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Australian sea freight 2013–14

Bureau of Infrastructure, Transport and Regional Economics

Statistical report
Australian sea freight 2013–14

Department of Infrastructure and Regional Development
Canberra, Australia

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Foreword

This is the latest in a series of Bureau of Infrastructure, Transport and Regional Economics (BITRE) reports that provide information on Australian sea freight movements, vessel activity, the use of coastal trading licences, and the size and composition of the Australian trading fleet. This report contains statistics on maritime freight and shipping activities in Australia from 2004–05 to 2013–14.

The publication was prepared in the Infrastructure and Surface Transport Statistics Section by Simon O'Mahony. To learn more about these statistics, or related publications, please phone (02) 6274 7312 or e-mail maritime_stats@infrastructure.gov.au.

Gary Dolman
Head of Bureau
Bureau of Infrastructure, Transport and Regional Economics
Canberra
September 2015

At a glance

In 2013–14, 1 425 million tonnes of cargo moved across Australian wharves. This represented a 12.1 per cent increase on the previous financial year. The average annual growth over the five-year period since 2008–09 was 8.1 per cent.

International exports represented 85.7 per cent of this cargo, while international imports and coastal freight (includes loaded and discharged coastal cargo) represented 7.0 and 7.3 per cent, respectively.

International exports and imports by sea

In 2013–14, the value of Australia's exports by sea was $243.6 billion, a 10.1 per cent increase on 2012–13 and an average annual growth of 4.8 per cent over the five years to 2013–14. The weight of exports increased from 2012–13 by 14.2 per cent to 1 221.8 million tonnes. This coincides with a 28.4 per cent increase (80.3 million tonnes) in export volumes from the iron ore port of Port Hedland over the same period.

Australia's imports by sea were 99.1 million tonnes worth $198.1 billion in 2013–14. The value of imports increased 7.4 per cent between 2012–13 and 2013–14 and increased 4.4 per cent per annum over the last five years. The weight of imports increased 0.1 per cent from 2012–13 and the average annual growth was 4.2 per cent over the last five years.

Coastal freight

Australian ports handled 104.3 million tonnes of coastal freight during 2013–14, a 2.5 per cent increase on 2012–13 and an average annual decline of 0.4 per cent over the five years to 2013–14. Measured in tonne-kilometre terms (tonnes of cargo loaded times the distance shipped), the freight task of loaded coastal cargo was 105.4 billion tonne-kilometres, as compared to 104.5 billion tonne-kilometres one year ago and 109.6 billion tonne-kilometres five years ago.

Coastal trading licences

During 2013–14 coastal trading licences were required for all interstate coastal shipping. The total tonnage carried under licence was 32.5 million tonnes, which represented 62.5 per cent of all loaded coastal freight in 2013–14. The remaining 19.5 million tonnes of coastal freight was intrastate cargo not carried under licence.

13.5 million tonnes of cargo was carried under Temporary Licence, 10.1 million tonnes by Australian-Flagged vessels under General Licence and 8.9 million tonnes by vessels with Transitional General Licences. The freight task performed under Temporary Licences was 34.5 billion tonne-kilometres, accounting for 32.8 per cent of the coastal freight task (which include cargo not carried under licence). General Licences and Transitional General Licences accounted for 7.1 per cent and 20.0 of the overall coastal freight task, respectively.

2013–14 was the first year where the new licensing system operated in isolation, without carry-over cases under the previous permits system.

Vessel activities

Port calls data presented in this version of Australian Sea Freight exclude 'within port' movements where the target port equals the previous port. These movements mostly include movements from anchorage to port.

5 499 uniquely identified cargo ships made a total of 28 714 port calls at Australian ports in 2013–14. These included 5 390 cargo ships which made 15 718 voyages to Australian waters from overseas ports.

Over the five years to 2013–14, the total port calls by cargo ships increased by 4.7 per cent per annum, while port calls by cargo ships from overseas increased by 7.1 per cent per annum. The total number of unique cargo ships calling at Australian ports, and cargo ships calling at Australian ports from overseas, each increased by 6.6 and 6.5 per cent per annum from 2008–09, respectively.

Australian trading fleet

In 2013–14, there were 109 vessels in the Australian trading fleet, with a total deadweight tonnage of 4.4 million tonnes and total gross tonnage of 3.3 million tonnes. The total deadweight tonnage and gross tonnage increased 5.3 and 3.6 per cent per annum respectively over the last five years. The total deadweight tonnage and gross tonnage of Major Australian registered vessels with a coastal trading licence declined by 24.6 and 17.7 per cent per annum respectively over the last five years.

The average age of vessels in the trading fleet was 14.8 years in 2013–14, compared to 14.7 years in 2012–13 and 16.7 years five years ago.

Acknowledgements

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

Ports Australia

Broome Port Authority

Bruny Island Ferry Company Pty Ltd

Bundaberg Port Authority

Burnie Port Corporation

Christmas and Cocos (Keeling) Islands Port Authority

Pilbara Ports Authority

Darwin Port Corporation

Fremantle Port Authority

Geelong Port Authority

Gippsland Ports

Gladstone Ports Corporation

Inco Ships Pty Ltd

Mid-West Ports Authority

New South Wales Ports

North Queensland Bulk Ports Corporation

Port Authority of New South Wales

Port of Brisbane Corporation

Port of Melbourne Corporation

Port of Portland Pty Ltd

Port of Townsville

Ports Corporation of South Australia

Ports North

Southern Ports Authority

Tasmanian Ports Corporation Pty Ltd

Toll Westernport

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International sea freight

Overview

This chapter shows data about Australia's international exports and imports by sea from 2004–05 to 2013–14. The value and weight of exports and imports by Australian state/territory, major Australian ports, and by different trading regions and major trading partner countries are reported. Commodity types of exports and imports are also detailed in this chapter.

Data source

International sea freight data were obtained from the Australian Bureau of Statistics, which are based on data collected by the Department of Immigration and Border Protection.

Figure 1.1 Value of Australia's international sea freight
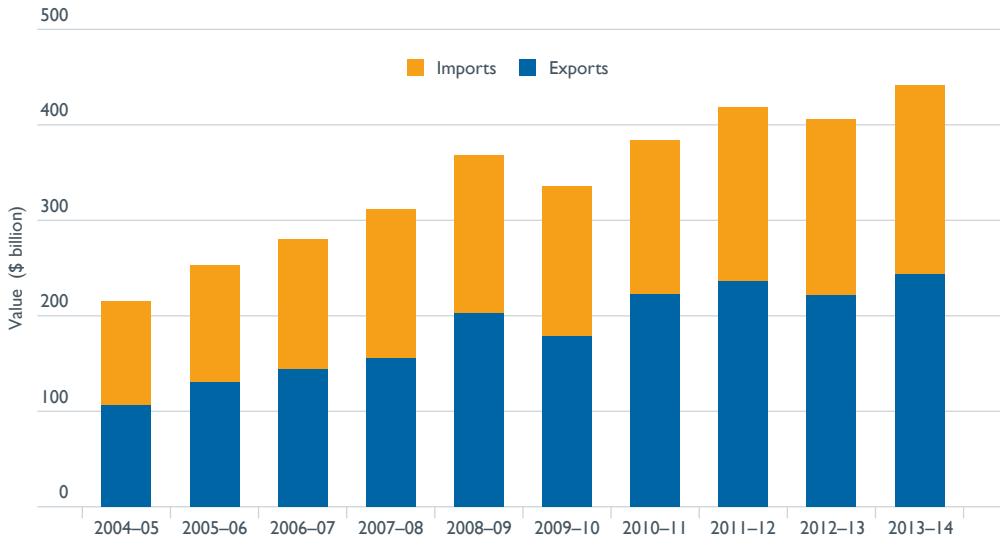
Source: ABS (2015).

Figure 1.2 Weight of Australia's international sea freight
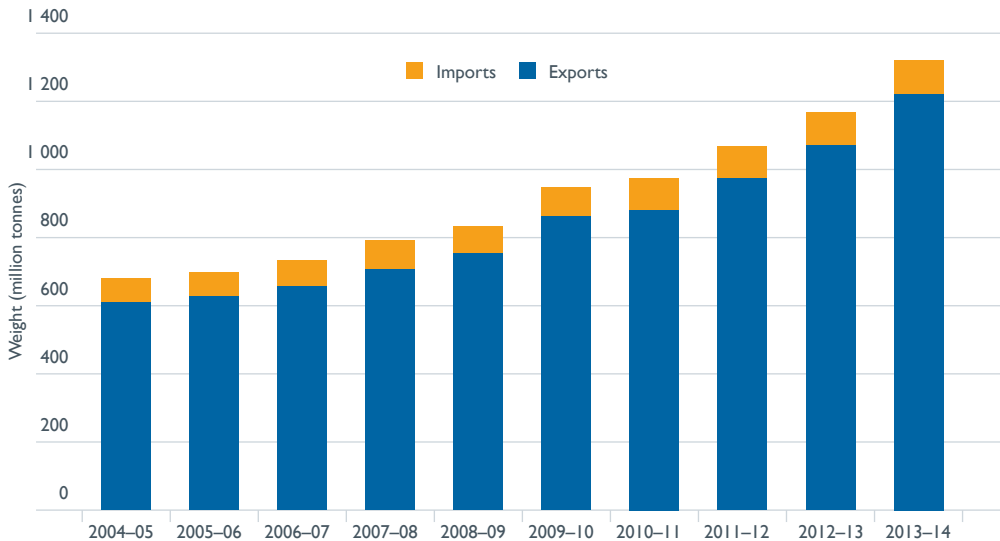
Source: ABS (2015).

Table 1.1   Value of Australia's international sea freight, by Australian state/territory of origin and final destination

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Foreign origin [b]	Total
Exports – Australian state/territory as origin					($ billion)					
2004–05	19.1	15.4	25.4	6.9	31.3	2.4	2.0	0.5	3.3	106.3
2005–06	22.1	15.8	34.5	8.3	39.0	2.7	2.5	0.7	5.4	130.9
2006–07	22.8	16.6	34.5	8.2	48.5	3.5	3.9	0.8	5.7	144.4
2007–08	24.4	17.1	34.3	9.6	55.3	3.4	4.4	0.9	6.2	155.7
2008–09	33.5	16.8	55.5	8.7	67.9	3.2	6.1	0.8	9.9	202.3
2009–10	26.4	15.0	42.2	7.4	68.0	2.7	5.1	0.6	11.6	178.9
2010–11	31.4	16.4	48.3	10.6	96.9	2.9	5.4	0.4	10.4	222.6
2011–12	35.0	18.2	51.7	10.8	102.8	2.9	5.2	0.5	9.1	236.2
2012–13	32.0	18.3	43.1	10.1	98.3	2.7	6.0	0.2	10.6	221.3
2013–14	31.4	20.6	43.4	11.7	115.3	2.7	6.9	0.0	11.5	243.6
Average per cent change					(%)					
1 year	-1.7	12.6	0.7	15.8	17.3	-2.8	15.5	0.0	9.3	10.1
5 years	1.0	5.1	-3.1	7.1	11.5	-2.4	3.0	0.0	1.1	4.8
Imports – Australian state/territory as final destination					($ billion)					
2004–05	36.3	35.5	18.5	5.3	11.3	0.7	1.4	0.0		108.9
2005–06	39.8	38.6	22.1	5.5	14.0	0.5	1.8	0.0		122.2
2006–07	42.8	41.3	23.8	5.8	18.3	0.7	3.1	0.0		135.7
2007–08	48.4	46.5	28.2	6.5	22.2	0.7	3.2	0.0		155.7
2008–09	49.6	48.2	29.0	6.2	27.0	1.0	5.1	0.0		166.0
2009–10	47.7	44.6	27.2	5.8	26.9	0.8	3.9	0.0		156.9
2010–11	51.0	48.3	28.8	5.9	22.5	0.6	3.7	0.0		160.9
2011–12	54.5	50.4	35.9	6.6	29.7	1.0	4.1	0.0		182.2
2012–13	54.1	50.3	38.6	6.4	29.0	0.7	5.2	0.0		184.4
2013–14	57.9	57.0	39.1	7.5	31.9	0.8	3.8	0.0		198.1
Average per cent change					(%)					
1 year	7.1	13.2	1.3	18.6	9.9	13.6	-27.5	0.0		7.4
5 years	3.6	3.6	8.3	4.1	3.9	-2.6	-1.5	0.0		4.4

a   "Other" includes state/territory not clearly specified, or state/territory confidentialised by ABS because indicating the state/territory of origin or destination for cargo may lead to disclosure of commercially sensitive information.

b   "Foreign origin" refers to cargo without an Australian origin. Most of this category refers to 're exports'.

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Source: ABS (2015).

Table 1.2   Weight of Australia's international sea freight, by Australian state/territory
              of origin and final destination

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Foreign origin [b]	Total
Exports – Australian state/territory as origin					(million tonnes)					
2004–05	99.3	12.9	167.4	8.9	305.9	7.3	6.8	1.6	0.5	610.6
2005–06	104.0	12.6	166.3	10.1	316.8	6.8	7.2	1.8	0.8	626.4
2006–07	104.0	11.1	175.7	8.4	338.2	6.9	10.1	1.8	0.9	657.1
2007–08	111.6	11.1	178.5	10.1	374.2	7.7	10.4	2.3	0.9	706.9
2008–09	114.9	10.3	184.7	12.5	408.4	6.8	11.6	2.1	2.0	753.2
2009–10	123.0	11.3	207.8	14.0	482.5	6.4	13.8	1.8	1.3	861.9
2010–11	137.1	14.1	188.9	18.5	501.1	5.9	13.0	1.3	1.4	881.3
2011–12	153.7	18.0	196.5	21.1	563.5	4.7	12.7	1.6	1.4	973.1
2012–13	172.0	17.6	213.5	20.0	625.7	4.4	14.9	0.6	1.5	1 070.2
2013–14	179.0	18.8	237.2	25.7	736.3	5.4	17.7	0.0	1.8	1 221.8
Average per cent change					(%)					
1 year	4.1	6.5	11.1	28.6	17.7	23.4	18.8	0.0	16.5	14.2
5 years	10.0	14.0	4.0	14.7	11.6	-7.1	6.9	0.0	-0.2	9.5
Imports – Australian state/territory as final destination					(million tonnes)					
2004–05	17.5	16.7	17.9	2.9	11.8	1.0	2.2	0.0		69.9
2005–06	18.2	17.4	18.9	3.2	11.4	0.6	3.0	0.0		72.7
2006–07	18.7	17.0	19.3	3.5	12.2	0.6	6.4	0.0		77.8
2007–08	20.2	18.8	20.6	3.5	14.3	0.8	6.5	0.0		84.6
2008–09	18.1	17.4	20.2	3.1	14.6	0.7	7.5	0.0		81.6
2009–10	19.3	17.9	22.1	3.1	15.7	0.7	6.8	0.0		85.7
2010–11	21.5	20.2	23.4	2.9	16.3	0.6	7.3	0.0		92.1
2011–12	21.0	19.8	25.0	3.1	18.4	0.6	6.9	0.0		94.9
2012–13	20.0	20.7	27.3	3.2	19.2	0.7	7.9	0.0		99.0
2013–14	18.5	22.2	26.2	3.6	20.3	0.8	7.4	0.0		99.1
Average per cent change					(%)					
1 year	-7.2	7.2	-4.0	11.3	5.6	17.7	-5.3	0.0	0.0	0.1
5 years	0.6	4.8	5.9	2.6	7.0	1.4	0.9	0.0	0.0	4.2

a   "Other" includes state/territory not clearly specified, or state/territory confidentialised by ABS because indicating
        the state/territory of origin or destination for cargo may lead to disclosure of commercially sensitive information.

b   "Foreign origin" refers to cargo without an Australian origin. Most of this category refers to 're exports'.

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an
        entry of "0.0" mean that data was recorded but rounded to zero.

Source: ABS (2015).

Table 1.3   Top ten ports with the highest value of Australia's international sea freight

Exports

Financial year	Port Hedland	Dampier	Melbourne	Newcastle	Hay Point	Port Walcott (Cape Lambert)	Brisbane	Sydney	Fremantle	Gladstone	All ports [a]
						(million tonnes)					
2004–05	3.7	11.5	18.2	6.0	7.4	1.7	8.7	9.4	8.7	4.7	106.3
2005–06	5.8	14.1	19.3	7.1	11.3	2.5	9.3	10.4	9.4	7.4	130.9
2006–07	6.8	15.5	21.1	6.6	10.4	2.7	10.4	11.4	12.3	6.7	144.4
2007–08	8.7	19.8	21.0	8.4	9.4	3.0	10.2	11.3	11.7	7.1	155.7
2008–09	16.7	25.7	20.7	16.2	22.1	4.6	11.2	11.2	10.1	14.7	202.3
2009–10	16.5	27.5	18.3	11.5	15.7	5.6	9.7	10.2	9.9	8.8	178.9
2010–11	27.4	36.6	19.8	14.1	18.4	9.8	10.5	10.8	11.0	10.5	222.6
2011–12	30.9	37.3	20.0	16.3	18.1	9.8	12.7	11.0	10.4	12.2	236.2
2012–13	29.8	36.8	19.9	15.2	14.0	8.2	12.6	10.1	10.8	8.8	221.3
2013–14	39.5	39.2	22.1	15.2	14.0	13.2	12.1	10.8	9.8	9.7	243.6
Average per cent change						(%)					
1 year	32.8	6.6	11.1	0.4	-0.4	60.7	-4.2	6.6	-9.2	10.4	10.1
5 years	19.5	9.0	1.7	2.0	-7.3	20.1	4.0	-0.7	0.2	-5.4	4.8

Imports

Financial year	Melbourne	Sydney	Brisbane	Fremantle	Port Kembla	Adelaide	Geelong	Dampier	Gladstone	Darwin	All ports [a]
						(million tonnes)					
2004–05	35.4	36.3	15.8	9.4	0.4	2.6	2.7	1.1	0.4	1.1	108.9
2005–06	37.2	39.8	18.2	10.8	0.3	3.2	3.3	1.8	1.0	1.1	122.2
2006–07	40.1	42.9	20.6	12.5	0.4	3.4	3.4	2.5	0.6	2.4	135.7
2007–08	44.1	46.5	23.4	14.9	2.7	4.1	4.1	3.6	0.8	2.7	155.7
2008–09	46.3	45.7	22.6	16.5	4.8	3.9	4.1	5.2	1.7	4.5	166.0
2009–10	43.2	41.4	21.2	14.4	7.6	4.0	3.5	8.1	0.9	3.1	156.9
2010–11	45.6	44.0	23.0	16.0	7.7	3.8	4.4	3.2	1.3	3.3	160.9
2011–12	48.0	45.7	28.4	20.2	8.7	4.4	4.5	5.3	2.0	3.5	182.2
2012–13	47.5	45.6	29.1	20.1	8.5	4.8	4.7	3.0	3.2	4.0	184.4
2013–14	52.8	49.5	30.2	19.3	8.6	6.1	5.7	4.2	3.5	3.3	198.1
Average per cent change						(%)					
1 year	11.1	8.5	3.7	-3.7	1.2	27.2	20.9	41.3	9.9	-17.4	7.4
5 years	2.9	2.1	7.7	5.9	10.0	8.9	7.6	-9.7	24.7	-1.9	4.4

a   "All ports" include the top ten ports and other ports not listed separately).

Note: The top ten ports are Australian ports with the largest weight of Australia's international exports or imports summed over recent ten years. The ports are sorted in descending order by the weight for the most recent financial year with the port ranked the first on the left. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: ABS (2015).

Table 1.4 Top ten ports with the largest weight of Australia's international sea freight

Exports

Financial year	Port Hedland	Dampier	Newcastle	Port Walcott (Cape Lambert)	Hay Point	Gladstone	Abbot Point	Fremantle	Port Kembla	Brisbane	All ports [a]
					(million tonnes)						
2004–05	103.6	103.2	80.8	56.4	84.8	46.2	12.3	11.7	12.2	9.2	610.6
2005–06	105.9	110.2	82.8	55.2	80.3	48.5	12.0	12.2	14.0	10.2	626.4
2006–07	106.8	125.7	82.5	53.9	86.4	54.7	11.2	10.3	13.9	9.3	657.1
2007–08	125.5	136.8	89.9	56.4	80.3	56.8	12.4	10.3	14.3	11.2	706.9
2008–09	154.9	140.1	92.2	56.9	82.0	59.4	14.8	11.9	15.3	13.0	753.2
2009–10	172.7	168.9	99.5	78.7	99.3	63.3	16.9	12.4	16.1	12.6	861.9
2010–11	191.8	165.6	111.4	80.9	87.8	55.9	15.0	10.6	18.0	12.8	881.3
2011–12	240.2	173.1	125.5	81.8	83.3	62.8	13.6	12.3	19.5	16.2	973.2
2012–13	283.0	180.0	145.8	84.8	96.4	62.2	17.5	15.9	17.6	16.4	1 070.2
2013–14	363.3	174.1	156.5	120.3	108.3	73.8	22.8	17.1	14.9	14.0	1 221.8
Average per cent change					(%)						
1 year	28.4	-3.3	7.3	41.8	12.3	18.8	30.3	7.7	-15.4	-14.9	14.2
5 years	18.6	3.8	11.8	12.0	3.6	3.3	6.4	8.1	0.6	4.1	9.5

Imports

Financial year	Brisbane	Sydney	Melbourne	Fremantle	Geelong	Darwin	Townsville	Gladstone	Adelaide	Port Kembla	All ports [a]
					(million tonnes)						
2004–05	10.9	14.2	11.0	9.2	5.9	1.1	4.4	1.6	2.0	2.3	69.9
2005–06	10.8	15.4	11.2	8.4	6.1	1.9	4.7	2.2	2.2	1.9	72.7
2006–07	12.0	15.7	12.2	9.0	5.1	5.2	4.1	2.1	2.2	2.2	77.8
2007–08	12.5	17.1	13.5	9.9	5.4	5.3	4.4	2.2	2.4	2.4	84.6
2008–09	12.3	15.4	12.3	10.0	5.2	6.1	4.1	2.6	2.2	2.1	81.6
2009–10	13.3	16.1	12.5	10.4	5.4	5.3	5.0	2.4	2.3	2.7	85.7
2010–11	14.2	17.7	13.5	11.4	6.5	5.9	5.1	2.6	2.0	3.1	92.1
2011–12	14.7	17.7	14.2	12.1	5.6	5.4	5.4	3.2	2.2	1.9	94.9
2012–13	15.8	17.4	14.0	12.4	6.5	6.3	5.8	3.6	2.5	1.5	99.0
2013–14	16.3	16.1	14.4	12.8	7.5	6.6	4.8	3.3	2.9	1.4	99.1
Average per cent change					(%)						
1 year	3.6	-7.8	3.1	2.8	14.0	3.4	-18.4	-10.2	17.4	-9.1	0.1
5 years	5.8	1.3	3.4	5.3	6.5	2.4	3.7	8.0	5.0	-11.9	4.2

a   "All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are Australian ports with the largest weight of Australia's international exports or imports summed over recent ten years. The ports are sorted in descending order by the weight for the most recent financial year with the port ranked the first on the left. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: ABS (2015).

Figure 1.3 Value of Australia's international sea freight by trading region of final destination or origin, 2013–14

Exports; Imports ($ billion)

Europe
9.4; 34.6

Japan & North Asia
67.8; 29.4

North & Central America
8.2; 20.2

Mid East
8.0; 5.8

East Asia
98.8; 43.3

South Asia
9.0; 3.2

South East Asia
28.2; 43.2

Pacific & PNG
3.2; 1.5

Africa
3.4; 5.5

Rest of world
0.8; 2.4

South America
1.3; 2.6

New Zealand
5.4; 6.4
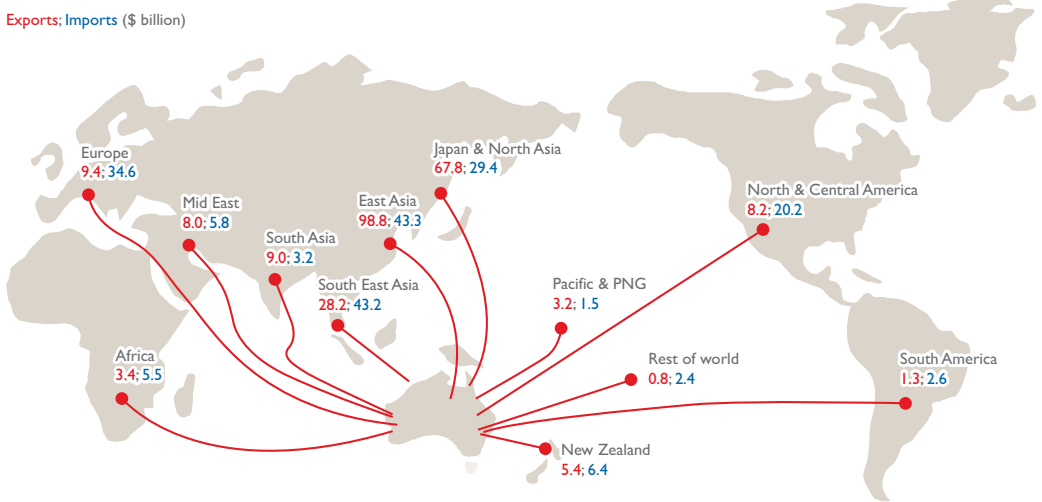
Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions. "PNG" stands for "Papua New Guinea".
Source: ABS (2015).

Figure 1.4 Weight of Australia's international sea freight by trading region of final destination or origin, 2013–14

Exports; Imports (million tonnes)

Europe
23.5; 6.5

Japan & North Asia
352.8; 14.8

North & Central America
6.0; 6.1

Mid East
15.0; 7.1

East Asia
727.9; 14.8

South Asia
44.2; 1.3

South East Asia
33.9; 29.1

Pacific & PNG
2.5; 3.3

Africa
6.7; 5.5

Rest of world
0.5; 5.8

South America
5.4; 1.4

New Zealand
3.4; 3.3
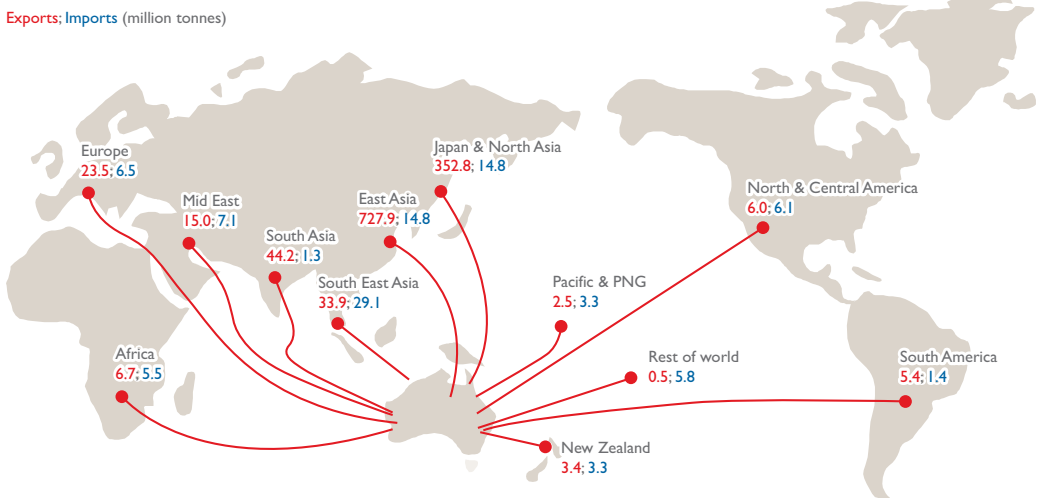
Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions. "PNG" stands for "Papua New Guinea".
Source: ABS (2015).

