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Australian sea freight 2006–07

Information paper 61

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Foreword

This is the latest in a series of Bureau of Infrastructure, Transport and Regional Economics (BITRE) papers that provide information on Australian sea freight movements, port activity and fleet structure. This edition covers sea freight activity around Australia during 2006–07.

Quarterly updates of selected tables in this publication are available at http://www.bitre.gov.au.

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Acknowledgements

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At a glance

- In 2006–07, 850.2 million tonnes of cargo moved across Australian wharves. This represented a 5.5 per cent increase over 2005–06. Some 77.2 per cent of this cargo was exports; 9.1 per cent was imports; 6.6 per cent was domestic loaded cargo; and 7.1 percent was domestic unloaded cargo.

- In 2006–07, 733.7 million tonnes of international cargo moved across Australian wharves. Compared with 2005–06, there was a 5.1 per cent increase in exports by weight and an 8.5 per cent increase in imports by weight. Between 2005–06 and 2006–07, there was a 10.8 per cent increase in exports and a 10.4 per cent increase in imports by value.

- Australian ports handled 116.5 million tonnes of coastal cargo during 2006–07, an increase of 5.6 per cent over 2005–06. This tonnage represented 13.7 per cent of all cargo moved across Australian wharves, the same proportion as in 2005–06.

- In 2006–07, ships using single voyage permits (SVPs) and continuous voyage permits (CVPs) moved an estimated 16.7 million tonnes of freight around the Australian coast, a 21.7 per cent increase over 2005–06.

- In 2006–07, the number of ships involved in international shipping entering Australia rose from 3528 in 2005–06 to 3725.

- The Australian trading fleet decreased in 2006–07, in both gross and deadweight tonnage. Total number of ships also decreased, by 9 to 96.

Chapter 1   Overview

In 2006–07, 850.2 million tonnes of cargo moved across Australian wharves, another record high. This represented a 5.5 per cent increase over 2005–06 with little change in the general structure of these movements compared with 2005–06. Exports, imports and domestic loaded and unloaded cargo accounted for 77.2 per cent, 9.1 per cent, 6.6 per cent and 7.1 per cent of cargo movements respectively.

International sea freight

In 2006–07, 733.7 million tonnes of international cargo moved across Australian wharves (Table 1.1). Compared with 2005–06, there was a 5.1 per cent increase in exports and an 8.5 per cent increase in imports by weight. Between 2005–06 and 2006–07, there was a 10.8 per cent increase in exports, and a 10.4 per cent increase in imports by value.

Table 1.1   Summary of international sea freight, 10 years to 2006–07

Financial year	Value				Weight		
	Exports	Imports	Total		Exports	Imports	Total
	($ billion)				(million tonnes)		
1997–98	69.6	64.1	133.7		427.1	51.9	479.0
1998–99	68.2	68.5	136.7		431.8	56.3	488.1
1999–00	78.2	76.5	154.6		462.0	56.7	518.7
2000–01	99.4	83.0	182.3		495.0	55.0	550.0
2001–02	99.5	85.2	184.7		501.0	57.8	558.7
2002–03	93.4	94.9	188.4		529.4	62.2	591.6
2003–04	89.3	93.5	182.8		558.3	64.2	622.5
2004–05	106.3	108.9	215.3		610.6	69.9	680.6
2005–06	128.5	120.5	249.0		624.5	71.5	696.0
2006–07	142.4	133.0	275.4		656.2	77.5	733.7

Source: ABS 2008.

Coastal freight

In 2006–07, Australian ports handled 116.5 million tonnes of coastal cargo. This tonnage represented 13.7 per cent of all cargo moved across Australian wharves, the same proportion as in 2005–06. This was divided into 56.4 million tonnes of coastal cargo loaded onto ships and 60.1 million tonnes unloaded (Table 1.2). The discrepancy between loaded and unloaded is due primarily to cargo on ships in transit at the start and end of the year, as explained in the section on statistical issues.

Table 1.2   Summary of Australian coastal freight, 10 years to 2006–07

Financial year	Loaded			Unloaded		
	Interstate	Intrastate	Total	Interstate	Intrastate	Total
			(million tonnes)			
1997–98	34.3	18.2	52.5	34.7	19.0	53.7
1998–99	31.9	16.5	48.4	31.0	17.1	48.1
1999–00	32.7	18.6	51.3	32.4	18.4	50.7
2000–01	33.2	18.8	52.0	32.8	18.7	51.5
2001–02	32.5	19.9	52.4	33.2	19.7	52.8
2002–03	34.3	18.6	52.8	35.0	18.5	53.5
2003–04	34.8	18.4	53.2	35.5	19.6	55.1
2004–05	34.1	19.6	53.7	34.0	19.4	53.4
2005–06	34.8	20.4	55.2	34.1	21.0	55.1
2006–07	35.7	20.7	56.4	34.6	25.5	60.1

Source: BITRE 2008.

Summary of Australian port task

In 2006–07, the Australian port cargo-handling activity, as measured in tonnes, increased at a faster rate compared with the previous year. Loaded export tonnes increased by 5.1 per cent in 2006–07 compared with an increase of 2.3 per cent in the previous year. Unloaded import tonnes also increased by 8.5 per cent, compared with a 2.3 per cent increase in 2005–06.

Total coastal cargo tonnes increased by 5.6 per cent. Loaded cargo increased by 2.1 per cent and unloaded cargo increased by 9.2 per cent. Based on cargo loaded, the Australian coastal fleet performed 126 billion tonne-kilometres in 2006–07, which was 3.4 per cent more than the previous year.

Figure 1.1 summarises the changes in the Australian sea freight task using three indices, with 1994–95 as the base year.

Figure 1.1 **Australia's maritime trading: index of exports, imports and coastal tonnage, 10 years to 2006–07**
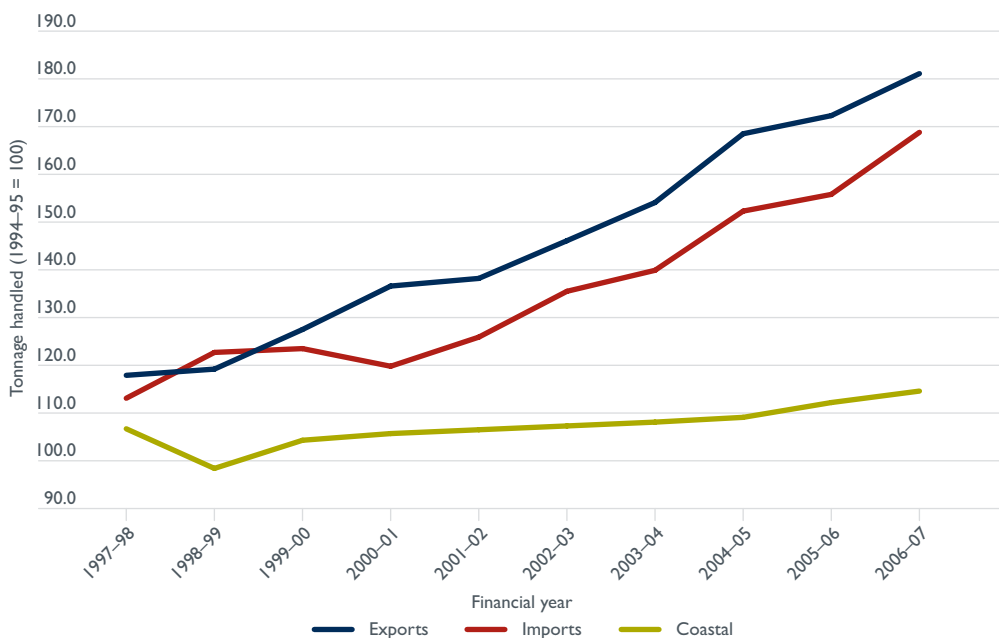
Source: ABS 2008, BITRE 2008.

In 2006–07, ships using single voyage permits (SVPs) and continuous voyage permits (CVPs)[1] moved an estimated 16.7 million tonnes of freight around the Australian coast (Table 1.3). This was an increase from 13.7 million tonnes in 2005–06. Overall, the share of total loaded freight carried under permits increased from 24.8 per cent in 2005–06 to 29.6 per cent in 2006–07.

The number of containers carried under voyage permits rose by 50.1 per cent, from 49 259 in 2005–06 to 73 929 in 2006–07. This significant rise was mostly due to a 63.2 per cent increase in the number of TEUs carried under the CVPs, from 32 758 in 2005–06 to 53 474 in 2006–07. During the same period, the number of TEUs carried under SVPs increased by 24 per cent, from 16 501 in 2005–06 to 20 455 in 2006–07.

Table 1.3 **Summary of voyage permits used, 6 years to 2006–07**

Financial year	Voyages (number)			Freight carried (tonnes)			TEUs carried (number)		
	SVPs	CVPs	Total	SVPs	CVPs	Total	SVPs	CVPs	Total
2001–02	647	350	997	8 974 727	1 359 132	10 333 859	24 754	28 496	53 250
2002–03	798	454	1 252	10 573 004	1 729 244	12 302 248	12 161	37 619	49 780
2003–04	681	350	1 031	10 430 190	1 755 127	12 185 317	7 908	38 810	46 718
2004–05	892	977	1 869	11 030 905	2 015 719	13 046 624	5 855	56 938	62 793
2005–06	1 133	1 291	2 424	11 470 959	2 230 131	13 701 090	16 501	32 758	49 259
2006–07	1 876	1 915	3 791	14 836 938	1 836 476	16 673 414	20 455	53 474	73 929

Source: Infrastructure 2008.

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1. Voyage permit information provided in this paper differs from that appearing in BITRE's *Waterline* series. See explanatory notes for further information.

Australian port activity

The number of vessels involved in international shipping entering Australia rose from 3528 in 2005–06 to 3725 in 2006–07, a 5.6 per cent increase. Over the same period the number of voyages by all ships involved in international shipping increased by 2.3 per cent, while the number of port calls made by all ships increased by 2.7 per cent (Table 1.4).

Table 1.4   Summary of Australian port visits, 10 years to 2006–07

Financial year	All ships involved in international shipping	Voyages by all ships involved international shipping	Port calls by all ships involved in coastal and international shipping
		(number)	
1997–98	3 203	9 548	21 241
1998–99	3 161	9 805	21 269
1999–00	3 188	10 000	22 058
2000–01	3 169	9 761	21 879
2001–02	3 146	8 895	21 488
2002–03	3 150	9 022	22 910
2003–04	3 375	9 327	23 634
2004–05	3 540	10 035	25 544
2005–06	3 528	10 174	25 632
2006–07	3 725	10 411	26 327

Note: A ship which sails to Australia 3 times and makes a total of 15 port calls in Australia in a year, counts as 1 ship, 3 voyages and 15 ship calls or visits.

Source: Lloyd's MIU 2008.

Australian fleet

The Australian trading fleet decreased in 2006–07, in terms of both gross and deadweight tonnage (Table 1.5). The total number of ships also declined, by 9 to 96. The number of small ships (mostly general cargo carriers) decreased by one from the previous year, to 22, while the number of large ships declined from 82 to 74. A reduction in the total carrying capacity of general cargo carriers and coastal tankers was largely offset by increased bulk carrier tonnage following additional demand for ships to carry exports of minerals and energy commodities in 2006–07.

Table 1.5   Summary of Australian trading fleet, 6 years to 2007

Year	Small ships (less than 2000 dwt)	Large ships (greater than 2000 dwt)	Total number of ships	Deadweight tonnage	Gross registered tonnage
		(number)		(tonnes)	
2002	23	94	117	3 486 534	2 534 625
2003	25	93	118	3 472 108	2 467 299
2004	26	89	115	3 746 739	2 740 545
2005	21	86	107	3 315 275	2 471 658
2006	23	82	105	3 040 657	2 369 057
2007	22	74	96	3 032 047	2 310 649

Note: The table shows the fleet as at the end of June of the specified year.

The methodology used to identify the Australian trading fleet was modified for *Australian Sea Freight 2006–07*. The table presents results calculated with the new methodology. Refer to explanatory notes for further discussion.

Sources: Lloyd's MIU 2008; shipping companies (various)—personal communications.

Chapter 2   International sea freight

In 2006–07, Australia's international maritime trade continued to expand. International sea freight to and from Australia increased by 10.6 per cent by value, and increased by 5.4 per cent by weight over 2005–06.[2] The international sea freight task for exports increased in value and weight by 10.8 and 5.1 per cent respectively. The increase in international imports by sea was 10.4 per cent by value and 8.5 per cent by weight, in 2006–07.

Handling of Australia's international sea freight by Australian ports

In 2006–07, Western Australia continued to have the largest volume and value of exports (Table 2.1) while Queensland received the largest volume of imports by weight and New South Wales received the most imports in terms of value. This was the same situation in 2005–06.

Table 2.1   Australia's international sea freight by Australian state and territory of origin and final destination, 2006–07

State/Territory	Value		Weight	
	Imports	Exports	Imports	Exports
	($ thousands)		(tonnes)	
New South Wales	42 772 527	22 695 959	18 692 105	103 784 247
Victoria	41 174 490	16 592 876	17 072 505	11 003 900
Queensland	23 596 788	34 445 565	19 374 201	175 679 040
South Australia	5 779 285	8 227 383	3 383 161	8 352 567
Western Australia	16 473 255	48 252 222	12 073 859	338 082 754
Tasmania	625 212	3 473 069	619 551	6 931 748
Northern Territory	2 608 064	3 865 847	6 322 639	10 084 703
Australian Capital Territory	895	446	136	10
State confidential[a]	0	809 177	96	1 766 927
Foreign origin[b]		4 023 695		492 016
Total	133 030 516	142 386 239	77 538 252	656 177 913

a.   State confidential refers to situations where ABS concludes that indicating state of origin or destination for cargo may lead to disclosure of commercially sensitive information.

b.   Foreign origin refers to commodities where no Australian origin is identified. Most of this category refers to transhipped cargo.

Note: Blank cells are where no data was recorded for this category, while cells with an entry of 0 are where data was recorded but rounded to zero.

This table is updated quarterly between publications and is available on the BITRE website: http://www.bitre.gov.au.

Source: ABS 2008.

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2.   BTRE 2007.

Analysis of data for Australian port of loading and unloading (Table 2.2) shows that Sydney continued to handle the largest volume of imports by weight and value, while Melbourne handled the largest volume of exports by value. Dampier handled the largest volume of exports by weight in 2006–07, followed by Port Hedland.

