



## Tasmanian Passenger and Freight Movements

This information sheet provides a summary of Tasmanian passenger and freight movements. It brings together key data about Tasmanian transport.

### At a glance

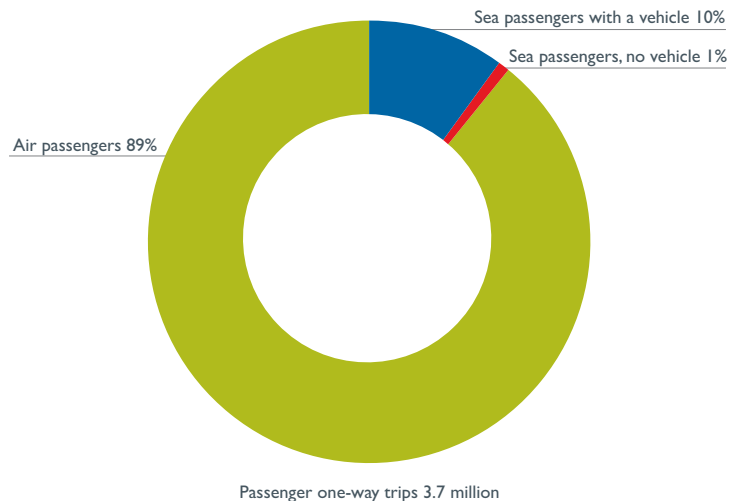
- Between 2008–09 and 2011–12 the Australian Government paid approximately \$135 million each year in subsidies for sea transport across Bass Strait through three demand-driven Schemes: the Bass Strait Passenger Vehicle Equalisation Scheme (BSPVES), the Tasmanian Freight Equalisation Scheme (TFES), and the Tasmanian Wheat Freight Scheme (TWFS).
- There were 3.7 million one way passenger trips across Bass Strait in 2010–11, almost 90 per cent by air.
- BSPVES payments totalled \$34.5 million in 2011–12. Sea passengers with an accompanied passenger vehicle—10 per cent of passenger travel across Bass Strait—benefit from the BSPVES.
- Approximately 4.9 million tonnes of Tasmanian freight was shipped using non-bulk transport in 2011–12. This estimate includes coastal and international trade, but excludes empty containers and packaging.
- Non-bulk transport includes freight in containers, on trailers and in trucks. The major Tasmanian non-bulk ports are Burnie and Devonport.
- Major commodities shipped using non-bulk transport to Tasmania were food products for animals and iron or steel basic products.
- Major non-bulk commodities shipped from Tasmania include wood 'in the rough' and unwrought zinc.
- Shippers of eligible non-bulk freight were paid TFES subsidies of just over \$91 million for freight shipped in 2011–12.
- Approximately 8 million tonnes of Tasmanian freight was shipped using bulk transport in 2011–12. Bell Bay and Port Latta shipped the largest total bulk volumes in 2011–12.
- There was no subsidy paid for bulk Tasmanian freight in 2011–12. Shippers of bulk wheat may claim a TWFS subsidy of up to \$20.65 per tonne up to an annual cap of \$1.05 million, however, there have been no claims for bulk wheat under TWFS since 2009. Claims for wheat shipped in containers are made under TFES. In 2011–12 shippers were paid \$2.7 million under TFES for over 81 000 tonnes of containerised wheat shipped to Tasmania.

## Passenger travel across Bass Strait

There was a total of 3.7 million one way passenger trips to and from Tasmania in 2010–11. Most – just under 90 per cent of all passengers across Bass Strait – travelled by air.

For people who chose to travel by sea, most (87 per cent) travelled with their own vehicle. Visitors who travelled by sea with their vehicle stayed in Tasmania an average of 16 nights in 2010–11.

### Bass Strait passengers 2010–11



In 2011–12 the Australian Government paid \$34.5 million for eligible vehicles under the Bass Strait Passenger Vehicle Equalisation Scheme (BSPVES). Most payments were to TT-Line, the Tasmanian Government owned ferry operator. Eligible vehicles are motor vehicles or bicycles designed for the carriage of passengers, including motor cars, motor homes, mini-buses, coaches, motor cycles, bicycles and an eligible vehicle towing a caravan.

