



**Australian Government**

**Department of Infrastructure, Transport,  
Regional Development and Local Government**

Bureau of Infrastructure, Transport and Regional Economics

## STATISTICAL REPORT



# Maritime

**Australian sea freight 2008–09**

Bureau of Infrastructure, Transport and Regional Economics

# Australian sea freight

## 2008–09

Department of Infrastructure, Transport,  
Regional Development and Local Government  
Canberra, Australia

© Commonwealth of Australia, 2010

ISBN 978-1-921260-48-3

ISSN 1921260076

August 2010 / INFRA09221

This publication is available in hard copy or PDF format from the Bureau of Infrastructure, Transport and Regional Economics website at [www.bitre.gov.au](http://www.bitre.gov.au)—if you require part or all of this publication in a different format, please contact BITRE.

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

Bureau of Infrastructure, Transport and Regional Economics (BITRE), 2010, *Australian sea freight 2008–09*, Canberra ACT.

### **Indemnity statement**

The Bureau of Infrastructure, Transport and Regional Economics has taken due care in preparing the analyses contained in this report. However, noting that data used for the analyses have been provided by third parties, the Commonwealth gives no warranty to the accuracy, reliability, fitness for purpose, or otherwise of the information.

### **Published by**

Bureau of Infrastructure, Transport and Regional Economics

GPO Box 501, Canberra ACT 2601, Australia

Telephone (international) +61 2 6274 7210

Fax +61 2 6274 6816

Email: [bitre@infrastructure.gov.au](mailto:bitre@infrastructure.gov.au)

Internet: <http://www.bitre.gov.au>

Printed by Bluestar Print

Typeset in Optima LT Std and Gill Sans MT [Mac].

# 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 2008–09.

The publication was prepared in the Infrastructure, Surface Transport and Road Safety Statistics Section by Susannah Brown and Anatoli Lightfoot. Data collection and analysis for the BITRE coastal freight survey was conducted by Mark Cregan.

To know more about these statistics, or related publications, please phone (02) 6274 7312 or email [data.team@infrastructure.gov.au](mailto:data.team@infrastructure.gov.au).

Gary Dolman  
Head of Bureau  
Bureau of Infrastructure, Transport and Regional Economics  
Canberra  
August 2010



# At a glance

In 2008–09, 938.0 million tonnes of cargo moved across Australian wharves. This represented a 3.2 per cent increase on 2007–08. Some 80.3 per cent of this cargo was exports; 8.7 per cent was imports; 5.5 per cent was domestic loaded cargo; and 5.5 per cent was domestic unloaded cargo.

In 2008–09, 834.8 million tonnes of international cargo was handled by Australian ports. Compared with 2007–08, there was a 6.5 per cent increase in the total weight of exports and a 3.5 per cent decrease in the total weight of imports. By value, there was a 29.9 per cent increase in exports to \$202.3 billion and a 6.6 per cent increase in imports to \$166.0 billion between 2007–08 and 2008–09.

Australian ports handled 103.2 million tonnes of coastal cargo during 2008–09, representing 11 per cent of all cargo handled in Australia. This was a decrease of 13.5 per cent on 2007–08.

In 2008–09, ships using coasting trade permits moved 15.0 million tonnes of freight around the Australian coast. This was a 0.7 per cent increase on 2007–08 but remains more than 10 per cent lower than the 2006–07 figure.

In 2008–09, the number of ships involved in international shipping entering Australia rose to 4051, compared to 3807 in 2007–08. Voyages to Australia from overseas ports increased 4.0 per cent, whilst the total number of port calls decreased by 2.7 per cent in 2008–09.

The Australian trading fleet decreased in both gross and deadweight tonnage as at July 2009, compared to the previous year. The total number of ships in the fleet also decreased from 94 to 77 vessels.

# Acknowledgements

BITRE gratefully acknowledges the assistance given by staff of the various port authorities and companies in the production of this paper. In particular, we would like to thank the following organisations

|  |  |
|--|--|
| Albany Port Authority                              | King Island Ports Corporation Pty Ltd    |
| Botany Bay Shipping Group                          | Mackay Port Authority                    |
| Broome Port Authority                              | Melbourne Port Corporation               |
| Bruny Island Ferry Company Pty Ltd                 | Neptune Pacific Line                     |
| Bunbury Port Authority                             | Newcastle Port Corporation               |
| Bundaberg Port Authority                           | Ord River District Cooperative - Wyndham |
| Burnie Port Corporation                            | Port Hedland Port Authority              |
| Cairns Port Authority                              | Port Kembla Port Corporation             |
| Christmas & Cocos (Keeling) Islands Port Authority | Port of Brisbane Corporation             |
| Dampier Port Authority                             | Port of Devonport Corporation            |
| Darwin Port Corporation                            | Port of Launceston Pty Ltd               |
| Esperance Port Authority                           | Port of Portland Pty Ltd                 |
| Fremantle Port Authority                           | Ports Australia                          |
| Geelong Port Authority                             | Ports Corporation of Queensland          |
| Geraldton Port Authority                           | Ports Corporation of South Australia     |
| Gippsland Ports Committee of Management            | Sydney Ports Corporation                 |
| Gladstone Port Authority                           | Toll Westernport                         |
| Hobart Ports Corporation Pty Ltd                   | Townsville Port Authority                |
| Inco Ships Pty Ltd                                 | Waterways Authority (NSW)                |
| International Bunker Supplies Pty Ltd              |  |

# Contents

|   |     |
|---|-----|
| Foreword .....  | iii |
| At a glance .....   | v   |
| Acknowledgements .....  | vi  |
| <b>Chapter 1</b> Overview.....  | 1   |
| International sea freight.....  | 1   |
| Coastal freight.....  | 2   |
| Coasting trade permits.....   | 2   |
| Australian port activity.....   | 3   |
| Australian fleet .....  | 3   |
| <b>Chapter 2</b> International sea freight.....                               | 5   |
| Handling of Australia's international sea freight by<br>Australian ports..... | 5   |
| Australia's maritime trading regions .....                                    | 7   |
| Trading partners by country.....  | 10  |
| Overseas ports of loading or unloading.....                                   | 11  |
| Commodity structure of Australia's international sea freight .....            | 12  |
| <b>Chapter 3</b> Coastal freight.....   | 15  |
| Commodity structure of Australia's coastal freight.....                       | 15  |
| Cargo flows.....  | 19  |
| Cargo type.....   | 22  |
| Tasmanian trade.....  | 25  |
| <b>Chapter 4</b> Coasting trade permits.....                                  | 27  |
| <b>Chapter 5</b> Australian port activity.....                                | 29  |
| <b>Chapter 6</b> Australian trading fleet.....                                | 35  |
| Explanatory notes Sources .....   | 43  |
| Statistical issues .....  | 43  |
| Coasting trade permits.....   | 44  |
| Glossary .....  | 47  |
| Composition of trading regions.....   | 50  |
| References .....  | 53  |

# Tables

|             |   |    |
|-------------|---|----|
| <b>T1.1</b> | Summary of international sea freight, 10 years to 2008–09 .....   | 1  |
| <b>T1.2</b> | Summary of Australian coastal freight, 10 years to 2008–09 .....  | 2  |
| <b>T1.3</b> | Summary of coasting trade permits used, 7 years to 2008–09 .....  | 2  |
| <b>T1.4</b> | Summary of Australian port visits, 10 years to 2008–09 .....  | 3  |
| <b>T1.5</b> | Summary of Australian trading fleet between 1996 and 2009 .....   | 4  |
| <b>T2.1</b> | Australia's international sea freight by Australian state and territory<br>of origin and final destination, 2008–09 ..... | 5  |
| <b>T2.2</b> | Australia's international sea freight by Australian ports, 2008–09 .....  | 6  |
| <b>T2.3</b> | Australia's international sea freight by region of origin or final<br>destination, 2008–09 .....                          | 8  |
| <b>T2.4</b> | Australia's top 20 maritime trading partners, 2008–09 .....   | 10 |
| <b>T2.5</b> | Australia's international freight by trading region of loading and<br>unloading, 2008–09 .....                            | 12 |
| <b>T2.6</b> | Australia's international freight by commodity, 2008–09 .....   | 13 |
| <b>T3.1</b> | Coastal freight loaded by commodity group, 10 years to 2008–09 .....  | 15 |
| <b>T3.2</b> | Coastal freight task by commodity group, 10 years to 2008–09 .....  | 16 |
| <b>T3.3</b> | Coastal freight by Australian state and territory of loading or<br>unloading and commodity groups, 2008–09 .....          | 17 |
| <b>T3.4</b> | Total coastal freight flows, 2008–09 .....  | 19 |
| <b>T3.5</b> | Coastal freight flows between Australian ports, 2008–09 .....   | 21 |
| <b>T3.6</b> | Coastal freight loaded by port and cargo type, 2008–09 .....  | 23 |
| <b>T3.7</b> | Coastal freight unloaded by port and cargo type, 2008–09 .....  | 23 |
| <b>T3.8</b> | Coastal freight by Australian state and territory of loading or<br>unloading and cargo type, 2008–09 .....                | 24 |
| <b>T3.9</b> | Tasmanian coastal freight by commodity group, 2007–08 and 2008–09 .....   | 25 |
| <b>T4.1</b> | Use of coasting trade permits, 2008–09 .....  | 27 |
| <b>T4.2</b> | Coasting trade permits issued, 2008–09 .....  | 27 |

|             |  |    |
|-------------|--|----|
| <b>T4.3</b> | Impact of voyage permits on coastal trade, 2008–09 .....     | 28 |
| <b>T4.4</b> | Permit usage for selected coastal routes, 2008–09 .....      | 28 |
| <b>T5.1</b> | Ship activity at Australian ports, 2008–09 .....             | 29 |
| <b>T5.2</b> | Cargo loaded and unloaded by Australian ports, 2008–09 ..... | 32 |
| <b>T6.1</b> | Summary of the Australian trading fleet, 2008–09 .....       | 35 |
| <b>T6.2</b> | Ships in the major overseas trading fleet, 2008–09 .....     | 38 |
| <b>T6.3</b> | Ships in the major coastal trading fleet, 2008–09 .....      | 40 |

# Figures

|             |   |    |
|-------------|---|----|
| <b>F2.1</b> | Australia's international imports by region of origin, 2008–09 .....                  | 9  |
| <b>F2.2</b> | Australia's international exports by region of final destination, 2008–09 .....       | 9  |
| <b>F3.1</b> | Coastal freight loaded by Australian state and territory, 10 years to 2008–09 .....   | 20 |
| <b>F3.2</b> | Coastal freight unloaded by Australian state and territory, 10 years to 2008–09 ..... | 20 |
| <b>F6.1</b> | Number of ships in the Australian fleet by ship type, 2008–09 .....                   | 36 |
| <b>F6.2</b> | Deadweight tonnage of the Australian fleet by ship type, 2008–09 .....                | 37 |

# CHAPTER I

## Overview

In 2008–09, 938.0 million tonnes of cargo was handled by Australian ports. This represented a 3.2 per cent increase on 2007–08. Exports, imports, loaded domestic cargo, and unloaded domestic cargo accounted for 80.3 per cent, 8.7 per cent, 5.5 per cent and 5.5 per cent of total cargo movements respectively.

## International sea freight

In 2008–09, Australia ports handled 834.8 million tonnes of international cargo (Table I.1). Exports increased by 6.5 per cent by weight and 29.9 per cent by value compared with 2007–08. There was a decrease of 3.5 per cent in the weight of imports, while the total value of imports increased 6.6 per cent. The differences between weight and value figures are due to shifts in commodity prices, and to changes in the relative proportions of commodities imported to Australia between 2007–08 and 2008–09.

### TI.1 Summary of international sea freight, 10 years to 2008–09

| Financial year                   | Value                           |         |       | Weight                          |         |       |
|----------------------------------|---------------------------------|---------|-------|---------------------------------|---------|-------|
|                                  | Exports                         | Imports | Total | Exports                         | Imports | Total |
|                                  | (\$ billions)                   |         |       | (million tonnes)                |         |       |
| Previously reported <sup>a</sup> |                                 |         |       |                                 |         |       |
| 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 |
| 2007–08                          | 152.5                           | 150.8   | 303.4 | 705.8                           | 83.8    | 789.6 |
| 2008–09                          | Data not available <sup>b</sup> |         |       | Data not available <sup>b</sup> |         |       |
| Revised scope                    |                                 |         |       |                                 |         |       |
| 2005–06                          | 130.9                           | 122.2   | 253.1 | 626.4                           | 72.7    | 699.1 |
| 2006–07                          | 144.4                           | 135.7   | 280.2 | 657.1                           | 77.8    | 734.9 |
| 2007–08                          | 155.7                           | 155.7   | 311.4 | 706.9                           | 84.6    | 791.5 |
| 2008–09                          | 202.3                           | 166.0   | 368.3 | 753.2                           | 81.6    | 834.8 |

Source: ABS 2010.

Note: The scope of data supplied to BITRE and the methodology used to compile it by ABS has been revised. Three years of historical data are provided on the revised scope for comparative purposes. See explanatory notes for further details on this change.

<sup>a</sup> Previously reported figures are included for comparative purposes.

<sup>b</sup> Data for 2008–09 is only available on the revised scope.

## Coastal freight

In 2008–09, 103.2 million tonnes of coastal cargo was handled by Australian ports, a decrease of 13.5 per cent from 2007–08. This represented 11 per cent of all cargo moved across Australian wharves, a slightly smaller proportion than in 2007–08. Of this, half was cargo loaded onto ships and half was unloaded cargo (Table 1.2). Based on cargo loaded, the total coastal freight task was 107.4 billion tonne-kilometres in 2008–09, down from 124.5 billion tonne-kilometres in 2007–08.

### TI.2 Summary of Australian coastal freight, 10 years to 2008–09

| Financial year | Loaded                  |            |       | Unloaded   |            |       |
|----------------|-------------------------|------------|-------|------------|------------|-------|
|                | Interstate              | Intrastate | Total | Interstate | Intrastate | Total |
|                | <i>(million tonnes)</i> |            |       |            |            |       |
| 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  | 33.1       | 19.8       | 52.8  |
| 2002–03        | 34.3                    | 18.5       | 52.8  | 35.0       | 18.5       | 53.5  |
| 2003–04        | 34.8                    | 18.4       | 53.2  | 36.4       | 18.7       | 55.1  |
| 2004–05        | 34.1                    | 19.6       | 53.7  | 34.1       | 19.2       | 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  |
| 2007–08        | 37.2                    | 22.3       | 59.5  | 37.3       | 22.5       | 59.8  |
| 2008–09        | 29.9                    | 21.6       | 51.6  | 30.6       | 21.0       | 51.6  |

Source: BITRE 2010.

## Coasting trade permits

In 2008–09, ships using single voyage permits (SVPs) and continuous voyage permits (CVPs) moved 15.0 million tonnes of freight around the Australian coast (Table 1.3). This represented a slight increase on the 2007–08 figures. Containerised freight carried under permits fell 7.6 per cent from 44 470 twenty-foot equivalent units (TEU) in 2007–08 to 44 096 TEU in 2008–09. Overall, the share of coastal freight carried under permits increased from 25.3 per cent in 2007–08 to 29.1 per cent in 2008–09 (Table 4.2). This was primarily due to a decline in the total tonnage of coastal bulk freight, while volumes of bulk freight transported on permits remained relatively consistent.

### TI.3 Summary of coasting trade permits used, 7 years to 2008–09

| Financial year | Voyages         |       |       | Freight carried         |      |       | Containers carried |        |        |
|----------------|-----------------|-------|-------|-------------------------|------|-------|--------------------|--------|--------|
|                | SVPs            | CVPs  | Total | SVPs                    | CVPs | Total | SVPs               | CVPs   | Total  |
|                | <i>(number)</i> |       |       | <i>(million tonnes)</i> |      |       | <i>(TEU)</i>       |        |        |
| 2002–03        | 798             | 454   | 1 252 | 10.6                    | 1.7  | 12.3  | 12 161             | 37 619 | 49 780 |
| 2003–04        | 681             | 350   | 1 031 | 10.4                    | 1.8  | 12.2  | 7 908              | 38 810 | 46 718 |
| 2004–05        | 892             | 977   | 1 869 | 11.0                    | 2.0  | 13.0  | 5 855              | 56 938 | 62 793 |
| 2005–06        | 1 133           | 1 291 | 2 424 | 11.5                    | 2.2  | 13.7  | 16 501             | 32 758 | 49 259 |
| 2006–07        | 1 876           | 1 915 | 3 791 | 14.8                    | 1.8  | 16.7  | 20 455             | 53 474 | 73 929 |
| 2007–08        | 1 814           | 1 372 | 3 186 | 13.7                    | 1.2  | 14.9  | 6 694              | 37 776 | 44 470 |
| 2008–09        | 1 974           | 1 099 | 3 073 | 14.1                    | 0.9  | 15.0  | 5 821              | 35 275 | 41 096 |

Source: Infrastructure 2010.

## Australian port activity

The number of vessels involved in international shipping entering Australia rose from 3807 in 2007–08 to 4051 in 2008–09, a 6.4 per cent increase. Over the same period the number of international voyages increased 4.0 per cent, while the number of port calls made by all ships decreased 2.7 per cent (Table 1.4). This reduction in total port calls corresponds to a decrease in the tonnage of coastal freight transported between 2007–08 and 2008–09, as discussed in Chapter 3.

**TI.4** Summary of Australian port visits, 10 years to 2008–09

| Financial year | Unique international-trading vessels | International voyages<br>(number) | Total port calls |
|----------------|--------------------------------------|-----------------------------------|------------------|
| 1999–00        | 3 147                                | 9 656                             | 21 714           |
| 2000–01        | 3 123                                | 9 452                             | 21 570           |
| 2001–02        | 3 143                                | 8 793                             | 21 386           |
| 2002–03        | 3 119                                | 8 811                             | 22 699           |
| 2003–04        | 3 340                                | 9 136                             | 23 443           |
| 2004–05        | 3 510                                | 9 865                             | 25 373           |
| 2005–06        | 3 509                                | 10 073                            | 25 531           |
| 2006–07        | 3 732                                | 10 418                            | 26 333           |
| 2007–08        | 3 807                                | 11 119                            | 27 442           |
| 2008–09        | 4 051                                | 11 566                            | 26 709           |

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: LMIU 2010.

