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September 2026

**BUREAU OF INFRASTRUCTURE AND TRANSPORT RESEARCH ECONOMICS
STATISTICAL REPORT**



Bureau of Infrastructure and Transport Research Economics

Waterline 71
September 2026

Department of Infrastructure, Transport, Regional Development,
Communications, Sport and the Arts
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Cover Photo: Aerial view over the West Gate Tunnel project towards Swanson Dock, March 2025. The elevated carriage-ways above Footscray Road, a tunnel entrance and the new Maribyrnong River crossings are shown, with the container terminals behind. Photo courtesy of Port of Melbourne.

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Foreword

Waterline is published by the Bureau of Infrastructure and Transport Research Economics (BITRE) and provides information on container movements on both the wharf-side and the landside of five major Australian container ports: Brisbane, Sydney, Melbourne, Adelaide and Fremantle. This issue of *Waterline* covers activity up to the June quarter 2025.

Waterline reports on trends in container handling throughput and performance on the waterfront in Australia, as well as the cost of importing and exporting containers.

This issue of *Waterline* was prepared in the Infrastructure and Surface Transport Statistics Section by Thomas Rutherford and Jack McAuley. For further information on this report, please email maritime_stats@infrastructure.gov.au.

Georgia O’Cianain
Head of Bureau
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September 2026

At a glance

New indicators

Waterline 71 introduces two new indicators: *Indicator 1.15 Ship TEUs exchanged* and *Indicator 2.19 Berth availability*.

Size of TEU exchange

Indicator 1.15 Ship TEUs exchanged extends the tally of port calls by vessel size from gross tonnage (Tables 1.7 to 1.9) and vessel TEU capacity (Tables 1.10 to 1.12) to the number of TEUs exchanged. See Tables 1.13 to 1.15 for the latest figures, or the time series tables for historical values. The indicator is defined for all five ports from July–December 2006 to present. Partial data is available from January 2005.

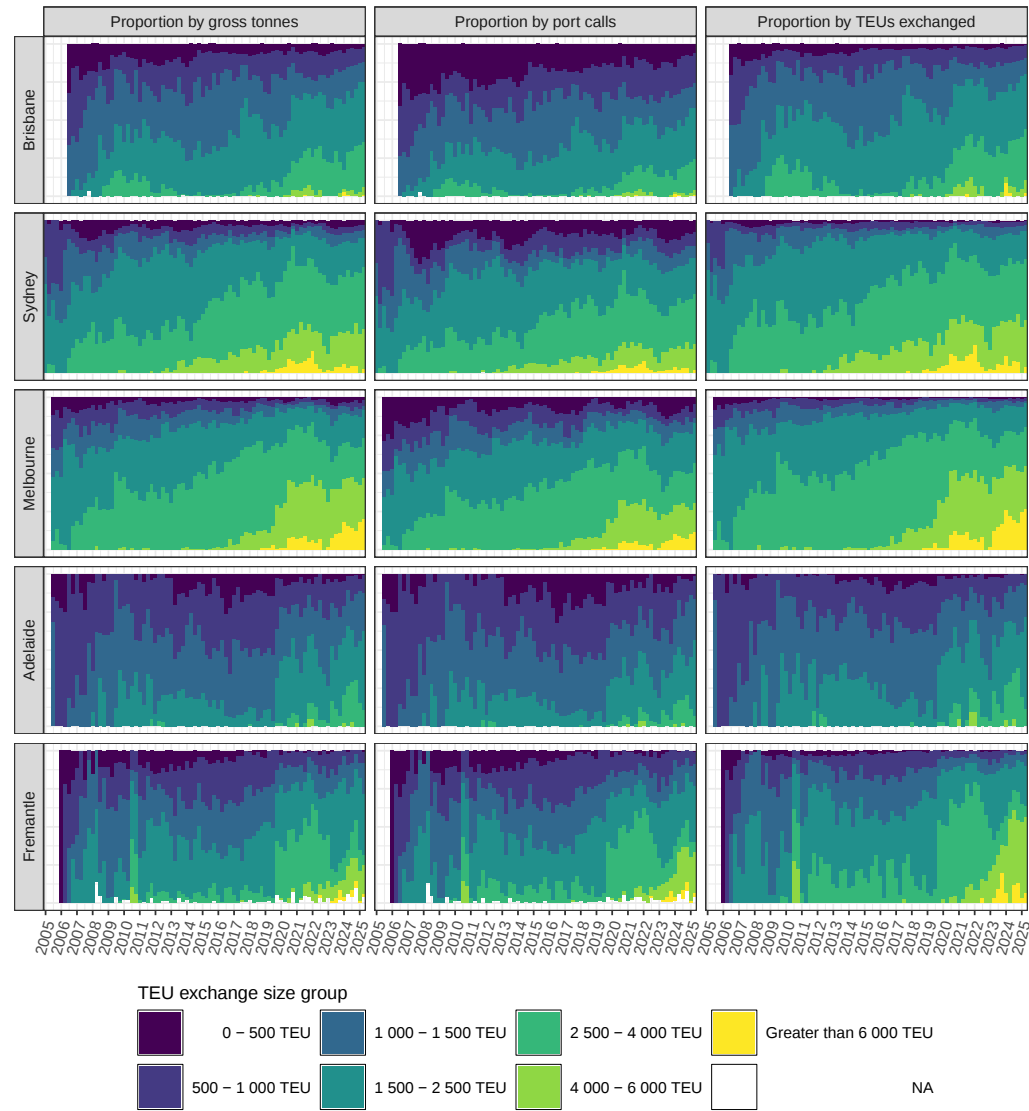
Indicator 1.15 Ship TEUs exchanged groups calls into the following size categories:

- Fewer than 500 TEUs exchanged
- 500 – 1,000 TEUs exchanged
- 1,000 – 1,500 TEUs exchanged
- 1,500 – 2,500 TEUs exchanged
- 2,500 – 4,000 TEUs exchanged
- 4,000 – 6,000 TEUs exchanged
- More than 6,000 TEUs exchanged

These categories have been chosen to support comparative analysis across the five capital-city ports, while retaining compatibility with international benchmarking efforts such as the World Bank *Container Port Performance Index (CPPI)*. The *Waterline* categories are coarser, to ensure a greater number of port calls are recorded in each category, but they remain simple aggregates of the TEU exchange categories used by the CPPI.

Figure 1 illustrates the proportion of vessel calls in each category over the full time series. The columns show each of the five ports, with calls weighted by vessel gross tonnage, calls (unweighted) and total TEUs exchanged respectively. A trend over time towards larger TEU exchanges is clearly visible, with total exchange sizes over 4,000 TEUs becoming common in recent years. Operational differences between ports, notably in the prevalence (or otherwise) of calls with smaller exchanges, are also visible.

Figure 1 TEU exchange category coverage, 2005-2025



Sources: Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025), Fremantle Ports (2025), Lloyd’s List Intelligence (2025)

Berth availability

Berth availability measures the fraction of port calls for which a berth at the destination terminal is available within a given timeframe of arrival. *Waterline* has previously published berth availability measures on a 4-hour window, using stevedore data, however this indicator has not been produced in some time.

The new *Indicator 2.19 Berth availability* infers berth availability from vessel arrival and anchorage times. A 2-hour window is chosen, to align with the condition for anchorage times considered in Indicators 2.14 to 2.17.

To determine berth availability, we check the eventual berth of vessels anchoring for 2 hours or more, inferring this to be the destination quayline. The available chainage is assessed at the point in time 2 hours after the vessel's arrival at anchorage. If the available chainage is less than the vessel's length overall (LOA), plus 10 metres, the berth is considered unavailable. (The 10-metre addition is to account somewhat for the requirement for additional spacing between vessels along a quay. However, at this time the measure does not take into account the actual operational procedures at each port. This is thus approximate in this sense, though we do not expect the measure to be highly sensitive to the value chosen.)

The berth is considered available if the above check passes, which is likely to slightly overestimate availability as recent departures and impending arrivals at berth will not be identified. Similarly, this methodology does not include cases where chainage is available, but the terminal is not ready.

Note that this measure, on its own, does not establish causality: an early- or late-arriving vessel is indistinguishable from delays occurring at the terminal.

A berth is considered available for any vessel for which no anchorage time was recorded, or where the time at anchor was less than 2 hours.

Throughput

- The *number of twenty-foot equivalent units (TEUs) handled by stevedores* decreased by 1.0% in the Five ports in January–June 2025, compared to January–June 2024. The largest proportional decrease was in Brisbane (5.0%).

This follows a large increase in throughput in January–June 2024, up 11.6% in the Five ports compared to January–June 2023. Volumes increased at all ports in that period, with the largest increases in Brisbane (16.4%), Adelaide (15.7%) and Melbourne (12.1%).

Over the two-year period (January–June 2023 to January–June 2025), the total *number of twenty-foot equivalent units (TEUs) handled by stevedores* increased from 3.9 million to 4.3 million TEUs across the Five ports.

- The *number of unitised cellular container (UCC) vessels handled by stevedores* decreased by 5.2% in the Five ports in January–June 2024 compared to January–June 2023, and then decreased by another 5.6% in January–June 2025, to 1,729 vessel calls.

Over the two year span January–June 2023 to January–June 2025, vessel calls declined in all ports, with the largest relative declines in Fremantle (20.9%) and Brisbane (11.1%). The largest absolute change was a reduction of 64 vessel calls at Sydney.

- *Lifts per berth visit* increased by 17.5% on average across the Five ports in January–June 2024, reversing a decline seen in January–June 2023. A smaller average increase of 3.1% oc-

curred in January–June 2025, with the largest increase at Brisbane (12.6%) and the largest decrease at Adelaide (3.9%) compared to January–June 2024.

Overall, *lifts per berth visit* in January–June 2025 sits at 1,528 lifts, 1.8% above the January–June 2022 level.

Performance

- The new indicator *Indicator 2.19 Berth availability at 2 hours* is shown in Tables 2.1 to 2.6, under 'Whole of container terminal' congestion measures.

Berth availability at 2 hours stood at 96.5% in January–June 2025, an improvement of 1.8 percentage points over January–June 2024. Melbourne had the highest berth availability, at 98.5%.

- *Berth occupancy* averaged 41.0% across the Five ports in January–June 2025, down from 45.6% in January–June 2024.

In January–June 2025, *berth occupancy* was highest in Sydney (50.1%) and lowest in Brisbane (30.1%).

- Stevedoring velocity improved in January–June 2025 compared to January–June 2024. Five-port average *crane rate* increased by 2.8%; *labour rate* by 13.6% and *ship rate* by 15.5%, measured in containers per (net) hour.

Brisbane had the largest percentage increases in *labour rate* (39.8%) and *ship rate* (35.2%), whereas Fremantle saw the greatest improvement in *crane rate* at 7.2%.

Much of this change can be attributed to recovery, following declines in the five-port average *crane rate* (4.5%), *labour rate* (9.7%) and *ship rate* (10.8%) in January–June 2024 relative to the previous year.

- *Truck turnaround time* decreased by 5.9% on average across the Five ports in January–June 2025, to 32.6 minutes. This reverses a 6.7% increase in January–June 2024 relative to January–June 2023, leaving turnaround time roughly unchanged over the two year span (0.4%, 32.5 minutes).

Average containers per truck increased by 4.3% over the two years to January–June 2025 (1.4% in the first year and 2.8% in the second), resulting in a slight improvement in *container turnaround time* despite the consistent truck turnaround. Over the two years to January–June 2025, *container turnaround time* decreased by 3.7% (42 seconds) on average across the Five ports.

- The *number of VBS timeslots actually used* across the Five ports was 1.4 million slots in January–June 2025, an increase of 5.4% compared to January–June 2024.

The *timeslots used by trucks in all off-peak periods as proportion of total timeslots used at container terminals* stood at 48.8% in both January–June 2024 and January–June 2025, 3.0 percentage points higher than in January–June 2023.

Port interface costs

- In constant prices, port interface costs for exports increased for small vessels, but decreased for medium- and large-sized vessels over the two years to January–June 2025.
 - For small ships (5,000 to 20,000 gross tonnes), port interface costs increased by \$36 per TEU in January–June 2024 compared to January–June 2023, then decreased by \$18 per TEU to January–June 2025.
 - For medium-sized ships (35,000 to 50,000 gross tonnes), port interface costs decreased by \$11 per TEU in January–June 2024 compared to January–June 2023, then decreased by \$17 per TEU to January–June 2025.
 - For large ships (65,000 to 80,000 gross tonnes), port interface costs increased by \$4 per TEU in January–June 2024 compared to January–June 2023, then decreased by \$14 per TEU to January–June 2025.
- In constant-price terms, port interface costs for imports increased for small vessels, decreased for mid-sized vessels and remained constant for large vessels over the two years to January–June 2025.
 - For small ships (5,000 to 20,000 gross tonnes), port interface costs increased by \$35 per TEU in January–June 2024 compared to January–June 2023, then increased by \$14 per TEU to January–June 2025.
 - For medium-sized ships (35,000 to 50,000 gross tonnes), port interface costs decreased by \$11 per TEU in January–June 2024 compared to January–June 2023, then decreased by \$13 per TEU to January–June 2025.
 - For large ships (65,000 to 80,000 gross tonnes), port interface costs increased by \$4 per TEU in January–June 2024 compared to January–June 2023, then decreased by \$5 per TEU to January–June 2025.

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- Ports Australia
- shipping lines
- customs brokers
- road transport operators
- pilot, tug and mooring operators.

Contents

Foreword	iii
At a glance	v
1 Measures of container terminal throughput	1
2 Measures of container terminal performance	21
3 Vehicle booking system and empty container park operations	43
4 Port interface cost index	57
A Maps of five major Australian container ports	75

Tables

1.1	Container terminal throughput: Brisbane	12
1.2	Container terminal throughput: Sydney	13
1.3	Container terminal throughput: Melbourne	14
1.4	Container terminal throughput: Adelaide	15
1.5	Container terminal throughput: Fremantle	16
1.6	Container terminal throughput: Five ports	17
1.7	Container ship visits by gross tonnage: January–June 2025	18
1.8	Container ship visits by gross tonnage: July–December 2024	18
1.9	Container ship visits by gross tonnage: January–June 2024	18
1.10	Container ship visits by TEU capacity: January–June 2025	19
1.11	Container ship visits by TEU capacity: July–December 2024	19
1.12	Container ship visits by TEU capacity: January–June 2024	19
1.13	Container ship visits by TEUs exchanged: January–June 2025	20
1.14	Container ship visits by TEUs exchanged: July–December 2024	20
1.15	Container ship visits by TEUs exchanged: January–June 2024	20
2.1	Container terminal performance: Brisbane	36
2.2	Container terminal performance: Sydney	37
2.3	Container terminal performance: Melbourne	38
2.4	Container terminal performance: Adelaide	39
2.5	Container terminal performance: Fremantle	40
2.6	Container terminal performance: Five ports	41
3.1	Timeslots available and actually used by trucks: Brisbane	50
3.2	Timeslots available and actually used by trucks: Sydney	51
3.3	Timeslots available and actually used by trucks: Melbourne	52
3.4	Timeslots available and actually used by trucks: Adelaide	53
3.5	Timeslots available and actually used by trucks: Fremantle	54
3.6	Timeslots available and actually used by trucks: Five ports	55
4.1	Port interface costs by ship type—parameters and estimates: Brisbane	64
4.2	Port interface costs by ship type—parameters and estimates: Sydney	66
4.3	Port interface costs by ship type—parameters and estimates: Melbourne	68
4.4	Port interface costs by ship type—parameters and estimates: Adelaide	70
4.5	Port interface costs by ship type—parameters and estimates: Fremantle	72
4.6	National port interface costs, by size of ship (current prices)	74
4.7	National port interface costs, by size of ship (constant prices)	74

Figures

1	TEU exchange category coverage, 2005-2025	vi
1.1	TEU throughput by container port: wharf-side	6
1.2	TEU throughput by container port: landside	7
1.3	TEU throughput by container port: whole of port	8
1.4	Container terminal traffic: number of UCC ships handled	9
1.5	Container terminal traffic: number of trucks used in VBS/TAS operations . .	10
1.6	Rail share of TEUs handled	11
2.1	Wharf-side crane rate	27
2.2	Wharf-side elapsed labour rate	28
2.3	Wharf-side ship rate	29
2.4	Performance in five ports: Comparison of wharfside rates	30
2.5	Average TEUs per truck on landside of container terminals	31
2.6	Average container turnaround time on landside of container terminals . . .	32
2.7	Longest and shortest truck turnaround time in five ports	33
2.8	Longest and shortest container turnaround time in five ports	33
2.9	Average number of lifts per hour a ship spent at berth	34
2.10	Average number of lifts per berth visit	35
3.1	Timeslots used by trucks in all off-peak periods	46
3.2	Timeslots used by trucks in off-peak periods Monday to Friday	47
3.3	Timeslots used by trucks on Saturday and Sunday	48
3.4	TEUs processed per VBS timeslot used at container terminals	49
4.1	Port interface costs, constant prices (January–June 2025), by ship size . . .	63
A.1	Brisbane (Fisherman Islands terminals)	76
A.2	Sydney (Port Botany terminals)	78
A.3	Melbourne (Swanson and Webb Dock terminals)	82
A.4	Adelaide (Outer Harbor / Pelican Point)	86
A.5	Fremantle (North Quay terminals in the Inner Harbour)	88

CHAPTER 1

Measures of container terminal throughput

Overview

Chapter 1 of *Waterline* presents all container port throughput indicators in a consolidated format. The indicators are in four groups—wharf-side, landside, whole of container terminal and whole of port.

There are four wharf-side quarterly throughput indicators:

- 1.1 UCC ships handled, as reported by stevedores
- 1.2 Total containers handled by stevedores
- 1.3 Total TEUs handled by stevedores
- 1.4 40-foot containers as per cent of all containers handled

There are seven landside quarterly throughput indicators:

- 1.5 Number of trucks used in VBS/TAS operations
- 1.6 Total number of containers transported by trucks and rail
- 1.7 Total number of containers transported by trucks
- 1.8 Number of containers by rail
- 1.9 Total number of TEUs transported by trucks and rail
- 1.10 Total number of TEUs transported by trucks
- 1.11 Number of TEUs by rail

Using data from port authorities, there are two quarterly whole-of-terminal throughput indicators:

- 1.12 Total number of container ship visits
- 1.13 Total number of containers (lifts) exchanged

Using data from port authorities, there are seven quarterly whole-of-port throughput indicators:

- 1.14 Total cargo throughput
- 1.15 Non-containerised general cargo throughput

- 1.16 Total number of TEUs exchanged
- 1.17 Number of TEUs: Full import
- 1.18 Number of TEUs: Empty import
- 1.19 Number of TEUs: Full export
- 1.20 Number of TEUs: Empty export

Using port authority data, there are three half-yearly indicators, counting the number of container ship visits by:

- 1.21 vessel gross tonnage
- 1.22 vessel TEU capacity
- 1.23 TEUs exchanged per port call

Indicators are presented separately for Brisbane, Sydney, Melbourne, Adelaide and Fremantle, as well as for the five ports as a whole, where applicable.

Container terminal

The movement of containers from/to the container ship takes place on a wharf or pier known as a container terminal. Unlike a traditional wharf, a container terminal needs a large stacking area adjoining the wharf for storing containers. While in the terminal, the containers are at the disposal of a stevedoring company.

Stevedoring

The term stevedore can refer to a company which manages the operation of loading or unloading a ship. In Australia the people who work on the waterfront are referred to as water-side workers or stevedores. A stevedoring company typically owns equipment used in the loading or discharging operation and hires labour for that purpose. A stevedoring company may also contract with a terminal owner to manage all terminal operations. In Australia, there are three major stevedoring companies which handle containers: Patrick, Dubai Ports World and Hutchison Ports Australia.

Wharf-side throughput measures

Measures of throughput at the wharf-side relate only to containers moved by stevedoring companies from/to UCC ships at the container terminals.

Indicator 1.1 UCC ships handled, as reported by stevedores

Only fully cellular ships, or Unitised Cellular Container (UCC) ships, are included in this indicator. Normally these purpose built container ships are equipped with 40-foot cell guides below deck as a minimum requirement.

Indicator 1.2 Total containers handled

This is the total number of containers lifted on/off UCC ships at specialised container berths. These counts are not standardised to account for different container sizes. Thus, one 20-foot container and one 40-foot container are counted as two containers.

Indicator 1.3 Total TEUs handled

This indicator is similar to total containers handled (Indicator 1.2), but measured in ‘twenty-foot equivalent units’ (TEUs). It accounts for containers of different sizes. The TEU is a universally-recognised measure which represents containers of different sizes in a standardised way. A 20-foot container equals one TEU, and a 40-foot container equals two TEUs. Less common container sizes may be fractions of a TEU.

Indicator 1.4 40-foot containers as proportion of all containers handled

This is the number of 40-foot containers as a proportion of all containers handled.

Landside throughput measures**Indicator 1.5 Number of trucks used in VBS/TAS operations**

This is the count of trucks processed through either the vehicle booking system (VBS) or the truck appointments system (TAS). This count excludes trucks that perform bulk runs of empty containers between the container parks and container terminals. This indicator counts trucks on a round trip. That is, a truck entering a container terminal and the same truck exiting the container terminal is counted as one truck.

Indicator 1.6 Total number of containers transported by trucks and rail

This indicator includes the total number of containers transported in all modes on the land-side, either by trucks or by rail. Counts of containers in this indicator are further broken down into Indicator 1.7 (containers moved by trucks) and Indicator 1.8 (containers moved by rail).

Indicator 1.7 Total number of containers transported by trucks

This indicator includes the total number of containers transported by VBS/TAS trucks. This indicator is computed using data provided by stevedores. Up to Waterline 55, this indicator included the trucks undertaking bulk runs; this has been discontinued due to inconsistent data.

Indicator 1.8 Number of containers by rail

The total number of containers carried by rail in or out of container terminals, using data supplied by container port operators.

This indicator includes containers handled through ‘on-dock’ and ‘near-dock’ rail sidings. ‘On-dock’ refers to rail sidings accessible by yard container handling equipment, whereas ‘near-dock’ sidings are those within the port precinct, but accessed via the public road network. Only on-dock rail data is reported for Sydney, as port precinct rail data is not available.

Indicator 1.9 Total number of TEUs transported by trucks and rail

This indicator includes the total number of TEUs transported in all modes on the land-side, either by trucks or by rail. Counts of TEUs in this indicator are further broken down into Indicator 1.10 (TEUs moved by trucks) and Indicator 1.11 (TEUs moved by rail).

Indicator 1.10 Total number of TEUs transported by trucks

This indicator includes the total number of TEUs transported by VBS/TAS trucks. Up to Waterline 55, this indicator included the number of TEUs transported by trucks undertaking bulk runs; this has been discontinued due to inconsistent data.

Indicator 1.11 Number of TEUs by rail

The total number of TEUs carried by rail in or out of container terminals, using data supplied by container port operators.

This indicator includes containers handled through 'on-dock' and 'near-dock' rail sidings. 'On-dock' refers to rail sidings accessible by yard container handling equipment, whereas 'near-dock' sidings are those within the port precinct, but accessed via the public road network. Only on-dock rail data is reported for Sydney, as port precinct rail data is not available.

Whole of container terminal throughput**Indicator 1.12 Total number of container ship visits**

This is a count of all port calls by UCC ships where the vessel visited and exchanged containers at the container terminal. Tables 1.7 and 1.8 summarise ship visits by size of ship and by container port.

Indicator 1.13 Total number of containers (lifts) exchanged

This indicator is estimated using Indicator 1.4 (proportion of 40-foot containers) and the total number of TEUs exchanged with container vessels, as reported by ports.

Indicator 1.14 Ship TEU capacity

A vessel's TEU capacity is the number of twenty-foot equivalent units it is nominally able to carry. Among other factors, this is affected by vessel draft, length, beam and deadweight tonnage. Depending on the cargoes carried, a vessel may not be able to achieve its nominal capacity on a given voyage. All other things being equal, vessels with larger capacities can carry more TEUs.

Group boundaries correspond to different size classes of containership calling Australian ports: small feeders (<1,500 TEU), large feeders (1,501–3,000 TEU), Panamax (3,000–5,200 TEU), post-Panamax (5,200–7,500 TEU), neo-Panamax (7,500–10,000 TEU) and larger vessels. For vessels in the Australian fleet, the TEU capacity boundary between Panamax and larger vessels is 5,200 TEU. While there is no formal distinction between post- and neo-Panamax vessels, the populations in Australian service are distinct.

Indicator 1.15 Number of TEUs exchanged

A breakdown of TEUs exchanged, as in Indicator 1.18, by port call. A port call with greater TEU exchange is expected to be more efficient at the wharfside, due to efficiencies in crane movements. However, this same increased density may contribute to congestion in the container yard, terminal landside and port hinterland.

Exchange size groups are chosen to maintain a reasonable number of calls in each category across all five ports, and to aid international comparison by remaining simple aggregates of size categories used in the *Container Port Performance Index 2025* (World Bank 2026).

Whole of port throughput**Indicator 1.16 Total cargo throughput**

This is the weight, measured in tonnes, of all container and non-container general cargoes that passed through the port.

Indicator 1.17 Non-containerised general cargo throughput

This is the weight of non-container general cargoes processed through a port. Non-container general cargo refers to break bulk commodities including machinery, iron and steel products, timber, paper and timber products and other general cargoes. It does not include bulk cargoes.

Indicator 1.18 Total number of TEUs exchanged

This is a count of TEUs, exchanged through the port. This count is further broken down into Indicators 1.19 to 1.22.

Indicator 1.19 Full import TEUs

This is a count of full containers in TEUs imported (unloaded) at the port.

Indicator 1.20 Empty import TEUs

This is a count of empty containers in TEUs imported (unloaded) at the port.

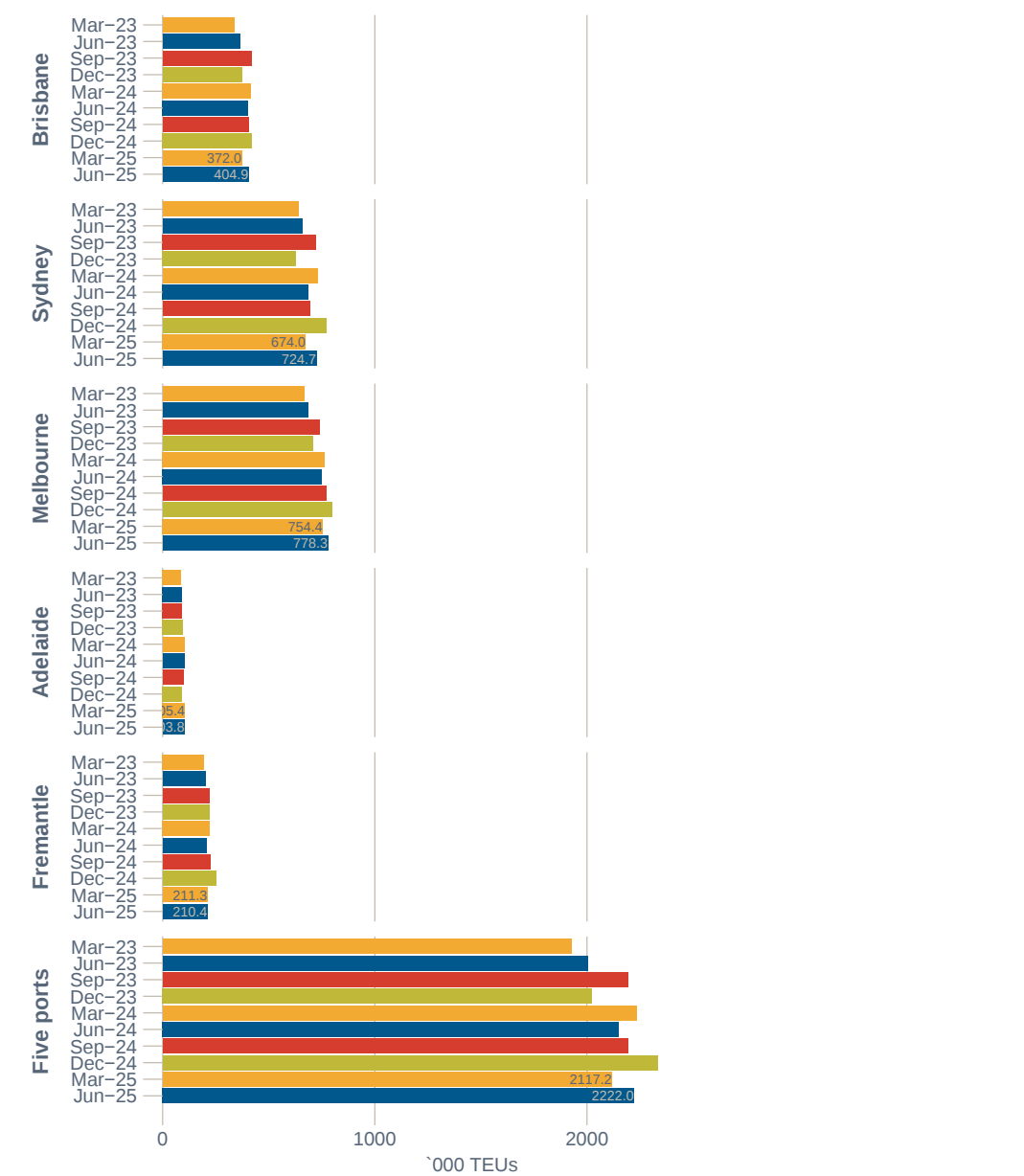
Indicator 1.21 Full export TEUs

This is a count of full containers in TEUs exported (loaded) at the port.