Table 2.2   Australia's international sea freight by Australian ports, 2006–07

State/territory	Australian port	Value		Weight	
		Imports	Exports	Imports	Exports
		($ thousands)		(tonnes)	
New South Wales	Coffs Harbour	342	1 234	25	26
	Newcastle	606 919	6 577 014	1 144 133	82 482 288
	Port Kembla	384 862	3 872 485	2 103 394	13 927 745
	Sydney	42 916 202	11 255 703	15 687 719	4 731 959
	Twofold Bay	382	110 893	36	1 335 741
	Other ports	241	7 836	248	4 535
Victoria	Geelong	3 372 034	620 712	5 120 860	2 271 827
	Melbourne	39 960 079	20 997 405	12 191 929	8 495 331
	Portland	232 499	1 137 202	357 476	1 758 848
	Westernport	61 870	448 482	81 330	462 798
	Other ports	44 094	101 704	1 564	364 843
Queensland	Abbot Point		789 138		11 155 370
	Brisbane	20 373 322	10 368 789	12 025 169	9 236 437
	Bundaberg	5 827	55 994	851	139 419
	Cairns	344 891	492 610	349 847	331 895
	Gladstone	588 767	6 685 612	2 126 811	54 662 674
	Hay Point		10 422 866		86 371 140
	Innisfail		207 238		504 950
	Karumba		877 806		567 407
	Lucinda		246 707		591 750
	Mackay	305 382	455 213	472 003	1 181 969
	Thursday Island	5 444		815	
	Townsville	1 093 761	5 197 188	4 064 398	3 562 012
	Weipa	72 570	146 422	114 261	6 160 756
	Other ports	319	34 339	63	1 791 102
South Australia	Adelaide	3 415 874	4 908 249	2 229 086	3 061 407
	Port Bonython		322 519		453 204
	Port Lincoln	89 693	297 962	132 047	934 866
	Port Pirie	445	277 001	1 177	207 200
	Thevenard		22 664		402 739
	Wallaroo	5 753	79 917	15 025	257 443
	Whyalla	75 606	129 228	482 013	2 196 634
	Other ports	2 060	43 796	158	267 570
Western Australia	Albany	37 231	561 683	73 328	3 263 219
	Broome	365 382	52 764	113 406	29 637
	Bunbury	154 397	3 423 143	1 094 024	10 022 017
	Cape Cuvier		58 361		2 605 193
	Cape Lambert	29		32	
	Carnarvon	286	50	47	6
	Dampier	1 942 952	14 849 506	451 126	125 665 742
	Esperance	201 777	1 840 922	321 673	9 271 729
	Fremantle/Perth	12 437 371	12 055 252	8 947 751	10 100 535
	Geraldton	259 121	1 422 441	52 264	6 041 787
	Port Hedland	497 559	6 775 714	623 739	106 815 729
	Port Walcott	57 866	2 701 275	73 364	53 894 202

(continued)

Table 2.2   Australia's international sea freight by Australian ports, 2006–07 (continued)

State/territory	Australian port	Value		Weight	
		Imports	Exports	Imports	Exports
		($ thousands)		(tonnes)	
	Useless Loop		25 150		1 279 998
	Offshore terminals	15 371	3 721 687	107 602	5 692 732
	Wyndham	55 646	345 999	80 176	182 548
	Yampi Sound		98 747		1 515 517
	Other ports	46 431	32 170	5 920	1 604 368
Tasmania	Burnie	138 020	482 152	118 177	1 475 932
	Devonport	10 540	5 553	34 357	5 796
	Hobart	47 370	177 294	180 455	403 883
	Launceston	213 119	1 346 417	234 993	3 287 008
	Port Latta		38 048		595 280
	Spring Bay		64 008		722 178
	Other ports		2 350		74
Northern Territory	Darwin	1 910 455	2 198 397	5 164 451	3 820 412
	Confidential	666 964	1 068 098	1 139 939	4 877 236
	Offshore terminals		678 010		963 485
	Other ports	13 393	359 939	18 894	400 859
State/territory confidential	Other confidential ports	0	809 177	96	1 766 927
Australia total		133 030 516	142 386 239	77 538 252	656 177 913

Note: Blank cells are where no data was recorded for this category, while cells with an entry of 0 are where data was recorded but rounded to zero.
          This table is updated quarterly between publications and is available on the BITRE website: http://www.bitre.gov.au.
Source: ABS 2008.

Australia's maritime trading regions

The regions[3] of South East Asia and East Asia were Australia's largest suppliers by value, followed by Europe and Japan and North Asia. South East Asia continued to be Australia's largest source of imports by weight (Table 2.3). Figures 2.1 and 2.2 detail the value of international sea freight by region of origin and final destination respectively.

Japan and North Asia was Australia's largest export market both by weight (299.3 million tonnes, a 6 per cent increase from 289.8 million tonnes in 2005–06) and value ($44.3 billion, a 35.5 per cent increase from $41.6 billion in 2005–06). East Asia was Australia's second largest export market.

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3.   The composition of trading regions has been modified since *Australian Sea Freight 2005–06* to correct a number of minor inconsistencies. See explanatory notes for the countries included in each maritime region.

Table 2.3   Australia's international sea freight by region of origin and final destination, 2006–07

Region of origin/ final destination	Value		Weight		Commodity rank	
	Imports	Exports	Imports	Exports	By value	By weight
	($ thousands)		(tonnes)			
Africa	1 760 046	3 232 316	1 128 791	6 896 271	9	9
North and Central America	15 376 599	10 299 745	5 589 991	12 304 527	5	6
South America	1 374 935	1 256 921	1 761 024	8 430 392	11	8
East Asia	26 026 269	30 196 036	9 644 572	210 364 623	2	2
South East Asia	29 556 489	16 047 045	29 281 716	27 888 659	3	3
South Asia	1 250 238	5 889 367	514 255	25 624 011	8	5
Japan and North Asia	20 674 185	44 354 533	7 592 448	299 325 431	1	1
Europe	25 551 541	14 935 650	4 369 389	47 997 552	4	4
Middle East	4 007 766	5 761 897	6 613 335	8 152 933	7	7
New Zealand	4 549 106	7 072 947	2 519 014	5 362 034	6	10
Pacific Islands and Papua New Guinea	1 556 198	2 338 140	3 855 970	2 017 763	10	12
Rest of world	1 347 145	1 001 642	4 667 747	1 813 717	12	11
Total	133 030 516	142 386 239	77 538 252	656 177 913		

Note: The composition of trading regions has been modified to correct a number of inconsistencies. Tables using the new regional composition on data from 2000–01 to 2005–06 are available on the BITRE website http://www.bitre.gov.au. See explanatory notes for the countries included in each maritime region.

This table is updated quarterly between publications and is available on the BITRE website: http://www.bitre.gov.au.

Source: ABS 2008.

Figure 2.1   Australia's international imports by region of origin, 2006–07 ($ billion)
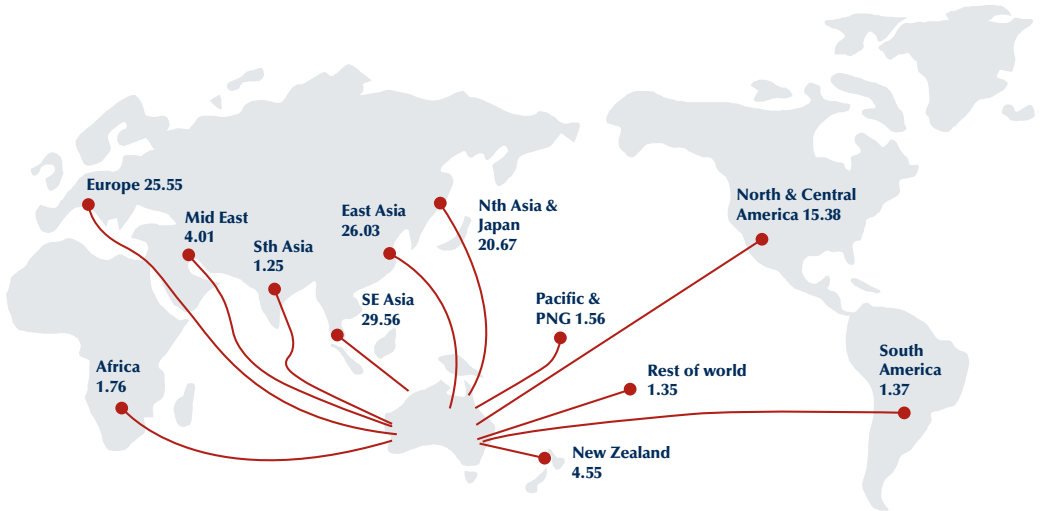
Figure 2.2   Australia's international exports by region of final destination, 2006–07 ($ billion)
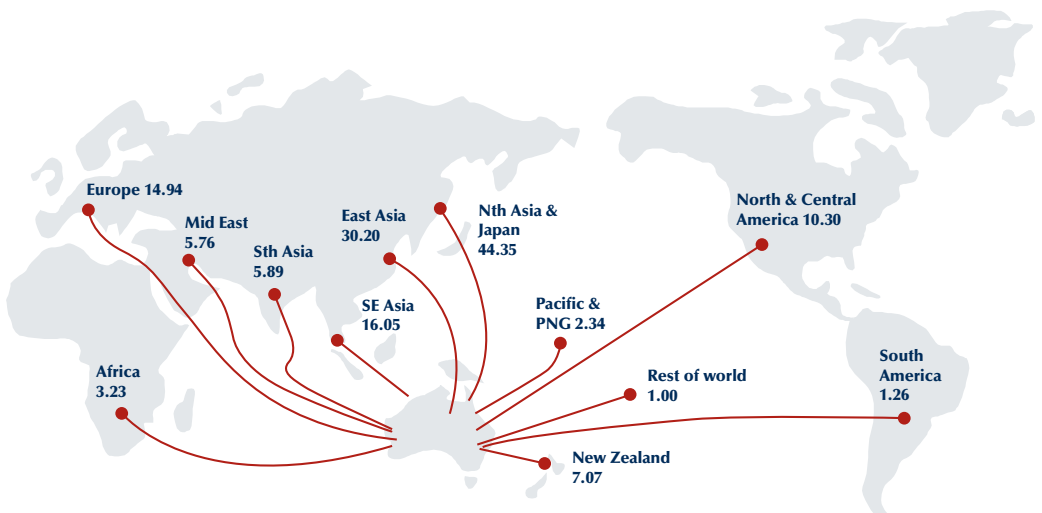
Source: ABS 2008.

Table 2.4   **Australia's top 20 maritime trading partners, 2006–07**

Country of origin	Imports		Country of final destination	Exports		Rank
	Value	Weight		Value	Weight	
	($ thousands)	(tonnes)		($ thousands)	(tonnes)	
China (including Hong Kong and Macau)	22 463 369	6 988 681	Japan	31 850 678	227 377 709	I
Japan	15 197 053	4 963 059	China (including Hong Kong and Macau)	24 325 441	169 904 803	2
United States of America	13 254 810	3 356 983	Republic of Korea	12 503 855	71 947 722	3
Singapore	7 934 988	8 728 691	United States of America	7 905 965	4 301 749	4
Germany	6 718 594	772 178	New Zealand	7 072 947	5 362 034	5
Thailand	6 332 366	I 831 508	Taiwan	5 858 913	40 458 189	6
Republic of Korea	5 468 613	2 627 131	India	5 173 767	24 415 162	7
Malaysia	4 798 424	4 819 404	Indonesia	4 260 959	7 935 007	8
New Zealand	4 549 106	2 519 014	Singapore	3 802 650	4 441 792	9
Vietnam	4 435 704	5 282 471	Thailand	3 298 286	5 763 965	10
Indonesia	4 323 086	5 374 084	Netherlands	2 888 904	9 529 816	11
Taiwan	3 562 426	2 655 751	United Kingdom	2 856 260	6 914 931	12
Italy	3 442 449	709 521	Malaysia	2 852 923	6 653 504	13
United Kingdom	3 233 358	471 629	Saudi Arabia	I 990 349	I 204 523	14
France	2 320 234	310 629	South Africa	I 716 040	3 430 656	15
United Arab Emirates	I 744 982	2 703 921	United Arab Emirates	I 598 873	2 108 528	16
Sweden	I 346 405	212 454	Italy	I 558 065	6 367 736	17
Spain	I 317 495	217 917	Canada	I 544 600	I 507 406	18
Canada	I 315 337	2 069 135	Finland	I 456 338	495 716	19
South Africa	I 303 884	369 420	Papua New Guinea	I 358 896	I 139 388	20
Rest of world	17 967 838	20 554 677	Rest of world	16 511 533	54 917 578	
Total	133 030 516	77 538 252	Total	142 386 239	656 177 913	

Note: This table is updated quarterly between publications and is available on the BITRE website: http://www.bitre.gov.au.

Source: ABS 2008.

Trading partners by country

The trend of strong growth in maritime trade with China and Japan has continued. In 2006–07, Japan was Australia's largest trading partner for sea freight exports by value followed by China and the Republic of Korea. China was also Australia's largest trading partner for sea freight imports, followed by Japan and the United States of America (Table 2.4). New Zealand was Australia's tenth largest supplier of imports and fifth largest export market, followed by Indonesia (twelfth largest supplier of imports and eighth largest market for Australia's exports). Papua New Guinea was Australia's nineteenth largest export market.

Overseas ports of loading or unloading

Not all international sea freight travels directly from the country of origin to Australia or from Australia to its final destination. This section summarises information on the overseas ports of loading and unloading. These ports represent either the last port

the cargo was loaded onto a ship prior to arriving in Australia, or the first port the cargo was unloaded from a ship after departing Australia.

The 2006–07 data on ports of loading or unloading indicated the following changes compared with previous years:

Loaded cargo:

- The majority of regions recorded increases in the weight of total cargo loaded in comparison to 2005–06, with South America and East Asia recording the largest growth (39.7 per cent and 20.1 per cent respectively).

- The majority of regions also recorded increases in the value of loaded goods. The Middle East recorded the highest growth (23.3 per cent) followed by South America (19.8 per cent).

- South East Asia was the region with the largest value of cargo loaded followed by East Asia, Europe and then Japan and North Asia (Table 2.5 and Figures 2.3 and 2.4). This is consistent with the previous year.

Unloaded cargo:

- The majority of regions recorded increases in both the weight and value of total cargo unloaded in comparison to 2005–06.

- Japan and North Asia again dominated as the region with the highest volume weight and value of cargo unloaded.

Table 2.5   Australia's international freight by trading region of loading and unloading, 2006–07

Region of loading or unloading	Value		Weight	
	Loaded	Unloaded	Loaded	Unloaded
	($ thousands)		(tonnes)	
Africa	1 740 858	2 579 499	1 080 151	6 521 906
North and Central America	14 929 404	8 798 338	5 532 867	12 684 452
South America	1 198 764	1 164 330	1 632 950	8 401 674
East Asia	25 944 202	27 473 810	9 666 411	209 491 325
South East Asia	32 316 118	26 252 032	30 401 558	31 120 628
South Asia	1 197 894	5 063 349	494 799	24 940 980
Japan and North Asia	19 623 628	43 633 985	7 339 698	299 049 223
Europe	24 691 493	13 224 359	4 095 904	47 267 210
Middle East	3 772 100	3 415 666	6 307 084	7 367 102
New Zealand	5 003 064	7 460 073	2 650 917	5 456 893
Pacific Islands and Papua New Guinea	1 587 808	2 304 897	3 841 076	2 005 953
Rest of world	1 025 183	1 015 904	4 494 837	1 870 566
Total	133 030 516	142 386 239	77 538 252	656 177 913

Note: Freight loaded in various regions are imports to Australian ports. Similarly, freight unloaded in various overseas regions are exports from Australian ports.

The composition of trading regions has been modified to correct a number of inconsistencies. Tables using the new regional composition on data from 2000–01 to 2005–06 are available on the BITRE website http://www.bitre.gov.au. See explanatory notes for the countries included in each maritime region.

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Source: ABS 2008.

Figure 2.3   Australia's international imports by region of loading, 2006–07 ($ billion)

Europe 24.69

Mid East 3.77

Sth Asia 1.20

East Asia 25.94

Nth Asia & Japan 19.62

North & Central America 14.93

SE Asia 32.32

Pacific & PNG 1.59

Africa 1.74

Rest of world 1.03

South America 1.20

New Zealand 5.00
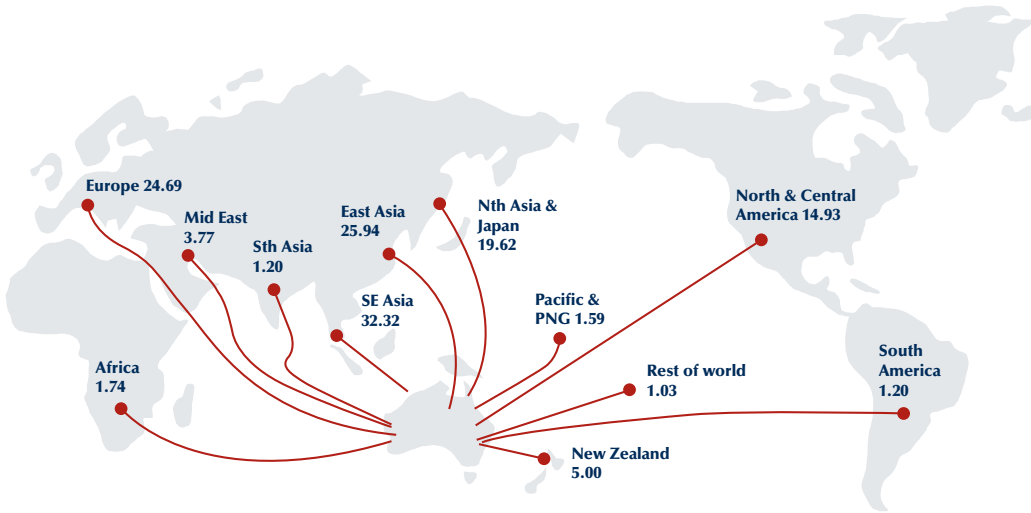
Figure 2.4   Australia's international exports by region of unloading, 2006–07 ($ billion)

Europe 13.22

Mid East 3.42

Sth Asia 5.06

East Asia 27.47

Nth Asia & Japan 43.63

North & Central America 8.80

SE Asia 26.25

Pacific & PNG 2.30

Africa 2.58

Rest of world 1.02

South America 1.16

New Zealand 7.46
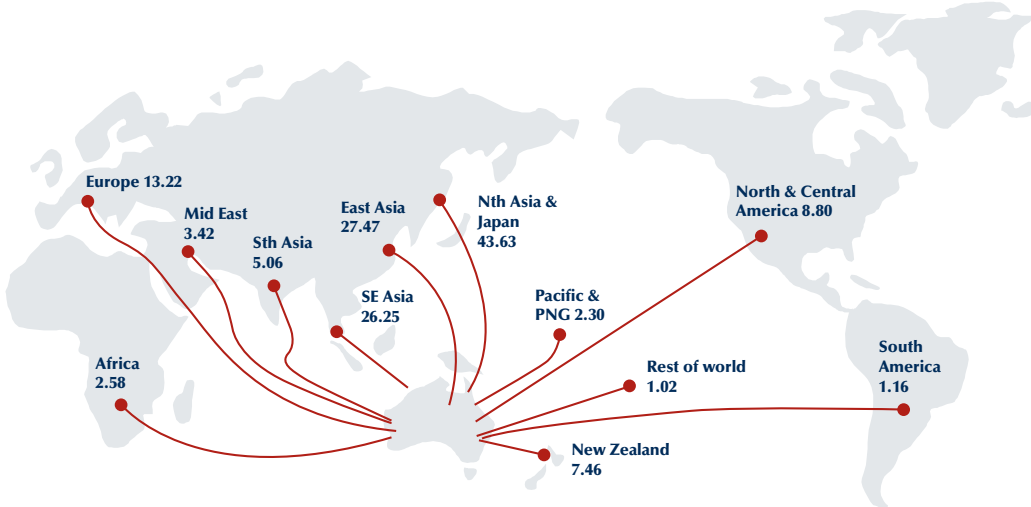
Source: ABS 2008.

