----------|-------|--------|--------|----------|-----------|
| base of each index: 2011–12 = 100 |        |           |          |          |       |        |        |          |           |
| 1980–81                           | 59.1   | 60.5      | 57.1     | 59.8     | 58.7  | 59.9   | 66.7   | 60.5     | 59.5      |
| 1981–82                           | 62.7   | 64.2      | 60.5     | 63.4     | 62.2  | 63.6   | 70.6   | 64.1     | 63.1      |
| 1982–83                           | 69.1   | 70.7      | 66.7     | 69.9     | 68.7  | 69.9   | 77.8   | 70.8     | 69.5      |
| 1983–84                           | 74.9   | 76.6      | 71.9     | 75.7     | 74.4  | 75.5   | 84.6   | 76.8     | 75.3      |
| 1984–85                           | 78.0   | 79.9      | 74.6     | 78.9     | 77.5  | 78.6   | 88.1   | 80.0     | 78.4      |
| 1985–86                           | 81.8   | 83.5      | 78.0     | 82.4     | 81.4  | 82.2   | 91.1   | 83.6     | 82.0      |
| 1986–87                           | 84.0   | 85.0      | 81.0     | 83.9     | 84.2  | 84.3   | 93.7   | 85.6     | 84.1      |
| 1987–88                           | 90.9   | 91.9      | 88.1     | 90.6     | 91.1  | 91.1   | 101.1  | 92.7     | 91.0      |
| 1988–89                           | 92.5   | 93.3      | 89.1     | 91.9     | 93.1  | 92.0   | 101.3  | 94.1     | 92.4      |
| 1989–90                           | 90.9   | 91.2      | 87.4     | 89.9     | 91.9  | 89.5   | 98.1   | 92.2     | 90.7      |
| 1990–91                           | 93.3   | 93.6      | 89.2     | 92.1     | 94.2  | 91.4   | 100.1  | 94.7     | 93.0      |
| 1991–92                           | 97.5   | 97.9      | 92.9     | 96.3     | 98.5  | 95.0   | 104.1  | 99.1     | 97.1      |
| 1992–93                           | 96.9   | 97.4      | 92.1     | 95.8     | 98.1  | 93.7   | 103.3  | 98.6     | 96.5      |
| 1993–94                           | 96.1   | 96.6      | 91.5     | 95.1     | 97.5  | 92.7   | 102.3  | 97.7     | 95.8      |
| 1994–95                           | 97.5   | 97.7      | 93.7     | 96.3     | 98.9  | 94.5   | 104.3  | 99.1     | 97.1      |
| 1995–96                           | 97.1   | 97.2      | 93.8     | 95.9     | 98.8  | 94.3   | 104.2  | 98.7     | 96.8      |
| 1996–97                           | 96.4   | 96.4      | 93.1     | 94.3     | 98.1  | 93.2   | 103.4  | 97.8     | 96.0      |
| 1997–98                           | 96.5   | 96.4      | 93.4     | 93.9     | 97.9  | 93.3   | 102.7  | 97.7     | 96.0      |
| 1998–99                           | 92.6   | 92.9      | 90.8     | 90.4     | 93.3  | 90.7   | 95.1   | 93.5     | 92.3      |
| 1999–2000                         | 87.5   | 87.5      | 86.5     | 85.8     | 86.8  | 86.6   | 87.6   | 87.9     | 87.1      |
| 2000–01                           | 93.7   | 93.9      | 92.9     | 92.1     | 92.5  | 93.1   | 93.4   | 94.2     | 93.4      |
| 2001–02                           | 93.8   | 94.4      | 93.4     | 93.1     | 93.2  | 93.3   | 93.6   | 94.0     | 93.8      |
| 2002–03                           | 96.6   | 97.2      | 96.3     | 96.5     | 96.2  | 96.3   | 96.2   | 96.8     | 96.7      |
| 2003–04                           | 97.8   | 98.3      | 97.5     | 97.7     | 97.4  | 97.5   | 97.4   | 98.0     | 97.8      |
| 2004–05                           | 98.7   | 99.2      | 98.5     | 98.7     | 98.3  | 98.4   | 98.2   | 98.8     | 98.8      |
| 2005–06                           | 97.1   | 97.7      | 96.9     | 97.2     | 96.7  | 96.9   | 96.7   | 97.3     | 97.2      |
| 2006–07                           | 98.3   | 98.7      | 98.2     | 98.3     | 98.0  | 98.0   | 97.9   | 98.4     | 98.3      |
| 2007–08                           | 98.6   | 98.9      | 98.5     | 98.6     | 98.2  | 98.3   | 98.1   | 98.7     | 98.6      |
| 2008–09                           | 99.1   | 99.4      | 99.1     | 99.2     | 98.8  | 98.9   | 98.7   | 99.2     | 99.2      |
| 2009–10                           | 99.4   | 99.7      | 99.4     | 99.4     | 99.1  | 99.3   | 99.1   | 99.5     | 99.4      |
| 2010–11                           | 99.0   | 99.1      | 99.0     | 99.0     | 98.9  | 99.0   | 99.0   | 99.0     | 99.0      |
| 2011–12                           | 100.0  | 100.0     | 100.0    | 100.0    | 100.0 | 100.0  | 100.0  | 100.0    | 100.0     |
| 2012–13                           | 101.6  | 101.7     | 101.7    | 101.7    | 101.5 | 101.6  | 101.6  | 101.6    | 101.6     |
| 2013–14                           | 102.7  | 102.8     | 102.9    | 102.8    | 102.5 | 102.8  | 102.6  | 102.7    | 102.7     |
| 2014–15                           | 99.2   | 99.3      | 99.4     | 99.2     | 98.9  | 99.2   | 99.1   | 99.2     | 99.2      |
| 2015–16                           | 93.0   | 93.1      | 93.2     | 93.1     | 92.8  | 93.0   | 92.9   | 92.9     | 93.0      |
| 2016–17                           | 87.5   | 87.6      | 87.7     | 87.6     | 87.3  | 87.6   | 87.4   | 87.5     | 87.5      |
| 2017–18                           | 84.1   | 84.2      | 84.3     | 84.2     | 84.0  | 83.7   | 83.6   | 84.0     | 84.1      |
| 2018–19                           | 80.1   | 81.9      | 80.3     | 80.2     | 80.0  | 79.5   | 79.4   | 80.0     | 80.1      |
| 2019–20                           | 77.0   | 78.8      | 77.2     | 77.1     | 76.9  | 76.5   | 76.4   | 76.9     | 77.0      |

Source: ABS (2020f).

## PART E: Energy

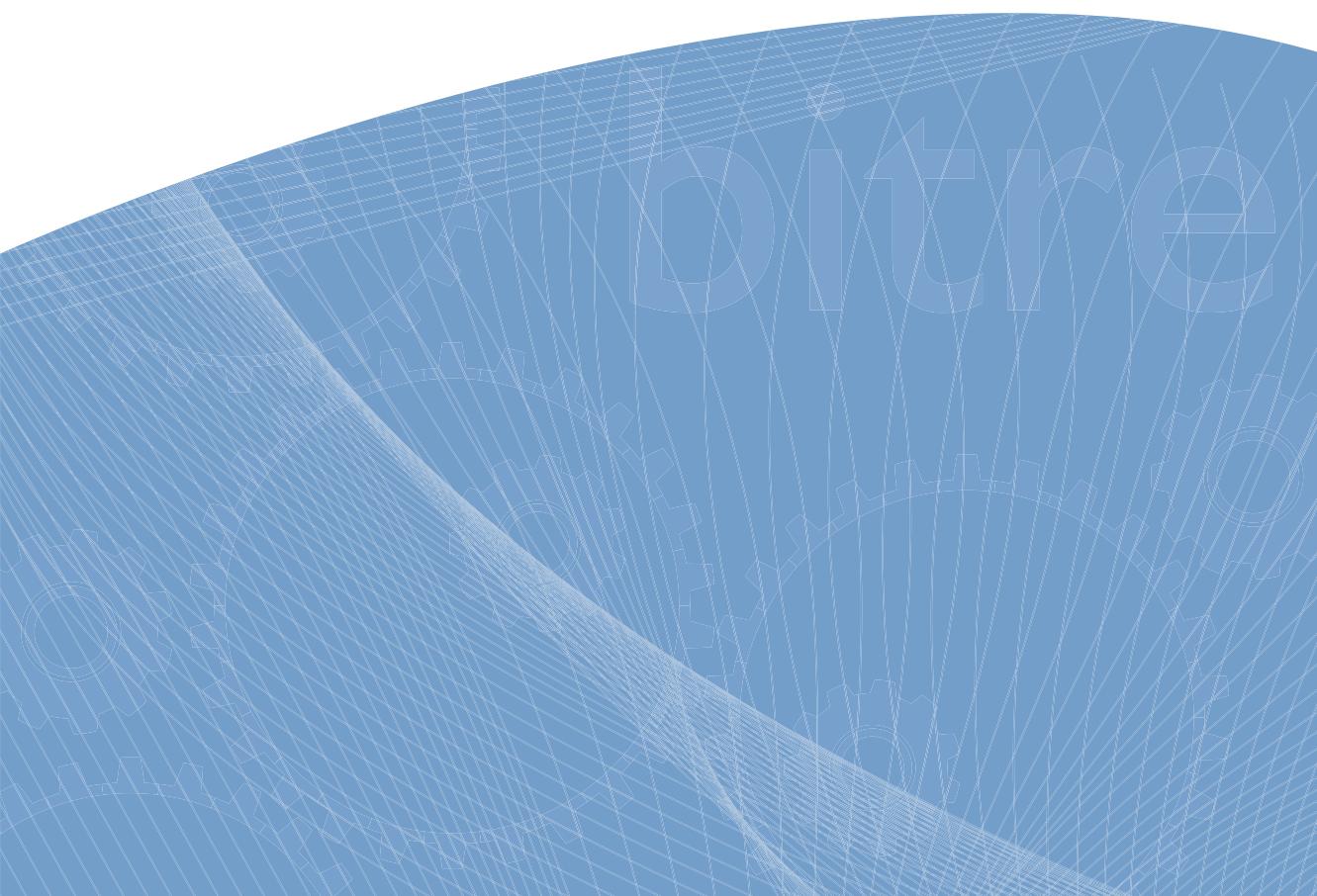
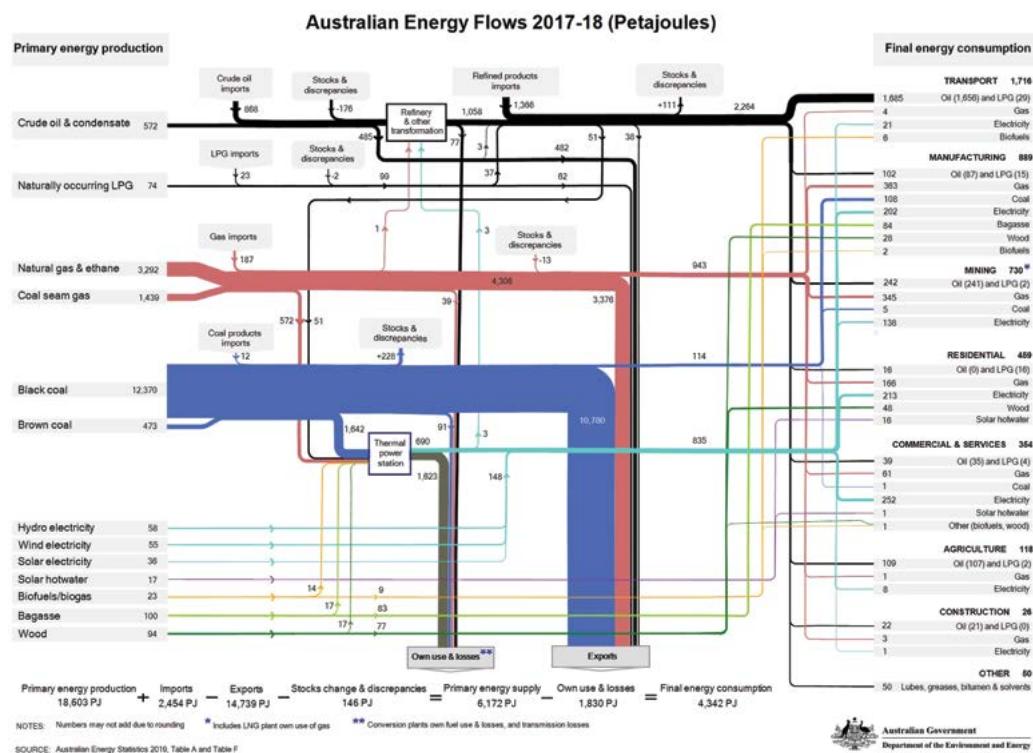


Figure E I Australian energy flows in petajoules, 2017–18



Source: Reproduced with permission from the Department of Environment and Energy (2019).

# PART E:

# Energy

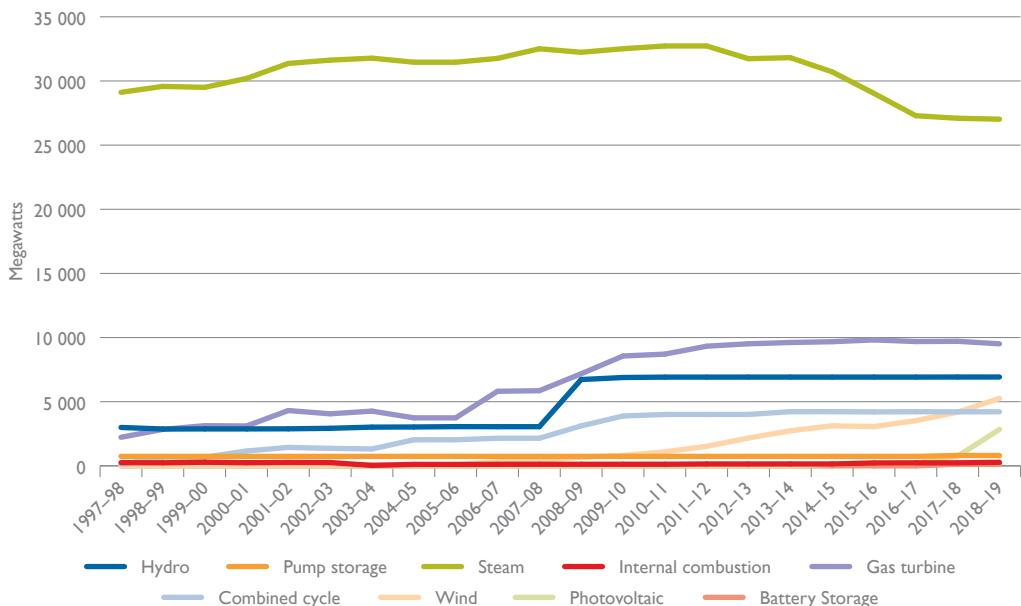
This chapter shows Australia wide statistics for:

- energy infrastructure
- production of energy
- conversion of primary forms of energy into electricity
- distribution of energy through electricity and gas networks.

Figure E2 (below) displays the generation capacity of different sources of energy plants in Australia since 1997–98. Steam capacity has reduced slowly and other forms of energy capacity have increased including gas, wind and photovoltaic. Gas has increased more than wind and Photovoltaic but less than both of them put together.

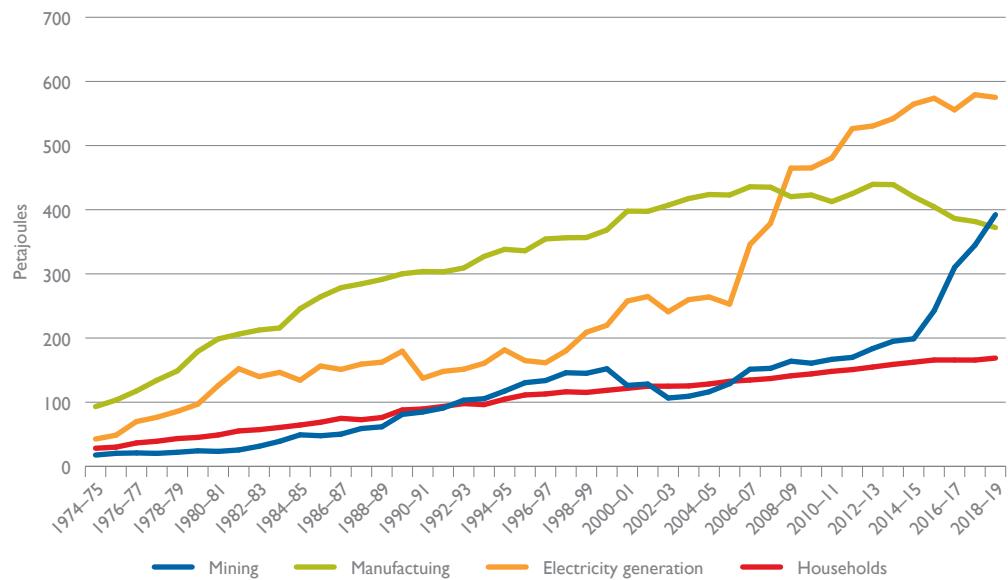
Figure E3 (below) shows the change in Australian industries gas consumption since the late 70s. The consumption of gas by the electricity generation industry increased sharply since 2006–07. The growth reflected a sharp increase in gas consumption by the electricity generation industry in Western Australia and New South Wales.

**Figure E2 Australian Infrastructure capacity – generation capacity, by type of plant**



Source: AEC 2020

**Figure E 3** Australian gas consumption, by broad industry



Source: Department of Industry, Science, Energy and Resources, Australian Energy Statistics 2020c.

# CHAPTER I

## Energy infrastructure

**Table E 1.Ia** Flow of new infrastructure – Value of energy infrastructure engineering construction work done by the private sector for the private sector, adjusted by chain volume index, 2018–19 prices

| Financial year | Electricity generation,<br>transmission and<br>distribution | Pipelines | Energy infrastructure<br>engineering<br>construction work<br>done | Energy percentage<br>of total major<br>infrastructure<br>engineering<br>construction work<br>done | per cent   |
|----------------|---|-----------|---|---|------------|
|                |   |           |   |   | \$ million |
| 1986–87        | 250.3   | 284.7     | 535.0   | 19.81   |            |
| 1987–88        | 319.6   | 200.3     | 519.8   | 17.45   |            |
| 1988–89        | 259.2   | 224.9     | 484.1   | 14.89   |            |
| 1989–90        | 175.2   | 197.9     | 373.1   | 10.54   |            |
| 1990–91        | 217.0   | 156.5     | 373.5   | 11.25   |            |
| 1991–92        | 221.6   | 220.0     | 441.7   | 13.98   |            |
| 1992–93        | 175.2   | 415.4     | 590.5   | 17.74   |            |
| 1993–94        | 335.5   | 309.3     | 644.8   | 15.64   |            |
| 1994–95        | 354.2   | 370.6     | 724.8   | 17.74   |            |
| 1995–96        | 943.0   | 577.0     | 1 520.0   | 28.64   |            |
| 1996–97        | 869.2   | 502.5     | 1 371.7   | 24.47   |            |
| 1997–98        | 1 256.1   | 619.1     | 1 875.1   | 26.21   |            |
| 1998–99        | 1 533.1   | 821.6     | 2 354.7   | 28.45   |            |
| 1999–00        | 2 662.2   | 811.9     | 3 474.1   | 39.64   |            |
| 2000–01        | 2 776.0   | 450.4     | 3 226.5   | 40.99   |            |
| 2001–02        | 2 538.3   | 937.7     | 3 476.0   | 41.73   |            |
| 2002–03        | 2 404.1   | 1 656.1   | 4 060.2   | 36.03   |            |
| 2003–04        | 2 600.5   | 2 452.2   | 5 052.8   | 32.22   |            |
| 2004–05        | 3 556.7   | 1 155.4   | 4 712.1   | 26.19   |            |
| 2005–06        | 3 153.0   | 1 427.5   | 4 580.5   | 24.56   |            |
| 2006–07        | 4 384.5   | 1 316.6   | 5 701.2   | 25.20   |            |
| 2007–08        | 5 042.5   | 853.1     | 5 895.6   | 24.07   |            |
| 2008–09        | 6 529.3   | 1 104.8   | 7 634.0   | 30.12   |            |
| 2009–10        | 5 357.5   | 1 269.3   | 6 626.7   | 28.20   |            |
| 2010–11        | 5 164.2   | 2 141.6   | 7 305.8   | 25.71   |            |
| 2011–12        | 5 563.1   | 3 036.3   | 8 599.4   | 24.61   |            |
| 2012–13        | 8 120.6   | 4 838.0   | 12 958.6  | 32.24   |            |
| 2013–14        | 7 263.2   | 6 057.3   | 13 320.5  | 36.90   |            |
| 2014–15        | 4 280.1   | 6 899.4   | 11 179.5  | 38.65   |            |
| 2015–16        | 3 997.6   | 4 030.1   | 8 027.7   | 37.52   |            |
| 2016–17        | 5 252.2   | 1 178.1   | 6 430.3   | 30.04   |            |
| 2017–18        | 10 528.9  | 2 077.0   | 12 605.9  | 45.00   |            |
| 2018–19        | 10 859.7  | 1 968.9   | 12 828.7  | 45.75   |            |
| 2019–20        | 9 608.6   | 1 546.1   | 11 154.8  | 42.77   |            |

Source: ABS (2020g).

**Table E 1.1b Flow of new infrastructure – Value of energy infrastructure engineering construction work done by the private sector for the public sector, adjusted by chain volume index, 2018–19 prices**

| Financial year | Electricity generation,<br>transmission and<br>distribution | Pipelines | Energy infrastructure<br>engineering<br>construction work<br>done | Energy percentage<br>of total major<br>infrastructure<br>engineering<br>construction work<br>done | \$ million | per cent |
|----------------|---|-----------|---|---|------------|----------|
|                |   |           |   |   |            |          |
| 1986–87        | 1 590.3   | 55.5      | 1 645.8   | 29.61   |            |          |
| 1987–88        | 1 028.6   | 39.3      | 1 067.9   | 26.01   |            |          |
| 1988–89        | 960.6   | 90.6      | 1 051.1   | 28.62   |            |          |
| 1989–90        | 791.9   | 187.0     | 978.8   | 24.87   |            |          |
| 1990–91        | 1 334.2   | 91.5      | 1 425.7   | 29.52   |            |          |
| 1991–92        | 1 486.8   | 17.7      | 1 504.5   | 30.50   |            |          |
| 1992–93        | 1 241.3   | 48.7      | 1 289.9   | 24.19   |            |          |
| 1993–94        | 1 149.7   | 29.1      | 1 178.7   | 18.86   |            |          |
| 1994–95        | 879.5   | 84.7      | 964.3   | 17.63   |            |          |
| 1995–96        | 591.4   | 458.3     | 1 049.7   | 19.64   |            |          |
| 1996–97        | 1 015.0   | 157.9     | 1 172.9   | 19.73   |            |          |
| 1997–98        | 771.9   | 62.7      | 834.6   | 12.68   |            |          |
| 1998–99        | 483.3   | 24.3      | 507.5   | 7.21  |            |          |
| 1999–00        | 516.4   | 40.6      | 557.0   | 7.44  |            |          |
| 2000–01        | 452.9   | 49.1      | 502.0   | 7.20  |            |          |
| 2001–02        | 629.5   | 29.1      | 658.6   | 10.71   |            |          |
| 2002–03        | 746.8   | 14.5      | 761.3   | 12.04   |            |          |
| 2003–04        | 457.3   | 14.6      | 471.9   | 7.55  |            |          |
| 2004–05        | 784.4   | 15.6      | 800.0   | 9.60  |            |          |
| 2005–06        | 1 075.2   | 6.5       | 1 081.6   | 12.04   |            |          |
| 2006–07        | 694.0   | 4.7       | 698.6   | 7.58  |            |          |
| 2007–08        | 560.2   | 12.3      | 572.4   | 4.36  |            |          |
| 2008–09        | 801.6   | 4.1       | 805.7   | 5.17  |            |          |
| 2009–10        | 1 110.8   | 10.7      | 1 121.5   | 6.97  |            |          |
| 2010–11        | 1 134.7   | 35.3      | 1 170.0   | 6.91  |            |          |
| 2011–12        | 1 281.3   | 39.4      | 1 320.8   | 7.46  |            |          |
| 2012–13        | 1 573.6   | 42.3      | 1 615.9   | 9.09  |            |          |
| 2013–14        | 1 349.7   | 15.1      | 1 364.8   | 8.24  |            |          |
| 2014–15        | 746.8   | 10.1      | 756.9   | 5.15  |            |          |
| 2015–16        | 543.8   | 13.0      | 556.7   | 3.35  |            |          |
| 2016–17        | 412.5   | 10.3      | 422.9   | 2.08  |            |          |
| 2017–18        | 453.9   | 11.0      | 465.0   | 1.84  |            |          |
| 2018–19        | 347.7   | 4.5       | 352.2   | 1.59  |            |          |
| 2019–20        | 403.6   | 59.0      | 462.5   | 2.11  |            |          |

Source: ABS (2020g).

**Table E 1.1c Flow of new infrastructure – Value of energy infrastructure engineering construction work done by the public sector, adjusted by chain volume index, 2018–19 prices**

| Financial year | Electricity generation,<br>transmission and<br>distribution | Pipelines | Energy infrastructure<br>engineering<br>construction work<br>done | Energy percentage<br>of total major<br>infrastructure<br>engineering<br>construction work<br>done |
|----------------|---|-----------|---|---|
|                |   |           |   | \$ million  |
|                |   |           |   | per cent  |
| 1986–87        | 1 677.4   | 34.0      | 1 711.4   | 14.77   |
| 1987–88        | 1 561.8   | 138.8     | 1 700.6   | 15.91   |
| 1988–89        | 1 546.6   | 141.0     | 1 687.6   | 15.61   |
| 1989–90        | 2 205.6   | 125.5     | 2 331.1   | 18.85   |
| 1990–91        | 1 811.0   | 133.8     | 1 944.8   | 15.89   |
| 1991–92        | 1 656.7   | 92.9      | 1 749.5   | 16.77   |
| 1992–93        | 1 760.7   | 66.1      | 1 826.8   | 16.22   |
| 1993–94        | 1 641.9   | 221.0     | 1 862.9   | 17.22   |
| 1994–95        | 1 738.6   | 179.0     | 1 917.6   | 15.77   |
| 1995–96        | 1 247.4   | 185.7     | 1 433.0   | 11.50   |
| 1996–97        | 1 134.8   | 40.9      | 1 175.7   | 10.07   |
| 1997–98        | 1 201.5   | 69.0      | 1 270.6   | 10.93   |
| 1998–99        | 1 513.3   | 183.5     | 1 696.8   | 13.65   |
| 1999–00        | 2 025.2   | 54.7      | 2 079.9   | 15.22   |
| 2000–01        | 2 394.0   | 45.1      | 2 439.1   | 19.62   |
| 2001–02        | 2 567.1   | 56.8      | 2 623.9   | 21.19   |
| 2002–03        | 2 738.7   | 40.8      | 2 779.5   | 22.65   |
| 2003–04        | 3 140.8   | 35.8      | 3 176.6   | 26.52   |
| 2004–05        | 3 287.5   | 8.7       | 3 296.2   | 26.42   |
| 2005–06        | 4 475.7   | 169.8     | 4 645.5   | 30.57   |
| 2006–07        | 5 429.5   | 278.6     | 5 708.1   | 40.46   |
| 2007–08        | 5 971.9   | 40.6      | 6 012.5   | 44.12   |
| 2008–09        | 6 944.1   | 9.0       | 6 953.1   | 45.67   |
| 2009–10        | 7 215.2   | 7.5       | 7 222.7   | 42.85   |
| 2010–11        | 6 529.8   | 3.7       | 6 533.6   | 39.64   |
| 2011–12        | 6 836.6   | 1.4       | 6 838.0   | 42.17   |
| 2012–13        | 6 143.1   | 6.0       | 6 149.1   | 41.00   |
| 2013–14        | 5 113.8   | 0.2       | 5 114.1   | 43.32   |
| 2014–15        | 4 812.6   | 0.4       | 4 813.0   | 45.65   |
| 2015–16        | 3 870.6   | 0.5       | 3 871.2   | 37.17   |
| 2016–17        | 2 977.5   | 8.0       | 2 985.5   | 30.16   |
| 2017–18        | 2 526.4   | 0.4       | 2 526.8   | 25.28   |
| 2018–19        | 2 603.2   | 0.2       | 2 603.4   | 25.56   |
| 2019–20        | 2 536.9   | 0.2       | 2 537.1   | 22.05   |

Source: ABS (2020g).

**Table E 1.1d Flow of new infrastructure – Total value of energy infrastructure engineering construction work done, adjusted by chain volume index, 2018–19 prices**

| Financial year | Electricity generation,<br>transmission and<br>distribution | Pipelines  | Energy infrastructure<br>engineering<br>construction work<br>done | Energy percentage<br>of total major<br>infrastructure<br>engineering<br>construction work<br>done |
|----------------|---|------------|---|---|
|                |   | \$ million | per cent  |   |
| 1986–87        | 3 518.0   | 374.3      | 3 892.3   | 19.61   |
| 1987–88        | 2 909.9   | 378.4      | 3 288.3   | 18.50   |
| 1988–89        | 2 766.4   | 456.4      | 3 222.8   | 18.17   |
| 1989–90        | 3 172.7   | 510.4      | 3 683.1   | 18.56   |
| 1990–91        | 3 362.2   | 381.8      | 3 744.0   | 18.36   |
| 1991–92        | 3 365.1   | 330.6      | 3 695.7   | 19.95   |
| 1992–93        | 3 177.1   | 530.2      | 3 707.2   | 18.61   |
| 1993–94        | 3 127.1   | 559.3      | 3 686.4   | 17.40   |
| 1994–95        | 2 972.3   | 634.4      | 3 606.7   | 16.61   |
| 1995–96        | 2 781.7   | 1 221.0    | 4 002.8   | 17.32   |
| 1996–97        | 3 019.0   | 701.3      | 3 720.3   | 16.02   |
| 1997–98        | 3 229.5   | 750.7      | 3 980.3   | 15.70   |
| 1998–99        | 3 529.7   | 1 029.3    | 4 559.0   | 16.43   |
| 1999–00        | 5 203.8   | 907.2      | 6 111.0   | 20.43   |
| 2000–01        | 5 622.9   | 544.7      | 6 167.6   | 22.61   |
| 2001–02        | 5 734.9   | 1 023.6    | 6 758.5   | 25.16   |
| 2002–03        | 5 889.6   | 1 711.4    | 7 601.0   | 25.45   |
| 2003–04        | 6 198.7   | 2 502.6    | 8 701.2   | 25.66   |
| 2004–05        | 7 628.6   | 1 179.8    | 8 808.3   | 22.70   |
| 2005–06        | 8 703.9   | 1 603.7    | 10 307.6  | 24.07   |
| 2006–07        | 10 508.0  | 1 599.9    | 12 107.9  | 26.34   |
| 2007–08        | 11 574.5  | 906.0      | 12 480.5  | 24.35   |
| 2008–09        | 14 274.9  | 1 117.9    | 15 392.8  | 27.41   |
| 2009–10        | 13 683.4  | 1 287.5    | 14 970.9  | 26.52   |
| 2010–11        | 12 828.8  | 2 180.6    | 15 009.4  | 24.27   |
| 2011–12        | 13 681.0  | 3 077.2    | 16 758.2  | 24.33   |
| 2012–13        | 15 837.3  | 4 886.3    | 20 723.6  | 28.40   |
| 2013–14        | 13 726.7  | 6 072.7    | 19 799.4  | 30.71   |
| 2014–15        | 9 839.5   | 6 910.0    | 16 749.4  | 30.92   |
| 2015–16        | 8 412.0   | 4 043.6    | 12 455.6  | 25.72   |
| 2016–17        | 8 642.3   | 1 196.5    | 9 838.7   | 19.04   |
| 2017–18        | 13 509.2  | 2 088.4    | 15 597.6  | 24.65   |
| 2018–19        | 13 810.6  | 1 973.7    | 15 784.3  | 26.15   |
| 2019–20        | 12 549.1  | 1 605.2    | 14 154.4  | 23.79   |

Source: ABS (2020g).

**Table E 1.2a Length of electricity transmission and distribution systems – overhead lines**

| End of financial year | NSW     | VIC     | QLD     | SA         | WA         | TAS    | NT    | ACT   | Snowy Mountains Hydro Electric Authority |
|-----------------------|---------|---------|---------|------------|------------|--------|-------|-------|--|
| circuit kilometres    |         |         |         |            |            |        |       |       |  |
| 1978–79               | 198 652 | 115 947 | 105 033 | 64 606     | 52 029     | 20 925 | 1 574 | 2 276 | 518                                      |
| 1979–80               | 203 846 | 117 103 | 110 057 | 65 573     | 57 787     | 21 276 | 1 663 | 2 316 | 518                                      |
| 1980–81               | 202 814 | 119 125 | 109 362 | 66 235     | 60 120     | 21 863 | 1 716 | 2 349 | 518                                      |
| 1981–82               | 211 235 | 120 305 | 113 637 | 66 882     | 62 379     | 22 175 | 2 092 | 2 452 | 518                                      |
| 1982–83               | 210 619 | 120 493 | 121 374 | 67 568     | 64 773     | 22 175 | 2 135 | 2 491 | 518                                      |
| 1983–84               | 213 987 | 121 805 | 126 237 | 68 245     | 66 501     | 23 016 | 2 484 | 2 540 | 518                                      |
| 1984–85               | 214 657 | 122 784 | 131 949 | 69 271     | 68 528     | 22 761 | 2 992 | 2 405 | 510                                      |
| 1985–86               | 235 346 | 124 089 | 137 527 | 69 646     | 70 706     | 23 277 | 2 992 | 2 543 | 510                                      |
| 1986–87               | 237 065 | 127 455 | 143 012 | 69 829     | 71 199     | 23 764 | 3 301 | 2 548 | 510                                      |
| 1987–88               | 239 878 | 128 709 | 149 643 | 70 094     | 71 642     | 24 153 | 3 349 | 2 605 | 510                                      |
| 1988–89               | 243 437 | 130 728 | 155 246 | 70 815     | 71 801     | 24 619 | 2 341 | 2 639 | 529                                      |
| 1989–90               | 241 851 | 147 892 | 160 962 | 71 416     | 88 615     | 25 400 | 3 408 | 2 627 | 529                                      |
| 1990–91               | 243 561 | 129 609 | 159 807 | 71 786     | 89 965     | 25 577 | 3 715 | 2 703 | 522                                      |
| 1991–92               | 246 283 | 121 509 | 162 503 | 71 873     | 91 849     | 25 464 | 3 925 | 2 708 | 522                                      |
| 1992–93               | 247 086 | 123 543 | 163 945 | 72 357     | 92 172     | 25 736 | 4 157 | 2 710 | 527                                      |
| 1993–94               | 254 487 | 124 224 | 166 113 | 81 557     | 74 896     | 25 947 | 4 861 | 2 717 | 425                                      |
| 1994–95               |         |         |         |            |            |        |       |       |  |
| 1995–96               |         |         |         |            |            |        |       |       |  |
| 1996–97               |         |         |         |            |            |        |       |       |  |
| 1997–98               | 256 859 | 135 001 | 176 468 | (a) 69 560 | 80 075     | 26 239 | 5 435 |       |  |
| 1998–99               | 257 032 | 135 348 | 174 997 | 71 334     | 81 898     | 27 787 | 5 714 |       |  |
| 1999–2000             | 268 816 | 138 050 | 182 002 | 71 294     | (b) 99 302 | 27 095 | 5 255 |       |  |
| 2000–01               | 268 821 | 139 125 | 182 780 | 72 382     | 79 743     | 27 027 | 5 331 |       |  |
| 2001–02               | 268 117 | 138 268 | 182 818 | 73 962     | 80 866     | 27 014 | 5 614 |       |  |
| 2002–03               | 261 285 | 126 929 | 184 358 | 74 104     | 81 269     | 28 519 | 5 413 |       |  |
| 2003–04               | 261 184 | 142 417 | 192 318 | 74 482     | 81 454     | 26 054 | 5 236 |       |  |
| 2004–05               | 261 031 | 129 257 | 186 838 | 75 092     | 80 823     | 26 139 | 5 427 |       |  |
| 2005–06               | 268 187 | 129 445 | 187 126 | 75 548     | 78 349     | 26 966 | 5 422 |       |  |
| 2006–07               | 270 727 | 129 022 | 189 776 | 76 720     | 83 552     | 26 065 | 5 521 |       |  |
| 2007–08               | 268 147 | 129 582 | 190 688 | 76 558     | 83 485     | 25 834 | 5 622 |       |  |
| 2008–09               | 268 186 | 130 033 | 192 018 | 76 725     | 82 183     | 25 596 | 5 994 |       |  |
| 2009–10               | 268 378 | 130 158 | 198 612 | 76 918     | 81 821     | 25 734 | 5 676 |       |  |
| 2010–11               | 270 428 | 130 502 | 194 927 | 76 695     | 81 581     | 25 666 | 5 555 |       |  |
| 2011–12               | 263 343 | 130 827 | 189 615 | 76 787     | 80 994     | 29 082 | 5 672 |       |  |
| 2012–13               | 262 930 | 130 854 | 199 338 | 76 724     | 81 609     | 29 076 | 5 271 |       |  |
| 2013–14               | 251 085 | 131 212 | 196 611 | 76 774     | 81 559     | 23 533 | 5 140 |       |  |
| 2014–15a              | 254 601 | 132 118 | 193 030 | 76 832     | 79 212     | 23 634 | 5 167 |       |  |

(a) Measures of circuit kilometres for South Australia were recalculated in 1997–98 due to a field audit. Measures from 1997–98 onwards should not be compared with earlier estimates.

(b) Prior to 1999–2000, Western Australian estimates for circuit kilometres were compiled using a different methodology and should not be compared with later results.

Note: Decrease in overhead lines circuit kilometres between 2012–13 and 2013–14 is due to changes in reporting by businesses which took part in the survey.

Note: Data are not readily available for missing years

Note: From 1997–98, the figures for ACT are included in the NSW total.

Source: esaa (2005), esaa (2015), AEC (2017).

