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Yearbook 2024

Bureau of Infrastructure and
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Australian Infrastructure and Transport Statistics Yearbook 2024

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Foreword

The Australian Infrastructure and Transport Statistics Yearbook provides a single, comprehensive annual source of time series statistics on infrastructure and transport for policymakers, industry, analysts and the wider Australian community.

Most statistics included in the publication are collected by BITRE or other Australian, state or territory government agencies.

The 2024 Yearbook was prepared by Natalie Fisher and Sarah Sopariwala with thanks to all internal and external data providers for their input, in particular to David Cosgrove, Owen McCarthy and David Mitchell.

Georgia O'Cianain
Head of Bureau
Bureau of Infrastructure and Transport Research Economics
January 2025

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Australian Infrastructure Facts and Figures

Infrastructure and the economy

In August 2024:

300 thousand people were employed in the transport sector.

46 thousand people were employed in the rail transport sector.

13 thousand people were employed in the water transport sector.

47 thousand people work employed in the space and air transport sector.

Employment in total transport sector by gender in 2024 were:

79 per cent male

21 per cent female.

$1,639 was the average weekly earnings for the road transport industry in 2023.

$2,629 was the average weekly earnings for the rail transport industry in 2023.

$2,702 was the average weekly earnings for the Water transport industry in 2021.

Value of infrastructure engineering construction, for the private sector (2023–24):

Roads and bridges – 10 billion

Railways – 1.5 billion

Harbours – 719 million

2023–24 Value of infrastructure engineering construction, for the public sector:

Roads and bridges – 23 billion

Railways – 14 billion

Harbours – 716 million

The percentage of total infrastructure engineering construction work done was:

35 per cent for Road and bridges

17 per cent for rail sector

1.5 per cent for harbours

53 per cent for total transport

Transport

$39 billion was spent on roads by all levels of government in 2022–23.

~249 billion tonne kilometres of freight moved by road and ~448 billion tonne kilometres of freight moved by rail (2023–24).

~88 billion tonne kilometres of freight was moved by coastal shipping and ~0.2 billion was moved by air freight in 2023–24.

163 billion passenger kilometres were travelled by car, and 12 billion passenger kilometres were travelled on heavy rail networks in Australian capital cities in 2023–24

Australia's has ~463 thousand paved road kilometres and ~859 thousand unpaved road kilometres in 2023.

There were an estimated 31 191 route kilometres of open railway in Australia as at September 2024.

There were 537 million heavy rail passenger movements on urban rail networks in 2022–23, down from 754 million in 2018–19.

In 2023–24, there were 40 million revenue passengers on international flights to and from Australia, up from 6 million in 2021–22, but less than the 42 million in 2018–19 before the COVID-19 pandemic.

There were 59 million revenue passengers on domestic flights in Australia in 2023–24 up from 22 million in 2020–21.

Sydney airport was the busiest in the country with 41 million passengers in 2023–24 compared to 44

million (in 2018–19) before the COVID-19 pandemic.

In 2022–23, 9 million twenty-foot equivalent units (TEUs) were exchanged at Australia's five principal container ports (Melbourne, Port Botany, Brisbane, Adelaide and Fremantle).

In Australia, in 2023, there were:

1,258 fatalities on roads

15 rail transport fatalities

33 aviation fatalities

2 maritime transport fatalities in Australian waters.

In 2023, there were 1,149 fatal road crashes and 19 fatal aviation accidents.

Road vehicles made up 84 percent of full fuel cycle greenhouse gas emissions from all domestic transport modes in 2023–24, compared to 9 per cent from aviation.

The national average price for petrol was 196 cents per litre in the 2023–24 financial year.

559 DC Fast and Ultrafast public charging sites were available for Australians to charge their electric vehicles in 2023.

Chapter 1:
Infrastructure and the Economy

This chapter provides data on the Australian economy including the value added by Australian infrastructure industries in addition to:

- employment in the transport and storage industry
- average weekly earnings for road, rail, water and air and space industries
- price indices

4.6 per cent of Australia's GDP was accounted for by Australia's transport, postal and warehousing industry in 2023–24.

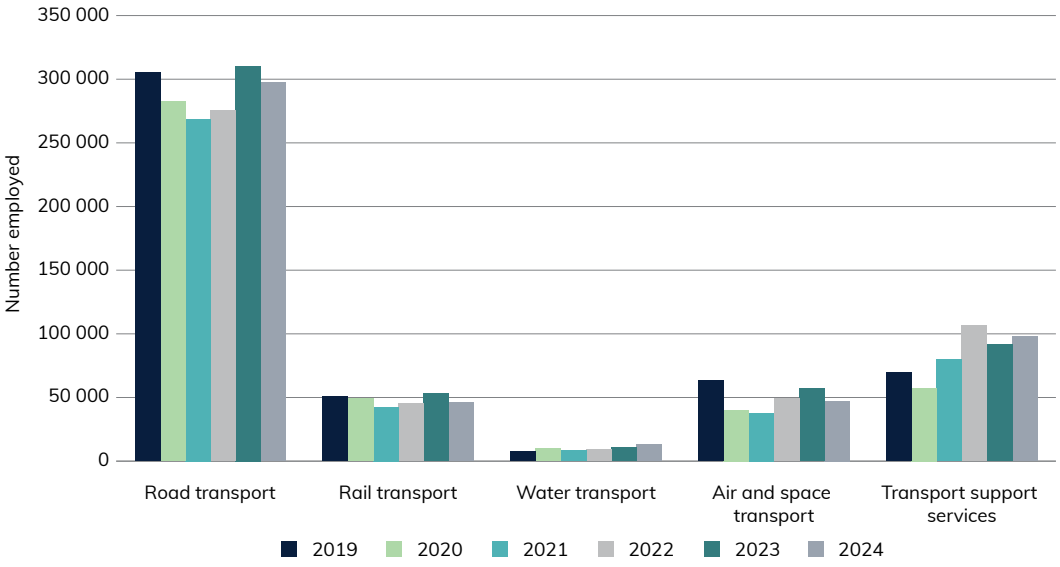
297 thousand people were employed in the road transport industry compared to **46 thousand** in the rail industry

$1 639 is the average weekly earnings for the road transport industry in 2023.

83 per cent of people employed by the road transport industry identify as male.

The gross value added of transport, postal and warehousing as a percentage of GDP has remained relatively stable since 1974–75, generally ranging between 4–5% of GDP. In terms of employment, although employment in the transport, postal and warehousing industry has grown in overall terms, as a percentage of total Australian employment, it has stayed at around 5% for the last 30 years.

Figure 1 Australian employment numbers in selected major infrastructure industries

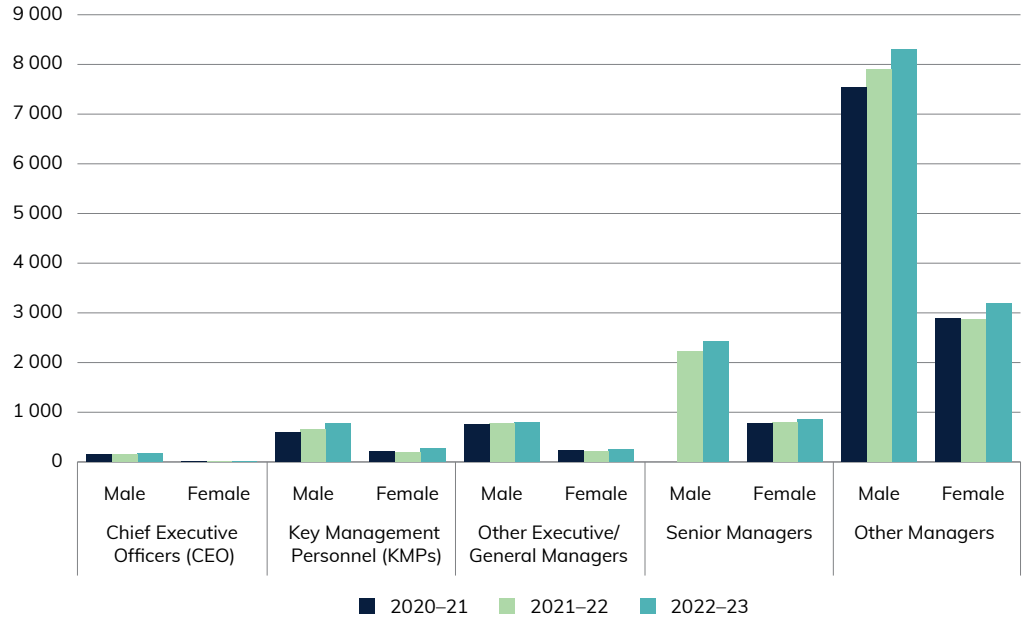


Note: This data refers to employment in August of each reference year

Source: *ABS, 2023, Labour Force Australia, detailed*

Figure 1 shows employment statistics for various transport industries as at August of each year.

Figure 2 Leadership positions held in transport industries, by gender



Source: *WGEA, 2024 Data explorer*

Figure 2 compares the number of leadership positions held by men and women within the transport industry for non-public sector organisations over 100 employees. In 2022–23, leadership positions in the transport industry were predominantly occupied by males, with 12,453 males in Chief Executive Officer, Key Management Personnel/Heads of Business and other managerial positions compared to 4,584 females.

Table 1.1a Australian transport, postal and warehousing gross value added, 2023–24 prices

Financial year	Transport, postal and warehousing industry					In-house transport [a]	Gross Domestic Product	Transport, postal and warehousing industry as percentage of GDP	Transport, postal and warehousing activity (including in-house transport) as percentage of GDP
	Road transport	Air and space transport	Rail, pipeline and other transport	Transport, postal and storage services	Total				
	$ million							%	%
1983–84	8 293	2 916	6 453	15 281	30 509		724 899	4.2	
1984–85	8 910	3 146	7 268	16 667	32 988		763 163	4.3	
1985–86	9 409	3 420	7 767	17 077	34 987		793 428	4.4	
1986–87	9 340	3 779	7 745	17 501	35 636		813 760	4.4	
1987–88	9 897	4 228	7 892	18 002	37 206		860 583	4.3	
1988–89	10 640	4 487	8 018	18 533	38 898		893 962	4.4	
1989–90	11 137	3 887	8 517	19 007	39 877		925 958	4.3	
1990–91	10 833	4 518	8 511	19 181	40 149		922 422	4.4	
1991–92	11 183	5 264	8 534	19 080	41 032		926 367	4.4	
1992–93	10 935	5 813	8 795	19 085	41 309		963 840	4.3	
1993–94	11 469	6 361	9 158	20 125	43 560		1 002 198	4.3	
1994–95	12 585	6 916	9 121	21 269	46 191		1 041 115	4.4	
1995–96	13 934	7 383	9 720	22 611	49 697		1 081 343	4.6	
1996–97	14 582	7 847	10 005	23 502	51 818		1 123 658	4.6	
1997–98	15 181	7 842	9 992	24 180	53 058		1 176 057	4.5	
1998–99	15 713	8 007	10 103	24 932	54 555		1 235 185	4.4	
1999–00	16 522	8 467	10 544	25 646	56 772		1 283 623	4.4	
2000–01	17 125	9 151	10 714	26 687	59 115		1 309 618	4.5	
2001–02	18 204	8 604	11 324	27 675	61 208		1 361 736	4.5	
2002–03	19 479	9 741	11 847	28 667	64 778		1 403 823	4.6	
2003–04	21 033	10 393	12 168	29 044	67 373		1 463 125	4.6	
2004–05	22 256	11 474	12 504	30 766	71 421		1 509 274	4.7	
2005–06	23 287	12 132	12 710	31 270	73 563		1 550 859	4.7	
2006–07	25 771	13 213	12 618	32 397	77 722		1 609 379	4.8	
2007–08	27 429	13 668	13 550	34 068	82 094		1 667 095	4.9	
2008–09	25 775	13 195	14 180	35 196	81 840		1 698 646	4.8	
2009–10	26 456	13 173	14 229	35 846	83 228		1 736 467	4.8	
2010–11	25 944	14 138	14 813	37 656	85 652	93 170	1 778 298	4.8	10.1
2011–12	25 853	14 901	15 594	40 208	89 237	125 191	1 847 979	4.8	11.6
2012–13	25 817	15 036	16 371	42 656	92 357	116 423	1 896 141	4.9	11.0
2013–14	26 272	15 358	15 352	42 606	92 180	110 774	1 945 581	4.7	10.4
2014–15	26 698	16 579	15 991	41 251	92 498	98 308	1 988 419	4.7	9.6
2015–16	26 922	18 464	16 169	41 757	94 566	100 681	2 043 680	4.6	9.6
2016–17	27 413	18 663	16 652	43 572	97 389	107 128	2 091 067	4.7	9.8
2017–18	27 480	19 625	17 699	44 201	99 512	101 916	2 151 841	4.6	9.4
2018–19	28 126	20 148	17 900	44 370	100 812	97 102	2 198 775	4.6	9.0
2019–20	28 540	13 820	16 316	42 521	94 565	72 008	2 191 416	4.3	7.6
2020–21	30 193	1 161	13 670	42 469	86 151	83 949	2 237 695	3.8	7.6
2021–22	32 294	4 463	13 442	45 073	95 272		2 333 221	4.1	
2022–23	33 360	11 493	14 632	49 524	109 009		2 404 988	4.5	
2023–24	33 823	13 056	15 923	50 260	113 062		2 440 947	4.6	

See end notes

Note: (a) In-house transport refers to transport activities undertaken outside of the Transport, postal and warehousing industry (for example retailers using their own freight vehicles). This encapsulates both own-account (or 'ancillary') production, which is not intended for market, and is consumed in the production of the industry's primary input, as well as secondary production of transport on a fee for-hire basis.

Sources: *ABS 2023, Australian Transport Economic Account: An Experimental Transport Satellite Account*
ABS 2024, Australian National Accounts: National Income, Expenditure and Product
BITRE estimates

Table 1.1b In-house transport gross value added, by industry, 2023–24 prices

Financial Year	Agriculture, forestry and fishing	Mining	Manufacturing	Electricity, gas, water and waste services	Construction	Wholesale Trade	Retail Trade	Accommodation and food services	Information media and telecommunications
					$ million				
2010–11	7 903	4 338	9 654	1 557	20 638	7 702	6 901	1 172	609
2011–12	9 696	5 877	12 519	2 120	29 246	11 272	10 056	1 341	794
2012–13	8 673	4 952	11 930	2 575	28 178	10 185	8 958	1 197	739
2013–14	7 980	4 746	11 499	2 498	26 406	10 346	7 532	1 168	702
2014–15	7 487	4 057	9 532	2 535	22 313	8 355	7 025	1 081	596
2015–16	8 058	4 200	10 149	2 403	21 989	8 479	7 605	1 049	621
2016–17	9 104	4 366	10 509	2 690	23 004	9 101	7 965	1 120	719
2017–18	8 767	4 021	9 676	3 150	22 988	7 569	7 355	1 121	672
2018–19	9 481	4 488	9 485	2 798	21 038	7 165	7 086	1 127	552
2019–20	6 488	3 419	6 696	2 175	15 725	5 417	5 453	769	358
2020–21	7 901	3 486	7 434	2 481	18 336	6 247	6 937	923	406

Financial Year	Financial and insurance services	Rental, hiring and real estate services	Professional, scientific and technical services	Administrative and support services	Public administration and safety	Education and training	Health care and social assistance	Arts and recreation services	Other services	Total (excluding Transport, postal and warehousing)
					$ million					
2010–11	2 110	5 589	5 842	3 589	6 596	1 920	2 559	932	3 558	93 170
2011–12	2 884	7 851	8 084	4 983	6 565	2 312	3 732	1 365	4 495	125 191
2012–13	3 081	6 902	7 188	4 827	6 202	2 246	3 206	1 178	4 208	116 423
2013–14	3 303	6 411	7 265	4 670	5 920	2 049	3 365	956	3 962	110 774
2014–15	2 782	6 115	6 424	4 091	6 322	1 796	3 116	964	3 718	98 308
2015–16	2 924	6 429	6 668	3 901	5 944	1 902	3 433	940	3 985	100 681
2016–17	3 457	6 878	7 157	3 848	6 337	1 996	3 801	994	4 083	107 128
2017–18	3 383	6 256	6 783	3 504	5 855	2 204	3 716	1 086	3 809	101 916
2018–19	2 868	5 651	6 527	3 431	5 259	2 290	3 335	1 082	3 439	97 102
2019–20	1 712	4 270	5 007	2 516	4 177	1 615	2 806	828	2 577	72 008
2020–21	2 071	4 920	5 967	2 947	4 703	1 966	3 433	835	2 956	83 949

Note: In-house transport refers to transport activities undertaken outside of the transport, postal and warehousing industry (for example retailers using their own vehicles). This encapsulates both own-account (or 'ancillary') production, which is not intended for market, and is consumed in the production of the industry's primary input, as well as secondary production of transport on a fee for-hire basis.

Sources: *ABS 2024, Australian Transport Economic Account: An Experimental Transport Satellite Account*

Table 1.2a Australian employment, major infrastructure industries – transport and storage

	Transport, postal and warehousing industry												
Collection Month	Road transport	Rail transport	Water transport	Air and space transport	Other Transport	Postal and courier services	Transport support services	Ware-housing and storage services	Total	In-house transport[(a)]	Total Aust employment	Transport, postal and warehousing industry as % of total employment	Transport, postal and warehousing activity (including in-house transport) as % of total employment
	thousands											%	
Aug-2001	213.8	28.7	10.7	52.5	8.0	81.2	37.4	26.6	460.6		8 971.9	5.1	
Aug-2002	204.2	28.4	7.9	45.2	6.9	78.9	36.3	27.7	438.1		9 150.3	4.8	
Aug-2003	217.8	32.3	8.5	47.7	8.1	77.9	39.4	27.2	460.0		9 327.0	4.9	
Aug-2004	218.9	29.9	13.4	40.3	9.2	81.7	39.6	36.2	487.3		9 462.1	5.2	
Aug-2005	214.1	30.3	8.7	50.3	7.4	86.3	41.9	41.4	495.2		9 870.3	5.0	
Aug-2006	228.8	33.1	12.4	46.0	7.6	74.8	45.0	43.2	501.0		10 105.8	5.0	
Aug-2007	234.5	30.5	12.6	46.4	13.8	88.6	44.6	48.1	536.3		10 406.4	5.2	
Aug-2008	228.3	48.5	9.4	48.7	8.9	96.6	57.3	57.0	566.4		10 710.4	5.3	
Aug-2009	231.0	52.0	8.5	51.0	11.5	97.9	71.2	25.1	571.6		10 707.3	5.3	
Aug-2010	215.0	46.9	7.2	52.1	9.3	93.1	79.8	43.3	562.7		10 973.8	5.1	
Aug-2011	233.6	46.0	9.2	56.9	10.9	89.4	67.7	48.0	576.3	541.0	11 127.2	5.2	10.0
Aug-2012	222.4	46.4	8.1	49.1	9.2	76.7	64.7	53.6	548.8	546.0	11 264.1	4.9	9.7
Aug-2013	220.0	45.0	11.8	54.5	5.5	97.3	82.8	51.4	582.4	547.0	11 361.4	5.1	9.9
Aug-2014	252.3	41.1	8.6	57.2	6.9	81.5	81.6	49.3	595.0	550.0	11 572.8	5.1	9.9
Aug-2015	252.6	40.6	6.4	59.2	7.6	89.3	83.5	53.3	611.2	552.0	11 702.6	5.2	9.9
Aug-2016	267.5	36.9	6.4	54.5	7.0	99.1	74.8	54.4	608.0	568.0	11 895.6	5.1	9.9
Aug-2017	289.9	44.1	5.8	64.1	5.4	78.9	80.0	60.4	632.5	575.0	12 221.6	5.2	9.9
Aug-2018	282.9	43.4	7.1	53.9	6.0	85.6	88.3	69.9	637.7	585.0	12 524.5	5.1	9.8
Aug-2019	305.3	50.8	7.8	63.1	6.7	97.4	69.5	63.5	664.6	597.0	12 823.4	5.2	9.8
Aug-2020	282.5	49.3	9.8	40.3	8.4	94.3	57.5	70.9	613.5	593.0	12 499.7	4.9	9.7
Aug-2021	268.7	42.5	8.5	37.8	10.3	106.2	79.9	78.4	635.2	622.0	12 895.2	4.9	9.7
Aug-2022	275.3	45.2	9.0	49.4	7.4	100.0	106.5	98.6	692.5		13 594.7	5.1	
Aug-2023	310.3	53.4	10.7	57.3	7.5	114.5	91.6	80.1	725.9		14 022.1	5.2	
Aug-2024	297.4	45.9	12.8	47.4	9.7	95.7	97.9	94.1	705.0		14 396.8	4.9	

See end notes

(a) In-house transport refers to transport activities undertaken outside of the Transport, postal and warehousing industry (for example retailers using their own vehicles). This encapsulates both own-account (or 'ancillary') production, which is not intended for market, and is consumed in the production of the industry's primary input, as well as secondary production of transport on a fee for-hire basis.

Source: *ABS, 2024, Labour Force Australia, detailed*

ABS 2023, Australian Transport Economic Account: An Experimental Transport Satellite Account

Table 1.2b In-house transport employment, by industry

Financial Year	Agriculture, forestry and fishing	Mining	Manufacturing	Electricity, gas, water and waste services	Construction	Wholesale Trade	Retail Trade	Accommodation and food services	Information media and telecommunications
					thousands				
2010–11	14	13	80	12	28	100	85	15	3
2011–12	14	16	78	12	28	102	85	15	3
2012–13	14	17	76	13	27	101	85	16	3
2013–14	15	17	75	13	27	99	85	15	3
2014–15	14	16	74	13	29	99	85	16	3
2015–16	19	17	72	14	32	96	89	19	3
2016–17	19	16	72	13	31	99	89	19	3
2017–18	18	17	73	14	32	96	90	21	3
2018–19	18	18	73	15	34	100	92	20	4
2019–20	17	19	73	15	33	102	89	21	3
2020–21	18	18	75	15	36	111	103	27	4

Financial Year	Financial and insurance services	Rental, hiring and real estate services	Professional, scientific and technical services	Administrative and support services	Public administration and safety	Education and training	Health care and social assistance	Arts and recreation services	Other Services	Total (excluding Transport, postal and warehousing)
					thousands					
2010–11	3	10	9	20	39	9	24	2	75	541
2011–12	3	10	9	21	39	9	25	2	74	546
2012–13	3	10	9	21	40	9	26	2	75	547
2013–14	3	10	9	21	39	10	26	2	81	550
2014–15	3	10	9	21	39	10	28	2	80	552
2015–16	4	10	10	24	41	10	28	3	78	568
2016–17	4	10	10	24	42	11	29	3	81	575
2017–18	4	10	10	26	43	11	30	3	84	585
2018–19	4	10	11	26	43	11	31	3	84	597
2019–20	4	10	11	27	42	11	33	3	80	593
2020–21	3	10	10	30	38	9	34	2	79	622

Note: In-house transport refers to transport activities undertaken outside of the Transport, postal and warehousing industry (for example retailers using their own vehicles). This encapsulates both own-account (or 'ancillary') production, which is not intended for market, and is consumed in the production of the industry's primary input, as well as secondary production of transport on a fee for-hire basis.

This data is labelled experimental and the methodology has changed from previous satellite accounts.

Source: *ABS, 2023, Australian Transport Economic Account: An Experimental Transport Satellite Account*

Table 1.2c Male in-house transport employment, by industry

Financial Year	Agriculture, forestry and fishing	Mining	Manufacturing	Electricity, gas, water and waste services	Construction	Wholesale Trade	Retail Trade	Accommodation and food services	Information media and telecommunications
					thousands				
2010–11	10	11	59	9	24	67	38	7	2
2011–12	10	13	58	9	25	68	37	7	2
2012–13	10	15	56	10	24	67	37	7	2
2013–14	10	15	55	10	24	66	37	7	2
2014–15	10	14	53	10	25	68	38	7	2
2015–16	13	14	53	10	28	66	39	9	2
2016–17	14	14	52	10	27	66	40	9	2
2017–18	13	14	52	11	28	65	40	9	2
2018–19	12	15	53	11	30	67	41	9	2
2019–20	11	15	53	12	29	68	40	9	2
2020–21	12	15	53	12	31	73	47	12	2

Financial Year	Financial and insurance services	Rental, hiring and real estate services	Professional, scientific and technical services	Administrative and support services	Public administration and safety	Education and training	Health care and social assistance	Arts and recreation services	Other Services	Total (excluding Transport, postal and warehousing)
					thousands					
2010–11	1	5	5	10	20	3	5	1	45	322
2011–12	1	5	5	10	21	3	5	1	42	323
2012–13	1	5	5	10	22	3	5	1	43	322
2013–14	1	5	5	10	20	3	6	1	46	323
2014–15	1	5	5	10	20	3	6	1	46	325
2015–16	2	5	6	12	21	3	6	1	44	335
2016–17	2	5	6	12	21	3	7	1	45	334
2017–18	2	5	6	13	23	3	6	1	47	341
2018–19	2	5	6	12	21	3	7	1	46	345
2019–20	2	5	6	13	22	3	7	1	44	343
2020–21	1	5	6	15	19	3	8	1	43	358

Note: In-house transport refers to transport activities undertaken outside of the Transport, postal and warehousing industry (for example retailers using their own vehicles). This encapsulates both own-account (or 'ancillary') production, which is not intended for market, and is consumed in the production of the industry's primary input, as well as secondary production of transport on a fee for-hire basis.

This data is labelled experimental and the methodology has changed from previous satellite accounts.

Source: *ABS, 2023, Australian Transport Economic Account: An Experimental Transport Satellite Account*

Table 1.2d Female in-house transport employment, by industry

Financial Year	Agriculture, forestry and fishing	Mining	Manufacturing	Electricity, gas, water and waste services	Construction	Wholesale Trade	Retail Trade	Accommodation and food services	Information media and telecommunications
					thousands				
2010–11	5	2	21	3	3	33	48	8	2
2011–12	4	3	20	3	3	34	48	8	2
2012–13	4	3	20	3	3	34	49	9	2
2013–14	4	3	20	3	3	33	48	8	2
2014–15	5	2	20	3	3	32	47	9	2
2015–16	6	3	19	3	4	30	49	10	2
2016–17	6	2	20	3	4	33	49	11	2
2017–18	6	3	20	3	4	31	50	12	2
2018–19	5	3	20	4	4	33	51	11	2
2019–20	6	3	20	4	4	34	50	11	2
2020–21	6	3	22	4	5	38	56	15	2

Financial Year	Financial and insurance services	Rental, hiring and real estate services	Professional, scientific and technical services	Administrative and support services	Public administration and safety	Education and training	Health care and social assistance	Arts and recreation services	Other Services	Total (excluding Transport, postal and warehousing)
					thousands					
2010–11	1	5	4	10	18	6	19	1	30	219
2011–12	1	5	4	11	18	6	20	1	31	222
2012–13	1	5	4	11	18	6	20	1	32	224
2013–14	1	5	4	11	19	7	20	1	35	227
2014–15	1	5	4	11	19	7	22	1	35	227
2015–16	2	5	4	12	20	7	22	1	34	234
2016–17	2	5	4	12	21	7	23	1	36	241
2017–18	2	5	5	14	20	8	23	1	37	244
2018–19	2	5	5	14	22	8	25	1	39	252
2019–20	2	5	5	14	21	8	25	1	36	249
2020–21	1	5	4	15	19	7	26	1	36	265

Note: In-house transport refers to transport activities undertaken outside of the Transport, postal and warehousing industry (for example retailers using their own vehicles). This encapsulates both own-account (or 'ancillary') production, which is not intended for market, and is consumed in the production of the industry's primary input, as well as secondary production of transport on a fee for-hire basis.

This data is labelled experimental and the methodology has changed from previous satellite accounts.

Source: *ABS, 2023, Australian Transport Economic Account: An Experimental Transport Satellite Account*

Table 1.3a Employment in major Australian transport industries, by gender

Calendar Year	Road Transport		Rail Transport		Water Transport		Air & Space Transport		Other Transport		Total
	Thousands										
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	
2000	174.14	30.92	25.65	5.10	6.41	2.84	38.72	17.91	6.28	1.83	309.78
2001	179.07	34.77	25.18	3.51	8.22	2.43	35.35	17.17	6.78	1.22	313.70
2002	174.78	29.45	24.55	3.89	5.61	2.29	27.59	17.59	5.60	1.31	292.65
2003	181.13	36.65	26.43	5.87	6.51	2.02	30.50	17.24	6.68	1.47	314.49
2004	186.22	32.67	24.08	5.82	9.73	3.67	23.79	16.51	7.18	2.05	311.74
2005	183.98	30.09	27.21	3.12	5.62	3.07	31.27	19.01	5.99	1.42	310.78
2006	193.35	35.49	27.90	5.23	8.95	3.43	26.94	19.03	4.92	2.69	327.92
2007	201.42	33.11	25.50	5.05	10.59	2.04	30.15	16.29	10.26	3.53	337.93
2008	194.27	34.02	42.32	6.17	7.28	2.17	29.28	19.45	7.08	1.86	343.89
2009	197.42	33.61	44.81	7.17	7.91	0.54	25.64	25.39	7.97	3.55	354.02
2010	184.08	30.93	35.79	11.12	5.01	2.18	32.89	19.23	6.70	2.61	330.54
2011	199.95	33.63	41.21	4.75	6.67	2.55	33.50	23.37	8.02	2.87	356.52
2012	189.03	33.34	39.10	7.34	6.03	2.11	30.23	18.89	5.39	3.82	335.29
2013	191.41	28.60	37.06	7.93	6.94	4.89	36.70	17.77	3.58	1.95	336.82
2014	213.89	38.38	35.55	5.58	6.84	1.74	34.32	22.90	5.19	1.66	366.04
2015	214.34	38.23	36.77	3.82	4.18	2.17	35.15	24.07	4.76	2.88	366.36
2016	225.67	41.83	28.00	8.85	4.04	2.32	32.88	21.57	4.59	2.44	372.20
2017	248.95	40.91	35.46	8.65	5.32	0.51	38.60	25.53	4.17	1.21	409.29
2018	239.12	43.81	35.85	7.50	5.58	1.56	37.11	16.84	4.30	1.66	393.34
2019	256.23	49.06	39.76	11.02	5.74	2.10	39.24	23.88	3.42	3.27	433.71
2020	233.51	49.03	35.55	13.74	5.24	4.60	25.76	14.50	4.71	3.66	390.31
2021	232.57	36.17	35.58	6.92	6.10	2.39	28.45	9.39	4.77	5.57	367.89
2022	236.34	38.94	32.91	12.28	4.87	4.15	26.89	22.56	3.55	3.90	386.38
2023	260.84	49.44	36.47	16.88	7.93	2.77	38.32	18.95	4.10	3.41	439.11
2024	245.61	51.79	34.75	11.15	8.85	3.97	33.17	14.19	5.09	4.59	413.15

Notes: Annual data is as at August of each calendar year

Total included the listed transport industries and not the entire industry as a whole

Source: *ABS, 2024, Labour Force Australia, detailed*

Table 1.3b Employment in major Australian transport industries by gender, percentages

Calendar Year	Road Transport		Rail Transport		Water Transport		Air & Space Transport		Other Transport		Total Transport	
	Percentage %											
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2000	84.9%	15.1%	83.4%	16.6%	69.3%	30.7%	68.4%	31.6%	77.4%	22.6%	81.1%	18.9%
2001	83.7%	16.3%	87.8%	12.2%	77.1%	22.9%	67.3%	32.7%	84.8%	15.2%	81.2%	18.8%
2002	85.6%	14.4%	86.3%	13.7%	71.0%	29.0%	61.1%	38.9%	81.1%	18.9%	81.4%	18.6%
2003	83.2%	16.8%	81.8%	18.2%	76.3%	23.7%	63.9%	36.1%	82.0%	18.0%	79.9%	20.1%
2004	85.1%	14.9%	80.5%	19.5%	72.6%	27.4%	59.0%	41.0%	77.8%	22.2%	80.5%	19.5%
2005	85.9%	14.1%	89.7%	10.3%	64.7%	35.3%	62.2%	37.8%	80.9%	19.1%	81.8%	18.2%
2006	84.5%	15.5%	84.2%	15.8%	72.3%	27.7%	58.6%	41.4%	64.6%	35.4%	79.9%	20.1%
2007	85.9%	14.1%	83.5%	16.5%	83.9%	16.1%	64.9%	35.1%	74.4%	25.6%	82.2%	17.8%
2008	85.1%	14.9%	87.3%	12.7%	77.0%	23.0%	60.1%	39.9%	79.2%	20.8%	81.5%	18.5%
2009	85.5%	14.5%	86.2%	13.8%	93.6%	6.4%	50.2%	49.8%	69.2%	30.8%	80.2%	19.8%
2010	85.6%	14.4%	76.3%	23.7%	69.7%	30.3%	63.1%	36.9%	71.9%	28.1%	80.0%	20.0%
2011	85.6%	14.4%	89.7%	10.3%	72.3%	27.7%	58.9%	41.1%	73.6%	26.4%	81.2%	18.8%
2012	85.0%	15.0%	84.2%	15.8%	74.1%	25.9%	61.5%	38.5%	58.5%	41.5%	80.5%	19.5%
2013	87.0%	13.0%	82.4%	17.6%	58.7%	41.3%	67.4%	32.6%	64.8%	35.2%	81.9%	18.1%
2014	84.8%	15.2%	86.4%	13.6%	79.8%	20.2%	60.0%	40.0%	75.8%	24.2%	80.8%	19.2%
2015	84.9%	15.1%	90.6%	9.4%	65.8%	34.2%	59.4%	40.6%	62.3%	37.7%	80.6%	19.4%
2016	84.4%	15.6%	76.0%	24.0%	63.5%	36.5%	60.4%	39.6%	65.3%	34.7%	79.3%	20.7%
2017	85.9%	14.1%	80.4%	19.6%	91.3%	8.7%	60.2%	39.8%	77.5%	22.5%	81.2%	18.8%
2018	84.5%	15.5%	82.7%	17.3%	78.2%	21.8%	68.8%	31.2%	72.2%	27.8%	81.9%	18.1%
2019	83.9%	16.1%	78.3%	21.7%	73.2%	26.8%	62.2%	37.8%	51.1%	48.9%	79.4%	20.6%
2020	82.6%	17.4%	72.1%	27.9%	53.2%	46.8%	64.0%	36.0%	56.3%	43.7%	78.1%	21.9%
2021	86.5%	13.5%	83.7%	16.3%	71.9%	28.1%	75.2%	24.8%	46.1%	53.9%	83.6%	16.4%
2022	85.9%	14.1%	72.8%	27.2%	54.0%	46.0%	54.4%	45.6%	47.6%	52.4%	78.8%	21.2%
2023	84.1%	15.9%	68.4%	31.6%	74.1%	25.9%	66.9%	33.1%	54.6%	45.4%	79.2%	20.8%
2024	82.6%	17.4%	75.7%	24.3%	69.0%	31.0%	70.0%	30.0%	52.6%	47.4%	79.3%	20.7%

Notes: Annual data is as at August of each calendar year

Total included the listed transport industries and not the entire industry as a whole

Source: *ABS, 2024, Labour Force Australia, detailed*

Table 1.3c Employment in Transport, postal and warehousing industries, by gender

Calendar Year	Transport, postal and warehousing			
	Thousands		*Percentage*	
	Male	**Female**	**Male**	**Female**
2010	438.0	124.7	77.8%	22.2%
2011	453.4	122.9	78.7%	21.3%
2012	434.8	114.0	79.2%	20.8%
2013	457.1	125.4	78.5%	21.5%
2014	459.0	136.0	77.1%	22.9%
2015	465.3	145.9	76.1%	23.9%
2016	470.1	137.9	77.3%	22.7%
2017	495.5	137.0	78.3%	21.7%
2018	503.6	134.1	79.0%	21.0%
2019	519.1	145.5	78.1%	21.9%
2020	465.5	148.0	75.9%	24.1%
2021	492.9	142.3	77.6%	22.4%
2022	530.9	161.5	76.7%	23.3%
2023	551.3	174.5	76.0%	24.0%
2024	547.3	157.7	77.6%	22.4%

Note: Annual data is as at November of each calendar year

Source: *ABS, 2024, Labour Force Australia, detailed*

Table 1.3d Employment in Transport, Postal Warehousing, by position title by gender

Calendar Year	Managers		Profesional		Technician		Community		Clerical and Administrative Workers		Sale workers		Machinery		Labourers		Total	
	Sum of Employed total ('000)																	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Aug-2004	30.5	8.4	20.0	7.4	24.4	1.4	8.2	15.7	52.1	59.4	8.1	15.3	194.2	10.6	25.2	6.5	362.6	124.7
Aug-2005	34.7	8.5	25.2	6.4	27.8	0.3	8.7	13.2	56.0	53.7	9.6	14.8	194.2	9.6	25.7	6.7	381.9	113.3
Aug-2006	35.8	9.9	25.2	6.4	21.6	0.8	8.5	8.2	62.8	59.3	6.0	11.6	201.1	11.5	22.5	9.6	383.5	117.5
Aug-2007	34.1	9.3	24.1	6.5	23.5	1.1	7.9	8.8	74.3	61.9	8.0	13.0	218.5	14.6	23.1	7.7	413.4	122.9
Aug-2008	37.5	11.6	28.9	8.4	25.1	1.1	5.6	10.3	77.3	55.2	9.8	10.6	224.9	17.0	34.9	8.2	443.9	122.5
Aug-2009	44.3	10.3	33.5	11.5	28.7	0.0	7.7	12.0	66.8	61.6	11.4	18.3	216.7	13.1	26.4	9.3	435.5	136.1
Aug-2010	42.4	10.3	30.1	9.3	27.6	0.8	6.1	12.4	71.7	54.1	6.1	16.1	223.1	14.7	30.9	7.2	438.0	124.7
Aug-2011	43.6	10.3	33.9	8.0	23.1	1.5	7.9	10.9	68.6	56.1	4.6	13.8	245.0	17.5	26.8	4.7	453.4	122.9
Aug-2012	42.8	7.5	29.7	6.8	26.4	2.4	6.9	10.2	66.2	54.8	9.7	11.4	228.8	13.6	24.3	7.4	434.8	114.0
Aug-2013	43.7	8.5	35.0	9.8	21.9	0.1	7.3	9.6	77.7	60.6	11.2	11.4	230.4	15.6	29.9	9.8	457.1	125.4
Aug-2014	42.4	10.5	31.3	10.8	30.5	4.9	7.8	10.7	61.8	58.0	6.4	17.8	252.6	19.5	26.3	3.6	459.0	136.0
Aug-2015	43.9	14.0	33.3	8.7	23.0	1.1	7.3	12.7	69.3	70.1	9.3	16.2	259.3	17.2	20.0	5.8	465.3	145.9
Aug-2016	44.8	14.3	25.0	12.1	20.5	0.6	6.8	9.8	77.5	59.7	5.5	14.4	264.1	18.2	25.9	8.8	470.1	137.9
Aug-2017	40.1	17.6	30.6	6.1	25.7	1.0	9.7	12.0	73.7	55.3	12.2	17.6	279.1	21.3	24.4	6.1	495.5	137.0
Aug-2018	44.4	17.2	40.8	8.4	20.1	0.0	7.0	10.1	70.5	58.0	11.9	15.5	280.7	17.0	28.2	7.7	503.6	134.1
Aug-2019	37.5	13.3	41.5	16.3	27.1	0.9	8.9	12.4	74.6	51.7	7.0	14.0	295.7	27.4	26.8	9.6	519.1	145.5
Aug-2020	40.5	16.6	24.3	10.2	22.8	1.9	11.3	7.2	68.9	60.2	6.4	13.4	273.8	29.0	17.5	9.5	465.5	148.0
Aug-2021	43.3	13.3	33.5	12.1	25.7	0.4	6.0	5.8	68.6	65.6	10.4	10.3	281.4	24.7	24.0	10.2	492.9	142.3
Aug-2022	42.3	20.9	33.6	14.0	27.7	1.5	7.0	11.6	78.4	56.7	5.7	13.3	311.9	40.0	24.2	3.5	530.9	161.5
Aug-2023	38.8	21.5	42.0	17.4	34.7	2.0	13.9	13.9	73.3	68.4	10.4	12.9	312.8	29.0	25.4	9.4	551.3	174.5
Aug-2024	47.0	19.9	48.5	14.3	23.2	1.7	9.6	11.3	76.2	61.4	8.5	10.9	311.6	29.1	22.6	9.0	547.3	157.7

Source: *ABS, 2024, Labour Force Australia, detailed*

Table 1.3e Employment in Transport, Postal Warehousing, by position title by gender, percentages

Calendar Year	Managers		Profesional		Technician		Community		Clerical and Administrative Workers		Sale workers		Machinery		Labourers		Total	
	Percentage %																	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Aug-2004	78.4	21.6	73.0	27.0	94.6	5.4	34.4	65.6	46.7	53.3	34.6	65.4	94.8	5.2	79.6	20.4	74.4	25.6
Aug-2005	80.3	19.7	79.7	20.3	98.9	1.1	39.8	60.2	51.1	48.9	39.4	60.6	95.3	4.7	79.2	20.8	77.1	22.9
Aug-2006	78.3	21.7	79.6	20.4	96.2	3.8	50.7	49.3	51.4	48.6	33.9	66.1	94.6	5.4	70.2	29.8	76.5	23.5
Aug-2007	78.6	21.4	78.9	21.1	95.6	4.4	47.1	52.9	54.5	45.5	38.3	61.7	93.7	6.3	74.9	25.1	77.1	22.9
Aug-2008	76.3	23.7	77.5	22.5	95.9	4.1	35.2	64.8	58.3	41.7	48.0	52.0	93.0	7.0	81.0	19.0	78.4	21.6
Aug-2009	81.1	18.9	74.4	25.6	100.0	0.0	39.2	60.8	52.0	48.0	38.5	61.5	94.3	5.7	74.0	26.0	76.2	23.8
Aug-2010	80.5	19.5	76.3	23.7	97.3	2.7	33.0	67.0	57.0	43.0	27.5	72.5	93.8	6.2	81.0	19.0	77.8	22.2
Aug-2011	80.9	19.1	80.8	19.2	93.8	6.2	42.2	57.8	55.0	45.0	25.1	74.9	93.3	6.7	84.9	15.1	78.7	21.3
Aug-2012	85.2	14.8	81.5	18.5	91.6	8.4	40.4	59.6	54.7	45.3	45.9	54.1	94.4	5.6	76.6	23.4	79.2	20.8
Aug-2013	83.6	16.4	78.1	21.9	99.3	0.7	43.2	56.8	56.2	43.8	49.8	50.2	93.7	6.3	75.3	24.7	78.5	21.5
Aug-2014	80.1	19.9	74.3	25.7	86.1	13.9	42.1	57.9	51.6	48.4	26.6	73.4	92.8	7.2	87.9	12.1	77.1	22.9
Aug-2015	75.8	24.2	79.3	20.7	95.4	4.6	36.5	63.5	49.7	50.3	36.3	63.7	93.8	6.2	77.7	22.3	76.1	23.9
Aug-2016	75.8	24.2	67.5	32.5	96.9	3.1	41.0	59.0	56.5	43.5	27.6	72.4	93.6	6.4	74.7	25.3	77.3	22.7
Aug-2017	69.5	30.5	83.4	16.6	96.4	3.6	44.7	55.3	57.1	42.9	40.9	59.1	92.9	7.1	80.0	20.0	78.3	21.7
Aug-2018	72.1	27.9	82.9	17.1	99.8	0.2	40.8	59.2	54.8	45.2	43.5	56.5	94.3	5.7	78.5	21.5	79.0	21.0
Aug-2019	73.8	26.2	71.9	28.1	96.6	3.4	41.7	58.3	59.0	41.0	33.3	66.7	91.5	8.5	73.7	26.3	78.1	21.9
Aug-2020	71.0	29.0	70.4	29.6	92.4	7.6	61.1	38.9	53.4	46.6	32.3	67.7	90.4	9.6	64.7	35.3	75.9	24.1
Aug-2021	76.5	23.5	73.4	26.6	98.6	1.4	51.0	49.0	51.1	48.9	50.3	49.7	91.9	8.1	70.2	29.8	77.6	22.4
Aug-2022	67.0	33.0	70.6	29.4	94.9	5.1	37.7	62.3	58.0	42.0	30.1	69.9	88.6	11.4	87.5	12.5	76.7	23.3
Aug-2023	64.4	35.6	70.7	29.3	94.6	5.4	50.0	50.0	51.7	48.3	44.7	55.3	91.5	8.5	72.9	27.1	76.0	24.0
Aug-2024	70.3	29.7	77.2	22.8	93.1	6.9	45.9	54.1	55.4	44.6	43.9	56.1	91.4	8.6	71.6	28.4	77.6	22.4