## Australian fleet

The Australian trading fleet decreased in 2008–09, in terms of both gross and deadweight tonnage (Table 1.5). The total number of ships also declined from 94 to 77 vessels. The number of small ships (mostly general cargo vessels) fell by one from the previous year to 20, and the number of large ships decreased by 16 to 57. In contrast to the recorded decreases in fleet size between 2007–08 and 2008–09, containership tonnage increased nearly six-fold in 2008–09.

**TI.5**      Summary of Australian trading fleet between 1996 and 2009

| Year | Number                           |                                     |       | Tonnage    |           |
|------|----------------------------------|-------------------------------------|-------|------------|-----------|
|      | Small ships (less than 2000 DWT) | Large ships (greater than 2000 DWT) | Total | Deadweight | Gross     |
|      |                                  | (number)                            |       | (tonnes)   | (GT)      |
| 1996 | 18                               | 75                                  | 93    | 3 208 208  | 2 420 591 |
| 1997 | 20                               | 81                                  | 101   | 3 441 291  | 2 543 128 |
| 1998 | 19                               | 86                                  | 105   | 3 409 236  | 2 502 846 |
| 1999 | 17                               | 87                                  | 104   | 3 350 389  | 2 460 600 |
| 2000 | 15                               | 89                                  | 104   | 3 377 573  | 2 560 051 |
| 2001 | 20                               | 93                                  | 113   | 3 504 348  | 2 629 282 |
| 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 |
| 2008 | 21                               | 73                                  | 94    | 2 680 561  | 2 141 845 |
| 2009 | 20                               | 57                                  | 77    | 1 911 808  | 1 425 856 |

Note:      Fleet shown as at the end of June of the specified year.

Source:    LMIU 2010; Shipping companies (various)—personal communications.

## CHAPTER 2

# International sea freight

The expansion of Australia's international maritime trade continued in 2008–09. Total international sea freight to and from Australia increased 18.3 per cent by value and 5.5 per cent by weight compared to 2007–08. International exports increased in value and weight by 30.0 per cent and 6.5 per cent respectively. International imports by sea increased 6.6 per cent in value, but decreased 3.6 per cent in weight.

## Handling of Australia's international sea freight by Australian ports

In 2008–09, Western Australia continued to record the largest volume and value of exports (Table 2.1). Queensland received the largest volume of imports by weight and New South Wales received the most imports in terms of value. This was unchanged from 2007–08.

**T2.1** Australia's international sea freight by Australian state and territory of origin and final destination, 2008–09

| State/territory              | Value                     |             | Weight              |             |
|------------------------------|---------------------------|-------------|---------------------|-------------|
|                              | Imports<br>(\$ thousands) | Exports     | Imports<br>(tonnes) | Exports     |
| New South Wales              | 49 624 590                | 33 512 273  | 18 079 789          | 114 911 676 |
| Victoria                     | 48 193 732                | 16 754 053  | 17 440 748          | 10 314 777  |
| Queensland                   | 28 976 484                | 55 450 605  | 20 214 731          | 184 678 071 |
| South Australia              | 6 171 809                 | 8 730 299   | 3 074 259           | 12 470 461  |
| Western Australia            | 26 984 267                | 67 948 086  | 14 596 382          | 408 401 787 |
| Tasmania                     | 972 148                   | 3 189 457   | 707 943             | 6 776 987   |
| Northern Territory           | 5 082 291                 | 6 065 129   | 7 514 782           | 11 550 244  |
| Australian Capital Territory | 2 713                     | 1 350       | 391                 | 104         |
| State Confidential <b>a</b>  | 0                         | 797 350     | 0                   | 2 091 116   |
| Foreign Origin <b>b</b>      |                           | 9 886 913   |                     | 1 981 657   |
| Total                        | 166 008 033               | 202 335 514 | 81 629 026          | 753 176 880 |

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

**b** Foreign origin refers to cargo where without an Australian origin. Most of this category refers to transhipped cargo.

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

Source: ABS 2010.

Examining this data by port shows that Sydney continued to handle the largest volume of imports in terms of tonnage in 2008–09 (Table 2.2). Melbourne handled the largest volume of imports by value, increasing from \$44.1 million in 2007–08 to \$46.3 million in 2008–09. Dampier (WA) handled the largest volume of exports by both value and weight in 2008–09.

## T2.2 Australia's international sea freight by Australian ports, 2008–09

| State/territory | Australian port | Value          |            | Weight     |            |
|-----------------|-----------------|----------------|------------|------------|------------|
|                 |                 | Imports        | Exports    | Imports    | Exports    |
|                 |                 | (\$ thousands) |            | (tonnes)   |            |
| New South Wales | Coffs Harbour   | 277            | 240        | 45         | 12         |
|                 | Newcastle       | 1 241 472      | 16 172 097 | 1 098 596  | 92 191 799 |
|                 | Port Kembla     | 4 826 203      | 5 290 591  | 2 097 704  | 15 315 562 |
|                 | Sydney          | 45 689 830     | 11 244 752 | 15 403 757 | 5 307 811  |
|                 | Twofold Bay     | 10 751         | 103 914    | 1 128      | 1 159 191  |
|                 | Other ports NSW | 4 044          | 17 408     | 3 683      | 7 968      |
| Victoria        | Geelong         | 4 107 498      | 433 954    | 5 228 677  | 1 659 235  |
|                 | Melbourne       | 46 272 024     | 20 670 258 | 12 264 231 | 9 215 707  |
|                 | Portland        | 534 358        | 1 028 435  | 365 644    | 1 584 510  |
|                 | Westernport     | 173 923        | 697 026    | 221 450    | 491 059    |
|                 | Other ports VIC | 3 188          | 70 623     | 826        | 77 945     |
| Queensland      | Abbot Point     |                | 2 475 711  |            | 14 766 771 |
|                 | Brisbane        | 22 598 360     | 11 196 376 | 12 329 316 | 12 950 833 |
|                 | Bundaberg       | 5 471          | 56 196     | 704        | 139 337    |
|                 | Cairns          | 336 626        | 430 921    | 250 589    | 267 364    |
|                 | Gladstone       | 1 749 619      | 14 746 078 | 2 594 217  | 59 399 811 |
|                 | Hay Point       |                | 22 061 452 |            | 81 963 895 |
|                 | Innisfail       |                | 218 919    |            | 608 099    |
|                 | Karumba         |                | 329 723    |            | 658 187    |
|                 | Lucinda         |                | 257 987    |            | 581 500    |
|                 | Mackay          | 519 714        | 407 860    | 445 869    | 1 192 425  |
|                 | Rockhampton     | 158            |            | 11         |            |
|                 | Thursday Island | 6 074          | 6 024      | 623        | 1 764      |
|                 | Townsville      | 1 660 948      | 4 947 545  | 4 073 513  | 3 748 438  |
|                 | Weipa           | 56 534         | 157 310    | 52 959     | 7 337 917  |
|                 | Other ports QLD | 1 823          | 44 412     | 89         | 1 470 447  |
| South Australia | Port Adelaide   | 3 856 629      | 5 658 295  | 2 150 769  | 3 228 335  |
|                 | Port Bonython   |                | 195 672    |            | 307 408    |
|                 | Port Giles      |                | 66 382     |            | 258 595    |
|                 | Port Lincoln    | 114 312        | 534 824    | 134 173    | 1 343 297  |
|                 | Port Pirie      | 91 072         | 127 257    | 38 583     | 304 441    |
|                 | Thevenard       |                | 39 632     |            | 401 642    |
|                 | Wallaroo        | 8 501          | 190 645    | 17 978     | 581 535    |
|                 | Whyalla         | 20 247         | 519 941    | 245 701    | 5 568 657  |
|                 | Other ports SA  |                | 28 614     |            | 133 744    |

(continued)

## T2.2 Australia's international sea freight by Australian ports, 2008–09 (continued)

| State/territory    | Australian port              | Value          |             | Weight     |             |
|--------------------|------------------------------|----------------|-------------|------------|-------------|
|                    |                              | Imports        | Exports     | Imports    | Exports     |
|                    |                              | (\$ thousands) |             | (tonnes)   |             |
| Western Australia  | Albany                       | 109 842        | 1 033 583   | 138 138    | 3 863 906   |
|                    | Broome                       | 1 829 486      | 1 428 602   | 213 025    | 109 228     |
|                    | Bunbury                      | 381 682        | 3 133 570   | 1 404 790  | 9 685 949   |
|                    | Cape Cuvier                  |                | 70 291      |            | 2 209 796   |
|                    | Cape Lambert                 | 8 872          |             | 6 415      |             |
|                    | Dampier                      | 5 201 417      | 25 734 700  | 930 108    | 140 109 840 |
|                    | Derby                        |                | 24 243      |            | 19 541      |
|                    | Esperance                    | 304 100        | 1 775 761   | 400 310    | 8 853 584   |
|                    | Fremantle                    | 13 475 436     | 6 323 501   | 5 573 160  | 4 721 006   |
|                    | Geraldton                    | 242 165        | 1 798 007   | 201 034    | 7 080 659   |
|                    | Kwinana                      | 3 055 038      | 3 752 413   | 4 454 196  | 7 162 682   |
|                    | Port Hedland                 | 1 216 965      | 16 652 879  | 984 121    | 154 854 419 |
|                    | Port Walcott                 | 24 382         | 4 574 952   | 33 600     | 56 890 562  |
|                    | Useless Loop                 | 808            | 37 690      | 589        | 1 042 869   |
|                    | Wyndham                      | 58 294         | 168 165     | 64 049     | 139 278     |
|                    | Yampi Sound                  |                | 255 543     |            | 2 758 745   |
|                    | Offshore terminals WA        |                | 4 650 317   |            | 7 224 194   |
|                    | Other ports WA               | 348 496        | 105 523     | 25 415     | 1 671 043   |
| Tasmania           | Burnie                       | 82 296         | 366 783     | 130 843    | 1 240 637   |
|                    | Devonport                    | 18 367         | 5 083       | 15 263     | 6 456       |
|                    | Hobart                       | 61 614         | 457 305     | 149 072    | 461 535     |
|                    | Launceston                   | 557 004        | 1 250 930   | 352 930    | 2 615 462   |
|                    | Port Latta                   |                | 156 991     |            | 1 317 439   |
|                    | Spring Bay                   |                | 72 349      |            | 760 902     |
|                    | Other ports TAS              | 2 718          |             | 1 047      |             |
| Northern Territory | Darwin                       | 4 493 356      | 4 899 709   | 6 051 211  | 5 936 597   |
|                    | Offshore terminals NT        | 119 830        | 409 880     | 6 511      | 589 137     |
|                    | Confidential ports NT        | 511 595        | 1 436 484   | 1 453 819  | 4 188 744   |
|                    | Other ports NT               | 14 425         | 535 837     | 18 520     | 1 346 317   |
| Other              | Jervis Bay (ACT)             | 188            |             | 27         |             |
|                    | Confidential ports Australia | 0              | 797 350     | 0          | 2 091 116   |
| Total              |                              | 166 008 032    | 202 335 515 | 81 629 028 | 753 176 884 |

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

Some crude oil or gas exports from offshore terminals are reported as being exported from the nearest mainland port, although the actual cargo may not pass through that port.

Source: ABS 2010.

## Australia's maritime trading regions

As in 2007–08, the region of *South East Asia* was Australia's largest supplier of imports by value in 2008–09, followed by *East Asia* and *Europe* (Table 2.3). *Japan & North Asia* and *North & Central America* comprised the majority of the remainder of imports by value. *South East Asia* continued to be Australia's largest source of imports by weight. Total imports in 2008–09 rose 6.6 per cent in value yet fell 3.6 per cent in weight compared with 2007–08.

Compared with 2007–08, the value of exports to *East Asia* and *Japan & North Asia* increased 40.8 per cent and 47.6 per cent respectively in 2008–09. This was despite little change in the weight of cargo exported to these regions. This sharp rise can be attributed to substantial increases in the value of thermal coal over this period,<sup>1</sup> which explains the apparent discrepancy between value and tonnage. *Japan & North Asia* remained Australia's largest export market in terms of value (increasing from \$48 billion in 2007–08 to \$71 billion in 2008–09), while *East Asia* was Australia's largest export market by weight (increasing from 250 million tonnes to 330 million tonnes in 2008–09). Exports to *Japan & North Asia* fell 7.7 per cent in weight from 2007–08.

Figure 2.1 shows the value of international imports by region of origin, and Figure 2.2 shows the value of exports by final destination.

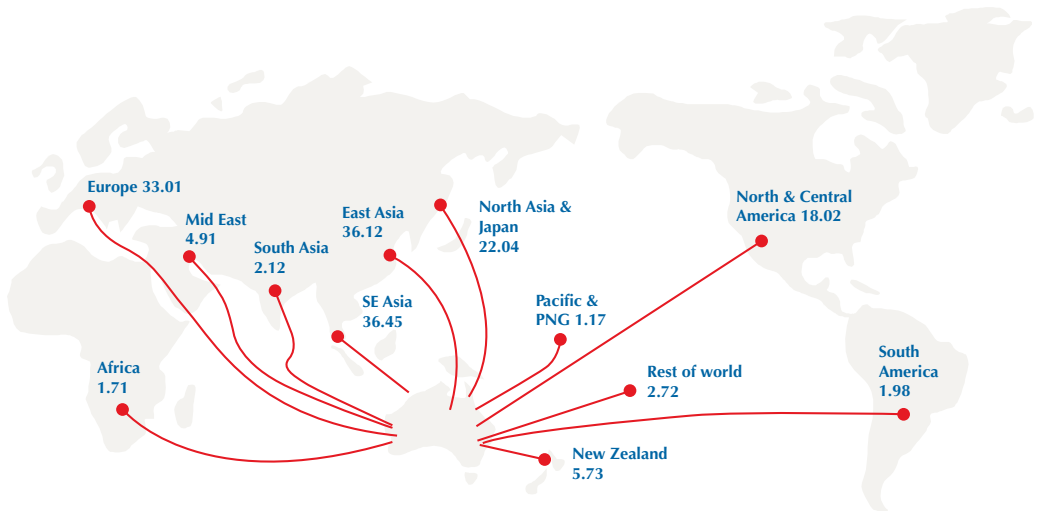
**T2.3** Australia's international sea freight by region of origin or final destination, 2008–09

| Trading region          | Value          |             | Weight     |             | Rank     |           |
|-------------------------|----------------|-------------|------------|-------------|----------|-----------|
|                         | Imports        | Exports     | Imports    | Exports     | By value | By weight |
|                         | (\$ thousands) |             | (tonnes)   |             |          |           |
| Africa                  | 1 713 660      | 3 718 421   | 927 237    | 6 184 863   | 9        | 11        |
| North & Central America | 18 022 806     | 10 734 138  | 5 439 270  | 8 745 699   | 5        | 7         |
| South America           | 1 983 088      | 2 199 512   | 1 511 955  | 5 675 064   | 10       | 10        |
| East Asia               | 36 124 663     | 48 363 164  | 9 934 818  | 330 414 775 | 2        | 1         |
| Japan & North Asia      | 22 043 529     | 70 761 686  | 10 053 317 | 293 231 350 | 1        | 2         |
| South Asia              | 2 121 486      | 10 858 798  | 702 682    | 30 218 515  | 6        | 5         |
| South East Asia         | 36 450 700     | 23 238 630  | 29 806 989 | 28 078 596  | 3        | 3         |
| Europe                  | 33 012 777     | 14 682 285  | 4 983 000  | 30 221 846  | 4        | 4         |
| Middle East             | 4 912 519      | 7 796 173   | 6 916 048  | 11 982 942  | 7        | 6         |
| New Zealand             | 5 734 892      | 6 203 992   | 3 838 580  | 4 116 914   | 8        | 8         |
| Pacific Islands & PNG   | 1 169 310      | 2 519 764   | 2 618 606  | 1 696 523   | 12       | 12        |
| Rest of world           | 2 718 602      | 1 258 952   | 4 896 523  | 2 609 792   | 11       | 9         |
| Total                   | 166 008 033    | 202 335 514 | 81 629 026 | 753 176 880 |          |           |

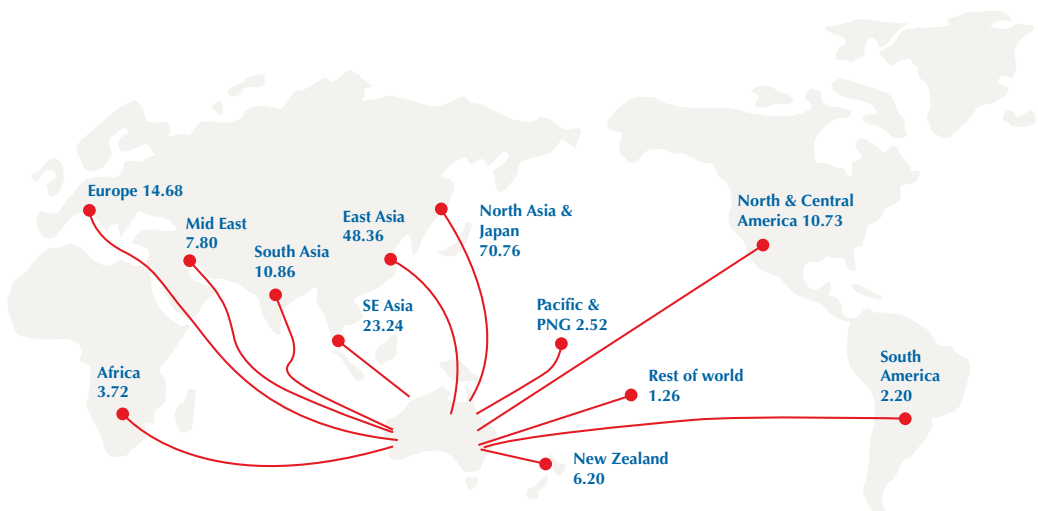
Source: ABS 2010.

<sup>1</sup> Australian Coal Association (2010).