**Table E 1.2b Length of electricity transmission and distribution systems – underground cables**

| End of financial year | NSW    | VIC    | QLD    | SA        | WA     | TAS   | NT    | ACT   | Snowy Mountains Hydro Electric Authority |
|-----------------------|--------|--------|--------|-----------|--------|-------|-------|-------|--|
| circuit kilometres    |        |        |        |           |        |       |       |       |  |
| 1978–79               | 8 934  | 4 907  | 3 071  | 2 580     | 481    | 979   | 194   | 660   | 0  |
| 1979–80               | 9 729  | 4 918  | 3 318  | 2 858     | 579    | 1 039 | 245   | 744   | 0  |
| 1980–81               | 10 182 | 5 109  | 3 393  | 2 984     | 685    | 1 072 | 270   | 805   | 0  |
| 1981–82               | 12 850 | 5 271  | 3 702  | 3 199     | 843    | 1 111 | 333   | 908   | 0  |
| 1982–83               | 11 720 | 5 418  | 3 986  | 3 336     | 966    | 1 199 | 568   | 984   | 0  |
| 1983–84               | 12 299 | 5 613  | 4 244  | 3 640     | 1 081  | 1 058 | 702   | 1 029 | 0  |
| 1984–85               | 12 889 | 5 729  | 4 531  | 4 167     | 1 252  | 1 188 | 1 205 | 1 146 | 0  |
| 1985–86               | 15 977 | 6 162  | 4 837  | 4 822     | 1 478  | 1 246 | 1 205 | 1 232 | 0  |
| 1986–87               | 16 896 | 6 507  | 5 116  | 5 372     | 1 684  | 1 304 | 983   | 1 336 | 0  |
| 1987–88               | 17 504 | 7 010  | 5 305  | 5 795     | 1 872  | 1 360 | 993   | 1 382 | 0  |
| 1988–89               | 18 867 | 7 904  | 5 552  | 6 360     | 1 872  | 1 419 | 427   | 1 443 | 0  |
| 1989–90               | 19 572 | 8 749  | 5 877  | 6 824     | 2 552  | 1 470 | 1 059 | 1 528 | 0  |
| 1990–91               | 20 497 | 6 399  | 6 175  | 7 339     | 2 702  | 1 508 | 692   | 1 595 | 0  |
| 1991–92               | 21 324 | 5 792  | 6 436  | 7 700     | 2 772  | 1 534 | 724   | 1 721 | 3  |
| 1992–93               | 21 257 | 5 669  | 6 829  | 7 963     | 2 830  | 1 596 | 776   | 1 829 | 3  |
| 1993–94               | 23 210 | 5 764  | 7 238  | 7 954     | 4 541  | 1 627 | 825   | 1 920 | 4  |
| 1994–95               |        |        |        |           |        |       |       |       |  |
| 1995–96               |        |        |        |           |        |       |       |       |  |
| 1996–97               |        |        |        |           |        |       |       |       |  |
| 1997–98               | 23 989 | 8 282  | 10 874 | (a) 6 443 | 6 798  | 1 655 | 1 079 |       |  |
| 1998–99               | 25 587 | 14 387 | 8 572  | 6 858     | 7 264  | 1 741 | 2 000 |       |  |
| 1999–2000             | 26 649 | 15 622 | 9 615  | 7 382 (b) | 11 855 | 1 548 | 2 251 |       |  |
| 2000–01               | 28 770 | 16 659 | 12 390 | 8 243     | 9 596  | 1 578 | 2 315 |       |  |
| 2001–02               | 29 486 | 16 625 | 14 668 | 9 206     | 10 865 | 1 583 | 2 315 |       |  |
| 2002–03               | 29 068 | 15 388 | 16 763 | 10 178    | 10 923 | 1 622 | 2 332 |       |  |
| 2003–04               | 29 545 | 18 712 | 16 370 | 10 891    | 11 952 | 1 636 | 2 284 |       |  |
| 2004–05               | 29 101 | 15 758 | 15 282 | 11 193    | 12 724 | 1 651 | 2 295 |       |  |
| 2005–06               | 30 567 | 16 824 | 16 211 | 12 217    | 14 233 | 1 819 | 2 290 |       |  |
| 2006–07               | 32 194 | 16 960 | 18 475 | 14 311    | 16 420 | 1 980 | 2 385 |       |  |
| 2007–08               | 35 546 | 16 883 | 19 666 | 14 850    | 17 425 | 2 043 | 2 405 |       |  |
| 2008–09               | 36 439 | 17 471 | 21 395 | 15 500    | 18 174 | 2 129 | 2 597 |       |  |
| 2009–10               | 37 208 | 18 655 | 23 080 | 15 895    | 19 947 | 2 192 | 2 534 |       |  |
| 2010–11               | 38 149 | 19 505 | 23 994 | 16 142    | 21 304 | 2 313 | 2 577 |       |  |
| 2011–12               | 39 622 | 21 779 | 23 554 | 16 528    | 22 555 | 2 422 | 2 826 |       |  |
| 2012–13               | 41 122 | 22 214 | 24 903 | 16 759    | 22 961 | 2 458 | 1 458 |       |  |
| 2013–14               | 39 423 | 22 785 | 25 591 | 16 952    | 24 019 | 2 457 | 1 468 |       |  |
| 2014–15               | 40 229 | 23 639 | 26 401 | 17 000    | 25 436 | 2 489 | 1 510 |       |  |

(a) Measures of circuit kilometres for South Australia were recalculated in 1997–98 due to a field audit. Measures from 1997–98 onwards should not be compared with earlier estimates.

(b) Prior to 1999–2000, Western Australian estimates for circuit kilometres were compiled using a different methodology and should not be compared with later results.

Note: Decrease in underground cables between 2012–13 and 2013–14 is due to changes in reporting by businesses which took part in the survey.

Note: Data are not readily available for missing years

Note: From 1997–98, the figures for ACT are included in the NSW total.

Source: esaa (2005), esaa (2015), AEC (2017)

**Table E 1.3a Infrastructure generation capacity – generation capacity, by type of plant – New South Wales**

| End of financial year  | Hydro | Pump storage | Steam  | Internal combustion | Gas turbine | Combined cycle | Wind  | Photovoltaic | Total  |
|------------------------|-------|--------------|--------|---------------------|-------------|----------------|-------|--------------|--------|
| megawatts              |       |              |        |                     |             |                |       |              |        |
| 1982–83                | 370   |              | 9 150  | 44                  | 319         | 0              | 0     |              | 9 883  |
| 1983–84                | 370   |              | 10 470 | 44                  | 319         | 0              | 0     |              | 11 204 |
| 1984–85                | 370   |              | 10 905 | 44                  | 319         | 0              | 0     |              | 11 639 |
| 1985–86                | 370   |              | 10 826 | 43                  | 319         | 0              | 0     |              | 11 558 |
| 1986–87                | 370   |              | 11 459 | 41                  | 269         | 0              | 0     |              | 12 138 |
| 1987–88                | 345   |              | 11 496 | 37                  | 295         | 0              | 0     |              | 12 172 |
| 1988–89                | 345   |              | 11 336 | 38                  | 295         | 0              | 0     |              | 12 014 |
| 1989–90                | 345   |              | 10 775 | 28                  | 295         | 0              | 0     |              | 11 443 |
| 1990–91                | 345   |              | 10 175 | 1                   | 295         | 0              | 0     |              | 10 816 |
| 1991–92                | 345   |              | 10 215 | 1                   | 295         | 0              | 0     |              | 10 856 |
| 1992–93                | 345   |              | 10 875 | 1                   | 295         | 0              | 0     |              | 11 516 |
| 1993–94                | 345   |              | 11 535 | 1                   | 295         | 0              | 0     |              | 12 176 |
| 1994–95                |       |              |        |                     |             |                |       |              | 12 177 |
| 1995–96                |       |              |        |                     |             |                |       |              | 12 177 |
| 1996–97                |       |              |        |                     |             |                |       |              | 12 201 |
| 1997–98                | 120   | 240          | 11 520 | 0                   | 295         | 0              | 0     |              | 12 175 |
| 1998–99 <sup>(c)</sup> | 25    | 240          | 11 520 | 0                   | 250         | 162            |       |              | 12 197 |
| 1999–00                | 25    | 240          | 11 520 | 0                   | 146         | 162            |       |              | 12 093 |
| 2000–01                | 25    | 240          | 11 670 | 0                   | 100         | 162            |       |              | 12 197 |
| 2001–02                | 25    | 240          | 11 670 | 0                   | 50          | 162            |       |              | 12 147 |
| 2002–03                | 29    | 240          | 11 750 | 0                   | 50          | 162            | 0     |              | 12 231 |
| 2003–04 <sup>(d)</sup> | 109   | 240          | 11 670 | 0                   | 50          | 160            | 0     |              | 12 229 |
| 2004–05                | 109   | 240          | 11 670 | 0                   | 50          | 160            | 0     |              | 12 229 |
| 2005–06                | 109   | 240          | 11 670 | 0                   | 50          | 160            | 0     |              | 12 229 |
| 2006–07                | 109   | 240          | 11 730 | 0                   | 50          | 160            | 0     | 0            | 12 289 |
| 2007–08                | 109   | 240          | 11 730 | 0                   | 50          | 160            | 0     | 0            | 12 289 |
| 2008–09 <sup>(e)</sup> | 2 285 | 240          | 11 730 | 0                   | 690         | 595            | 0     | 0            | 15 540 |
| 2009–10                | 2 285 | 240          | 11 797 | 0                   | 1 438       | 595            | 0     | 0            | 16 355 |
| 2010–11                | 2 285 | 240          | 11 937 | 0                   | 1 382       | 595            | 0     | 0            | 16 439 |
| 2011–12                | 2 285 | 240          | 11 937 | 0                   | 1 382       | 595            | 95    | 0            | 16 534 |
| 2012–13                | 2 285 | 240          | 11 284 | 0                   | 1 434       | 591            | 95    | 0            | 15 929 |
| 2013–14                | 2 285 | 240          | 11 504 | 0                   | 1 378       | 591            | 260   | 0            | 16 258 |
| 2014–15                | 2 285 | 240          | 10 504 | 0                   | 1 434       | 591            | 528   | 122          | 15 512 |
| 2015–16                | 2 285 | 240          | 10 360 | 0                   | 1 434       | 591            | 480   | 231          | 15 621 |
| 2016–17                | 2 285 | 240          | 10 360 | 0                   | 1 434       | 591            | 480   | 231          | 15 621 |
| 2017–18                | 2 285 | 240          | 10 360 | 0                   | 1 438       | 591            | 949   | 332          | 16 195 |
| 2018–19                | 2 285 | 240          | 10 360 | 0                   | 1 388       | 591            | 1 326 | 728          | 16 968 |

(c) From 1998–99, non-schedule small hydro plants are excluded from estimates.

(d) From 2003–04, generation capacity of Blowering is included in NSW hydro figures, where previously they were shown in Snowy Mountains Hydro Electric Authority.

(e) The Snowy region was abolished on 1 July 2008. Generation plant previously included within the Snowy region have been reallocated to New South Wales and Victoria.

Note: Parkes Solar Farm (50.5 MW) and Manildra Solar Farm (50 MW) was commissioned in March and April 2018 respectively.

Note: Sapphire Wind Farm (270 MW) and Silverton Wind Farm (199 MW) was commissioned in February and May 2018 respectively.

Note: Data are not readily available for missing years.

Note: Figures represent commissioned scheduled and semi-scheduled generators only and exclude embedded, non-grid private generators and non-scheduled intermittent generators.

Note: ACT figures are included in the NSW total.

Source: esaa (2005), esaa (2015), AEC (2020).

**Table E 1.3b Infrastructure capacity – generation capacity, by type of plant – Victoria**

| End of financial year  | Hydro | Pump storage | Steam | Internal combustion | Gas turbine | Combined cycle | Wind  | Photovoltaic | Total  |
|------------------------|-------|--------------|-------|---------------------|-------------|----------------|-------|--------------|--------|
| megawatts              |       |              |       |                     |             |                |       |              |        |
| 1983–84                | 469   |              | 4 801 | 0                   | 465         | 0              | 0     |              | 5 735  |
| 1984–85                | 469   |              | 4 560 | 0                   | 465         | 0              | 0     |              | 5 494  |
| 1985–86                | 469   |              | 4 960 | 0                   | 465         | 0              | 0     |              | 5 894  |
| 1986–87                | 469   |              | 5 460 | 0                   | 465         | 0              | 0     |              | 6 394  |
| 1987–88                | 469   |              | 5 460 | 0                   | 465         | 0              | 0     |              | 6 394  |
| 1988–89                | 469   |              | 5 720 | 0                   | 465         | 0              | 0     |              | 6 654  |
| 1989–90                | 469   |              | 5 720 | 0                   | 465         | 0              | 0     |              | 6 654  |
| 1990–91                | 469   |              | 5 720 | 0                   | 465         | 0              | 0     |              | 6 654  |
| 1991–92                | 469   |              | 5 720 | 0                   | 465         | 0              | 0     |              | 6 654  |
| 1992–93                | 469   |              | 5 720 | 0                   | 465         | 0              | 0     |              | 6 654  |
| 1993–94                | 469   |              | 6 050 | 0                   | 466         | 0              | 0     |              | 6 985  |
| 1994–95                |       |              |       |                     |             |                |       |              | 7 155  |
| 1995–96                |       |              |       |                     |             |                |       |              | 7 155  |
| 1996–97                |       |              |       |                     |             |                |       |              | 7 673  |
| 1997–98                | 479   | 0            | 6 881 | 0                   | 295         | 0              | 0     |              | 7 826  |
| 1998–99 <sup>(c)</sup> | 453   | 0            | 6 891 | 0                   | 466         | 0              |       |              | 7 810  |
| 1999–00                | 453   | 0            | 6 905 | 0                   | 466         | 0              |       |              | 7 824  |
| 2000–01                | 453   | 0            | 6 905 | 0                   | 506         | 0              |       |              | 7 864  |
| 2001–02                | 453   | 0            | 6 905 | 0                   | 979         | 0              |       |              | 8 337  |
| 2002–03                | 490   | 0            | 6 950 | 0                   | 1 001       | 0              | 0     |              | 8 441  |
| 2003–04 <sup>(d)</sup> | 511   | 0            | 7 015 | 0                   | 1 001       | 0              | 0     |              | 8 527  |
| 2004–05                | 511   | 0            | 7 065 | 0                   | 1 001       | 0              | 0     |              | 8 577  |
| 2005–06                | 526   | 0            | 7 065 | 0                   | 1 001       | 0              | 0     |              | 8 592  |
| 2006–07                | 526   | 0            | 7 065 | 0                   | 1 321       | 0              | 0     | 0            | 8 912  |
| 2007–08                | 526   | 0            | 7 065 | 0                   | 1 321       | 0              | 0     | 0            | 8 912  |
| 2008–09 <sup>(e)</sup> | 2 026 | 0            | 7 065 | 0                   | 1 321       | 0              | 0     | 0            | 10 412 |
| 2009–10                | 2 176 | 0            | 7 065 | 0                   | 1 321       | 0              | 0     | 0            | 10 562 |
| 2010–11                | 2 206 | 0            | 7 140 | 0                   | 1 321       | 0              | 0     | 0            | 10 667 |
| 2011–12                | 2 206 | 0            | 7 140 | 0                   | 1 871       | 0              | 67    | 0            | 11 284 |
| 2012–13                | 2 206 | 0            | 7 318 | 0                   | 1 889       | 0              | 487   | 0            | 11 900 |
| 2013–14                | 2 206 | 0            | 7 335 | 0                   | 1 889       | 0              | 618   | 0            | 12 048 |
| 2014–15                | 2 206 | 0            | 7 335 | 0                   | 1 889       | 0              | 725   | 0            | 11 966 |
| 2015–16                | 2 206 | 0            | 6 986 | 0                   | 1 889       | 0              | 725   | 0            | 11 806 |
| 2016–17                | 2 206 | 0            | 6 986 | 0                   | 1 889       | 0              | 725   | 0            | 10 286 |
| 2017–18                | 2 211 | 0            | 5 270 | 0                   | 1 438       | 0              | 1 046 | 50           | 10 466 |
| 2018–19                | 2 211 | 0            | 5 270 | 0                   | 1 889       | 0              | 1 484 | 243          | 11 151 |

(c) From 1998–99, non-schedule small hydro plants are excluded from estimates.

(d) From 2003–04, generation capacity of Blowering is included in NSW hydro figures, where previously they were shown in Snowy Mountains Hydro Electric Authority.

(e) The Snowy region was abolished on 1 July 2008. Generation plant previously included within the Snowy region have been reallocated to New South Wales and Victoria.

Note: Hazelwood Power Station (1,760 MW) was officially closed on 31 March, 2017.

Note: Gannawarra Solar Farm (50 MW) began its operation in April 2018.

Note: Ararat Wind Farm (240 MW) was fully operated in April 2017.

Note: Kiata Wind Farm (31 MW) commissioned in January 2018, and Salt Creek Wind Farm (54 MW) commissioned in June 2018.

Note: Data are not readily available for missing years.

Note: Figures represent commissioned scheduled and semi-scheduled generators only and exclude embedded, non-grid private generators and non-scheduled intermittent generators.

Source: esaa (2005), esaa (2015), AEC (2020).

**Table E 1.3c Infrastructure capacity – generation capacity, by type of plant – Queensland <sup>(f)</sup>**

| End of financial year  | Hydro | Pump storage | Steam | Internal combustion | Gas turbine | Combined cycle | Wind | Photovoltaic | Total  |
|------------------------|-------|--------------|-------|---------------------|-------------|----------------|------|--------------|--------|
| megawatts              |       |              |       |                     |             |                |      |              |        |
| 1979–80                | 132   |              | 2 696 | 49                  | 163         | 0              | 0    |              | 3 040  |
| 1980–81                | 132   |              | 2 971 | 48                  | 163         | 0              | 0    |              | 3 314  |
| 1981–82                | 132   |              | 3 246 | 50                  | 163         | 0              | 0    |              | 3 591  |
| 1982–83                | 132   |              | 3 246 | 58                  | 178         | 0              | 0    |              | 3 614  |
| 1983–84                | 382   |              | 3 596 | 60                  | 178         | 0              | 0    |              | 4 216  |
| 1984–85                | 632   |              | 3 946 | 60                  | 178         | 0              | 0    |              | 4 816  |
| 1985–86                | 632   |              | 3 906 | 60                  | 178         | 0              | 0    |              | 4 776  |
| 1986–87                | 632   |              | 3 752 | 59                  | 178         | 0              | 0    |              | 4 621  |
| 1987–88                | 632   |              | 4 042 | 46                  | 178         | 0              | 0    |              | 4 898  |
| 1988–89                | 632   |              | 4 242 | 41                  | 178         | 0              | 0    |              | 5 093  |
| 1989–90                | 632   |              | 4 242 | 46                  | 178         | 0              | 0    |              | 5 098  |
| 1990–91                | 632   |              | 4 242 | 41                  | 178         | 0              | 0    |              | 5 093  |
| 1991–92                | 632   |              | 4 428 | 47                  | 178         | 0              | 0    |              | 5 285  |
| 1992–93                | 632   |              | 4 910 | 29                  | 178         | 0              | 0    |              | 5 749  |
| 1993–94                | 632   |              | 5 435 | 28                  | 188         | 0              | 0    |              | 6 283  |
| 1994–95                |       |              |       |                     |             |                |      |              | 6 896  |
| 1995–96                |       |              |       |                     |             |                |      |              | 7 040  |
| 1996–97                |       |              |       |                     |             |                |      |              | 7 041  |
| 1997–98                | 132   | 500          | 6 353 | 29                  | 250         | 0              | 0    |              | 7 264  |
| 1998–99 <sup>(c)</sup> | 132   | 500          | 6 517 | 0                   | 736         | 216            |      |              | 8 101  |
| 1999–00                | 139   | 500          | 6 517 | 0                   | 1 025       | 214            |      |              | 8 395  |
| 2000–01                | 139   | 500          | 6 937 | 0                   | 1 026       | 214            |      |              | 8 816  |
| 2001–02                | 132   | 500          | 8 105 | 0                   | 1 478       | 476            |      |              | 10 691 |
| 2002–03                | 132   | 500          | 8 394 | 0                   | 1 201       | 419            | 0    |              | 10 646 |
| 2003–04                | 132   | 500          | 8 464 | 0                   | 1 223       | 158            | 0    |              | 10 477 |
| 2004–05                | 144   | 500          | 8 187 | 0                   | 741         | 840            | 0    |              | 10 412 |
| 2005–06                | 144   | 500          | 8 187 | 0                   | 741         | 840            | 0    |              | 10 412 |
| 2006–07                | 144   | 500          | 8 187 | 0                   | 1 245       | 840            | 0    |              | 10 916 |
| 2007–08                | 144   | 500          | 8 937 | 0                   | 1 245       | 840            | 0    |              | 11 666 |
| 2008–09                | 144   | 500          | 8 937 | 0                   | 1 695       | 840            | 0    |              | 12 116 |
| 2009–10                | 144   | 500          | 8 937 | 0                   | 1 883       | 1 610          | 0    |              | 13 074 |
| 2010–11                | 144   | 500          | 8 937 | 0                   | 2 043       | 1 610          | 0    |              | 13 234 |
| 2011–12                | 144   | 500          | 8 937 | 0                   | 2 043       | 1 610          | 0    |              | 13 234 |
| 2012–13                | 152   | 500          | 8 416 | 0                   | 2 028       | 1 626          | 0    |              | 12 722 |
| 2013–14                | 152   | 500          | 8 244 | 0                   | 2 083       | 1 840          | 0    |              | 12 819 |
| 2014–15                | 152   | 500          | 8 177 | 0                   | 2 080       | 1 841          | 0    |              | 12 750 |
| 2015–16                | 152   | 500          | 8 177 | 0                   | 2 080       | 1 823          | 0    |              | 12 732 |
| 2016–17                | 152   | 500          | 8 196 | 0                   | 2 081       | 1 824          | 0    |              | 12 753 |
| 2017–18                | 152   | 570          | 8 196 | 0                   | 2 081       | 1 822          | 0    | 274          | 13 095 |
| 2018–19                | 152   | 570          | 8 196 | 0                   | 2 081       | 1 822          | 0    | 1 509        | 14 510 |

<sup>(c)</sup> From 1998–99, non-schedule small hydro plants are excluded from estimates.

<sup>(f)</sup> Prior to 2003–04, Queensland generation capacity did not include generating capacity at Mt Isa.

Note: Clare Solar Farm (100 MW) and Sun Metals Solar Farm (124 MW) started exporting electricity to the grid in May 2018.

Note: Kidston Solar Farm stage 1 (50 MW) was completed in November 2017.

Note: Data are not readily available for missing years.

Note: Figures represent commissioned scheduled and semi-scheduled generators only and exclude embedded, non-grid private generators and non-scheduled intermittent generators.

Source: esaa (2005), esaa (2015), AEC (2020).

**Table E 1.3d Infrastructure capacity – generation capacity, by type of plant – South Australia**

| End of financial year | Hydro | Pump storage | Steam | Internal combustion | Gas turbine | Combined cycle | Wind  | Photovoltaic | Battery Storage | Total |
|-----------------------|-------|--------------|-------|---------------------|-------------|----------------|-------|--------------|-----------------|-------|
| megawatts             |       |              |       |                     |             |                |       |              |                 |       |
| 1979–80               | 0     |              | 1 655 | 13                  | 231         | 0              | 0     |              |                 | 1 899 |
| 1980–81               | 0     |              | 1 855 | 14                  | 231         | 0              | 0     |              |                 | 2 100 |
| 1981–82               | 0     |              | 1 855 | 16                  | 231         | 0              | 0     |              |                 | 2 102 |
| 1982–83               | 0     |              | 1 855 | 17                  | 231         | 0              | 0     |              |                 | 2 103 |
| 1983–84               | 0     |              | 1 855 | 17                  | 321         | 0              | 0     |              |                 | 2 193 |
| 1984–85               | 0     |              | 2 105 | 17                  | 321         | 0              | 0     |              |                 | 2 443 |
| 1985–86               | 0     |              | 2 355 | 17                  | 321         | 0              | 0     |              |                 | 2 693 |
| 1986–87               | 0     |              | 2 355 | 18                  | 321         | 0              | 0     |              |                 | 2 694 |
| 1987–88               | 0     |              | 2 355 | 19                  | 321         | 0              | 0     |              |                 | 2 695 |
| 1988–89               | 0     |              | 2 265 | 19                  | 321         | 0              | 0     |              |                 | 2 605 |
| 1989–90               | 0     |              | 2 025 | 22                  | 321         | 0              | 0     |              |                 | 2 368 |
| 1990–91               | 0     |              | 2 025 | 21                  | 321         | 0              | 0     |              |                 | 2 367 |
| 1991–92               | 0     |              | 2 025 | 21                  | 321         | 0              | 0     |              |                 | 2 367 |
| 1992–93               | 0     |              | 2 025 | 15                  | 321         | 0              | 0     |              |                 | 2 361 |
| 1993–94               | 0     |              | 1 905 | 21                  | 321         | 0              | 0     |              |                 | 2 247 |
| 1994–95               |       |              |       |                     |             |                |       |              |                 | 2 248 |
| 1995–96               |       |              |       |                     |             |                |       |              |                 | 2 248 |
| 1996–97               |       |              |       |                     |             |                |       |              |                 | 2 322 |
| 1997–98               | 0     | 0            | 2 080 | 0                   | 246         | 0              | 0     |              |                 | 2 326 |
| 1998–99               | 0     | 0            | 2 040 | 0                   | 359         | 180            |       |              |                 | 2 579 |
| 1999–00               | 0     | 0            | 2 010 | 0                   | 429         | 180            |       |              |                 | 2 619 |
| 2000–01               | 0     | 0            | 2 040 | 0                   | 439         | 658            |       |              |                 | 3 137 |
| 2001–02               | 0     | 0            | 2 040 | 0                   | 759         | 680            |       |              |                 | 3 479 |
| 2002–03               | 0     | 0            | 2 040 | 0                   | 759         | 660            | 0     |              |                 | 3 459 |
| 2003–04               | 0     | 0            | 2 040 | 0                   | 718         | 663            | 0     |              |                 | 3 421 |
| 2004–05               | 0     | 0            | 2 050 | 40                  | 718         | 663            | 0     |              |                 | 3 471 |
| 2005–06               | 0     | 0            | 2 050 | 40                  | 718         | 663            | 0     |              |                 | 3 471 |
| 2006–07               | 0     | 0            | 2 060 | 50                  | 718         | 663            | 0     | 0            |                 | 3 491 |
| 2007–08               | 0     | 0            | 2 060 | 50                  | 718         | 663            | 95    | 0            |                 | 3 586 |
| 2008–09               | 0     | 0            | 2 060 | 50                  | 846         | 663            | 353   | 0            |                 | 3 972 |
| 2009–10               | 0     | 0            | 2 060 | 50                  | 846         | 663            | 481   | 0            |                 | 4 100 |
| 2010–11               | 0     | 0            | 2 060 | 50                  | 890         | 663            | 764   | 0            |                 | 4 426 |
| 2011–12               | 0     | 0            | 2 060 | 50                  | 890         | 663            | 816   | 0            |                 | 4 479 |
| 2012–13               | 0     | 0            | 2 066 | 50                  | 920         | 663            | 815   | 0            |                 | 4 514 |
| 2013–14               | 0     | 0            | 2 064 | 50                  | 920         | 663            | 1 085 | 0            |                 | 4 782 |
| 2014–15               | 0     | 0            | 2 066 | 50                  | 920         | 663            | 1 085 | 0            |                 | 4 784 |
| 2015–16               | 0     | 0            | 1 280 | 128                 | 920         | 663            | 1 085 | 0            |                 | 4 076 |
| 2016–17               | 0     | 0            | 1 280 | 128                 | 919         | 663            | 1 310 | 0            |                 | 4 300 |
| 2017–18               | 0     | 0            | 1 280 | 128                 | 919         | 662            | 1 420 | 110          | 130             | 4 650 |
| 2018–19               | 0     | 0            | 1 280 | 128                 | 919         | 662            | 1 546 | 353          | 130             | 5 019 |

Note: Data are not readily available for missing years.

Note: Hornsdale Power Reserve Unit 1 (100 MW) battery storage and Dalrymple North begins its operational in December 2017 and June 2018 respectively.

Note: Bungala One Solar Farm (110 MW) was connected to the grid in May 2018.

Note: Hornsdale Wind Farm Stage 1 began its operation in June 2016 and Stage 2 began in February 2017 (total 204.8 MW).

Note: Hornsdale Wind Farm Stage 3 begins operational at the end of 2017.

Note: Figures represent commissioned scheduled and semi-scheduled generators only and exclude embedded, non-grid private generators and non-scheduled intermittent generators.

Source: esaa (2005), esaa (2015), AEC (2020).

**Table E 1.3e Infrastructure capacity – generation capacity, by type of plant – Western Australia**

| End of financial year  | Hydro | Pump storage | Steam | Internal combustion | Gas turbine | Combined cycle | Wind | Photovoltaic | Total |
|------------------------|-------|--------------|-------|---------------------|-------------|----------------|------|--------------|-------|
| megawatts              |       |              |       |                     |             |                |      |              |       |
| 1979–80                | 2     |              | 1 395 | 128                 | 40          | 0              | 0    |              | 1 565 |
| 1980–81                | 2     |              | 1 595 | 156                 | 40          | 0              | 0    |              | 1 793 |
| 1981–82                | 2     |              | 1 795 | 162                 | 40          | 0              | 0    |              | 1 999 |
| 1982–83                | 2     |              | 1 740 | 169                 | 40          | 0              | 0    |              | 1 951 |
| 1983–84                | 2     |              | 1 740 | 172                 | 40          | 0              | 0    |              | 1 954 |
| 1984–85                | 2     |              | 1 915 | 155                 | 60          | 0              | 0    |              | 2 132 |
| 1985–86                | 2     |              | 2 040 | 162                 | 60          | 0              | 0    |              | 2 264 |
| 1986–87                | 2     |              | 2 040 | 170                 | 60          | 0              | 0    |              | 2 272 |
| 1987–88                | 0     |              | 2 040 | 172                 | 60          | 0              | 0    |              | 2 272 |
| 1988–89                | 0     |              | 2 040 | 180                 | 60          | 0              | 0    |              | 2 280 |
| 1989–90                | 0     |              | 2 040 | 184                 | 240         | 0              | 0    |              | 2 464 |
| 1990–91                | 0     |              | 2 040 | 192                 | 312         | 0              | 0    |              | 2 544 |
| 1991–92                | 2     |              | 2 040 | 181                 | 596         | 0              | 0    |              | 2 819 |
| 1992–93                | 2     |              | 2 040 | 175                 | 596         | 0              | 0    |              | 2 813 |
| 1993–94                | 2     |              | 2 042 | 198                 | 712         | 0              | 2    |              | 2 956 |
| 1994–95                |       |              |       |                     |             |                |      |              | 2 958 |
| 1995–96                |       |              |       |                     |             |                |      |              | 2 958 |
| 1996–97                |       |              |       |                     |             |                |      |              | 3 086 |
| 1997–98                | 2     | 0            | 2 040 | 116                 | 932         | 0              | 2    |              | 3 092 |
| 1998–99 <sup>(c)</sup> | 2     | 0            | 2 370 | 131                 | 806         | 0              |      |              | 3 308 |
| 1999–00                | 2     | 0            | 2 310 | 130                 | 838         | 0              |      |              | 3 280 |
| 2000–01                | 2     | 0            | 2 406 | 105                 | 802         | 0              |      |              | 3 315 |
| 2001–02                | 2     | 0            | 2 406 | 106                 | 802         | 0              |      |              | 3 316 |
| 2002–03                | 2     | 0            | 2 250 | 98                  | 802         | 0              | 25   |              | 3 273 |
| 2003–04                | 2     | 0            | 2 348 | 0                   | 958         | 240            | 22   |              | 3 570 |
| 2004–05                | 2     | 0            | 2 250 | 0                   | 958         | 240            | 23   |              | 3 473 |
| 2005–06                | 2     | 0            | 2 250 | 0                   | 960         | 240            | 23   |              | 3 475 |
| 2006–07 <sup>(g)</sup> | 0     | 0            | 2 477 | 0                   | 2 110       | 360            | 191  |              | 4 887 |
| 2007–08                | 0     | 0            | 2 477 | 0                   | 2 110       | 360            | 191  | 0            | 5 138 |
| 2008–09                | 0     | 0            | 2 445 | 0                   | 2 110       | 680            | 191  | 0            | 5 426 |
| 2009–10                | 0     | 0            | 2 653 | 0                   | 2 440       | 680            | 191  | 0            | 5 964 |
| 2010–11                | 0     | 0            | 2 653 | 0                   | 2 440       | 800            | 191  | 0            | 6 084 |
| 2011–12                | 0     | 0            | 2 653 | 0                   | 2 440       | 800            | 410  | 0            | 6 303 |
| 2012–13                | 0     | 0            | 2 653 | 0                   | 2 531       | 800            | 464  | 0            | 6 448 |
| 2013–14                | 0     | 0            | 2 670 | 0                   | 2 536       | 800            | 465  | 0            | 6 470 |
| 2014–15                | 0     | 0            | 2 575 | 1                   | 2 575       | 800            | 476  | 0            | 6 429 |
| 2015–16                | 0     | 0            | 2 229 | 0                   | 2 715       | 800            | 465  | 0            | 6 208 |
| 2016–17                | 0     | 0            | 2 229 | 0                   | 2 594       | 812            | 465  | 0            | 6 100 |
| 2017–18                | 0     | 0            | 1 989 | 0                   | 2 610       | 811            | 466  | 0            | 5 875 |
| 2018–19                | 0     | 0            | 1 917 | 0                   | 2 466       | 811            | 596  | 11           | 5 799 |

<sup>(c)</sup> From 1998–99, non-schedule small hydro plants are excluded from estimates.

<sup>(g)</sup> The Wholesale Electricity Market commenced in WA in September 2006. From 2006–07, generation capacity includes all market generators in the SWIS with a capacity greater than 10 MW.

Note: Principal generation capacity includes all market generators in the SWIS with a capacity of at least 10 MW.

Note: Muja AB was decommissioned in September 2018.

Note: Data are not readily available for missing years.

Note: Figures represent commissioned scheduled and semi-scheduled generators only and exclude embedded, non-grid private generators and non-scheduled intermittent generators.

Source: esaa (2005), esaa (2015), AEC (2020).

**Table E 1.3f Infrastructure capacity – generation capacity, by type of plant – Tasmania**

| End of financial year | Hydro | Pump storage | Steam | Internal combustion | Gas turbine | Combined cycle | Wind | Photovoltaic | Total |
|-----------------------|-------|--------------|-------|---------------------|-------------|----------------|------|--------------|-------|
| megawatts             |       |              |       |                     |             |                |      |              |       |
| 1975–76               | 1 202 |              | 240   | 6                   | 20          | 0              | 0    |              | 1 469 |
| 1976–77               | 1 202 |              | 240   | 4                   | 0           | 0              | 0    |              | 1 447 |
| 1977–78               | 1 396 |              | 240   | 1                   | 0           | 0              | 0    |              | 1 638 |
| 1978–79               | 1 540 |              | 240   | 2                   | 0           | 0              | 0    |              | 1 782 |
| 1979–80               | 1 540 |              | 240   | 2                   | 0           | 0              | 0    |              | 1 782 |
| 1980–81               | 1 540 |              | 240   | 2                   | 0           | 0              | 0    |              | 1 782 |
| 1981–82               | 1 620 |              | 240   | 2                   | 0           | 0              | 0    |              | 1 862 |
| 1982–83               | 1 620 |              | 240   | 2                   | 0           | 0              | 0    |              | 1 863 |
| 1983–84               | 1 700 |              | 240   | 2                   | 0           | 0              | 0    |              | 1 943 |
| 1984–85               | 1 700 |              | 240   | 3                   | 0           | 0              | 0    |              | 1 943 |
| 1985–86               | 1 816 |              | 240   | 5                   | 0           | 0              | 0    |              | 2 061 |
| 1986–87               | 1 931 |              | 240   | 5                   | 0           | 0              | 0    |              | 2 176 |
| 1987–88               | 2 075 |              | 240   | 5                   | 0           | 0              | 0    |              | 2 320 |
| 1988–89               | 2 075 |              | 240   | 5                   | 0           | 0              | 0    |              | 2 320 |
| 1989–90               | 2 075 |              | 240   | 5                   | 0           | 0              | 0    |              | 2 320 |
| 1990–91               | 2 076 |              | 240   | 5                   | 0           | 0              | 0    |              | 2 321 |
| 1991–92               | 2 219 |              | 240   | 5                   | 0           | 0              | 0    |              | 2 464 |
| 1992–93               | 2 195 |              | 240   | 6                   | 0           | 0              | 0    |              | 2 441 |
| 1993–94               | 2 254 |              | 240   | 6                   | 0           | 0              | 0    |              | 2 500 |
| 1994–95               |       |              |       |                     |             |                |      |              | 2 509 |
| 1995–96               |       |              |       |                     |             |                |      |              | 2 509 |
| 1996–97               |       |              |       |                     |             |                |      |              | 2 502 |
| 1997–98               | 2 262 | 0            | 240   | 6                   | 0           | 0              | 1    |              | 2 509 |
| 1998–99 (c)           | 2 262 | 0            | 240   | 6                   | 0           | 0              |      |              | 2 508 |
| 1999–00               | 2 262 | 0            | 240   | 6                   | 0           | 0              |      |              | 2 508 |
| 2000–01               | 2 262 | 0            | 240   | 6                   | 0           | 0              |      |              | 2 508 |
| 2001–02               | 2 276 | 0            | 240   | 26                  | 0           | 0              |      |              | 2 542 |
| 2002–03               | 2 276 | 0            | 240   | 26                  | 0           | 0              | 0    |              | 2 542 |
| 2003–04               | 2 266 | 0            | 240   | 0                   | 0           | 0              | 65   |              | 2 571 |
| 2004–05               | 2 265 | 0            | 240   | 0                   | 0           | 0              | 65   |              | 2 570 |
| 2005–06               | 2 278 | 0            | 240   | 0                   | 0           | 0              | 65   |              | 2 583 |
| 2006–07               | 2 274 | 0            | 240   | 0                   | 105         | 0              | 140  |              | 2 759 |
| 2007–08               | 2 274 | 0            | 240   | 0                   | 105         | 0              | 140  | 0            | 2 759 |
| 2008–09               | 2 274 | 0            | 0     | 0                   | 165         | 210            | 140  | 0            | 2 789 |
| 2009–10               | 2 283 | 0            | 0     | 0                   | 283         | 208            | 140  | 0            | 2 914 |
| 2010–11               | 2 283 | 0            | 0     | 0                   | 283         | 208            | 140  | 0            | 2 914 |
| 2011–12               | 2 283 | 0            | 0     | 0                   | 283         | 208            | 140  | 0            | 2 914 |
| 2012–13               | 2 277 | 0            | 0     | 0                   | 298         | 208            | 308  | 0            | 3 090 |
| 2013–14               | 2 277 | 0            | 0     | 0                   | 298         | 208            | 308  | 0            | 3 090 |
| 2014–15               | 2 277 | 0            | 0     | 0                   | 298         | 208            | 308  | 0            | 3 090 |
| 2015–16               | 2 276 | 0            | 0     | 0                   | 298         | 208            | 308  | 0            | 3 090 |
| 2016–17               | 2 276 | 0            | 0     | 0                   | 298         | 208            | 308  | 0            | 3 090 |
| 2017–18               | 2 276 | 0            | 0     | 0                   | 298         | 208            | 308  | 0            | 3 090 |
| 2018–19               | 2 278 | 0            | 0     | 0                   | 298         | 208            | 308  | 0            | 3 092 |

(c) From 1998–99, non-schedule small hydro plants are excluded from estimates.

Note: Data are not readily available for missing years.

Note: Figures represent commissioned scheduled and semi-scheduled generators only and exclude embedded, non-grid private generators and non-scheduled intermittent generators.

Source: esaa (2005), esaa (2015), AEC (2020).

**Table E 1.3g Infrastructure capacity – generation capacity, by type of plant – Northern Territory<sup>(h)</sup>**

| End of financial year | Hydro | Pump storage | Steam | Internal combustion | Gas turbine | Combined cycle | Wind | Photovoltaic | Total |
|-----------------------|-------|--------------|-------|---------------------|-------------|----------------|------|--------------|-------|
| megawatts             |       |              |       |                     |             |                |      |              |       |
| 1975–76               | 0     |              | 94    | 40                  | 10          | 0              | 0    |              | 144   |
| 1976–77               | 0     |              | 94    | 40                  | 10          | 0              | 0    |              | 144   |
| 1977–78               | 0     |              | 118   | 40                  | 10          | 0              | 0    |              | 168   |
| 1978–79               | 0     |              | 141   | 47                  | 10          | 0              | 0    |              | 198   |
| 1979–80               | 0     |              | 141   | 47                  | 40          | 0              | 0    |              | 228   |
| 1980–81               | 0     |              | 141   | 56                  | 40          | 0              | 0    |              | 237   |
| 1981–82               | 0     |              | 141   | 62                  | 40          | 0              | 0    |              | 243   |
| 1982–83               | 0     |              | 141   | 66                  | 40          | 0              | 0    |              | 247   |
| 1983–84               | 0     |              | 141   | 66                  | 40          | 0              | 0    |              | 247   |
| 1984–85               | 0     |              | 141   | 72                  | 30          | 0              | 0    |              | 243   |
| 1985–86               | 0     |              | 141   | 72                  | 30          | 0              | 0    |              | 243   |
| 1986–87               | 0     |              | 141   | 81                  | 190         | 0              | 0    |              | 412   |
| 1987–88               | 0     |              | 0     | 72                  | 162         | 95             | 0    |              | 330   |
| 1988–89               | 0     |              | 0     | 69                  | 175         | 95             | 0    |              | 340   |
| 1989–90               | 0     |              | 0     | 92                  | 175         | 95             | 0    |              | 362   |
| 1990–91               | 0     |              | 0     | 94                  | 180         | 95             | 0    |              | 369   |
| 1991–92               | 0     |              | 0     | 99                  | 184         | 95             | 0    |              | 378   |
| 1992–93               | 0     |              | 0     | 99                  | 186         | 95             | 0    |              | 381   |
| 1993–94               | 0     |              | 0     | 85                  | 188         | 95             | 0    |              | 368   |
| 1994–95               |       |              |       |                     |             |                |      |              | 417   |
| 1995–96               |       |              |       |                     |             |                |      |              | 427   |
| 1996–97               |       |              |       |                     |             |                |      |              | 436   |
| 1997–98               | 0     | 0            | 0     | 101                 | 209         | 124            | 0    |              | 434   |
| 1998–99               | 0     | 0            | 0     | 103                 | 229         | 124            |      |              | 455   |
| 1999–00               | 0     | 0            | 0     | 149                 | 229         | 123            |      |              | 500   |
| 2000–01               | 0     | 0            | 0     | 136                 | 236         | 123            |      |              | 495   |
| 2001–02               | 0     | 0            | 0     | 136                 | 245         | 123            |      |              | 504   |
| 2002–03               | 0     | 0            | 0     | 136                 | 245         | 123            | 0    |              | 504   |
| 2003–04               | 0     | 0            | 0     | 36                  | 316         | 96             | 0    |              | 449   |
| 2004–05               | 0     | 0            | 0     | 74                  | 277         | 131            | 0    |              | 482   |
| 2005–06               | 0     | 0            | 0     | 72                  | 272         | 131            | 0    |              | 475   |
| 2006–07               | 0     | 0            | 0     | 74                  | 266         | 131            | 0    | 0.2          | 472   |
| 2007–08               | 0     | 0            | 0     | 76                  | 309         | 131            | 0    | 0.2          | 516   |
| 2008–09               | 0     | 0            | 0     | 76                  | 352         | 131            | 0    | 0.2          | 560   |
| 2009–10               | 0     | 0            | 0     | 77                  | 352         | 131            | 0    | 0.2          | 561   |
| 2010–11               | 0     | 0            | 0     | 77                  | 352         | 131            | 0    | 0.2          | 561   |
| 2011–12               | 0     | 0            | 0     | 99                  | 420         | 131            | 0    | 0.2          | 649   |
| 2012–13               | 0     | 0            | 0     | 97                  | 416         | 122            | 0    | 0.2          | 636   |
| 2013–14               | 0     | 0            | 0     | 100                 | 512         | 122            | 0    | 0.2          | 735   |
| 2014–15               | 0     | 0            | 0     | 97                  | 482         | 122            | 0    | 0.2          | 702   |
| 2015–16               | 0     | 0            | 0     | 97                  | 482         | 122            | 0    | 0.2          | 702   |
| 2016–17               | 0     | 0            | 0     | 108                 | 474         | 122            | 0    | 0.2          | 704   |
| 2017–18               | 0     | 0            | 0     | 108                 | 474         | 121            | 0    | 0.2          | 704   |
| 2018–19               | 0     | 0            | 0     | 150                 | 474         | 122            | 0    | 0.2          | 745   |

(h) The basis for reporting generating plant in Northern Territory changed in 2003–04 and should not be compared to previous years.