Table 1.5   Value of Australia's international sea freight, by trading region of final destination or origin

Financial year	Africa	East Asia	Europe	Japan & North Asia	Middle East	New Zealand	North & Central America	Pacific Islands & PNG a	South America	South Asia	South East Asia	Rest of world	Total
Exports – region of final destination					($ billion)								
2004–05	2.8	18.9	10.4	33.2	5.0	6.7	9.9	1.9	1.0	3.8	12.0	0.7	106.3
2005–06	3.4	25.1	13.1	41.3	5.8	6.6	10.1	2.4	1.4	5.0	15.5	1.1	130.9
2006–07	3.4	30.2	15.2	44.4	5.8	7.4	10.3	2.3	1.3	5.9	17.0	1.2	144.4
2007–08	3.0	34.4	14.7	48.0	6.8	7.5	10.3	2.6	1.4	6.1	19.6	1.3	155.7
2008–09	3.7	48.4	14.7	70.8	7.8	6.2	10.7	2.5	2.2	10.9	23.2	1.3	202.3
2009–10	3.2	53.8	9.8	52.0	5.6	6.3	8.4	2.8	1.9	10.2	23.8	1.4	178.9
2010–11	3.6	73.5	12.8	68.0	6.4	5.5	8.2	3.0	2.3	12.6	25.6	1.2	222.6
2011–12	3.9	81.3	13.5	71.9	6.8	5.8	9.1	3.3	2.2	11.3	26.1	1.0	236.2
2012–13	3.4	79.2	10.5	64.3	7.5	5.4	8.2	3.7	1.4	9.7	27.3	0.7	221.3
2013–14	3.4	98.8	9.4	67.8	8.0	5.4	8.2	3.2	1.3	9.0	28.2	0.8	243.6
Average per cent change					(%)								
1 year	2.0	24.8	-10.1	5.5	6.5	-0.7	0.6	-14.6	-7.8	-7.3	3.1	25.4	10.1
5 years	-0.3	14.8	-5.4	1.4	3.2	-3.1	-3.6	6.2	-10.1	-3.2	4.1	-12.1	4.8
Imports – region of origin					($ billion)								
2004–05	1.6	19.2	23.0	19.4	3.5	4.2	13.5	1.1	1.0	1.2	20.9	0.5	108.9
2005–06	1.8	22.4	23.9	20.7	3.3	4.3	14.2	1.6	1.1	1.2	27.2	0.6	122.2
2006–07	1.8	26.1	26.4	21.4	4.0	4.5	15.5	1.6	1.4	1.3	30.4	1.4	135.7
2007–08	1.8	28.8	30.4	23.2	5.1	5.8	16.3	1.8	1.7	1.5	37.9	1.4	155.7
2008–09	1.7	36.1	33.0	22.0	4.9	5.7	18.0	1.2	2.0	2.1	36.5	2.7	166.0
2009–10	2.2	31.8	29.6	24.4	4.6	5.7	15.2	1.2	2.1	1.9	36.1	2.1	156.9
2010–11	4.7	35.1	27.1	22.3	5.3	6.0	16.4	1.4	2.1	2.2	35.5	2.6	160.9
2011–12	5.8	36.9	30.7	27.6	6.1	6.2	21.5	1.5	2.6	2.5	38.2	2.6	182.2
2012–13	6.3	38.3	31.3	26.0	5.8	5.7	21.2	1.0	2.6	2.5	40.3	3.4	184.4
2013–14	5.5	43.3	34.6	29.4	5.8	6.4	20.2	1.5	2.6	3.2	43.2	2.4	198.1
Average per cent change					(%)								
1 year	-12.6	13.2	10.5	13.4	-1.0	12.8	-4.6	54.7	-1.9	29.3	7.1	-31.1	7.4
5 years	30.0	4.4	1.5	5.4	4.8	1.7	5.4	2.0	6.4	8.9	3.7	2.3	4.4

a   "PNG" stands for "Papua New Guinea".

Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.

Source: ABS (2015).

Table 1.6   Weight of Australia's international sea freight, by trading region of final destination or origin

Financial year	Africa	East Asia	Europe	Japan & North Asia	Middle East	New Zealand	North & Central America	Pacific Islands & PNG [a]	South America	South Asia	South East Asia	Rest of world	Total
Exports – region of final destination					(million tonnes)								
2004–05	8.2	165.2	51.9	295.4	11.6	6.1	12.9	2.0	8.5	23.7	23.7	1.7	610.6
2005–06	9.3	191.9	47.8	289.1	10.8	5.4	13.9	2.4	8.0	21.4	24.3	2.3	626.4
2006–07	6.9	210.4	48.0	299.3	8.2	5.6	12.3	2.1	8.4	25.6	28.1	2.2	657.1
2007–08	6.0	249.8	43.2	317.8	9.3	5.3	8.3	2.0	8.6	29.0	24.9	2.8	706.9
2008–09	6.2	330.4	30.2	293.2	12.0	4.1	8.7	1.7	5.7	30.2	28.1	2.6	753.2
2009–10	6.3	405.8	23.8	324.7	9.5	4.0	9.1	2.1	7.5	39.1	27.5	2.4	861.9
2010–11	6.4	415.2	26.9	326.8	11.2	3.7	7.0	2.4	7.6	38.7	33.5	1.9	881.3
2011–12	7.4	494.1	27.5	334.3	13.6	4.0	9.1	2.4	5.9	36.1	36.8	2.1	973.1
2012–13	7.8	582.1	23.7	345.1	15.5	3.9	7.2	2.7	5.3	41.0	34.7	1.1	1 070.2
2013–14	6.7	727.9	23.5	352.8	15.0	3.4	6.0	2.5	5.4	44.2	33.9	0.5	1 221.8
Average per cent change					(%)								
1 year	-14.2	25.0	-1.2	2.2	-3.3	-11.4	-16.6	-8.1	3.5	7.7	-2.2	-52.0	14.2
5 years	3.3	16.0	-3.5	3.3	8.2	-2.6	-6.4	8.1	-4.3	5.8	5.1	-25.5	9.5
Imports – region of origin					(million tonnes)								
2004–05	1.6	7.2	4.5	6.4	7.8	2.5	6.8	3.6	1.0	0.5	27.7	0.3	69.9
2005–06	1.1	8.4	4.3	7.6	5.9	2.5	6.3	3.9	1.2	0.5	29.5	1.5	72.7
2006–07	1.1	9.7	4.4	7.7	6.6	2.5	5.6	3.9	1.8	0.5	29.3	4.7	77.8
2007–08	1.1	10.6	5.1	8.7	7.4	3.7	6.2	3.3	1.7	0.6	31.9	4.4	84.6
2008–09	0.9	9.9	5.0	10.1	6.9	3.8	5.4	2.6	1.5	0.7	29.8	4.9	81.6
2009–10	2.2	10.6	4.8	10.6	7.5	3.9	5.0	3.5	1.9	0.9	30.4	4.4	85.7
2010–11	5.4	12.2	5.2	10.2	7.8	4.1	5.2	3.8	2.7	0.8	29.7	4.9	92.1
2011–12	6.4	13.0	6.4	11.3	7.8	3.9	5.9	3.5	1.9	1.0	29.6	4.4	94.9
2012–13	7.2	14.1	6.0	13.3	7.9	3.6	6.2	2.7	1.5	0.9	30.3	5.3	99.0
2013–14	5.5	14.8	6.5	14.8	7.1	3.3	6.1	3.3	1.4	1.3	29.1	5.8	99.1
Average per cent change					(%)								
1 year	-23.3	4.6	7.7	11.9	-10.2	-7.9	-1.2	23.8	-3.8	39.3	-3.9	8.3	0.1
5 years	43.9	8.6	6.6	8.1	0.7	-3.0	3.9	1.0	-4.3	9.9	-0.4	3.7	4.2

a   "PNG" stands for "Papua New Guinea".

Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.

Source: ABS (2015).

Table 1.7   Value of Australia's international sea freight, by trading region of discharging and loading

Financial year	Africa	East Asia	Europe	Japan & North Asia	Middle East	New Zealand	North & Central America	Pacific Islands & PNG [a]	South America	South Asia	South East Asia	Rest of world	Total
Exports – region where cargo was discharged							($ billion)						
2004–05	2.6	18.1	9.4	32.7	3.3	6.8	9.3	1.9	0.8	3.2	17.4	0.7	106.3
2005–06	2.9	23.7	11.9	40.6	3.9	6.7	9.0	2.3	1.3	4.4	23.1	1.1	130.9
2006–07	2.8	27.5	13.5	43.7	3.4	7.7	8.8	2.3	1.2	5.1	27.2	1.2	144.4
2007–08	2.3	32.3	12.9	47.7	4.2	8.2	8.9	2.5	1.3	5.3	28.8	1.3	155.7
2008–09	2.9	46.9	13.2	70.9	5.1	6.8	9.4	2.5	1.9	10.3	31.2	1.3	202.3
2009–10	2.5	51.4	8.5	51.9	3.3	6.7	7.0	2.8	1.8	9.5	32.0	1.6	178.9
2010–11	2.8	70.3	11.1	68.1	4.3	6.0	7.1	3.0	2.1	11.8	34.8	1.1	222.6
2011–12	3.1	78.8	11.0	71.7	4.9	6.3	8.1	3.2	2.0	10.4	35.8	1.0	236.2
2012–13	2.5	76.6	8.3	64.2	5.5	6.0	7.1	3.6	1.2	8.8	36.8	0.6	221.3
2013–14	2.9	96.6	7.6	67.5	5.7	6.1	7.0	3.1	1.2	7.9	37.1	0.8	243.6
Average per cent change							(%)						
1 year	14.2	26.0	-8.3	5.2	4.5	2.2	-1.7	-14.4	0.7	-9.7	0.7	26.0	10.1
5 years	0.5	15.1	-7.7	1.3	6.5	-2.2	-3.5	6.1	-10.4	-4.7	3.8	-13.7	4.8
Imports – region where cargo was loaded							($ billion)						
2004–05	1.6	19.1	22.7	19.0	3.3	4.5	13.1	1.2	0.9	1.1	22.4	0.1	108.9
2005–06	2.0	22.3	22.5	20.1	3.1	4.6	13.8	1.7	1.0	1.1	29.7	0.3	122.2
2006–07	1.9	26.0	24.8	19.7	3.8	5.1	15.1	1.6	1.2	1.2	33.7	1.8	135.7
2007–08	1.9	28.6	27.3	21.9	4.9	6.6	15.7	1.9	1.6	1.5	42.5	1.3	155.7
2008–09	1.6	34.0	28.7	21.2	4.7	6.0	18.0	1.4	1.8	2.0	44.2	2.3	166.0
2009–10	2.0	31.6	25.1	22.2	4.3	6.0	15.1	1.4	2.0	2.0	43.5	1.8	156.9
2010–11	4.4	35.2	25.1	21.7	5.3	6.7	16.1	1.6	2.0	2.1	38.4	2.5	160.9
2011–12	4.9	36.9	28.4	27.3	5.9	6.8	20.8	1.7	2.3	2.4	42.6	2.3	182.2
2012–13	5.7	38.7	29.3	25.2	5.4	5.9	20.5	1.2	2.8	2.3	44.9	2.5	184.4
2013–14	5.1	43.6	31.3	28.2	5.5	6.7	20.0	1.9	2.2	2.8	49.3	1.5	198.1
Average per cent change							(%)						
1 year	-9.9	12.7	6.6	12.0	1.2	13.7	-2.4	60.3	-20.9	22.1	9.7	-38.7	7.4
5 years	28.8	5.6	3.0	6.0	4.8	1.5	5.0	2.6	5.9	7.0	2.2	-3.0	4.4

a   "PNG" stands for "Papua New Guinea".

Note: Not all international sea freight is exported from Australia directly to its final destination, or imported from the country of origin directly to Australia. This analysis focuses on the trading regions where the Australian sea freight has been discharged after departing Australia, or loaded prior to arriving in Australia. "Appendix B:Trading regions and country codes" shows the country composition of trading regions.

Source: ABS (2015).

Table 1.8   Weight of Australia's international sea freight, by trading region of discharging and loading

Financial year	Africa	East Asia	Europe	Japan & North Asia	Middle East	New Zealand	North & Central America	Pacific Islands & PNG [a]	South America	South Asia	South East Asia	Rest of world	Total
Exports – region where cargo was discharged	(million tonnes)												
2004–05	8.0	164.8	50.7	295.1	11.1	6.1	14.0	2.0	8.4	23.2	25.7	1.7	610.6
2005–06	9.0	191.5	46.7	288.6	10.1	5.4	15.0	2.3	7.7	20.8	26.8	2.3	626.4
2006–07	6.5	209.5	47.3	299.0	7.4	5.7	12.7	2.1	8.4	24.9	31.4	2.3	657.1
2007–08	5.9	248.9	43.2	317.6	8.3	5.5	8.1	2.0	8.6	28.3	27.7	2.8	706.9
2008–09	5.9	329.6	30.0	293.2	11.3	4.2	8.6	1.7	5.6	29.6	30.9	2.6	753.2
2009–10	6.0	404.7	23.2	324.7	9.0	4.2	9.0	2.1	7.5	38.4	30.7	2.4	861.9
2010–11	6.0	414.1	25.8	326.8	10.5	3.9	7.4	2.4	7.6	38.2	36.9	1.8	881.3
2011–12	7.0	493.8	26.4	333.7	12.9	4.2	9.3	2.3	5.9	35.4	40.2	2.1	973.1
2012–13	7.3	581.2	23.2	344.5	14.9	4.0	7.1	2.7	5.2	40.2	38.6	1.1	1070.2
2013–14	6.5	726.6	23.0	352.6	14.4	3.6	5.8	2.5	5.7	43.0	37.6	0.5	1221.8
Average per cent change							(%)						
1 year	-11.7	25.0	-1.1	2.4	-3.2	-9.6	-18.7	-8.0	10.5	6.9	-2.8	-52.3	14.2
5 years	3.6	16.1	-3.7	3.3	8.8	-2.1	-6.8	8.0	-3.6	5.7	5.1	-25.9	9.5
Imports – region where cargo was loaded							(million tonnes)						
2004–05	1.5	7.3	4.5	6.3	7.7	2.5	6.8	3.5	1.0	0.5	28.2	0.1	69.9
2005–06	1.1	8.1	4.0	7.5	6.0	2.6	6.2	3.9	1.2	0.5	30.5	1.1	72.7
2006–07	1.1	9.7	4.1	7.4	6.2	2.7	5.5	3.9	1.6	0.5	30.5	4.6	77.8
2007–08	1.0	10.6	4.4	8.9	7.3	3.7	6.0	3.3	1.6	0.6	32.8	4.3	84.6
2008–09	0.8	9.9	4.1	10.7	6.4	3.8	5.4	2.7	1.5	0.7	30.7	5.0	81.6
2009–10	1.4	10.7	4.0	10.7	6.9	3.9	5.0	3.6	1.7	0.6	32.9	4.3	85.7
2010–11	4.6	12.2	4.3	10.8	7.6	4.1	5.2	3.9	2.7	0.8	31.0	4.9	92.1
2011–12	5.3	13.2	5.0	12.2	7.4	3.9	5.8	3.5	1.8	1.0	31.4	4.4	94.9
2012–13	6.5	14.3	5.0	13.2	7.3	3.6	6.1	2.7	1.4	0.7	33.4	4.8	99.0
2013–14	5.2	14.9	4.8	15.4	6.7	3.3	6.1	3.3	1.3	1.0	31.9	5.2	99.1
Average per cent change							(%)						
1 year	-19.9	4.4	-4.1	16.8	-7.5	-7.8	-0.2	20.8	-6.5	28.9	-4.4	7.7	0.1
5 years	49.8	9.0	4.8	7.5	1.0	-2.6	3.8	0.5	-4.0	7.0	0.7	1.2	4.2

a   "PNG" stands for "Papua New Guinea".

Note: Not all international sea freight is exported from Australia directly to its final destination country, or imported from the country of origin directly to Australia. This analysis focuses on the trading regions where the Australian sea freight has been discharged after departing Australia, or loaded prior to arriving in Australia. "Appendix B: Trading regions and country codes" shows the country composition of trading regions.

Source: ABS (2015).

Table 1.9   Top ten countries that traded the highest value of sea freight with Australia

Financial year	China a	Japan	Korea, Republic of	Singapore	India	Taiwan	United States of America	Indonesia	New Zealand	Malaysia	All countries b
Exports – country of final destination	($ billion)										
2004–05	14.3	24.2	9.0	2.5	2.8	4.6	7.5	3.4	6.7	2.3	106.3
2005–06	19.6	30.1	11.1	4.8	4.3	5.5	7.6	4.0	6.6	2.3	130.9
2006–07	24.3	31.9	12.6	4.5	5.2	5.9	7.9	4.5	7.4	2.9	144.4
2007–08	28.2	34.4	13.6	5.8	5.1	6.2	8.3	4.2	7.5	3.2	155.7
2008–09	40.4	52.2	18.6	8.7	9.6	7.9	8.4	4.5	6.2	4.2	202.3
2009–10	47.2	36.5	15.5	8.2	8.9	6.5	6.2	5.4	6.3	4.0	178.9
2010–11	64.7	46.5	21.5	8.0	11.4	8.7	6.0	6.2	5.5	3.9	222.6
2011–12	73.0	50.7	21.2	7.4	10.0	8.2	6.7	6.6	5.8	5.1	236.2
2012–13	72.0	46.0	18.2	9.7	8.3	7.1	6.2	6.1	5.4	4.9	221.3
2013–14	92.0	48.0	19.8	9.9	7.9	6.8	6.7	5.7	5.4	5.1	243.6
Average per cent change	(%)										
1 year	27.7	4.4	8.2	2.0	-4.3	-4.4	8.3	-7.3	-0.7	2.7	10.1
5 years	17.0	1.1	2.3	3.1	-3.6	-1.6	-3.0	4.8	-3.1	5.4	4.8

Financial year	China a	Japan	United States of America	Korea, Republic of	Singapore	Thailand	Malaysia	Germany	New Zealand	Indonesia	All countries b
Imports – country of origin	($ billion)										
2004–05	16.5	15.4	11.6	3.9	5.8	3.6	4.3	6.4	4.2	3.0	108.9
2005–06	19.4	15.3	12.3	5.3	8.3	4.5	4.8	6.6	4.3	3.8	122.2
2006–07	22.5	16.0	13.4	5.5	8.7	6.3	4.8	6.8	4.5	4.3	135.7
2007–08	25.3	18.4	13.8	4.8	13.4	7.2	6.4	8.3	5.8	4.2	155.7
2008–09	32.6	16.7	15.2	5.3	12.0	7.6	6.7	8.9	5.7	4.4	166.0
2009–10	29.0	17.9	13.0	6.5	10.8	9.6	6.9	8.2	5.7	4.4	156.9
2010–11	32.3	15.7	13.9	6.7	11.2	7.7	7.3	7.5	6.0	5.3	160.9
2011–12	34.0	19.1	18.6	8.6	13.4	7.3	7.8	8.3	6.2	5.5	182.2
2012–13	35.2	17.2	17.7	8.8	13.0	10.0	7.7	8.2	5.7	5.3	184.4
2013–14	40.0	17.2	17.1	12.2	11.7	9.9	9.8	8.7	6.4	6.4	198.1
Average per cent change	(%)										
1 year	13.8	0.0	-3.6	39.8	-9.8	-0.7	27.4	6.0	12.8	20.0	7.4
5 years	4.8	0.6	5.3	16.5	1.8	4.1	6.9	0.1	1.7	7.3	4.4

a   Statistics for '"China" includes statistics for '"People's Republic of China", '"Hong Kong Special Administrative Region", and '"Macau Special Administrative Region".

b   "All countries" include the top ten countries and other countries not listed separately.

Note: The top ten trading countries are selected based on the total value of sea freight traded with Australia in recent ten years. The countries are sorted in descending order by the value of the most recent financial year with the country ranked the first on the left in the tables.

Source: ABS (2015).

Table 1.10 Top ten countries that traded the largest weight of sea freight with Australia

Financial year	China [a]	Japan	Korea, Republic of	Taiwan	India	Indonesia	Malaysia	Netherlands	Thailand	United Kingdom	All countries [b]
Exports – country of final destination								(million tonnes)			
2004–05	128.6	226.2	69.2	36.6	20.5	7.7	7.0	9.7	3.0	12.8	610.6
2005–06	155.9	219.3	69.8	36.0	19.8	7.8	5.7	9.4	3.6	9.4	626.4
2006–07	169.9	227.3	72.0	40.5	24.4	8.0	6.7	9.5	5.8	6.9	657.1
2007–08	207.3	238.9	78.9	42.5	27.3	6.8	5.8	9.0	5.0	5.7	706.9
2008–09	290.9	206.9	86.3	39.5	28.5	7.0	6.0	6.5	6.2	5.3	753.2
2009–10	361.3	231.6	93.1	44.5	36.6	7.7	5.5	5.9	5.7	4.2	861.9
2010–11	367.3	224.5	102.3	47.9	36.3	9.1	7.2	7.6	7.6	4.4	881.3
2011–12	449.3	226.7	107.6	44.8	34.0	9.6	8.3	8.4	7.0	4.0	973.1
2012–13	537.0	236.0	109.2	45.1	38.9	9.2	7.9	8.1	6.8	2.6	1 070.2
2013–14	682.8	236.7	116.1	45.1	42.8	8.8	8.4	7.9	7.5	2.9	1 221.8
Average per cent change						(%)					
1 year	27.2	0.3	6.3	-0.1	10.1	-4.8	6.8	-2.1	10.6	11.6	14.2
5 years	17.5	2.1	5.9	1.8	6.3	5.0	8.6	6.1	4.1	-11.9	9.5

Financial year	China [a]	Singapore	Japan	Malaysia	Korea, Republic of	Indonesia	United States of America	United Arab Emirates	New Zealand	Viet Nam	All countries [b]
Imports – country of origin							(million tonnes)				
2004–05	5.8	7.6	4.7	5.4	1.6	5.3	4.6	1.8	2.5	5.5	69.9
2005–06	6.2	8.9	5.0	4.5	2.5	5.9	4.2	1.0	2.5	5.4	72.7
2006–07	7.0	8.7	5.1	4.8	2.6	5.4	3.4	2.7	2.5	5.3	77.8
2007–08	7.9	10.9	6.4	4.9	2.3	5.3	3.7	3.2	3.7	5.7	84.6
2008–09	7.5	10.2	6.8	5.1	3.3	5.2	3.4	2.7	3.8	4.9	81.6
2009–10	8.2	10.4	7.1	6.0	3.5	5.5	3.5	3.4	3.9	3.7	85.7
2010–11	10.2	9.7	6.7	6.4	3.6	6.4	3.6	4.2	4.1	2.5	92.1
2011–12	11.0	11.1	7.0	6.1	4.3	5.8	4.2	4.3	3.9	1.9	94.9
2012–13	11.7	11.2	7.8	6.2	5.5	5.8	4.2	3.9	3.6	2.3	99.0
2013–14	12.7	9.4	8.5	7.5	6.3	5.3	4.2	3.4	3.3	3.1	99.1
Average per cent change						(%)					
1 year	8.7	-16.6	9.8	20.8	14.8	-8.8	-2.0	-11.8	-7.9	34.3	0.1
5 years	11.3	-0.1	4.3	6.1	14.7	0.2	5.0	5.0	-3.0	-10.9	4.2

a   Statistics for "China" includes statistics for "People's Republic of China", "Hong Kong Special Administrative Region", and "Macau Special Administrative Region".

b   "All countries" include the top ten countries and other countries not listed separately.

Note: The top ten trading countries are selected based on the total weight of sea freight traded with Australia in recent ten years. The countries are sorted in descending order by the weight of the most recent financial year with the country ranked the first on the left in the tables.

Source: ABS (2015).

Table 1.11   Value of Australia's international sea freight, by commodity group

Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
Exports						($ billion)					
2004–05	18.2	2.9	25.3	28.4	0.3	3.3	11.5	7.8	1.7	6.8	106.3
2005–06	18.0	3.0	34.5	37.7	0.3	3.6	14.0	9.0	1.6	9.3	130.9
2006–07	17.4	3.1	41.3	37.7	0.3	4.0	17.6	8.6	1.9	12.5	144.4
2007–08	18.0	2.9	46.6	43.5	0.5	4.4	16.8	9.8	1.8	11.4	155.7
2008–09	21.8	2.8	57.6	75.8	0.5	5.0	15.0	9.1	1.8	13.0	202.3
2009–10	18.1	2.5	58.9	55.7	0.4	4.4	13.1	7.5	1.6	16.6	178.9
2010–11	21.1	2.3	86.7	67.9	0.5	4.6	15.2	7.6	1.5	15.3	222.6
2011–12	23.4	2.2	94.9	74.2	0.5	4.5	14.1	8.1	1.5	13.0	236.2
2012–13	24.2	2.1	89.0	65.6	0.6	4.3	12.8	8.1	1.4	13.3	221.3
2013–14	27.4	2.1	106.2	69.6	0.6	4.8	13.6	8.5	1.5	9.3	243.6
Average per cent change						(%)					
1 year	13.2	-0.5	19.3	6.1	13.5	13.1	6.3	4.9	4.8	-30.0	10.1
5 years	6.2	-5.3	13.4	0.4	5.3	-0.8	-1.8	-0.2	-4.2	-6.9	4.8
Imports						($ billion)					
2004–05	5.3	1.0	1.8	15.1	0.4	9.5	15.8	45.5	12.6	1.8	108.9
2005–06	5.6	1.1	1.9	21.5	0.4	9.9	16.4	49.0	13.4	2.9	122.2
2006–07	6.5	1.3	2.3	22.2	0.5	10.5	18.7	53.7	15.1	4.8	135.7
2007–08	7.2	1.5	2.4	30.5	0.5	12.2	19.5	59.6	15.4	6.9	155.7
2008–09	8.3	1.7	2.5	30.0	0.6	14.1	22.7	59.0	18.7	8.5	166.0
2009–10	8.1	1.7	1.9	27.5	0.5	11.9	19.8	59.6	16.4	9.4	156.9
2010–11	8.5	1.7	2.4	33.6	0.5	13.1	20.9	58.8	17.3	4.1	160.9
2011–12	9.1	1.9	2.5	40.0	0.5	14.1	23.2	69.7	18.1	3.1	182.2
2012–13	9.4	2.1	2.3	40.7	0.5	14.5	23.6	70.5	18.5	2.4	184.4
2013–14	11.1	2.6	2.3	43.2	0.6	16.1	25.5	71.4	21.6	3.6	198.1
Average per cent change						(%)					
1 year	18.3	27.1	1.9	6.3	15.6	11.3	8.1	1.3	16.6	52.6	7.4
5 years	5.7	8.3	0.9	9.5	-1.6	3.8	3.6	4.8	3.3	-22.1	4.4

Note: "nes" stands for "Not Elsewhere Specified".