Source: *ABS, 2024, Labour Force Australia, detailed*

Table 1.3f Leadership positions held in Transport, postal and warehousing industries, by gender

Reporting period	Chief Executive Officers (CEO)		Key Management Personnel (KMPs)		Chair Persons		Directors		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2014–15	166	12	659	140	112	10	672	92	1 609	254
2015–16	183	14	693	177	196	18	1 056	159	2 128	368
2016–17	183	11	663	169	177	19	1 021	184	2 044	383
2017–18	188	12	594	148	231	25	1 019	174	2 032	359
2018–19	223	21	650	186	226	26	1 133	218	2 232	451
2019–20	214	16	659	191	237	19	1 148	234	2 258	460

Source: *ABS, 2020, Gender Indicators, Australia*

Table 1.3g Composition of managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by number

Reporting period	Chief executive officers		Key management personnel or heads of business		Other executives/ general managers		Senior managers		Other managers		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2020–21	153	5	586	202	748	223	2 228	769	7 532	2 895	11 247	4 094
2021–22	156	9	658	200	784	221	2 222	797	7 895	2 864	11 715	4 091
2022–23	170	15	775	271	788	253	2 428	861	8 292	3 184	12 453	4 584

Source: *WGEA, 2024, Data explorer*

Table 1.3h Composition of managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by percentage

Reporting period	Chief executive officers		Key management personnel or heads of business		Other executives/ general managers		Senior managers		Other managers		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2020–21	97%	3%	74%	26%	77%	23%	74%	26%	72%	28%	73%	27%
2021–22	95%	5%	77%	23%	78%	22%	74%	26%	73%	27%	74%	26%
2022–23	92%	8%	74%	26%	76%	24%	74%	26%	72%	28%	73%	27%

Source: *WGEA, 2043, Data explorer*

Table 1.3i Composition of non-managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by number

Reporting period	Clerical, administrative and sales staff		Community and personal service		Labourers		Machinery operators and drivers		Professionals		Technicians and trade		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2020–21	9 913	13 470	4 934	11 199	16 108	2 956	55 703	5 463	14 419	5 836	13 299	1 065	114 834	40 117
2021–22	7 954	11 735	3 814	9 430	15 723	3 649	63 112	6 828	16 141	6 149	13 262	960	120 283	38 852
2022–23	8 999	12 771	3 344	7 352	15 834	4 112	68 553	9 106	19 652	10 452	13 225	950	129 824	44 815

Note: The total includes other staff, whose work was not defined by the other categories

Source: *WGEA, 2024, Data explorer*

Table 1.3j Composition of non-managerial staff positions in Transport, Postal and Warehousing for non-public sector organisations over 100 employees, by percentage

Reporting period	Clerical, administrative and sales staff		Community and personal service		Labourers		Machinery operators and drivers		Professionals		Technicians and trade		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2020–21	42%	58%	31%	69%	84%	16%	91%	9%	71%	29%	93%	7%	74%	26%
2021–22	40%	60%	29%	71%	81%	19%	90%	10%	72%	28%	43%	57%	76%	24%
2022–23	41%	59%	31%	69%	79%	21%	88%	12%	65%	35%	93%	7%	74%	26%

Note: The total includes other staff, whose work was not defined by the other categories

Source: *WGEA, 2024, Data explorer*

Table 1.4 Female Labour Force Participation in Transport, Postal and Warehousing, by age of youngest dependent child as a comparison to the total workforce

Average over financial year	Age of youngest child							
	Number of females in Transport, Postal and Warehousing		Number of females in the total workforce*		Percentage of females in Transport, Postal and Warehousing		Percentage of females in total workforce*	
	Females with youngest child age 0–5	Females with youngest child age 6–14	Females with youngest child age 0–5	Females with youngest child age 6–14	Females with youngest child age 0–5	Females with youngest child age 6–14	Females with youngest child age 0–5	Females with youngest child age 6–14
	thousand ('000)				*Percentage*			
2009–10	19.0	21.9	610.1	801.1	3.4%	3.9%	5.56%	7.30%
2010–11	16.0	21.8	645.1	805.3	2.8%	3.8%	5.80%	7.24%
2011–12	13.7	18.9	679.5	805.1	2.5%	3.4%	6.03%	7.15%
2012–13	17.7	18.9	712.8	804.1	3.0%	3.2%	6.27%	7.08%
2013–14	16.3	20.4	740.3	818.3	2.7%	3.4%	6.40%	7.07%
2014–15	19.9	21.6	780.0	815.0	3.3%	3.5%	6.67%	6.96%
2015–16	18.3	24.4	776.0	841.7	3.0%	4.0%	6.52%	7.07%
2016–17	15.7	24.1	792.8	865.0	2.5%	3.8%	6.47%	7.06%
2017–18	18.4	23.8	815.4	924.3	2.9%	3.7%	6.50%	7.37%
2018–19	19.9	26.0	863.9	959.9	3.0%	3.9%	6.72%	7.46%
2019–20	12.8	21.9	862.7	973.7	2.1%	3.6%	6.87%	7.75%
2020–21	17.5	24.6	874.4	1007.0	2.8%	3.9%	6.78%	7.81%
2021–22	19.6	26.0	922.8	1030.3	2.8%	3.8%	6.79%	7.58%

* Note: Total workforce includes the number of females in all industry sectors of employment as reported by ABS

Sources: *ABS, 2020, Gender Indicators, Australia*

ABS, 2023, Labour Force Australia, detailed

ABS, 2023, Customised Data Services

Table 1.5 Australian average weekly earnings, transport industry (2022–23 prices, adjusted by CPI)

May reference month	Road	Rail	Water	Air and space	Other Transport	All industries
			$			
1996	1 216.36	1 585.64	1 330.64	1 662.16	966.93	1 140.24
1998	1 260.96	1 652.64	2 082.57	2 000.55	* 926.39	1 197.39
2000	1 217.34	1 780.49	2 070.59	2 060.56		1 235.31
2002	1 310.11	1 782.67	1 509.51	1 736.51		1 210.66
2004	1 286.60	1 888.28	*1 453.76	1 747.94		1 244.65
1905	1 414.15	2 231.20	1 696.20	1 831.16		1 280.28
2008	1 420.30	2 010.59	2 053.44	1 919.03	1 614.82	1 338.69
2010	1 325.19	2 187.39	2 520.07	2 312.14	847.09	1 345.56
2012	1 353.76	2 375.99	2 018.69	2 124.08	1 560.47	1 419.20
2014	1 492.06	2 355.93	2 233.72	1 852.82	*1 295.42	1 431.77
2016	1 485.64	2 436.81		2 166.29	1 480.43	1 446.70
2018	1 555.44	2 304.55	1 799.41	2 177.71	*1 745.00	1 467.80
2021	1 610.93	2 542.21	2 421.70	2 246.20	1 906.49	1 517.48
2023	1 638.60	2 629.70	2 702.10	2 193.80	1 545.10	1 450.80

See end notes

* Use estimate with caution as it is subject to a relative standard error between 25 per cent and 50 per cent

Sources: *ABS, 2024, Employee Earnings and Hours, Australia*
ABS, 2024, Consumer Price Index
Unpublished data

Table 1.6 Australian producer price indexes, transport industry

Financial year	Transport					Water transport support services			Airport operations and other air transport support services	Customs agency services
	Road freight	Rail freight	Water freight	Pipeline transport	Postal and courier services	Stevedoring services	Port and water transport terminal operations	Other water transport support services		
	base of each index: 2011–12 = 100									
1996-97		79.4				108.4				
1997-98	64.8	76.1				102.0				
1998-99	65.6	72.4	90.7			100.3		74.4	94.3	82.3
1999-00	66.2	68.3	94.2			100.3		69.6	91.7	82.3
2000-01	67.6	69.0	99.7	72.2		98.1		69.7	87.1	83.7
2001-02	68.8	68.6	99.3	73.0	77.6	95.9	62.8	69.7	86.3	84.1
2002-03	70.4	68.6	96.5	73.3	79.1	93.7	63.2	72.8	91.2	85.6
2003-04	72.3	69.2	95.5	72.1	80.5	92.1	63.1	73.8	90.7	86.6
2004-05	75.9	70.0	103.8	76.5	82.2	95.4	66.1	75.1	91.5	88.2
2005-06	80.6	70.9	101.0	76.2	84.1	94.6	67.5	75.0	95.1	90.1
2006-07	83.2	72.4	100.3	76.4	85.7	98.9	72.9	80.5	94.2	90.9
2007-08	86.4	73.8	98.5	79.4	86.6	97.2	75.9	80.1	96.9	91.7
2008-09	92.5	80.3	108.9	89.5	90.2	98.9	80.0	81.2	97.3	94.1
2009-10	92.0	86.8	99.3	92.5	91.5	100.4	89.9	88.3	98.6	95.0
2010-11	95.9	91.8	97.3	96.6	96.4	99.6	96.2	96.9	99.2	96.4
2011-12	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
2012-13	104.2	101.9	107.8	103.1	101.6	102.4	108.6	103.8	102.7	100.3
2013-14	106.3	102.6	104.2	102.6	107.7	103.0	110.7	109.1	106.4	102.8
2014-15	107.2	100.5	101.3	102.7	112.7	102.2	113.0	112.4	109.2	102.7
2015-16	105.5	101.7	103.9	103.3	119.9	101.9	113.8	114.8	111.7	100.8
2016-17	106.5	111.4	92.6	102.1	128.7	101.2	115.8	114.4	113.5	95.3
2017-18	108.6	120.9	90.5	106.2	134.4	100.6	119.9	143.0	116.3	91.4
2018-19	111.6	123.3	96.9	109.7	140.2	99.6	122.7	157.2	118.4	94.0
2019-20	113.4	124.1	103.6	110.7	144.9	101.1	123.2	160.5	119.4	97.0
2020-21	112.6	123.8	120.3	111.1	147.7	105.9	124.8	160.5	124.5	91.6
2021-22	118.5	128.1	270.5	111.9	154.4	112.0	127.6	152.1	129.3	94.3
2022-23	130.6	137.6	279.4	117.8	164.5	118.4	134.0	147.7	123.5	95.3
2023-24	133.1	141.3	189.5	123.1	171.4	128.3	146.9	137.8	130.7	95.8

Note: Data are not readily available for missing years

Source: *Australian Bureau of Statistics, 2024, Producer Price Indexes, Australia*

Chapter 2:
Infrastructure Construction

This chapter provides information on Australian measures of infrastructure engineering construction work done for public and private sectors. These are classified as: transport (roads, rail, harbours, etc), energy (electricity and gas transmission networks, etc), telecommunications networks, and water supply and distribution networks. Data is sourced from the Australian Bureau of Statistics, Engineering Construction Activity, Australia publication.

Transport infrastructure engineering construction work done recorded a new all-time high of **$51 billion** (adjusted by chain volume index) in 2023–24. This accounted for **53 per cent** of the value of infrastructure construction work done in Australia (including transport, energy, telecommunications and water).

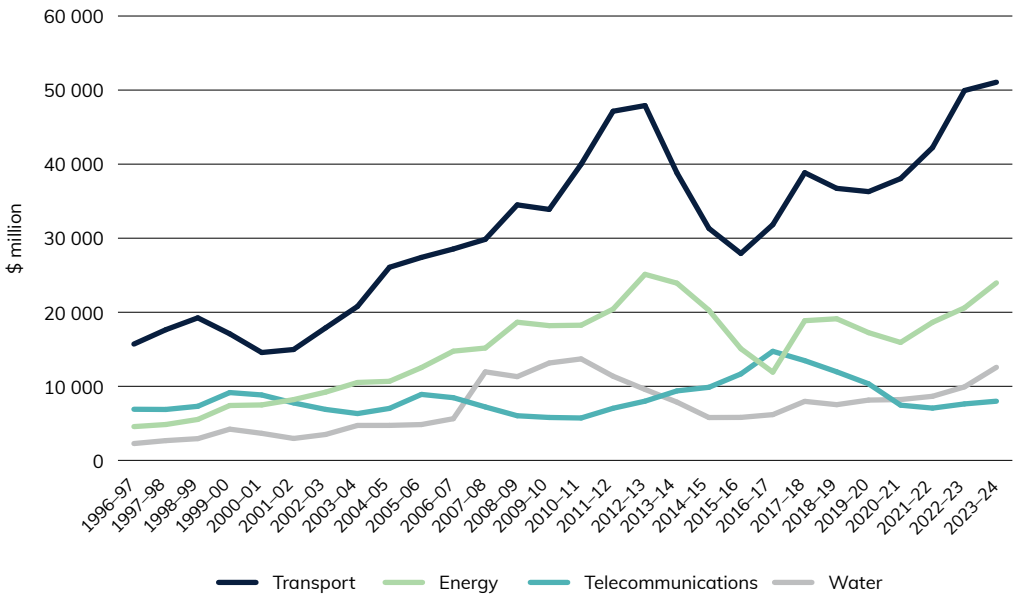
In 2023–24, the value of road engineering construction work done was:

$33 billion on roads and bridges

$16 billion on railways

$1.5 billion on harbours.

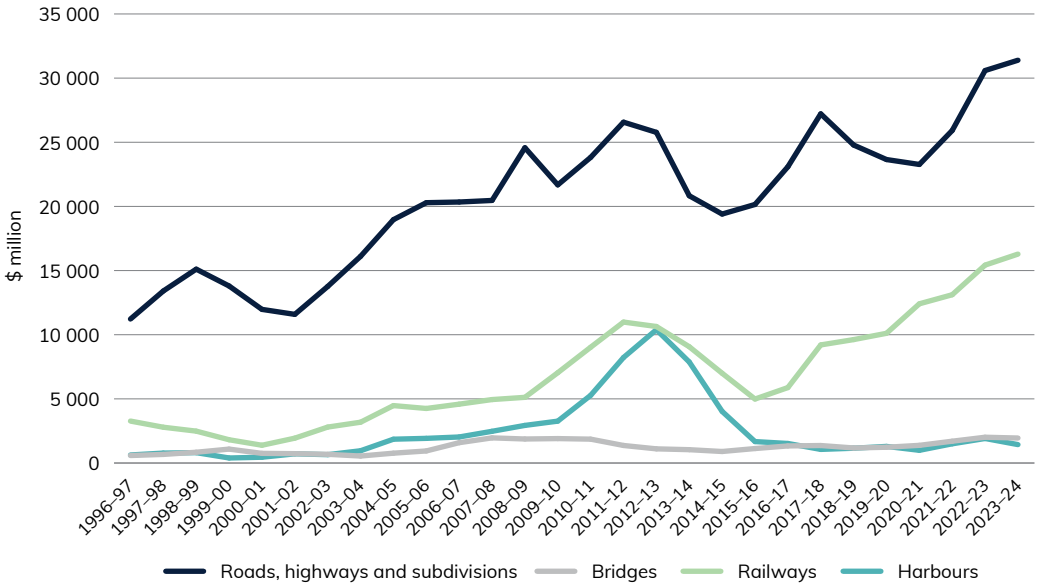
Figure 3 Infrastructure construction activity, adjusted by chain volume index



Source: ABS, 2023, Engineering Construction Activity, Australia

Figure 3 and Figure 4 show the change in infrastructure investment activity in Australia over time. Transport, water and energy investment increased relatively consistently until roughly 2012–13, when they each experienced a notable fall. They have recovered in recent years, however, with the Transport sector reaching its new highest point of $51 billion in 2023–24 (Figure 3).

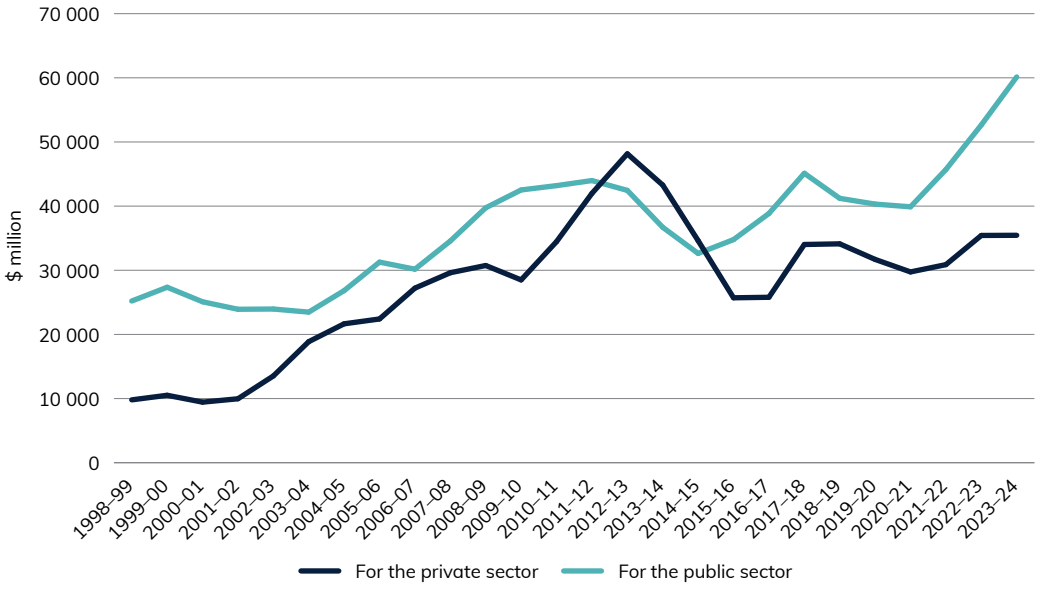
Figure 4 **Total value of transport infrastructure engineering construction work done, adjusted by chain volume index, 2023–24 prices**



Source: *ABS, 2023, Engineering Construction Activity, Australia*

Figure 4 shows the value of engineering Construction activity on different modes of transport. Both road (including bridges) ($33 billion) and railways ($16 billion) have recorded record highs two years in a row.

Figure 5 **Infrastructure construction activity, adjusted by chain volume index**



Source: *ABS, 2023, Engineering Construction Activity, Australia*

Figure 5 illustrates the private and public sector changes in Australian infrastructure expenditure.

Table 2.1a Value of infrastructure engineering construction work done for the private sector, adjusted by chain volume index, 2023–24 prices

Financial year	Transport	Energy	Tele-communications	Water	Total private infra-structure engineering construction work done
			$ million		
1996–97	4 116.5	1 607.7	411.8	486.1	6 622.1
1997–98	5 495.6	2 197.7	164.1	589.2	8 446.6
1998–99	6 225.4	2 772.5	267.3	533.4	9 798.6
1999–00	4 800.0	4 141.2	820.2	753.0	10 514.5
2000–01	3 330.3	3 838.4	1 422.4	851.4	9 442.6
2001–02	4 360.1	4 134.7	810.1	663.5	9 968.3
2002–03	6 947.8	4 841.8	770.7	964.1	13 524.4
2003–04	9 583.6	6 034.0	1 622.5	1 630.9	18 871.2
2004–05	12 855.7	5 643.1	1 855.4	1 299.8	21 654.0
2005–06	13 179.2	5 471.7	2 299.8	1 457.2	22 407.9
2006–07	12 960.3	6 825.9	5 966.2	1 465.0	27 217.4
2007–08	12 696.6	7 076.7	7 164.8	2 677.8	29 615.9
2008–09	13 148.1	9 202.8	5 941.2	2 452.1	30 744.3
2009–10	11 620.8	7 957.8	5 519.3	3 398.9	28 496.8
2010–11	15 111.7	8 742.0	5 323.7	5 284.2	34 461.5
2011–12	21 565.1	10 244.6	6 277.4	3 894.9	41 982.1
2012–13	23 506.1	15 442.3	6 317.6	2 886.4	48 152.3
2013–14	18 393.8	15 893.0	6 568.8	2 425.7	43 281.2
2014–15	13 264.2	13 320.6	6 247.9	1 785.9	34 618.5
2015–16	7 980.6	9 593.0	6 614.6	1 520.6	25 708.8
2016–17	8 409.1	7 710.7	8 133.8	1 535.8	25 789.5
2017–18	9 010.3	15 229.2	7 342.3	2 436.6	34 018.4
2018–19	11 188.7	15 545.4	5 361.5	2 022.9	34 118.5
2019–20	11 731.6	13 635.3	4 491.7	1 832.5	31 691.2
2020–21	11 567.7	11 471.5	4 482.5	2 220.6	29 742.5
2021–22	11 397.9	12 621.0	4 556.8	2 301.3	30 877.0
2022–23	13 506.3	14 816.2	4 824.0	2 279.6	35 426.0
2023–24	12 211.6	16 097.0	4 453.6	2 689.3	35 451.5

Sources: *ABS, 2024, Engineering Construction Activity*
ABS, 2024, Consumer Price Index

Table 2.1b Value of infrastructure engineering construction work done for the public sector, adjusted by chain volume index, 2023–24 prices

Financial year	Transport	Energy	Tele-communications	Water	Total public infra-structure engineering construction work done
			$ *million*		
1996–97	11 588.0	2 950.3	6 487.7	1 784.1	22 810.0
1997–98	12 150.6	2 644.2	6 709.8	2 077.9	23 582.5
1998–99	13 020.2	2 753.9	7 032.9	2 398.1	25 205.1
1999–00	12 290.1	3 268.0	8 334.8	3 459.4	27 352.3
2000–01	11 233.2	3 645.7	7 411.4	2 799.6	25 089.9
2001–02	10 609.9	4 070.5	6 944.9	2 294.3	23 919.6
2002–03	10 944.7	4 372.4	6 109.7	2 532.2	23 959.0
2003–04	11 207.2	4 485.4	4 696.7	3 085.9	23 475.1
2004–05	13 214.2	5 031.1	5 161.2	3 422.4	26 828.9
2005–06	14 226.5	7 057.6	6 607.1	3 378.5	31 269.7
2006–07	15 585.9	7 921.2	2 497.7	4 161.6	30 166.4
2007–08	17 147.2	8 091.6	50.4	9 275.2	34 564.5
2008–09	21 350.4	9 450.0	83.6	8 854.4	39 738.4
2009–10	22 265.0	10 233.5	272.6	9 748.5	42 519.7
2010–11	24 870.0	9 508.9	398.1	8 416.2	43 193.2
2011–12	25 577.2	10 180.5	757.9	7 466.7	43 982.3
2012–13	24 401.6	9 679.1	1 676.0	6 696.0	42 452.7
2013–14	20 413.9	8 035.5	2 812.1	5 437.8	36 699.4
2014–15	18 059.0	6 950.1	3 617.5	3 997.8	32 624.4
2015–16	19 957.7	5 483.8	5 054.2	4 281.5	34 777.3
2016–17	23 416.8	4 199.5	6 592.6	4 640.2	38 849.1
2017–18	29 834.9	3 631.9	6 123.1	5 529.7	45 119.7
2018–19	25 541.1	3 573.6	6 599.3	5 497.2	41 211.2
2019–20	24 556.5	3 607.3	5 842.5	6 308.8	40 315.0
2020–21	26 479.9	4 450.8	2 971.4	5 988.2	39 890.3
2021–22	30 835.0	6 018.7	2 499.1	6 351.0	45 703.8
2022–23	36 432.8	5 777.4	2 798.0	7 644.1	52 652.3
2023–24	38 851.4	7 872.3	3 537.0	9 876.2	60 136.8

Sources: *ABS, 2024, Engineering Construction Activity*
ABS, 2024, Consumer Price Index

Table 2.1c Value of infrastructure engineering construction work done, adjusted by chain volume index, 2023–24 prices

Financial year	Transport	Energy	Tele-communications	Water	Total infrastructure engineering construction work done
			$ *million*		
1996–97	15 704.4	4 558.0	6 899.5	2 270.2	29 432.1
1997–98	17 646.2	4 841.8	6 873.9	2 667.2	32 029.1
1998–99	19 245.6	5 526.4	7 300.2	2 931.5	35 003.7
1999–00	17 090.1	7 409.2	9 155.0	4 212.5	37 866.8
2000–01	14 563.5	7 484.1	8 833.8	3 651.1	34 532.6
2001–02	14 970.0	8 205.2	7 755.0	2 957.8	33 887.9
2002–03	17 892.5	9 214.2	6 880.4	3 496.3	37 483.4
2003–04	20 790.8	10 519.4	6 319.2	4 716.9	42 346.3
2004–05	26 069.9	10 674.1	7 016.7	4 722.2	48 482.8
2005–06	27 405.7	12 529.3	8 906.9	4 835.7	53 677.6
2006–07	28 546.2	14 747.2	8 463.9	5 626.5	57 383.8
2007–08	29 843.9	15 168.3	7 215.2	11 953.0	64 180.4
2008–09	34 498.5	18 652.8	6 024.8	11 306.5	70 482.7
2009–10	33 885.8	18 191.3	5 791.9	13 147.5	71 016.5
2010–11	39 981.7	18 250.9	5 721.8	13 700.4	77 654.7
2011–12	47 142.3	20 425.1	7 035.3	11 361.6	85 964.4
2012–13	47 907.7	25 121.4	7 993.6	9 582.3	90 605.0
2013–14	38 807.7	23 928.5	9 380.9	7 863.5	79 980.7
2014–15	31 323.1	20 270.7	9 865.3	5 783.7	67 242.9
2015–16	27 938.4	15 076.8	11 668.8	5 802.1	60 486.1
2016–17	31 825.9	11 910.2	14 726.4	6 176.0	64 638.6
2017–18	38 845.2	18 861.1	13 465.4	7 966.3	79 138.0
2018–19	36 729.8	19 119.1	11 960.8	7 520.1	75 329.7
2019–20	36 288.1	17 242.6	10 334.2	8 141.4	72 006.2
2020–21	38 047.7	15 922.3	7 453.9	8 208.9	69 632.7
2021–22	42 232.9	18 639.7	7 055.9	8 652.3	76 580.8
2022–23	49 939.1	20 593.6	7 622.0	9 923.7	88 078.3
2023–24	51 062.9	23 969.3	7 990.5	12 565.5	95 588.3

Sources: *ABS, 2024, Engineering Construction Activity*
ABS, 2024, Consumer Price Index

Table 2.2a Value of transport infrastructure engineering construction work done, for the private sector, adjusted by chain volume index, 2023–24 prices

Financial year	Roads, highways and subdivisions	Bridges	Railways	Harbours	Transport infrastructure engineering construction work done	Transport percentage of total infrastructure engineering construction work done
		$ million				*per cent*
1996–97	3 636.9	84.9	197.3	197.3	4 116.5	14.0
1997–98	4 521.7	57.3	416.4	500.2	5 495.6	17.2
1998–99	5 227.5	153.3	380.0	464.5	6 225.4	17.8
1999–00	4 009.3	243.1	360.9	186.6	4 800.0	12.7
2000–01	2 893.6	28.9	206.1	201.6	3 330.3	9.6
2001–02	3 454.6	73.1	602.0	230.3	4 360.1	12.9
2002–03	5 345.1	161.2	1 141.5	300.1	6 947.8	18.5
2003–04	8 321.3	90.7	572.1	599.5	9 583.6	22.6
2004–05	10 186.0	173.0	973.4	1 523.3	12 855.7	26.5
2005–06	10 576.6	31.6	916.5	1 654.5	13 179.2	24.6
2006–07	9 353.2	118.0	1 731.1	1 758.0	12 960.3	22.6
2007–08	8 300.4	153.1	2 564.0	1 679.1	12 696.6	19.8
2008–09	9 303.9	131.8	1 837.7	1 874.8	13 148.1	18.7
2009–10	7 346.4	69.8	2 017.0	2 187.6	11 620.8	16.4
2010–11	7 620.0	161.4	3 111.0	4 219.4	15 111.7	19.5
2011–12	7 775.9	211.0	5 860.9	7 717.3	21 565.1	25.1
2012–13	7 291.6	95.3	6 101.8	10 017.6	23 506.1	25.9
2013–14	5 836.6	167.5	5 178.8	7 210.9	18 393.8	23.0
2014–15	6 094.2	200.9	3 807.1	3 162.0	13 264.2	19.7
2015–16	5 763.3	77.8	1 097.3	1 042.2	7 980.6	13.2
2016–17	6 462.9	182.4	686.0	1 077.8	8 409.1	13.0
2017–18	7 317.7	172.1	915.4	605.1	9 010.3	11.4
2018–19	9 258.6	194.6	1 031.2	704.3	11 188.7	14.9
2019–20	9 712.4	229.8	1 077.4	712.0	11 731.6	16.3
2020–21	9 459.0	192.5	1 441.1	475.1	11 567.7	16.6
2021–22	9 265.6	232.5	1 193.5	706.2	11 397.9	14.9
2022–23	10 855.8	284.2	1 238.6	1 127.7	13 506.3	15.3
2023–24	9 827.3	181.4	1 483.8	719.1	12 211.6	12.8

Sources: *ABS, 2024, Engineering Construction Activity*
ABS, 2024, Consumer Price Index

Table 2.2b Value of transport infrastructure engineering construction work done, for the public sector, adjusted by chain volume index, 2023–24 prices

Financial year	Roads, highways and subdivisions	Bridges	Railways	Harbours	Transport infrastructure engineering construction work done	Transport percentage of total infrastructure engineering construction work done
		$ million				*per cent*
1996–97	7 586.5	500.0	3 071.9	429.7	11 588.0	39.4
1997–98	8 888.6	613.1	2 373.5	275.5	12 150.6	37.9
1998–99	9 883.2	686.6	2 106.2	344.3	13 020.2	37.2
1999–00	9 788.5	842.5	1 452.6	206.5	12 290.1	32.5
2000–01	9 080.7	724.5	1 178.8	249.3	11 233.2	32.5
2001–02	8 131.4	656.4	1 336.1	486.1	10 609.9	31.3
2002–03	8 415.2	517.8	1 660.2	351.5	10 944.7	29.2
2003–04	7 787.9	454.1	2 608.4	356.8	11 207.2	26.5
2004–05	8 783.7	594.1	3 502.5	333.8	13 214.2	27.3
2005–06	9 714.0	909.2	3 335.4	268.0	14 226.5	26.5
2006–07	10 989.5	1 467.3	2 857.2	271.9	15 585.9	27.2
2007–08	12 164.7	1 806.9	2 382.1	793.5	17 147.2	26.7
2008–09	15 270.0	1 741.1	3 282.1	1 057.2	21 350.4	30.3
2009–10	14 331.5	1 834.4	5 022.3	1 076.8	22 265.0	31.4
2010–11	16 201.8	1 699.4	5 913.8	1 055.0	24 870.0	32.0
2011–12	18 789.6	1 156.8	5 124.9	505.9	25 577.2	29.8
2012–13	18 480.6	1 008.9	4 538.4	373.6	24 401.6	26.9
2013–14	14 993.9	872.2	3 885.2	662.8	20 413.9	25.5
2014–15	13 310.8	697.3	3 189.9	861.0	18 059.0	26.9
2015–16	14 388.3	1 050.4	3 889.7	629.3	19 957.7	33.0
2016–17	16 626.9	1 149.8	5 194.0	446.0	23 416.8	36.2
2017–18	19 897.5	1 191.8	8 289.4	456.3	29 834.9	37.7
2018–19	15 525.3	979.0	8 588.3	448.6	25 541.1	33.9
2019–20	13 940.9	1 000.0	9 032.5	583.1	24 556.5	34.1
2020–21	13 810.9	1 185.7	10 968.2	515.1	26 479.9	38.0
2021–22	16 652.5	1 468.3	11 922.2	792.1	30 835.0	40.3
2022–23	19 735.1	1 726.3	14 187.1	784.4	36 432.8	41.4
2023–24	21 567.2	1 767.1	14 800.5	716.6	38 851.4	40.6

Sources: *ABS, 2024, Engineering Construction Activity*
ABS, 2024, Consumer Price Index

Table 2.2c Total value of transport infrastructure engineering construction work done, adjusted by chain volume index, 2023–24 prices

Financial year	Roads, highways and subdivisions	Bridges	Railways	Harbours	Transport infrastructure engineering construction work done	Transport percentage of total infrastructure engineering construction work done
		$ million				*per cent*
1996–97	11 223.4	584.9	3 269.2	627.0	15 704.4	53.4
1997–98	13 410.3	670.3	2 789.9	775.7	17 646.2	55.1
1998–99	15 110.7	839.9	2 486.2	808.8	19 245.6	55.0
1999–00	13 797.8	1 085.6	1 813.5	393.1	17 090.1	45.1
2000–01	11 974.3	753.4	1 384.9	450.9	14 563.5	42.2
2001–02	11 586.0	729.6	1 938.0	716.4	14 970.0	44.2
2002–03	13 760.3	679.0	2 801.7	651.5	17 892.5	47.7
2003–04	16 109.2	544.8	3 180.5	956.4	20 790.8	49.1
2004–05	18 969.7	767.1	4 475.9	1 857.1	26 069.9	53.8
2005–06	20 290.5	940.8	4 251.9	1 922.5	27 405.7	51.1
2006–07	20 342.7	1 585.3	4 588.3	2 029.9	28 546.2	49.7
2007–08	20 465.1	1 960.1	4 946.1	2 472.6	29 843.9	46.5
2008–09	24 573.9	1 872.9	5 119.8	2 931.9	34 498.5	48.9
2009–10	21 677.9	1 904.2	7 039.3	3 264.4	33 885.8	47.7
2010–11	23 821.7	1 860.8	9 024.8	5 274.4	39 981.7	51.5
2011–12	26 565.6	1 367.8	10 985.8	8 223.2	47 142.3	54.8
2012–13	25 772.2	1 104.2	10 640.2	10 391.1	47 907.7	52.9
2013–14	20 830.5	1 039.7	9 063.9	7 873.7	38 807.7	48.5
2014–15	19 404.9	898.1	6 997.0	4 023.1	31 323.1	46.6
2015–16	20 151.6	1 128.3	4 987.1	1 671.4	27 938.4	46.2
2016–17	23 089.8	1 332.2	5 880.0	1 523.9	31 825.9	49.2
2017–18	27 215.2	1 363.8	9 204.8	1 061.4	38 845.2	49.1
2018–19	24 783.9	1 173.6	9 619.4	1 152.9	36 729.8	48.8
2019–20	23 653.3	1 229.7	10 109.9	1 295.1	36 288.1	50.4
2020–21	23 269.9	1 378.1	12 409.4	990.3	38 047.7	54.6
2021–22	25 918.1	1 700.8	13 115.7	1 498.3	42 232.9	55.1
2022–23	30 590.8	2 010.5	15 425.6	1 912.1	49 939.1	56.7
2023–24	31 394.5	1 948.5	16 284.2	1 435.6	51 062.9	53.4

Sources: *ABS, 2024, Engineering Construction Activity*
ABS, 2024, Consumer Price Index

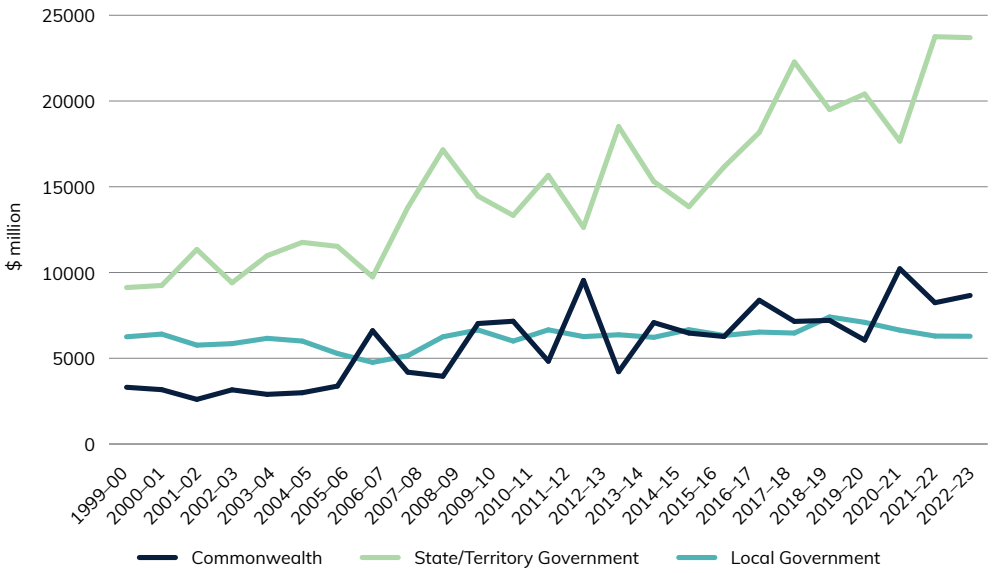
Chapter 3: Road-related Reveue and Expenditure

This chapter provides information on the Government's total expenditures and sources of revenue for road-related activities for the Commonwealth, state and local Government (noting only expenditure is shown at the local level). A general overview for the Commonwealth is presented first, before expenditures (Table 3.1) and revenues (Table 3.2) are broken down at state/territory level. A variety of sources are used for this data, including data from the Australian Tax Office, the Australian Bureau of Statistics, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, the Commonwealth Budget, BITRE estimates and State and Territory Governments. For a more detailed breakdown, please refer to the endnotes for Chapter 3.

The public sector (National, state and local) spent **$39 billion** in roads in 2022–23.

$31 billion in road-related revenue was collected by all government (excluding road-related revenue from the Goods and Services Tax, Fringe Benefits Tax and the Luxury Car Tax).

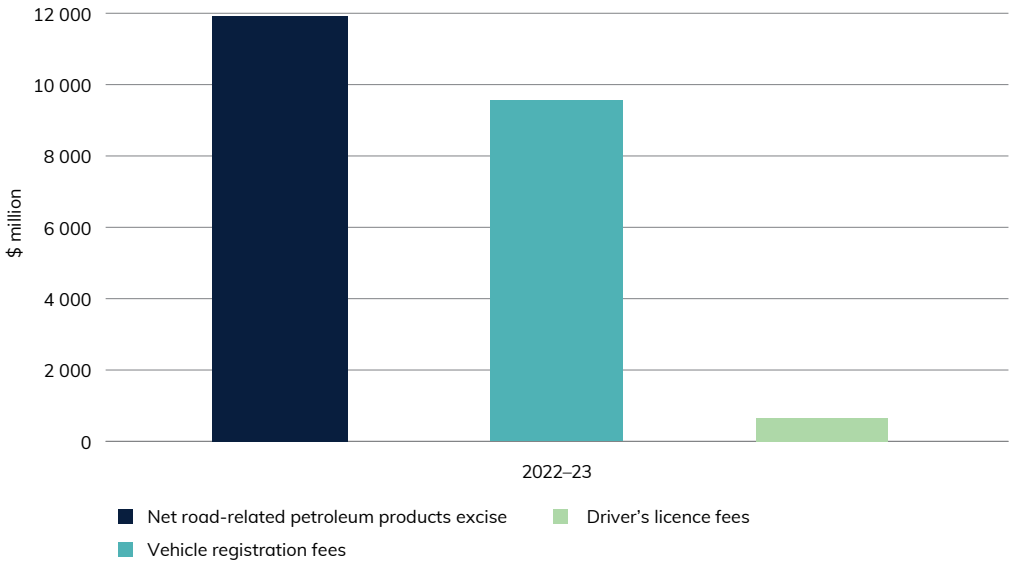
Figure 6 Road-related expenditure, by level of Government (constant 2022–23 prices, adjusted by CPI)



Sources: *ABS, 2024, Consumer Price Index, Australia*
ABS, 2024, Government Finance Statistics, Australia
BITRE estimates

Public sector road-related expenditure over time can be seen in Figure 6. The Commonwealth's expenditure is double what is was 10 years ago whereas Local government expenditure has remained relatively stable over time (with an average of 6.6 billion dollars over the past 10 years).

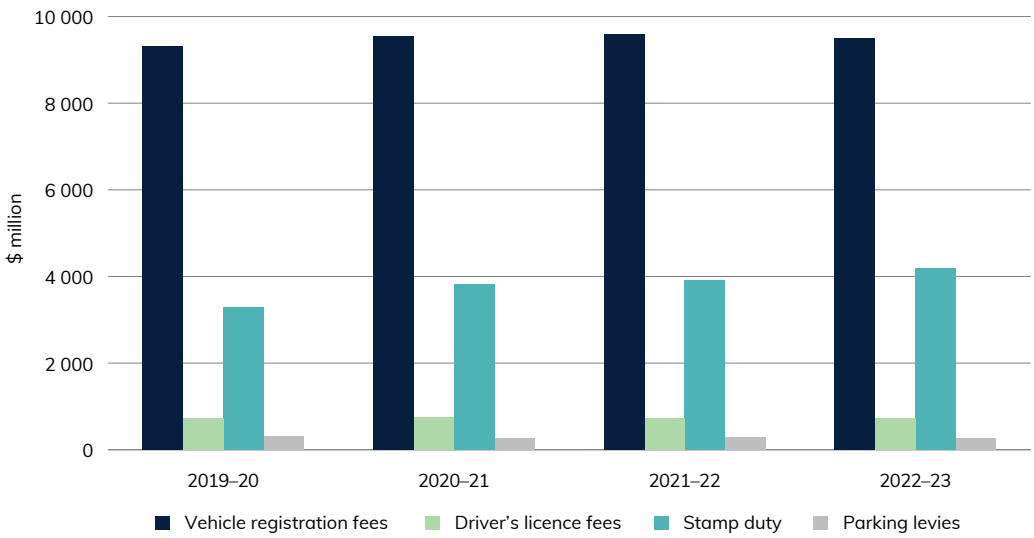
Figure 7 Selected road-related revenues



Sources: *ATO, 2024, Statistical Inquiry Service*
ABS, 2024, Consumer Price Index, and Taxation Revenue
Treasury, 2022, Final Budget Outcomes 2021–22
State Governments and private toll-road operators

Figure 7 shows road-related revenues.

Figure 8 State and Territory Government Road-related revenues (excluding tolls)



Sources: *State and territory Governments, 2024*
State Government reports and publications, 2024

Figure 8 illustrates that the majority of revenue for the states/territories is vehicle registration fees.