Indicator 1.22 Empty export TEUs

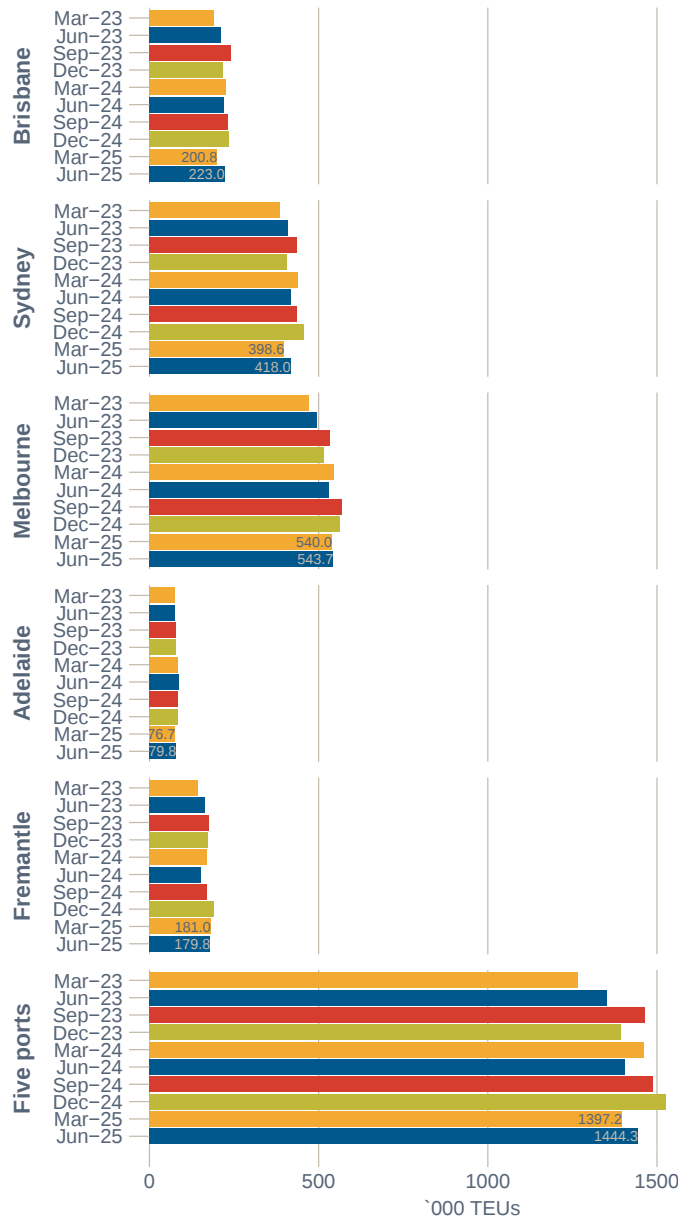
This is a count of empty containers in TEUs exported (loaded) at the port.

Figure 1.1 TEU throughput by container port: wharf-side



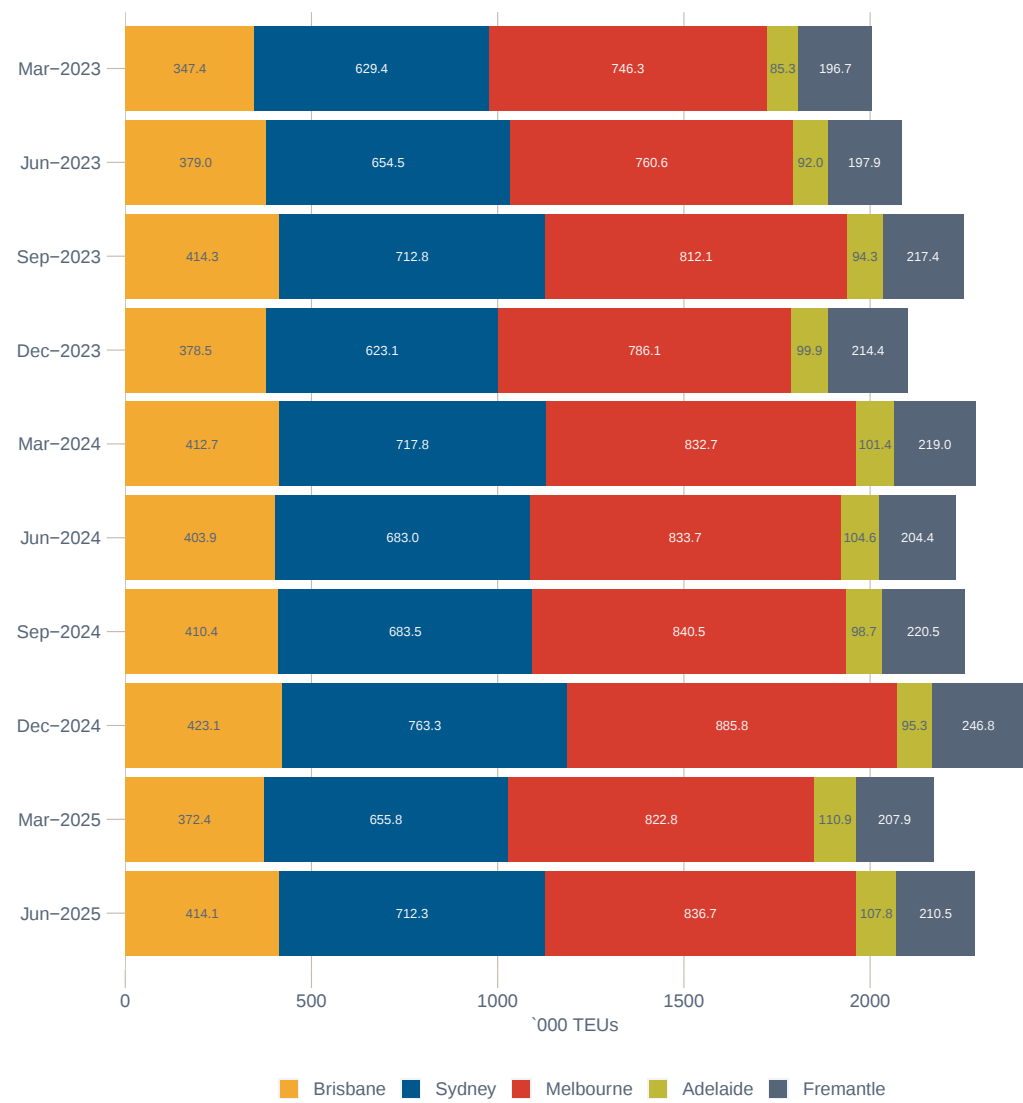
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 1.2 TEU throughput by container port: landside



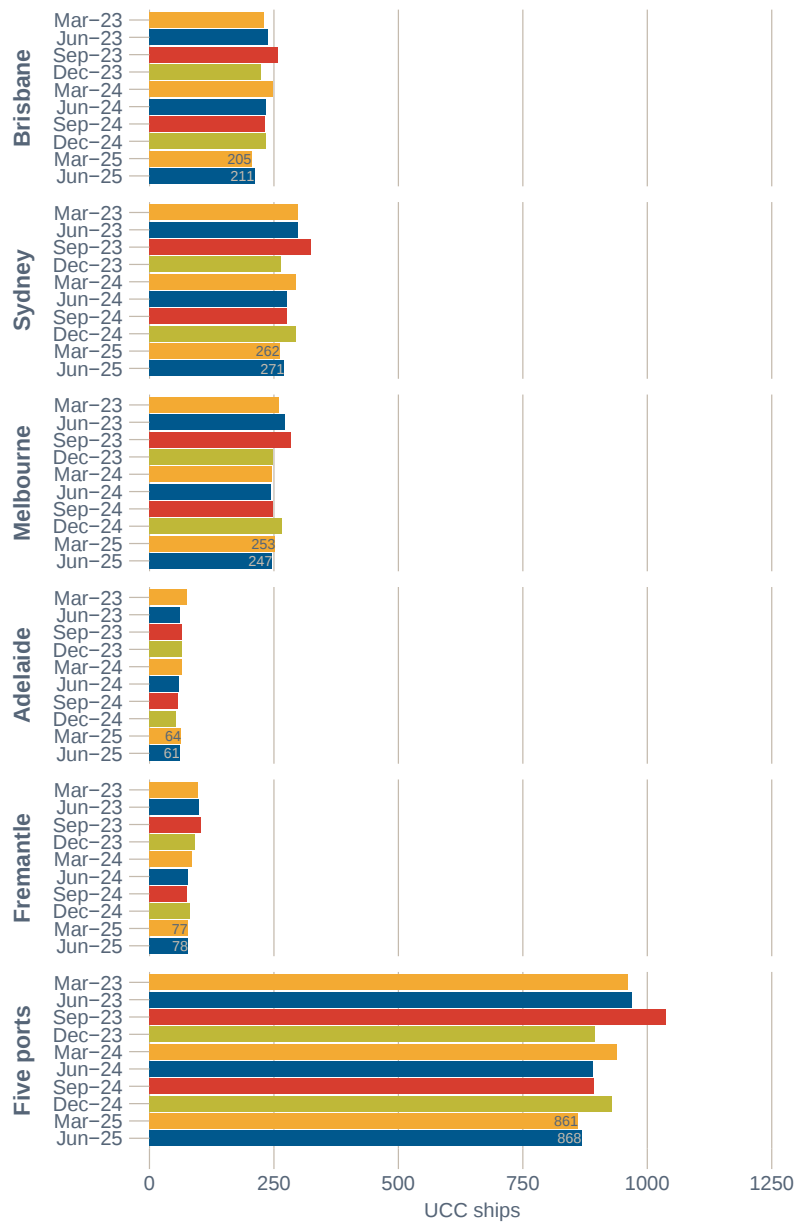
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025), Victoria International Container Terminal (2025), Flinders Ports (2025), Port of Brisbane Pty Ltd (2025), Port of Melbourne Operations Pty Ltd (2025) and Fremantle Ports (2025)

Figure 1.3 TEU throughput by container port: whole of port



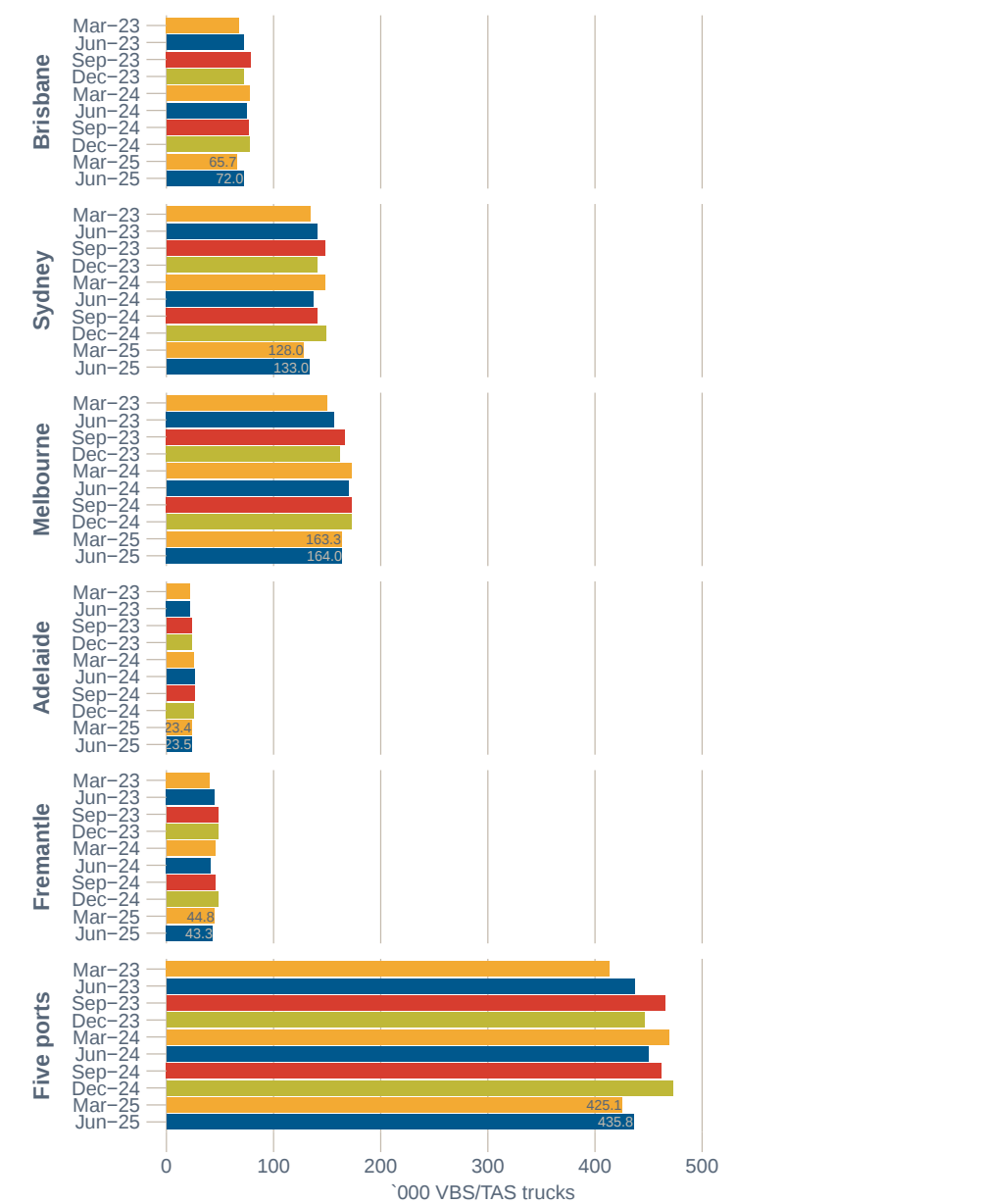
Sources: Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Figure 1.4 Container terminal traffic: number of UCC ships handled



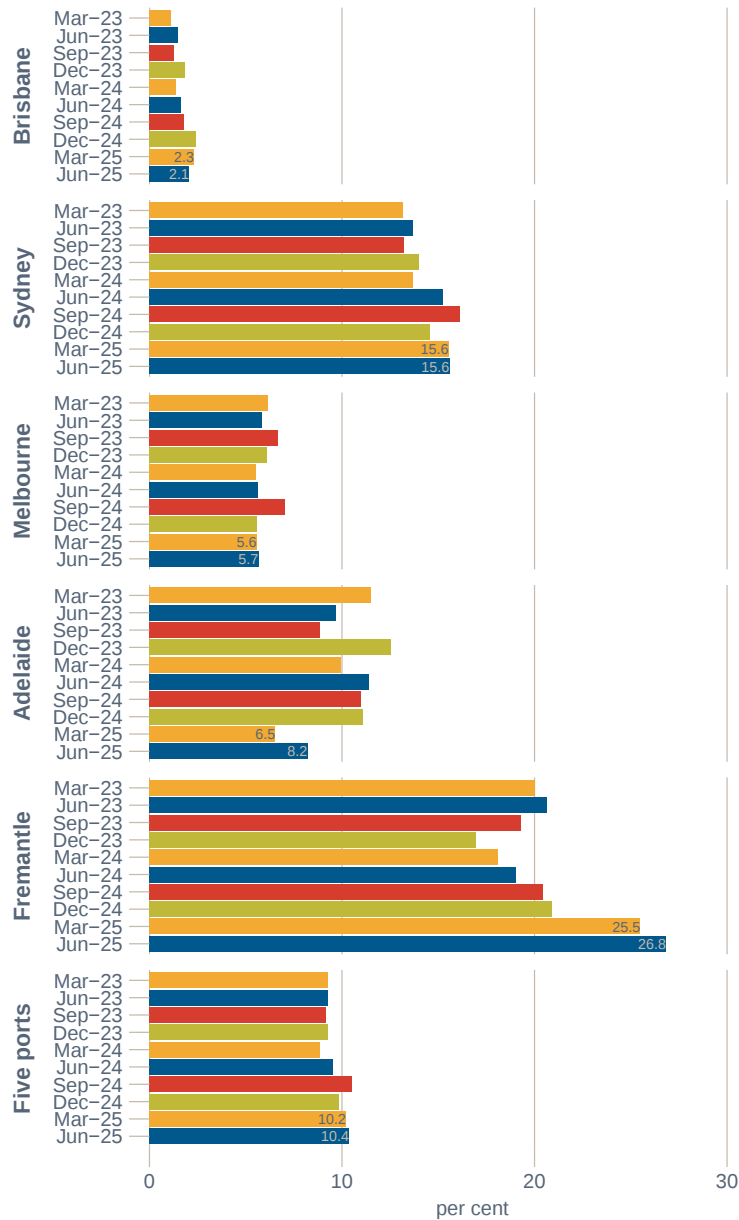
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 1.5 Container terminal traffic: number of trucks used in VBS/TAS operations



Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 1.6 Rail share of TEUs handled



Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025), Flinders Ports (2025), Port of Brisbane Pty Ltd (2025), Port of Melbourne Operations Pty Ltd (2025) and Fremantle Ports (2025)

Table 1.1 Container terminal throughput: Brisbane

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
UCC ships handled, as reported by stevedores	229	239	468	259	224	483	248	235	483	233	234	467	205	211	416
Total containers handled ('000)	213.9	229.1	443.0	261.4	232.4	493.9	260.5	252.9	513.4	252.3	264.0	516.3	234.7	252.7	487.4
Total TEUs handled ('000)	337.7	365.4	703.1	419.7	372.3	792.0	415.6	402.6	818.2	405.1	420.8	825.9	372.0	404.9	776.9
40-foot containers as proportion of all containers handled (%)	57.9	59.5	58.7	60.5	60.2	60.4	59.5	59.2	59.4	60.6	59.4	60.0	58.5	60.2	59.4
Landside															
Number of trucks used in VBS/TAS operations ('000)	67.8	72.2	140.0	78.8	71.8	150.6	77.3	74.5	151.8	76.5	77.2	153.8	65.7	72.0	137.7
Total containers transported by VBS/TAS trucks and rail ('000)	126.1	136.8	262.9	152.2	140.1	292.3	147.0	144.8	291.8	149.3	153.5	302.8	132.3	146.5	278.9
Containers by VBS/TAS trucks ('000)	122.8	132.1	254.9	147.5	134.5	282.1	142.4	139.9	282.3	144.2	146.1	290.3	126.3	140.3	266.6
Containers by rail ('000)	3.3	4.7	8.1	4.7	5.6	10.2	4.6	4.9	9.5	5.0	7.4	12.5	6.0	6.3	12.3
Total TEUs transported by VBS/TAS trucks and rail ('000)	191.4	210.7	402.1	240.4	217.5	457.9	224.7	220.8	445.5	231.2	235.0	466.2	200.8	223.0	423.8
TEUs by VBS/TAS trucks ('000)	187.6	205.3	393.0	235.0	210.8	445.7	218.9	214.2	433.2	223.9	224.8	448.7	192.2	214.6	406.8
TEUs by rail ('000)	3.7	5.4	9.1	5.4	6.8	12.2	5.7	6.6	12.4	7.3	10.2	17.5	8.6	8.4	17.0
Whole of container terminal															
Total number of container ship visits	238	250	488	272	220	492	220	223	443	226	225	451	212	216	428
Total number of containers (lifts) exchanged ('000)	213.0	228.3	441.4	256.3	204.9	461.3	210.4	225.3	435.6	228.3	237.1	465.3	226.9	246.9	473.8
Whole of port															
Total cargo throughput (million tonnes)	7.8	8.3	16.1	8.9	7.5	16.4	7.2	8.7	15.9	7.9	9.3	17.3	8.1	9.5	17.6
Non-containerised general cargo throughput (million tonnes)	0.3	0.2	0.5	0.3	0.3	0.6	0.3	0.3	0.5	0.2	0.2	0.5	0.3	0.3	0.5
Total TEUs exchanged ('000)	347.4	379.0	726.4	414.3	378.5	792.8	412.7	403.9	816.6	410.4	423.1	833.5	372.4	414.1	786.5
Full import ('000)	153.6	167.3	320.9	178.0	172.6	350.5	186.7	171.6	358.3	182.3	193.2	375.5	167.1	180.0	347.1
Empty import ('000)	21.1	32.5	53.7	33.5	22.0	55.5	20.5	25.8	46.3	29.7	27.3	57.0	18.5	32.5	51.0
Full export ('000)	85.7	107.8	193.5	133.4	105.3	238.7	86.8	111.8	198.7	118.6	110.4	229.0	87.8	108.0	195.8
Empty export ('000)	86.9	71.4	158.3	69.5	78.7	148.2	118.7	94.7	213.4	79.9	92.1	172.0	98.9	93.6	192.6

Note: Blank cells mean no data were reported in that period.

Sources: DP World (2025), Hutchison Ports Australia (2025), Patrick (2025) and Port of Brisbane Pty Ltd (2025)

Table 1.2 Container terminal throughput: Sydney

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
UCC ships handled, as reported by stevedores	298	299	597	325	265	590	295	276	571	276	295	571	262	271	533
Total containers handled ('000)	395.8	407.6	803.4	448.7	388.8	837.5	449.4	425.3	874.7	429.4	473.0	902.4	413.0	445.1	858.2
Total TEUs handled ('000)	640.4	658.9	1,299.3	723.2	629.2	1,352.3	729.4	687.4	1,416.8	695.0	770.2	1,465.2	674.0	724.7	1,398.7
40-foot containers as proportion of all containers handled (%)	61.8	61.6	61.7	61.2	61.8	61.5	62.3	61.6	62.0	61.8	62.8	62.4	63.2	62.8	63.0
Landside															
Number of trucks used in VBS/TAS operations ('000)	134.0	140.7	274.7	147.9	140.5	288.4	148.4	137.3	285.7	141.0	148.9	289.9	128.0	133.0	261.0
Total containers transported by VBS/TAS trucks and rail ('000)	242.1	256.1	498.2	271.2	253.5	524.7	276.2	262.3	538.5	270.5	284.7	555.2	252.3	262.9	515.1
Containers by VBS/TAS trucks ('000)	185.8	197.4	383.2	211.2	197.8	409.1	212.3	195.4	407.7	200.2	212.7	412.8	183.1	189.9	373.0
Containers by rail ('000)	56.3	58.8	115.0	59.9	55.7	115.6	64.0	66.8	130.8	70.3	72.0	142.3	69.2	72.9	142.2
Total TEUs transported by VBS/TAS trucks and rail ('000)	385.6	409.5	795.2	436.9	407.2	844.1	439.6	417.6	857.3	435.6	455.7	891.3	398.6	418.0	816.6
TEUs by VBS/TAS trucks ('000)	301.3	319.3	620.6	341.1	319.0	660.1	339.8	312.7	652.6	323.3	343.3	666.7	293.8	305.1	598.8
TEUs by rail ('000)	84.4	90.2	174.6	95.7	88.2	184.0	99.8	104.9	204.7	112.3	112.4	224.7	104.8	112.9	217.8
Whole of container terminal															
Total number of container ship visits	293	295	588	327	258	585	292	268	560	274	293	567	261	260	521
Total number of containers (lifts) exchanged ('000)	387.2	403.3	790.6	451.4	377.1	828.4	444.8	413.7	858.5	422.3	470.1	892.4	402.4	423.0	825.5
Whole of port															
Total cargo throughput (million tonnes)	6.3	6.4	12.7	6.9	5.8	12.6	6.2	6.2	12.4	6.8	6.9	13.7	6.3	7.0	13.2
Non-containerised general cargo throughput (million tonnes)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total TEUs exchanged ('000)	629.4	654.5	1,283.9	712.8	623.1	1,335.9	717.8	683.0	1,400.8	683.5	763.3	1,446.8	655.8	712.3	1,368.1
Full import ('000)	308.8	318.7	627.5	352.2	312.4	664.6	346.2	332.6	678.8	340.1	375.2	715.3	323.5	355.3	678.8
Empty import ('000)	6.0	10.9	17.0	8.2	10.3	18.5	8.1	9.1	17.2	7.3	6.8	14.1	4.9	6.5	11.4
Full export ('000)	124.0	134.8	258.8	144.6	121.2	265.8	122.7	135.3	258.0	144.2	148.3	292.5	129.2	148.8	278.0
Empty export ('000)	190.6	190.1	380.7	207.7	179.3	387.0	240.8	206.0	446.8	191.9	233.0	424.9	198.2	201.7	399.9

Note: Blank cells mean no data were reported in that period.

Cells with a value of "0.0" mean that data were reported but rounded to zero.

Sources: DP World (2025), Hutchison Ports Australia (2025), Patrick (2025) and NSW Ports (2025)

Table 1.3 Container terminal throughput: Melbourne

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
UCC ships handled, as reported by stevedores	261	272	533	285	249	534	246	244	490	249	267	516	253	247	500
Total containers handled ('000)	417.1	423.2	840.3	461.9	441.0	902.9	474.4	467.2	941.7	478.3	497.3	975.7	468.3	478.6	946.9
Total TEUs handled ('000)	667.5	684.1	1,351.5	738.4	707.2	1,445.5	764.7	751.1	1,515.7	769.7	798.9	1,568.6	754.4	778.3	1,532.7
40-foot containers as proportion of all containers handled (%)	60.0	61.6	60.8	59.9	60.3	60.1	61.2	60.7	61.0	60.9	60.6	60.8	61.1	62.6	61.9
Landside															
Number of trucks used in VBS/TAS operations ('000)	150.0	156.5	306.5	166.5	162.0	328.5	172.7	169.9	342.6	173.1	172.4	345.5	163.3	164.0	327.3
Total containers transported by VBS/TAS trucks and rail ('000)	301.3	312.5	613.8	338.9	328.3	667.2	346.2	334.9	681.1	357.9	353.5	711.4	338.9	340.5	679.4
Containers by VBS/TAS trucks ('000)	275.6	287.8	563.3	308.0	301.5	609.4	320.0	308.6	628.6	324.3	325.8	650.1	312.8	313.4	626.2
Containers by rail ('000)	25.8	24.7	50.5	30.9	26.9	57.8	26.2	26.2	52.4	33.6	27.7	61.3	26.1	27.1	53.3
Total TEUs transported by VBS/TAS trucks and rail ('000)	472.4	494.6	967.0	534.5	516.7	1,051.2	545.8	529.2	1,075.0	568.4	561.6	1,130.0	540.0	543.7	1,083.6
TEUs by VBS/TAS trucks ('000)	431.1	454.6	885.8	485.1	473.6	958.7	503.6	487.0	990.6	514.4	517.1	1,031.5	497.9	499.6	997.4
TEUs by rail ('000)	41.2	40.0	81.2	49.4	43.1	92.5	42.2	42.2	84.4	54.0	44.5	98.5	42.1	44.1	86.2
Whole of container terminal															
Total number of container ship visits	249	272	521	283	242	525	235	240	475	241	267	508	252	221	473
Total number of containers (lifts) exchanged ('000)	399.7	424.2	824.0	456.5	429.5	886.0	454.9	463.7	918.6	463.3	490.7	954.1	457.4	443.1	900.4
Whole of port															
Total cargo throughput (million tonnes)	9.2	9.5	18.7	10.0	9.5	19.5	9.8	10.2	19.9	10.0	10.3	20.3	9.8	9.9	19.6
Non-containerised general cargo throughput (million tonnes)	0.6	0.6	1.2	0.7	0.6	1.3	0.6	0.6	1.2	0.6	0.6	1.2	0.7	0.6	1.3
Total TEUs exchanged ('000)	746.3	760.6	1,506.9	812.1	786.1	1,598.2	832.7	833.7	1,666.5	840.5	885.8	1,726.3	822.8	836.7	1,659.5
Full import ('000)	341.1	342.5	683.6	371.2	360.3	731.6	376.3	367.9	744.1	385.2	407.3	792.5	372.9	373.3	746.2
Empty import ('000)	32.7	41.1	73.8	41.5	40.7	82.2	44.1	43.6	87.7	39.7	36.4	76.2	39.6	49.9	89.5
Full export ('000)	202.5	205.8	408.4	215.0	215.4	430.4	219.8	229.5	449.3	236.5	239.6	476.1	227.5	224.3	451.8
Empty export ('000)	170.0	171.1	341.1	184.4	169.7	354.1	192.5	192.8	385.3	179.2	202.4	381.5	182.8	189.2	372.0

Note: Blank cells mean no data were reported in that period.

The counts of containers by rail include those handled by Qube Logistics.

Sources: DP World (2025), Patrick (2025), Victoria International Container Terminal (2025) and Port of Melbourne Operations Pty Ltd (2025)

Table 1.4 Container terminal throughput: Adelaide

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
UCC ships handled, as reported by stevedores	76	61	137	66	66	132	66	59	125	58	53	111	64	61	125
Total containers handled ('000)	60.5	62.9	123.5	62.2	67.3	129.5	70.0	70.0	139.9	68.2	61.8	130.0	69.2	67.5	136.7
Total TEUs handled ('000)	86.0	91.5	177.5	91.0	95.4	186.4	101.9	103.4	205.3	99.2	91.4	190.6	105.4	103.8	209.2
40-foot containers as proportion of all containers handled (%)	42.2	45.4	43.8	46.3	41.8	43.9	45.7	47.9	46.8	45.5	47.8	46.6	52.3	53.8	53.0
Landside															
Number of trucks used in VBS/TAS operations ('000)	21.7	22.1	43.8	23.8	23.4	47.1	25.4	26.5	51.9	26.0	25.7	51.7	23.4	23.5	46.9
Total containers transported by VBS/TAS trucks and rail ('000)	52.5	50.7	103.1	53.2	53.9	107.2	56.5	58.4	114.9	56.4	57.1	113.5	51.4	53.3	104.7
Containers by VBS/TAS trucks ('000)	45.5	45.4	90.8	48.6	46.9	95.5	50.7	51.8	102.5	50.3	51.4	101.7	47.4	48.3	95.7
Containers by rail ('000)	7.0	5.3	12.3	4.7	7.0	11.7	5.7	6.7	12.4	6.2	5.6	11.8	3.9	5.0	8.9
Total TEUs transported by VBS/TAS trucks and rail ('000)	75.2	74.2	149.4	78.1	78.3	156.4	82.9	86.3	169.3	82.8	84.4	167.2	76.7	79.8	156.5
TEUs by VBS/TAS trucks ('000)	65.3	65.3	130.6	70.0	66.3	136.3	72.8	74.5	147.3	71.9	74.3	146.2	69.8	71.2	141.1
TEUs by rail ('000)	9.9	8.9	18.7	8.1	12.0	20.1	10.1	11.8	21.9	10.9	10.1	21.0	6.9	8.5	15.4
Whole of container terminal															
Total number of container ship visits	74	62	136	68	68	136	63	58	121	57	56	113	63	59	122
Total number of containers (lifts) exchanged ('000)	58.0	60.5	118.5	61.2	65.7	126.8	66.5	66.5	133.1	63.4	62.3	125.7	66.3	62.6	128.9
Whole of port															
Total cargo throughput (million tonnes)	4.2	4.2	8.4	5.0	4.8	9.8	5.6	4.8	10.4	4.0	3.5	7.5	4.6	4.2	8.8
Non-containerised general cargo throughput (million tonnes)	0.1	0.2	0.2	0.2	0.2	0.4	0.1	0.1	0.2	0.1	0.2	0.3	0.2	0.2	0.3
Total TEUs exchanged ('000)	85.3	92.0	177.3	94.3	99.9	194.2	101.4	104.6	206.0	98.7	95.3	194.0	110.9	107.8	218.7
Full import ('000)	31.7	32.0	63.7	37.9	38.3	76.1	39.8	36.1	75.9	38.2	38.7	76.9	37.3	36.9	74.2
Empty import ('000)	8.0	13.6	21.6	8.1	10.2	18.3	12.4	14.0	26.4	10.2	7.3	17.5	14.5	14.0	28.5
Full export ('000)	34.1	37.9	72.1	34.1	37.5	71.6	36.7	41.0	77.7	37.8	36.2	74.0	35.1	35.5	70.6
Empty export ('000)	10.4	6.8	17.3	10.5	8.6	19.1	8.6	8.8	17.5	8.6	10.5	19.1	14.8	11.8	26.6

Note: Blank cells mean no data were reported in that period.