Source: ABS (2015).

Table 1.12 Weight of Australia's international sea freight, by commodity group

Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
Exports	(million tonnes)										
2004–05	29.4	1.2	304.0	248.3	0.5	2.0	6.0	0.7	0.2	18.4	610.6
2005–06	28.1	1.9	319.7	246.5	0.4	2.1	6.4	1.0	0.2	20.0	626.4
2006–07	21.6	1.3	340.8	260.7	0.4	2.7	6.1	0.9	0.2	22.3	657.1
2007–08	18.1	1.3	381.9	269.0	0.5	3.1	6.5	1.0	0.2	25.3	706.9
2008–09	25.8	1.3	402.5	278.6	0.5	2.9	6.5	0.7	0.1	34.3	753.2
2009–10	25.7	1.3	476.8	310.6	0.5	3.4	6.3	0.7	0.2	36.5	861.9
2010–11	31.2	1.1	494.1	304.2	0.5	3.3	6.6	1.0	0.1	39.0	881.3
2011–12	39.3	1.1	564.9	319.3	0.5	3.2	6.2	0.8	0.1	37.7	973.2
2012–13	36.6	1.1	627.9	352.4	0.6	3.1	5.6	0.8	0.1	42.1	1 070.2
2013–14	35.0	1.0	759.9	389.7	0.6	3.0	5.6	0.9	0.1	25.9	1 221.8
Average per cent change						(%)					
1 year	-4.4	-3.8	21.0	10.6	7.2	-2.2	0.6	14.1	7.9	-38.4	14.2
5 years	8.4	-4.4	12.5	6.2	5.1	-0.4	-3.3	4.0	-1.0	-2.8	9.5
Imports						(million tonnes)					
2004–05	2.4	0.4	8.5	31.4	0.3	11.0	10.0	3.7	2.0	0.4	69.9
2005–06	2.4	0.4	8.5	33.3	0.3	11.0	9.6	4.5	2.2	0.6	72.7
2006–07	3.2	0.5	8.4	37.1	0.4	10.0	10.6	4.4	2.4	1.0	77.8
2007–08	3.5	0.6	8.7	40.1	0.3	11.2	11.3	5.2	2.6	1.1	84.6
2008–09	3.3	0.6	7.2	40.4	0.3	11.2	11.4	4.2	2.4	0.6	81.6
2009–10	3.5	0.7	8.3	42.8	0.3	10.8	11.3	4.5	2.5	1.0	85.7
2010–11	3.6	0.7	9.3	46.1	0.4	11.6	12.4	4.8	2.8	0.4	92.1
2011–12	3.8	0.8	8.6	47.2	0.3	12.4	12.6	5.8	2.9	0.5	94.9
2012–13	3.8	0.9	9.0	49.5	0.3	13.2	13.1	5.8	3.0	0.4	99.0
2013–14	4.0	1.0	8.3	49.0	0.3	13.3	14.2	5.5	3.0	0.5	99.1
Average per cent change						(%)					
1 year	4.1	3.8	-8.0	-0.8	9.4	0.5	8.2	-5.7	2.2	27.8	0.1
5 years	3.9	9.0	2.4	4.2	-0.4	4.4	4.5	6.7	4.9	-7.3	4.2

Note: "nes" stands for "Not Elsewhere Specified".

Source: ABS (2015).

CHAPTER 2
Coastal freight

Overview

This chapter summarises statistics about the coastal freight through Australian ports between 2004–05 and 2013–14. Tables in this chapter include the total freight task, measured in tonne-kilometres, coastal freight loaded and discharged in Australian states/territories and ports, the coastal freight flows between Australian states/territories, the major coastal freight flows between Australian ports, the freight task of coastal freight by different cargo types, and the coastal freight between Tasmania and mainland Australia.

Data source

The weight of coastal freight has been derived from data supplied by port authorities in response to BITRE's annual coastal freight survey. The coastal freight task (tonne-kilometre) is calculated by applying port-to-port distances (kilometre) including pilotage (Australian Chamber of Shipping 1993) to total weight (tonne) loaded or discharged for each port pair. Where alternative routes within Australia could reasonably be used, the shorter distance has been applied.

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

- Port authorities record cargo as having been discharged 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 discharged 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 discharged 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 discharging. For example, in some ports, crude and refined petroleum oil are coded separately, while other ports classify both under the 'Petroleum and Petroleum products' category.

BITRE has endeavoured to reconcile some of the above data problems by matching corresponding loaded and discharged records and, where possible, by comparing to records in the Coastal Trading Licensing System (CTLS, see Chapter 3). Reconciliation was not attempted for many of the smaller shipments. This may lead to small differences in loaded and discharged coastal freight volumes for specific routes. BITRE also compares and evaluates historical coastal freight data when compiling the coastal freight data each year. This often results in small revisions to previously published estimates.

Figure 2.1   Coastal freight weight loaded by Australian state/territory
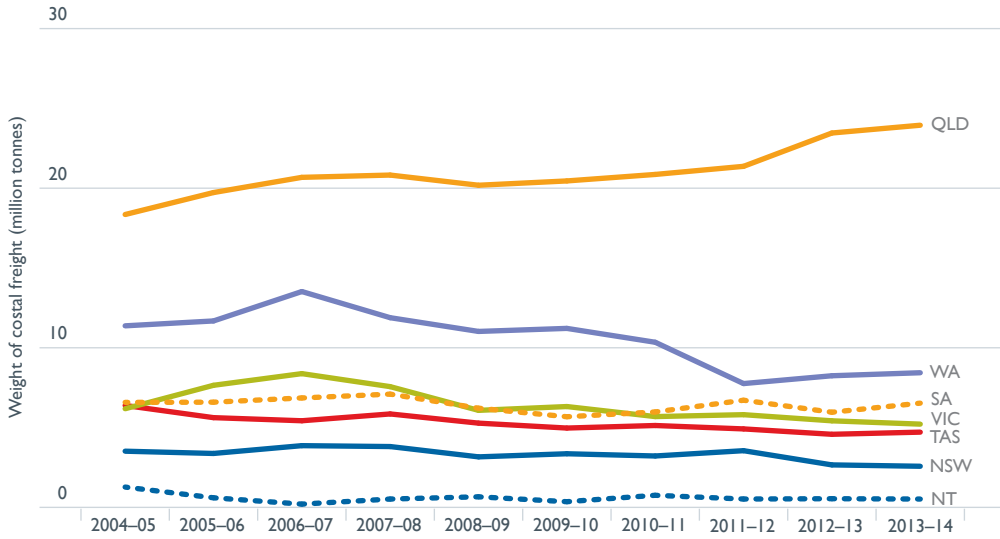
Source: BITRE (2015).

Figure 2.2   Coastal freight weight discharged by Australian state/territory
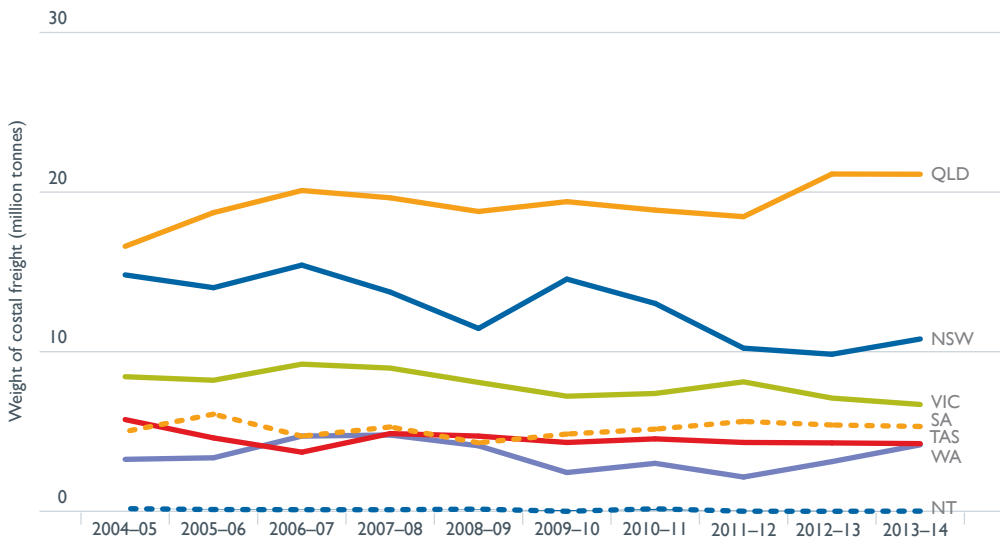
Source: BITRE (2015).

Table 2.1   Weight of coastal freight by state of loading and discharging

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Total
Loaded				*(million tonnes)*					
2004–05	3.5	6.2	18.3	6.6	11.4	6.4	1.3	0.0	53.7
2005–06	3.4	7.6	19.7	6.6	11.7	5.6	0.6	0.0	55.2
2006–07	3.9	8.4	20.7	6.9	13.5	5.4	0.2	0.0	58.9
2007–08	3.8	7.6	20.8	7.1	11.9	5.9	0.5	0.1	57.6
2008–09	3.2	6.1	20.2	6.2	11.0	5.3	0.7	0.1	52.7
2009–10	3.4	6.3	20.5	5.7	11.2	5.0	0.4	0.0	52.4
2010–11	3.2	5.7	20.7	6.0	10.3	5.1	0.8	0.0	51.9
2011–12	3.6	5.8	21.2	6.7	7.8	4.9	0.5	0.0	50.5
2012–13	2.7	5.4	23.4	6.0	8.2	4.6	0.5	0.1	50.9
2013–14	2.6	5.2	23.9	6.5	8.4	4.7	0.5	0.0	52.0
Average per cent change				*(%)*					
1 year	-3.2	-3.8	2.2	9.6	2.3	2.9	-3.9	-40.4	2.1
5 years	-4.6	-3.4	3.7	1.5	-7.0	-2.4	-0.8	-0.6	-0.5
Discharged				*(million tonnes)*					
2004–05	14.8	8.4	16.6	5.0	3.3	5.7	0.2	0.0	54.0
2005–06	14.0	8.2	18.7	6.1	3.4	4.6	0.1	0.0	55.1
2006–07	15.4	9.2	20.1	4.7	4.7	3.7	0.1	0.0	58.0
2007–08	13.7	9.0	19.6	5.3	4.8	4.9	0.1	0.0	57.4
2008–09	11.5	8.1	18.8	4.3	4.1	4.7	0.1	0.0	51.6
2009–10	14.5	7.2	19.4	4.8	2.4	4.3		0.0	52.8
2010–11	13.0	7.2	18.9	5.1	3.0	4.5	0.2	0.0	52.0
2011–12	10.2	8.1	18.5	5.6	2.1	4.3	0.0	0.0	48.9
2012–13	9.8	7.1	21.1	5.4	3.1	4.3		0.0	50.9
2013–14	10.8	6.7	21.1	5.3	4.2	4.2	0.0	0.0	52.4
Average per cent change				*(%)*					
1 year	9.7	-5.7	-0.1	-1.7	33.8	-1.1		-5.8	2.9
5 years	-4.8	-2.5	2.4	4.4	1.4	-1.7		6.2	-0.3

a   "Other" includes state/territory not clearly specified in the source data.

Note: Blank cells mean no data was recorded for the categories. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Source: BITRE (2015).

Table 2.2   Coastal freight task by state of loading and discharging

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other a	Total
Loaded				(billion tonne-kilometres)					
2004–05	5.3	6.6	37.1	8.5	48.0	4.6	3.6	0.3	114.1
2005–06	5.3	9.0	41.2	8.9	50.9	4.5	2.4	0.0	122.2
2006–07	6.2	9.1	42.0	9.4	56.3	4.4	0.2	0.0	127.6
2007–08	6.0	8.0	43.8	10.5	46.4	4.5	2.5	0.2	121.9
2008–09	5.0	6.2	42.0	9.3	40.1	3.9	2.8	0.3	109.6
2009–10	5.9	6.1	41.2	8.2	49.7	3.5	1.5	0.1	116.2
2010–11	4.8	5.7	42.1	8.6	45.6	3.5	2.8	0.2	113.4
2011–12	5.3	5.8	43.6	9.1	32.9	3.3	2.3	0.2	102.6
2012–13	4.5	5.4	47.6	8.6	32.8	3.0	2.4	0.2	104.5
2013–14	4.7	5.1	49.0	9.8	30.9	3.3	2.4	0.1	105.4
Average per cent change				(%)					
1 year	6.2	-5.4	3.1	14.0	-5.9	9.4	0.2	-39.1	0.9
5 years	-2.9	-3.8	3.6	1.3	-7.9	-3.8	1.3	0.7	-1.7
Discharged				(billion tonne-kilometres)					
2004–05	43.6	13.9	35.3	6.8	7.3	9.5	0.4	0.0	116.7
2005–06	44.5	13.1	40.4	9.6	7.0	6.2	0.3	0.0	121.2
2006–07	43.1	14.2	45.5	5.7	10.1	4.6	0.3	0.0	123.6
2007–08	40.7	13.1	42.5	7.4	10.5	7.7	0.3	0.0	122.2
2008–09	30.8	10.5	41.8	6.5	8.4	7.6	0.4	0.0	106.2
2009–10	45.8	9.2	41.5	6.7	6.1	6.1		0.1	115.6
2010–11	43.6	9.0	41.2	7.5	7.3	8.5	0.3	0.1	117.6
2011–12	32.6	9.6	38.8	7.7	5.0	7.4	0.0	0.0	101.2
2012–13	29.0	9.2	45.7	7.3	6.6	7.8		0.1	105.7
2013–14	30.4	7.9	44.8	7.5	8.9	7.2	0.0	0.1	106.8
Average per cent change				(%)					
1 year	4.8	-14.2	-2.1	3.3	35.7	-7.5		-4.0	1.1
5 years	-4.8	-3.8	1.6	2.7	0.3	1.0		7.1	-1.1

a   ''Other'' includes state/territory not clearly specified in the source data.

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of ''0.0'' mean that data was recorded but rounded to zero.

Source: BITRE (2015).

Table 2.3   Coastal freight flows between states/territories: Weight

State / territory of loading	Financial year	State / territory of discharging							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total [a]
		('000 tonnes)							
NSW	2004–05	157.3	1 234.7	567.5	1 162.3	196.3	192.0	9.0	3 520.1
	2005–06	105.9	1 214.5	484.5	1 130.2	265.5	173.5	4.2	3 378.3
	2006–07	85.6	1 577.9	606.2	985.2	405.9	200.2	5.9	3 867.1
	2007–08	122.3	1 273.4	701.0	1 133.3	339.4	234.5	6.7	3 810.7
	2008–09	72.9	906.3	853.8	816.6	328.1	177.9	8.9	3 164.5
	2009–10	97.5	1 008.5	570.5	956.9	562.2	160.9	3.3	3 359.8
	2010–11	119.1	911.3	1 023.9	722.7	295.7	143.1	3.8	3 219.7
	2011–12	115.3	861.0	1 015.2	828.3	275.2	450.8	6.3	3 552.1
	2012–13	50.6 [b]	373.5	980.8	864.3	269.2	101.2	21.3	2 661.0
	2013–14	103.8	89.3	1 008.2	897.2	383.0	92.7	0.1	2 575.6
	Average per cent change				(%)				
	1 year	104.9	-76.1	2.8	3.8	42.3	-8.5	-99.3	-3.2
	5 years	-0.7	-34.2	7.2	0.9	-4.2	-9.5	-34.3	-4.6
VIC	2004–05	2 243.7	62.2	535.9	165.1	567.3	2 606.9		6 181.1
	2005–06	2 007.9	90.4	1 818.5	376.9	407.9	2 947.2		7 648.9
	2006–07	3 508.7	633.4	1 200.3	244.6	389.4	2 403.3	0.0	8 379.8
	2007–08	2 601.0	504.7	1 130.3	315.4	455.2	2 558.1	0.0	7 564.7
	2008–09	1 438.9	543.4	693.9	429.9	479.6	2 492.9	0.7	6 079.3
	2009–10	2 042.6	372.4	365.3	440.1	471.6	2 625.0	0.5	6 317.5
	2010–11	1 242.2	476.9	286.3	1 035.1	620.0	2 028.5		5 689.0
	2011–12	1 271.3	663.5	266.0	849.7	626.1	2 123.1	7.9	5 807.6
	2012–13	1 209.5	368.0	240.5	1 031.7	545.1	2 028.5		5 423.3
	2013–14	974.1	334.6	169.7	1 063.7	561.4	2 108.2	0.3	5 216.0
	Average per cent change				(%)				
	1 year	-19.5	-9.1	-29.4	3.1	3.0	3.9		-3.8
	5 years	-9.5	-5.9	-21.3	21.8	3.6	-4.4		-3.4
QLD	2004–05	2 241.2	965.3	14 042.5	339.6	219.5	510.8	30.5	18 349.7
	2005–06	1 949.7	763.3	15 660.8	518.3	232.7	573.8	27.6	19 726.3
	2006–07	2 239.0	1 025.6	16 269.3	465.9	320.5	331.8	26.8	20 678.9
	2007–08	2 017.7	964.9	16 265.0	355.1	417.6	756.9	45.0	20 822.3
	2008–09	1 972.4	798.9	16 120.3	381.6	250.1	635.1	25.9	20 184.4
	2009–10	2 275.8	987.6	16 177.3	388.5	241.2	355.9	28.0	20 454.3
	2010–11	2 577.4	860.6	15 890.5	516.2	176.6	662.1	17.1	20 700.6
	2011–12	2 478.7	1 112.8	16 103.4	468.6	282.3	726.4	40.1	21 212.5
	2012–13	2 555.9	864.8	18 956.4	235.7	200.7	581.9	20.1	23 425.1
	2013–14	2 616.3	651.7	19 148.5	369.6	254.3	858.0	46.9	23 945.3
	Average per cent change				(%)				
	1 year	2.4	-24.6	1.0	56.8	26.7	47.5	132.7	2.2
	5 years	5.0	-3.3	3.9	-4.9	0.0	9.2	8.4	3.7

(continued)

Table 2.3   Coastal freight flows between states/territories: Weight (continued)

State / territory of loading	Financial year	State / territory of discharging							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total [a]
		('000 tonnes)							
SA	2004–05	2 232.8	1 253.1	504.5	2 232.3	106.8	245.0	4.3	6 578.8
	2005–06	2 125.3	1 322.8	715.8	2 109.1	102.1	215.7		6 590.7
	2006–07	1 978.3	1 137.4	848.5	2 368.0	348.4	175.1		6 855.7
	2007–08	2 382.6	1 077.6	881.7	2 111.3	503.5	138.9		7 095.6
	2008–09	2 502.1	1 128.2	527.9	1 606.0	310.0	139.8		6 213.9
	2009–10	1 750.6	1 028.4	692.1	1 689.4	423.2	95.6		5 679.3
	2010–11	1 343.1	1 257.4	610.8	1 695.0	975.7	96.2		5 978.2
	2011–12	971.9	1 463.8	831.8	2 381.6	978.3	86.8		6 714.2
	2012–13	1 321.8	1 229.0	1 032.2	1 912.7	385.3	80.1		5 961.0
	2013–14	2 172.2	1 174.0	705.9	1 688.2	693.6	97.0		6 530.9
	Average per cent change				(%)				
	1 year	64.3	-4.5	-31.6	-11.7	80.0	21.2		9.6
	5 years	-5.2	2.6	8.8	2.8	11.3	-6.8		1.5
WA	2004–05	5 462.8	1 868.4	789.5	780.0	2 427.9	8.1	38.6	11 375.2
	2005–06	6 101.6	1 821.1	814.3	593.8	2 293.4	6.5	50.3	11 680.9
	2006–07	5 725.8	2 270.2	1 475.8	470.5	3 311.9	145.9	43.8	13 524.1
	2007–08	5 210.7	2 019.1	369.0	857.7	3 219.1	149.2	60.6	11 885.4
	2008–09	3 843.1	1 688.6	1 259.1	973.5	2 942.3	264.5	52.4	11 023.6
	2009–10	6 580.2	1 615.0	885.8	1 022.1	861.6	149.0	101.0	11 214.8
	2010–11	6 336.1	1 175.6	368.2	983.0	1 031.3	257.4	78.5	10 345.7
	2011–12	4 358.2	999.4	336.2	953.5	795.2	173.2	133.6	7 756.7
	2012–13	4 012.2	1 120.8	360.5	940.1	1 571.5	84.8	35.3	8 246.8
	2013–14	3 784.0	1 038.2	171.4	852.5	2 520.7	33.3	35.8	8 436.3
	Average per cent change				(%)				
	1 year	-5.7	-7.4	-52.5	-9.3	60.4	-60.7	1.6	2.3
	5 years	-5.4	-10.0	-30.5	-2.7	2.2	-29.9	-12.1	-7.0
TAS	2004–05	2 303.8	3 527.2	90.3	249.2	11.7	190.0	12.4	6 384.6
	2005–06	1 969.7	3 004.0	101.3	204.9	150.7	191.7		5 622.3
	2006–07	1 732.4	3 092.3	94.3	90.6	243.4	173.6		5 426.7
	2007–08	1 999.3	3 339.6	116.2	78.4	151.5	167.9		5 854.4
	2008–09	1 473.6	3 239.1	78.2	169.3	127.7	182.1	8.0	5 278.2
	2009–10	1 213.6	3 193.6	165.9	138.8	73.2	184.5		4 969.6
	2010–11	1 240.7	3 378.6	174.2	152.9	1.6	182.2	0.2	5 130.4
	2011–12	849.7	3 430.1	173.0	250.5	2.4	210.0		4 915.6
	2012–13	596.2	3 400.9	173.1	248.3		160.7		4 579.1
	2013–14	752.3	3 278.7	262.2	241.6		178.7		4 713.7
	Average per cent change				(%)				
	1 year	26.2	-3.6	51.5	-2.7		11.2		2.9
	5 years	-15.4	0.8	19.3	12.2		-1.0		-2.4

(continued)

Table 2.3   Coastal freight flows between states/territories: Weight (continued)

State / territory of loading	Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Total [a]
						State / territory of discharging			
					('000 tonnes)				
NT	2004–05	91.8				71.1	626.5	482.8	1 272.2
	2005–06	26.4				50.9	432.7	90.4	600.4
	2006–07			0.0		123.7		80.8	204.5
	2007–08			0.6		16.9	504.9		522.4
	2008–09	0.6		1.0		139.4	515.8	5.4	662.3
	2009–10						294.6	60.7	355.3
	2010–11	0.4	0.1	15.1		111.7	556.6	73.6	757.5
	2011–12		25.1				431.4	66.4	522.9
	2012–13					9.7	477.7	27.1	543.4
	2013–14	8.4				14.9	471.9	14.1	522.4
	Average per cent change				(%)				
	1 year					53.4	-1.2	-48.0	-3.9
	5 years						2.2	6.7	-0.8
Total [a]	2004–05	14 760.6	8 921.4	16 530.2	4 928.4	3 602.6	4 384.3	577.6	53 706.5
	2005–06	14 286.6	8 216.0	19 595.2	4 933.2	3 504.7	4 541.1	172.6	55 249.3
	2006–07	15 269.8	9 736.9	20 494.3	4 624.8	5 145.6	3 429.9	157.3	58 939.0
	2007–08	14 333.6	9 199.4	19 463.8	4 851.3	5 121.9	4 525.0	112.3	57 608.8
	2008–09	11 303.7	8 325.7	19 534.3	4 376.8	4 615.7	4 427.2	101.4	52 684.8
	2009–10	13 960.4	8 205.5	18 856.8	4 635.9	2 652.4	3 865.4	193.5	52 370.0
	2010–11	12 869.1	8 076.5	18 369.0	5 104.9	3 215.6	3 935.0	173.1	51 858.9
	2011–12	10 070.2	8 565.7	18 725.6	5 732.1	2 961.9	4 201.7	254.4	50 519.0
	2012–13	9 746.1	7 378.9	21 743.5	5 232.7	2 995.6	3 526.8	105.5	50 902.4
	2013–14	10 411.1	6 566.6	21 466.0	5 112.8	4 453.2	3 851.8	97.2	51 977.7
	Average per cent change				(%)				
	1 year	6.8	-11.0	-1.3	-2.3	48.7	9.2	-7.9	2.1
	5 years	-4.8	-4.0	2.7	3.7	0.3	-2.6	-4.6	-0.5

a   The sum of states/territory does not necessarily equal to the total as there may be flows associated with unspecified origin or destination which are not listed separately although they are included in the total.

b   Data for 2012–13 were not provided by Port Kembla and Newcastle port, meaning that it was not possible to estimate trade volumes between these two ports. The missing data likely leads to an underestimate in the total NSW intrastate trade for 2012–13.

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero..

Source: BITRE (2015).