**F2.1** Australia's international imports by region of origin, 2008–09  
(\$ billions)



**F2.2** Australia's international exports by region of final destination, 2008–09  
(\$ billions)



## T2.4 Australia's top 20 maritime trading partners, 2008–09

| Rank | Country of origin        | Imports                 |                    | Country of final destination | Exports                 |                    |
|------|--------------------------|-------------------------|--------------------|------------------------------|-------------------------|--------------------|
|      |                          | Value<br>(\$ thousands) | Weight<br>(tonnes) |                              | Value<br>(\$ thousands) | Weight<br>(tonnes) |
| 1    | China <sup>a</sup>       | 32 644 159              | 7 548 191          | Japan                        | 52 177 839              | 206 890 022        |
| 2    | Japan                    | 16 739 434              | 6 758 203          | China <sup>a</sup>           | 40 419 575              | 290 901 607        |
| 3    | United States of America | 15 222 794              | 3 386 454          | Korea, Republic of           | 18 583 847              | 86 341 328         |
| 4    | Singapore                | 11 963 663              | 10 151 359         | India                        | 9 575 540               | 28 501 415         |
| 5    | Germany                  | 8 865 953               | 836 866            | Singapore                    | 8 663 945               | 5 395 948          |
| 6    | Thailand                 | 7 596 269               | 2 272 055          | United States of America     | 8 417 614               | 4 617 728          |
| 7    | Malaysia                 | 6 664 230               | 5 060 398          | Taiwan                       | 7 934 173               | 39 512 353         |
| 8    | New Zealand              | 5 734 892               | 3 838 580          | New Zealand                  | 6 203 992               | 4 116 914          |
| 9    | Korea, Republic of       | 5 299 934               | 3 293 673          | Indonesia                    | 4 476 478               | 7 023 403          |
| 10   | Indonesia                | 4 395 692               | 5 234 845          | Malaysia                     | 4 187 234               | 6 040 783          |
| 11   | Viet Nam                 | 4 238 580               | 4 878 801          | United Kingdom               | 3 353 966               | 5 298 152          |
| 12   | United Kingdom           | 3 727 724               | 401 912            | Thailand                     | 3 328 896               | 6 232 853          |
| 13   | Italy                    | 3 689 046               | 601 362            | Netherlands                  | 2 750 352               | 6 469 123          |
| 14   | Taiwan                   | 3 480 245               | 2 386 591          | Saudi Arabia                 | 2 203 615               | 2 071 681          |
| 15   | France                   | 2 511 782               | 273 207            | United Arab Emirates         | 1 963 525               | 2 582 246          |
| 16   | Netherlands              | 2 333 482               | 385 546            | South Africa                 | 1 815 414               | 3 044 030          |
| 17   | International Waters     | 2 216 290               | 4 756 146          | Italy                        | 1 493 759               | 3 935 975          |
| 18   | United Arab Emirates     | 1 906 956               | 2 656 819          | Papua New Guinea             | 1 491 542               | 938 136            |
| 19   | Canada                   | 1 867 465               | 1 792 250          | Brazil                       | 1 424 592               | 4 496 386          |
| 20   | Norway                   | 1 820 052               | 151 077            | France                       | 1 400 234               | 5 031 562          |
|      | Rest of world            | 23 089 392              | 14 964 690         | Rest of world                | 20 469 383              | 33 735 235         |
|      | Total                    | 166 008 033             | 81 629 026         | Total                        | 202 335 514             | 753 176 880        |

Source: ABS 2010.

<sup>a</sup> Including Hong Kong and Macau but excluding Taiwan.

## Trading partners by country

The trend of strong growth in maritime trade with Japan and China has continued. In 2008–09, Japan was Australia's largest trading partner for sea freight exports by value, followed by China and the Republic of Korea. China was Australia's largest trading partner for sea freight imports, experiencing a 28.9 per cent growth from 2007–08, followed by Japan and the United States of America (Table 2.4). New Zealand fell three places to become Australia's eighth largest market for exports in 2008–09, decreasing 17.7 per cent by value and 22.6 per cent by weight from 2007–08. The value of exports to India rose 86.6 per cent. As a result of this dramatic increase India jumped three places to become Australia's fourth largest trading partner for sea freight exports in 2008–09.

## 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 2008–09 data on ports of loading or unloading indicated the following changes compared with previous years:

### Loaded cargo

- In 2008–09, the total weight of cargo loaded overseas bound for Australia decreased 3.6 per cent, with the weight of cargo loaded in the *Pacific Islands & Papua New Guinea* dropping by 20.5 per cent. Despite an overall decrease in the weight of total cargo loaded, a number of regions recorded increases, with the weight of cargo loaded in *Japan & North Asia* increasing 20.9 per cent in 2008–09.
- The majority of regions recorded increases in the value of loaded goods bound for Australia with the total increase in value recorded at 6.6 per cent in 2008–09. Increases were observed for *South Asia*, which rose 36.7 per cent on 2007–08 figures, while the value of cargo loaded in *Pacific Islands & Papua New Guinea* bound for Australia decreased 28.3 per cent in 2008–09.
- *South East Asia* was the region with the largest value of loaded cargo bound for Australia, followed by *East Asia*, *Europe*, and *Japan & North Asia* (Table 2.5 and Figures 2.3 and 2.4). This is consistent with 2007–08.

### Unloaded cargo

- In 2008–09, the majority of regions recorded an increase in the value of Australian cargo unloaded in each respective region. In contrast, both *New Zealand* and the *Pacific Islands & Papua New Guinea* recorded decreases of 17.9 per cent and 2.6 per cent respectively on 2007–08 figures.
- Considerable growth was recorded in the value of Australian cargo unloaded in *South Asia*, which increased 94.8 per cent from 2007–08. This increase reflects the rise in exports to India in 2008–09, as seen in Table 2.5.
- Substantial increases were also recorded by *South America*, *Japan & North Asia*, and *East Asia* (52.9 per cent, 48.7 per cent and 45.0 per cent respectively).
- *Japan & North Asia* again dominated as the region with the highest value of Australian cargo unloaded. However in 2008–09, *East Asia* became the region with the highest volume weight of Australian cargo unloaded, increasing 32.4 per cent from 249 million tonnes in 2007–08 to 330 million tonnes in 2008–09.

## T2.5 Australia's international freight by trading region of loading and unloading, 2008–09

| Trading region          | Value                    |             | Weight             |             |
|-------------------------|--------------------------|-------------|--------------------|-------------|
|                         | Loaded<br>(\$ thousands) | Unloaded    | Loaded<br>(tonnes) | Unloaded    |
| Africa                  | 1 639 209                | 2 886 969   | 778 938            | 5 859 892   |
| North & Central America | 18 018 755               | 9 371 873   | 5 414 715          | 8 576 131   |
| South America           | 1 833 536                | 1 926 324   | 1 450 076          | 5 638 618   |
| East Asia               | 34 041 616               | 46 879 552  | 9 869 708          | 329 578 971 |
| Japan & North Asia      | 21 185 705               | 70 941 221  | 10 736 893         | 293 157 821 |
| South Asia              | 2 018 100                | 10 277 937  | 679 357            | 29 580 169  |
| South East Asia         | 44 195 370               | 31 220 958  | 30 668 224         | 30 943 662  |
| Europe                  | 28 716 060               | 13 240 065  | 4 118 849          | 30 042 138  |
| Middle East             | 4 662 072                | 5 076 208   | 6 417 821          | 11 274 364  |
| New Zealand             | 6 017 770                | 6 752 819   | 3 806 433          | 4 207 550   |
| Pacific Islands & PNG   | 1 396 734                | 2 470 897   | 2 650 536          | 1 670 301   |
| Rest of world           | 2 283 104                | 1 290 690   | 5 037 475          | 2 647 262   |
| Total                   | 166 008 033              | 202 335 514 | 81 629 026         | 753 176 880 |

Note: Freight reported as being loaded in overseas regions are Australian imports. Similarly, freight reported as being unloaded in overseas regions are Australian exports.

Source: ABS 2010.

## Commodity structure of Australia's international sea freight

In 2008–09, the leading commodities by value moving across Australian wharves were *coal*, *coke & briquettes*, *machinery*, and *iron ore & concentrates*. *Iron ore & concentrates* rose two places in 2008–09 from its previous fifth position, while *road vehicles & transport equipment* and *petroleum oil* both fell two places from 2007–08 to be fourth and fifth most traded commodities by value. The increase in the value of *machinery & transport equipment* imported to Australia explains the increase in the total value of imports despite an overall decrease in their weight in 2008–09.

*Iron ore & concentrates*, *coal*, *coke & briquettes*, *confidential commodities NEC* and *petroleum oil* were the top four ranked commodities in terms of tonnes transported. The most significant change from 2007–08 saw *coal*, *coke & briquettes* recover from its drop to fourth last year to become the second leading commodity by weight in 2008–09.

## T2.6 Australia's international freight by commodity, 2008–09<sup>2</sup>

| Commodity                                      | Value          |            | Weight    |             |
|--|----------------|------------|-----------|-------------|
|  | Imports        | Exports    | Imports   | Exports     |
|  | (\$ thousands) |            | (tonnes)  |             |
| 0—Food and live animals                        |                |            |           |             |
| Cereals and cereal preparations                | 818 361        | 6 876 984  | 422 176   | 17 812 816  |
| Coffee, tea, cocoa, spices etc                 | 923 859        | 172 121    | 177 627   | 25 943      |
| Dairy products and birds' eggs                 | 542 915        | 2 502 252  | 122 461   | 707 434     |
| Feeding stuff for animals                      | 582 727        | 1 369 637  | 789 265   | 2 981 668   |
| Fish, crustaceans, molluscs etc                | 1 200 965      | 436 040    | 215 104   | 27 106      |
| Live animals                                   | 918            | 952 707    | 166       | 491 677     |
| Meat and meat preparations                     | 573 231        | 7 048 549  | 147 058   | 1 608 402   |
| Miscellaneous edible products and preparations | 1 761 090      | 728 111    | 354 505   | 199 847     |
| Sugars, sugar preparations and honey           | 261 217        | 254 070    | 138 703   | 583 929     |
| Vegetables and fruit                           | 1 625 875      | 1 465 839  | 910 078   | 1 365 597   |
| 1—Beverages and tobacco                        |                |            |           |             |
| Ale, beer and stout, cider (alcoholic)         | 239 508        | 21 263     | 235 145   | 23 607      |
| Non-alcoholic beverages                        | 230 482        | 37 807     | 169 010   | 34 754      |
| Spirits (potable), alcoholic beverages NES     | 502 761        | 91 369     | 110 874   | 31 810      |
| Tobacco and tobacco manufactures               | 235 633        | 122 627    | 22 389    | 6 858       |
| Wine and vermouth                              | 496 497        | 2 481 815  | 106 042   | 1 160 531   |
| 2—Crude materials inedible excluding fuels     |                |            |           |             |
| Aluminium ores and concentrates; alumina       | 19 433         | 6 095 987  | 19 244    | 24 427 553  |
| Copper ores and concentrates                   | 16 439         | 3 621 088  | 3 780     | 1 885 645   |
| Cork and wood                                  | 595 466        | 1 226 611  | 464 045   | 11 285 765  |
| Cotton   | 338            | 500 100    | 369       | 261 907     |
| Crude animal and vegetable materials NES       | 195 532        | 171 742    | 74 995    | 33 755      |
| Crude minerals                                 | 252 491        | 339 730    | 1 663 478 | 3 777 098   |
| Crude rubber (including synthetic)             | 178 026        | 11 528     | 59 491    | 56 232      |
| Fertilisers, crude                             | 202 953        | 6 859      | 549 536   | 6 646       |
| Hides, skins and furskins, raw                 | 1 755          | 619 895    | 707       | 360 072     |
| Iron ore and concentrates                      | 271 771        | 34 238 977 | 3 553 626 | 347 120 710 |
| Lead and zinc ores and concentrates            | 113 213        | 1 579 735  | 160 641   | 2 656 270   |
| Mineral sands                                  | 4 795          | 159 726    | 21 058    | 156 164     |
| Oil seeds and oleaginous fruits                | 58 582         | 647 206    | 44 739    | 1 027 614   |
| Other metaliferous ores and metal scrap        | 129 261        | 5 044 584  | 147 580   | 7 698 388   |
| Other textile fibres                           | 120 568        | 60 174     | 66 939    | 62 701      |
| Pulp and waste paper                           | 268 782        | 252 555    | 355 111   | 1 285 014   |
| Uranium and thorium ores and concentrates      | 0              | 990 368    | 0         | 10 727      |
| Wool, sheep and lambs                          | 23 981         | 2 004 596  | 6 005     | 358 566     |

(continued)

<sup>2</sup> The statistics in Table 2.6 in this edition of Australian Sea Freight were published as Table 2.8 in previous editions. Data supporting previously published Table 2.6 (Australia's international liner trade by region of loading and unloading) and Table 2.7 (Australia's international non-liner trade by region of loading and unloading) are not available for 2008–09. See explanatory notes for details.

**T2.6** International freight by commodity, 2008–09 (continued)

| Commodity   | Value          |             | Weight     |             |
|---|----------------|-------------|------------|-------------|
|   | Imports        | Exports     | Imports    | Exports     |
|   | (\$ thousands) |             | (tonnes)   |             |
| 3—Mineral fuels, lubricants, and related materials  |                |             |            |             |
| Coal, coke and briquettes                           | 28 238         | 54 958 292  | 100 493    | 262 392 900 |
| Gases, natural and manufactured NES                 | 2 166 127      | 420         | 4 751 809  | 43          |
| Liquefied natural gas                               | 0              | 10 078 723  | 0          | 0           |
| Liquefied petroleum gas (LPG)                       | 382 275        | 1 043 701   | 515 786    | 1 357 859   |
| Refined petroleum products                          | 12 202 517     | 1 410 057   | 14 090 400 | 1 999 382   |
| Unrefined petroleum                                 | 15 184 045     | 8 270 941   | 20 955 010 | 12 896 829  |
| 4—Animal and vegetable oils, fats and waxes         |                |             |            |             |
| Oils & fats   | 617 094        | 561 340     | 336 511    | 513 002     |
| 5—Chemicals and related products NES                |                |             |            |             |
| Chemicals NES                                       | 7 323 064      | 3 482 838   | 6 804 185  | 1 597 697   |
| Fertilisers, manufactured                           | 1 747 329      | 719 952     | 2 507 754  | 929 768     |
| Organic chemicals                                   | 2 070 035      | 101 691     | 853 140    | 38 619      |
| Plastics  | 2 635 915      | 507 971     | 984 085    | 327 071     |
| 6—Manufactured goods classified chiefly by material |                |             |            |             |
| Aluminium and aluminium alloys                      | 757 015        | 5 247 090   | 168 218    | 1 865 644   |
| Copper and copper alloys                            | 707 282        | 2 805 625   | 87 350     | 434 203     |
| Cork and wood manufactures (excluding furniture)    | 685 047        | 160 538     | 389 645    | 321 925     |
| Iron and steel                                      | 5 418 471      | 1 328 120   | 2 994 827  | 1 449 765   |
| Lead and lead alloys                                | 26 401         | 993 959     | 10 446     | 409 421     |
| Leather; leather manufactures NES                   | 131 235        | 237 609     | 7 379      | 50 852      |
| Manufactures of metal NES                           | 5 070 319      | 878 751     | 1 091 965  | 244 155     |
| Nickel and nickel alloys                            | 65 604         | 598 760     | 3 578      | 34 435      |
| Non-metallic mineral manufactures NES               | 1 915 921      | 263 862     | 3 950 391  | 303 011     |
| Other non-ferrous metals NES                        | 279 388        | 384 569     | 9 180      | 21 882      |
| Paper and paperboard                                | 2 816 666      | 686 664     | 1 821 865  | 798 307     |
| Rubber manufactures NES                             | 2 548 413      | 221 291     | 487 711    | 39 214      |
| Textile yarn and fabrics                            | 2 380 361      | 299 820     | 401 028    | 41 050      |
| Zinc and zinc alloys                                | 19 609         | 930 432     | 4 725      | 454 249     |
| 7—Machinery and transport equipment                 |                |             |            |             |
| Machinery   | 36 149 574     | 4 843 421   | 2 462 334  | 363 217     |
| Road vehicles and transport equipment               | 22 723 946     | 4 243 442   | 1 708 662  | 354 437     |
| 8—Miscellaneous manufactured articles               |                |             |            |             |
| Apparel and clothing accessories                    | 4 437 391      | 84 756      | 269 968    | 8 285       |
| Footwear  | 1 280 610      | 30 685      | 83 078     | 1 578       |
| Miscellaneous manufactured articles                 | 13 262 636     | 1 819 930   | 2 089 844  | 145 319     |
| 9—Commodities and transactions NES                  |                |             |            |             |
| Confidential  | 8 525 288      | 13 005 538  | 575 695    | 34 249 922  |
| Miscellaneous                                       | 794            | 2 073       | 17         | 36          |
| Total   | 166 008 035    | 202 335 513 | 81 629 026 | 753 176 883 |

Note: NES = 'Not Elsewhere Specified', see glossary in explanatory notes for further details.

Source: ABS 2010.

## CHAPTER 3

# Coastal freight

In 2008–09, 103.2 million tonnes of coastal cargo passed through Australian ports, decreasing by 16.1 million tonnes from the 2007–08 figures. Of this, 51.6 million tonnes was loaded cargo and 51.6 million tonnes due to the unloading of vessels in 2008–09 (Table 3.1).

Based on cargo loaded, the Australian coastal freight task was 107.4 billion tonne-kilometres in 2008–09, down from 124.1 billion tonne-kilometres in 2007–08. The majority of commodities recorded decreases, particularly mineral fuels, lubricants & related materials and crude materials, inedible, except fuels. These commodity groups decreased 9 billion tonne-kilometres and 3.9 billion tonne-kilometres respectively in 2008–09 (Table 3.2).

## Commodity structure of Australia's coastal freight

*Beverages & tobacco* was the only commodity group to experience a rise in tonnage loaded in 2008–09, increasing slightly from 2007–08. The remaining commodity groups experienced decreases in tonnage loaded. The most significant decrease was recorded by *mineral fuels, lubricants & related materials* which fell by 4.3 million tonnes in 2008–09. The overall decrease in tonnage loaded was 13.3 per cent, while total freight task measured in tonne-kilometres decreased 13.7 per cent (Table 3.2).