Australia's maritime trade carried by liner shipping

In 2006–07, freight carried by the liner trade[4] decreased by 21 per cent in value to $101.5 billion from $128.6 billion in the previous year (Table 2.6 and Figure 2.5). There was a decline of 18 per cent in loaded liner freight by weight and a 41.6 per cent decline in unloaded liner freight. East Asia was the largest source of loaded cargo by value and by weight. East Asia was also Australia's largest market for unloaded liner cargo by weight, while South East Asia was the largest destination for unloaded liner cargo by value.

Table 2.6   Australia's international liner trade by region of loading and unloading, 2006–07

Region of loading or unloading	Value		Weight	
	Loaded	Unloaded	Loaded	Unloaded
	($ thousands)		(tonnes)	
Africa	483 907	392 611	207 269	146 126
North and Central America	8 875 869	5 124 296	1 684 413	1 470 132
South America	557 302	186 641	220 806	64 268
East Asia	15 472 609	6 460 195	4 029 976	2 647 567
South East Asia	8 364 245	12 634 401	3 048 658	5 639 983
South Asia	903 093	336 851	333 376	258 394
Japan and North Asia	5 949 144	6 729 503	1 139 423	2 569 852
Europe	14 159 065	4 266 918	2 539 353	961 454
Middle East	650 746	519 733	333 422	222 407
New Zealand	3 700 107	4 248 301	1 655 023	1 631 473
Pacific Islands and Papua New Guinea	283 261	1 163 168	138 481	619 911
Rest of world	201	406	31	33
Total	59 399 548	42 063 025	15 330 229	16 231 601

Note: Freight loaded in various regions are imports to Australian ports. Similarly, freight unloaded in various overseas regions are exports from Australian ports.

The composition of trading regions has been modified to correct a number of inconsistencies. Tables using the new regional composition on data from 2000–01 to 2005–06 are available on the BITRE website http://www.bitre.gov.au. See explanatory notes for the countries included in each maritime region.

This table is updated quarterly between publications and is available on the BITRE website: http://www.bitre.gov.au.

Source: ABS 2008.

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4.   See explanatory notes for a definition of liner trade.

Figure 2.5 **Australia's international liner imports by region of loading, 2006–07 ($ billion)**

Europe 14.16

Mid East 0.65

Sth Asia 0.90

East Asia 15.47

Nth Asia & Japan 5.95

North & Central America 8.88

SE Asia 8.36

Pacific & PNG 0.28

Africa 0.48

Rest of world 0.00

South America 0.56

New Zealand 3.70
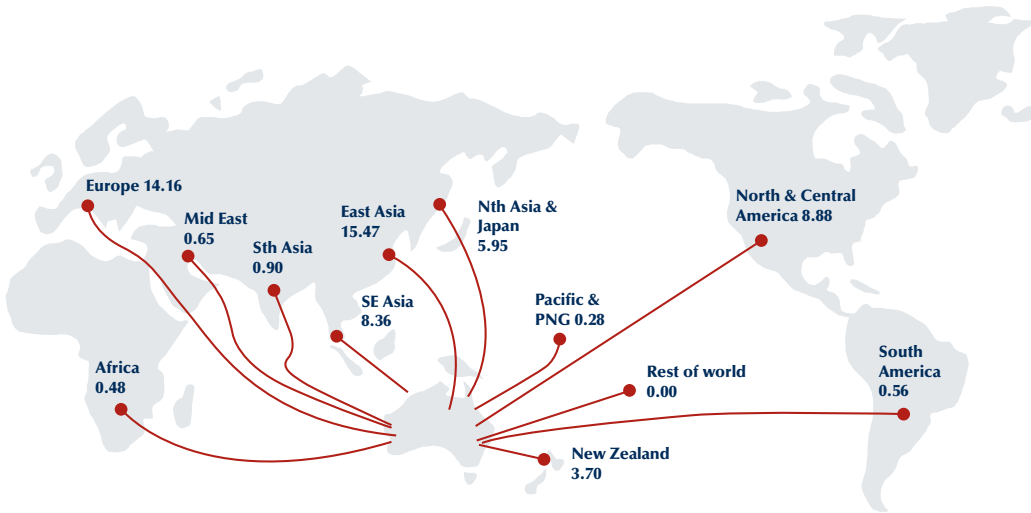
Figure 2.6 **Australia's international liner exports by region of unloading, 2006–07 ($ billion)**

Europe 4.27

Mid East 0.52

Sth Asia 0.34

East Asia 6.46

Nth Asia & Japan 6.73

North & Central America 5.12

SE Asia 12.63

Pacific & PNG 1.16

Africa 0.39

Rest of world 0.00

South America 0.19

New Zealand 4.25
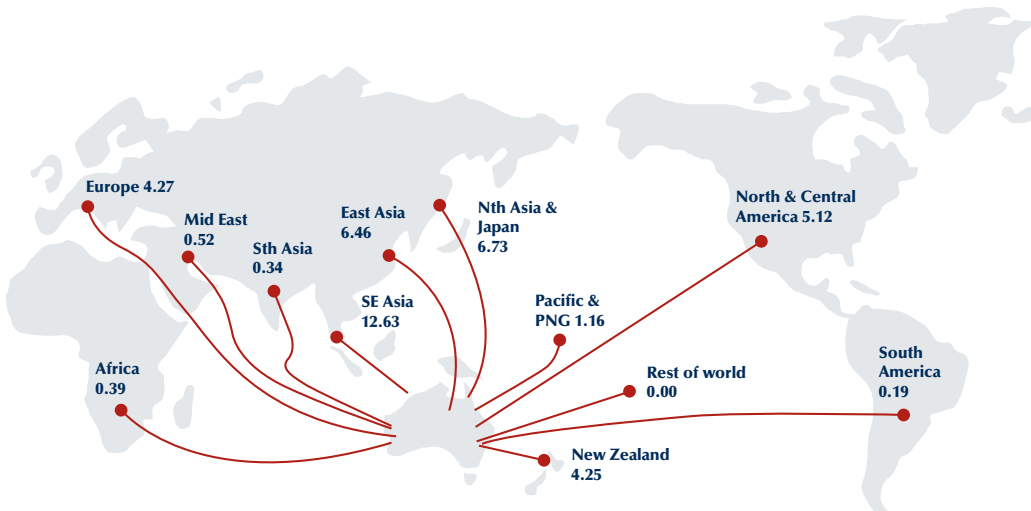
Source: ABS 2008.

Australia's maritime trade carried by non-liner shipping

Australian non-liner trade[5] increased by 44 per cent in 2006–07 and was valued at $174 billion (Table 2.7). South East Asia was the most important region for non-liner cargo loaded, both by value and weight, while the Japan and North Asia region remained Australia's largest non-liner unloading region (Figures 2.7 and 2.8).

Table 2.7   Australia's international non-liner trade by region of loading and unloading, 2006–07

Region of loading or unloading	Value		Weight	
	Loaded	Unloaded	Loaded	Unloaded
	($ thousands)		(tonnes)	
Africa	1 256 950	2 186 888	872 876	6 375 780
North and Central America	6 053 535	3 674 042	3 848 454	11 214 320
South America	641 462	977 688	1 412 144	8 337 406
East Asia	10 471 593	21 013 615	5 636 379	206 843 758
South East Asia	23 951 873	13 617 631	27 352 877	25 480 646
South Asia	294 801	4 726 498	161 423	24 682 586
Japan and North Asia	13 674 485	36 904 482	6 200 275	296 479 371
Europe	10 532 427	8 957 441	1 556 542	46 305 755
Middle East	3 121 355	2 895 932	5 973 662	7 144 695
New Zealand	1 302 957	3 211 771	995 894	3 825 420
Pacific Islands and Papua New Guinea	1 304 547	1 141 729	3 702 594	1 386 042
Rest of world	1 024 982	1 015 497	4 494 806	1 870 534
Total	73 630 967	100 323 214	62 207 927	639 946 312

Note: Freight loaded in various regions are imports to Australian ports. Similarly, freight unloaded in various overseas regions are exports from Australian ports.

The composition of trading regions has been modified to correct a number of inconsistencies. Tables using the new regional composition on data from 2000–01 to 2005–06 are available on the BITRE website http://www.bitre.gov.au. See explanatory notes for the countries included in each maritime region.

This table is updated quarterly between publications and is available on the BITRE website: http://www.bitre.gov.au.

Source: ABS 2008.

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5.   See explanatory notes for a definition of non-liner trade.

Figure 2.7   **Australia's international non-liner imports by region of loading, 2006–07 ($ billion)**

Europe 10.53
Mid East 3.12
Sth Asia 0.29
East Asia 10.47
Nth Asia & Japan 13.67
North & Central America 6.05
SE Asia 23.95
Pacific & PNG 1.30
Africa 1.26
Rest of world 1.02
South America 0.64
New Zealand 1.30
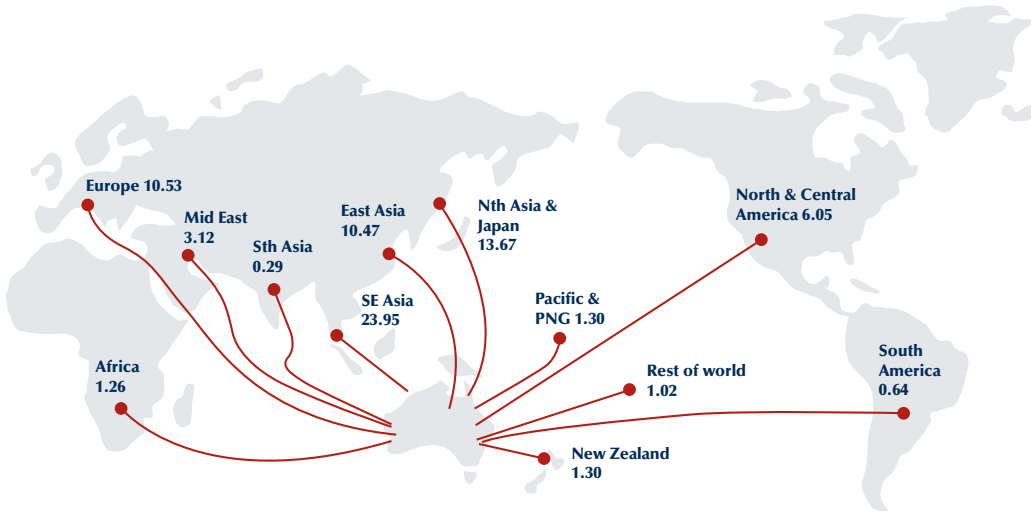
Figure 2.8   **Australia's international non-liner exports by region of unloading, 2006–07 ($ billion)**

Europe 8.96
Mid East 2.90
Sth Asia 4.73
East Asia 21.01
Nth Asia & Japan 36.90
North & Central America 3.67
SE Asia 13.62
Pacific & PNG 1.14
Africa 2.19
Rest of world 1.02
South America 0.98
New Zealand 3.21
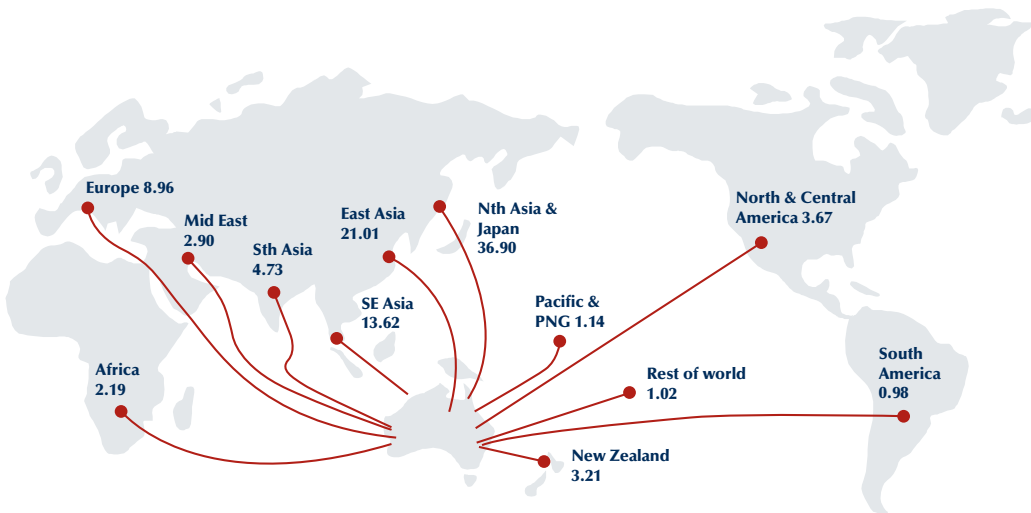
Source: ABS 2008.

Commodity structure of Australia's international sea freight

In 2006–07, the leading commodities by value moving across Australia's wharves were *machinery, road vehicles and transport equipment,* and *coal, coke and briquettes* while *iron ore and concentrates, coal, coke and briquettes* and *petroleum oil* were the leading commodities in terms of tonnes transported.[6] These retain the same ranking as in 2005–06.

Table 2.8   Australia's international freight by commodity, 2006–07

ATFCC codes and Commodity names	Value		Weight		Commodity rank	
	Imports	Exports	Imports	Exports	By value	By weight
	($ thousands)		(tonnes)			
0. Food and live animals						
Cereals & cereal preparations	524 043	4 165 713	332 106	14 811 868	16	7
Coffee, tea, cocoa, spices etc.	610 283	68 535	161 461	12 484	47	51
Dairy products & birds' eggs	401 479	2 245 754	108 238	814 065	26	33
Feeding stuff for animals	459 938	722 293	1 030 914	1 414 801	38	19
Fish, crustaceans, molluscs etc.	1 112 898	562 695	222 306	34 603	35	50
Live animals	855	784 110	220	429 180	45	43
Meat & meat preparations	475 462	6 726 176	128 501	1 638 242	10	25
Miscellaneous edible products & preparations	1 517 045	597 235	330 001	217 523	30	37
Sugars, sugar preparations & honey	201 548	249 953	93 922	587 213	55	35
Vegetables & fruit	1 271 165	1 255 497	830 022	1 390 641	27	21
1. Beverages and tobacco						
Ale, beer & stout, cider (alcoholic)	129 428	21 111	144 464	20 376	63	53
Non-alcoholic beverages nes	174 555	32 326	136 663	32 036	60	52
Spirits (potable), alcoholic beverages nes	487 897	70 862	116 501	26 284	52	55
Tobacco & tobacco manufactured	219 757	138 099	28 456	9 623	56	61
Wine & vermouth	331 880	2 880 550	63 915	1 213 601	23	30
2. Crude materials, inedible, except fuels						
Aluminium ores & concentrates; alumina	13 387	6 279 246	19 515	21 198 984	12	5
Copper ores & concentrates;	28 760	3 956 222	4 304	1 605 126	18	26
Cork & wood	598 751	1 220 576	491 371	12 806 916	33	8
Cotton	76	823 532	213	491 298	42	40
Crude animal & vegetable materials nes	189 192	152 458	107 293	50 130	57	54
Crude minerals	114 743	549 674	1 441 599	15 569 792	48	6

(continued)

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6.   This ranking is based on the sum of both imports and exports, to gauge the total commodities handled.