Table 3.1a Road-related expenditure, by Commonwealth (constant 2022–23 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other	Total public sector
					$ million					
1998–99	1 090.1	553.9	677.2	319.1	363.9	131.7	104.9	60.9	5.4	3 307.1
1999–00	1 050.2	504.6	699.4	247.3	324.9	140.6	109.1	86.8	6.2	3 169.2
2000–01	870.4	403.1	682.2	147.0	280.3	103.4	78.8	31.8	4.7	2 601.7
2001–02	973.4	720.5	676.7	196.7	357.8	93.4	75.9	58.8	5.7	3 158.7
2002–03	973.4	598.9	637.8	168.1	312.8	93.4	72.1	34.3	4.2	2 895.2
2003–04	1 135.5	472.4	677.2	196.0	319.2	82.6	68.8	34.6	3.6	2 989.9
2004–05	1 256.4	657.9	656.5	223.1	356.3	104.0	81.0	36.9	4.2	3 376.3
2005–06	2 767.0	825.7	1 282.8	403.7	928.8	210.9	136.2	48.6	5.5	6 609.3
2006–07	1 414.7	807.8	1 016.9	271.1	453.7	103.2	67.2	44.3	9.4	4 188.3
2007–08	1 049.1	791.9	1 079.4	287.1	510.7	101.5	94.2	27.3	9.0	3 950.3
2008–09	2 142.7	901.3	2 576.1	483.8	632.8	132.2	113.0	37.4	5.9	7 025.2
2009–10	2 206.4	1 085.5	2 222.0	644.7	526.2	208.6	201.2	55.5	8.6	7 158.6
2010–11	1 999.1	708.6	1 058.7	253.8	448.0	181.5	103.7	64.0	8.2	4 825.6
2011–12	3 496.1	1 445.3	2 757.6	622.6	818.0	133.4	190.3	66.4	9.7	9 539.4
2012–13	1 610.0	555.2	897.3	238.9	637.9	83.7	120.9	62.4	9.0	4 215.3
2013–14	2 417.1	2 355.1	1 376.0	154.1	470.9	77.5	125.2	95.2	9.0	7 080.1
2014–15	2 214.8	659.5	1 405.3	242.0	1 539.6	128.9	163.2	105.6	9.7	6 468.8
2015–16	2 412.2	664.7	1 762.3	416.7	574.3	162.5	214.7	51.2	9.3	6 267.9
2016–17	3 383.2	723.1	2 129.1	808.7	927.4	213.9	123.8	62.2	10.9	8 382.2
2017–18	2 310.4	759.6	2 022.6	797.8	901.3	205.8	100.0	38.7	12.2	7 148.5
2018–19	2 578.0	470.5	1 502.5	1 358.7	919.2	163.3	178.6	37.5	0.3	7 208.6
2019–20	1 912.0	1 052.9	1 655.5	216.1	807.6	151.9	218.9	42.2	0.5	6 057.7
2020–21	2 966.3	1 450.4	3 100.7	796.2	1 286.4	288.8	252.6	76.9	0.3	10 218.6
2021–22	1 868.1	1 496.2	2 289.9	601.4	1 429.4	287.8	189.7	77.0	0.4	8 239.8
2022–23	1 710.9	1 609.7	2 296.8	945.8	1 284.0	426.0	301.9	86.9	0.0	8 662.2

See end notes

Sources: *ABS, 2024, Consumer Price Index, Australia*
ABS, 2024, Government Finance Statistics, Australia
BITRE estimates and unpublished DITRDCA data

Table 3.1b Road-related expenditure, by state/territory government (constant 2022–23 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total public sector
					$ million				
1998-99	3 247.4	1 315.5	3 229.2	260.3	804.6	168.6	111.8	- 14.4	9 123.0
1999-00	3 353.2	1 980.3	2 029.3	491.4	1 255.1	133.8	38.7	- 37.6	9 244.2
2000-01	4 443.1	1 857.1	2 901.5	592.8	1 231.5	144.5	90.1	82.4	11 343.0
2001-02	3 678.2	907.6	2 642.2	535.9	1 298.1	182.4	79.0	78.3	9 401.8
2002-03	3 846.7	1 922.2	3 381.4	593.3	864.9	210.9	71.5	92.0	10 983.1
2003-04	3 706.4	1 859.7	4 412.8	336.7	1 041.1	239.6	80.7	80.6	11 757.5
2004-05	3 591.9	1 437.2	4 540.0	405.4	1 138.1	274.4	68.4	69.1	11 524.5
2005-06	2 227.5	1 734.7	4 328.8	421.5	647.6	139.0	173.4	71.2	9 743.7
2006-07	3 702.2	1 906.6	5 698.1	448.8	1 458.8	238.4	232.7	99.3	13 784.9
2007-08	4 497.7	2 347.0	7 452.2	489.0	1 718.7	218.9	278.3	151.1	17 152.8
2008-09	4 264.7	2 891.7	4 377.4	518.8	1 658.5	227.1	370.2	147.0	14 455.5
2009-10	3 855.9	2 682.6	4 203.9	344.0	1 586.1	281.6	209.2	166.3	13 329.6
2010-11	4 299.2	2 875.1	5 756.3	667.2	1 262.2	314.4	304.0	187.4	15 665.9
2011-12	3 354.5	1 650.7	5 335.6	394.4	1 137.5	247.4	354.9	159.6	12 634.5
2012-13	5 132.4	1 782.7	8 098.3	945.5	1 931.3	267.3	186.8	165.0	18 509.4
2013-14	3 685.1	1 181.1	6 762.7	715.4	2 210.1	282.5	249.6	218.8	15 305.3
2014-15	4 851.8	2 322.1	4 276.9	472.6	1 296.6	267.1	256.4	93.6	13 837.1
2015-16	7 914.1	2 419.4	2 652.3	694.2	2 000.6	154.2	294.6	28.8	16 158.4
2016-17	6 940.1	4 815.2	3 151.2	737.7	1 780.4	238.4	364.5	138.1	18 165.6
2017-18	8 759.7	7 035.5	2 771.2	774.6	2 020.8	209.2	565.1	141.5	22 277.5
2018-19	6 930.2	5 838.3	3 724.2	- 32.9	2 046.0	308.9	488.6	200.8	19 504.2
2019-20	6 326.6	6 122.5	3 683.9	1 218.5	2 200.0	361.3	314.3	181.6	20 408.6
2020-21	4 710.9	6 809.1	2 874.4	967.6	1 658.8	288.5	174.4	174.6	17 658.3
2021-22	6 330.4	8 518.5	4 570.8	1 357.9	2 030.7	467.8	278.1	195.9	23 750.0
2022-23	8 480.5	6 148.0	5 127.6	827.3	2 335.8	403.5	243.2	129.1	23 695.1

See end notes

Notes: Total public sector includes general government and public non-financial corporations

In 2018–19 the Commonwealth provided SA with a prepayment for road construction. The prepayment is netted off the state government expenditure figure resulting in a negative value. In future years SA government figures are expected to be higher than they would have been if the prepayment was split over several years.

Sources: *ABS, 2024, Consumer Price Index, Australia*

ABS, 2024, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1c Road-related expenditure, by local government (constant 2022–23 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total public sector
					$ million				
1998–99	2 664.3	1 445.5	1 216.9	304.2	501.9	114.3	3.9	n/a	6 251.0
1999–00	2 579.2	1 500.6	1 266.0	316.0	601.8	109.8	36.0	n/a	6 409.3
2000–01	2 340.5	1 286.2	1 035.9	299.7	675.1	107.3	19.5	n/a	5 764.2
2001–02	2 274.7	1 349.2	1 470.3	302.4	333.0	113.0	9.8	n/a	5 852.4
2002–03	2 104.5	1 285.0	1 930.8	287.9	402.6	116.9	34.2	n/a	6 162.0
2003–04	1 893.9	1 289.1	1 976.7	300.8	349.2	157.7	34.6	n/a	6 002.0
2004–05	1 677.5	1 342.2	1 237.2	361.6	472.0	151.9	35.5	n/a	5 277.9
2005–06	1 568.0	1 193.9	1 342.5	328.9	180.9	136.5	9.0	n/a	4 759.8
2006–07	1 503.2	1 305.2	1 376.2	372.3	373.3	164.0	54.1	n/a	5 148.5
2007–08	1 726.6	1 476.8	1 888.7	404.7	567.0	164.9	23.4	n/a	6 252.2
2008–09	1 638.9	1 453.8	2 167.2	448.8	716.2	197.6	27.5	n/a	6 649.9
2009–10	918.5	1 343.9	2 460.2	388.9	702.8	191.7	- 4.1	n/a	6 001.9
2010–11	1 203.1	1 501.3	2 555.5	407.4	763.3	218.3	8.0	n/a	6 656.9
2011–12	1 196.8	1 675.0	2 088.0	472.5	697.7	215.2	- 83.0	n/a	6 262.3
2012–13	1 501.2	1 714.1	1 749.8	487.6	709.7	210.7	- 3.3	n/a	6 369.9
2013–14	1 752.2	1 644.6	1 385.7	516.4	777.8	182.2	- 38.3	n/a	6 220.5
2014–15	1 797.9	1 652.7	1 764.8	520.4	749.8	232.6	- 52.1	n/a	6 666.1
2015–16	1 714.6	1 516.4	1 781.6	431.3	802.2	193.6	- 111.1	n/a	6 328.5
2016–17	1 602.4	1 477.2	1 925.9	508.3	792.7	218.6	0.7	n/a	6 525.9
2017–18	1 548.5	1 576.2	1 947.2	512.5	684.3	211.4	- 10.6	n/a	6 469.5
2018–19	1 728.2	2 011.1	2 040.5	587.4	823.2	230.6	- 12.3	n/a	7 408.6
2019–20	1 690.9	1 825.1	1 916.4	561.9	870.6	214.9	13.8	n/a	7 093.6
2020–21	1 372.9	1 790.1	1 757.1	570.3	920.3	222.5	5.3	n/a	6 638.5
2021–22	1 244.5	1 767.6	1 653.6	545.8	865.9	204.0	13.2	n/a	6 294.5
2022–23	1 213.5	1 817.2	1 525.7	581.5	880.1	243.7	20.3	n/a	6 282.1

See end notes

Note: Negative figures result from the sum of commonwealth and state grants to local governments exceeding gross local government expenditure

na: not applicable

Sources: *ABS, 2024, Consumer Price Index, Australia*

ABS, 2024, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1d Road-related expenditure, by all government (constant 2022–23 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other	Total Public Sector
					$ million					
1998–99	7 001.8	3 315.0	5 123.2	883.6	1 670.3	414.7	220.6	46.5	5.4	18 681.1
1999–00	6 982.7	3 985.5	3 994.7	1 054.7	2 181.9	384.1	183.8	49.2	6.2	18 822.8
2000–01	7 654.0	3 546.4	4 619.5	1 039.5	2 186.9	355.2	188.4	114.2	4.7	19 708.8
2001–02	6 926.3	2 977.3	4 789.2	1 034.9	1 988.8	388.7	164.8	137.1	5.7	18 412.9
2002–03	6 924.6	3 806.1	5 950.1	1 049.3	1 580.4	421.2	177.9	126.4	4.2	20 040.2
2003–04	6 735.8	3 621.2	7 066.8	833.5	1 709.4	479.9	184.1	115.2	3.6	20 749.4
2004–05	6 525.8	3 437.3	6 433.7	990.1	1 966.4	530.3	184.9	106.0	4.2	20 178.7
2005–06	6 562.5	3 754.3	6 954.1	1 154.1	1 757.4	486.4	318.6	119.9	5.5	21 112.8
2006–07	6 620.2	4 019.6	8 091.3	1 092.2	2 285.8	505.6	354.0	143.6	9.4	23 121.7
2007–08	7 273.3	4 615.7	10 420.3	1 180.9	2 796.4	485.2	395.9	178.4	9.0	27 355.3
2008–09	8 046.3	5 246.8	9 120.8	1 451.4	3 007.5	556.9	510.7	184.4	5.9	28 130.7
2009–10	6 980.8	5 112.0	8 886.2	1 377.6	2 815.1	681.8	406.2	221.8	8.6	26 490.1
2010–11	7 501.4	5 085.0	9 370.5	1 328.4	2 473.6	714.3	415.6	251.4	8.2	27 148.4
2011–12	8 047.4	4 770.9	10 181.2	1 489.5	2 653.1	596.1	462.2	226.0	9.7	28 436.3
2012–13	8 243.5	4 052.0	10 745.5	1 672.0	3 278.9	561.7	304.5	227.4	9.0	29 094.5
2013–14	7 854.4	5 180.8	9 524.5	1 385.9	3 458.7	542.2	336.5	314.0	9.0	28 605.9
2014–15	8 864.5	4 634.4	7 447.1	1 235.0	3 586.1	628.6	367.5	199.2	9.7	26 972.0
2015–16	12 040.9	4 600.6	6 196.2	1 542.2	3 377.2	510.3	398.2	80.1	9.3	28 754.8
2016–17	11 925.7	7 015.4	7 206.2	2 054.6	3 500.6	671.0	489.0	200.4	10.9	33 073.7
2017–18	12 618.6	9 371.4	6 741.0	2 084.9	3 606.3	626.4	654.5	180.2	12.2	35 895.5
2018–19	11 236.4	8 319.9	7 267.3	1 913.2	3 788.4	702.7	654.9	238.3	0.3	34 121.4
2019–20	9 929.5	9 000.5	7 255.8	1 996.5	3 878.2	728.1	547.0	223.8	0.5	33 559.9
2020–21	9 050.1	10 049.6	7 732.2	2 334.1	3 865.5	799.8	432.3	251.5	0.3	34 515.4
2021–22	9 442.9	11 782.2	8 514.3	2 505.1	4 326.0	959.5	481.0	272.9	0.4	38 284.4
2022–23	11 405.0	9 574.9	8 950.1	2 354.6	4 500.0	1 073.2	565.4	216.0	0.0	38 639.3

See end notes

Note: Total public sector includes general government and public non-financial corporations

Sources: *ABS, 2024, Consumer Price Index, Australia*
ABS, 2024, Government Finance Statistics, Australia
BITRE estimates and unpublished DITRDCA data

Table 3.1e Road expenditure – origin of funding – New South Wales (constant 2022–23 prices, adjusted by CPI)

Financial year	Origin of state government expenditure			Origin of local government expenditure				
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils	Local from own sources	Local gross
	$ million							
1998–99	1 090.1	3 247.4	4 337.5	0.0	212.1	448.5	2 664.3	3 112.9
1999–00	1 050.2	3 353.2	4 403.5	0.0	213.4	401.2	2 579.2	2 980.4
2000–01	813.7	4 443.1	5 256.8	56.8	210.5	348.1	2 340.5	2 745.3
2001–02	825.3	3 678.2	4 503.5	148.1	213.9	359.2	2 274.7	2 782.0
2002–03	874.1	3 846.7	4 720.8	99.3	220.6	594.7	2 104.5	2 798.4
2003–04	977.7	3 706.4	4 684.2	157.8	222.2	592.4	1 893.9	2 644.0
2004–05	1 141.0	3 591.9	4 732.9	115.4	220.6	536.6	1 677.5	2 329.5
2005–06	2 493.6	2 227.5	4 721.1	273.4	225.5	353.3	1 568.0	2 194.8
2006–07	1 140.1	3 702.2	4 842.3	274.6	227.3	547.3	1 503.2	2 325.1
2007–08	903.6	4 497.7	5 401.3	145.5	230.3	593.8	1 726.6	2 465.9
2008–09	1 934.9	4 264.7	6 199.6	207.8	299.9	774.4	1 638.9	2 621.1
2009–10	2 015.9	3 855.9	5 871.8	190.5	241.6	752.7	918.5	1 861.6
2010–11	1 845.7	4 299.2	6 144.9	153.4	252.7	840.2	1 203.1	2 196.6
2011–12	3 360.4	3 354.5	6 714.9	135.7	321.1	984.2	1 196.8	2 316.7
2012–13	1 429.3	5 132.4	6 561.7	180.6	247.2	899.4	1 501.2	2 581.2
2013–14	2 264.2	3 685.1	5 949.2	152.9	126.2	703.0	1 752.2	2 608.1
2014–15	2 024.1	4 851.8	6 875.9	190.7	377.9	713.3	1 797.9	2 701.9
2015–16	2 035.5	7 914.1	9 949.6	376.8	123.8	701.2	1 714.6	2 792.5
2016–17	3 026.1	6 940.1	9 966.1	357.2	369.3	856.4	1 602.4	2 815.9
2017–18	1 999.6	8 759.7	10 759.2	310.8	251.7	1 012.2	1 548.5	2 871.5
2018–19	2 437.8	6 930.2	9 368.1	140.1	255.1	1 072.9	1 728.2	2 941.2
2019–20	1 693.3	6 326.6	8 020.0	218.6	260.9	978.1	1 690.9	2 887.6
2020–21	2 722.8	4 710.9	7 433.7	243.5	298.9	1 489.0	1 372.9	3 105.4
2021–22	1 701.9	6 330.4	8 032.3	166.1	372.9	1 689.9	1 244.5	3 100.6
2022–23	1 590.5	8 480.5	10 071.0	120.5	393.3	2 368.0	1 213.5	3 702.0

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2024, Consumer Price Index, Australia*

ABS, 2024, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1f Road expenditure – origin of funding – Victoria (constant 2022–23 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils	Local from own sources	Local gross
				$ *million*				
1998–99	553.9	1 315.5	1 869.5	0.0	150.7	181.8	1 445.5	1 627.3
1999–00	504.6	1 980.3	2 484.9	0.0	151.6	178.1	1 500.6	1 678.7
2000–01	347.0	1 857.1	2 204.1	56.1	149.6	149.6	1 286.2	1 491.9
2001–02	615.4	907.6	1 523.0	105.1	152.0	152.0	1 349.2	1 606.3
2002–03	531.0	1 922.2	2 453.2	67.9	156.8	168.6	1 285.0	1 521.5
2003–04	374.5	1 859.7	2 234.2	97.8	157.9	161.2	1 289.1	1 548.1
2004–05	563.9	1 437.2	2 001.1	94.0	156.8	160.0	1 342.2	1 596.2
2005–06	626.5	1 734.7	2 361.2	199.2	160.2	177.3	1 193.9	1 570.5
2006–07	654.1	1 906.6	2 560.7	153.6	161.5	172.1	1 305.2	1 631.0
2007–08	693.6	2 347.0	3 040.5	98.4	163.6	192.9	1 476.8	1 768.1
2008–09	775.0	2 891.7	3 666.8	126.2	213.1	278.3	1 453.8	1 858.4
2009–10	879.7	2 682.6	3 562.3	205.8	171.7	299.2	1 343.9	1 849.0
2010–11	596.7	2 875.1	3 471.8	111.9	179.5	260.2	1 501.3	1 873.4
2011–12	1 308.1	1 650.7	2 958.8	137.1	228.1	321.4	1 675.0	2 133.6
2012–13	428.1	1 782.7	2 210.9	127.1	175.7	230.9	1 714.1	2 072.1
2013–14	2 227.2	1 181.1	3 408.3	127.9	89.7	174.7	1 644.6	1 947.2
2014–15	561.0	2 322.1	2 883.1	98.5	268.5	357.1	1 652.7	2 108.3
2015–16	351.8	2 419.4	2 771.2	312.9	87.9	140.1	1 516.4	1 969.4
2016–17	270.5	4 815.2	5 085.7	452.6	262.4	318.5	1 477.2	2 248.2
2017–18	350.2	7 035.5	7 385.7	409.4	178.9	246.8	1 576.2	2 232.5
2018–19	385.3	5 838.3	6 223.6	85.2	181.2	283.7	2 011.1	2 379.9
2019–20	899.2	6 122.5	7 021.7	153.7	185.4	377.4	1 825.1	2 356.2
2020–21	1 298.8	6 809.1	8 107.9	151.6	190.7	315.4	1 790.1	2 257.1
2021–22	1 374.7	8 518.5	9 893.2	121.5	248.9	337.9	1 767.6	2 226.9
2022–23	1 517.9	6 148.0	7 665.9	91.8	259.7	391.9	1 817.2	2 300.9

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2024, Consumer Price Index, Australia*

ABS, 2024, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1g Road expenditure – origin of funding – Queensland (constant 2022–23 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils	Local from own sources	Local gross
				$ million				
1998–99	677.2	3 229.2	3 906.4	0.0	137.0	561.9	1 216.9	1 778.8
1999–00	699.4	2 029.3	2 728.7	0.0	137.8	645.3	1 266.0	1 911.3
2000–01	602.4	2 901.5	3 503.9	79.8	135.9	771.1	1 035.9	1 886.7
2001–02	567.7	2 642.2	3 209.9	108.9	138.1	438.4	1 470.3	2 017.6
2002–03	568.8	3 381.4	3 950.2	69.1	142.5	477.8	1 930.8	2 477.7
2003–04	584.2	4 412.8	4 997.0	93.0	143.5	479.1	1 976.7	2 548.9
2004–05	584.4	4 540.0	5 124.4	72.1	142.5	515.2	1 237.2	1 824.5
2005–06	1 081.2	4 328.8	5 409.9	201.6	145.6	581.4	1 342.5	2 125.6
2006–07	795.2	5 698.1	6 493.3	221.7	146.8	600.3	1 376.2	2 198.3
2007–08	1 005.4	7 452.2	8 457.6	74.0	148.7	472.0	1 888.7	2 434.7
2008–09	2 432.8	4 377.4	6 810.3	143.3	193.6	622.0	2 167.2	2 932.5
2009–10	2 069.3	4 203.9	6 273.2	152.7	156.0	284.9	2 460.2	2 897.9
2010–11	863.7	5 756.3	6 620.0	195.0	163.2	636.4	2 555.5	3 386.9
2011–12	2 581.4	5 335.6	7 917.0	176.1	207.3	1 593.7	2 088.0	3 857.8
2012–13	809.8	8 098.3	8 908.1	87.5	159.7	2 079.2	1 749.8	3 916.5
2013–14	900.4	6 762.7	7 663.1	475.6	81.5	1 952.8	1 385.7	3 814.2
2014–15	1 068.4	4 276.9	5 345.3	336.9	244.0	1 264.8	1 764.8	3 366.5
2015–16	1 374.9	2 652.3	4 027.2	387.3	79.9	851.4	1 781.6	3 020.4
2016–17	1 843.7	3 151.2	4 994.9	285.4	238.5	904.0	1 925.9	3 115.2
2017–18	1 773.5	2 771.2	4 544.7	249.1	162.6	870.5	1 947.2	3 066.9
2018–19	1 389.3	3 724.2	5 113.5	113.3	164.7	1 003.9	2 040.5	3 157.7
2019–20	1 503.3	3 683.9	5 187.2	152.2	168.5	1 157.9	1 916.4	3 226.5
2020–21	2 945.2	2 874.4	5 819.6	155.5	188.6	1 129.1	1 757.1	3 041.7
2021–22	2 151.9	4 570.8	6 722.6	138.0	241.6	1 288.9	1 653.6	3 080.5
2022–23	2 189.5	5 127.6	7 317.1	107.3	253.9	1 454.1	1 525.7	3 087.1

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2024, Consumer Price Index, Australia*

ABS, 2024, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1h Road expenditure – origin of funding – South Australia (constant 2022–23 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils	Local from own sources	Local gross
				$ million				
1998–99	319.1	260.3	579.4	0.0	40.2	40.7	304.2	344.9
1999–00	247.3	491.4	738.7	0.0	40.4	82.0	316.0	398.1
2000–01	127.2	592.8	720.0	19.8	39.9	80.9	299.7	400.4
2001–02	148.5	535.9	684.4	48.2	40.5	90.8	302.4	441.4
2002–03	135.9	593.3	729.2	32.2	41.8	89.0	287.9	409.1
2003–04	154.6	336.7	491.2	41.4	42.1	89.8	300.8	432.0
2004–05	189.5	405.4	594.8	33.6	48.6	48.6	361.6	443.8
2005–06	317.0	421.5	738.5	86.7	56.7	56.7	328.9	472.3
2006–07	186.9	448.8	635.7	84.3	62.7	62.7	372.3	519.3
2007–08	241.4	489.0	730.4	45.7	63.5	63.5	404.7	514.0
2008–09	439.0	518.8	957.8	44.8	77.0	106.8	448.8	600.4
2009–10	598.4	344.0	942.4	46.3	66.3	96.8	388.9	532.1
2010–11	206.9	667.2	874.0	46.9	68.8	88.9	407.4	543.3
2011–12	581.4	394.4	975.7	41.3	82.2	100.6	472.5	614.4
2012–13	198.4	945.5	1 143.9	40.5	68.5	77.5	487.6	605.6
2013–14	115.1	715.4	830.5	39.0	46.2	59.9	516.4	615.3
2014–15	206.5	472.6	679.1	35.5	71.6	74.0	520.4	629.9
2015–16	284.0	694.2	978.1	132.8	23.4	30.7	431.3	594.8
2016–17	711.0	737.7	1 448.7	97.6	69.9	80.7	508.3	686.6
2017–18	682.0	774.6	1 456.5	115.8	71.1	79.3	512.5	707.6
2018–19	1 317.5	- 32.9	1 284.6	41.1	117.4	126.6	587.4	755.1
2019–20	147.5	1 218.5	1 366.0	68.6	49.4	60.8	561.9	691.2
2020–21	729.3	967.6	1 696.9	66.8	51.8	60.4	570.3	697.6
2021–22	545.7	1 357.9	1 903.6	55.7	92.0	101.3	545.8	702.8
2022–23	911.3	827.3	1 738.6	34.5	89.3	99.6	581.5	715.6

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2024, Consumer Price Index, Australia*

ABS, 2024, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1i Road expenditure – origin of funding – Western Australia (constant 2022–23 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils	Local from own sources	Local gross
				$ million				
1998–99	363.9	804.6	1 168.4	0.0	111.8	242.2	501.9	744.1
1999–00	324.9	1 255.1	1 580.1	0.0	112.5	302.8	601.8	904.5
2000–01	245.0	1 231.5	1 476.5	35.4	110.9	301.9	675.1	1 012.4
2001–02	279.4	1 298.1	1 577.5	78.4	112.7	473.8	333.0	885.1
2002–03	263.9	864.9	1 128.8	48.9	116.3	441.4	402.6	893.0
2003–04	243.9	1 041.1	1 285.0	75.3	117.1	416.3	349.2	840.7
2004–05	291.7	1 138.1	1 429.8	64.6	116.3	433.8	472.0	970.4
2005–06	796.9	647.6	1 444.5	131.9	118.8	471.6	180.9	784.5
2006–07	340.2	1 458.8	1 799.0	113.5	119.8	436.9	373.3	923.7
2007–08	432.7	1 718.7	2 151.4	78.0	121.4	490.0	567.0	1 135.0
2008–09	550.5	1 658.5	2 209.0	82.4	158.0	471.5	716.2	1 270.0
2009–10	350.2	1 586.1	1 936.3	176.0	127.3	400.4	702.8	1 279.2
2010–11	360.4	1 262.2	1 622.6	87.6	133.1	306.5	763.3	1 157.5
2011–12	725.9	1 137.5	1 863.4	92.1	169.2	340.3	697.7	1 130.1
2012–13	521.5	1 931.3	2 452.8	116.4	130.3	388.0	709.7	1 214.2
2013–14	399.3	2 210.1	2 609.4	71.6	66.5	361.5	777.8	1 210.9
2014–15	1 432.3	1 296.6	2 728.9	107.3	199.1	598.8	749.8	1 456.0
2015–16	349.1	2 000.6	2 349.7	225.3	65.2	291.1	802.2	1 318.6
2016–17	768.4	1 780.4	2 548.8	159.0	194.6	441.3	792.7	1 393.1
2017–18	644.8	2 020.8	2 665.5	256.5	132.7	441.1	684.3	1 381.9
2018–19	844.5	2 046.0	2 890.5	74.7	134.4	488.1	823.2	1 386.0
2019–20	705.8	2 200.0	2 905.8	101.8	137.5	345.3	870.6	1 317.7
2020–21	1 181.6	1 658.8	2 840.4	104.8	138.9	343.2	920.3	1 368.2
2021–22	1 340.7	2 030.7	3 371.3	88.7	185.0	439.9	865.9	1 394.6
2022–23	1 225.2	2 335.8	3 561.0	58.9	188.9	401.0	880.1	1 340.0

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2024, Consumer Price Index, Australia*

ABS, 2024, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1j Road expenditure – origin of funding – Tasmania (constant 2022–23 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Commonwealth grants to state government	State from own sources	State gross	Direct commonwealth grants to local government	Indirect Commonwealth grants to local government via state government	State grants to local councils	Local from own sources	Local gross
				$ million				
1998–99	131.7	168.6	300.3	0.0	38.7	42.6	114.3	157.0
1999–00	140.6	133.8	274.4	0.0	39.0	45.4	109.8	155.2
2000–01	94.6	144.5	239.2	8.7	38.4	46.4	107.3	162.4
2001–02	76.2	182.4	258.6	17.2	39.1	45.1	113.0	175.3
2002–03	82.2	210.9	293.2	11.2	40.3	43.8	116.9	171.9
2003–04	64.2	239.6	303.8	18.4	40.6	45.5	157.7	221.6
2004–05	92.0	274.4	366.4	12.0	40.3	45.1	151.9	209.0
2005–06	174.6	139.0	313.6	36.3	41.2	50.5	136.5	223.3
2006–07	79.8	238.4	318.2	23.4	41.5	47.6	164.0	235.0
2007–08	73.3	218.9	292.2	28.2	42.1	49.4	164.9	242.4
2008–09	107.1	227.1	334.2	25.1	54.8	64.7	197.6	287.4
2009–10	179.8	281.6	461.4	28.7	44.1	60.8	191.7	281.2
2010–11	152.5	314.4	466.9	29.0	46.1	58.2	218.3	305.6
2011–12	114.8	247.4	362.2	18.7	58.6	66.5	215.2	300.4
2012–13	63.1	267.3	330.4	20.6	45.2	49.0	210.7	280.3
2013–14	38.3	282.5	320.8	39.2	23.0	30.6	182.2	252.0
2014–15	106.9	267.1	374.0	22.0	69.0	80.1	232.6	334.7
2015–16	121.9	154.2	276.1	40.6	22.6	32.3	193.6	266.4
2016–17	168.9	238.4	407.4	44.9	67.4	78.2	218.6	341.8
2017–18	159.7	209.2	368.9	46.1	46.0	60.0	211.4	317.5
2018–19	148.7	308.9	457.5	14.6	46.6	60.4	230.6	305.6
2019–20	130.5	361.3	491.8	21.4	47.7	68.1	214.9	304.4
2020–21	268.7	288.5	557.2	20.1	48.3	62.0	222.5	304.5
2021–22	268.1	467.8	735.8	19.7	64.9	94.7	204.0	318.4
2022–23	412.8	403.5	816.2	13.3	66.5	78.2	243.7	335.2

Note: Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2024, Consumer Price Index, Australia*

ABS, 2024, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1k Road expenditure – origin of funding – Northern Territory (constant 2022–23 prices, adjusted by CPI)

Financial year	State government expenditure – Origin of funding			Local government expenditure – Origin of funding				
	Common-wealth grants to state government	State from own sources	State gross	Direct common-wealth grants to local government	Indirect Common-wealth grants to local government via state government	State grants to local councils	Local from own sources	Local gross
				$ million				
1998–99	104.9	111.8	216.7	0.0	17.1	22.9	3.9	26.8
1999–00	109.1	38.7	147.8	0.0	17.2	17.2	36.0	53.2
2000–01	69.7	90.1	159.8	9.0	17.0	17.0	19.5	45.6
2001–02	64.9	79.0	144.0	11.0	17.3	17.3	9.8	38.1
2002–03	65.9	71.5	137.4	6.2	17.8	17.8	34.2	58.3
2003–04	64.0	80.7	144.6	4.9	17.9	17.9	34.6	57.4
2004–05	76.3	68.4	144.7	4.7	17.8	17.8	35.5	58.0
2005–06	107.8	173.4	281.3	28.4	18.2	19.8	9.0	57.1
2006–07	56.3	232.7	289.0	10.9	18.4	18.4	54.1	83.4
2007–08	69.3	278.3	347.7	24.9	18.6	21.5	23.4	69.8
2008–09	97.9	370.2	468.2	15.0	24.2	27.0	27.5	69.6
2009–10	162.4	209.2	371.6	38.7	19.5	25.1	- 4.1	59.7
2010–11	78.1	304.0	382.0	25.6	20.4	31.2	8.0	64.8
2011–12	99.5	354.9	454.3	90.8	25.9	39.1	- 83.0	46.9
2012–13	107.4	186.8	294.2	13.5	20.0	24.4	- 3.3	34.7
2013–14	78.1	249.6	327.7	47.1	10.2	22.5	- 38.3	31.3
2014–15	79.1	256.4	335.5	84.1	30.5	36.7	- 52.1	68.6
2015–16	79.3	294.6	373.9	135.4	10.0	29.4	- 111.1	53.7
2016–17	91.1	364.5	455.6	32.7	29.8	39.4	0.7	72.8
2017–18	62.5	565.1	627.6	37.5	20.3	28.5	- 10.6	55.4
2018–19	164.0	488.6	652.6	14.6	20.6	50.5	- 12.3	52.8
2019–20	204.3	314.3	518.6	14.6	21.1	22.2	13.8	50.6
2020–21	227.8	174.4	402.2	24.9	21.2	23.2	5.3	53.4
2021–22	174.0	278.1	452.1	15.7	28.0	30.4	13.2	59.3
2022–23	291.2	243.2	534.4	10.7	29.1	30.4	20.3	61.4

Note: Road expenditure figures for NT are not broken down below territory level

Indirect commonwealth grants to local governments are also included in commonwealth grants to state governments

Sources: *ABS, 2024, Consumer Price Index, Australia*

ABS, 2024, Government Finance Statistics, Australia

BITRE estimates and unpublished DITRDCA data

Table 3.1l Road expenditure – origin of funding – Australian Capital Territory (constant 2022–23 prices, adjusted by CPI)

Financial year	Territory Government expenditure – Origin of funding		
	Commonwealth grants to the territory government	Territory from own sources	Territory gross
	$ million		
1998–99	60.9	-14.4	46.5
1999–00	86.8	-37.6	49.2
2000–01	31.8	82.4	114.2
2001–02	58.8	78.3	137.1
2002–03	34.3	92.0	126.4
2003–04	34.6	80.6	115.2
2004–05	36.9	69.1	106.0
2005–06	48.6	71.2	119.9
2006–07	44.3	99.3	143.6
2007–08	27.3	151.1	178.4
2008–09	37.4	147.0	184.4
2009–10	55.5	166.3	221.8
2010–11	64.0	187.4	251.4
2011–12	66.4	159.6	226.0
2012–13	62.4	165.0	227.4
2013–14	95.2	218.8	314.0
2014–15	105.6	93.6	199.2
2015–16	51.2	28.8	80.1
2016–17	62.2	138.1	200.4
2017–18	38.7	141.5	180.2
2018–19	37.5	200.8	238.3
2019–20	42.2	181.6	223.8
2020–21	76.9	174.6	251.5
2021–22	77.0	195.9	272.9
2022–23	86.9	129.1	216.0

Sources: *ABS, 2024, Consumer Price Index, Australia*
ABS, 2024 Government Finance Statistics, Australia
BITRE estimates and unpublished DITRDCA data

Table 3.2a Selected road-related taxes and charges (Constant 2022–23 prices, adjusted by CPI)

Financial year	Australian Government (excluding GST, FBT and Luxury Car Tax)			State and Territory governments								
	Net road-related petroleum products excise	Federal Interstate Registration Scheme (FIRS)	Passenger motor vehicles customs duty	Vehicle registration fees	Driver's licence fees	Stamp duty	Parking levies	Tolls	Total (excluding GST, FBT and Luxury Car Tax)	Road-related Goods and Service Tax (GST)	Road-related Fringe Benefits Tax (FBT)	Luxury car tax
	$ million											
1997–98	16 616.6	34.8	na	4 483.8	434.9	2 472.5	na	270.5	24 313.1	na	2 914.9	na
1998–99	16 693.9	36.5	na	5 007.0	373.6	2 553.9	na	527.8	25 192.7	na	2 957.3	na
1999–00	16 815.0	41.3	na	4 783.8	421.7	2 583.0	na	682.2	25 327.1	na	2 973.3	na
2000–01	15 814.2	47.4	na	4 723.1	452.3	2 475.8	na	838.7	24 351.4	3 098.7	2 950.0	304.9
2001–02	15 792.2	54.3	na	4 836.8	415.0	2 610.1	na	1 043.4	24 751.9	3 049.2	2 785.4	383.5
2002–03	15 968.8	60.6	na	5 042.7	397.0	2 857.5	na	1 113.9	25 440.5	3 024.3	2 670.5	454.9
2003–04	15 370.4	67.6	2 545.2	5 335.6	432.2	3 104.6	na	1 205.6	28 061.3	3 206.6	2 620.9	551.2
2004–05	15 093.5	69.3	2 244.3	5 618.1	504.0	3 081.3	na	1 244.6	27 855.1	3 227.5	2 625.2	483.6
2005–06	14 761.1	77.9	1 757.4	5 676.8	485.5	2 991.7	na	1 250.3	27 000.8	3 301.5	2 585.8	504.3
2006–07	14 835.3	77.6	1 894.3	5 912.6	381.5	3 031.1	na	1 324.9	27 457.3	3 700.9	2 440.6	559.4
2007–08	14 570.7	79.3	2 047.6	5 811.3	352.3	3 229.3	na	1 392.0	27 482.6	3 586.2	2 214.7	653.8
2008–09	14 095.5	77.5	1 609.8	6 024.3	419.1	2 873.6	na	1 440.2	26 540.0	4 069.3	2 083.4	533.3
2009–10	13 996.9	85.8	1 699.5	6 566.6	448.8	2 934.5	na	1 719.9	27 452.0	4 177.9	1 933.5	668.1
2010–11	13 816.3	100.3	1 040.5	6 623.3	476.7	2 913.2	na	1 893.8	26 864.1	4 625.9	1 840.1	643.9
2011–12	13 790.5	108.4	1 186.6	7 038.4	512.0	2 996.1	na	2 013.0	27 645.1	4 812.2	1 767.2	579.5
2012–13	13 824.3	98.7	1 146.1	7 441.2	548.8	3 176.1	238.1	2 044.7	28 518.0	4 915.8	1 709.8	547.3
2013–14	13 559.8	93.9	1 150.8	7 719.3	617.3	3 068.9	283.7	2 191.9	28 685.6	4 864.7	1 644.0	579.2
2014–15	13 567.0	89.3	900.2	8 107.2	643.9	3 099.2	318.3	2 839.6	29 564.8	4 837.3	1 516.0	645.7
2015–16	13 314.5	83.5	744.8	8 353.1	673.2	3 240.8	316.7	3 119.7	29 846.2	4 871.4	1 366.2	738.8
2016–17	13 496.2	82.8	644.1	8 571.8	671.4	3 294.1	346.3	3 367.6	30 474.3	4 699.4	1 251.0	815.8
2017–18	13 889.5	80.3	573.4	8 928.7	684.5	3 455.1	317.3	3 573.1	31 501.9	4 648.9	1 177.2	824.9
2018–19	13 368.7	0.3	516.9	9 060.4	713.5	3 357.9	326.5	3 755.4	31 099.4	4 982.2	1 151.7	779.3
2019–20	12 789.5	na	419.2	9 324.6	720.1	3 287.0	307.2	3 647.1	30 494.7	4 770.6	1 142.8	671.4
2020–21	13 276.7	na	346.5	9 534.2	761.6	3 815.5	264.5	3 974.7	31 973.7	5 488.8	1 012.0	989.3
2021–22	11 151.9	na	386.4	9 586.4	735.1	3 914.8	285.9	3 422.2	29 482.7	5 819.9	990.9	1 046.7
2022–23	11 975.1	na	445.0	9 508.6	723.4	4 195.6	256.8	3 835.0	30 939.5	6 359.3	978.4	1 153.0

Note: This table excludes items that raise relatively small amounts of revenue and FIRS had it's final payment in 2018–19

na: not applicable

Sources: *ABS, 2024, Consumer Price Index, and Taxation Revenue*
ATO, 2024, Statistical Inquiry Service, and Taxation Statistics
Treasury, 2022, Final Budget Outcomes 2021–22
State Governments and private toll-road operators

Table 3.2b Gross excise on petroleum products and fuel tax credits (Constant 2022–23 prices, adjusted by CPI)

Financial year	Excise on petroleum products				Fuel tax credits
	Petrol	Diesel	Other petroleum products	Total (excluding crude and condensate)	
			$ million		
2008–09	11 326.1	11 714.0	2 402.9	25 443.0	8 852.1
2009–10	10 490.9	11 454.0	3 051.3	24 996.1	8 335.4
2010–11	9 323.9	11 719.6	3 301.6	24 345.0	8 021.6
2011–12	9 220.9	12 581.1	2 842.6	24 644.6	8 291.1
2012–13	8 667.4	12 278.4	3 294.0	24 239.9	7 755.3
2013–14	8 106.7	11 764.5	3 281.3	23 152.6	7 756.3
2014–15	8 001.4	11 618.4	3 033.7	22 653.5	7 896.2
2015–16	7 850.1	12 343.4	2 136.1	22 329.5	7 774.7
2016–17	7 622.0	12 757.7	1 856.1	22 235.8	7 730.7
2017–18	7 346.9	13 340.3	2 048.1	22 735.4	8 083.2
2018–19	6 889.6	13 219.8	1 993.8	22 103.2	8 215.8
2019–20	6 413.7	13 478.3	1 792.6	21 684.5	8 386.3
2020–21	6 631.1	14 112.8	1 409.6	22 153.5	8 357.0
2021–22	5 326.7	12 452.5	1 161.2	18 940.5	7 344.1
2022–23	5 713.0	13 155.0	1 290.0	20 158.0	7 709.6

Note: The net road-related petroleum products excise figure in Table 3.3a above also includes an adjustment for the component of off-road use that is not covered by fuel tax credits. See endnotes.