Note: Data are not readily available for missing years.

Note: Figures represent commissioned scheduled and semi-scheduled generators only and exclude embedded, non-grid private generators and non-scheduled intermittent generators.

Source: esaa (2005), esaa (2015), AEC (2020).

**Table E 1.3h Infrastructure capacity – generation capacity, by type of plant – Snowy Mountains Hydro Electric Authority**

| End of financial year  | Hydro | Pump storage | Steam | Internal combustion | Gas turbine | Combined cycle | Wind | Photovoltaic | Total |
|------------------------|-------|--------------|-------|---------------------|-------------|----------------|------|--------------|-------|
| megawatts              |       |              |       |                     |             |                |      |              |       |
| 1975–76                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1976–77                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1977–78                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1978–79                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1979–80                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1980–81                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1981–82                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1982–83                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1983–84                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1984–85                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1985–86                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1986–87                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1987–88                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1988–89                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1989–90                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1990–91                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1991–92                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1992–93                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1993–94                | 3 740 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 740 |
| 1994–95                |       |              |       |                     |             |                |      |              | 3 756 |
| 1995–96                |       |              |       |                     |             |                |      |              | 3 756 |
| 1996–97                |       |              |       |                     |             |                |      |              | 3 756 |
| 1997–98                | 3 006 | 750          | 0     | 0                   | 0           | 0              | 0    | 0            | 3 756 |
| 1998–99 <sup>(c)</sup> | 3 006 | 750          | 0     | 0                   | 0           | 0              | 0    | 0            | 3 756 |
| 1999–00                | 3 006 | 750          | 0     | 0                   | 0           | 0              | 0    | 0            | 3 756 |
| 2000–01                | 3 006 | 750          | 0     | 0                   | 0           | 0              | 0    | 0            | 3 756 |
| 2001–02                | 3 006 | 750          | 0     | 0                   | 0           | 0              | 0    | 0            | 3 756 |
| 2002–03                | 3 006 | 750          | 0     | 0                   | 0           | 0              | 0    | 0            | 3 756 |
| 2003–04                | 3 000 | 676          | 0     | 0                   | 0           | 0              | 0    | 0            | 3 676 |
| 2004–05                | 3 676 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 676 |
| 2005–06                | 3 676 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 676 |
| 2006–07                | 3 676 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 676 |
| 2007–08 <sup>(e)</sup> | 3 676 | 0            | 0     | 0                   | 0           | 0              | 0    | 0            | 3 676 |

(c) From 1998–99, non-schedule small hydro plants are excluded from estimates.

(d) From 2003–04, generation capacity of Blowering is included in NSW hydro figures, where previously they were shown in Snowy Mountains Hydro Electric Authority.

(e) The Snowy region was abolished on 1 July 2008. Generation plant previously included within the Snowy region have been reallocated to New South Wales and Victoria.

Note: Data are not readily available for missing years.

Note: Figures represent commissioned scheduled and semi-scheduled generators only and exclude embedded, non-grid private generators and non-scheduled intermittent generators.

Source: esaa (2005) and esaa updates.

**Table E 1.3i Infrastructure capacity – generation capacity, by type of plant – Australia**

| End of financial year | Hydro | Pump storage | Steam  | Internal combustion | Gas turbine | Combined cycle | Wind  | Photovoltaic | Battery Storage | Total  |
|-----------------------|-------|--------------|--------|---------------------|-------------|----------------|-------|--------------|-----------------|--------|
| megawatts             |       |              |        |                     |             |                |       |              |                 |        |
| 1975–76               | 1 795 | 0            | 13 810 | 230                 | 382         | 0              | 0     | 0            | 0               | 16 217 |
| 1976–77               | 1 945 | 0            | 14 413 | 273                 | 393         | 0              | 0     | 0            | 0               | 17 025 |
| 1977–78               | 2 219 | 0            | 15 759 | 278                 | 393         | 0              | 0     | 0            | 0               | 18 649 |
| 1978–79               | 2 363 | 0            | 16 640 | 274                 | 693         | 0              | 0     | 0            | 0               | 19 970 |
| 1979–80               | 2 363 | 0            | 16 789 | 286                 | 963         | 0              | 0     | 0            | 0               | 20 402 |
| 1980–81               | 2 513 | 0            | 18 397 | 325                 | 963         | 0              | 0     | 0            | 0               | 22 198 |
| 1981–82               | 2 593 | 0            | 20 084 | 341                 | 1 258       | 0              | 0     | 0            | 0               | 24 276 |
| 1982–83               | 2 593 | 0            | 20 673 | 356                 | 1 273       | 0              | 0     | 0            | 0               | 24 895 |
| 1983–84               | 2 923 | 0            | 22 843 | 361                 | 1 363       | 0              | 0     | 0            | 0               | 27 490 |
| 1984–85               | 3 173 | 0            | 23 812 | 352                 | 1 373       | 0              | 0     | 0            | 0               | 28 710 |
| 1985–86               | 3 289 | 0            | 24 468 | 359                 | 1 373       | 0              | 0     | 0            | 0               | 29 488 |
| 1986–87               | 3 404 | 0            | 25 447 | 372                 | 1 483       | 0              | 0     | 0            | 0               | 30 706 |
| 1987–88               | 3 521 | 0            | 25 633 | 350                 | 1 481       | 95             | 0     | 0            | 0               | 31 080 |
| 1988–89               | 3 521 | 0            | 25 843 | 352                 | 1 494       | 95             | 0     | 0            | 0               | 31 305 |
| 1989–90               | 3 521 | 0            | 25 042 | 377                 | 1 674       | 95             | 0     | 0            | 0               | 30 709 |
| 1990–91               | 3 522 | 0            | 24 442 | 355                 | 1 751       | 95             | 0     | 0            | 0               | 30 164 |
| 1991–92               | 3 666 | 0            | 24 668 | 354                 | 2 039       | 95             | 0     | 0            | 0               | 30 823 |
| 1992–93               | 3 642 | 0            | 25 810 | 325                 | 2 041       | 95             | 0     | 0            | 0               | 31 914 |
| 1993–94               | 3 701 | 0            | 27 207 | 339                 | 2 170       | 95             | 2     | 0            | 0               | 33 514 |
| 1994–95               |       |              |        |                     |             |                |       |              |                 | 34 360 |
| 1995–96               |       |              |        |                     |             |                |       |              |                 | 34 514 |
| 1996–97               |       |              |        |                     |             |                |       |              |                 | 35 261 |
| 1997–98               | 2 995 | 740          | 29 114 | 252                 | 2 227       | 124            | 3     | 0            | 0               | 35 626 |
| 1998–99               | 2 874 | 740          | 29 578 | 240                 | 2 845       | 682            | 0     | 0            | 0               | 36 958 |
| 1999–00               | 2 881 | 740          | 29 502 | 285                 | 3 133       | 679            | 0     | 0            | 0               | 37 219 |
| 2000–01               | 2 881 | 740          | 30 198 | 247                 | 3 109       | 1 157          | 0     | 0            | 0               | 38 332 |
| 2001–02               | 2 888 | 740          | 31 366 | 268                 | 4 313       | 1 441          | 0     | 0            | 0               | 41 016 |
| 2002–03               | 2 929 | 740          | 31 624 | 260                 | 4 058       | 1 364          | 25    | 0            | 0               | 41 096 |
| 2003–04               | 3 020 | 740          | 31 777 | 36                  | 4 266       | 1 317          | 87    | 0            | 0               | 41 244 |
| 2004–05               | 3 031 | 740          | 31 462 | 114                 | 3 745       | 2 034          | 87    | 0            | 0               | 41 213 |
| 2005–06               | 3 059 | 740          | 31 462 | 112                 | 3 742       | 2 034          | 87    | 0            | 0               | 41 236 |
| 2006–07               | 3 053 | 740          | 31 759 | 124                 | 5 815       | 2 154          | 331   | 0            | 0               | 43 725 |
| 2007–08               | 3 053 | 740          | 32 509 | 126                 | 5 858       | 2 154          | 425   | 0            | 0               | 44 866 |
| 2008–09               | 6 729 | 740          | 32 237 | 126                 | 7 179       | 3 119          | 684   | 0            | 0               | 50 815 |
| 2009–10               | 6 888 | 740          | 32 512 | 127                 | 8 563       | 3 887          | 812   | 0            | 0               | 53 529 |
| 2010–11               | 6 918 | 740          | 32 727 | 127                 | 8 711       | 4 007          | 1 095 | 0            | 0               | 54 324 |
| 2011–12               | 6 918 | 740          | 32 727 | 149                 | 9 328       | 4 007          | 1 528 | 0            | 0               | 55 396 |
| 2012–13               | 6 920 | 740          | 31 736 | 147                 | 9 516       | 4 009          | 2 169 | 0            | 0               | 55 238 |
| 2013–14               | 6 920 | 740          | 31 816 | 150                 | 9 616       | 4 223          | 2 736 | 0            | 0               | 56 202 |
| 2014–15               | 6 920 | 740          | 30 710 | 149                 | 9 678       | 4 225          | 3 122 | 122          | 0               | 55 665 |
| 2015–16               | 6 920 | 740          | 29 031 | 226                 | 9 818       | 4 207          | 3 063 | 231          | 0               | 54 234 |
| 2016–17               | 6 920 | 740          | 27 290 | 237                 | 9 689       | 4 220          | 3 527 | 231          | 0               | 52 853 |
| 2017–18               | 6 925 | 810          | 27 094 | 237                 | 9 709       | 4 215          | 4 188 | 766          | 130             | 54 073 |
| 2018–19               | 6 927 | 810          | 27 022 | 278                 | 9 514       | 4 215          | 5 259 | 2 844        | 130             | 57 284 |

Source: esaa (2015), AEC (2020).

**Table E 1.4a Infrastructure quality – electricity distribution supply reliability measures, National Electricity Market by state – System Average Interruption Duration Index (SAIDI)**

| Financial year               | New South Wales | Victoria | Queensland | South Australia | Tasmania | Australian Capital Territory | National electricity market weighted average | Western Australia |
|------------------------------|-----------------|----------|------------|-----------------|----------|------------------------------|--|-------------------|
| minutes                      |                 |          |            |                 |          |                              |  |                   |
| 1999–00                      |                 | 156      |            |                 |          |                              |  |                   |
| 2000–01                      |                 | 152      | 314        | 164             | 198      |                              | 198  |                   |
| 2001–02                      | 324             | 151      | 275        | 147             | 198      |                              | 245  |                   |
| 2002–03                      | 193             | 161      | 265        | 184             | 214      |                              | 199  |                   |
| 2003–04                      | 279             | 132      | 434        | 164             | 324      |                              | 260  |                   |
| 2004–05                      | 218             | 165      | 283        | 169             | 314      |                              | 214  |                   |
| <i>Change in methodology</i> |                 |          |            |                 |          |                              |  |                   |
| 2005–06                      | 169             | 136      | 626        | 208             | 200      | 50                           | 232  |                   |
| 2006–07                      | 319             | 167      | 180        | 203             | 253      | 45                           | 194  | 325               |
| 2007–08                      | 157             | 202      | 218        | 137             | 283      | 26                           | 170  | 317               |
| 2008–09                      | 178             | 229      | 304        | 182             | 331      | 33                           | 209  |                   |
| 2009–10                      | 124             | 130      | 313        | 207             | 471      | 29                           | 212  |                   |
| 2010–11                      | 158             | 126      | 1 080      | 318             | 210      | 48                           | 323  |                   |
| 2011–12                      | 156             | 128      | 163        | 171             | 179      | 33                           | 138  |                   |
| 2012–13                      | 163             | 140      | 549        | 233             | 389      | 48                           | 254  |                   |
| 2013–14                      | 129             | 162      | 176        | 290             | 312      | 28                           | 183  |                   |
| 2014–15                      | 445             | 127      | 436        | 160             | 320      | 33                           | 254  |                   |
| 2015–16                      | 174             | 174      | 173        | 173             | 275      | 40                           | 168  |                   |
| 2016–17                      | 319             | 96       | 453        | 972             | 265      | 70                           | 363  |                   |
| 2017–18                      | 116             | 118      | 241        | 137             | 373      | 38                           | 170  |                   |
| 2018–19                      | 198             | 165      | 240        | 200             | 195      | 46                           | 194  |                   |

Note: Data from 2005–06 onwards excludes planned outages (this note does not refer to Western Australia data; data for Victoria is calendar year)

Data are not readily available for missing years

Source: AER (2020).

**Table E 1.4b Infrastructure quality – electricity distribution supply reliability measures, National Electricity Market by state – System Average Interruption Frequency Index (SAIFI)**

| Financial year  | New South Wales | Victoria | Queensland | South Australia | Tasmania | Australian Capital Territory | National electricity market weighted average | Western Australia |
|---|-----------------|----------|------------|-----------------|----------|------------------------------|--|-------------------|
| average number of times a customer's supply is interrupted per year |                 |          |            |                 |          |                              |  |                   |
| 1999–00   |                 | 2.1      |            |                 | 2.3      |                              |  |                   |
| 2000–01   |                 | 2.0      | 3.0        | 1.7             | 2.8      |                              | 2.4  |                   |
| 2001–02   | 2.6             | 2.0      | 2.8        | 1.6             | 2.3      |                              | 2.4  |                   |
| 2002–03   | 1.4             | 2.2      | 2.7        | 1.8             | 2.4      |                              | 2.0  |                   |
| 2003–04   | 1.6             | 1.9      | 3.4        | 1.7             | 3.1      |                              | 2.2  |                   |
| 2004–05   | 1.6             | 1.8      | 2.7        | 1.7             | 3.1      |                              | 2.0  |                   |
| <i>Change in methodology</i>  |                 |          |            |                 |          |                              |  |                   |
| 2005–06   | 1.7             | 1.8      | 3.0        | 2.0             | 2.6      | 0.8                          | 2.0  |                   |
| 2006–07   | 1.8             | 2.0      | 1.9        | 1.9             | 2.4      | 0.8                          | 1.8  | 3.3               |
| 2007–08   | 1.6             | 1.6      | 2.2        | 1.4             | 2.4      | 0.6                          | 1.6  | 3.3               |
| 2008–09   | 1.7             | 2.4      | 2.6        | 1.8             | 2.3      | 0.6                          | 1.9  |                   |
| 2009–10   | 1.4             | 1.5      | 2.3        | 1.8             | 2.4      | 0.7                          | 1.7  |                   |
| 2010–11   | 1.3             | 1.4      | 2.2        | 2.2             | 1.8      | 0.8                          | 1.6  |                   |
| 2011–12   | 1.4             | 1.4      | 1.6        | 1.5             | 2.1      | 0.6                          | 1.4  |                   |
| 2012–13   | 1.2             | 1.7      | 1.9        | 1.8             | 1.9      | 0.7                          | 1.6  |                   |
| 2013–14   | 1.2             | 1.6      | 1.6        | 2.0             | 2.2      | 0.5                          | 1.5  |                   |
| 2014–15   | 1.4             | 1.3      | 1.8        | 1.2             | 1.9      | 0.6                          | 1.4  |                   |
| 2015–16   | 1.3             | 1.4      | 1.5        | 1.4             | 1.9      | 0.7                          | 1.4  |                   |
| 2016–17   | 2.3             | 0.9      | 1.5        | 3.1             | 1.8      | 0.9                          | 1.8  |                   |
| 2017–18   | 1.1             | 1.2      | 1.7        | 1.2             | 2.4      | 0.6                          | 1.4  |                   |
| 2018–19   | 1.3             | 1.4      | 1.5        | 1.4             | 1.8      | 0.7                          | 1.4  |                   |

Note: Data from 2005–06 onwards excludes planned outages (this note does not refer to Western Australia data; data for Victoria is calendar year)

Data are not readily available for missing years

Source: AER (2020).



## CHAPTER 2

# Energy production and usage

**Table E 2.1** Energy production and trade – Australian energy production (primary fuels), by fuel type – Australia

| Financial year | Black coal  | Brown coal  | Bagasse and wood | Crude oil, NGL <sup>(i)</sup> and naturally occurring LPG | Natural gas <sup>(i)</sup> | Ethane      | Hydro-electricity | Solar hotwater | Uranium <sup>(j)</sup> | Wind           | Solar PV       |
|----------------|-------------|-------------|------------------|---|----------------------------|-------------|-------------------|----------------|------------------------|----------------|----------------|
|                | kilo-tonnes | kilo-tonnes | kilo-tonnes      | mega-litres   | giga-litres                | giga-litres | gigawatt hours    | petajoules     | tonnes                 | gigawatt hours | gigawatt hours |
| 1974–75        | 62 501      | 29 335      | 11 887           | ML  | 4 817                      | 64          | 15 105            | 0.10           | 0                      |                |                |
| 1975–76        | 61 328      | 31 031      | 12 085           | 0   | 5 376                      | 73          | 15 509            | 0.20           | 484                    |                |                |
| 1976–77        | 68 417      | 32 939      | 12 314           | 0   | 6 398                      | 103         | 13 670            | 0.30           | 480                    |                |                |
| 2004–05        | 300 034     | 70 533      | 17 481           | 3 785   | 41 194                     | 407         | 15 611            | 2.62           | 10 964                 | 0              | 0              |
| 2005–06        | 303 402     | 71 216      | 17 465           | 3 547   | 42 701                     | 456         | 16 037            | 2.43           | 9 974                  | 0              | 0              |
| 2006–07        | 321 391     | 69 493      | 17 637           | 3 589   | 45 301                     | 439         | 14 517            | 6.00           | 9 589                  | 0              | 0              |
| 2007–08        | 322 163     | 69 907      | 17 641           | 3 778   | 47 199                     | 454         | 12 054            | 6.67           | 10 123                 | 0              | 0              |
| 2008–09        | 335 611     | 71 871      | 12 322           | 3 701   | 49 470                     | 395         | 11 869            | 8.24           | 10 311                 | 3 824          | 156            |
| 2009–10        | 363 329     | 72 547      | 15 124           | 3 609   | 52 651                     | 339         | 13 549            | 10.49          | 7 109                  | 5 052          | 425            |
| 2010–11        | 344 400     | 70 403      | 13 912           | 3 649   | 58 118                     | 267         | 16 807            | 11.66          | 7 069                  | 6 085          | 1 531          |
| 2011–12        | 362 709     | 71 991      | 13 991           | 3 789   | 55 184                     | 331         | 14 083            | 12.38          | 7 650                  | 6 970          | 2 559          |
| 2012–13        | 396 095     | 62 335      | 15 527           | 4 437   | 62 976                     | 327         | 18 270            | 13.14          | 8 918                  | 7 960          | 3 826          |
| 2013–14        | 429 975     | 60 606      | 15 143           | 3 904   | 64 767                     | 361         | 18 421            | 13.23          | 5 548                  | 10 252         | 4 416          |
| 2014–15        | 444 365     | 66 895      | 16 417           | 4 368   | 68 073                     | 345         | 13 445            | 14.84          |                        | 11 467         | 5 531          |
| 2015–16        | 437 316     | 60 639      | 16 584           | 4 056   | 83 170                     |             | 15 318            | 14.87          |                        | 12 199         | 6 838          |
| 2016–17        | 443 002     | 56 719      | 17 512           | 4 612   | 106 137                    |             | 16 285            | 15.70          |                        | 12 597         | 8 082          |
| 2017–18        | 449 938     | 45 956      | 16 241           | 4 682   | 121 286                    |             | 16 021            | 16.56          |                        | 15 174         | 9 930          |
| 2018–19        | 453 813     | 43 315      | 15 216           | 4 639   | 145 185                    |             | 15 967            | 17.49          |                        | 17 712         | 14 849         |

<sup>(i)</sup> NGL represents natural gas liquid hydrocarbons other than methane, while LNG represents liquid natural gas (principally methane).

<sup>(j)</sup> Australian energy production of uranium is measured in terms of tonnes of uranium metal equivalent, rather than ore extracted.

Note: Data are not readily available for missing years

na: Not available

Source: Department of Industry, Science, Energy and Resources (2020c).

**Table E 2.2 Energy production and trade – Australian energy imports, by fuel type**

| Financial year | Petroleum products |                                   |            |                     |                       |                       |            |                                 |
|----------------|--------------------|-----------------------------------|------------|---------------------|-----------------------|-----------------------|------------|---------------------------------|
|                | Natural gas        | Crude oil and other refinery fuel | LPG        | Automotive gasoline | Aviation turbine fuel | Automotive diesel oil | Fuel oil   | Bitumen, lubricants and greases |
| Mcm            | megalitres         | megalitres                        | megalitres | megalitres          | megalitres            | megalitres            | megalitres | megalitres                      |
| 1974–75        |                    | 10 171                            | 0          | 407                 | 96                    | 479                   | 2 574      | 69                              |
| 1975–76        |                    | 9 702                             | 0          | 876                 | 101                   | 377                   | 2 123      | 59                              |
| 1976–77        |                    | 10 116                            | 0          | 922                 | 129                   | 492                   | 2 234      | 28                              |
| 1977–78        |                    | 11 214                            | 0          | 758                 | 100                   | 529                   | 2 001      | 57                              |
| 1978–79        |                    | 10 407                            | 0          | 708                 | 193                   | 411                   | 2 482      | 61                              |
| 1979–80        |                    | 11 263                            | 0          | 488                 | 178                   | 620                   | 2 649      | 77                              |
| 1980–81        |                    | 11 450                            | 1          | 419                 | 150                   | 637                   | 2 070      | 71                              |
| 1981–82        |                    | 12 460                            | 2          | 399                 | 106                   | 523                   | 1 529      | 61                              |
| 1982–83        |                    | 11 780                            | 2          | 553                 | 107                   | 468                   | 1 180      | 50                              |
| 1983–84        |                    | 8 553                             | 6          | 338                 | 63                    | 322                   | 1 419      | 30                              |
| 1984–85        |                    | 7 294                             | 4          | 590                 | 95                    | 679                   | 1 102      | 54                              |
| 1985–86        |                    | 6 186                             | 1          | 505                 | 165                   | 715                   | 1 093      | 53                              |
| 1986–87        |                    | 7 724                             | 38         | 1 276               | 219                   | 1 016                 | 1 180      | 57                              |
| 1987–88        |                    | 9 577                             | 42         | 908                 | 171                   | 708                   | 1 010      | 54                              |
| 1988–89        |                    | 12 058                            | 39         | 1 565               | 197                   | 847                   | 309        | 52                              |
| 1989–90        |                    | 11 603                            | 85         | 1 703               | 234                   | 1 028                 | 0          | 122                             |
| 1990–91        |                    | 13 389                            | 36         | 717                 | 104                   | 462                   | 0          | 30                              |
| 1991–92        |                    | 15 332                            | 49         | 357                 | 103                   | 390                   | 413        | 38                              |
| 1992–93        |                    | 19 421                            | 115        | 440                 | 36                    | 702                   | 1 124      | 31                              |
| 1993–94        |                    | 20 296                            | 164        | 447                 | 189                   | 764                   | 944        | 56                              |
| 1994–95        |                    | 20 639                            | 266        | 745                 | 231                   | 767                   | 948        | 64                              |
| 1995–96        |                    | 23 703                            | 415        | 447                 | 302                   | 1 110                 | 720        | 34                              |
| 1996–97        |                    | 24 768                            | 588        | 1 074               | 306                   | 952                   | 809        | 36                              |
| 1997–98        |                    | 25 017                            | 511        | 483                 | 111                   | 770                   | 795        | 53                              |
| 1998–99        |                    | 29 730                            | 496        | 890                 | 140                   | 1 436                 | 596        | 71                              |
| 1999–00        |                    | 26 936                            | 519        | 1 065               | 171                   | 1 400                 | 799        | 137                             |
| 2000–01        |                    | 26 489                            | 633        | 1 189               | 387                   | 1 129                 | 814        | 102                             |
| 2001–02        |                    | 27 308                            | 588        | 1 436               | 225                   | 1 280                 | 557        | 93                              |
| 2002–03        |                    | 27 959                            | 299        | 1 673               | 429                   | 1 627                 | 611        | 313                             |
| 2003–04        |                    | 23 499                            | 785        | 3 242               | 681                   | 3 374                 | 1 285      | 461                             |
| 2004–05        |                    | 26 056                            | 540        | 3 131               | 983                   | 3 944                 | 1 281      | 716                             |
| 2005–06        | 1 295              | 24 418                            | 599        | 3 687               | 817                   | 6 122                 | 1 418      | 741                             |
| 2006–07        | 5 805              | 25 345                            | 748        | 2 912               | 1 045                 | 5 439                 | 1 363      | 715                             |
| 2007–08        | 5 483              | 26 223                            | 965        | 3 533               | 1 846                 | 7 470                 | 1 625      | 812                             |
| 2008–09        | 6 462              | 24 302                            | 1 002      | 4 087               | 2 026                 | 8 246                 | 1 682      | 752                             |
| 2009–10        | 5 643              | 27 284                            | 1 067      | 3 884               | 2 168                 | 8 668                 | 1 797      | 707                             |
| 2010–11        | 6 526              | 31 766                            | 888        | 2 944               | 2 086                 | 8 820                 | 1 559      | 820                             |
| 2011–12        | 5 811              | 29 495                            | 1 023      | 3 672               | 2 252                 | 1 1225                | 1 623      | 1 047                           |
| 2012–13        | 6 517              | 29 966                            | 920        | 3 707               | 3 201                 | 12 504                | 1 677      | 1 196                           |
| 2013–14        | 6 938              | 28 310                            | 730        | 3 598               | 3 482                 | 13 603                | 1 338      | 1 334                           |
| 2014–15        | 6 373              | 24 722                            | 959        | 5 534               | 4 299                 | 15 178                | 262        | 1 167                           |
| 2015–16        | 7 189              | 19 850                            | 918        | 6 641               | 5 591                 | 17 768                | 333        | 1 007                           |
| 2016–17        | 6 556              | 20 353                            | 1 003      | 6 951               | 5 859                 | 18 516                | 286        | 1 250                           |
| 2017–18        | 5 921              | 22 418                            | 833        | 6 378               | 6 133                 | 20 135                | 723        | 1 459                           |
| 2018–19        | 6 412              | 21 761                            | 802        | 6 066               | 5 831                 | 20 560                | 741        | 1 414                           |

Note: Data are not readily available for missing years

Source: Department of Industry, Science, Energy and Resources (2020c).

**Table E 2.3a Energy production and trade – Australian energy exports, by fuel type – petroleum exports**

| Financial year | Crude oil and other refinery feedstock | LPG   | Automotive gasoline | Aviation gasoline | Aviation turbine fuel | Automotive diesel oil | Fuel oil | Bitumen, lubricants and greases |
|----------------|--|-------|---------------------|-------------------|-----------------------|-----------------------|----------|---------------------------------|
| megalitres     |  |       |                     |                   |                       |                       |          |                                 |
| 1974–75        |  | 2 000 | 249                 | 24                | 356                   | 336                   | 540      |                                 |
| 1975–76        |  | 1 950 | 155                 | 14                | 278                   | 387                   | 823      |                                 |
| 1976–77        |  | 2 253 | 211                 | 21                | 271                   | 263                   | 713      |                                 |
| 1977–78        | 221                                    | 2 864 | 286                 | 23                | 326                   | 522                   | 396      | 278                             |
| 1978–79        | 371                                    | 3 031 | 339                 | 20                | 314                   | 735                   | 253      | 259                             |
| 1979–80        | 127                                    | 2 764 | 312                 | 8                 | 210                   | 638                   | 352      | 251                             |
| 1980–81        | 86                                     | 2 569 | 268                 | 18                | 277                   | 705                   | 323      | 173                             |
| 1981–82        | 44                                     | 2 622 | 340                 | 43                | 268                   | 669                   | 307      | 227                             |
| 1982–83        | 61                                     | 2 334 | 513                 | 57                | 267                   | 793                   | 466      | 222                             |
| 1983–84        | 1 056                                  | 2 851 | 592                 | 72                | 382                   | 1 035                 | 505      | 247                             |
| 1984–85        | 5 819                                  | 2 620 | 342                 | 83                | 375                   | 576                   | 517      | 245                             |
| 1985–86        | 5 051                                  | 2 977 | 397                 | 70                | 329                   | 578                   | 723      | 181                             |
| 1986–87        | 5 702                                  | 2 675 | 251                 | 68                | 303                   | 444                   | 765      | 230                             |
| 1987–88        | 6 453                                  | 2 402 | 360                 | 81                | 398                   | 682                   | 754      | 224                             |
| 1988–89        | 4 789                                  | 2 178 | 288                 | 63                | 514                   | 941                   | 639      | 236                             |
| 1989–90        | 7 202                                  | 1 983 | 212                 | 83                | 541                   | 756                   | 443      | 253                             |
| 1990–91        | 8 830                                  | 1 508 | 314                 | 63                | 321                   | 882                   | 878      | 299                             |
| 1991–92        | 8 967                                  | 1 568 | 700                 | 158               | 248                   | 830                   | 1 043    | 419                             |
| 1992–93        | 10 098                                 | 1 483 | 678                 | 69                | 390                   | 657                   | 1 053    | 402                             |
| 1993–94        | 9 538                                  | 1 290 | 891                 | 59                | 400                   | 809                   | 713      | 400                             |
| 1994–95        | 11 445                                 | 1 189 | 648                 | 42                | 284                   | 673                   | 853      | 448                             |
| 1995–96        | 10 899                                 | 1 469 | 1 127               | 69                | 552                   | 1 201                 | 629      | 351                             |
| 1996–97        | 12 401                                 | 2 421 | 1 293               | 43                | 708                   | 1 363                 | 928      | 363                             |
| 1997–98        | 14 785                                 | 2 824 | 1 521               | 56                | 658                   | 1 305                 | 633      | 402                             |
| 1998–99        | 14 291                                 | 2 486 | 1 533               | 74                | 547                   | 1 231                 | 253      | 320                             |
| 1999–00        | 20 877                                 | 2 857 | 1 371               | 79                | 579                   | 1 070                 | 585      | 259                             |
| 2000–01        | 24 044                                 | 2 785 | 1 288               | 28                | 755                   | 1 276                 | 724      | 281                             |
| 2001–02        | 23 936                                 | 3 211 | 1 186               | 71                | 549                   | 948                   | 293      | 171                             |
| 2002–03        | 20 950                                 | 3 194 | 1 058               | 52                | 645                   | 1 052                 | 95       | 163                             |
| 2003–04        | 17 526                                 | 2 916 | 774                 | 36                | 528                   | 872                   | 81       | 122                             |
| 2004–05        | 15 731                                 | 2 844 | 774                 | 38                | 240                   | 367                   | 201      | 156                             |
| 2005–06        | 13 026                                 | 2 800 | 714                 | 85                | 127                   | 419                   | 490      | 179                             |
| 2006–07        | 15 965                                 | 2 824 | 771                 | 81                | 120                   | 288                   | 209      | 207                             |
| 2007–08        | 15 975                                 | 2 589 | 628                 | 96                | 149                   | 462                   | 257      | 161                             |
| 2008–09        | 16 588                                 | 2 500 | 244                 | 56                | 106                   | 357                   | 188      | 164                             |
| 2009–10        | 18 064                                 | 2 776 | 222                 | 32                | 72                    | 187                   | 109      | 189                             |
| 2010–11        | 19 638                                 | 2 471 | 175                 | 20                | 12                    | 117                   | 194      | 200                             |
| 2011–12        | 17 438                                 | 2 115 | 175                 | 25                | 2                     | 130                   | 485      | 288                             |
| 2012–13        | 15 761                                 | 2 386 | 100                 | 22                | 13                    | 91                    | 220      | 429                             |
| 2013–14        | 14 817                                 | 2 459 | 131                 | 20                | 2                     | 61                    | 47       | 337                             |
| 2014–15        | 15 152                                 | 2 112 | 118                 | 10                | 20                    | 76                    | 108      | 299                             |
| 2015–16        | 13 891                                 | 1 989 | 72                  | 4                 | 2                     | 52                    | 181      | 268                             |
| 2016–17        | 12 804                                 | 2 232 | 219                 | 2                 | 70                    | 105                   | 318      | 274                             |
| 2017–18        | 13 034                                 | 2 285 | 151                 | 2                 | 143                   | 86                    | 237      | 268                             |
| 2018–19        | 14 739                                 | 2 973 | 206                 | 2                 | 18                    | 112                   | 214      | 266                             |

Source: Department of Industry, Science, Energy and Resources (2020c).

**Table E 2.3b Energy production and trade – Australian energy exports, by fuel type  
– non-petroleum exports**

| Financial year | Black coal |                  | Uranium | Briquettes | Coke <sup>(k)</sup> | LNG        |
|----------------|------------|------------------|---------|------------|---------------------|------------|
|                | Coking     | Steaming/thermal |         |            |                     |            |
|                | kilotonnes | kilotonnes       | tonnes  | kilotonnes | kilotonnes          | kilotonnes |
| 1974–75        | 28 666     | 3 756            |         | 1          | 421                 |            |
| 1975–76        | 27 431     | 2 994            |         | 2          | 182                 |            |
| 1976–77        | 32 219     | 3 153            | 750     | 44         | 189                 |            |
| 1977–78        | 33 634     | 4 277            | 1 452   | 42         | 149                 |            |
| 1978–79        | 33 257     | 5 021            | 1 317   | 25         | 147                 |            |
| 1979–80        | 36 144     | 7 017            | 1 210   | 25         | 122                 |            |
| 1980–81        | 36 404     | 10 844           | 1 625   | 39         | 21                  |            |
| 1981–82        | 36 539     | 9 582            | 5 460   | 46         | 9                   |            |
| 1982–83        | 38 866     | 15 779           | 3 233   | 47         | 5                   |            |
| 1983–84        | 44 509     | 19 819           | 3 259   | 54         | 14                  |            |
| 1984–85        | 50 800     | 35 300           | 3 441   | 47         | 11                  |            |
| 1985–86        | 51 800     | 38 500           | 3 210   | 62         | 217                 |            |
| 1986–87        | 54 400     | 43 300           | 4 364   | 53         | 108                 |            |
| 1987–88        | 57 100     | 45 000           | 4 552   | 75         | 816                 |            |
| 1988–89        | 57 208     | 40 448           | 5 061   | 24         | 986                 |            |
| 1989–90        | 60 605     | 43 975           | 4 812   | 31         | 574                 | 2 010      |
| 1990–91        | 61 904     | 51 468           | 6 129   | 44         | 897                 | 3 400      |
| 1991–92        | 65 077     | 58 225           | 4 729   | 82         | 724                 | 4 660      |
| 1992–93        | 69 533     | 59 651           | 2 289   | 61         | 599                 | 4 984      |
| 1993–94        | 69 889     | 59 166           | 3 992   | 100        | 529                 | 6 032      |
| 1994–95        | 73 335     | 62 901           | 4 069   | 105        | 295                 | 7 018      |
| 1995–96        | 77 412     | 61 138           | 5 286   | 98         | 421                 | 7 482      |
| 1996–97        | 78 688     | 67 064           | 5 701   | 95         | 329                 | 7 486      |
| 1997–98        | 84 073     | 78 538           | 6 415   | 28         | 178                 | 7 650      |
| 1998–99        | 85 260     | 84 153           | 5 989   |            | 67                  | 7 819      |
| 1999–00        | 96 808     | 78 970           | 8 025   |            | 24                  | 7 923      |
| 2000–01        | 105 527    | 87 975           | 9 722   |            | 19                  | 7 530      |
| 2001–02        | 105 833    | 92 040           | 7 367   |            | 81                  | 7 600      |
| 2002–03        | 107 794    | 100 930          | 9 593   |            |                     | 7 826      |
| 2003–04        | 111 732    | 107 611          | 9 099   |            |                     | 7 914      |
| 2004–05        | 124 915    | 107 414          | 11 249  |            |                     | 10 589     |
| 2005–06        | 120 479    | 111 986          | 10 253  |            |                     | 12 029     |
| 2006–07        | 131 965    | 112 425          | 9 518   |            |                     | 14 332     |
| 2007–08        | 136 921    | 115 267          | 10 140  |            |                     | 13 678     |
| 2008–09        | 125 238    | 136 505          | 10 114  |            |                     | 15 410     |
| 2009–10        | 157 265    | 135 352          | 7 555   |            |                     | 17 866     |
| 2010–11        | 140 455    | 144 056          | 6 950   |            |                     | 19 957     |
| 2011–12        | 142 396    | 159 152          | 6 917   |            | 543                 | 18 866     |
| 2012–13        | 154 193    | 182 003          | 8 391   |            | 1 039               | 23 503     |
| 2013–14        | 180 458    | 194 587          | 6 596   |            | 1 012               | 23 246     |
| 2014–15        | 187 664    | 204 685          | 5 515   |            | 684                 | 25 047     |
| 2015–16        | 187 998    | 201 302          | 8 417   |            | 756                 | 36 852     |
| 2016–17        | 177 199    | 201 739          | 7 081   |            | 744                 | 52 124     |
| 2017–18        | 179 243    | 202 701          | 8 118   |            | 730                 | 61 691     |
| 2018–19        | 183 520    | 209 778          | 7 571   |            | 845                 | 74 801     |

<sup>(k)</sup> Coke exports have been confidentialised from 2003–04 to 2010–11.

Source: Department of Industry, Science, Energy and Resources (2020c).