Table 2.4   Coastal freight flows between states/territories: Freight task

State / territory of loading	Financial year	State / territory of discharging							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total [a]
		(million tonne-kilometres)							
NSW	2004–05	31.3	1 188.9	698.1	2 344.6	786.6	202.0	38.7	5 290.5
	2005–06	16.1	1 184.2	562.7	2 274.3	1 065.2	184.9	18.0	5 305.4
	2006–07	17.4	1 566.6	737.3	1 980.4	1 623.6	219.8	26.2	6 171.3
	2007–08	22.0	1 243.3	786.8	2 290.7	1 368.1	254.1	30.3	5 995.3
	2008–09	15.1	875.0	913.1	1 647.6	1 308.2	196.1	41.2	4 996.3
	2009–10	18.1	979.9	588.0	1 929.9	2 228.1	166.0	14.6	5 924.5
	2010–11	18.1	877.3	1 067.6	1 451.8	1 180.8	149.1	17.0	4 761.6
	2011–12	21.2	870.0	1 069.8	1 697.6	1 109.1	466.8	28.2	5 262.7
	2012–13	1.8 [b]	390.6	994.3	1 780.4	1 096.6	113.6	86.1	4 463.4
	2013–14	20.4	111.7	1 106.5	1 856.2	1 545.7	98.5	0.6	4 739.7
	Average per cent change				*(%)*				
	1 year	1 051.3	-71.4	11.3	4.3	41.0	-13.3	-99.3	6.2
	5 years	-14.0	-31.1	7.5	1.5	-3.8	-9.4	-35.0	-2.9
VIC	2004–05	2 306.4	8.8	1 158.4	160.5	1 620.1	1 356.0		6 610.2
	2005–06	2 067.7	10.6	3 691.2	372.2	1 183.6	1 641.9		8 967.2
	2006–07	3 588.3	122.6	2 671.4	240.1	1 210.6	1 227.6	0.3	9 060.8
	2007–08	2 648.6	73.9	2 273.9	308.6	1 415.2	1 303.7	0.1	8 024.0
	2008–09	1 516.9	67.3	1 381.8	420.1	1 490.4	1 281.4	3.9	6 161.9
	2009–10	2 128.6	39.2	764.9	427.7	1 466.8	1 308.3	2.6	6 138.0
	2010–11	1 285.7	42.7	595.0	1 004.5	1 917.9	884.2		5 730.0
	2011–12	1 325.1	53.3	552.0	839.0	2 092.2	910.9	44.8	5 817.2
	2012–13	1 276.3	28.3	492.8	987.8	1 719.3	866.3		5 370.8
	2013–14	1 043.9	25.3	347.5	1 026.4	1 736.8	901.0	1.9	5 082.9
	Average per cent change				*(%)*				
	1 year	-18.2	-10.7	-29.5	3.9	1.0	4.0		-5.4
	5 years	-9.2	-14.9	-21.1	21.4	3.9	-8.1		-3.8
QLD	2004–05	2 772.5	2 520.1	27 506.0	1 393.3	1 129.7	1 654.1	113.3	37 088.9
	2005–06	2 440.0	1 959.1	31 279.7	2 261.9	1 184.9	1 934.5	102.7	41 162.8
	2006–07	2 881.3	2 603.1	32 231.8	1 785.1	1 605.0	773.9	97.0	41 977.1
	2007–08	2 635.4	2 419.0	32 140.0	1 508.0	2 164.1	2 791.4	150.1	43 808.0
	2008–09	2 516.7	2 031.1	32 106.5	1 568.5	1 279.8	2 421.7	99.5	42 023.8
	2009–10	2 726.6	2 518.5	32 341.1	1 424.5	1 214.0	825.8	107.6	41 158.2
	2010–11	3 105.1	2 222.6	32 431.5	1 858.6	984.7	1 464.7	65.5	42 132.8
	2011–12	2 979.3	2 712.9	33 001.7	1 683.0	1 502.4	1 579.3	153.3	43 611.9
	2012–13	3 003.4	2 258.8	39 066.2	866.2	1 010.2	1 296.1	73.7	47 574.6
	2013–14	3 059.1	1 714.5	39 597.7	1 365.6	1 281.2	1 848.6	180.0	49 046.8
	Average per cent change				*(%)*				
	1 year	1.9	-24.1	1.4	57.7	26.8	42.6	144.3	3.1
	5 years	3.6	-2.7	4.8	-6.3	-0.4	0.2	7.9	3.6

(continued)

Table 2.4   Coastal freight flows between states/territories: Freight task (continued)

State / territory of loading	Financial year	State / territory of discharging							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total [a]
		(million tonne-kilometres)							
SA	2004–05	4 524.8	1 510.8	1 510.3	201.1	281.6	453.0	25.9	8 507.5
	2005–06	4 328.1	1 586.5	2 179.4	219.3	251.0	385.0		8 949.3
	2006–07	4 032.9	1 349.0	2 560.4	219.0	915.1	314.8		9 391.2
	2007–08	4 832.0	1 294.0	2 679.1	202.4	1 267.0	226.9		10 501.4
	2008–09	5 096.2	1 406.9	1 656.7	141.4	761.9	278.4		9 341.5
	2009–10	3 533.3	1 262.1	2 151.4	149.8	952.8	177.0		8 226.4
	2010–11	2 709.7	1 558.6	1 934.8	152.2	2 075.7	195.1		8 626.0
	2011–12	2 077.5	1 808.4	2 590.2	322.2	2 146.9	168.8		9 114.0
	2012–13	2 704.2	1 493.7	3 189.7	172.3	893.0	167.9		8 620.9
	2013–14	4 347.0	1 368.0	2 250.2	145.5	1 508.6	208.5		9 827.8
	Average per cent change				(%)				
	1 year	60.8	-8.4	-29.5	-15.6	68.9	24.2		14.0
	5 years	-5.2	1.5	9.0	3.8	9.7	-4.9		1.3
WA	2004–05	30 947.6	6 460.3	4 138.0	1 947.7	4 378.6	26.8	132.0	48 031.0
	2005–06	34 622.4	6 501.7	4 387.2	1 498.6	3 687.8	21.2	172.6	50 891.6
	2006–07	31 925.4	8 610.6	8 205.4	1 169.8	5 522.0	472.1	147.8	56 343.4
	2007–08	29 310.1	6 549.1	2 118.8	2 152.1	5 554.7	474.0	205.7	46 364.4
	2008–09	20 522.7	5 148.7	6 838.6	2 402.3	4 137.5	862.2	160.2	40 072.2
	2009–10	35 746.0	4 616.9	4 578.1	2 503.3	1 435.0	476.1	354.7	49 710.2
	2010–11	34 694.8	3 440.5	1 947.0	2 462.3	1 578.4	820.4	261.3	45 622.8
	2011–12	23 645.7	2 823.2	1 768.9	2 392.4	1 266.6	552.4	461.8	32 931.8
	2012–13	22 308.0	3 348.4	1 929.1	2 347.9	2 506.1	269.8	98.5	32 808.1
	2013–14	20 628.1	3 027.2	931.1	2 138.8	3 956.2	105.8	93.0	30 880.2
	Average per cent change				(%)				
	1 year	-7.5	-9.6	-51.7	-8.9	57.9	-60.8		-5.9
	5 years	-4.9	-10.3	-30.3	-2.3	3.6	-30.2		-7.9
TAS	2004–05	2 196.7	1 632.9	194.8	399.0	37.9	100.0	68.7	4 630.0
	2005–06	1 905.6	1 403.4	239.2	331.7	503.8	102.3		4 486.0
	2006–07	1 659.0	1 438.2	213.4	141.2	856.9	95.8		4 404.4
	2007–08	1 918.4	1 570.7	287.4	112.4	508.9	89.2		4 486.9
	2008–09	1 430.0	1 519.2	178.2	255.7	417.0	96.6	46.1	3 942.8
	2009–10	1 172.4	1 430.5	365.9	220.5	239.1	98.8		3 527.1
	2010–11	1 216.8	1 521.6	381.4	233.5	5.2	97.6	0.8	3 456.9
	2011–12	862.7	1 607.8	378.8	371.3	7.9	117.8		3 346.3
	2012–13	616.9	1 537.5	401.8	385.4		90.2		3 031.8
	2013–14	758.0	1 482.1	587.0	390.8		100.2		3 318.1
	Average per cent change				(%)				
	1 year	22.9	-3.6	46.1	1.4		11.1		9.4
	5 years	-14.4	0.4	19.5	12.9		0.3		-3.8

(continued)

Table 2.4   Coastal freight flows between states/territories: Freight task (continued)

State / territory of loading	Financial year	State / territory of discharging							
		NSW	VIC	QLD	SA	WA	TAS	NT	Total [a]
		(million tonne-kilometres)							
NT	2004–05	360.0				137.8	3 047.2	93.2	3 638.3
	2005–06	101.5				205.7	2 104.4	9.8	2 421.5
	2006–07			0.0		225.7		9.5	235.1
	2007–08			1.5		34.8	2 456.0		2 492.3
	2008–09	2.5		3.3		241.2	2 509.0	0.1	2 756.2
	2009–10						1 432.7	40.3	1 473.0
	2010–11	2.0	0.5	38.9		9.0	2 707.1	53.9	2 811.4
	2011–12		127.6				2 098.1	39.9	2 265.5
	2012–13					17.6	2 323.4	25.3	2 366.4
	2013–14	33.8				27.0	2 295.1	15.3	2 371.2
	Average per cent change				(%)				
	1 year						-1.2	-39.8	0.2
	5 years						2.2	88.3	1.3
Total [a]	2004–05	43 321.0	13 380.4	35 205.7	6 446.3	8 377.8	6 869.0	471.8	114 072.1
	2005–06	45 481.4	12 645.5	42 339.4	6 958.0	8 086.1	6 374.3	303.1	122 187.8
	2006–07	44 104.3	15 690.0	46 619.8	5 535.6	11 964.6	3 103.9	280.8	127 589.2
	2007–08	41 366.5	13 257.3	40 288.1	6 574.4	12 361.3	7 682.7	386.2	121 916.3
	2008–09	31 100.2	11 161.9	43 078.3	6 435.6	9 736.3	7 758.6	351.0	109 621.9
	2009–10	45 325.0	10 847.1	40 789.4	6 655.6	7 586.1	4 484.8	519.8	116 207.7
	2010–11	43 099.1	9 751.0	38 396.1	7 163.0	7 759.2	6 371.8	398.6	113 356.9
	2011–12	31 078.7	10 056.9	39 361.4	7 305.5	8 131.4	5 894.1	728.0	102 576.7
	2012–13	29 910.6	9 175.3	46 073.9	6 540.2	7 279.5	5 198.9	283.6	104 462.1
	2013–14	29 890.3	7 728.9	44 820.0	6 923.4	10 121.6	5 629.2	290.8	105 404.3
	Average per cent change				(%)				
	1 year	-0.1	-15.8	-2.7	5.9	39.0	8.3	2.5	0.9
	5 years	-4.9	-6.4	1.7	1.0	0.3	-3.5	-6.0	-1.7

a   The sum of states/territory does not necessarily equal to the total as there may be flows associated with unspecified origin or destination which are not listed separately although they are included in the total.

b   Data for 2012–13 were not provided by Port Kembla and Newcastle port, meaning that it was not possible to estimate trade volumes between these two ports. The missing data likely leads to an underestimate in the total NSW intrastate trade for 2012–13.

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Source: BITRE (2015).

Figure 2.3   Top ten ports by volume of coastal freight loaded, ten years to 2013–14

Weipa 136.3, 16.6

Port Hedland 42.1, 3.4

Gladstone 34.6, 3.3

Brisbane 25.2, 3.0

Fremantle 24.9, 2.2

Port Kembla 17.5, 0.8

Klein Port 17.8, 1.6

Melbourne 29.5, 3.1

Hastings 17.8, 0.5

Devonport 19.0, 2.1
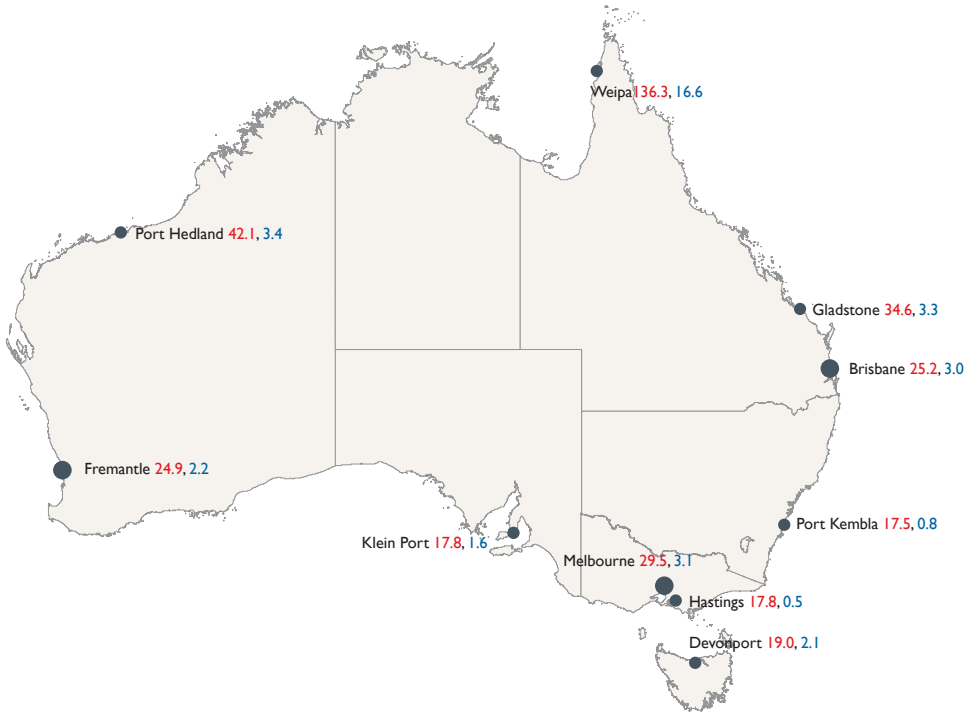
Loaded coastal freight (million tonnes): ten-year total tonnage, tonnage loaded in 2013–14

Note: The top ten ports are selected based on the total volume of coastal freight loaded in the ten years to 2013–14.
The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and
grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: BITRE (2015).

Figure 2.4   Top ten ports by volume of coastal freight discharged, ten years to 2013–14
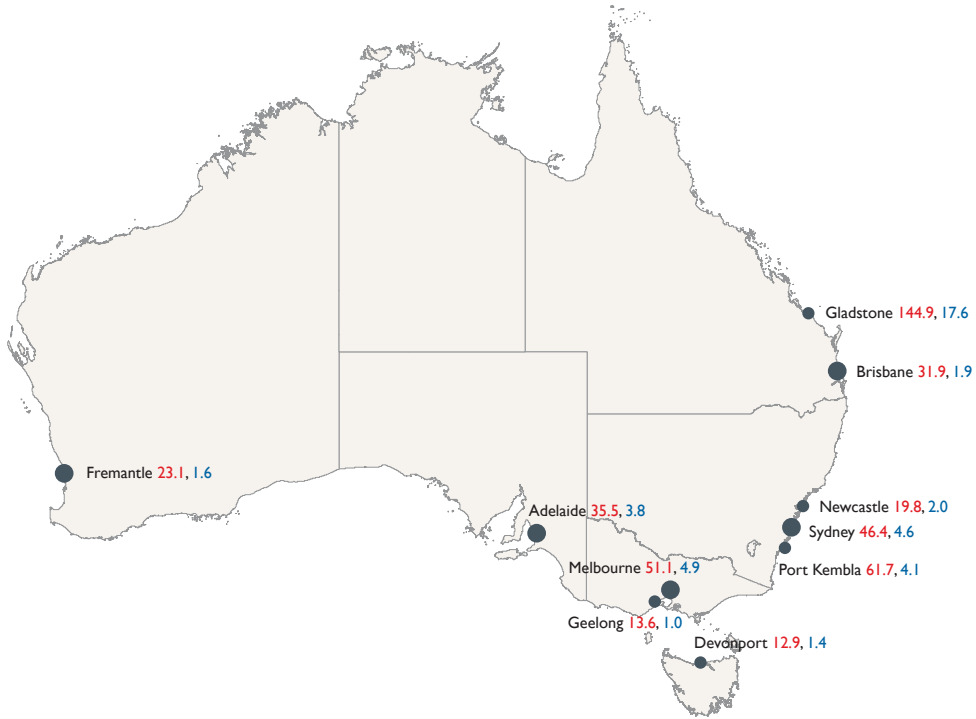
Discharged coastal freight (million tonnes): ten-year total tonnage, tonnage discharge in 2013–14

Note: The top ten ports are selected based on the total volume of coastal freight discharged in the 10 years to 2013–14. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: BITRE (2015).

Table 2.5   Top ten ports with largest weight of coastal freight

Loaded

| Financial year	Weipa	Port Hedland	Gladstone	Melbourne	Brisbane	Fremantle	Devonport	Klein Point	Port Kembla	Hastings	All ports [a]
					(million tonnes)						
2004–05	11.0	4.3	3.5	2.6	2.3	2.5	1.9	2.0	2.5	2.0	53.7
2005–06	12.7	4.3	3.4	2.5	1.8	2.0	1.8	1.9	2.3	3.1	55.2
2006–07	13.1	4.6	3.8	2.6	2.3	2.2	1.7	2.2	2.3	3.8	58.9
2007–08	13.0	4.4	3.6	3.0	2.3	2.5	1.9	1.9	2.2	3.1	57.6
2008–09	13.1	3.2	3.2	3.0	2.4	3.7	1.9	1.4	1.6	1.6	52.7
2009–10	13.2	5.4	3.6	3.1	2.6	3.0	1.9	1.6	2.0	1.4	52.4
2010–11	13.5	5.4	3.7	3.2	2.5	2.5	1.8	1.6	1.6	0.9	51.9
2011–12	13.7	3.6	3.7	3.3	3.0	2.0	2.0	1.9	1.4	0.8	50.5
2012–13	16.3	3.5	3.1	3.1	2.9	2.2	2.1	1.8	0.8	0.7	50.9
2013–14	16.6	3.4	3.3	3.1	3.0	2.2	2.1	1.6	0.8	0.5	52.0
Average per cent change						(%)					
1 year	1.4	-4.0	6.7	-1.5	1.9	-3.0	1.2	-10.8	-5.5	-33.4	2.1
5 years	5.3	-3.7	-1.2	0.8	4.8	-10.4	3.0	3.0	-16.6	-20.5	-0.5

Discharged

Financial year	Gladstone	Melbourne	Sydney	Port Kembla	Adelaide	Newcastle	Brisbane	Fremantle	Devonport	Geelong	All ports [a]
					(million tonnes)						
2004–05	11.7	5.1	5.4	7.6	3.1	1.8	3.0	2.7	1.3	1.5	54.0
2005–06	13.2	5.0	5.1	7.2	4.2	1.7	3.6	2.7	1.3	1.5	55.1
2006–07	14.0	5.6	6.1	7.2	3.1	2.1	4.2	3.5	1.0	1.7	58.0
2007–08	13.8	5.3	4.2	7.4	3.6	2.1	3.9	3.7	1.3	1.8	57.4
2008–09	13.9	5.1	4.4	5.0	2.9	2.0	3.7	2.5	1.3	1.3	51.6
2009–10	14.3	4.8	5.2	7.2	3.2	2.1	3.3	1.7	1.3	0.9	52.8
2010–11	14.4	5.1	3.8	7.1	3.7	2.1	3.1	1.5	1.3	0.9	52.1
2011–12	14.6	5.1	3.5	4.6	4.1	2.2	2.7	1.6	1.4	1.7	48.9
2012–13	17.3	5.0	3.9	4.1	3.9	1.9	2.6	1.5	1.3	1.4	50.9
2013–14	17.6	4.9	4.6	4.1	3.8	2.0	1.9	1.6	1.4	1.0	52.4
Average per cent change						(%)					
1 year	1.6	-2.3	20.1	0.8	-4.2	8.1	-26.5	8.9	5.5	-25.8	2.9
5 years	5.2	0.0	-2.1	-8.6	5.9	-0.6	-11.3	-6.7	0.3	2.1	-0.3

a   "All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are Australian ports that loaded, or discharged, the largest volume of coastal freight summed over recent ten years. The ports are sorted in descending order by the weight in the most recent year with the port ranked the first on the left in the table.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: BITRE (2015).

Figure 2.5   Coastal freight carried on the top ten routes, 2013–14 *(million tonnes)*
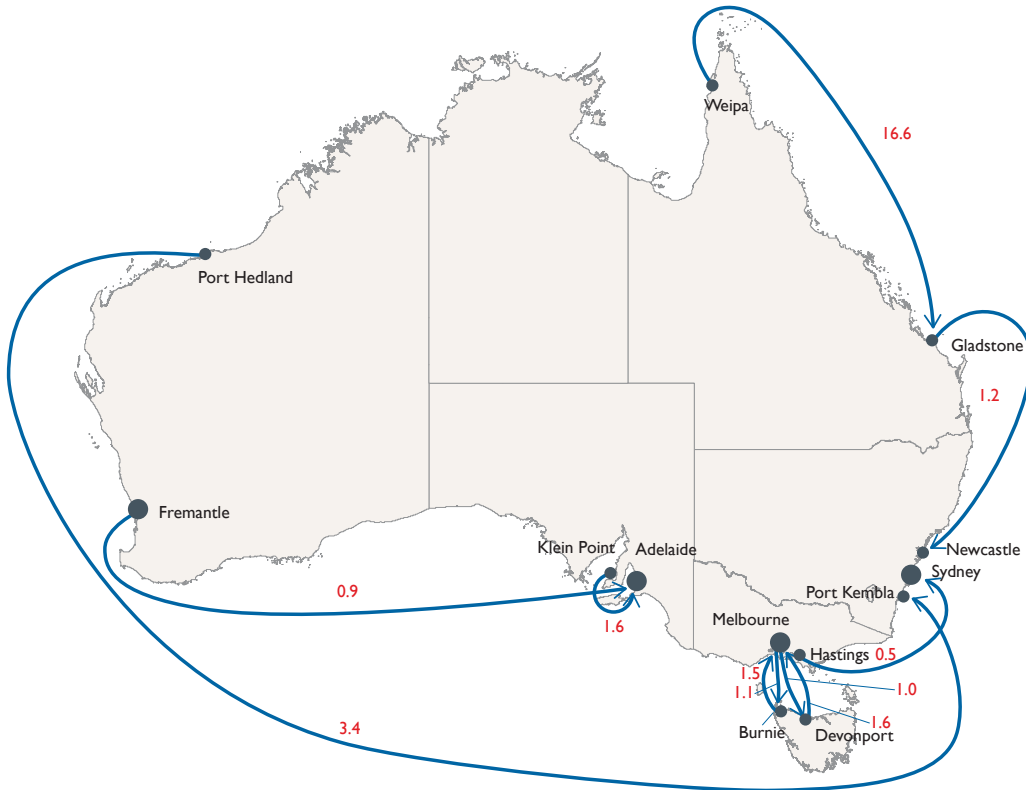
Note: The top ten routes for coastal freight flow are selected based on the summed coastal freight over the 10 years to 2013–14, though the volume illustrated in the chart is for the most recent financial year.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: BITRE (2015).

Table 2.6   Top ten coastal freight flows between Australian ports

Financial year	Weipa to Gladstone	Port Hedland to Port Kembla	Devonport to Melbourne	Klein Point to Adelaide	Burnie to Melbourne	Gladstone to Newcastle	Melbourne to Burnie	Melbourne to Devonport	Fremantle to Adelaide	Hastings to Sydney	All flows [a]
					(million tonnes)						
2004–05	11.0	4.3	1.3	2.0	1.2	1.4	0.9	0.8	0.8	1.8	53.7
2005–06	12.7	4.2	1.2	1.9	1.2	1.3	0.9	0.8	0.6	1.7	55.2
2006–07	13.1	4.5	1.2	2.2	1.3	1.4	0.9	0.8	0.4	2.9	58.9
2007–08	13.0	4.3	1.4	1.9	1.3	1.3	1.0	0.9	0.9	2.3	57.6
2008–09	13.1	3.1	1.4	1.4	1.3	1.4	1.0	0.8	0.9	0.8	52.7
2009–10	13.2	5.4	1.5	1.6	1.5	1.4	1.0	0.9	0.9	1.4	52.4
2010–11	13.5	5.3	1.5	1.6	1.5	1.3	1.0	0.9	1.0	0.8	51.9
2011–12	13.7	3.6	1.6	1.9	1.5	1.4	1.1	1.0	1.0	0.8	50.5
2012–13	16.3	3.5	1.6	1.8	1.6	1.1	1.1	0.9	0.9	0.7	50.9
2013–14	16.6	3.4	1.6	1.6	1.5	1.2	1.1	1.0	0.9	0.5	52.0
Average per cent change					(%)						
1 year	1.4	-3.7	0.1	-10.8	-7.1	10.6	2.0	6.8	-6.4	-36.9	2.1
5 years	5.3	-3.5	2.4	3.0	3.4	-3.2	2.5	2.2	-1.2	-13.7	-0.5

a   "All flows" include the top ten coastal freight flows and other flows not listed separately.

Note: The top ten routes for coastal freight flow are the routes between Australian ports that shipped the largest volume of coastal freight in the most recent ten years. The routes are sorted in descending order by the volume in the most recent year with the route ranked the first on the left in the table.
The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".
Blank cells mean no data was recorded for the categories, or per cent changes are not calculated.

Source: BITRE (2015).

Table 2.7   Weight and freight task of coastal freight, by cargo type

Financial year	Dry bulk	Liquid bulk	Container	Other cargo	Total
Weight			(million tonnes)		
2004–05	33.4	12.6	4.6	3.2	53.7
2005–06	34.6	14.0	4.4	2.3	55.2
2006–07	35.9	15.9	4.4	2.7	58.9
2007–08	36.1	13.1	5.3	3.0	57.6
2008–09	32.9	12.0	5.2	2.6	52.7
2009–10	34.1	10.6	5.1	2.6	52.4
2010–11	34.0	9.3	4.0	4.6	51.9
2011–12	33.5	9.5	5.2	2.3	50.5
2012–13	33.8	9.7	5.2	2.2	50.9
2013–14	35.3	10.0	4.8	1.9	52.0
Average per cent change			(%)		
1 year	4.3	3.0	-6.7	-15.2	2.1
5 years	0.9	-3.2	-0.2	-7.8	-0.5
Freight task			(billion tonne-kilometres)		
2004–05	79.0	27.7	4.7	2.7	114.1
2005–06	82.1	33.3	4.9	1.9	122.2
2006–07	84.2	35.4	5.7	2.3	127.6
2007–08	86.7	25.6	6.6	3.0	121.9
2008–09	77.4	23.0	6.6	2.7	109.6
2009–10	85.8	20.6	6.9	2.8	116.2
2010–11	87.3	15.6	5.2	5.3	113.4
2011–12	78.8	16.0	6.0	1.8	102.6
2012–13	79.3	17.3	5.4	2.4	104.5
2013–14	81.5	16.3	5.8	1.8	105.4
Average per cent change			(%)		
1 year	2.8	-5.7	6.7	-25.8	0.9
5 years	-0.2	-6.1	-3.6	-9.5	-1.7

Source: BITRE (2015).