Table 2.8   International freight by commodity, 2006–07 (continued)

ATFCC codes and commodity names	Value		Weight		Commodity rank	
	Imports	Exports	Imports	Exports	By value	By weight
	($ thousands)		(tonnes)			
2. Crude materials, inedible, except fuels (continued)						
Crude rubber (including synthetic)	179 123	3 945	75 485	2 989	61	59
Fertilisers, crude	38 340	4 303	481 090	5 269	64	41
Hides, skins & fur skins raw	2 304	595 534	581	293 496	50	48
Iron ore & concentrates;	338 356	15 516 911	4 725 678	275 069 034	5	1
Lead & zinc ores & concentrates;	186 606	3 388 135	144 025	2 558 263	20	17
Mineral sands	6 960	251 951	26 588	1 227 041	58	31
Oil seeds & oleaginous fruits	84 672	171 337	135 157	370 540	59	39
Other metallic ores & metal scrap	123 465	4 504 338	148 605	7 909 272	17	10
Other textile fibres	112 808	44 050	65 680	48 935	62	57
Pulp & waste paper	270 404	187 068	377 182	1 124 898	54	27
Uranium & thorium ores & concentrates	.	659 513	.	10 110	49	64
Wool, sheep & lambs	33 275	2 702 011	8 129	458 734	25	42
3. Mineral fuels, lubricants & related materials						
Coal, coke & briquettes	20 823	21 927 123	198 915	244 900 314	3	2
Gases, natural & manufactured nes	799 648	249	4 268 156	19	44	12
Liquefied natural gas	4	5 226 158	0	0	13	65
Liquefied petroleum gas (LPG)	261 143	1 039 847	382 119	1 535 634	37	23
Petroleum oil	13 827 136	7 751 860	22 544 086	11 726 567	4	3
Petroleum oils & refined prods	7 291 621	1 630 350	9 788 956	2 302 384	8	9
4. Animal & vegetable oils, fats & waxes						
Oils & fats	522 108	358 272	367 503	498 890	41	34
5. Chemical & related products nes						
Chemicals	5 165 579	3 121 664	5 863 827	1 805 657	9	11
Fertilisers, manufactured	759 100	154 608	2 127 566	524 528	40	18
Organic chemicals	1 757 010	93 399	895 108	46 279	32	32
Plastics	2 603 942	494 083	1 048 572	258 891	24	28
6. Manufactured goods classified chiefly by material						
Aluminium & aluminium alloys	720 867	6 150 834	149 569	1 754 623	11	24
Copper & copper alloys	542 788	3 204 120	51 880	357 245	19	45
Cork & wood manufactures (excludes furniture)	634 645	174 249	394 877	280 831	43	36
Iron & steel	3 732 096	1 072 481	2 941 646	1 246 100	15	13
Lead & lead alloys	31 411	725 840	14 919	332 632	46	47
Leather, leather manufactures nes	103 603	483 053	7 377	125 739	51	56

(continued)

Table 2.8 International freight by commodity, 2006–07 (continued)

ATFCC codes and commodity names	Value		Weight		Commodity rank	
	Imports	Exports	Imports	Exports	By value	By weight
	($ thousands)		(tonnes)			
6. Manufactured goods classified chiefly by material (continued)						
Manufactures of metal nes	3 995 541	820 458	1 038 950	245 581	14	29
Nickel & nickel alloys	67 359	1 431 264	2 183	31 424	36	62
Non-metallic mineral manufacture nes	1 654 467	332 203	3 170 368	387 217	31	14
Other non-ferrous metals nes	135 746	348 825	13 686	26 983	53	60
Paper, paperboard & articles	2 692 223	737 073	1 972 012	875 569	22	15
Rubber manufactures nes	2 334 223	191 364	482 398	32 371	28	38
Textile yarn, fabrics, & articles	2 131 694	307 140	379 131	45 569	29	44
Zinc & zinc alloys	13 738	1 736 314	2 571	382 602	34	46
7. Machinery & transport equipment						
Machinery	29 543 816	4 578 539	2 466 453	378 735	1	16
Road vehicles & transport equipment	23 763 274	3 995 303	1 856 101	355 200	2	22
8. Miscellaneous manufactured articles						
Apparel & clothing access	3 403 057	89 702	251 699	6 603	21	49
Footwear	1 058 374	27 372	83 974	1 532	39	58
Miscellaneous manufactured articles	10 823 751	1 810 057	2 052 314	179 047	7	20
9. Commodities and transactions nes						
Confidential	2 379 940	10 820 894	727 998	22 072 863	6	4
Miscellaneous	20 334	19 828	13 151	6 916	65	63
Total	133 030 516	142 386 239	77 538 252	656 177 913		

Note: This table is updated quarterly between publications and is available on the BITRE website: http://www.bitre.gov.au.

Source: ABS 2008.

Chapter 3 Coastal freight

In 2006–07, 116.5 million tonnes of coastal cargo was handled through Australian ports. Of this, 56.4 million tonnes was loaded and 60.1 million tonnes was unloaded.

Based on cargo loaded, the Australian coastal fleet task was 126 billion tonne-kilometres, up from 122 billion tonne-kilometres the previous year, an increase of 3.4 per cent. This increase was primarily in *chemicals and related materials,* and *food and live animals,* with decreases in c*rude materials* and *animal and vegetable oils, fats and waxes*.

Commodity structure of Australia's coastal freight

In 2006–07, there were increases in tonnage loaded in b*everages and tobacco, food and live animals,* and m*achinery and transport materials*, but decreases were noted in c*ommodities and transactions not elsewhere specified, animal and vegetable oils, fats and waxes* and c*rude materials inedible except fuels* (Table 3.1). The overall increase in tonnage loaded was 2.1 per cent, whilst tonne-kilometres increased by 3.4 per cent. This indicated that in 2006–07, on average, coastal freight travelled longer distances than in the previous year (Table 3.2).

Table 3.1   Coastal freight loaded by commodity group, 10 years to 2006–07

Commodity group	Financial year									
	1997–98	1998–99	1999–00	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07
	(million tonnes)									
0. Food and live animals	1.5	1.5	1.9	1.6	1.7	2.1	1.6	1.7	1.5	2.3
1. Beverages and tobacco	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.2
2. Crude materials, inedible, except fuels	24.0	23.7	24.7	23.7	25.5	24.7	24.9	27.7	28.6	27.1
3. Mineral fuels, lubricants and related materials	20.8	15.8	16.2	18.0	15.9	15.9	16.2	13.8	14.9	16.4
4. Animal and vegetable oils, fats and waxes	0.0	0.1	0.2	0.1	0.1	0.0	0.1	0.0	0.0	0.0
5. Chemicals and related materials, nes	0.7	0.8	1.1	1.0	1.6	1.9	1.5	1.5	1.5	1.9
6. Manufactured goods classified chiefly by material	4.2	4.8	5.6	6.0	5.6	5.8	5.9	6.1	6.0	6.4

(continued)

Table 3.1   Coastal freight loaded by commodity group, 10 years to 2006–07 (continued)

Commodity group	Financial year									
	1997–98	1998–99	1999–00	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07
	(million tonnes)									
7. Machinery and transport materials	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.2	0.4
8. Miscellaneous manufactured articles	0.6	0.5	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.8
9. Commodities and transactions nes	0.6	1.0	0.7	0.7	0.9	1.4	1.5	1.6	1.6	0.9
Total	52.5	48.4	51.3	52.0	52.4	52.8	53.0	53.7	55.2	56.4

Source: BITRE 2008.

Table 3.2   Coastal freight task performed, by commodity group, 10 years to 2006–07

Commodity group	Financial year									
	1997–98	1998–99	1999–00	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07
	(billion tonne-kilometres)									
0. Food and live animals	2.2	2.2	2.8	2.4	2.7	4.1	2.8	2.4	2.1	3.3
1. Beverages and tobacco	0.1	0.1	0.2	0.2	0.3	0.3	0.3	0.2	0.3	0.3
2. Crude materials, inedible, except fuels	71.5	70.5	65.9	61.8	62.1	63.4	64.8	69.7	72.6	71.9
3. Mineral fuels, lubricants and related materials	36.1	28.6	30.2	30.0	33.6	34.5	37.4	30.5	35.5	36.1
4. Animal and vegetable oils, fats and waxes	0.1	0.1	0.4	0.1	0.1	0.0	0.1	0.1	0.0	0.0
5. Chemicals and related materials, nes	1.1	1.0	1.7	2.0	3.1	4.0	3.1	3.1	3.1	4.8
6. Manufactured goods classified chiefly by material	4.9	5.1	6.7	6.8	6.4	6.6	6.6	6.1	6.4	6.9
7. Machinery and transport materials	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.4	0.7
8. Miscellaneous manufactured articles	0.3	0.3	0.4	0.5	0.5	0.5	0.6	0.5	0.5	0.6
9. Commodities and transactions nes	0.5	0.7	0.5	0.6	1.5	1.0	0.9	0.9	1.0	1.8
Total	116.9	108.8	108.9	104.5	110.4	114.8	117.0	114.0	122.0	126.2

Source: BITRE 2008.

In 2006–07, total tonnages for all commodity classifications fluctuated markedly from 2005–06 figures (Table 3.3). As compared to previous years, the commodity group *crude materials inedible except fuels* fell by 5.1 per cent, despite a 2.5 per cent increase in the Queensland intrastate bauxite movements. At the same time, total *mineral fuels, lubricants and related materials,* and *manufactured goods classified chiefly by material* grew 10.1 and 5.8 per cent respectively.

Table 3.3   Coastal freight by Australian state and territory of loading or unloading and commodity groups, 2006–07

State/ territory of origin	State/territory of destination							
	NSW	VIC	QLD	SA	WA	TAS	NT	Total
				(thousand tonnes)				
0. Food and live animals								
NSW	0.1	2.6	31.4	21.8	42.2	3.9		102.0
VIC	3.2		21.9	5.0	50.4	492.6		573.1
QLD	178.3	341.0	0.0	0.0	57.1	0.2		576.5
SA	61.4	21.5	24.2	0.1	0.4	27.7		135.2
WA	105.1	55.3	0.5	26.8	3.1	8.5	1.1	200.4
TAS	0.0	676.8	0.4		26.5	0.9		704.5
NT							2.6	2.6
Sub total	348.1	1 097.1	78.4	53.7	179.6	533.7	3.7	2 294.4
1. Beverages and tobacco								
NSW	0.2	0.1	10.6	0.3	11.7			23.0
VIC	0.5		0.5	4.6	13.7	61.1		80.4
QLD			0.7		2.0		21.2	23.9
SA								.
WA	0.2			0.0	0.0		0.1	0.3
TAS	0.0	88.4			9.8			98.2
NT							0.0	0.0
Sub total	1.0	88.5	11.9	4.9	37.2	61.1	21.3	225.8
2. Crude materials inedible except fuels								
NSW	0.1	328.7	30.8	16.9	39.0	50.2		465.7
VIC	0.4		5.0	2.7	26.0	168.2	0.0	202.4
QLD	1 447.1	197.9	13 217.2	67.0	15.1	311.0	0.1	15 255.3
SA	1 745.1	440.5	368.5	204.2	0.1	124.4		2 882.8
WA	4 515.3	1 279.6	66.9	31.6	504.7	5.2	3.7	6 406.9
TAS	1 291.4	278.3	84.4	51.5	20.4	155.8		1 881.8
NT							3.0	3.0
Sub total	8 999.3	2 525.0	13 772.7	373.9	605.4	814.9	6.8	27 097.9
3. Mineral fuels, lubricants and related materials								
NSW	69.1	246.2	313.8	938.5	40.6	91.7		1 699.8
VIC	3 423.2	613.8	1 081.9	120.5	28.3	435.2		5 702.9
QLD	424.2	123.2	1 547.6	82.1	123.2			2 300.2
SA	118.7	59.8			169.5	23.1		371.2
WA	927.7	792.1	1 316.6	401.8	2 674.0	131.0	34.0	6 277.1
TAS	2.6	1.8	2.3		1.3	5.1		12.9
NT					2.6		38.2	40.8
Sub total	4 965.4	1 836.7	4 262.1	1 542.8	3 039.5	686.1	72.2	16 404.9
4. Animal and vegetable oils, fats and waxes								
NSW			2.5		0.0			2.5
VIC	0.9		1.7	0.1	1.4	5.6		9.7
QLD	2.0	0.5	5.8					8.2
SA								.
WA			1.0	1.4				2.4
TAS		6.0						6.0
NT								.
Sub total	2.9	6.5	10.9	1.5	1.5	5.6		28.9

(continued)

Table 3.3   Coastal freight by Australian state and territory of loading or unloading and commodity groups, 2006–07 (continued)

State/ territory of origin	State/territory of destination							
	NSW	VIC.	QLD	SA	WA	TAS	NT	Total
				(thousand tonnes)				
5. Chemicals and related materials nes								
NSW	8.5	17.9	67.2	0.8	31.9	10.6		136.9
VIC	10.6	16.0	9.3	11.8	50.3	123.9		221.9
QLD	183.2	361.1	34.9	310.2	63.5	20.2	3.8	976.9
SA			3.7	0.2	0.4			4.3
WA	31.2	7.4	88.6		19.1	0.1	1.6	147.9
TAS	20.8	245.3	6.9	18.6	69.0	9.0		369.6
NT							9.1	9.1
Sub total	254.3	647.7	210.6	341.6	234.1	163.9	14.5	1 866.7
6. Manufactured goods classified chiefly by material								
NSW	6.3	960.3	93.5	15.7	149.2	24.8	5.8	1 255.6
VIC	63.5		48.1	27.1	146.2	280.7		565.6
QLD	0.0	0.0	1 445.0		21.7	0.1	0.3	1 467.1
SA	53.0	613.6	449.7	0.1	1.4			1 117.8
WA	1.7	0.4	0.1	0.1	2.1	0.0	0.7	5.2
TAS	417.3	1 426.2	0.1	15.4	108.3			1 967.3
NT					1.4		2.5	3.9
Sub total	541.9	3 000.6	2 036.5	58.2	430.4	305.6	9.3	6 382.6
7. Machinery and transport materials								
NSW	0.0	14.3	32.6	4.5	45.4	2.2		99.0
VIC	2.2	3.6	10.2	19.6	38.4	79.8		153.9
QLD	1.6	1.7	2.5	0.3	27.6	0.2	0.2	34.1
SA		2.0	2.4	0.0	4.1			8.5
WA	2.4	0.9	1.8		1.0	0.1	1.1	7.3
TAS	0.3	38.0			0.1	0.6		38.9
NT					1.0		7.4	8.4
Sub total	6.5	60.6	49.5	24.5	117.6	82.9	8.6	350.1
8. Miscellaneous manufactured articles								
NSW	0.9	7.3	18.0	0.6	23.9	2.7	0.0	53.5
VIC	2.0		8.7	8.6	23.3	605.2	0.0	647.8
QLD	0.1	0.0	0.0	0.0	4.3	0.1	0.1	4.6
SA								.
WA	2.2	0.5	0.0	0.0	0.5	0.4	0.2	3.8
TAS	0.0	122.1	0.1		1.9	0.0		124.2
NT					0.0		1.1	1.1
Sub total	5.3	130.0	26.8	9.2	54.0	608.4	1.4	835.0
9. Commodities and transactions nes								
NSW	0.3	0.5	5.9	0.0	21.9	0.2	0.0	28.9
VIC	2.3		13.0	44.7	11.3	150.8		222.1
QLD	2.6	0.2	15.6	6.3	6.0	0.0	1.3	32.0
SA	0.0			2.4	172.5			174.9
WA	139.9	5.4	0.4	8.9	43.5	0.5	1.4	200.1
TAS	0.0	209.4	0.0	5.1	6.3	2.2		223.2
NT			0.0		0.6		16.8	17.4
Sub total	145.2	215.6	34.9	67.4	262.2	153.8	19.5	898.6
Total	15 269.8	9 608.3	20 494.3	2 477.7	4 961.3	3 416.0	157.3	56 384.8

Note: Blank cells are where no data was recorded for this category, while cells with an entry of 0 are where data was recorded but rounded to zero.