**Table E 2.4** Electricity usage – Australian electricity consumption, by state/territory

| Financial year | NSW    | VIC    | QLD    | WA     | SA     | TAS    | NT    | Australia |
|----------------|--------|--------|--------|--------|--------|--------|-------|-----------|
| gigawatt hours |        |        |        |        |        |        |       |           |
| 1979–80        | 36 708 | 23 595 | 12 558 | 7 733  | 7 074  | 7 950  | 1 100 | 96 717    |
| 1980–81        | 38 845 | 25 396 | 13 501 | 7 885  | 7 458  | 8 096  | 1 175 | 102 356   |
| 1981–82        | 39 666 | 26 587 | 14 640 | 8 199  | 7 618  | 8 173  | 1 183 | 106 065   |
| 1982–83        | 38 475 | 26 457 | 16 125 | 8 365  | 7 879  | 8 006  | 1 235 | 106 542   |
| 1983–84        | 41 253 | 27 152 | 18 551 | 8 647  | 7 681  | 8 173  | 1 296 | 112 752   |
| 1984–85        | 44 712 | 28 080 | 20 626 | 9 711  | 8 144  | 8 320  | 1 368 | 120 960   |
| 1985–86        | 46 895 | 29 176 | 22 267 | 10 321 | 8 370  | 8 451  | 1 456 | 126 936   |
| 1986–87        | 48 900 | 31 123 | 23 344 | 10 881 | 8 426  | 8 463  | 1 494 | 132 631   |
| 1987–88        | 50 011 | 33 909 | 24 313 | 11 455 | 8 824  | 9 011  | 1 564 | 139 088   |
| 1988–89        | 51 741 | 37 435 | 25 677 | 12 848 | 9 254  | 9 135  | 1 705 | 147 796   |
| 1989–90        | 54 216 | 38 226 | 27 473 | 14 261 | 9 791  | 9 223  | 1 828 | 155 019   |
| 1990–91        | 54 140 | 38 476 | 28 423 | 14 809 | 9 851  | 9 219  | 1 899 | 156 818   |
| 1991–92        | 54 542 | 38 907 | 29 823 | 15 208 | 9 979  | 9 131  | 1 966 | 159 556   |
| 1992–93        | 56 167 | 39 642 | 30 992 | 15 624 | 10 210 | 9 054  | 1 961 | 163 652   |
| 1993–94        | 58 229 | 39 229 | 32 214 | 16 295 | 10 433 | 9 099  | 1 967 | 167 466   |
| 1994–95        | 59 725 | 40 229 | 33 999 | 17 362 | 10 876 | 8 877  | 2 095 | 173 162   |
| 1995–96        | 61 371 | 40 062 | 35 555 | 18 106 | 10 879 | 9 277  | 2 351 | 177 602   |
| 1996–97        | 63 101 | 41 145 | 36 967 | 18 291 | 11 193 | 9 783  | 2 463 | 182 944   |
| 1997–98        | 65 653 | 44 258 | 41 909 | 19 542 | 11 571 | 9 882  | 2 559 | 195 375   |
| 1998–99        | 67 487 | 46 782 | 43 318 | 21 407 | 12 386 | 10 027 | 2 585 | 203 991   |
| 1999–00        | 69 215 | 47 576 | 44 911 | 22 869 | 12 816 | 10 137 | 2 706 | 210 230   |
| 2000–01        | 71 690 | 52 153 | 50 692 | 23 135 | 13 676 | 10 412 | 2 883 | 224 641   |
| 2001–02        | 72 547 | 53 091 | 51 363 | 23 378 | 13 492 | 10 724 | 2 969 | 227 563   |
| 2002–03        | 73 522 | 49 323 | 51 777 | 20 487 | 13 546 | 10 963 | 2 362 | 221 980   |
| 2003–04        | 75 649 | 49 972 | 55 365 | 20 757 | 14 188 | 11 302 | 2 394 | 229 627   |
| 2004–05        | 74 318 | 50 643 | 54 351 | 20 935 | 13 958 | 11 778 | 2 388 | 228 370   |
| 2005–06        | 75 556 | 51 893 | 54 403 | 22 382 | 14 276 | 11 503 | 2 536 | 232 549   |
| 2006–07        | 78 760 | 53 669 | 56 795 | 23 414 | 14 950 | 12 180 | 3 082 | 242 849   |
| 2007–08        | 78 317 | 53 417 | 56 828 | 24 370 | 14 863 | 12 069 | 3 060 | 242 924   |
| 2008–09        | 77 930 | 52 960 | 58 932 | 27 633 | 15 257 | 11 800 | 2 923 | 247 433   |
| 2009–10        | 79 645 | 54 376 | 58 967 | 29 058 | 15 164 | 12 009 | 3 236 | 252 454   |
| 2010–11        | 79 855 | 51 554 | 58 570 | 31 395 | 15 925 | 12 623 | 3 159 | 253 080   |
| 2011–12        | 77 113 | 52 074 | 58 841 | 31 549 | 15 492 | 11 743 | 3 160 | 249 972   |
| 2012–13        | 73 483 | 50 683 | 60 646 | 33 290 | 15 751 | 11 900 | 3 362 | 249 115   |
| 2013–14        | 71 637 | 49 754 | 59 720 | 36 680 | 15 941 | 11 838 | 3 466 | 249 037   |
| 2014–15        | 72 569 | 49 611 | 61 981 | 37 783 | 15 636 | 11 814 | 2 997 | 252 392   |
| 2015–16        | 74 468 | 49 422 | 63 913 | 38 738 | 15 968 | 11 855 | 3 066 | 257 430   |
| 2016–17        | 75 499 | 47 419 | 64 784 | 40 049 | 15 392 | 11 892 | 2 991 | 258 027   |
| 2017–18        | 76 635 | 47 989 | 63 992 | 41 178 | 15 420 | 12 332 | 3 510 | 261 056   |
| 2018–19        | 77 304 | 47 698 | 65 143 | 41 911 | 15 531 | 11 983 | 4 458 | 264 027   |

Note: ACT figures are included in the NSW total.

Source: Department of Industry, Science, Energy and Resources (2020c).

**Table E 2.5 Electricity usage – Australian electricity consumption, by industry – Australia**

| Financial year | Agriculture, forestry and fishing | Mining | Manufacturing | Electricity, gas, water and waste services | Construction, commercial and services | Transport, postal and warehousing | Residential | Total electricity consumption | Total energy consumption |
|----------------|-----------------------------------|--------|---------------|--|---------------------------------------|-----------------------------------|-------------|-------------------------------|--------------------------|
| Petajoules     |                                   |        |               |  |                                       |                                   |             |                               |                          |
| 1973–74        | 3.6                               | 15.4   | 87.6          | 36.4                                       | 33.9                                  | 2.5                               | 71.1        | 250.5                         | 2 615.2                  |
| 1974–75        | 3.9                               | 16.5   | 88.4          | 39.8                                       | 35.6                                  | 2.6                               | 79.6        | 266.4                         | 2 694.8                  |
| 1975–76        | 3.9                               | 16.8   | 90.1          | 41.7                                       | 37.9                                  | 2.7                               | 83.6        | 276.6                         | 2 730.8                  |
| 1976–77        | 4.2                               | 17.7   | 94.7          | 47.1                                       | 41.3                                  | 2.8                               | 91.2        | 299.0                         | 2 905.9                  |
| 1977–78        | 4.5                               | 17.5   | 97.6          | 49.1                                       | 44.2                                  | 2.9                               | 95.5        | 311.3                         | 2 985.1                  |
| 1978–79        | 4.4                               | 17.7   | 103.3         | 53.3                                       | 47.9                                  | 2.9                               | 101.5       | 331.0                         | 3 053.1                  |
| 1979–80        | 5.0                               | 17.3   | 109.9         | 56.2                                       | 52.3                                  | 3.2                               | 104.3       | 348.2                         | 3 131.4                  |
| 1980–81        | 5.3                               | 18.0   | 115.4         | 60.1                                       | 56.5                                  | 3.5                               | 109.8       | 368.5                         | 3 146.3                  |
| 1981–82        | 5.6                               | 19.0   | 118.0         | 61.2                                       | 59.3                                  | 3.5                               | 115.2       | 381.9                         | 3 237.6                  |
| 1982–83        | 6.2                               | 19.5   | 116.5         | 60.7                                       | 60.7                                  | 3.6                               | 116.4       | 383.6                         | 3 122.7                  |
| 1983–84        | 6.0                               | 19.6   | 133.6         | 63.1                                       | 62.1                                  | 4.1                               | 117.5       | 405.9                         | 3 221.2                  |
| 1984–85        | 6.5                               | 21.1   | 147.1         | 71.1                                       | 65.6                                  | 4.3                               | 119.9       | 435.5                         | 3 370.7                  |
| 1985–86        | 6.7                               | 23.5   | 155.6         | 71.8                                       | 70.6                                  | 4.8                               | 124.1       | 457.0                         | 3 402.5                  |
| 1986–87        | 7.0                               | 24.4   | 163.7         | 73.7                                       | 75.8                                  | 5.0                               | 128.0       | 477.5                         | 3 514.4                  |
| 1987–88        | 7.5                               | 25.7   | 177.6         | 72.4                                       | 81.9                                  | 5.5                               | 130.2       | 500.7                         | 3 623.0                  |
| 1988–89        | 7.6                               | 30.1   | 190.6         | 78.2                                       | 87.5                                  | 6.3                               | 131.9       | 532.1                         | 3 832.7                  |
| 1989–90        | 6.3                               | 35.1   | 196.7         | 79.1                                       | 93.9                                  | 6.6                               | 138.8       | 558.1                         | 3 945.9                  |
| 1990–91        | 6.7                               | 35.6   | 197.7         | 76.6                                       | 98.4                                  | 6.7                               | 141.3       | 564.6                         | 3 949.9                  |
| 1991–92        | 7.0                               | 37.1   | 198.3         | 80.7                                       | 99.8                                  | 6.9                               | 141.5       | 574.4                         | 3 982.7                  |
| 1992–93        | 7.5                               | 38.1   | 204.9         | 79.8                                       | 102.9                                 | 6.9                               | 146.3       | 589.2                         | 4 081.8                  |
| 1993–94        | 7.5                               | 38.7   | 213.9         | 80.7                                       | 106.0                                 | 7.0                               | 146.0       | 602.9                         | 4 181.9                  |
| 1994–95        | 8.0                               | 41.3   | 214.0         | 84.8                                       | 113.6                                 | 7.2                               | 151.8       | 623.4                         | 4 365.4                  |
| 1995–96        | 7.8                               | 43.8   | 213.2         | 86.0                                       | 122.4                                 | 7.4                               | 155.5       | 639.4                         | 4 505.5                  |
| 1996–97        | 8.0                               | 44.3   | 219.6         | 86.5                                       | 128.1                                 | 7.7                               | 161.2       | 658.7                         | 4 611.1                  |
| 1997–98        | 8.5                               | 47.7   | 238.6         | 96.8                                       | 134.9                                 | 7.8                               | 166.3       | 703.6                         | 4 777.6                  |
| 1998–99        | 8.2                               | 50.7   | 249.8         | 103.6                                      | 140.0                                 | 8.3                               | 170.0       | 734.3                         | 4 884.7                  |
| 1999–00        | 8.2                               | 53.3   | 259.8         | 106.0                                      | 144.8                                 | 8.6                               | 174.0       | 756.8                         | 4 971.0                  |
| 2000–01        | 7.8                               | 56.8   | 265.6         | 110.3                                      | 148.9                                 | 8.5                               | 178.5       | 776.4                         | 5 011.8                  |
| 2001–02        | 7.3                               | 56.9   | 267.4         | 111.4                                      | 154.8                                 | 8.3                               | 180.2       | 786.4                         | 5 097.0                  |
| 2002–03        | 9.9                               | 52.1   | 236.2         | 111.2                                      | 183.4                                 | 12.3                              | 194.0       | 799.1                         | 5 138.7                  |
| 2003–04        | 9.6                               | 54.8   | 237.1         | 123.2                                      | 187.6                                 | 12.8                              | 201.5       | 826.7                         | 5 284.7                  |
| 2004–05        | 8.7                               | 55.7   | 241.8         | 117.4                                      | 187.6                                 | 12.5                              | 198.5       | 822.1                         | 5 399.2                  |
| 2005–06        | 9.0                               | 66.1   | 238.8         | 119.0                                      | 189.5                                 | 13.4                              | 201.5       | 837.2                         | 5 546.7                  |
| 2006–07        | 9.3                               | 67.8   | 251.1         | 121.9                                      | 202.5                                 | 13.9                              | 207.7       | 874.3                         | 5 724.0                  |
| 2007–08        | 9.1                               | 67.6   | 249.1         | 120.8                                      | 203.2                                 | 14.6                              | 210.2       | 874.5                         | 5 738.3                  |
| 2008–09        | 8.3                               | 73.0   | 253.2         | 125.7                                      | 204.9                                 | 12.3                              | 213.5       | 890.8                         | 5 843.8                  |
| 2009–10        | 8.4                               | 76.1   | 260.3         | 123.8                                      | 208.4                                 | 13.5                              | 218.4       | 908.8                         | 5 823.3                  |
| 2010–11        | 8.0                               | 85.7   | 248.3         | 118.1                                      | 211.6                                 | 14.1                              | 225.1       | 911.1                         | 5 902.2                  |
| 2011–12        | 8.4                               | 87.9   | 243.6         | 116.8                                      | 206.9                                 | 15.0                              | 221.3       | 899.9                         | 5 887.8                  |
| 2012–13        | 8.0                               | 94.3   | 235.7         | 108.6                                      | 214.3                                 | 17.9                              | 217.9       | 896.8                         | 5 915.3                  |
| 2013–14        | 8.8                               | 106.1  | 233.3         | 107.0                                      | 215.2                                 | 18.4                              | 207.7       | 896.5                         | 5 891.4                  |
| 2014–15        | 8.5                               | 107.9  | 217.9         | 108.0                                      | 232.3                                 | 20.4                              | 213.6       | 908.6                         | 5 897.3                  |
| 2015–16        | 8.0                               | 119.3  | 218.0         | 113.3                                      | 232.7                                 | 21.7                              | 213.9       | 926.7                         | 6 040.8                  |
| 2016–17        | 7.1                               | 129.5  | 206.9         | 112.7                                      | 238.3                                 | 21.2                              | 213.3       | 928.9                         | 6 114.6                  |
| 2017–18        | 7.6                               | 137.4  | 208.0         | 111.3                                      | 241.2                                 | 21.5                              | 212.9       | 939.8                         | 6 159.1                  |
| 2018–19        | 7.8                               | 149.0  | 204.3         | 111.1                                      | 244.4                                 | 22.5                              | 211.4       | 950.5                         | 6 196.0                  |

Note: Electricity does not include thermal electricity

Source: Department of Industry, Science, Energy and Resources, Australian Energy Statistics (2020c).

**Table E 2.6a Electricity usage – Number of electricity customers, by state/territory – Residential**

| At end of financial year | NSW <sup>(l)</sup> | VIC <sup>(m)</sup> | QLD       | SA <sup>(n)</sup> | WA <sup>(o)</sup> | TAS     | NT <sup>(p)</sup> | ACT <sup>(l)</sup> | Australia  |
|--------------------------|--------------------|--------------------|-----------|-------------------|-------------------|---------|-------------------|--------------------|------------|
| number                   |                    |                    |           |                   |                   |         |                   |                    |            |
| 1982–83                  | 1 910 929          | 1 410 782          | 778 871   | 500 328           | 407 679           | 156 016 | 25 678            | 77 517             | 5 267 800  |
| 1983–84                  | 1 941 518          | 1 434 797          | 810 816   | 510 369           | 410 000           | 158 448 | 27 704            | 79 306             | 5 372 958  |
| 1984–85                  | 1 977 262          | 1 463 053          | 841 251   | 522 654           | 443 222           | 161 755 | 30 842            | 81 784             | 5 521 823  |
| 1985–86                  | 2 016 735          | 1 495 878          | 866 602   | 534 823           | 464 403           | 165 435 | 33 535            | 84 978             | 5 662 389  |
| 1986–87                  | 2 047 229          | 1 523 100          | 889 389   | 544 326           | 481 310           | 168 796 | 33 883            | 88 542             | 5 776 575  |
| 1987–88                  | 2 076 298          | 1 552 603          | 914 714   | 522 980           | 514 316           | 172 109 | 35 417            | 91 010             | 5 879 447  |
| 1988–89                  | 2 110 063          | 1 585 877          | 954 244   | 561 293           | 520 623           | 175 472 | 36 592            | 93 549             | 6 037 713  |
| 1989–90                  | 2 155 493          | 1 618 058          | 996 542   | 571 712           | 544 680           | 178 291 | 37 439            | 96 122             | 6 198 337  |
| 1990–91                  | 2 197 765          | 1 639 066          | 1 031 612 | 581 503           | 556 378           | 182 340 | 38 252            | 99 078             | 6 325 994  |
| 1991–92                  | 2 231 018          | 1 661 567          | 1 073 548 | 591 655           | 571 727           | 186 134 | 41 304            | 101 920            | 6 458 873  |
| 1992–93                  | 2 302 524          | 1 684 837          | 1 123 671 | 594 229           | 590 546           | 190 308 | 42 588            | 105 588            | 6 634 291  |
| 1993–94                  | 2 329 499          | 1 709 280          | 1 174 558 | 605 481           | 609 852           | 194 314 | 48 190            | 109 005            | 6 780 179  |
| 1994–95                  |                    |                    |           |                   |                   |         |                   |                    |            |
| 1995–96                  |                    |                    |           |                   |                   |         |                   |                    |            |
| 1996–97                  |                    |                    |           |                   |                   |         |                   |                    |            |
| 1997–98                  | 2 555 906          | 1 804 169          | 1 346 548 | 630 060           | 673 571           | 206 926 | 54 998            |                    | 7 272 178  |
| 1998–99                  | 2 513 792          | 1 800 026          | 1 382 747 | 636 283           | 676 947           | 205 138 | 56 686            |                    | 7 271 619  |
| 1999–00                  | 2 572 324          | 1 871 775          | 1 426 420 | 642 878           | 692 475           | 207 285 | 58 550            |                    | 7 471 707  |
| 2000–01                  | 2 610 259          | 1 896 991          | 1 460 916 | 649 387           | 722 853           | 207 336 | 54 748            |                    | 7 602 490  |
| 2001–02                  | 2 661 016          | 1 942 595          | 1 487 968 | 657 209           | 736 100           | 208 380 | 55 779            |                    | 7 749 047  |
| 2002–03                  | 2 850 155          | 2 005 664          | 1 491 127 | 660 926           | 742 270           | 208 795 | 62 317            |                    | 8 021 254  |
| 2003–04                  | 2 876 498          | 2 048 182          | 1 558 783 | 659 211           | 748 903           | 211 422 | 62 330            |                    | 8 165 329  |
| 2004–05                  | 2 919 583          | 2 097 560          | 1 574 167 | 670 743           | 820 703           | 213 832 | 61 222            |                    | 8 357 810  |
| 2005–06                  | 2 949 376          | 2 109 756          | 1 603 756 | 679 069           |                   | 216 983 | 61 555            |                    |            |
| 2006–07                  | 2 923 107          | 2 141 284          | 1 629 232 | 688 524           | 807 136           | 219 809 | 61 783            |                    | 8 470 875  |
| 2007–08                  | 2 977 603          | 2 164 899          | 1 670 789 | 697 518           | 883 932           | 220 148 | 63 800            |                    | 8 678 689  |
| 2008–09                  | 3 000 551          | 2 190 588          | 1 697 545 | 708 242           | 909 680           |         | 60 805            |                    |            |
| 2009–10                  | 3 058 479          | 2 248 207          | 1 742 545 | 717 813           | 928 654           | 229 420 | 62 522            |                    | 8 987 640  |
| 2010–11                  | 3 089 086          | 2 269 037          | 1 767 850 | 725 439           | 946 513           | 228 128 | 64 854            |                    | 9 090 907  |
| 2011–12                  | 3 116 809          | 2 312 250          | 1 806 860 | 732 350           | 961 804           | 229 663 | 64 808            |                    | 9 224 544  |
| 2012–13                  | 3 148 350          | 2 344 031          | 1 842 983 | 737 582           | 971 097           | 233 979 | 67 441            |                    | 9 345 463  |
| 2013–14                  | 3 189 194          | 2 377 337          | 1 857 602 | 743 918           | 996 657           | 235 170 | 75 669            |                    | 9 475 547  |
| 2014–15                  | 3 231 203          | 2 393 125          | 1 887 425 | 751 078           | 1 009 250         | 237 366 | 69 729            |                    | 9 579 176  |
| 2015–16 <sup>(r)</sup>   | 3 262 471          | 2 457 181          | 1 918 491 | 756 227           | 1 042 281         | 239 781 | 71 090            |                    | 9 747 522  |
| 2016–17                  | 3 317 228          | 2 493 142          | 1 947 496 | 759 071           | 1 062 135         | 241 955 | 73 150            |                    | 9 894 177  |
| 2017–18                  | 3 370 758          | 2 544 179          | 1 984 475 | 790 133           | 1 075 472         | 244 282 | 72 870            |                    | 10 082 169 |
| 2018–19                  | 3 418 825          | 2 587 076          | 2 010 650 | 801 236           | 1 088 669         | 246 751 | 73 426            |                    | 10 226 633 |

<sup>(l)</sup> From 1997–98, ACT figures are included in the NSW total.

<sup>(m)</sup> In Victoria, data is on a calendar year basis, which differs from the other states.

<sup>(n)</sup> The method of compiling South Australian customer numbers changed from 2003–04 and is not comparable to earlier years.

<sup>(o)</sup> A breakdown of customer connections for Western Australia was not available for 2005–06. The method of compiling Western Australian customer numbers changed from 2007–08 and again in 2008–09. Estimates are not comparable to earlier years.

<sup>(p)</sup> The method of compiling Northern Territory customer numbers changed from 2005–06 and is not comparable to earlier years.

<sup>(r)</sup> In 2015–16, the number of customers is based on information provided by companies in the industry. CitiPower and Powercor did not participate in the esaa/AEC survey and their customer breakdown was estimated.

Note: Data are not readily available for missing years

Source: esaa (2005), esaa (2015), AEC (2020).

**Table E 2.6b Electricity usage – Number of electricity customers, by state/territory – Business**

| At end of financial year | NSW <sup>(l)</sup> | VIC <sup>(m)</sup> | QLD         | SA <sup>(n)</sup> | WA <sup>(o)</sup> | TAS        | NT <sup>(p)</sup> | ACT <sup>(l)</sup> | Australia   |
|--------------------------|--------------------|--------------------|-------------|-------------------|-------------------|------------|-------------------|--------------------|-------------|
| number                   |                    |                    |             |                   |                   |            |                   |                    |             |
| 1984–85                  | 227 898            | 236 536            | 139 314     | 89 016            | 69 073            | 37 253     | 5 276             | 8 173              | 812 539     |
| 1985–86                  | 233 894            | 238 419            | 146 119     | 90 830            | 71 707            | 37 849     | 5 768             | 8 507              | 833 093     |
| 1986–87                  | 240 513            | 240 848            | 150 231     | 90 847            | 74 242            | 38 503     | 6 140             | 8 821              | 850 145     |
| 1987–88                  | 247 375            | 246 856            | 156 614     | 91 283            | 70 558            | 39 209     | 6 617             | 9 369              | 867 881     |
| 1988–89                  | 242 024            | 255 125            | 162 348     | 92 488            | 75 840            | 40 063     | 6 689             | 9 816              | 884 393     |
| 1989–90                  | 248 015            | 255 895            | 165 650     | 93 570            | 78 318            | 40 670     | 6 950             | 10 244             | 899 312     |
| 1990–91                  | 252 036            | 254 817            | 169 271     | 93 576            | 84 304            | 41 731     | 7 064             | 10 697             | 913 496     |
| 1991–92                  | 264 021            | 256 222            | 172 743     | 93 784            | 85 050            | 42 000     | 8 330             | 10 820             | 932 970     |
| 1992–93                  | 260 095            | 259 862            | 175 658     | 85 228            | 86 785            | 42 356     | 8 133             | 11 175             | 929 292     |
| 1993–94                  | 270 419            | 262 286            | 181 103     | 85 559            | 89 622            | 43 086     | 9 315             | 11 669             | 953 059     |
| 1994–95                  |                    |                    |             |                   |                   |            |                   |                    |             |
| 1995–96                  |                    |                    |             |                   |                   |            |                   |                    |             |
| 1996–97                  |                    |                    |             |                   |                   |            |                   |                    |             |
| 1997–98                  | (q) 391 107        | (q) 283 882        | (q) 185 486 | (q) 94 471        | (q) 88 133        | (q) 38 572 | (q) 11 128        | (q) 1 092 779      |             |
| 1998–99                  | 337 090            | 285 271            | (q) 193 566 | 66 303            | (q) 98 655        | 27 821     | (q) 11 663        |                    | 1 020 369   |
| 1999–00                  | 358 674            | 226 217            | 173 719     | 64 199            | (q) 102 271       | 28 653     | (q) 11 283        |                    | (q) 965 016 |
| 2000–01                  | 337 054            | 265 878            | 162 095     | (q) 66 672        | (q) 87 715        | (q) 40 563 | 10 762            |                    | (q) 970 739 |
| 2001–02                  | 319 964            | 268 453            | 164 248     | (q) 67 743        | (q) 92 013        | 27 662     | 11 093            |                    | (q) 951 176 |
| 2002–03                  | 319 156            | 301 925            | 195 682     | 95 061            | 104 788           | 42 098     | 12 664            |                    | 1 071 374   |
| 2003–04                  | 337 501            | 303 481            | 192 454     | 95 626            | 118 164           | 42 100     | 13 066            |                    | 1 102 392   |
| 2004–05                  | 343 345            | 271 844            | 199 802     | 86 885            | 109 215           | 42 190     | 15 305            |                    | 1 068 586   |
| 2005–06                  | 348 482            | 311 820            | 205 283     | 97 425            |                   | 42 147     | 12 078            |                    |             |
| 2006–07                  | 410 577            | 313 330            | 216 421     | 97 980            | 117 977           | 43 102     | 13 499            |                    | 1 212 886   |
| 2007–08                  | 394 249            | 313 735            | 221 671     | 98 695            | 128 965           | 44 159     | 11 874            |                    | 1 213 348   |
| 2008–09                  | 394 817            | 315 256            | 211 191     | 99 311            | 141 654           |            | 11 275            |                    |             |
| 2009–10                  | 371 501            | 313 895            | 204 783     | 99 457            | 127 207           | 50 369     | 11 482            |                    | 1 178 694   |
| 2010–11                  | 374 819            | 316 665            | 212 902     | 99 779            | 113 756           | 47 408     | 11 749            |                    | 1 177 078   |
| 2011–12                  | 378 233            | 321 226            | 215 740     | 99 723            | 124 490           | 48 293     | 12 900            |                    | 1 200 605   |
| 2012–13                  | 387 369            | 319 840            | 221 300     | 98 783            | 128 942           | 44 777     | 15 104            |                    | 1 216 115   |
| 2013–14                  | 407 330            | 321 142            | 227 379     | 99 203            | 129 259           | 42 356     | 13 632            |                    | 1 240 301   |
| 2014–15                  | 404 566            | 323 608            | 217 113     | 99 138            | 125 479           | 42 208     | 12 640            |                    | 1 224 752   |
| 2015–16 <sup>(r)</sup>   | 380 668            | 311 465            | 235 017     | 98 515            | 117 794           | 42 014     | 13 106            |                    | 1 198 579   |
| 2016–17                  | 380 242            | 317 677            | 234 253     | 98 256            | 117 027           | 41 838     | 12 366            |                    | 1 201 659   |
| 2017–18                  | 381 283            | 323 549            | 236 692     | 100 263           | 117 004           | 41 677     | 12 210            |                    | 1 212 678   |
| 2018–19                  | 381 297            | 326 393            | 238 286     | 100 677           | 112 905           | 41 758     | 11 991            |                    | 1 213 307   |

(l) From 1997–98, ACT figures are included in the NSW total.

(m) In Victoria, data is on a calendar year basis, which differs from the other states.

(n) The method of compiling South Australian customer numbers changed from 2003–04 and is not comparable to earlier years.

(o) A breakdown of customer connections for Western Australia was not available for 2005–06. The method of compiling Western Australian customer numbers changed from 2007–08 and again in 2008–09. Estimates are not comparable to earlier years.

(p) The method of compiling Northern Territory customer numbers changed from 2005–06 and is not comparable to earlier years.

(q) The number of "other" electricity customers is not separately available and has been included in estimates of the number of business customers.

(r) In 2015–16, the number of customers is based on information provided by companies in the industry. CitiPower and Powercor did not participate in the esaa/AEC survey and their customer breakdown was estimated.

Note: Data are not readily available for missing years

Source: esaa (2005), esaa (2015), AEC (2020).

**Table E 2.6c Electricity usage – Number of electricity customers, by state/territory – total**

| At end of financial year | NSW <sup>(l)</sup> | VIC <sup>(m)</sup> | QLD       | SA <sup>(n)</sup> | WA <sup>(o)</sup> | TAS     | NT <sup>(p)</sup> | ACT <sup>(l)</sup> | Australia  |
|--------------------------|--------------------|--------------------|-----------|-------------------|-------------------|---------|-------------------|--------------------|------------|
| number                   |                    |                    |           |                   |                   |         |                   |                    |            |
| 1986–87                  | 2 288 497          | 1 766 019          | 1 039 753 | 635 341           | 555 698           | 207 498 | 40 023            | 98 201             | 6 631 030  |
| 1987–88                  | 2 324 422          | 1 801 532          | 1 071 461 | 614 435           | 585 020           | 211 527 | 42 039            | 101 246            | 6 751 682  |
| 1988–89                  | 2 367 718          | 1 843 039          | 1 116 725 | 653 954           | 596 609           | 215 743 | 43 286            | 104 236            | 6 941 310  |
| 1989–90                  | 2 420 231          | 1 875 962          | 1 162 325 | 665 454           | 623 146           | 219 169 | 44 394            | 107 278            | 7 117 959  |
| 1990–91                  | 2 479 616          | 1 895 753          | 1 201 016 | 675 252           | 640 830           | 224 283 | 45 321            | 110 699            | 7 272 770  |
| 1991–92                  | 2 524 339          | 1 919 796          | 1 246 424 | 685 605           | 656 927           | 228 348 | 49 639            | 113 690            | 7 424 768  |
| 1992–93                  | 2 592 256          | 1 946 798          | 1 299 462 | 680 247           | 677 477           | 232 895 | 50 738            | 117 765            | 7 597 638  |
| 1993–94                  | 2 625 379          | 1 985 687          | 1 355 793 | 692 536           | 699 625           | 237 607 | 57 538            | 121 679            | 7 775 844  |
| 1994–95                  | 2 797 616          | 2 002 363          | 1 410 842 | 704 156           | 706 634           | 239 876 | 59 226            |                    | 7 920 713  |
| 1995–96                  | 2 834 776          | 2 035 584          | 1 457 364 | 711 050           | 725 430           | 241 818 | 61 305            |                    | 8 067 327  |
| 1996–97                  | 2 875 350          | 2 062 587          | 1 495 900 | 713 333           | 742 150           | 243 522 | 63 533            |                    | 8 196 375  |
| 1997–98                  | 2 947 013          | 2 088 051          | 1 532 034 | 724 531           | 761 704           | 245 498 | 66 126            |                    | 8 364 957  |
| 1998–99                  | 2 982 253          | 2 153 429          | 1 576 313 | 733 783           | 775 602           | 245 185 | 68 349            |                    | 8 534 914  |
| 1999–00                  | 3 015 336          | 2 156 391          | 1 629 495 | 736 384           | 794 746           | 248 260 | 69 833            |                    | 8 650 445  |
| 2000–01                  | 3 076 397          | 2 218 712          | 1 655 507 | 744 128           | 810 568           | 247 899 | 72 167            |                    | 8 825 378  |
| 2001–02                  | 3 113 869          | 2 268 466          | 1 684 488 | 751 802           | 828 113           | 248 544 | 73 811            |                    | 8 969 093  |
| 2002–03                  | 3 169 311          | 2 307 589          | 1 686 809 | 755 987           | 847 058           | 250 893 | 74 981            |                    | 9 092 628  |
| 2003–04                  | 3 213 999          | 2 351 663          | 1 751 237 | 754 837           | 867 067           | 253 522 | 75 396            |                    | 9 267 721  |
| 2004–05                  | 3 262 928          | 2 369 404          | 1 773 969 | 757 628           | 929 918           | 256 022 | 76 527            |                    | 9 426 396  |
| 2005–06                  | 3 297 858          | 2 421 576          | 1 809 039 | 776 494           | 892 601           | 259 130 | 73 633            |                    | 9 530 331  |
| 2006–07                  | 3 333 684          | 2 454 614          | 1 845 653 | 786 504           | 925 113           | 262 911 | 75 282            |                    | 9 683 761  |
| 2007–08                  | 3 371 852          | 2 478 634          | 1 892 460 | 796 213           | 1 012 897         | 264 307 | 75 674            |                    | 9 892 037  |
| 2008–09                  | 3 395 368          | 2 505 844          | 1 908 736 | 807 553           | 1 051 334         | 269 556 | 72 080            |                    | 10 010 471 |
| 2009–10                  | 3 426 356          | 2 562 102          | 1 947 328 | 817 270           | 1 055 861         | 279 789 | 74 004            |                    | 10 162 710 |
| 2010–11                  | 3 459 414          | 2 585 702          | 1 980 752 | 825 218           | 1 060 269         | 275 536 | 76 603            |                    | 10 263 494 |
| 2011–12                  | 3 485 897          | 2 633 476          | 2 022 600 | 832 073           | 1 086 294         | 277 956 | 77 708            |                    | 10 416 004 |
| 2012–13                  | 3 535 719          | 2 663 871          | 2 064 283 | 836 365           | 1 100 039         | 278 756 | 82 545            |                    | 10 561 578 |
| 2013–14                  | 3 596 524          | 2 698 479          | 2 084 981 | 843 121           | 1 125 916         | 277 526 | 89 301            |                    | 10 715 848 |
| 2014–15                  | 3 635 769          | 2 716 733          | 2 104 538 | 850 216           | 1 134 729         | 279 574 | 82 369            |                    | 10 803 928 |
| 2015–16 <sup>(r)</sup>   | 3 643 139          | 2 768 646          | 2 153 508 | 854 742           | 1 160 075         | 281 795 | 84 196            |                    | 10 946 101 |
| 2016–17                  | 3 697 470          | 2 810 819          | 2 181 749 | 857 327           | 1 179 162         | 283 793 | 85 516            |                    | 11 095 836 |
| 2017–18                  | 3 752 041          | 2 867 728          | 2 221 167 | 890 396           | 1 192 476         | 285 959 | 85 080            |                    | 11 294 847 |
| 2018–19                  | 3 800 122          | 2 913 469          | 2 248 936 | 901 913           | 1 201 574         | 288 509 | 85 417            |                    | 11 439 940 |

<sup>(l)</sup> From 1997–98, ACT figures are included in the NSW total.

<sup>(m)</sup> In Victoria, data is on a calendar year basis, which differs from the other states.

<sup>(n)</sup> The method of compiling South Australian customer numbers changed from 2003–04 and is not comparable to earlier years.

<sup>(o)</sup> A breakdown of customer connections for Western Australia was not available for 2005–06. The method of compiling Western Australian customer numbers changed from 2007–08 and again in 2008–09. Estimates are not comparable to earlier years.

<sup>(p)</sup> The method of compiling Northern Territory customer numbers changed from 2005–06 and is not comparable to earlier years.

<sup>(r)</sup> In 2015–16, the number of customers is based on information provided by companies in the industry. CitiPower and Powercor did not participate in the esaa/AEC survey and their customer breakdown was estimated.

Note: Data are not readily available for missing years

Source: esaa (2005), esaa (2015), AEC (2020).

**Table E 2.7** Electricity usage, price index for residential electricity supply, by capital city

| Average over financial year ending | Sydney | Melbourne | Brisbane | Adelaide | Perth | Hobart | Darwin | Canberra |
|------------------------------------|--------|-----------|----------|----------|-------|--------|--------|----------|
| base of each index: 2011–12 = 100  |        |           |          |          |       |        |        |          |
| Jun–1981                           | 14.5   | 18.3      | 18.9     | 14.1     | 24.8  | 14.6   | 22.7   | 14.9     |
| Jun–1982                           | 17.3   | 21.2      | 22.3     | 17.1     | 28.3  | 16.8   | 26.1   | 17.7     |
| Jun–1983                           | 23.7   | 24.7      | 26.8     | 21.3     | 32.5  | 18.7   | 32.2   | 24.9     |
| Jun–1984                           | 24.3   | 26.9      | 30.0     | 23.5     | 37.4  | 21.4   | 35.9   | 26.0     |
| Jun–1985                           | 25.3   | 28.1      | 34.0     | 26.6     | 38.8  | 23.6   | 38.7   | 26.8     |
| Jun–1986                           | 27.1   | 29.5      | 37.6     | 27.3     | 40.5  | 24.5   | 48.7   | 28.8     |
| Jun–1987                           | 27.8   | 31.5      | 38.7     | 28.3     | 45.1  | 27.8   | 53.9   | 30.5     |
| Jun–1988                           | 30.0   | 33.2      | 39.7     | 30.5     | 47.7  | 29.1   | 54.7   | 34.6     |
| Jun–1989                           | 32.9   | 34.3      | 40.3     | 32.0     | 47.7  | 30.6   | 54.7   | 36.8     |
| Jun–1990                           | 34.0   | 35.9      | 40.3     | 33.0     | 51.1  | 32.2   | 54.7   | 38.3     |
| Jun–1991                           | 33.6   | 38.5      | 40.9     | 34.1     | 55.1  | 36.1   | 55.2   | 39.9     |
| Jun–1992                           | 37.2   | 41.0      | 41.8     | 36.1     | 56.2  | 38.1   | 58.3   | 41.3     |
| Jun–1993                           | 38.3   | 44.8      | 42.5     | 36.9     | 56.2  | 39.8   | 59.4   | 43.4     |
| Jun–1994                           | 38.3   | 47.8      | 42.8     | 37.5     | 56.2  | 41.4   | 59.7   | 43.4     |
| Jun–1995                           | 38.3   | 47.8      | 43.1     | 37.1     | 56.2  | 41.8   | 59.7   | 43.5     |
| Jun–1996                           | 38.3   | 47.8      | 43.1     | 37.8     | 56.2  | 42.3   | 59.7   | 44.6     |
| Jun–1997                           | 38.9   | 48.2      | 43.1     | 39.5     | 56.2  | 43.7   | 59.7   | 44.6     |
| Jun–1998                           | 38.9   | 48.5      | 43.1     | 40.0     | 58.3  | 45.1   | 59.7   | 45.3     |
| Jun–1999                           | 38.9   | 42.1      | 43.1     | 40.8     | 58.3  | 45.4   | 62.9   | 46.5     |
| Jun–2000                           | 39.0   | 42.6      | 43.1     | 41.6     | 58.3  | 46.6   | 62.9   | 48.0     |
| Jun–2001                           | 42.7   | 48.0      | 48.7     | 46.7     | 63.7  | 53.0   | 68.6   | 54.1     |
| Jun–2002                           | 42.9   | 53.5      | 50.3     | 48.1     | 63.7  | 52.9   | 68.6   | 55.8     |
| Jun–2003                           | 44.3   | 55.3      | 51.9     | 56.2     | 63.7  | 55.0   | 68.6   | 56.3     |
| Jun–2004                           | 45.5   | 55.3      | 54.1     | 63.6     | 63.7  | 56.8   | 68.6   | 63.1     |
| Jun–2005                           | 49.4   | 55.0      | 55.5     | 62.8     | 63.7  | 58.2   | 68.6   | 63.9     |
| Jun–2006                           | 52.9   | 55.1      | 57.8     | 60.7     | 63.7  | 59.6   | 68.6   | 66.3     |
| Jun–2007                           | 55.9   | 55.8      | 59.9     | 62.3     | 63.7  | 62.0   | 70.5   | 69.1     |
| Jun–2008                           | 60.1   | 61.0      | 66.8     | 64.9     | 63.7  | 67.1   | 74.2   | 81.6     |
| Jun–2009                           | 65.5   | 69.1      | 72.4     | 69.8     | 65.3  | 73.8   | 77.1   | 87.0     |
| Jun–2010                           | 79.7   | 79.8      | 83.6     | 73.0     | 82.0  | 78.0   | 93.2   | 93.3     |
| Jun–2011                           | 86.9   | 91.9      | 94.5     | 81.9     | 95.2  | 86.6   | 97.6   | 94.9     |
| Jun–2012                           | 100.0  | 100.0     | 100.0    | 100.0    | 100.0 | 100.0  | 100.0  | 100.0    |
| Jun–2013                           | 118.6  | 121.8     | 113.4    | 116.7    | 112.1 | 110.7  | 120.1  | 118.7    |
| Jun–2014                           | 123.5  | 127.0     | 134.8    | 117.4    | 116.4 | 109.7  | 134.3  | 122.3    |
| Jun–2015                           | 114.5  | 120.4     | 139.4    | 118.0    | 111.2 | 98.3   | 132.4  | 112.6    |
| Jun–2016                           | 109.3  | 122.7     | 141.4    | 107.5    | 118.0 | 100.2  | 131.9  | 107.4    |
| Jun–2017                           | 120.7  | 126.3     | 145.9    | 121.0    | 121.6 | 103.7  | 128.1  | 114.2    |
| Jun–2018                           | 138.4  | 141.8     | 147.4    | 146.8    | 133.4 | 104.6  | 128.8  | 126.3    |
| Jun–2019                           | 137.2  | 146.3     | 138.3    | 143.7    | 143.2 | 106.8  | 130.3  | 139.3    |
| Jun–2020                           | 132.5  | 142.5     | 130.7    | 135.3    | 144.1 | 108.9  | 130.9  | 140.0    |

Source: ABS (2020f).