Table 2.8 Weight and freight task of coastal freight, by commodity group

Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials, inedible, except fuels	3-Mineral fuels, lubricants and related materials	4-Animal and vegetable oils, fats and waxes	5-Chemicals and related products, nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions, nes	Total
Weight						(*million tonnes*)					
2004–05	1.7	0.2	27.7	13.8	0.0	1.5	6.1	0.4	0.7	1.6	53.7
2005–06	1.5	0.1	28.6	14.9	0.0	1.5	6.0	0.2	0.7	1.6	55.2
2006–07	2.3	0.2	29.3	16.8	0.0	1.9	6.4	0.4	0.8	0.9	58.9
2007–08	2.5	0.2	29.8	14.3	0.0	1.8	5.9	0.5	0.8	1.8	57.6
2008–09	2.5	0.3	27.8	12.7	0.0	1.6	5.3	0.5	0.8	1.2	52.7
2009–10	2.2	0.3	28.4	11.7	0.0	1.5	5.6	0.4	0.9	1.3	52.4
2010–11	2.1	0.3	28.5	10.1	0.0	2.1	5.3	0.5	1.0	2.0	51.9
2011–12	2.1	0.4	27.4	10.5	0.1	2.2	5.1	0.6	0.9	1.3	50.5
2012–13	2.0	0.5	28.9	10.4	0.0	1.8	4.6	0.5	0.9	1.3	50.9
2013–14	2.0	0.5	29.9	10.8	0.0	1.6	4.8	0.4	0.9	1.1	52.0
Average per cent change						(%)					
1 year	-0.2	-3.8	3.3	4.1	7.9	-12.5	4.5	-8.9	3.2	-19.4	2.1
5 years	-4.0	8.9	1.1	-3.2	24.4	1.7	-3.0	1.5	0.9	-2.5	-0.5
Freight task						(*billion tonne-kilometres*)					
2004–05	2.4	0.2	69.8	30.4	0.1	3.1	6.1	0.4	0.5	1.0	114.1
2005–06	2.1	0.3	72.7	35.5	0.0	3.1	6.4	0.4	0.5	1.0	122.2
2006–07	3.3	0.3	72.1	37.2	0.0	4.8	6.9	0.7	0.6	1.8	127.6
2007–08	3.6	0.3	76.0	28.4	0.0	3.8	6.4	0.6	0.6	2.2	121.9
2008–09	3.2	0.5	69.7	25.0	0.0	2.9	5.6	0.6	0.7	1.4	109.6
2009–10	2.7	0.6	77.7	23.0	0.0	2.9	6.2	0.6	1.0	1.6	116.2
2010–11	2.3	0.5	78.2	17.4	0.0	5.3	5.4	0.5	0.9	2.8	113.4
2011–12	2.6	0.6	68.0	18.1	0.1	4.6	5.6	0.8	0.9	1.4	102.6
2012–13	2.2	0.6	72.0	18.9	0.0	3.3	4.7	0.7	0.7	1.4	104.5
2013–14	2.0	0.6	73.9	18.2	0.0	3.1	5.0	0.7	0.8	1.0	105.4
Average per cent change						(%)					
1 year	-10.6	2.9	2.7	-3.7	15.7	-3.9	7.5	-4.1	10.9	-26.6	0.9
5 years	-7.9	4.3	-0.2	-5.9	17.9	1.5	-3.7	4.7	-2.3	-7.8	-1.7

Note: "nes" stands for "Not Elsewhere Specified".
Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Source: BITRE (2015).

Table 2.9   Coastal freight between Tasmania and mainland Australia, by commodity group

Financial year	0-Food and live animals	1-Beverages and tobacco	2-Crude materials inedible except fuels	3-Mineral fuels lubricants and related materials	4-Animal and vegetable oils fats and waxes	5-Chemicals and related products nes	6-Manufactured goods classified chiefly by material	7-Machinery and transport equipment	8-Miscellaneous manufactured articles	9-Commodities and transactions nes	Total
Weight of costal freight loaded in Tasmania						('000 tonnes)					
2004–05	421.2	26.2	1 979.7	0.9	0.7		360.1	2 082.5	143.5	5.1	1 174.6	6 194.6
2005–06	258.4	13.5	1 694.8	1.7			364.0	1 887.0	17.9	9.9	1 183.4	5 430.6
2006–07	703.7	98.2	1 726.0	7.9	6.0		360.6	1 967.3	38.4	124.1	220.9	5 253.1
2007–08	699.7	79.9	1 808.1	18.8	3.2		396.6	1 696.7	146.4	0.6	836.6	5 686.6
2008–09	700.0	106.3	1 522.6	5.3	1.6		375.7	1 769.7	153.1		461.7	5 096.1
2009–10	642.7	122.8	1 256.0	3.0	0.4		272.3	1 879.3	144.1		464.5	4 785.1
2010–11	683.2	114.9	1 288.2	16.9	0.7		415.2	1 715.7	156.6		556.9	4 948.2
2011–12	615.8	187.1	848.8	7.7	1.3		500.5	1 745.2	158.3		641.0	4 705.6
2012–13	630.7	210.4	522.9	4.6	0.8		419.9	1 911.2	141.4		576.5	4 418.4
2013–14	647.2	176.6	644.4	3.3	0.4		408.5	1 904.4	133.7		616.4	4 534.9
Average per cent change						(%)						
1 year	2.6	-16.1	23.2	-28.0	-40.4		-2.7	-0.4	-5.4		6.9	2.6
5 years	-1.6	14.2	-18.9	-5.4	-10.3		5.6	1.2	-2.0		6.6	-2.5
Weight of coastal freight discharged in Tasmania						('000 tonnes)					
2004–05	238.8	93.9	2 150.0	969.4		129.9	432.3	206.3	65.4	1 270.4	5 556.3
2005–06	248.1	90.9	1 285.2	1 059.2	0.3	144.9	246.2	60.4	50.3	1 238.8	4 424.3
2006–07	535.2	61.1	957.7	672.1	5.6	159.4	304.6	77.4	602.6	158.1	3 533.9
2007–08	363.0	64.0	1 510.5	953.6	4.8	224.3	93.6	186.9	5.2	1 247.6	4 653.4
2008–09	361.2	65.4	1 476.8	929.8	3.1	225.0	151.7	185.0		1 135.5	4 533.5
2009–10	349.5	66.8	1 200.8	843.3	1.9	227.3	148.4	189.3		1 084.8	4 112.0
2010–11	433.4	66.0	1 398.9	828.3	1.5	198.4	140.1	188.6		1 099.3	4 354.5
2011–12	459.9	78.5	1 204.0	708.7	0.8	211.1	134.8	172.8		1 120.7	4 091.2
2012–13	434.7	71.2	1 343.9	679.1	1.2	178.1	112.8	167.9		1 140.9	4 129.6
2013–14	460.5	73.7	1 215.7	674.8	0.6	172.8	135.3	178.7		1 158.7	4 070.8
Average per cent change						(%)						
1 year	5.9	3.5	-9.5	-0.6	-45.1	-3.0	20.0	6.4		1.6	-1.4
5 years	5.7	2.8	-2.2	-6.6	-24.8	-5.5	-4.0	-1.8		0.8	-1.7

Note: This analysis includes coastal freight loaded in Tasmania and shipped to mainland Australia, or shipped from mainland Australia to Tasmania. Coastal freight shipped within Tasmania is not included.

"nes" stands for "Not Elsewhere Specified".

Blank cells mean no data was recorded for the categories, or per cent changes are not calculated. Cells with an entry of "0.0" mean that data was recorded but rounded to zero.

Source: BITRE (2015).

Coastal trading under permit and licence

Overview

On 1 July 2012 Part VI of the *Navigation Act 1912* was replaced by the *Coastal Trading (Revitalising Australian Shipping) Act 2012* (the Act). As a result of the Act a new licensing regime was created to regulate access to the coastal trade. The new regime is managed by the Australian Department of Infrastructure and Regional Development (DIRD) and replaces the previous permit system that was established under Part VI of the *Navigation Act 1912.*

As part of the new Act, all domestic maritime movements of cargo or passengers on interstate voyages[1] must be authorised by one of the below licence types:

- General Licence

    - Available to Australian Registered vessels.
    - Each seafarer working on the vessel must be an Australian citizen or permanent resident or hold a visa with appropriate work rights.
    - Grants unrestricted access to engage in coastal trading in Australian waters for five years.
    - Licence holders are able to compete with planned voyages by Temporary Licence holders (see Temporary Licence).
    - Licence holders are required to provide annual aggregate cargo statistics relating to voyages under licence.

- Transitional General Licence

    - Available to foreign registered vessels that held a licence issued under the previous system. Applications for this licence type are no longer accepted.
    - Transitional General Licence ships have the same rights and obligations as General Licence holders.

- Temporary Licence

    - Provides limited access to predefined specific coastal trade voyages over a 12 month period.
    - Replaces arrangements for vessels operating under permit (under the old system).
    - Applications for new temporary licences must include a minimum of five voyages; however, licences may also be varied after issue.

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1   Vessels engaged in intrastate trade are also able to opt-in to the current licensing system, meaning that some intrastate trade also occurs under the national licensing system.

- Information about applications is provided by the Department to all General Licence holders and allows them to provide notice that a General Licenced vessel is available to conduct any of the notified voyages. This triggers a mandatory consultation process between the shipper and the General Licence holder that may be arbitrated by the Department.
- Licence holders are required to provide the Department cargo statistics for each voyage.

• Emergency licence

- Granted in response to a significant national emergency.
- No emergency licences have been approved at this stage.

This chapter summaries coastal shipping activity under the current licensing system used to regulate access to interstate coastal trade. Information is presented that shows the impact of each licence type on overall coastal shipping activity in 2013–14.

Data from the existing permits system are also compared to activity under Temporary Licence[2]. While data from the existing permits system are reported for the period 2002–03 to 2011–12, there is a break in the series at the end of 2011–12 as discussed below.

Data source

Licence data for 2012–13 and 2013–14 were extracted from the Coastal Trading Licensing System (CTLS) maintained by the Australian Department of Infrastructure and Regional Development. Data for 2002–03 to 2011–12 were based on extracts from the Coastal Trade Licences and Permits (COTLAP) system, which was maintained by the (former) Department of Infrastructure and Transport (DIT).

Comparability between 2002–03 to 2011–12 and 2012–13 to 2013–14

Caution should be taken when comparing shipping activity recorded under the previous (2002–03 to 2011–12) permits system and voyages under temporary licence (2012–13 to 2013–14), due to differences between the two systems.

Up to 2011–12, permit holders who carried out container shipments reported both the number of TEUs shipped and the weight of the TEUs. However, under the new system Temporary Licence holders record in CTLS either the number of TEUs or the weight of cargo shipped (not both). For containerised freight, data are required on both the number of TEUs and the weight of freight. If the number of TEUs (or tonnes) are known it is possible to estimate the weight (or TEUs) of shipments in question.

During the first 4 months of 2012–13, there were also 'carry over' voyages from the previous permits system. Data presented for 2012–13 in Chapter 3 does not include transitional voyages under the old permits system as it is not valid to ascribe them to either regime. This may lead to an underestimation of the number of voyages and volume of freight carried under Temporary Licence during 2012–13 (Table 3.2-3.4). 2013–14 represents the first reporting period where the new licensing system existed in isolation. For this reason, per cent changes are not computed between 2012–13 and 2013–14.

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2 General Licence and Transitional General Licence cargo statistics are not able to be compared with activity under the previous system, as no equivalent cargo statistics were recorded under the old system.

Table 3.1   Coastal shipping under licence, 2013–14: impact on coastal trade – weight carried and freight task

	Freight transported under licence [a]				Proportion of freight under licence to total coastal freight [a]			
	Dry bulk cargo	Liquid bulk	General cargo [b]	Total	Dry bulk cargo	Liquid bulk	General cargo [a]	Total
Weight								
2013–14	(million tonnes)				(%)			
General Licence	4.9	0.0	5.2	10.1	13.9	0.0	77.5	19.4
Transitional General Licence	4.6	4.3	0.0	8.9	13.1	43.0	0.0	17.1
Temporary Licence	7.8	4.7	1.0	13.5	22.0	47.5	15.1	26.0
Total under licence	17.3	9.0	6.2	32.5	48.9	90.5	92.6	62.5
Total coastal freight [c]	35.3	10.0	6.7	52.0	100.0	100.0	100.0	100.0
Freight task								
2013–14	(billion tonne-kilometres)				(%)			
General Licence	5.2	0.0	2.3	7.5	6.4	0.0	30.4	7.1
Transitional General Licence	15.3	5.8	0.0	21.1	18.8	35.6	0.0	20.0
Temporary licence	21.9	9.7	3.0	34.5	26.8	59.3	39.4	32.8
Total under licence	42.4	15.5	5.3	63.2	52.0	95.0	69.8	59.9
Total coastal freight [c]	81.5	16.3	7.6	105.4	100.0	100.0	100.0	100.0

[a]   Excludes reported activity under licence where volume was not recorded in tonnes or TEUs.

[b]   Includes containerised and break bulk cargo.

[c]   Total coastal freight loaded, including intrastate cargo not carried under licence, based on BITRE's coastal freight survey (Chapter 2).

Note: Tonnage was estimated for container shipments under licence when volume was recorded in TEUs, not tonnes, by applying the average weight (in tonnes) per TEU recorded in 2011–12, under the COTLAP system.

Source: DIRD (2015), BITRE (2015).

Table 3.2   Usage of coastal trade permits and temporary licences

Coastal Trade Permits (2002–03 to 2011–12)

Financial year	Number of voyages on permits				Freight transported on permits					
					Total tonnage			Containerised		
	CVP	SVP	Total	Voyages with no cargo carried [a]	CVP	SVP	Total	CVP	SVP	Total
	(number)				*(million tonnes)*			*(TEUs)*		
2002–03	454	798	1 252		1.7	10.6	12.3	37 619	12 161	49 780
2003–04	350	681	1 031		1.8	10.4	12.2	38 810	7 908	46 718
2004–05	977	892	1 869		2.0	11.0	13.0	56 938	5 855	62 793
2005–06	1 291	1 133	2 424		2.2	11.5	13.7	32 758	16 501	49 259
2006–07	1 915	1 876	3 791		1.8	14.8	16.7	53 474	20 455	73 929
2007–08	1 241	1 744	2 985	123	1.2	14.2	15.4	37 718	6 694	44 412
2008–09	697	1 444	2 141	523	0.9	12.7	13.7	38 559	5 761	44 320
2009–10	735	1 637	2 372	432	0.9	13.9	14.8	55 131	13 789	68 920
2010–11	472	1 578	2 050	483	0.9	13.2	14.0	57 865	21 445	79 310
2011–12	427	1 318	1 745	776	0.8	10.9	11.8	59 130	20 611	79 741

Coastal Trading Licensing System (2012–13 to 2013–14)

	Number of voyages under temporary licence	Tonnage *(million tonnes)* [d]	Containerised *(TEUs)* [e]
		Temporary Licence	Temporary Licence
2012–13	1 625 [b]	9.8	48 270
2013–14	1 876 [c]	13.5	64 954

[a]   The "Voyages with no cargo carried" refer to the voyages which were planned to carry coastal freight in the permit application, but where no cargo was carried. These planned voyages are not included in 'Total' counts for 2002–03 to 2011–12.

[b]   Includes 72 voyages shipping general cargo where volume (in tonnes and TEU) could not be calculated.

[c]   Includes 71 voyages shipping general cargo where volume (in tonnes and TEU) could not be calculated.

[d]   Tonnage was estimated for container shipments under Temporary Licence when volume was recorded in TEUs, not tonnes, by applying the average weight (in tonnes) per TEU recorded in 2011–12, under the COTLAP system.

[e]   TEUs were estimated for container shipments where volume was recorded in tonnes but the data indicated the pack type was 'container'.

Up to 30 June 2012, two kinds of permits were issued:

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

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

Source: DIT (2013) and DIRD (2015).

Figure 3.1   Top ten routes for tonnage of freight carried under temporary licences, 2013–14 *('000 tonnes)*

Note: The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

The top ten routes for tonnage are the routes that carried the largest weight of coastal freight under Temporary Licence summed over two years (2012–13 to 2013–14). 2013–14 freight volumes are displayed in the figure.

Source: DIRD (2015).

Table 3.3 Tonnage of freight carried on permits/ temporary licences: The top ten routes

Coastal Trade Permits (2002–03 to 2011–12)

Financial year	Port Hedland to Port Kembla	Hastings to Sydney	Gladstone to Townsville	Melbourne to Fremantle	Milner Bay to Bell Bay	Fremantle to Adelaide	Gladstone to Brisbane	Gladstone to Newcastle	Port Bonython to Sydney	Port Latta to Port Kembla	All routes under permit [a]
Weight						('000 tonnes)					
2007–08	2 611.2	635.9	154.3	236.4	543.1	605.9	57.0	1 399.4	400.9	1 554.2	15 354.3
2008–09	1 362.5	991.8	199.7	259.4	475.8	48.3	493.3	1 296.6	795.9	1 007.6	13 673.9
2009–10	2 968.8	921.5	386.7	352.5	372.9	257.8	641.0	1 348.1	801.4	175.4	14 757.3
2010–11	3 606.4	711.0	428.8	504.5	563.9	210.9	491.6	341.3	281.5	45.3	14 045.8
2011–12	2 317.5	734.5	488.3	474.8	382.2	229.8	207.9	153.7	124.1		11 790.8
Voyages on permits						(number)					
2007–08	19	33	23	194	14	169	16	33	9	35	2 985
2008–09	10	36	17	209	13	41	32	31	21	23	2 141
2009–10	23	32	22	254	9	72	52	27	17	4	2 372
2010–11	26	25	25	280	14	39	44	8	8	1	2 050
2011–12	17	21	32	271	8	19	11	4	3		1 745

Coastal Trading Licensing System (2012–13 to 2013–14)

Financial year	Port Hedland to Port Kembla	Port Bonython to Sydney	Gladstone to Townsville	Gladstone to Newcastle	Milner Bay to Bell Bay	Hastings to Sydney [c]	Gladstone to Brisbane	Melbourne to Fremantle	Fremantle to Sydney	Gladstone to Bell Bay	All routes under temporary licence [b]
Weight						('000 tonnes) [c]					
2012–13	1 506.3	467.1	388.0	112.9	390.4	311.9	315.4	272.9	234.2	311.0	9 806.9
2013–14	1 509.0	1 407.0	683.9	523.2	518.8	453.9	421.8	383.9	376.7	288.8	13 520.4
Licensed voyages						(number)					
2012–13	11	8	20	9	8	6	18	228	17	12	1 625
2013–14	11	23	24	24	11	9	36	257	23	11	1 876

a "All routes under permit" include the top ten routes under permit and other routes under permit not listed separately.

b "All routes under Temporary Licence" include the top ten routes under Temporary Licence and other routes under Temporary Licence not listed separately.

c Tonnage was estimated for container shipments under Temporary Licence when volume was recorded in TEUs, not tonnes, by applying the average weight (in tonnes) per TEU recorded in 2011–12, under the COTLAP system.
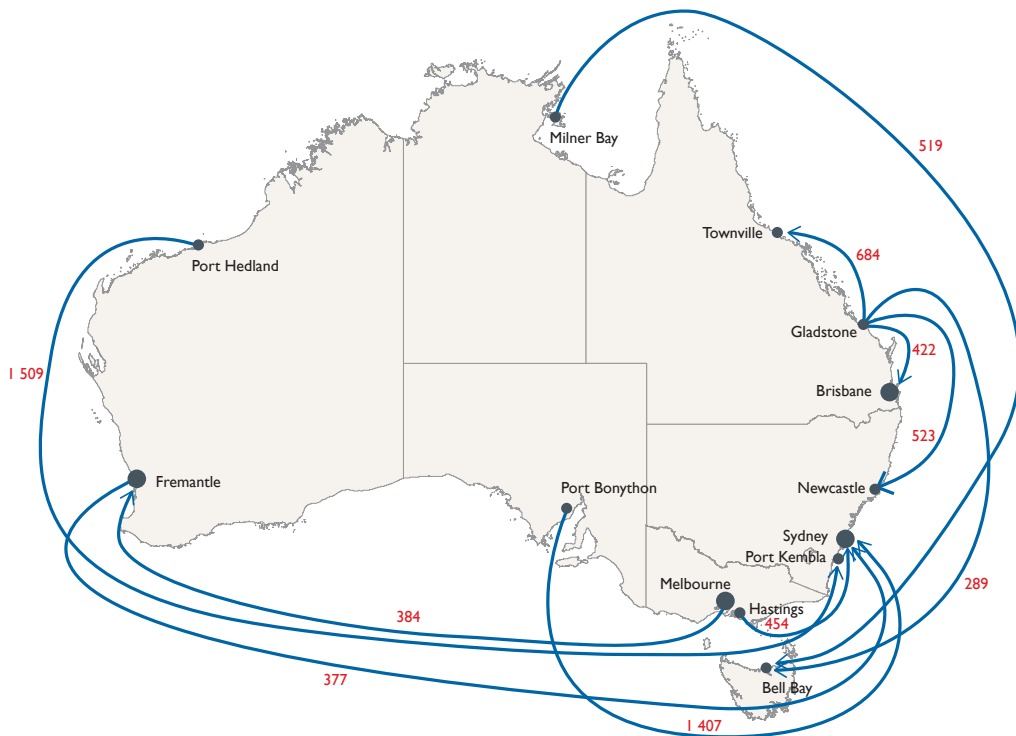
Note: The top ten routes for tonnage are the routes that carried the largest weight of coastal freight summed over five years for permits (2007–08 to 2011–12) and two years for Temporary Licences (2012–13 to 2013–14). The routes are sorted in descending order by the tonnage for the most recent year with the route ranked the first on the left in the table.
The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: DIT (2013) and DIRD (2015).

Figure 3.2   Top ten routes for containerised freight under temporary licences,
2013–14 (TEUs)
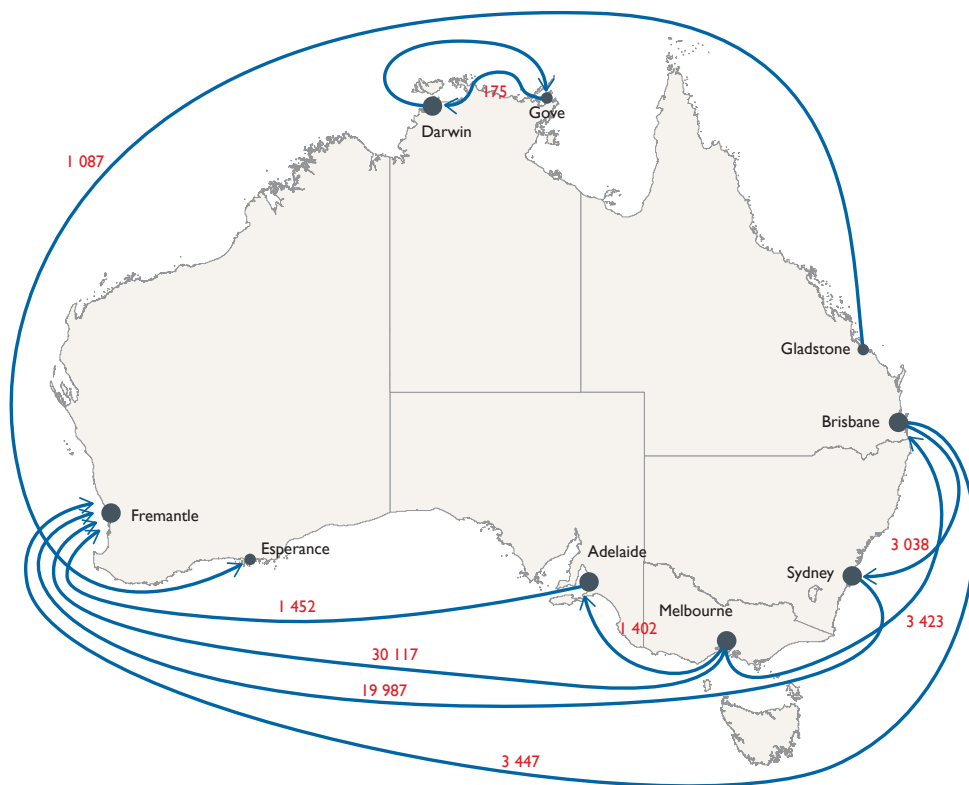
Note: The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

The top ten routes for containerised freight are the routes that carried the largest number of TEUs under Temporary Licence summed over two years (2012–13 to 2013–14). 2013–14 freight volumes are displayed in the figure.

During 2013–14, no containerised freight was carried under Temporary Licence from Darwin to Gove. However, this route was still part of the top ten routes during 2012–13 and 2013–14.

Source: DIRD (2015).

Table 3.4   Containerised freight carried on permits permits/ temporary licences: The top ten routes

Coastal Trade Permits (2002–03 to 2011–12)

Financial year	Melbourne to Fremantle	Sydney to Fremantle	Brisbane to Fremantle	Adelaide to Fremantle	Melbourne to Brisbane	Melbourne to Adelaide	Brisbane to Darwin	Darwin to Gove	Gove to Darwin	Bell Bay to Fremantle	All routes under permit [a]
Containerised freight						(TEUs)					
2007–08	14 257	6 667	894	350	9 860	1 254	1 034			3 303	44 354
2008–09	18 879	6 479	1 097	548	7 472	1 156	1 298			1 900	44 320
2009–10	26 618	15 479	3 310	1 405	9 511	625	1 373	2 038	1 682	2 701	68 920
2010–11	37 716	22 487	3 489	1 554	3 517	1 374	865	2 544	2 437	.	79 310
2011–12	37 116	24 924	7 445	4 261	3 501	459	435	.	.	.	79 741
Voyages on permits						(number)					
2007–08	104	45	34	40	165	60	14			13	770
2008–09	99	33	19	57	143	56	19	.	.	10	730
2009–10	113	99	53	68	178	50	17	.	14	14	887
2010–11	172	234	43	55	32	30	16	15	20	.	806
2011–12	230	227	113	95	27	29	10	20	.	.	826

Coastal Trading Licensing System (2012–13)

Financial year	Melbourne to Fremantle	Sydney to Fremantle	Brisbane to Fremantle	Melbourne to Brisbane	Brisbane to Sydney	Adelaide to Fremantle	Melbourne to Adelaide	Gladstone to Esperance	Gove to Darwin	Darwin to Gove	All routes under Temporary Licence [a]
Containerised freight [b]						(TEUs)					
2012–13	21 187	11 791	3 450	2 926		1 386	1 016	194	2 051	2 607	48 270
2013–14	30 117	19 987	3 447	3 423	3 038	1 452	1 402	1 087	175		64 954
Voyages under Temporary Licence where containers were carried						(number)					
2012–13	139	120	78	17		43	34	2	20	24	534
2013–14	189	147	60	28	42	51	49	10	1		630

a   "All routes" include the top ten routes under permit and Temporary Licence where containers were carried and other routes under permit or Temporary Licence not listed separately (where containers were carried).

b   TEUs were estimated for container shipments where volume was recorded in tonnes but the data indicated the pack type was 'container'. TEU estimates were based on the average weight (in tonnes) per TEU recorded in 2011–12, under the Coastal Trade Licences and Permits (COTLAP) system.

Note: The top ten routes for TEUs are the routes that carried the largest number of TEUs summed over five years for permits (2007–08 to 2011–12) and two years for Temporary Liences (2012–13 to 2013–14). The routes are sorted in descending order by TEU count for the most recent year with the route ranked the first on the left in the table.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: DIT (2013) and DIRD (2015).