Sources: *ATO, 2024, Statistical Inquiry Service*

ABS, 2024, Consumer Price Index, and Taxation Revenue

Table 3.2c Road-related taxes and charges, New South Wales (Constant 2022–23 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls	Parking levies
			$ million		
2007–08	2 050.4	133.5	877.5	625.6	
2008–09	2 104.7	164.2	761.7	655.7	
2009–10	2 130.5	201.8	813.7	655.2	
2010–11	2 196.8	215.5	791.8	708.2	
2011–12	2 388.8	163.6	781.9	740.8	137.8
2012–13	2 474.4	148.3	817.2	708.6	132.5
2013–14	2 575.3	164.6	829.3	779.9	128.7
2014–15	2 665.6	174.1	867.0	1 284.5	123.2
2015–16	2 790.4	204.9	953.5	1 429.9	123.8
2016–17	2 892.2	226.6	981.6	1 531.8	137.6
2017–18	3 151.6	245.7	975.9	1 632.1	128.9
2018–19	3 106.8	238.7	911.7	1 785.6	130.8
2019–20	3 128.5	241.2	872.4	1 804.0	118.6
2020–21	3 207.1	245.5	1 083.2	2 273.7	119.4
2021–22	3 210.8	193.9	1 005.0	1 879.1	110.1
2022–23	3 236.0	204.4	1 076.0	2 324.1	96.0

Notes: Methodology for calculating tolls data for 2014–15 onwards is different and should not be used to compare to previous years

* 2019–20 toll fees and 2021–22 parking levies are estimates based on available data

Sources: *Transport for NSW, 2024*

Private toll road operators

ABS, 2024, Consumer Price Index, and Taxation Revenue

BITRE estimates

Table 3.2d Road-related taxes and charges, Victoria (Constant 2022–23 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls	Parking levies
			$ million		
2007–08	1 111.0	43.0	838.1	530.6	58.8
2008–09	1 137.4	48.4	730.5	522.5	62.5
2009–10	1 183.2	48.4	794.3	780.9	65.3
2010–11	1 227.2	70.6	778.4	851.4	59.3
2011–12	1 307.2	89.2	767.4	888.0	60.6
2012–13	1 491.6	100.3	817.2	904.0	61.9
2013–14	1 520.1	158.1	829.3	936.4	104.9
2014–15	1 698.4	162.6	885.5	1 033.7	136.0
2015–16	1 746.2	161.7	945.0	1 082.3	123.7
2016–17	1 831.2	130.6	975.6	1 101.1	141.9
2017–18	1 804.1	106.8	1 108.1	1 205.2	120.5
2018–19	1 877.2	114.5	1 078.6	1 229.3	127.8
2019–20	1 968.1	117.8	1 048.5	1 127.0	125.0
2020–21	1 967.4	145.3	1 040.0	940.8	85.9
2021–22	1 988.6	161.7	1 157.6	1 031.1	117.0
2022–23	1 919.9	136.9	1 249.2	1 160.9	107.8

Sources: *VicRoads, 2024*
Private toll road operators
ABS, 2024, Consumer Price Index, and Taxation Revenue
State Revenue Office Victoria, 2024
BITRE estimates

Table 3.2e Road-related taxes and charges, Queensland (Constant 2022–23 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Tolls
		$ million		
2007–08	1 420.2	73.1	589.4	235.8
2008–09	1 484.7	83.0	614.1	262.0
2009–10	1 742.6	84.8	551.7	283.8
2010–11	1 796.3	82.5	580.8	334.2
2011–12	1 887.7	117.2	605.8	384.3
2012–13	1 918.4	160.3	654.0	432.1
2013–14	1 939.9	170.4	607.9	475.5
2014–15	1 942.1	179.3	594.0	521.4
2015–16	1 991.0	176.0	611.4	607.5
2016–17	2 015.6	178.6	613.0	734.7
2017–18	2 080.6	191.8	635.4	735.8
2018–19	2 105.5	197.0	638.9	740.4
2019–20	2 179.8	206.2	623.6	716.1
2020–21	2 258.4	210.4	746.7	760.1
2021–22	2 256.4	210.5	752.4	512.0
2022–23	2 230.1	225.1	811.5	350.0

Sources: *Department of Transport and Main Roads Queensland, 2024*
Private toll road operators
ABS, 2024, Consumer Price Index, and Taxation Revenue
BITRE estimates

Table 3.2f Road-related taxes and charges, South Australia (Constant 2022–23 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
		$ million	
2007–08	334.9	34.4	216.5
2008–09	348.5	52.1	197.2
2009–10	363.7	37.4	201.0
2010–11	381.7	36.4	197.6
2011–12	392.1	68.6	189.2
2012–13	410.2	67.5	191.4
2013–14	428.1	43.8	196.4
2014–15	429.3	43.2	191.9
2015–16	434.0	44.0	192.8
2016–17	432.9	51.0	201.8
2017–18	436.5	56.3	202.8
2018–19	453.6	73.7	195.7
2019–20	472.9	60.8	193.9
2020–21	488.1	64.5	234.2
2021–22	491.7	77.2	239.5
2022–23	483.0	71.6	248.3

Sources: *Department for Infrastructure and Transport, South Australia, 2024*
Private toll road operators
ABS, 2024, Consumer Price Index, and Taxation Revenue

Table 3.2g Road-related taxes and charges, Western Australia (Constant 2022–23 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty	Parking levies
		$ million		
2007–08	597.4	45.8	574.8	
2008–09	649.1	49.9	451.0	
2009–10	827.4	48.8	460.2	
2010–11	702.5	47.3	454.4	
2011–12	737.6	46.3	482.3	
2012–13	792.1	45.5	519.1	43.7
2013–14	859.3	53.5	490.8	50.0
2014–15	989.1	59.0	445.0	59.0
2015–16	1 008.2	58.5	423.0	69.1
2016–17	1 005.1	55.1	406.5	66.8
2017–18	1 046.6	51.6	414.8	67.9
2018–19	1 092.2	57.1	415.8	67.9
2019–20	1 132.8	63.0	428.4	63.6
2020–21	1 171.4	64.7	572.9	59.2
2021–22	1 199.1	60.0	621.7	58.9
2022–23	1 204.7	58.2	674.7	53.0

Sources: *Department of Transport, Western Australia, 2024*
Private toll road operators
ABS, 2024, Consumer Price Index, and Taxation Revenue
Western Australia Government, 2024, Annual Report

Table 3.2h Road-related taxes and charges, Tasmania (Constant 2022–23 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
		$ million	
2007–08	119.9	10.2	60.0
2008–09	117.7	9.9	53.9
2009–10	124.8	12.5	44.4
2010–11	127.7	9.4	44.4
2011–12	127.5	11.8	103.8
2012–13	136.2	11.6	110.5
2013–14	205.1	11.3	48.8
2014–15	189.3	10.2	49.6
2015–16	191.8	9.8	52.6
2016–17	195.1	10.5	52.7
2017–18	196.7	11.0	55.6
2018–19	203.3	10.7	56.1
2019–20	213.7	10.1	56.1
2020–21	210.0	10.3	66.3
2021–22	209.7	10.0	70.5
2022–23	210.0	8.8	66.8

Note: 2015–16 vehicle registration fees includes motor tax, vehicle registration fees, motor vehicle fire levy, road safety levy, motor accident insurance board (MAIB) premiums

Sources: *Transport Tasmania, 2024*

Private toll road operators

ABS, 2024, Consumer Price Index, and Taxation Revenue

Table 3.2i Road-related taxes and charges, Northern Territory (Constant 2022–23 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
		$ million	
2007–08	77.5	3.0	32.2
2008–09	77.8	2.8	28.4
2009–10	82.4	3.2	29.1
2010–11	84.2	3.3	26.9
2011–12	86.6	3.3	28.9
2012–13	103.7	3.4	33.4
2013–14	58.0	4.0	30.6
2014–15	57.0	4.3	29.8
2015–16	58.9	5.4	27.5
2016–17	57.7	5.2	26.2
2017–18	63.7	4.6	26.3
2018–19	63.1	3.9	25.7
2019–20	63.1	4.1	22.1
2020–21	63.9	4.2	29.1
2021–22	64.0	4.1	29.9
2022–23	62.1	3.8	30.0

Sources: *Department of Treasury and Finance, Northern Territory, 2024*

Private toll road operators

ABS, 2024, Consumer Price Index, and Taxation Revenue

Table 3.2j Road-related taxes and charges, Australian Capital Territory (Constant 2022–23 prices, adjusted by CPI)

Financial year	Vehicle registration fees	Driver's licence fees	Stamp duty
		$ million	
2007–08	100.1	9.2	41.0
2008–09	104.4	8.8	36.9
2009–10	112.0	11.8	40.2
2010–11	107.0	11.6	39.0
2011–12	110.9	12.0	36.8
2012–13	114.7	11.8	33.4
2013–14	133.5	11.8	35.8
2014–15	136.4	11.2	36.4
2015–16	132.6	12.9	34.9
2016–17	141.8	13.7	36.6
2017–18	149.0	16.6	36.3
2018–19	158.7	17.8	35.5
2019–20	165.7	16.9	41.9
2020–21	167.8	16.8	43.0
2021–22	166.2	17.8	38.1
2022–23	162.8	14.6	39.1

Sources: *ACT Government Data, 2024*
Private toll road operators
ABS, 2024, Consumer Price Index, and Taxation Revenue

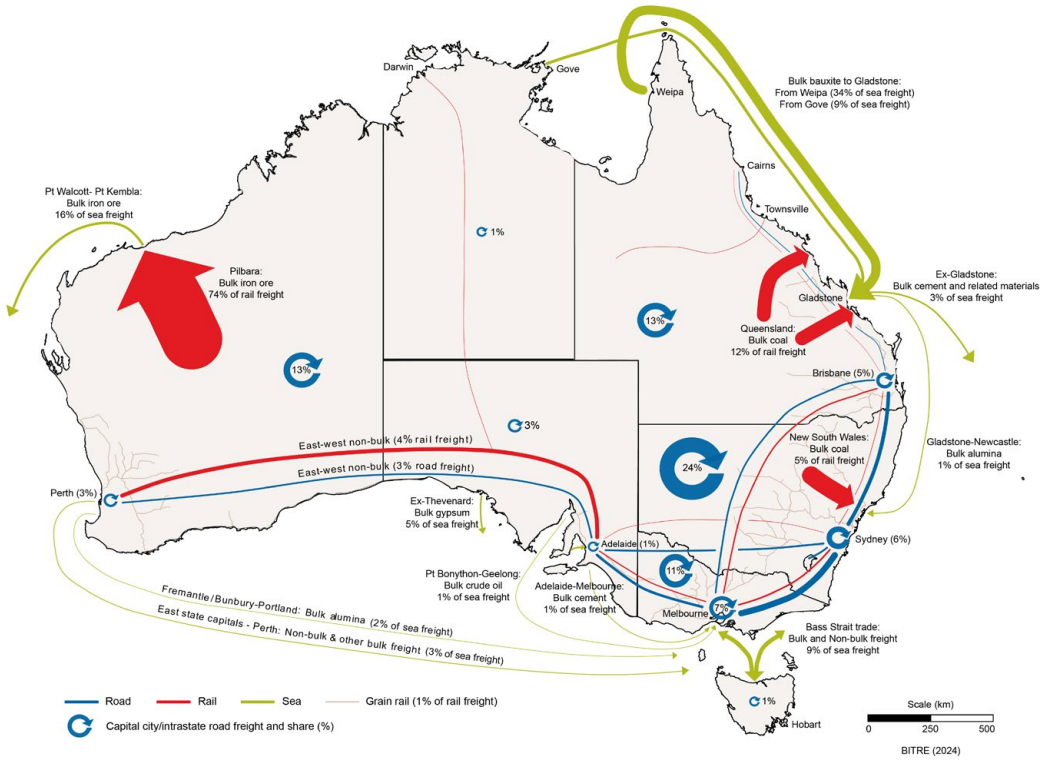
Chapter 4: Freight

Freight transport activity (Figures 9 and 10) is measured in terms of tonne kilometres (the number of tonnes moved by a vehicle multiplied by the distance the load travelled in kilometres). The Australian domestic freight task has experienced strong growth over the last 40 years, with road and rail freight now dominating domestic freight activity. During the COVID-19 pandemic, the total bulk and non-bulk freight task fell slightly, from 780.0 billion tkm in 2018–19 to 759.7 billion tkm in 2020–21. It has grown over the last three years and it is estimated to have reached its highest point in 2023–24 of 785.4 billion tkm.

Melbourne had the most metropolitan road fright estimated at **17.8 billion** tonne kilometres in 2023–24.

NSW's estimated road freight for 2023–24 was the highest on record at **86 billion** tonne kilometres.

Figure 9 Australian Freight Flows Map



Sources: *ABARES (2024), Agricultural Commodity Statistics, March 2024, ABARES, Canberra.*

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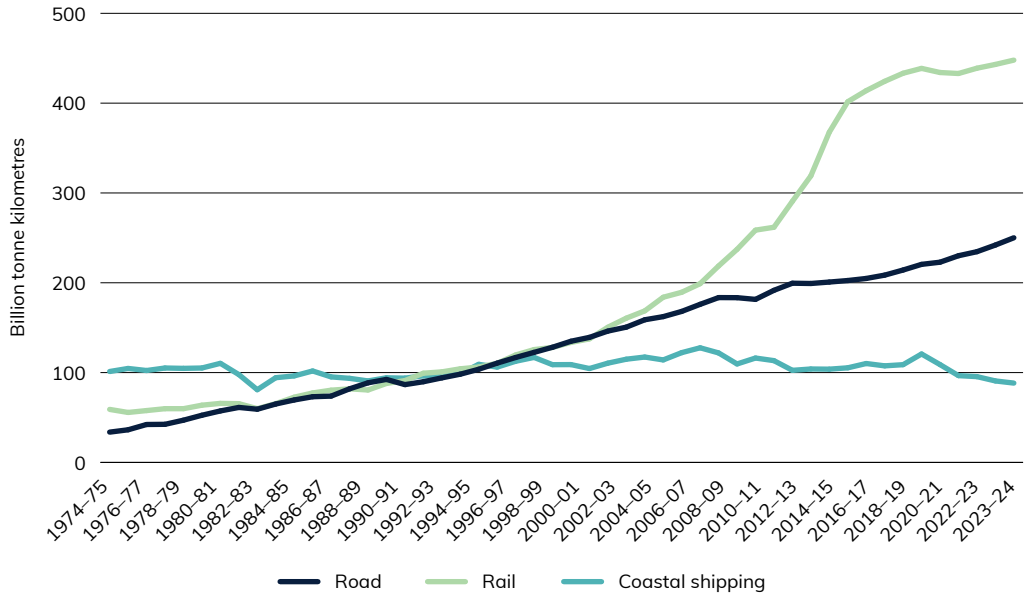
Qld DoR (2024), Coal production data, September 2023, Queensland Department of Resources, Brisbane.

Figure 9 shows a map of Australia's major domestic freight flows by transport mode. Line and arrow thickness indicate the volume of freight carried on each route, not the value of freight or performance of supply chains. The map shows that the highest volume domestic freight route is iron ore transported by rail in the Pilbara region. This next largest individual flow is coal carried by rail in Central Queensland and the Hunter Valley, followed by bauxite shipped from Weipa and Gove to Gladstone.

Figure 10 Australian domestic freight task, by mode of transport



Source: *BITRE Estimates*

Table 4.1a Domestic freight by transport mode – bulk

Financial year	Goods moved (billion tkm)				Goods moved (million tonnes)	
	Road	Rail	Coastal shipping	Total freight task	Rail	Coastal shipping
1978–79	14.4	48.4	100.5	163.3		
1979–80	16.1	52.4	101.2	169.6		
1980–81	17.5	55.0	106.6	179.1		
1981–82	18.8	55.3	94.1	168.2		
1982–83	18.2	51.4	78.4	147.9		
1983–84	20.1	55.8	91.3	167.2		
1984–85	21.4	62.8	93.3	177.5		
1985–86	22.6	66.5	99.0	188.1		
1986–87	22.7	69.1	92.5	184.3		
1987–88	25.3	69.7	90.9	185.9		
1988–89	27.4	66.8	87.8	182.0		
1989–90	28.6	74.3	91.3	194.2		
1990–91	26.8	77.7	90.8	195.4		
1991–92	28.0	85.5	93.3	206.8		
1992–93	29.6	85.5	92.8	207.9		
1993–94	31.1	88.4	95.4	214.8		
1994–95	33.0	91.0	105.6	229.6		
1995–96	35.5	95.6	102.4	233.5		43.5
1996–97	37.7	104.0	109.0	250.7		44.7
1997–98	39.9	107.7	112.1	259.7		47.6
1998–99	42.1	109.5	104.4	256.0		43.3
1999–00	44.6	114.4	102.6	261.5		45.1
2000–01	46.2	117.9	97.1	261.2		45.3
2001–02	48.8	129.6	102.9	281.3		46.1
2002–03	50.6	138.8	106.4	295.7		45.7
2003–04	53.7	142.8	108.6	305.0		45.5
2004–05	55.2	155.0	106.7	316.9		45.9
2005–06	57.5	157.0	115.4	329.9		48.6
2006–07	60.6	172.7	119.5	352.9		51.8
2007–08	63.7	187.4	112.3	363.3	642.8	49.3
2008–09	64.1	207.6	100.3	372.0	705.0	44.9
2009–10	64.0	230.5	106.5	400.9	798.8	44.7
2010–11	68.2	233.8	102.9	404.9	840.3	43.3
2011–12	71.7	260.0	94.8	426.4	908.0	43.0
2012–13	72.3	288.1	96.2	456.6	1 013.0	43.5
2013–14	73.7	337.6	96.3	507.6	1 089.6	45.3
2014–15	74.7	369.4	98.4	542.5	1 210.9	43.8
2015–16	75.1	382.8	102.9	560.8	1 322.1	44.7
2016–17	75.8	392.6	100.0	568.4		44.6
2017–18	76.3	401.4	100.3	577.9		43.9
2018–19	75.4	407.4	112.4	595.2		46.5
2019–20	69.3	402.5	100.5	572.3		43.3
2020–21	68.0	400.1	88.1	556.2		39.9
2021–22	71.8	407.1	87.2	566.1		
2022–23	76.3	413.7	81.5	571.4		
2023–24	79.9	418.2	80.3	578.4		

See end notes

Notes: Small differences may exist in historical estimates of coastal freight due to revised estimates for some years.

From 2016–17 for Rail (Total, bulk and non-bulk) are provisional forecasts based on trend and are subject to revision.

From 2016–17 the totals are approximations due to trend forecasts for rail and coastal shipping.

Data are not readily available for missing years.

Sources: *BITRE, 2017, Trainline 5*

BITRE, 2023, Australian Sea Freight 2020–21

BITRE Estimates

Table 4.1b Domestic freight by transport mode – non–bulk

Financial year	Goods moved (billion tkm)					Goods moved (million tonnes)		
	Road	Rail	Coastal shipping	Air freight	Total freight task	Rail	Coastal shipping	Air freight
1978–79	32.6	11.5	4.2	0.2	48.4			
1979–80	36.5	11.3	3.9	0.2	51.9			
1980–81	39.7	10.8	3.7	0.2	54.4			
1981–82	42.4	10.0	3.7	0.2	56.3			
1982–83	41.1	8.5	2.5	0.2	52.2			
1983–84	45.0	9.6	3.0	0.2	57.8			
1984–85	48.1	9.8	3.0	0.2	61.1			
1985–86	50.5	10.8	2.8	0.2	64.3			
1986–87	51.0	11.3	2.7	0.2	65.2			
1987–88	56.6	12.2	2.7	0.2	71.7			
1988–89	61.2	13.8	2.9	0.2	78.2			
1989–90	63.8	13.6	2.9	0.1	80.4			
1990–91	59.8	13.4	3.0	0.2	76.4			
1991–92	61.8	13.8	3.1	0.2	78.9			
1992–93	64.6	15.2	3.2	0.2	83.3			
1993–94	67.1	15.9	3.4	0.3	86.7			
1994–95	70.6	15.2	3.6	0.3	89.8			
1995–96	75.0	14.6	3.7	0.3	93.6		4.3	
1996–97	79.1	15.6	3.6	0.3	98.6		4.4	
1997–98	82.7	17.9	4.8	0.3	105.7		4.9	
1998–99	86.2	18.4	4.4	0.4	109.3		5.1	
1999–00	90.4	19.2	6.3	0.4	116.2		6.2	
2000–01	93.0	19.6	7.4	0.4	120.4		6.7	
2001–02	97.4	20.9	7.6	0.3	126.3		6.3	
2002–03	100.0	21.8	8.5	0.3	130.6		7.1	
2003–04	105.2	25.9	8.7	0.3	140.0		7.7	
2004–05	107.1	29.0	7.4	0.4	143.9		7.8	
2005–06	110.6	32.4	6.8	0.4	150.2		6.7	0.3
2006–07	115.4	26.3	8.0	0.4	150.1		7.1	0.3
2007–08	119.8	31.3	9.6	0.4	161.2	19.5	8.3	0.3
2008–09	119.3	29.6	9.3	0.3	158.5	17.5	7.8	0.2
2009–10	117.5	28.1	9.8	0.3	155.7	16.5	7.7	0.2
2010–11	123.4	28.0	10.5	0.3	162.2	18.8	8.5	0.3
2011–12	127.9	30.7	7.8	0.3	166.7	21.6	7.5	0.2
2012–13	126.9	30.8	7.8	0.3	165.9	27.6	7.4	0.2
2013–14	127.2	30.1	7.6	0.3	165.1	21.9	6.7	0.2
2014–15	127.8	32.2	6.8	0.3	167.1	24.3	6.5	0.2
2015–16	129.6	31.1	7.2	0.3	168.3	25.4	7.1	0.2
2016–17	132.8	31.7	7.5	0.3	172.2		7.3	0.2
2017–18	137.9	31.9	8.5	0.3	178.7		8.1	0.2
2018–19	145.1	31.2	8.3	0.3	184.9		7.9	
2019–20	153.6	31.6	8.5	0.3	193.9		7.9	
2020–21	162.1	32.8	8.5	0.3	203.7		8.2	
2021–22	162.8	31.8	8.3	0.3	203.2			
2022–23	165.5	29.5	9.2	0.2	204.5			
2023–24	169.1	29.7	8.1	0.2	207.0			

See end notes

Notes: Small differences may exist in historical estimates of coastal freight due to revised estimates for some years.

From 2016–17 for Rail (Total, bulk and non-bulk) are provisional forecasts based on trend and are subject to revision.

From 2016–17 the totals are approximations due to trend forecasts for rail and coastal shipping.

Data are not readily available for missing years.

Sources: *BITRE, 2017, Trainline 5*

BITRE, 2023, Australian Sea Freight 2020–21

BITRE Estimates

Table 4.1c Domestic freight by transport mode – total bulk and non–bulk

Financial year	Goods moved (billion tkm)					Goods moved (million tonnes)				
	Road	Rail	Coastal shipping	Air freight	Total freight task	Road	Rail	Coastal shipping	Air freight	Total freight weight
1978–79	47.0	59.8	104.7	0.2	211.6			47.4		
1979–80	52.5	63.7	105.1	0.2	221.5			48.1		
1980–81	57.3	65.7	110.3	0.2	233.5			47.3		
1981–82	61.2	65.4	97.8	0.2	224.5			43.1		
1982–83	59.2	59.8	80.9	0.2	200.2			38.3		
1983–84	65.0	65.4	94.3	0.2	225.0			42.7		
1984–85	69.5	72.6	96.3	0.2	238.7	1 030.6		42.7		
1985–86	73.1	77.3	101.8	0.2	252.5	1 017.5		44.7		
1986–87	73.8	80.4	95.2	0.2	249.5	1 004.4		44.4		
1987–88	81.9	81.9	93.6	0.2	257.6	991.3		43.2		
1988–89	88.6	80.6	90.7	0.2	260.1	1 005.4		43.0		
1989–90	92.4	87.9	94.2	0.1	274.6	1 019.5		44.5		
1990–91	86.6	91.1	93.8	0.2	271.8	1 033.6		44.2		
1991–92	89.8	99.3	96.4	0.2	285.7	1 081.3		43.6		
1992–93	94.1	100.8	96.0	0.2	291.2	1 129.1		44.2		
1993–94	98.2	104.2	98.8	0.3	301.5	1 176.8		45.3		
1994–95	103.7	106.2	109.2	0.3	319.4	1 224.5		49.2		
1995–96	110.5	110.3	106.1	0.3	327.2	1 265.1		47.8		
1996–97	116.8	119.6	112.6	0.3	349.3					
1997–98	122.5	125.6	116.9	0.3	365.4					
1998–99	128.2	128.0	108.8	0.4	365.3					
1999–00	134.9	133.6	108.9	0.4	377.7					
2000–01	139.2	137.5	104.5	0.4	381.6					
2001–02	146.2	150.5	110.5	0.3	407.5					
2002–03	150.6	160.6	114.9	0.3	426.3	1 553.0	575.7	52.8		2 181.5
2003–04	158.8	168.7	117.3	0.3	445.1	1 696.0	590.9	53.2		2 340.1
2004–05	162.3	183.9	114.1	0.4	460.7	1 756.0	634.3	53.7		2 444.0
2005–06	168.1	189.4	122.2	0.4	480.1	1 844.0	641.2	55.2	0.3	2 540.8
2006–07	176.0	199.0	127.6	0.4	502.9	2 146.0	665.6	58.9	0.3	2 870.9
2007–08	183.5	218.7	121.9	0.4	524.5		662.3	57.6	0.3	
2008–09	183.4	237.2	109.6	0.3	530.5		722.5	52.7	0.2	
2009–10	181.5	258.6	116.2	0.3	556.6	2 092.0	815.3	52.4	0.2	2 959.9
2010–11	191.6	261.8	113.3	0.3	567.1		859.1	51.9	0.3	
2011–12	199.5	290.7	102.5	0.3	593.1	2 280.0	929.6	50.5	0.2	3 260.4
2012–13	199.2	319.0	104.0	0.3	622.5		1,040.6	50.9	0.2	
2013–14	200.8	367.7	103.8	0.3	672.7	2 276.5	1,111.5	52.0	0.2	3 440.1
2014–15	202.5	401.6	105.3	0.3	709.6		1,235.2	50.3	0.2	
2015–16	204.8	413.9	110.1	0.3	729.1		1,347.5	51.8	0.2	
2016–17	208.5	424.3	107.5	0.3	740.6			51.9	0.2	
2017–18	214.2	433.3	108.8	0.3	756.6			52.0	0.2	
2018–19	220.5	438.7	120.7	0.3	780.2			54.4		
2019–20	222.9	434.1	108.9	0.3	766.2			51.3		
2020–21	230.1	433.0	96.6	0.3	760.0			48.1		
2021–22	234.6	438.9	95.5	0.3	769.3					
2022–23	241.8	443.1	90.7	0.2	775.8					
2023–24	249.0	447.9	88.3	0.2	785.4					

See end notes

Notes: Small differences may exist in historical estimates of coastal freight due to revised estimates for some years.

From 2016–17 for Rail (Total, bulk and non-bulk) are provisional forecasts based on trend and are subject to revision.

From 2016–17 the totals are approximations due to trend forecasts for rail and coastal shipping.

Data are not readily available for missing years.

Sources: *BITRE, 2017, Trainline 5*

BITRE, 2023, Australian Sea Freight 2020–21

BITRE Estimates

Table 4.2a Total domestic freight, by state/territory, by transport mode – road

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1972–73	12.2	7.5	4.2	3.0	2.8	0.6	0.3	0.1	30.8
1973–74	14.1	8.8	5.0	3.4	3.4	0.8	0.3	0.1	35.9
1974–75	14.0	8.9	5.1	3.4	3.6	0.8	0.3	0.1	36.2
1975–76	14.6	9.4	5.3	3.6	3.9	0.8	0.3	0.1	38.1
1976–77	15.9	10.4	6.0	3.9	4.6	1.0	0.4	0.2	42.2
1977–78	15.7	10.4	6.1	3.8	4.8	1.0	0.4	0.2	42.4
1978–79	17.1	11.5	6.9	4.2	5.5	1.1	0.5	0.2	47.0
1979–80	18.8	12.9	7.9	4.5	6.5	1.3	0.5	0.2	52.5
1980–81	20.2	14.1	8.7	4.7	7.4	1.4	0.6	0.2	57.3
1981–82	21.3	15.4	9.3	4.7	8.1	1.5	0.7	0.2	61.2
1982–83	20.3	14.8	8.9	4.7	8.2	1.4	0.7	0.2	59.3
1983–84	22.1	16.7	9.7	5.4	8.5	1.5	0.9	0.2	65.0
1984–85	23.6	17.6	10.4	5.8	9.5	1.6	0.9	0.2	69.6
1985–86	24.9	18.1	10.8	6.2	10.0	1.7	1.0	0.2	73.0
1986–87	25.6	17.7	10.8	6.1	10.5	1.7	1.1	0.2	73.8
1987–88	28.8	19.8	11.8	6.6	11.8	1.8	1.2	0.3	82.0
1988–89	31.5	20.3	13.2	7.2	12.9	2.0	1.2	0.3	88.6
1989–90	32.8	20.8	14.0	7.6	13.6	2.0	1.3	0.3	92.4
1990–91	31.3	18.9	13.0	7.2	12.7	1.8	1.3	0.3	86.6
1991–92	32.5	18.8	13.9	7.5	13.7	1.9	1.3	0.3	89.8
1992–93	34.1	20.1	14.6	7.8	14.1	1.9	1.3	0.3	94.1
1993–94	35.7	20.7	15.2	8.2	14.8	1.9	1.3	0.2	98.1
1994–95	37.8	21.6	16.3	8.5	15.9	2.0	1.3	0.2	103.7
1995–96	40.2	22.9	17.4	9.1	17.2	2.1	1.5	0.2	110.5
1996–97	42.5	24.4	18.5	9.6	17.8	2.1	1.5	0.3	116.8
1997–98	44.4	26.3	19.2	10.2	18.5	2.1	1.6	0.3	122.5
1998–99	47.8	28.2	19.7	10.5	17.8	2.0	1.9	0.3	128.1
1999–00	50.5	29.6	21.0	10.9	18.6	2.0	1.9	0.2	134.8
2000–01	51.6	30.2	22.3	11.2	19.6	2.1	1.9	0.2	139.2
2001–02	53.6	31.5	24.1	11.6	20.9	2.3	2.0	0.2	146.2
2002–03	55.1	32.6	24.9	11.7	21.7	2.3	2.0	0.3	150.6
2003–04	58.2	33.4	27.0	12.0	23.5	2.5	2.1	0.3	158.8
2004–05	60.0	34.5	27.9	12.0	23.0	2.4	2.1	0.2	162.2
2005–06	62.2	35.6	28.7	12.2	24.3	2.5	2.3	0.2	168.1
2006–07	62.7	36.2	31.5	12.5	27.6	2.7	2.6	0.3	176.1
2007–08	65.7	37.6	32.8	13.1	28.7	2.8	2.6	0.3	183.5
2008–09	66.4	38.0	31.9	13.1	28.2	2.7	2.7	0.3	183.4
2009–10	65.9	37.3	31.5	13.1	28.2	2.6	2.6	0.3	181.5
2010–11	66.9	39.1	33.7	13.8	32.1	2.9	2.8	0.3	191.7
2011–12	66.1	38.4	36.9	14.0	37.7	3.3	3.0	0.3	199.6
2012–13	65.8	37.7	36.8	13.5	38.6	3.2	3.2	0.3	199.2
2013–14	65.9	38.4	36.8	13.2	39.9	3.2	3.2	0.3	200.8
2014–15	66.4	39.2	37.0	13.0	40.2	3.3	3.1	0.3	202.4
2015–16	66.8	38.9	38.5	12.9	41.0	3.4	3.0	0.3	204.8
2016–17	69.5	42.0	38.3	13.5	38.6	3.4	3.0	0.3	208.5
2017–18	71.7	43.7	39.1	14.1	38.8	3.4	3.1	0.3	214.2
2018–19	74.5	45.6	39.9	14.4	39.1	3.4	3.1	0.3	220.5
2019–20	75.2	44.0	41.1	15.4	40.4	3.5	3.2	0.3	222.9
2020–21	78.0	45.1	42.6	15.7	41.6	3.6	3.2	0.3	230.1
2021–22	81.2	48.9	42.2	15.2	40.3	3.5	3.2	0.3	234.8
2022–23	83.7	50.6	43.4	15.7	41.4	3.6	3.2	0.3	241.8
2023–24	86.2	52.6	44.5	16.0	42.4	3.7	3.2	0.3	249.0

See end notes

Source: *BITRE estimates*

Table 4.2b Total domestic freight, by state/territory, by transport mode – rail

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1971–72	7.4	2.9	7.0	3.2	22.0	0.2	na	na	42.7
1972–73	8.1	3.2	7.6	3.5	24.1	0.2	na	na	46.7
1973–74	8.5	3.1	7.7	3.9	30.6	0.3	na	na	54.1
1974–75	8.6	3.0	9.0	3.8	34.2	0.3	na	na	59.0
1975–76	8.3	3.0	9.8	3.8	30.4	0.2	na	na	55.6
1976–77	9.1	3.0	10.0	4.0	31.4	0.2	na	na	57.7
1977–78	9.2	3.1	10.4	4.1	32.9	0.2	na	na	59.8
1978–79	9.1	3.3	11.3	4.5	31.4	0.3	na	na	59.8
1979–80	10.6	3.9	11.4	4.7	32.9	0.2	na	na	63.7
1980–81	10.6	3.7	12.0	4.9	34.2	0.2	na	na	65.7
1981–82	10.8	3.5	13.2	4.9	32.7	0.2	na	na	65.4
1982–83	9.2	2.5	13.3	4.6	30.1	0.2	na	na	59.8
1983–84	11.2	3.1	15.5	5.0	30.3	0.2	na	na	65.4
1984–85	12.5	3.6	16.9	5.3	34.0	0.2	na	na	72.6
1985–86	14.1	3.2	18.5	6.1	35.2	0.3	na	na	77.3
1986–87	14.4	3.3	19.8	5.9	36.7	0.3	na	na	80.4
1987–88	14.4	3.4	20.7	6.4	36.7	0.2	na	na	81.9
1988–89	13.6	3.3	21.9	6.7	34.9	0.2	na	na	80.6
1989–90	14.7	3.8	22.8	6.9	39.5	0.2	na	na	87.9
1990–91	14.7	3.8	23.4	6.6	42.4	0.3	na	na	91.1
1991–92	15.4	3.6	27.2	7.2	45.7	0.3	na	na	99.3
1992–93	16.2	4.0	26.7	7.6	46.0	0.3	na	na	100.8
1993–94	17.3	4.5	26.7	8.0	47.5	0.3	na	na	104.2
1994–95	16.9	4.6	28.7	7.9	47.7	0.3	na	na	106.2
1995–96	18.1	4.8	28.4	7.8	50.8	0.4	na	na	110.3
1996–97	20.0	5.5	30.9	10.2	52.7	0.4	na	na	119.6
1997–98	20.0	4.5	32.0	9.8	58.9	0.5	na	na	125.6
1998–99	19.5	4.6	33.2	9.9	60.2	0.5	na	na	128.0
1999–00	19.9	4.8	35.5	9.6	63.3	0.5	na	na	133.6
2000–01	21.0	5.0	39.4	10.0	60.8	0.7	na	na	136.9
2001–02	23.1	5.5	43.3	11.0	66.8	0.8	na	na	150.5
2002–03	24.3	5.7	45.5	11.5	70.2	0.8	na	na	158.1
2003–04	25.8	6.1	48.4	12.3	74.7	0.9	na	na	168.1
2004–05	28.1	6.6	52.7	13.4	81.3	0.9	na	na	183.0
2005–06	29.0	6.9	54.4	13.8	84.0	1.0	na	na	189.0
2006–07	30.5	7.2	57.2	14.5	88.2	1.0	na	na	198.7
2007–08	28.9	15.3	52.2	12.8	123.8	0.5	2.4	na	203.5
2008–09	27.4	13.6	56.0	11.4	153.6	0.3	3.1	na	237.2
2009–10	28.2	12.6	60.7	10.5	170.9	0.1	3.2	na	258.6

See End notes

na: not available

Source: *ARA, 2008 and BITRE, 2012*

Table 4.2c Total domestic freight, by state/territory, by transport mode – shipping

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other	Total
	billion tonne-kilometres									
1995–96	4.7	8.6	24.1	9.1	54.2	3.7	1.6	na*		106.0
1996–97	5.5	8.8	25.6	9.7	57.6	3.2	2.2	na*		112.6
1997–98	5.6	10.3	25.6	9.7	60.5	2.4	2.8	na*	0.0	116.9
1998–99	4.9	7.9	24.8	9.7	55.1	3.5	2.9	na*	0.0	108.8
1999–00	6.4	8.9	30.3	9.6	46.3	4.0	3.3	na*		108.8
2000–01	7.4	9.4	30.7	9.0	41.8	2.9	3.2	na*		104.4
2001–02	5.2	6.7	30.9	9.6	50.0	5.7	2.4	na*	0.0	110.5
2002–03	5.7	7.6	31.7	10.1	51.9	5.8	2.3	na*	0.0	114.9
2003–04	4.9	6.5	33.8	8.5	55.6	5.5	2.5	na*		117.3
2004–05	5.3	6.6	37.1	8.5	48.0	4.6	3.6	na*	0.3	114.1
2005–06	5.3	9.0	41.2	8.9	50.9	4.5	2.4	na*	0.0	122.2
2006–07	6.2	9.1	42.0	9.4	56.3	4.4	0.2	na*	0.0	127.6
2007–08	6.0	8.0	43.8	10.5	46.4	4.5	2.5	na*	0.2	121.9
2008–09	5.0	6.2	42.0	9.3	40.1	3.9	2.8	na*	0.3	109.6
2009–10	5.9	6.1	41.2	8.2	49.7	3.5	1.5	na*	0.1	116.2
2010–11	4.8	5.7	42.1	8.6	45.6	3.5	2.8	na*	0.2	113.3
2011–12	5.3	5.8	43.6	9.1	32.9	3.3	2.3	na*	0.2	102.5
2012–13	4.5	5.4	47.6	8.6	32.3	3.0	2.4	na*	0.2	104.0
2013–14	4.7	5.1	49.0	9.8	29.3	3.3	2.4	na*	0.1	103.8
2014–15	3.8	4.5	48.1	11.5	30.2	3.2	3.9	na*	0.0	105.3
2015–16	3.8	4.6	48.9	11.2	30.5	3.6	7.3	na*	0.1	110.1
2016–17	3.1	4.4	45.9	9.0	30.7	3.7	10.7	na*	0.0	107.5
2017–18	3.6	4.5	45.4	9.3	29.3	3.7	13.0	na*	0.0	108.8
2018–19	3.6	4.4	40.0	11.6	41.7	3.9	15.5	na*	0.1	120.7
2019–20	3.2	5.0	41.2	11.5	34.2	3.6	10.3	na*	0.0	108.9
2020–21	2.7	4.4	42.7	8.8	22.1	3.7	12.2	na*	0.0	96.6

Note: Small differences may exist in historical estimates due to revised estimates for some years.

na: not applicable

Source: *BITRE, 2023, Australian Sea Freight 2020–21*

Table 4.2d Total domestic freight, by state/territory, by transport mode – total

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1995-96	63.0	36.3	69.8	26.0	122.2	6.1	3.1	na	326.8
1996-97	67.9	38.8	75.1	29.5	128.2	5.7	3.7	na	349.0
1997-98	69.9	41.1	76.7	29.7	137.9	5.0	4.4	na	365.0
1998-99	72.2	40.7	77.8	30.1	133.1	6.0	4.8	na	364.9
1999-00	76.8	43.3	86.9	30.1	128.2	6.5	5.2	na	377.2
2000-01	80.0	44.5	92.5	30.2	122.2	5.7	5.1	na	380.5
2001-02	81.9	43.6	98.3	32.1	137.7	8.8	4.5	na	407.2
2002-03	85.0	45.9	102.1	33.4	143.8	8.9	4.3	na	423.5
2003-04	88.9	46.0	109.2	32.7	153.8	8.8	4.5	na	444.2
2004-05	93.4	47.8	117.7	33.8	152.3	8.0	5.8	na	459.3
2005-06	96.5	51.4	124.4	35.0	159.1	7.9	4.7	na	479.3
2006-07	99.4	52.5	130.7	36.4	172.1	8.2	2.8	na	502.3
2007-08	100.6	61.0	128.8	36.4	198.8	7.7	7.5	na	508.9
2008-09	98.7	57.8	129.9	33.9	221.9	6.9	8.6	na	530.2
2009-10	100.0	56.1	133.3	31.8	248.8	6.3	7.3	na	556.3

na: not available

Source: *ARA, 2008 and BITRE, 2012*

BITRE, 2023, Australian Sea Freight 2020–21

BITRE estimates

Table 4.3a Intrastate freight, by state/territory, by transport mode – road

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1972–73	7.5	5.5	3.5	2.2	2.4	0.6	0.1	0.1	22.1
1973–74	8.9	6.5	4.3	2.6	3.0	0.8	0.1	0.1	26.2
1974–75	8.9	6.6	4.3	2.6	3.1	0.8	0.1	0.1	26.6
1975–76	9.4	7.0	4.6	2.6	3.5	0.8	0.1	0.1	28.2
1976–77	10.5	7.9	5.3	2.9	4.1	1.0	0.2	0.2	31.9
1977–78	10.6	8.0	5.4	2.9	4.3	1.0	0.2	0.2	32.4
1978–79	11.6	8.9	6.1	3.1	4.9	1.1	0.2	0.2	36.1
1979–80	13.2	10.2	7.1	3.3	5.9	1.3	0.3	0.2	41.5
1980–81	14.5	11.3	7.9	3.5	6.7	1.4	0.4	0.2	45.8
1981–82	15.3	12.5	8.5	3.5	7.4	1.5	0.4	0.2	49.1
1982–83	14.5	11.9	8.1	3.4	7.5	1.4	0.5	0.2	47.5
1983–84	15.6	13.5	8.8	4.0	7.7	1.5	0.6	0.2	51.9
1984–85	16.3	14.1	9.4	4.3	8.6	1.6	0.6	0.2	55.1
1985–86	17.1	14.3	9.7	4.5	9.1	1.7	0.7	0.2	57.5
1986–87	17.2	13.6	9.6	4.3	9.5	1.7	0.7	0.2	57.0
1987–88	18.8	15.0	10.4	4.6	10.7	1.8	0.7	0.3	62.3
1988–89	20.3	15.0	11.6	4.9	11.7	2.0	0.7	0.3	66.4
1989–90	20.7	15.0	12.3	5.1	12.3	2.0	0.8	0.3	68.5
1990–91	19.2	13.1	11.3	4.6	11.4	1.8	0.8	0.3	62.5
1991–92	19.8	12.6	12.0	4.7	12.3	1.9	0.8	0.3	64.4
1992–93	20.0	13.3	12.6	4.7	12.6	1.9	0.7	0.3	66.1
1993–94	20.4	13.3	12.9	4.8	13.2	1.9	0.6	0.2	67.5
1994–95	21.4	13.7	13.8	4.9	14.1	2.0	0.7	0.2	70.7
1995–96	22.8	14.5	14.8	5.2	15.4	2.1	0.7	0.2	75.7
1996–97	23.7	15.3	15.7	5.4	15.9	2.1	0.7	0.3	79.2
1997–98	24.2	16.4	16.1	5.6	16.5	2.1	0.8	0.3	81.9
1998–99	23.6	16.7	16.0	5.3	15.6	2.0	0.9	0.3	80.3
1999–00	24.7	17.5	17.1	5.5	16.3	2.0	0.8	0.2	84.1
2000–01	26.0	18.2	18.4	5.9	17.3	2.1	0.9	0.2	89.0
2001–02	26.7	19.0	19.9	6.1	18.6	2.3	1.0	0.2	93.8
2002–03	27.0	19.6	20.5	6.1	19.4	2.3	0.9	0.3	96.1
2003–04	28.2	20.0	22.3	6.3	21.1	2.5	0.9	0.3	101.6
2004–05	27.8	20.6	22.9	6.2	20.5	2.4	0.9	0.2	101.6
2005–06	27.4	20.3	23.4	6.2	21.7	2.5	1.0	0.2	102.7
2006–07	29.2	21.4	26.4	6.7	25.1	2.7	1.3	0.3	113.0
2007–08	29.6	21.9	27.2	6.9	26.0	2.8	1.2	0.3	115.9
2008–09	28.6	21.6	26.1	6.7	25.4	2.7	1.3	0.3	112.7
2009–10	28.2	21.1	25.6	6.6	25.6	2.6	1.2	0.3	111.2
2010–11	31.1	23.4	28.0	7.2	29.5	2.9	1.3	0.3	123.7
2011–12	33.8	23.9	31.6	7.7	35.0	3.3	1.5	0.3	137.0
2012–13	33.6	22.8	31.6	7.6	36.3	3.2	1.8	0.3	137.1
2013–14	33.6	22.9	31.7	7.5	37.8	3.2	1.8	0.3	138.8
2014–15	34.1	24.0	31.8	7.5	38.1	3.3	1.8	0.3	140.9
2015–16	35.8	25.5	33.2	7.7	39.0	3.4	1.9	0.3	146.7
2016–17	35.5	27.0	32.6	7.6	36.3	3.4	1.8	0.3	144.5
2017–18	35.8	28.0	33.2	7.6	36.1	3.4	1.8	0.3	146.3
2018–19	36.0	29.0	33.5	7.7	36.4	3.4	1.8	0.3	148.0
2019–20	36.1	29.5	33.9	7.7	37.0	3.5	1.7	0.3	149.7
2020–21	37.7	30.3	35.3	7.9	38.1	3.6	1.7	0.3	154.8
2021–22	36.9	30.2	34.8	7.8	37.8	3.5	1.6	0.3	152.8
2022–23	37.5	31.3	35.8	7.9	38.2	3.6	1.6	0.3	156.2
2023–24	38.2	32.6	36.6	8.1	39.1	3.7	1.6	0.3	160.2