**Table E 2.8 Natural gas usage – Australian natural gas consumption, by industry – Australia**

| Financial year | Agriculture, forestry and fishing | Mining | Manufacturing | Electricity, gas, water and waste services | Construction, commercial and services | Transport, postal and warehousing | Residential | Total natural gas consumption | Total energy consumption |
|----------------|-----------------------------------|--------|---------------|--|---------------------------------------|-----------------------------------|-------------|-------------------------------|--------------------------|
| Petajoules     |                                   |        |               |  |                                       |                                   |             |                               |                          |
| 1973–74        |                                   | 13.4   | 85.7          | 43.9                                       | 5.5                                   | 0.1                               | 23.6        | 172.5                         | 2 615.2                  |
| 1974–75        |                                   | 17.6   | 93.1          | 42.6                                       | 7.5                                   | 0.3                               | 28.2        | 189.2                         | 2 694.8                  |
| 1975–76        |                                   | 20.3   | 103.3         | 48.6                                       | 8.6                                   | 0.5                               | 29.9        | 211.2                         | 2 730.8                  |
| 1976–77        |                                   | 20.9   | 117.5         | 69.8                                       | 10.3                                  | 1.2                               | 36.5        | 256.2                         | 2 905.9                  |
| 1977–78        |                                   | 20.2   | 134.2         | 76.5                                       | 11.4                                  | 1.7                               | 39.1        | 283.0                         | 2 985.1                  |
| 1978–79        |                                   | 21.9   | 148.8         | 85.7                                       | 13.7                                  | 1.5                               | 43.3        | 314.9                         | 3 053.1                  |
| 1979–80        |                                   | 24.2   | 179.1         | 96.9                                       | 15.1                                  | 2.3                               | 45.1        | 362.6                         | 3 131.4                  |
| 1980–81        |                                   | 23.3   | 198.6         | 126.0                                      | 16.2                                  | 2.8                               | 48.9        | 416.0                         | 3 146.3                  |
| 1981–82        |                                   | 25.5   | 206.1         | 152.2                                      | 19.6                                  | 3.3                               | 55.2        | 462.0                         | 3 237.6                  |
| 1982–83        |                                   | 31.3   | 212.5         | 139.9                                      | 21.4                                  | 4.0                               | 57.2        | 466.2                         | 3 122.7                  |
| 1983–84        |                                   | 39.0   | 215.7         | 146.5                                      | 23.5                                  | 4.6                               | 60.6        | 490.0                         | 3 221.2                  |
| 1984–85        |                                   | 49.1   | 245.7         | 134.2                                      | 25.4                                  | 4.5                               | 64.4        | 523.3                         | 3 370.7                  |
| 1985–86        |                                   | 47.7   | 264.3         | 156.4                                      | 27.0                                  | 6.6                               | 68.7        | 570.7                         | 3 402.5                  |
| 1986–87        |                                   | 50.2   | 278.5         | 151.1                                      | 29.3                                  | 4.5                               | 74.8        | 588.4                         | 3 514.4                  |
| 1987–88        |                                   | 59.0   | 284.5         | 159.4                                      | 29.8                                  | 5.1                               | 72.7        | 610.5                         | 3 623.0                  |
| 1988–89        |                                   | 61.6   | 291.3         | 162.3                                      | 31.4                                  | 5.0                               | 76.1        | 627.8                         | 3 832.7                  |
| 1989–90        |                                   | 81.0   | 300.2         | 179.5                                      | 34.2                                  | 5.2                               | 87.9        | 688.0                         | 3 945.9                  |
| 1990–91        |                                   | 84.7   | 303.7         | 137.4                                      | 35.4                                  | 4.8                               | 89.4        | 655.4                         | 3 949.9                  |
| 1991–92        |                                   | 90.9   | 303.2         | 148.0                                      | 37.6                                  | 5.5                               | 93.3        | 678.7                         | 3 982.7                  |
| 1992–93        |                                   | 103.1  | 309.2         | 151.4                                      | 39.1                                  | 6.5                               | 97.8        | 707.0                         | 4 081.8                  |
| 1993–94        |                                   | 105.4  | 327.2         | 160.7                                      | 39.6                                  | 7.8                               | 96.2        | 736.8                         | 4 181.9                  |
| 1994–95        |                                   | 117.3  | 338.2         | 181.5                                      | 42.8                                  | 8.7                               | 104.7       | 793.1                         | 4 365.4                  |
| 1995–96        |                                   | 130.4  | 336.0         | 164.8                                      | 45.2                                  | 9.2                               | 111.3       | 797.0                         | 4 505.5                  |
| 1996–97        | 0.1                               | 133.7  | 354.4         | 161.5                                      | 45.9                                  | 10.1                              | 112.8       | 818.4                         | 4 611.1                  |
| 1997–98        | 0.1                               | 145.9  | 356.3         | 180.1                                      | 49.9                                  | 10.8                              | 116.2       | 859.3                         | 4 777.6                  |
| 1998–99        | 0.1                               | 145.0  | 356.6         | 209.0                                      | 50.6                                  | 12.1                              | 115.2       | 888.4                         | 4 884.7                  |
| 1999–00        | 0.1                               | 152.1  | 368.4         | 219.8                                      | 51.3                                  | 14.4                              | 118.5       | 924.3                         | 4 971.0                  |
| 2000–01        | 0.1                               | 126.1  | 397.8         | 257.6                                      | 44.8                                  | 13.6                              | 121.6       | 961.6                         | 5 011.8                  |
| 2001–02        | 0.1                               | 128.3  | 397.5         | 264.7                                      | 45.6                                  | 15.5                              | 124.9       | 976.4                         | 5 097.0                  |
| 2002–03        | 0.1                               | 106.5  | 407.0         | 240.9                                      | 46.0                                  | 16.6                              | 124.9       | 942.1                         | 5 138.7                  |
| 2003–04        | 0.1                               | 109.2  | 417.4         | 259.9                                      | 46.3                                  | 15.7                              | 125.3       | 974.0                         | 5 284.7                  |
| 2004–05        | 0.1                               | 116.2  | 423.7         | 264.0                                      | 47.1                                  | 16.9                              | 128.4       | 996.4                         | 5 399.2                  |
| 2005–06        | 0.1                               | 128.8  | 423.0         | 252.8                                      | 45.7                                  | 18.0                              | 132.5       | 1 000.9                       | 5 546.7                  |
| 2006–07        | 0.1                               | 151.4  | 435.8         | 345.9                                      | 45.6                                  | 18.6                              | 134.5       | 1 131.9                       | 5 724.0                  |
| 2007–08        | 0.1                               | 152.7  | 435.1         | 378.6                                      | 46.3                                  | 19.0                              | 136.9       | 1 168.7                       | 5 738.3                  |
| 2008–09        | 0.1                               | 163.9  | 420.4         | 464.8                                      | 48.5                                  | 14.0                              | 141.1       | 1 252.9                       | 5 843.8                  |
| 2009–10        | 0.1                               | 160.8  | 422.9         | 465.2                                      | 50.8                                  | 13.9                              | 144.1       | 1 257.8                       | 5 823.3                  |
| 2010–11        | 0.1                               | 166.8  | 412.6         | 480.6                                      | 52.7                                  | 13.2                              | 148.1       | 1 274.2                       | 5 902.2                  |
| 2011–12        | 0.6                               | 169.8  | 425.1         | 526.5                                      | 52.5                                  | 13.4                              | 150.8       | 1 338.5                       | 5 887.8                  |
| 2012–13        | 0.9                               | 183.6  | 439.6         | 530.5                                      | 52.9                                  | 14.3                              | 154.8       | 1 376.5                       | 5 915.3                  |
| 2013–14        | 1.4                               | 195.0  | 439.2         | 542.0                                      | 56.9                                  | 13.8                              | 158.9       | 1 407.2                       | 5 891.4                  |
| 2014–15        | 1.3                               | 198.8  | 420.4         | 564.6                                      | 58.0                                  | 14.7                              | 162.3       | 1 420.0                       | 5 897.3                  |
| 2015–16        | 1.3                               | 242.5  | 404.6         | 573.8                                      | 60.1                                  | 16.8                              | 165.8       | 1 464.8                       | 6 040.8                  |
| 2016–17        | 1.1                               | 310.0  | 386.4         | 555.6                                      | 61.4                                  | 17.3                              | 165.7       | 1 497.1                       | 6 114.6                  |
| 2017–18        | 1.2                               | 344.8  | 385.1         | 579.3                                      | 63.0                                  | 19.2                              | 165.6       | 1 557.6                       | 6 159.1                  |
| 2018–19        | 1.3                               | 392.3  | 372.2         | 575.1                                      | 61.4                                  | 21.5                              | 168.8       | 1 592.7                       | 6 196.0                  |

Note: Data are not readily available for missing years

Source: Department of Industry, Science, Energy and Resources, Australian Energy Statistics (2020c).

**Table E 2.9** Gas usage – Price index for gas and other household fuels, by capital city

| Average over financial year ending | Sydney | Melbourne | Brisbane | Adelaide | Perth | Hobart | Darwin | Canberra |
|------------------------------------|--------|-----------|----------|----------|-------|--------|--------|----------|
| base of index: 2011–12 = 100       |        |           |          |          |       |        |        |          |
| Jun–1990                           | 36.0   | 39.7      | 36.6     | 35.4     | 34.8  | 45.2   | 38.8   | 31.2     |
| Jun–1991                           | 39.1   | 42.0      | 39.2     | 37.6     | 38.0  | 51.2   | 41.8   | 35.2     |
| Jun–1992                           | 40.0   | 44.1      | 40.5     | 39.2     | 38.5  | 49.6   | 42.7   | 36.2     |
| Jun–1993                           | 39.8   | 47.5      | 40.8     | 39.8     | 38.5  | 49.7   | 43.5   | 36.5     |
| Jun–1994                           | 39.7   | 49.6      | 41.0     | 39.9     | 38.5  | 51.2   | 43.8   | 37.1     |
| Jun–1995                           | 39.8   | 51.7      | 41.2     | 40.8     | 38.7  | 51.3   | 45.0   | 37.8     |
| Jun–1996                           | 42.3   | 51.7      | 41.8     | 42.4     | 38.8  | 52.2   | 47.9   | 40.4     |
| Jun–1997                           | 43.3   | 52.7      | 41.8     | 44.0     | 39.0  | 53.6   | 49.2   | 41.9     |
| Jun–1998                           | 45.9   | 53.3      | 41.8     | 45.4     | 38.9  | 51.7   | 51.9   | 42.9     |
| Jun–1999                           | 47.3   | 50.8      | 41.8     | 46.0     | 39.4  | 51.2   | 54.2   | 44.5     |
| Jun–2000                           | 46.6   | 49.5      | 41.9     | 47.4     | 39.6  | 55.2   | 59.8   | 45.1     |
| Jun–2001                           | 53.2   | 54.1      | 47.8     | 53.7     | 43.9  | 62.9   | 68.0   | 52.1     |
| Jun–2002                           | 57.4   | 55.3      | 49.4     | 56.2     | 46.2  | 63.7   | 68.7   | 51.8     |
| Jun–2003                           | 62.5   | 58.5      | 51.0     | 59.2     | 47.7  | 67.0   | 70.3   | 55.1     |
| Jun–2004                           | 67.6   | 62.1      | 52.8     | 62.5     | 49.6  | 71.6   | 70.4   | 58.5     |
| Jun–2005                           | 70.1   | 65.4      | 56.1     | 66.9     | 51.4  | 75.1   | 73.4   | 62.2     |
| Jun–2006                           | 72.7   | 68.0      | 65.8     | 71.2     | 54.2  | 81.0   | 76.8   | 65.9     |
| Jun–2007                           | 75.0   | 70.9      | 70.6     | 74.7     | 56.6  | 80.8   | 83.2   | 68.9     |
| Jun–2008                           | 78.7   | 74.6      | 77.3     | 77.8     | 58.7  | 87.2   | 91.4   | 74.0     |
| Jun–2009                           | 83.0   | 81.8      | 83.8     | 84.9     | 68.5  | 94.8   | 97.9   | 84.8     |
| Jun–2010                           | 89.1   | 88.6      | 88.6     | 87.9     | 81.5  | 94.8   | 98.7   | 92.1     |
| Jun–2011                           | 94.0   | 94.5      | 93.1     | 93.1     | 89.7  | 96.5   | 104.7  | 95.1     |
| Jun–2012                           | 100.0  | 100.0     | 100.0    | 100.0    | 100.0 | 100.0  | 100.0  | 100.0    |
| Jun–2013                           | 114.8  | 120.1     | 115.8    | 117.7    | 113.0 | 101.2  | 103.0  | 111.1    |
| Jun–2014                           | 125.8  | 124.8     | 122.2    | 131.6    | 119.2 | 104.2  | 113.5  | 116.1    |
| Jun–2015                           | 140.9  | 122.0     | 125.6    | 144.5    | 118.1 | 108.2  | 109.2  | 125.2    |
| Jun–2016                           | 121.8  | 130.8     | 128.3    | 150.0    | 119.7 | 110.7  | 105.8  | 131.1    |
| Jun–2017                           | 122.7  | 140.1     | 129.4    | 135.1    | 121.3 | 114.9  | 99.6   | 125.2    |
| Jun–2018                           | 133.1  | 154.3     | 133.6    | 146.0    | 122.2 | 120.2  | 104.2  | 147.5    |
| Jun–2019                           | 131.9  | 158.6     | 134.7    | 144.3    | 119.3 | 124.2  | 107.0  | 157.5    |
| Jun–2020                           | 132.7  | 142.5     | 129.7    | 150.0    | 121.3 | 125.9  | 108.5  | 162.9    |

Source: ABS (2020f).

**Table E 2.10 Black coal usage – Australian black coal consumption, by industry – Australia**

| Financial year | Agriculture, forestry and fishing | Mining | Manufacturing | Electricity, gas, water and waste services | Construction, commercial and services | Transport, postal and warehousing | Residential | Total black coal consumption | Total energy consumption |
|----------------|-----------------------------------|--------|---------------|--|---------------------------------------|-----------------------------------|-------------|------------------------------|--------------------------|
| Petajoules     |                                   |        |               |  |                                       |                                   |             |                              |                          |
| 1974–75        |                                   | 1.0    | 332.5         | 378.0                                      | 5.0                                   | 0.3                               | 0.8         | 717.6                        | 2 694.8                  |
| 1975–76        |                                   | 0.9    | 318.5         | 376.2                                      | 4.7                                   | 0.3                               | 1.6         | 702.2                        | 2 730.8                  |
| 1976–77        |                                   | 0.8    | 301.6         | 441.5                                      | 4.7                                   | 0.3                               | 1.0         | 749.7                        | 2 905.9                  |
| 1977–78        |                                   | 0.8    | 296.7         | 473.7                                      | 4.4                                   | 0.2                               | 1.0         | 776.8                        | 2 985.1                  |
| 1978–79        |                                   | 0.9    | 302.7         | 483.3                                      | 4.7                                   | 0.2                               | 0.8         | 792.7                        | 3 053.1                  |
| 1979–80        |                                   | 1.0    | 294.1         | 545.9                                      | 4.6                                   | 0.1                               | 0.9         | 846.5                        | 3 131.4                  |
| 1980–81        |                                   | 1.1    | 309.8         | 571.4                                      | 4.4                                   | 0.1                               | 0.8         | 887.6                        | 3 146.3                  |
| 1981–82        |                                   | 1.4    | 291.5         | 578.7                                      | 4.3                                   | 0.1                               | 0.8         | 876.7                        | 3 237.6                  |
| 1982–83        |                                   | 1.0    | 243.7         | 619.3                                      | 4.3                                   | 0.7                               | 0.7         | 869.6                        | 3 122.7                  |
| 1983–84        |                                   | 1.4    | 245.3         | 659.2                                      | 4.3                                   | 3.7                               | 0.6         | 914.4                        | 3 221.2                  |
| 1984–85        |                                   | 1.7    | 264.2         | 695.1                                      | 4.3                                   | 3.4                               | 0.6         | 969.2                        | 3 370.7                  |
| 1985–86        |                                   | 1.9    | 262.1         | 708.9                                      | 4.2                                   | 3.3                               | 0.5         | 980.9                        | 3 402.5                  |
| 1986–87        |                                   | 3.0    | 265.9         | 730.9                                      | 4.1                                   | 3.8                               | 0.5         | 1 008.1                      | 3 514.4                  |
| 1987–88        |                                   | 4.0    | 270.5         | 753.3                                      | 4.0                                   | 3.6                               | 0.4         | 1 035.6                      | 3 623.0                  |
| 1988–89        |                                   | 4.3    | 295.7         | 799.0                                      | 3.9                                   | 4.0                               | 0.3         | 1 107.3                      | 3 832.7                  |
| 1989–90        |                                   | 6.5    | 282.1         | 836.0                                      | 3.8                                   | 3.5                               | 0.3         | 1 132.1                      | 3 945.9                  |
| 1990–91        |                                   | 6.0    | 279.2         | 848.7                                      | 3.4                                   | 3.7                               | 0.3         | 1 141.3                      | 3 949.9                  |
| 1991–92        |                                   | 6.5    | 282.5         | 872.4                                      | 2.7                                   | 4.0                               | 0.1         | 1 168.2                      | 3 982.7                  |
| 1992–93        |                                   | 6.5    | 277.1         | 905.6                                      | 2.3                                   | 4.1                               | 0.1         | 1 195.6                      | 4 081.8                  |
| 1993–94        |                                   | 5.9    | 283.9         | 917.4                                      | 2.1                                   | 3.9                               | 0.1         | 1 213.3                      | 4 181.9                  |
| 1994–95        |                                   | 7.8    | 282.5         | 946.6                                      | 1.8                                   | 4.0                               | 0.1         | 1 242.8                      | 4 365.4                  |
| 1995–96        |                                   | 8.2    | 268.0         | 1 001.4                                    | 1.5                                   | 4.0                               | 0.1         | 1 283.1                      | 4 505.5                  |
| 1996–97        |                                   | 8.2    | 276.6         | 1 018.5                                    | 1.3                                   | 4.3                               | 0.1         | 1 309.0                      | 4 611.1                  |
| 1997–98        |                                   | 6.8    | 271.2         | 1 061.4                                    | 1.1                                   | 4.2                               | 0.1         | 1 344.8                      | 4 777.6                  |
| 1998–99        |                                   | 6.7    | 269.2         | 1 081.2                                    | 1.0                                   | 4.2                               | 0.1         | 1 362.4                      | 4 884.7                  |
| 1999–00        |                                   | 7.0    | 248.1         | 1 126.8                                    | 1.2                                   | 4.4                               | 0.1         | 1 387.5                      | 4 971.0                  |
| 2000–01        |                                   | 6.7    | 231.0         | 1 176.1                                    | 1.3                                   | 4.9                               | 0.1         | 1 418.6                      | 5 011.8                  |
| 2001–02        |                                   | 6.7    | 232.0         | 1 213.7                                    | 1.2                                   | 5.0                               | 0.1         | 1 457.1                      | 5 097.0                  |
| 2002–03        |                                   |        | 245.4         | 1 176.2                                    | 1.3                                   | 5.0                               | 0.1         | 1 428.0                      | 5 138.7                  |
| 2003–04        |                                   |        | 258.0         | 1 245.1                                    | 1.3                                   | 5.8                               | 0.1         | 1 510.2                      | 5 284.7                  |
| 2004–05        |                                   |        | 265.5         | 1 279.5                                    | 1.3                                   | 8.0                               | 0.1         | 1 554.4                      | 5 399.2                  |
| 2005–06        |                                   |        | 264.4         | 1 304.0                                    | 0.9                                   | 6.9                               | 0.1         | 1 576.4                      | 5 546.7                  |
| 2006–07        |                                   |        | 268.1         | 1 325.4                                    | 0.9                                   | 7.4                               | 0.1         | 1 601.9                      | 5 724.0                  |
| 2007–08        |                                   |        | 275.0         | 1 297.4                                    | 0.7                                   | 8.0                               | 0.1         | 1 581.2                      | 5 738.3                  |
| 2008–09        |                                   | 8.3    | 225.7         | 1 361.2                                    | 0.7                                   | 4.9                               |             | 1 600.8                      | 5 843.8                  |
| 2009–10        |                                   | 5.7    | 254.7         | 1 223.2                                    | 0.6                                   | 4.1                               |             | 1 488.3                      | 5 823.3                  |
| 2010–11        |                                   | 5.6    | 247.8         | 1 146.2                                    | 0.2                                   | 2.9                               |             | 1 402.7                      | 5 902.2                  |
| 2011–12        |                                   | 4.8    | 221.7         | 1 123.3                                    | 0.1                                   | 2.5                               |             | 1 352.5                      | 5 887.8                  |
| 2012–13        |                                   | 3.1    | 224.1         | 1 084.7                                    | 0.1                                   | 0.0                               |             | 1 312.0                      | 5 915.3                  |
| 2013–14        |                                   | 3.1    | 212.9         | 1 024.0                                    | 0.1                                   | 0.0                               |             | 1 240.1                      | 5 891.4                  |
| 2014–15        |                                   | 1.3    | 204.6         | 1 045.7                                    | 0.1                                   | 0.0                               |             | 1 251.8                      | 5 897.3                  |
| 2015–16        |                                   | 3.2    | 211.1         | 1 111.3                                    | 0.1                                   | 0.0                               |             | 1 325.7                      | 6 040.8                  |
| 2016–17        |                                   | 3.7    | 212.6         | 1 148.8                                    | 0.1                                   | 0.0                               |             | 1 365.2                      | 6 114.6                  |
| 2017–18        |                                   | 4.3    | 208.6         | 1 176.1                                    | 0.1                                   |                                   |             | 1 389.0                      | 6 159.1                  |
| 2018–19        |                                   | 4.2    | 198.4         | 1 160.5                                    |                                       |                                   |             | 1 363.0                      | 6 196.0                  |

Note: Data are not readily available for missing years

Source: Department of Industry, Science, Energy and Resources, Australian Energy Statistics (2020c).

**Table E 2.11 Black coal usage – Coal prices (export)**

| Average over financial year ending | Hard coking coal | Semisoft coking coal<br>\$A/tonne | Thermal coal |
|------------------------------------|------------------|-----------------------------------|--------------|
| Jun–2002                           | 78.16            | 62.16                             | 53.45        |
| Jun–2003                           | 69.63            | 50.59                             | 39.10        |
| Jun–2004                           | 72.94            | 58.92                             | 51.47        |
| Jun–2005                           | 133.55           | 90.72                             | 63.34        |
| Jun–2006                           | 151.10           | 105.77                            | 63.25        |
| Jun–2007                           | 117.04           | 75.59                             | 59.47        |
| Jun–2008                           | 188.87           | 155.96                            | 93.34        |
| Jun–2009                           | 203.04           | 164.57                            | 99.19        |
| Jun–2010                           | 212.18           | 162.61                            | 96.27        |
| Jun–2011                           | 266.63           | 207.69                            | 100.16       |
| Jun–2012                           | 202.95           | 156.02                            | 103.38       |
| Jun–2013                           | 152.38           | 124.09                            | 86.66        |
| Jun–2014                           | 118.40           | 102.36                            | 79.33        |
| Jun–2015                           | 117.67           | 105.71                            | 77.44        |
| Jun–2016                           | 112.68           | 93.16                             | 68.11        |
| Jun–2017                           | 246.88           | 181.70                            | 100.83       |
| Jun–2018                           | 234.08           | 166.45                            | 111.42       |
| Jun–2019                           | 264.86           | 185.34                            | 123.74       |

Source: Department of Industry, Science, Energy and Resources, Resources and Energy Quarterly (2020d)

**Table E 2.12 Brown coal usage – Australian brown coal consumption, by industry – Australia**

| Financial year | Agriculture, forestry and fishing | Mining | Manufacturing | Electricity, gas, water and waste services | Construction, commercial and services | Transport, postal and warehousing | Residential | Total brown coal consumption | Total energy consumption |
|----------------|-----------------------------------|--------|---------------|--|---------------------------------------|-----------------------------------|-------------|------------------------------|--------------------------|
| Petajoules     |                                   |        |               |  |                                       |                                   |             |                              |                          |
| 1973–74        | 0.00                              | 27.00  | 6.00          | 229.50                                     | 0.20                                  | 0.00                              | 0.00        | 262.60                       | 2 615.20                 |
| 1974–75        | 0.00                              | 25.70  | 5.10          | 239.80                                     | 0.20                                  | 0.00                              | 0.00        | 270.80                       | 2 694.80                 |
| 1975–76        | 0.00                              | 21.90  | 4.80          | 260.00                                     | 0.20                                  | 0.00                              | 0.00        | 286.80                       | 2 730.80                 |
| 1976–77        | 0.00                              | 24.00  | 3.90          | 276.00                                     | 0.00                                  | 0.00                              | 0.00        | 304.00                       | 2 905.90                 |
| 1977–78        | 0.00                              | 24.80  | 3.80          | 268.80                                     | 0.00                                  | 0.00                              | 0.00        | 297.40                       | 2 985.10                 |
| 1978–79        | 0.00                              | 26.20  | 4.40          | 282.30                                     | 0.00                                  | 0.00                              | 0.00        | 312.90                       | 3 053.10                 |
| 1979–80        | 0.00                              | 29.10  | 3.90          | 288.00                                     | 0.00                                  | 0.00                              | 0.00        | 321.00                       | 3 131.40                 |
| 1980–81        | 0.00                              | 25.10  | 4.10          | 282.80                                     | 0.00                                  | 0.00                              | 0.00        | 312.00                       | 3 146.30                 |
| 1981–82        | 0.00                              | 23.10  | 3.70          | 330.90                                     | 0.00                                  | 0.00                              | 0.00        | 357.70                       | 3 237.60                 |
| 1982–83        | 0.00                              | 17.00  | 3.80          | 308.70                                     | 0.00                                  | 0.00                              | 0.00        | 329.40                       | 3 122.70                 |
| 1983–84        | 0.00                              | 17.30  | 3.60          | 295.70                                     | 0.00                                  | 0.00                              | 0.00        | 316.50                       | 3 221.20                 |
| 1984–85        | 0.00                              | 18.50  | 3.40          | 347.30                                     | 0.00                                  | 0.00                              | 0.00        | 369.20                       | 3 370.70                 |
| 1985–86        | 0.00                              | 18.80  | 3.50          | 327.80                                     | 0.00                                  | 0.00                              | 0.00        | 350.10                       | 3 402.50                 |
| 1986–87        | 0.00                              | 18.20  | 3.30          | 383.60                                     | 0.00                                  | 0.00                              | 0.00        | 405.00                       | 3 514.40                 |
| 1987–88        | 0.00                              | 18.00  | 3.60          | 403.30                                     | 0.00                                  | 0.00                              | 0.00        | 424.90                       | 3 623.00                 |
| 1988–89        | 0.00                              | 15.80  | 2.10          | 457.00                                     | 0.00                                  | 0.00                              | 0.00        | 474.80                       | 3 832.70                 |
| 1989–90        | 0.00                              | 15.80  | 0.80          | 434.10                                     | 0.00                                  | 0.00                              | 0.00        | 450.70                       | 3 945.90                 |
| 1990–91        | 0.00                              | 16.00  | 0.50          | 467.60                                     | 0.00                                  | 0.00                              | 0.00        | 484.10                       | 3 949.90                 |
| 1991–92        | 0.00                              | 17.90  | 0.50          | 478.90                                     | 0.00                                  | 0.00                              | 0.00        | 497.30                       | 3 982.70                 |
| 1992–93        | 0.00                              | 11.30  | 0.50          | 455.00                                     | 0.00                                  | 0.00                              | 0.00        | 466.80                       | 4 081.80                 |
| 1993–94        | 0.00                              | 13.10  | 0.60          | 460.60                                     | 0.00                                  | 0.00                              | 0.00        | 474.30                       | 4 181.90                 |
| 1994–95        | 0.00                              | 12.70  | 0.60          | 478.70                                     | 0.00                                  | 0.00                              | 0.00        | 492.00                       | 4 365.40                 |
| 1995–96        | 0.00                              | 11.60  | 0.50          | 502.20                                     | 0.00                                  | 0.00                              | 0.00        | 514.40                       | 4 505.50                 |
| 1996–97        | 0.00                              | 13.70  | 0.50          | 544.90                                     | 0.00                                  | 0.00                              | 0.00        | 559.10                       | 4 611.10                 |
| 1997–98        | 0.00                              | 11.10  | 0.40          | 625.00                                     | 0.00                                  | 0.00                              | 0.00        | 636.50                       | 4 777.60                 |
| 1998–99        | 0.00                              | 8.60   | 0.00          | 660.40                                     | 0.00                                  | 0.00                              | 0.00        | 669.10                       | 4 884.70                 |
| 1999–00        | 0.00                              | 10.30  | 0.00          | 662.20                                     | 0.00                                  | 0.00                              | 0.00        | 672.50                       | 4 971.00                 |
| 2000–01        | 0.00                              | 8.10   | 0.00          | 657.80                                     | 0.00                                  | 0.00                              | 0.00        | 666.00                       | 5 011.80                 |
| 2001–02        | 0.00                              | 11.80  | 0.00          | 661.60                                     | 0.00                                  | 0.00                              | 0.00        | 673.40                       | 5 097.00                 |
| 2002–03        | 0.00                              | 0.00   | 13.18         | 685.90                                     | 0.00                                  | 0.00                              | 0.00        | 699.08                       | 5 138.67                 |
| 2003–04        | 0.00                              | 0.00   | 9.85          | 704.71                                     | 0.00                                  | 0.00                              | 0.00        | 714.55                       | 5 284.73                 |
| 2004–05        | 0.00                              | 0.00   | 10.33         | 701.41                                     | 0.00                                  | 0.00                              | 0.00        | 711.74                       | 5 399.20                 |
| 2005–06        | 0.00                              | 0.00   | 7.94          | 717.20                                     | 0.00                                  | 0.00                              | 0.00        | 725.14                       | 5 546.74                 |
| 2006–07        | 0.00                              | 0.00   | 7.47          | 714.45                                     | 0.00                                  | 0.00                              | 0.00        | 721.92                       | 5 723.99                 |
| 2007–08        | 0.00                              | 0.00   | 7.03          | 718.03                                     | 0.00                                  | 0.00                              | 0.00        | 725.06                       | 5 738.33                 |
| 2008–09        | 0.00                              | 0.00   | 6.22          | 743.52                                     | 0.00                                  | 0.00                              | 0.00        | 749.74                       | 5 843.79                 |
| 2009–10        | 0.00                              | 0.00   | 4.92          | 737.05                                     | 0.00                                  | 0.00                              | 0.00        | 741.96                       | 5 823.32                 |
| 2010–11        | 0.00                              | 0.00   | 5.56          | 722.60                                     | 0.00                                  | 0.00                              | 0.00        | 728.16                       | 5 902.20                 |
| 2011–12        | 0.00                              | 0.00   | 6.51          | 732.79                                     | 0.00                                  | 0.00                              | 0.00        | 739.30                       | 5 887.79                 |
| 2012–13        | 0.00                              | 0.00   | 6.10          | 639.60                                     | 0.00                                  | 0.00                              | 0.00        | 645.70                       | 5 915.30                 |
| 2013–14        | 0.00                              | 0.00   | 5.96          | 621.83                                     | 0.00                                  | 0.00                              | 0.00        | 627.78                       | 5 891.44                 |
| 2014–15        | 0.00                              | 0.00   | 1.05          | 668.06                                     | 0.00                                  | 0.00                              | 0.00        | 669.11                       | 5 897.33                 |
| 2015–16        | 0.00                              | 0.00   | 0.05          | 642.84                                     | 0.00                                  | 0.00                              | 0.00        | 642.89                       | 6 040.78                 |
| 2016–17        | 0.00                              | 0.00   | 0.05          | 576.24                                     | 0.00                                  | 0.00                              | 0.00        | 576.29                       | 6 114.57                 |
| 2017–18        | 0.00                              | 0.00   | 0.00          | 466.78                                     | 0.00                                  | 0.00                              | 0.00        | 466.78                       | 6 159.13                 |
| 2018–19        | 0.00                              | 0.00   | 0.00          | 443.22                                     | 0.00                                  | 0.00                              | 0.00        | 443.22                       | 6 195.97                 |

Source: Department of Industry, Science, Energy and Resources, Australian Energy Statistics (2020c).

**Table E 2.13 Petroleum usage – Australian petroleum consumption, by industry – Australia**

| Financial year | Agriculture, forestry and fishing | Mining | Manufacturing | Electricity, gas, water and waste services | Construction, commercial and services | Transport, postal and warehousing | Residential | Total petroleum consumption | Total energy consumption |
|----------------|-----------------------------------|--------|---------------|--|---------------------------------------|-----------------------------------|-------------|-----------------------------|--------------------------|
| Petajoules     |                                   |        |               |  |                                       |                                   |             |                             |                          |
| 1982–83        | 43.30                             | 19.50  | 221.20        | 50.00                                      | 51.70                                 | 302.67                            | 5.50        | 58 945.86                   | 3 122.70                 |
| 1983–84        | 49.60                             | 19.60  | 244.20        | 48.80                                      | 49.20                                 | 244.08                            | 5.80        | 57 827.63                   | 3 221.20                 |
| 1984–85        | 48.30                             | 20.60  | 228.70        | 44.00                                      | 47.00                                 | 244.04                            | 6.30        | 56 676.77                   | 3 370.70                 |
| 1985–86        | 47.30                             | 22.20  | 217.50        | 38.30                                      | 51.00                                 | 243.57                            | 6.80        | 55 518.43                   | 3 402.50                 |
| 1986–87        | 49.30                             | 24.90  | 215.30        | 29.60                                      | 51.40                                 | 0.00                              | 7.20        | 54 364.77                   | 3 514.40                 |
| 1987–88        | 48.10                             | 25.80  | 231.00        | 24.30                                      | 56.40                                 | 0.00                              | 7.50        | 53 206.64                   | 3 623.00                 |
| 1988–89        | 51.00                             | 30.40  | 237.30        | 31.50                                      | 59.10                                 | 0.00                              | 7.70        | 51 998.30                   | 3 832.70                 |
| 1989–90        | 48.70                             | 35.20  | 232.20        | 42.00                                      | 59.30                                 | 0.00                              | 8.00        | 50 737.53                   | 3 945.90                 |
| 1990–91        | 49.20                             | 36.60  | 235.80        | 42.50                                      | 56.30                                 | 0.00                              | 8.30        | 49 452.95                   | 3 949.90                 |
| 1991–92        | 50.10                             | 38.10  | 229.60        | 30.50                                      | 55.70                                 | 0.00                              | 8.50        | 48 185.52                   | 3 982.70                 |
| 1992–93        | 51.60                             | 40.10  | 243.90        | 30.80                                      | 54.40                                 | 0.00                              | 9.00        | 46 913.29                   | 4 081.80                 |
| 1993–94        | 53.40                             | 42.30  | 248.50        | 30.70                                      | 53.40                                 | 0.00                              | 9.10        | 45 608.01                   | 4 181.90                 |
| 1994–95        | 55.20                             | 44.90  | 255.70        | 34.50                                      | 52.40                                 | 0.00                              | 9.60        | 44 267.89                   | 4 365.40                 |
| 1995–96        | 55.40                             | 52.30  | 257.70        | 34.90                                      | 51.10                                 | 0.00                              | 9.90        | 42 856.06                   | 4 505.50                 |
| 1996–97        | 57.60                             | 58.90  | 223.50        | 27.80                                      | 50.10                                 | 0.00                              | 10.00       | 41 405.86                   | 4 611.10                 |
| 1997–98        | 59.00                             | 60.50  | 235.40        | 25.00                                      | 49.00                                 | 0.00                              | 10.10       | 39 944.60                   | 4 777.60                 |
| 1998–99        | 61.10                             | 61.90  | 239.30        | 23.20                                      | 47.60                                 | 0.00                              | 10.20       | 38 477.71                   | 4 884.70                 |
| 1999–00        | 63.20                             | 63.40  | 243.70        | 21.40                                      | 47.10                                 | 332.58                            | 10.40       | 36 995.34                   | 4 971.00                 |
| 2000–01        | 77.70                             | 71.10  | 222.80        | 18.20                                      | 45.00                                 | 332.58                            | 10.80       | 35 468.30                   | 5 011.80                 |
| 2001–02        | 78.80                             | 77.00  | 220.40        | 18.50                                      | 46.20                                 | 332.58                            | 11.00       | 33 946.39                   | 5 097.00                 |
| 2002–03        | 87.73                             | 93.39  | 235.68        | 27.37                                      | 44.30                                 | 332.58                            | 11.36       | 32 407.50                   | 5 138.67                 |
| 2003–04        | 87.90                             | 98.24  | 265.26        | 34.23                                      | 45.83                                 | 332.58                            | 11.17       | 30 845.29                   | 5 284.73                 |
| 2004–05        | 92.69                             | 112.74 | 284.07        | 36.06                                      | 45.64                                 | 332.58                            | 11.31       | 29 208.89                   | 5 399.20                 |
| 2005–06        | 87.76                             | 107.70 | 283.66        | 38.81                                      | 47.40                                 | 332.58                            | 13.90       | 27 526.46                   | 5 546.74                 |
| 2006–07        | 84.78                             | 103.06 | 285.71        | 36.39                                      | 48.03                                 | 332.58                            | 13.20       | 25 813.71                   | 5 723.99                 |
| 2007–08        | 85.75                             | 109.54 | 290.40        | 50.23                                      | 48.87                                 | 0.00                              | 15.00       | 24 074.86                   | 5 738.33                 |
| 2008–09        | 85.46                             | 118.57 | 269.03        | 38.55                                      | 48.71                                 | 0.00                              | 15.10       | 22 278.31                   | 5 843.79                 |
| 2009–10        | 87.58                             | 122.89 | 265.47        | 34.64                                      | 48.37                                 | 0.00                              | 14.70       | 20 481.69                   | 5 823.32                 |
| 2010–11        | 88.01                             | 141.42 | 307.64        | 33.67                                      | 50.09                                 | 0.00                              | 15.60       | 18 651.99                   | 5 902.20                 |
| 2011–12        | 89.26                             | 176.40 | 345.06        | 36.76                                      | 50.55                                 | 16.12                             | 15.30       | 16 746.19                   | 5 887.79                 |
| 2012–13        | 90.44                             | 210.63 | 344.12        | 38.29                                      | 51.61                                 | 16.12                             | 15.70       | 14 771.71                   | 5 915.30                 |
| 2013–14        | 89.40                             | 214.93 | 331.07        | 47.51                                      | 52.74                                 | 617.29                            | 15.41       | 12 743.62                   | 5 891.44                 |
| 2014–15        | 94.74                             | 203.93 | 272.56        | 58.17                                      | 53.35                                 | 619.51                            | 14.88       | 10 691.48                   | 5 897.33                 |
| 2015–16        | 100.45                            | 204.01 | 241.52        | 53.33                                      | 53.32                                 | 967.09                            | 17.56       | 8 619.57                    | 6 040.78                 |
| 2016–17        | 108.06                            | 217.22 | 230.95        | 52.26                                      | 54.36                                 | 967.10                            | 15.44       | 6 539.76                    | 6 114.57                 |
| 2017–18        | 108.77                            | 237.12 | 218.81        | 50.08                                      | 55.30                                 | 1 663.14                          | 15.54       | 4 390.90                    | 6 159.13                 |
| 2018–19        | 93.95                             | 252.25 | 217.58        | 49.09                                      | 50.36                                 | 1 698.04                          | 16.02       | 2 203.73                    | 6 195.97                 |

- Note: Manufacturing figures do not include solvents, lubricants or bitumen which are included in the total energy consumption.
- Note: Construction, commercial and services figures do not include LPG which is included in the total energy consumption.
- Note: Transport postal and warehousing figures do not include lubricants and greases which are included in the total energy consumption.
- Note: Total petroleum consumption figures do not include crude oil and other refinery feedstock which are included in the total energy consumption.
- Note: petroleum products includes: Crude oil and other refinery feedstock, LPG, auto-gasoline leaded, auto-gasoline unleaded, aviation gasoline, aviation turbine fuel, lighting kerosene, power kerosene, heating oil, automotive diesel oil (ADO), industrial diesel fuel (IDF), Fuel oil, petroleum products nec, Solvents, Lubricants and greases.

Source: Department of Industry, Science, Energy and Resources, Australian Energy Statistics (2020c).