CHAPTER 4
Australian port activity

Overview

This chapter shows activities in Australian ports from 2004–05. It covers total throughput and ship activities in each state/territory and ship activities at major Australian ports. It also demonstrates ship activities by other characteristics such as ship type and ship size.

Data sources

The total throughput figures include the tonnage of international sea freight derived from the international cargo statistics obtained from ABS, and tonnage of domestic (coastal) from BITRE's coastal freight survey. The vessel movement information used to report ship activity is based on data obtained from Lloyd's List Intelligence.

From 2010–11 the Lloyds ship movement data set has increasingly captured ship movements where the target port equals the previous port. These 'Within port calls' often occur when a ship moves from anchorage to a port. For the first time in Australian Sea Freight, these 'within port calls' have been excluded from all ship movement figures to ensure consistency across the time series and to capture only port calls, not all vessel movements.

Figure 4.1   Total throughput at Australian ports
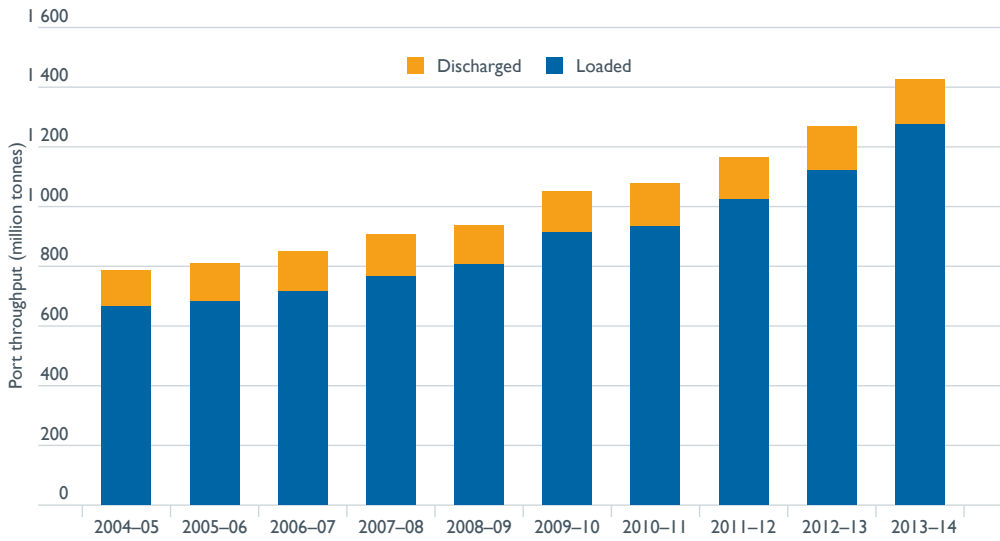
Note: "Loaded" includes tonnage of international exports and tonnage of loaded coastal freight. "Discharged" includes tonnage of international imports and tonnage of discharged coastal freight.

Sources: ABS (2015), BITRE (2015).

Table 4.1   Total throughput, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Total
Loaded					(million tonnes)				
2004–05	101.9	21.0	186.2	15.0	318.1	13.3	7.3	1.6	664.3
2005–06	106.7	23.1	186.0	15.6	328.7	12.0	7.6	1.8	681.6
2006–07	106.5	22.0	197.0	14.7	351.9	11.9	10.3	1.8	716.1
2007–08	114.7	20.6	199.5	16.8	386.2	13.1	11.2	2.3	764.5
2008–09	117.1	19.1	205.3	18.3	419.4	11.7	12.7	2.2	805.9
2009–10	125.4	19.2	228.8	19.2	493.9	10.9	15.0	1.9	914.3
2010–11	139.3	21.8	210.2	23.8	511.8	10.5	14.5	1.4	933.3
2011–12	155.8	26.1	218.3	27.6	571.8	8.9	13.8	1.6	1 023.8
2012–13	172.6	25.5	237.5	25.9	634.7	8.2	15.9	0.7	1 121.1
2013–14	180.0	26.3	261.6	32.2	745.6	9.4	18.6	0.0	1 273.8
Average per cent change					(%)				
1 year	4.3	3.1	10.1	24.2	17.5	15.0	16.9	-94.5	13.6
5 years	9.6	7.8	4.0	11.7	11.3	-5.8	5.9	-48.4	8.9
Discharged					(million tonnes)				
2004–05	32.5	25.8	34.3	7.3	15.2	6.7	2.2	0.0	123.9
2005–06	32.3	26.2	37.4	8.8	14.7	5.2	3.1	0.0	127.8
2006–07	34.4	26.9	39.2	7.6	16.8	4.3	6.5	0.0	135.8
2007–08	34.4	28.4	39.8	8.2	19.0	5.6	6.6	0.0	142.0
2008–09	30.1	26.2	38.5	6.9	18.5	5.4	7.7	0.0	133.2
2009–10	34.5	25.7	40.9	7.6	17.9	4.9	6.8	0.0	138.4
2010–11	35.1	28.2	41.8	7.6	19.1	5.1	7.4	0.0	144.3
2011–12	31.3	28.7	43.3	8.4	20.4	4.8	6.9	0.0	143.8
2012–13	30.1	28.4	48.1	8.4	22.2	4.8	7.9	0.0	149.9
2013–14	29.7	29.4	47.1	8.7	24.3	4.9	7.5	0.0	151.4
Average per cent change					(%)				
1 year	-1.5	3.4	-2.1	3.4	9.5	1.1	-5.1	-5.8	1.0
5 years	-1.7	2.6	4.4	4.5	6.0	-1.7	0.6	6.2	2.5

[a]   "Other" includes state/territory not clearly specified in the source data, or state/territory confidentialised by ABS because indicating the state/territory for cargo may lead to disclosure of commercially sensitive information.

Note: Cells with an entry of "0.0" mean that data was recorded but rounded to zero. "Loaded" includes tonnage of international exports and tonnage of loaded coastal freight. "Discharged" includes tonnage of international imports and tonnage of discharged coastal freight.

Sources: ABS (2015), BITRE (2015).

Table 4.2   Top ten ports that handled the largest ten-year total throughput

Financial year	Port Hedland	Dampier	Newcastle	Port Walcott	Hay Point	Gladstone	Weipa	Fremantle	Brisbane	Port Kembla	All ports [a]
Loaded						*(million tonnes)*					
2004–05	107.9	104.2	81.1	56.4	84.8	49.7	15.4	14.2	11.5	14.6	664.3
2005–06	110.2	112.1	83.1	55.2	80.3	52.0	17.8	14.3	12.1	16.2	681.6
2006–07	111.4	128.2	82.8	53.9	86.4	58.4	19.3	12.6	11.6	16.2	716.1
2007–08	129.9	137.9	90.3	56.4	80.3	60.4	22.1	12.8	13.4	16.6	764.5
2008–09	158.0	141.9	92.5	56.9	82.0	62.6	20.5	15.6	15.3	16.9	805.9
2009–10	178.1	169.4	99.8	78.7	99.3	67.0	20.4	15.4	15.3	18.0	914.3
2010–11	197.2	166.7	111.7	80.9	87.8	59.6	22.4	13.0	15.4	19.6	933.3
2011–12	243.9	173.6	126.2	81.8	83.3	66.5	24.9	14.3	19.2	20.9	1 023.8
2012–13	286.5	181.2	146.3	84.8	96.4	65.3	29.0	18.1	19.4	18.4	1 121.1
2013–14	366.6	175.7	157.1	120.3	108.3	77.1	30.7	19.3	17.0	15.7	1 273.8
Average per cent change						*(%)*					
1 year	28.0	-3.0	7.4	41.8	12.3	18.1	5.9	6.4	-12.3	-15.0	13.6
5 years	18.2	3.8	11.8	12.0	3.6	3.1	9.5	4.8	4.2	-0.7	8.9

Financial year	Gladstone	Sydney	Melbourne	Brisbane	Fremantle	Geelong	Adelaide	Darwin	Port Kembla	Townsville	All ports [a]
Discharged						*(million tonnes)*					
2004–05	13.3	19.6	16.2	13.9	12.0	7.3	5.1	1.3	9.9	5.3	123.9
2005–06	15.4	20.5	16.2	14.4	11.1	7.6	6.4	2.0	9.1	5.6	127.8
2006–07	16.1	21.8	17.7	16.2	12.4	6.8	5.3	5.3	9.4	5.2	135.8
2007–08	16.0	21.4	18.8	16.4	13.6	7.1	6.0	5.4	9.8	5.3	142.0
2008–09	16.5	19.9	17.3	16.0	12.5	6.5	5.0	6.2	7.1	4.8	133.2
2009–10	16.7	21.3	17.3	16.6	12.1	6.3	5.6	5.3	9.9	5.9	138.4
2010–11	17.0	21.5	18.6	17.2	13.0	7.4	5.7	6.1	10.2	6.0	144.3
2011–12	17.9	21.2	19.3	17.4	13.7	7.3	6.3	5.4	6.5	6.2	143.8
2012–13	21.0	21.3	19.0	18.3	13.9	7.9	6.4	6.3	5.6	6.7	149.9
2013–14	20.9	20.7	19.3	18.2	14.4	8.5	6.6	6.6	5.5	5.5	151.4
Average per cent change						*(%)*					
1 year	-0.5	-2.7	1.6	-0.6	3.5	7.2	4.1	3.4	-1.9	-17.3	1.0
5 years	5.6	0.6	2.5	2.8	3.4	5.9	5.6	2.0	-9.5	3.4	2.5

a   "All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are selected based on the total tonnage loaded (exported), or discharged (imported), in the most recent ten years. The ports are sorted in descending order by the tonnage for the most recent year with the port ranked the first on the left in the table.

"Loaded" includes tonnage of international exports and tonnage of loaded coastal freight. "Discharged" includes tonnage of international imports and tonnage of discharged coastal freight. The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Sources: ABS (2015), BITRE (2015).

Figure 4.2   Total port calls at Australian ports
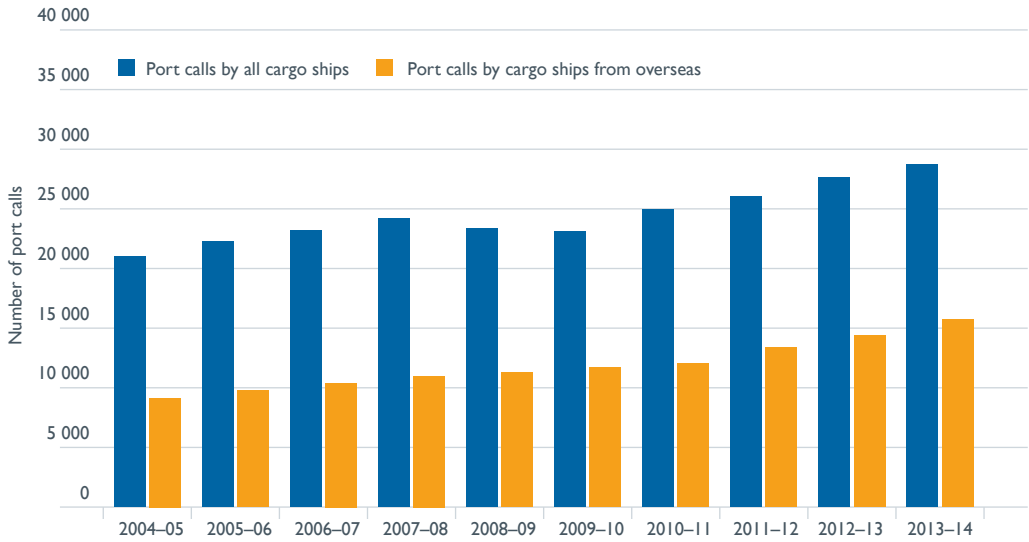
Note: "Port calls by all cargo ships" is the count of arrival of cargo ships in Australian ports in each financial year, which includes both coastal and international shipping activities. "Port calls by cargo ships from overseas" is the count of arrival of cargo ships from overseas to show the international shipping activities. Ships with a gross tonnage smaller than 150 GT are not counted. This methodology is also used for analysis in Table 4.3–4.6.

"Within port calls" are excluded from port call counts. These movements refer to ship movements where the target port equals the previous port. 'Within port calls' often occur when a ship moves from anchorage to a port.

Source: Lloyd's List Intelligence (2015).

Table 4.3   Number of port calls, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Total
Port calls by all cargo ships					(number)				
2004–05	4 048	4 084	5 159	1 180	3 986	2 022	507	28	21 014
2005–06	4 196	4 134	5 787	1 265	4 337	1 955	529	52	22 255
2006–07	4 213	4 211	6 403	1 197	4 661	1 928	577	32	23 222
2007–08	4 451	4 262	6 830	1 244	4 830	1 931	626	24	24 198
2008–09	4 270	3 738	6 430	1 210	5 280	1 736	636	34	23 334
2009–10	4 148	3 494	6 668	1 131	5 370	1 565	721	6	23 103
2010–11	4 521	4 164	6 554	1 372	5 999	1 682	668		24 960
2011–12	4 656	4 146	6 782	1 632	6 827	1 389	616	2	26 050
2012–13	5 074	4 226	6 959	1 721	7 470	1 516	688		27 654
2013–14	5 034	4 192	7 263	1 772	8 115	1 547	791		28 714
Average per cent change					(%)				
1 year	-0.8	-0.8	4.4	3.0	8.6	2.0	15.0		3.8
5 years	4.3	3.3	2.2	10.0	9.8	-2.4	2.5		4.7
Port calls by cargo ships from overseas					(number)				
2004–05	1 690	937	2 908	156	2 866	186	376	20	9 139
2005–06	1 748	912	3 218	154	3 164	150	409	42	9 797
2006–07	1 762	936	3 541	110	3 405	160	464	23	10 401
2007–08	1 954	975	3 757	127	3 507	159	494	16	10 989
2008–09	1 999	796	3 696	170	3 963	122	508	28	11 282
2009–10	2 037	703	3 951	164	4 093	117	596	5	11 666
2010–11	2 182	768	3 676	240	4 521	120	540		12 047
2011–12	2 386	937	3 950	292	5 259	76	500		13 400
2012–13	2 541	922	4 083	230	5 932	106	573		14 387
2013–14	2 685	890	4 414	253	6 681	127	668		15 718
Average per cent change					(%)				
1 year	5.7	-3.5	8.1	10.0	12.6	19.8	16.6		9.3
5 years	6.6	4.6	3.1	9.6	11.7	-1.6	3.4		7.1

[a]   "Other" includes state/territory not clearly specified in the source data.

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated.

State-level totals include within port calls.

"Within port calls" are excluded from port call counts. These movements refer to ship movements where the target port equals the previous port. 'Within port calls' often occur when a ship moves from anchorage to a port.

Source: Lloyd's List Intelligence (2015).

Table 4.4   Top ten ports with the greatest number of port calls

Financial year	Melbourne	Brisbane	Port Hedland	Newcastle	Sydney	Fremantle	Gladstone	Dampier	Adelaide	Hay Point	All ports [a]
Port calls by all cargo ships					(number)						
2004–05	3 190	2 063	798	1 322	2 145	1 433	1 090	629	761	987	21 014
2005–06	3 294	2 310	883	1 284	2 322	1 459	1 213	851	801	895	22 255
2006–07	3 386	2 410	879	1 307	2 290	1 564	1 367	929	772	962	23 222
2007–08	3 389	2 395	950	1 478	2 232	1 591	1 501	962	816	948	24 198
2008–09	3 032	2 264	1 170	1 490	1 883	1 686	1 513	1 181	759	990	23 334
2009–10	2 846	2 218	1 168	1 536	1 607	1 633	1 495	1 223	714	1 136	23 103
2010–11	3 274	2 380	1 312	1 774	1 702	1 603	1 422	1 408	844	847	24 960
2011–12	3 237	2 458	1 668	1 901	1 697	1 697	1 558	1 440	1 016	816	26 050
2012–13	3 313	2 468	1 913	2 119	1 781	1 815	1 627	1 500	1 114	901	27 654
2013–14	3 198	2 467	2 345	2 269	1 788	1 782	1 713	1 481	1 095	1 016	28 714
Average per cent change						(%)					
1 year	-3.5	0.0	22.6	7.1	0.4	-1.8	5.3	-1.3	-1.7	12.8	3.8
5 years	2.1	2.3	16.0	9.4	0.1	1.9	2.8	5.2	10.1	-1.7	4.7

Financial year	Port Hedland	Newcastle	Dampier	Brisbane	Fremantle	Gladstone	Hay Point	Port Walcott (Cape Lambert)	Melbourne	Sydney	All ports [a]
Port calls by cargo ships from overseas					(number)						
2004–05	733	819	504	989	821	595	801	262	660	676	9 139
2005–06	806	795	720	1 117	819	623	739	311	677	737	9 797
2006–07	801	819	800	1 151	878	667	832	319	701	722	10 401
2007–08	845	981	834	1 176	882	743	797	326	719	745	10 989
2008–09	1 079	1 007	1 033	1 112	958	835	887	324	563	720	11 282
2009–10	1 083	1 130	1 073	1 102	964	874	1 028	354	477	623	11 666
2010–11	1 204	1 280	1 223	1 153	923	794	733	439	543	627	12 047
2011–12	1 556	1 413	1 287	1 245	996	912	736	457	689	651	13 400
2012–13	1 808	1 626	1 394	1 274	1 095	934	833	486	666	553	14 387
2013–14	2 237	1 826	1 372	1 354	1 158	990	933	654	607	561	15 718
Average per cent change						(%)					
1 year	23.7	12.3	-1.6	6.3	5.8	6.0	12.0	34.6	-8.9	1.4	9.3
5 years	16.8	12.6	6.7	4.4	4.1	3.5	-1.1	13.7	4.7	-4.4	7.1

a   "All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are selected based on the number of port call made by all cargo ships, or by cargo ships from overseas, summed over recent ten years. The ports are sorted in descending order by the number of port calls for the most recent year with the port ranked the first on the left in the table.

The statistics of some ports include data for other associated ports, terminals or facilities and within port calls. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

"Within port calls" are excluded from port call counts. These movements refer to ship movements where the target port equals the previous port. 'Within port calls' often occur when a ship moves from anchorage to a port.

Source: Lloyd's List Intelligence (2015).

Table 4.5   Number of port calls, by ship type

Financial year	Bulk carriers	Chemical tankers	Container carriers	General cargo ships	LNG tankers	LPG tankers	Livestock carriers	Tankers	Vehicle carriers	Total
Port calls by all cargo ships					*(number)*					
2004–05	8 202	426	4 062	4 597	88	327	254	1 834	1 224	21 014
2005–06	8 707	501	4 516	4 562	139	355	202	1 964	1 309	22 255
2006–07	9 298	540	4 770	4 508	176	410	207	2 019	1 294	23 222
2007–08	9 838	517	4 909	4 444	181	426	214	2 267	1 402	24 198
2008–09	9 962	480	4 341	4 039	264	407	248	2 335	1 258	23 334
2009–10	10 112	455	3 813	4 012	305	437	278	2 344	1 347	23 103
2010–11	10 707	533	4 229	4 473	322	368	244	2 704	1 380	24 960
2011–12	11 533	493	4 255	4 533	291	387	203	2 864	1 491	26 050
2012–13	12 577	557	4 211	4 628	376	381	222	3 130	1 572	27 654
2013–14	13 818	505	4 202	4 719	372	387	329	2 939	1 443	28 714
Average per cent change					*(%)*					
1 year	9.9	-9.3	-0.2	2.0	-1.1	1.6	48.2	-6.1	-8.2	3.8
5 years	7.0	2.3	0.4	3.5	6.6	-1.7	1.6	6.1	3.6	4.7
Port calls by cargo ships from overseas					*(number)*					
2004–05	5 336	93	1 420	816	88	102	208	740	336	9 139
2005–06	5 695	136	1 602	787	139	132	167	787	352	9 797
2006–07	6 087	152	1 714	807	176	155	182	766	361	10 400
2007–08	6 512	152	1 776	744	181	167	186	878	393	10 989
2008–09	6 900	176	1 568	761	264	143	222	901	347	11 282
2009–10	7 265	156	1 456	775	300	147	248	943	376	11 666
2010–11	7 564	169	1 553	815	317	117	207	926	379	12 047
2011–12	8 577	151	1 664	894	291	151	168	1 089	415	13 400
2012–13	9 418	161	1 617	907	368	152	195	1 116	453	14 387
2013–14	10 695	142	1 642	937	361	138	279	1 127	397	15 718
Average per cent change					*(%)*					
1 year	13.6	-11.8	1.5	3.3	-1.9	-9.2	43.1	1.0	-12.4	9.3
5 years	9.2	-3.1	1.8	4.7	6.2	0.5	0.6	5.2	3.9	7.1

Note: "Within port calls'" are excluded from port call counts. These movements refer to ship movements where the target port equals the previous port. 'Within port calls' often occur when a ship moves from anchorage to a port.

Source: Lloyd's List Intelligence (2015).

Table 4.6   Number of port calls at Australian ports, by ship size

Financial year	Ship size (Deadweight tonnage, *'000 tonnes*)								Total [a]
	<5	5–10	10–20	20–40	40–60	60–80	80–150	>150	
Port calls by all cargo ships					*(number)*				
2004–05	981	3 649	2 591	5 207	3 851	1 906	1 367	1 462	21 014
2005–06	1 004	3 598	2 765	5 409	4 016	2 141	1 518	1 804	22 255
2006–07	1 159	3 143	3 172	5 389	4 546	2 205	1 641	1 967	23 222
2007–08	1 206	2 532	3 778	5 615	4 891	2 246	1 813	2 117	24 198
2008–09	880	2 447	3 472	4 958	4 768	2 417	1 967	2 425	23 334
2009–10	940	2 127	3 341	4 528	4 877	2 711	1 999	2 580	23 103
2010–11	1 104	2 263	3 909	4 561	5 229	2 544	2 368	2 982	24 960
2011–12	1 058	2 267	3 928	4 457	5 535	2 575	2 756	3 474	26 050
2012–13	1 098	2 555	3 811	4 289	6 105	2 713	3 084	3 999	27 654
2013–14	1 146	2 604	3 453	4 217	5 546	3 513	3 575	4 660	28 714
Average per cent change					*(%)*				
1 year	4.4	1.9	-9.4	-1.7	-9.2	29.5	15.9	16.5	3.8
5 years	5.1	2.5	1.1	-2.8	4.3	5.5	13.5	14.5	4.7
Port calls by cargo ships from overseas					*(number)*				
2004–05	382	454	761	2 069	1 699	1 502	954	1 318	9 139
2005–06	357	413	831	2 151	1 771	1 622	1 046	1 606	9 797
2006–07	416	416	926	2 127	1 961	1 606	1 148	1 801	10 401
2007–08	411	381	937	2 221	2 198	1 717	1 233	1 891	10 989
2008–09	328	439	971	1 971	2 179	1 802	1 393	2 199	11 282
2009–10	331	433	883	1 931	2 249	2 068	1 431	2 340	11 666
2010–11	259	428	987	1 930	2 272	1 809	1 702	2 660	12 047
2011–12	239	526	1 047	2 006	2 484	1 746	2 102	3 250	13 400
2012–13	263	511	1 066	1 929	2 627	1 854	2 350	3 787	14 387
2013–14	303	562	929	1 904	2 585	2 209	2 775	4 451	15 718
Average per cent change					*(%)*				
1 year	15.2	10.0	-12.9	-1.3	-1.6	19.1	18.1	17.5	9.3
5 years	-3.3	5.7	1.2	-0.4	4.1	1.9	15.8	15.9	7.1

[a]   Total includes port calls where ship size was not specified.

Note: ''Within port calls'' are excluded from port call counts. These movements refer to ship movements where the target port equals the previous port. 'Within port calls' often occur when a ship moves from anchorage to a port.

Source: Lloyd's List Intelligence (2015).

Figure 4.3   Total number of cargo ships that called at Australian ports
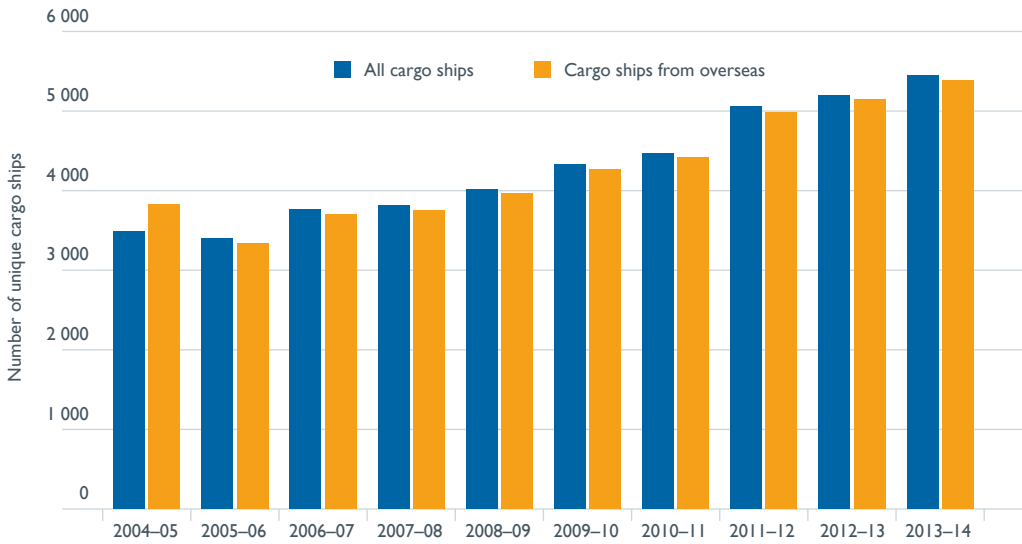
Note: The number of cargo ships is the count of unique cargo ships that called at Australian ports in each financial year. "All cargo ships" include the count of unique cargo ships involved in coastal and international shipping, while cargo ships calling from overseas are counted separately as "Cargo ships from overseas". Ships with a gross tonnage smaller than 150 GT are not counted. This methodology is also used for analysis in Table 4.7–4.10.

Source: Lloyd's List Intelligence (2015).