Cells with a value of "0.0" mean that data were reported but rounded to zero.

Sources: Flinders Adelaide Container Terminal (2025) and Flinders Ports (2025)

Table 1.5 Container terminal throughput: Fremantle

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
UCC ships handled, as reported by stevedores	97	99	196	103	91	194	85	77	162	76	81	157	77	78	155
Total containers handled ('000)	127.3	131.9	259.2	141.7	141.9	283.6	144.1	132.2	276.3	144.8	161.7	306.4	137.3	135.4	272.8
Total TEUs handled ('000)	194.8	201.9	396.7	220.7	220.2	440.9	222.9	205.0	427.9	223.4	251.7	475.1	211.3	210.4	421.7
40-foot containers as proportion of all containers handled (%)	53.0	53.1	53.1	55.8	55.2	55.5	54.7	55.1	54.9	54.3	55.7	55.0	53.9	55.3	54.6
Landside															
Number of trucks used in VBS/TAS operations ('000)	40.3	45.2	85.4	48.3	48.6	96.9	45.2	41.4	86.6	45.4	48.4	93.8	44.8	43.3	88.0
Total containers transported by VBS/TAS trucks and rail ('000)	95.3	107.6	202.9	113.1	112.0	225.1	109.7	99.7	209.4	109.9	122.5	232.4	115.9	114.0	229.9
Containers by VBS/TAS trucks ('000)	69.9	80.2	150.1	86.8	87.9	174.7	83.8	74.7	158.5	80.7	89.1	169.8	81.7	79.3	161.0
Containers by rail ('000)	25.4	27.4	52.8	26.3	24.0	50.3	25.9	25.0	50.9	29.2	33.3	62.6	34.2	34.7	68.9
Total TEUs transported by VBS/TAS trucks and rail ('000)	143.3	163.6	306.9	175.8	172.8	348.6	169.6	152.8	322.4	168.9	190.6	359.4	181.0	179.8	360.9
TEUs by VBS/TAS trucks ('000)	104.3	121.9	226.2	133.2	135.5	268.7	129.3	113.8	243.1	123.2	137.9	261.1	127.1	123.4	250.5
TEUs by rail ('000)	39.0	41.7	80.7	42.6	37.3	79.9	40.3	39.0	79.3	45.7	52.7	98.4	53.9	56.5	110.3
Whole of container terminal															
Total number of container ship visits	99	97	196	103	87	190	84	81	165	74	88	162	77	80	157
Total number of containers (lifts) exchanged ('000)	130.7	129.3	260.0	141.2	131.8	273.1	139.3	129.5	268.9	139.3	156.3	295.5	135.4	135.8	271.2
Whole of port															
Total cargo throughput (million tonnes)	8.0	7.9	15.9	7.4	7.9	15.3	7.6	6.8	14.4	6.1	7.5	13.5	7.6	7.8	15.4
Non-containerised general cargo throughput (million tonnes)	0.3	0.3	0.5	0.3	0.3	0.6	0.2	0.3	0.5	0.3	0.3	0.5	0.3	0.3	0.6
Total TEUs exchanged ('000)	196.7	197.9	394.6	217.4	214.4	431.8	219.0	204.4	423.4	220.5	246.8	467.3	207.9	210.5	418.4
Full import ('000)	94.7	94.1	188.8	107.7	103.5	211.1	108.7	100.1	208.9	113.1	119.7	232.9	102.0	105.5	207.5
Empty import ('000)	6.5	7.1	13.6	4.9	5.0	9.9	3.2	2.6	5.8	1.2	3.7	4.9	2.2	3.2	5.4
Full export ('000)	59.5	65.0	124.6	62.7	60.4	123.1	55.5	57.3	112.8	55.8	62.0	117.8	63.2	63.1	126.3
Empty export ('000)	36.0	31.7	67.7	42.1	45.6	87.7	51.6	44.4	96.0	50.4	61.3	111.7	40.5	38.7	79.2

Note: Blank cells mean no data were reported in that period.

Sources: DP World (2025), Patrick (2025) and Fremantle Ports (2025)

Table 1.6 Container terminal throughput: Five ports

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
UCC ships handled, as reported by stevedores	961	970	1,931	1,038	895	1,933	940	891	1,831	892	930	1,822	861	868	1,729
Total containers handled ('000)	1,214.6	1,254.7	2,469.3	1,375.9	1,271.4	2,647.3	1,398.4	1,347.6	2,745.9	1,373.0	1,457.9	2,830.9	1,322.5	1,379.4	2,702.0
Total TEUs handled ('000)	1,926.4	2,001.8	3,928.2	2,192.9	2,024.3	4,217.2	2,234.5	2,149.5	4,384.0	2,192.4	2,333.1	4,525.5	2,117.2	2,222.0	4,339.2
40-foot containers as proportion of all containers handled (%)	58.6	59.5	59.1	59.4	59.2	59.3	59.8	59.5	59.7	59.7	60.0	59.9	60.1	61.1	60.6
Landside															
Number of trucks used in VBS/TAS operations ('000)	413.7	436.7	850.4	465.3	446.3	911.6	469.0	449.5	918.6	462.0	472.7	934.7	425.1	435.8	861.0
Total containers transported by VBS/TAS trucks and rail ('000)	817.3	863.7	1,681.1	928.6	887.8	1,816.4	935.6	900.1	1,835.7	944.1	971.2	1,915.3	890.8	917.2	1,808.0
Containers by VBS/TAS trucks ('000)	699.5	742.8	1,442.3	802.1	768.6	1,570.8	809.2	770.5	1,579.7	799.7	825.1	1,624.8	751.3	771.1	1,522.5
Containers by rail ('000)	117.8	120.9	238.7	126.5	119.2	245.7	126.4	129.6	256.0	144.4	146.1	290.4	139.5	146.1	285.6
Total TEUs transported by VBS/TAS trucks and rail ('000)	1,267.8	1,352.6	2,620.4	1,465.6	1,392.6	2,858.2	1,462.7	1,406.8	2,869.5	1,486.8	1,527.3	3,014.2	1,397.2	1,444.3	2,841.4
TEUs by VBS/TAS trucks ('000)	1,089.6	1,166.5	2,256.1	1,264.4	1,205.2	2,469.6	1,264.4	1,202.3	2,466.7	1,256.7	1,297.5	2,554.2	1,180.9	1,213.9	2,394.7
TEUs by rail ('000)	178.2	186.1	364.3	201.2	187.4	388.6	198.3	204.5	402.8	230.1	229.8	460.0	216.3	230.4	446.7
Whole of container terminal															
Total number of container ship visits	953	976	1,929	1,053	875	1,928	894	870	1,764	872	929	1,801	865	836	1,701
Total number of containers (lifts) exchanged ('000)	1,188.4	1,246.0	2,434.5	1,366.6	1,209.1	2,575.7	1,316.2	1,299.0	2,615.2	1,316.8	1,416.6	2,733.4	1,288.4	1,311.2	2,599.5
Whole of port															
Total cargo throughput (million tonnes)	35.4	36.3	71.7	38.2	35.4	73.6	36.3	36.8	73.1	34.8	37.5	72.3	36.3	38.4	74.7
Non-containerised general cargo throughput (million tonnes)	1.2	1.2	2.5	1.5	1.4	2.9	1.2	1.3	2.5	1.2	1.2	2.4	1.4	1.3	2.6
Total TEUs exchanged ('000)	2,005.1	2,084.0	4,089.1	2,250.9	2,102.1	4,353.0	2,283.6	2,229.7	4,513.3	2,253.6	2,414.2	4,667.8	2,169.9	2,281.3	4,451.2
Full import ('000)	930.0	954.5	1,884.5	1,047.1	987.0	2,034.0	1,057.7	1,008.3	2,066.0	1,058.9	1,134.2	2,193.1	1,002.8	1,051.0	2,053.8
Empty import ('000)	74.4	105.3	179.6	96.2	88.2	184.4	88.3	95.1	183.4	88.0	81.6	169.6	79.8	106.1	185.9
Full export ('000)	505.9	551.4	1,057.3	589.8	539.7	1,129.5	521.5	574.9	1,096.5	592.9	596.6	1,189.4	542.8	579.7	1,122.5
Empty export ('000)	493.8	471.2	965.0	514.3	481.8	996.1	612.2	546.8	1,159.0	509.9	599.3	1,109.2	535.2	535.0	1,070.2

Note: Blank cells mean no data were reported in that period.

Sources: DP World (2025), Patrick (2025), Hutchison Ports Australia (2025), Flinders Adelaide Container Terminal (2025), Victoria International Container Terminal (2025), Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Table 1.7 Container ship visits by gross tonnage: January–June 2025

	Brisbane	Sydney	Melbourne	Adelaide	Fremantle	Five ports
<i>Gross Tonnage</i>						
5,000–20,000 GT	70	56	44	-	-	170
20,001–35,000 GT	54	74	67	23	37	255
35,001–50,000 GT	103	140	152	46	69	510
50,001–65,000 GT	77	73	55	2	-	207
65,001–80,000 GT	93	109	81	11	15	309
80,001–95,000 GT	23	46	50	23	22	164
95,001–110,000 GT	6	22	23	17	11	79
All ship sizes	426	520	472	122	154	1,694

Sources: Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Table 1.8 Container ship visits by gross tonnage: July–December 2024

	Brisbane	Sydney	Melbourne	Adelaide	Fremantle	Five ports
<i>Gross Tonnage</i>						
5,000–20,000 GT	77	59	53	-	1	190
20,001–35,000 GT	68	106	86	5	29	294
35,001–50,000 GT	113	142	149	55	71	530
50,001–65,000 GT	65	70	65	4	5	209
65,001–80,000 GT	103	120	84	11	13	331
80,001–95,000 GT	24	51	52	24	23	174
95,001–110,000 GT	-	16	17	11	10	54
All ship sizes	450	565	507	111	153	1,786

Sources: Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Table 1.9 Container ship visits by gross tonnage: January–June 2024

	Brisbane	Sydney	Melbourne	Adelaide	Fremantle	Five ports
<i>Gross Tonnage</i>						
5,000–20,000 GT	84	81	61	-	12	238
20,001–35,000 GT	73	93	67	6	19	258
35,001–50,000 GT	110	124	129	51	52	466
50,001–65,000 GT	52	49	46	8	12	167
65,001–80,000 GT	100	131	99	18	28	376
80,001–95,000 GT	23	62	59	28	26	198
95,001–110,000 GT	-	12	12	10	10	44
All ship sizes	442	552	473	121	159	1,747

Sources: Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Table 1.10 Container ship visits by TEU capacity: January–June 2025

	Brisbane	Sydney	Melbourne	Adelaide	Fremantle	Five ports
<i>TEU capacity</i>						
501–1,500 TEU	44	22	13	-	-	79
1,501–3,000 TEU	80	105	96	23	28	332
3,001–5,200 TEU	110	157	167	48	78	560
5,201–7,500 TEU	163	166	120	9	13	471
7,501–10,000 TEU	29	67	73	39	32	240
10,000 TEU and above	-	3	3	3	3	12
All ship capacities	426	520	472	122	154	1,694

Sources: Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Table 1.11 Container ship visits by TEU capacity: July–December 2024

	Brisbane	Sydney	Melbourne	Adelaide	Fremantle	Five ports
<i>TEU capacity</i>						
501–1,500 TEU	42	22	9	-	-	73
1,501–3,000 TEU	103	141	128	5	22	399
3,001–5,200 TEU	122	160	170	58	81	591
5,201–7,500 TEU	159	177	133	12	16	497
7,501–10,000 TEU	24	62	64	33	31	214
10,000 TEU and above	-	3	3	3	3	12
All ship capacities	450	565	507	111	153	1,786

Sources: Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Table 1.12 Container ship visits by TEU capacity: January–June 2024

	Brisbane	Sydney	Melbourne	Adelaide	Fremantle	Five ports
<i>TEU capacity</i>						
501–1,500 TEU	50	38	17	-	-	105
1,501–3,000 TEU	105	135	109	5	23	377
3,001–5,200 TEU	117	132	141	59	72	521
5,201–7,500 TEU	147	180	141	19	28	515
7,501–10,000 TEU	23	67	65	38	36	229
10,000 TEU and above	-	-	-	-	-	-
All ship capacities	442	552	473	121	159	1,747

Sources: Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Table 1.13 Container ship visits by TEUs exchanged: January–June 2025

	Brisbane	Sydney	Melbourne	Adelaide	Fremantle	Five ports
<i>TEU exchange</i>						
500 TEU or fewer	30	42	35	2	1	110
501–1,000 TEU	84	45	36	15	14	194
1,001–1,500 TEU	64	40	27	42	20	193
1,501–2,500 TEU	148	131	122	52	59	512
2,501–4,000 TEU	87	172	119	11	13	402
4,001–6,000 TEU	12	86	81	-	44	223
6,000 TEU and above	1	4	51	-	3	59
All exchange sizes	426	520	472	122	154	1,694

Sources: Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Table 1.14 Container ship visits by TEUs exchanged: July–December 2024

	Brisbane	Sydney	Melbourne	Adelaide	Fremantle	Five ports
<i>TEU exchange</i>						
500 TEU or fewer	36	51	34	1	-	122
501–1,000 TEU	95	45	40	21	11	212
1,001–1,500 TEU	98	66	41	37	22	264
1,501–2,500 TEU	132	136	136	30	44	478
2,501–4,000 TEU	82	165	107	21	24	399
4,001–6,000 TEU	7	86	112	1	41	247
6,000 TEU and above	-	16	37	-	9	62
All exchange sizes	450	565	507	111	153	1,786

Sources: Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Table 1.15 Container ship visits by TEUs exchanged: January–June 2024

	Brisbane	Sydney	Melbourne	Adelaide	Fremantle	Five ports
<i>TEU exchange</i>						
500 TEU or fewer	56	62	47	4	1	170
501–1,000 TEU	91	49	20	24	13	197
1,001–1,500 TEU	90	52	35	33	26	236
1,501–2,500 TEU	142	130	122	41	59	494
2,501–4,000 TEU	52	166	107	18	23	366
4,001–6,000 TEU	7	78	95	1	35	216
6,000 TEU and above	4	15	47	-	2	68
All exchange sizes	442	552	473	121	159	1,747

Sources: Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

CHAPTER 2

Measures of container terminal performance

Overview

Chapter 2 of *Waterline* presents container terminal performance measures. The indicators are in three groups—wharfside, landside and whole of container terminal.

Seven quarterly wharf-side performance indicators are covered:

- 2.1 Crane rate—containers per hour
- 2.2 Elapsed labour rate—containers per hour
- 2.3 Ship rate—containers per hour
- 2.4 Crane rate—TEUs per hour
- 2.5 Elapsed labour rate—TEUs per hour
- 2.6 Ship rate—TEUs per hour

The following five quarterly landside performance indicators are reported for trucks involved in VBS/TAS operations. Bulk run trucks are not included in calculating these indicators:

- 2.7 Containers per truck
- 2.8 TEUs per truck
- 2.9 Per cent of trucks backloaded
- 2.10 Average truck turnaround time
- 2.11 Average container turnaround time

Twelve indicators are reported for whole of container terminal performance.

- 2.12 Median of ship turnaround time
- 2.13 95th percentile of ship turnaround time
- 2.14 Number of ships waiting at anchorage for more than 2 hours
- 2.15 Per cent of ships waiting at anchorage for more than 2 hours
- 2.16 Average waiting time at anchorage
- 2.17 Median waiting time at anchorage

- 2.18 Berth availability
- 2.19 Berth occupancy
- 2.20 Total time ships spent at berth
- 2.21 Average TEUs per ship-hour at berth
- 2.22 Average lifts per ship-hour at berth
- 2.23 Total time ships available to stevedores
- 2.24 Average lifts per hour of stevedoring operation
- 2.25 Average lifts per berth visit

The indicators are presented for Brisbane, Sydney, Melbourne, Adelaide, and Fremantle, as well as aggregates of the five ports, where applicable.

Wharfside performance measures

Measures of performance on the wharf-side of a container terminal relate only to containers moved by stevedoring companies from/to UCC ships at that container terminal.

Indicator 2.1 Crane rate—containers per hour

This is computed as the total number of containers handled divided by the net crane time (see details in Box 2.1).

Indicator 2.2 Elapsed labour rate—containers per hour

This indicator is computed as the number of containers handled divided by the total elapsed labour time (see details in Box 2.2). Sometimes this measure is reported as the “ship working rate”.

Indicator 2.3 Ship rate—containers per hour

This is the average number of containers moved on or off a ship, per net elapsed crane hour. It is equivalent to the crane rate multiplied by the average crane intensity.

Indicator 2.4 Crane rate—TEUs per hour

This is similar to Indicator 2.1 after converting containers to TEUs.

Indicator 2.5 Elapsed labour rate—TEUs per hour

This is similar to Indicator 2.2 after converting containers to TEUs.

Indicator 2.6 Ship rate—TEUs per hour

This is similar to Indicator 2.3 after converting containers to TEUs.

Landside performance measures

These indicators relate to the performance in processing containers through the formal vehicle booking systems (VBS and TAS). They do not include the performance of bulk run trucks.

Box 2.1 Net crane time

This is the crane time allocated by the stevedore to work on a container ship, assuming the container ship is ready for loading or unloading. It is the sum of hours that each quay crane is allocated to a ship, less operational and non-operational delays:

- No labour allocated
- Closed-port holiday
- Port-wide industrial stoppage
- Total crane time spent handling break-bulk cargo and containers that require manual intervention, e.g. use of wires, chains, non-rigid spreaders or other handling gear
- Award or enterprise agreement breaks as applicable
- Adverse weather
- Delays caused by the ship or its agent
- All breakdowns, including spreader changes
- Other equipment breakdowns which stop crane operations
- Booming up for passing ships
- Handling hatch covers
- Cage work and lashing/unlashing where crane operations are affected
- Crane long-travelling between hatches and crossing accommodation
- Labour withdrawn without operator's agreement including enterprise agreement related industrial stoppages
- Over-dimensional containers requiring additional (rigid) spreader
- Spreader changes
- Waiting for export cargo
- Defective ship's gear (e.g. jammed twist-locks, broken cell guides, ballast pumps unable to maintain list/trim).

Indicator 2.7 Containers per truck

Count of containers processed through the VBS/TAS systems divided by the total number of VBS/TAS trucks used.

Indicator 2.8 TEUs per truck

Count of TEUs through the VBS/TAS systems divided by the total number of VBS/TAS trucks used. In contrast to Indicator 2.7, this indicator measures the truck efficiency in a standard unit, a TEU, and thus takes into account the different sizes of containers.

Box 2.2 Elapsed labour time

This is the time elapsed between labour first boarding a container ship and labour last leaving the ship, less any time when the labour has not worked for whatever reasons including non-operational delays such as:

- No labour allocated to ship
- Closed-port holiday
- Industrial stoppages
- Break bulk and containers that require manual interventions, e.g. use of wires, chains, non-rigid spreaders or other handling gear.

In contrast to 'crane time' (Box 2.1), elapsed labour time is not equivalent to the total labour-hours worked.

Indicator 2.9 Proportion of trucks backloaded

This indicator shows the number of backloaded trucks as a proportion of the total VBS/TAS trucks. It was published for the first time in Waterline 57.

'Backloaded operations' refers to trucks which haul containers on both the inbound and out-bound legs of a single trip. Such operations make more effective use of trucks and landside infrastructure.

Indicator 2.10 Average truck turnaround time

The indicator measures the time elapsed from when the truck enters the gate of a container terminal to the time when the last container is loaded. It does not include the time the truck waits outside the gate of a container terminal.

This is a measure of stevedoring efficiency and shows how quickly a stevedoring company processes trucks at a container terminal.

Indicator 2.11 Average container turnaround time

This indicator is calculated as the 'average truck turnaround time' (Indicator 2.10) divided by 'average containers per truck' (Indicator 2.7). It is a measure of the stevedoring efficiency in handling containers at a container terminal.

Container turnaround time improves (that is, it goes down) if either the truck utilisation rates improve, implying that the number of containers per truck increases, or the container terminal is faster in processing each truck.

Whole of container terminal measures**Indicator 2.12** Median of ship turnaround time

This is the median of the time (in hours) a container ship is in a port. It is the time that elapses from the time a ship enters a port to the time a ship leaves the port.

Indicator 2.13 95th percentile of ship turnaround time

The 95th percentile indicates that for 95% of the ships, the turnaround time is below the value of the indicator. Conversely, for 5% of the ships, the turnaround time is above the value of the indicator.

Indicator 2.14 Number of ships waiting at anchorage for more than 2 hours

This indicator provides the number of container ships, as reported by port authorities, that waited for longer than 2 hours for port entry clearance at the time of the ship's first entry. Delay before entering a port usually results from the geography-specific situation of a port and may also be caused by operational reasons, either at the terminal, the ship, or both.

Indicator 2.15 Proportion of ships waiting at anchorage for more than 2 hours

This is the number of container ships in Indicator 2.14 as a proportion of the total number of container ships that visited the container terminal in the period.

Indicator 2.16 Average waiting time at anchorage

This is the average time (hours) ships have waited in anchorage. Only ships that waited for port entry clearance for two hours or more are included in the calculation.

Indicator 2.17 Median waiting time at anchorage

This is the median of time (hours) ships have waited in anchorage. Only ships that waited for port entry clearance for two hours or more are included in the calculation.

Indicator 2.18 Berth occupancy

The average fraction of specialist container quay occupied by trading vessels. This is computed as time at berth, multiplied by vessel length overall (LOA), divided by the product of quayline length and the period duration.

Indicator 2.19 Berth availability

Vessels for which a berth was available within 2 hours of arrival, as a proportion of all arrivals. If a vessel is at anchor for more than two hours (see also Indicator 2.14), the occupancy of the destination quayline—i.e. that to which the vessel eventually moves—is checked at the time two hours after the vessel's arrival at anchorage. If the available chainage is less than the vessel's length overall (LOA) plus ten metres, the berth is considered unavailable for that vessel.

Indicator 2.20 Total time ships spent at berth

This is the total hours spent in berth by all dedicated container ships (UCC) that exchanged containers at that port. The time a ship spends in berth is the elapsed time between the time a ship arrives at berth and the time of its departure from berth. Port authorities report the berth time as a 'gross value' including all times spent by a ship at berth such as time for loading/unloading containers, for maintenance and supply operations, or waiting for labour or suitable weather.

Indicator 2.21 Average TEUs per ship-hour at berth

This is the total TEUs lifted on/off dedicated container ships (UCC) divided by the total time ship spent in berth (Indicator 2.20). The indicator is strongly influenced by changes in average

number of TEUs exchanged per visiting ships and by the mix of ship sizes during the period. The average number of TEUs exchanged also varies seasonally and cyclically.

Indicator 2.22 Average lifts per ship-hour at berth

This indicator is similar to Indicator 2.21 whereas the total crane lifts (containers handled) is used in calculating the indicator rather than the number of TEUs.

Indicator 2.23 Total time ships are available to stevedores

This is the total time (in hours) when ships can be loaded or unloaded.

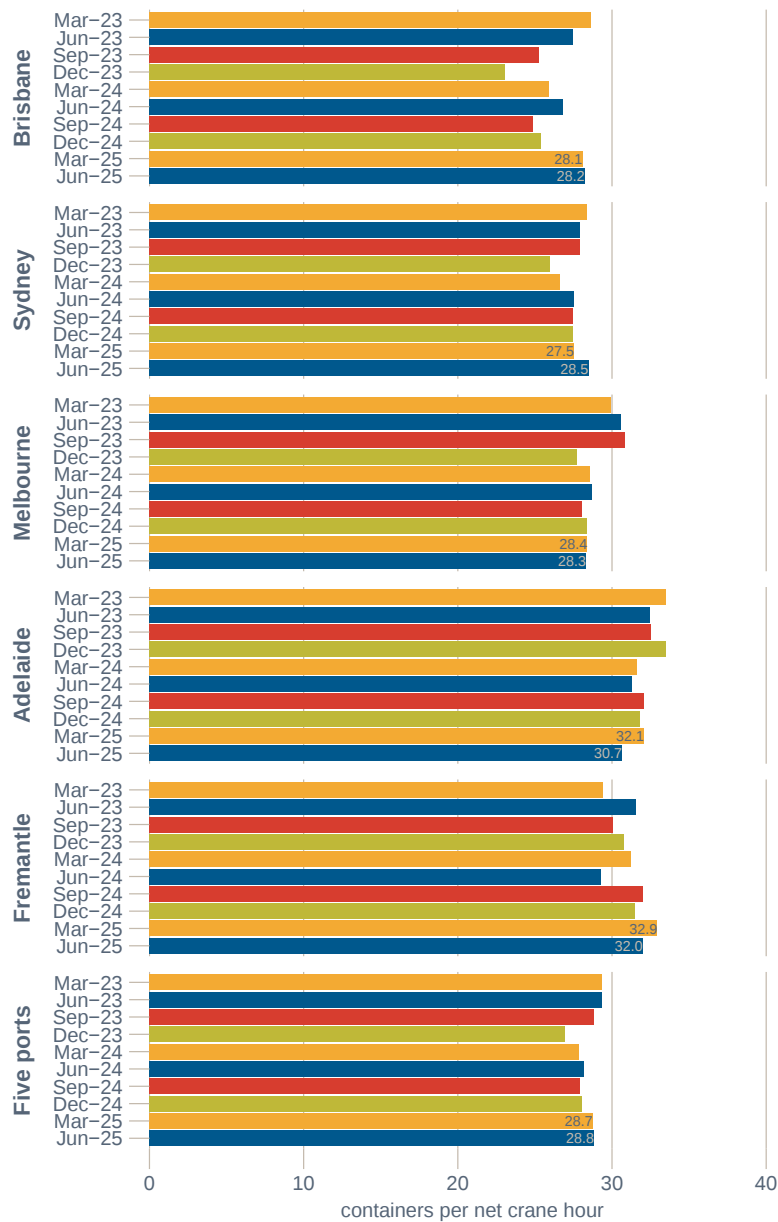
Indicator 2.24 Average lifts per hour of stevedoring operation

This is the total number of crane lifts (containers handled) divided by the total (gross) time available to stevedores for loading and unloading containers.

Indicator 2.25 Average lifts per berth visit

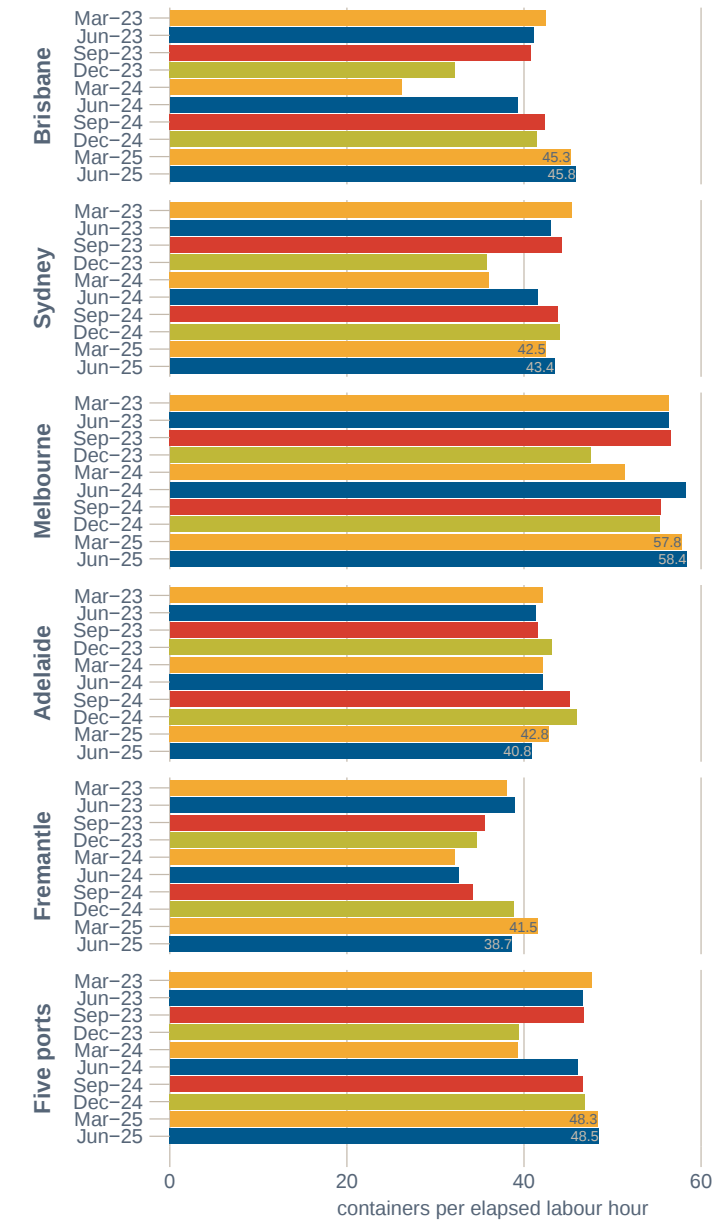
This is the number of crane lifts (containers handled) divided by the number of berth visits of dedicated container ships (UCC).