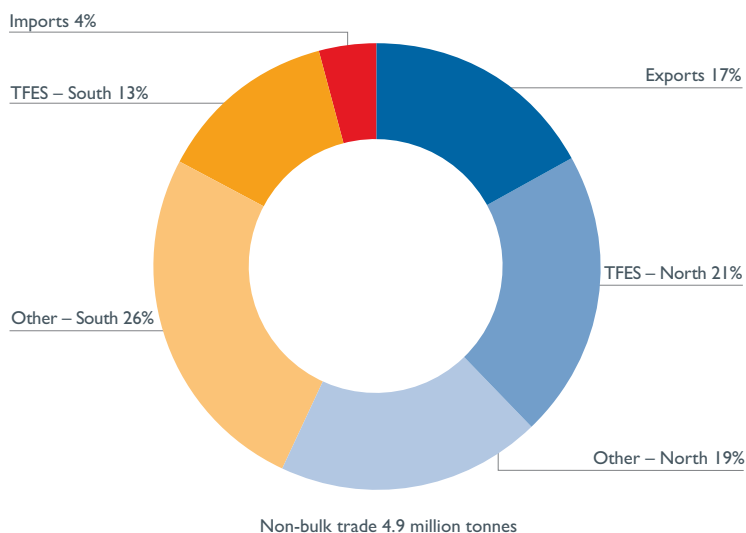
The BSPVES does not subsidise passenger fares.

BITRE estimate that 15 000 additional leisure visitors travelled by sea due to the BSPVES in 2010–11, spending \$36 million in the process. For more information on the BSPVES see BITRE (2012).

## Freight to/from Tasmania

Total Tasmanian freight<sup>1</sup> shipped in 2011–12 was just under 13 million tonnes, of which an estimated 4.9 million tonnes—approximately 38 per cent—was shipped using non-bulk transport.

### Bass Strait non-bulk trade 2011–12



In 2011–12 just under 79 per cent of this **non-bulk** Tasmanian freight by tonnage was freight to and from the Australian mainland (that is, coastal freight) and 21 per cent was international trade.

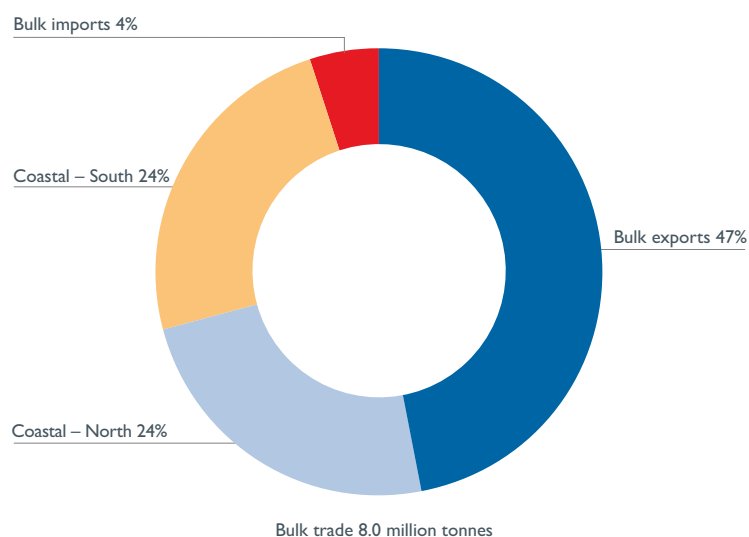
80 per cent of the Tasmanian international non-bulk trade in 2011–12 was exports, with imports comprising only 20 per cent by tonnage. BITRE estimates almost half of non-bulk exports and about two thirds of non-bulk imports were transhipped through an Australian mainland port in 2011–12.

Preliminary claims data<sup>2</sup> indicates freight shippers made TFES claims for more than 128 000 twenty-foot equivalent units (TEUs) of eligible non-bulk freight shipped in 2011–12, with \$90.64 million in subsidies paid. Based on this preliminary data, TFES subsidised 34 per cent of non-bulk Tasmanian freight in 2011–12.

1. Tasmanian freight includes direct and transhipped international trade, but excludes empty containers and packaging, freight shipped between Tasmanian ports, or between Tasmania and Antarctica. BITRE has estimated freight flows using the Coastal Shipping database (BITRE unpublished), ABS International Cargo Statistics (unpublished), and Ports Australia published data.
2. TFES claims data as at 30 November 2012. Shippers can make claims up to two years after the date of shipment. BITRE expects future claims for freight shipped between 1 July 2011 and 30 June 2012 will increase in total by at least \$10 million to approximately \$100 million.

The maximum rate of TFES subsidy is \$855 per TEU, the rate in the 1996–97 parameters recommended by TFES Review Authority (1998). Since 1998 the relative disadvantage of shipping freight by sea compared with road transport has decreased significantly. BITRE (2011) estimated that the median sea freight disadvantage for dry freight had decreased from \$671 per TEU in the 1996–97 parameters to \$549 per TEU in 2009–10.