Table 4.7   Number of cargo ships that called at Australian ports, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other [a]	Total [b]
Port calls by all cargo ships					(number)				
2004–05	1 611	1 115	2 707	660	2 412	386	312	26	3 499
2005–06	1 581	1 007	2 866	675	2 539	330	315	39	3 420
2006–07	1 721	1 071	3 122	583	2 737	370	330	32	3 782
2007–08	1 786	1 110	3 252	591	2 686	367	349	20	3 837
2008–09	1 839	1 034	3 306	667	2 967	337	353	30	4 041
2009–10	1 854	994	3 432	586	3 044	326	432	5	4 337
2010–11	2 049	1 192	3 344	781	3 394	338	417		4 497
2011–12	2 214	1 385	3 557	858	3 856	264	405	2	5 073
2012–13	2 343	1 389	3 693	806	4 093	286	392		5 243
2013–14	2 199	1 433	3 744	847	4 316	297	478		5 499
Average per cent change					(%)				
1 year	-6.1	3.2	1.4	5.1	5.4	3.8	21.9		4.9
5 years	4.9	8.3	2.6	6.6	8.6	-3.6	3.5		6.6
Port calls by cargo ships from overseas					(number)				
2004–05	867	451	1 884	150	1 864	141	235	19	3 382
2005–06	854	409	2 019	143	1 989	120	244	35	3 332
2006–07	921	424	2 200	99	2 114	124	262	23	3 703
2007–08	982	426	2 267	117	2 090	120	273	14	3 750
2008–09	1 052	410	2 381	156	2 341	103	283	24	3 967
2009–10	1 135	377	2 612	150	2 420	93	350	5	4 271
2010–11	1 218	423	2 475	220	2 659	99	332		4 411
2011–12	1 329	524	2 588	263	3 049	68	316		4 979
2012–13	1 336	518	2 708	212	3 304	87	311		5 145
2013–14	1 302	527	2 810	229	3 534	102	394		5 390
Average per cent change					(%)				
1 year	-2.5	1.7	3.8	8.0	7.0	17.2	26.7		4.8
5 years	4.8	7.2	2.8	9.4	9.4	-1.8	3.6		6.5

[a]   "Other" includes state/territory not clearly specified in the source data.

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

Note: Blank cells mean no data was recorded for the categories, or per cent changes are not calculated.

Source: Lloyd's List Intelligence (2015).

Table 4.8   Top ten ports with the greatest number of cargo ships visited

All cargo ships

Financial year	Newcastle	Gladstone	Port Hedland	Fremantle	Brisbane	Melbourne	Hay Point	Dampier	Port Kembla	Sydney	All ports [a]
						(number)					
2004–05	677	649	436	709	744	671	703	393	309	613	3 499
2005–06	654	677	517	686	773	595	633	460	303	601	3 420
2006–07	706	737	491	744	786	697	704	513	323	667	3 782
2007–08	706	794	485	707	794	654	682	532	394	661	3 837
2008–09	761	849	551	837	841	654	718	620	497	554	4 041
2009–10	809	879	590	810	824	634	836	652	543	476	4 337
2010–11	905	832	679	795	891	689	689	731	612	505	4 497
2011–12	977	906	801	905	992	827	637	709	633	577	5 073
2012–13	1 026	946	858	964	1 007	839	702	729	743	543	5 243
2013–14	1 044	990	949	941	904	816	798	745	600	523	5 499
Average per cent change						*(%)*					
1 year	1.8	4.7	10.6	-2.4	-10.2	-2.7	13.7	2.2	-19.2	-3.7	4.9
5 years	7.0	3.1	12.1	3.6	3.1	6.3	-0.2	3.6	5.6	0.7	6.6

Cargo ships from overseas

Financial year	Port Hedland	Newcastle	Gladstone	Hay Point	Fremantle	Dampier	Brisbane	Port Walcott (Cape Lambert)	Melbourne	Sydney	All ports [a]
						(number)					
2004–05	405	450	443	599	497	323	447	181	250	248	3 382
2005–06	471	439	454	540	478	394	465	199	228	227	3 332
2006–07	441	490	500	621	505	437	437	221	257	237	3 703
2007–08	442	507	520	606	490	458	440	198	235	274	3 750
2008–09	514	551	607	655	558	548	499	217	236	277	3 967
2009–10	546	642	659	775	581	563	525	212	198	242	4 271
2010–11	624	715	614	604	536	640	577	253	239	257	4 411
2011–12	750	763	677	580	639	621	627	259	320	284	4 979
2012–13	805	806	706	643	690	666	639	262	310	229	5 145
2013–14	892	847	739	733	701	679	584	359	300	215	5 390
Average per cent change						*(%)*					
1 year	10.8	5.1	4.7	14.0	1.6	2.0	-8.6	37.0	-3.2	-6.1	4.8
5 years	12.4	8.6	3.7	-0.1	5.4	4.5	4.3	9.5	8.4	-3.7	6.5

a   "All ports" include the top ten ports and other ports not listed separately.

Note: The top ten ports are selected based on the total number of unique cargo ships that called at the ports in recent ten years. The ports are sorted in descending order by the number of ships for the most recent year with the port ranked the first on the left in the table.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: Lloyd's List Intelligence (2015).

Table 4.9   Number of cargo ships that called at Australian ports, by ship type

Financial year	Bulk carriers	Chemical tankers	Container carriers	General cargo ships	LNG tankers	LPG tankers	Livestock carriers	Tankers	Vehicle carriers	Total
All cargo ships					(number)					
2004–05	2 349	35	240	296	18	46	34	302	179	3 499
2005–06	2 310	56	233	255	21	55	25	295	170	3 420
2006–07	2 552	59	304	287	31	55	25	301	168	3 782
2007–08	2 582	59	304	263	25	55	24	349	176	3 837
2008–09	2 683	74	303	305	40	54	26	374	182	4 041
2009–10	2 927	67	288	329	39	53	25	415	194	4 337
2010–11	3 041	71	279	366	43	47	26	437	187	4 497
2011–12	3 400	69	366	407	33	57	26	509	206	5 073
2012–13	3 614	70	310	374	53	55	23	517	227	5 243
2013–14	3 890	52	322	393	42	53	31	507	209	5 499
Average per cent change						(%)				
1 year	7.6	-25.7	3.9	5.1	-20.8	-3.6	34.8	-1.9	-7.9	4.9
5 years	7.7	-4.6	2.3	5.2	2.6	0.6	1.8	6.9	3.7	6.6
Cargo ships from overseas					(number)					
2004–05	2 285	33	234	266	18	44	34	293	175	3 382
2005–06	2 269	54	231	228	21	55	25	284	165	3 332
2006–07	2 520	58	298	253	31	55	25	297	166	3 703
2007–08	2 539	59	300	231	25	55	24	342	175	3 750
2008–09	2 658	73	294	279	40	54	26	364	179	3 967
2009–10	2 901	67	286	303	39	53	25	404	193	4 271
2010–11	3 011	67	277	336	43	45	26	421	185	4 411
2011–12	3 371	67	358	373	33	57	26	490	204	4 979
2012–13	3 575	69	307	342	53	55	23	497	224	5 145
2013–14	3 837	52	320	367	41	52	31	485	205	5 390
Average per cent change						(%)				
1 year	7.3	-24.6	4.2	7.3	-22.6	-5.5	34.8	-2.4	-8.5	4.8
5 years	7.6	-4.5	2.6	5.4	2.3	0.5	1.8	6.5	3.6	6.5

Source: Lloyd's List Intelligence (2015).

Table 4.10   Number of cargo ships that called at Australian ports, by ship size

Financial year	Ship size (Deadweight tonnage, '000 tonnes)								Total
	<5	5–10	10–20	20–40	40–60	60–80	80–150	>150	
All cargo ships					(number)				
2004–05	108	142	278	716	812	743	307	393	3 499
2005–06	101	129	250	660	798	750	299	433	3 420
2006–07	112	130	283	736	865	777	358	521	3 782
2007–08	110	115	292	718	945	745	387	525	3 837
2008–09	102	131	334	750	966	765	420	573	4 041
2009–10	88	138	336	810	956	827	491	691	4 337
2010–11	89	144	401	753	970	736	621	783	4 497
2011–12	93	175	408	845	1 103	752	756	941	5 073
2012–13	72	167	416	831	1 090	765	869	1 033	5 243
2013–14	78	171	379	819	1 102	845	973	1 132	5 499
Average per cent change					(%)				
1 year	8.3	2.4	-8.9	-1.4	1.1	10.5	12.0	9.6	4.9
5 years	-5.3	6.2	3.8	1.8	3.4	0.8	19.1	14.7	6.6
Cargo ships from overseas					(number)				
2004–05	93	127	266	694	785	725	301	391	3 382
2005–06	85	116	243	642	784	734	295	433	3 332
2006–07	95	115	272	721	856	771	355	518	3 703
2007–08	91	103	283	702	931	735	381	524	3 750
2008–09	84	124	327	733	958	757	414	570	3 967
2009–10	74	131	327	801	945	820	485	688	4 271
2010–11	69	136	390	739	954	728	615	780	4 411
2011–12	69	169	395	836	1 078	742	753	937	4 979
2012–13	55	157	404	816	1 074	755	857	1 027	5 145
2013–14	62	161	365	803	1 081	838	953	1 127	5 390
Average per cent change					(%)				
1 year	12.7	2.5	-9.7	-1.6	0.7	11.0	11.2	9.7	4.8
5 years	-6.7	6.1	3.5	1.8	3.2	0.8	19.0	14.7	6.5

Source: Lloyd's List Intelligence (2015).

CHAPTER 5
Australian trading fleet

Overview

This chapter shows various attributes of the Australian trading fleet from 2004–05 to 2013–14, which include: the number of ships in different types of trading fleet, the total deadweight tonnage, the total gross tonnage, and the age distribution of ships in the trading fleet.

This chapter also reports the number of ships in the Australian trading fleet for the latest financial year and summarises their activities.

Australian trading fleet statistics are based on cargo ships that are owned or operated by Australian companies as at the end of the financial year. The trading fleet includes ships that carried cargo, or both cargo and passengers, but excludes ships that carried passengers only. Cargo ships in the trading fleet must have called at an Australian port during the financial year; ships that operated internationally without calling at any Australian port in the financial year are excluded. Ships not owned nor operated by any Australian companies, even if they traded in Australian waters, and ships with gross tonnage smaller than 150 GT (gross tonnage), are excluded in analysis in this chapter.

Sub-categories of the trading fleet include:

- "Major trading fleet": Ships in the Australian trading fleet that have deadweight tonnage greater than or equal to 2 000 tonnes.

- "Minor trading fleet": Ships in the Australian trading fleet that have deadweight tonnage less than 2 000 tonnes.

- "Coastal trading fleet": Ships in the Australian trading fleet for which 80 per cent or more of their voyages called at an Australian port.

- "International trading fleet": Ships in the Australian trading fleet for which more than 20 per cent of their voyages called at an overseas port.

- "Australian registered": Ships in the trading fleet that have an Australian flag.

- "Overseas registered": Ships in the trading fleet that have foreign flags.

Data sources

Analysis of the Australian trading fleet is based on the data obtained from Lloyd's List Intelligence. Information sourced from various shipping companies, via personal communications, and the Coastal Trading Licensing System (CTLS) are also used in the analysis of the trading fleet.

The 2012–13 and 2013–14 results for "Major Australian registered ships with Coastal Trade Licences/General Licences" are based on General Licence data obtained from the CTLS. Data for other years are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system, which was maintained by the (former) Department of Infrastructure and Transport (see Chapter 3 for more information). It is worth noting that for certain years, some Major Australian registered ships with Coastal Trade Licences/General Licences may fall under the Major International trading fleet (due to more than 20 per cent of their port calls being to overseas ports).

Data revisions and updates

BITRE reviews all vessel list information presented in Australian Sea Freight as new information becomes available. This sometimes results in revisions to historical data, meaning that data presented in this version on Australian Sea Freight may differ slightly from the corresponding data in previous issues.

Updates in this version to previously published data for Major Trading Vessels include:

- Adding *FMG Grace, FMG Matilda* and *FMG Cloudbreak* (all over 200 000 DWT) to the 2012–13 fleet.

- Adding *Lindsay Clarke* (29 515 DWT), *Pioneer* (22 140 DWT) and *Melville Bay* (3 480 DWT) to the list of Major Australian Registered Ships with a General Licence in 2012–13 (Table 5.1, 5.2 and 5.3[3].

- Removing *HMAS Sirius* from 2010–11, 2011–12 and 2012–13 lists.

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3 Lindsay Clark and Pioneer surrendered their General Licences during 2013–14 and Melville Bay was not part of the Australian Trading Fleet in 2013–14.

Table 5.1 Number of ships in the Australian trading fleet

Financial year	Major trading fleet				Minor trading fleet			Major Australian registered ships with Coastal Trade Licences/ General Licences [a]
	Coastal trading		International trading					
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered	Total	
	(number)							
2004–05	35	3	7	41	16	5	107	36
2005–06	32	3	9	38	18	5	105	33
2006–07	30	9	9	38	20	4	110	30
2007–08	28	16	10	37	17	3	111	27
2008–09	29	17	7	36	20	2	111	27
2009–10	28	19	7	41	19	3	117	23
2010–11	26	23	7	37	21	1	115	20
2011–12	23	20	5	36	24	3	111	19
2012–13	19	19	6	37	24	2	107	16
2013–14	21	18	4	36	26	4	109	15
Average per cent change				(%)				
1 year	10.5	-5.3	-33.3	-2.7	8.3	100.0	1.9	-6.3
5 years	-8.0	0.4	-9.8	-1.0	6.3	10.0	-1.1	-11.0

[a]   Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 and 2013–14 results are based on General Licence holders recorded in the Trading Licensing System (CTLS).

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

Sources: Lloyd's List Intelligence (2015), Infrastructure (2013, 2015), Shipping companies (various) – personal communications.

Table 5.2 Total deadweight tonnage of ships in the Australian trading fleet

Financial year	Major trading fleet				Minor trading fleet			Major Australian registered ships with Coastal Trade Licences/ General Licences [a]
	Coastal trading		International trading					
	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered	Total	
	('000 tonnes)							
2004–05	889.2	43.7	565.5	1 804.0	9.7	3.2	3 315.3	1 307.6
2005–06	737.0	135.9	622.9	1 530.3	10.5	4.1	3 040.7	1 200.7
2006–07	739.4	403.7	622.3	1 543.1	11.7	3.9	3 324.2	1 052.2
2007–08	686.2	622.0	537.7	1 715.0	12.0	3.5	3 576.4	863.3
2008–09	690.1	729.5	462.3	1 461.9	11.6	1.6	3 357.1	863.3
2009–10	765.5	795.6	462.3	1 785.3	12.3	3.6	3 824.6	738.5
2010–11	695.8	906.8	338.4	1 752.0	16.7	1.0	3 710.7	641.2
2011–12	591.4	887.9	289.2	1 856.8	19.9	2.3	3 647.5	595.3
2012–13	253.8	1 036.3	303.0	2 820.3	22.1	2.3	4 437.9	271.4
2013–14	257.2	1 120.8	267.1	2 750.9	22.6	4.9	4 423.6	222.3
Average per cent change				(%)				
1 year	1.3	8.2	-11.8	-2.5	2.1	113.9	-0.3	-18.1
5 years	-21.4	8.7	-11.2	14.0	16.2	15.5	5.3	-24.6

[a]   Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 and 2013–14 results are based on General Licence holders recorded in the Trading Licensing System (CTLS).

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

Sources: Lloyd's List Intelligence (2015), Infrastructure (2013, 2015), Shipping companies (various) – personal communications.

Table 5.3   Total gross tonnage of ships in the Australian trading fleet

	Major trading fleet				Minor trading fleet			Major Australian registered ships with Coastal Trade Licences/General Licences[a]
	Coastal trading		International trading					
Financial year	Australian registered	Overseas registered	Australian registered	Overseas registered	Australian registered	Overseas registered	Total	
	('000 GT)							
2004–05	710.3	31.7	581.5	1 122.9	15.8	9.5	2 471.7	911.4
2005–06	611.4	84.6	626.3	1 024.0	16.2	6.6	2 369.1	848.3
2006–07	593.5	241.9	622.4	1 085.9	16.6	8.7	2 569.0	763.9
2007–08	553.3	389.8	577.1	1 219.6	16.1	8.4	2 764.3	643.1
2008–09	555.8	473.4	522.1	1 121.8	22.3	7.0	2 702.4	643.1
2009–10	588.1	507.8	522.1	1 368.0	17.0	9.8	3 012.8	558.6
2010–11	534.6	569.7	468.6	1 350.2	19.7	1.4	2 944.1	496.3
2011–12	464.1	554.5	437.1	1 385.2	23.8	8.1	2 872.8	467.5
2012–13	269.5	620.7	449.5	1 868.8	27.1	6.7	3 242.2	284.5
2013–14	289.7	665.4	420.0	1 926.2	27.9	9.3	3 338.5	249.6
Average per cent change				(%)				
1 year	7.5	7.2	-6.5	3.1	3.0	38.3	3.0	-12.3
5 years	-15.1	6.7	-4.5	11.0	8.0	5.9	3.6	-17.7

[a]   Data for 2003–04 to 2011–12 are based on extracts from the Coastal Trade Licences and Permits (COTLAP) system. 2012–13 and 2013–14 results are based on General Licence holders recorded in the Trading Licensing System (CTLS).

Sources: Lloyd's List Intelligence (2015), Infrastructure (2013, 2015), Shipping companies (various) – personal communications.

Table 5.4   Number of ships in the Australian trading fleet, by ship type

	Ship type							
Financial year	Bulk carriers	Container carriers	General cargo ships	Livestock carriers	LNG tankers	LPG tankers	Tankers [a]	Total
	(number)							
2004–05	30	4	45	5	5	3	15	107
2005–06	29	5	44	6	5	3	13	105
2006–07	27	4	45	9	6	3	16	110
2007–08	29	7	42	8	7	3	15	111
2008–09	30	5	44	7	8	3	14	111
2009–10	31	7	44	7	9	4	15	117
2010–11	33	8	42	5	9	5	13	115
2011–12	30	5	45	5	9	5	12	111
2012–13	33	5	42	4	9	5	9	107
2013–14	31	6	44	4	10	3	11	109
Average per cent change				(%)				
1 year	-6.1	20.0	4.8	0.0	11.1	-40.0	22.2	1.9
5 years	0.7	-1.6	-0.2	-12.0	3.2	1.9	-7.7	-1.1

[a]   "Chemical tankers" are not listed separately due to the small number over years; instead they are included in "Tankers".

Sources: Lloyd's List Intelligence (2015), Shipping companies (various) – personal communications.

Table 5.5   Total deadweight tonnage of ships in the Australian trading fleet, by ship type

Financial year	Bulk carriers	Container carriers	General cargo ships	Livestock carriers	LNG tankers	LPG tankers	Tankers [a]	Total
				('000 tonnes)				
2004–05	1 920.2	60.9	270.2	46.4	333.9	7.6	676.0	3 315.3
2005–06	1 639.4	105.4	251.7	68.2	333.9	9.1	632.8	3 040.7
2006–07	1 824.7	112.5	225.7	87.3	400.7	9.1	664.9	3 324.2
2007–08	2 017.1	222.4	222.5	56.1	475.8	9.1	572.4	3 576.4
2008–09	1 943.9	127.7	225.3	50.3	558.4	9.1	443.1	3 357.1
2009–10	2 147.6	183.9	236.0	50.3	640.9	13.0	552.0	3 824.6
2010–11	2 228.9	237.6	152.4	44.4	631.5	17.0	398.7	3 710.7
2011–12	2 266.3	197.2	183.0	44.4	648.8	17.0	290.8	3 647.5
2012–13	3 111.9	237.7	142.5	40.7	649.1	17.0	239.1	4 437.9
2013–14	2 961.6	291.9	146.6	40.7	721.8	12.7	248.3	4 423.6
Average per cent change				(%)				
1 year	-4.8	22.8	2.9	0.0	11.2	-25.1	3.9	-0.3
5 years	9.7	14.4	-9.5	-4.7	3.9	7.4	-15.1	5.3

[a]   "Chemical tankers" are not listed separately due to the small number over years; instead they are included in "Tankers".

Sources: Lloyd's List Intelligence (2015), Shipping companies (various) – personal communications.

Table 5.6   Number of ships in the Australian trading fleet, by age of ship

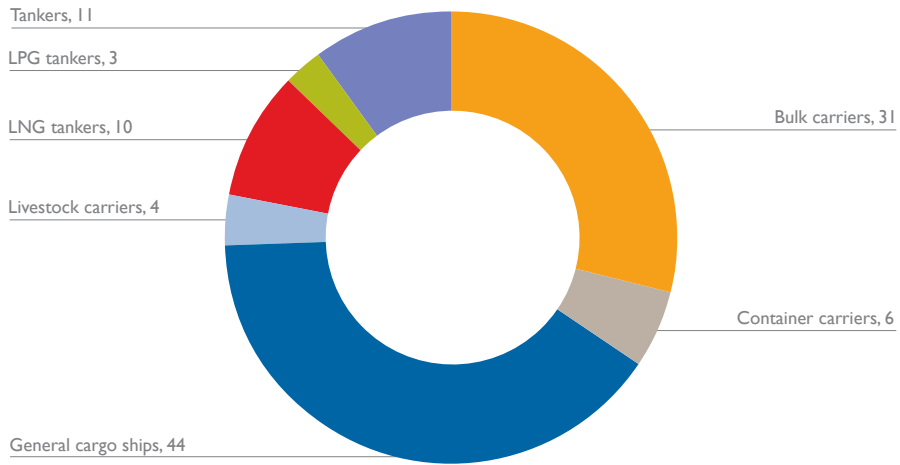| Financial year	Age of ship (year)						Average age of ship
	0–4	5–9	10–14	15–19	20+	Total	
	(number)						(years)
2004–05	6	26	23	16	36	107	16.0
2005–06	6	14	22	22	41	105	17.2
2006–07	6	15	19	25	45	110	18.0
2007–08	12	11	22	28	38	111	16.7
2008–09	14	9	26	24	38	111	16.7
2009–10	16	15	20	26	40	117	16.7
2010–11	20	10	20	22	43	115	16.8
2011–12	16	15	18	22	40	111	16.4
2012–13	17	21	13	21	35	107	14.7
2013–14	15	28	10	25	31	109	14.8
Average per cent change		(%)					
1 year	-11.8	33.3	-23.1	19.0	-11.4	1.9	0.9
5 years	0.9	22.5	-16.2	-1.2	-4.2	-1.1	-2.8

Sources: Lloyd's List Intelligence (2015), Shipping companies (various) – personal communications.

Table 5.7   Total deadweight tonnage of ships in the Australian trading fleet,
             by age of ship

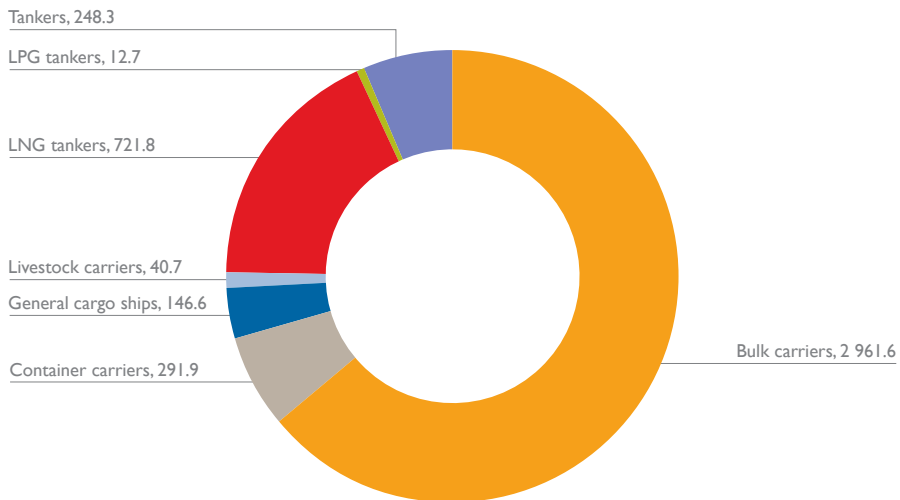| Financial year	Age of ship (year)					Total
	0–4	5–9	10–14	15–19	20+	
	('000 tonnes)					
2004–05	103.5	1 049.2	751.8	507.5	903.2	3 315.3
2005–06	103.9	512.7	1 135.0	471.4	817.7	3 040.7
2006–07	108.4	338.0	842.7	1 172.9	862.9	3 324.2
2007–08	562.4	283.8	779.8	1 268.8	680.6	3 576.4
2008–09	701.5	338.0	750.8	775.3	792.2	3 357.1
2009–10	913.4	264.3	866.8	830.5	948.9	3 824.6
2010–11	1 012.6	190.7	598.9	1 075.1	833.2	3 710.7
2011–12	823.1	295.4	469.3	845.4	1 214.3	3 647.5
2012–13	993.9	1 054.5	593.8	641.1	1 154.1	4 437.9
2013–14	682.3	1 451.1	592.2	690.0	1 007.9	4 423.6
Average per cent change	(%)					
1 year	-31.3	37.6	-0.3	7.6	-12.7	-0.3
5 years	-0.3	40.4	-7.1	-4.5	6.4	5.3

Sources: Lloyd's List Intelligence (2015), Shipping companies (various) – personal communications.

Figure 5.1   Number of ships in the Australian trading fleet by ship type, 2013–14

Tankers, 11
LPG tankers, 3
LNG tankers, 10
Livestock carriers, 4
General cargo ships, 44
Bulk carriers, 31
Container carriers, 6

Sources: Lloyd's List Intelligence (2015), Shipping companies (various) – personal communications.

Figure 5.2   Total deadweight tonnage of ships in the Australian trading fleet by ship type, 2013–14 *('000 tonnes)*

Tankers, 248.3
LPG tankers, 12.7
LNG tankers, 721.8
Livestock carriers, 40.7
General cargo ships, 146.6
Container carriers, 291.9
Bulk carriers, 2 961.6

Sources: Lloyd's List Intelligence (2015), Shipping companies (various) – personal communications.