Figure 2.1 Wharf-side crane rate



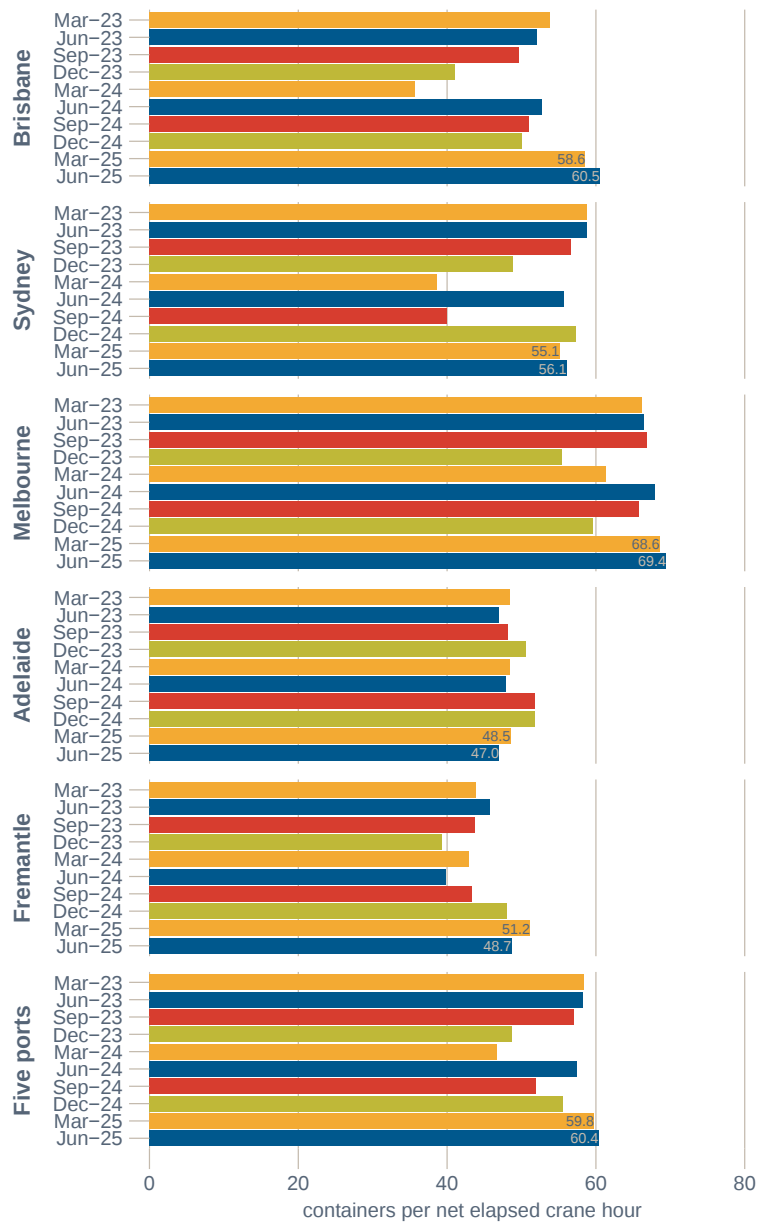
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 2.2 Wharf-side elapsed labour rate



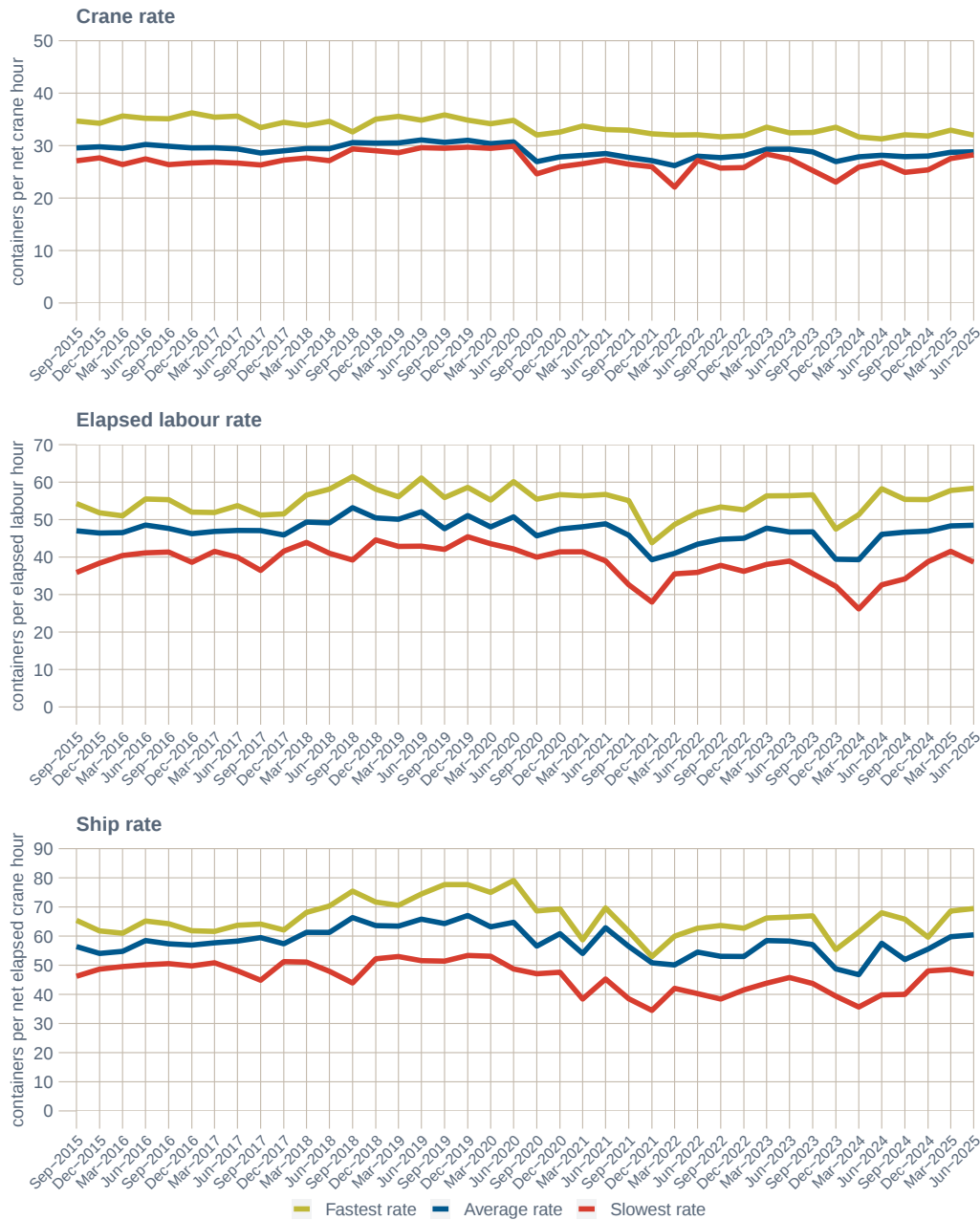
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 2.3 Wharf-side ship rate



Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

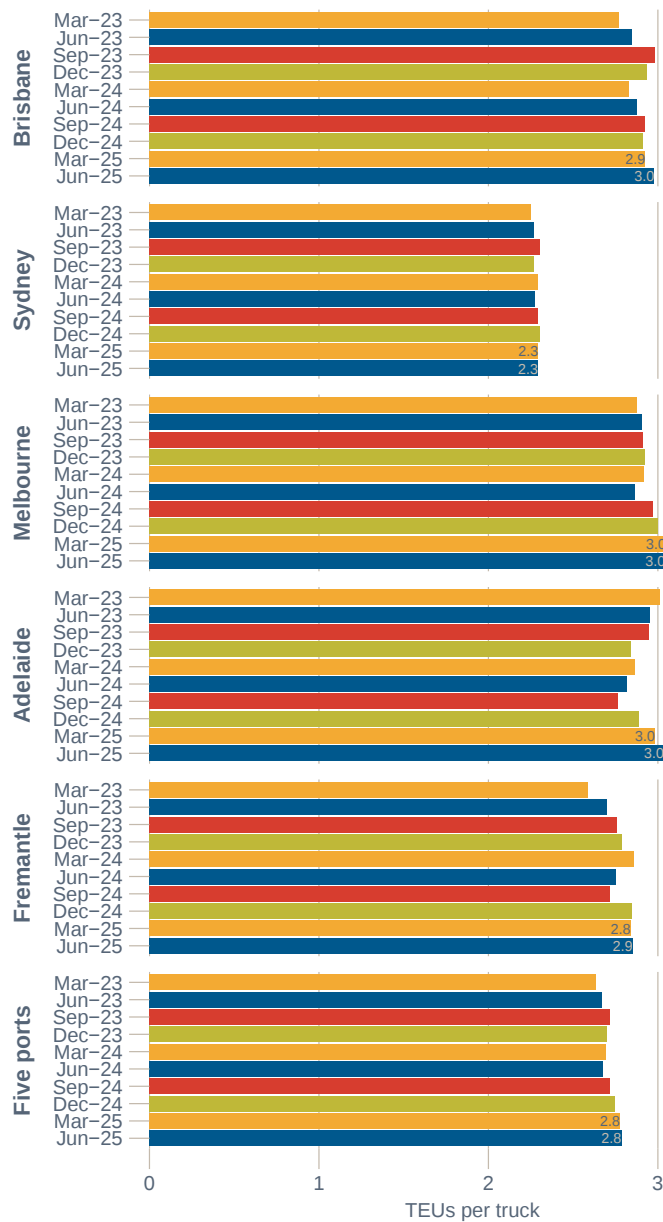
Figure 2.4 Performance in five ports: Comparison of wharfside rates



Note: The wharf-side crane rate, labour rate and ship rate are compared among all five ports and the fastest, average and slowest rates are illustrated. The fastest and slowest rate may correspond to different ports in different periods. The average rate is weighted by the TEU throughput at each port. Crane rate is measured in containers per net crane hour. Labour rate is measured in containers per elapsed labour hour. Ship rate is measured in containers per net elapsed crane hour.

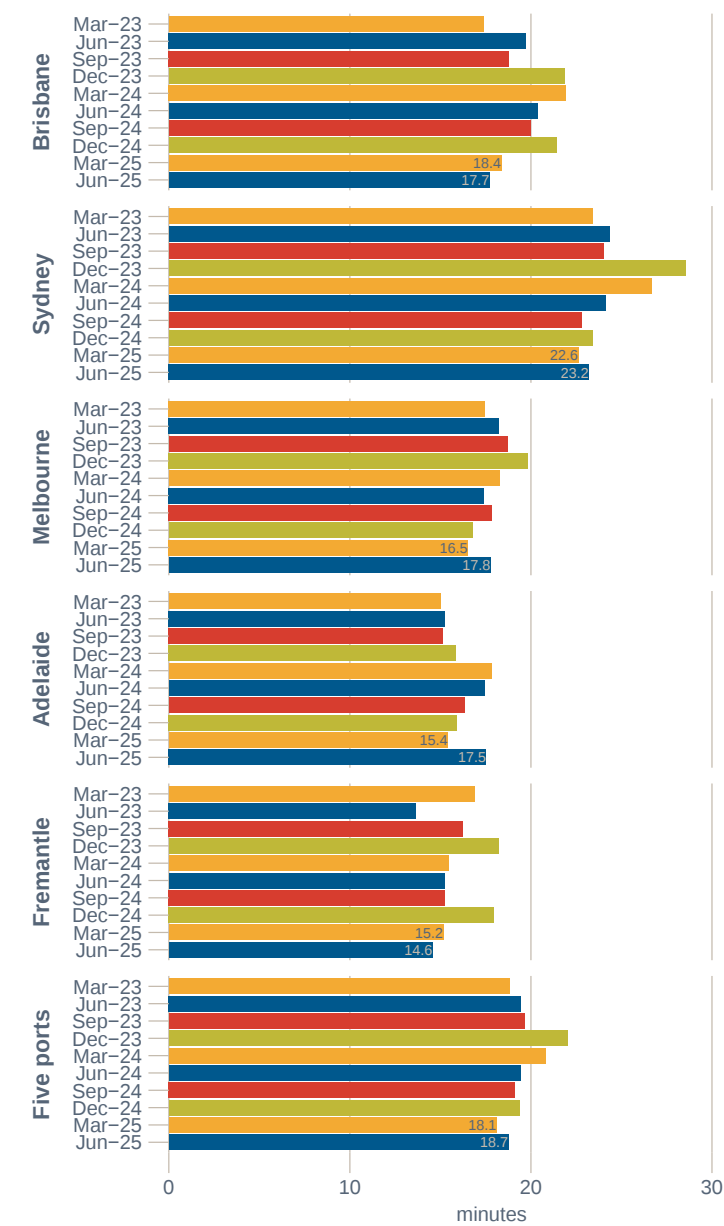
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 2.5 Average TEUs per truck on landside of container terminals

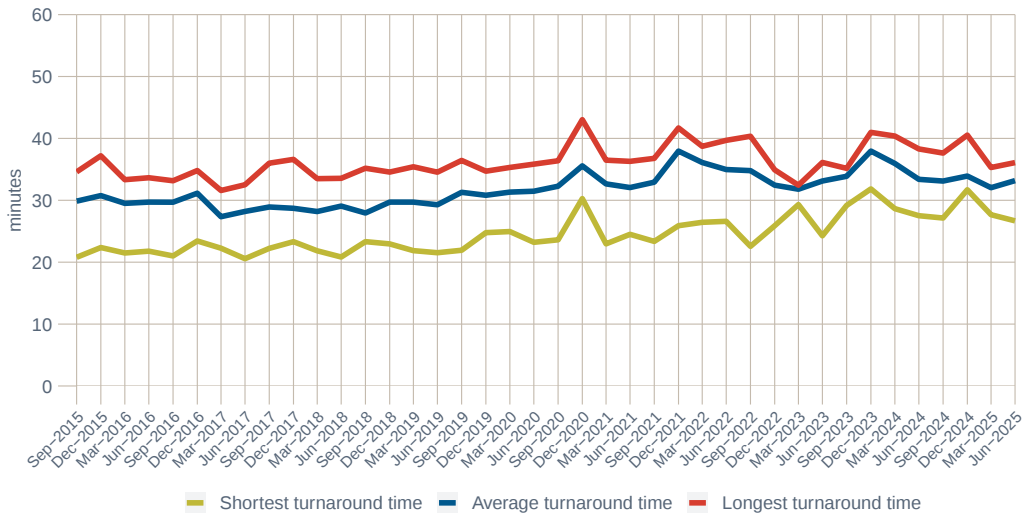


Note: This indicator is based on only the trucks that are processed through the VBS/TAS system.
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 2.6 Average container turnaround time on landside of container terminals

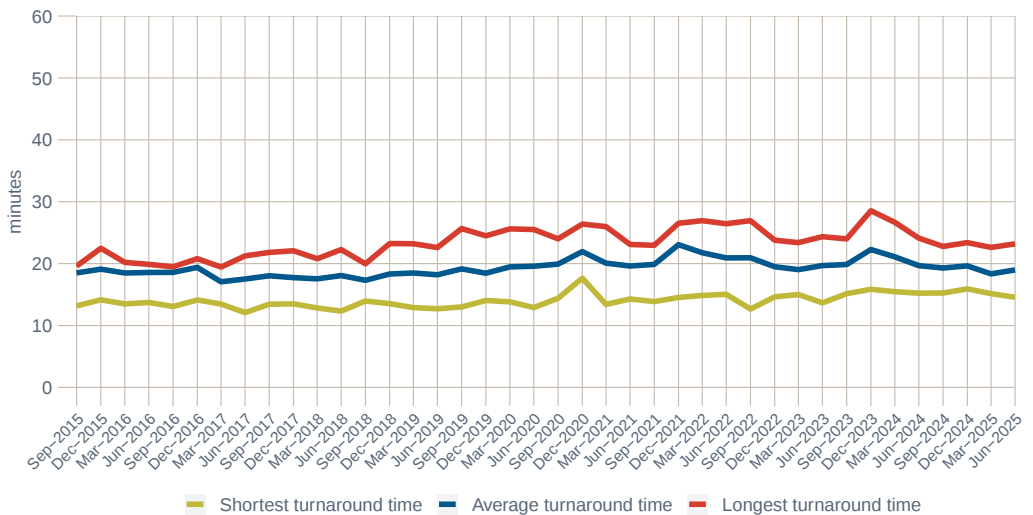


Note: This indicator is based on only the trucks that are processed through the VBS/TAS system.
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 2.7 Longest and shortest truck turnaround time in five ports

Note: The truck turnaround time is compared among all five ports in each quarter. The longest and shortest truck turnaround time may correspond to different ports in different periods. The average rate is weighted by the TEU throughput at each port.

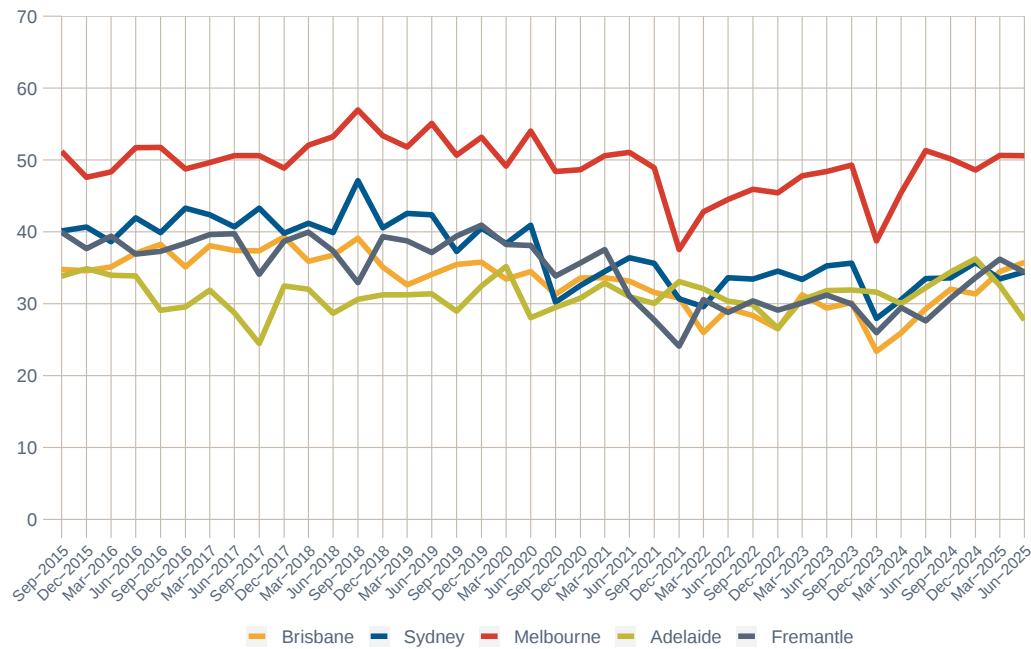
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 2.8 Longest and shortest container turnaround time in five ports

Note: The container turnaround time is compared among all five ports in each quarter. The longest and shortest container turnaround time may correspond to different ports in different periods. The average rate is weighted by the TEU throughput at each port.

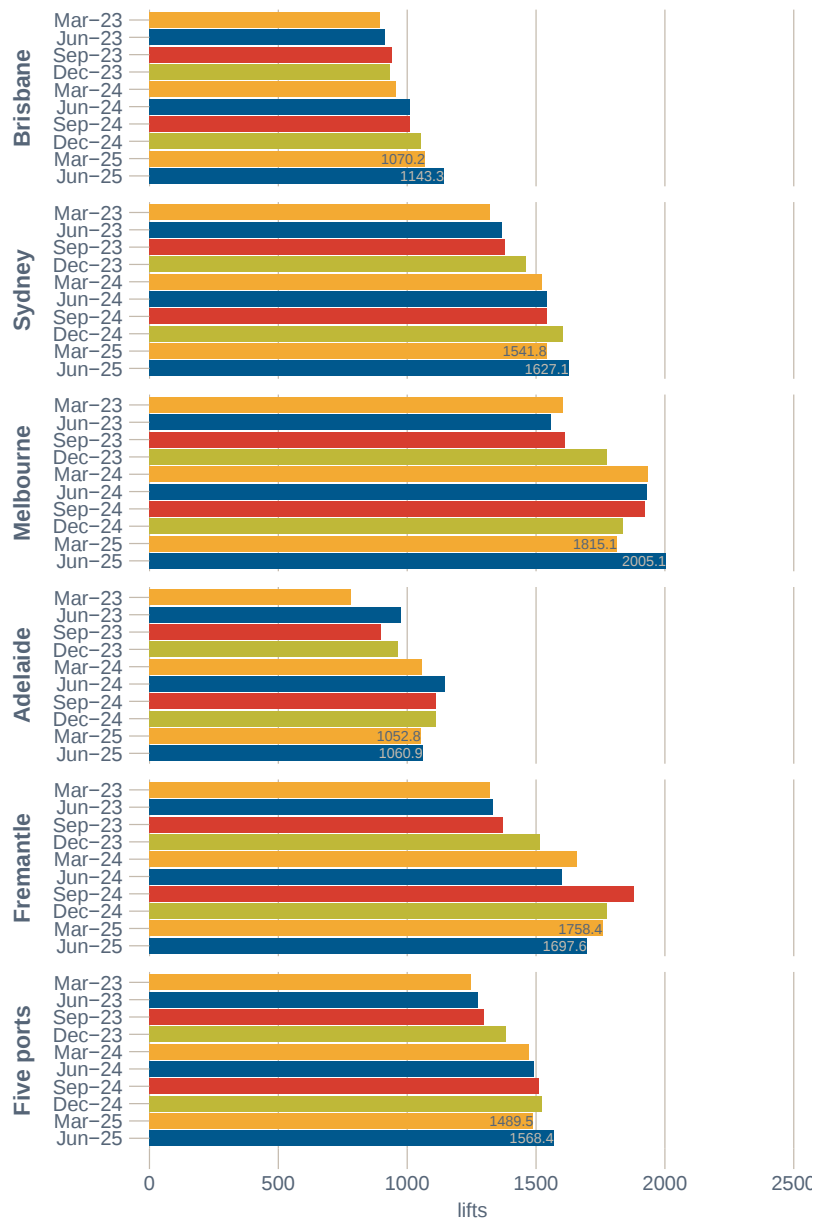
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 2.9 Average number of lifts per hour a ship spent at berth



Sources: BITRE estimates based on data from Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Figure 2.10 Average number of lifts per berth visit



Sources: BITRE estimates based on data from Port of Brisbane Pty Ltd (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)

Table 2.1 Container terminal performance: Brisbane

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
Containers per hour															
Crane rate	28.6	27.5	28.0	25.3	23.0	24.2	25.9	26.8	26.3	24.9	25.4	25.1	28.1	28.2	28.2
Elapsed labour rate	42.4	41.1	41.8	40.8	32.2	36.7	26.2	39.2	32.6	42.4	41.4	41.9	45.3	45.8	45.6
Ship rate	53.8	52.1	52.9	49.7	41.1	45.6	35.7	52.8	44.1	51.0	50.1	50.6	58.6	60.5	59.6
TEUs per hour															
Crane rate	45.2	43.7	44.4	40.5	36.9	38.8	41.4	42.7	42.0	39.9	40.5	40.2	44.5	45.3	44.9
Elapsed labour rate	66.9	65.9	66.4	65.6	51.4	58.9	41.4	62.4	51.8	68.0	66.0	67.0	71.8	73.4	72.6
Ship rate	84.8	83.6	84.2	80.0	65.4	73.1	56.6	83.9	70.0	81.7	79.8	80.8	92.9	96.7	94.9
Landside															
Containers per truck	1.8	1.8	1.8	1.9	1.9	1.9	1.8	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
TEUs per truck	2.8	2.8	2.8	3.0	2.9	3.0	2.8	2.9	2.9	2.9	2.9	2.9	2.9	3.0	3.0
Per cent of trucks backloaded (%)	12.4	13.8	13.1	13.8	11.3	12.6	10.4	12.0	11.2	12.1	11.6	11.8	11.3	11.3	11.3
Average truck turnaround time (mins)	31.5	36.1	33.9	35.2	41.0	37.9	40.4	38.3	39.4	37.6	40.5	39.1	35.3	34.5	34.9
Average container turnaround time (mins)	17.4	19.7	18.6	18.8	21.9	20.3	21.9	20.4	21.2	20.0	21.4	20.7	18.4	17.7	18.0
Whole of container terminal															
Ship turnaround time															
Median of ship turnaround time (hours)	38.0	39.1	38.4	39.2	45.0	40.9	42.7	42.9	42.8	39.5	43.1	41.8	35.9	31.3	33.1
95th percentile of ship turnaround time (hours)	88.6	93.6	88.6	93.2	188.9	145.9	173.3	110.3	155.6	85.5	102.8	90.9	61.5	56.8	57.7
Port congestion															
Number of ships waiting at anchorage for more than 2 hours	33	40	73	47	45	92	67	49	116	36	48	84	43	24	67
Per cent of ships waiting at anchorage for more than 2 hours (%)	13.9	16.0	15.0	17.3	20.5	18.7	30.5	22.0	26.2	15.9	21.3	18.6	20.3	11.1	15.7
Average waiting time at anchorage (hours)	44.6	22.1	32.3	24.7	42.6	33.5	29.9	23.8	27.3	22.5	29.0	26.2	28.8	19.3	25.4
Median waiting time at anchorage (hours)	24.0	17.1	18.7	17.8	38.0	25.4	20.6	15.9	16.8	17.8	23.7	20.9	21.4	17.7	19.2
Berth availability (%)	97.1	98.0	97.5	94.5	97.3	95.7	95.5	96.9	96.2	99.1	96.4	97.8	94.8	98.6	96.7
Berth occupancy (%)	30.3	33.3	31.8	36.4	38.4	37.4	36.1	34.2	35.2	30.9	32.9	31.9	29.5	30.7	30.1
Total time ships spent at berth ('000 hours)	6.8	7.8	14.6	8.5	8.8	17.3	8.1	7.7	15.8	7.1	7.6	14.7	6.6	6.9	13.5
Average TEUs per ship-hour at berth (TEUs per hour)	49.3	46.9	48.0	48.4	37.4	42.8	41.4	46.6	43.9	51.4	50.0	50.7	54.6	57.3	56.0
Average lifts per ship-hour at berth (lifts per hour)	31.2	29.4	30.3	30.2	23.4	26.7	25.9	29.3	27.6	32.0	31.4	31.7	34.5	35.8	35.1
Total time ships are available to stevedores ('000 hours)	5.1	5.8	10.9	6.7	7.5	14.1	12.2	6.6	18.8	6.1	6.5	12.6	5.3	5.6	10.9
Average lifts per hour of stevedoring operation (lifts per hour)	41.5	39.5	40.5	38.3	27.5	32.6	17.2	34.3	23.2	37.3	36.7	37.0	43.1	44.2	43.7
Average lifts per berth visit (lifts)	895.0	913.3	904.4	942.2	931.6	937.5	956.2	1,010.2	983.3	1,010.0	1,053.6	1,031.8	1,070.2	1,143.3	1,107.1

Note: Cells may not sum to totals due to rounding.

Sources: DP World (2025), Hutchison Ports Australia (2025), Patrick (2025), Port of Brisbane Pty Ltd (2025) and Maritime Safety Queensland (2025)

Table 2.2 Container terminal performance: Sydney

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
Containers per hour															
Crane rate	28.4	27.9	28.1	27.9	26.0	27.0	26.6	27.6	27.1	27.5	27.4	27.5	27.5	28.5	28.0
Elapsed labour rate	45.4	43.0	44.1	44.2	35.7	40.3	36.1	41.5	38.7	43.8	44.0	43.9	42.5	43.4	43.0
Ship rate	58.8	58.8	58.8	56.6	48.8	53.0	38.7	55.8	47.0	40.0	57.3	49.0	55.1	56.1	55.6
TEUs per hour															
Crane rate	45.9	45.1	45.5	44.9	41.9	43.5	43.1	44.5	43.8	44.4	44.6	44.5	44.9	46.3	45.6
Elapsed labour rate	73.8	69.8	71.8	71.5	57.7	65.1	58.7	67.1	62.8	71.0	71.9	71.5	69.6	70.8	70.2
Ship rate	95.8	95.3	95.5	91.4	78.7	85.5	62.1	90.2	75.7	64.2	93.5	79.6	90.2	91.4	90.8
Landside															
Containers per truck	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
TEUs per truck	2.2	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Per cent of trucks backloaded (%)	5.1	5.9	5.5	6.6	6.0	6.3	5.8	5.8	5.8	6.0	5.9	5.9	5.3	5.4	5.4
Average truck turnaround time (mins)	32.4	34.1	33.3	34.3	40.2	37.1	38.1	34.3	36.3	32.3	33.4	32.9	32.3	33.1	32.7
Average container turnaround time (mins)	23.4	24.4	23.9	24.0	28.5	26.2	26.7	24.1	25.4	22.8	23.4	23.1	22.6	23.2	22.9
Whole of container terminal															
Ship turnaround time															
Median of ship turnaround time (hours)	34.5	36.7	35.8	35.7	49.7	40.6	46.4	44.6	45.5	41.8	42.4	42.1	42.8	43.0	42.9
95th percentile of ship turnaround time (hours)	70.5	67.6	67.6	74.3	108.5	89.5	92.5	87.0	88.2	86.5	78.4	80.6	96.7	84.9	88.1
Port congestion															
Number of ships waiting at anchorage for more than 2 hours	80	45	125	74	97	171	113	87	200	103	111	214	118	103	221
Per cent of ships waiting at anchorage for more than 2 hours (%)	27.3	15.3	21.3	22.6	37.6	29.2	38.7	32.5	35.7	37.6	37.9	37.7	45.2	39.6	42.4
Average waiting time at anchorage (hours)	132.3	20.3	92.0	25.9	53.2	41.3	63.1	23.1	45.7	34.8	92.8	64.9	35.0	23.6	29.7
Median waiting time at anchorage (hours)	10.7	15.6	14.2	13.5	30.1	19.1	27.0	13.2	19.0	20.9	17.1	18.9	17.6	12.8	15.9
Berth availability (%)	98.3	98.3	98.3	98.8	92.2	95.9	91.4	94.4	92.9	94.5	97.3	95.9	96.6	95.4	96.0
Berth occupancy (%)	45.7	45.6	45.7	50.0	54.9	52.5	58.1	50.3	54.2	50.0	53.1	51.6	49.7	50.4	50.1
Total time ships spent at berth ('000 hours)	11.6	11.4	23.0	12.7	13.5	26.2	14.6	12.4	26.9	12.6	13.2	25.7	12.0	12.3	24.3
Average TEUs per ship-hour at berth (TEUs per hour)	54.0	57.0	55.5	57.4	45.2	51.1	49.6	54.1	51.7	54.4	58.2	56.3	54.6	56.0	55.3
Average lifts per ship-hour at berth (lifts per hour)	33.4	35.3	34.3	35.6	28.0	31.7	30.6	33.5	31.9	33.6	35.7	34.7	33.4	34.4	33.9
Total time ships are available to stevedores ('000 hours)	9.0	10.1	19.1	10.5	11.0	21.4	12.6	10.3	23.0	9.9	10.9	20.8	10.1	10.7	20.8
Average lifts per hour of stevedoring operation (lifts per hour)	43.0	40.0	41.4	43.2	34.4	38.7	35.2	40.0	37.4	42.6	43.1	42.8	39.8	39.5	39.6
Average lifts per berth visit (lifts)	1,321.7	1,367.3	1,344.5	1,380.3	1,461.6	1,416.1	1,523.4	1,543.6	1,533.1	1,541.3	1,604.4	1,573.9	1,541.8	1,627.1	1,584.4

Note: Cells may not sum to totals due to rounding.