**Table E 2.14 Petroleum usage – World crude oil prices, by region of origin**

| Average over financial year | World Trade Weighted | Dubai  | Brent  | West Texas Intermediate | Gippsland | Tapis  |
|-----------------------------|----------------------|--------|--------|-------------------------|-----------|--------|
|                             |                      |        |        | US\$/bbl                |           |        |
| 1990–91                     | 21.95                | 20.74  | 24.64  | 25.32                   |           |        |
| 1991–92                     | 17.76                | 16.96  | 19.61  | 20.89                   |           |        |
| 1992–93                     | 17.74                | 16.91  | 19.08  | 20.52                   |           |        |
| 1993–94                     | 14.45                | 13.88  | 15.51  | 16.74                   |           |        |
| 1994–95                     | 16.83                | 16.20  | 17.31  | 18.48                   |           |        |
| 1995–96                     | 17.44                | 16.30  | 17.92  | 19.38                   |           |        |
| 1996–97                     | 20.55                | 19.35  | 21.20  | 22.47                   |           |        |
| 1997–98                     | 14.88                | 15.10  | 16.47  | 17.59                   | 16.52     | 18.04  |
| 1998–99                     | 12.08                | 12.61  | 13.01  | 14.49                   | 13.33     | 13.07  |
| 1999–00                     | 23.73                | 22.96  | 25.07  | 25.84                   | 25.00     | 24.33  |
| 2000–01                     | 26.35                | 26.25  | 28.90  | 30.10                   | 29.48     | 29.23  |
| 2001–02                     | 21.24                | 21.78  | 22.75  | 23.80                   | 23.01     | 24.15  |
| 2002–03                     | 26.21                | 25.90  | 27.78  | 29.86                   | 28.59     | 28.79  |
| 2003–04                     | 29.20                | 29.47  | 31.31  | 33.76                   | 32.99     | 33.20  |
| 2004–05                     | 41.43                | 40.80  | 46.24  | 48.80                   | 48.36     | 49.18  |
| 2005–06                     | 57.52                | 58.32  | 62.42  | 64.27                   | 64.60     | 66.73  |
| 2006–07                     | 59.96                | 61.27  | 63.94  | 63.37                   | 67.53     | 69.32  |
| 2007–08                     | 92.23                | 90.42  | 95.27  | 96.85                   | 98.45     | 100.87 |
| 2008–09                     | 67.21                | 63.88  | 68.75  |                         | 71.07     | 74.13  |
| 2009–10                     | 73.39                | 73.44  | 74.51  | 75.15                   | 76.53     | 77.46  |
| 2010–11                     | 93.11                | 75.07  | 96.00  | 89.29                   | 98.87     | 100.74 |
| 2011–12                     | 106.27               | 109.17 | 112.09 | 95.05                   | 116.07    | 120.53 |
| 2012–13                     | na                   | 105.71 | 108.63 | 92.15                   | 109.25    | 114.45 |
| 2013–14                     | na                   | 105.94 | 109.34 | 101.27                  | na        | 115.55 |
| 2014–15                     | na                   | 73.12  | 74.21  | 70.03                   | na        | 77.13  |
| 2015–16                     | na                   | 43.04  | 46.01  | 45.53                   | na        | 47.45  |
| 2016–17                     | na                   | 49.74  | 50.19  | 48.18                   | na        | 51.38  |
| 2017–18                     | na                   | 71.75  | 74.56  | 67.97                   | na        | 76.12  |
| 2018–19                     | na                   | 61.38  | 62.61  | 56.85                   | na        | 67.98  |

See end notes

Note: Data are not readily available for missing years.

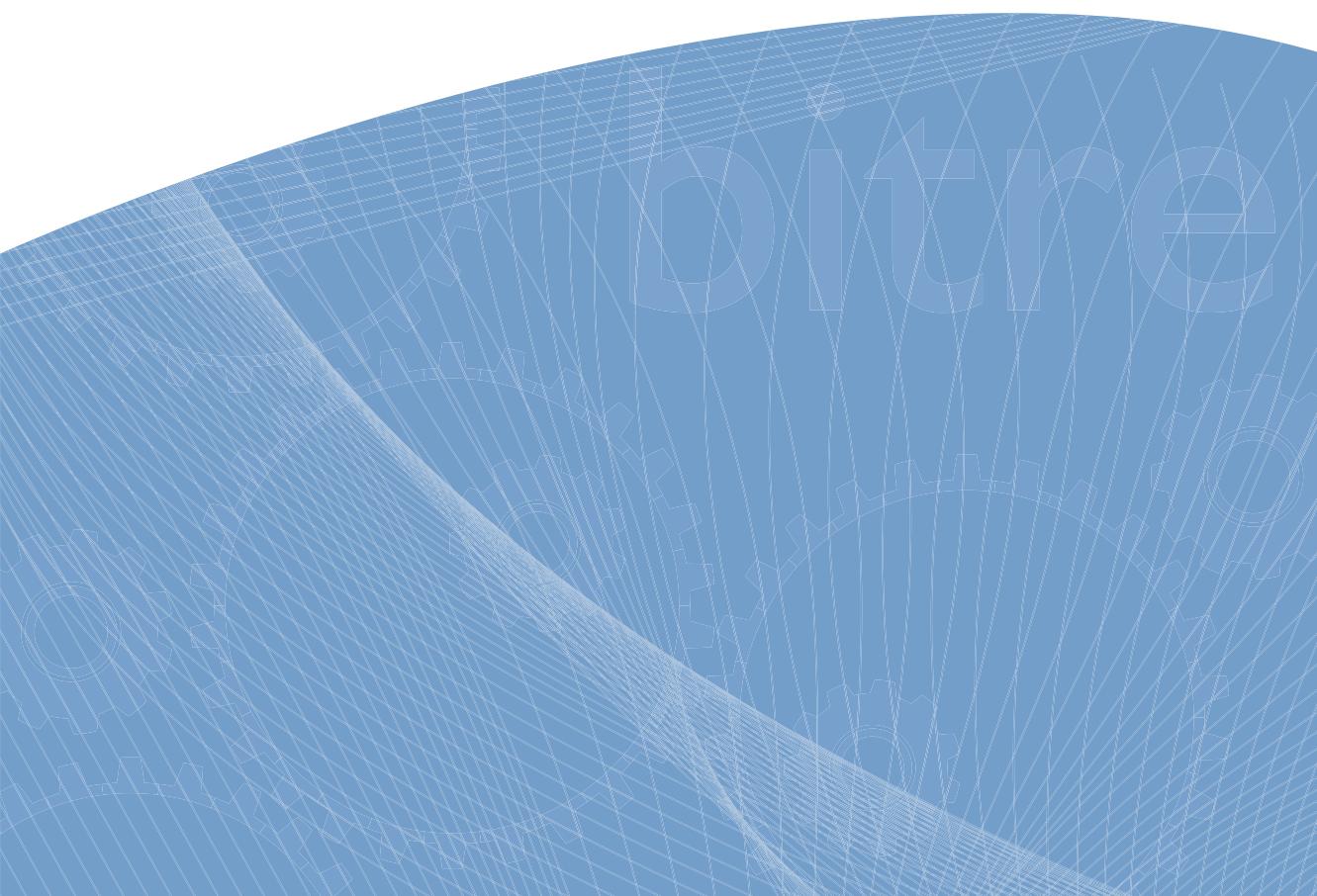
2018–19 data is at Dec 2019

na: not available.

Source: Department of Industry, Science, Energy and Resources, Resources and Energy Quarterly (June, 2020).



## PART W: Water





## PART W: Water

This chapter provides Australia wide statistics on:

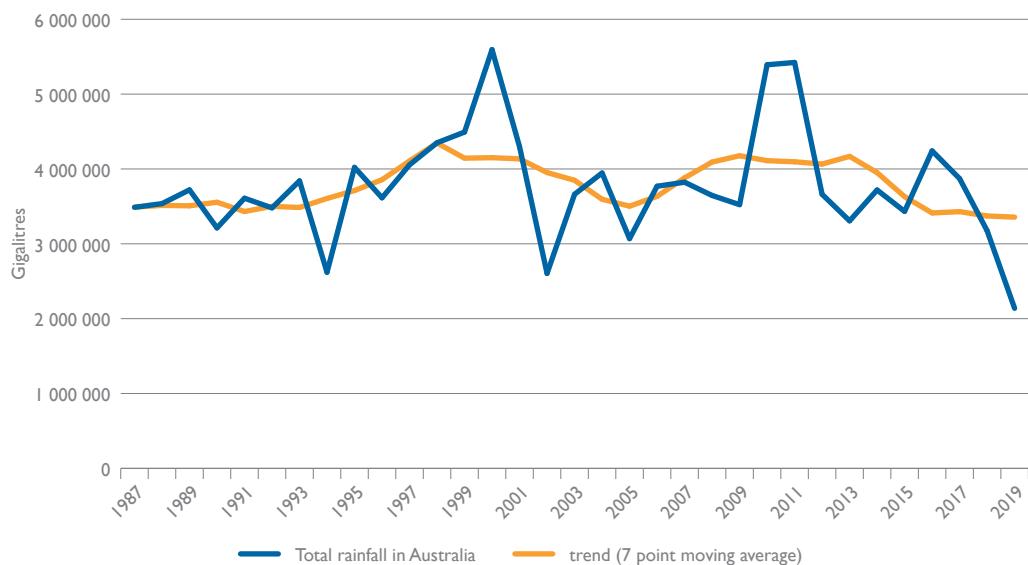
- Water related infrastructure and capacity
- Total rainfall
- The volume of water sourced in each urban centres
- Urban water prices
- Rural water use and value.

Figure W 1 (below) shows the total volume of rainfall in Australia over the last three decades as well as the 7 point moving average. Total rainfall is subject to significant annual variations. Rainfall was considerably higher than average in 2010 and 2011 – the years in which parts of Queensland, Victoria and New South Wales were flooded. In the following four years rainfall decreased sharply to finish well below trend. It demonstrates the lack of rainfall in 2018 and 2019 that contributed to the bush fires in late 2019 and early 2020 in Queensland, New South Wales and Victoria.

Figure W 2 (below) shows the accessible volume of major water storage dams over the past ten years. Corresponding to the reduction in rainfall, volumes in dams reduced in the years up to 2018–19, particular in NSW. This was followed by a slight increase through 2019–20 in NSW and Victoria.

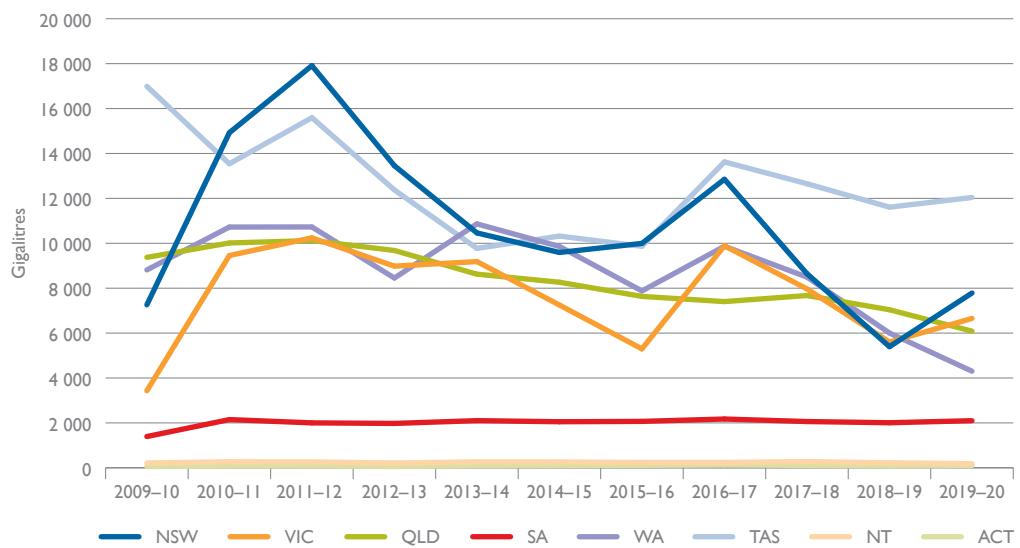
Figure W 3 (below) displays the expenditure on water infrastructure in Australia. Infrastructure construction activity was relatively constant (in chain volume adjusted terms) until about 2002–03. Water infrastructure construction expenditure increased sharply from 2003–04 in real terms. This increase was due to water storage and supply projects, which reflect construction work on the South-East Queensland water grid and the construction of desalination plants in Western Australia, New South Wales, Queensland and Victoria. Expenditure declined from 2011–12 to 2013–14 with the completion of these projects, returning to trend.

**Figure W 1 Total volume of rainfall in Australia**



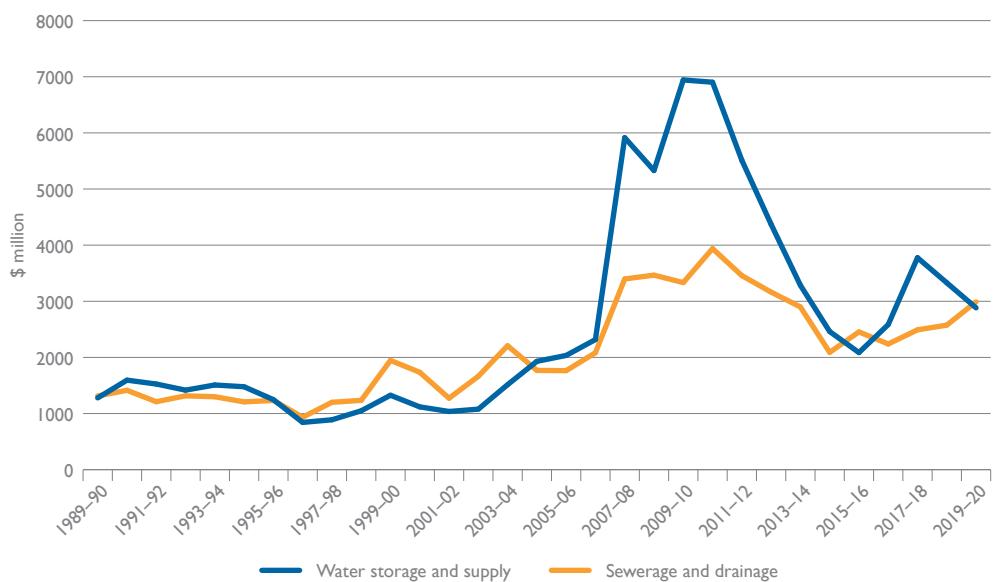
Source: BoM (2020b).

**Figure W 2 Water storage in major dams by state/territory**



Source: BoM (2020b).

**Figure W 3** Water infrastructure engineering construction, adjusted by chain volume index



Source: ABS (2020g).



# CHAPTER I

## Water infrastructure

**Table W 1.1a** Flow of new infrastructure – value of water infrastructure engineering construction work done by the private sector for the private sector, adjusted by chain volume index, 2018–19 prices

| Financial year | Water storage<br>and supply | Sewerage and<br>drainage | Water infrastructure<br>engineering construction<br>work done | Water percentage of<br>total major infrastructure<br>engineering construction<br>work done |
|----------------|-----------------------------|--------------------------|---|--|
|                |                             |                          |   | \$ million   |
| 1986–87        | 132.7                       | 101.2                    | 233.8   | 8.66   |
| 1987–88        | 151.6                       | 155.3                    | 307.0   | 10.30  |
| 1988–89        | 162.3                       | 159.5                    | 321.8   | 9.90   |
| 1989–90        | 179.9                       | 132.7                    | 312.6   | 8.83   |
| 1990–91        | 229.9                       | 214.9                    | 444.9   | 13.40  |
| 1991–92        | 132.7                       | 125.6                    | 258.3   | 8.17   |
| 1992–93        | 181.6                       | 164.6                    | 346.2   | 10.40  |
| 1993–94        | 319.3                       | 241.9                    | 561.2   | 13.61  |
| 1994–95        | 578.7                       | 157.5                    | 736.1   | 18.02  |
| 1995–96        | 538.7                       | 314.2                    | 852.9   | 16.07  |
| 1996–97        | 255.5                       | 159.2                    | 414.8   | 7.40   |
| 1997–98        | 289.8                       | 213.0                    | 502.8   | 7.03   |
| 1998–99        | 292.4                       | 160.6                    | 453.0   | 5.47   |
| 1999–00        | 337.6                       | 294.0                    | 631.7   | 7.21   |
| 2000–01        | 351.3                       | 364.4                    | 715.7   | 9.09   |
| 2001–02        | 265.5                       | 292.3                    | 557.8   | 6.70   |
| 2002–03        | 297.9                       | 510.7                    | 808.5   | 7.18   |
| 2003–04        | 517.5                       | 848.4                    | 1 365.9   | 8.71   |
| 2004–05        | 591.4                       | 494.1                    | 1 085.5   | 6.03   |
| 2005–06        | 712.6                       | 507.3                    | 1 219.9   | 6.54   |
| 2006–07        | 694.1                       | 529.7                    | 1 223.7   | 5.41   |
| 2007–08        | 1 018.0                     | 1 213.2                  | 2 231.2   | 9.11   |
| 2008–09        | 750.3                       | 1 283.8                  | 2 034.1   | 8.03   |
| 2009–10        | 2 183.3                     | 649.9                    | 2 833.2   | 12.06  |
| 2010–11        | 3 615.2                     | 800.1                    | 4 415.2   | 15.54  |
| 2011–12        | 2 450.7                     | 818.2                    | 3 269.0   | 9.35   |
| 2012–13        | 1 671.2                     | 751.0                    | 2 422.2   | 6.03   |
| 2013–14        | 1 353.0                     | 680.0                    | 2 033.0   | 5.63   |
| 2014–15        | 1 030.4                     | 468.9                    | 1 499.3   | 5.18   |
| 2015–16        | 652.4                       | 618.9                    | 1 271.3   | 5.94   |
| 2016–17        | 732.6                       | 548.3                    | 1 280.9   | 5.98   |
| 2017–18        | 1 324.7                     | 691.9                    | 2 016.6   | 7.20   |
| 2018–19        | 1 027.2                     | 643.9                    | 1 671.0   | 5.96   |
| 2019–20        | 828.0                       | 710.5                    | 1 538.5   | 5.90   |

Source: ABS (2020g).

**Table W I.Ib Flow of new infrastructure – value of water infrastructure engineering construction work done by the private sector for the public sector, adjusted by chain volume index, 2018–19 prices**

| Financial year | Water storage<br>and supply | Sewerage and<br>drainage | Water infrastructure<br>engineering construction<br>work done | Water percentage of<br>total major infrastructure<br>engineering construction<br>work done |
|----------------|-----------------------------|--------------------------|---|--|
|                |                             |                          |   | \$ million<br>per cent   |
| 1986–87        | 482.4                       | 444.7                    | 927.1   | 16.69  |
| 1987–88        | 436.6                       | 447.6                    | 884.1   | 21.55  |
| 1988–89        | 339.5                       | 377.2                    | 716.7   | 19.52  |
| 1989–90        | 295.9                       | 440.0                    | 735.9   | 18.70  |
| 1990–91        | 441.4                       | 489.5                    | 930.9   | 19.28  |
| 1991–92        | 602.5                       | 355.2                    | 957.7   | 19.43  |
| 1992–93        | 486.9                       | 457.2                    | 944.1   | 17.72  |
| 1993–94        | 693.8                       | 519.8                    | 1 213.6   | 19.43  |
| 1994–95        | 440.6                       | 480.2                    | 920.8   | 16.84  |
| 1995–96        | 342.2                       | 497.1                    | 839.3   | 15.71  |
| 1996–97        | 336.3                       | 418.6                    | 754.9   | 12.70  |
| 1997–98        | 290.9                       | 514.8                    | 805.7   | 12.25  |
| 1998–99        | 341.2                       | 589.0                    | 930.2   | 13.21  |
| 1999–00        | 431.2                       | 1 171.3                  | 1 602.5   | 21.45  |
| 2000–01        | 352.6                       | 983.4                    | 1 335.9   | 19.22  |
| 2001–02        | 377.1                       | 606.8                    | 984.0   | 16.07  |
| 2002–03        | 313.4                       | 729.3                    | 1 042.8   | 16.54  |
| 2003–04        | 581.2                       | 937.1                    | 1 518.3   | 24.31  |
| 2004–05        | 903.1                       | 814.8                    | 1 717.9   | 20.64  |
| 2005–06        | 891.0                       | 617.4                    | 1 508.4   | 16.80  |
| 2006–07        | 985.4                       | 731.8                    | 1 717.2   | 18.63  |
| 2007–08        | 3 990.8                     | 1 349.6                  | 5 340.4   | 40.68  |
| 2008–09        | 3 803.2                     | 1 365.2                  | 5 168.4   | 33.16  |
| 2009–10        | 3 396.6                     | 1 690.8                  | 5 087.4   | 31.65  |
| 2010–11        | 1 828.1                     | 1 874.7                  | 3 702.9   | 21.89  |
| 2011–12        | 1 566.8                     | 1 398.1                  | 2 964.9   | 16.76  |
| 2012–13        | 1 277.4                     | 997.5                    | 2 274.9   | 12.84  |
| 2013–14        | 773.4                       | 1 077.1                  | 1 850.4   | 11.24  |
| 2014–15        | 627.0                       | 655.7                    | 1 282.7   | 8.81   |
| 2015–16        | 616.3                       | 529.6                    | 1 145.9   | 6.99   |
| 2016–17        | 772.8                       | 489.8                    | 1 262.6   | 6.30   |
| 2017–18        | 1 232.9                     | 468.7                    | 1 701.6   | 6.83   |
| 2018–19        | 969.9                       | 474.9                    | 1 444.8   | 6.65   |
| 2019–20        | 1 027.5                     | 538.1                    | 1 565.6   | 7.15   |

Source: ABS (2020g).

**Table W 1.1c Flow of new infrastructure – value of water infrastructure engineering construction work done by the public sector, adjusted by chain volume index, 2018–19 prices**

| Financial year | Water storage<br>and supply | Sewerage and<br>drainage | Water infrastructure<br>engineering construction<br>work done | Water percentage of<br>total major infrastructure<br>engineering construction<br>work done |
|----------------|-----------------------------|--------------------------|---|--|
|                |                             |                          |   | \$ million   |
| 1986–87        | 908.0                       | 1 121.9                  | 2 029.9   | 17.52  |
| 1987–88        | 828.1                       | 837.2                    | 1 665.2   | 15.58  |
| 1988–89        | 839.2                       | 817.8                    | 1 657.0   | 15.33  |
| 1989–90        | 850.9                       | 793.9                    | 1 644.8   | 13.30  |
| 1990–91        | 985.2                       | 764.6                    | 1 749.8   | 14.30  |
| 1991–92        | 857.5                       | 781.9                    | 1 639.4   | 15.72  |
| 1992–93        | 806.7                       | 748.0                    | 1 554.7   | 13.80  |
| 1993–94        | 551.3                       | 586.9                    | 1 138.2   | 10.52  |
| 1994–95        | 499.9                       | 619.3                    | 1 119.2   | 9.20   |
| 1995–96        | 398.8                       | 463.9                    | 862.8   | 6.92   |
| 1996–97        | 275.3                       | 389.9                    | 665.2   | 5.70   |
| 1997–98        | 333.6                       | 514.7                    | 848.2   | 7.30   |
| 1998–99        | 449.9                       | 533.4                    | 983.3   | 7.91   |
| 1999–00        | 610.6                       | 565.4                    | 1 176.0   | 8.61   |
| 2000–01        | 455.1                       | 453.1                    | 908.2   | 7.30   |
| 2001–02        | 434.1                       | 422.2                    | 856.3   | 6.92   |
| 2002–03        | 510.4                       | 481.4                    | 991.8   | 8.08   |
| 2003–04        | 468.0                       | 489.5                    | 957.5   | 7.99   |
| 2004–05        | 510.0                       | 531.0                    | 1 041.1   | 8.34   |
| 2005–06        | 499.5                       | 709.7                    | 1 209.2   | 7.96   |
| 2006–07        | 742.6                       | 918.6                    | 1 661.2   | 11.77  |
| 2007–08        | 1 239.5                     | 983.1                    | 2 222.6   | 16.31  |
| 2008–09        | 1 122.2                     | 981.2                    | 2 103.4   | 13.81  |
| 2009–10        | 1 691.7                     | 1 176.4                  | 2 868.1   | 17.02  |
| 2010–11        | 1 666.1                     | 1 459.6                  | 3 125.7   | 18.97  |
| 2011–12        | 1 645.9                     | 1 372.3                  | 3 018.2   | 18.61  |
| 2012–13        | 1 558.6                     | 1 536.8                  | 3 095.4   | 20.64  |
| 2013–14        | 1 266.7                     | 1 265.5                  | 2 532.2   | 21.45  |
| 2014–15        | 875.4                       | 1 046.5                  | 1 921.8   | 18.23  |
| 2015–16        | 900.5                       | 1 412.6                  | 2 313.0   | 22.21  |
| 2016–17        | 1 198.6                     | 1 309.4                  | 2 508.0   | 25.33  |
| 2017–18        | 1 404.2                     | 1 447.6                  | 2 851.8   | 28.53  |
| 2018–19        | 1 495.2                     | 1 601.3                  | 3 096.5   | 30.40  |
| 2019–20        | 1 854.2                     | 1 741.3                  | 3 595.4   | 31.24  |

Source: ABS (2020g).

**Table W 1.1d Flow of new infrastructure – Total value of water infrastructure engineering construction work done, adjusted by chain volume index, 2018–19 prices**

| Financial year | Water storage and supply | Sewerage and drainage | Water infrastructure engineering construction work done | Water percentage of total major infrastructure engineering construction work done |
|----------------|--------------------------|-----------------------|---|---|
|                | \$ million               |                       |   |   |
| 1986–87        | 1 523.1                  | 1 667.7               | 3 190.8   | 16.08   |
| 1987–88        | 1 416.3                  | 1 440.0               | 2 856.3   | 16.07   |
| 1988–89        | 1 341.0                  | 1 354.5               | 2 695.5   | 15.20   |
| 1989–90        | 1 326.7                  | 1 366.7               | 2 693.4   | 13.57   |
| 1990–91        | 1 656.5                  | 1 469.1               | 3 125.6   | 15.33   |
| 1991–92        | 1 592.7                  | 1 262.8               | 2 855.5   | 15.41   |
| 1992–93        | 1 475.1                  | 1 369.9               | 2 845.0   | 14.28   |
| 1993–94        | 1 564.4                  | 1 348.6               | 2 913.0   | 13.75   |
| 1994–95        | 1 519.2                  | 1 257.0               | 2 776.2   | 12.78   |
| 1995–96        | 1 279.7                  | 1 275.2               | 2 554.9   | 11.05   |
| 1996–97        | 867.1                    | 967.7                 | 1 834.9   | 7.90  |
| 1997–98        | 914.2                    | 1 242.5               | 2 156.7   | 8.51  |
| 1998–99        | 1 083.5                  | 1 283.0               | 2 366.5   | 8.53  |
| 1999–00        | 1 379.5                  | 2 030.7               | 3 410.2   | 11.40   |
| 2000–01        | 1 159.0                  | 1 800.9               | 2 959.9   | 10.85   |
| 2001–02        | 1 076.8                  | 1 321.3               | 2 398.0   | 8.93  |
| 2002–03        | 1 121.8                  | 1 721.4               | 2 843.1   | 9.52  |
| 2003–04        | 1 566.6                  | 2 275.1               | 3 841.7   | 11.33   |
| 2004–05        | 2 004.5                  | 1 840.0               | 3 844.5   | 9.91  |
| 2005–06        | 2 103.1                  | 1 834.4               | 3 937.5   | 9.19  |
| 2006–07        | 2 422.0                  | 2 180.0               | 4 602.1   | 10.01   |
| 2007–08        | 6 248.3                  | 3 545.9               | 9 794.2   | 19.11   |
| 2008–09        | 5 675.7                  | 3 630.2               | 9 305.9   | 16.57   |
| 2009–10        | 7 271.7                  | 3 517.0               | 10 788.7  | 19.11   |
| 2010–11        | 7 109.4                  | 4 134.4               | 11 243.8  | 18.18   |
| 2011–12        | 5 663.4                  | 3 588.7               | 9 252.1   | 13.43   |
| 2012–13        | 4 507.2                  | 3 285.3               | 7 792.5   | 10.68   |
| 2013–14        | 3 393.2                  | 3 022.6               | 6 415.7   | 9.95  |
| 2014–15        | 2 532.7                  | 2 171.0               | 4 703.8   | 8.68  |
| 2015–16        | 2 169.1                  | 2 561.0               | 4 730.2   | 9.77  |
| 2016–17        | 2 704.0                  | 2 347.5               | 5 051.5   | 9.78  |
| 2017–18        | 3 961.8                  | 2 608.2               | 6 570.0   | 10.38   |
| 2018–19        | 3 492.2                  | 2 720.1               | 6 212.3   | 10.29   |
| 2019–20        | 3 709.6                  | 2 989.9               | 6 699.5   | 11.26   |

Source: ABS (2020g).

**Table W 1.2 Infrastructure capacity – Major Australian water storage dams**

| End of financial year | Storage capacity<br>(accessible capacity) | Water held in dams at end of year (accessible volume)<br>gigalitres | Percentage of capacity used per cent |
|-----------------------|---|---|--------------------------------------|
| 1971–72               | 52 430                                    |   |                                      |
| 1972–73               | 52 771                                    |   |                                      |
| 1973–74               | 65 644                                    |   |                                      |
| 1974–75               | 66 211                                    |   |                                      |
| 1975–76               | 68 491                                    |   |                                      |
| 1976–77               | 68 700                                    |   |                                      |
| 1977–78               | 68 738                                    |   |                                      |
| 1978–79               | 72 816                                    |   |                                      |
| 1979–80               | 72 966                                    |   |                                      |
| 1980–81               | 73 900                                    |   |                                      |
| 1981–82               | 74 365                                    |   |                                      |
| 1982–83               | 76 153                                    |   |                                      |
| 1983–84               | 77 061                                    |   |                                      |
| 1984–85               | 78 293                                    |   |                                      |
| 1985–86               | 78 615                                    |   |                                      |
| 1986–87               | 80 997                                    |   |                                      |
| 1987–88               | 81 138                                    |   |                                      |
| 1988–89               | 81 210                                    |   |                                      |
| 1989–90               | 82 860                                    |   |                                      |
| 1990–91               | 82 876                                    |   |                                      |
| 1991–92               | 82 972                                    |   |                                      |
| 1992–93               | 83 016                                    |   |                                      |
| 1993–94               | 83 109                                    |   |                                      |
| 1994–95               | 83 111                                    |   |                                      |
| 1995–96               | 83 112                                    |   |                                      |
| 1996–97               | 83 292                                    |   |                                      |
| 1997–98               | 83 296                                    |   |                                      |
| 1998–99               | 83 297                                    |   |                                      |
| 1999–00               | 83 312                                    |   |                                      |
| 2000–01               | 83 312                                    |   |                                      |
| 2001–02               | 83 853                                    | 48 684  | 58.1                                 |
| 2002–03               | 83 853                                    | 39 575  | 47.2                                 |
| 2003–04               | 83 853                                    | 44 164  | 52.7                                 |
| 2004–05               | 83 853                                    | 39 958  | 47.7                                 |
| 2005–06               |   |   |                                      |
| 2006–07               |   |   |                                      |
| 2007–08               |   |   |                                      |
| 2008–09               |   | 37 144  |                                      |
| 2009–10               |   | 47 529  |                                      |
| 2010–11               | 79 383                                    | 61 154  | 77.0                                 |
| 2011–12               | 79 532                                    | 66 945  | 84.2                                 |
| 2012–13               | 80 406                                    | 55 194  | 68.6                                 |
| 2013–14               | 80 958                                    | 51 364  | 63.4                                 |
| 2014–15               | 80 962                                    | 47 688  | 58.9                                 |
| 2015–16               | 80 962                                    | 43 078  | 53.2                                 |
| 2016–17               | 80 860                                    | 54 053  | 66.8                                 |
| 2017–18               | 80 824                                    | 47 869  | 59.2                                 |
| 2018–19               | 80 824                                    | 37 966  | 47.0                                 |
| 2019–20               | 80 771                                    | 39 446  | 48.8                                 |

See end notes.

Note: Data are not readily available for missing years.

Source: BoM (2020b).

**Table W 1.3 Infrastructure capacity – water storage in major dams – accessible volume of major water storage dams, by state/territory**

| End of financial year | NSW    | VIC    | QLD    | SA    | WA     | TAS    | NT  | ACT |
|-----------------------|--------|--------|--------|-------|--------|--------|-----|-----|
| gigalitres            |        |        |        |       |        |        |     |     |
| 2001–02               | 12 206 | 6 083  | 6 226  | 115   | 11 254 | 12 494 | 237 | 69  |
| 2002–03               | 8 629  | 2 815  | 5 602  | 105   | 10 236 | 11 886 | 241 | 61  |
| 2003–04               | 7 970  | 4 371  | 6 287  | 111   | 11 352 | 13 744 | 251 | 78  |
| 2004–05               | 8 200  | 4 729  | 5 309  | 116   | 10 135 | 11 191 | 196 | 82  |
| 2005–06               |        |        |        |       |        |        |     |     |
| 2006–07               |        |        |        |       |        |        |     |     |
| 2007–08               |        |        |        |       |        |        |     |     |
| 2008–09               | 5 636  | 1 908  | 7 447  | 998   | 10 871 | 10 044 | 204 | 36  |
| 2009–10               | 7 258  | 3 432  | 9 372  | 1 393 | 8 813  | 16 990 | 215 | 56  |
| 2010–11               | 14 924 | 9 455  | 10 014 | 2 148 | 10 723 | 13 541 | 269 | 80  |
| 2011–12               | 17 911 | 10 243 | 10 121 | 2 001 | 10 727 | 15 594 | 262 | 86  |
| 2012–13               | 13 455 | 8 981  | 9 679  | 1 977 | 8 453  | 12 377 | 215 | 57  |
| 2013–14               | 10 461 | 9 185  | 8 624  | 2 101 | 10 863 | 9 772  | 265 | 93  |
| 2014–15               | 9 591  | 7 250  | 8 265  | 2 052 | 9 858  | 10 321 | 260 | 101 |
| 2015–16               | 9 994  | 5 297  | 7 634  | 2 068 | 7 877  | 9 866  | 239 | 109 |
| 2016–17               | 12 851 | 9 889  | 7 403  | 2 173 | 9 867  | 13 625 | 239 | 126 |
| 2017–18               | 8 646  | 7 968  | 7 673  | 2 061 | 8 493  | 12 652 | 278 | 107 |
| 2018–19               | 5 395  | 5 603  | 7 040  | 2 007 | 6 004  | 11 608 | 224 | 83  |
| 2019–20               | 7 785  | 6 652  | 6 086  | 2 098 | 4 302  | 12 040 | 185 | 98  |

Note: 2019–20 data is from 13 July 2020. Figures for other years are taken from as close to the end of the financial year as practical.

Source: BoM (2020b)

## CHAPTER 2

# Water inputs and prices

**Table W 2.1** Inputs to water supply – Total rainfall on Australian land, by state/territory

| Calendar year | NSW     | VIC     | QLD       | SA      | WA        | TAS     | NT        | Australia |
|---------------|---------|---------|-----------|---------|-----------|---------|-----------|-----------|
| gigalitres    |         |         |           |         |           |         |           |           |
| 2003          | 388 687 | 138 951 | 896 476   | 255 705 | 981 592   | 83 928  | 925 502   | 3 661 403 |
| 2004          | 400 733 | 132 356 | 1 079 924 | 212 432 | 1 173 862 | 83 860  | 868 839   | 3 946 008 |
| 2005          | 399 930 | 140 088 | 827 250   | 202 597 | 774 142   | 85 501  | 643 535   | 3 069 118 |
| 2006          | 280 272 | 83 462  | 1 050 503 | 150 473 | 1 226 989 | 59 988  | 926 852   | 3 769 092 |
| 2007          | 436 069 | 139 179 | 1 135 305 | 211 449 | 966 412   | 71 274  | 867 490   | 3 822 936 |
| 2008          | 420 007 | 114 618 | 1 159 534 | 184 895 | 974 002   | 67 717  | 724 482   | 3 646 019 |
| 2009          | 399 127 | 121 440 | 1 188 955 | 197 680 | 832 329   | 103 628 | 685 358   | 3 522 947 |
| 2010          | 654 504 | 196 487 | 1 960 824 | 360 938 | 855 098   | 95 077  | 1 269 530 | 5 392 109 |
| 2011          | 534 847 | 182 160 | 1 436 438 | 347 169 | 1 525 515 | 99 318  | 1 314 052 | 5 422 877 |
| 2012          | 456 145 | 143 045 | 1 166 457 | 171 126 | 938 584   | 90 289  | 696 151   | 3 661 403 |
| 2013          | 372 546 | 138 451 | 850 960   | 193 156 | 1 030 165 | 105 550 | 622 083   | 3 306 801 |
| 2014          | 375 276 | 125 056 | 985 777   | 204 171 | 1 026 876 | 79 756  | 931 978   | 3 719 094 |
| 2015          | 434 061 | 115 345 | 855 805   | 201 811 | 895 070   | 76 301  | 861 419   | 3 432 950 |
| 2016          | 530 743 | 179 177 | 1 109 986 | 367 350 | 1 075 475 | 124 456 | 858 127   | 4 241 536 |
| 2017          | 363 744 | 141 184 | 964 629   | 244 710 | 1 213 834 | 80 433  | 871 753   | 3 870 780 |
| 2018          | 266 620 | 111 843 | 912 744   | 168 470 | 950 474   | 95 036  | 679 421   | 3 175 268 |
| 2019          | 200 479 | 108 025 | 858 176   | 78 551  | 441 893   | 89 332  | 363 928   | 2 138 152 |

See end notes.

Note: Data are not readily available for missing years.

Source: BoM (2020b), GA (2010).

**Table W 2.2** Volume of water sourced in each urban centre

| Financial year               | Surface Water | Groundwater | Desalination | Recycled water | Total   |
|------------------------------|---------------|-------------|--------------|----------------|---------|
|                              |               |             | megalitres   |                |         |
| <i>Adelaide</i>              |               |             |              |                |         |
| 2017–18                      | 157 309       | 0           | 4 268        | 26 564         | 188 141 |
| 2018–19                      | 167 500       | 0           | 4 901        | 30 533         | 202 934 |
| <i>Canberra</i>              |               |             |              |                |         |
| 2017–18                      | 52 157        | 0           | 0            | 77             | 52 234  |
| 2018–19                      | 52 914        | 0           | 0            | 60             | 52 974  |
| <i>Darwin</i>                |               |             |              |                |         |
| 2017–18                      | 38 292        | 4 449       | 0            | 451            | 43 192  |
| 2018–19                      | 38 364        | 4 860       | 0            | 488            | 43 712  |
| <i>Melbourne</i>             |               |             |              |                |         |
| 2017–18                      | 448 864       | 0           | 14 972       | 38 147         | 501 983 |
| 2018–19                      | 438 511       | 0           | 22 374       | 45 535         | 506 420 |
| <i>Perth</i>                 |               |             |              |                |         |
| 2017–18                      | 1 135         | 131 948     | 148 905      | 12 100         | 294 088 |
| 2018–19                      | 74 014        | 122 317     | 89 295       | 9 817          | 295 443 |
| <i>South East Queensland</i> |               |             |              |                |         |
| 2017–18                      | 325 370       | 13 368      | 2 803        | 13 036         | 354 597 |
| 2018–19                      | 353 324       | 17 594      | 6 438        | 15 445         | 392 801 |
| <i>Sydney</i>                |               |             |              |                |         |
| 2017–18                      | 607 174       | 0           | 0            | 42 833         | 650 007 |
| 2018–19                      | 563 283       | 0           | 7 793        | 44 021         | 615 097 |

See notes in the National performance report 2018–19: urban water facilities

Source: BoM (2020a).