Source: BITRE 2008.

Cargo flows

Table 3.4 details coastal freight flows by weight between the states and the Northern Territory. Queensland and Western Australia continued to be ranked first and second respectively as states of origin, while Queensland and New South Wales were ranked first and second respectively as states of destination. This is a similar ranking to the previous four years. Queensland's top ranking as state of origin is due to the large tonnages and continued expansion of the intrastate bauxite trade.

Table 3.4   Total coastal freight flows, 2006–07

State/ territory of origin	State/territory of destination							Total	Per cent of total
	NSW	VIC	QLD	SA	WA	TAS	NT		
	(thousand tonnes)								
NSW	85.6	1 577.9	606.2	999.1	405.9	186.4	5.9	3 866.9	7
VIC	3 508.7	633.4	1 200.3	244.6	389.4	2 403.3	0.0	8 379.8	15
QLD	2 239.0	1 025.6	16 269.3	465.9	320.5	331.8	26.8	20 678.9	37
SA	1 978.3	1 137.4	848.5	207.1	348.4	175.1		4 694.8	8
WA	5 725.8	2 141.6	1 475.8	470.5	3 248.0	145.9	43.8	13 251.4	24
TAS	1 732.4	3 092.3	94.3	90.6	243.4	173.6		5 426.7	10
NT			0.0		5.6		80.8	86.4	0
Total	15 269.8	9 608.3	20 494.3	2 477.7	4 961.3	3 416.0	157.3	56 384.8	100
Per cent of total	27	17	36	4	9	6	0	100	.

Note: Blank cells are where no data was recorded for this category, while cells with an entry of 0 are where data was recorded but rounded to zero.

Source: BITRE 2008.

Shipping freight activity over the last 10 years by state and territory is shown in Figures 3.1 and 3.2. Changes since 2005–06 include:

- increased loaded tonnages in Queensland, Western Australia Victoria and New South Wales, while South Australia, the Northern Territory and Tasmania declined

- increased unloaded tonnages in Queensland, South Australia and Tasmania, accompanied by declines in New South Wales, Victoria, Western Australia and the Northern Territory.

Figure 3.1   Coastal freight loaded by Australian state and territory, 10 years to 2006–07

Source: BITRE 2008.

Figure 3.2   Coastal freight unloaded by Australian state and territory, 10 years to 2006–07
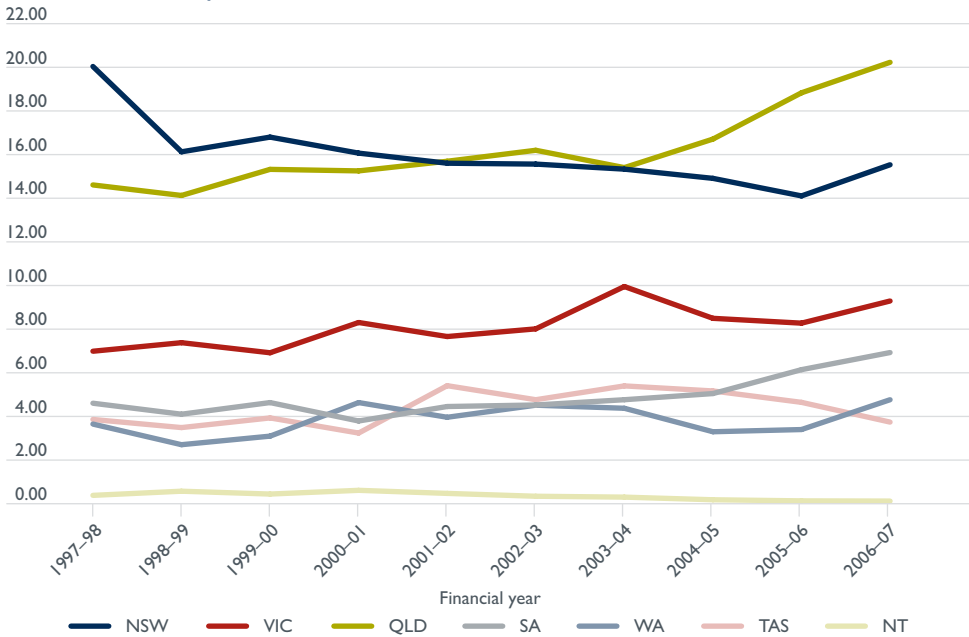
Source: BITRE 2008.

Table 3.5   Coastal freight flows between Australian ports, 2006–07

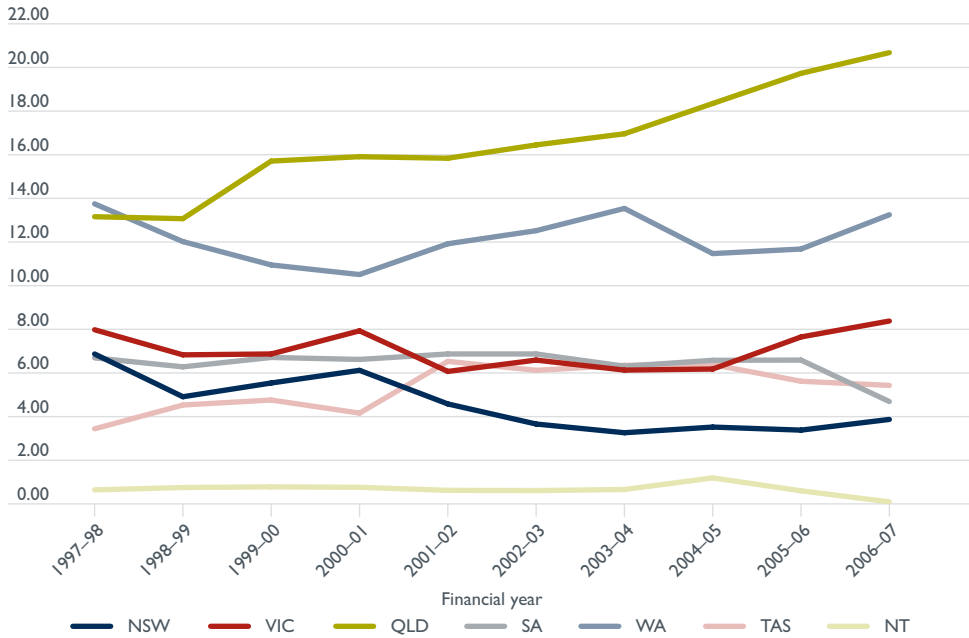| Port of origin	Port of destination														
	Sydney	Rest of NSW	Melbourne	Rest of VIC	Brisbane	Rest of QLD	Adelaide	Rest of SA	Fremantle	Rest of WA	Hobart	Rest of TAS	Darwin	Rest of NT	Total
	(thousand tonnes)														
Sydney	3.7	0.2	44.8	242.8	416.1	65.6	8.5		386.3	0.0	15.8	51.1	0.1		1 234.9
Rest of NSW	9.8	71.9	332.6	957.7	1.4	123.0	23.2	967.4	4.9	14.7	30.1	89.4	5.8		2 632.0
Melbourne	20.7	0.2		21.8	113.3	6.6	129.5		354.4	0.4	2.3	1 957.2	0.0		2 606.5
Rest of VIC	3 423.1	64.7	413.6	198.0	801.2	279.2	99.8	15.3	34.5	0.1	381.2	62.5			5 773.3
Brisbane	356.5	47.2	62.8	81.1		1 572.3	2.3		111.4	21.9	0.0	0.5	21.9	0.0	2 278.2
Rest of QLD	172.6	1 662.7	541.6	340.1	1 072.9	13 624.1	174.3	289.2	120.3	66.9		331.2	4.9		18 400.7
Adelaide		45.1	615.6		455.3	0.4	2.8		18.3	160.5					1 298.2
Rest of SA	454.2	1 479.0	438.2	83.6	352.1	40.6		204.2	169.5		43.5	131.6			3 396.6
Fremantle	102.2	10.8	168.5	522.5	151.5	6.6	435.3	1.1		629.6	0.2	145.6	42.7		2 216.7
Rest of WA	994.8	4 617.9	257.4	1 193.1	1 164.1	153.6	34.1		2 341.7	276.8			1.1		11 034.7
Hobart	20.8		30.3	199.1	6.9		18.6	42.6	33.8	34.9		4.0			391.1
Rest of TAS	314.0	1 397.6	2 853.2	9.8	3.6	83.7		29.4	169.8	5.0	155.6	14.0			5 035.6
Darwin					0.0				1.1	4.5			0.0	80.8	86.4
Rest of NT															131.0
Total	5 851.7	9 418.2	5 758.6	3 849.7	4 538.6	15 955.8	928.6	1 549.2	3 746.0	1 215.3	628.9	2 787.1	76.5	80.8	56 384.8

Note: Blank cells are where no data was recorded for this category, while cells with an entry of 0 are where data was recorded but rounded to zero.
Source: BITRE 2008.

- Table 3.5 shows the changes in cargo flows between the various state capitals and state regional areas. In comparing the tonnages moved in 2006–07 with 2005–06:

- Darwin and the rest of Northern Territory declined by 8.9 per cent as a destination and by 63.8 per cent as an origin.

- The amount of freight originating in Sydney increased by 50.6 per cent from 2005–06 to 2006–07, while the amount of freight destined for Sydney also grew by 8.1 per cent. Melbourne also grew as both an origin and a destination.

- Fremantle continued to grow as both an origin and destination with outbound freight growing 9.1 per cent and inbound growing 33.5 per cent.

Pack type

An analysis of pack type[7] shows that bulk cargo[8] (see Tables 3.6 and 3.7) continues to form the majority of coastal cargo, representing 87.4 per cent by weight of total coastal cargo loaded. Liquid bulk loaded in 2006–07 increased to 15.5 million tonnes, up 11.2 per cent from the previous year. Container non-bulk cargo rose slightly from 4.4 to 4.5 million tonnes in 2006–07, or 0.9 per cent. Similarly, loaded other non-bulk freight rose from 2.3 to 2.7 million tonnes in 2006–07, or 19.1 per cent.

Data in Table 3.8 illustrates the flow of cargo between the states by pack type. There is growth in dry bulk cargo from Western Australia and liquid bulk shipments from Victoria, Queensland and Western Australia. This growth was partially offset by overall decreases in the 2006–07 levels of liquid bulk shipments from South Australia and the Northern Territory. Non-bulk cargo generally grew in most states, with Queensland and the Northern Territory recording decreases.

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7.   See explanatory notes for a definition of pack type.
8.   See explanatory notes for a definition of bulk cargo.

Table 3.6   Coastal freight loaded by port and pack type, 2006–07

Port of loading	Pack type				Total	Per cent of total
	Dry bulk	Liquid bulk	Container non-bulk	Other non-bulk		
	(thousand tonnes)					(per cent)
Sydney	0.5	541.6	669.1	23.7	1 234.9	2.2
Rest of NSW	1 486.2	109.7	0.0	1 036.2	2 632.0	4.7
Melbourne	5.2	29.4	1 827.2	744.7	2 606.5	4.6
Rest of VIC	112.7	5 656.6		4.1	5 773.3	10.2
Brisbane	107.5	2 026.5	111.3	32.9	2 278.2	4.0
Rest of QLD	18 251.7	91.4	33.7	23.8	18 400.7	32.6
Adelaide	1 269.0		3.4	25.8	1 298.2	2.3
Rest of SA	3 067.8	328.8			3 396.6	6.0
Fremantle	521.8	1 622.7	62.7	9.7	2 216.7	3.9
Rest of WA	6 203.4	4 779.3	2.2	49.8	11 034.7	19.6
Hobart	93.2	291.4	1.1	5.4	391.1	0.7
Rest of TAS	2 594.1	21.3	1 719.7	700.5	5 035.6	8.9
Darwin	4.9	40.8	17.1	23.6	86.4	0.2
Rest of NT						
Total	33 717.9	15 539.3	4 447.5	2 680.3	56 385.0	100
Per cent of total	59.8	27.6	7.9	4.8	100	

Note: Blank cells are where no data was recorded for this category, while cells with an entry of 0 are where data was recorded but rounded to zero.

Source: BITRE 2008.

Table 3.7   Coastal freight unloaded by port and pack type, 2006–07

Port of unloading	Pack type				Total	Per cent of total
	Dry bulk	Liquid bulk	Container non-bulk	Other non-bulk		
	(thousand tonnes)					(per cent)
Sydney	1 183.7	4 875.7	64.4	5.3	6 129.0	10.2
Rest of NSW	8 899.0	140.8	142.3	114.1	9 296.2	15.5
Melbourne	2 425.3	840.8	1 595.9	717.9	5 579.9	9.3
Rest of VIC	2 275.2	1 311.3	48.5	4.1	3 639.1	6.1
Brisbane	1 736.2	2 246.0	231.2	11.8	4 225.2	7.0
Rest of QLD	13 948.9	1 901.3	0.7	23.7	15 874.6	26.4
Adelaide	4 563.4	566.1	89.8	26.9	5 246.2	8.7
Rest of SA	1 604.6	14.5		2.9	1 622.0	2.7
Fremantle	437.1	2 116.3	901.6	38.4	3 493.3	5.8
Rest of WA	322.8	753.3	19.6	130.0	1 225.7	2.0
Hobart	547.2	385.5	1.9		934.6	1.6
Rest of TAS	545.7	187.0	1 364.3	672.0	2 768.9	4.6
Darwin	1.9	38.2	39.8	19.4	99.3	0.2
Rest of NT						0.0
Total	38 490.8	15 376.7	4 500.0	1 766.5	60 134.0	100
Per cent of total	64.0	25.6	7.5	2.9	100	

Note: Blank cells are where no data was recorded for this category, while cells with an entry of 0 are where data was recorded but rounded to zero.

Source: BITRE 2008.

Table 3.8   Coastal freight by Australian state and territory of loading or unloading and pack type, 2006–07

State/ territory of loading	State/territory of unloading							
	NSW	VIC	QLD	SA	WA	TAS	NT	Total
	(thousand tonnes)							
Dry Bulk								
NSW	8.5	333.1	41.0	976.7	14.7	112.7		1 486.7
VIC	64.7	16.0	5.2	4.9	7.5	19.5		117.9
QLD	1 879.6	838.8	14 677.4	459.2	173.0	331.2		18 359.2
SA	1 859.5	1 075.6	842.4	204.2	179.9	175.1		4 336.8
WA	4 764.6	1 330.1	71.3	58.3	500.8			6 725.1
TAS	1 618.1	753.9	83.7	72.0		159.7		2 687.3
NT							4.9	4.9
Sub Total	10 195.0	4 347.5	15 721.0	1 775.4	876.0	798.1	4.9	33 717.9
Liquid Bulk								
NSW	68.6	246.0	308.5			28.1		651.3
VIC	3 423.6	613.8	1 080.4	120.1	27.9	420.2		5 686.0
QLD	354.7	183.6	1 553.4		26.3			2 117.9
SA	118.7	59.8			150.2			328.8
WA	947.0	792.1	1 399.8	403.2	2 694.8	131.0	34.0	6 401.9
TAS	7.2	204.5	9.2	18.6	70.0	3.2		312.7
NT					2.6		38.2	40.8
Sub Total	4 919.8	2 099.8	4 351.4	541.9	2 971.7	582.5	72.2	15 539.3
Container								
NSW	0.2	30.8	215.0	4.8	379.0	39.3	0.1	669.2
VIC	18.7		107.7	108.3	292.7	1 299.8	0.0	1 827.2
QLD	0.8	1.4	22.0	0.2	94.7	0.6	25.4	145.0
SA				2.8	0.6			3.4
WA	11.9	18.6	2.7	1.7	9.6	14.8	5.6	64.9
TAS	106.8	1 430.4	1.3		173.5	8.7		1 720.8
NT			0.0		0.6		16.5	17.1
Sub Total	138.3	1 481.3	348.7	117.7	950.7	1 363.2	47.6	4 447.5
Non-Bulk								
NSW	8.3	968.0	41.6	17.6	12.2	6.3	5.8	1 059.8
VIC	1.8	3.6	7.0	11.3	61.3	663.8		748.7
QLD	4.0	1.7	16.5	6.5	26.6	0.0	1.4	56.8
SA	0.1	2.0	6.1	0.1	17.5			25.8
WA	2.2	0.8	2.0	7.4	42.8	0.1	4.1	59.5
TAS	0.3	703.6				2.0		705.9
NT					2.4		21.2	23.6
Sub Total	16.7	1 679.7	73.2	42.8	162.9	672.2	32.6	2 680.1
Total	15 269.8	9 608.3	20 494.3	2 477.7	4 961.3	3 416.0	157.3	56 384.8

Note: Blank cells are where no data was recorded for this category, while cells with an entry of 0 are where data was recorded but rounded to zero.