Source: *BITRE estimates*

Table 4.3b Intrastate freight, by state/territory, by transport mode – rail

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
2007–08	16.8	0.7	45.1	2.1	105.0	0.5	0.8	na	171.0
2008–09	17.6	0.4	50.6	1.8	137.0	0.3	1.1	na	208.9
2009–10	18.3	0.4	54.9	2.0	154.0	0.1	1.2	na	231.0

na: not applicable

Source: BITRE, 2012

Table 4.3c Intrastate freight, by state/territory, by transport mode – shipping

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1995–96	0.1	0.0	19.3	0.1	3.6	0.2	0.0	na	23.4
1996–97	0.1	0.0	20.9	0.2	3.8	0.0	0.0	na	25.0
1997–98	0.2	0.0	20.8	0.1	4.0	0.1	0.0	na	25.3
1998–99	0.1	0.1	19.8	0.1	2.9	0.2	0.1	na	23.3
1999–00	0.1	0.0	23.7	0.2	3.3	0.2	0.1	na	27.6
2000–01	0.1	0.0	24.1	0.2	6.6	0.1	0.1	na	31.1
2001–02	0.1	0.0	24.1	0.2	5.6	0.6	0.1	na	30.7
2002–03	0.0	0.0	24.4	0.2	5.7	0.1	0.1	na	30.6
2003–04	0.0	0.0	24.7	0.2	5.3	0.1	0.0	na	30.3
2004–05	0.0	0.0	27.5	0.2	4.4	0.1	0.1	na	32.3
2005–06	0.0	0.0	31.3	0.2	3.7	0.1	0.0	na	35.3
2006–07	0.0	0.1	32.2	0.2	5.5	0.1	0.0	na	38.2
2007–08	0.0	0.1	32.1	0.2	5.5	0.1		na	38.1
2008–09	0.0	0.1	32.1	0.1	4.1	0.1	0.0	na	36.6
2009–10	0.0	0.0	32.3	0.1	1.4	0.1	0.0	na	34.1
2010–11	0.0	0.0	32.4	0.2	1.6	0.1	0.1	na	34.4
2011–12	0.0	0.1	33.0	0.3	1.2	0.1	0.0	na	34.8
2012–13	0.0	0.0	39.1	0.2	2.0	0.1	0.0	na	41.4
2013–14	0.0	0.0	39.6	0.1	2.4	0.1	0.0	na	42.3
2014–15	0.1	0.0	39.8	0.2	1.0	0.1	0.0	na	41.3
2015–16	0.0	0.0	39.5	0.1	1.7	0.1	0.0	na	41.5
2016–17	0.1	0.0	37.6	0.1	1.4	0.1		na	39.4
2017–18	0.0	0.0	34.7	0.1	1.1	0.1		na	36.0
2018–19	0.0	0.0	29.9	0.2	0.8	0.1	0.0	na	31.0
2019–20	0.0	0.0	30.1	0.2	0.9	0.2		na	31.4
2020–21	0.0	0.0	31.2	0.1	0.9	0.1		na	32.4

Notes: Small differences may exist in historical estimates due to revised estimates for some years.
Blank cells mean no data was recorded. Cells with "0.0" indicate data was recorded but rounded to zero.

na: not applicable

Source BITRE, 2023, Australian Sea Freight 2020–21
BITRE estimates

Table 4.4a Interstate freight, by state/territory, by transport mode – road

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1979–80	5.6	2.7	0.8	1.1	0.6	na	0.2	0.0	11.1
1980–81	5.7	2.8	0.8	1.2	0.7	na	0.2	0.0	11.5
1981–82	6.0	3.0	0.8	1.3	0.7	na	0.2	0.0	12.0
1982–83	5.9	2.9	0.8	1.3	0.8	na	0.2	0.0	11.8
1983–84	6.5	3.2	0.9	1.4	0.8	na	0.3	0.0	13.1
1984–85	7.3	3.6	1.0	1.5	0.9	na	0.3	0.0	14.6
1985–86	7.8	3.8	1.1	1.6	0.9	na	0.3	0.0	15.6
1986–87	8.4	4.1	1.2	1.8	1.0	na	0.4	0.0	16.8
1987–88	9.9	4.8	1.4	2.1	1.1	na	0.4	0.0	19.7
1988–89	11.2	5.4	1.6	2.3	1.2	na	0.5	0.0	22.2
1989–90	12.1	5.8	1.7	2.5	1.3	na	0.5	0.0	23.9
1990–91	12.1	5.8	1.8	2.6	1.3	na	0.5	0.0	24.1
1991–92	12.7	6.1	1.9	2.8	1.4	na	0.5	0.0	25.4
1992–93	14.0	6.7	2.1	3.1	1.5	na	0.6	0.0	28.0
1993–94	15.3	7.4	2.3	3.4	1.6	na	0.6	0.0	30.6
1994–95	16.5	7.9	2.5	3.7	1.8	na	0.7	0.0	32.9
1995–96	17.4	8.4	2.6	3.9	1.8	na	0.7	0.0	34.8
1996–97	18.7	9.1	2.8	4.2	1.9	na	0.8	0.0	37.6
1997–98	20.2	9.9	3.1	4.6	2.0	na	0.8	0.0	40.6
1998–99	24.2	11.5	3.7	5.2	2.3	na	1.0	0.0	47.8
1999–00	25.8	12.1	4.0	5.4	2.3	na	1.0	0.0	50.7
2000–01	25.6	12.0	3.9	5.3	2.3	na	1.0	0.0	50.1
2001–02	26.9	12.5	4.1	5.5	2.3	na	1.1	0.0	52.4
2002–03	28.1	13.0	4.4	5.6	2.3	na	1.1	0.0	54.5
2003–04	30.0	13.4	4.7	5.7	2.4	na	1.2	0.0	57.2
2004–05	32.1	13.9	5.0	5.8	2.5	na	1.3	0.0	60.6
2005–06	34.8	15.2	5.4	6.0	2.6	na	1.3	0.0	65.4
2006–07	33.5	14.8	5.1	5.9	2.5	na	1.3	0.0	63.1
2007–08	36.1	15.7	5.6	6.2	2.7	na	1.4	0.0	67.7
2008–09	37.8	16.4	5.8	6.4	2.8	na	1.4	0.0	70.7
2009–10	37.7	16.2	5.9	6.5	2.6	na	1.4	0.0	70.3
2010–11	35.8	15.7	5.6	6.6	2.7	na	1.4	0.0	68.0
2011–12	32.3	14.4	5.3	6.3	2.7	na	1.5	0.0	62.6
2012–13	32.2	14.9	5.2	5.9	2.4	na	1.4	0.0	62.1
2013–14	32.3	15.5	5.1	5.7	2.1	na	1.4	0.0	62.0
2014–15	32.3	15.2	5.2	5.4	2.1	na	1.3	0.0	61.4
2015–16	31.0	13.4	5.3	5.2	2.0	na	1.1	0.0	58.1
2016–17	33.9	15.0	5.7	5.9	2.4	na	1.2	0.0	64.0
2017–18	35.8	15.7	5.9	6.5	2.7	na	1.2	0.0	67.9
2018–19	38.5	16.6	6.4	6.8	2.8	na	1.3	0.0	72.4
2019–20	39.1	14.5	7.1	7.6	3.4	na	1.4	0.0	73.2
2020–21	40.3	14.8	7.3	7.8	3.5	na	1.5	0.0	75.3
2021–22	44.3	18.7	7.4	7.5	3.0	na	1.5	0.0	82.4
2022–23	46.1	19.3	7.7	7.7	3.2	na	1.6	0.0	85.6
2023–24	48.0	20.0	8.0	8.0	3.3	na	1.7	0.0	88.8

na: not applicable

Source: *BITRE estimates*

Table 4.4b Interstate freight, by state/territory, by transport mode – shipping

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion tonne-kilometres								
1995–96	4.6	8.5	4.8	9.0	50.7	3.5	1.6	na	82.7
1996–97	5.4	8.8	4.7	9.5	53.8	3.2	2.2	na	87.6
1997–98	5.4	10.3	4.8	9.6	56.5	2.3	2.8	na	91.7
1998–99	4.8	7.8	4.9	9.6	52.2	3.3	2.8	na	85.4
1999–00	6.2	8.8	6.6	9.4	43.0	3.9	3.3	na	81.2
2000–01	7.3	9.4	6.6	8.9	35.2	2.8	3.1	na	73.3
2001–02	5.1	6.6	6.8	9.4	44.3	5.1	2.4	na	79.8
2002–03	5.6	7.5	7.2	9.9	46.1	5.6	2.2	na	84.3
2003–04	4.9	6.5	9.1	8.3	50.3	5.4	2.5	na	87.0
2004–05	5.3	6.6	9.6	8.3	43.7	4.5	3.5	na	81.5
2005–06	5.3	9.0	9.9	8.7	47.2	4.4	2.4	na	86.9
2006–07	6.2	8.9	9.7	9.2	50.5	4.3	0.2	na	89.1
2007–08	6.0	8.0	11.7	10.3	40.8	4.4	2.5	na	83.6
2008–09	5.0	6.1	9.9	9.2	35.9	3.8	2.8	na	72.7
2009–10	5.9	6.1	8.8	8.1	48.3	3.4	1.4	na	82.0
2010–11	4.7	5.7	9.7	8.5	43.6	3.4	2.8	na	78.3
2011–12	5.2	5.8	10.6	8.8	31.6	3.2	2.2	na	67.5
2012–13	4.5	5.3	8.5	8.4	30.3	2.9	2.3	na	62.3
2013–14	4.7	5.1	9.4	9.7	26.9	3.2	2.4	na	61.4
2014–15	3.7	4.4	8.3	11.4	29.2	3.1	3.8	na	64.0
2015–16	3.8	4.5	9.4	11.0	28.8	3.5	7.3	na	68.5
2016–17	3.1	4.3	8.3	8.9	29.3	3.6	10.7	na	68.1
2017–18	3.6	4.5	10.7	9.1	28.2	3.6	13.0	na	72.7
2018–19	3.6	4.4	10.0	11.4	40.9	3.8	15.5	na	89.6
2019–20	3.2	4.9	11.1	11.4	33.3	3.4	10.3	na	77.6
2020–21	2.7	4.4	11.5	8.6	21.2	3.5	12.2	na	64.1

Notes: Small differences may exist in historical estimates due to revised estimates for some years.
Blank data means no data was recorded. Cell with "0.0" indicate data was recorded by rounded to zero.

na: not applicable

Source: *BITRE, 2023, Australian Sea Freight 2020–21*
BITRE estimates

Table 4.5 Metropolitan road freight, by capital city

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra	Total capital cities
	billion tonne kilometres								
1971–72	2.9	2.1	0.7	0.7	0.8	0.1	0.0	0.1	7.5
1972–73	3.2	2.2	0.8	0.8	0.9	0.2	0.1	0.1	8.1
1973–74	3.5	2.5	0.9	0.9	1.0	0.2	0.1	0.1	9.2
1974–75	3.6	2.6	0.9	0.9	1.0	0.2	0.1	0.1	9.3
1975–76	3.7	2.7	1.0	0.9	1.1	0.2	0.1	0.1	9.8
1976–77	4.0	2.9	1.2	1.0	1.2	0.2	0.1	0.2	10.7
1977–78	4.0	3.0	1.3	1.0	1.2	0.2	0.1	0.2	10.9
1978–79	4.2	3.2	1.5	1.0	1.3	0.2	0.1	0.2	11.8
1979–80	4.7	3.6	1.7	1.1	1.5	0.2	0.1	0.2	13.0
1980–81	5.0	3.9	1.9	1.1	1.6	0.3	0.2	0.2	14.0
1981–82	5.2	4.1	2.2	1.1	1.7	0.3	0.2	0.2	14.9
1982–83	5.2	4.1	2.2	1.0	1.6	0.3	0.2	0.2	14.7
1983–84	5.5	4.4	2.3	1.1	1.7	0.3	0.2	0.2	15.9
1984–85	5.8	4.7	2.5	1.2	1.8	0.3	0.2	0.2	16.8
1985–86	6.0	5.0	2.6	1.3	1.9	0.3	0.2	0.2	17.5
1986–87	6.0	5.1	2.6	1.3	1.9	0.3	0.2	0.2	17.7
1987–88	6.5	5.6	2.9	1.4	2.1	0.3	0.2	0.3	19.3
1988–89	6.9	6.0	3.0	1.5	2.3	0.4	0.3	0.3	20.6
1989–90	7.1	6.3	3.1	1.5	2.4	0.4	0.3	0.3	21.3
1990–91	7.0	6.2	3.1	1.5	2.4	0.4	0.2	0.3	21.0
1991–92	6.9	6.2	3.1	1.5	2.4	0.3	0.2	0.3	20.9
1992–93	7.1	6.5	3.2	1.5	2.5	0.3	0.2	0.3	21.7
1993–94	7.4	6.8	3.4	1.6	2.5	0.3	0.2	0.2	22.4
1994–95	7.7	7.2	3.6	1.7	2.7	0.3	0.2	0.2	23.6
1995–96	8.1	7.6	3.8	1.8	2.8	0.3	0.2	0.2	25.0
1996–97	8.5	8.0	4.1	1.8	3.0	0.3	0.2	0.3	26.2
1997–98	8.8	8.3	4.3	1.9	3.1	0.3	0.2	0.3	27.2
1998–99	9.0	8.7	4.7	1.9	3.2	0.3	0.2	0.3	28.3
1999–00	9.3	9.1	5.0	2.0	3.4	0.3	0.2	0.2	29.6
2000–01	9.6	9.4	5.3	2.0	3.5	0.3	0.2	0.2	30.6
2001–02	9.9	9.8	5.7	2.1	3.7	0.3	0.2	0.2	32.0
2002–03	10.1	10.0	6.1	2.1	3.8	0.3	0.2	0.3	32.8
2003–04	10.4	10.3	6.6	2.2	4.1	0.4	0.2	0.3	34.4
2004–05	10.6	10.5	6.9	2.3	3.7	0.4	0.2	0.2	34.9
2005–06	10.5	10.7	7.0	2.3	4.5	0.4	0.2	0.2	36.0
2006–07	10.7	11.2	7.3	2.4	5.1	0.5	0.3	0.3	37.6
2007–08	11.0	11.7	7.6	2.5	5.3	0.5	0.3	0.3	39.1
2008–09	11.2	12.0	7.8	2.5	5.5	0.5	0.3	0.3	40.1
2009–10	11.4	12.3	8.0	2.5	5.7	0.5	0.3	0.3	40.9
2010–11	11.9	12.9	8.4	2.6	6.0	0.6	0.3	0.3	42.9
2011–12	12.2	13.5	8.7	2.7	6.3	0.6	0.3	0.3	44.5
2012–13	12.3	13.6	8.7	2.7	6.5	0.6	0.3	0.3	45.0
2013–14	12.5	13.9	8.9	2.8	6.8	0.6	0.3	0.3	45.9
2014–15	12.6	14.3	9.0	2.8	6.6	0.6	0.3	0.3	46.5
2015–16	12.8	14.7	9.3	2.9	6.5	0.7	0.3	0.3	47.4
2016–17	13.0	15.2	9.5	3.0	6.3	0.7	0.3	0.3	48.3
2017–18	13.0	15.4	9.6	3.0	6.0	0.7	0.3	0.3	48.4
2018–19	13.2	15.8	9.9	3.1	6.4	0.7	0.3	0.3	49.7
2019–20	13.2	16.0	10.0	3.1	6.6	0.8	0.3	0.3	50.4
2020–21	14.0	16.3	10.3	3.2	6.6	0.8	0.3	0.3	51.8
2021–22	14.0	16.6	10.6	3.2	6.8	0.8	0.3	0.3	52.6
2022–23	14.3	17.1	10.9	3.3	7.0	0.8	0.3	0.3	54.1
2023–24	14.6	17.8	11.2	3.4	7.3	0.8	0.3	0.3	55.8

Note: Greater Capital City Statistical Areas are used for each capital city

Source: *BITRE estimates*

Chapter 5: Passengers

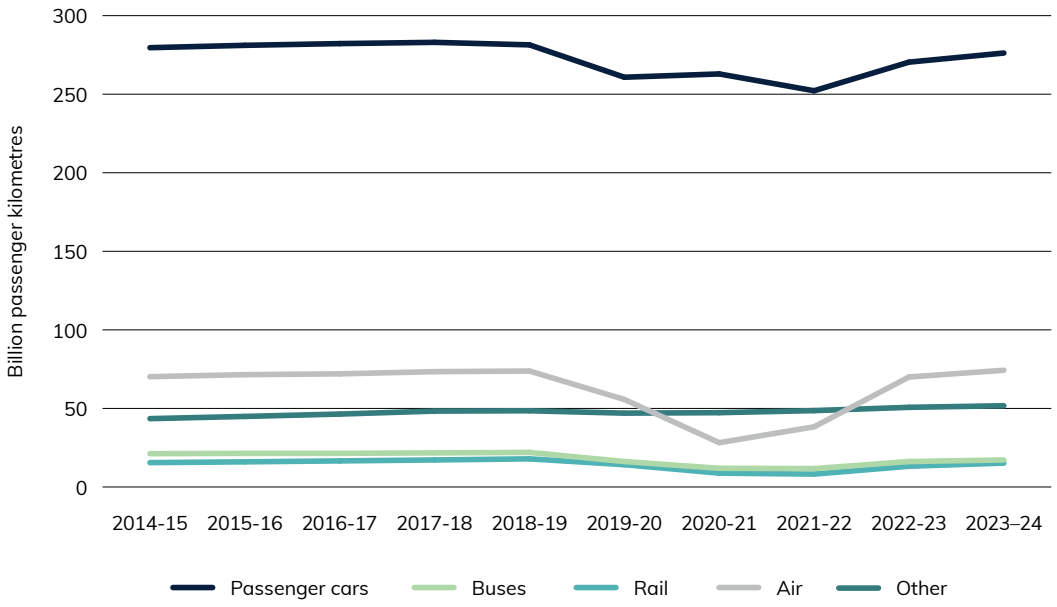
This chapter provides information on passenger transport activity, including nationally, by city pair, by capital city and by method of travel to work. The data in this chapter comes from a variety of sources, being from BITRE's estimates, the ABS' Census Basic Community Profiles Series and from Tourism Research Australia.

163 billion passenger kilometres were travelled by car on capital city roads in 2023–24, returning to pre COVID pandemic levels of 2018–19.

18 billion passenger kilometres were travelled on heavy rail in 2018–19, prior to any COVID impacts.

15 billion passenger kilometres were travelled on heavy rail networks in 2023–24.

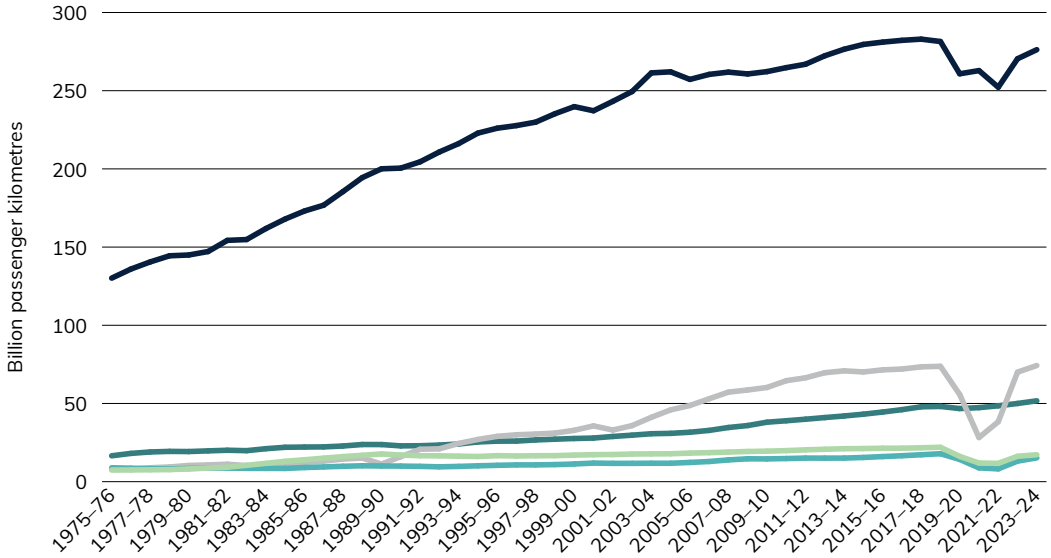
Figure 11 Total national motorised passenger travel, by transport mode



Sources: *BITRE, 2024, Australian Sea Freight 2020–21*
BITRE, 2017, Trainline 5
BITRE estimates

Passenger transport activity (Figure 11) is measured by passenger kilometres (the number of kilometres travelled by passenger vehicles multiplied by the number of occupants in the vehicle).

Figure 12 Australian domestic passenger task, by mode of transport



Source: BITRE, 2023

The Australian domestic passenger task is dominated by road transport, mainly passenger cars (Figure 12, right axis). Passenger travel on other modes has generally been increasing, albeit with a dip over the pandemic period. Air travel expectedly fell most significantly, however in 2023–24 it had recovered to near its pre-pandemic level.

Table 5.1 Total national motorised passenger travel, by transport mode

Financial year	Passenger cars	Buses	Rail	Air	Other	Total
			billion passenger km			
1975–76	130.1	7.4	8.9	8.3	16.5	171.3
1976–77	136.0	7.5	8.6	8.0	18.1	178.1
1977–78	140.5	7.6	8.3	8.9	19.0	184.3
1978–79	144.4	7.7	8.2	9.4	19.4	189.0
1979–80	144.9	8.2	8.5	10.4	19.3	191.2
1980–81	147.1	8.7	8.7	10.7	19.7	195.0
1981–82	154.3	9.2	8.7	11.2	20.1	203.4
1982–83	154.8	10.5	8.5	10.3	19.8	203.9
1983–84	161.8	11.7	8.5	10.6	21.1	213.7
1984–85	167.9	13.0	8.5	11.3	22.0	222.7
1985–86	173.1	14.0	9.0	12.3	22.1	230.6
1986–87	176.8	15.0	9.4	13.2	22.2	236.6
1987–88	185.5	16.0	9.8	14.5	22.8	248.6
1988–89	194.4	16.9	10.2	15.1	23.8	260.3
1989–90	200.0	17.7	10.0	11.3	23.7	262.8
1990–91	200.5	17.0	10.0	16.0	22.9	266.3
1991–92	204.5	16.6	9.8	20.7	23.0	274.6
1992–93	210.8	16.5	9.5	21.0	23.4	281.2
1993–94	216.1	16.3	9.8	24.4	24.1	290.7
1994–95	222.9	16.1	10.1	27.0	25.4	301.5
1995–96	226.0	16.6	10.4	29.0	25.9	308.0
1996–97	227.7	16.4	10.7	30.0	26.0	310.8
1997–98	229.9	16.6	10.7	30.4	26.7	314.3
1998–99	235.3	16.6	10.9	31.1	27.2	321.0
1999–00	239.8	17.0	11.3	32.8	27.6	328.5
2000–01	237.2	17.3	11.9	35.7	27.9	329.9
2001–02	243.2	17.3	11.7	33.0	28.9	334.1
2002–03	249.5	17.7	11.7	35.8	29.8	344.4
2003–04	261.4	17.8	11.8	41.1	30.7	362.7
2004–05	262.1	17.8	11.8	45.9	30.9	368.5
2005–06	257.2	18.3	12.3	48.7	31.7	368.1
2006–07	260.4	18.6	12.9	53.0	32.8	377.7
2007–08	261.9	18.9	13.9	57.2	34.7	386.6
2008–09	260.7	19.3	14.6	58.6	36.0	389.1
2009–10	262.2	19.5	14.6	60.2	38.1	394.5
2010–11	264.7	19.8	14.8	64.6	39.1	402.9
2011–12	266.9	20.4	15.1	66.4	40.1	408.7
2012–13	272.3	20.7	15.0	69.7	41.2	418.7
2013–14	276.5	21.1	15.1	70.9	42.3	425.5
2014–15	279.6	21.2	15.5	70.2	43.5	429.5
2015–16	281.1	21.4	16.0	71.5	44.9	434.5
2016–17	282.2	21.4	16.6	72.0	46.4	438.2
2017–18	283.0	21.7	17.2	73.4	48.3	443.1
2018–19	281.4	22.0	17.9	73.8	48.5	443.2
2019–20	260.8	16.2	14.2	55.7	47.0	393.6
2020–21	262.9	11.9	8.8	28.2	47.3	359.1
2021–22	252.2	11.7	8.2	38.3	48.6	358.9
2022–23	270.4	16.2	13.2	70.0	50.7	419.9
2023–24	276.2	17.2	15.2	74.3	51.7	434.6

Neglecting personal mobility devices (such as e-bikes and scooters)

See End Notes

Notes: Bus pkm values are very approximate, especially for post 2020 years.

The most significant element of Other is comprised of passenger travel in light commercial road vehicles.

The inclusion of remaining travel - walking, cycling and use of personal mobility devices (such as e-bikes and scooters) – could add around 14 billion pkm to the 2022–23 motorised total.

Source: *BITRE estimates*

Table 5.2a Inter-capital city passenger travel by city pair – All modes

Financial year	Syd-Mel	Syd-Cbr	Syd-Bne	Mel-Adl	Mel-Bne	Syd-Adl
	thousand passenger movements					
2003–04	7 303	8 681	5 459	2 744	2 948	1 533
2004–05	7 652	7 732	5 511	2 756	2 912	1 525
2005–06	7 761	7 230	5 287	2 805	2 911	1 572
2006–07	8 074	7 741	5 277	2 832	3 038	1 647
2007–08	8 297	7 738	5 831	2 906	3 000	1 755
2008–09	8 213	7 945	5 630	2 939	3 034	1 685
2009–10	8 814	8 157	5 799	3 064	3 119	1 899
2010–11	9 186	8 877	5 952	3 082	3 487	1 965
2011–12	8 915	8 992	5 518	2 924	3 469	1 792
2012–13	9 290	9 237	5 619	2 983	3 490	1 823
2013–14	9 487	9 095	5 551	3 138	3 543	1 968
2014–15	9 940	9 948	5 856	3 163	3 618	1 995
2015–16	10 471	9 698	6 258	3 310	3 735	2 048
2016–17	10 645	10 889	6 499	3 499	3 905	2 039
2017–18	11 329	11 539	6 690	3 704	3 905	2 085
2018–19	11 497	12 637	6 834	3 861	4 010	2 048
2019–20	8 316	10 074	5 297	2 721	3 031	1 510
2020–21	2 690	8 202	2 336	1 127	995	785
2021–22	4 884	6 888	2 993	1 539	1 762	865
2022–23	9 610	11 210	6 146	3 422	3 243	2 054
2023–24	9 639	12 074	6 485	3 666	3 829	1 922

See end notes

Note: These figures have been impacted by COVID-19

Sources: *Tourism Research Australia, 2024*
BITRE estimates

Table 5.2b Inter-capital city passenger travel by city pair – Car

Financial year	Syd-Mel	Syd-Cbr	Syd-Bne	Mel-Adl	Mel-Bne	Syd-Adl
	thousand passenger movements					
2003–04	1 003	7 395	1 227	931	418	132
2004–05	1 110	6 483	1 327	829	297	159
2005–06	1 201	5 962	1 259	814	351	176
2006–07	1 155	6 364	1 083	806	358	107
2007–08	1 061	6 220	1 310	706	204	141
2008–09	1 134	6 504	1 114	639	262	105
2009–10	983	6 626	1 184	861	262	153
2010–11	1 103	7 157	1 314	671	258	156
2011–12	1 020	7 454	977	735	258	60
2012–13	896	7 629	1 024	769	295	54
2013–14	1 018	7 492	879	807	228	159
2014–15	1 262	8 481	1 255	758	238	140
2015–16	1 431	8 105	1 415	865	253	155
2016–17	1 436	9 243	1 572	959	335	126
2017–18	1 796	9 689	1 666	1 095	301	143
2018–19	1 937	10 961	1 711	1 222	345	139
2019–20	1 492	8 708	1 562	770	300	148
2020–21	921	7 819	1 040	559	206	166
2021–22	1 096	6 323	1 182	457	305	128
2022–23	2 048	9 846	1 867	1 089	376	118
2023–24	1 816	10 566	1 965	1 207	373	59

See end notes

Note: These figures have been impacted by COVID-19

Sources: *Tourism Research Australia, 2024*
BITRE estimates

Table 5.2c Inter-capital city passenger travel by city pair – Air

Financial year	Syd-Mel	Syd-Cbr	Syd-Bne	Mel-Adl	Mel-Bne	Syd-Adl
	thousand passenger movements					
2003–04	5 964	857	3 914	1 569	2 449	1 351
2004–05	6 273	792	3 834	1 731	2 542	1 345
2005–06	6 237	786	3 758	1 839	2 488	1 352
2006–07	6 625	829	3 935	1 862	2 633	1 483
2007–08	6 993	887	4 246	1 989	2 699	1 577
2008–09	6 811	984	4 263	2 196	2 699	1 552
2009–10	7 640	1 074	4 333	2 097	2 796	1 721
2010–11	7 907	1 085	4 449	2 299	3 111	1 779
2011–12	7 728	1 058	4 353	2 071	3 152	1 710
2012–13	8 201	1 041	4 426	2 115	3 163	1 754
2013–14	8 275	994	4 454	2 242	3 276	1 779
2014–15	8 455	962	4 408	2 283	3 320	1 817
2015–16	8 796	949	4 608	2 363	3 439	1 870
2016–17	8 974	955	4 696	2 413	3 500	1 886
2017–18	9 240	952	4 788	2 487	3 557	1 909
2018–19	9 196	927	4 815	2 507	3 595	1 877
2019–20	6 603	664	3 533	1 848	2 671	1 355
2020–21	1 728	124	1 238	547	773	617
2021–22	3 625	262	1 692	1 040	1 430	713
2022–23	7 306	594	4 044	2 207	3 124	1 605
2023–24	7 405	618	4 325	2 332	3 389	1 844

See end notes

Note: These figures have been impacted by COVID-19

Sources: *Tourism Research Australia, 2024*
BITRE estimates

Table 5.2d Inter-capital city passenger travel by city pair – Rail, Coach and Other

Financial year	Syd-Mel	Syd-Cbr	Syd-Bne	Mel-Adl	Mel-Bne	Syd-Adl
	thousand passenger movements					
2003–04	337	428	317	244	81	50
2004–05	270	456	350	195	73	21
2005–06	323	482	270	153	71	44
2006–07	293	548	259	164	48	56
2007–08	243	631	275	212	97	37
2008–09	268	458	254	104	73	29
2009–10	191	457	282	106	61	24
2010–11	176	635	189	113	119	31
2011–12	166	479	188	118	58	22
2012–13	193	567	169	99	33	16
2013–14	194	609	218	88	39	31
2014–15	224	506	193	122	59	38
2015–16	245	644	235	83	43	23
2016–17	235	690	231	127	69	27
2017–18	292	898	236	122	46	34
2018–19	363	749	308	132	71	32
2019–20	221	702	202	103	59	6
2020–21	41	258	58	20	17	2
2021–22	162	303	119	42	27	23
2022–23	257	770	235	127	73	1
2023–24	418	889	195	127	66	19

See end notes

Note: These figures have been impacted by COVID-19

Sources: *Tourism Research Australia, 2024*
BITRE estimates

Table 5.3a Total motorised passenger kilometres travelled by capital city – Sydney

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	24.13	2.02	0.24	3.38	0.00	1.53	0.10	31.20
1977–78	24.80	2.10	0.24	3.37	0.00	1.57	0.11	31.94
1978–79	25.59	2.15	0.25	3.40	0.00	1.54	0.11	32.78
1979–80	25.79	2.13	0.27	3.59	0.00	1.58	0.12	33.48
1980–81	26.15	2.18	0.29	3.67	0.00	1.62	0.13	34.07
1981–82	27.17	2.26	0.32	3.78	0.00	1.63	0.14	35.33
1982–83	26.97	2.22	0.33	3.55	0.00	1.68	0.15	34.94
1983–84	28.34	2.37	0.34	3.47	0.00	1.71	0.15	36.42
1984–85	29.65	2.47	0.34	3.45	0.00	1.77	0.15	37.87
1985–86	30.51	2.54	0.31	3.72	0.00	1.82	0.16	39.09
1986–87	31.20	2.56	0.29	3.81	0.00	1.89	0.17	39.94
1987–88	32.59	2.63	0.27	4.13	0.00	1.96	0.15	41.74
1988–89	33.83	2.68	0.27	4.18	0.01	1.95	0.16	43.14
1989–90	34.70	2.63	0.24	4.29	0.01	1.90	0.18	44.01
1990–91	34.69	2.47	0.21	4.37	0.01	1.95	0.15	43.90
1991–92	35.29	2.47	0.20	4.27	0.01	1.93	0.13	44.39
1992–93	36.35	2.51	0.20	4.12	0.01	1.91	0.11	45.25
1993–94	37.20	2.60	0.20	4.22	0.01	1.90	0.11	46.32
1994–95	38.26	2.78	0.19	4.51	0.01	1.92	0.12	47.88
1995–96	38.48	2.91	0.18	4.62	0.01	1.98	0.12	48.41
1996–97	38.43	2.97	0.18	4.76	0.01	2.02	0.13	48.62
1997–98	38.99	3.09	0.17	4.80	0.01	2.05	0.13	49.36
1998–99	39.93	3.19	0.16	4.88	0.02	2.07	0.12	50.52
1999–00	40.94	3.27	0.16	5.05	0.02	2.05	0.12	51.77
2000–01	40.68	3.32	0.16	5.44	0.02	2.03	0.14	51.97
2001–02	41.52	3.40	0.17	5.06	0.02	1.94	0.13	52.41
2002–03	42.18	3.48	0.16	5.07	0.02	1.92	0.13	53.16
2003–04	44.28	3.57	0.17	5.12	0.02	1.90	0.13	55.38
2004–05	44.55	3.56	0.18	5.16	0.02	1.89	0.13	55.72
2005–06	43.70	3.59	0.20	5.28	0.02	1.89	0.13	55.03
2006–07	43.99	3.71	0.22	5.46	0.02	1.93	0.13	55.67
2007–08	44.26	3.89	0.24	5.76	0.02	2.00	0.13	56.51
2008–09	44.20	3.98	0.27	5.73	0.02	1.98	0.14	56.64
2009–10	44.62	4.17	0.30	5.56	0.02	1.95	0.14	57.10
2010–11	45.41	4.29	0.30	5.57	0.02	2.02	0.14	58.09
2011–12	45.66	4.40	0.29	5.78	0.02	2.05	0.15	58.72
2012–13	46.66	4.52	0.30	5.80	0.02	2.06	0.15	59.89
2013–14	47.28	4.60	0.31	5.93	0.01	2.07	0.16	60.74
2014–15	47.86	4.68	0.31	6.18	0.02	2.07	0.15	61.66
2015–16	48.26	4.77	0.32	6.46	0.04	2.09	0.16	62.49
2016–17	48.64	4.99	0.32	6.91	0.04	2.16	0.17	63.59
2017–18	48.85	5.20	0.32	7.32	0.04	2.34	0.18	64.58
2018–19	48.56	5.24	0.32	7.69	0.04	2.57	0.18	64.91
2019–20	43.93	5.12	0.28	6.26	0.05	2.04	0.13	58.02
2020–21	45.22	5.21	0.29	4.16	0.07	1.42	0.07	56.55
2021–22	39.95	5.25	0.30	3.14	0.07	1.32	0.07	49.97
2022–23	46.03	5.38	0.30	5.50	0.15	1.85	0.15	59.51
2023–24	47.30	5.51	0.31	6.53	0.19	2.49	0.15	62.48

Neglecting personal mobility devices (such as e-bikes and scooters)

Source: *BITRE estimates*

Table 5.3b Total motorised passenger kilometres travelled by capital city – Melbourne

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	21.79	1.96	0.20	1.91	0.53	0.56	..	26.95
1977–78	22.76	2.09	0.20	1.82	0.53	0.56	..	27.96
1978–79	23.54	2.09	0.19	1.72	0.53	0.57	..	28.64
1979–80	23.76	2.00	0.19	1.61	0.52	0.58	..	28.66
1980–81	24.29	1.95	0.19	1.54	0.53	0.59	..	29.10
1981–82	25.83	1.95	0.20	1.39	0.54	0.61	..	30.52
1982–83	26.07	1.86	0.20	1.42	0.53	0.63	..	30.70
1983–84	27.08	1.97	0.21	1.45	0.54	0.65	..	31.89
1984–85	27.98	2.05	0.21	1.45	0.60	0.69	..	32.98
1985–86	29.07	2.21	0.20	1.55	0.62	0.72	..	34.36
1986–87	29.91	2.34	0.20	1.61	0.63	0.76	..	35.44
1987–88	31.46	2.54	0.20	1.54	0.65	0.80	..	37.16
1988–89	32.96	2.71	0.22	1.62	0.66	0.84	..	38.99
1989–90	33.74	2.74	0.20	1.64	0.53	0.89	..	39.72
1990–91	33.51	2.68	0.19	1.64	0.59	0.88	..	39.46
1991–92	33.97	2.73	0.19	1.77	0.59	0.84	..	40.07
1992–93	34.63	2.80	0.20	1.82	0.51	0.85	..	40.78
1993–94	35.30	2.89	0.20	1.83	0.51	0.88	..	41.56
1994–95	36.30	3.02	0.20	1.95	0.51	0.91	..	42.85
1995–96	37.03	2.96	0.20	2.00	0.52	0.93	..	43.60
1996–97	37.41	2.92	0.20	1.99	0.52	0.94	..	43.91
1997–98	38.15	2.97	0.20	1.91	0.52	0.96	..	44.65
1998–99	39.21	2.98	0.19	2.00	0.53	0.98	..	45.83
1999–00	40.12	2.98	0.19	2.12	0.56	1.00	..	46.91
2000–01	40.14	3.04	0.20	2.21	0.58	1.02	..	47.10
2001–02	40.88	3.12	0.21	2.31	0.59	1.03	..	48.06
2002–03	41.64	3.18	0.21	2.36	0.60	1.04	..	48.95
2003–04	43.04	3.26	0.22	2.44	0.60	1.05	..	50.52
2004–05	43.27	3.30	0.24	2.51	0.61	1.04	..	50.87
2005–06	42.80	3.38	0.26	2.81	0.62	1.05	..	50.84
2006–07	42.83	3.52	0.27	3.13	0.63	1.12	..	51.39
2007–08	43.39	3.69	0.27	3.56	0.65	1.25	..	52.70
2008–09	42.89	3.80	0.27	3.83	0.71	1.35	..	52.74
2009–10	43.56	3.99	0.28	3.95	0.70	1.43	..	53.77
2010–11	44.43	4.12	0.27	4.15	0.73	1.50	..	55.06
2011–12	45.07	4.23	0.26	4.03	0.77	1.69	..	55.90
2012–13	46.26	4.31	0.27	4.09	0.73	1.62	..	57.12
2013–14	47.19	4.45	0.27	4.10	0.71	1.68	..	58.25
2014–15	47.90	4.58	0.27	4.14	0.73	1.68	..	59.15
2015–16	48.21	4.73	0.28	4.33	0.78	1.67	..	59.85
2016–17	48.69	4.93	0.28	4.42	0.80	1.65	..	60.62
2017–18	49.02	5.21	0.28	4.54	0.80	1.65	..	61.36
2018–19	49.35	5.26	0.28	4.65	0.80	1.70	..	61.88
2019–20	45.84	5.16	0.24	3.59	0.55	1.33	..	56.57
2020–21	40.65	5.13	0.23	1.58	0.23	0.76	..	48.54
2021–22	42.51	5.36	0.24	1.93	0.32	0.88	..	51.19
2022–23	46.43	5.48	0.25	3.08	0.58	1.35	..	57.00
2023–24	47.82	5.63	0.26	3.62	0.60	1.53	..	59.46

Neglecting personal mobility devices (such as e-bikes and scooters)

Note: Note: Rail travel values for Melbourne include an allowance for urban commuter travel on regional services; and bus travel values include estimates for SkyBus services.