### T3.1 Coastal freight loaded by commodity group, 10 years to 2008–09

| Commodity group                                     | Financial year   |         |         |         |         |         |         |         |         |         |
|---|------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|   | 1999–00          | 2000–01 | 2001–02 | 2002–03 | 2003–04 | 2004–05 | 2005–06 | 2006–07 | 2007–08 | 2008–09 |
|   | (million tonnes) |         |         |         |         |         |         |         |         |         |
| 0—Food & live animals                               | 1.8              | 1.6     | 1.7     | 2.1     | 1.6     | 1.7     | 1.5     | 2.3     | 2.5     | 2.4     |
| 1—Beverages & tobacco                               | 0.1              | 0.1     | 0.2     | 0.1     | 0.1     | 0.2     | 0.1     | 0.2     | 0.2     | 0.3     |
| 2—Crude materials inedible except fuels             | 24.8             | 23.7    | 25.5    | 24.7    | 25.1    | 27.7    | 28.6    | 27.1    | 29.2    | 27.8    |
| 3—Mineral fuels, lubricants & related materials     | 16.2             | 18.0    | 15.9    | 15.9    | 16.2    | 13.8    | 14.9    | 16.4    | 16.7    | 12.4    |
| 4—Animal & vegetable oils, fats & waxes             | 0.2              | 0.1     | 0.1     | 0.0     | 0.1     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| 5—Chemical & related products NES                   | 1.1              | 1.0     | 1.6     | 1.9     | 1.5     | 1.5     | 1.5     | 1.9     | 1.8     | 1.5     |
| 6—Manufactured goods classified chiefly by material | 5.6              | 6.0     | 5.6     | 5.8     | 5.9     | 6.1     | 6.0     | 6.4     | 5.9     | 5.0     |
| 7—Machinery & transport equipment                   | 0.1              | 0.2     | 0.2     | 0.3     | 0.3     | 0.4     | 0.2     | 0.4     | 0.5     | 0.4     |
| 8—Miscellaneous manufactured articles               | 0.6              | 0.6     | 0.7     | 0.7     | 0.7     | 0.7     | 0.7     | 0.8     | 0.8     | 0.7     |
| 9—Commodities & transactions NES                    | 0.7              | 0.7     | 0.9     | 1.4     | 1.5     | 1.6     | 1.6     | 0.9     | 1.8     | 1.2     |
| Total   | 51.3             | 52.0    | 52.4    | 52.8    | 53.2    | 53.7    | 55.2    | 56.4    | 59.5    | 51.6    |

Note: NES = 'Not Elsewhere Specified', see glossary in explanatory notes for further details.  
Source: BITRE 2010.

Freight task as shown in Table 3.2 is driven by both the level of demand for a commodity and the locations at which that demand exists (i.e. the distance the commodity must be shipped), among other factors. In comparison, tonnage figures in Table 3.1 are not affected directly by the location of demand. This can cause freight task figures for a commodity to vary more than tonnage figures from year-to-year, since patterns of demand can change even if overall demand for a commodity remains relatively fixed.

### T3.2 Coastal freight task by commodity group, 10 years to 2008–09

| Commodity group                                     | Financial year                    |       |       |       |       |       |       |       |       |       |
|---|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|   | 1999–                             | 2000– | 2001– | 2002– | 2003– | 2004– | 2005– | 2006– | 2007– | 2008– |
|   | 00                                | 01    | 02    | 03    | 04    | 05    | 06    | 07    | 08    | 09    |
|   | <i>(billion tonne-kilometres)</i> |       |       |       |       |       |       |       |       |       |
| 0—Food & live animals                               | 2.6                               | 2.4   | 2.7   | 4.1   | 2.8   | 2.4   | 2.1   | 3.3   | 3.6   | 2.9   |
| 1—Beverages & tobacco                               | 0.2                               | 0.2   | 0.3   | 0.3   | 0.3   | 0.2   | 0.3   | 0.3   | 0.3   | 0.4   |
| 2—Crude materials inedible except fuels             | 66.1                              | 61.8  | 62.1  | 63.4  | 64.8  | 69.7  | 72.6  | 71.9  | 73.4  | 69.5  |
| 3—Mineral fuels, lubricants & related materials     | 30.2                              | 30.0  | 33.6  | 34.5  | 37.4  | 30.5  | 35.5  | 36.1  | 33.7  | 24.7  |
| 4—Animal & vegetable oils, fats & waxes             | 0.4                               | 0.1   | 0.1   | 0.0   | 0.1   | 0.1   | 0.0   | 0.0   | 0.0   | 0.0   |
| 5—Chemical & related products NES                   | 1.7                               | 2.0   | 3.1   | 4.0   | 3.1   | 3.1   | 3.1   | 4.8   | 3.8   | 2.7   |
| 6—Manufactured goods classified chiefly by material | 6.7                               | 6.8   | 6.4   | 6.6   | 6.6   | 6.1   | 6.4   | 6.9   | 6.4   | 4.9   |
| 7—Machinery & transport equipment                   | 0.1                               | 0.2   | 0.2   | 0.3   | 0.3   | 0.4   | 0.4   | 0.7   | 0.6   | 0.4   |
| 8—Miscellaneous manufactured articles               | 0.4                               | 0.5   | 0.5   | 0.5   | 0.6   | 0.5   | 0.5   | 0.6   | 0.6   | 0.6   |
| 9—Commodities & transactions NES                    | 0.5                               | 0.6   | 1.5   | 1.0   | 0.9   | 0.9   | 1.0   | 1.8   | 2.1   | 1.4   |
| Total   | 108.9                             | 104.5 | 110.4 | 114.8 | 117.0 | 114.0 | 122.0 | 126.2 | 124.5 | 107.4 |

Note: NES = 'Not Elsewhere Specified', see glossary in explanatory notes for further details.

Source: BITRE (2010).

Table 3.3 shows how the 2008–09 totals in Table 3.1 break down by state/territory of origin and destination.

### T3.3 Coastal freight by Australian state and territory of loading or unloading and commodity groups, 2008–09

| State/territory of origin                         | State/territory of destination |       |        |       |       |       | Total |
|---|--------------------------------|-------|--------|-------|-------|-------|-------|
|   | NSW                            | VIC   | QLD    | SA    | WA    | TAS   | NT    |
|   | <i>(thousand tonnes)</i>       |       |        |       |       |       |       |
| 0—Food and live animals                           |                                |       |        |       |       |       |       |
| NSW   |                                |       | 0      | 2     |       |       | 2     |
| VIC   | 6                              |       | 36     | 14    | 66    | 526   | 0     |
| QLD   | 245                            | 177   | 238    |       | 23    | 5     | 0     |
| SA  |                                | 20    | 14     |       | 0     | 15    |       |
| WA  | 64                             | 82    | 4      | 18    | 108   | 0     | 1     |
| TAS   |                                | 675   | 0      |       | 25    | 3     |       |
| NT  |                                |       |        |       | 5     |       | 0     |
| Subtotal  | 315                            | 954   | 292    | 34    | 228   | 550   | 1     |
| 1—Beverages and tobacco                           |                                |       |        |       |       |       |       |
| NSW   |                                |       |        | 2     |       |       |       |
| VIC   | 0                              |       | 13     | 11    | 46    | 67    |       |
| QLD   |                                |       |        |       | 13    | 0     | 24    |
| SA  |                                |       |        |       |       |       |       |
| WA  | 0                              | 0     |        |       |       |       |       |
| TAS   |                                | 100   |        |       | 7     |       |       |
| NT  |                                |       |        |       |       |       | 1     |
| Subtotal  | 1                              | 100   | 13     | 12    | 66    | 67    | 25    |
| 2—Crude materials inedible except fuels           |                                |       |        |       |       |       |       |
| NSW   | 1                              | 24    | 0      | 1     |       | 55    |       |
| VIC   | 19                             |       | 12     | 10    | 20    | 159   | 0     |
| QLD   | 1 363                          | 195   | 13 239 | 149   | 31    | 624   | 0     |
| SA  | 1 410                          | 613   | 338    | 1 605 | 28    | 90    |       |
| WA  | 3 143                          | 1 382 | 318    | 44    | 523   | 138   | 12    |
| TAS   | 1 056                          | 272   | 73     | 119   | 3     | 158   |       |
| NT  |                                |       |        |       | 10    | 516   | 0     |
| Subtotal  | 6 992                          | 2 487 | 13 979 | 1 928 | 615   | 1 741 | 13    |
| 3—Mineral fuels, lubricants and related materials |                                |       |        |       |       |       |       |
| NSW   | 56                             | 96    | 45     | 791   | 16    | 65    |       |
| VIC   | 1 383                          | 535   | 476    | 181   | 49    | 434   |       |
| QLD   | 222                            | 95    | 1 653  | 122   | 96    | 2     |       |
| SA  | 1 048                          |       | 26     |       | 9     | 35    |       |
| WA  | 622                            | 239   | 888    | 848   | 2 137 | 145   | 31    |
| TAS   | 5                              | 1     |        |       |       | 4     |       |
| NT  |                                |       |        |       | 65    |       | 0     |
| Subtotal  | 3 336                          | 964   | 3 088  | 1 942 | 2 372 | 683   | 32    |
| 4—Animal and vegetable oils, fats and waxes       |                                |       |        |       |       |       |       |
| NSW   |                                | 0     |        |       |       |       |       |
| VIC   | 0                              |       | 0      | 1     | 1     | 10    |       |
| QLD   |                                | 1     | 5      |       |       |       |       |
| SA  |                                |       |        |       |       |       |       |
| WA  | 0                              |       | 2      | 0     |       |       |       |
| TAS   |                                | 2     |        |       |       |       |       |
| NT  |                                |       |        |       |       |       |       |
| Subtotal  | 0                              | 3     | 7      | 1     | 1     | 10    |       |

(continued)

### T3.3 Coastal freight by Australian state and territory of loading or unloading and commodity groups, 2008–09 (continued)

| State/territory of origin                           | State/territory of destination |       |        |       |       |       |     | Total  |
|---|--------------------------------|-------|--------|-------|-------|-------|-----|--------|
|   | NSW                            | VIC   | Qld    | SA    | WA    | TAS   | NT  |        |
|   | <i>(thousand tonnes)</i>       |       |        |       |       |       |     |        |
| 5—Chemicals and related materials NES               |                                |       |        |       |       |       |     |        |
| NSW   | 8                              | 5     | 68     | 2     | 2     | 5     |     | 91     |
| VIC   | 56                             |       | 25     | 32    | 54    | 178   |     | 295    |
| QLD   | 64                             | 162   | 49     | 105   | 28    | 0     | 0   | 408    |
| SA  | 44                             |       | 5      | 0     | 6     |       |     | 55     |
| WA  | 101                            | 0     | 43     | 62    | 110   |       | 1   | 226    |
| TAS   | 30                             | 312   | 5      | 21    | 0     | 9     | 8   | 384    |
| NT  |                                |       | 0      |       | 11    |       | 1   | 13     |
| Subtotal  | 163                            | 479   | 195    | 223   | 211   | 191   | 10  | 1 472  |
| 6—Manufactured goods classified chiefly by material |                                |       |        |       |       |       |     |        |
| NSW   | 3                              | 742   | 16     | 13    | 6     |       | 9   | 789    |
| VIC   | 17                             | 6     | 86     | 70    | 154   | 265   |     | 598    |
| QLD   | 78                             | 33    | 1 023  |       | 20    | 1     | 1   | 1 155  |
| SA  | 0                              | 495   | 146    |       | 4     |       |     | 644    |
| WA  | 1                              | 1     | 1      |       | 13    | 0     | 3   | 19     |
| TAS   | 380                            | 1 270 |        | 30    | 91    | 0     |     | 1 770  |
| NT  | 0                              |       | 0      |       | 6     |       | 2   | 8      |
| Subtotal  | 479                            | 2 546 | 1 271  | 113   | 294   | 266   | 14  | 4 983  |
| 7—Machinery and transport materials                 |                                |       |        |       |       |       |     |        |
| NSW   | 0                              | 6     | 2      | 2     | 3     | 0     |     | 12     |
| VIC   | 3                              | 2     | 9      | 28    | 35    | 83    | 0   | 160    |
| QLD   | 0                              | 0     |        |       | 7     | 2     | 0   | 9      |
| SA  |                                |       |        |       | 1     |       |     | 1      |
| WA  | 1                              | 1     | 2      | 0     | 6     | 0     | 1   | 11     |
| TAS   | 0                              | 153   | 0      |       | 0     | 1     |     | 154    |
| NT  | 0                              |       | 0      |       | 21    |       | 0   | 21     |
| Subtotal  | 4                              | 163   | 13     | 30    | 72    | 86    | 2   | 369    |
| 8—Miscellaneous manufactured articles               |                                |       |        |       |       |       |     |        |
| NSW   |                                | 4     | 0      | 2     |       |       |     | 7      |
| VIC   | 3                              | 0     | 21     | 30    | 38    | 622   | 0   | 715    |
| QLD   | 0                              | 0     | .      | 0     | 16    | 1     | 0   | 17     |
| SA  |                                |       |        |       |       |       |     |        |
| WA  | 0                              | 1     | 1      | 0     | 2     |       | 0   | 4      |
| TAS   |                                |       |        |       |       |       |     |        |
| NT  |                                |       |        |       | 0     |       | 0   | 0      |
| Subtotal  | 3                              | 5     | 23     | 33    | 57    | 623   | 1   | 744    |
| 9—Commodities and transactions NES                  |                                |       |        |       |       |       |     |        |
| NSW   | 4                              | 1     | 2      | 1     | 0     |       |     | 7      |
| VIC   | 2                              | 0     | 16     | 54    | 16    | 148   |     | 235    |
| QLD   | 1                              | 0     | 51     | 6     | 16    | 0     | 0   | 74     |
| SA  | 0                              |       | 0      | 1     | 262   |       |     | 263    |
| WA  | 1                              | 5     | 1      | 2     | 82    | 1     | 3   | 95     |
| TAS   | 3                              | 456   | 0      |       | 2     | 8     |     | 469    |
| NT  | 0                              |       | 1      |       | 21    |       | 1   | 23     |
| Subtotal  | 11                             | 462   | 71     | 63    | 399   | 156   | 5   | 1 167  |
| Total   | 11 304                         | 8 162 | 18 951 | 4 377 | 4 314 | 4 374 | 101 | 51 583 |

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

NES = 'Not elsewhere specified', see glossary in explanatory notes for further details.

Source: BITRE 2010.

## Cargo flows

Table 3.4 details coastal freight flows between the states and territories by weight. In 2008–09, decreases were recorded in the tonnage of coastal freight from each state. Queensland and Western Australia continued to be ranked first and second in terms of state of origin in 2008–09. This was despite decreases of 3.1 per cent and 22.7 per cent respectively in the tonnage of coastal freight originating in these states.

The Northern Territory experienced the only increase in terms of coastal freight tonnage, rising to 662 300 tonnes in 2008–09 from just 17 500 tonnes in 2007–08. This growth was seen in the increase in coastal freight from the Northern Territory bound for ports in Western Australia and Tasmania. It is significant to note that 515 800 tonnes of coastal freight from the Northern Territory was unloaded in Tasmania, despite the fact that no freight from the Northern Territory was shipped to Tasmania during the previous year.

Queensland and New South Wales continued to be ranked first and second respectively as states of destination. This is a similar ranking to the previous five years.

### T3.4 Total coastal freight flows, 2008–09

| State/territory of origin | State/territory of destination |         |          |         |         |         | Total | Per cent |
|---------------------------|--------------------------------|---------|----------|---------|---------|---------|-------|----------|
|                           | NSW                            | VIC     | QLD      | SA      | WA      | TAS     | NT    |          |
|                           | (thousand tonnes)              |         |          |         |         |         |       |          |
| NSW                       | 72.9                           | 879.6   | 133.2    | 816.6   | 26.4    | 124.6   | 8.9   | 2 062.2  |
| VIC                       | 1 438.9                        | 543.4   | 693.9    | 429.9   | 479.6   | 2 492.9 | 0.7   | 6 079.3  |
| QLD                       | 1 972.4                        | 661.9   | 16 257.3 | 381.6   | 250.1   | 635.1   | 25.9  | 20 184.4 |
| SA                        | 2 502.1                        | 1 128.2 | 527.9    | 1 606.0 | 309.9   | 139.8   |       | 6 213.9  |
| WA                        | 3 843.1                        | 1 709.8 | 1 259.1  | 973.5   | 2 980.8 | 283.5   | 52.4  | 11 102.2 |
| TAS                       | 1 473.6                        | 3 239.1 | 78.2     | 169.3   | 127.7   | 182.1   | 8.0   | 5 278.2  |
| NT                        | 0.6                            |         | 1.0      |         | 139.4   | 515.8   | 5.4   | 662.3    |
| Total                     | 11 303.7                       | 8 162.0 | 18 950.6 | 4 376.8 | 4 314.0 | 4 373.9 | 101.4 | 51 582.5 |
| Per cent                  | 21.9                           | 15.8    | 36.7     | 8.5     | 8.4     | 8.5     | 0.2   | 100      |

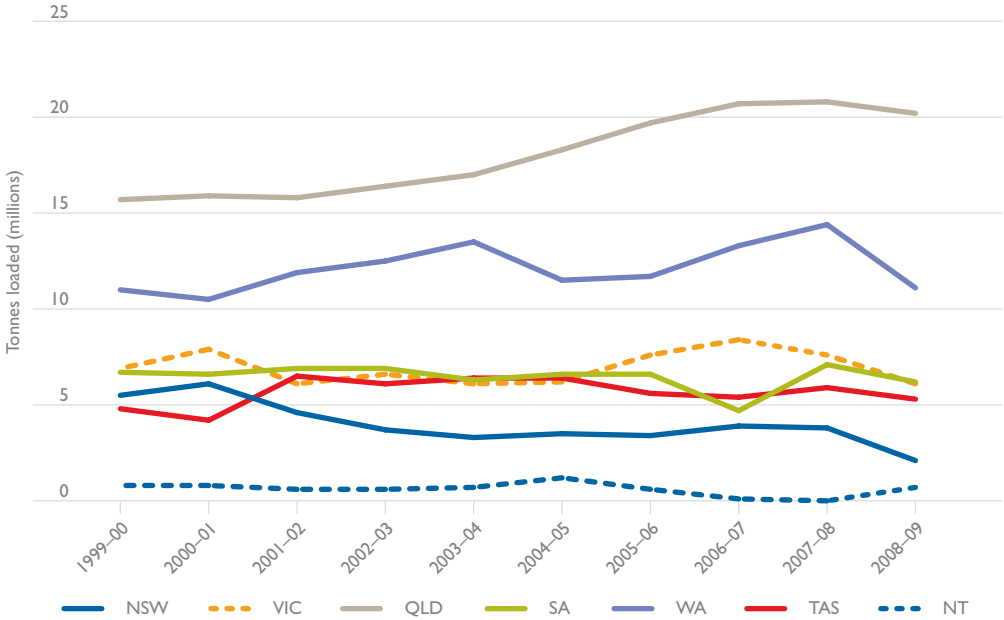
Note: Blank cells mean no data was recorded for this category, while cells with an entry of 0 mean that data was recorded but rounded to zero.