Sources: DP World (2025), Hutchison Ports Australia (2025), Patrick (2025), NSW Ports (2025) and Port Authority of New South Wales (2025)

Table 2.3 Container terminal performance: Melbourne

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
Containers per hour															
Crane rate	29.9	30.6	30.2	30.9	27.7	29.3	28.6	28.7	28.6	28.1	28.4	28.2	28.4	28.3	28.4
Elapsed labour rate	56.3	56.4	56.4	56.6	47.5	52.2	51.3	58.2	54.8	55.4	55.3	55.4	57.8	58.4	58.1
Ship rate	66.2	66.5	66.4	66.9	55.4	61.3	61.4	68.0	64.7	65.8	59.6	62.6	68.6	69.4	69.0
TEUs per hour															
Crane rate	47.8	49.4	48.6	49.3	44.4	46.9	46.1	46.2	46.2	45.1	45.6	45.3	45.7	46.0	45.8
Elapsed labour rate	90.2	91.2	90.7	90.6	76.2	83.5	82.7	93.6	88.1	89.1	88.8	89.0	92.9	94.9	93.9
Ship rate	106.0	107.6	106.8	107.1	88.9	98.2	99.0	109.3	104.1	105.9	95.6	100.6	110.4	113.0	111.7
Landside															
Containers per truck	1.8	1.8	1.8	1.8	1.9	1.9	1.9	1.8	1.8	1.9	1.9	1.9	1.9	1.9	1.9
TEUs per truck	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	3.0	3.0	3.0	3.0	3.0	3.0
Per cent of trucks backloaded (%)	18.0	18.6	18.3	19.1	19.9	19.4	20.6	19.2	19.9	20.9	19.9	20.4	20.0	19.8	19.9
Average truck turnaround time (mins)	32.1	33.5	32.8	34.6	36.9	35.8	33.8	31.6	32.7	33.5	31.7	32.6	31.7	33.9	32.8
Average container turnaround time (mins)	17.5	18.2	17.9	18.7	19.8	19.3	18.3	17.4	17.8	17.9	16.8	17.3	16.5	17.8	17.1
Whole of container terminal															
Ship turnaround time															
Median of ship turnaround time (hours)	42.2	39.5	40.7	39.9	54.6	43.5	49.6	46.7	48.1	44.6	43.8	44.5	41.2	44.0	41.8
95th percentile of ship turnaround time (hours)	74.0	91.5	87.4	87.7	136.4	126.8	103.6	86.2	94.3	118.6	87.5	109.3	88.6	92.0	92.0
Port congestion															
Number of ships waiting at anchorage for more than 2 hours	1	1	2	17	35	52	16	10	26	17	12	29	12	6	18
Per cent of ships waiting at anchorage for more than 2 hours (%)	0.4	0.4	0.4	6.0	14.5	9.9	6.8	4.2	5.5	7.1	4.5	5.7	4.8	2.7	3.8
Average waiting time at anchorage (hours)	17.4	39.0	28.2	32.3	62.3	52.5	45.8	30.2	39.8	47.7	39.8	44.4	22.3	21.3	22.0
Median waiting time at anchorage (hours)	17.4	39.0	28.2	25.5	64.5	44.4	39.6	34.1	37.0	27.6	23.9	26.0	12.1	16.7	12.1
Berth availability (%)	99.6	98.2	98.8	97.5	96.3	97.0	97.0	98.8	97.9	98.3	99.3	98.8	98.0	99.1	98.5
Berth occupancy (%)	40.9	42.1	41.5	44.1	53.4	48.8	50.0	45.0	47.5	45.5	48.5	47.0	44.6	43.7	44.1
Total time ships spent at berth ('000 hours)	8.4	8.8	17.1	9.3	11.1	20.4	10.0	9.0	19.0	9.2	10.1	19.3	9.0	8.8	17.8
Average TEUs per ship-hour at berth (TEUs per hour)	76.5	78.2	77.4	78.8	62.1	69.7	73.3	82.5	77.6	80.7	78.1	79.3	81.6	82.3	81.9
Average lifts per ship-hour at berth (lifts per hour)	47.8	48.4	48.1	49.3	38.7	43.5	45.5	51.3	48.2	50.2	48.6	49.3	50.6	50.6	50.6
Total time ships are available to stevedores ('000 hours)	7.4	7.6	15.0	8.3	9.6	17.8	9.4	8.0	17.4	8.6	9.0	17.7	8.2	8.3	16.4
Average lifts per hour of stevedoring operation (lifts per hour)	53.8	56.1	54.9	55.3	44.8	49.6	48.5	57.7	52.7	53.6	54.4	54.0	56.0	53.7	54.8
Average lifts per berth visit (lifts)	1,605.2	1,559.5	1,581.5	1,613.1	1,774.9	1,687.7	1,935.8	1,932.1	1,933.9	1,922.5	1,838.0	1,878.1	1,815.1	2,005.1	1,903.6

Note: Cells may not sum to totals due to rounding.

Whole of container terminal refers to East and West Swanson Docks and Webb Dock East.

Sources: DP World (2025), Patrick (2025), Port of Melbourne Operations Pty Ltd (2025) and Victoria International Container Terminal (2025)

Table 2.4 Container terminal performance: Adelaide

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
Containers per hour															
Crane rate	33.5	32.4	33.0	32.5	33.5	33.0	31.6	31.3	31.5	32.1	31.8	32.0	32.1	30.7	31.4
Elapsed labour rate	42.1	41.4	41.7	41.5	43.2	42.4	42.1	42.1	42.1	45.1	46.0	45.5	42.8	40.8	41.8
Ship rate	48.4	47.0	47.7	48.2	50.6	49.5	48.4	48.0	48.2	51.8	51.8	51.8	48.5	47.0	47.8
TEUs per hour															
Crane rate	47.7	47.2	47.4	47.6	47.5	47.5	46.1	46.3	46.2	46.7	47.1	46.9	48.9	47.2	48.0
Elapsed labour rate	59.8	60.1	60.0	60.7	61.2	61.0	61.3	62.3	61.8	65.7	68.0	66.8	65.2	62.8	64.0
Ship rate	68.8	68.3	68.6	70.5	71.8	71.2	70.5	70.9	70.7	75.4	76.6	76.0	73.9	72.3	73.1
Landside															
Containers per truck	2.1	2.1	2.1	2.0	2.0	2.0	2.0	2.0	2.0	1.9	2.0	2.0	2.0	2.1	2.0
TEUs per truck	3.0	3.0	3.0	2.9	2.8	2.9	2.9	2.8	2.8	2.8	2.9	2.8	3.0	3.0	3.0
Per cent of trucks backloaded (%)	26.7	25.4	26.0	26.3	24.4	25.4	23.5	21.7	22.6	19.6	21.3	20.4	22.8	23.7	23.2
Average truck turnaround time (mins)	31.5	31.3	31.4	31.0	31.8	31.4	35.6	34.1	34.8	31.5	31.8	31.7	31.2	36.1	33.7
Average container turnaround time (mins)	15.0	15.2	15.1	15.1	15.9	15.5	17.8	17.4	17.6	16.3	15.9	16.1	15.4	17.5	16.5
Whole of container terminal															
Ship turnaround time															
Median of ship turnaround time (hours)	24.5	29.3	26.0	25.8	29.7	26.9	32.8	33.5	32.9	28.4	27.9	28.4	28.5	38.0	33.5
95th percentile of ship turnaround time (hours)	42.6	53.8	50.0	44.4	51.4	48.5	68.5	56.7	56.9	58.2	53.1	53.7	57.4	61.3	58.1
Port congestion															
Number of ships waiting at anchorage for more than 2 hours	5	4	9	8	8	16	3	3	6	5	2	7	5	6	11
Per cent of ships waiting at anchorage for more than 2 hours (%)	6.8	6.5	6.6	11.8	11.8	11.8	4.8	5.2	5.0	8.8	3.6	6.2	7.9	10.2	9.0
Average waiting time at anchorage (hours)	22.4	39.7	30.1	22.8	15.4	19.1	32.6	16.2	24.4	33.1	18.0	28.8	30.4	22.0	25.8
Median waiting time at anchorage (hours)	17.4	33.0	26.8	23.2	16.9	18.6	8.8	16.4	13.5	27.5	18.0	19.7	13.6	16.1	13.6
Berth availability (%)	91.9	93.5	92.6	94.1	89.7	91.9	96.8	98.3	97.5	96.5	94.6	95.6	95.2	89.8	92.6
Berth occupancy (%)	37.8	38.7	38.2	37.8	40.6	39.2	44.9	41.6	43.2	36.0	34.7	35.4	40.3	42.9	41.6
Total time ships spent at berth ('000 hours)	1.9	1.9	3.8	1.9	2.1	4.0	2.2	2.1	4.3	1.8	1.7	3.6	2.0	2.3	4.3
Average TEUs per ship-hour at berth (TEUs per hour)	43.4	46.3	44.8	46.7	44.8	45.7	43.7	47.6	45.6	50.1	53.6	51.8	49.5	42.6	45.9
Average lifts per ship-hour at berth (lifts per hour)	30.5	31.8	31.2	31.9	31.6	31.8	30.0	32.2	31.1	34.4	36.3	35.3	32.5	27.7	30.0
Total time ships are available to stevedores ('000 hours)	1.4	1.5	3.0	1.5	1.6	3.1	1.7	1.7	3.3	1.5	1.3	2.9	1.6	1.7	3.3
Average lifts per hour of stevedoring operation (lifts per hour)	40.3	39.8	40.0	40.8	42.1	41.5	40.0	40.1	40.0	42.0	46.3	44.0	41.0	37.9	39.4
Average lifts per berth visit (lifts)	783.2	976.4	871.3	899.3	965.6	932.5	1,056.0	1,147.1	1,099.6	1,112.2	1,112.2	1,112.5	1,052.8	1,060.9	1,056.6

Note: Cells may not sum to totals due to rounding.

Blank cells mean no data was reported for the period.

Sources: Flinders Adelaide Container Terminal (2025) and Flinders Ports (2025)

Table 2.5 Container terminal performance: Fremantle

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
Containers per hour															
Crane rate	29.4	31.5	30.5	30.1	30.7	30.4	31.2	29.3	30.3	32.0	31.5	31.7	32.9	32.0	32.5
Elapsed labour rate	38.0	38.9	38.5	35.5	34.6	35.1	32.2	32.6	32.4	34.2	38.8	36.6	41.5	38.7	40.1
Ship rate	43.8	45.8	44.8	43.7	39.4	41.5	42.9	39.8	41.5	43.3	48.0	45.8	51.2	48.7	49.9
TEUs per hour															
Crane rate	44.8	48.5	46.7	47.1	48.3	47.7	48.7	45.5	47.1	49.4	49.3	49.3	50.9	49.8	50.4
Elapsed labour rate	58.1	59.7	58.9	55.4	54.3	54.9	49.8	50.5	50.1	52.7	60.6	56.9	63.9	60.1	62.0
Ship rate	67.1	70.2	68.6	68.1	61.8	65.0	66.7	61.7	64.3	66.9	75.1	71.2	78.7	75.6	77.1
Landside															
Containers per truck	1.7	1.8	1.8	1.8	1.8	1.8	1.9	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
TEUs per truck	2.6	2.7	2.6	2.8	2.8	2.8	2.9	2.8	2.8	2.7	2.8	2.8	2.8	2.9	2.8
Per cent of trucks backloaded (%)	7.1	8.9	8.0	9.1	9.3	9.2	9.6	8.5	9.1	7.7	9.2	8.5	8.9	9.9	9.4
Average truck turnaround time (mins)	29.3	24.3	26.6	29.2	33.0	31.1	28.6	27.5	28.1	27.1	33.1	30.2	27.7	26.7	27.2
Average container turnaround time (mins)	16.9	13.7	15.2	16.2	18.2	17.2	15.5	15.2	15.4	15.3	18.0	16.7	15.2	14.6	14.9
Whole of container terminal															
Ship turnaround time															
Median of ship turnaround time (hours)	46.8	51.1	50.1	53.8	77.1	58.6	65.9	75.1	70.8	74.9	69.4	72.8	58.6	63.6	59.4
95th percentile of ship turnaround time (hours)	134.7	133.4	134.6	109.4	178.4	165.6	128.9	140.7	136.2	154.6	154.6	154.6	126.1	128.4	126.1
Port congestion															
Number of ships waiting at anchorage for more than 2 hours	14	20	34	20	29	49	22	29	51	19	22	41	16	14	30
Per cent of ships waiting at anchorage for more than 2 hours (%)	14.1	20.6	17.3	19.4	33.3	25.8	26.2	35.8	30.9	25.7	25.0	25.3	20.8	17.5	19.1
Average waiting time at anchorage (hours)	30.1	31.2	30.7	25.2	59.7	45.6	32.1	23.1	27.0	21.2	32.1	27.1	33.7	32.6	33.2
Median waiting time at anchorage (hours)	20.1	22.0	21.2	23.1	42.5	38.9	25.7	15.7	19.3	20.3	22.8	20.7	18.9	17.9	18.5
Berth availability (%)	97.0	92.8	94.9	94.2	89.7	92.1	91.7	79.0	85.5	85.1	90.9	88.3	96.1	92.5	94.3
Berth occupancy (%)	40.4	37.5	38.9	42.4	45.7	44.0	42.9	44.9	43.9	40.4	41.7	41.0	33.9	35.5	34.7
Total time ships spent at berth ('000 hours)	4.3	4.1	8.5	4.7	5.1	9.8	4.7	4.7	9.4	4.5	4.6	9.2	3.7	3.9	7.7
Average TEUs per ship-hour at berth (TEUs per hour)	46.0	47.8	46.9	46.7	40.3	43.4	45.6	42.8	44.2	47.5	52.3	49.9	55.7	53.4	54.5
Average lifts per ship-hour at berth (lifts per hour)	30.1	31.2	30.6	30.0	26.0	27.9	29.5	27.6	28.5	30.8	33.6	32.2	36.2	34.4	35.3
Total time ships are available to stevedores ('000 hours)	3.4	3.4	6.7	4.0	4.4	8.4	4.5	4.1	8.5	4.2	4.2	8.5	3.3	3.5	6.8
Average lifts per hour of stevedoring operation (lifts per hour)	39.0	38.1	38.5	35.4	30.0	32.6	31.1	31.8	31.5	32.8	36.9	34.8	40.9	38.8	39.8
Average lifts per berth visit (lifts)	1,320.3	1,332.9	1,326.6	1,371.3	1,515.5	1,437.4	1,658.5	1,599.3	1,629.5	1,881.8	1,776.0	1,824.3	1,758.4	1,697.6	1,727.5

Note: Cells may not sum to totals due to rounding.

Sources: DP World (2025), Patrick (2025) and Fremantle Ports (2025)

Table 2.6 Container terminal performance: Five ports

	2023						2024						2025		
	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun	Sep Qtr	Dec Qtr	Jul-Dec	Mar Qtr	Jun Qtr	Jan-Jun
Wharfside															
Containers per hour															
Crane rate	29.3	29.3	29.3	28.8	27.0	27.9	27.9	28.2	28.0	27.9	28.0	28.0	28.7	28.8	28.8
Elapsed labour rate	47.7	46.7	47.2	46.7	39.4	43.2	39.3	46.0	42.6	46.6	46.9	46.8	48.3	48.5	48.4
Ship rate	58.4	58.2	58.3	57.0	48.7	53.1	46.8	57.5	52.0	51.9	55.5	53.8	59.8	60.4	60.1
TEUs per hour															
Crane rate	46.4	46.7	46.6	45.9	42.8	44.4	44.5	44.9	44.7	44.4	44.8	44.6	45.9	46.4	46.1
Elapsed labour rate	76.1	75.0	75.5	74.7	62.8	69.0	62.9	73.7	68.2	74.7	75.2	75.0	77.5	78.3	77.9
Ship rate	93.3	93.6	93.4	91.3	77.6	84.7	74.5	92.0	83.1	82.8	89.1	86.1	95.9	97.5	96.7
Landside															
Containers per truck	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.8	1.8	1.8
TEUs per truck	2.6	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.8	2.8	2.8
Per cent of trucks backloaded (%)	11.5	12.4	12.0	13.0	12.6	12.8	12.4	12.2	12.3	12.6	12.2	12.4	12.1	12.4	12.3
Average truck turnaround time (mins)	31.8	33.1	32.5	33.9	37.9	35.8	35.9	33.3	34.6	33.1	33.8	33.5	32.0	33.2	32.6
Average container turnaround time (mins)	18.8	19.4	19.1	19.6	22.0	20.8	20.8	19.4	20.1	19.1	19.4	19.2	18.1	18.7	18.4
Whole of container terminal															
Ship turnaround time															
Median of ship turnaround time (hours)	37.8	38.9	38.5	38.9	47.8	42.0	46.2	45.3	45.7	42.9	43.1	43.0	39.8	38.6	39.3
95th percentile of ship turnaround time (hours)	84.0	84.6	84.6	87.0	148.0	119.3	119.2	103.2	111.7	104.8	101.9	102.1	84.8	88.2	86.9
Port congestion															
Number of ships waiting at anchorage for more than 2 hours	133	110	243	166	214	380	221	178	399	180	195	375	194	153	347
Per cent of ships waiting at anchorage for more than 2 hours (%)	14.0	11.3	12.6	15.8	24.5	19.7	24.7	20.5	22.6	20.6	21.0	20.8	22.4	18.3	20.4
Average waiting time at anchorage (hours)	94.8	23.8	62.7	26.0	51.9	40.6	48.3	23.6	37.3	32.1	66.2	49.8	32.7	23.6	28.7
Median waiting time at anchorage (hours)	17.2	18.6	17.7	16.1	37.8	25.4	25.4	15.3	19.0	20.5	19.8	20.3	17.4	14.0	16.4
Berth availability (%)	97.7	97.3	97.5	96.6	94.2	95.5	94.3	95.1	94.7	96.1	96.9	96.5	96.4	96.5	96.5
Berth occupancy (%)	39.4	40.1	39.7	43.3	48.2	45.7	47.6	43.6	45.6	41.8	44.1	43.0	40.6	41.3	41.0
Total time ships spent at berth ('000 hours)	33.0	34.0	67.0	37.1	40.5	77.6	39.6	35.8	75.5	35.3	37.2	72.5	33.4	34.2	67.6
Average TEUs per ship-hour at berth (TEUs per hour)	57.1	58.4	57.8	58.8	47.5	52.9	53.1	57.8	55.3	59.6	61.0	60.3	61.7	61.8	61.8
Average lifts per ship-hour at berth (lifts per hour)	36.0	36.6	36.3	36.9	29.9	33.2	33.2	36.2	34.7	37.3	38.1	37.7	38.5	38.4	38.5
Total time ships are available to stevedores ('000 hours)	26.4	28.3	54.7	30.9	34.0	64.9	40.4	30.7	71.0	30.4	32.0	62.4	28.5	29.7	58.2
Average lifts per hour of stevedoring operation (lifts per hour)	45.1	44.0	44.5	44.2	35.6	39.7	32.6	42.3	36.8	43.3	44.3	43.8	45.3	44.1	44.7
Average lifts per berth visit (lifts)	1,247.1	1,276.6	1,262.0	1,297.8	1,381.8	1,336.0	1,472.3	1,493.0	1,482.5	1,510.1	1,524.9	1,517.7	1,489.5	1,568.4	1,528.2

Note: Cells may not sum to totals due to rounding.

Sources: DP World (2025), Patrick (2025), Hutchison Ports Australia (2025), Flinders Adelaide Container Terminal (2025), Victoria International Container Terminal (2025), Port of Brisbane Pty Ltd (2025), Maritime Safety Queensland (2025), Port Authority of New South Wales (2025), NSW Ports (2025), Port of Melbourne Operations Pty Ltd (2025), Flinders Ports (2025) and Fremantle Ports (2025)



Containerships at berth in Swanson Dock, Port of Melbourne. Photo courtesy of Port of Melbourne.

CHAPTER 3

Vehicle booking system and empty container park operations

Overview

This chapter reports on three main indicator types:

1. The number of truck booking or appointment timeslots available at a container terminal
2. The number of truck booking or appointment timeslots used at a container terminal
3. The volume of container traffic through empty container parks

The data is derived from the vehicle booking systems used by the stevedores. An important use of these statistics is to monitor the time of day and week when trucks access the container terminals to pick up or deliver containers. For this reason the count of slots available and used are provided for the following windows:

Monday to Friday Day: 6:01 AM to 6:00 PM

Monday to Friday Evening: 6:01 PM to 12:00 Midnight

Monday to Friday Night: 12:01 Midnight to 6:00 AM

Saturday Day: 6:01 AM to 6:00 PM

Saturday Evening: 6:01 PM to 12:00 Midnight

Saturday Night: 12:01 Midnight to 6:00 AM

Sunday Day: 6:01 AM to 6:00 PM

Sunday Evening: 6:01 PM to 12:00 Midnight

Sunday Night: 12:01 Midnight to 6:00 AM

The stevedores at the five container terminals do not have identical day, evening and night shifts. Thus data has been adjusted to fit into these standardised work shifts for comparative purposes.

Indicator 3.1 Number of truck timeslots available

The total number of standard VBS/TAS timeslots made available for container receipt/delivery. Bulk runs are excluded. See Box 3.1 for information on factors affecting slot availability.

Box 3.1 Container timeslots

Stevedoring companies make available a number of container timeslots at various times in each day, based on the deployment of container handling equipment. The main factors affecting the availability of timeslots are the volume of containers to be processed, and terminal resources available to process containers. When shipping schedules and container volumes demand extra resources, additional labour and extra equipment can be deployed to the landside of a container terminal to increase slot availability. Such extra timeslots are normally advertised one or two days in advance.

Indicator 3.2 Number of timeslots actually used

This is the count of VBS/TAS timeslots actually used by trucks. As for Indicator 3.1, containers moved by bulk runs are excluded.

Indicator 3.3 Timeslots used by trucks in all off-peak periods as proportion of total timeslots used at container terminals

This indicator, derived from Indicator 3.2, gives the count of timeslots used by trucks during the off-peak period as a proportion of all timeslots used. The off-peak period is defined as all time periods except Monday to Friday 6:01 AM to 6:00 PM.

Results for this indicator are presented in Figure 3.1. The indicator is further divided up into Monday to Friday off-peak (Indicator 3.4) and weekend usage (Indicator 3.5).

Indicator 3.4 Timeslots used by trucks in Monday to Friday off-peak periods as proportion of total timeslots used

This indicator, derived from Indicator 3.2, gives a count of timeslots used by trucks during the Monday to Friday off-peak period as a proportion of all timeslots used. Results for this indicator are presented in Figure 3.2.

Indicator 3.5 Timeslots used by trucks on Saturday and Sunday as proportion of total timeslots used

This indicator, derived from Indicator 3.2, gives a count of timeslots used by trucks during the Weekend (Saturday to Sunday) as a proportion of all timeslots used. Results for this indicator are presented in Figure 3.3.

Indicator 3.6 Average TEUs handled per VBS/TAS truck timeslot

This indicator is a measure of the intensity of usage of timeslots. The indicator increases as opportunities for out/return load carrying trips in one job increase. Results for this indicator are presented in Figure 3.4.

Indicator 3.7 Number of containers moved through empty container parks

This indicator is a measure of the usage of empty container parks. It shows the number of notifications of container movements to empty container parks in the vicinity of each port.

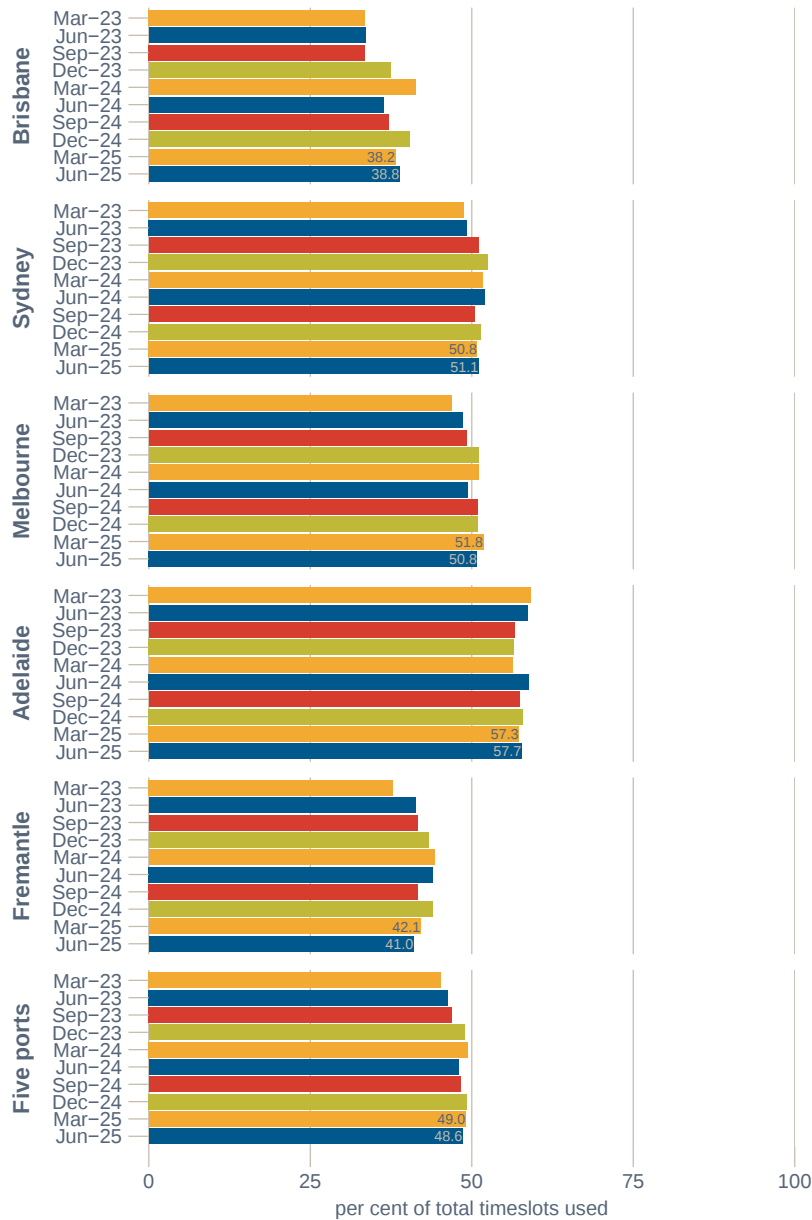
Indicator 3.8 Number of TEUs moved through empty container parks

This indicator is a measure of the usage of empty container parks. It shows the number of TEUs moved in the operations shown by Indicator 3.7.



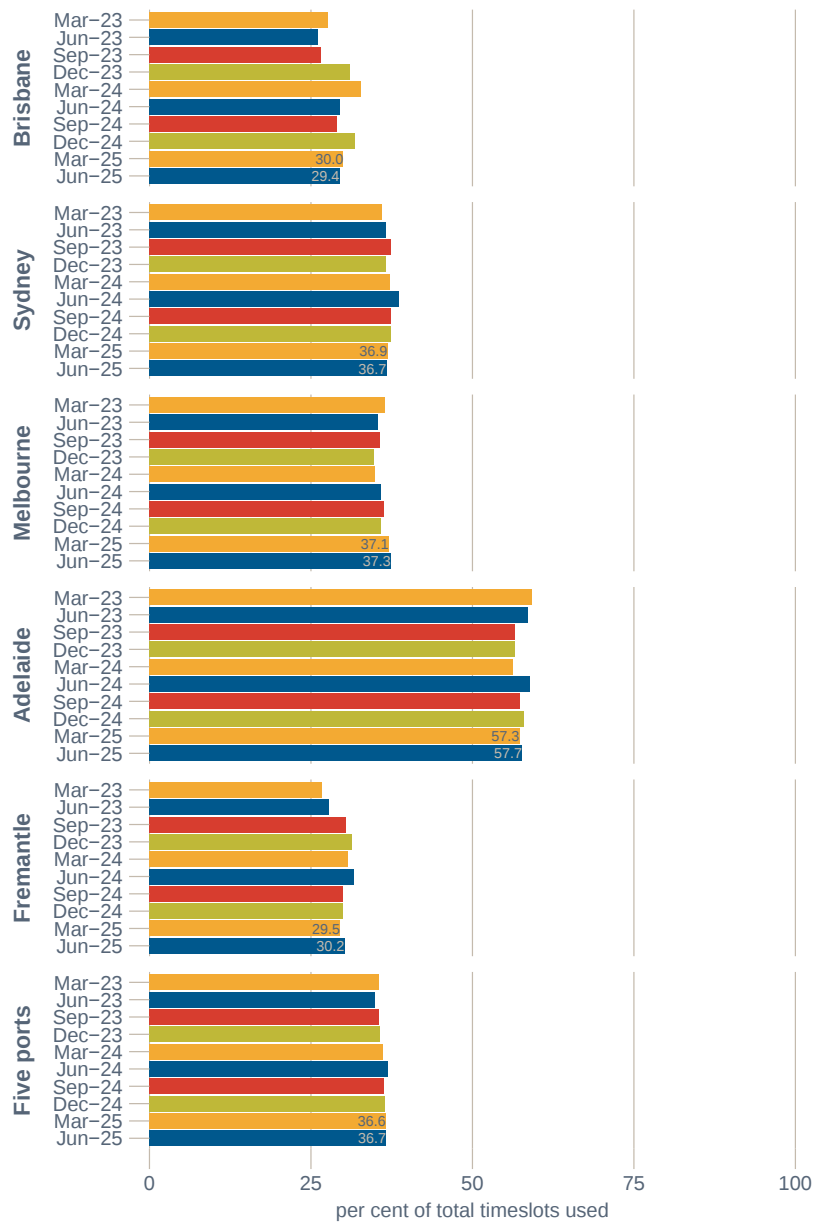
Container operations at Victoria International Container Terminal (VICT). Automated stacking cranes (ASCs) receive and deliver containers to the landside, while remotely-operated cranes load a vessel at berth. Photo courtesy of Port of Melbourne.