.. Negligible or not available

Source: *BITRE estimates*

Table 5.3c Total motorised passenger kilometres travelled by capital city – Brisbane

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	7.82	0.86	0.14	0.38	na	0.49	0.00	9.70
1977–78	8.21	0.95	0.14	0.37	na	0.51	0.00	10.17
1978–79	8.60	1.01	0.14	0.35	na	0.50	0.00	10.61
1979–80	8.78	1.02	0.15	0.38	na	0.49	0.00	10.83
1980–81	9.16	1.03	0.16	0.42	na	0.45	0.00	11.23
1981–82	9.88	1.07	0.17	0.46	na	0.47	0.00	12.05
1982–83	10.07	1.08	0.17	0.47	na	0.49	0.00	12.29
1983–84	10.50	1.21	0.17	0.52	na	0.47	0.00	12.87
1984–85	10.82	1.29	0.18	0.55	na	0.49	0.00	13.33
1985–86	11.40	1.37	0.17	0.62	na	0.49	0.00	14.04
1986–87	11.68	1.43	0.17	0.68	na	0.52	0.00	14.47
1987–88	12.39	1.50	0.18	0.74	na	0.56	0.00	15.36
1988–89	13.23	1.54	0.21	0.85	na	0.63	0.00	16.44
1989–90	13.69	1.54	0.20	0.78	na	0.59	0.00	16.80
1990–91	13.94	1.49	0.20	0.79	na	0.63	0.00	17.04
1991–92	14.53	1.50	0.21	0.75	na	0.65	0.00	17.63
1992–93	15.28	1.53	0.21	0.74	na	0.65	0.00	18.39
1993–94	15.80	1.62	0.20	0.72	na	0.68	0.00	19.00
1994–95	16.46	1.79	0.19	0.70	na	0.74	0.01	19.86
1995–96	16.87	1.93	0.17	0.73	na	0.74	0.01	20.43
1996–97	17.01	1.99	0.17	0.76	na	0.75	0.01	20.68
1997–98	17.34	2.14	0.16	0.77	na	0.75	0.01	21.15
1998–99	17.70	2.19	0.15	0.78	na	0.69	0.01	21.51
1999–00	18.21	2.25	0.15	0.83	na	0.74	0.01	22.17
2000–01	18.24	2.28	0.16	0.90	na	0.75	0.01	22.32
2001–02	18.81	2.40	0.17	0.92	na	0.78	0.01	23.06
2002–03	19.36	2.48	0.16	0.92	na	0.81	0.01	23.73
2003–04	20.70	2.57	0.17	0.96	na	0.85	0.01	25.25
2004–05	21.12	2.59	0.18	0.95	na	0.91	0.02	25.74
2005–06	21.10	2.64	0.20	1.02	na	1.02	0.02	25.96
2006–07	21.75	2.75	0.22	1.03	na	1.07	0.02	26.77
2007–08	22.35	2.93	0.24	1.05	na	1.11	0.02	27.65
2008–09	22.18	3.05	0.25	1.12	na	1.20	0.02	27.79
2009–10	22.34	3.29	0.25	1.07	na	1.29	0.02	28.22
2010–11	22.58	3.36	0.24	1.05	na	1.35	0.02	28.54
2011–12	22.91	3.48	0.24	1.06	na	1.41	0.02	29.04
2012–13	23.57	3.59	0.24	1.02	na	1.42	0.02	29.77
2013–14	23.95	3.66	0.25	1.04	na	1.43	0.02	30.24
2014–15	24.31	3.77	0.25	1.06	na	1.38	0.03	30.68
2015–16	24.59	3.89	0.26	1.08	na	1.39	0.03	31.12
2016–17	24.73	4.04	0.26	1.07	na	1.37	0.03	31.38
2017–18	24.87	4.14	0.26	1.10	na	1.39	0.03	31.67
2018–19	25.00	4.21	0.26	1.16	na	1.43	0.03	31.96
2019–20	23.75	4.13	0.23	0.91	na	1.12	0.02	30.06
2020–21	25.32	4.22	0.24	0.68	na	0.89	0.02	31.30
2021–22	24.34	4.32	0.25	0.66	na	0.85	0.01	30.38
2022–23	25.07	4.46	0.26	0.89	na	1.13	0.02	31.72
2023–24	25.79	4.58	0.26	0.98	na	1.27	0.02	32.90

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

Source: BITRE estimates

Table 5.3d Total motorised passenger kilometres travelled by capital city – Adelaide

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	8.23	0.57	0.11	0.17	0.01	0.42	na	9.50
1977–78	8.46	0.59	0.11	0.16	0.01	0.44	na	9.77
1978–79	8.50	0.60	0.11	0.16	0.01	0.45	na	9.82
1979–80	8.30	0.58	0.11	0.18	0.02	0.46	na	9.64
1980–81	8.17	0.58	0.11	0.19	0.02	0.51	na	9.58
1981–82	8.48	0.58	0.12	0.20	0.02	0.53	na	9.93
1982–83	8.53	0.57	0.12	0.18	0.02	0.48	na	9.90
1983–84	8.94	0.63	0.12	0.17	0.02	0.49	na	10.37
1984–85	9.31	0.67	0.12	0.17	0.02	0.47	na	10.75
1985–86	9.62	0.67	0.11	0.18	0.02	0.49	na	11.07
1986–87	9.81	0.66	0.10	0.18	0.02	0.49	na	11.24
1987–88	10.20	0.68	0.10	0.13	0.02	0.51	na	11.62
1988–89	10.58	0.71	0.10	0.14	0.02	0.49	na	12.02
1989–90	10.75	0.71	0.09	0.14	0.02	0.52	na	12.20
1990–91	10.66	0.69	0.08	0.12	0.02	0.54	na	12.10
1991–92	10.75	0.70	0.08	0.11	0.01	0.55	na	12.19
1992–93	10.94	0.72	0.07	0.12	0.01	0.53	na	12.38
1993–94	10.94	0.74	0.07	0.15	0.02	0.54	na	12.44
1994–95	11.03	0.78	0.07	0.16	0.01	0.56	na	12.60
1995–96	11.00	0.80	0.07	0.15	0.01	0.56	na	12.57
1996–97	11.06	0.79	0.06	0.15	0.01	0.56	na	12.62
1997–98	11.22	0.81	0.06	0.14	0.01	0.57	na	12.79
1998–99	11.61	0.81	0.06	0.14	0.01	0.56	na	13.15
1999–00	12.00	0.80	0.06	0.13	0.01	0.56	na	13.53
2000–01	11.96	0.79	0.06	0.13	0.01	0.58	na	13.50
2001–02	12.13	0.80	0.06	0.14	0.02	0.59	na	13.71
2002–03	12.53	0.82	0.06	0.16	0.02	0.60	na	14.16
2003–04	12.66	0.83	0.07	0.18	0.02	0.60	na	14.32
2004–05	12.41	0.83	0.07	0.18	0.02	0.61	na	14.08
2005–06	12.17	0.84	0.08	0.19	0.02	0.64	na	13.90
2006–07	12.26	0.86	0.08	0.19	0.02	0.65	na	14.03
2007–08	11.91	0.91	0.09	0.19	0.02	0.67	na	13.76
2008–09	11.83	0.94	0.09	0.20	0.02	0.68	na	13.72
2009–10	11.95	0.98	0.09	0.19	0.03	0.70	na	13.90
2010–11	11.87	1.01	0.09	0.17	0.03	0.69	na	13.82
2011–12	11.79	1.03	0.09	0.16	0.03	0.69	na	13.74
2012–13	12.07	1.05	0.09	0.16	0.04	0.69	na	14.05
2013–14	12.34	1.08	0.09	0.17	0.05	0.69	na	14.38
2014–15	12.46	1.11	0.09	0.23	0.05	0.71	na	14.60
2015–16	12.46	1.15	0.09	0.24	0.05	0.70	na	14.65
2016–17	12.48	1.19	0.09	0.24	0.04	0.70	na	14.71
2017–18	12.51	1.25	0.09	0.25	0.05	0.70	na	14.79
2018–19	12.27	1.26	0.09	0.27	0.05	0.70	na	14.58
2019–20	11.59	1.23	0.08	0.22	0.03	0.57	na	13.68
2020–21	12.01	1.26	0.08	0.15	0.03	0.48	na	13.98
2021–22	11.31	1.28	0.08	0.13	0.03	0.45	na	13.25
2022–23	11.74	1.32	0.08	0.20	0.03	0.53	na	13.88
2023–24	11.94	1.36	0.08	0.21	0.04	0.61	na	14.25

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

Source: *BITRE estimates*

Table 5.3e Total motorised passenger kilometres travelled by capital city – Perth

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	8.19	0.92	0.10	0.09	na	0.52	0.001	9.82
1977–78	8.61	0.97	0.10	0.10	na	0.53	0.001	10.31
1978–79	8.86	1.00	0.10	0.10	na	0.53	0.001	10.58
1979–80	8.88	1.00	0.11	0.08	na	0.57	0.001	10.63
1980–81	8.95	1.02	0.11	0.07	na	0.58	0.001	10.74
1981–82	9.45	1.03	0.13	0.07	na	0.55	0.001	11.22
1982–83	9.53	0.99	0.13	0.08	na	0.56	0.001	11.29
1983–84	10.15	1.04	0.14	0.11	na	0.48	0.001	11.91
1984–85	10.52	1.06	0.14	0.11	na	0.47	0.001	12.29
1985–86	10.90	1.07	0.13	0.12	na	0.51	0.001	12.72
1986–87	11.19	1.06	0.13	0.12	na	0.52	0.001	13.02
1987–88	11.78	1.10	0.13	0.12	na	0.52	0.001	13.64
1988–89	12.36	1.16	0.14	0.11	na	0.55	0.001	14.32
1989–90	12.73	1.19	0.13	0.11	na	0.59	0.001	14.73
1990–91	12.65	1.15	0.11	0.09	na	0.56	0.001	14.56
1991–92	12.85	1.17	0.11	0.12	na	0.55	0.001	14.77
1992–93	13.31	1.22	0.10	0.17	na	0.53	0.001	15.32
1993–94	14.06	1.30	0.09	0.30	na	0.53	0.001	16.26
1994–95	14.96	1.41	0.09	0.30	na	0.55	0.001	17.29
1995–96	15.28	1.49	0.09	0.34	na	0.55	0.001	17.71
1996–97	15.44	1.49	0.09	0.38	na	0.54	0.001	17.91
1997–98	15.66	1.51	0.08	0.39	na	0.56	0.001	18.17
1998–99	16.08	1.51	0.08	0.38	na	0.56	0.001	18.58
1999–00	16.31	1.52	0.08	0.39	na	0.58	0.001	18.85
2000–01	16.11	1.52	0.09	0.41	na	0.61	0.001	18.71
2001–02	16.44	1.58	0.09	0.41	na	0.62	0.001	19.11
2002–03	16.89	1.62	0.09	0.42	na	0.64	0.001	19.62
2003–04	17.74	1.68	0.10	0.42	na	0.66	0.001	20.56
2004–05	18.02	1.70	0.11	0.44	na	0.68	0.001	20.91
2005–06	17.68	1.74	0.12	0.46	na	0.70	0.001	20.65
2006–07	18.08	1.82	0.14	0.50	na	0.70	0.001	21.20
2007–08	18.18	1.93	0.15	0.66	na	0.66	0.001	21.53
2008–09	18.69	2.00	0.16	0.87	na	0.69	0.001	22.35
2009–10	18.56	2.10	0.16	0.90	na	0.69	0.001	22.36
2010–11	18.78	2.16	0.16	0.94	na	0.72	0.001	22.71
2011–12	19.16	2.24	0.16	1.02	na	0.76	0.001	23.29
2012–13	19.50	2.32	0.16	1.06	na	0.79	0.001	23.78
2013–14	19.92	2.40	0.17	1.03	na	0.81	0.001	24.26
2014–15	20.18	2.51	0.17	1.05	na	0.80	0.001	24.65
2015–16	20.44	2.61	0.17	1.02	na	0.78	0.001	24.97
2016–17	20.52	2.66	0.17	0.98	na	0.76	0.001	25.03
2017–18	20.47	2.72	0.17	0.99	na	0.76	0.001	25.06
2018–19	20.44	2.74	0.17	1.01	na	0.76	0.001	25.06
2019–20	19.62	2.70	0.15	0.81	na	0.63	0.001	23.87
2020–21	20.53	2.77	0.16	0.70	na	0.53	0.001	24.68
2021–22	20.40	2.85	0.16	0.70	na	0.53	0.001	24.63
2022–23	21.26	2.95	0.17	0.86	na	0.64	0.001	25.86
2023–24	22.00	3.05	0.17	0.97	na	0.76	0.001	26.94

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

Source: BITRE estimates

Table 5.3f Total motorised passenger kilometres travelled by capital city – Hobart

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	1.23	0.13	0.01	na	na	0.12	0.021	1.51
1977–78	1.31	0.14	0.01	na	na	0.13	0.011	1.60
1978–79	1.37	0.15	0.01	na	na	0.12	0.005	1.64
1979–80	1.39	0.15	0.01	na	na	0.12	0.002	1.66
1980–81	1.42	0.15	0.01	na	na	0.12	0.001	1.69
1981–82	1.47	0.16	0.01	na	na	0.10	0.000	1.74
1982–83	1.47	0.17	0.01	na	na	0.10	0.000	1.74
1983–84	1.53	0.18	0.01	na	na	0.10	0.000	1.83
1984–85	1.59	0.20	0.01	na	na	0.11	0.000	1.90
1985–86	1.67	0.19	0.01	na	na	0.11	0.000	1.98
1986–87	1.68	0.19	0.01	na	na	0.11	0.000	1.99
1987–88	1.75	0.19	0.01	na	na	0.10	0.000	2.05
1988–89	1.82	0.19	0.01	na	na	0.10	0.000	2.12
1989–90	1.91	0.18	0.01	na	na	0.11	0.000	2.20
1990–91	1.92	0.17	0.01	na	na	0.10	0.000	2.20
1991–92	1.95	0.18	0.01	na	na	0.10	0.000	2.24
1992–93	2.02	0.19	0.01	na	na	0.10	0.000	2.33
1993–94	2.07	0.21	0.01	na	na	0.10	0.000	2.38
1994–95	2.10	0.22	0.01	na	na	0.10	0.000	2.43
1995–96	2.12	0.22	0.01	na	na	0.10	0.000	2.45
1996–97	2.12	0.22	0.01	na	na	0.10	0.000	2.45
1997–98	2.09	0.22	0.01	na	na	0.09	0.000	2.41
1998–99	2.08	0.22	0.01	na	na	0.09	0.000	2.40
1999–00	2.08	0.22	0.01	na	na	0.09	0.000	2.40
2000–01	2.02	0.22	0.01	na	na	0.09	0.000	2.35
2001–02	2.06	0.23	0.01	na	na	0.09	0.000	2.39
2002–03	2.14	0.23	0.01	na	na	0.09	0.000	2.47
2003–04	2.25	0.24	0.01	na	na	0.10	0.000	2.59
2004–05	2.20	0.24	0.01	na	na	0.10	0.000	2.55
2005–06	2.17	0.24	0.01	na	na	0.10	0.000	2.52
2006–07	2.19	0.25	0.01	na	na	0.10	0.000	2.55
2007–08	2.19	0.27	0.01	na	na	0.10	0.000	2.57
2008–09	2.16	0.28	0.01	na	na	0.10	0.000	2.55
2009–10	2.14	0.29	0.02	na	na	0.10	0.000	2.53
2010–11	2.12	0.29	0.01	na	na	0.11	0.000	2.53
2011–12	2.12	0.30	0.01	na	na	0.10	0.000	2.53
2012–13	2.14	0.31	0.01	na	na	0.10	0.000	2.55
2013–14	2.15	0.31	0.01	na	na	0.10	0.000	2.58
2014–15	2.15	0.32	0.02	na	na	0.10	0.000	2.59
2015–16	2.13	0.34	0.02	na	na	0.10	0.000	2.59
2016–17	2.11	0.35	0.02	na	na	0.11	0.000	2.58
2017–18	2.16	0.37	0.02	na	na	0.11	0.001	2.65
2018–19	2.17	0.37	0.02	na	na	0.11	0.001	2.66
2019–20	2.01	0.37	0.01	na	na	0.09	0.001	2.47
2020–21	2.08	0.37	0.01	na	na	0.08	0.001	2.55
2021–22	2.00	0.38	0.01	na	na	0.08	0.001	2.47
2022–23	1.93	0.38	0.01	na	na	0.09	0.001	2.41
2023–24	1.94	0.39	0.01	na	na	0.08	0.001	2.43

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

Source: *BITRE estimates*

Table 5.3g Total motorised passenger kilometres travelled by capital city – Darwin

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	0.33	0.09	0.01	na	na	0.01	..	0.44
1977–78	0.35	0.10	0.01	na	na	0.01	..	0.46
1978–79	0.37	0.10	0.01	na	na	0.01	..	0.49
1979–80	0.38	0.10	0.01	na	na	0.02	..	0.51
1980–81	0.41	0.11	0.01	na	na	0.02	..	0.55
1981–82	0.45	0.11	0.01	na	na	0.03	..	0.60
1982–83	0.47	0.10	0.02	na	na	0.03	..	0.61
1983–84	0.51	0.11	0.02	na	na	0.03	..	0.66
1984–85	0.55	0.11	0.02	na	na	0.03	..	0.71
1985–86	0.61	0.12	0.01	na	na	0.03	..	0.77
1986–87	0.63	0.12	0.01	na	na	0.03	..	0.79
1987–88	0.65	0.12	0.01	na	na	0.04	..	0.82
1988–89	0.66	0.12	0.01	na	na	0.05	..	0.84
1989–90	0.68	0.12	0.01	na	na	0.05	..	0.86
1990–91	0.69	0.12	0.01	na	na	0.05	..	0.86
1991–92	0.70	0.12	0.01	na	na	0.05	..	0.88
1992–93	0.72	0.12	0.01	na	na	0.05	..	0.90
1993–94	0.74	0.13	0.01	na	na	0.05	..	0.93
1994–95	0.79	0.14	0.01	na	na	0.06	..	0.99
1995–96	0.83	0.14	0.01	na	na	0.06	..	1.04
1996–97	0.84	0.15	0.01	na	na	0.06	..	1.06
1997–98	0.86	0.16	0.01	na	na	0.06	..	1.08
1998–99	0.87	0.16	0.01	na	na	0.06	..	1.10
1999–00	0.88	0.16	0.01	na	na	0.06	..	1.11
2000–01	0.85	0.16	0.01	na	na	0.06	..	1.08
2001–02	0.86	0.16	0.01	na	na	0.06	..	1.09
2002–03	0.87	0.17	0.01	na	na	0.07	..	1.10
2003–04	0.89	0.17	0.01	na	na	0.07	..	1.14
2004–05	0.88	0.17	0.01	na	na	0.07	..	1.13
2005–06	0.87	0.18	0.01	na	na	0.07	..	1.13
2006–07	0.90	0.19	0.01	na	na	0.07	..	1.17
2007–08	0.93	0.20	0.01	na	na	0.07	..	1.21
2008–09	0.95	0.21	0.01	na	na	0.08	..	1.25
2009–10	0.95	0.22	0.01	na	na	0.08	..	1.26
2010–11	0.96	0.23	0.01	na	na	0.08	..	1.28
2011–12	0.97	0.23	0.01	na	na	0.08	..	1.29
2012–13	0.99	0.24	0.01	na	na	0.10	..	1.35
2013–14	1.02	0.25	0.01	na	na	0.12	..	1.39
2014–15	1.02	0.26	0.01	na	na	0.12	..	1.40
2015–16	1.02	0.26	0.01	na	na	0.12	..	1.41
2016–17	1.05	0.27	0.01	na	na	0.12	..	1.45
2017–18	1.08	0.29	0.01	na	na	0.13	..	1.50
2018–19	1.08	0.29	0.01	na	na	0.12	..	1.49
2019–20	1.04	0.28	0.01	na	na	0.08	..	1.41
2020–21	1.10	0.28	0.01	na	na	0.07	..	1.46
2021–22	1.05	0.29	0.01	na	na	0.07	..	1.41
2022–23	1.03	0.29	0.01	na	na	0.07	..	1.40
2023–24	1.04	0.29	0.01	na	na	0.07	..	1.42

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

.. Negligible or not available

Source: *BITRE estimates*

Table 5.3h Total motorised passenger kilometres travelled by capital city – Canberra

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus	Ferry	Total
	billion passenger kilometres							
1976–77	1.99	0.16	0.02	na	na	0.09	na	2.27
1977–78	2.08	0.18	0.02	na	na	0.10	na	2.37
1978–79	2.15	0.18	0.02	na	na	0.11	na	2.46
1979–80	2.17	0.18	0.03	na	na	0.12	na	2.50
1980–81	2.20	0.18	0.03	na	na	0.12	na	2.54
1981–82	2.34	0.19	0.03	na	na	0.12	na	2.68
1982–83	2.37	0.19	0.03	na	na	0.14	na	2.73
1983–84	2.49	0.20	0.04	na	na	0.16	na	2.89
1984–85	2.62	0.21	0.04	na	na	0.17	na	3.03
1985–86	2.74	0.22	0.04	na	na	0.16	na	3.16
1986–87	2.82	0.23	0.03	na	na	0.17	na	3.26
1987–88	2.99	0.24	0.03	na	na	0.18	na	3.44
1988–89	3.16	0.25	0.04	na	na	0.18	na	3.62
1989–90	3.29	0.25	0.03	na	na	0.19	na	3.76
1990–91	3.34	0.25	0.03	na	na	0.19	na	3.81
1991–92	3.45	0.25	0.03	na	na	0.19	na	3.91
1992–93	3.59	0.26	0.03	na	na	0.18	na	4.06
1993–94	3.70	0.26	0.03	na	na	0.18	na	4.16
1994–95	3.79	0.28	0.03	na	na	0.19	na	4.28
1995–96	3.82	0.29	0.03	na	na	0.19	na	4.32
1996–97	3.83	0.28	0.02	na	na	0.20	na	4.33
1997–98	3.84	0.29	0.02	na	na	0.19	na	4.35
1998–99	3.93	0.29	0.02	na	na	0.18	na	4.43
1999–00	4.02	0.30	0.02	na	na	0.18	na	4.52
2000–01	3.95	0.30	0.02	na	na	0.18	na	4.44
2001–02	4.02	0.31	0.03	na	na	0.18	na	4.54
2002–03	4.16	0.32	0.03	na	na	0.19	na	4.69
2003–04	4.34	0.33	0.03	na	na	0.19	na	4.88
2004–05	4.34	0.33	0.03	na	na	0.20	na	4.88
2005–06	4.28	0.33	0.03	na	na	0.20	na	4.84
2006–07	4.33	0.34	0.03	na	na	0.20	na	4.90
2007–08	4.35	0.36	0.04	na	na	0.20	na	4.94
2008–09	4.35	0.37	0.04	na	na	0.20	na	4.95
2009–10	4.38	0.38	0.04	na	na	0.20	na	4.99
2010–11	4.43	0.39	0.04	na	na	0.20	na	5.04
2011–12	4.51	0.41	0.04	na	na	0.20	na	5.13
2012–13	4.62	0.42	0.04	na	na	0.21	na	5.27
2013–14	4.68	0.43	0.04	na	na	0.21	na	5.33
2014–15	4.72	0.44	0.04	na	na	0.21	na	5.38
2015–16	4.73	0.46	0.04	na	na	0.22	na	5.41
2016–17	4.76	0.47	0.04	na	na	0.22	na	5.46
2017–18	4.79	0.49	0.04	na	na	0.23	na	5.52
2018–19	4.78	0.50	0.04	na	0.01	0.23	na	5.52
2019–20	4.51	0.49	0.03	na	0.04	0.17	na	5.21
2020–21	4.77	0.50	0.03	na	0.03	0.14	na	5.45
2021–22	4.46	0.51	0.03	na	0.03	0.12	na	5.12
2022–23	4.78	0.52	0.04	na	0.04	0.17	na	5.51
2023–24	4.90	0.54	0.04	na	0.05	0.19	na	5.72

Neglecting personal mobility devices (such as e-bikes and scooters)

na: not applicable

Source: *BITRE estimates*

Table 5.3i Total motorised passenger kilometres travelled by capital city – Australian capital cities

Financial year	Passenger cars	Commercial vehicles	Motorcycles	Heavy rail	Light rail	Bus[a]	Ferry	Total
	billion passenger kilometres							
1976–77	73.73	6.70	0.82	5.93	0.54	3.75	0.13	91.39
1977–78	76.58	7.11	0.83	5.82	0.54	3.84	0.12	94.58
1978–79	78.97	7.28	0.83	5.72	0.54	3.83	0.12	97.02
1979–80	79.45	7.16	0.88	5.84	0.54	3.95	0.13	97.92
1980–81	80.77	7.20	0.92	5.90	0.55	4.02	0.13	99.50
1981–82	85.07	7.35	1.00	5.90	0.56	4.04	0.15	104.07
1982–83	85.48	7.19	1.01	5.70	0.55	4.10	0.15	104.20
1983–84	89.53	7.72	1.04	5.71	0.56	4.10	0.15	108.84
1984–85	93.03	8.07	1.06	5.72	0.62	4.20	0.16	112.86
1985–86	96.53	8.38	0.99	6.19	0.64	4.33	0.16	117.20
1986–87	98.93	8.59	0.96	6.40	0.65	4.48	0.18	120.15
1987–88	103.80	8.99	0.94	6.66	0.67	4.67	0.15	125.83
1988–89	108.61	9.35	1.00	6.90	0.70	4.77	0.17	131.48
1989–90	111.50	9.37	0.92	6.95	0.56	4.82	0.18	134.28
1990–91	111.40	9.02	0.84	7.01	0.62	4.91	0.15	133.93
1991–92	113.50	9.11	0.84	7.03	0.62	4.86	0.13	136.08
1992–93	116.86	9.35	0.83	6.97	0.54	4.80	0.11	139.41
1993–94	119.80	9.75	0.81	7.21	0.54	4.86	0.12	143.05
1994–95	123.70	10.41	0.79	7.62	0.54	5.03	0.13	148.18
1995–96	125.43	10.75	0.75	7.84	0.55	5.12	0.13	150.53
1996–97	126.16	10.81	0.74	8.04	0.54	5.17	0.14	151.59
1997–98	128.15	11.19	0.71	8.01	0.54	5.23	0.14	153.97
1998–99	131.42	11.35	0.68	8.18	0.56	5.19	0.14	157.51
1999–00	134.57	11.49	0.69	8.52	0.60	5.27	0.14	161.26
2000–01	133.95	11.63	0.71	9.08	0.61	5.32	0.15	161.47
2001–02	136.72	12.00	0.75	8.85	0.62	5.30	0.14	164.38
2002–03	139.75	12.30	0.74	8.94	0.63	5.36	0.14	167.88
2003–04	145.90	12.65	0.78	9.12	0.63	5.41	0.15	174.64
2004–05	146.80	12.71	0.84	9.24	0.64	5.49	0.15	175.89
2005–06	144.77	12.95	0.91	9.77	0.66	5.67	0.15	174.87
2006–07	146.33	13.45	0.98	10.30	0.67	5.84	0.16	177.68
2007–08	147.56	14.18	1.05	11.22	0.69	6.06	0.15	180.86
2008–09	147.25	14.62	1.12	11.74	0.76	6.28	0.16	181.98
2009–10	148.51	15.41	1.15	11.67	0.75	6.44	0.16	184.13
2010–11	150.58	15.85	1.13	11.89	0.78	6.66	0.16	187.07
2011–12	152.19	16.32	1.10	12.05	0.82	6.99	0.17	189.64
2012–13	155.81	16.75	1.13	12.13	0.79	6.99	0.18	193.78
2013–14	158.53	17.19	1.15	12.27	0.77	7.11	0.19	197.18
2014–15	160.60	17.67	1.17	12.65	0.80	7.07	0.18	200.11
2015–16	161.85	18.21	1.19	13.14	0.87	7.08	0.19	202.50
2016–17	162.98	18.91	1.19	13.62	0.88	7.08	0.20	204.83
2017–18	163.76	19.66	1.19	14.20	0.89	7.30	0.21	207.13
2018–19	163.64	19.87	1.18	14.78	0.90	7.61	0.20	208.07
2019–20	152.29	19.49	1.03	11.79	0.68	6.03	0.15	191.29
2020–21	151.68	19.74	1.06	7.28	0.37	4.37	0.09	184.51
2021–22	146.01	20.24	1.10	6.55	0.44	4.29	0.09	178.43
2022–23	158.28	20.80	1.13	10.55	0.80	5.83	0.17	197.31
2023–24	162.74	21.35	1.15	12.31	0.88	7.01	0.18	205.61

For motorised passenger travel *within* the capital cities, neglecting personal mobility devices (such as e-bikes and scooters).

Note: (a) Total bus pkt values are calculated as the sum of urban passenger transport (UPT) bus values and private bus usage. The UPT bus values refer solely to public route buses, where as private bus values include private bus usage such as by charter buses.

Source: *BITRE estimates*

Table 5.3j Total passenger kilometres travelled by capital city – Australian capital cities

Financial year	All private motor vehicles	All mass transit	Walk	Other (cycle and electric personal mobility)	Total
	billion passenger kilometres (motorised and non-motorised)				
1979–80	87.50	10.42	3.55	0.90	102.38
1980–81	88.89	10.60	3.55	0.92	103.96
1981–82	93.42	10.65	3.61	0.97	108.65
1982–83	93.69	10.51	3.56	0.99	108.75
1983–84	98.29	10.55	3.64	1.06	113.54
1984–85	102.17	10.69	3.71	1.13	117.70
1985–86	105.90	11.30	3.80	1.20	122.20
1986–87	108.48	11.67	3.85	1.26	125.26
1987–88	113.74	12.09	3.98	1.34	131.15
1988–89	118.96	12.52	4.12	1.41	137.01
1989–90	121.79	12.49	4.15	1.36	139.79
1990–91	121.27	12.66	4.15	1.22	139.30
1991–92	123.45	12.63	4.15	1.13	141.35
1992–93	127.04	12.37	4.17	1.13	144.70
1993–94	130.35	12.69	4.24	1.13	148.42
1994–95	134.90	13.28	4.37	1.15	153.70
1995–96	136.93	13.60	4.43	1.14	156.10
1996–97	137.71	13.88	4.45	1.13	157.17
1997–98	140.05	13.92	4.50	1.13	159.60
1998–99	143.45	14.06	4.58	1.13	163.22
1999–00	146.74	14.52	4.67	1.14	167.07
2000–01	146.29	15.18	4.72	1.14	167.33
2001–02	149.47	14.91	4.77	1.18	170.32
2002–03	152.79	15.08	4.85	1.22	173.94
2003–04	159.32	15.31	4.96	1.28	180.87
2004–05	160.34	15.54	5.04	1.33	182.25
2005–06	158.62	16.25	5.12	1.36	181.34
2006–07	160.76	16.92	5.24	1.42	184.33
2007–08	162.79	18.07	5.41	1.48	187.76
2008–09	162.99	18.99	5.57	1.54	189.09
2009–10	165.08	19.06	5.67	1.60	191.41
2010–11	167.56	19.51	5.82	1.68	194.57
2011–12	169.61	20.03	5.94	1.75	197.33
2012–13	173.69	20.09	6.05	1.83	201.66
2013–14	176.87	20.31	6.17	1.88	205.23
2014–15	179.43	20.68	6.25	1.93	208.29
2015–16	181.25	21.24	6.34	1.94	210.78
2016–17	183.08	21.75	6.41	1.96	213.20
2017–18	184.61	22.53	6.50	1.98	215.62
2018–19	184.68	23.39	6.56	1.99	216.63
2019–20	172.80	18.49	6.08	2.08	199.45
2020–21	172.48	12.02	5.89	2.17	192.56
2021–22	167.35	11.08	5.65	2.21	186.28
2022–23	180.21	17.10	6.29	2.41	206.01
2023–24	185.23	20.38	6.48	2.44	214.53

For all estimated passenger travel *within* the capital cities.

All private motor vehicles includes passenger travel by cars, commercial road vehicles and motorcycles.

All mass transit includes passenger travel on heavy rail, light rail, bus and ferry.

Walk includes rough estimates of both 'walk only' trips and 'walk linked' trips (i.e. walking trips at the start or end of a journey, or to re-locate between modes during a journey).

Other includes rough estimates of cycling and use of personal mobility devices (such as e-bikes and scooters etc).

Note: The total bus pkm component within the 'All mass transit' totals are calculated as the sum of urban passenger transport (UPT) bus values and other private bus usage. UPT bus use refers solely to public route buses, whereas other private bus values include usage such as by charter/hire buses.

Source: BITRE estimates.

Table 5.4a Method of travel to work, by state/territory – New South Wales

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	256 812	11 767	1 105 606	188 679	na	32 294	15 682	122 544	na	na
1986	225 068	10 632	1 164 920	171 024	na	26 294	18 851	118 626	na	na
1991	211 372	8 407	1 197 033	168 743	na	17 269	16 970	123 248	121 263	86 035
1996	225 515	9 496	1 396 204	176 686	na	16 423	17 305	114 538	134 932	97 989
2001	249 096	8 223	1 487 981	168 862	54 094	14 157	17 730	114 927	142 076	112 728
2006	265 113	8 219	1 639 528	166 871	45 953	16 495	19 274	127 446	138 641	93 564
2011	317 806	7 730	1 807 359	157 359	38 584	19 629	23 358	128 340	143 130	113 376
2016	397 173	6 694	1 953 399	144 820	32 908	21 159	23 332	130 957	163 026	140 478
2021	147 493	5 620	1 600 226	117 994	26 556	15 049	14 535	92 368	1 141 467	na

See end notes

na: not available

Source *Australian Bureau of Statistics, Census Basic Community Profile Series, 2021*

Table 5.4b Method of travel to work, by state/territory – Victoria

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	157 446	6 894	890 359	151 666	na	13 757	23 737	83 208	na	na
1986	134 654	5 873	986 891	132 471	na	12 132	24 022	79 580	na	na
1991	106 427	4 022	1 008 838	114 370	na	8 704	18 334	74 133	96 825	41 684
1996	103 778	4 989	1 157 773	114 478	na	8 414	17 190	63 668	107 009	46 918
2001	119 408	4 520	1 276 600	109 752	25 682	8 376	18 910	64 732	108 025	57 770
2006	143 412	4 555	1 394 017	111 030	22 806	10 838	25 180	80 539	104 403	63 067
2011	190 018	4 887	1 554 490	116 099	20 122	10 645	30 913	83 525	108 933	87 112
2016	238 249	4 882	1 691 496	110 502	16 720	9 878	33 963	87 794	126 918	101 999
2021	138 871	7 645	1 590 175	110 919	16 508	7 743	22 375	72 373	814 082	na

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2021*

Table 5.4c Method of travel to work, by state/territory – Queensland

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	53 762	5 213	462 167	93 082	na	23 462	15 586	56 752	na	na
1986	59 836	5 131	553 352	90 210	na	20 495	19 469	62 369	na	na
1991	55 908	3 787	624 144	93 935	na	16 819	22 964	62 908	74 953	16 016
1996	62 621	5 255	809 145	111 524	na	16 608	20 454	62 025	87 337	18 470
2001	68 732	4 020	906 073	112 409	30 538	15 601	20 252	60 529	91 829	24 510
2006	91 302	4 531	1 090 011	123 254	29 283	20 071	20 580	72 981	93 580	27 915
2011	113 051	4 335	1 248 540	125 270	25 604	19 101	21 576	75 561	99 369	39 650
2016	110 920	3 554	1 368 965	112 508	19 948	19 630	21 679	70 471	112 422	38 398
2021	100 393	7 722	1 466 788	110 963	18 802	16 072	17 215	63 580	344 696	na

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2021*

Table 5.4d Method of travel to work, by state/territory – South Australia

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	49 234	1 740	289 771	48 814	na	10 922	10 700	25 988	na	na
1986	41 952	1 954	322 855	44 187	na	9 376	10 415	28 744	na	na
1991	33 062	1 453	322 141	41 368	na	5 600	8 662	26 514	33 051	7 033
1996	27 567	1 840	363 074	39 302	na	3 740	5 962	21 015	34 323	6 539
2001	28 282	1 475	392 511	37 455	7 298	2 904	5 889	21 553	34 140	7 837
2006	36 140	1 458	429 822	38 720	6 609	4 324	7 942	24 862	30 937	8 298
2011	39 880	1 549	471 362	39 168	5 881	4 059	7 503	23 623	30 838	9 931
2016	41 548	1 374	492 357	34 003	4 513	3 440	7 455	20 697	32 679	10 337
2021	44 458	2 616	540 208	36 527	4 112	3 405	7 336	20 575	80 513	na

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2021*

Table 5.4e Method of travel to work, by state/territory – Western Australia

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	37 945	2 060	312 381	51 664	na	7 083	6 560	26 188	na	na
1986	36 629	2 191	324 791	48 071	na	6 925	7 830	27 995	na	na
1991	33 026	1 206	361 689	46 036	na	6 022	9 102	26 828	34 296	7 113
1996	33 163	1 865	453 690	55 553	na	4 817	7 152	28 440	41 889	13 566
2001	34 294	1 521	498 685	51 929	11 019	4 247	8 279	28 307	43 292	17 701
2006	47 087	1 972	570 271	58 748	10 910	5 176	9 294	31 757	41 340	19 833
2011	65 538	2 218	662 949	63 485	10 485	6 508	11 758	35 995	43 867	37 158
2016	71 026	2 041	733 030	56 173	8 503	5 751	11 730	31 914	49 354	35 447
2021	96 782	5 439	817 432	61 390	7 775	3 725	8 790	28 115	98 289	na

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2021*

Table 5.4f Method of travel to work, by state/territory – Tasmania

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	11 166	645	94 613	18 579	na	1 207	1 043	11 541	na	na
1986	8 622	693	101 797	17 505	na	1 108	1 244	12 265	na	na
1991	5 924	546	97 245	14 746	na	779	1 012	10 712	10 106	858
1996	5 342	551	109 633	14 441	na	838	964	9 466	10 584	811
2001	4 290	416	110 241	12 645	2 740	825	1 145	10 070	10 273	779
2006	5 156	495	125 485	14 506	2 572	1 089	1 478	11 693	9 684	805
2011	5 672	560	137 140	14 799	2 040	1 144	1 372	10 850	9 711	1 134
2016	5 362	576	141 396	12 541	1 695	1 298	1 656	10 443	10 135	1 057
2021	8 052	882	164 534	13 505	1 748	1 141	1 787	10 785	20 330	na

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2021*

Table 5.4g Method of travel to work, by state/territory – Northern Territory

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	2 907	396	24 170	5 847	na	1 387	1 641	6 738	na	na
1986	2 429	537	32 209	7 021	na	1 391	2 185	6 934	na	na
1991	2 389	317	31 781	6 118	na	1 146	2 908	6 938	2 205	218
1996	2 887	477	40 865	7 445	na	1 040	2 636	9 369	3 111	381
2001	2 711	411	44 343	7 261	1 050	918	2 846	10 561	3 379	483
2006	3 082	328	46 702	7 114	795	978	2 579	10 347	2 693	369
2011	3 306	327	55 435	7 750	727	1 419	2 742	10 863	2 752	518
2016	4 966	279	61 874	6 947	557	1 392	2 552	8 683	2 653	1 458
2021	2 918	457	68 624	7 156	556	1 140	2 156	8 115	4 545	na

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2021*

Table 5.4h Method of travel to work, by state/territory – Australian Capital Territory

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	8 642	405	61 213	10 194	na	1 417	1 902	3 802	na	na
1986	9 614	540	77 313	11 524	na	1 310	2 185	4 084	na	na
1991	9 680	325	78 981	12 363	na	906	2 043	4 726	3 789	1 440
1996	8 638	540	89 613	12 713	na	986	2 760	5 373	4 726	1 728
2001	7 506	561	99 585	12 845	1 695	1 069	3 115	5 741	5 468	1 595
2006	10 374	411	107 608	13 011	1 471	1 766	3 757	7 399	5 223	1 362
2011	11 208	463	122 109	13 626	1 284	1 800	4 671	8 164	5 325	1 899
2016	12 462	315	130 776	12 320	979	1 974	5 366	9 305	6 307	2 179
2021	15 614	675	148 200	12 575	1 009	1 796	5 233	9 988	27 211	na

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2021*

Table 5.4i Method of travel to work, by state/territory – total Australia

Census year	One method only									Public transport and other method
	Public transport	Taxi	Car, as driver	Car, as passenger	Truck	Motor bike/ motor scooter	Bicycle	Walked only	Worked at home	
	Number of employed persons									
1981	577 914	29 120	3 240 280	568 525	na	91 529	76 851	336 761	na	na
1986	518 804	27 551	3 564 128	522 013	na	79 031	86 201	340 597	na	na
1991	457 788	20 063	3 721 852	497 679	na	57 245	81 995	336 007	376 488	160 397
1996	469 511	25 013	4 419 997	532 142	na	52 866	74 423	313 894	423 911	186 402
2001	514 320	21 147	4 816 019	513 158	134 116	48 097	78 166	316 420	438 482	223 403
2006	601 666	21 969	5 403 443	533 252	120 399	60 741	90 085	367 020	426 501	215 213
2011	746 479	22 069	6 059 384	537 556	104 727	64 305	103 893	376 921	443 925	290 778
2016	881 706	19 715	6 573 293	489 814	85 823	64 522	107 733	370 264	503 494	331 353
2021	554 581	31 056	6 396 187	471 029	77 066	50 071	79 427	305 899	2 531 133	na

See end notes

na: not available

Source: *Australian Bureau of Statistics, Census Basic Community Profile Series, 2021*

Table 5.5a Total public transport patronage by capital city – Sydney

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
			million passenger trips		
1976–77	195.0	0.0	275.5	10.8	458.3
1977–78	194.0	0.0	278.4	11.3	457.3
1978–79	195.0	0.0	271.5	11.7	450.2
1979–80	205.0	0.0	274.7	13.0	478.7
1980–81	209.9	0.0	277.7	13.1	490.5
1981–82	216.0	0.0	274.1	14.8	493.0
1982–83	202.8	0.0	276.1	15.2	483.2
1983–84	198.1	0.0	274.9	15.6	477.1
1984–85	197.0	0.0	279.9	16.0	481.4
1985–86	214.9	0.0	281.8	16.4	500.7
1986–87	222.1	0.0	288.2	17.9	515.4
1987–88	243.1	0.0	296.0	15.4	539.9
1988–89	243.9	3.5	293.6	17.1	545.0
1989–90	248.3	3.5	286.0	18.7	543.9
1990–91	250.6	3.4	292.5	15.3	551.9
1991–92	243.2	3.4	289.6	13.3	541.5
1992–93	232.3	3.4	285.4	11.4	517.1
1993–94	236.6	3.4	283.4	11.8	523.3
1994–95	250.4	3.4	286.4	12.7	541.1
1995–96	256.1	4.0	294.4	13.4	556.3
1996–97	263.8	4.7	300.4	13.9	571.3
1997–98	265.6	5.4	304.6	14.0	578.1
1998–99	269.5	5.8	307.1	14.1	585.1
1999–00	278.7	6.2	302.8	14.2	590.6
2000–01	302.6	6.7	297.8	15.8	611.6
2001–02	276.4	6.3	285.6	14.6	571.7
2002–03	273.4	6.2	286.1	14.6	569.1
2003–04	273.3	5.1	284.0	15.1	566.5
2004–05	270.3	6.2	283.2	15.2	563.8
2005–06	273.7	5.7	282.9	15.2	566.4
2006–07	281.3	6.3	287.5	15.3	579.2
2007–08	295.9	6.2	295.2	15.1	601.2
2008–09	304.8	6.0	289.9	15.8	616.4
2009–10	302.3	5.8	282.6	16.0	606.5
2010–11	311.4	5.6	289.0	16.2	621.3
2011–12	321.1	5.9	293.0	16.8	636.3
2012–13	323.8	5.7	294.0	17.2	641.0
2013–14	332.2	3.9	295.9	18.4	650.2
2014–15	345.2	6.1	295.6	16.9	663.3
2015–16	361.1	9.7	298.6	18.3	686.5
2016–17	385.9	10.0	299.9	19.4	714.7
2017–18	404.3	10.3	316.1	20.1	747.6
2018–19	420.3	10.7	337.8	20.1	785.9
2019–20	347.6	13.4	272.4	14.7	645.9
2020–21	237.9	18.7	193.0	8.1	455.8
2021–22	178.5	17.4	179.0	8.4	351.2
2022–23	309.2	37.7	250.1	16.9	612.7
2023–24	374.4	47.0	268.8	20.5	710.7

Note: Rail travel values for Sydney include NSW Trainlink Intercity patronage; and Ferry values include a rough allowance for various private services/operators.t

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Table 5.5b Total public transport patronage by capital city – Melbourne

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
			million passenger trips		
1976–77	118.6	102.9	83.5	..	305.0
1977–78	112.1	101.3	82.1	..	295.5
1978–79	106.8	101.1	81.6	..	289.5
1979–80	101.0	98.9	80.8	..	280.7
1980–81	97.6	100.1	80.1	..	277.8
1981–82	89.3	102.4	80.9	..	272.5
1982–83	91.7	101.3	80.7	..	273.6
1983–84	94.6	102.1	82.0	..	278.7
1984–85	97.8	109.4	86.7	..	293.9
1985–86	103.2	112.4	88.2	..	303.9
1986–87	106.3	113.3	89.3	..	308.9
1987–88	100.5	115.6	91.4	..	307.5
1988–89	106.0	118.9	92.5	..	317.5
1989–90	107.5	95.6	90.0	..	293.1
1990–91	107.3	107.6	88.8	..	303.7
1991–92	109.4	112.0	88.9	..	310.2
1992–93	106.5	100.9	87.6	..	295.0
1993–94	101.5	104.0	85.6	..	291.1
1994–95	105.9	108.6	87.6	..	302.0
1995–96	109.8	114.1	88.9	..	312.8
1996–97	113.2	115.4	86.3	..	314.9
1997–98	113.6	117.2	85.1	..	315.9
1998–99	118.9	121.6	84.6	..	325.2
1999–00	125.9	129.8	84.0	..	339.8
2000–01	131.0	133.9	83.1	..	348.1
2001–02	135.9	137.2	82.1	..	355.2
2002–03	139.0	140.6	82.6	..	362.1
2003–04	140.6	142.5	81.6	..	364.7
2004–05	146.0	145.3	79.2	..	370.4
2005–06	163.5	151.1	80.5	..	395.1
2006–07	180.2	154.9	86.4	..	421.5
2007–08	203.7	158.3	92.9	..	455.0
2008–09	217.0	178.1	100.4	..	495.5
2009–10	223.3	175.6	104.2	..	503.1
2010–11	233.8	182.7	108.5	..	525.0
2011–12	227.1	191.6	125.8	..	544.5
2012–13	230.3	182.7	118.5	..	531.5
2013–14	230.9	176.9	128.0	..	535.9
2014–15	232.8	182.1	127.2	..	542.1
2015–16	241.2	203.8	126.0	..	571.0
2016–17	245.6	204.0	121.6	..	571.2
2017–18	251.1	206.3	121.5	..	578.9
2018–19	254.7	205.4	125.8	..	585.9
2019–20	197.0	141.8	100.8	..	439.6
2020–21	86.3	60.2	59.3	..	205.9
2021–22	105.1	82.9	68.0	..	256.1
2022–23	167.0	147.6	103.3	..	417.9
2023–24	195.2	154.8	118.5	..	468.5

Note: Rail travel values for Melbourne include a rough allowance for urban commuter travel on regional services; and bus travel values include estimates for SkyBus services.