Source: BITRE 2008.

Tasmanian trade

- Freight shipments to and from Tasmania changed in 2006–07 from 2005–06 in the following way (Table 3.9):

- The freight destined for mainland Australia loaded in Tasmania declined by 3.5 per cent from 5.6 to 5.4 million tonnes.

- The freight arriving from mainland Australia unloaded in Tasmania decreased by 19.4 per cent from 4.6 to 3.7 million tonnes.

All categories of goods, except *chemicals*, seem to have experienced a growth since 2005–06. However, the category *commodities and transactions not elsewhere specified* experienced a significant decline, along with the decline in the overall total. This would suggest that, rather than significant amounts of growth having taken place within each category, it is more likely that the quality of data provided to BITRE improved for 2006–07.

Table 3.9   Tasmanian coastal freight by commodity group, 2005–06 and 2006–07

Commodity group	Loaded		Unloaded	
	2005–06	*2006–07*	*2005–06*	*2006–07*
		(thousand tonnes)		
0. Food and live animals	262.8	704.5	248.1	536.1
1. Beverages and tobacco	13.5	98.2	90.9	61.1
2. Crude materials, inedible, except fuels	1 860.7	1 881.8	1 445.7	1 113.5
3. Mineral fuels, lubricants and related materials	1.7	12.9	1 059.2	677.2
4. Animal and vegetable oils, fats and waxes		6.0	0.3	5.6
5. Chemicals and related materials, nes	377.1	369.6	154.9	164.4
6. Manufactured goods classified chiefly by material	1 887.0	1 967.3	246.2	304.6
7. Machinery and transport materials	17.9	38.9	60.4	77.9
8. Miscellaneous manufactured articles	9.9	124.2	50.3	602.6
9. Commodities and transactions nes	1 191.8	223.2	1 241.0	160.4
Total	5 622.3	5 426.7	4 596.9	3 703.5

Note: Blank cells are where no data was recorded for this category, while cells with an entry of 0 are where data was recorded but rounded to zero.

Source: BITRE 2008.

Chapter 4   Coastal voyage permits

In 2006–07, 3791 voyages were undertaken by foreign-flagged ships using voyage permits[9] to move cargo around the Australian coast. This represented a growth of 56.4 per cent over the previous year. Of these, 1876 voyages used single voyage permits (SVPs) and 1915 voyages used continuing voyage permits (CVPs) (Table 4.1). Total tonnes carried using SVPs and CVPs increased by 21.7 per cent from the previous year. The number of TEUs transported using SVPs and CVPs grew substantially, by 50.1 per cent in 2006–07 (Table 4.1). Some of this strong growth would be due to PAN Australia Shipping Pty Ltd ceasing operations around the end of the first quarter of 2006–07.

Table 4.1   Number of voyages, tonnes and TEUs carried under coastal voyage permits, 2006–07

Permit type	Voyages (number)	Freight carried (tonnes)	TEUs carried (number)
Single voyage permit	1 876	14 836 938	20 455
Continuing voyage permit	1 915	1 836 476	53 474
Total	3 791	16 673 414	73 929

Source: Infrastructure 2008.

Compared with 2005–06 (see Table 1.3), the use of SVPs and CVPs to transport bauxite and alumina continued to grow with a 25 per cent increase in total tonnes carried. There was an increase in iron ore hauled, from 2.2 to 2.8 million tonnes in 2006–07. Coastal shipments of crude oil using SVPs and CVPs increased from 1.2 to 2.1 million tonnes, and shipments of petroleum products increased from 1.8 million tonnes in 2005–06 to 2.7 million tonnes in 2006–07.

There was also an increase in tonnage in the *other freight* category, from 5.2 million tonnes in 2005–06 to 6.3 million tonnes in 2006–07. This category includes containers, general cargo and break bulk.

The proportion by weight of total coastal freight moved using voyage permits increased from 22.1 per cent in 2005–06 to 29.6 per cent in 2006–07. The tonne-kilometres under coastal permits, as a percentage of total coastal tonne-kilometres, also increased from 23.1 per cent in 2005–06 to 29.6 per cent in 2006–07 (Table 4.2).

The use of voyage permits by the iron ore industry continued to increase, growing from 41.1 per cent in 2005–06 to 59.3 per cent of total coastal iron ore shipments in 2006–07. In tonne-kilometres, coastal iron ore shipments under the SVPs and CVPs represented 59.3 per cent of total coastal shipments. This exceeded levels noted in 2003–04, when voyage permits were used to carry 56.5 per cent of tonnes loaded and 53.1 per cent of tonne-kilometres. In 2006–07, voyage permits used by the bauxite and alumina industry accounted for 9.5 of both total tonnes and total tonne-kilometres produced in Australia's coastal shipping.

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9.   Voyage permit information provided in this paper differs from that appearing in the BTRE's *Waterline* series. See explanatory notes for further information.

Table 4.2   Impact of voyage permits on coastal trade, 2006–07

Cargo group	Total coastal	SVP and CVP	SVP and CVP as per cent of coastal tonnes	Total coastal	SVP and CVP (estimate)	SVP and CVP as per cent of coastal tonne-kilometres
	(million tonnes)		(per cent)	(billion tonne-kilometres)		(per cent)
Iron ore	6.7	4.0	59.3	27.7	16.4	59.3
Bauxite & alumina	15.9	1.5	9.5	35.0	3.3	9.5
Crude oil	7.5	2.1	27.8	22.6	6.3	27.8
Petroleum products	7.3	2.8	38.4	10.1	3.9	38.4
Other freight	19.0	6.3	33.0	30.7	10.1	33.0
Total	56.4	16.7	29.6	126.2	37.4	29.6

Source: Infrastructure 2008, BITRE 2008.

Chapter 5   Australian port activity

In 2006–07, there was a 2.3 per cent increase in the number of voyages into Australia from overseas ports and a 2.7 per cent growth in the total number of port calls, continuing a trend of growth over recent years. The actual number of ships visiting Australian ports also grew by 5.6 per cent. Melbourne continued to be the busiest port in terms of the number of ship visits (3478 visits), while Brisbane also continued to be the busiest as first port of call of international voyages (1192 visits, up from 1163 in 2005–06).

Table 5.1   Ship activity at Australian ports, 2006–07

State/ territory	Australian port	All ships involved in international shipping	All ships involved in coastal and international shipping	Voyages by all ships involved in international shipping	Port calls by all ships involved in coastal and international shipping
				(number)	
New South Wales					
	Eden	15	21	17	23
	Newcastle	486	708	817	1 476
	Port Kembla	175	329	198	651
	Sydney	262	700	795	2 633
	Yamba	1	2	1	2
Victoria					
	Geelong	103	226	137	480
	Hastings	14	51	30	205
	Melbourne	256	701	716	3 478
	Portland	43	95	55	190
Queensland					
	Abbot Point	101	118	119	149
	Brisbane	443	813	1 192	2 664
	Bundaberg	5	12	6	31
	Cairns	47	105	77	502
	Cape Flattery	6	7	35	38
	Gladstone	487	731	652	1 466
	Hay Point	604	684	808	988
	Karumba	13	19	15	45
	Lucinda	13	15	15	18
	Mackay	51	97	59	165
	Mourilyan	15	21	16	33
	Port Alma	21	42	25	55
	Port Douglas		1		1
	Thursday Island		1		5
	Townsville	222	328	362	672
	Weipa	166	193	186	503
	Whitsunday Island		1		1

(continued)

Table 5.1   Ship activity at Australian ports, 2006–07 (continued)

State/ territory	Australian port	All ships involved in international shipping	All ships involved in coastal and international shipping	Voyages by all ships involved in international shipping	Port calls by all ships involved in coastal and international shipping
				(number)	
South Australia					
	Adelaide	50	347	60	808
	Ardrossan	3	19	3	41
	Klein Point		2		3
	Port Bonython	7	25	7	27
	Port Giles		8		8
	Port Lincoln	16	65	18	96
	Port Pirie	3	32	3	55
	Thevenard	8	35	8	98
	Wallaroo	6	18	6	22
	Whyalla	21	55	26	116
Western Australia					
	Albany	54	72	70	92
	Barrow Island Terminal	3	3	4	4
	Broome	3	6	3	13
	Bunbury	168	230	197	342
	Cape Cuvier	10	12	11	15
	Challis Terminal	1	1	1	1
	Cossack Pioneer Terminal	6	18	7	21
	Dampier	449	543	832	1 194
	Esperance	77	137	84	168
	Exmouth		1		1
	Fremantle	520	762	892	1 616
	Geraldton	101	146	114	208
	Griffin Terminal	3	4	3	4
	Jabiru Terminal	2	3	2	3
	Legendre Terminal		3		3
	Mutineer-Exeter Field	3	10	3	10
	Nganhurra Terminal	2	4	2	4
	North West Shelf	1	6	1	6
	Port Hedland	409	458	731	1 455
	Port Walcott	197	209	274	337
	Stag Terminal	2	2	2	2
	Useless Loop	9	10	10	11
	Varanus Island Terminal	2	3	2	3
	Wandoo Terminal	1	2	1	2
	Woollybutt Terminal	1	2	1	2
	Yampi Sound	1	1	1	1
	Unidentified Western Australian ports	2	2	2	2

(continued)

Table 5.1   Ship activity at Australian ports, 2006–07 (continued)

State/ territory	Australian port	All ships involved in international shipping	All ships involved in coastal and international shipping	Voyages by all ships involved in international shipping	Port calls by all ships involved in coastal and international shipping
			(number)		
Tasmania					
	Burnie	33	93	42	513
	Devonport	1	42	2	873
	Hobart	32	98	38	218
	King Island		1		1
	Launceston	58	129	87	389
	Port Latta	7	27	7	39
	Triabunna		1		1
Northern Territory					
	Bayu-Undan Field	17	23	24	32
	Bing Bong	4	6	4	6
	Darwin	93	145	258	713
	Elang-Kakatua Field	2	3	2	3
	Gove	92	101	119	130
	Laminaria-Corallina Terminal	3	13	3	14
	Milner Bay	73	79	92	101
Other ports—not clearly specified					
	Unidentified Australian ports	19	25	19	26
	Total	3 725	3 852	10 411	26 327

Source: Lloyd's MIU 2008.

In 2006–07, the busiest ports in terms of tonnes of cargo handled and their primary export commodities were, in decreasing order: Dampier (iron ore); Port Hedland (iron ore); Newcastle (coal); Hay Point (coal); Gladstone (coal); Port Walcott (iron ore); Melbourne (miscellaneous manufactures); Brisbane (coal, coke and briquettes); Sydney (miscellaneous manufactures); Port Kembla (coal); and Fremantle (wheat) (Table 5.2). This order is identical to 2005–06.

Table 5.2 Cargo loaded and unloaded by Australian ports, 2006–07

State/ territory	Australian port	Coastal		International		Total	Rank
		Loaded	Unloaded	Exports	Imports		
				(tonnes)			
New South Wales							
	Coffs Harbour			26	25	51	79
	Eden	6 758	492			7 250	71
	Lord Howe Island	154	4 555			4 709	74
	Newcastle	308 803	2 066 236	82 482 288	1 144 133	86 001 460	4
	Port Kembla	2 313 652	7 224 668	13 927 745	2 103 394	25 569 459	10
	Sydney	1 234 869	6 126 774	4 731 959	15 687 719	27 781 321	8
	Twofold Bay			1 335 741	36	1 335 777	38
	Yamba/Grafton	2 837	282			3 119	75
	Other ports			4 535	248	4 783	73
Victoria							
	Geelong	1 809 189	1 733 138	2 271 827	5 120 860	10 935 013	16
	Melbourne	2 606 459	5 568 642	8 495 331	12 191 929	28 862 361	7
	Port Welshpool	4 062	4 084			8 146	70
	Portland	4 264	921 323	1 758 848	357 476	3 041 911	28
	Westernport	3 773 784	980 510	462 798	81 330	5 298 422	23
	Other ports	182 012		364 843	1 564	548 419	52
Queensland							
	Abbot Point			11 155 370		11 155 370	15
	Brisbane	2 278 178	4 215 479	9 236 437	12 025 169	27 755 263	9
	Bundaberg	280 790	52 836	139 419	851	473 896	55
	Cairns		210 425	331 895	349 847	892 167	44
	Gladstone	3 787 179	13 976 075	54 662 674	2 126 811	74 552 739	5
	Hay Point			86 371 140		86 371 140	3
	Innisfail			504 950		504 950	54
	Karumba			567 407		567 407	50
	Lucinda			591 750		591 750	48
	Mackay	200 501	488 784	1 181 969	472 003	2 343 256	31
	Mourilyan	12 884				12 884	68
	Thursday Island				815	815	76
	Townsville	979 176	1 146 517	3 562 012	4 064 398	9 752 103	18
	Weipa	13 140 217		6 160 756	114 261	19 415 234	12
	Other ports			1 791 102	63	1 791 165	34
South Australia							
	Adelaide	1 298 199	5 246 151	3 061 407	2 229 086	11 834 843	14
	Ardrossan	588 342				588 342	49
	Port Bonython	300 604		453 204		753 808	45
	Port Giles	4 890				4 890	72
	Port Lincoln	108 196	98 724	934 866	132 047	1 273 833	40
	Port Pirie	59 929	280 300	207 200	1 177	548 606	51
	Thevenard	1 319 473		402 739		1 722 212	35
	Wallaroo		51 991	257 443	15 025	324 459	58
	Whyalla	1 015 123	1 190 993	2 196 634	482 013	4 884 763	24
	Other ports			267 570	158	267 728	60
Western Australia							
	Albany	104 134		3 263 219	73 328	3 440 681	27
	Barrow Island	462 720				462 720	56

Table 5.2 Cargo loaded and unloaded by Australian ports, 2006–07 (continued)

State/territory	Australian port	Coastal		International		Total	Rank
		Loaded	Unloaded	Exports	Imports		
				(tonnes)			
	Broome	15 782	455 464	29 637	113 406	614 289	47
	Bunbury	592 469	147 357	10 022 017	1 094 024	11 855 867	13
	Cape Cuvier	255 864		2 605 193		2 861 057	29
	Cape Lambert				32	32	80
	Carnarvon			6	47	53	78
	Challis Venture	25 722				25 722	65
	Christmas Island	2 258	7 287			9 545	69
	Cossack Pioneer	1 053 123				1 053 123	42
	Dampier	2 436 629	261 802	125 665 742	451 126	128 815 300	1
	Esperance	214 561	40 360	9 271 729	321 673	9 848 323	17
	Fremantle	2 216 749	3 491 363	10 100 535	8 947 751	24 756 398	11
	Geraldton	66 361	163 561	6 041 787	52 264	6 323 973	20
	Griffin Venture	24 216				24 216	67
	Modec Venture	547 595				547 595	53
	Northern Endeavour	118 106				118 106	63
	Offshore terminals	131 030		5 692 732	107 602	5 931 364	22
	Onslow	25 718				25 718	66
	Port Hedland	4 569 505	136 139	106 815 729	623 739	112 145 112	2
	Port Walcott			53 894 202	73 364	53 967 566	6
	Thevenard Island	134 349				134 349	62
	Useless Loop			1 279 998		1 279 998	39
	Varanus Island	245 638				245 638	61
	Wyndham	8 880	13 711	182 548	80 176	285 314	59
	Yampi Sound			1 515 517		1 515 517	37
	Other ports			1 604 368	5 920	1 610 288	36
Tasmania							
	Bell Bay	508 444	751 841			1 260 285	41
	Burnie	1 612 094	999 769	1 475 932	118 177	4 205 972	25
	Devonport	1 660 634	977 058	5 796	34 357	2 677 845	30
	Hobart	391 094	934 557	403 883	180 455	1 909 989	32
	King Island	25 315	37 562			62 876	64
	Launceston			3 287 008	234 993	3 522 001	26
	Port Latta	1 229 121		595 280		1 824 401	33
	Spring Bay			722 178		722 178	46
	Other Ports			74		74	77
Northern Territory							
	Confidential ports			4 877 236	1 139 939	6 017 175	21
	Darwin	86 388	99 194	3 820 412	5 164 451	9 170 446	19
	Offshore terminals			963 485		963 485	43
	Other ports [a]			400 859	18 894	419 753	57
Other ports				1 766 927	96	1 767 023	n/a
Total		56 385 024	60 133 957	656 177 913	77 538 252	850 235 145	

a.   Other ports in NT consists of Bing Bong, remote communities and rigs, which are not split up easily.