Figure 3.1 Timeslots used by trucks in all off-peak periods



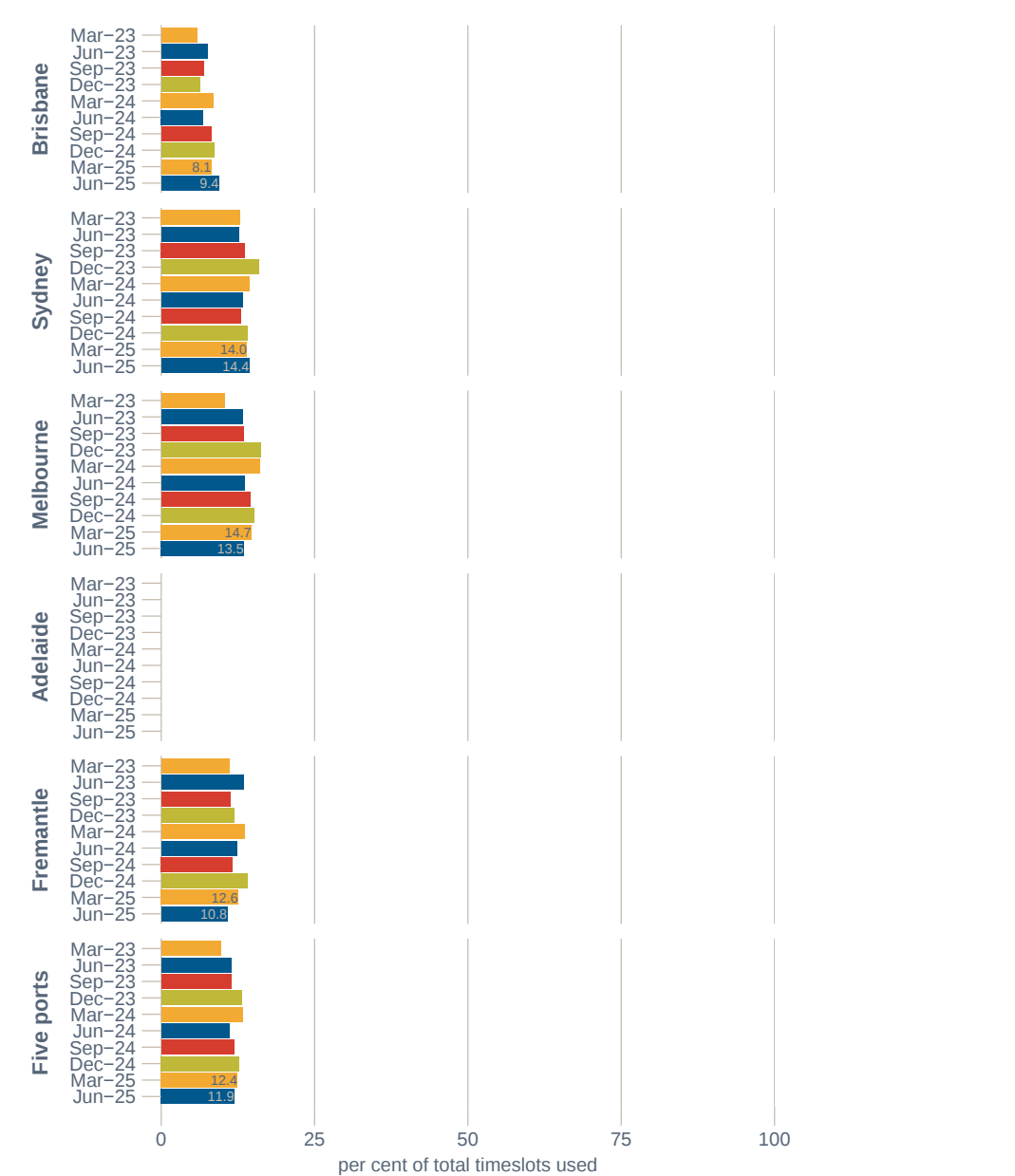
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 3.2 Timeslots used by trucks in off-peak periods Monday to Friday



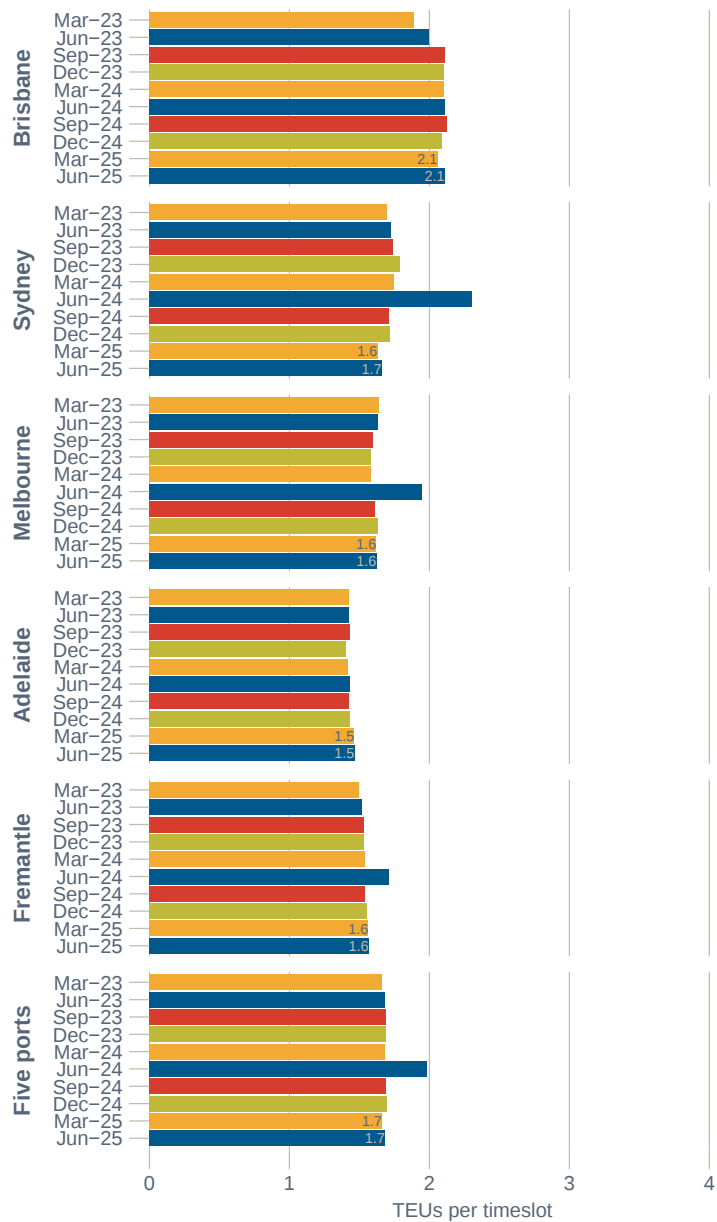
Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 3.3 Timeslots used by trucks on Saturday and Sunday



Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Figure 3.4 TEUs processed per VBS timeslot used at container terminals



Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Table 3.1 Timeslots available and actually used by trucks: Brisbane

	Weekday	Shift	2023				2024				2025	
			Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Available ('000)	Monday–Friday	Day	99.8	97.9	94.8	84.6	83.7	86.2	88.8	86.6	82.5	87.0
		Evening	32.0	28.8	29.4	30.5	32.8	30.3	30.1	34.4	29.7	31.6
		Night	14.0	9.6	10.8	20.6	22.9	15.5	13.9	19.6	14.6	15.3
		Sub-total	145.8	136.3	135.0	135.6	139.4	132.0	132.9	140.6	126.8	133.9
	Saturday	Day	5.5	6.6	6.7	8.4	8.3	6.1	6.7	7.0	6.9	8.1
		Evening	0.1	0.1	0.1	0.0	0.2	0.1	0.1	0.1	0.1	0.3
		Night	1.7	1.0	1.6	2.2	2.8	2.1	2.6	4.6	3.0	2.6
		Sub-total	7.4	7.7	8.4	10.6	11.4	8.4	9.4	11.7	10.0	10.9
	Sunday	Day	0.5	0.9	1.1	0.6	1.1	0.7	0.9	1.8	0.9	1.0
		Evening	0.8	0.5	0.5	0.8	1.1	0.3	0.5	0.8	0.4	0.5
		Night	1.2	1.2	1.3	0.8	1.1	1.1	1.3	1.6	1.2	1.1
		Sub-total	2.4	2.7	2.9	2.1	3.3	2.2	2.8	4.2	2.5	2.6
	Total timeslots available		155.6	146.7	146.3	148.4	154.1	142.6	145.0	156.5	139.3	147.5
Used ('000)	Monday–Friday	Day	66.2	68.4	74.1	62.7	61.1	64.6	66.3	64.2	57.8	62.2
		Evening	21.0	20.6	22.4	21.1	22.7	21.7	22.1	24.1	20.2	21.7
		Night	6.5	6.2	7.1	10.0	11.2	8.3	8.4	10.2	7.8	8.2
		Sub-total	93.7	95.2	103.6	93.7	95.0	94.6	96.8	98.5	85.8	92.1
	Saturday	Day	2.6	4.2	3.8	3.6	4.6	3.5	4.3	3.8	3.6	5.2
		Evening	0.1	0.1	0.1	0.0	0.2	0.1	0.1	0.1	0.1	0.3
		Night	1.1	1.0	1.2	1.0	1.4	1.3	1.5	1.9	1.4	1.5
		Sub-total	3.8	5.3	5.2	4.7	6.2	4.9	6.0	5.9	5.1	7.0
	Sunday	Day	0.3	0.9	0.8	0.5	1.1	0.6	0.9	1.2	0.9	1.0
		Evening	0.5	0.4	0.4	0.4	0.6	0.3	0.5	0.6	0.4	0.5
		Night	1.1	1.2	1.3	0.8	1.1	1.0	1.3	1.5	1.2	1.1
		Sub-total	2.0	2.5	2.6	1.7	2.7	2.0	2.7	3.4	2.5	2.5
	Total timeslots used		99.5	103.0	111.4	100.1	103.9	101.5	105.4	107.7	93.4	101.7

Note: Data are rounded to the nearest 1000. Cells with an entry of “0.0” mean that data were reported but rounded to zero.

Sources: DP World (2025), Hutchison Ports Australia (2025) and Patrick (2025)

Table 3.2 Timeslots available and actually used by trucks: Sydney

	Weekday	Shift	2023				2024				2025	
			Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Available ('000)	Monday–Friday	Day	153.6	154.8	120.8	106.8	118.8	85.4	125.3	123.4	118.8	119.3
		Evening	62.5	61.1	50.4	46.2	51.3	37.2	53.7	54.8	50.5	50.2
		Night	52.7	54.4	43.8	42.9	47.2	33.1	47.0	48.5	43.3	42.5
		Sub-total	268.7	270.3	215.1	195.9	217.2	155.7	225.9	226.7	212.6	212.0
	Saturday	Day	13.8	14.5	12.4	14.7	13.1	8.3	10.9	13.4	12.2	13.2
		Evening	1.4	1.3	1.6	2.0	1.6	1.3	1.3	1.4	1.4	1.4
		Night	6.8	7.2	7.2	6.4	6.1	4.6	6.8	7.3	6.8	6.8
		Sub-total	22.0	23.0	21.1	23.1	20.8	14.2	19.0	22.1	20.4	21.4
	Sunday	Day	11.6	12.2	11.0	12.7	11.5	8.7	11.8	12.2	11.7	12.0
		Evening	5.4	5.5	5.1	6.3	5.6	4.3	6.2	6.0	5.5	5.7
		Night	2.8	2.7	3.4	1.3	2.6	0.5	2.9	3.2	2.6	2.6
		Sub-total	19.7	20.4	19.5	20.3	19.8	13.5	21.0	21.4	19.8	20.3
	Total timeslots available		310.4	313.7	255.8	239.3	257.8	183.4	265.9	270.2	252.8	253.8
Used ('000)	Monday–Friday	Day	90.9	93.9	95.7	84.6	94.1	65.1	93.6	96.9	88.7	90.0
		Evening	36.7	38.1	41.3	35.2	39.5	28.3	39.7	41.5	37.3	38.9
		Night	27.1	29.5	31.9	30.1	32.9	24.2	31.0	33.1	29.2	28.6
		Sub-total	154.8	161.4	169.0	150.0	166.5	117.6	164.2	171.4	155.1	157.5
	Saturday	Day	8.1	8.0	8.9	10.9	9.3	6.0	6.6	9.2	7.9	9.5
		Evening	0.3	0.2	0.3	0.9	0.5	0.2	0.2	0.3	0.2	0.3
		Night	3.8	4.0	5.1	4.0	4.4	3.3	4.6	4.4	4.1	3.9
		Sub-total	12.2	12.2	14.3	15.9	14.3	9.4	11.3	13.9	12.2	13.7
	Sunday	Day	6.0	6.3	6.5	8.3	8.8	6.0	7.8	8.3	8.0	7.7
		Evening	2.7	2.6	3.5	3.2	3.1	2.1	3.0	2.9	2.7	2.8
		Night	2.1	2.3	2.4	1.0	1.9	0.5	2.4	2.8	2.2	2.3
		Sub-total	10.7	11.3	12.5	12.5	13.8	8.5	13.1	14.1	13.0	12.7
	Total timeslots used		177.7	184.9	195.7	178.3	194.6	135.5	188.7	199.4	180.3	183.9

Sources: DP World (2025), Hutchison Ports Australia (2025) and Patrick (2025)

Table 3.3 Timeslots available and actually used by trucks: Melbourne

	Weekday	Shift	2023				2024				2025	
			Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Available ('000)	Monday–Friday	Day	166.2	177.5	157.5	149.2	161.2	134.8	168.6	165.7	157.5	169.7
		Evening	78.9	81.2	70.9	66.8	72.0	62.5	78.7	77.0	77.8	81.0
		Night	50.1	57.8	40.0	40.1	46.2	37.2	47.8	46.8	45.3	46.8
		Sub-total	295.2	316.5	268.4	256.1	279.3	234.5	295.1	289.5	280.6	297.5
	Saturday	Day	14.7	20.6	15.1	19.1	20.0	13.8	16.1	15.2	13.6	13.4
		Evening	0.0	0.4	0.3	0.6	0.2	0.0	0.0	0.0	0.0	0.0
		Night	4.2	6.0	7.6	6.5	7.8	5.6	8.7	9.5	7.9	8.3
		Sub-total	18.9	26.9	23.0	26.3	28.0	19.4	24.8	24.8	21.5	21.7
	Sunday	Day	13.7	20.9	11.2	17.9	20.4	19.4	18.3	17.2	18.9	15.6
		Evening	9.6	12.6	8.0	7.2	9.7	8.9	11.4	10.2	10.1	8.2
		Night	8.3	8.3	2.8	0.9	1.7	0.5	3.0	3.4	2.7	3.8
		Sub-total	31.5	41.8	21.9	26.0	31.9	28.8	32.7	30.7	31.7	27.6
	Total timeslots available		345.7	385.2	313.3	308.3	339.2	282.8	352.6	345.0	333.9	346.9
Used ('000)	Monday–Friday	Day	139.8	143.2	154.7	146.6	155.6	127.0	156.9	155.2	148.1	151.5
		Evening	62.7	64.0	69.7	66.0	69.3	57.3	73.8	72.3	73.0	73.5
		Night	33.2	34.3	39.0	38.1	41.7	32.3	42.3	41.4	40.9	41.5
		Sub-total	235.7	241.5	263.5	250.7	266.6	216.6	273.1	268.9	262.0	266.4
	Saturday	Day	10.0	13.1	14.4	18.5	18.6	11.9	14.7	14.4	13.1	12.4
		Evening	0.0	0.1	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.0
		Night	3.6	5.2	7.2	6.1	6.9	4.1	7.3	8.5	7.2	6.9
		Sub-total	13.7	18.4	21.7	25.2	25.6	16.0	21.9	22.9	20.3	19.3
	Sunday	Day	4.8	9.1	9.2	16.0	16.6	11.7	12.9	13.7	14.3	11.7
		Evening	4.9	6.2	7.3	6.6	7.3	5.8	8.5	8.1	7.9	7.1
		Night	3.8	3.1	2.7	0.8	1.6	0.5	2.9	3.1	2.7	3.3
		Sub-total	13.6	18.4	19.2	23.3	25.5	18.0	24.3	24.9	24.9	22.2
	Total timeslots used		262.9	278.2	304.3	299.2	317.7	250.5	319.3	316.7	307.2	307.9

Note: VICT 'Used timeslots' are included from March quarter 2017, however VICT 'Available timeslots' are counted only from September quarter 2018.

Sources: DP World (2025), Patrick (2025) and Victoria International Container Terminal (2025)

Table 3.4 Timeslots available and actually used by trucks: Adelaide

	Weekday	Shift	2023				2024				2025	
			Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Available ('000)	Monday–Friday	Day	20.4	19.9	21.9	21.4	23.2	21.8	22.5	22.2	20.9	21.2
		Evening	15.6	15.1	15.4	14.8	15.6	15.3	16.0	15.5	14.8	14.8
		Night	18.1	17.8	19.2	18.1	18.3	18.2	18.5	17.9	16.9	17.8
		Sub-total	54.1	52.8	56.6	54.3	57.1	55.3	57.0	55.6	52.6	53.9
	Saturday	Day										
		Evening										
		Night										
		Sub-total										
	Sunday	Day										
		Evening										
		Night										
		Sub-total										
	Total timeslots available		54.1	52.8	56.6	54.3	57.1	55.3	57.0	55.6	52.6	53.9
Used ('000)	Monday–Friday	Day	18.7	18.9	21.2	20.5	22.4	21.5	21.5	21.8	20.4	20.6
		Evening	14.5	14.3	14.3	13.7	14.5	14.7	14.7	15.0	13.9	14.0
		Night	12.6	12.5	13.4	12.9	14.3	15.9	14.3	15.0	13.4	14.1
		Sub-total	45.8	45.7	48.9	47.2	51.2	52.1	50.5	51.8	47.7	48.6
	Saturday	Day										
		Evening										
		Night										
		Sub-total										
	Sunday	Day										
		Evening										
		Night										
		Sub-total										
	Total timeslots used		45.8	45.7	48.9	47.2	51.2	52.1	50.5	51.8	47.7	48.6

Note: Blank cells mean no data was reported for the categories.

Sources: Flinders Adelaide Container Terminal (2025)

Table 3.5 Timeslots available and actually used by trucks: Fremantle

	Weekday	Shift	2023				2024				2025	
			Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Available ('000)	Monday–Friday	Day	52.4	55.4	52.4	51.5	48.6	39.8	49.5	51.7	49.5	49.2
		Evening	17.5	18.0	19.2	19.2	18.1	15.1	16.9	18.1	17.0	17.3
		Night	7.7	9.6	9.8	10.8	10.8	9.2	10.8	10.6	10.2	10.1
		Sub-total	77.6	83.1	81.4	81.5	77.5	64.1	77.1	80.5	76.7	76.5
	Saturday	Day	5.6	7.1	4.5	5.3	6.5	4.3	4.9	6.2	5.1	5.1
		Evening	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0
		Night	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
		Sub-total	5.8	7.1	4.5	5.3	6.5	4.3	5.1	6.4	5.1	5.1
	Sunday	Day	3.9	5.2	5.8	5.5	5.4	4.2	4.7	6.2	5.5	4.3
		Evening	0.2	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3
		Night	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0
		Sub-total	4.3	5.6	6.3	5.9	5.8	4.6	5.1	6.6	5.9	4.6
	Total timeslots available		87.7	95.8	92.1	92.7	89.8	73.0	87.3	93.5	87.7	86.3
Used ('000)	Monday–Friday	Day	43.3	47.1	50.8	50.1	46.8	37.2	46.6	49.7	47.1	46.5
		Evening	13.4	15.2	18.0	18.3	16.8	13.6	15.2	17.0	15.1	15.4
		Night	5.2	7.1	8.4	9.4	9.0	7.4	8.8	9.5	8.8	8.4
		Sub-total	61.9	69.4	77.2	77.8	72.6	58.3	70.6	76.2	71.1	70.2
	Saturday	Day	4.7	6.0	4.0	5.0	6.1	4.1	4.4	5.9	4.7	4.2
		Evening	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0
		Night	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
		Sub-total	4.9	6.0	4.1	5.0	6.1	4.1	4.6	6.1	4.7	4.3
	Sunday	Day	2.6	4.4	5.2	5.1	5.0	3.8	4.3	5.9	5.2	3.9
		Evening	0.1	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
		Night	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0
		Sub-total	2.9	4.7	5.7	5.5	5.3	4.1	4.7	6.3	5.5	4.2
	Total timeslots used		69.6	80.2	87.0	88.3	84.0	66.5	79.9	88.6	81.3	78.7

Note: Data are rounded to the nearest 1000. Cells with an entry of “0.0” mean that data were reported but rounded to zero.

Sources: DP World (2025) and Patrick (2025)

Table 3.6 Timeslots available and actually used by trucks: Five ports

	Weekday	Shift	2023				2024				2025	
			Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Sep Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Available ('000)	Monday–Friday	Day	492.3	505.6	447.4	413.5	435.4	368.1	454.7	449.7	429.2	446.4
		Evening	206.5	204.2	185.3	177.4	189.8	160.4	195.4	199.7	189.9	195.0
		Night	142.6	149.3	123.7	132.5	145.3	113.2	138.0	143.6	130.3	132.5
		Sub-total	841.5	859.0	756.5	723.4	770.5	641.7	788.0	792.9	749.4	773.8
	Saturday	Day	39.7	48.8	38.5	47.5	47.9	32.6	38.6	41.8	37.8	39.8
		Evening	1.6	1.8	2.1	2.6	2.0	1.4	1.6	1.7	1.5	1.7
		Night	12.8	14.2	16.5	15.1	16.8	12.3	18.1	21.5	17.8	17.7
		Sub-total	54.1	64.8	57.1	65.2	66.7	46.3	58.3	65.1	57.0	59.2
	Sunday	Day	29.6	39.2	29.1	36.6	38.5	33.0	35.8	37.4	37.0	33.0
		Evening	15.9	18.9	13.9	14.6	16.8	14.0	18.4	17.3	16.4	14.6
		Night	12.3	12.3	7.7	3.1	5.5	2.1	7.3	8.2	6.5	7.6
		Sub-total	57.9	70.4	50.6	54.3	60.8	49.1	61.5	62.9	59.9	55.2
	Total timeslots available		953.4	994.2	864.2	843.0	898.0	737.1	907.9	920.9	866.3	888.3
Used ('000)	Monday–Friday	Day	358.9	371.4	396.6	364.5	380.0	315.4	384.9	387.8	362.0	370.7
		Evening	148.3	152.2	165.7	154.3	162.8	135.6	165.6	169.9	159.6	163.4
		Night	84.7	89.6	99.9	100.6	109.1	88.1	104.7	109.1	100.1	100.8
		Sub-total	591.9	613.3	662.2	619.4	651.9	539.1	655.2	666.7	621.7	634.9
	Saturday	Day	25.5	31.3	31.2	38.0	38.6	25.5	30.0	33.3	29.2	31.4
		Evening	0.4	0.3	0.4	1.6	0.8	0.3	0.5	0.6	0.4	0.6
		Night	8.6	10.3	13.6	11.2	12.7	8.7	13.4	14.9	12.8	12.3
		Sub-total	34.5	41.9	45.2	50.8	52.1	34.5	43.9	48.8	42.3	44.3
	Sunday	Day	13.8	20.8	21.9	29.9	31.4	22.1	25.9	29.2	28.4	24.3
		Evening	8.2	9.5	11.5	10.4	11.3	8.5	12.3	11.9	11.4	10.6
		Night	7.1	6.6	6.5	2.6	4.6	2.0	6.6	7.5	6.1	6.7
		Sub-total	29.1	36.9	39.9	42.9	47.3	32.6	44.8	48.6	45.9	41.6
	Total timeslots used		655.5	692.0	747.3	713.0	751.4	606.2	743.9	764.1	709.9	720.8

Note: VICT 'Used timeslots' are included from March quarter 2017, however VICT 'Available timeslots' are counted only from September quarter 2018.

Sources: DP World (2025), Flinders Adelaide Container Terminal (2025), Hutchison Ports Australia (2025), Patrick (2025) and Victoria International Container Terminal (2025)



Aerial view over Coode Island towards the West Gate Bridge. Photo courtesy of Port of Melbourne.

CHAPTER 4

Port interface cost index

Overview

The port interface cost index (PICI) provides a measure of shore-based shipping charges which approximate costs of carting containers through Australia's mainland major city ports. PICI is based on an indicative approach; that is, the index is not an average of all charges, but is based on typical charges levied by service providers. In particular, note that PICI uses scheduled service prices and does not account for specific commercial arrangements.

PICI is computed as a national average in current (Table 4.6) and constant prices (Table 4.7), taking into account the port fees and charges for imports and exports of containers at the five major container ports (Tables 4.1 to 4.5).

Box 4.1 Changes to PICI

Prior to *Waterline 67*, PICI was calculated for three vessel size classes (5,000–20,000 gross tonnes, 35,000–40,000 gross tonnes and 50,000–55,000 gross tonnes). However, the shift in fleet profile towards larger vessels means these groups are no longer appropriate, with most vessels' tonnage exceeding the largest class.

The new size classes are all of even width (15,000 gross tonnes), beginning with 5,000–20,000 gross tonnes:

- **5,000–20,000 gross tonnes**
- 20,000–35,000 gross tonnes
- **35,000–50,000 gross tonnes**
- 50,000–65,000 gross tonnes
- **65,000–80,000 gross tonnes**
- 80,000–95,000 gross tonnes
- 95,000–110,000 gross tonnes

The three size classes in bold are enumerated in Tables 4.1 to 4.5. The national PICI is computed over all size classes.

Calculations for several components, particularly those under 'Other charges', have been updated to reflect costs per average TEU, rather than per twenty-foot container.

What PICI measures

PICI is a measure of shore-based shipping costs or charges for containers moved through mainland capital city ports. These are “shore-based” in that they are the subset of charges paid by importers and exporters of containers which are directly related to the activity which occurs in the port and on the wharf. PICI does not include the charges applicable to the ocean freight service itself, nor does it cover all ancillary charges paid by shippers to customs brokers, freight forwarders and other service providers.

The index is a measure of the movements in costs to users of waterfront and related services, and signals whether the cost is increasing or decreasing. The waterfront is defined as the interface between seaports and land transport, hence the term port interface cost index. Port interface costs are estimated for standard representative ships.

PICI is based on twenty-one indicators which fall in four main groups:

1. Parameters used in computing the index;
2. Ship-based charges;
3. Cargo-based charges; and
4. Other charges, namely: stevedoring costs; customs brokers' fees; road transport costs.

Parameters used in computing the index

These parameters enable the PICI charges to be estimated on a per TEU basis for these typical ships.

Indicator 4.1 Ship size

Port interface costs vary by ship size. To calculate PICI, ships are divided into size ranges (based on 'gross tonnage', or GT) which are represented by a 'typical' vessel within that size range. The vessel's other parameters, such as length and draft, are used as necessary.

All size groups are used to calculate the national Port Interface Cost Index (Indicator 4.25). A breakdown of charges is provided in Tables 4.1 to 4.5 for 5,000–20,000 GT, 35,000–50,000 GT and 65,000–80,000 GT.

Indicator 4.2 Average TEUs exchanged

The total TEUs exchanged by ships in the size range, averaged over the number of visits made by those ships. Equivalent to the sum of Indicator 4.3 and Indicator 4.6.

Indicator 4.3 Average full (loaded) TEUs exchanged

The total loaded TEUs exchanged by ships in the size range, averaged over the number of visits made by those ships. Equivalent to the sum of Indicator 4.4 and Indicator 4.5.

Indicator 4.4 Average full import TEUs

The sum of full (loaded) import containers moved into a port by ships in the size range, averaged over the number of visits made by those ships during the specified period.

Indicator 4.5 Average full export TEUs

The sum of full (loaded) export containers moved out of a port by ships in the size range, averaged over the number of visits made by those ships during the specified period.

Indicator 4.6 Empty TEUs

The sum of empty import and export containers exchanged by ships in the size range, averaged over the number of visits made by those ships.

Indicator 4.7 Number of port calls

The average number of port calls made by ships in the size range, to a given port, during the period.

Indicator 4.8 Average elapsed berth time

The total elapsed berth time for ships in the size range, divided by the number of ship visits (by ships in the size range) during the period. A ship's elapsed berth time is the time between a ship's arrival at berth, and its departure.

Ship-based charges (per ship visit)**Indicator 4.9 Total ship-based charges by ship visit**

The total ship-based charges paid by the size range's representative vessel, given the parameters in Indicators 4.1 to 4.8.

Indicator 4.10 Total ship-based charges for handling empty containers

The total charges paid on empty containers, given the parameters in Indicators 4.1 to 4.8.

This is the sum of wharfage, harbour dues, berth charges and channel fees levied per empty TEU, multiplied by the average number of empty TEUs exchanged (Indicator 4.6).

Ship-based charges (per TEU)**Indicator 4.11 Conservancy**

Conservancy charges are navigation service charges levied by the government of the state in which the port is situated.

Indicator 4.12 Tonnage

Tonnage charges are port service charges levied by the port authority, based on the Gross Tonnage of the ship.

Indicator 4.13 Pilotage

Pilotage charges cover services for piloting the ship. A pilot is a mariner who guides ships through dangerous or congested waters, such as harbors or river mouths. Pilots are expert ship handlers who possess detailed knowledge of local waterways.

Indicator 4.14 Towage

Towage charges are levied by the operator of a tugboat—a boat that manoeuvres vessels by pushing or towing them. Charges are typically levied per tug, with higher charges for larger vessels.

Depending on ship's equipment, larger vessels may also require additional tugs. For PICI, the standard towage requirements published in port information handbooks are used.

Indicator 4.15 Mooring, unmooring charges

Mooring charges relate to the services of linesmen and related line and launch hire. (Un)mooring is the making fast (loosening) of a ship to (from) moorings or anchorage by means of lines, cables and/or anchors. Depending on local arrangements for lines services, mooring charges may be levied by the port authority, stevedore or another service provider.

Indicator 4.16 Total ship-based charges per TEU

The sum of the charges in Indicators 4.11 to 4.15 or, equivalently, the total ship-based charges (Indicator 4.9) divided by the total TEUs exchanged (Indicator 4.2).

Cargo-based charges (per TEU)

Each of these fees and charges are discussed only once in the text below. They are however, listed separately for imports and exports in Tables 4.1 to 4.5.

Some charge schedules levy a different fee for a forty-foot container than for a twenty-foot container. Where this occurs, PICI uses the fee charged per twenty-foot container.

Indicator 4.17 Wharfage

Wharfage is a charge assessed against cargo or merchandise, vessel's stores, fuel and supplies for passage on, over, under or through any wharf, pier, or bank controlled by a port authority. Wharfage is also charged for cargo passing between ships or overside ships (to or from barge, lighter or water) when berthed at a wharf, pier or bank controlled by the port authority.

Indicator 4.18 Harbour dues

These are monies that a ship owner must pay to a port authority for keeping a ship in a harbour. The amount charged is usually based on the volume of cargo the ship is carrying.

Other charges (per TEU)**Indicator 4.19 Stevedoring charge (wharfside)**

Charges levied by stevedoring companies for container handling at the wharf. The charge is estimated on an annual, per-lift basis from the ACCC *Container Stevedoring Monitoring Report* series. A price per TEU is then calculated using the proportion of 40-foot containers transferred at the port (Indicator 1.4).