.. Negligible or not available

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Table 5.5c Total public transport patronage by capital city – Brisbane

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
			million passenger trips		
1976–77	29.3	na	61.5	1.4	92.2
1977–78	27.5	na	62.6	1.3	91.4
1978–79	25.8	na	61.4	1.3	88.6
1979–80	28.0	na	59.9	1.4	89.3
1980–81	30.3	na	54.6	1.4	86.3
1981–82	32.4	na	56.1	1.4	89.9
1982–83	33.1	na	56.5	1.5	91.1
1983–84	35.8	na	53.3	1.3	90.4
1984–85	37.4	na	53.1	1.0	91.5
1985–86	40.3	na	52.0	1.1	93.4
1986–87	43.0	na	52.7	1.2	96.9
1987–88	45.0	na	54.9	1.3	101.2
1988–89	49.4	na	59.4	1.2	110.0
1989–90	43.3	na	56.0	1.1	100.4
1990–91	42.1	na	57.8	1.1	101.0
1991–92	40.1	na	60.5	1.2	101.8
1992–93	39.4	na	58.3	1.4	99.1
1993–94	38.4	na	58.7	1.6	98.6
1994–95	37.0	na	64.7	1.8	103.5
1995–96	39.2	na	60.5	2.2	101.8
1996–97	41.5	na	59.5	2.5	103.5
1997–98	41.5	na	57.4	2.9	101.9
1998–99	41.0	na	49.3	3.2	93.4
1999–00	42.2	na	52.6	3.4	98.2
2000–01	44.2	na	51.8	3.6	99.6
2001–02	45.0	na	53.7	3.5	102.1
2002–03	45.7	na	55.7	3.5	104.8
2003–04	47.1	na	59.0	4.0	110.2
2004–05	47.2	na	65.0	5.2	117.4
2005–06	50.2	na	72.6	5.7	128.4
2006–07	52.0	na	77.1	6.0	135.2
2007–08	53.6	na	81.9	6.1	141.6
2008–09	57.6	na	88.0	6.4	152.0
2009–10	55.3	na	93.1	6.3	154.7
2010–11	54.1	na	94.9	4.3	153.4
2011–12	54.0	na	98.0	5.3	157.3
2012–13	51.9	na	96.3	5.9	154.1
2013–14	51.8	na	94.8	6.2	152.8
2014–15	52.4	na	93.7	6.4	152.6
2015–16	53.1	na	94.5	7.0	154.6
2016–17	53.1	na	92.6	6.7	152.4
2017–18	54.8	na	94.1	6.9	155.8
2018–19	57.1	na	97.7	6.6	161.4
2019–20	45.3	na	78.5	5.2	129.0
2020–21	33.4	na	61.8	3.9	99.1
2021–22	32.4	na	58.5	3.2	94.1
2022–23	43.8	na	78.6	4.2	126.6
2023–24	47.5	na	88.0	5.6	141.2

Note: Rail travel values for Brisbane include estimated Airtrain patronage.

na: not applicable.

Source: *BITRE estimates (based on various transit authority reporting of patronage levels).*

Table 5.5d Total public transport patronage by capital city – Adelaide

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
			million passenger trips		
1976–77	12.2	1.3	57.2	na	70.7
1977–78	11.9	1.3	56.3	na	69.5
1978–79	11.6	2.0	56.8	na	70.4
1979–80	13.1	3.0	57.6	na	73.6
1980–81	13.8	2.9	62.5	na	79.2
1981–82	14.7	2.9	63.3	na	80.9
1982–83	12.9	2.8	55.3	na	71.0
1983–84	12.4	2.8	55.5	na	70.7
1984–85	11.8	2.7	52.9	na	67.4
1985–86	12.8	2.6	53.5	na	68.9
1986–87	12.5	2.6	52.4	na	67.5
1987–88	9.5	2.4	53.7	na	65.6
1988–89	10.1	2.7	49.8	na	62.5
1989–90	10.0	2.2	51.1	na	63.3
1990–91	8.9	2.2	54.3	na	65.5
1991–92	8.4	2.1	53.3	na	63.7
1992–93	9.1	1.8	49.8	na	60.6
1993–94	10.5	1.8	48.9	na	61.2
1994–95	10.9	2.0	49.6	na	62.5
1995–96	10.8	1.9	48.2	na	60.9
1996–97	10.7	1.9	47.5	na	60.1
1997–98	10.5	1.9	46.9	na	59.3
1998–99	10.3	1.9	44.0	na	56.2
1999–00	10.3	1.9	43.0	na	55.2
2000–01	10.2	2.0	44.8	na	57.0
2001–02	10.5	2.0	46.2	na	58.7
2002–03	11.0	2.0	47.1	na	60.1
2003–04	11.3	2.2	46.5	na	60.0
2004–05	11.3	2.1	47.5	na	60.9
2005–06	11.9	2.1	49.6	na	63.6
2006–07	11.8	2.4	50.6	na	64.8
2007–08	11.8	3.0	51.6	na	66.4
2008–09	12.1	3.3	52.7	na	68.1
2009–10	11.8	3.9	53.6	na	69.2
2010–11	10.7	4.7	52.0	na	67.3
2011–12	9.6	5.7	51.0	na	66.3
2012–13	10.0	7.1	50.4	na	67.5
2013–14	10.5	9.2	51.1	na	70.9
2014–15	13.6	9.3	51.8	na	74.7
2015–16	14.2	9.3	51.4	na	74.9
2016–17	14.4	9.3	51.1	na	74.8
2017–18	14.5	9.5	51.1	na	75.0
2018–19	15.7	9.4	51.1	na	76.2
2019–20	13.3	7.4	42.9	na	63.5
2020–21	9.1	6.0	36.9	na	52.1
2021–22	7.8	5.5	34.2	na	47.5
2022–23	12.1	7.5	40.5	na	60.1
2023–24	12.4	8.9	46.4	na	67.7

na: not applicable.

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Table 5.5e Total public transport patronage by capital city – Perth

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
			million passenger trips		
1976–77	7.8	na	54.0	0.4	62.2
1977–78	8.9	na	54.5	0.4	63.7
1978–79	8.7	na	53.0	0.4	62.1
1979–80	7.2	na	56.1	0.4	63.8
1980–81	6.5	na	56.8	0.4	63.7
1981–82	6.1	na	53.8	0.5	60.4
1982–83	6.8	na	54.1	0.5	61.3
1983–84	8.7	na	46.6	0.5	55.8
1984–85	8.7	na	44.9	0.5	54.1
1985–86	9.8	na	48.0	0.5	58.3
1986–87	9.7	na	49.4	0.6	59.6
1987–88	9.4	na	48.8	0.6	58.9
1988–89	8.8	na	52.0	0.6	61.4
1989–90	8.4	na	54.9	0.6	63.9
1990–91	7.6	na	53.4	0.5	61.5
1991–92	9.6	na	51.3	0.5	61.5
1992–93	13.6	na	49.1	0.5	63.2
1993–94	22.9	na	46.0	0.5	69.4
1994–95	23.4	na	48.1	0.4	71.9
1995–96	25.9	na	45.6	0.5	72.0
1996–97	29.0	na	46.9	0.6	76.5
1997–98	29.2	na	46.7	0.6	76.5
1998–99	28.9	na	46.3	0.5	75.7
1999–00	29.5	na	48.6	0.5	78.6
2000–01	31.2	na	52.0	0.6	83.8
2001–02	31.0	na	54.5	0.5	86.0
2002–03	31.4	na	56.3	0.5	88.2
2003–04	31.1	na	59.0	0.5	90.6
2004–05	32.7	na	61.9	0.5	95.1
2005–06	34.1	na	63.9	0.5	98.5
2006–07	35.8	na	64.6	0.5	100.9
2007–08	42.6	na	65.7	0.5	108.8
2008–09	54.8	na	73.6	0.5	128.8
2009–10	56.4	na	74.8	0.5	131.6
2010–11	58.9	na	76.6	0.5	136.0
2011–12	63.0	na	80.6	0.5	144.1
2012–13	65.7	na	83.5	0.5	149.7
2013–14	63.5	na	83.7	0.4	147.6
2014–15	64.2	na	84.1	0.4	148.8
2015–16	62.6	na	82.4	0.6	145.6
2016–17	60.1	na	80.0	0.7	140.9
2017–18	60.6	na	78.5	0.7	139.8
2018–19	61.5	na	79.3	0.6	141.5
2019–20	49.7	na	66.3	0.6	116.6
2020–21	43.0	na	58.7	0.6	102.3
2021–22	42.8	na	58.9	0.5	102.2
2022–23	53.2	na	69.4	0.7	123.3
2023–24	59.7	na	82.3	0.9	142.9

na: not applicable.

Source: *BITRE estimates (based on various transit authority reporting of patronage levels).*

Table 5.5f Total public transport patronage by capital city – Hobart

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
			million passenger trips		
1976–77	na	na	15.3	7.05	22.3
1977–78	na	na	14.9	3.52	18.4
1978–79	na	na	13.4	1.76	15.2
1979–80	na	na	13.3	0.59	13.9
1980–81	na	na	13.2	0.20	13.4
1981–82	na	na	10.9	0.10	11.0
1982–83	na	na	10.4	0.09	10.5
1983–84	na	na	11.2	0.08	11.3
1984–85	na	na	11.2	0.07	11.3
1985–86	na	na	11.2	0.06	11.3
1986–87	na	na	11.1	0.06	11.2
1987–88	na	na	10.4	0.05	10.5
1988–89	na	na	9.6	0.05	9.6
1989–90	na	na	10.0	0.04	10.0
1990–91	na	na	9.5	0.04	9.6
1991–92	na	na	9.6	0.03	9.6
1992–93	na	na	9.5	0.03	9.5
1993–94	na	na	9.3	0.03	9.3
1994–95	na	na	9.3	0.03	9.3
1995–96	na	na	9.1	0.03	9.1
1996–97	na	na	8.4	0.03	8.4
1997–98	na	na	7.8	0.03	7.9
1998–99	na	na	7.6	0.03	7.6
1999–00	na	na	7.5	0.03	7.5
2000–01	na	na	7.6	0.03	7.6
2001–02	na	na	7.6	0.03	7.6
2002–03	na	na	7.6	0.03	7.6
2003–04	na	na	7.7	0.03	7.7
2004–05	na	na	7.6	0.03	7.6
2005–06	na	na	7.6	0.03	7.7
2006–07	na	na	7.7	0.05	7.7
2007–08	na	na	7.4	0.06	7.5
2008–09	na	na	7.7	0.08	7.8
2009–10	na	na	7.8	0.09	7.9
2010–11	na	na	8.1	0.10	8.2
2011–12	na	na	8.0	0.10	8.1
2012–13	na	na	7.8	0.10	7.9
2013–14	na	na	7.9	0.10	8.0
2014–15	na	na	8.0	0.09	8.0
2015–16	na	na	7.7	0.05	7.7
2016–17	na	na	7.7	0.05	7.7
2017–18	na	na	7.9	0.10	8.0
2018–19	na	na	8.0	0.10	8.1
2019–20	na	na	6.8	0.08	6.9
2020–21	na	na	6.5	0.06	6.6
2021–22	na	na	6.5	0.20	6.7
2022–23	na	na	6.5	0.25	6.8
2023–24	na	na	6.3	0.25	6.6

Note: Ferry values include rough allowances for various private services/operators.

na: not applicable.

Source: *BITRE estimates (based on various transit authority reporting of patronage levels).*

Table 5.5g Total public transport patronage by capital city – Darwin

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
			million passenger trips		
1976–77	na	na	0.7	..	0.7
1977–78	na	na	0.7	..	0.7
1978–79	na	na	0.8	..	0.8
1979–80	na	na	1.2	..	1.2
1980–81	na	na	1.6	..	1.6
1981–82	na	na	1.8	..	1.8
1982–83	na	na	2.1	..	2.1
1983–84	na	na	2.1	..	2.1
1984–85	na	na	2.1	..	2.1
1985–86	na	na	2.2	..	2.2
1986–87	na	na	1.9	..	1.9
1987–88	na	na	2.4	..	2.4
1988–89	na	na	3.0	..	3.0
1989–90	na	na	2.9	..	2.9
1990–91	na	na	3.2	..	3.2
1991–92	na	na	3.2	..	3.2
1992–93	na	na	3.0	..	3.0
1993–94	na	na	3.1	..	3.1
1994–95	na	na	3.3	..	3.3
1995–96	na	na	3.7	..	3.7
1996–97	na	na	3.6	..	3.6
1997–98	na	na	3.6	..	3.6
1998–99	na	na	3.5	..	3.5
1999–00	na	na	3.5	..	3.5
2000–01	na	na	3.6	..	3.6
2001–02	na	na	3.7	..	3.7
2002–03	na	na	3.9	..	3.9
2003–04	na	na	3.9	..	3.9
2004–05	na	na	4.0	..	4.0
2005–06	na	na	4.1	..	4.1
2006–07	na	na	4.2	..	4.2
2007–08	na	na	4.3	..	4.3
2008–09	na	na	4.5	..	4.5
2009–10	na	na	4.8	..	4.8
2010–11	na	na	4.9	..	4.9
2011–12	na	na	5.0	..	5.0
2012–13	na	na	5.2	..	5.2
2013–14	na	na	5.3	..	5.3
2014–15	na	na	5.4	..	5.4
2015–16	na	na	5.5	..	5.5
2016–17	na	na	5.6	..	5.6
2017–18	na	na	5.7	..	5.7
2018–19	na	na	5.6	..	5.6
2019–20	na	na	5.1	..	5.1
2020–21	na	na	4.4	..	4.4
2021–22	na	na	4.4	..	4.4
2022–23	na	na	4.5	..	4.5
2023–24	na	na	4.6	..	4.6

Note: Bus values include rough allowances for school bus travel and various private services. 2022–23 value highly uncertain due to ticketing issues.

na: not applicable.

.. Negligible or not available

Source: *BITRE estimates (based on various transit authority reporting of patronage levels).*

Table 5.5h Total public transport patronage by capital city – Canberra

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
			million passenger trips		
1976–77	na	na	14.4	na	14.4
1977–78	na	na	14.6	na	14.6
1978–79	na	na	16.4	na	16.4
1979–80	na	na	18.7	na	18.7
1980–81	na	na	18.0	na	18.0
1981–82	na	na	17.2	na	17.2
1982–83	na	na	20.4	na	20.4
1983–84	na	na	22.9	na	22.9
1984–85	na	na	24.0	na	24.0
1985–86	na	na	23.1	na	23.1
1986–87	na	na	24.1	na	24.1
1987–88	na	na	24.8	na	24.8
1988–89	na	na	24.6	na	24.6
1989–90	na	na	25.1	na	25.1
1990–91	na	na	25.0	na	25.0
1991–92	na	na	24.4	na	24.4
1992–93	na	na	23.7	na	23.7
1993–94	na	na	23.1	na	23.1
1994–95	na	na	24.0	na	24.0
1995–96	na	na	24.0	na	24.0
1996–97	na	na	24.1	na	24.1
1997–98	na	na	23.2	na	23.2
1998–99	na	na	21.6	na	21.6
1999–00	na	na	21.3	na	21.3
2000–01	na	na	20.6	na	20.6
2001–02	na	na	20.5	na	20.5
2002–03	na	na	21.0	na	21.0
2003–04	na	na	20.7	na	20.7
2004–05	na	na	20.4	na	20.4
2005–06	na	na	21.1	na	21.1
2006–07	na	na	20.8	na	20.8
2007–08	na	na	20.8	na	20.8
2008–09	na	na	20.8	na	20.8
2009–10	na	na	19.4	na	19.4
2010–11	na	na	18.8	na	18.8
2011–12	na	na	18.8	na	18.8
2012–13	na	na	18.8	na	18.8
2013–14	na	na	18.4	na	18.4
2014–15	na	na	18.2	na	18.2
2015–16	na	na	18.3	na	18.3
2016–17	na	na	18.8	na	18.8
2017–18	na	na	19.4	na	19.4
2018–19	na	0.9	19.7	na	20.7
2019–20	na	3.7	14.9	na	18.6
2020–21	na	3.0	12.5	na	15.5
2021–22	na	2.4	9.9	na	12.3
2022–23	na	3.8	14.4	na	18.2
2023–24	na	4.3	16.1	na	20.4

na: not applicable.

Source: *BITRE estimates (based on various transit authority reporting of patronage levels).*

Table 5.5i Total public transport patronage by capital city – Australian capital cities

Financial year	Heavy rail	Light rail	UPT Bus	Ferry	Total
			million passenger trips		
1976–77	362.9	104.2	561.9	19.7	1025.7
1977–78	354.4	102.6	564.1	16.5	1011.3
1978–79	348.0	103.1	554.9	15.2	993.2
1979–80	354.3	101.9	562.3	15.4	1019.9
1980–81	358.2	103.0	564.4	15.1	1030.5
1981–82	358.5	105.3	558.0	16.8	1026.6
1982–83	347.3	104.1	555.5	17.2	1013.3
1983–84	349.7	104.9	548.5	17.4	1009.0
1984–85	352.7	112.1	554.9	17.5	1025.7
1985–86	380.9	115.0	560.0	18.1	1061.7
1986–87	393.6	115.9	569.2	19.7	1085.5
1987–88	407.4	118.0	582.4	17.4	1110.6
1988–89	418.1	125.1	584.5	18.9	1133.7
1989–90	417.4	101.3	576.0	20.5	1102.6
1990–91	416.4	113.2	584.6	17.0	1121.2
1991–92	410.6	117.5	580.7	15.1	1115.9
1992–93	400.9	106.1	566.4	13.3	1071.3
1993–94	409.9	109.2	558.0	13.9	1079.2
1994–95	427.6	113.9	572.8	15.0	1117.6
1995–96	441.8	120.0	574.4	16.1	1140.7
1996–97	458.2	122.0	576.6	17.1	1162.3
1997–98	460.4	124.5	575.4	17.6	1166.3
1998–99	468.7	129.3	564.0	17.8	1168.3
1999–00	486.5	138.0	563.4	18.1	1194.7
2000–01	519.3	142.6	561.2	20.0	1231.8
2001–02	498.8	145.5	553.8	18.6	1205.5
2002–03	500.4	148.8	560.2	18.6	1216.8
2003–04	503.4	149.7	562.4	19.6	1224.1
2004–05	507.5	153.6	568.6	20.9	1239.5
2005–06	533.3	158.8	582.4	21.4	1284.8
2006–07	561.1	163.6	598.9	21.9	1334.3
2007–08	607.8	167.4	619.8	21.7	1405.6
2008–09	646.3	187.4	637.5	22.8	1493.8
2009–10	649.0	185.3	640.2	22.9	1497.2
2010–11	668.8	193.0	652.9	21.1	1534.9
2011–12	674.9	203.2	680.2	22.7	1580.4
2012–13	681.6	195.5	674.4	23.7	1575.6
2013–14	688.9	190.0	685.2	25.1	1589.1
2014–15	708.2	197.5	684.0	23.9	1613.0
2015–16	732.3	222.8	684.4	25.9	1664.2
2016–17	759.1	223.3	677.2	27.0	1686.1
2017–18	785.2	226.0	694.3	27.8	1730.3
2018–19	809.3	226.5	724.9	27.5	1785.2
2019–20	652.8	166.2	587.7	20.5	1425.1
2020–21	409.7	88.0	433.1	12.6	941.6
2021–22	366.6	108.3	419.4	12.3	874.5
2022–23	585.3	196.6	567.3	22.0	1370.2
2023–24	689.2	215.0	631.0	27.2	1562.5

Notes: In Table 5.3, total bus pkm values are calculated as the sum of urban passenger transport (UPT) bus travel and other private bus usage (such as by charter buses). Here the UPT bus patronage values refer solely to public route buses (including dedicated school buses).

The heavy rail values include estimated urban commuter travel on regional train services into the capital cities.

Values comprise all estimated passenger boardings (including free travel, transfers and a rough allowance for fare evasion).

Source: BITRE estimates (based on various transit authority reporting of patronage levels).

Chapter 6: Road

This chapter provides the following information on Australian roads: road distances, road length in kilometers, licence registration transactions over different vehicle types, electric vehicles attributes and registration transactions.

A variety of sources are used for this data, including data from the Australian Bureau of Statistics, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Fedral Chamber of Automotive Industries (FCAI), VFACTS, BITRE estimates and State and Territory Governments.

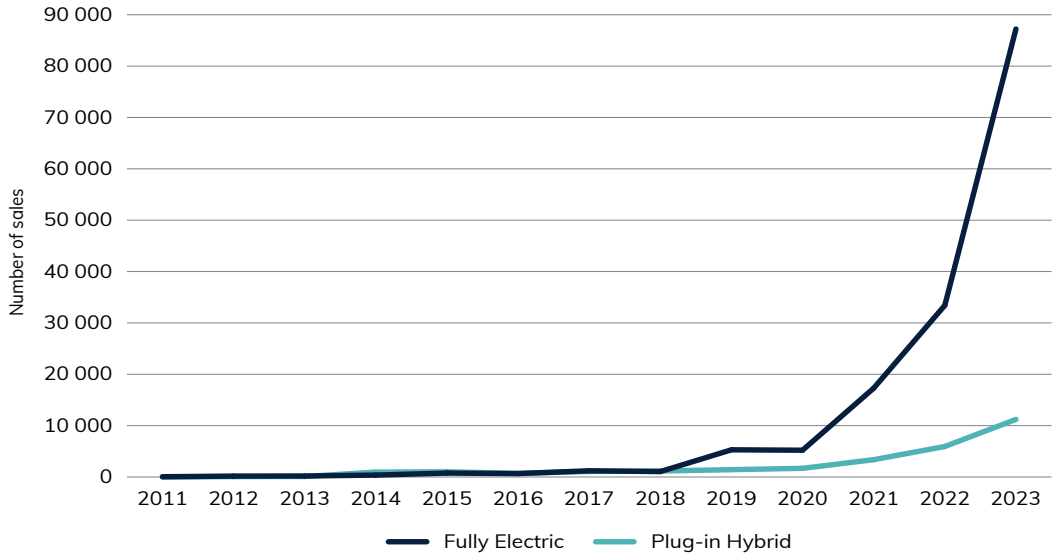
Australia's total estimated paved road length was **463,000** kilometres in 2023.

An estimated **260 billion** vehicle kilometres were travelled on Australia's roads in 2023–24.

In 2023–24, Sports Utility Vehicles (SUVs) comprised **56%** of new motor vehicle sales (excluding motor cycles) compared with only **30%** 10 years earlier.

In 2023, there were **87 thousand** fully electric vehicle sales in Australia, up from **33 thousand** the previous year.

Figure 13 Sales of electric vehicles



Sources: *Electric Vehicle Council, 2024, State of Electric Vehicles*

Figure 13 shows the sale of registered battery electric vehicles and Plug-in Hybrids over time. Fully battery electric vehicles sales increased by 161 per cent between 2022 and 2023.

Figure 14 Map of national road network

Source: DITRDCA, 2022

Figure 14 shows Australia's national road network.

Table 6.1 Intercapital road distances

	Sydney	Melbourne	Brisbane	Adelaide	Perth	Darwin	Canberra
				km			
Sydney	-	878	911	1 375	3 934	3 936	287
Melbourne	-	-	1 777	726	3 419	3 754	663
Brisbane	-	-	-	2 034	4 316	3 426	1 195
Adelaide	-	-	-	-	2 695	3 030	1 160
Perth	-	-	-	-	-	3 854	3 716
Darwin	-	-	-	-	-	-	3 935

Source: *Google maps as at 16 November 2023*

Table 6.2a Australian road length, by type of road

Calendar year	Paved undivided	Paved divided (excluding freeway)	Paved freeway	Paved tunnel	Paved total
			Kilometres		
1975	225 392	2 821	444	0	228 657
1976	230 356	2 969	522	1	233 847
1977	235 371	3 117	558	1	239 046
1978	239 425	3 265	595	1	243 285
1979	243 494	3 413	656	1	247 564
1980	249 034	3 561	711	1	253 307
1981	256 399	3 710	720	1	260 828
1982	261 129	3 858	761	1	265 748
1983	265 008	4 006	799	1	269 813
1984	269 202	4 154	836	1	274 192
1985	273 487	4 302	892	1	278 681
1986	278 112	4 450	918	1	283 480
1987	281 933	4 598	1 016	1	287 548
1988	285 713	4 746	1 082	1	291 542
1989	288 617	4 895	1 215	1	294 726
1990	292 483	5 043	1 293	1	298 820
1991	295 727	5 191	1 306	1	302 225
1992	298 901	5 339	1 393	1	305 634
1993	302 895	5 487	1 484	4	309 870
1994	307 126	5 635	1 585	4	314 350
1995	311 285	5 783	1 763	4	318 836
1996	314 440	5 931	1 822	4	322 197
1997	318 970	6 080	1 865	5	326 919
1998	321 613	6 228	1 911	5	329 756
1999	325 173	6 376	1 962	5	333 516
2000	326 698	6 524	2 013	7	335 243
2001	331 086	6 672	2 085	15	339 858
2002	333 143	6 820	2 131	21	342 115
2003	334 778	6 968	2 208	21	343 976
2004	339 149	7 117	2 225	21	348 512
2005	342 619	7 265	2 244	21	352 148
2006	345 123	7 413	2 315	23	354 874
2007	350 170	7 561	2 346	26	360 103
2008	352 298	7 709	2 405	26	362 439
2009	357 295	7 857	2 567	28	367 747
2010	360 132	8 005	2 607	33	370 778
2011	364 810	8 077	2 695	33	375 616
2012	369 180	8 340	2 716	40	380 275
2013	373 363	8 634	2 826	40	384 862
2014	377 625	8 905	2 879	40	389 449
2015	381 929	9 139	2 925	44	394 037
2016	386 152	9 405	3 024	44	398 625
2017	390 376	9 663	3 131	44	403 214
2018	394 675	9 936	3 147	44	407 803
2019	398 897	10 212	3 234	50	412 392
2020	403 142	10 490	3 277	73	416 982
2021	407 054	10 771	3 292	78	421 195
2022	412 244	11 057	3 301	78	426 681
2023	446 887	11 402	4 885	100	463 273

Source: *BITRE estimates with reference to HERE 2024, OpenStreetMap database 2024 and PSMA 2018 data, Department of Infrastructure Estimates 2024*

Table 6.2b Road length by type of road, by state and territory

	Paved undivided	Paved divided	Paved divided (excluding freeway)	Paved tunnel	Paved total
			Kilometres		
New South Wales					
2012	97 364	1 778	992	18	100 152
2013	98 059	1 811	1 047	18	100 935
2014	98 770	1 830	1 090	18	101 709
2015	99 517	1 847	1 090	18	102 473
2016	100 207	1 879	1 122	18	103 227
2017	100 887	1 874	1 191	18	103 970
2018	101 580	1 915	1 191	18	104 704
2019	102 243	1 970	1 191	24	105 428
2020	102 904	2 006	1 191	42	106 142
2021	103 470	2 037	1 201	42	106 750
2022	104 353	2 076	1 201	42	107 671
2023	114 985	3 314	1 984	69	120 352
Victoria					
2012	79 769	982	941	7	81 699
2013	80 554	1 105	978	7	82 644
2014	81 348	1 251	983	7	83 589
2015	82 139	1 358	1 029	7	84 532
2016	82 916	1 479	1 073	7	85 475
2017	83 688	1 649	1 073	7	86 417
2018	84 477	1 802	1 073	7	87 359
2019	85 245	1 937	1 110	7	88 299
2020	86 016	2 101	1 110	12	89 239
2021	86 713	2 257	1 114	12	90 096
2022	87 679	2 412	1 123	12	91 226
2023	93 116	3 038	1 397	9	97 559
Queensland					
2012	84 552	3 299	349	12	88 212
2013	85 215	3 353	364	12	88 944
2014	85 897	3 395	364	12	89 669
2015	86 568	3 436	364	17	90 385
2016	87 224	3 489	364	17	91 094
2017	87 882	3 506	390	17	91 795
2018	88 542	3 540	390	17	92 488
2019	89 176	3 550	431	17	93 173
2020	89 810	3 594	431	17	93 851
2021	90 362	3 621	431	22	94 436
2022	98 632	2 016	705	19	101 372
2023					
South Australia					
2012	30 696	344	124	0	31 165
2013	31 060	384	124	0	31 568
2014	31 429	414	128	0	31 972
2015	31 798	450	128	0	32 376
2016	32 163	490	128	0	32 782
2017	32 528	531	128	0	33 188
2018	32 900	563	131	0	33 594
2019	33 267	604	131	0	34 002
2020	33 635	628	147	0	34 410
2021	33 976	663	148	0	34 787
2022	37 491	802	192	0	38 486
2023					

	Paved undivided	Paved divided	Paved divided (excluding freeway)	Paved tunnel	Paved total
			Kilometres		
Western Australia					
2012	53 229	1 381	167	2	54 779
2013	54 166	1 415	167	2	55 750
2014	55 120	1 440	167	2	56 729
2015	56 081	1 466	167	2	57 715
2016	57 042	1 486	179	2	58 709
2017	58 010	1 507	191	2	59 710
2018	58 998	1 514	204	2	60 719
2019	59 983	1 537	213	2	61 734
2020	60 978	1 537	241	2	62 758
2021	61 931	1 558	241	2	63 731
2022	63 087	1 576	241	2	64 906
2023	68 236	1 505	358	2	70 100
Tasmania					
2012	11 178	84	108	0	11 370
2013	11 270	89	111	0	11 470
2014	11 364	94	111	0	11 569
2015	11 458	98	111	0	11 667
2016	11 549	104	111	0	11 764
2017	11 638	111	111	0	11 860
2018	11 730	115	111	0	11 955
2019	11 818	121	111	0	12 050
2020	11 905	127	111	0	12 143
2021	11 983	131	111	0	12 225
2022	12 097	135	111	0	12 343
2023	12 915	280	172	0	13 367
Northern Territory					
2012	9 136	245	0	0	9 380
2013	9 737	249	0	0	9 987
2014	10 352	253	0	0	10 605
2015	10 979	257	0	0	11 236
2016	11 615	262	0	0	11 878
2017	12 263	268	0	0	12 531
2018	12 925	272	0	0	13 197
2019	13 596	277	0	0	13 874
2020	14 280	283	0	0	14 562
2021	14 962	287	0	0	15 249
2022	15 705	290	0	0	15 995
2023	17 442	141	0	0	17 583
Australian Capital Territory					
2012	3 256	227	35	0	3 519
2013	3 301	227	35	0	3 563
2014	3 345	227	35	0	3 608
2015	3 390	227	35	0	3 653
2016	3 435	216	47	0	3 697
2017	3 479	216	47	0	3 742
2018	3 524	216	47	0	3 787
2019	3 569	216	47	0	3 832
2020	3 614	216	47	0	3 877
2021	3 657	216	47	0	3 920
2022	3 709	216	47	0	3 971
2023	4 071	306	76	0	4 453

Source: *BITRE estimates with reference to HERE 2024, OpenStreetMap database 2024 and PSMA 2018 data, Department of Infrastructure Estimates 2024*

Table 6.2c Unsealed road length by type of road, by state and territory

	NSW	Vic	Qld	SA	WA	Tas	NT	Australia
				Kilometres				
2023	188 639	135 102	183 146	96 118	186 396	28 849	39 848	858 972

Source: *BITRE estimates with reference to HERE 2024, OpenStreetMap database 2024 and PSMA 2018 data, Department of Infrastructure Estimates 2024*

Table 6.2d Lane kilometres, by type of road, Australia

Calendar Year	Paved undivided	Paved divided (excluding freeway)	Paved freeway	Paved tunnel	Paved total
			Lane Kilometres		
1980	498 068	14 246	3 085	4	515 402
1981	512 797	14 838	3 121	4	530 760
1982	522 257	15 431	3 317	4	541 008
1983	530 016	16 023	3 469	4	549 512
1984	538 403	16 616	3 606	4	558 629
1985	546 973	17 208	3 842	4	568 027
1986	556 224	17 801	3 939	4	577 967
1987	563 867	18 393	4 359	4	586 622
1988	571 427	18 986	4 573	4	594 989
1989	577 233	19 578	5 126	4	601 940
1990	584 967	20 171	5 440	4	610 581
1991	591 455	20 763	5 506	4	617 727
1992	597 801	21 356	5 881	7	625 046
1993	605 790	21 948	6 245	18	634 001
1994	614 252	22 541	6 648	18	643 459
1995	622 570	23 133	7 557	18	653 279
1996	628 880	23 726	7 820	18	660 444
1997	637 940	24 318	8 009	21	670 289
1998	643 226	24 911	8 212	21	676 370
1999	650 347	25 504	8 416	23	684 289
2000	653 397	26 096	8 767	32	688 292
2001	662 172	26 689	9 139	79	698 078
2002	666 286	27 281	9 376	96	703 038
2003	669 557	27 874	9 826	96	707 352
2004	678 299	28 466	9 894	96	716 754
2005	685 238	29 059	9 983	96	724 375
2006	690 246	29 651	10 270	104	730 271
2007	700 340	30 244	10 399	118	741 101
2008	704 596	30 836	10 651	118	746 202
2009	714 590	31 429	11 436	128	757 583
2010	720 265	32 021	11 786	147	764 219
2011	729 621	32 310	12 138	147	774 215
2012	738 360	33 360	12 274	187	784 181
2013	746 725	34 536	12 732	191	794 185
2014	755 251	35 620	13 056	191	804 118
2015	763 858	36 555	13 322	209	813 944
2016	772 304	37 618	13 850	211	823 984
2017	780 751	38 651	14 342	213	833 957
2018	789 351	39 746	14 513	215	843 824
2019	797 794	40 847	14 899	250	853 790
2020	806 284	41 961	15 179	372	863 796
2021	814 108	43 082	15 260	385	872 836
2022	824 489	44 228	15 316	391	884 425
2023	902 451	52 533	19 540	683	975 207

Note: Lane kilometre figures are obtained by multiplying the length of each segment of road by the number of lanes

Source: *BITRE estimates with reference to HERE 2024, OpenStreetMap database 2024 and PSMA 2018 data, Department of Infrastructure Estimates 2024*

Table 6.2e Lane kilometres, by type of road, by state and territory

	Paved undivided	Paved divided (excluding freeway)	Paved freeway	Paved tunnel	Paved total
			Kilometres		
New South Wales					
2012	194 728	7 110	4 205	76	206 119
2013	196 118	7 244	4 425	76	207 863
2014	197 541	7 320	4 599	76	209 535
2015	199 033	7 390	4 599	76	211 098
2016	200 415	7 515	4 825	76	212 831
2017	201 773	7 497	5 141	76	214 488
2018	203 160	7 661	5 141	76	216 037
2019	204 487	7 880	5 141	109	217 617
2020	205 808	8 022	5 181	199	219 210
2021	206 940	8 148	5 221	199	220 509
2022	208 705	8 303	5 221	199	222 428
2023	232 988	15 619	7 937	458	257 004
Victoria					
2012	159 538	3 927	4 474	40	167 979
2013	161 108	4 421	4 622	40	170 191
2014	162 695	5 004	4 728	40	172 467
2015	164 277	5 431	4 912	40	174 660
2016	165 832	5 918	5 088	40	176 878
2017	167 376	6 597	5 088	40	179 101
2018	168 953	7 208	5 182	40	181 384
2019	170 491	7 747	5 330	40	183 608
2020	172 032	8 402	5 330	70	185 834
2021	173 425	9 030	5 346	70	187 871
2022	175 359	9 646	5 382	71	190 458
2023	187 739	14 122	5 587	75	207 523
Queensland					
2012	169 105	13 196	1 750	63	184 114
2013	170 431	13 412	1 810	63	185 716
2014	171 794	13 582	1 816	63	187 256
2015	173 137	13 745	1 816	82	188 780
2016	174 449	13 956	1 816	82	190 303
2017	175 765	14 024	1 920	82	191 791
2018	177 083	14 160	1 920	82	193 245
2019	178 353	14 199	2 122	82	194 755
2020	179 619	14 376	2 134	82	196 211
2021	180 724	14 484	2 153	93	197 454
2022	182 383	14 617	2 173	94	199 267
2023	198 532	9 009	2 821	129	210 490
South Australia					
2012	61 393	1 377	477	2	63 248
2013	62 121	1 534	477	2	64 134
2014	62 858	1 656	506	2	65 022
2015	63 596	1 798	574	2	65 970
2016	64 327	1 959	574	3	66 862
2017	65 056	2 124	574	4	67 757
2018	65 801	2 250	585	5	68 640
2019	66 533	2 415	585	6	69 538
2020	67 270	2 511	678	7	70 466
2021	67 952	2 653	682	8	71 295
2022	68 848	2 795	682	9	72 333
2023	75 571	3 697	769	7	80 045

	Paved undivided	Paved divided (excluding freeway)	Paved freeway	Paved tunnel	Paved total
			Kilometres		
Western Australia					
2012	106 457	5 526	777	6	112 766
2013	108 333	5 660	796	10	114 798
2014	110 239	5 762	805	10	116 816
2015	112 162	5 862	819	10	118 853
2016	114 084	5 943	899	10	120 936
2017	116 019	6 029	971	10	123 030
2018	117 996	6 058	1 037	10	125 101
2019	119 965	6 148	1 073	10	127 196
2020	121 957	6 147	1 209	10	129 322
2021	123 862	6 230	1 211	10	131 312
2022	126 173	6 305	1 211	11	133 700
2023	137 681	6 859	1 431	11	145 981
Tasmania					
2012	22 356	337	437	0	23 130
2013	22 539	358	448	0	23 345
2014	22 728	375	448	0	23 551
2015	22 916	392	448	0	23 755
2016	23 098	415	448	1	23 962
2017	23 277	442	448	2	24 169
2018	23 459	459	448	3	24 369
2019	23 635	485	448	4	24 572
2020	23 811	508	448	5	24 771
2021	23 965	526	448	6	24 945
2022	24 193	541	448	8	25 190
2023	26 054	1 198	691	1	27 943
Northern Territory					
2012	18 271	978	0	0	19 249
2013	19 475	998	0	0	20 473
2014	20 704	1 013	0	0	21 717
2015	21 957	1 028	0	0	22 985
2016	23 230	1 049	0	0	24 280
2017	24 526	1 073	0	0	25 599
2018	25 850	1 086	0	0	26 936
2019	27 192	1 110	0	0	28 302
2020	28 559	1 131	0	0	29 690
2021	29 925	1 147	0	0	31 072
2022	31 410	1 159	0	0	32 569
2023	35 030	649	0	0	35 680
Australian Capital Territory					
2012	6 512	910	153	1	7 576
2013	6 601	910	153	1	7 665
2014	6 691	910	153	1	7 754
2015	6 780	910	153	1	7 844
2016	6 869	864	199	1	7 933
2017	6 959	864	199	1	8 022
2018	7 048	864	199	1	8 112
2019	7 138	864	199	1	8 202
2020	7 228	864	199	1	8 292
2021	7 315	864	199	1	8 378
2022	7 417	864	199	1	8 481
2023	8 208	1 381	304	3	9 895

Note: Lane kilometre figures are obtained by multiplying the length of each segment of road by the number of lanes

Source: *BITRE estimates with reference to HERE 2024, OpenStreetMap database 2024 and PSMA 2018 data, Department of Infrastructure Estimates 2024*

Table 6.2f Total locally controlled road length by state/territory, by road type

	NSW	VIC	QLD	SA	WA	TAS	NT	Australia
				kilometres				
2012-13	145 950.5	129 105.0	153 187.0	77 848.7	128 161.8	14 324.0	13 872.0	662 449.0
2013-14	146 210.0	129 464.0	152 827.0	77 786.0	128 003.0	14 219.0	13 675.0	662 184.0
2014-15	146 190.9	129 881.0	153 207.0	77 923.8	127 796.2	14 260.5	12 957.0	662 216.3
2015-16	146 324.0	130 549.0	149 663.0	78 215.0	127 876.0	14 216.0	13 307.0	660 150.0
2016-17	146 319.9	130 501.4	148 843.7	78 147.0	127 503.0	14 266.0	13 309.3	658 890.3
2017-18	146 530.0	131 184.0	149 278.0	78 198.0	127 977.0	14 162.0	13 268.0	660 597.0
2018-19	146 647.0	131 985.0	150 309.0	78 210.0	127 887.0	14 173.0	13 285.0	662 496.0
2019-20	146 998.0	132 816.0	150 249.0	78 242.0	127 305.0	14 211.0	13 456.0	663 277.0
2020-21	147 113.0	132 558.0	150 407.0	77 986.0	126 993.0	14 208.0	13 417.0	662 682.0
2021-22	147 617.0	133 405.0	150 433.0	78 130.0	127 179.0	14 242.0	13 186.0	664 192.0
2022-23	147 617.0	133 042.0	150 092.0	78 146.0	127 360.0	14 205.0	13 141.0	663 603.0
2023-24	148 403.0	133 040.0	150 070.0	78 193.0	127 013.0	14 212.0	13 164.0	664 095.0

Source: *Department of Infrastructure, Transport, Regional Development, Communications and the Arts (2024)*

Table 6.2g Toll road length

Type	Name	State	Length
Harbour/river crossing	Sydney Harbour Bridge	NSW	1.1
	Sydney Harbour Tunnel	NSW	2.3
	Go Between Bridge	QLD	0.3
Tunnels or roads with tunnels	Cross City Tunnel	NSW	2.1
	Lane Cove Tunnel	NSW	3.6
	NorthConnex	NSW	9.0
	WestConnex - M5 East	NSW	4.0
	WestConnex - M8	NSW	9.0
	Rozelle Interchange	NSW	8.3
	Clem7	QLD	6.8
	Airport Link	QLD	6.7
	Legacy Way	QLD	5.7
	Burnley Tunnel	VIC	3.4
Intra-city links	M1 (Eastern Distributor)	NSW	6.0
	M2 (Hills)	NSW	21.0
	M7 (Westlink)	NSW	40.0
	M5 (South-West)	NSW	22.0
	CityLink	VIC	22.0
	EastLink	VIC	39.0
	Gateway Motorway	QLD	33.5
	Logan Motorway	QLD	29.1
	Westconnex - New M4	NSW	7.5
	Military Road E-Ramps	NSW	0.5
Regional bypass	Toowoomba Second Range Crossing	QLD	41.0
Total			323.9