Note: Blank cells are where no data was recorded for this category, while cells with an entry of 0 are where data was recorded but rounded to zero.

Sources: BITRE 2008, ABS 2008.

Chapter 6   Australian trading fleet

In 2006–07, the Australian trading fleet decreased both in terms of deadweight and gross registered tonnage. Overall, the fleet declined from 105 ships in 2005–06 to 96 ships in 2006–07 (Table 6.1), with larger ships engaged primarily in the international trade.

The number of small ships (mostly general cargo carriers) decreased from 23 ships in 2005–06 to 22 vessels. Larger ships decreased from 82 ships in 2005–06 to 74 vessels. Although the number of bulk carriers fell from 29 to 28, bulk carrier tonnage increased in 2006–07 as larger vessels entered the fleet to meet the increased export demand for minerals and energy commodities. This mostly offset a decline in the tonnage (and number) of general cargo carriers and other tankers, resulting in only a marginal decrease in the fleet's total deadweight and gross registered tonnage.

Table 6.1   Summary of the Australian trading fleet, 2006–07

Trade	Vessels (number)	Deadweight tonnage (tonnes)	Gross registered tonnage (tonnes)
Major Trading Fleet (>2000 Deadweight tonnage)			
Coastal			
Australian registered	31	731 306	587 721
Overseas registered	4	91 298	60 209
Total coastal	35	822 604	647 930
Overseas			
Australian registered	9	622 881	626 285
Overseas registered	30	1 573 233	1 013 089
Total overseas	39	2 196 114	1 639 374
Total major trading fleet	74	3 018 718	2 287 304
Other trading ships (>150 Gross registered tonnage but less than 2000 dwt)			
Australian registered	18	10 290	16 226
Overseas registered	4	3 039	7 119
Total other trading ships	22	13 329	23 345
Total Australian registered	58	1 364 477	1 230 232
Total overseas registered	38	1 667 570	1 080 417
Total Australian trading fleet	96	3 032 047	2 310 649

Note: This table shows the number of ships operated by Australian companies as at July 2007. In addition to these, there were eight ships which operated internationally without calling to Australian ports in 2006–07.

The Australian trading fleet consists of cargo vessels operated or owned by Australian companies to and from Australia. It includes vessels that carry cargo and passengers, but does not include vessels that carry passengers only.

Sources: Lloyd's MIU 2008; shipping companies (various)—personal communications.

The composition of the fleet, by ship type, is illustrated in Figure 6.1. Compared with 2005–06, in 2006–07 there was:

- a 3 per cent decrease in the number of bulk carriers, from 29 to 28

- a 20 per cent decrease in the number of container carriers, from 5 to 4

- a 16 per cent decrease in the number of general cargo ships, from 44 to 37

- a 33 per cent increase in the number of livestock carriers, from 6 to 8

- a 22 per cent decrease in the number of other tankers, from 9 to 7.

Figure 6.1   Number of ships in the Australian fleet by ship type, 2006–07
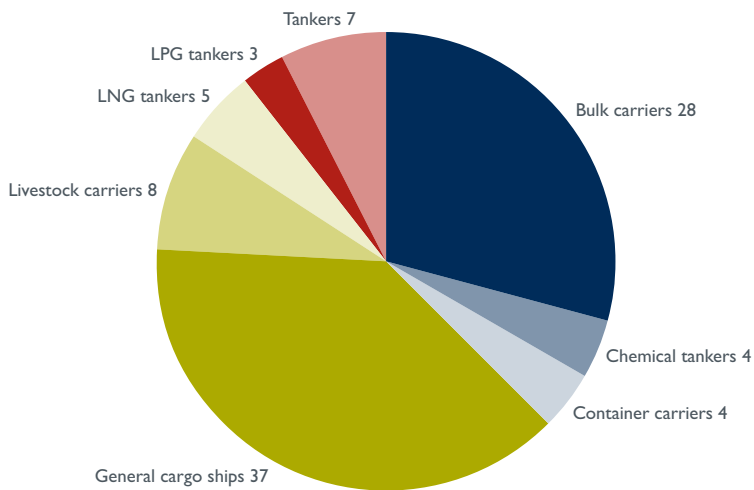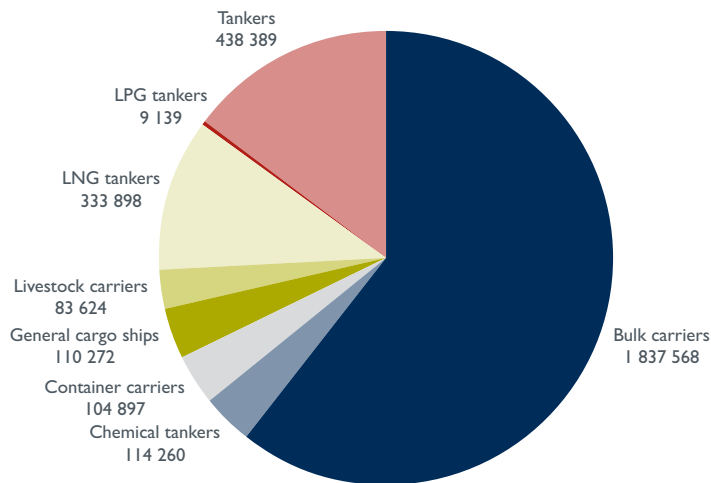

Sources: Lloyd's MIU 2008; shipping companies (various)—personal communications.

The composition of the fleet, by the deadweight tonnage shares of ship types is illustrated in Figure 6.2. Compared with 2005–06, in 2006–07 there was:

• a 12 per cent increase in total bulk carrier tonnage, from 1 639 412 to 1 837 568

• a 1 per cent decrease in total container carrier tonnage, from 105 438 to 104 897

• a 56 per cent decrease in total general cargo ship tonnage, from 251 735 to 110 272

• a 23 per cent increase in total livestock carrier tonnage, from 68 220 to 83 624

• a 15 per cent decrease in total other tanker tonnage, from 518 555 to 438 389.

Figure 6.2   Deadweight tonnage of the Australian fleet by ship type, 2006–07

Tankers 438 389
LPG tankers 9 139
LNG tankers 333 898
Livestock carriers 83 624
General cargo ships 110 272
Container carriers 104 897
Chemical tankers 114 260
Bulk carriers 1 837 568

Sources: Lloyd's MIU 2008; shipping companies (various)—personal communications.

Tables 6.2 and 6.3 show the main commodities carried and trades in which the major trading vessels were engaged during 2006–07.

Table 6.2   Ships in the major overseas trading fleet, 2006–07

Name of vessel	Flag	Trade	Products	Ports called at in Australia	Overseas countries visited
Bulk carriers					
Alltrans	AUS	(c)	Alumina	Gladstone, Launceston, Newcastle, Sydney	New Zealand, Singapore
Eco Chaser	MYS		Forest products, dry bulk	Adelaide, Dampier, Fremantle, Launceston, Townsville	Japan, People's Republic of China, Indonesia, Thailand, Vietnam, Malaysia, Singapore, Republic of Korea
Frontier	PAN		Iron ore, coal	Hay Point	Republic of Korea, Singapore
Goodwill	PAN		Iron ore, coal	Hay Point	Belgium, Netherlands, Brazil, Turkey, Republic of Korea, Singapore
Goonyella Trader	LBR		Iron ore, coal	Hay Point	Japan, France, Philippines, Netherlands, Brazil, Germany
Iron Yandi	AUS	(c)	Iron ore, coal	Hay Point, Newcastle, Port Hedland, Port Kembla	Republic of Korea, Singapore
Orana	BHS		Forest products	Burnie, Launceston	Republic of Korea
Pacific Triangle	LBR	(c)	Iron ore, coal	Hay Point, Newcastle, Port Hedland, Port Kembla	Japan
Pioneer	AUS	(c)	Sugar	Mackay, Sydney	Singapore, South Africa
Pos Ambition	PAN		Iron ore, coal	Hay Point	Brazil, Netherlands, Republic of Korea
Saraji Trader	LBR		Coal, dry bulk	Hay Point	Japan, Singapore
Chemical tankers					
Botany Tradition	PAN	(c)	Chemicals	Brisbane, Bunbury, Melbourne, Sydney	Benin, Guinea, Indonesia, Malaysia, Singapore, Togo, South Africa
Juniper	BHS	(c)	Chemicals	Adelaide, Brisbane, Dampier, Fremantle, Geelong, Gladstone, Melbourne, Port Bonython	Japan, Saudi Arabia, Russian Federation, New Zealand, United Arab Emirates, Indonesia, United States of America, Taiwan, Thailand, Republic of Korea, People's Republic of China, Singapore, Canada
Container carriers					
ANL Australia	BHS	(c)	General	Botany Bay, Brisbane, Melbourne	People's Republic of China, Japan, Republic of Korea, Taiwan
ANL Escort	LBR	(c)	General	Botany Bay, Brisbane, Melbourne	People's Republic of China, Japan, Republic of Korea, Taiwan
General cargo ships					
Achilles	SGP		General	Darwin	People's Republic of China
Aurora Australis	AUS		General	Darwin, Hobart, Macquarie Island, Sydney	Antarctica
Norfolk Guardian	TON		General	Yamba	Norfolk Island, New Zealand
Priam	SGP	(c)	General	Brisbane, Fremantle, Gladstone, Newcastle, Port Alma, Townsville	United Kingdom, Russian Federation, French Polynesia, Netherlands, Germany, Singapore, People's Republic of China
Protesilaus	SGP		General	Gladstone, Newcastle, Port Alma	Republic of Korea, People's Republic of China, New Zealand, Indonesia, Singapore
Telemachus	SGP	(c)	General	Brisbane, Dampier, Darwin, Gladstone, Mackay, Newcastle, Port Hedland	Indonesia, Papua New Guinea, Singapore

(continued)

Table 6.2   Ships in the major overseas trading fleet, 2006–07 (continued)

Name of vessel	Flag	Trade	Products	Ports called at in Australia	Overseas countries visited
Livestock carriers					
Deneb Prima	ITA		Livestock	Broome, Darwin, Fremantle, Portland, Townsville	Oman, Malaysia, Singapore, New Zealand, Saudi Arabia, United Arab Emirates, Kuwait, Indonesia
Hereford Express	PHL		Livestock	Darwin	Indonesia, New Zealand, Singapore, Malaysia
Kerry Express	PHL		Livestock	Brisbane, Darwin, Fremantle, Geraldton, Port Hedland	New Zealand, Singapore, Indonesia, Malaysia, Philippines, Japan
Limousin Express	PHL		Livestock	Darwin, Fremantle, Geraldton	Singapore, Indonesia, Malaysia
Maysora	BHS		Livestock	Adelaide, Fremantle, Portland	Saudi Arabia, Oman, Egypt, Israel, Jordan, Kuwait, United Arab Emirates, Singapore
Norvantes	SGP		Livestock	Cairns, Darwin, Fremantle, Karumba	Indonesia
Torrens	TON		Livestock	Darwin, Portland	United Arab Emirates, Jordan, Brazil, Mexico, Saudi Arabia, Indonesia
LNG Tankers					
Northwest Sanderling	AUS		LNG	Dampier	Japan, People's Republic of China
Northwest Sandpiper	AUS		LNG	Dampier	Japan, Singapore
Northwest Seaeagle	BMU		LNG	Dampier	Japan, Republic of Korea
Northwest Snipe	AUS		LNG	Dampier	Japan, Republic of Korea, Singapore
Northwest Stormpetrel	AUS		LNG	Dampier	Japan, Singapore
LPG Tankers					
Boral Gas	VUT	(c)	LPG	Brisbane, Cairns, Devonport, Geelong, Gladstone, Hastings, Hobart	Cook Islands, Papua New Guinea, Fiji, Vanuatu, Norfolk Island, Western Samoa, Tonga, Solomon Islands
Bougainville	TON	(c)	LPG	Botany Bay, Cairns, Darwin, Geelong, Hastings	Philippines, New Zealand, New Caledonia, Singapore
Pacific Gas	VUT	(c)	LPG	Botany Bay, Brisbane, Cairns, Gladstone, Hastings, Townsville	Papua New Guinea, Fiji, New Zealand, Tonga, Solomon Islands
Tankers					
Basker Spirit	BHS		Crude oil	Fremantle, Geelong, Melbourne, Port Bonython	Indonesia, Singapore
Nivosa	AUS		Crude oil	Geelong, Sydney	Singapore, Saudi Arabia, Papua New Guinea, New Zealand, Indonesia, Vietnam, Brunei, Malaysia
Samar Spirit	BHS	(c)	Crude oil	Botany Bay, Brisbane, Hastings, Kurnell, Sydney	Brunei, Indonesia, Malaysia, Papua New Guinea, Singapore, Vietnam

Note: (c) denotes that the vessel occasionally transports coastal freight.

Flag abbreviations: AUS—Australia, BHS—Bahamas, BMU—Bermuda, ITA—Italy, LBR—Liberia, MYS—Malaysia, PAN—Panama, PHL—Philippines, SGP—Singapore, TON—Tonga, VUT—Vanuatu.

Sources: Lloyd's MIU 2008; shipping companies (various)—personal communications.

Table 6.3   Ships in the major coastal trading fleet, 2006–07

Name of vessel	Flag	Trade	Products	Ports called at in Australia	Overseas countries visited
Bulk carriers					
Aburri	AUS		Metal concentrates	Bing Bong	
Accolade II	AUS		Limestone	Adelaide, Klein Point, Brisbane	
Cementco	AUS		Cement	Abbot Point, Brisbane, Gladstone	
Endeavour River	AUS		Bauxite	Gladstone, Weipa, Newcastle	
Fitzroy River	AUS		Bauxite	Gladstone, Weipa	
Goliath	AUS		Cement	Devonport, Melbourne, Newcastle, Sydney	
Ikuna	TON	(o)	Coal, dry bulk	Adelaide, Ardrossan, Botany Bay, Bunbury, Devonport, Fremantle, Geelong, Klein Point, Launceston, Mackay, Newcastle, Port Kembla, Port Lincoln, Sydney, Thevenard	New Zealand
Iron Chieftain	AUS		Iron ore, coal	Port Kembla, Whyalla	
Kowulka	AUS		Gypsum, sugar, alumina	Botany Bay, Brisbane, Bundaberg, Melbourne, Newcastle, Sydney, Thevenard	
Lindesay Clark	AUS		Alumina, fertiliser	Ardrossan, Bunbury, Fremantle, Geelong, Portland	
Ormiston	AUS		Gypsum, sugar, alumina	Ardrossan, Bundaberg, Geelong, Melbourne, Port Kembla, Port Latta, Thevenard, Whyalla	
Portland	AUS	(o)	Alumina	Adelaide, Bunbury, Fremantle, Portland	Singapore
River Boyne	AUS		Bauxite	Gladstone, Weipa	
River Embley	AUS		Bauxite	Gladstone, Weipa, Newcastle	
Stadacona	BHS	(o)	Cement, gypsum, dry bulk	Adelaide, Brisbane, Devonport, Geelong, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard, Townsville	New Caledonia
Vigsnes	AUS		Metal concentrates, chemicals	Adelaide, Burnie, Geelong, Hobart, Melbourne, Newcastle, Port Pirie, Portland	
Wunma	AUS		Metal concentrates	Karumba, Weipa	
Chemical tankers					
Jasmine	BHS	(o)	Chemicals	Adelaide, Botany Bay, Brisbane, Dampier, Esperance, Fremantle, Geelong, Gladstone, Mackay, Melbourne, Port Hedland, Townsville	India, Italy, Kenya, Republic of Korea, Kuwait, Singapore, South Africa, Turkey, United Arab Emirates
Seakap	AUS	(o)	Bitumen, bituminous materials	Botany Bay, Gladstone, Launceston, Newcastle, Port Kembla, Portland, Whyalla	Taiwan
Container carriers					
ANL Bass Trader	AUS		General	Devonport, Hobart, Launceston, Melbourne	

(continued)

Table 6.3: Ships in the major coastal trading fleet, 2006–07 (continued)

Name of vessel	Flag	Trade	Products	Ports called at in Australia	Overseas countries visited
General cargo ships					
Claudia I	AUS		Blue metal	Newcastle, Sydney	
Frances Bay	AUS		General	Darwin, Gove, Groote Eylandt	
Hakula	TON	(o)	General, metal concentrates	Adelaide, Ardrossan, Botany Bay, Brisbane, Burnie, Devonport, Geelong, Hobart, Launceston, Melbourne, Newcastle, Port Giles, Port Kembla	New Zealand, Fiji
Iron Monarch	AUS		Steel products	Brisbane, Hastings, Port Kembla	
Newcastle Bay	AUS		General	Cairns, Weipa	
Searoad Mersey	AUS		General	Devonport, Grassy, Melbourne	
Searoad Tamar	AUS		General	Devonport, Launceston, Melbourne, Newcastle	
Spirit of Tasmania I	AUS		General, passengers	Devonport, Melbourne	
Spirit of Tasmania II	AUS		General, passengers	Devonport, Melbourne	
Tasmanian Achiever	AUS		General	Burnie, Melbourne	
Trinity Bay	AUS		General, passengers	Cairns, Thursday Island	
Victorian Reliance	AUS		General	Burnie, Melbourne	
Tankers					
Barrington	AUS		Petroleum products	Botany Bay, Brisbane, Cairns, Gladstone, Mackay, Townsville	
Helix	AUS		Petroleum products	Adelaide, Botany Bay, Brisbane, Burnie, Devonport, Esperance, Geelong, Hobart, Melbourne, Port Lincoln, Sydney, Townsville	Singapore
Palmerston	AUS	(o)	Crude oil	Botany Bay, Brisbane, Cairns, Geelong, Gladstone, Mackay, Melbourne, Port Kembla, Townsville	New Zealand, Taiwan, Singapore

Note: (o) denotes that the vessel occasionally enters the overseas trade market.
         Flag abbreviations: AUS—Australia, BHS—Bahamas, TON—Tonga.
Sources: Lloyd's MIU 2008; shipping companies (various)—personal communications.