Indicator 4.20 Stevedoring charge (landside)

Typical landside and ancillary service charges levied by stevedoring companies for container handling, excluding terminal access charges. The charge is calculated from stevedoring landside revenue per lift reported in the ACCC *Container Stevedoring Monitoring Report*, less a

BITRE estimate of total terminal access charges. A price per TEU is then calculated using the proportion of 40-foot containers transferred at the port (Indicator 1.4).

Indicator 4.21 Terminal access charges

Terminal access charges (formerly infrastructure charges) are levied by terminal operators on all full containers.

Indicator 4.22 Customs broker fees

These are the fees charged by customs brokers for the administrative costs associated with organising the import and export of containers for a representative consignment.

Indicator 4.23 Total fees and charges

This is the sum of ship-based charges per TEU, the cargo-based charges per TEU, and the other cargo-based charges per TEU. These costs enable the calculation of the national PICI measured in current and constant prices in dollars per TEU. These are computed separately for imports and exports in Tables 4.1 to 4.5.

Indicator 4.24 Port's share in national index

These shares are used in computing the national PICI and they are computed for exports and imports separately.

Indicator 4.25 National Port Interface Cost Index

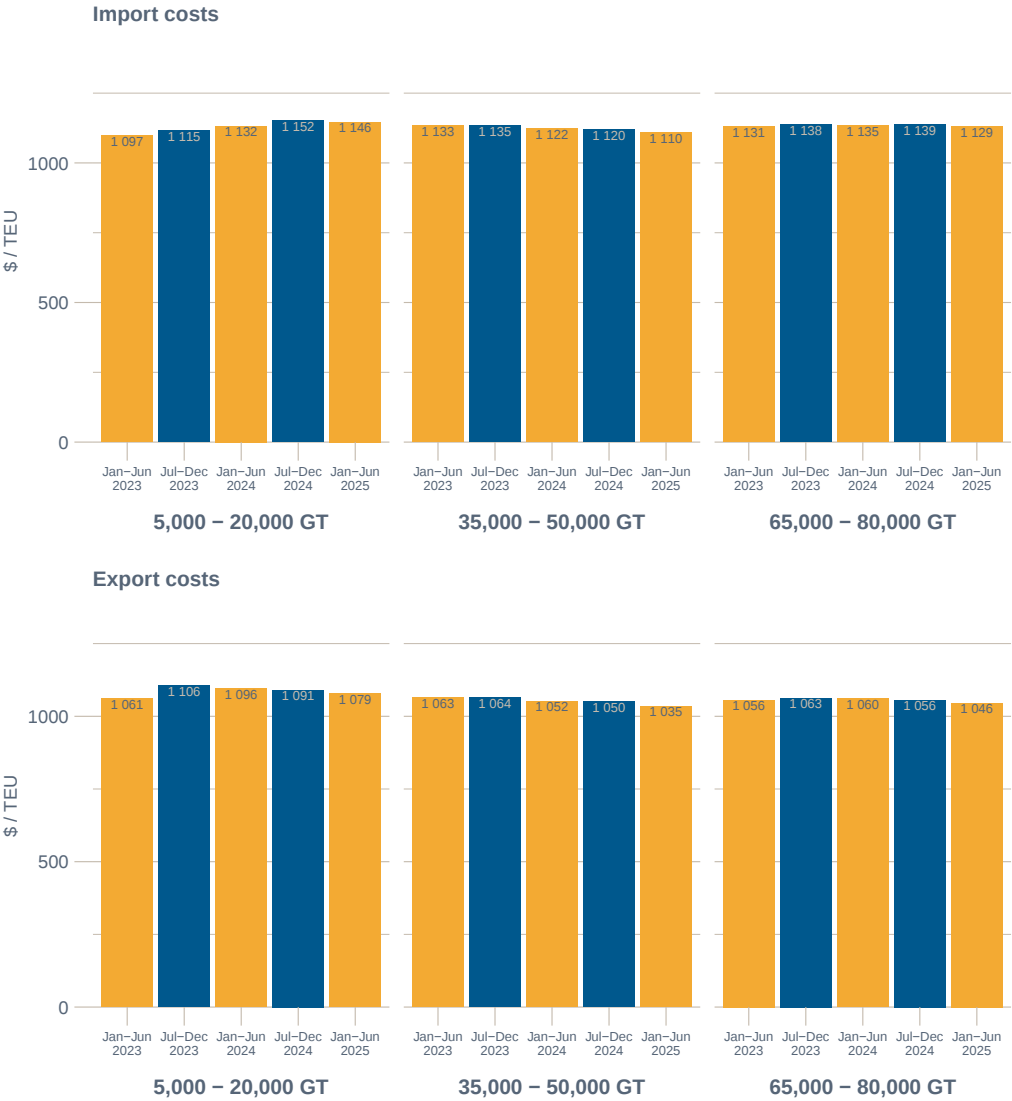
The national port interface cost indexes are the main outputs of the PICI calculations. These indexes are computed separately for imports and exports and for each of the ship size ranges monitored in *Waterline*.

The national PICI for ships in a GT range is the national average cost per TEU. From BTCE (1993), this is a weighted average of individual port estimates.



MSC Tokyo swinging on arrival at Swanson Dock, Port of Melbourne. Photo courtesy of Port of Melbourne.

Figure 4.1 Port interface costs, constant prices (January–June 2025), by ship size



Sources: BITRE estimates based on data in Tables 4.1 to 4.5 and ABS (2025).

Table 4.1 Port interface costs by ship type—parameters and estimates: Brisbane

	5,000 to 20,000 GT ships					35,000 to 50,000 GT ships					65,000 to 80,000 GT ships				
	2023		2024		2025	2023		2024		2025	2023		2024		2025
	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
Port call parameters^a															
Total TEUs exchanged	561	485	514	635	628	1,284	1,477	1,473	1,460	1,639	2,246	2,435	2,607	2,508	2,345
Loaded	469	406	428	498	506	974	1,146	1,042	1,135	1,187	1,570	1,748	1,685	1,792	1,562
Loaded inwards	229	209	226	261	241	637	707	684	698	793	1,010	1,019	1,107	1,100	1,025
Loaded outwards	240	197	202	237	265	337	439	358	437	395	560	729	578	692	537
Empty ^b	92	79	86	137	122	309	331	431	326	451	676	687	922	716	783
Number of port calls	5	7	7	6	7	3	4	4	4	4	4	4	4	5	5
Elapsed berth time (hours)	27	25	27	29	27	28	34	33	28	29	34	45	50	39	36
Charges per ship visit (\$)															
Total ship-based charges	41,234	42,699	43,353	44,007	44,702	65,216	67,534	68,474	69,414	70,416	75,424	78,101	79,103	80,105	81,173
Empty	1,636	1,552	1,830	2,874	2,432	6,665	7,753	10,374	7,957	11,253	14,726	15,886	22,015	17,436	19,402
Ship-based charges (\$/TEU)															
Conservancy	7	9	8	7	7	8	7	7	7	7	8	7	7	7	8
Tonnage	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pilotage	24	28	27	21	22	17	15	15	15	14	10	10	9	9	10
Towage	38	46	44	37	38	24	22	22	23	21	15	14	13	14	16
Mooring, unmooring ^c	5	6	5	4	4	2	2	2	2	2	1	1	1	1	1
Total ship-based charges (\$/TEU)	73	88	84	69	71	51	46	46	48	43	34	32	30	32	35
Fees and charges for imports															
Total ship-based charges (\$/TEU)	73	88	84	69	71	51	46	46	48	43	34	32	30	32	35
Cargo-based charges															
Wharfage	42	45	45	32	32	42	45	45	32	32	42	45	45	32	32
Harbour dues	75	80	80	56	56	75	80	80	56	56	75	80	80	56	56
Other charges															
Stevedoring—wharfside	155	157	158	158	158	155	157	158	158	158	155	157	158	158	158
Stevedoring—landside	49	54	54	58	58	49	54	54	58	58	49	54	54	58	58
Terminal access charges ^d	94	97	110	117	130	94	97	110	117	130	94	97	110	117	130
Road transport charges ^e	449	446	453	453	454	449	446	453	453	454	449	446	453	453	454
Customs broker fees	122	124	124	124	124	122	124	124	124	124	122	124	124	124	124
Total fees and charges (\$ / import TEU)	1,059	1,092	1,108	1,067	1,083	1,036	1,049	1,071	1,045	1,054	1,019	1,036	1,054	1,030	1,046
Port's share in national index^f (%)	19	26	30	43	45	20	19	16	15	16	20	18	19	21	20

(cont.)

Table 4.1 Port interface costs by ship type—parameters and estimates: Brisbane (*continued*)

	5,000 to 20,000 GT ships					35,000 to 50,000 GT ships					65,000 to 80,000 GT ships				
	2023		2024		2025	2023		2024		2025	2023		2024		2025
	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
Fees and charges for exports															
Total ship-based charges (\$/TEU)	73	88	84	69	71	51	46	46	48	43	34	32	30	32	35
Cargo-based charges															
Wharfage	42	45	45	32	32	42	45	45	32	32	42	45	45	32	32
Harbour dues	75	80	80	56	56	75	80	80	56	56	75	80	80	56	56
Other charges															
Stevedoring—wharfside	155	157	158	158	158	155	157	158	158	158	155	157	158	158	158
Stevedoring—landside	49	54	54	58	58	49	54	54	58	58	49	54	54	58	58
Terminal access charges ^d	82	85	95	98	104	82	85	95	98	104	82	85	95	98	104
Road transport charges ^e	448	445	451	451	451	448	445	451	451	451	448	445	451	451	451
Customs broker fees	113	113	113	114	114	113	113	113	114	114	113	113	113	114	114
Total fees and charges (\$ / export TEU)	1,036	1,068	1,081	1,035	1,043	1,014	1,026	1,043	1,014	1,015	997	1,012	1,027	998	1,007
Port's share in national index^g (%)	25	31	30	41	44	21	24	18	17	15	21	26	22	29	24

Note: Estimates of charges are rounded to the nearest whole dollar. A value of zero indicates that the charge per TEU is less than fifty cents.

a The average TEUs exchanged and the ship call parameters are mean values for ships in the size category for the given period.

b Sum of wharfage, harbour, berth and channel fees levied per empty TEU, multiplied by the average number of empty TEUs exchanged.

c BITRE estimates.

d Charges as levied by container terminal operators. These were reported separately for the first time in *Waterline 63*.

e BITRE estimates based on a survey of road transport operators. Survey responses from July–December 2017 onwards are not directly comparable to earlier results.

f Estimated as the TEUs imported through the port by ships in the size class, as a fraction of TEUs imported through the five ports by ships in the size class.

g Estimated as the TEUs exported through the port by ships in the size class, as a fraction of TEUs exported through the five ports by ships in the size class.

Sources: BITRE estimates based on ship call data from Port of Brisbane Pty Ltd (2025) and other sources (see text).

Table 4.2 Port interface costs by ship type—parameters and estimates: Sydney

	5,000 to 20,000 GT ships					35,000 to 50,000 GT ships					65,000 to 80,000 GT ships				
	2023		2024		2025	2023		2024		2025	2023		2024		2025
	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
Port call parameters^a															
Total TEUs exchanged	542	464	610	636	520	1,942	2,061	2,261	1,997	2,091	3,120	3,409	3,525	3,889	3,580
Loaded	388	345	408	424	415	1,325	1,479	1,550	1,444	1,504	2,222	2,372	2,430	2,664	2,509
Loaded inwards	168	145	186	232	198	969	1,074	1,145	989	1,057	1,605	1,745	1,815	1,982	1,855
Loaded outwards	220	199	222	192	217	356	405	405	455	447	617	627	615	683	653
Empty ^b	153	120	202	212	105	617	582	711	553	586	898	1,037	1,096	1,224	1,072
Number of port calls	6	8	8	5	6	3	3	3	4	3	3	4	3	4	3
Elapsed berth time (hours)	39	26	36	32	27	36	43	45	41	46	41	55	57	55	54
Charges per ship visit (\$)															
Total ship-based charges	38,059	40,148	40,682	42,131	42,747	71,349	75,554	76,358	79,174	80,073	95,415	101,282	102,193	106,039	107,064
Empty	5,130	4,070	7,155	7,674	3,730	21,509	21,138	25,911	20,662	21,857	31,321	37,750	39,811	45,662	40,046
Ship-based charges (\$/TEU)															
Conservancy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tonnage	20	26	20	20	24	15	15	14	16	15	15	15	14	14	15
Pilotage	12	15	11	11	14	6	6	6	7	6	4	4	4	4	4
Towage	32	39	31	30	38	14	13	12	14	14	10	9	9	8	9
Mooring, unmooring ^c	6	7	5	5	6	3	2	2	3	3	2	2	2	2	2
Total ship-based charges (\$/TEU)	70	86	67	66	82	37	37	34	40	38	31	30	29	27	30
Fees and charges for imports															
Total ship-based charges (\$/TEU)	70	86	67	66	82	37	37	34	40	38	31	30	29	27	30
Cargo-based charges															
Wharfage	152	164	164	171	171	152	164	164	171	171	152	164	164	171	171
Harbour dues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other charges															
Stevedoring—wharfside	154	157	157	157	156	154	157	157	157	156	154	157	157	157	156
Stevedoring—landside	48	54	53	57	57	48	54	53	57	57	48	54	53	57	57
Terminal access charges ^d	94	97	109	116	124	94	97	109	116	124	94	97	109	116	124
Road transport charges ^e	495	492	497	498	497	495	492	497	498	497	495	492	497	498	497
Customs broker fees	136	136	136	137	136	136	136	136	137	136	136	136	136	137	136
Total fees and charges (\$ / import TEU)	1,149	1,186	1,183	1,201	1,223	1,115	1,136	1,150	1,175	1,179	1,109	1,129	1,146	1,162	1,171
Port's share in national index^f (%)	16	20	26	29	30	33	32	30	26	28	39	38	41	44	42

(cont.)

Table 4.2 Port interface costs by ship type—parameters and estimates: Sydney (*continued*)

	5,000 to 20,000 GT ships					35,000 to 50,000 GT ships					65,000 to 80,000 GT ships				
	2023		2024		2025	2023		2024		2025	2023		2024		2025
	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
Fees and charges for exports															
Total ship-based charges (\$/TEU)	70	86	67	66	82	37	37	34	40	38	31	30	29	27	30
Cargo-based charges															
Wharfage	104	112	112	116	116	104	112	112	116	116	104	112	112	116	116
Harbour dues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other charges															
Stevedoring—wharfside	154	157	157	157	156	154	157	157	157	156	154	157	157	157	156
Stevedoring—landside	48	54	53	57	57	48	54	53	57	57	48	54	53	57	57
Terminal access charges ^d	81	85	94	98	102	81	85	94	98	102	81	85	94	98	102
Road transport charges ^e	494	491	496	496	495	494	491	496	496	495	494	491	496	496	495
Customs broker fees	106	106	106	106	106	106	106	106	106	106	106	106	106	106	106
Total fees and charges (\$ / export TEU)	1,057	1,090	1,084	1,096	1,115	1,023	1,040	1,051	1,069	1,071	1,017	1,033	1,047	1,057	1,062
Port's share in national index^g (%)	27	33	35	25	29	25	24	22	22	23	28	28	31	33	34

Note: Estimates of charges are rounded to the nearest whole dollar. A value of zero indicates that the charge per TEU is less than fifty cents.

a The average TEUs exchanged and the ship call parameters are mean values for ships in the size category for the given period.

b Sum of wharfage, harbour, berth and channel fees levied per empty TEU, multiplied by the average number of empty TEUs exchanged.

c BITRE estimates.

d Charges as levied by container terminal operators. These were reported separately for the first time in *Waterline 63*.

e BITRE estimates based on a survey of road transport operators. Survey responses from July–December 2017 onwards are not directly comparable to earlier results.

f Estimated as the TEUs imported through the port by ships in the size class, as a fraction of TEUs imported through the five ports by ships in the size class.

g Estimated as the TEUs exported through the port by ships in the size class, as a fraction of TEUs exported through the five ports by ships in the size class.

Sources: BITRE estimates based on ship call data from NSW Ports (2025) and other sources (see text).

Table 4.3 Port interface costs by ship type—parameters and estimates: Melbourne

	5,000 to 20,000 GT ships					35,000 to 50,000 GT ships					65,000 to 80,000 GT ships				
	2023	2024	2025			2023	2024	2025			2023	2024	2025		
	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
Port call parameters^a															
Total TEUs exchanged	497	479	662	806	701	2,100	2,257	2,391	2,339	2,281	3,636	4,238	4,271	4,207	4,064
Loaded	341	283	418	533	468	1,552	1,642	1,744	1,767	1,662	2,659	3,205	3,010	3,029	2,884
Loaded inwards	207	116	193	239	214	1,002	1,095	1,137	1,139	1,079	1,694	2,125	1,995	2,039	1,949
Loaded outwards	134	167	225	294	255	550	547	607	628	583	965	1,080	1,014	990	935
Empty ^b	157	196	244	273	233	549	614	647	572	618	977	1,033	1,262	1,178	1,180
Number of port calls	4	6	5	4	6	3	3	3	4	4	3	4	3	3	3
Elapsed berth time (hours)	24	19	21	23	21	29	34	35	32	31	38	53	49	46	44
Charges per ship visit (\$)															
Total ship-based charges	47,885	48,718	49,337	50,364	40,907	71,482	73,461	74,193	75,974	64,634	97,182	100,749	101,488	104,202	92,722
Empty	3,305	4,430	5,519	6,395	5,445	11,584	13,880	14,620	13,400	14,470	20,625	23,334	28,507	27,579	27,619
Ship-based charges (\$/TEU)															
Conservancy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tonnage	21	24	17	15	17	13	13	12	13	13	14	13	13	13	14
Pilotage	29	28	21	17	19	8	7	7	7	7	5	4	4	4	5
Towage	41	44	33	28	18	11	11	11	11	7	7	6	6	6	4
Mooring, unmooring ^c	6	6	4	3	4	1	1	1	1	1	1	1	1	1	1
Total ship-based charges (\$/TEU)	96	102	75	62	58	34	33	31	32	28	27	24	24	25	23
Fees and charges for imports															
Total ship-based charges (\$/TEU)	96	102	75	62	58	34	33	31	32	28	27	24	24	25	23
Cargo-based charges															
Wharfage	144	154	154	160	160	144	154	154	160	160	144	154	154	160	160
Harbour dues	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other charges															
Stevedoring—wharfside	154	157	157	157	157	154	157	157	157	157	154	157	157	157	157
Stevedoring—landside	48	54	54	57	57	48	54	54	57	57	48	54	54	57	57
Terminal access charges ^d	100	105	115	122	131	100	105	115	122	131	100	105	115	122	131
Road transport charges ^e	480	476	480	481	481	480	476	480	481	481	480	476	480	481	481
Customs broker fees	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126
Total fees and charges (\$ / import TEU)	1,148	1,174	1,161	1,167	1,170	1,086	1,105	1,117	1,137	1,140	1,078	1,096	1,110	1,129	1,134
Port's share in national index^f (%)	14	11	19	27	25	33	33	31	31	31	33	35	34	31	33

(cont.)

Table 4.3 Port interface costs by ship type—parameters and estimates: Melbourne (*continued*)

	5,000 to 20,000 GT ships					35,000 to 50,000 GT ships					65,000 to 80,000 GT ships				
	2023		2024		2025	2023		2024		2025	2023		2024		2025
	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
Fees and charges for exports															
Total ship-based charges (\$/TEU)	96	102	75	62	58	34	33	31	32	28	27	24	24	25	23
Cargo-based charges															
Wharfage	112	119	119	124	124	112	119	119	124	124	112	119	119	124	124
Harbour dues	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other charges															
Stevedoring—wharfside	154	157	157	157	157	154	157	157	157	157	154	157	157	157	157
Stevedoring—landside	48	54	54	57	57	48	54	54	57	57	48	54	54	57	57
Terminal access charges ^d	83	89	101	107	113	83	89	101	107	113	83	89	101	107	113
Road transport charges ^e	478	474	479	480	479	478	474	479	480	479	478	474	479	480	479
Customs broker fees	110	110	110	111	111	110	110	110	111	111	110	110	110	111	111
Total fees and charges (\$ / export TEU)	1,081	1,106	1,095	1,098	1,098	1,018	1,037	1,051	1,068	1,068	1,011	1,028	1,044	1,061	1,063
Port's share in national index^g (%)	11	20	25	34	27	37	33	35	32	33	36	36	38	33	36

Note: Estimates of charges are rounded to the nearest whole dollar. A value of zero indicates that the charge per TEU is less than fifty cents.

a The average TEUs exchanged and the ship call parameters are mean values for ships in the size category for the given period.

b Sum of wharfage, harbour, berth and channel fees levied per empty TEU, multiplied by the average number of empty TEUs exchanged.

c BITRE estimates.

d Charges as levied by container terminal operators. These were reported separately for the first time in *Waterline 63*.

e BITRE estimates based on a survey of road transport operators. Survey responses from July–December 2017 onwards are not directly comparable to earlier results.

f Estimated as the TEUs imported through the port by ships in the size class, as a fraction of TEUs imported through the five ports by ships in the size class.

g Estimated as the TEUs exported through the port by ships in the size class, as a fraction of TEUs exported through the five ports by ships in the size class.

Sources: BITRE estimates based on ship call data from Port of Melbourne Operations Pty Ltd (2025) and other sources (see text).

Table 4.4 Port interface costs by ship type—parameters and estimates: Adelaide

	5,000 to 20,000 GT ships					35,000 to 50,000 GT ships					65,000 to 80,000 GT ships				
	2023	2024	2025			2023	2024	2025			2023	2024	2025		
	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
Port call parameters^a															
Total TEUs exchanged	598	305	-	-	-	869	959	1,199	1,190	1,220	1,285	1,681	1,762	1,755	1,814
Loaded	493	305	-	-	-	679	752	885	933	870	1,074	1,479	1,477	1,485	1,512
Loaded inwards	267	300	-	-	-	382	433	497	526	486	528	892	803	829	852
Loaded outwards	226	5	-	-	-	297	319	388	407	384	546	587	674	655	660
Empty ^b	105	0	-	-	-	190	207	314	258	350	212	202	285	271	302
Number of port calls	1	1	-	-	-	3	4	3	4	4	3	4	4	4	4
Elapsed berth time (hours)	22	19	-	-	-	23	24	30	27	27	28	31	36	33	43
Charges per ship visit (\$)															
Total ship-based charges	38,928	41,492	34,378	35,997	36,258	63,373	66,914	69,796	71,501	72,279	75,656	81,316	84,886	86,448	90,290
Empty	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0
Ship-based charges (\$/TEU)															
Conservancy	7	16	-	-	-	8	7	6	6	6	8	6	6	7	5
Tonnage	13	27	-	-	-	14	14	13	13	13	16	14	15	14	17
Pilotage	15	32	-	-	-	10	10	8	9	9	7	6	6	6	6
Towage	30	61	-	-	-	40	38	31	32	32	28	22	22	22	22
Mooring, unmooring ^c	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total ship-based charges (\$/TEU)	65	136	-	-	-	73	70	58	60	59	59	48	48	49	50
Fees and charges for imports															
Total ship-based charges (\$/TEU)	65	136	-	-	-	73	70	58	60	59	59	48	48	49	50
Cargo-based charges															
Wharfage	105	113	113	120	120	105	113	113	120	120	105	113	113	120	120
Harbour dues	32	35	35	36	75	32	35	35	36	75	32	35	35	36	75
Other charges															
Stevedoring—wharfside	162	165	-	-	-	162	165	164	164	161	162	165	164	164	161
Stevedoring—landside	54	60	-	-	-	54	60	59	63	60	54	60	59	63	60
Terminal access charges ^d	90	102	-	-	-	90	102	115	130	130	90	102	115	130	130
Road transport charges ^e	398	399	-	-	-	398	399	402	404	400	398	399	402	404	400
Customs broker fees	130	129	-	-	-	130	129	129	129	129	130	129	129	129	129
Total fees and charges (\$ / import TEU)	1,036	1,138	-	-	-	1,044	1,072	1,074	1,106	1,133	1,030	1,051	1,064	1,095	1,124
Port's share in national index^f (%)	1	0	-	-	-	4	5	5	5	4	2	3	2	2	2

(cont.)

Table 4.4 Port interface costs by ship type—parameters and estimates: Adelaide (*continued*)

	5,000 to 20,000 GT ships					35,000 to 50,000 GT ships					65,000 to 80,000 GT ships				
	2023		2024		2025	2023		2024		2025	2023		2024		2025
	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
Fees and charges for exports															
Total ship-based charges (\$/TEU)	65	136	-	-	-	73	70	58	60	59	59	48	48	49	50
Cargo-based charges															
Wharfage	105	113	113	120	120	105	113	113	120	120	105	113	113	120	120
Harbour dues	32	35	35	36	75	32	35	35	36	75	32	35	35	36	75
Other charges															
Stevedoring—wharfside	162	165	-	-	-	162	165	164	164	161	162	165	164	164	161
Stevedoring—landside	54	60	-	-	-	54	60	59	63	60	54	60	59	63	60
Terminal access charges ^d	64	72	-	-	-	64	72	83	95	94	64	72	83	95	94
Road transport charges ^e	395	396	-	-	-	395	396	399	401	396	395	396	399	401	396
Customs broker fees	89	88	-	-	-	89	88	88	88	87	89	88	88	88	87
Total fees and charges (\$ / export TEU)	966	1,064	-	-	-	973	998	998	1,027	1,053	959	976	987	1,016	1,043
Port's share in national index^g (%)	1	0	-	-	-	7	7	9	8	7	5	4	5	3	3

Note: Estimates of charges are rounded to the nearest whole dollar. A value of zero indicates that the charge per TEU is less than fifty cents.

a The average TEUs exchanged and the ship call parameters are mean values for ships in the size category for the given period.

b Sum of wharfage, harbour, berth and channel fees levied per empty TEU, multiplied by the average number of empty TEUs exchanged.

c BITRE estimates.

d Charges as levied by container terminal operators. These were reported separately for the first time in *Waterline 63*.

e BITRE estimates based on a survey of road transport operators. Survey responses from July–December 2017 onwards are not directly comparable to earlier results.

f Estimated as the TEUs imported through the port by ships in the size class, as a fraction of TEUs imported through the five ports by ships in the size class.

g Estimated as the TEUs exported through the port by ships in the size class, as a fraction of TEUs exported through the five ports by ships in the size class.

Sources: BITRE estimates based on ship call data from Flinders Ports (2025) and other sources (see text).

Table 4.5 Port interface costs by ship type—parameters and estimates: Fremantle

	5,000 to 20,000 GT ships					35,000 to 50,000 GT ships					65,000 to 80,000 GT ships				
	2023		2024		2025	2023		2024		2025	2023		2024		2025
	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
Port call parameters^a															
Total TEUs exchanged	2,067	2,309	2,454	781	-	1,779	2,372	2,861	3,273	2,971	2,218	1,813	1,777	2,166	1,838
Loaded	1,630	1,737	1,817	597	-	1,538	1,926	2,189	2,468	2,376	1,636	1,420	1,296	1,539	1,302
Loaded inwards	1,033	1,329	1,343	597	-	1,020	1,261	1,498	1,671	1,543	921	899	909	1,143	787
Loaded outwards	597	408	474	0	-	518	664	691	796	833	715	521	387	396	515
Empty ^b	437	572	637	184	-	241	446	672	805	595	582	393	481	627	536
Number of port calls	6	7	3	1	-	4	6	6	8	8	6	7	6	5	7
Elapsed berth time (hours)	46	60	61	43	-	36	47	61	60	50	43	38	44	38	37
Charges per ship visit (\$)															
Total ship-based charges	26,469	27,175	27,461	28,061	28,304	46,615	47,851	48,307	49,374	49,764	72,650	74,594	75,425	77,054	77,766
Empty	5,857	7,868	8,760	2,592	-	3,230	6,124	9,239	11,346	8,378	7,804	5,399	6,608	8,836	7,551
Ship-based charges (\$/TEU)															
Conservancy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tonnage	2	2	2	6	-	6	5	4	4	4	8	11	11	9	11
Pilotage	3	3	3	9	-	6	5	4	4	4	5	6	6	5	6
Towage	7	6	6	19	-	13	10	8	7	8	19	23	24	20	24
Mooring, unmooring ^c	1	1	1	2	-	1	1	1	1	1	1	1	1	1	1
Total ship-based charges (\$/TEU)	13	12	11	36	-	26	20	17	15	17	33	41	42	36	42
Fees and charges for imports															
Total ship-based charges (\$/TEU)	13	12	11	36	-	26	20	17	15	17	33	41	42	36	42
Cargo-based charges															
Wharfage	89	91	91	93	93	89	91	91	93	93	89	91	91	93	93
Harbour dues	42	43	43	44	44	42	43	43	44	44	42	43	43	44	44
Other charges															
Stevedoring—wharfside	157	160	160	160	-	157	160	160	160	160	157	160	160	160	160
Stevedoring—landside	50	56	56	59	-	50	56	56	59	60	50	56	56	59	60
Terminal access charges ^d	35	35	41	44	-	35	35	41	44	47	35	35	41	44	47
Road transport charges ^e	430	429	435	435	-	430	429	435	435	434	430	429	435	435	434
Customs broker fees	150	150	150	150	-	150	150	150	150	151	150	150	150	150	151
Total fees and charges (\$ / import TEU)	967	975	987	1,022	-	980	984	992	1,001	1,005	987	1,004	1,018	1,022	1,031
Port's share in national index^f (%)	50	43	26	1	-	10	12	17	23	21	7	5	4	3	2

(cont.)

Table 4.5 Port interface costs by ship type—parameters and estimates: Fremantle (*continued*)

	5,000 to 20,000 GT ships					35,000 to 50,000 GT ships					65,000 to 80,000 GT ships				
	2023		2024		2025	2023		2024		2025	2023		2024		2025
	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
Fees and charges for exports															
Total ship-based charges (\$/TEU)	13	12	11	36	-	26	20	17	15	17	33	41	42	36	42
Cargo-based charges															
Wharfage	89	91	91	93	93	89	91	91	93	93	89	91	91	93	93
Harbour dues	42	43	43	44	44	42	43	43	44	44	42	43	43	44	44
Other charges															
Stevedoring—wharfside	157	160	160	160	-	157	160	160	160	160	157	160	160	160	160
Stevedoring—landside	50	56	56	59	-	50	56	56	59	60	50	56	56	59	60
Terminal access charges ^d	25	25	29	30	-	25	25	29	30	32	25	25	29	30	32
Road transport charges ^e	429	428	433	433	-	429	428	433	433	433	429	428	433	433	433
Customs broker fees	117	117	117	117	-	117	117	117	117	117	117	117	117	117	117
Total fees and charges (\$ / export TEU)	923	931	940	974	-	936	940	945	953	956	943	961	971	973	981
Port's share in national index^f (%)	36	16	10	0	-	10	12	16	20	22	10	6	4	2	4

Note: Estimates of charges are rounded to the nearest whole dollar. A value of zero indicates that the charge per TEU is less than fifty cents.