### Bass Strait bulk trade 2011–12



8.05 million tonnes of Tasmanian **bulk freight** was split 48 per cent with the mainland (coastal freight) and 52 per cent international trade in 2011–12. International bulk shipments are mainly direct, with an estimated 10–15 per cent of bulk trade transhipped through an Australian mainland port. Major commodities exported in bulk were iron ore and wood chips. Major commodities imported in bulk were petroleum oils and manganese ores.

The main commodities shipped in bulk to the mainland were cement and sulphuric acid. The main commodities shipped from the mainland to Tasmania were metallic concentrates and alumina.

Coastal bulk freight was not subsidised in 2011–12. There have been no claims for bulk wheat under the Tasmanian Wheat Freight Scheme (TWFS) since 2009. The last full review of Tasmanian freight subsidy arrangements was undertaken by the Productivity Commission (2006). For more information on the Tasmanian freight schemes see BITRE (2008, 2011).

**Table 1: Non-bulk Tasmanian coastal and international trade, 2011–12**

	TFES claims <sup>a</sup>	TFES ineligible	Total non-bulk coastal <sup>b</sup>	Non-bulk international trade	Total non-bulk freight <sup>b,c</sup>	TFES average payment
	Est. tonnes	Tonnes	Tonnes	Est. tonnes	Est. tonnes	\$/tonne
from Tasmania	1,030,837	926,113	<b>1,956,950</b>	839,768	<b>2,796,718</b>	\$ 63.12
to Tasmania	625,643	1,264,362	<b>1,890,005</b>	213,464	<b>2,103,469</b>	\$ 40.87
<b>non-bulk to/from Tasmania</b>	<b>1,656,479</b>	<b>2,190,475</b>	<b>3,846,955</b>	<b>1,053,232</b>	<b>4,900,187</b>	<b>\$ 54.72</b>

- a. Preliminary claims data as at 30 November 2012. Claims can be made up to 2 years after freight is shipped.  
 b. Tasmanian coastal excludes exports and imports, and intra-state and Australian Antarctic Territory freight, and 752,411 tonnes of empty containers and packaging.  
 c. Excludes 94,229 empty containers moved through Burnie, Devonport and Bell Bay in 2011–12 (Ports Australia data).  
 Sources BITRE coastal database (unpublished), ABS International Cargo Statistics (unpublished), Ports Australia data.

**Table 2: Non-bulk Tasmanian coastal and international trade, 2011–12, twenty-foot equivalent units**

	TFES claims <sup>a</sup>	TFES ineligible	Total non-bulk coastal <sup>b</sup>	Non-bulk international trade <sup>b,c</sup>	Total non-bulk freight	TFES average payment
	TEUs	Est. TEUs	Est TEUs	Est TEUs	Est TEUs	\$/TEU
from Tasmania	93,154	71,887	<b>165,041</b>	75,888	<b>240,929</b>	\$ 698.50
to Tasmania	35,402	89,920	<b>125,321</b>	12,079	<b>137,400</b>	\$ 722.25
<b>non-bulk to/from Tasmania</b>	<b>128,556</b>	<b>161,807</b>	<b>290,363</b>	<b>87,967</b>	<b>378,330</b>	<b>\$ 705.04</b>

- a. Preliminary TFES claims data as at 30 November 2012. Claims can be made up to 2 years after freight is shipped.  
 b. Tasmanian coastal excludes exports and imports, intra-state and Australian Antarctic Territory freight, and empty containers and packaging.  
 c. Excludes 94,229 empty containers moved through Burnie, Devonport and Bell Bay in 2011–12 (Ports Australia data).  
 Sources BITRE coastal database (unpublished), ABS International Cargo Statistics (unpublished), Ports Australia data.

**Table 3: Bulk Tasmanian coastal and international freight, 2011–12, tonnes**

	Bulk coastal freight <sup>a</sup>		Bulk international trade		Total bulk
	from Tasmania	to Tasmania	Exports	Imports	
	Tonnes	Tonnes	Est. Tonnes	Est. Tonnes	Tonnes
total bulk to/from Tasmania	1,933,245	1,895,956	3,808,268	413,857	8,051,326

a. Tasmanian coastal excludes exports and imports, and intra-state and Australian Antarctic Territory freight.  
Sources BITRE coastal database (unpublished), ABS International Cargo Statistics (unpublished), Ports Australia data.

## References

BITRE 2008, *Tasmanian freight scheme parameter review 2008*, November.

BITRE 2011, *Tasmanian freight scheme parameter review 2011*, October.

BITRE 2012, *Bass Strait Passenger Vehicle Equalisation Scheme, Monitoring Report No. 13*, May.

Productivity Commission 2006, *Tasmanian Freight Subsidy Arrangements*, Final Report No. 39.

Cover photo: Grain silos at Devonport harbour.

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