**Table W 2.3** Urban water prices – consumer price index, water and sewerage services, index numbers by capital city

| Average over financial year       | Sydney | Melbourne | Brisbane | Adelaide | Perth | Hobart | Darwin | Canberra | Australia |
|-----------------------------------|--------|-----------|----------|----------|-------|--------|--------|----------|-----------|
| base of each index: 2011–12 = 100 |        |           |          |          |       |        |        |          |           |
| 1998–99                           | 47.4   | 38.9      | 38.1     | 45.9     | 56.3  | 53.7   | 49.0   | 36.9     | 43.5      |
| 1999–00                           | 49.9   | 38.9      | 40.2     | 47.2     | 58.8  | 53.3   | 49.0   | 39.5     | 45.1      |
| 2000–01                           | 49.9   | 38.9      | 44.1     | 47.6     | 60.2  | 55.9   | 51.5   | 41.7     | 45.9      |
| 2001–02                           | 50.8   | 40.9      | 46.0     | 49.6     | 62.1  | 57.6   | 52.8   | 43.3     | 47.5      |
| 2002–03                           | 52.2   | 42.4      | 48.0     | 52.2     | 63.9  | 61.3   | 54.8   | 45.0     | 49.2      |
| 2003–04                           | 54.0   | 44.6      | 50.0     | 56.2     | 66.3  | 64.1   | 55.5   | 48.1     | 51.5      |
| 2004–05                           | 55.4   | 46.7      | 51.7     | 57.9     | 66.3  | 67.4   | 55.5   | 50.5     | 53.2      |
| 2005–06                           | 59.6   | 49.1      | 54.6     | 59.9     | 67.8  | 73.5   | 55.5   | 54.7     | 56.1      |
| 2006–07                           | 63.9   | 51.8      | 57.9     | 61.9     | 70.6  | 76.9   | 57.0   | 65.2     | 59.5      |
| 2007–08                           | 66.8   | 54.5      | 64.2     | 64.1     | 75.6  | 81.3   | 59.6   | 71.3     | 63.0      |
| 2008–09                           | 77.0   | 64.1      | 68.3     | 69.7     | 82.6  | 85.3   | 61.7   | 80.3     | 71.3      |
| 2009–10                           | 88.9   | 75.4      | 78.4     | 76.9     | 87.6  | 91.9   | 74.6   | 85.7     | 81.4      |
| 2010–11                           | 94.7   | 88.2      | 94.1     | 87.7     | 96.6  | 95.5   | 83.2   | 89.2     | 91.8      |
| 2011–12                           | 100.0  | 100.0     | 100.0    | 100.0    | 100.0 | 100.0  | 100.0  | 100.0    | 100.0     |
| 2012–13                           | 101.0  | 100.4     | 101.6    | 110.5    | 111.0 | 106.3  | 114.7  | 105.7    | 103.2     |
| 2013–14                           | 103.8  | 124.7     | 109.1    | 111.6    | 119.1 | 111.6  | 130.4  | 101.4    | 113.6     |
| 2014–15                           | 106.2  | 112.1     | 120.6    | 114.9    | 124.7 | 117.6  | 136.6  | 104.6    | 113.4     |
| 2015–16                           | 107.4  | 115.8     | 123.9    | 116.8    | 129.2 | 122.3  | 140.6  | 104.7    | 116.1     |
| 2016–17                           | 99.4   | 115.2     | 127.2    | 109.5    | 134.5 | 127.0  | 141.2  | 105.4    | 114.0     |
| 2017–18                           | 101.4  | 117.4     | 131.6    | 112.4    | 145.1 | 131.9  | 141.9  | 114.1    | 117.6     |
| 2018–19                           | 102.2  | 116.7     | 134.5    | 114.4    | 150.4 | 136.1  | 143.2  | 109.8    | 118.7     |
| 2019–20                           | 106.7  | 119.1     | 139.4    | 116.5    | 155.3 | 137.3  | 144.2  | 110.1    | 122.2     |

Source: ABS (2020f).

# CHAPTER 3

## Rural water and value

**Table W 3.1a** Rural water use – water consumption by agricultural activity, by State or Territory – irrigation water

| Financial year | NSW <sup>(e)</sup> | VIC       | QLD       | SA      | WA      | TAS     | NT     | Australia  |
|----------------|--------------------|-----------|-----------|---------|---------|---------|--------|------------|
|                | megalitres         |           |           |         |         |         |        |            |
| 2004–05        | 3 716 557          | 2 363 764 | 2 613 404 | 877 818 | 267 098 | 231 758 | 14 198 | 10 084 596 |
| 2005–06        | 4 534 108          | 2 448 485 | 2 325 003 | 897 197 | 306 284 | 203 931 | 22 356 | 10 737 364 |
| 2006–07        | 2 605 019          | 1 648 914 | 1 840 252 | 966 057 | 293 186 | 263 029 | 19 737 | 7 636 194  |
| 2007–08        | 1 677 083          | 1 332 045 | 1 842 729 | 880 268 | 284 878 | 252 113 | 15 683 | 6 284 799  |
| 2008–09        | 1 910 033          | 1 194 501 | 2 058 471 | 827 230 | 226 085 | 262 296 | 21 962 | 6 500 577  |
| 2009–10        | 2 002 797          | 1 504 742 | 1 823 870 | 711 992 | 252 058 | 281 953 | 18 629 | 6 596 040  |
| 2010–11        | 2 746 189          | 1 134 701 | 1 693 994 | 621 308 | 253 759 | 172 709 | 22 713 | 6 645 375  |
| 2011–12        | 3 527 444          | 1 646 243 | 1 884 062 | 655 898 | 246 369 | 192 035 | 22 271 | 8 174 320  |
| 2012–13        | 4 975 661          | 2 449 685 | 2 359 653 | 769 097 | 239 225 | 248 786 | 17 892 | 11 059 999 |
| 2013–14        | 4 295 313          | 2 519 880 | 2 702 867 | 704 621 | 259 404 | 231 290 | 17 509 | 10 730 882 |
| 2014–15        | 3 196 461          | 2 305 061 | 2 232 053 | 705 406 | 258 199 | 225 126 | 27 992 | 8 950 298  |
| 2015–16        | 2 610 952          | 1 946 125 | 1 882 355 | 777 769 | 287 506 | 308 689 | 16 879 | 8 381 399  |
| 2016–17        | 3 814 556          | 1 754 769 | 2 422 507 | 544 010 | 274 958 | 239 553 | np     | 9 103 759  |
| 2017–18        | 3 949 460          | 2 154 636 | 2 454 762 | 605 808 | 234 173 | 278 275 | np     | 9 626 013  |
| 2018–19        | 2 493 783          | 1 721 839 | 1 680 708 | 686 359 | 280 425 | 287 359 | np     | 7 187 660  |

np: not available for publication but included in totals

(e) Includes the Australian Capital Territory.

Source: ABS (2020w).

**Table W 3.Ib** Rural water use – water consumption by agricultural activity, by State or Territory – other water use

| Financial year | NSW <sup>(e)</sup> | VIC     | QLD     | SA      | WA      | TAS    | NT     | Australia |
|----------------|--------------------|---------|---------|---------|---------|--------|--------|-----------|
|                | megalitres         |         |         |         |         |        |        |           |
| 2004–05        | 259 551            | 206 456 | 251 486 | 127 010 | 162 274 | 23 690 | 31 440 | 1 061 906 |
| 2005–06        | 262 364            | 192 653 | 255 633 | 78 378  | 121 241 | 25 789 | 15 369 | 951 428   |
| 2006–07        | 240 062            | 174 371 | 243 980 | 68 723  | 118 806 | 24 816 | 14 477 | 885 234   |
| 2007–08        | 178 691            | 138 822 | 196 442 | 53 685  | 85 026  | 18 795 | 32 994 | 704 455   |
| 2008–09        | 198 070            | 139 351 | 237 211 | 74 419  | 92 310  | 22 634 | 21 062 | 785 056   |
| 2009–10        | 202 053            | 139 366 | 213 380 | 60 291  | 88 207  | 23 413 | 36 006 | 762 716   |
| 2010–11        | 236 524            | 165 648 | 265 908 | 77 721  | 93 349  | 28 490 | 37 587 | 905 227   |
| 2011–12        | 223 787            | 166 683 | 224 189 | 65 628  | 90 221  | 25 922 | 35 823 | 832 253   |
| 2012–13        | 226 652            | 164 339 | 263 575 | 73 786  | 84 782  | 23 097 | 32 503 | 868 734   |
| 2013–14        | 211 085            | 157 755 | 254 978 | 58 611  | 84 481  | 24 391 | 39 670 | 830 971   |
| 2014–15        | 229 697            | 157 344 | 235 224 | 65 412  | 85 652  | 22 440 | 33 790 | 829 559   |
| 2015–16        | 194 741            | 148 844 | 212 614 | 80 988  | 85 110  | 23 456 | 30 140 | 775 892   |
| 2016–17        | 206 236            | 192 392 | 241 788 | 66 505  | 88 881  | 27 678 | np     | 865 239   |
| 2017–18        | 176 571            | 165 453 | 228 554 | 53 955  | 76 285  | 21 174 | np     | 865 239   |
| 2018–19        | 194 550            | 147 715 | 235 978 | 54 365  | 93 898  | 23 762 | np     | 777 420   |

np: not available for publication but included in totals

(e) Includes the Australian Capital Territory.

Source: ABS (2020w).

**Table W 3.Ic** Rural water use – water consumption by agricultural activity, by State or Territory – total

| Financial year | NSW <sup>(e)</sup> | VIC       | QLD       | SA        | WA      | TAS     | NT     | Australia  |
|----------------|--------------------|-----------|-----------|-----------|---------|---------|--------|------------|
|                | megalitres         |           |           |           |         |         |        |            |
| 2004–05        | 3 976 108          | 2 570 220 | 2 864 890 | 1 004 828 | 429 372 | 255 448 | 45 638 | 11 146 502 |
| 2005–06        | 4 796 472          | 2 641 138 | 2 580 636 | 975 575   | 427 525 | 229 720 | 37 725 | 11 688 792 |
| 2006–07        | 2 845 081          | 1 823 285 | 2 084 232 | 1 034 780 | 411 992 | 287 845 | 34 214 | 8 521 428  |
| 2007–08        | 1 855 774          | 1 470 867 | 2 039 171 | 933 953   | 369 904 | 270 908 | 48 677 | 6 989 254  |
| 2008–09        | 2 108 103          | 1 333 852 | 2 295 682 | 901 649   | 318 395 | 284 930 | 43 024 | 7 285 633  |
| 2009–10        | 2 204 850          | 1 644 108 | 2 037 251 | 772 283   | 340 265 | 305 366 | 54 635 | 7 358 756  |
| 2010–11        | 2 982 713          | 1 300 349 | 1 959 902 | 699 029   | 347 108 | 201 199 | 60 300 | 7 550 602  |
| 2011–12        | 3 751 231          | 1 812 926 | 2 108 251 | 721 526   | 336 590 | 217 957 | 58 094 | 9 006 573  |
| 2012–13        | 5 202 313          | 2 614 024 | 2 623 228 | 842 884   | 324 006 | 271 884 | 50 394 | 11 928 733 |
| 2013–14        | 4 506 398          | 2 677 634 | 2 957 845 | 763 232   | 343 885 | 255 680 | 57 178 | 11 561 853 |
| 2014–15        | 3 426 159          | 2 462 405 | 2 467 277 | 770 818   | 343 851 | 247 566 | 61 781 | 9 779 856  |
| 2015–16        | 2 805 693          | 2 094 969 | 2 094 969 | 858 757   | 372 616 | 332 145 | 47 019 | 9 157 291  |
| 2016–17        | 4 020 792          | 1 947 161 | 2 664 295 | 610 515   | 363 839 | 267 231 | 95 165 | 9 968 998  |
| 2017–18        | 4 126 031          | 2 320 089 | 2 683 316 | 659 763   | 310 458 | 299 448 | 92 147 | 10 491 253 |
| 2018–19        | 2 688 333          | 1 869 554 | 1 916 686 | 740 723   | 374 323 | 311 121 | 64 340 | 7 965 081  |

(e) Includes the Australian Capital Territory.

Source: ABS (2020w).

**Table W 3.2** Rural water use – area of irrigated crops and pastures, by agricultural activity – Australia

| Financial year | Pasture, cereal and other crops for grazing, hay, silage, grain or seed | Rice      | Cotton | Sugar cane | Other broadacre crops | Fruit trees, nut trees, plantation or berry fruits | Vegetables for human consumption or seed | Nurseries, cut flowers and cultivated turf | Grapevines |
|----------------|---|-----------|--------|------------|-----------------------|--|--|--|------------|
| '000 hectares  |   |           |        |            |                       |  |  |  |            |
| 2006–07        | 1 077.0   | 20.0      | 134.0  | 202.0      | 37.0                  | 141.0  | 105.0                                    | 15.0                                       | 178.0      |
| 2007–08        | 1 095.1   | 2.1       | 58.0   | 187.2      | 57.7                  | 130.7  | 113.8                                    | 14.2                                       | 167.5      |
| 2008–09        | 932.3   | (f) 7.2   | 141.9  | 191.9      | 51.8                  | 128.0  | 104.6                                    | 12.9                                       | 172.3      |
| 2009–10        | 952.0   | 18.9      | 153.2  | 212.6      | 59.1                  | 134.2  | 104.3                                    | 13.1                                       | 162.6      |
| 2010–11        | np  | 75.8      | 359.3  | 129.5      | 61.5                  | 139.0  | 112.7                                    | 12.8                                       | 151.9      |
| 2011–12        | 997.1   | (f) 103.1 | 397.2  | 166.1      | 48.8                  | 134.5  | 105.2                                    | 11.9                                       | 137.9      |
| 2012–13        | 1 203.6   | 113.6     | 437.8  | 170.2      | 87.9                  | 135.3  | 102.9                                    | 11.0                                       | 137.5      |
| 2013–14        | (f) 1 264.8   | 74.5      | 337.4  | 211.0      | 68.4                  | 136.4  | 94.6                                     | 9.8  | 129.9      |
| 2014–15        | (f) 1 258.6   | 69.7      | 162.8  | 211.2      | 60.0                  | 124.9  | 92.2                                     | 10.2                                       | 130.5      |
| 2015–16        | (f) 1 169.0   | 26.2      | 211.3  | 230.0      | 95.8                  | 148.7  | 107.6                                    | 13.0                                       | 123.5      |
| 2016–17        | (f) 1 106.1   | 82.2      | 328.0  | 212.3      | 123.1                 | 141.6  | 98.1                                     | 12.4                                       | 123.0      |
| 2017–18        | (f) 1 152.1   | 61.2      | 359.4  | 212.0      | 97.9                  | 155.8  | 99.3                                     | 14.2                                       | 124.1      |
| 2018–19        | (f) 1 067.4   | 7.6       | 183.4  | 194.3      | 82.6                  | 161.6  | 91.4                                     | 11.6                                       | 117.9      |

na: not available

(f) Estimate has a relative standard error of 10% to less than 25% and should be used with caution.

Source: ABS (2020w).

**Table W 3.3** Rural water use – volume of irrigation water applied, by agricultural activity – Australia

| Financial year | Pasture, cereal and other crops for grazing, hay, silage, grain or seed | Rice        | Cotton    | Sugar cane | Other broadacre crops | Fruit trees, nut trees, plantation or berry fruits | Vegetables for human consumption or seed | Nurseries, cut flowers and cultivated turf | Grapevines |
|----------------|---|-------------|-----------|------------|-----------------------|--|--|--|------------|
| megalitres     |   |             |           |            |                       |  |  |  |            |
| 2006–07        | 3 627 630   | (f) 239 432 | 867 662   | 977 611    | 108 939               | 648 443  | 413 889                                  | 72 099                                     | 638 590    |
| 2007–08        | 3 260 070   | 26 664      | 309 442   | 863 198    | 185 394               | 559 924  | 430 649                                  | 62 257                                     | 516 790    |
| 2008–09        | 2 915 937   | (f) 101 474 | 880 003   | 761 086    | 144 683               | 597 535  | 433 093                                  | 65 425                                     | 543 252    |
| 2009–10        | 2 840 592   | 246 909     | 851 950   | 756 317    | (f) 139 292           | 654 663  | 419 229                                  | 63 483                                     | 515 484    |
| 2010–11        | np  | 286 156     | 1 882 243 | 459 405    | 138 052               | 550 422  | 372 472                                  | 54 337                                     | 355 719    |
| 2011–12        | (f) 2 516 018   | 1 138 287   | 2 068 908 | 668 252    | 109 192               | 666 627  | 376 165                                  | 50 093                                     | 415 622    |
| 2012–13        | 3 083 503   | 1 434 209   | 2 850 803 | 715 741    | 247 953               | 760 826  | 392 411                                  | 54 546                                     | 529 912    |
| 2013–14        | 3 837 059   | 916 559     | 2 773 395 | 1 052 096  | 165 947               | 922 225  | 383 373                                  | 44 752                                     | 484 276    |
| 2014–15        | 3 833 380   | 878 347     | 1 212 693 | 1 121 460  | 176 591               | 715 372  | 371 835                                  | 49 236                                     | 505 106    |
| 2015–16        | 3 064 686   | 317 327     | 1 432 093 | 1 295 871  | 219 600               | 966 624  | 428 918                                  | 60 190                                     | 503 859    |
| 2016–17        | 2 682 803   | 940 205     | 2 566 428 | 973 912    | 166 854               | 835 791  | 385 952                                  | 60 545                                     | 436 302    |
| 2017–18        | 3 115 103   | 732 501     | 2 753 377 | 1 008 789  | 183 801               | 939 020  | 398 846                                  | 58 588                                     | 474 099    |
| 2018–19        | 2 821 831   | 75 583      | 1 302 483 | 881 953    | 136 289               | 1 003 440  | 388 933                                  | 52 642                                     | 473 168    |

(f) Estimate has a relative standard error of 10% to less than 25% and should be used with caution.

np: Not available for publication, but included in totals where applicable, unless otherwise indicated.

Source: ABS (2020w).

**Table W 3.4** Rural water use – application rate for irrigation water, by agricultural activity – Australia

| Financial year         | Pasture, cereal and other crops for grazing, hay, silage, grain or seed <sup>(h)</sup> | Rice | Cotton | Sugar cane | Other broadacre crops | Fruit trees, nut trees, plantation or berry fruits | Vegetables for human consumption or seed | Nurseries, cut flowers and cultivated turf | Grapevines |
|------------------------|--|------|--------|------------|-----------------------|--|--|--|------------|
| megalitres per hectare |  |      |        |            |                       |  |  |  |            |
| 2006–07                | 3.4  | 12.2 | 6.5    | 4.9        | 2.9                   | 4.6  | 3.9                                      | 5.0  | 3.6        |
| 2007–08                | 3.0  | 12.9 | 5.3    | 4.6        | 3.2                   | 4.3  | 3.8                                      | 4.4  | 3.1        |
| 2008–09                | 3.1  | 14.1 | 6.2    | 4.0        | 2.8                   | 4.7  | 4.1                                      | 5.1  | 3.2        |
| 2009–10                | 0.0  | 13.0 | 5.6    | 3.6        | 2.4                   | 4.9  | 4.0                                      | 4.8  | 3.2        |
| 2010–11                | np   | 10.1 | 5.2    | 3.5        | 2.2                   | 4.0  | 3.3                                      | 4.2  | 2.3        |
| 2011–12                | 2.6  | 11.0 | 5.2    | 4.0        | 2.2                   | 5.0  | 3.6                                      | 4.2  | 3.0        |
| 2012–13                | 3.4  | 12.6 | 7.8    | 4.2        | 2.8                   | 5.6  | 3.8                                      | 4.9  | 3.9        |
| 2013–14                | 2.4  | 12.3 | 8.2    | 5.0        | 2.4                   | 6.8  | 4.1                                      | 4.6  | 3.7        |
| 2014–15                | 3.0  | 12.6 | 7.5    | 5.3        | 2.9                   | 5.7  | 4.0                                      | 4.8  | 3.9        |
| 2015–16                | 2.7  | 12.1 | 6.8    | 5.6        | 2.3                   | 6.5  | 4.0                                      | 4.6  | 4.1        |
| 2016–17                | 2.6  | 11.4 | 7.8    | 4.6        | 1.4                   | 5.9  | 3.9                                      | 4.9  | 3.6        |
| 2017–18                | 3.0  | 12.0 | 7.7    | 4.8        | 1.9                   | 6.0  | 4.0                                      | 4.1  | 3.8        |
| 2018–19                | 2.9  | 9.9  | 7.1    | 4.5        | 1.7                   | 6.2  | 4.3                                      | 4.5  | 4.0        |

<sup>(h)</sup> Figure for pasture, cereal and other crops for grazing, hay, silage, grain or seed is an average of given ABS statistics.

See end notes

Source: ABS (2020w).

**Table W 3.5** Gross value of irrigated agricultural production, by agricultural activity, experimental estimates – Australia

| Financial year | Dairy production | Livestock, pasture, grains & other | Rice    | Cotton  | Sugar | Fruit (and nuts from 2012–13) | Vegetables for human consumption | Nurseries, cut flowers & turf | Grapes  |
|----------------|------------------|------------------------------------|---------|---------|-------|-------------------------------|----------------------------------|-------------------------------|---------|
|                | \$ million       |                                    |         |         |       |                               |                                  |                               |         |
| 2004–05        | 1 802.5          | 1 596.2                            | 100.6   | 1 908.1 | 459.9 | 1 948.8                       | 1 741.3                          | 651.0                         | 1 361.9 |
| 2005–06        | 1 877.7          | np                                 | 273.7   | 869.8   | 496.9 | 2 137.2                       | 2 453.2                          | 1 165.9                       | 1 251.5 |
| 2006–07        | 1 697.1          | np                                 | 1 55.0  | 485.8   | 583.1 | 2 913.2                       | 2 677.9                          | 1 187.4                       | 1 040.5 |
| 2007–08        | 2 288.8          | np                                 | 7.3     | 208.1   | 451.6 | 2 291.9                       | 2 971.9                          | 1 171.8                       | 1 597.2 |
| 2008–09        | 2 273.8          | 1 289.3                            | 1 34.5  | 620.3   | 537.1 | 2 389.6                       | 2 624.9                          | 982.8                         | 1 200.4 |
| 2009–10        | 1 825.6          | 1 420.4                            | 89.9    | 664.3   | 750.4 | 2 242.3                       | 2 385.8                          | 1 036.5                       | 1 069.5 |
| 2010–11        | 2 143.3          | 1 450.6                            | 173.6   | 1 566.2 | 374.2 | 2 522.9                       | 2 878.1                          | 908.6                         | 928.6   |
| 2011–12        | 2 055.4          | 1 368.2                            | 1 248.1 | 2 155.3 | 645.9 | 2 428.6                       | 2 630.5                          | 893.7                         | 971.5   |
| 2012–13        | 1 908.0          | 1 236.0                            | 1 302.0 | 1 789.0 | 599.0 | 2 801.0                       | 2 745.5                          | 824.6                         | 1 074.0 |
| 2013–14        | 2 743.0          | 1 903.0                            | 1 276.0 | 1 944.0 | 640.0 | 2 717.0                       | 2 525.0                          | 731.0                         | 909.0   |
| 2014–15        | 2 831.0          | 2 677.0                            | 1 273.0 | 907.0   | 737.0 | 2 882.0                       | 2 676.0                          | 833.0                         | 1 027.0 |
| 2015–16        | 2 092.0          | 1 839.0                            | 1 115.0 | 1 165.0 | 774.0 | 3 799.0                       | 2 802.0                          | 1 063.0                       | 1 259.0 |
| 2016–17        | 1 623.5          | 1 677.1                            | 1 252.4 | 1 517.9 | 834.6 | 3 525.4                       | 3 295.6                          | 1 326.4                       | 1 340.6 |
| 2017–18        | 2 231.9          | 1 683.0                            | 1 245.7 | 2 309.4 | 683.6 | 4 226.5                       | 3 379.0                          | 1 365.7                       | 1 279.8 |

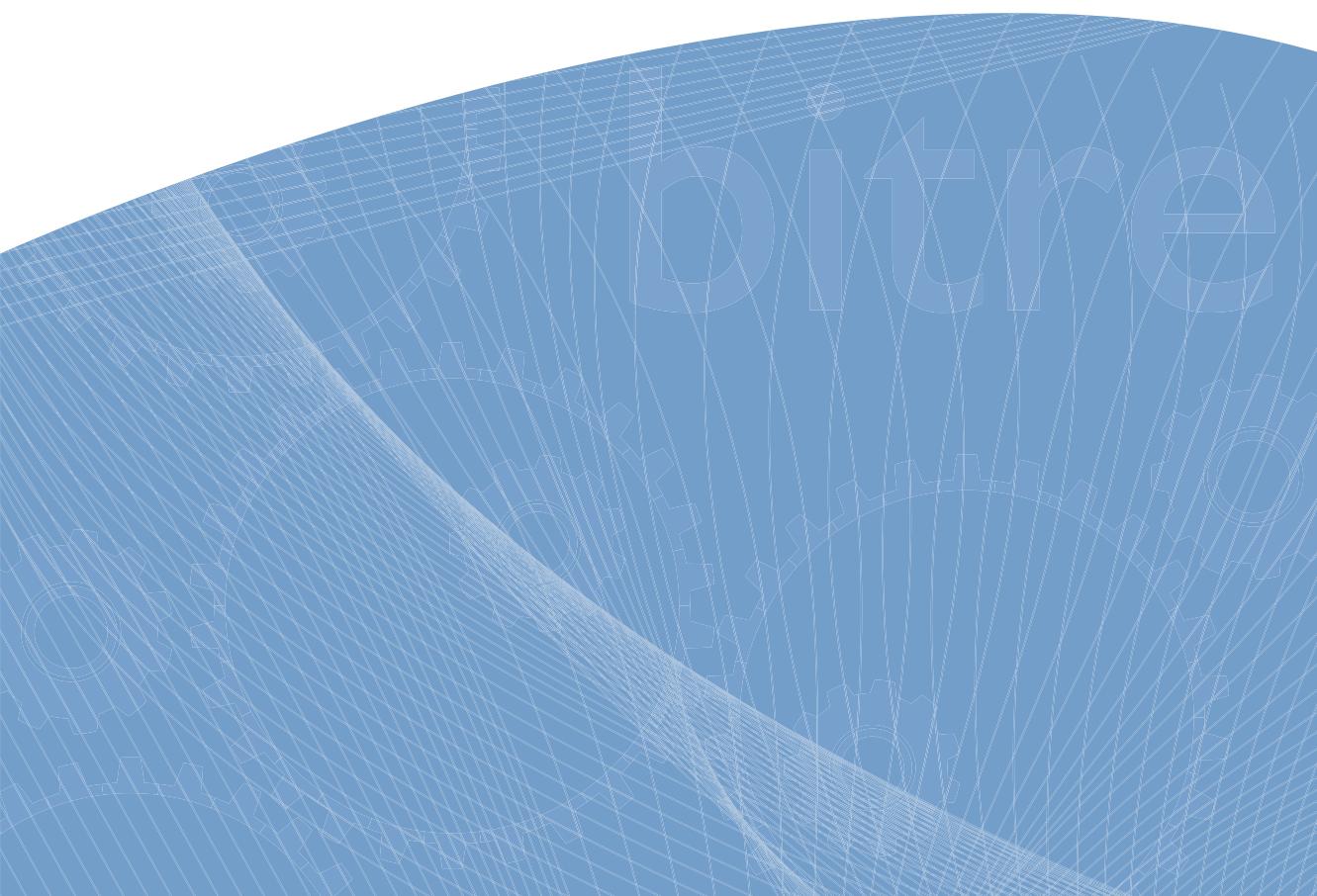
<sup>(f)</sup> Estimate has a relative standard error of 10% to less than 25% and should be used with caution

np: Not available for publication, but included in totals where applicable, unless otherwise indicated.

See end notes

Source: ABS (2020v).

## End notes and definitions





# End notes and definitions

## Part I Infrastructure and the economy

### *The economy*

**Table I 1.1**

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

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

**Table I 1.2**

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

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

### Table I I.3

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

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

Estimates of average weekly earnings in Table I I.3 exclude amounts salary sacrificed (the collection of salary sacrifice amounts are a relatively recent addition to the survey). Average weekly earnings represent gross earnings (before tax, superannuation and other items are deducted).

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

Estimates are compiled from a sample survey of employers and are subject to sampling variability. Table I I.3 includes a number of estimates that are subject to high relative standard errors (greater than 25 per cent).

### Table I I.4

The indexes provided in Table I I.4 relate to the prices received by businesses classified to major infrastructure industries. For the transport industry, indexes are only available for freight transport and storage services. Indexes for prices received by businesses providing passenger transport services are not currently available from the ABS.

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

### Table I I.5

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

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

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

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

### Table I 1.6

Table I 1.6 provides a number of measures of economic activity that may influence Australian infrastructure activity. Goods exports and goods imports figures provide measures of the flow of physical goods into and out of Australia, over the full financial year. The Consumer Price Index provides a measure of annual changes in the price of consumer goods for the June quarter of each financial year, while exchange rate and interest rate data were measured in respect of the last day of the financial year (30 June).

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

### *Infrastructure Construction*

### Table I 2.1

Table I 2.1 provides estimates of engineering construction work done on major economic infrastructure by both private and public sector organisations. Estimates exclude the cost of land; the cost of repair and maintenance activity; the construction of buildings; the value of transfers of existing assets; the value of installed machinery and equipment not integral to the structure; and expenses for relocation of utility services.

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

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

## Part T Transport

### *Transport infrastructure*

**Table T 1.1**

Table T 1.1 provides estimates of engineering construction work done on transport infrastructure, providing transport detail to the data provided in Table I 2.1. Estimates for the construction of airport runways are included in the roads and bridges measure. Figures presented in this table are in real terms, adjusted for price changes using a deflator calculated by dividing the current value of total engineering construction for each quarter by the equivalent chain volume measure, and then aggregating to financial year data.

**Table T 1.2**

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

Tables T 1.2a to T 1.2d aim to provide estimates of construction and maintenance expenditure by each jurisdiction on road infrastructure by:

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

The total public sector includes government expenditure and PNFC. Total government includes expenditure by departments of the Commonwealth Government, State governments and Local Government. It also includes agencies and government authorities under the departmental administration that are engaged in the provision of public administration, law enforcement, welfare, public education and health. Also included are non-departmental bodies that independently perform the government functions of regulation (e.g. Nurses Registration Boards and the Australian Maritime Safety Authority), provision of non-market services (e.g. the Australian Broadcasting Corporation) and redistribution of

income. Some of these bodies may be called 'corporations', but they are still considered part of the government sector if they perform general government functions. Public universities are also considered part of the government sector.

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

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

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

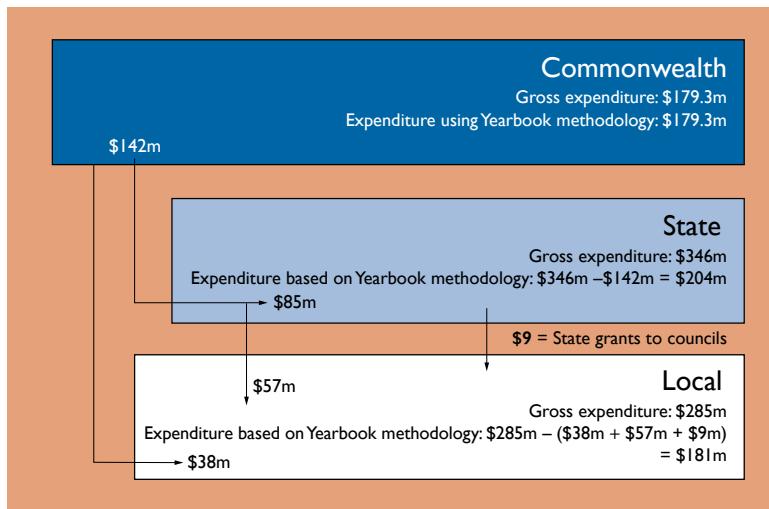
In 2017 there were two significant revisions to the methodology which impact the figures for Local Government and total road expenditure. The revisions have been applied to the full series back to 1998-99.

- In previous editions of the Yearbook, and in BITRE's separate publications on road-related expenditure, transfers from State/Territory governments were not netted out of Local Government expenditure (except for those for which funding originated from the Commonwealth). This resulted in double counting, as these grants were assigned to both to Local Governments and to states. Since the 2017 edition of Australian Infrastructure Statistics Yearbook, figures have been revised to adjust for state grants to local governments, also derived from the GFS.
- An additional change in methodology for the 2017 edition is in the treatment of Financial Assistance Grants to local governments. Previously, it had been assumed that these were captured in transfer payment codes in the GFS, and so were fully netted out of State and Local Government expenditure. Since the 2017 edition, for states where the total transfer payments in the GFS are less than the Financial Assistance Grants to that state (in a particular year), it has been assumed that none of the Financial Assistance Grants value was included in the GFS for that state, and the State and Local Government figures have both been revised upward by this amount (i.e., those grants are no longer netted off the State and Local Government figures).

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

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

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



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

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

**Table T 1.3**

Table T 1.3 provides estimates of road expenditure adjusted by BITRE Road Construction and Maintenance Price Index (RCMPI). The RCMPI is an indicator of the change in input costs faced by the road construction and maintenance industry in Australia. The RCMPI is used here as a deflator to convert nominal (current prices) road expenditure into real (current prices) values (BITRE information sheet, no. 83). It shows road expenditure in real terms as experienced by suppliers of road construction and maintenance services in Australia.

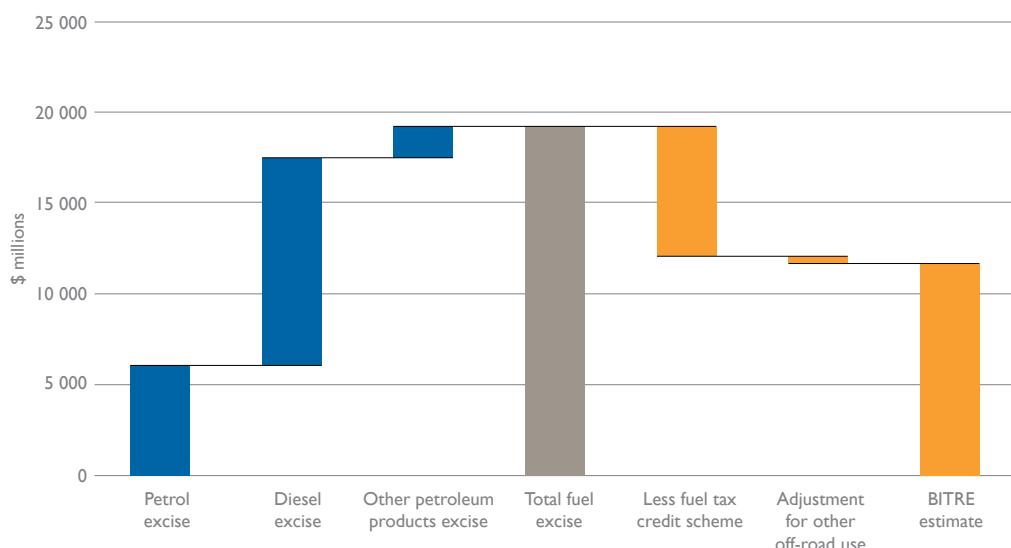
**Table T 1.4**

This table provides estimates of selected road-related taxes and charges in constant 2017–18 prices, adjusted by 2018–19 prices, ABS Consumer Price Index (ABS 2020f). The following Commonwealth taxes and charges are included in the table:

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

Estimates of the road-related component of petroleum products excise are based on a combination of sources including Australian Taxation Office's (ATO) Taxation Statistics (ATO 2019b) and Commonwealth budget papers. The figures are net of rebates to industry through the Fuel Tax Credit Scheme and are modified using ABS survey of motor vehicle usage to net out excise on products for other off-road fuel use (including non-business use which is not eligible for rebates). Figure A.2 shows how the estimates of the road-related component relate to the total petrol and diesel excise revenue, as published by the ATO. Note that other components' excise, including on crude and condensate production, are not included.

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



Source: ATO 2020b, BITRE estimates.

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

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

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

Luxury car tax (LCT) is a tax imposed on luxury cars, which is a car with a GST-inclusive value above the LCT threshold. Luxury car tax is collected when a luxury car is sold or

imported, and the data series is sourced from ATO's Taxation Statistics publication. Customs duty is payable when passenger motor vehicles are imported into Australia, and this data series is sourced from Australian Government budgets and Treasury's internal records.

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

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

### **Table T 1.5**

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 T 1.5 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 T 1.6. The following table, provided by the NTC, lists the road classification types used in each state and territory for arterial roads:

**Table A 3** Road classification types included in NTC definition of Arterial Roads.

| State              | Type  |
|--------------------|---|
| 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.<br>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.<br>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.<br>* Note currently the NT has no class 2 roads.  |
| ACT                | NAASRA (Austroads) Functional Classes 1 to 3, 6 and 7 (including sub-arterial roads).   |

Source: NTC (2016)

Road and bridge maintenance expenditure is calculated as the sum of the relevant road expenditure categories:

Road and bridge maintenance expenditure =  
 B1 Routine maintenance +  
 B2 Periodic surface maintenance of sealed roads +  
 C Bridge maintenance & rehabilitation +  
 D Road rehabilitation

Estimates are adjusted for inflation and presented at constant 2016–17 prices calculated using the BITRE Road Construction and Maintenance Price Index—Road maintenance sub-index. The 2015–16 index value was based on final values for seven of the eight RCMPI inputs. The bituminous materials component was estimated based on changes to petroleum prices over the same period.

**Table T 1.6**

- Lengths are derived from the digital PSMA road layer centrelines and are estimates only. Changes to PSMA data from year to year, including but not limited to resolution and classification schema, may cause discontinuities in the series.
- State boundaries are derived from the 2011 Australian Statistical Geography Standard (ASGS) (ABS, 2010).
- Busway lengths are not available for 2010 and 2011 because PSMA did not classify 'Busway' as a road type until 2012. Small variations in busway lengths year on year may reflect re-classification of some segments such as interchanges.
- Reported road lengths represent approximate total route-kilometres. Dual carriageway section lengths are the approximate length of the centreline between each carriageway. PSMA data was used to determine dual carriageway lengths for New South Wales, Victoria, South Australia, Tasmania and the Australian Capital Territory. Due to limitations in the PSMA data, OpenStreetMap data was used to estimate dual carriageway lengths for Queensland and Western Australia. Dual carriageway estimates derived from

OpenStreetMap data are typically larger than equivalent PSMA estimates, and may vary more from year to year. Estimation of dual carriageway length was not necessary for Northern Territory or Other Territories.

- Arterial and local roads are defined based on PSMA classifications, as based on the function roads play within the hierarchy of the road system. The definition of arterial roads differs from the definition used in Table T 1.5, and also will not in general be the same as in each State Government's classification. The definition of local roads differs from 'LGA-managed roads', the definition more commonly used by state and local road authorities, the Australian Local Government Association (ALGA) and previous BITRE publications.
- Roads designated as either 'access only', of undetermined type, for non-vehicular use, or which are not openly accessible to the public (limited-access) are excluded from the road length counts. These include fire trails, forestry roads, military roads, agricultural and mining access and haulage roads, private driveways, bike paths and walking trails. Busways are a special case: limited-access busways are included. Tollways are not considered to be limited-access roads.
- The proportion of limited-access roads is determined from PSMA data.
- The decline in total road length in 2012 and 2013 is driven by a reclassification of several Queensland local roads as 'Undetermined', excluding them from the count. This effect reduced Queensland's non-urban local road total by an estimated 1,100 kilometres in 2011 (relative to 2010), a further 1,900 kilometres in 2012, and another 3,500 kilometres in 2013. This trend has continued at a reduced rate in subsequent years, with an estimated 350 kilometres reclassified in 2014, and 400 kilometres in 2015, for a cumulative total of approximately 7,250 kilometres in the period 2010–2015. Western Australia sees a similar pattern in the latest two years, with an estimated 350 kilometres of local roads excluded in 2014 (relative to 2013) and an additional 400 kilometres in 2015.

### Table T 1.6b

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

### Table T 1.7

Table T 1.7 includes a mix of indexes from ABS and BITRE sources.

The ABS Producer Price Indexes presented here are the price of road construction facing the project owners (primarily governments), i.e. the price that road construction companies sell their services. In contrast, the BITRE RCMPI is a weighted average of input costs facing construction companies.

ABS Producer Price Indexes for Australian road and bridge construction commence in September 1997 (base of index 2011–12 = 100), with state data only available from September 1998 for New South Wales, Victoria, Queensland, South Australia and Western

Australia. The ABS does not publish road and bridge construction indexes for Tasmania, the Northern Territory or the Australian Capital Territory. The ABS Producer Price Index series is provided quarterly. Estimates provided in Table T 1.7 are a mean of the four relevant quarters. The 2018-19 BITRE index is preliminary, based on final values for seven of the eight RCMPI inputs. The June 2019 quarter bituminous materials component was estimated based on changes to petroleum prices over the same period.

### Table T 1.8

From the 2014 issue of the Yearbook onwards, BITRE publishes estimates of expenditure on rail infrastructure based on unpublished ABS Government Finance Statistics (GFS) data and internal Department of Infrastructure, Transport, Cities and Regional Development data. Tables T I.8a to T I.8c provide estimates of construction and maintenance expenditure on railway infrastructure:

- by Commonwealth and State/Territory government net of rail-specific grants from other levels of government; and
- national aggregates for the Non-financial Public Sector which includes expenditure by Public Non-Financial Corporations (PNFC). An example of a PNFC included in the rail expenditure aggregate is the Australian Rail Track Corporation (ARTC). These corporations may fund expenditure from their own revenue sources, such as fares or access charges.