Source: BITRE 2010.

Shipping freight activity over the last 10 years by state and territory is shown in Figures 3.1 and 3.2. Changes since 2007–08 include:

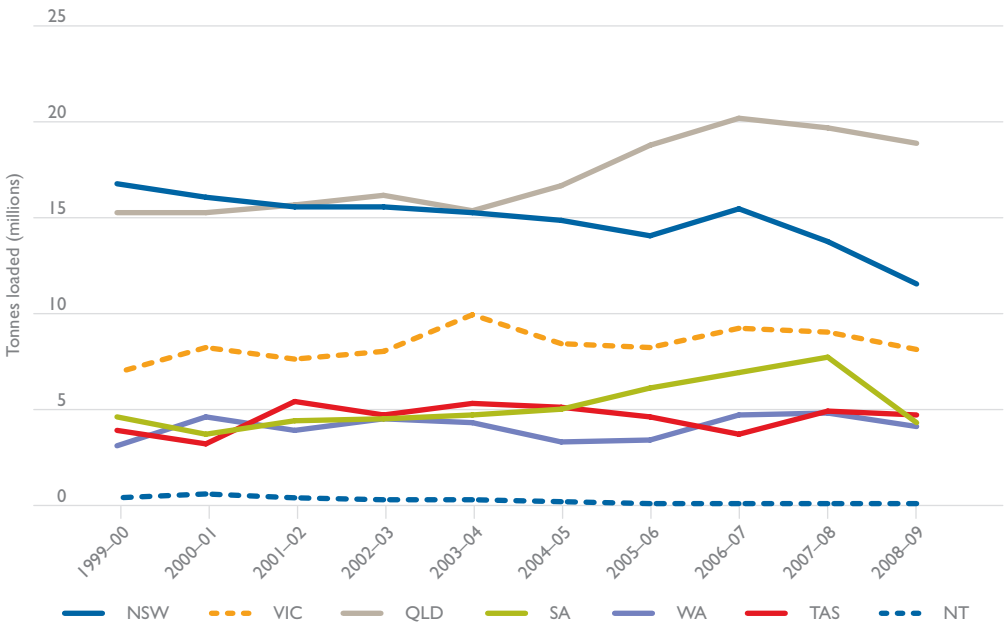
- decreases in loaded tonnages in Queensland, New South Wales, Victoria, South Australia, Western Australia and Tasmania
- increases in loaded tonnages in the Northern Territory as noted above
- decreases in unloaded tonnages in Queensland, New South Wales, Victoria, South Australia, Western Australia and Tasmania
- little change in unloaded tonnages in the Northern Territory.

F3.1 Coastal freight loaded by Australian state and territory, 10 years to 2008–09



Source: BITRE 2010.

F3.2 Coastal freight unloaded by Australian state and territory, 10 years to 2008–09



Source: BITRE 2010.

### T3.5 Coastal freight flows between Australian ports, 2008–09

| Port of origin | Port of destination<br>(thousand tonnes) |             |           |             |          |             |          |            |           |            |        |             |        | Total    |
|----------------|--|-------------|-----------|-------------|----------|-------------|----------|------------|-----------|------------|--------|-------------|--------|----------|
|                | 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 |          |
| Sydney         |  | 0.0         | 62.4      | 27.2        |          | 16.0        | 30.1     | 0.1        |           | 2.0        |        | 0.0         |        | 137.8    |
| Rest of NSW    | 16.1                                     | 56.8        | 15.8      | 774.2       | 3.2      | 114.0       | 0.4      | 786.0      | 22.4      | 2.0        | 34.6   | 90.0        | 8.9    | 1 924.4  |
| Melbourne      | 29.8                                     | 2.3         |           | 15.3        | 207.0    | 0.0         | 275.9    |            | 427.2     |            | 2.8    | 2 029.9     | 0.7    | 2 991.0  |
| Rest of VIC    | 1 391.5                                  | 15.4        | 278.8     | 249.3       | 480.2    | 6.7         | 153.9    |            | 52.3      |            | 410.1  | 50.0        |        | 3 088.3  |
| Brisbane       | 208.3                                    | 52.0        | 31.8      | 123.3       |          | 1 774.7     | 26.8     | 9.1        | 122.6     | 5.0        | 0.0    | 9.2         | 25.8   | 2 388.7  |
| Rest of QLD    | 225.6                                    | 1 486.5     | 262.9     | 243.9       | 863.9    | 13 618.7    | 55.9     | 289.8      | 101.9     | 20.7       | 326.6  | 299.3       |        | 17 795.6 |
| Adelaide       | 0.1                                      | 44.2        | 494.7     |             | 150.0    |             | 0.9      |            | 16.7      | 253.3      |        |             |        | 959.8    |
| Rest of SA     | 1 493.1                                  | 964.8       | 633.5     |             | 333.2    | 44.6        | 1 487.4  | 117.8      | 36.1      | 3.9        |        | 139.8       |        | 5 254.1  |
| Fremantle      | 527.0                                    | 50.0        | 106.6     | 801.5       | 43.8     | 26.7        | 911.6    |            | 1 052.9   |            | 4.0    | 176.0       | 41.0   | 3 741.1  |
| Rest of WA     | 100.4                                    | 3 165.8     | 176.6     | 625.1       | 1 039.3  | 149.3       | 61.8     |            | 1 551.4   | 376.5      | 19.0   | 84.5        | 11.5   | 7 361.1  |
| Hobart         |  | 29.8        | 33.7      | 225.2       | 5.0      |             | 21.0     | 77.3       |           |            |        |             | 8.0    | 399.9    |
| Rest of TAS    | 199.6                                    | 1 244.3     | 2 960.9   | 19.5        | 0.6      | 72.6        | 20.7     | 50.3       | 127.7     |            |        | 182.1       |        | 4 878.3  |
| Darwin         |  |             |           |             | 0.5      | 0.5         |          |            | 1.0       | 138.4      |        |             | 5.4    | 146.4    |
| Rest of NT     |  | 0.6         |           |             |          |             |          |            |           |            |        |             |        | 515.8    |
| Total          | 4 191.4                                  | 7 112.3     | 5 057.5   | 3 104.5     | 3 126.8  | 15 823.8    | 3 046.5  | 1 330.3    | 2 459.4   | 1 854.6    | 797.1  | 3 576.8     | 101.3  | 51 582.5 |

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

Source: BITRE 2010.

Table 3.5 shows the cargo flows between the various state capitals and regional ports in each state. In comparing the tonnages moved in 2008–09 with 2007–08:

- The amount of freight shipped from Sydney decreased 88.8 per cent, with a further decline of 25.4 per cent in freight shipped from other ports in New South Wales.
- Freight shipped from Melbourne remained relatively stable, while the amount of freight originating from other Victorian ports decreased 32.8 per cent.
- Freight originating in Darwin experienced a seven-fold increase, and freight originating from other ports in the Northern Territory rose from zero to 515 800 tonnes from the previous year. Table 3.8 shows that this was due to the movement of dry bulk from the Northern Territory to Tasmania in 2008–09 which had not occurred in previous years.
- Freight shipped from Fremantle decreased 24.3 per cent after more than doubling from 2006–07 to 2007–08. Other Western Australian ports experienced a decline of 21.9 per cent in outbound freight from 9.4 million tonnes in 2007–08 to 7.3 million tonnes in 2008–09.

## Cargo type

Bulk cargo continues to represent the majority of coastal cargo at 86.5 per cent by weight in 2008–09 (see Tables 3.6 and 3.7). Liquid bulk loaded decreased 24.8 per cent from 15.6 million tonnes in 2007–08 to 11.7 million tonnes in 2008–09. The quantity of dry bulk loaded in 2008–09 increased 6.5 per cent, while containerised cargo fell 4.4 per cent from 2007–08 in tonnage terms. The quantity of other non-bulk freight remained constant in comparison with the 2007–08 figures.

Data in Table 3.8 illustrates the flow of cargo between the states by cargo type. Some of the major differences from the 2007–08 figures are:

- Decreases were recorded by every state in terms of dry bulk cargo loaded, with Victorian intrastate dry bulk cargo decreasing 34.7 per cent.
- Total liquid bulk loaded in New South Wales decreased 66.4 per cent, with these decreases observed in the volume of liquid bulk unloaded in Tasmania and Queensland. Liquid bulk loaded in Victoria fell 32.6 per cent to 3 million tonnes, reflected by the decrease in liquid bulk of Victorian origin unloaded in New South Wales and Queensland.
- Total liquid bulk loaded in South Australia increased 68.2 per cent.
- Tonnes of container cargo loaded in New South Wales experienced a sharp decrease in 2008–09 from last year's figures. Correspondingly, no container cargo from New South Wales was unloaded in Western Australia, and a large decrease was observed in container cargo from New South Wales unloaded in Queensland in 2008–09.
- Tonnes of container cargo originating in the Northern Territory grew dramatically, increasing from 1 400 tonnes in 2007–08 to 34 800 tonnes in 2008–09.
- Other non-bulk cargo from South Australia and Queensland recorded heavy decreases in terms of tonnage loaded, decreasing 97.7 per cent and 60.9 per cent respectively.
- Other non-bulk cargo loaded in the Northern Territory increased almost three-fold, with an additional 28 700 tonnes unloaded in Western Australia in comparison to 2007–08.

### T3.6 Coastal freight loaded by port and cargo type, 2008–09

| Port of loading | Cargo type               |             |           |             | Total    | Per cent |
|-----------------|--------------------------|-------------|-----------|-------------|----------|----------|
|                 | Dry bulk                 | Liquid bulk | Container | Other cargo |          |          |
|                 | <i>(thousand tonnes)</i> |             |           |             |          |          |
| Sydney          | 0.5                      | 84.8        | 22.3      | 30.3        | 137.8    | 0.3      |
| Rest of NSW     | 989.4                    | 124.0       | 2.2       | 808.8       | 1 924.4  | 3.7      |
| Melbourne       |                          | 63.0        | 2 246.0   | 681.9       | 2 991.0  | 5.8      |
| Rest of VIC     | 71.7                     | 2 979.5     |           | 37.1        | 3 088.3  | 6.0      |
| Brisbane        | 257.8                    | 1 972.5     | 152.7     | 5.7         | 2 388.7  | 4.6      |
| Rest of QLD     | 17 611.7                 | 84.8        | 48.2      | 50.9        | 17 795.6 | 34.5     |
| Adelaide        | 942.1                    |             | 16.3      | 1.4         | 959.8    | 1.9      |
| Rest of SA      | 4 176.7                  | 1 073.2     |           | 4.2         | 5 254.1  | 10.2     |
| Fremantle       | 924.8                    | 2 706.0     | 65.1      | 45.3        | 3 741.1  | 7.3      |
| Rest of WA      | 4 751.2                  | 2 306.2     | 50.2      | 253.5       | 7 361.1  | 14.3     |
| Hobart          | 154.8                    | 245.1       |           |             | 399.9    | 0.8      |
| Rest of TAS     | 2 488.8                  |             | 1 773.8   | 615.7       | 4 878.3  | 9.5      |
| Darwin          |                          | 65.0        | 34.8      | 46.7        | 146.4    | 0.3      |
| Rest of NT      | 515.8                    |             |           |             | 515.8    | 1.0      |
| Total           | 32 885.4                 | 11 704.1    | 4 411.6   | 2 581.4     | 51 582.5 | 100      |
| Per cent        | 63.8                     | 22.7        | 8.6       | 5.0         | 100      |          |

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

Source: BITRE 2010.

### T3.7 Coastal freight unloaded by port and cargo type, 2008–09

| Port of unloading | Cargo type               |             |           |             | Total    | Per cent |
|-------------------|--------------------------|-------------|-----------|-------------|----------|----------|
|                   | Dry bulk                 | Liquid bulk | Container | Other cargo |          |          |
|                   | <i>(thousand tonnes)</i> |             |           |             |          |          |
| Sydney            | 1 236.7                  | 3 135.9     | 40.4      | 34.7        | 4 447.6  | 8.6      |
| Rest of NSW       | 6 775.0                  | 198.8       | 0.6       | 34.6        | 7 009.0  | 13.6     |
| Melbourne         | 2 341.8                  | 403.9       | 1 680.6   | 652.1       | 5 078.4  | 9.8      |
| Rest of VIC       | 1 338.5                  | 891.1       |           | 767.3       | 2 996.9  | 5.8      |
| Brisbane          | 1 598.5                  | 1 681.9     | 342.2     | 32.9        | 3 655.5  | 7.1      |
| Rest of QLD       | 13 710.0                 | 1 333.3     | 33.8      | 51.7        | 15 128.8 | 29.3     |
| Adelaide          | 1 576.0                  | 1 066.7     | 238.3     | 5.7         | 2 886.7  | 5.6      |
| Rest of SA        | 1 381.4                  | 24.0        |           |             | 1 405.4  | 2.7      |
| Fremantle         | 459.9                    | 1 145.8     | 856.3     | 24.4        | 2 486.4  | 4.8      |
| Rest of WA        | 314.3                    | 1 165.7     | 37.9      | 113.9       | 1 631.8  | 3.2      |
| Hobart            | 516.3                    | 425.0       |           |             | 941.3    | 1.8      |
| Rest of TAS       | 1 141.9                  | 374.7       | 1 559.8   | 693.8       | 3 770.2  | 7.3      |
| Darwin            |                          | 41.4        | 60.0      | 33.3        | 134.8    | 0.3      |
| Total             | 32 390.2                 | 11 888.2    | 4 849.9   | 2 444.5     | 51 572.8 | 100      |
| Per cent of total | 62.8                     | 23.1        | 9.4       | 4.7         | 100      |          |

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

Source: BITRE 2010.

### T3.8 Coastal freight by Australian state and territory of loading or unloading and cargo type, 2008–09

| State/territory of loading | State/territory of unloading |         |          |         |         |         | Total    |
|----------------------------|------------------------------|---------|----------|---------|---------|---------|----------|
|                            | NSW                          | VIC     | QLD      | SA      | WA      | TAS     | NT       |
|                            | <i>(thousand tonnes)</i>     |         |          |         |         |         |          |
| Dry bulk                   |                              |         |          |         |         |         |          |
| NSW                        |                              |         | 67.8     | 784.3   | 15.8    | 122.1   | 989.9    |
| VIC                        | 4.1                          |         | 12.0     | 10.5    | 5.6     | 39.4    | 71.7     |
| QLD                        | 1 787.0                      | 508.2   | 14 496.4 | 348.8   | 104.9   | 624.3   | 17 869.5 |
| SA                         | 1 454.2                      | 1 128.2 | 502.1    | 1 605.1 | 289.4   | 139.8   | 5 118.8  |
| WA                         | 3 203.8                      | 1 452.2 | 180.3    | 80.4    | 622.7   | 136.5   | 5 676.0  |
| TAS                        | 1 468.5                      | 796.0   | 72.6     | 148.3   |         | 158.3   | 2 643.7  |
| NT                         |                              |         |          |         |         | 515.8   | 515.8    |
| Subtotal                   | 7 917.7                      | 3 884.6 | 15 331.2 | 2 977.5 | 1 038.3 | 1 736.2 | 32 885.4 |
| Liquid bulk                |                              |         |          |         |         |         |          |
| NSW                        | 56.4                         | 95.9    | 45.1     | 7.3     | 2.0     | 2.0     | 208.8    |
| VIC                        | 1 383.0                      | 534.9   | 474.9    | 181.1   | 48.2    | 420.4   | 3 042.5  |
| QLD                        | 184.5                        | 151.3   | 1 690.3  | 26.8    | 2.7     | 1.7     | 2 057.3  |
| SA                         | 1 047.8                      |         | 25.5     |         |         |         | 1 073.2  |
| WA                         | 621.8                        | 237.9   | 888.4    | 884.9   | 2 203.3 | 144.5   | 5 012.2  |
| TAS                        |                              | 211.0   | 5.0      | 21.0    |         |         | 8.0      |
| NT                         |                              |         |          |         | 64.9    |         | 0.1      |
| Subtotal                   | 3 293.4                      | 1 231.1 | 3 129.2  | 1 121.1 | 2 321.2 | 568.6   | 39.5     |
| Container                  |                              |         |          |         |         |         |          |
| NSW                        | 1.1                          | 12.7    | 3.4      | 6.8     |         | 0.5     | 24.5     |
| VIC                        | 21.7                         |         | 196.9    | 217.5   | 382.0   | 1 427.6 | 0.4      |
| QLD                        | 0.8                          | 1.0     | 19.7     | 6.0     | 138.9   | 9.2     | 25.4     |
| SA                         | 0.1                          |         | 0.0      | 0.9     | 15.3    |         |          |
| WA                         | 5.7                          | 18.5    | 51.5     | 1.8     | 27.4    | 2.6     | 7.9      |
| TAS                        | 0.0                          | 1 630.8 | 0.6      |         | 127.7   | 14.6    |          |
| NT                         | 0.1                          |         | 1.0      |         | 29.7    |         | 3.8      |
| Subtotal                   | 29.6                         | 1 662.9 | 273.2    | 232.9   | 721.0   | 1 454.4 | 37.6     |
| Other cargo                |                              |         |          |         |         |         |          |
| NSW                        | 15.4                         | 771.1   | 16.8     | 18.1    | 8.7     |         | 8.9      |
| VIC                        | 30.2                         | 8.5     | 10.2     | 20.7    | 43.7    | 605.5   | 0.3      |
| QLD                        | 0.1                          | 1.5     | 50.9     |         | 3.7     |         | 0.5      |
| SA                         | 0.0                          |         | 0.3      |         | 5.3     |         |          |
| WA                         | 11.8                         | 1.1     | 138.9    | 6.4     | 127.4   |         | 13.1     |
| TAS                        | 5.1                          | 601.3   |          |         |         | 9.2     |          |
| NT                         | 0.4                          |         |          |         | 44.8    |         | 1.5      |
| Subtotal                   | 63.0                         | 1 383.5 | 217.1    | 45.2    | 233.5   | 614.8   | 24.3     |
| Total                      | 11 303.7                     | 8 162.0 | 18 950.6 | 4 376.8 | 4 314.0 | 4 373.9 | 101.4    |

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

Source: BITRE 2010.