Table 5.8   Ships in the major international trading fleet, 2013–14

Ship name [a]	Flag [a,b]	DWT [c] ('000 tonnes)	Products [d]	Known Australian ports visited [e]	Known foreign countries visited [b,f]
Bulk carriers					
FMG Grace	HKG	205.2	Iron ore	Port Hedland	CHN
FMG Matilda	HKG	205.2	Iron ore	Port Hedland	CHN, SGP
FMG Cloudbreak	HKG	205.1	Iron ore	Port Hedland	CHN, RUS, SGP
Mariloula	MHL	179.8	Iron ore	Abbot Point, Hay Point, Port Hedland, Port Kembla, Whyalla	CHN
Goonyella Trader	LBR	170.9	Coal	Hay Point	CNI, JPN
Star Yandi	BHS	170.0	Iron ore, coal	Dampier, Newcastle, Port Walcott (Cape Lambert)	CHN
Cape Mary	CYP	170.0	Coal, dry bulk	Abbot Point, Hay Point, Port Kembla	BRA, CHN
Lowlands Brilliance	MLT	169.6	Iron ore, coal	Hay Point, Port Hedland, Port Kembla, Whyalla	CHN, PHL
Frontier	KOR	151.5	Coal	Gladstone, Newcastle	KOR, ZAF
Goodwill	KOR	149.4	Coal	Gladstone, Newcastle, Port Kembla	CHN, KOR
Artemis	MHL	76.9	Coal, dry bulk	Gladstone, Gove, Hay Point, Newcastle, Weipa	CHN, JPN
Pacific Dolphin	HKG	49.0	Dry bulk	Milner Bay	CHN, SGP
Pioneer	AUS; HKG	22.1	Sugar	Mackay, Sydney	SGP
Container carriers					
ANL Wyong	GBR	52.0	General cargo	Brisbane, Melbourne, Sydney	JPN, TWN
ANL Wangaratta	GBR	50.6	General cargo	Brisbane, Melbourne, Sydney	CHN, JPN, TWN
OOCL Brisbane	HKG	50.6	General cargo	Adelaide, Brisbane, Fremantle, Melbourne	MYS, SGP, TWN
OOCL New Zealand	HKG	50.6	General cargo	Brisbane	NZL, SGP
ANL Barega; Winter D.	CYP; CYP	46.2	General cargo	Brisbane, Melbourne, Sydney	MYS, NZL
ANL Barwon; Pescara	LBR; LBR	42.0	General cargo	Melbourne, Sydney	NZL
General cargo ships					
Danny Rose	DMA	9.6	General cargo	Brisbane, Townsville	FJI, NCL, SLB
Opal Harmony; Southern Moana	WSM; WSM	8.1	General cargo	Brisbane, Bunbury, Dampier, Fremantle, Geraldton, Port Hedland	CHN, NZL, THA, TWN, VNM
Red Resource	SGP	6.0	General cargo	Dampier, Darwin, Fremantle, Geraldton	CXR, MYS, SGP
Norfolk Guardian	TON	2.4	General cargo	Brisbane, Burnie, Yamba	NZL

(continued)

Table 5.8   Ships in the major international trading fleet, 2013–14 (continued)

Ship name [a]	Flag [a,b]	DWT [c] ('000 tonnes)	Products [d]	Known Australian ports visited [e]	Known foreign countries visited [b,f]
Livestock carriers					
Maysora	BHS	24.4	Livestock carriers	Adelaide, Fremantle	ARE, IDN, KWT, QAT
Torrens	TON	9.2	Livestock carriers	Darwin, Fremantle, Portland, Townsville	CHN, IDN, MYS, NZL, PHL, SGP, VNM
Devon Express	PHL	3.7	Livestock carriers	Darwin, Fremantle, Portland, Sydney, Townsville	CHN, IDN, MYS, PAK, PHL, SGP
Nine Eagle	SGP	3.4	Livestock carriers	Broome, Cairns, Darwin, Geraldton, Karumba, Mourilyan	BRN, IDN, MYS, SGP, VNM
LNG tankers					
Dapeng Sun	HKG	83.1	LNG	Dampier	CHN
Dapeng Moon	HKG	82.6	LNG	Dampier	CHN, SGP
Dapeng Star	HKG	82.4	LNG	Dampier	CHN
Gemmata	SGP	72.7	LNG	Dampier	CHN, KOR
Northwest Seaeagle	BMU	67.0	LNG	Dampier	JPN, SGP
Northwest Stormpetrel	AUS	66.9	LNG	Dampier	JPN, SGP
Northwest Sanderling	AUS	66.8	LNG	Dampier	JPN, SGP
Northwest Shearwater	BMU	66.8	LNG	Dampier	JPN, SGP
Northwest Sandpiper	AUS	66.8	LNG	Dampier, Port Hedland	JPN, KOR, PHL
Northwest Snipe	AUS	66.7	LNG	Dampier	JPN, KOR, SGP
LPG tankers					
Astrid	PAN	5.0	LPG	Brisbane	WSM, ZAF
Maea	PAN	3.9	LPG	Brisbane, Port Kembla, Sydney	FJI, NZL, PYF, TON
Victoire	PAN	3.9	LPG	Brisbane, Hastings, Port Kembla, Sydney	FJI, NCL, NZL, TON, WSM

a   Multiple names or flags are listed for some ships because these ships changed their name or flag during the financial year.

b   Country codes are used in tables for ship flags and known countries visited by ships. Full name of countries are in "Appendix B: Trading regions and country codes".

c   Ships of the same type are sorted by their size (DWT, '000 tonnes) in descending order.

d   The products carried by ships in the trading fleet are derived based on industry knowledge.

e   The "Known Australian ports visited" by ships may include other associated ports, terminals or facilities. Full list of ports is in "Appendix A: Australian ports".

f   Only includes foreign countries where there was at least one ship visit or departure directly from or to an Australian port.

Sources: Lloyd's List Intelligence (2015), Shipping companies (various) – personal communications.

Table 5.9 Ships in the major coastal trading fleet, 2013–14

Ship name [a]	Flag [b]	DWT [c] ('000 tonnes)	Products [d]	Known Australian ports visited [e]	Known foreign countries visited [b,f]
Bulk carriers					
Pacific Triangle	LBR	184.7	Iron ore, coal	Gladstone, Newcastle, Port Hedland, Port Kembla	JPN
RTM Weipa	GBR	90.3	Bauxite	Gladstone, Weipa	CHN
RTM Wakmatha	GBR	90.3	Bauxite	Gladstone, Weipa	
RTM Gladstone	GBR	90.3	Bauxite	Gladstone, Weipa	CHN
RTM Piiramu	GBR	89.9	Bauxite	Gladstone, Weipa	
RTM Twarra	GBR	89.9	Bauxite	Gladstone, Weipa	CHN
Melia	MHL	76.2	Coal, dry bulk	Darwin, Gladstone, Gove, Hay Point, Newcastle, Weipa	CHN, JPN, TWN
Iron Chieftain [#]	AUS	50.6	Iron ore, coal	Ardrossan, Fremantle, Newcastle, Port Kembla, Port Latta, Whyalla	CHN
CSL Melbourne	BRB	49.4	Dry bulk	Ardrossan, Geelong, Gladstone, Newcastle, Port Kembla, Port Latta, Thevenard, Whyalla	
CSL Brisbane	BHS	45.6	Alumina, cement, gypsum	Adelaide, Ardrossan, Brisbane, Devonport, Gladstone, Mackay, Melbourne, Port Kembla, Sydney, Thevenard, Townsville, Whyalla	CHN
CSL Thevenard [#]	AUS	40.7	Cement	Adelaide, Ardrossan, Brisbane, Geelong, Geraldton, Gladstone, Hobart, Melbourne, Port Kembla, Sydney, Thevenard	CHN
Portland [#]	AUS	36.6	Alumina	Bunbury, Fremantle, Geelong, Portland	
Stadacona	BHS	32.5	Dry bulk	Adelaide, Brisbane, Fremantle, Geelong, Geraldton, Gladstone, Melbourne, Sydney, Thevenard, Townsville	
CSL Pacific	BHS	31.9	Dry bulk	Adelaide, Brisbane, Fremantle, Geelong, Geraldton, Gladstone, Melbourne, Portland, Sydney, Thevenard, Townsville	
Goliath [#]	AUS	15.5	Cement	Adelaide, Devonport, Gladstone, Melbourne, Newcastle, Sydney	
CSL Whyalla [#]	AUS	13.7	Iron ore	Whyalla	
Wunma	AUS	5.1	Metal concentrates	Bing Bong, Karumba	SGP
Aburri	AUS	3.3	Metal concentrates	Bing Bong, Cairns	SGP
General cargo ships					
Longstone	AUS	13.3	General cargo ships	Burnie, Melbourne	CNI
ICS Silver Lining	ATG	12.7	General cargo ships	Bell Bay, Burnie, Hobart, Mackay, Newcastle, Port Kembla, Port Pirie, Whyalla	NZL
Tasmanian Achiever [#]	AUS	11.0	General cargo ships	Burnie, Melbourne	SGP

(continued)

Table 5.9   Ships in the major coastal trading fleet, 2013–14 (continued)

Ship name [a]	Flag [b]	DWT [c] ('000 tonnes)	Products [d]	Known Australian ports visited [e]	Known foreign countries visited [b,f]
Victorian Reliance #	AUS	11.0	General cargo ships	Burnie, Melbourne	
Searoad Tamar #	AUS	10.0	General cargo ships	Devonport, Melbourne	
Accolade II #	AUS	8.1	General cargo ships	Adelaide, Fremantle, Klein Point	
Hakula	TON	5.6	General cargo ships	Adelaide, Brisbane, Burnie, Gladstone, Hobart, Newcastle, Port Giles, Port Kembla, Port Lincoln, Port Pirie	NZL
Spirit of Tasmania I #	AUS	5.1	General cargo ships	Devonport, Melbourne	
Spirit of Tasmania II #	AUS	5.1	General cargo ships	Devonport, Melbourne, Sydney	
Searoad Mersey #	AUS	4.8	General cargo ships	Adelaide, Devonport, Melbourne	
Aurora Australis #	AUS	3.9	General cargo ships	Hobart	
Trinity Bay #	AUS	3.2	General cargo ships	Cairns	
Newcastle Bay #	AUS	2.8	General cargo ships	Cairns, Weipa	DEU
Tankers					
Tandara Spirit	MHL	50.8	Petroleum products	Adelaide, Geelong, Geraldton, Melbourne, Port Lincoln, Sydney	
Hugli Spirit	BHS	47.0	Petroleum products	Brisbane, Cairns, Gladstone, Mackay, Townsville	
British Loyalty	IOM	46.8	Petroleum products	Brisbane, Gladstone, Hobart, Mackay, Melbourne, Newcastle, Sydney	SGP
British Fidelity	IOM	46.8	Petroleum products	Adelaide, Fremantle	
Alexander Spirit	BHS	40.1	Petroleum products	Brisbane, Devonport, Gladstone, Hobart, Mackay, Melbourne, Port Kembla, Sydney	
Destine	AUS	5.4	Petroleum products	Sydney	SGP
Larcom	AUS	4.0	Petroleum products	Gladstone	CHN
Zemira	AUS	3.9	Petroleum products	Geelong, Melbourne	

a   Multiple names are listed for some ships because these ships changed their name during the financial year.

b   Country codes are used in tables for ship flags and known countries visited by ships. Full name of countries are in "Appendix B: Trading regions and country codes".

c   Ships of the same type are sorted by their size (DWT, '000 tonnes) in descending order.

d   The products carried by ships in the trading fleet are derived based on industry knowledge.

e   The "Known Australian ports visited" by ships may include other associated ports, terminals or facilities. Full list of ports is in "Appendix A: Australian ports".

f   Only includes foreign countries where there was at least one ship visit or departure directly from or to an Australian port.

Denotes Major Australian registered vessels with a General Trading Licence.

Sources: Lloyd's List Intelligence (2015), Shipping companies (various) – personal communications.

Table 5.10   Ships in the minor trading fleet, 2013–14

Ship name	Flag [a]	DWT [b] ('000 tonnes)	Ship name	Flag [a]	DWT [b] ('000 tonnes)
General cargo ships			**General cargo ships**		
Toll Kestrel	AUS	1.8	Malu Titan	AUS	0.5
Toll Osprey	AUS	1.8	Fourcroy	AUS	0.5
Toll Sandfly	AUS	1.7	Queenscliff	AUS	0.5
Giluwe	PNG	1.6	Sealion 2000	AUS	0.4
Biquele Bay; Toll Biquele Bay	BLZ; AUS	1.4	Malu Chief	AUS	0.4
Toll Firefly	AUS	1.3	Minjerribah	AUS	0.4
Toll Dragonfly	AUS	1.3	Island Trader	AUS	0.4
Malu Trader	AUS	1.3	Spirit of Kangaroo Island	AUS	0.4
Kestrel Bay	AUS	1.2	Malu Trojan	AUS	0.3
Toll Warrender	AUS	1.2	Sorrento	AUS	0.3
Toll Territorian	AUS	1.0	Matthew Flinders III	AUS	0.3
Ebenezer	AUS	1.0			
Endeavour Bay	AUS	0.9	**Tankers**		
Yard No.270 Austal	BHS	0.7	Parmelia I	AUS	1.6
Bruce	AUS	0.7	Anatoma	AUS	1.4
Malu Explorer	AUS	0.6	Valiant II	AUS	0.6

[a]   Country codes are used in tables for ship flags and known countries visited by ships. Full name of countries are in "Appendix B: Trading regions and country codes".

[b]   Ships of the same type are sorted by their size (DWT, '000 tonnes) in descending order.

Sources: Lloyd's List Intelligence (2015), Shipping companies (various) – personal communications.

Glossary

Term	Definition
1 year per cent change	Per cent change computed using most recent two years' data.
5 years average per cent change	Average annual per cent change estimated by fitting an exponential curve through recent five years' data using the Excel function, LOGTEST. The resulting trend line represents a constant annual per cent change over the period of five years.
ABS	Australian Bureau of Statistics.
ATFCC	Australian Transport Freight Commodity Classification.
Australian trading fleet	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 as at the end of the financial year. The fleet includes vessels that carry cargo and passengers, but does not include vessels that carry passengers only. The fleet excludes vessels which operated internationally without calling to Australian ports in the financial year, and also excludes non-Australian owned or operated vessels trading in Australian waters. See Chapter 5 for more details.
BITRE	Bureau of Infrastructure, Transport and Regional Economics.
Coastal trade licence	The *Navigation Act 1912* required the all vessels trading interstate on the Australian coast to be licensed or have a permit. Under the Act vessels may be licensed to participate in Australia's coastal trade irrespective of flag and crew nationality. The Act was replaced by the Coastal Trading *(Revitalising Australian Shipping)* Act 2012 in 2012–13. Licenses under the old act were issued on condition that: • the vessel's crew are paid Australian wages while the vessel trades on the Australian coast; and • the vessel's crew have access to the vessel's library facilities
Coastal trade permit	See "Coastal voyage permit".

Term	Definition
Coastal voyage permit	The *Navigation Act 1912* requires all vessels trading interstate on the Australian coast to be licensed or have a permit. 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 or cargo continuing voyage permits. See Chapter 3 for more details.
Continuing voyage permit	Often abbreviated to "CVP". See "Coastal voyage permit" and Chapter 3 for more details.
CVP	See "Continuing voyage permit".
Deadweight tonnage	Often abbreviated to "DWT". 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.
DIRD	Australian Department of Infrastructure and Regional Development.
DIT	The (former) Department of Infrastructure and Transport.
DWT	See "Deadweight tonnage".
Freight task	See "Tonne-kilometres".
General Licence	A licence type under the Coastal Trading *(Revitalising Australian Shipping)* Act 2012 (the Act). Available to Australian Registered Vessels that meet specific crewing requirements. Grants unrestricted coastal access unrestricted access to engage in coastal trading in Australian waters for five years. See Chapter 3.
Gross tonnage	Often abbreviated to "GT". 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".
Infrastructure	Australian Government Department of Infrastructure and Regional Development.
Single voyage permit	Often abbreviated to "SVP". See "Coastal voyage permit" and Chapter 3 for more details.
SITC	Standard International Trade Classification.
SVP	See "Single voyage permit".

Term	Definition
Temporary Licence	A licence type under the Coastal Trading *(Revitalising Australian Shipping)* Act 2012 (the Act). Provides limited access to predefined specific coastal trade voyages over a 12 month period and replaces arrangements for vessels operating under permit (under the old system). See Chapter 3.
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	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.
Transitional General Licence	A licence type under the Coastal Trading *(Revitalising Australian Shipping)* Act 2012 (the Act). Available to foreign registered vessels that held a licence issued under the previous coastal shipping system. Transitional General Licence ships have the same rights and obligations as General Licence ships. See Chapter 3.
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 40-foot container is 2 TEU.

Appendix A: Australian ports

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
New South Wales	Coffs Harbour	
	Eden	Twofold Bay
	Lord Howe Island	
	Newcastle	Carrington, Kooragang (Port Waratah Coal Service), Kooragang (Newcastle Coal Infrastructure Group)
	Port Kembla	
	Sydney	Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson, White Bay
	Yamba	Clarence River, Grafton, Harwood Island
	Other Ports NSW	Other ports or terminals in New South Wales not elsewhere specified
Victoria	Geelong	
	Hastings	Western Port, Bluescope Steel Wharf, Stony Point Wharf, Long Island Jetty, Cribb Point Jetty
	Melbourne	Appleton Dock, Holden Dock, Maribyrnong, Port Melbourne (Station Pier), South Wharf, Swanson Docks, Victoria Dock, Webb Dock, Williamstown Area, Yarraville
	Portland	
	Welshpool	
	Other Ports VIC	Other ports or terminals in Victoria not elsewhere specified
Queensland	Abbot Point	
	Brisbane	Fisherman Islands, Pinkenba Bulk Terminal
	Bundaberg	
	Cairns	Smiths Creek, Trinity Inlet
	Cape Flattery	
	Gladstone	Auckland Point Wharf, Barney Point Coal Terminal, Boyne Wharf, Fishermans's Landing, R G Tanna Coal Terminal, South Trees Wharf
	Hay Point	Dalrymple Bay Coal Terminal, Hay Point Coal Terminal
	Karumba	
	Lucinda	
	Mackay	
	Mourilyan	Innisfail
	Quintell Beach	
	Rockhampton	Port Alma
	Thursday Island	
	Townsville	
	Weipa	
	Other Ports QLD	Other ports or terminals in Queensland not elsewhere specified

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
South Australia	Adelaide	Pelican Point, Osborne, Outer Harbor, Port Adelaide
	Ardrossan	
	Edithburgh	
	Kingscote	
	Klein Point	
	Port Bonython	
	Port Giles	
	Port Lincoln	
	Port Pirie	
	Port Stanvac	
	Thevenard	
	Wallaroo	
	Whyalla	
	Other Ports SA	Other ports or terminals in South Australia not elsewhere specified
Western Australia	Airlie Island	
	Albany	
	Barrow Island	Barrow Island Terminal
	Broome	
	Bunbury	
	Carnarvon	Cape Cuvier, Useless Loop
	Dampier	East Intercourse Island, Karratha, Mistaken Island, Parker Point, Withnell Bay
	Derby	
	Esperance	
	Exmouth	
	Fremantle	Kwinana, Perth
	Geraldton	
	Onslow	
	Port Hedland	Anderson Point (Herb Elliot Port), Burgess Point, Finucane Island, Harriet Point, Lumsden Point, Nelson Point, Utah Point
	Port Walcott	Cape Lambert
	Thevenard Island	Saladin Terminal
	Varanus Island	
	Wyndham	
	Yampi Sound	Cockatoo Island, Koolan Island
	Various Offshore Facilities WA	Griffin Terminal, Laminaria-Corallina Terminal, Legendre Terminal, etc.
	Other Ports WA	Other ports or terminals in Western Australia not elsewhere specified
Tasmania	Bell Bay	Georgetown, Launceston, Long Reach
	Bridport	
	Burnie	
	Devonport	
	Flinders Island	Lady Barron, Whitemark
	Hobart	Risdon Wharf, Spring Bay
	King Island	Currie, Grassy, Narracoopa
	Port Arthur	

State / Territory	Port name reported	Other ports included, or major terminal, facility or location
	Port Huon	
	Port Latta	
	Spring Bay	
	Stanley	
	Other Ports TAS	Other ports or terminals in Tasmania not elsewhere specified
Northern Territory	Bing Bong	
	Darwin	
	Gove	
	Milner Bay	Groote Eylandt
	Various offshore facilities NT	Various offshore facilities / terminals in NT
	Other Ports NT	Other ports or terminals in Northern Territory not elsewhere specified
Other	Christmas Island	
	Cocos (Keeling) Islands	
	Macquarie Island	
	Norfolk Island	
	Other ports AUS	Other ports or terminals not elsewhere specified

Note: This list of ports, and their related terminals and facilities are based on raw data obtained from various data sources used to produce this report. As the data quality and level of detail of data varies significantly among the various data sources, the purpose of this list is to reconcile the names for locations appearing in all data sets. To further simplify the reporting, statistics are aggregated for related locations. Users should be aware of this process when using data in this report. This list does not aim to cover all sea ports or to detail organizational structure of any port or port authority.

Appendix B: Trading regions and country codes

Trading region	Country/Area names (Country/Area code)		
Africa	Algeria (DZA)	Angola (AGO)	Benin (BEN)
	Botswana (BWA)	British Indian Ocean Territory (IOT)	Burkina Faso (BFA)
	Burundi (BDI)	Cameroon (CMR)	Canary Islands (CNI)
	Cape Verde (CPV)	Central African Republic (CAF)	Chad (TCD)
	Comoros (COM)	Congo, Democratic Republic of (COD)	Congo, Republic of (COG)
	Côte d'Ivoire (CIV)	Djibouti (DJI)	Egypt (EGY)
	Equatorial Guinea (GNQ)	Eritrea (ERI)	Ethiopia (ETH)
	Gabon (GAB)	Gambia (GMB)	Ghana (GHA)
	Guinea (GIN)	Guinea-Bissau (GNB)	Kenya (KEN)
	Lesotho (LSO)	Liberia (LBR)	Libya (LBY)
	Madagascar (MDG)	Malawi (MWI)	Mali (MLI)
	Mauritania (MRT)	Mauritius (MUS)	Morocco (MAR)
	Mozambique (MOZ)	Namibia (NAM)	Niger (NER)
	Nigeria (NGA)	Réunion (REU)	Rwanda (RWA)
	Sao Tomé and Principe (STP)	Senegal (SEN)	Seychelles (SYC)
	Sierra Leone (SLE)	Somalia (SOM)	South Africa (ZAF)
	St. Helena (SHN)	Sudan (SDN)	Swaziland (SWZ)
	Tanzania (TZA)	Togo (TGO)	Tunisia (TUN)
	Uganda (UGA)	Western Sahara (ESH)	Zimbabwe (ZWE)
Europe	Albania (ALB)	Austria (AUT)	Belarus (BLR)
	Belgium (BEL)	Bosnia and Herzegovina (BIH)	Bulgaria (BGR)
	Croatia (HRV)	Cyprus (CYP)	Czech Republic (CZE)
	Denmark (DNK)	Estonia (EST)	Finland (FIN)
	France (FRA)	Germany (DEU)	Gibraltar (GIB)
	Greece (GRC)	Hungary (HUN)	Iceland (ISL)
	Ireland (IRL)	Italy (ITA)	Kosovo [#]
	Latvia (LVA)	Lithuania (LTU)	Macedonia (MKD)
	Malta (MLT)	Moldova (MDA)	Montenegro (MNE)
	Netherlands (NLD)	Norway (NOR)	Poland (POL)
	Portugal (PRT)	Romania (ROU)	Russian Federation (RUS)
	Serbia (SRB)	Slovak Republic (SVK)	Slovenia (SVN)
	Spain (ESP)	Sweden (SWE)	Switzerland (CHE)
	Ukraine (UKR)	United Kingdom (GBR)	

Trading region	Country/Area names (Country/Area code)		
East Asia	China, People's Republic of (CHN)	Hong Kong, SAR of China (HKG)	Macau, SAR of China (MAC)
	Mongolia (MCO)	Taiwan (TWN)	
South Asia	Afghanistan (AFG)	Armenia (ARM)	Azerbaijan (AZE)
	Bangladesh (BGD)	Bhutan (BTN)	Georgia (GEO)
	India (IND)	Kazakhstan (KAZ)	Kyrgyzstan (KGZ)
	Maldives (MDV)	Nepal (NPL)	Pakistan (PAK)
	Sri Lanka (LKA)	Tajikistan (TJK)	Turkmenistan (TKM)
	Uzbekistan (UZB)		
Japan and North Asia	Japan (JPN)	Korea, Democratic People's Republic of (PRK)	Korea, Republic of (KOR)
South East Asia	Brunei (BRN)	Burma/Myanmar (MMR)	Cambodia (KHM)
	Indonesia (IDN)	Laos (LAO)	Malaysia (MYS)
	Philippines (PHL)	Singapore (SGP)	Thailand (THA)
Middle East	Bahrain (BHR)	Iran (IRN)	Iraq (IRQ)
	Israel (ISR)	Jordan (JOR)	Kuwait (KWT)
	Lebanon (LBN)	Oman (OMN)	Palestine (PSE)
	Qatar (QAT)	Saudi Arabia (SAU)	Syria (SYR)
	Turkey (TUR)	United Arab Emirates (ARE)	Yemen (YEM)
New Zealand	New Zealand (NZL)		
North and Central America	Anguilla (AIA)	Antigua and Barbuda (ATG)	Bahamas (BHS)
	Barbados (BRB)	Belize (BLZ)	Bermuda (BMU)
	Canada (CAN)	Cayman Islands (CYM)	Costa Rica (CRI)
	Cuba (CUB)	Dominica (DMA)	Dominican Republic (DOM)
	El Salvador (SLV)	French Antilles #	Grenada (GRD)
	Guatemala (GTM)	Haiti (HTI)	Honduras (HND)
	Jamaica (JAM)	Johnston and Sand Island #	Mexico (MEX)
	Midway Islands #	Montserrat (MSR)	Netherlands Antilles (ANT)
	Nicaragua (NIC)	Panama (PAN)	Panama Canal Zone #
	Puerto Rico (PRI)	St. Kitts and Nevis (KNA)	St. Lucia (LCA)
	St. Pierre and Miquelon (SPM)	St. Vincent and Grenadines (VCT)	Trinidad and Tobago (TTO)
	Turks and Caicos Islands (TCA)	United States of America (USA)	Virgin Islands, British (VGB)
	Virgin Islands, U.S. (VIR)		
South America	Argentina (ARG)	Bolivia (BOL)	Brazil (BRA)
	Chile (CHL)	Columbia (COL)	Ecuador (ECU)
	Falkland Islands (FLK)	French Guiana (GUF)	Guyana (GUY)
	Paraguay (PRY)	Peru (PER)	Suriname (SUR)
	Uruguay (URY)	Venezuela (VEN)	
Pacific Islands and Papua New Guinea	American Samoa (ASM)	Australian Antarctic Territory #	Cook Islands (COK)
	Fiji (FJI)	French Polynesia (PYF)	French South Antarctic Territory (ATF)
	Guam (GUM)	Kiribati (KIR)	Marshall Islands (MHL)

Trading region	Country/Area names (Country/Area code)		
	Micronesia (FSM)	Nauru (NRU)	New Caledonia (NCL)
	Niue (NIU)	Norfolk Island (NFK)	Northern Mariana Islands (MNP)
	Palau (PLW)	Papua New Guinea (PNG)	Pitcairn Island (PCN)
	Ross Dependency #	Samoa (WSM)	Solomon Islands (SLB)
	Tokelau (TKL)	Tonga (TON)	Tuvalu (TUV)
	Vanuatu (VUT)	Wake Island #	Wallis and Futuna Islands (WLF)
Rest of world	Australian fishing zone #	Christmas Island (CXR)	Cocos (Keeling) Islands (CCK)
	Country not available #	International waters #	Ship and aircraft stores #

Note: # indicates that the country/area code is not available.

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