^a The average TEUs exchanged and the ship call parameters are mean values for ships in the size category for the given period.

^b Sum of wharfage, harbour, berth and channel fees levied per empty TEU, multiplied by the average number of empty TEUs exchanged.

^c BITRE estimates.

^d Charges as levied by container terminal operators. These were reported separately for the first time in *Waterline 63*.

^e BITRE estimates based on a survey of road transport operators. Survey responses from July–December 2017 onwards are not directly comparable to earlier results.

^f Estimated as the TEUs imported through the port by ships in the size class, as a fraction of TEUs imported through the five ports by ships in the size class.

^g Estimated as the TEUs exported through the port by ships in the size class, as a fraction of TEUs exported through the five ports by ships in the size class.

Sources: BITRE estimates based on ship call data from Fremantle Ports (2025) and other sources (see text).

Table 4.6 National port interface costs, by size of ship (current prices)

Port interface costs (\$ / TEU)		2023		2024		2025
		Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
Import	5,000–20,000 GT	1,040	1,070	1,106	1,132	1,146
	20,000–35,000 GT	1,090	1,091	1,100	1,107	1,093
	35,000–50,000 GT	1,074	1,089	1,097	1,101	1,110
	50,000–65,000 GT	1,069	1,078	1,096	1,119	1,124
	65,000–80,000 GT	1,071	1,092	1,109	1,119	1,129
	80,000–95,000 GT	1,070	1,093	1,111	1,121	1,130
	95,000–110,000 GT	1,081	1,109	1,125	1,136	1,140
Export	5,000–20,000 GT	1,005	1,061	1,071	1,072	1,079
	20,000–35,000 GT	1,023	1,034	1,038	1,043	1,032
	35,000–50,000 GT	1,007	1,021	1,028	1,033	1,035
	50,000–65,000 GT	999	1,011	1,030	1,043	1,041
	65,000–80,000 GT	1,001	1,019	1,035	1,038	1,046
	80,000–95,000 GT	996	1,012	1,028	1,040	1,047
	95,000–110,000 GT	996	1,013	1,031	1,049	1,056

Sources: BITRE estimates based on data in Tables 4.1 to 4.5.

Table 4.7 National port interface costs, by size of ship (constant prices)

Port interface costs (\$ / TEU)		2023		2024		2025
		Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun
ABS non-farm GDP deflator		94.7	95.9	97.7	98.3	100.0
Import	5,000–20,000 GT	1,097	1,115	1,132	1,152	1,146
	20,000–35,000 GT	1,150	1,138	1,126	1,126	1,093
	35,000–50,000 GT	1,133	1,135	1,122	1,120	1,110
	50,000–65,000 GT	1,128	1,124	1,122	1,138	1,124
	65,000–80,000 GT	1,131	1,138	1,135	1,139	1,129
	80,000–95,000 GT	1,130	1,140	1,137	1,141	1,130
	95,000–110,000 GT	1,141	1,156	1,151	1,156	1,140
Export	5,000–20,000 GT	1,061	1,106	1,096	1,091	1,079
	20,000–35,000 GT	1,080	1,078	1,063	1,061	1,032
	35,000–50,000 GT	1,063	1,064	1,052	1,050	1,035
	50,000–65,000 GT	1,054	1,054	1,055	1,061	1,041
	65,000–80,000 GT	1,056	1,063	1,060	1,056	1,046
	80,000–95,000 GT	1,051	1,055	1,052	1,058	1,047
	95,000–110,000 GT	1,051	1,056	1,055	1,067	1,056

Notes: Values in constant prices are derived using the ABS non-farm GDP deflator, with January–June 2025 as the base period.

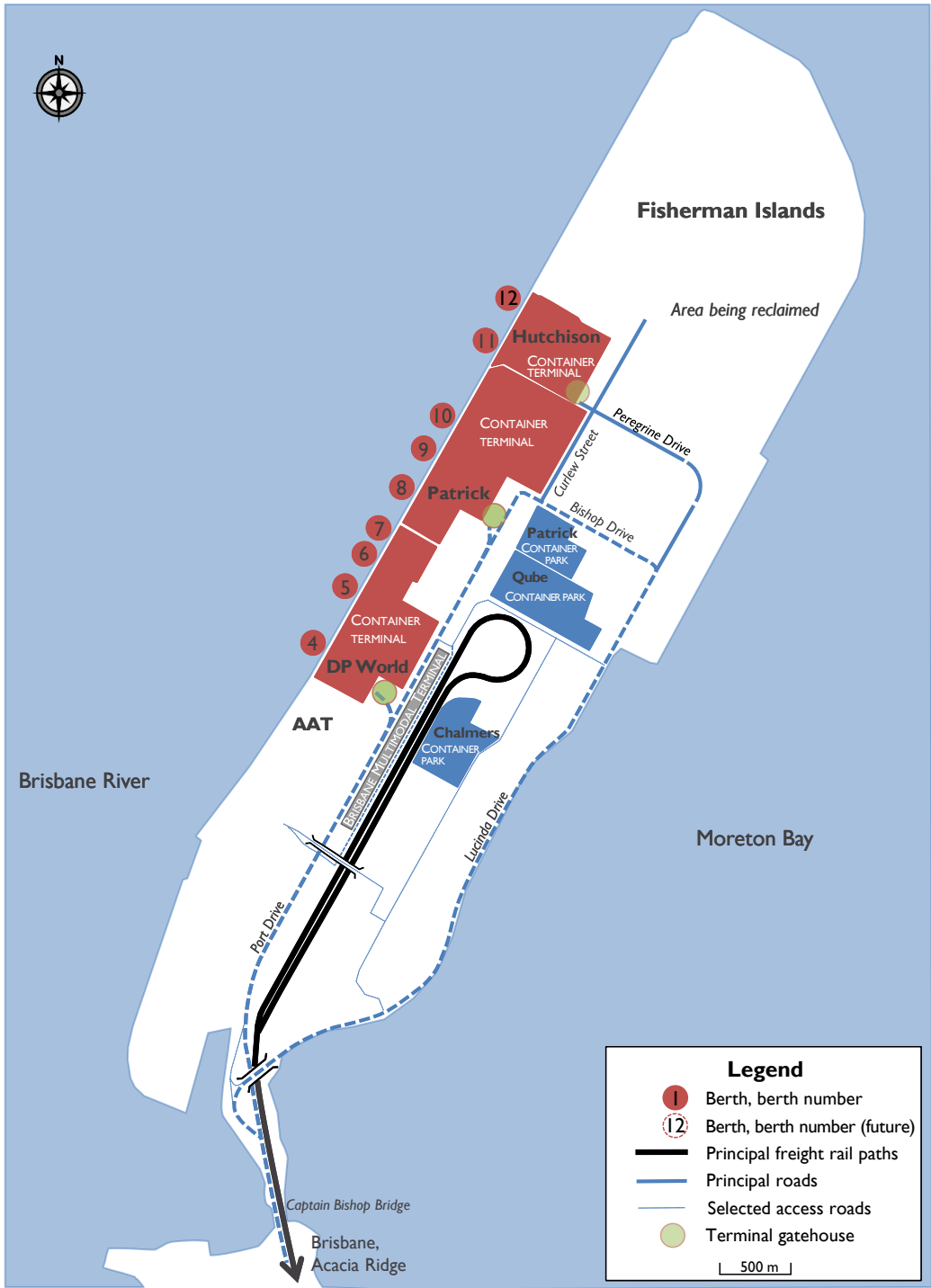
Sources: BITRE estimates based on data in Tables 4.1 to 4.5 and ABS (2025).

APPENDIX A

Maps of five major Australian container ports

This appendix presents maps of container terminals and supplementary information about facilities and port services available at the five major Australian container ports as at June 2025.

Figure A.1 Brisbane (Fisherman Islands terminals)



(Last updated: September 2016)

Brisbane (Fisherman Islands terminals)

The Port of Brisbane is managed and developed by the Port of Brisbane Pty Ltd, under a 99-year lease from the Queensland Government.

Dockside

Stevedores. The map shows the DP World, Patrick and Hutchison Ports Australia terminals. Some containers are also handled by Australian Amalgamated Terminals (AAT), who provide a multi-purpose, multi-user facility that is based at Berths 1–3, to the west of the DP World container yard.

Berths. DP World operates from container berths 4–7. The Patrick container berths are 8–10. Hutchison operates berths 11 and 12.

Equipment. DP World has 5 post-Panamax quay cranes, of which 4 are twin-lift and 1 single-lift. DP World's semi-automated terminal has 16 automated stacking cranes. Patrick has 5 post-Panamax cranes and 35 automated straddle carriers (AutoStrads). Hutchison's Brisbane Container Terminals includes 4 post-Panamax cranes and 6 automated stacking cranes.

Road

Road access to the area is via the bridge to Fisherman Islands, over the Captain Bishop Bridge. Access to the DP World and Patrick terminals is via Port Drive or Lucinda Drive / Bishop Drive / Curlew Street; access to the Hutchison terminal is via Curlew Street.

Rail

Facilities. Brisbane Multimodal Terminal provides “near-dock” intermodal rail facilities at Fisherman Islands. Train lengths of up to 850 metres are permitted. Containers are moved on public roads between the container terminals and the intermodal rail terminal.

Services. Scheduled rail services to the Brisbane Multimodal Terminal include long haul:

- bulk coal from West Moreton and grain from western Queensland, both via narrow gauge;
- reefer containers containing meat from Rockhampton, by narrow-gauge trains;
- some containers are taken from Fisherman Islands—the presumption is that they are mainly empty containers; and
- there are no scheduled standard-gauge container trains.

National rail connections. Dual narrow- and (national) standard-gauge tracks are installed between Fisherman Islands and the inter-/intra-state intermodal terminal at Acacia Ridge.

Figure A.2 Sydney (Port Botany terminals)



(Last updated: August 2026 [for June 2025])

Sydney (Port Botany terminals)

Port Botany is managed by the NSW Ports Consortium, which has a 99-year lease of the State-owned assets at the port.

Dockside

Stevedores. The three container terminals at Port Botany are served by the stevedores Patrick, DP World and Hutchison (Sydney International Container Terminals Limited, SICTL).

Berths. Patrick operates four berths, numbers 6–9. DP World's three berths are numbered 10–12. Hutchison has four operational berths (1–4).

Equipment. DP World equipment includes 7 twin-lift, post-Panamax quay cranes. The DP World container yard has 21 rubber-tyred gantries (RTGs).

Patrick operates 9 twin-lift quay cranes. The Patrick container yard is automated, with 59 automated straddle carriers (AutoStrads). Automatic operations commenced on 2 April 2015.

The Hutchison terminal operates 4 post-Panamax quay cranes and 12 automated stacking cranes (ASCs). 10 (manned) shuttle carriers move containers between the quay line and the ASCs.

Road

Access to the DP World terminal is via Friendship Road (one-way). The Patrick terminal is accessed from Penrhyn Road. Hutchison's terminal is accessed via a bridge from Fore-shore Road.

Rail

Facilities. Each stevedore has on-dock rail facilities. DP World has 3 sidings of 340 metre length.

Patrick and NSW Ports invested jointly in a new on-dock rail facility which became operational in 2021. The 'AutoRail' terminal has expanded to four 600 metre rail sidings in July 2024, served by three (3) Automated Rail-Mounted Gantries (ARMGs).

Hutchison's terminal has 2 rail sidings of 680 metres; these are parallel to the Patrick sidings.

Services. Scheduled long-haul rail container services between Botany and the hinterland include:

- Narrabri: specialised grain, Viterra pack cereals (wheat and barley), oilseeds, pulses, cotton;
- Dubbo: specialised grain, oilseeds, pulses, refrigerated meat;
- Coonamble: specialised grain;
- Narromine: specialised grain;
- Warren South: cotton;
- Wee Waa: cotton;
- Wagga Wagga / Bomen: paper, cotton, grain, oilseeds, pulses, refrigerated meat, timber, other agricultural products;

- Trangie South: cotton;
- Kelso (Bathurst): grain;
- Werris Creek: grain, meat, other agricultural products;
- Tamworth: general freight.

Short-haul port shuttle services operate between Port Botany and:

- Yennora;
- St Marys;
- Minto;
- Moorebank, and
- Enfield.

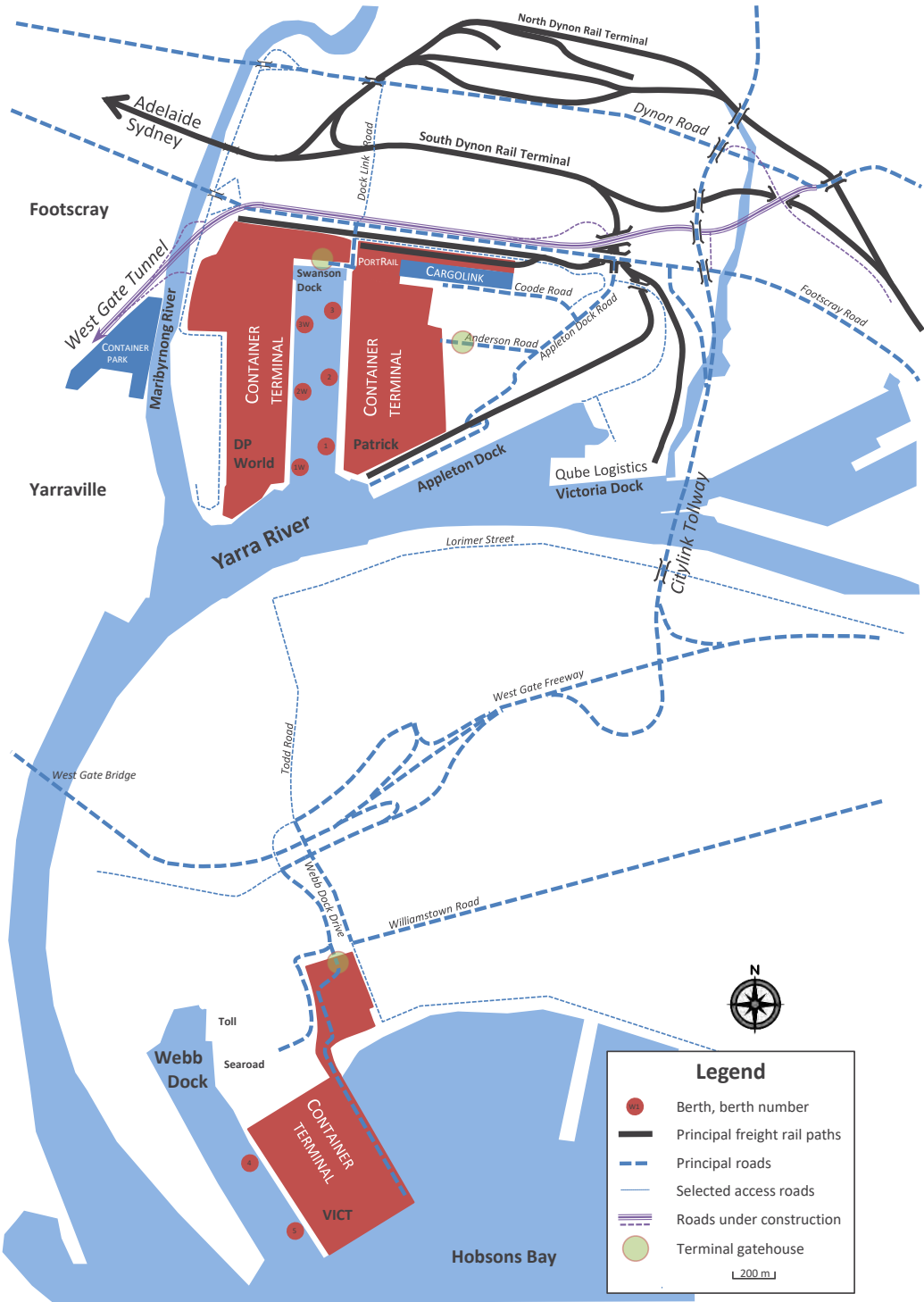
Rail access. Railway sidings at Botany Yard are used to regulate train entry to the port; to split trains, where necessary, for onwards movements to the port, and to re-form trains from port-terminal wagon rakes for movements to Cooks River, Enfield and beyond.

National and regional rail connections. The port is linked to the intrastate and interstate rail network via the Sydney Freight Network.



The new Maribyrnong River crossings and West Gate Tunnel entrance near Port of Melbourne, March 2025. Photo courtesy of Port of Melbourne.

Figure A.3 Melbourne (Swanson and Webb Dock terminals)



(Last updated: August 2026 [for June 2025])

Melbourne (Swanson and Webb Dock terminals)

The Port of Melbourne is operated by Port of Melbourne Operations Pty Ltd on behalf of the Lonsdale Consortium, which holds a 50-year lease of the State-owned assets at the port.

Dockside

Stevedores. DP World's container terminal is at Swanson Dock West. Patrick has a container terminal across the dock at Swanson Dock East. Victoria International Container Terminal (VICT) operates on Webb Dock East.

Logistics. Qube has a container and general cargo terminal at Victoria Dock, with one berth.

Equipment. The Patrick terminal has 7 post-Panamax cranes. The DP World terminal has 7 quay cranes, including 6 post-Panamax, twin-lift cranes and one single-lift crane.

VICT has 5 remotely-operated, neo-Panamax quay cranes. Patrick has 39 straddle carriers; DP World has 48 straddle carriers, and VICT has 11 automated container carriers and 20 automated stacking cranes (ASCs).

Berths. There are 3 container berths at Patrick's Swanson Dock East—berths 1–3. There are 3 berths at DP World's Swanson Dock West—berths 1W–3W. There are two berths at Webb Dock East operated by VICT. There is one general cargo berth at Victoria Dock (berth 24) which handles containers.

Road

Access to the DP World terminal is via Coode Road. Access to the Patrick terminal is via Appleton Dock Road; an access road leads to the Qube terminal from Appleton Dock Road. Access to VICT is from Webb Dock Road.

Rail

Facilities. Import and export containers are rail-served to near the dockside. East Swanson Dock has on-dock rail facilities. Containers are also railed through the Dynon rail terminals (to the north of the docks) and conveyed by road between those terminals and the on-dock container stacks.

- West Swanson Intermodal Terminal serves DP World. This is a single dual (standard and broad) gauge siding of 510 metres, running just to the south of Footscray Road; there is also a locomotive run-around track.
- ACFS Port Logistics operates the Appleton Rail Terminal, providing near-dock rail facilities to Swanson and Appleton Docks. The yard has two dual (standard and broad) gauge tracks of 640 metres in length and a locomotive run-around track.
- Patrick and Port of Melbourne invested jointly in a new rail terminal adjacent to the Patrick container terminal at East Swanson Dock, which became operational in Q1 2024. The terminal has two 600-metre rail sidings.
- Qube's Victoria Dock sidings have two dual (standard and broad) gauge sidings, with 630 metre lengths, plus a locomotive run-around track.

Services. Scheduled long-haul rail services shifting containers include:
Intrastate Victoria:

- Merbein (Mildura): grain, wine, fruit (standard gauge);
- Donald: peas, grain (standard gauge);
- Warrnambool: meat, dairy products, machinery, ingots (broad gauge);
- Dooen (Horsham): grain, hay, pulses (standard gauge);
- Maryvale (Latrobe Valley): paper (broad gauge);
- Ultima: hay, grain, mineral sands (trucked from Balranald) (broad gauge);
- Barnawartha: grain, cotton, resin, meat, biodiesel, machinery, wine, import/export trade for solar farms (standard gauge).

Southern NSW:

- Tocumwal: grain, hay (broad gauge);
- Griffith and the Wambulgal terminal: wine, rice, grain, cotton (standard gauge);
- Leeton: rice, pelleted animal feed (standard gauge);
- Deniliquin: rice, grain (broad gauge);
- Ettamogah Rail Hub: paper, bottled water (standard gauge).

Port rail containers also arrive by road shuttles from the Dynon railway terminals.

Rail linkages. The dock area consists of rail facilities near the docks and the nearby inter-modal terminals at South Dynon and North Dynon. Although there is an eastern link from the Dynon terminals to the Latrobe Valley in the east, via Southern Cross and Flinders Street stations, most container movements are to and from the north and west via the Tottenham–Dynon line.

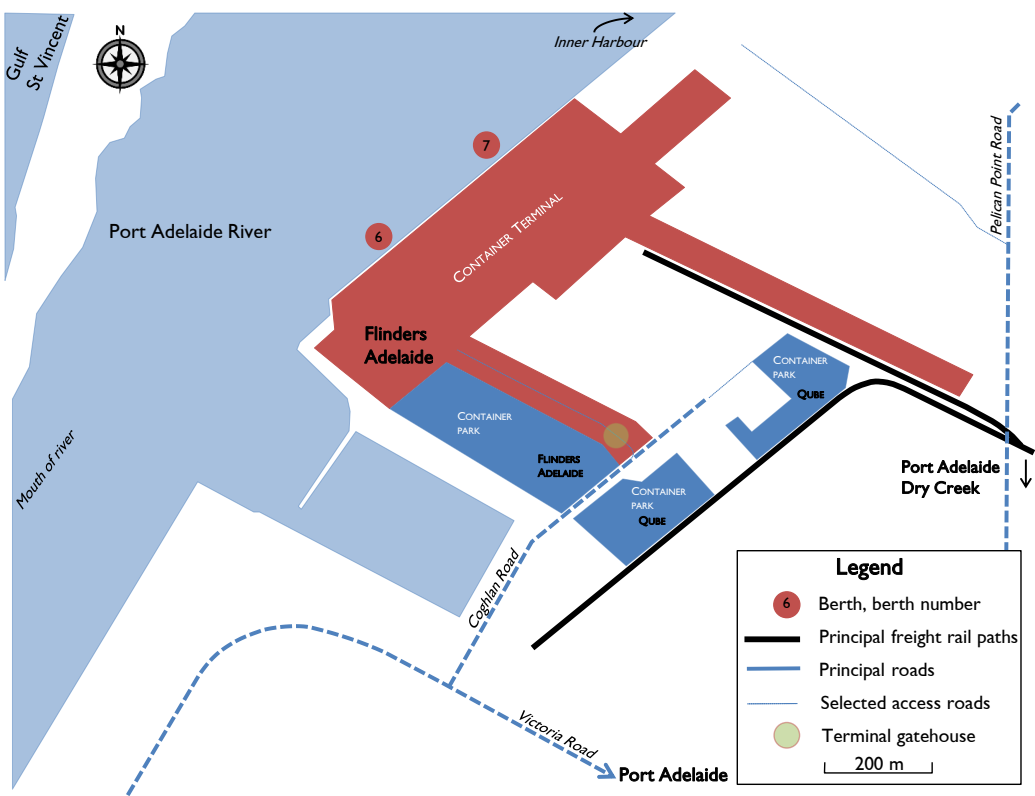
Of the five container ports represented here, the Port of Melbourne is unique in the proximity of intermodal terminals near to the docks as well as the on- / near-dock facilities.

National and regional rail connections. Principal freight rail paths are shown; they are standard, broad, and dual (broad and standard) gauge. Access to the (standard-gauge) interstate network is along the track to the west, via Tottenham.



Aerial view over Victoria International Container Terminal (VICT) at Webb Dock, Port of Melbourne. Swanson Dock is visible in the distance. Photo courtesy of Port of Melbourne.

Figure A.4 Adelaide (Outer Harbor / Pelican Point)



(Last updated: October 2018)

Adelaide (Flinders Adelaide Container Terminal)

Flinders Ports manages the port facilities in Adelaide; these are at Outer Harbor and the Inner Harbour (up the Port Adelaide River). The Outer Harbor shipping channel was widened in late 2019, enabling post-Panamax ships to call at the port.

Container services are provided by Flinders Adelaide Container Terminal at Outer Harbor.

Dockside

Stevedores. Port Adelaide's Outer Harbor Container Terminal is operated by Flinders Adelaide, using two berths.

Berths. The map shows the container terminal located in the outer harbour (at Outer Harbor) of Port Adelaide; the Inner Harbour at Port Adelaide is not shown. The Flinders Adelaide container facilities use berths 6 and 7.

Equipment. The terminal has three post-Panamax container-handling cranes. A fourth, Panamax-sized crane was decommissioned in December 2017.

Road

Flinders Adelaide Container Terminal is accessed via Coghlan Road.

Rail

Facilities. The Outer Harbor terminal has two sets of standard-gauge rail sidings. Two sidings, each of 640 metre length, serve the Flinders Adelaide Container Terminal (FACT). The other set of sidings serve the Qube Logistics terminal and container park.

In October 2018, Flinders Ports upgraded the rail facility to increase the staging area for rail containers.

Services. Scheduled railed movements to the dockside include:

Short-haul:

- Penfield (SCT Logistics)
- QUBE Intermodal Terminal

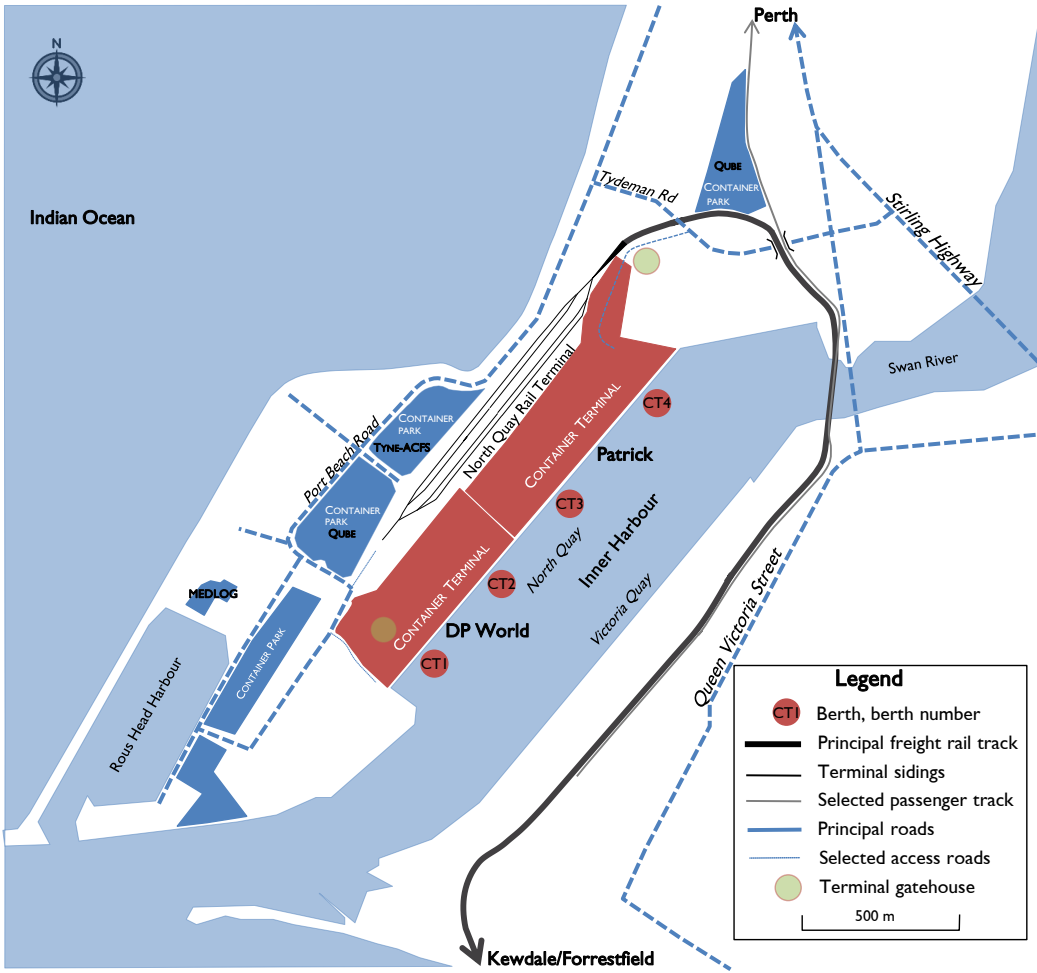
Long-haul:

- agricultural products from Bowmans Intermodal Terminal, via Port Flat (Qube);
- Broken Hill: mineral sands, zinc concentrates;
- Penfield: containerised wine (SCT Logistics);
- bulk grain from various producers. Some of this is containerised for export by Viterra's 'inverter' grain loader at Inner Harbour.

Rail linkages. The Outer Harbor facility is at the extremity of a freight-only railway between Outer Harbor, Port Adelaide and Dry Creek.

National rail connections. The Outer Harbor – Dry Creek line connects with the interstate network at Dry Creek. Nearby intermodal terminals include the Aurizon terminal at Dry Creek, the Pacific National terminal at Islington (including the Northline logistics facility) and the SCT Logistics terminal at Penfield.

Figure A.5 Fremantle (North Quay terminals in the Inner Harbour)



(Last updated: July 2023)

Fremantle (North Quay terminals)

Fremantle Ports, a Western Australian Government trading enterprise, manages the port.

Dockside

Stevedores. Container stevedoring is undertaken at North Quay in the Inner Harbour by Patrick and DP World. Patrick and DP World each operate from two berths.

Berths. DP World operates two berths, numbers CT01 and CT02. Patrick operates from berths CT03 and CT04.

Equipment. The Patrick terminal has 4 post-Panamax cranes. The DP World terminal has 4 post-Panamax cranes, the latest commissioned in February 2025.

Road

The principal roads on this peninsula are Tydeman Road (from the Stirling Highway) and Port Beach Road / Rudderham Drive. The DP World terminal is accessed via Rudderham Drive while the Patrick terminal is accessed via Tydeman Road.

Rail

Facilities. North Quay Rail Terminal, to the west of the Patrick terminal, serves both Patrick and DP World container terminals. The sidings at that location are around 690 metres in length, accommodating blocks of 600 metre-length trains. The rail terminal has dual (narrow and standard) gauge tracks.

Services. Scheduled rail services to the port include the following (narrow- and standard-gauge) trains:

- Short-haul / shuttle services:
 - Forrestfield (Intermodal Group [IMG]) / Watco
 - Kenwick (IMG / Watco)
 - Kwinana (Aurizon)
- Long-haul:
 - lead and nickel matte from Leonora and Kalgoorlie to Kwinana. (Aurizon)

Rail linkages. Trains access the Rail Terminal on freight-only, dual (narrow and standard) gauge, and narrow-gauge lines from Midland and Kwinana/Rockingham. Freight and passenger trains share a track on the bridge over the Swan River.

National rail connections. The rail link to Midland, on the interstate network, includes spur tracks to interstate intermodal terminals at Kewdale and Forrestfield.

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