It should be noted that in state expenditure table T 1.8b the difference between the expenditure totals for Non-financial Public Sector and General Government (GG) will not equal the expenditure total for Public Non-Financial Corporations, due to the existence of payments between General Government and Public Non-Financial Corporations. The sum of Public Corporations and Total Government in Table T 1.8c will not add to Total Public Sector for the same reason. Table T 1.8b, which presents net state rail expenditure, contains some negative values. This is due to some mismatch between Commonwealth expenditure, and reported state expenditure from the ABS GFS. Issues include some state expenditure being reported under GPC code 128 (Other Transport) which includes GPC 1281 (Multi-model Urban Transport).

Estimates adjusted for inflation are calculated using the Consumer Price Index. Issues of BITRE's Australian Infrastructure Statistics Yearbook prior to 2016 used non-farm GDP deflator to adjust for price. This has been replaced with Consumer Price Index. This is consistent with Treasury's approach in budget papers since 2008-09, as well as the Intergenerational Report. According to Treasury "the change from using the non-farm GDP deflator to the CPI provides a more accurate depiction of real government spending growth." This is due to volatility in the non-farm GDP deflator, driven by commodity price fluctuations (Treasury, 2008).

## ***Freight***

**Table T 2.I**

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

### **Road freight**

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

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

BITRE modelling modifies SMVU estimates to enable time series analysis by adjusting estimates to a common reference period, interpolating data for years when the survey was not conducted and imposing consistency requirements between SMVU and related data from other sources. An analysis of data discrepancies was undertaken in a joint ABS/BITRE project and published in an ABS research paper; Survey of Motor Vehicle Use—An investigation into coherence (ABS 2006). A detailed description of BITRE modelling techniques for freight data is provided in Freight Measurement and Modelling (BTRE 2006a).

### **Rail freight**

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

- From the 2007–08 financial year, BITRE expanded the scope of direct collection activities to include businesses for which rail transport was not their primary activity (eg: large mining companies). Previously this information had been estimated using data from other sources. Recent estimates should not be compared with earlier data.

- Estimates of tonne kilometres and tonnes moved by rail for 2010-11 and 2011-12 are based on the Australian Rail Industry Report 2012 (ARA 2013). Data from 2007-08 to 2009-10 are taken from TrainLine 1 (BITRE 2012). The calculation methodologies differ between publications. The values for 2014-15 and 2015-16 are as described in Trainline 6 (BITRE 2018b). They do not include traffic data for some of the smaller train operators.

## Air Freight

For some time, estimates have only been available in respect of Australia's international air freight tonnage (Table T 6.2). Air freight statistics (Table T 2.1 and Table T 6.3) are compiled from surveys undertaken by the Aviation Statistics Unit of BITRE.

## Sea freight

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

## Tables T 2.1–T 2.5

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

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

- The total road freight estimates in Tables T 2.2a and T 4.5 differ slightly because they were derived from independent methodologies. The main difference between the series is that the estimates in Table T 4.5 net out the transport of 'tools of trade'.

## ***Passengers***

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

### **Tables T 3.1–T 3.2**

BITRE modelling uses data from a range of sources to provide a consistent time series of Australian passenger travel (PKM). Estimates of air passenger travel (Table T 3.1) differ from survey results for revenue passenger travel on domestic airlines (Table T 6.3) as Table T 3.1 also includes rough allowance for passenger travel by general aviation or charter aircraft. Vehicles not classified to passenger cars, buses, rail or air are included in ‘other transport mode’ (Table T 3.1).

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

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

### **Table T 3.3**

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

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

### **Table T 3.4**

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

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

## Road

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

### Figure T 4

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

### Table T 4.1

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

### Tables T 4.2–T 4.5

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

The total road freight estimates in Tables T 2.2a and T 4.5 differ slightly because they were derived from independent methodologies. The main difference between the series is that the estimates in Table T 4.5 net out the transport of 'tools of trade'. Table T 4.6

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

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

### Tables T 4.7–T 4.8

The ABS Motor Vehicle Census (ABS 2018i) is a census of all vehicles registered for use on public roads, excluding vehicles registered as vintage or historical cars, military vehicles and consular vehicles (in New South Wales, vintage or historical cars cannot be separately identified and are included in census results). The census date is 31 March each year, although this has varied in previous years (care should be taken when comparing movements over years). From 1991 onwards, data are not strictly comparable with previous surveys due to revisions to Australian Design Rules, which had an impact on the way vehicles were classified in ABS statistics:

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

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

### Tables T 4.9–T 4.10

Data for new motor vehicle sales are sourced from the Federal Chamber of Automotive Industries and presented in Sales of New Motor Vehicles, Australia (ABS 2017d). The scope of these statistics is different to motor vehicle registrations data (Tables T 4.7–T 4.8) as it may include defence force vehicles, consular vehicles and vehicles that are intended for off-road use that are not registered for use on public roads. New motor vehicle sales statistics do not include sales of new motor cycles.

### Tables T 4.11

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

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

Provisional and learner driver permits are included in licence counts.

Licence count data also include other classes of active car licences, so are not directly comparable to data in Table 4.12. Total licence holder counts for Victoria, New South Wales, South Australia and the Australian Capital Territory include licences where gender is not specified or not recorded as male or female.

### Tables T 4.12

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

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

Where someone holds a car licence and a heavy vehicle licence, this is counted twice. Any heavy vehicle category between the car category and highest heavy vehicle category held is not counted.

For example, for full heavy combination (HC) licence holders, the following counting rules apply:

- Full Car Licence - (counted)
- Light rigid (not counted)
- Medium Rigid (not counted)
- Heavy rigid (not counted)
- Full Heavy Combination - (counted)

Where someone holds a full car licence and a full motorcycle licence, this is counted twice. Where a customer holds a car, motorcycle and truck licence, this is counted three times.

Provisional licence counts include all sub classes of provisional licence (e.g. P1 and P2 car licences)

## Rail

**Table T 5.I**

Intercapital rail distances can vary significantly depending on whether the distances are measured between freight terminals or passenger terminals and on the route chosen. The freight and passenger terminals used in compiling Table T 5.I are provided below:

Sydney:

- Chullora South Junction (for the Chullora freight terminal).
- Sydney Central Railway Station (for regional and interstate passengers).

Melbourne:

- Tottenham Junction (for Tottenham yard, Dynon terminals and the Port of Melbourne).
- Southern Cross Railway Station (Spencer Street) for regional and interstate passengers.

Brisbane:

- Acacia Ridge freight terminal.
- Roma Street Railway Station for regional and interstate passengers.

Adelaide:

- Islington Freight Terminal
- Adelaide—Parklands Terminal (Keswick) for interstate passengers.

Perth:

- Forrestfield freight yards.
- East Perth for regional and interstate passengers.

Darwin:

- East Arm Wharf.
- Darwin Railway Station, Berrimah, for interstate passengers.

Canberra:

- Railway lands adjacent to railway corridor, Queanbeyan–Canberra (Fyshwick).
- Canberra Railway Station, Kingston.

Where more than one route exists between capital cities, the route chosen is the one that is typically used by the given train type. Some city pairs do not have point-to-point services so routes have been assumed. The following routes have been used:

Cootamundra/Parkes route for:

- Sydney–Adelaide/Perth/Darwin freight
- Brisbane–Adelaide/Perth/Darwin freight
- Canberra–Perth/Darwin freight

Lithgow/Parkes route for:

- Sydney–Adelaide/Perth/Darwin passenger

Melbourne route for:

- Canberra–Adelaide

For the Brisbane–Melbourne passenger terminal calculations, the distance is calculated via North Strathfield and Granville, bypassing Sydney Central.

### Table T 5.2

- “Open” means operational. There are some lines that are non-operational but closed. Non-operational railways are excluded from the totals. Also excluded are Queensland narrow-gauge (610 mm) sugar tram lines — estimated to be around 4 000 route-kilometres.
- Railway route length refers to lines that are operational. There have been minor route length increases in Victoria and New South Wales due to the opening of the Regional Rail Link in Victoria and Glenfield to Leppington line in New South Wales. The estimate of the Queensland total route length has been revised, and is based on data which Aurizon has provided.

### Table T 5.3

- Sydney’s metropolitan network is defined here as being bounded by Waterfall, Macarthur, Emu Plains, Richmond and Berowra.
- Melbourne’s metropolitan network is defined here as being bounded by Stony Point, Sandringham, Williamstown, Werribee, Sunbury, Flemington Racecourse, Craigieburn, Upfield, South Morang, Hurstbridge, Lilydale, Belgrave, Alamein, Glen Waverley, Pakenham and Cranbourne.
- Brisbane’s metropolitan network is defined here as being bounded by Caboolture, Shorncliffe, Domestic Airport, Doomben, Cleveland, Beenleigh, Rosewood, Springfield Central and Ferny Grove.

- Perth's metropolitan network is defined here as being bounded by Midland, Armadale, Thornlie, Mandurah, Fremantle and Clarkson.
- Adelaide's metropolitan network is defined here as being bounded by Belair, Tonsley, Seaford, Grange, Outer Harbor and Gawler Central.

### Table T 5.5

In Table T 5.5a, figures up to 2000-01 are estimates of patronage within metropolitan areas. From 2001-02 on, figures refer to all trips on suburban rail networks, defined as in the notes to T 5.3 above. These figures are taken from BITRE (2017b), and are based on reporting from the train operators.

In Table T 5.5b, figures up to 2003-04 include the Sydney monorail.

## Aviation

### Table T 6.1

Intercapital air distances are provided in terms of greater circle distances. These are distances that take into account the curvature of the earth.

### Tables T 6.2–T 6.3

- Revenue passengers are fare paying passengers uplifted from or discharged in Australia.
- Number of international revenue passengers uplifted from or discharged in Australia as well as passengers carried via Australia by Australian Airlines, Qantas Airways, Emirates (for November 2011 onwards), China Airlines (for January 2014 onwards), Philippine Airlines (for December 2015 onwards), AirAsia X (for April 2016 onwards) and Singapore Airlines (for September 2016 onwards) divided by the number of available seats.
- Revenue passenger kilometres are calculated by multiplying the number of revenue passengers travelling on each flight stage by the distance in kilometres between the airports. Modelled estimates of air passenger travel (Table T 3.1) differ from survey results for domestic airline revenue passenger travel.
- Domestic revenue passenger kilometres divided by available seat kilometres.

### Table T 6.4

- Regular Public Transport (RPT) operations only. RPT is aircraft transport available to the public and operated to fixed schedules and between specified fixed terminals.

## Table T 6.5

Airline on time measures are provided in terms of on time departures (flights that depart within 15 minutes of the scheduled departure time), on time arrivals (flights that arrive within 15 minutes of the scheduled arrival time) and cancellations (flights cancelled or rescheduled within seven days of the scheduled departure time).

- Participating airlines are Jetstar; Qantas, QantasLink, Regional Express, Tigerair Australia, Virgin Australia and Virgin Australia Regional Airlines.

## Table T 6.6

Airfare indexes provided are the annual average of monthly indexes compiled by BITRE.

## *Shipping*

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

## Table T 7.1

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

## Tables T 7.2–T 7.3

Tables T 7.2 and T 7.3 provide estimates of the number of ships that visit major ports or states and the number of vessel visits a port or state receive during a financial year.

- Improvements have been made to the methodology used to compile estimates of port calls, with revisions back to 1998-99.
- From 2010–11 the Lloyd's ship movement data set has increasingly captured ship movements where the target port equals the previous port. These 'within port calls' often occur when a ship moves from anchorage to a port. These 'within port calls' have been excluded from all ship movement figures to ensure consistency across the time series and to capture only port calls, not all vessel movements. For consistency, vessels which made only within port calls in Australia during a financial year are excluded from the number of cargo ships that called at Australian ports for that year.
- Landing craft are smaller general cargo vessels with a flat bottom that can be landed on a shore. In the Infrastructure Yearbook 2019, all landing craft in the Lloyd's ship movement data are included. Previously they were excluded from Tables T 7.2 and T 7.3.

## Tables T 7.4–T 7.6

Tables T 7.4, T 7.5 and T 7.6 provide estimates of the tonnes of cargo loaded or discharged from ships at Australian ports. Domestic cargo is recorded in these estimates at both the port of loading and the port of discharge, while international cargo is recorded only at the Australian port of loading or discharge.

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

## Table T 7.8

Table T 7.8 provides the number of ships operating out of Australian ports for at least part of the financial year that are owned or operated by Australian entities. In any financial year, there may be ships managed by Australian registered companies that operate internationally without calling into Australian ports.

## Tables T 7.9–T 7.10

A list of the Major Australian registered trading vessels (greater than 2 000 DWT) engaged in Australian coastal and international trade is provided in Tables T 7.9 and T 7.10. Australian Trading Vessels are defined as cargo ships that are owned or operated by Australian companies as at the end of the financial year. The trading fleet includes ships that carried cargo, or both cargo and passengers, but excludes ships that carried passengers only. Cargo ships in the trading fleet must have called at an Australian port during the reporting year. Vessels are classified to coastal or international trade based on their primary activity. Some predominantly international trading vessels occasionally engage in coastal trade and some predominantly coastal trading vessels occasionally engage in international trade.

## 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 T 8.1

Table T 8.1 provides a cross-modal comparison of fatality accidents and fatalities. Road statistics are compiled by BITRE, while marine and aviation statistics are compiled by the Australian Transport Safety Bureau (ATSB) and rail statistics are compiled by the Office of the National Rail Safety Regulator (ONRSR). ONRSR is an independent body corporate with regulatory safety oversight for South Australia, New South Wales, Tasmania, Northern Territory, Victoria and the Australian Capital Territory. Data are not currently available for the number of rail fatality accidents.

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

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

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

Aviation accidents are defined as:

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

For road data the definitions are:

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

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

- Includes accidents and other safety incidents involving Australian registered trading vessels (cargo and/or passengers), trading vessels flying foreign flags, and Australian Domestic Commercial Vessels.
- Only includes occurrences within Australia's maritime jurisdiction
- Includes injuries on board recreational and fishing vessels involved in accidents that also involved a ship
- Table 8.Ia includes only accidents (see definition above)
- Table 8.Ib includes all fatalities (and missing persons) and serious injuries to both crew and passengers

## Tables T 8.1–T 8.9

Fatality rates and serious injury rates are presented for each mode using population data provided in Table I 1.5 and passenger kilometre data provided in Table T 3.1.

- Between 1989 and 1997, statistics for hospitalised injury crashes were based on statistics compiled from police accident reports. Comparable national statistics are no longer available from these sources.
  - From 2000–01, serious injury statistics for roads are compiled on a financial year basis (year ended 30 June) from hospital records provided to the Australian Institute of Health and Welfare and maintained on their National Hospital Morbidity Database.
- 2012 calendar year data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. A large jurisdiction changed case inclusion criteria to exclude cases cared for solely in Emergency Departments from 1 July 2012. The National Injury Surveillance Unit (NISU) estimates this decreased admitted case counts in Australia by 2000 cases (-5.6 per cent) in 2012–13 compared to 2011–12. The estimated decrease in 2012 was approximately 1000 cases, or -2.8 per cent, with the reduction likely to differ by road user group.”

## Tables T 8.10–T 8.12

Rail safety statistics are sourced from the Office of the National Rail Safety Regulator (ONRSR).

Rail occurrence data for 2012 onwards include only heavy rail (excluding tram, non-heavy rail tourist and heritage operators) operations. Rail occurrence data from 2001 onwards excludes tram and monorail. Fatality and serious injury data excludes suspected suicide and trespass.

- NSW records occurrences where transfers by ambulance were required (excluding a person being transported for non-rail safety related health reasons, e.g. heart attack, seizure) as proxies for serious injuries. Consequently, this information has been provided separately.
- The Rail Safety National Law came into force in ACT on 20 November 2014. Prior to this there were no formal legal requirements for operators in ACT to notify rail safety occurrences.

The data are based on information provided by rail operators. The ONRSR cannot guarantee the accuracy or completeness of information provided by third parties.

## Tables T 8.13–T 8.15

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

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

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

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

## ***Energy and the environment***

### **Tables T 9.1–T 9.2**

Australian petroleum sales data include reporting companies' own use of petroleum products, but excludes refinery fuel.

- Includes all LPG production and trade.
- All diesel imports are included in automotive diesel.

### **Table T 9.3**

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

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

### **Tables T 9.4–T 9.13**

Emission estimates that are provided in terms of carbon dioxide equivalent emissions in Tables T 9.4 and T 9.5 follow the emission accounting framework of the National Greenhouse Gas Inventory (NGGI) and include only the directly radiative gases carbon dioxide, methane and nitrous oxide emitted from transport fuel combustion (with the exception of CO<sub>2</sub> released from the in-vehicle combustion of biofuels). The estimates of carbon dioxide equivalent emissions do not include:

- upstream emissions (from fuel or electricity supply)
- the indirect effects of gases such as carbon monoxide
- nitrogen oxides and non-methane volatile organic compounds
- direct effects of black carbon emissions
- fluorocarbon releases.

Emission estimates are available in Tables T 9.6 to T 9.8 for carbon dioxide, methane and nitrous oxide without conversion to carbon dioxide equivalent. The carbon dioxide equivalent values (Tables T 9.4 and T 9.5) use conversion factors (Global Warming Potentials) for calculating the CO<sub>2</sub> equivalent mass estimates for emissions of methane and nitrous oxide (using a reference period for warming effects of 100 years) from previous Intergovernmental Panel on Climate Change (IPCC) guidelines.

Greenhouse gas emissions presented in tables T 9.4 to T 9.8 represent emissions from end-use activity only. That is, they do not include emissions from 'upstream' activity (primarily fuel refining, electricity generation and biofuel production).

Estimates for maritime and aviation emissions only include domestic transport (coastal shipping and domestic aviation).

A discussion of the modelling techniques used is available in Greenhouse Gas Emissions from Australian Transport (BITRE 2009, BITRE 2006b) and Long-Term Projections of Australian Transport Emissions: Base Case 2010 (BITRE 2010).

## Part C Communications

### *Communications Infrastructure*

#### Table C 1.1

Table C 1.1 provides estimates of engineering construction work done on telecommunications infrastructure, drawing together telecommunications data provided in Table I 2.1. Figures presented in this table are in real terms, adjusted for price changes using a deflator calculated by dividing the current value of total engineering construction for each quarter by the equivalent chain volume measure, and then aggregating to financial year data.

#### Table C 1.2

Table C 1.2 provides a number of broad indicators of capital investment by selected communications industries using the national accounts concepts gross fixed capital expenditure, net capital expenditure, and depreciation and amortisation.

Gross fixed capital expenditure represents the total value of producers' acquisitions less disposals of fixed assets during a financial year, where fixed assets are assets used repeatedly in processes of production for more than one year (e.g. vehicles, machinery, capitalised computer software, computers, electronics, houses, buildings and structures, mining exploration expenditure, etc).

Net capital expenditure represents the value of total capital expenditure less disposal of assets. Depreciation and amortisation represent the notional reduction in value (consumption) of an asset over the life of the asset, apportioned to the reference time period (depreciation usually refers to the reduction in value of tangible assets and amortisation usually refers to the reduction in value of intangible assets).

## ***Subscriptions and prices***

### **Table C 3.1 to Table C 3.2**

Statistics on communications subscribers and providers are classified according to the technology or medium used. For telecommunications, Table C 3.1 provides estimates of the number of public payphones, fixed voice telephones and terrestrial mobile phones (excludes satellite mobile phones), while Table C 3.2 provides recent estimates of total number of terrestrial mobile subscribers.

### **Table C 3.3 to Table C 3.4**

Table C 3.3 provides a summary of internet subscribers by download speed and type of subscriber, while Table C 3.4 provides a summary of internet subscribers by type of access connection. In earlier years, statistics for both tables reflect information gathered from a complete census of all internet service providers, but for the December 2009 collection, information was gathered from a survey of only the internet service providers with more than 1000 active subscribers.

### **Table C 3.5**

The numbers presented are an annual average of the quarterly telecommunication services index that contributes to the Consumer Price Index estimation process. Indexes are available for capital cities only.

## **Part E Energy**

### ***Energy infrastructure***

#### **Table E 1.1**

Table E 1.1 provides estimates of engineering construction work done on energy infrastructure, providing energy detail to the data provided in Table I 2.1. The ABS definition of pipelines used in this table includes oil and gas pipelines, urban supply mains for gas, pipelines for refined petroleum products, chemicals, etc. Pipelines used for water supply are included in the category 'water storage and supply' (see Table W 1.1). Figures presented in this table are in real terms, adjusted for price changes using a deflator calculated by dividing the current value of total engineering construction for each quarter by the equivalent chain volume measure, and then aggregating to financial year data.

### Table E 1.2 and E 1.3

Early statistics (up to 1993–94) presented in these tables were sourced from a Historical Data Disk produced by ESAA. ESAA also provided data from 1997–98, however data for 1994–95 to 1996–97 were not available. From 1997–98, measures of ACT activity were included with NSW and were not available separately.

### Table E 1.4

Table E 1.4 provides reliability measures of electricity supply. The data is collected by distribution network. Region averages are weighted by the number of customers in each network. Likewise, the nationally weighted data is an average of the region data (weighted by the number of customers in each region).

In general, data have not been normalised to exclude distribution outages beyond the reasonable control of the network operator.

## *Energy production and usage*

### Table E 2.13

State and territory based estimates of petroleum fuel consumption by the petroleum refining and basic chemicals manufacturing industries are not separately available for publication, but have been included in the other manufacturing industry. Estimates for the petroleum refining and basic chemical manufacturing industries are available at the national level.

Petroleum products includes crude oil and other refinery feedstock, LPG, auto-gasoline leaded, auto-gasoline unleaded, aviation gasoline, aviation turbine fuel, lighting kerosene, power kerosene, heating oil, automotive diesel oil (ADO), industrial diesel fuel (IDF), Fuel oil, petroleum products nec, Solvents, Lubricants and greases.

### Table E 2.14

Annual world crude oil prices are presented as the average of quarterly prices compiled by OCE from posted or official selling prices with Rotterdam spot prices for Middle East and North Sea crudes.

- Middle East crude, 32 American Petroleum Institute (API) gravity.
- North Sea crude, 38 API gravity.
- North American crude, 40 API gravity.
- Australian crude, 42 API gravity.
- Malaysia tapis blend, 44 API gravity.

API gravity is an international standard measure of crude oil density, with higher API gravities signifying lighter oils. Light crude oil has an API gravity higher than 30.

## Part W Water

### *Water infrastructure*

#### Table W 1.1

Table W 1.1 provides estimates of engineering construction work done on water infrastructure, providing water detail to the data provided in Table I 2.1. Pipelines used for water supply and sewerage and drainage are included in this Table, however the ABS definition of pipelines used in Table E 1.1 includes oil and gas pipelines, urban supply mains for gas, pipelines for refined petroleum products, chemicals, etc. Figures presented in this table are in real terms, adjusted for price changes using a deflator calculated by dividing the current value of total engineering construction for each quarter by the equivalent chain volume measure, and then aggregating to financial year data.

#### Table W 1.3

- A definition of 'large dams' is provided by the Australian National Committee on Large Dams (ANCOLD): The dam wall must be more than 15 m in height, or more than 10 m in height, but with:
  - a crest of at least 500 m in length,
  - a capacity of at least 1 million cubic metres,
  - a maximum flood discharge dealt with by the dam of at least 2000 cubic metres per second, or
  - unusual design.
- From 2010–11, data are sourced from Water Storage. Capacity measures on Water Storage measure accessible capacity (excludes "dead storage" - water at the bottom of the dam, below the take-off pipe that cannot be accessed).

### *Water inputs and prices*

#### Table W 2.1

The total volume of rainwater available each year is a function of the area averaged annual state and territory rainfall and the land area of each state/territory.

- Includes mainland area and island area. Total Australian island area is 32,163 square kilometres.
- NSW figures include estimates for New South Wales, the Australian Capital Territory and Jervis Bay territory.

## *Rural water and gross value*

### **Table W 3.2**

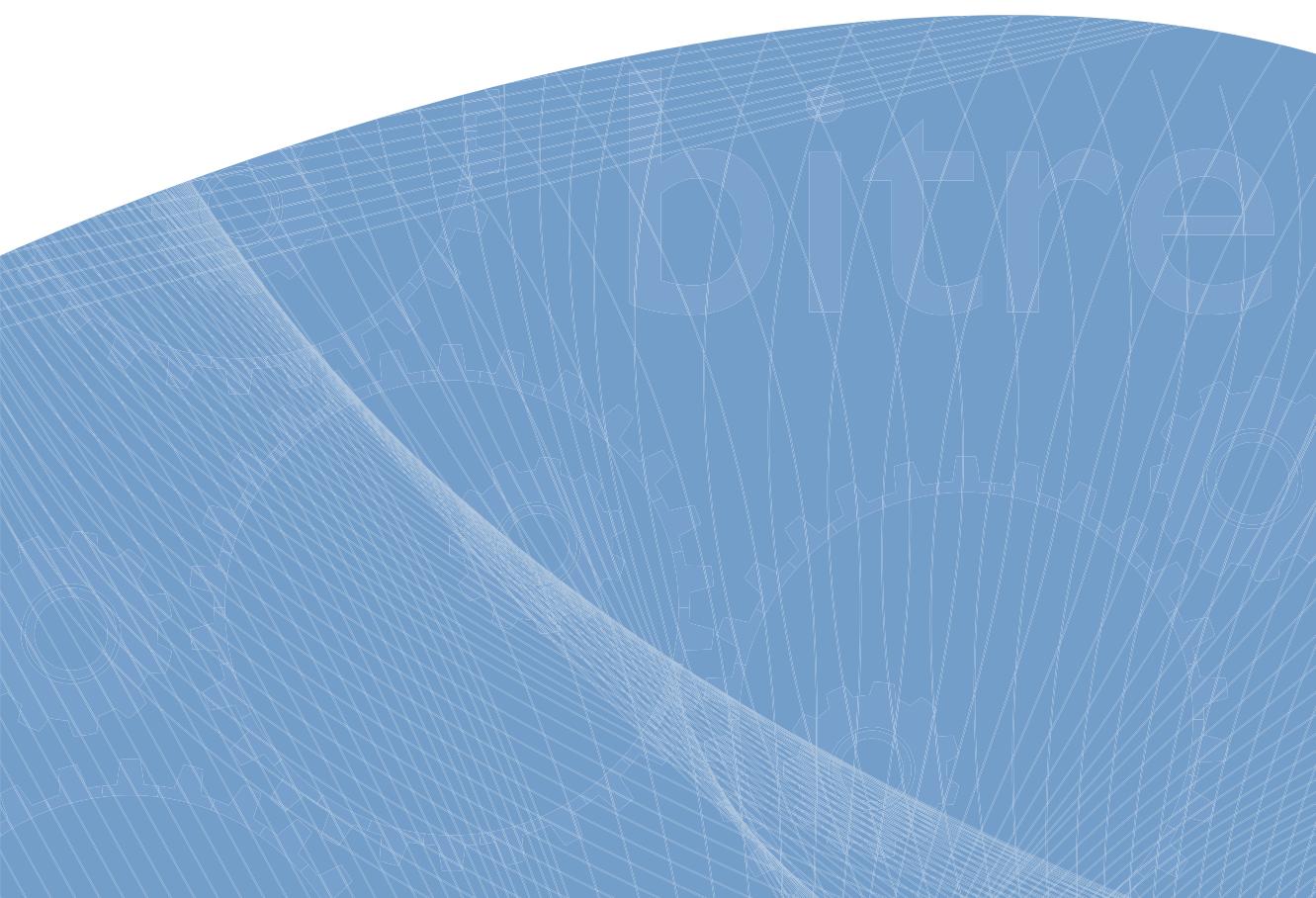
- The register of all farms in scope of the statistical collection prior to 2005–06 was maintained internally by ABS. From 2005–06 on, the register of all farms was derived from the Australian Business Register, maintained by the Australian Taxation Office.
- This series groups several agricultural activities into the one measure. Relative standard errors were calculated for component series, but are not available for the new measure.

### **Table W 3.4**

The application rate for irrigation water is calculated by dividing the total volume of irrigation water applied by the area of pasture or crop that is being irrigated.



## References





# References

- Australasian Railway Association Inc (ARA) 2008, Australian Rail Industry Report 2007, Canberra
- Australasian Railway Association Inc (ARA) 2013, Australian Rail Industry Report 2012, Canberra
- Australian Bureau of Statistics (ABS) 2002, Freight movements: Australia summary, ABS cat. no. 9220.0, Canberra
- Australian Bureau of Statistics (ABS) 2004, Rail freight movements, Australia, Summary – Electronic Delivery, ABS cat. no. 9220.055.001, Canberra
- Australian Bureau of Statistics (ABS) 2006a, Research Paper: Survey of Motor Vehicle Use – An investigation into coherence, ABS cat. no 9208.055.005, Canberra
- Australian Bureau of Statistics (ABS) 2006b, Water Account, Australia 2004–05, ABS cat. no. 4610.0, Canberra
- Australian Bureau of Statistics (ABS) 2010, Australian Statistical Geography Standard (ASGS): Volume 1 – Main Structure and Greater Capital City Statistical Areas, July 2011, ABS cat. no. 1270.055.001, Canberra
- Australian Bureau of Statistics (ABS) 2012, Australian Statistical Geography Standard (ASGS): Volume 4 – Significant Urban Areas, Urban Centres and Localities, Section of State, July 2011, ABS cat. no. 1270.055.004, Canberra
- Australian Bureau of Statistics (ABS) 2017a, Census Basic Community Profile Series (2016), ABS website release, Canberra
- Australian Bureau of Statistics (ABS) 2017c, Sales of New Motor Vehicles, Australia, ABS cat. no. 9314.0, Canberra
- Australian Bureau of Statistics (ABS) 2018a, Australian Transport Economic Account: An Experimental Transport Satellite Account, 2010–11 to 2015–16, ABS cat. no. 5270.0, Canberra
- Australian Bureau of Statistics (ABS) 2018s, Selected Characteristics of Australian Business, ABS cat. no. 81167.0, Canberra
- Australian Bureau of Statistics (ABS) 2019a, Employee Earnings and Hours, Australia, ABS cat. no. 6306.0, Canberra
- Australian Bureau of Statistics (ABS) 2019b, Gross Value of Irrigated Agricultural Production, ABS cat. no. 4610.055.008, Canberra
- Australian Bureau of Statistics (ABS) 2019c, International cargo statistics, unpublished data, Canberra
- Australian Bureau of Statistics (ABS) 2019d, Internet Activity, Australia, ABS cat. no. 8153.0, Canberra
- Australian Bureau of Statistics (ABS) 2019e, Consumer Price Index, Australia, ABS cat. no. 6401.0, Canberra
- Australian Bureau of Statistics (ABS) 2019f, Australian Demographic Statistics, ABS cat. no. 3101.0, Canberra
- Australian Bureau of Statistics (ABS) 2019t, Survey of Motor Vehicle Use, Australia, ABS cat. no. 9208.0, Canberra
- Australian Bureau of Statistics (ABS) 2020a, Australian Demographic Statistics, ABS cat. no. 3101.0, Canberra
- Australian Bureau of Statistics (ABS) 2020b, Australian Industry, ABS cat. no. 8155.0, Canberra
- Australian Bureau of Statistics (ABS) 2020c, Australian National Accounts: National Income, Expenditure and Product, ABS cat. no. 5206.0, Canberra

- Australian Bureau of Statistics (ABS) 2020d, Australian System of National Accounts, ABS cat. no. 5204.0, Canberra
- Australian Bureau of Statistics (ABS) 2020e, Balance of Payments and International Investment Position, Australia, ABS cat. no. 5302.0, Canberra
- Australian Bureau of Statistics (ABS) 2020f, Consumer Price Index, Australia, ABS cat. no. 6401.0, Canberra
- Australian Bureau of Statistics (ABS) 2020g, Engineering Construction Activity, Australia, ABS cat. no. 8762.0, Canberra
- Australian Bureau of Statistics (ABS) 2020h, Government Finance Statistics, Australia, ABS cat. no. 5512.0, Canberra
- Australian Bureau of Statistics (ABS) 2020i, Labour Force, Australia, ABS cat. no. 6202.0, Canberra
- Australian Bureau of Statistics (ABS) 2020j, Labour Force, Australia, detailed, Quarterly, ABS cat. no. 6291.0.55.003, Canberra
- Australian Bureau of Statistics (ABS) 2020o, Motor Vehicle Census, Australia, ABS cat. no. 9309.0, Canberra
- Australian Bureau of Statistics (ABS) 2020p, Producer Price Indexes, Australia, ABS cat. no. 6427.0, Canberra
- Australian Bureau of Statistics (ABS) 2020q, Regional Population Growth, Australia, ABS cat. no. 3218.0, Canberra
- Australian Bureau of Statistics (ABS) 2020r, Sales of New Motor Vehicles, Australia, ABS cat. no. 9314.0, Canberra
- Australian Bureau of Statistics (ABS) 2020u, Taxation Revenue, Australia, 2012–13, ABS cat. no. 5506.0, Canberra
- Australian Bureau of Statistics (ABS) 2020v, Water Account, Australia, ABS cat. no. 4610.0, Canberra
- Australian Bureau of Statistics (ABS) 2020w, Water Use on Australian Farms, ABS cat. no. 4618.0, Canberra
- Australian Bureau of Statistics (ABS) 2019i, Labour Force, Australia, ABS cat. no. 6202.0, Canberra
- Australian Chamber of Shipping 1993, The Ports of Australia, thirteenth edition, Sydney
- Australian Communications and Media Authority (ACMA) 2020, Communications report 2018–19, Melbourne
- Australian Energy Council (AEC) 2020, Electricity Gas Australia, Melbourne
- Australian Energy Regulator (AER) 2020, State of the Energy Market 2020, Australian Competition and Consumer Commission, Canberra
- Australian Institute of Health and Welfare (AIHW): Henley G and Harrison JE 2012, Trends in serious injury due to land transport accidents Australia 2000–01 to 2008–09, Injury research and statistics series no.66. Cat. No. INJCAT 142., Canberra
- Australian Institute of Health and Welfare (AIHW) 2019a, Admitted patient care 2017–18: Australian hospital statistics, Cat. no. HSE 201, Canberra
- Australian Institute of Health and Welfare (AIHW) 2019b, National Hospital Morbidity Database, unpublished
- Australian Institute of Petroleum (AIP) 2020, AIP Annual Retail Price Data – website release, <http://www.aip.com.au/pricing/retail.htm>
- Australian Taxation Office (ATO) 2020a, Statistical Enquiry Service, unpublished data
- Australian Taxation Office (ATO) 2020b, Taxation statistics, Canberra

- Australian Transport Safety Bureau (ATSB) 2004, Railway accident Fatalities: Australia Compared With Other OECD Countries, 1980–1999, Canberra
- Australian Transport Safety Bureau (ATSB) 2010, Australian Rail Safety Occurrence Data: 1 January 2001 to 31 December 2009, Canberra
- Australian Transport Safety Bureau (ATSB) 2012, Australian Rail Safety Occurrence Data 1 January 2002 to 31 December 2011, Canberra, <http://www.atsb.gov.au/publications/2012/rr-2012-001.aspx>
- Australian Transport Safety Bureau (ATSB) 2020a, National Aviation Occurrence Database, unpublished data
- Australian Transport Safety Bureau (ATSB) 2020b, Maritime Occurrence Database, unpublished data
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2009, Greenhouse Gas Emissions from Australian Transport: Projections to 2020 Working Paper 73, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2010, Long-Term Projections of Australian Transport Emissions: Base Case 2010, Commissioned Report, Commonwealth of Australia, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2012, TrainLine 1, Statistical Report, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2015a, BITRE Road Construction and Maintenance Price Index—2015, Information Sheet 72, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2015b, Traffic and congestion cost trends for Australian capital cities, Information Sheet 74, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2015c, Long-term trends in urban public transport, Information Sheet 60, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2015d, Urban public transport: updated trends, Information Sheet 59, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2017, Growth in the Australian Road System, Information Sheet 92, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2019a, Australian Sea Freight , Statistical Report, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2019b, TrainLine 7, Statistical Report, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2019c, Aviation statistics – website release, Canberra <[http://www.bitre.gov.au/statistics/aviation/australian\\_air\\_distances.aspx](http://www.bitre.gov.au/statistics/aviation/australian_air_distances.aspx)>
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2020a, Australia Road Trauma 2018 Statistical Summary, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2020b, Australian Sea Freight Unpublished data
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2020c, Aviation statistics – website release, Canberra <[http://www.bitre.gov.au/statistics/aviation/air\\_fares.aspx](http://www.bitre.gov.au/statistics/aviation/air_fares.aspx)>
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2020d, Aviation statistics – website release, Canberra <[http://www.bitre.gov.au/publications/ongoing/airport\\_traffic\\_data.aspx](http://www.bitre.gov.au/publications/ongoing/airport_traffic_data.aspx)>
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2020f, Aviation statistics – website release, Canberra <[http://www.bitre.gov.au/publications/ongoing/domestic\\_airline\\_activity-annual\\_publications.aspx](http://www.bitre.gov.au/publications/ongoing/domestic_airline_activity-annual_publications.aspx)>
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2020g, Aviation statistics – website release, Canberra <<http://www.bitre.gov.au/statistics/aviation/international.aspx>>

- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2020h, Domestic aviation activity, Statistical Report, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2020i, TrainLine 8, Statistical Report, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2020j, Waterline, issue 65, Canberra
- Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2020k, National Crash Database (NCD), Canberra
- Bureau of Meteorology (BoM) 2020a, National performance report 2018–19: urban water utilities, Canberra
- Bureau of Meteorology (BoM) 2020b, Water Storage, BOM website release,  
[<http://water.bom.gov.au/waterstorage/awris/?ref=ftr>](http://water.bom.gov.au/waterstorage/awris/?ref=ftr)
- Civil Aviation Safety Authority (CASA) 2020, Civil aircraft register – website release, Canberra
- Department of Industry, Science, Energy and Resources 2020a, Australian Greenhouse Emissions Information System, National Greenhouse Gas Inventory, Australian Greenhouse Emissions Information System (AGEIS) website release, Canberra
- Department of Industry, Science, Energy and Resources 2020b, Australian Petroleum Statistics, website release, Canberra <<https://www.energy.gov.au/government-priorities/energy-data/australian-petroleum-statistics>>
- Department of Industry, Science, Energy and Resources 2020c, Australian Energy Statistics, Canberra, <<https://www.energy.gov.au/publications/australian-energy-update-2020>>
- Department of Industry, Science, Energy and Resources 2020d, Resources and Energy Quarterly, Canberra, September
- Energy Supply Association of Australia (ESAA) 2005, Historical Statistics – Australian electricity sector statistics from 1955 to 1994, data disk
- Federal Chamber of Automotive Industries 2019, New vehicle sales figures, Canberra
- Federal Chamber of Automotive Industries 2020, New vehicle sales figures, Canberra
- Geoscience Australia (GA) 2010, Area of Australia – States and Territories, GA website release, <http://www.ga.gov.au/education/geoscience-basics/dimensions/area-of-australia-states-and-territories.html>
- Geoscience Australia (GA) 2013, Australia's Identified Mineral Resources 2013, Geoscience Australia, Canberra
- Infrastructure, Transport, Cities and Regional Development, Department of, 2020, Casualty Crash Database, unpublished data
- National Marine Safety Committee (NMSC) 2010, Incident data, <[http://www.nmsc.gov.au/research\\_data/index.php?MID=84&COMID=1&CID=80](http://www.nmsc.gov.au/research_data/index.php?MID=84&COMID=1&CID=80)>
- National Transport Commission (NTC), September 2020, Statistical Enquiry, unpublished data
- Office of the National Rail Safety Regulator (ONRSR) 2020, Statistical Enquiry, unpublished data
- OpenStreetMap 2012, Australia extract 23 August 2012, <<http://www.osmaustralia.org>>
- OpenStreetMap 2014, Oceania extract 4 September 2014, <<http://download.geofabrik.de/osm.dumps>>
- PSMA 2018, Transport & Topography, May 2018 release, PSMA Australia Limited, Griffith ACT
- Reserve Bank of Australia 2020, Economic and Financial Statistics, Historical Data
- Tourism Research Australia (TRA) 2020, Statistical Enquiry, unpublished data
- Treasury, 2020, Budget 2019–20, Canberra





[www.bitre.gov.au](http://www.bitre.gov.au)

---

ISBN: 978-1-922521-05-7