## Tasmanian trade

Freight shipments to and from Tasmania changed in 2008–09 from 2007–08 in the following ways (Table 3.9):

- Freight from mainland Australia unloaded in Tasmania decreased 9.8 per cent from 5.9 to 5.3 million tonnes.
- Freight loaded in Tasmania destined for mainland Australia decreased slightly from 4.9 to 4.7 million tonnes.
- Significant decreases in the weight of unloaded cargo were recorded by *mineral fuels, lubricants & related materials, animal & vegetable oils, fats & waxes*, and *commodities & transactions NES*, with decreases of 57.9 per cent, 50 per cent and 44.2 per cent respectively.
- The most significant increase in cargo unloaded in Tasmania was recorded by the category *beverages & tobacco*, which observed an increase of 33.0 per cent on last year's figures.
- The majority of commodity categories experienced decreases in the weight of cargo loaded in Tasmania. *Animal & vegetable oils, fats & waxes* decreased 35.4 per cent in 2008–09, while *miscellaneous manufactured articles* fell to zero from the 2007–08 figures.

### T3.9 Tasmanian coastal freight by commodity group, 2007–08 and 2008–09

| Commodity group                                     | Loaded                   |         | Unloaded |         |
|---|--------------------------|---------|----------|---------|
|   | 2007–08                  | 2008–09 | 2007–08  | 2008–09 |
|   | <i>(thousand tonnes)</i> |         |          |         |
| 0—Food & live animals                               | 366.0                    | 362.9   | 702.7    | 702.5   |
| 1—Beverages & tobacco                               | 64.0                     | 65.4    | 79.9     | 106.3   |
| 2—Crude materials inedible except fuels             | 1 698.3                  | 1 633.6 | 1 955.1  | 1 681.1 |
| 3—Mineral fuels, lubricants & related materials     | 956.4                    | 930.8   | 21.6     | 9.1     |
| 4—Animal & vegetable oils, fats & waxes             | 4.8                      | 3.1     | 3.2      | 1.6     |
| 5—Chemical & related products NES                   | 233.6                    | 225.0   | 405.9    | 384.2   |
| 6—Manufactured goods classified chiefly by material | 93.6                     | 151.7   | 1 696.7  | 1 769.7 |
| 7—Machinery & transport equipment                   | 188.1                    | 185.5   | 147.6    | 154.1   |
| 8—Miscellaneous manufactured articles               | 5.2                      |         | 0.6      |         |
| 9—Commodities & transactions NES                    | 1 259.2                  | 1 153.7 | 841.2    | 469.5   |
| Total   | 4 869.1                  | 4 711.5 | 5 854.4  | 5 278.2 |

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

NES = 'Not Elsewhere Specified', see glossary in explanatory notes for further details.

Source: BITRE 2010.



## CHAPTER 4

# Coasting trade permits

In 2008–09, permits covering 3084 voyages were issued to unlicensed vessels for the carriage of interstate domestic cargo, and 3073 voyages were actually undertaken using these permits.<sup>3</sup> Of these, 1974 voyages were undertaken on single voyage permits (SVPs) and 1099 used continuing voyage permits (CVPs).

Voyages undertaken using SVPs increased 8.8 per cent from 2007–08, while voyages on CVPs decreased by 19.8 per cent on last year's figures. Compared to figures from 2007–08, there was a slight increase in the tonnage carried under coastal voyage permits in 2008–09 (0.7 per cent), while the movement of containerised freight on permits decreased by 7.6 per cent in TEU terms.

### T4.1 Use of coasting trade permits, 2008–09

| Permit type              | Voyages on permits | Freight transported on permits |                        |
|--------------------------|--------------------|--------------------------------|------------------------|
|                          | Total<br>(number)  | Total<br>(tonnes)              | Containerised<br>(TEU) |
| Continuing Voyage Permit | 1 099              | 879 301                        | 35 275                 |
| Single Voyage Permit     | 1 974              | 14 134 787                     | 5 821                  |
| Total                    | 3 073              | 15 014 088                     | 41 096                 |

Source: Infrastructure 2010.

### T4.2 Coasting trade permits issued, 2008–09

| Permit type              | Voyages on permits | Freight transported on permits |                        |
|--------------------------|--------------------|--------------------------------|------------------------|
|                          | Total<br>(number)  | Total<br>(tonnes)              | Containerised<br>(TEU) |
| Continuing Voyage Permit | 1 140              | 1 609 493                      | 52 107                 |
| Single Voyage Permit     | 1 944              | 16 126 008                     | 11 258                 |
| Total                    | 3 084              | 17 735 501                     | 63 365                 |

Source: Infrastructure 2010.

The proportion by weight of total coastal freight moved using voyage permits increased from 25.3 per cent in 2007–08 to 29.1 per cent in 2008–09 (Table 4.2). This increase was reflected across all types of cargo.

Compared with 2007–08, there was a 2.9 per cent drop in the tonnage of dry bulk shipped on permits and a 7.6 per cent drop in total coastal dry bulk. This resulted in the share of dry bulk transported on permits increasing slightly, from 28.9 per cent to 30.4 per cent of in 2008–09.

<sup>3</sup> Voyage permit information provided in this paper differs from that appearing in the BITRE's Waterline series. See explanatory notes for further information.

The tonnage of liquid bulk shipped on permits increased from 3.9 million tonnes in 2007–08 to 4.3 million tonnes in 2008–09, an increase of 10.3 per cent over the same period which saw the tonnage of total coastal liquid bulk fall 22.5 per cent, from 15.1 million tonnes to 11.7 million tonnes. This caused the proportion of liquid bulk transported using permits to jump from 25.8 per cent to 36.8 per cent.

The tonnage of general cargo carried under coastal permits since 2007–08 remained constant while the total tonnage of general cargo transported fell slightly.

#### T4.3 Impact of voyage permits on coastal trade, 2008–09

| Cargo group           | Freight transported |             |             | Freight task               |                        |
|-----------------------|---------------------|-------------|-------------|----------------------------|------------------------|
|                       | Total coastal       | SVP and CVP | SVP and CVP | Total coastal              | SVP and CVP (estimate) |
|                       | (million tonnes)    |             | (per cent)  | (billion tonne-kilometres) |                        |
| Dry bulk cargo        | 32.9                | 10.0        | 30.4        | 77.2                       | 23.5                   |
| Petroleum (incl. LPG) | 11.0                | 4.0         | 36.3        | 21.7                       | 7.6                    |
| Other bulk liquids    | 0.7                 | 0.3         | 43.7        | 1.0                        | 0.5                    |
| General cargo         | 6.9                 | 0.7         | 9.9         | 7.5                        | 0.7                    |
| Total                 | 51.6                | 15.0        | 29.1        | 107.4                      | 32.4                   |

Source: Infrastructure 2010, BITRE 2010.

Table 4.4 shows the coastal trade routes for which permit usage is most common, based on the amount of freight carried on permits. As shown, permits are used to transport containerised freight mostly between capital city ports. The routes where the largest volumes of bulk freight are transport on permits are major bulk freight routes.

Missing from the table are intrastate routes commonly traded by unlicensed vessels such as Weipa–Gladstone. Unlicensed vessels trading intrastate are not required to obtain a coasting trade permit from the Federal Government, although such vessels may need to obtain State Government approval such as a Restricted Use Flag (RUF) issued by the Queensland Government.

#### T4.4 Permit usage for selected coastal routes, 2008–09

| Route               | Freight transported | Route                    | Freight transported |
|---------------------|---------------------|--------------------------|---------------------|
|                     | Containerised       |                          | Total               |
|                     | (TEU)               |                          | (tonnes)            |
| Melbourne–Fremantle | 17 260              | Port Hedland–Port Kembla | 1 639 215           |
| Melbourne–Brisbane  | 7 074               | Gladstone–Newcastle      | 1 436 574           |
| Sydney–Fremantle    | 5 930               | Hastings–Botany Bay      | 1 024 823           |
| Bell Bay–Fremantle  | 1 494               | Port Latta–Port Kembla   | 1 013 867           |
| Sydney–Brisbane     | 1 342               | Port Bonython–Botany Bay | 869 522             |
| Brisbane–Darwin     | 1 321               | Groote Eylandt–Bell Bay  | 560 434             |
| Melbourne–Adelaide  | 1 083               | Gladstone–Brisbane       | 420 399             |
| Fremantle–Melbourne | 943                 | Thevenard–Sydney         | 317 068             |
| Brisbane–Fremantle  | 859                 | Ardrossan–Port Kembla    | 269 689             |
| Fremantle–Sydney    | 568                 | Thevenard–Melbourne      | 257 669             |

Source: Infrastructure 2010.

## CHAPTER 5

# Australian port activity

In 2008–09, there was a 4.0 per cent increase in the number of voyages into Australia from overseas ports, while the total number of port calls decreased 2.7 per cent from 2007–08. Melbourne, the busiest port in terms of the number of port calls, experienced an 8.4 per cent decrease in total port calls in 2008–09 (from 3531 in 2007–08 to 3233 in 2008–09). Brisbane, the most common first port of call for international voyages, saw a decrease of 6.1 per cent in international voyages compared to 2007–08.

Port calls in Darwin increased 28.1 per cent in 2008–09, reflecting the increases in the tonnage of coastal freight originating in the Northern Territory since 2007–08.

### T5.1 Ship activity at Australian ports, 2008–09

| Australian port | Unique international-trading vessels | Total unique vessels | International voyages | Total port calls |
|-----------------|--------------------------------------|----------------------|-----------------------|------------------|
| (number)        |                                      |                      |                       |                  |
| New South Wales |                                      |                      |                       |                  |
| Eden            | 13                                   | 28                   | 17                    | 40               |
| Newcastle       | 548                                  | 763                  | 1 010                 | 1 779            |
| Port Kembla     | 208                                  | 492                  | 248                   | 916              |
| Sydney          | 286                                  | 564                  | 783                   | 2 247            |
| Yamba           | 2                                    | 2                    | 5                     | 5                |
| Victoria        |                                      |                      |                       |                  |
| Geelong         | 101                                  | 223                  | 137                   | 505              |
| Hastings        | 23                                   | 69                   | 36                    | 163              |
| Melbourne       | 239                                  | 669                  | 588                   | 3 233            |
| Portland        | 52                                   | 112                  | 65                    | 200              |
| Queensland      |                                      |                      |                       |                  |
| Abbot Point     | 124                                  | 145                  | 148                   | 194              |
| Airlie Beach    | 0                                    | 1                    | 0                     | 1                |
| Brisbane        | 510                                  | 846                  | 1 163                 | 2 418            |
| Bundaberg       | 3                                    | 7                    | 3                     | 12               |
| Cairns          | 22                                   | 85                   | 31                    | 263              |
| Cape Flattery   | 5                                    | 5                    | 28                    | 31               |
| Cooktown        | 1                                    | 3                    | 1                     | 4                |
| Gladstone       | 609                                  | 853                  | 840                   | 1 613            |
| Hay Point       | 653                                  | 717                  | 886                   | 1 082            |
| Karumba         | 15                                   | 23                   | 16                    | 26               |
| Lucinda         | 11                                   | 16                   | 11                    | 16               |
| Mackay          | 45                                   | 105                  | 58                    | 187              |
| Mourilyan       | 15                                   | 20                   | 19                    | 32               |
| Port Alma       | 35                                   | 64                   | 43                    | 92               |
| Townsville      | 239                                  | 334                  | 379                   | 660              |
| Weipa           | 103                                  | 130                  | 138                   | 394              |

(continued)

**T5.1** Ship activity at Australian ports, 2008–09 (continued)

| Australian port                           | Unique international-<br>trading vessels | Total unique vessels | International voyages | Total port calls |
|---|--|----------------------|-----------------------|------------------|
|   |  | (number)             |                       |                  |
| South Australia                           |  |                      |                       |                  |
| Adelaide                                  | 74                                       | 390                  | 87                    | 788              |
| Ardrossan                                 | 1  | 11                   | 1                     | 31               |
| Port Bonython                             | 3  | 25                   | 3                     | 31               |
| Port Giles                                | 3  | 14                   | 3                     | 14               |
| Port Lincoln                              | 20                                       | 79                   | 21                    | 103              |
| Port Pirie                                | 10                                       | 48                   | 11                    | 78               |
| Thevenard                                 | 11                                       | 31                   | 12                    | 83               |
| Wallaroo                                  | 10                                       | 29                   | 10                    | 32               |
| Whyalla                                   | 31                                       | 57                   | 32                    | 102              |
| Western Australia                         |  |                      |                       |                  |
| Albany                                    | 72                                       | 102                  | 82                    | 118              |
| Broome                                    | 2  | 6                    | 2                     | 6                |
| Bunbury                                   | 190                                      | 256                  | 235                   | 344              |
| Dampier                                   | 579                                      | 683                  | 1 067                 | 1 588            |
| Esperance                                 | 110                                      | 174                  | 113                   | 215              |
| Exmouth                                   | 0  | 1                    | 0                     | 1                |
| Fremantle                                 | 575                                      | 886                  | 1 002                 | 1 821            |
| Geraldton                                 | 74                                       | 99                   | 78                    | 114              |
| Onslow                                    | 1  | 1                    | 1                     | 1                |
| Port Hedland                              | 506                                      | 550                  | 1 073                 | 1 438            |
| Port Walcott                              | 218                                      | 230                  | 325                   | 376              |
| Shark Bay                                 | 1  | 1                    | 1                     | 1                |
| Useless Loop                              | 5  | 6                    | 5                     | 6                |
| Wyndham                                   | 1  | 2                    | 1                     | 2                |
| Various offshore<br>facilities            | 36                                       | 69                   | 39                    | 111              |
| Tasmania                                  |  |                      |                       |                  |
| Bell Bay                                  | 1  | 1                    | 1                     | 1                |
| Burnie                                    | 24                                       | 77                   | 26                    | 477              |
| Devonport                                 | 3  | 38                   | 3                     | 799              |
| Hobart                                    | 35                                       | 100                  | 39                    | 216              |
| King Island                               | 0  | 2                    | 0                     | 2                |
| Launceston                                | 45                                       | 116                  | 57                    | 333              |
| Port Latta                                | 8  | 28                   | 8                     | 39               |
| Northern Territory                        |  |                      |                       |                  |
| Bing Bong                                 | 2  | 5                    | 2                     | 5                |
| Darwin                                    | 170                                      | 245                  | 368                   | 1 059            |
| Gove                                      | 87                                       | 98                   | 113                   | 130              |
| Milner Bay                                | 53                                       | 62                   | 57                    | 69               |
| Various offshore<br>facilities            | 13                                       | 20                   | 14                    | 34               |
| Other Australian ports                    |  |                      |                       |                  |
| Australian ports not<br>clearly specified | 18                                       | 24                   | 21                    | 28               |
| Total                                     | 4 051                                    | 4 199                | 11 566                | 26 709           |

Source: LMIU 2010.

In 2008–09, the busiest ports in terms of tonnes of cargo handled and their primary export commodities were, in decreasing order: Port Hedland (iron ore); Dampier (iron ore); Newcastle (coal); Hay Point (coal); Gladstone (coal); Port Walcott (iron ore); Brisbane (coal, coke and briquettes); Melbourne (miscellaneous manufactures); Port Kembla (coal); Sydney (miscellaneous manufactures); and Weipa (alumina). Compared to 2007–08, Port Hedland rose one spot to become Australia's busiest port by weight of cargo handled. Weipa rose from the twelfth busiest port in 2007–08 to become the eleventh busiest port in 2008–09, while Fremantle fell three spots to become Australia's twelfth busiest port.