Explanatory notes

Permits

Part VI of the *Navigation Act, 1912* requires vessels trading interstate on the Australian coast to be licensed or have a permit. Some trades have an exemption under the *Navigation Act*, mostly concerning the external territories, but there is also an exemption for cruise liners to carry passengers, except between Victoria and Tasmania.

An unlicensed ship may be granted a permit to trade on the Australian coast in the carriage of either cargo or passengers where:

• there is no suitable licensed ship available for the shipping task

or

• the service carried out by licensed ships is inadequate

and with both,

• it is considered to be desirable in the public interest that an unlicensed ship be allowed to undertake that shipping task.

Two kinds of permits are issued:

• a single voyage permit (SVP) is issued for a single voyage between designated ports for the carriage of a specified cargo or passengers

• a continuing voyage permit (CVP) is issued for a period of up to three months (up to December 2002, a CVP could be issued up to six months) and enables a vessel to carry specified cargo between nominated ports for that period.

The information provided in this paper on voyage permits differs from that appearing in the BITRE's *Waterline* series. Figures in *Waterline* report tonnes as specified on the permits when issued, while in this paper the figures reported are in actual tonnes and TEUs, as notified by the permit holders after they have used the permit. In addition, *Waterline* reports on numbers of permits issued within a given period, whereas this paper reports on cargo carried subject to the actual CVP or SVP sail date where it falls within that period.

Sources

Coastal tonnage figures and pack details have been derived from data supplied by port authorities.

To obtain tonne-kilometre figures, port-to-port distances (including pilotage) were applied to individual port tonnages loaded or unloaded. Where optional routes within Australia could reasonably be used, the shorter distance has been used. The main reference for distances was *The Ports of Australia* (Australian Chamber of Shipping 1993).

The methodology used to identify the Australian trading fleet was modified for *Australian Sea Freight 2006–07*. Details of vessels which have an owner or operator based in Australia have been obtained from Lloyd's Marine Intelligence Unit, whereas previously they were derived from Lloyd's Register-Fairplay Limited *World Shipping Directory*.

The vessel movement details for the Australian trading fleet have been obtained from Lloyd's Marine Intelligence Unit, *Lloyd's Ship Movements*, unpublished, from data supplied by shipping companies and from BITRE's knowledge of the shipping industry.

International sea cargo data was obtained from ABS, *International Cargo Statistics*, unpublished.

Glossary

ABS:	Australian Bureau of Statistics.
Australian trading fleet:	Cargo vessels owned and/or operated by Australian companies to and from Australia. The fleet includes vessels that carry cargo and passengers, but does not include vessels that carry passengers only.
ATFCC:	See Australian Transport Freight Commodity Code Classification.
Australian Transport Freight Commodity Code Classification:	A systematic classification of commodities transported by sea, air, road, rail and pipeline, developed jointly by precursors of the Department of Infrastructure, Transport, Regional Development and Local Government and the Australian Bureau of Statistics. It has been designed to facilitate standardised classification of goods carried by these modes to, from and within Australia. The ATFCC is aligned with the Standard International Trade Classification (SITC) at divisional (2-digit) level of classification.
BITRE:	Bureau of Infrastructure, Transport and Regional Economics.
BTRE:	Bureau of Transport and Regional Economics (now BITRE).
Bulk cargo:	The best description of bulk cargo is cargo that can be poured or dropped, as a liquid or solid, into a ship's hold. Non-bulk is effectively those types of cargo that would be damaged if dropped or poured. For example:

- wheat as a bulk cargo is loaded as loose grain, via a conveyor belt to a spout, where it is poured into a hold

- wheat as a non bulk cargo is bagged or in containers. In either of these forms, it has to be lifted into the ship's hold. If it was poured into the hold, as in the bulk case, the bags or containers would break.

Continuing voyage permit:	Allows international, unlicensed, foreign flag vessels to trade on the Australian coast, in the coasting trade over predetermined set route for a set period for a predetermined amount of cargo. This may include several coastal voyages. CVP's are used in the general cargo (containerised or not) and bulk trades.
CVP:	See continuing voyage permit.
DOTARS:	Department of Transport and Regional Services (now Infrastructure).

Deadweight tonnage:	The measure of weight that a vessel can carry, including cargo, bunkers, water and stores. Expressed in tonnes, it is the difference between the displacement of the vessel loaded to its summer loadline and the light ship displacement, or the total weight of the vessel.
DWT:	See deadweight tonnage.
Freight:	Includes all cargo lifted, including empty containers, but excludes ship stores and bunkers.
Gross registered tonnage:	The measure of the internal capacity of a ship that is available within the hull and enclosed spaces above deck, for cargo, stores, passengers and crew (with certain exceptions). GRT is expressed as a volume, in cubic metres divided by 2.83.
GRT:	See gross registered tonnage.
Infrastructure:	Department of Infrastructure, Transport, Regional Development and Local Government.
Liner:	A liner service is a fleet of ships, with a common ownership or management, which provide a fixed service, at regular intervals, between named ports, and offer transport to any goods in the catchment area served by those ports and ready for transit by their sailing dates. A fixed itinerary, inclusion of regular service, and obligation to accept cargo from all comes and to sail, whether filled or not, on the date fixed by a published schedule is what distinguishes the liner trade from the tramp trade. It includes most containerised, ro-ro and general cargo freight shipping services.
Lloyd's MIU:	Lloyd's Marine Intelligence Unit.
Major trading fleet:	Vessels of 2000 DWT or more.
Minor trading fleet:	Vessels of 150 GRT or more but less than 2000 DWT.
NES:	Not elsewhere stated.
Non-liner:	Non–liner cargo consists of all dry and liquid bulk cargo, but also comprises cargo not shipped on regular liner services such as charters, dedicated car carriers and passenger ships.
NZ:	New Zealand.

Pack type:	Pack type is a description of the way cargo is packaged and moved. Pack type is primarily split between bulk and non-bulk. Bulk cargo is further subdivided, between liquid and dry bulk, which is a characteristic of the cargo. Gas is considered as liquid bulk cargo for the purposes of this report since it is pumped on board like most liquid bulk cargoes. Non-bulk cargo is similarly split between containerised, and other not classified and/or non-containerised cargo.
PNG:	Papua New Guinea.
SE:	South East.
Single voyage permit:	Allows international, unlicensed, foreign flag vessels to trade on the Australian coast in the coasting trade over a set route (once only per permit) for a predetermined amount of cargo.
SVP:	See single voyage permit.
TEU:	See twenty foot equivalent unit.
Tonne:	All figures are measured in mass tonnes (1000 kilograms) unless otherwise stated.
Tonne-kilometres:	The product of tonnes of freight carried between two ports and the sea route distance in kilometres, including pilotage, between the two ports.
Tramp:	A ship, which will call at any port to carry whatever cargoes are available, normally based on a charter or part charter (Brodie, 1997).
Transhipped cargo:	Recorded for both inbound and outbound to the port of transhipment and assigned to Australian Transport Freight Commodity Code Classification (ATFCC), Division 93.
Twenty foot equivalent unit:	Measure used to count containers. A 40 foot container unit counts as two TEUs.

Statistical issues

The domestic freight data excludes some trade from small craft at isolated locations in the northern and western regions of Australia. Cargo loaded or unloaded at Christmas Island, the Cocos (Keeling) Islands and Norfolk Island is also excluded.

Coastal statistics provided by port authorities on tonnages loaded and unloaded do not always balance. The most common reasons for this lack of consistency are:

• Port authorities record cargo as having been unloaded during the month the vessel arrives in port, and, cargo loaded against the month of the vessel's departure. Consequently, variations in the loaded and unloaded cargo totals will occur due to cargo being in transit during the financial year cut off period.

• A port authority's record of cargo loaded and unloaded is based on information provided by the ship's agents. This information could be incorrect because the

agent may provide only summary statistics for different types of cargo. The agent may also not know the true origin or destination of particular consignments, and may therefore record the last or next port of call respectively. This particularly applies to liquid and dry bulk commodities, where the cargo originates from or is destined for, several ports.

• The commodity recorded by the agent may not be classified in the same way at the ports of loading and unloading. For example, gypsum loaded in South Australia is classified as fertiliser at New South Wales ports, and petroleum products are classified as kerosene in Cairns.

BITRE has endeavoured to reconcile some of the above data problems as far as possible. It takes no responsibility for correctness or accuracy. Reconciliation was not attempted for many of the smaller shipments.

Figures in tables may not add to totals due to rounding.

This report introduces changes to countries assigned to some trading regions to correct inconsistencies noted in the previous structure. These changes align *Australian Sea Freight* trading regions with the Australian Bureau of Statistics publication 1269.0 — Standard Australian Classification of Countries (SACC), 1998 (Revision 2.03). The changes are as follows:

Changes to trading region composition, 2006–07

Country	Former trading region	New trading region
Philippines	East Asia	South East Asia
Turkey	Europe	Middle East
Russian Federation	Japan & North Asia	Europe
Djibouti	Middle East	Africa
Eritrea	Middle East	Africa
Ethiopia	Middle East	Africa
Sudan	Middle East	Africa
Armenia	Middle East	South Asia
Azerbaijan	Middle East	South Asia
Georgia	Middle East	South Asia
Kazakhstan	Middle East	South Asia
Turkmenistan	Middle East	South Asia
Uzbekistan	Middle East	South Asia
French Guiana	North and Central America	South America
Guyana	North and Central America	South America
Suriname	North and Central America	South America
Venezuela	North and Central America	South America
Myanmar	South Asia	South East Asia

Countries included in maritime regions

Markets/regions	Countries		
Africa	Algeria	Gambia	Sao Tome & Principe
	Angola	Ghana	Senegal
	Benin	Guinea	Seychelles
	Botswana	Guinea-Bissau	Sierra Leone
	British Indian Ocean Territory	Kenya	Somalia
	Burkina Faso (Upper Volta)	Lesotho	South Africa
	Burundi	Liberia	St. Helena
	Cameroon	Libya	Sudan
	Cape Verde	Madagascar	Swaziland
	Central African Republic	Malawi	Tanzania
	Chad	Mali	Togo
	Republic of Comoros	Mauritania	Tunisia
	Congo	Mauritius	Uganda
	Cote d'Ivoire	Morocco	Western Sahara
	Djibouti	Mozambique	Zaire, Dem Republic of Congo
	Egypt	Namibia	Zambia
	Equatorial Guinea	Niger	Zimbabwe
	Eritrea	Nigeria	
	Ethiopia	Reunion	
	Gabon	Rwanda	
Europe	Albania	Germany	Portugal
	Austria	Gibraltar	Romania
	Belarus	Greece	Russian Federation
	Belgium-Luxembourg	Hungary	Slovak Republic
	Bosnia & Herzegovina	Iceland	Slovenia
	Bulgaria	Ireland	Spain
	Croatia	Italy	Sweden
	Cyprus	Latvia	Switzerland
	Czech Republic	Lithuania	Ukraine
	Denmark	Malta	United Kingdom
	Estonia	Moldova	Yugoslavia
	Finland	Netherlands	
	Former Yug Rep Macedonia	Norway	
	France	Poland	
East Asia	People's Republic of China	Macau	Taiwan
	Hong Kong	Mongolia	
South Asia	Afghanistan	India	Sri Lanka
	Armenia	Kazakhstan	Tajikistan
	Azerbaijan	Kyrgyzstan	Turkmenistan
	Bangladesh	Maldives	Uzbekistan
	Bhutan	Nepal	
	Georgia	Pakistan	
Japan and North Asia	Japan	Democratic Peoples' Republic of Korea	Republic of Korea

Markets/regions	Countries		
South East Asia	Brunei	Laos	Singapore
	Cambodia	Malaysia	Thailand
	Democratic Republic of East Timor	Myanmar	Vietnam
	Indonesia	Philippines	Zone of Coop A-Timor Gap
Middle East	Bahrain	Kuwait	Turkey
	Ctry not avail Persian Gulf	Lebanon	United Arab Emirates
	Ctry not avail Red Sea	Oman	Yemen
	Iran	Palestine, Terr administ by	
	Iraq	Qatar	
	Israel	Saudi Arabia	
	Jordan	Syria	
New Zealand	New Zealand		
North and Central America	Anguilla	French Antilles	Panama Canal Zone
	Antigua & Barbuda	Grenada	Puerto Rico
	Bahamas	Guatemala	St Chris Nevi Anguilla
	Barbados	Haiti	St Christopher and Nevis
	Belize	Honduras	St Lucia
	Bermuda	Jamaica	St Pierre and Miquelon
	Canada	Johnston & Sand Island	St Vincent and Grenadines
	Cayman Islands	Mexico	Trinidad and Tobago
	Costa Rica	Midway Islands	Turks & Caicos Islands
	Cuba	Montserrat	United States Virgin Islands
	Dominica	Netherlands Antilles	United States of America
	Dominican Republic	Nicaragua	Virgin Islands (British)
	El Salvador	Panama	
South America	Argentina	Ecuador	Peru
	Bolivia	Falkland Islands	Suriname
	Brazil	French Guiana	Uruguay
	Chile	Guyana	Venezuela
	Colombia	Paraguay	
Pacific Islands and Papua New Guinea	Australian Antarctic Territory	Nauru	Solomon Islands
	Cook Islands	New Caledonia	Tokelau
	Fiji	Niue	Tonga
	French Polynesia	Norfolk Island	Trust Territories Pacific Island
	French South Antarctic Territory	Palau	Tuvalu
	Guam	Papua New Guinea	US Miscellaneous Pacific Islands
	Kiribati	Pitcairn Island	Vanuatu
	Marianas Northern	Ross Dependency	Wake Island
	Marshall Islands	Samoa	Wallis & Futuna Islands
	Federated States of Micronesia	Samoa (American)	
Rest of world	Australian fishing zone	Christmas Island	Cocos (Keeling) Islands
	Country not available	International waters	Ships and aircraft stores

Source: BITRE 2008.

References

ABS—See Australian Bureau of Statistics.

Infrastructure—See Department of Infrastructure, Transport, Regional Development and Local Government.

BTRE—See Bureau of Transport and Regional Economics.

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