**T5.2** Cargo loaded and unloaded by Australian ports, 2008–09

| Australian port | Coastal    |            | International |            | Total      |
|-----------------|------------|------------|---------------|------------|------------|
|                 | Loaded     | Unloaded   | Exports       | Imports    |            |
|                 |            |            | (tonnes)      |            |            |
| New South Wales |            |            |               |            |            |
| Coffs Harbour   |            |            | 12            | 45         | 57         |
| Eden            | 10 671     | 13         |               |            | 10 684     |
| Kurnell         |            |            | 41 300        | 4 056 748  | 4 098 048  |
| Newcastle       | 312 815    | 1 964 241  | 92 191 799    | 1 098 596  | 95 567 452 |
| Port Botany     |            |            | 4 797         | 79 433     | 84 230     |
| Port Kembla     | 1 596 926  | 5 044 224  | 15 315 562    | 2 097 704  | 24 054 416 |
| Sydney          | 137 839    | 4 447 578  | 5 261 714     | 11 267 576 | 21 114 707 |
| Other ports NSW |            |            | 7 968         | 3 683      | 11 650     |
| Victoria        |            |            |               |            |            |
| Geelong         | 1 533 724  | 1 281 706  | 1 659 235     | 5 228 677  | 9 703 342  |
| Melbourne       | 2 990 995  | 5 078 415  | 9 215 707     | 12 264 231 | 29 549 348 |
| Port Welshpool  | 2 769      | 19 517     |               |            | 22 286     |
| Portland        |            | 765 260    | 1 584 510     | 365 644    | 2 715 413  |
| Westernport     | 1 551 786  | 930 462    | 491 059       | 221 450    | 3 194 757  |
| Other ports VIC |            |            | 77 945        | 826        | 78 771     |
| Queensland      |            |            |               |            |            |
| Abbot Point     |            | 103        | 14 766 771    |            | 14 766 874 |
| Brisbane        | 2 388 737  | 3 655 505  | 12 950 833    | 12 329 316 | 31 324 392 |
| Bundaberg       | 137 032    | 17 254     | 139 337       | 704        | 294 327    |
| Cairns          | 91 409     | 13 345     | 267 364       | 250 589    | 622 707    |
| Gladstone       | 3 206 560  | 13 892 351 | 59 399 811    | 2 594 217  | 79 092 938 |
| Hay Point       | 43 995     |            | 81 963 895    |            | 82 007 890 |
| Innisfail       |            |            | 608 099       |            | 608 099    |
| Karumba         | 421 275    |            | 658 187       |            | 1 079 462  |
| Lucinda         |            |            | 581 500       |            | 581 500    |
| Mackay          | 286 745    | 457 727    | 1 192 425     | 445 869    | 2 382 767  |
| Mourilyan       | 24 982     |            |               |            | 24 982     |
| Rockhampton     |            |            |               | 11         | 11         |
| Thursday Island | 10 167     | 44 744     | 1 764         | 623        | 57 298     |
| Townsville      | 460 178    | 697 022    | 3 748 438     | 4 073 513  | 8 979 151  |
| Weipa           | 13 113 306 | 6 280      | 7 337 917     | 52 959     | 20 510 462 |
| Other ports QLD |            |            | 1 470 447     | 89         | 1 470 536  |
| South Australia |            |            |               |            |            |
| Ardrossan       | 467 812    |            |               |            | 467 812    |
| Klein Point     | 1 425 748  |            |               |            | 1 425 748  |
| Port Adelaide   | 959 842    | 2 886 691  | 3 228 335     | 2 150 769  | 9 225 637  |
| Port Bonython   | 1 047 224  |            | 307 408       |            | 1 354 632  |
| Port Giles      |            |            | 258 595       |            | 258 595    |
| Port Lincoln    | 50 135     | 45 146     | 1 343 297     | 134 173    | 1 572 750  |
| Port Pirie      | 262        | 379 629    | 304 441       | 38 583     | 722 915    |
| Thevenard       | 1 612 474  |            | 401 642       |            | 2 014 116  |
| Wallaroo        |            | 19 485     | 581 535       | 17 978     | 618 998    |
| Whyalla         | 650 448    | 961 164    | 5 568 657     | 245 701    | 7 425 971  |
| Other ports SA  |            |            | 133 744       |            | 133 744    |

(continued)

## T5.2 Cargo loaded and unloaded by Australian ports, 2008–09 (continued)

| Australian port                | Coastal    |            | International       |            | Total       |
|--------------------------------|------------|------------|---------------------|------------|-------------|
|                                | Loaded     | Unloaded   | Exports<br>(tonnes) | Imports    |             |
| Western Australia              |            |            |                     |            |             |
| Albany                         | 49 089     | 9 795      | 3 863 906           | 138 138    | 4 060 928   |
| Barrow Island                  | 297 086    |            |                     |            | 297 086     |
| Broome                         | 254        | 160 944    | 109 228             | 213 025    | 483 450     |
| Bunbury                        | 617 705    | 211 466    | 9 685 949           | 1 404 790  | 11 919 910  |
| Cape Cuvier                    | 129 740    |            | 2 209 796           |            | 2 339 536   |
| Cape Lambert                   |            |            |                     | 6 415      | 6 415       |
| Christmas Island               | 78 641     | 13 139     |                     |            | 91 780      |
| Cossack Pioneer                | 381 661    |            |                     |            | 381 661     |
| Dampier                        | 1 781 138  | 370 119    |                     |            | 2 151 257   |
| Dampier (King Bay)             |            |            | 140 109 840         | 930 108    | 141 039 948 |
| Derby                          |            |            | 19 541              |            | 19 541      |
| Esperance                      | 333 093    | 148 703    | 8 853 584           | 400 310    | 9 735 690   |
| Fremantle                      | 3 741 137  | 2 486 390  | 4 721 006           | 5 573 160  | 16 521 692  |
| Geraldton                      | 179 364    | 565 947    | 7 080 659           | 201 034    | 8 027 004   |
| Griffin Venture                | 78 756     |            |                     |            | 78 756      |
| Kwinana                        |            |            | 7 162 682           | 4 454 196  | 11 616 878  |
| Modoc Venture                  | 58 162     |            |                     |            | 58 162      |
| Port Hedland                   | 3 161 019  | 129 210    | 154 854 419         | 984 121    | 159 128 770 |
| Port Walcott                   |            |            | 56 890 562          | 33 600     | 56 924 162  |
| Thevenard Island               | 107 356    |            |                     |            | 107 356     |
| Useless Loop                   |            |            | 1 042 869           | 589        | 1 043 458   |
| Varanus Island                 | 107 420    |            |                     |            | 107 420     |
| Wyndham                        | 616        | 22 459     | 139 278             | 64 049     | 226 402     |
| Various offshore terminals     |            |            | 7 224 194           |            | 7 224 194   |
| Other ports WA                 |            |            | 1 671 043           | 25 415     | 1 696 458   |
| Tasmania                       |            |            |                     |            |             |
| Bell Bay                       | 544 933    | 1 353 024  |                     |            | 1 897 957   |
| Burnie                         | 1 627 888  | 1 175 416  | 1 376 226           | 169 654    | 4 349 183   |
| Devonport                      | 1 884 231  | 1 336 466  | 4 519               | 44 820     | 3 270 035   |
| Hobart                         | 352 750    | 968 084    | 489 306             | 197 325    | 2 007 464   |
| King Island                    | 26 469     | 36 102     |                     |            | 62 571      |
| Launceston                     |            |            | 3 351 733           | 329 885    | 3 681 618   |
| Port Latta                     | 1 418 154  |            | 1 092 187           | 345        | 2 510 686   |
| Spring Bay                     |            |            | 929 151             |            | 929 151     |
| Northern Territory             |            |            |                     |            |             |
| Darwin                         | 146 439    | 134 779    | 5 936 597           | 6 051 211  | 12 269 027  |
| Groote Eylandt                 | 515 834    |            |                     |            | 515 834     |
| Various offshore terminals     |            |            | 589 137             | 6 511      | 595 647     |
| Confidential NT ports          |            |            | 4 188 744           | 1 453 819  | 5 642 563   |
| Other (including confidential) |            |            | 2 091 116           | 27         | 2 091 143   |
| Total                          | 51 582 504 | 51 572 864 | 753 176 880         | 81 629 026 | 937 961 274 |

Note: Blank cells mean no data was recorded for this category.

Source: BITRE 2010, ABS 2010



## CHAPTER 6

# Australian trading fleet

In 2008–09, the size of the Australian trading fleet declined both in terms of total deadweight tonnage and total gross tonnage compared to 2007–08. Overall, the fleet reduced in size from 94 ships in 2007–08 to 77 in 2008–09 (Table 6.1). The number of vessels in the major trading fleet<sup>4</sup> fell by 16 from 73 in 2007–08 to 57 vessels, and the number of other trading ships<sup>5</sup> decreased by 1 from 21 in 2007–08 to 20 vessels in 2008–09.

A number of vessel types recorded falls in percentage terms in numbers or tonnage since 2007–08. Figure 6.1 shows numbers and Figure 6.2 shows total tonnage of each vessel type in the fleet in 2008–09.

**T6.1** Summary of the Australian trading fleet, 2008–09

| Trade                          |                       | Vessels<br>(number) | Deadweight tonnage<br>(tonnes) | Gross tonnage<br>(GT) |
|--------------------------------|-----------------------|---------------------|--------------------------------|-----------------------|
| Major trading fleet            |                       |                     |                                |                       |
| Coastal                        |                       |                     |                                |                       |
|                                | Australian registered | 26                  | 592 517                        | 489 327               |
|                                | Overseas registered   | 3                   | 72 244                         | 47 847                |
| Total coastal                  |                       | 29                  | 664 761                        | 537 174               |
| Overseas                       |                       |                     |                                |                       |
|                                | Australian registered | 4                   | 307 264                        | 298 900               |
|                                | Overseas registered   | 24                  | 927 576                        | 571 789               |
| Total overseas                 |                       | 28                  | 1 234 840                      | 870 689               |
| Total major trading fleet      |                       | 57                  | 1 899 601                      | 1 407 863             |
| Other trading ships            |                       |                     |                                |                       |
|                                | Australian registered | 17                  | 9 968                          | 15 834                |
|                                | Overseas registered   | 3                   | 2 239                          | 2 159                 |
| Total other trading ships      |                       | 20                  | 12 207                         | 17 993                |
| Total Australian registered    |                       | 47                  | 909 749                        | 804 061               |
| Total overseas registered      |                       | 30                  | 1 002 059                      | 621 795               |
| Total Australian trading fleet |                       | 77                  | 1 911 808                      | 1 425 856             |

Note: The Australian trading fleet consists of cargo vessels operated or owned by Australian companies to and from Australia. This includes vessels that carry both cargo and passengers, but excludes vessels that carry passengers only.  
This table shows the number of ships operated by Australian companies as at July 2009 which traded in Australian waters in the 2008–09 financial year. This excludes vessels which operated internationally without calling to Australian ports in 2008–09, and also excludes non-Australian owned and operated vessels trading in Australian waters.

Sources: LMIU 2010; Shipping companies (various)—personal communications.

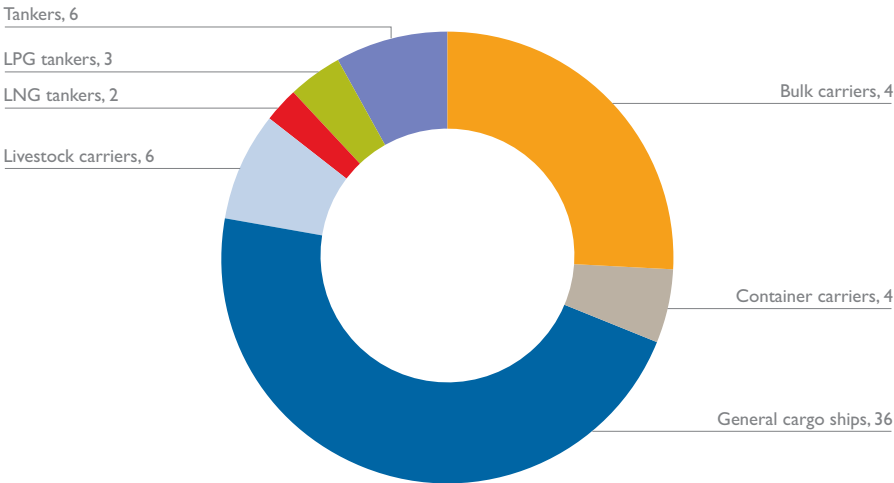
<sup>4</sup> The major trading fleet is defined as all vessels with deadweight tonnage (DWT) greater than 2000.

<sup>5</sup> Other trading ships are those with gross tonnage (GT) greater than 150 which are not in the major trading fleet.

The composition of the fleet by ship type is illustrated in Figure 6.1. Compared with 2007–08, in 2008–09 there was:

- a decrease in the number of bulk carriers, from 27 to 20
- an increase in the number of container carriers, from 3 to 4
- a decrease in general cargo vessels, from 39 to 36
- a decrease in the number of livestock carriers, from 7 to 6
- a decrease in LNG tankers, from 6 to 2
- no net change in LPG tankers
- a decrease in the number of other tankers, from 8 to 6
- a decrease in the number of chemical tankers, from 1 to 0.

**F6.1**      Number of ships in the Australian fleet by ship type, 2008–09

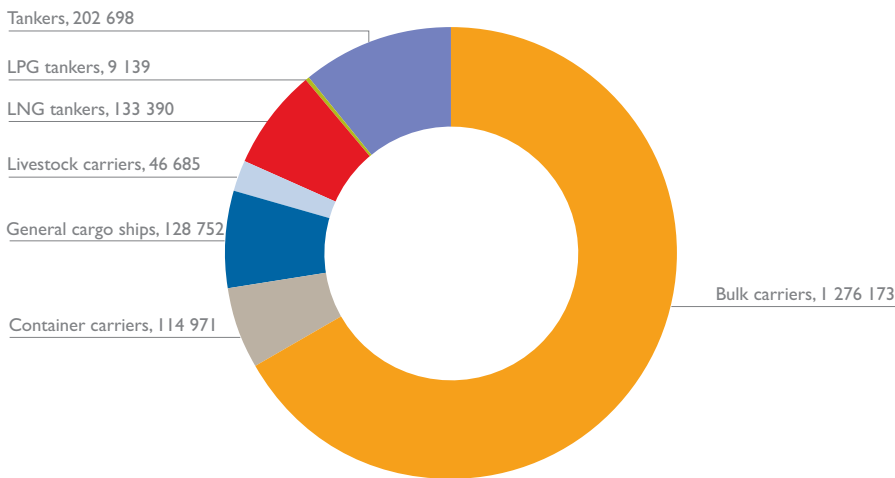


Sources: LMIU 2010; Shipping companies (various)—personal communications.

The composition of the fleet by the deadweight tonnage shares of ship types is illustrated in Figure 6.2. Compared with 2007–08, in 2008–09 there was:

- a 25.8 per cent decrease in total bulk carrier tonnage, from 1 720 883 to 1 276 173
- a six-fold increase in total container carrier tonnage, 16 916 to 114 971
- an 8.4 per cent decrease in total general cargo vessel tonnage, from 140 558 to 128 752
- a 10.9 per cent decrease in total livestock carrier tonnage, from 52 418 to 46 685
- a 66.7 per cent decrease in total LNG tanker tonnage, from 400 700 to 133 390
- no net change in total LPG tanker tonnage
- a 39.2 per cent decrease in total other tanker tonnage, from 333 241 to 202 698
- a decrease in chemical tanker tonnage, from 6706 to 0.

**F6.2** Deadweight tonnage of the Australian fleet by ship type, 2008–09



Sources: LMIU 2010; Shipping companies (various)—personal communications.

Tables 6.2 and 6.3 show the main commodities carried and trade in which the major trading vessels were engaged during 2008–09.

## T6.2 Ships in the major overseas trading fleet, 2008–09

| Name of vessel             | Flag | Trade | Products          | Known ports called at in Australia  | Known overseas countries visited   |
|----------------------------|------|-------|-------------------|---|--|
| <b>Bulk carriers</b>       |      |       |                   |   |  |
| Goonyella Trader           | LBR  |       | Coal              | Hay Point, Newcastle  | Arab Republic of Egypt, Brazil, France, Germany, Gibraltar, Japan, Netherlands, Philippines, Republic of Singapore, United Kingdom |
| Iron Yandi                 | AUS  | (c)   | Iron ore, coal    | Gladstone, Hay Point, Newcastle, Port Hedland, Port Kembla                                  | People's Republic of China, Republic of Korea  |
| Orana                      | BHS  | (c)   | Timber products   | Burnie, Launceston  | Japan, Republic of Korea, Republic of Singapore  |
| Pacific Dolphin            | LBR  | (c)   | Iron ore, alumina | Gladstone, Hay Point, Whyalla   | Canary Islands, India, People's Republic of China, Republic of Korea, Republic of Singapore, United States of America              |
| Pacific Triangle           | LBR  | (c)   | Iron ore, coal    | Hay Point, Newcastle, Port Hedland, Port Kembla   | Japan  |
| Saraji Trader              | LBR  |       | Coal              | Hay Point   | Arab Republic of Egypt, Gibraltar, Japan, Turkey   |
| <b>Container carriers</b>  |      |       |                   |   |  |
| ANL Wangaratta             | GBR  |       | General cargo     | Botany Bay, Brisbane, Melbourne   | Japan, People's Republic of China, Republic of Korea, Taiwan   |
| ANL Wyong                  | GBR  |       | General cargo     | Botany Bay, Brisbane, Melbourne   | Japan, People's Republic of China, Republic of Korea, Taiwan   |
| <b>General cargo ships</b> |      |       |                   |   |  |
| Achilles                   | SGP  |       | General cargo     | Dampier, Darwin, Fremantle, Newcastle, Port Alma, Port Hedland                              | Indonesia, Malaysia, People's Republic of China, Philippines, Republic of Korea, Republic of Singapore                             |
| Aurora Australis           | AUS  |       | General cargo     | Fremantle, Hobart   | Antarctica   |
| Capitaine Cook             | DMA  |       | General cargo     | Adelaide, Botany Bay, Brisbane, Fremantle, Mackay, Newcastle, Port Giles, Sydney, Thevenard | Fiji, New Zealand  |
| Hector                     | SGP  |       | General cargo     | Dampier, Darwin, Port Hedland   | Indonesia, People's Republic of China, Republic of Singapore   |
| Kathryn Bay                | SGP  |       | General cargo     | Darwin  | Republic of Singapore  |
| Norfolk Guardian           | TON  |       | General cargo     | Yamba   | New Zealand, Norfolk Island  |
| Roslyn Bay                 | BLZ  |       | General cargo     | Cairns, Newcastle, Port Alma  | Indonesia, Malaysia, Philippines, Republic of Singapore, Solomon Islands   |
| Scarlett Lucy              | SGP  |       | General cargo     | Botany Bay, Brisbane, Gladstone, Mackay   | Fiji, Nauru, New Caledonia, Solomon Islands, Vanuatu   |

(continued)

## T6.2 Ships in the major overseas trading fleet, 2008–09 (continued)

| Name of vessel            | Flag | Trade | Products                 | Ports called at in Australia                       | Overseas countries visited  |
|---------------------------|------|-------|--------------------------|--|---|
| <b>Livestock carriers</b> |      |       |                          |  |   |
| Hereford Express          | PHL  |       | Livestock                | Broome, Darwin, Fremantle, Port Hedland            | Indonesia, New Zealand, Republic of Singapore   |
| Kerry Express             | PHL  |       | Livestock                | Darwin, Geraldton, Port Hedland                    | Indonesia, Malaysia, Republic of Singapore  |
| Maysora                   | BHS  |       | Livestock                | Darwin, Fremantle, Portland                        | Indonesia, Israel, Jordan, Kuwait, Republic of Singapore, Saudi Arabia, State of Bahrain, United Arab Emirates                |
| Norvantes                 | SGP  |       | Livestock                | Cairns, Darwin, Karumba, Mourilyan                 | Indonesia   |
| Torrens                   | TON  |       | Livestock                | Darwin, Fremantle, Portland                        | Arab Republic of Egypt, Indonesia, Republic of Singapore, Russian Federation, Saudi Arabia, Turkey, United Arab Emirates      |
| <b>LNG Tankers</b>        |      |       |                          |  |   |
| Northwest Sandpiper       | AUS  |       | LNG                      | Dampier  | Japan, People's Republic of China, Republic of Korea  |
| Northwest Stormpetrel     | AUS  |       | LNG                      | Dampier  | Japan, People's Republic of China, Republic of Singapore  |
| <b>LPG Tankers</b>        |      |       |                          |  |   |
| Boral Gas                 | VUT  | (c)   | LPG                      | Brisbane, Cairns, Darwin                           | Guam, Papua New Guinea, Philippines   |
| Bougainville              | TON  | (c)   | LPG                      | Botany Bay, Hastings                               | New Zealand   |
| Pacific Gas               | VUT  | (c)   | LPG                      | Botany Bay, Brisbane, Hastings                     | Fiji, Norfolk Island, Vanuatu, Western Samoa  |
| <b>Tankers</b>            |      |       |                          |  |   |
| Botany Tribute            | PAN  |       | Unspecified bulk liquids | Adelaide, Brisbane, Fremantle, Melbourne, Sydney   | Argentina, Brazil, Indonesia, Madagascar, New Zealand, Nigeria, Pakistan, Republic of Singapore, South Africa                 |
| Samar Spirit              | BHS  | (c)   | Petroleum products       | Brisbane, Fremantle, Melbourne, Nganhurra Terminal | Indonesia, Malaysia, People's Republic of China, Republic of Singapore, Saudi Arabia, Thailand, United Arab Emirates, Vietnam |

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

Flag abbreviations: AUS—Australia; BHS—Bahamas; BLZ—Belize; DMA—Dominica; LBR—Liberia; PAN—Panama; PHL—Philippines; SGP—Singapore; TON—Tonga; VUT—Vanuatu.

Sources: LMIU 2010; Shipping companies (various)—personal communications.

## T6.3 Ships in the major coastal trading fleet, 2008–09

| Name of vessel            | Flag | Trade | Products           | Known ports called at in Australia  | Known overseas countries visited                          |
|---------------------------|------|-------|--------------------|---|---|
| <b>Bulk carriers</b>      |      |       |                    |   |   |
| Aburri                    | AUS  |       | Metal concentrates | Bing Bong   |   |
| Accolade II               | AUS  |       | Limestone          | Adelaide, Brisbane, Klein Point   |   |
| CSL Thevenard             | BHS  | (o)   | Cement             | Adelaide, Brisbane, Devonport, Geelong, Gladstone, Melbourne, Sydney, Thevenard, Townsville, Whyalla  | People's Republic of China                                |
| Endeavour River           | AUS  |       | Bauxite            | Gladstone, Weipa  |   |
| Goliath                   | AUS  | (o)   | Cement             | Adelaide, Dampier, Devonport, Gladstone, Melbourne, Newcastle, Sydney   | Republic of Singapore                                     |
| Ikuna                     | TON  | (o)   | Coal               | Adelaide, Ardrossan, Brisbane, Devonport, Geelong, Hobart, Launceston, Melbourne, Newcastle, Port Kembla, Port Lincoln, Port Pirie, Portland, Whyalla | New Zealand   |
| Iron Chieftain            | AUS  | (o)   | Iron ore, coal     | Gladstone, Port Kembla, Whyalla   | People's Republic of China, Republic of Singapore, Taiwan |
| Lindesay Clark            | AUS  |       | Alumina            | Brisbane, Bunbury, Fremantle, Geelong, Portland   |   |
| Pioneer                   | AUS  | (o)   | Sugar              | Gladstone, Mackay, Sydney   | Republic of Singapore                                     |
| Portland                  | AUS  |       | Alumina            | Adelaide, Bunbury, Fremantle, Geelong, Melbourne, Portland, Thevenard   |   |
| River Boyne               | AUS  | (o)   | Bauxite            | Gladstone, Weipa  | Republic of Singapore                                     |
| River Embley              | AUS  |       | Bauxite            | Gladstone, Weipa  |   |
| Vigsnes                   | AUS  |       | Metal concentrates | Adelaide, Burnie, Geelong, Hobart, Melbourne, Newcastle, Port Kembla, Port Pirie, Portland  |   |
| Wunma                     | AUS  |       | Metal concentrates | Karumba   |   |
| <b>Container carriers</b> |      |       |                    |   |   |
| ANL Bass Trader           | AUS  |       | General cargo      | Burnie, Launceston, Melbourne   |   |

(continued)

### T6.3 Ships in the major coastal trading fleet, 2008–09 (continued)

| Name of vessel             | Flag | Trade | Products                  | Known ports called at in Australia  | Known overseas countries visited   |
|----------------------------|------|-------|---------------------------|---|--|
| <b>General cargo ships</b> |      |       |                           |   |  |
| Claudia I                  | AUS  |       | General cargo             | Sydney  |  |
| Hakula                     | TON  | (o)   | General cargo             | Adelaide, Ardrossan, Brisbane, Devonport, Fremantle, Geelong, Gladstone, Hobart, Launceston, Melbourne, Newcastle, Port Kembla, Port Pirie, Portland, Whyalla | New Zealand  |
| Halifax Bay                | AUS  |       | General cargo             | Darwin  |  |
| Iron Monarch               | AUS  |       | General cargo             | Brisbane, Hastings, Newcastle, Port Kembla  |  |
| Newcastle Bay              | AUS  |       | General cargo             | Cairns, Weipa   |  |
| Searoad Mersey             | AUS  |       | General cargo             | Devonport, Grassy, Melbourne  |  |
| Searoad Tamar              | AUS  |       | General cargo             | Burnie, Devonport, Melbourne  |  |
| Spirit of Tasmania I       | AUS  |       | General cargo, passengers | Devonport, Melbourne  |  |
| Spirit of Tasmania II      | AUS  |       | General cargo, passengers | Devonport, Melbourne, Sydney  |  |
| Tasmanian Achiever         | AUS  |       | General cargo             | Burnie, Melbourne, Sydney   |  |
| Trinity Bay                | AUS  |       | General cargo, passengers | Cairns  |  |
| Victorian Reliance         | AUS  |       | General cargo             | Brisbane, Burnie, Melbourne, Sydney   |  |
| <b>Tankers</b>             |      |       |                           |   |  |
| Helix                      | AUS  |       | Petroleum products        | Adelaide, Botany Bay, Brisbane, Burnie, Devonport, Geelong, Hobart, Launceston, Melbourne, Port Lincoln, Sydney, Townsville                                   |  |
| Palmerston                 | AUS  | (o)   | Unspecified bulk liquids  | Botany Bay, Brisbane, Fremantle, Geelong, Gladstone, Mackay, Melbourne, Townsville  | New Zealand, Philippines, Republic of Korea, Republic of Singapore, Taiwan |

Note: (o) denotes that the vessel occasionally enters the overseas trade market.  
Flag abbreviations: AUS—Australia; BHS—Bahamas; TON—Tonga.

Sources: LMIU 2010; Shipping companies (various)—personal communications.



# Explanatory notes

## Sources

Coastal freight figures have been derived from data supplied by port authorities for BITRE's annual coastal freight survey. Tonne-kilometre figures are calculated by applying port-to-port distances<sup>6</sup> (including pilotage) to total tonnages loaded or unloaded for each port pair. Where optional routes within Australia could reasonably be used, the shorter distance has been used.

The vessel movement information used to report port activity is data obtained from Lloyd's Marine Intelligence Unit. This data is also used to compile the Australian trading fleet, in addition to information supplied by shipping companies, and assumptions made by BITRE based on industry knowledge.

International freight data was obtained from the Australian Bureau of Statistics. This is based on data collected by the Australian Customs Service.

Data on the use of coasting trade permits is extracted from the system used to manage the application for and granting of permits, which is maintained by the Department of Infrastructure, Transport, Regional Development and Local Government.

## Statistical issues

The scope and methodology used in the collation of international freight data (ABS 2010) has been revised. From 2008–09, data on the previous scope are no longer available. The major changes between the previous and revised data are:

- The addition of data previously excluded (primarily exports to Ship and aircraft stores).
- The extension of the period during which data for a particular quarter is collected—data is declared final 6 months after the end of the quarter rather than 5 months.
- The change from the ATFCC to SITC system for the classification of commodities.
- The removal of vessel information such as service type (liner/non-liner) and vessel flag.

The first two of these changes result in data being included in the collection that was previously out of scope, and mean that figures obtained from data collected using the new scope and methodology are not comparable to previous figures (although they are similar, as shown in Table 1.1). The change in commodity classification creates further problems when comparing data from before and after the change, as an exact concordance between ATFCC and SITC (or vice versa) is not possible. The lack of service type information prevents the publication of figures by service type (Tables 2.6 and 2.7).

<sup>6</sup> Australian Chamber of Shipping 1993.

Three years of historical data is provided on the new scope for comparative purposes.

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 cargo may commonly originate from or be destined for multiple 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 NSW ports, and petroleum products are classified as kerosene in Cairns.

The 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.

The data on coasting trade permits has a different source to that of the coastal freight data. Differences in the way commodities are recorded between these two systems may result in inconsistencies in the comparative figures reported by commodity (Table 4.3).

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

## Coasting trade 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
- 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; and
- 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 6 months) and enables a vessel to carry specified cargo between nominated ports for that period

The information on permits provided in previous editions of Australian Sea Freight differs from that appearing in the BITRE's Waterline series. Previously, figures for permits issued were reported in Waterline, and permits used in Australian Sea Freight. In this report, figures for both permits issued and permits used are presented.



# Glossary

|                           |  |
|---------------------------|--|
| Australian trading fleet: | <p>BITRE uses as definition of the Australian trading fleet which includes all vessels above 150 GT which are used to transport cargo either domestically or internationally (to or from Australia) and which are owned or operated by Australian entities. The fleet includes vessels that carry cargo and passengers, but does not include vessels that carry passengers only.</p> <p>See also major trading fleet; minor trading fleet.</p>   |
| BITRE:                    | <p>Bureau of Infrastructure, Transport and Regional Economics.</p>   |
| Coasting trade permit:    | <p>To transport cargo on the Australian coast a vessel must either be licensed or hold a permit. Being licensed requires that the vessel's crew are paid Australian wages while it is trading on the Australian coast.</p> <p>An unlicensed vessel may be granted a permit if there is inadequate service (or no service) offered by licensed vessels for that shipping task, and provided a public interest criteria is satisfied. Permits can be either cargo or passenger single voyage permits (SVPs) or cargo continuing voyage permits (CVPs).</p> <p>SVPs are issued for a single voyage between designated ports for the carriage of a specified cargo or passengers. CVPs are issued for a period of up to three months and enable a vessel to carry specified cargo between specified ports for the duration of that period.</p> |
| Continuing voyage permit: | <p>See coasting trade permit.</p>  |
| CVP:                      | <p>Abbreviation of 'continuing voyage permit'. See coasting trade permit for more information.</p>   |
| Deadweight tonnage:       | <p>Often abbreviated to 'DWT', it is a measure of total carrying capacity of a vessel in tonnes. It is calculated as the difference between the vessel's lightship (unloaded) and its loaded displacement. As such, it includes the weight of crew, passengers, fuel, water, and stores as well as cargo.</p>  |

|                       |   |
|-----------------------|---|
| DWT:                  | See deadweight tonnage.   |
| Gross tonnage:        | Abbreviated 'GT', it is a quantity which serves as a measure of vessel size. It is a function of the volume of all the enclosed spaces of a vessel. Its precise definition is set out in IMO (1969). In July 1982 it became the standard measure for vessel size for new vessels and between 1982 and 1994 was progressively phased in for all older vessels. It is used as the basis for manning regulations, safety rules, and registration fees, and may also be used to calculate port dues.  |
| GT:                   | See gross tonnage.  |
| Major trading fleet:  | Vessels in the Australian trading fleet of 2000 DWT or more.  |
| Minor trading fleet:  | Vessels in the Australian trading fleet of less than 2000 DWT.  |
| NEC and NES:          | Abbreviations of 'not elsewhere classified' and 'not elsewhere specified' respectively. These abbreviations are commonly used in classification systems to indicate that a particular category includes all the elements from a higher-level category which are not specifically included in other categories at the same level. For example, Table 2.8 contains an entry for the commodity gases, natural and manufactured NES which excludes LPG and LNG which are identified separately but includes all other natural and manufactured gases that fall under the higher-level category of mineral fuels, lubricants, and related materials. |
| Single voyage permit: | See coasting trade permit.  |
| SVP:                  | Abbreviation of 'single voyage permit'. See coasting trade permit for more information.   |
| TEU:                  | See twenty-foot equivalent unit.  |
| Tonne:                | Unless otherwise stated, in this publication 'tonne' always means metric tonne (t), equal to one thousand kilograms.  |
| Tonne-kilometres:     | Abbreviated to 'tkm', it is a unit used to measure used freight task. For maritime freight it is calculated as the product of the total net weight of freight transported (in tonnes) and the sea route distance it is carried (in kilometres), including pilotage.   |
| Transhipped cargo:    | Transhipped cargo refers to cargo that is unloaded at a port other than its final destination in order to be loaded onto a different vessel for the remainder of its journey. International cargo with a foreign origin and destination is sometimes transhipped through Australian ports.  |

Twenty-foot equivalent unit:

Often abbreviated to 'TEU', it is a unit used to measure containerised freight. It is calculated by converting the various sizes of container to an equivalent number of twenty-foot containers. For example, one forty-foot container is 2 TEU, and one forty-eight-foot container is 2.4 TEU.

## Composition of trading regions

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

| Trading region                       | Countries                |                                |                                  |
|--------------------------------------|--------------------------|--------------------------------|----------------------------------|
| South East Asia                      | Brunei                   | Burma (Myanmar)                | Cambodia                         |
|                                      | Indonesia                | Laos                           | Malaysia                         |
|                                      | Philippines              | Singapore                      | Thailand                         |
|                                      | Vietnam                  | Timor-Leste                    |                                  |
| Middle East                          | Bahrain                  | Iran                           | Iraq                             |
|                                      | Israel                   | Jordan                         | Kuwait                           |
|                                      | Lebanon                  | Oman                           | Palestine                        |
|                                      | Qatar                    | Saudi Arabia                   | Syria                            |
|                                      | Turkey                   | United Arab Emirates           | Yemen                            |
| New Zealand                          | New Zealand              |                                |                                  |
| North and Central America            | Anguilla                 | Antigua and Barbuda            | Bahamas                          |
|                                      | Barbados                 | Belize                         | Bermuda                          |
|                                      | Canada                   | Cayman Islands                 | Costa Rica                       |
|                                      | Cuba                     | Dominica                       | Dominican Republic               |
|                                      | El Salvador              | French Antilles                | Grenada                          |
|                                      | Guatemala                | Haiti                          | Honduras                         |
|                                      | Jamaica                  | Johnston and Sand Island       | Mexico                           |
|                                      | Midway Islands           | Montserrat                     | Netherlands Antilles             |
|                                      | Nicaragua                | Panama                         | Panama Canal Zone                |
|                                      | Puerto Rico              | St. Kitts and Nevis            | St. Lucia                        |
|                                      | St. Pierre and Miquelon  | St. Vincent and Grenadines     | Trinidad and Tobago              |
|                                      | Turks and Caicos Islands | United States of America       | Virgin Islands (British)         |
|                                      | Virgin Islands (U.S.)    |                                |                                  |
| South America                        | Argentina                | Bolivia                        | Brazil                           |
|                                      | Chile                    | Columbia                       | Ecuador                          |
|                                      | Falkland Islands         | French Guiana                  | Guyana                           |
|                                      | Paraguay                 | Peru                           | Suriname                         |
|                                      | Uruguay                  | Venezuela                      |                                  |
| Pacific Islands and Papua New Guinea | American Samoa           | Australian Antarctic Territory | Cook Islands                     |
|                                      | Fiji                     | French Polynesia               | French South Antarctic Territory |
|                                      | Guam                     | Kiribati                       | Marshall Islands                 |
|                                      | Micronesia               | Nauru                          | New Caledonia                    |
|                                      | Niue                     | Norfolk Island                 | Northern Mariana Islands         |
|                                      | Palau                    | Papua New Guinea               | Pitcairn Island                  |
|                                      | Ross Dependency          | Samoa                          | Solomon Islands                  |
|                                      | Tokelau                  | Tonga                          | Tuvalu                           |
|                                      | Vanuatu                  | Wake Island                    | Wallis and Futuna Islands        |
| Rest of world                        | Australian fishing zone  | Christmas Island               | Cocos (Keeling) Islands          |
|                                      | Country not available    | International waters           | Ship and aircraft stores         |



# References

ABS—See Australian Bureau of Statistics.

Australian Coal Association (2010), *Australia's black coal exports by destination: 2008–09*, retrieved from [http://www.australiancoal.com.au/the-australian-coal-industry\\_coal-exports\\_coal-export-details.aspx](http://www.australiancoal.com.au/the-australian-coal-industry_coal-exports_coal-export-details.aspx).

Australian Bureau of Statistics (2010) *International cargo statistics*, unpublished data, Canberra.

Australian Chamber of Shipping 1993, *The ports of Australia (thirteenth edition)*, Australian Chamber of Shipping, Sydney.

BITRE—See Bureau of Infrastructure, Transport and Regional Economics.

Bureau of Infrastructure, Transport and Regional Economics (2008) *Australian Sea Freight 2006–07 (Information paper 61)*, BITRE, Canberra.

Bureau of Infrastructure, Transport and Regional Economics (2009) *Australian Sea Freight 2007–08 (Information paper 64)*, BITRE, Canberra

Bureau of Infrastructure, Transport and Regional Economics (2010) *Coastal freight*, unpublished data, Canberra.

Department of Infrastructure, Transport, Regional Development and Local Government (2010) *SVP and CVP registers*, unpublished data, Canberra.

IMO—See International Maritime Organisation.

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

International Maritime Organisation (1969) *International convention on tonnage measurement of ships*, International conference on tonnage measurement of ships, 1969.

Lloyd's Marine Intelligence Unit (2010) *Vessel movements*, unpublished data, London.

LMIU—See Lloyd's Marine Intelligence Unit.