Sources: *Transport for NSW (2024), Transurban (2022), Google Maps (2024)*

Table 6.3 Total vehicle kilometres travelled, by vehicle type

Financial year	Passenger cars	Motorcycles	Buses	Light commercial vehicles	Rigid and other trucks	Articulated trucks	Total
	billion vehicle kilometres travelled						
1971–72	64.80	1.10	0.65	10.42	4.69	1.76	83.43
1972–73	67.33	1.20	0.68	11.01	4.71	1.80	86.72
1973–74	71.99	1.30	0.69	12.02	4.87	1.90	92.76
1974–75	75.21	1.40	0.69	12.96	5.03	1.91	97.19
1975–76	78.40	1.64	0.69	13.12	5.25	2.03	101.12
1976–77	82.08	1.68	0.70	14.83	5.15	2.20	106.64
1977–78	85.02	1.73	0.71	16.11	5.10	2.22	110.90
1978–79	87.56	1.77	0.73	16.67	5.13	2.60	114.46
1979–80	88.06	1.90	0.77	16.79	5.65	2.80	115.97
1980–81	89.57	2.00	0.82	17.34	6.13	2.88	118.74
1981–82	94.14	2.18	0.86	17.86	6.97	3.06	125.07
1982–83	94.64	2.20	0.95	17.89	6.22	3.03	124.94
1983–84	99.13	2.25	1.05	19.32	6.17	3.41	131.32
1984–85	103.07	2.28	1.14	20.52	6.34	3.59	136.95
1985–86	106.47	2.10	1.22	21.23	6.22	3.67	140.91
1986–87	109.00	2.00	1.30	21.72	6.28	3.69	144.00
1987–88	114.57	1.92	1.39	22.77	6.69	3.95	151.29
1988–89	120.30	2.00	1.47	23.73	6.73	4.05	158.28
1989–90	124.00	1.80	1.56	23.90	6.84	4.13	162.23
1990–91	124.47	1.62	1.52	23.30	6.12	4.07	161.10
1991–92	127.18	1.61	1.48	24.17	5.91	4.10	164.46
1992–93	131.33	1.62	1.49	24.95	5.82	4.39	169.61
1993–94	134.91	1.59	1.55	25.76	6.02	4.53	174.35
1994–95	139.38	1.57	1.59	27.27	6.32	4.82	180.95
1995–96	141.59	1.52	1.64	28.28	6.65	5.02	184.71
1996–97	142.87	1.52	1.65	28.65	7.15	5.21	187.05
1997–98	144.51	1.46	1.69	29.94	7.24	5.40	190.24
1998–99	148.08	1.40	1.71	30.69	7.17	5.55	194.61
1999–00	151.17	1.42	1.76	31.33	7.29	5.70	198.67
2000–01	149.75	1.46	1.80	31.70	7.17	5.62	197.51
2001–02	153.63	1.55	1.82	32.94	7.44	5.81	203.19
2002–03	157.71	1.52	1.86	34.02	7.70	5.97	208.78
2003–04	165.35	1.60	1.89	35.15	7.85	6.16	218.00
2004–05	166.02	1.72	1.91	35.38	8.10	6.32	219.45
2005–06	162.91	1.88	1.96	36.28	8.39	6.46	217.89
2006–07	164.94	2.04	2.00	37.64	8.62	6.72	221.96
2007–08	165.73	2.20	2.06	39.26	8.86	6.91	225.02
2008–09	165.08	2.32	2.14	40.19	8.75	6.83	225.31
2009–10	166.13	2.39	2.20	41.85	8.99	6.95	228.51
2010–11	167.94	2.34	2.27	43.12	9.21	7.20	232.08
2011–12	169.41	2.28	2.35	44.48	9.45	7.45	235.43
2012–13	172.92	2.33	2.39	45.83	9.65	7.65	240.77
2013–14	175.61	2.38	2.43	47.09	9.84	7.84	245.20
2014–15	177.61	2.41	2.44	48.48	10.03	7.95	248.93
2015–16	178.60	2.45	2.46	50.11	10.30	8.03	251.97
2016–17	179.39	2.47	2.47	51.95	10.54	8.12	254.94
2017–18	179.79	2.46	2.51	54.00	10.81	8.22	257.78
2018–19	178.57	2.44	2.55	54.39	10.91	8.30	257.15
2019–20	165.05	2.13	2.30	53.88	11.14	8.38	242.88
2020–21	165.77	2.21	2.20	54.78	11.34	8.48	244.79
2021–22	159.00	2.29	2.21	56.26	11.63	8.61	240.01
2022–23	170.51	2.36	2.33	57.93	12.00	8.81	253.95
2023–24	174.32	2.39	2.37	59.47	12.32	9.04	259.91

See end notes

Note: 2023–24 data are preliminary/provisional

Source: *BITRE estimates*

Table 6.4 Total vehicle kilometres travelled by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
	billion vehicle kilometres travelled								
1971–72	29.31	22.78	11.52	7.76	8.04	2.42	0.57	1.02	83.43
1972–73	30.24	23.65	12.17	8.00	8.43	2.50	0.61	1.12	86.72
1973–74	31.99	25.24	13.23	8.61	9.10	2.65	0.68	1.26	92.76
1974–75	33.18	26.38	14.11	9.09	9.65	2.74	0.67	1.37	97.19
1975–76	34.00	27.48	14.95	9.49	10.17	2.82	0.75	1.47	101.12
1976–77	35.60	28.96	15.84	9.98	10.91	2.95	0.84	1.57	106.64
1977–78	36.77	30.05	16.70	10.29	11.49	3.07	0.89	1.64	110.90
1978–79	38.12	30.76	17.56	10.40	11.84	3.15	0.94	1.70	114.46
1979–80	38.83	30.83	18.18	10.28	11.97	3.16	0.99	1.72	115.97
1980–81	39.90	31.30	19.12	10.27	12.16	3.19	1.04	1.76	118.74
1981–82	41.72	32.99	20.60	10.68	12.79	3.32	1.12	1.86	125.07
1982–83	41.18	33.15	20.85	10.69	12.73	3.33	1.13	1.89	124.94
1983–84	43.23	34.73	21.91	11.28	13.45	3.52	1.21	1.99	131.32
1984–85	45.11	36.22	22.79	11.80	13.94	3.69	1.28	2.10	136.95
1985–86	46.03	37.47	23.59	12.14	14.35	3.79	1.34	2.20	140.91
1986–87	46.70	38.63	24.20	12.36	14.66	3.82	1.36	2.27	144.00
1987–88	48.65	40.92	25.65	12.87	15.43	3.97	1.40	2.41	151.29
1988–89	50.42	42.99	27.29	13.32	16.16	4.12	1.42	2.54	158.28
1989–90	51.48	44.02	28.22	13.51	16.63	4.28	1.45	2.64	162.23
1990–91	50.93	43.54	28.49	13.30	16.48	4.26	1.43	2.67	161.10
1991–92	51.80	44.20	29.73	13.43	16.74	4.34	1.46	2.76	164.46
1992–93	53.38	45.13	31.30	13.69	17.25	4.49	1.50	2.87	169.61
1993–94	54.82	46.06	32.55	13.77	18.07	4.60	1.54	2.95	174.35
1994–95	56.71	47.38	34.31	13.99	19.17	4.73	1.62	3.04	180.95
1995–96	57.43	48.45	35.52	14.06	19.69	4.79	1.70	3.08	184.71
1996–97	57.76	49.38	36.10	14.19	20.00	4.81	1.73	3.09	187.05
1997–98	58.85	49.88	37.03	14.43	20.41	4.77	1.76	3.11	190.24
1998–99	60.24	51.06	37.86	14.84	20.89	4.76	1.78	3.17	194.61
1999–00	61.72	51.70	38.99	15.26	21.19	4.77	1.80	3.23	198.67
2000–01	61.50	51.06	39.15	15.20	21.00	4.67	1.75	3.18	197.51
2001–02	62.85	52.86	40.64	15.50	21.52	4.79	1.78	3.25	203.19
2002–03	64.01	54.53	41.98	16.01	22.10	4.97	1.82	3.36	208.78
2003–04	66.72	56.67	44.62	16.26	23.14	5.20	1.87	3.51	218.00
2004–05	67.15	56.82	45.32	16.07	23.54	5.16	1.86	3.52	219.45
2005–06	66.45	56.10	45.59	15.86	23.42	5.12	1.86	3.49	217.89
2006–07	67.32	56.72	47.03	16.11	24.06	5.25	1.92	3.55	221.96
2007–08	67.93	57.64	48.23	15.92	24.46	5.28	1.99	3.58	225.02
2008–09	68.02	57.32	48.09	15.89	25.12	5.25	2.04	3.59	225.31
2009–10	68.96	58.52	48.80	16.11	25.22	5.24	2.04	3.62	228.51
2010–11	70.34	59.75	49.17	16.14	25.70	5.26	2.06	3.68	232.08
2011–12	71.05	60.81	49.99	16.14	26.33	5.29	2.07	3.75	235.43
2012–13	72.64	62.15	51.28	16.46	26.96	5.33	2.11	3.85	240.77
2013–14	73.82	63.47	52.08	16.84	27.58	5.37	2.14	3.91	245.20
2014–15	75.01	64.48	52.91	17.03	28.00	5.40	2.16	3.95	248.93
2015–16	75.98	65.24	53.70	17.15	28.36	5.40	2.16	3.98	251.97
2016–17	77.07	66.33	54.26	17.25	28.41	5.41	2.18	4.03	254.94
2017–18	77.91	67.36	54.84	17.38	28.47	5.52	2.22	4.08	257.78
2018–19	77.51	67.71	54.67	17.11	28.37	5.52	2.21	4.06	257.15
2019–20	71.79	63.81	52.45	16.30	27.38	5.18	2.12	3.84	242.88
2020–21	74.07	58.72	55.33	16.74	28.39	5.31	2.20	4.02	244.79
2021–22	68.47	61.18	54.50	16.16	28.48	5.23	2.16	3.83	240.01
2022–23	74.82	65.49	55.99	16.66	29.62	5.16	2.16	4.05	253.95
2023–24	76.52	66.99	57.40	16.96	30.50	5.20	2.18	4.16	259.91

See end notes

Notes: 2023–24 data are preliminary/provisional
NSW includes Jervis Bay

Source: *BITRE estimates*

Table 6.5 Total vehicle kilometres travelled by capital city

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra	Total
	billion vehicle kilometres travelled								
1971–72	15.64	13.08	4.68	4.81	4.87	0.76	0.23	1.01	45.09
1972–73	16.15	13.60	4.98	5.00	5.13	0.78	0.26	1.11	47.02
1973–74	17.10	14.51	5.43	5.43	5.58	0.84	0.29	1.25	50.43
1974–75	17.76	15.36	5.76	5.76	5.95	0.89	0.25	1.36	53.10
1975–76	18.23	16.21	6.14	6.04	6.28	0.94	0.31	1.46	55.61
1976–77	19.07	17.23	6.51	6.35	6.72	1.00	0.34	1.56	58.78
1977–78	19.68	18.06	6.88	6.53	7.07	1.08	0.35	1.63	61.29
1978–79	20.36	18.63	7.23	6.57	7.28	1.12	0.38	1.69	63.24
1979–80	20.69	18.78	7.41	6.44	7.37	1.14	0.40	1.71	63.95
1980–81	21.15	19.18	7.72	6.39	7.50	1.17	0.43	1.75	65.27
1981–82	22.14	20.33	8.29	6.63	7.91	1.22	0.47	1.85	68.84
1982–83	21.94	20.40	8.44	6.66	7.94	1.23	0.47	1.88	68.97
1983–84	23.09	21.28	8.91	7.03	8.42	1.30	0.51	1.98	72.54
1984–85	24.19	22.12	9.31	7.37	8.74	1.37	0.55	2.09	75.75
1985–86	24.85	23.10	9.82	7.59	9.03	1.43	0.59	2.19	78.60
1986–87	25.39	23.94	10.12	7.74	9.24	1.44	0.61	2.26	80.75
1987–88	26.54	25.41	10.76	8.07	9.75	1.49	0.63	2.40	85.05
1988–89	27.50	26.73	11.43	8.38	10.27	1.54	0.64	2.53	89.03
1989–90	28.05	27.38	11.77	8.52	10.57	1.60	0.65	2.64	91.18
1990–91	27.76	27.11	11.88	8.41	10.44	1.59	0.65	2.66	90.52
1991–92	28.25	27.59	12.38	8.51	10.63	1.63	0.67	2.75	92.39
1992–93	29.10	28.23	12.99	8.67	11.03	1.70	0.69	2.86	95.27
1993–94	29.89	28.88	13.50	8.71	11.66	1.75	0.71	2.94	98.05
1994–95	30.95	29.81	14.23	8.85	12.45	1.79	0.76	3.03	101.88
1995–96	31.45	30.34	14.77	8.87	12.83	1.82	0.79	3.07	103.94
1996–97	31.69	30.68	15.05	8.94	13.03	1.82	0.82	3.08	105.11
1997–98	32.30	31.31	15.52	9.08	13.25	1.79	0.84	3.10	107.19
1998–99	33.12	32.03	15.83	9.34	13.55	1.78	0.85	3.17	109.68
1999–00	33.97	32.70	16.31	9.61	13.75	1.79	0.86	3.23	112.21
2000–01	33.89	32.80	16.38	9.57	13.62	1.75	0.84	3.18	112.03
2001–02	34.65	33.53	16.99	9.74	13.97	1.79	0.85	3.25	114.77
2002–03	35.30	34.21	17.54	10.05	14.37	1.85	0.87	3.36	117.55
2003–04	36.88	35.35	18.66	10.18	15.08	1.94	0.89	3.50	122.49
2004–05	37.12	35.65	19.05	10.03	15.35	1.92	0.89	3.51	123.52
2005–06	36.64	35.50	19.19	9.90	15.22	1.90	0.90	3.49	122.75
2006–07	37.04	35.77	19.85	10.01	15.64	1.94	0.93	3.54	124.72
2007–08	37.44	36.38	20.49	9.83	15.83	1.95	0.97	3.58	126.47
2008–09	37.48	36.11	20.52	9.81	16.26	1.94	0.99	3.59	126.70
2009–10	37.99	36.81	20.91	9.93	16.30	1.93	1.00	3.62	128.49
2010–11	38.76	37.66	21.22	9.93	16.56	1.93	1.02	3.67	130.75
2011–12	39.13	38.34	21.65	9.90	16.95	1.94	1.03	3.75	132.70
2012–13	40.02	39.29	22.30	10.13	17.33	1.96	1.06	3.85	135.93
2013–14	40.59	40.16	22.70	10.36	17.76	1.98	1.09	3.90	138.54
2014–15	41.16	40.84	23.09	10.49	18.10	1.99	1.10	3.95	140.72
2015–16	41.62	41.31	23.49	10.55	18.45	2.00	1.11	3.98	142.51
2016–17	42.22	41.95	23.82	10.62	18.56	2.01	1.14	4.02	144.35
2017–18	42.68	42.58	24.07	10.70	18.60	2.07	1.18	4.07	145.96
2018–19	42.49	42.83	24.23	10.53	18.56	2.07	1.18	4.05	145.95
2019–20	39.01	40.16	23.18	9.97	17.88	1.94	1.14	3.84	137.11
2020–21	39.90	36.48	24.31	10.25	18.54	1.99	1.18	4.02	136.68
2021–22	36.38	38.06	23.81	9.82	18.57	1.95	1.15	3.82	133.56
2022–23	40.69	40.88	24.52	10.16	19.31	1.91	1.14	4.05	142.66
2023–24	41.74	42.03	25.20	10.35	19.94	1.93	1.15	4.16	146.49

See end notes

Notes: 2023–24 data are preliminary/provisional

Capital cities are as defined by ABS Greater Capital City Statistical Areas (GCCSAs) boundary definitions

Source: *BITRE estimates*

Table 6.6 Total road freight, by vehicle type

Financial year	Light commercial vehicles	Rigid trucks	Articulated trucks	Total road freight
		billion tonne-kilometres		
1974-75	1.0	10.9	19.5	31.4
1975-76	1.0	11.4	21.4	33.9
1976-77	1.2	11.8	23.9	36.8
1977-78	1.2	12.4	24.4	38.0
1978-79	1.3	13.3	29.1	43.8
1979-80	1.4	14.2	31.7	47.2
1980-81	1.5	14.8	35.1	51.4
1981-82	1.5	15.9	37.6	55.1
1982-83	1.5	15.2	38.3	55.1
1983-84	1.7	16.2	44.4	62.3
1984-85	1.8	17.7	48.3	67.9
1985-86	2.0	18.1	51.5	71.7
1986-87	2.2	18.9	52.5	73.7
1987-88	2.5	20.5	57.8	80.7
1988-89	2.6	20.9	60.7	84.3
1989-90	2.7	22.0	63.2	87.9
1990-91	2.7	20.2	62.5	85.3
1991-92	2.7	19.5	63.0	85.2
1992-93	2.8	19.2	68.0	90.0
1993-94	2.9	19.8	71.4	94.1
1994-95	3.1	20.9	77.4	101.4
1995-96	3.2	22.1	82.1	107.4
1996-97	3.2	23.8	86.4	113.4
1997-98	3.4	24.3	91.7	119.3
1998-99	3.5	24.3	97.2	125.0
1999-00	3.6	25.2	103.9	132.6
2000-01	3.5	25.1	106.3	134.9
2001-02	3.7	26.2	112.6	142.5
2002-03	3.9	27.3	117.7	148.9
2003-04	4.1	28.1	124.0	156.2
2004-05	4.1	29.2	129.1	162.4
2005-06	4.2	30.5	134.0	168.7
2006-07	4.2	31.6	141.4	177.1
2007-08	4.2	32.6	146.4	183.1
2008-09	4.2	32.3	145.4	181.9
2009-10	4.3	33.2	147.8	185.4
2010-11	4.4	33.9	152.3	190.7
2011-12	4.6	34.6	156.6	195.8
2012-13	4.7	35.2	160.0	199.8
2013-14	4.7	35.7	163.3	203.7
2014-15	4.8	36.3	165.3	206.4
2015-16	4.9	37.3	168.1	210.3
2016-17	5.1	38.1	170.8	214.1
2017-18	5.4	39.0	173.5	218.0
2018-19	5.5	39.3	176.2	221.0
2019-20	5.4	40.1	178.5	224.0
2020-21	5.5	41.1	182.1	228.7
2021-22	5.7	42.3	186.6	234.6
2022-23	5.9	43.9	192.3	242.0
2023-24	6.1	45.2	197.7	249.0

See end notes

Note: Numbers for 2023–24 are provisional estimates which are subject to change

Source: *BITRE estimates*

Table 6.7 Private vehicle ownership and operating cost indices

June reference month	Australia motor vehicle consumer price	Private motoring	Motor vehicle retail price	Automotive fuel	Motor vehicle repair and servicing	Motor vehicle parts and accessories	Other motoring services	Urban transport fares
	base of each index: 2011–12 = 100.0							
1973		11.6	22.1	6.8				8.1
1974		13.1	24.0	8.0				8.4
1975		16.0	28.2	9.5				9.5
1976		18.5	34.5	10.3				11.1
1977		20.3	38.2	10.7				10.8
1978		21.8	41.7	11.8				11.7
1979		24.4	43.0	16.2				12.3
1980		27.6	45.6	21.6				14.3
1981		30.1	48.4	25.1	29.3	43.4	19.4	16.6
1982		32.6	53.2	24.8	33.6	44.3	23.3	19.1
1983	43.0	35.9	58.5	27.7	36.5	47.3	24.7	21.2
1984	44.8	39.1	61.2	32.1	38.8	51.7	26.6	24.1
1985	47.0	42.5	66.6	35.9	41.0	54.4	28.6	25.4
1986	53.9	44.3	75.5	32.3	45.3	56.6	30.0	27.2
1987	61.8	50.7	89.1	36.3	50.1	60.3	33.1	29.9
1988	67.1	53.4	97.9	35.5	53.2	65.9	34.2	32.3
1989	70.6	56.1	103.8	37.3	55.6	68.6	35.4	35.3
1990	82.5	60.5	107.7	42.2	60.0	71.2	36.3	38.5
1991	85.2	62.1	108.7	42.9	62.9	71.4	38.8	44.1
1992	88.1	63.9	111.7	44.8	63.6	71.1	41.9	46.6
1993	92.8	65.7	118.8	45.3	64.3	71.0	45.7	49.3
1994	96.2	67.5	122.1	46.0	65.3	72.6	46.9	50.9
1995	99.2	69.6	128.1	46.8	66.1	74.2	48.1	52.4
1996	98.4	72.6	130.0	49.1	68.6	73.5	50.0	54.4
1997	97.0	72.2	120.6	49.4	69.1	74.4	52.1	57.8
1998	98.5	71.5	116.5	47.8	69.2	74.0	53.9	58.6
1999	96.6	71.4	112.2	47.2	71.3	74.9	56.7	59.8
2000	100.1	76.8	111.7	57.5	69.4	74.1	59.1	62.7
2001	102.3	80.9	112.8	63.9	74.3	75.4	61.3	69.5
2002	106.5	80.6	113.9	60.7	76.5	77.7	63.6	71.7
2003	108.0	80.6	112.2	59.9	78.9	79.0	65.8	73.1
2004	105.5	83.2	108.9	66.9	81.1	79.2	69.9	76.8
2005	103.8	86.1	106.0	73.9	84.5	80.9	72.0	78.1
2006	104.2	92.9	105.0	92.2	86.3	83.8	73.5	80.6
2007	104.7	92.9	106.5	88.3	88.6	86.8	77.1	83.6
2008	106.1	99.4	105.2	104.5	91.6	91.0	81.1	87.7
2009	105.0	92.8	104.2	83.1	95.4	99.1	84.3	92.2
2010	103.8	95.8	103.4	89.4	97.5	99.5	90.8	94.5
2011	99.3	99.2	101.9	99.4	95.8	99.5	96.5	97.2
2012	99.9	101.2	100.3	101.9	100.7	100.0	102.7	102.3
2013	98.9	100.4	96.9	98.5	105.3	100.4	107.4	106.8
2014	96.7	103.1	96.2	106.1	103.1	102.3	111.2	109.5
2015	97.7	100.7	94.9	94.9	105.2	106.1	118.7	105.1
2016	93.7	97.7	95.0	83.9	107.4	106.2	121.1	105.2
2017	95.1	99.9	93.8	89.7	108.4	107.7	123.5	106.7
2018		105.2	91.7	104.3	110.2	110.1	128.0	109.7
2019		107.0	94.8	103.8	113.3	111.7	131.5	111.7
2020		98.5	94.2	80.5	116.8	112.7	128.6	111.4
2021		109.7	101.2	102.5	119.3	113.5	132.8	112.7
2022		124.7	106.8	135.4	125.5	124.2	135.1	108.9
2023		126.8	111.0	130.5	130.7	138.7	138.7	117.7
2024		132.5	111.8	140.6	137.7	140.6	146.5	124.2

Note: Data are not readily available for missing years

Source: *ABS, 2024, Consumer Price Index*

Table 6.8 Number of registered road vehicles, by vehicle type and year of manufacture, January 2024

Year of Manufacture	Passenger vehicles	Camper-vans	Light commer-cial vehicles	Light rigid trucks	Heavy rigid trucks	Artic-ulated trucks	Non-freight-carrying vehicles	Buses	Motor-cycles	Total of registered motorised vehicles
2024	101	55	109	94	12	n.p.	20	74	17	482
2023	706 254	3 178	200 304	22 900	8 149	5 885	1 095	4 020	34 847	986 632
2022	853 032	3 143	253 023	27 142	21 302	9 123	2 039	3 962	54 922	1227 688
2021	814 075	3 349	267 109	18 899	21 585	8 309	2 322	4 943	70 018	1210 609
2020	645 464	1 884	193 508	11 110	12 901	5 449	1 869	3 770	44 230	920 185
2019	765 053	2 552	207 437	10 886	13 877	5 797	2 118	4 964	42 926	1055 610
2018	839 943	2 922	239 899	12 682	17 342	6 968	1 883	4 836	43 392	1169 867
2017	890 949	2 810	222 691	11 517	14 802	5 844	1 666	4 363	45 276	1199 918
2016	885 272	2 735	202 954	10 599	13 039	4 350	1 443	4 201	49 191	1173 784
2015	870 331	2 538	189 448	9 652	12 697	4 395	1 572	4 381	45 858	1140 872
2014	796 351	2 056	175 229	7 829	12 243	5 062	1 602	4 595	42 543	1047 510
2013	829 690	2 137	180 927	6 484	11 602	5 307	1 338	4 112	41 250	1082 847
2012	775 817	2 332	178 962	5 792	12 983	4 831	1 590	4 657	38 913	1025 877
2011	666 154	2 654	136 787	4 754	9 319	2 764	1 310	5 189	32 620	861 551
2010	682 836	3 731	146 501	7 516	14 377	4 578	1 339	4 815	33 175	898 868
2009	553 032	2 692	130 274	5 312	11 796	2 547	1 062	4 208	33 553	744 476
2008	573 294	4 024	143 921	7 012	13 533	3 185	1 338	5 231	42 259	793 797
2007	557 872	4 501	120 027	6 638	18 787	6 289	1 525	3 906	38 365	757 910
2006	476 972	5 132	105 404	5 354	13 740	3 483	1 134	3 491	32 668	647 378
2005	433 859	5 151	107 830	6 586	12 537	3 471	1 113	3 000	25 382	598 929
2004	369 461	5 857	95 492	5 641	11 901	3 355	902	1 679	18 533	512 821
2003	320 056	5 153	81 712	3 197	8 520	2 693	591	1 694	15 847	439 463
2002	235 772	3 706	63 654	5 008	8 812	2 006	713	1 580	13 359	334 610
2001	188 004	2 852	49 868	2 830	6 322	1 402	487	1 302	13 039	266 106
Pre-2001	969 561	20 557	382 949	17 666	94 649	17 199	6 377	11 004	108 195	1628 157
Not stated/ Unknown	647	n.p.	346	n.p.	67	4	47	n.p.	9 908	11 019
January 2024 total fleet	15 699 852	97 701	4 076 365	233 100	396 894	124 296	38 495	99 977	970 286	21 736 966

Note: This total is a total of all registered motorised vehicles and thus will not include vehicles such as trailers or tractors

n.p. Not published to preserve confidentiality.

Source: *Custom extract from BITRE, 2024, Road vehicles, Australia*

Table 6.9a Stock of registered motor vehicles, by vehicle type

January reference month	Passenger cars	Motorcycles	LCVs	Rigid trucks	Articulated trucks	Other vehicles	Buses	All vehicles
				thousands				
1972								
1973								
1974								
1975								
1976	5 102.2	293.4	758.2	372.2	39.0	25.1	31.4	6 621.5
1977								
1978								
1979	5 669.6	288.3	879.2	419.9	43.7	36.3	37.8	7 374.7
1980								
1981								
1982	6 233.4	366.9	1 003.0	479.0	47.2	42.0	46.2	8 217.7
1983								
1984								
1985	6 734.2	361.6	1 140.5	543.7	50.2	49.4	80.1	8 959.7
1986								
1987								
1988	7 158.8	304.0	1 183.5	576.3	48.9	53.4	93.2	9 418.0
1989								
1990								
1991	7 860.7	284.1	1 479.2	333.2	51.7	47.0	42.3	10 098.2
1992								
1993	8 279.4	288.8	1 453.8	336.5	52.5	46.6	46.6	10 504.2
1994								
1995	8 628.8	296.6	1 527.2	337.4	58.3	47.0	52.2	10 947.5
1996	8 989.1	303.9	1 601.6	341.0	58.4	48.3	58.8	11 401.1
1997	9 206.2	313.1	1 632.2	342.4	59.3	50.0	61.1	11 664.4
1998	9 526.7	328.8	1 686.4	347.2	62.3	51.3	64.1	12 066.9
1999	9 686.2	333.8	1 721.2	346.8	63.3	51.3	65.9	12 268.5
2000								
2001	9 835.9	350.9	1 769.6	338.4	62.6	51.8	67.6	12 476.8
2002	10 101.4	371.0	1 820.0	341.5	63.9	54.0	70.2	12 822.0
2003	10 365.9	377.3	1 879.8	348.7	64.3	56.9	70.1	13 163.0
2004	10 629.4	396.3	1 952.5	357.6	66.3	59.6	71.3	13 533.1
2005	10 896.4	421.9	2 030.3	368.5	69.7	60.7	72.6	13 920.1
2006	11 188.9	463.1	2 114.3	383.5	71.7	61.8	75.4	14 358.7
2007	11 466.6	512.4	2 190.1	394.5	74.5	64.5	77.6	14 780.2
2008	11 803.5	567.6	2 288.2	410.9	79.1	66.6	80.6	15 296.5
2009	12 023.1	624.1	2 371.1	421.7	81.2	68.8	84.4	15 674.4
2010	12 269.3	660.1	2 460.6	431.3	82.4	71.0	86.4	16 061.1
2011	12 474.0	678.8	2 530.6	437.8	86.0	73.3	87.9	16 368.4
2012	12 714.2	709.3	2 617.8	446.4	88.0	75.3	90.6	16 741.6
2013	13 000.0	744.7	2 717.7	457.1	90.9	77.1	93.0	17 180.6
2014	13 297.3	780.2	2 824.1	465.1	93.9	78.9	94.1	17 633.5
2015	13 549.4	807.2	2 907.0	472.3	95.0	81.6	95.1	18 007.8
2016	13 815.1	829.0	2 985.6	480.2	96.2	84.5	96.6	18 387.1
2017	14 078.6	849.3	3 079.6	491.5	98.1	87.1	96.9	18 781.2
2018	14 330.4	860.7	3 187.1	505.0	100.7	90.8	98.6	19 173.3
2019	14 504.1	870.1	3 313.4	520.7	103.0	94.4	99.4	19 505.2
2020	14 679.2	880.9	3 407.0	535.5	105.1	97.1	100.5	19 805.3
2021	14 843.5	924.1	3 652.9	524.8	110.7	119.4	92.6	20 267.8
2022	15 050.5	940.5	3 785.0	562.5	115.7	127.0	97.0	20 678.2
2023	15 325.3	957.7	3 931.5	592.3	120.3	132.4	98.7	21 158.3
2024	15 699.9	970.3	4 076.4	630.0	124.3	136.2	100.0	21 737.0

Notes: Data are not readily available for missing years
Data from 2021 onwards was provided from BITRE as opposed to the ABS

Source: *ABS, 2021, Motor Vehicle Census*
BITRE, 2024, Motor Vehicles, Australia

Table 6.9b Stock of registered motor vehicles, by state/territory

January reference month	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
					thousands				
1986									
1987									
1988	2 994	2 556	1 567	869	947	284	61	140	9 418
1989									
1990									
1991	3 107	2 756	1 694	923	1 072	300	84	161	10 098
1992									
1993	3 172	2 865	1 847	933	1 114	312	84	177	10 504
1994									
1995	3 332	2 870	2 013	963	1 175	320	90	184	10 948
1996	3 449	3 050	2 082	984	1 225	326	96	189	11 401
1997	3 530	3 119	2 132	992	1 270	325	99	197	11 664
1998	3 683	3 177	2 229	1 031	1 327	323	102	195	12 067
1999	3 679	3 266	2 316	1 032	1 345	330	103	197	12 269
2000									
2001	3 746	3 318	2 354	1 051	1 371	331	103	203	12 477
2002	3 847	3 414	2 446	1 063	1 406	335	104	208	12 822
2003	3 945	3 494	2 552	1 077	1 438	338	104	213	13 163
2004	4 064	3 565	2 656	1 096	1 480	350	106	216	13 533
2005	4 170	3 650	2 767	1 112	1 530	362	110	220	13 920
2006	4 269	3 741	2 898	1 138	1 601	375	114	224	14 359
2007	4 361	3 818	3 033	1 157	1 676	381	118	235	14 780
2008	4 520	3 922	3 173	1 179	1 747	391	123	242	15 297
2009	4 567	4 010	3 283	1 209	1 828	401	129	247	15 674
2010	4 681	4 113	3 358	1 240	1 870	410	135	254	16 061
2011	4 778	4 198	3 402	1 262	1 913	419	137	259	16 368
2012	4 870	4 286	3 492	1 275	1 978	432	141	267	16 742
2013	4 985	4 384	3 606	1 298	2 048	437	149	274	17 181
2014	5 102	4 483	3 705	1 326	2 142	443	152	279	17 633
2015	5 247	4 567	3 771	1 348	2 185	450	155	284	18 008
2016	5 374	4 681	3 854	1 365	2 209	458	158	288	18 387
2017	5 509	4 798	3 948	1 386	2 219	469	155	296	18 781
2018	5 618	4 923	4 045	1 409	2 232	481	163	303	19 173
2019	5 702	5 031	4 134	1 429	2 245	493	162	309	19 505
2020	5 779	5 120	4 205	1 445	2 279	506	160	311	19 805
2021	5 954	5 181	4 345	1 487	2 313	506	164	318	20 268
2022	6 048	5 268	4 462	1 520	2 369	520	165	324	20 677
2023	6 155	5 384	4 597	1 555	2 437	532	166	331	21 158
2024	6 296	5 515	4 753	1 598	2 529	541	169	338	21 737

Notes: Data are not readily available for missing years

Data from 2021 onwards was provided from BITRE as opposed to the ABS

Source: *ABS, 2021, Motor Vehicle Census*

BITRE, 2024, Motor Vehicles, Australia

Table 6.9c Battery electric passenger vehicles on register by make, top 10 makes

Calendar year	Make											
	Tesla	Hyundai	Nissan	MG	BYD	Mercedes-Benz	Volvo	BMW	Polestar	Kia	Others	Total
2021	10 124	1 763	1 802	187	12	218	19	299	0	0	1 276	15 700
2022	22 256	2 939	2 516	1 480	27	1 075	238	534	34	271	2 407	33 777
2023	45 501	5 259	3 358	2 847	2 478	2 179	1 959	1 871	1 721	1 243	3 815	72 231
2024	89 235	7 782	4 379	8 908	16 013	5 380	5 880	5 013	4 093	4 495	8 280	159 458

Note: This data is taken as a snapshot as at 31 January 2023

Source: *BITRE, 2024, Motor Vehicles, Australia*

Table 6.10a New motor vehicles sales, excluding motorcycles, by vehicle type

Financial year	Passenger cars (excluding sports utility vehicles)*	Sports utility vehicles	Other vehicles	Total vehicles excluding motorcycles
		thousands		
1994–95	487.3	45.6	112.1	645.0
1995–96	487.7	46.1	105.5	639.4
1996–97	503.3	58.7	108.2	670.2
1997–98	570.1	87.7	119.1	776.9
1998–99	575.7	101.8	128.3	805.8
1999–00	509.4	97.6	135.6	742.6
2000–01	571.0	114.8	122.9	808.7
2001–02	537.6	129.1	137.9	804.6
2002–03	560.2	144.0	156.4	860.5
2003–04	594.4	160.9	184.8	940.1
2004–05	604.0	182.0	195.8	981.8
2005–06	599.4	173.3	198.7	971.4
2006–07	624.1	180.4	199.4	1 003.9
2007–08	631.8	210.9	225.5	1 068.3
2008–09	542.8	176.1	205.9	924.7
2009–10	582.1	216.2	215.0	1 013.3
2010–11	566.3	230.6	203.7	1 000.6
2011–12	568.0	282.5	209.6	1 060.1
2012–13	572.0	323.1	242.8	1 137.9
2013–14	554.3	338.4	229.8	1 122.5
2014–15	523.3	376.6	231.8	1 131.7
2015–16	502.1	431.2	241.8	1 175.1
2016–17	469.4	452.1	258.0	1 179.5
2017–18	424.1	490.7	280.3	1 195.1
2018–19	344.7	483.3	274.1	1 102.1
2019–20	258.1	449.3	243.5	950.8
2020–21	229.9	534.7	277.4	1 042.0
2021–22	205.3	521.0	293.9	1 020.2
2022–23	202.4	615.1	307.8	1 125.3
2023–24	220.7	708.6	338.1	1 267.4

See endnotes

Note: * Passenger vehicles in this table are under a different definition to other tables as they do not include sports utility vehicles.

Sources: *ABS, 2017, Sale of New Motor Vehicles, Australia*

Federal Chamber of Automotive Industries, 2024, New Vehicle Sales

Table 6.10b Sales of electric vehicles

Calendar Year	Fully Electric	Plug-in Hybrid	Total
2011	49	0	49
2012	173	80	253
2013	191	102	293
2014	371	951	1 322
2015	759	1 012	1 771
2016	668	701	1 369
2017	1 208	1 076	2 284
2018	1 053	1 163	2 216
2019	5 292	1 426	6 718
2020	5 215	1 685	6 900
2021	17 293	3 372	20 665
2022	33 416	5 937	39 353
2023	87 217	11 212	98 429

Source: *Electric Vehicle Council, 2024, State of Electric Vehicles*

Table 6.11 Charging infrastructure sites, by state and territory

	NSW			Vic			Qld		
	Standard	DC Fast	DC Ultra fast	Standard	DC Fast	DC Ultrafast	Standard	DC Fast	DC Ultrafast
2020	368	59		268	28		213	33	
2021	426	78		316	46		234	57	
2022	529	85	33	383	51	21	301	57	10
2023		131	43		97	32		93	16
	SA			WA			Tas		
	Standard	DC Fast	DC Ultra fast	Standard	DC Fast	DC Ultrafast	Standard	DC Fast	DC Ultrafast
2020	136	7		155	20		25	6	
2021	144	14		184	26		28	5	
2022	178	26	6	252	36	6	35	4	1
2023		42	9		36	12		6	3
	NT			ACT			National		
	Standard	DC Fast	DC Ultra fast	Standard	DC Fast	DC Ultrafast	Standard	DC Fast	DC Ultrafast	Total
2020	7	0		47	4		1219	157		1376
2021	14	2		63	16		1409	244		1653
2022	22	1	0	91	14	5	1791	274	82	2147
2023		3	0		31	5		439	120	559

Notes: Charging sites are representative of infrastructure locations, each with varying numbers of individual chargers.
For 2020 and 2021, DC Fast and DC Ultrafast charging sites were both captured within the DC Fast category.
For 2023 onwards, Standard charging site locations have stopped being tracked

Source: *Electric Vehicle Council, State of Electric Vehicles (2023)*

Table 6.12 New motor vehicles sales excluding motorcycles, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
					thousands				
1994–95	237.6	150.8	116.9	41.7	64.1	13.8	7.3	12.7	645.0
1995–96	230.1	152.7	117.1	42.7	64.4	12.8	7.5	12.0	639.4
1996–97	239.7	164.3	121.2	43.0	68.6	13.9	7.6	12.0	670.2
1997–98	273.3	193.1	141.0	51.0	79.1	15.5	8.9	15.0	776.9
1998–99	287.3	207.7	145.9	50.7	76.9	14.5	8.6	14.2	805.8
1999–00	268.2	195.5	133.3	44.3	64.7	13.9	7.9	14.8	742.6
2000–01	284.8	224.4	140.3	49.6	72.8	14.6	7.5	14.6	808.7
2001–02	280.3	221.2	144.4	50.8	71.9	14.8	7.5	13.7	804.6
2002–03	290.2	234.8	164.7	56.6	76.7	15.4	7.7	14.5	860.5
2003–04	308.3	246.7	193.2	63.1	86.7	18.8	8.4	14.9	940.1
2004–05	308.8	256.3	212.7	64.1	95.2	20.6	9.3	14.7	981.8
2005–06	297.0	250.2	212.8	62.4	105.4	19.6	9.3	14.7	971.4
2006–07	305.9	252.5	223.4	60.8	117.2	18.8	9.7	15.6	1 003.9
2007–08	323.7	276.9	233.7	64.6	122.5	20.0	10.5	16.5	1 068.3
2008–09	280.6	243.4	194.1	59.4	105.3	17.7	9.4	14.9	924.7
2009–10	309.2	272.3	211.0	66.1	110.3	18.8	9.9	15.7	1 013.3
2010–11	310.6	269.3	202.7	62.8	111.6	17.9	10.0	15.7	1 000.6
2011–12	329.1	280.2	224.2	65.3	117.6	16.1	10.9	16.6	1 060.1
2012–13	348.0	302.3	238.3	70.3	130.9	18.7	11.4	18.0	1 137.9
2013–14	353.0	304.5	227.4	70.1	119.8	18.9	11.3	17.5	1 122.5
2014–15	366.8	308.7	229.7	69.3	110.4	18.3	11.1	17.5	1 131.7
2015–16	394.7	321.2	236.4	70.4	103.9	19.4	10.5	18.6	1 175.1
2016–17	397.3	333.3	231.2	71.9	96.5	19.9	10.7	18.7	1 179.5
2017–18	392.3	344.8	236.4	72.1	99.7	20.2	10.8	18.8	1 195.1
2018–19	352.3	317.4	222.2	69.8	93.9	20.7	9.4	17.2	1 103.0
2019–20	304.4	267.5	193.7	60.5	86.1	17.7	7.2	18.5	955.7
2020–21	345.2	254.8	228.5	68.5	106.3	18.3	9.4	17.9	1 048.8
2021–22	318.4	270.5	223.4	67.8	103.3	18.7	9.8	15.4	1 027.3
2022–23	346.0	298.9	248.5	72.0	113.6	19.1	9.9	17.3	1 125.3
2023–24	387.7	344.7	270.0	83.0	130.2	22.0	10.6	19.1	1 267.4

Note: From 2018–19, data has been collected from VFACTS with BITRE estimates for Tesla sales as opposed to the ABS.

Sources: *Australian Bureau of Statistics, 2017, Sales of New Motor Vehicles*
VFACTS, 2024
Electric Vehicle Council, 2024, State of Electric Vehicles
BITRE estimates (adjusted for historical Tesla sales)

Table 6.13a Licence holders, by age and gender – New South Wales

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	136 254	186 532	208 155	457 993	456 544	400 051	283 479	139 556	46 758	2 315 322
30 June 2011	137 008	193 069	212 912	460 906	463 234	410 543	296 446	144 943	50 676	2 369 737
30 June 2012	137 689	197 443	215 084	461 701	469 189	421 116	309 668	152 765	53 743	2 418 398
30 June 2013	139 198	198 294	214 947	465 003	472 387	430 366	323 208	160 449	56 239	2 460 091
30 June 2014	140 367	199 350	216 933	471 747	475 479	438 574	333 489	170 423	58 377	2 504 739
30 June 2015	141 662	201 665	221 972	481 869	481 264	444 563	343 801	180 209	60 713	2 557 718
30 June 2016	143 365	201 936	226 743	491 897	485 894	447 972	354 081	189 642	64 035	2 605 565
30 June 2017	144 158	203 730	231 063	504 518	489 871	450 863	360 249	205 145	67 670	2 657 267
30 June 2018	146 703	204 585	233 564	515 560	493 287	452 663	368 437	217 945	71 186	2 703 930
30 June 2019	146 100	204 934	235 004	525 714	494 383	455 762	376 230	228 831	74 841	2 741 799
30 June 2020	145 362	205 146	234 777	532 347	495 704	457 434	380 069	234 621	76 223	2 761 683
30 June 2021	148 692	209 726	237 919	547 953	500 041	463 169	392 804	250 226	81 753	2 832 283
30 June 2022	150 262	210 957	238 305	553 612	505 578	470 636	405 012	270 862	103 237	2 908 461
30 June 2023	155 276	212 868	241 687	567 364	526 218	490 858	426 675	282 435	94 378	2 997 759
30 June 2024	161 512	215 936	246 819	573 503	534 804	494 495	434 807	291 772	101 147	3 054 795
Male										
30 June 2010	144 248	191 066	210 538	461 910	472 941	427 968	325 847	174 314	67 336	2 476 168
30 June 2011	144 838	197 014	214 158	465 444	477 713	436 375	337 695	179 275	71 439	2 523 951
30 June 2012	144 815	201 827	215 802	466 699	481 561	446 717	348 551	186 071	74 532	2 566 575
30 June 2013	144 415	202 781	215 411	470 168	482 750	455 140	360 292	192 797	76 917	2 600 671
30 June 2014	144 666	202 942	217 932	476 857	483 801	462 110	368 163	202 195	78 991	2 637 657
30 June 2015	145 142	205 116	223 392	488 552	489 526	467 314	376 425	211 174	81 355	2 687 996
30 June 2016	146 098	206 049	228 090	500 233	492 494	469 627	384 945	220 383	84 385	2 732 304
30 June 2017	147 304	207 878	233 721	513 477	496 518	471 420	388 287	235 740	87 983	2 782 328
30 June 2018	149 144	209 002	237 852	524 602	500 347	471 429	393 167	248 106	91 469	2 825 118
30 June 2019	149 146	211 456	241 483	534 957	503 105	472 224	398 954	258 102	94 788	2 864 215
30 June 2020	149 594	212 151	243 677	541 750	505 083	473 756	401 424	262 687	96 367	2 886 489
30 June 2021	153 123	216 686	245 600	551 680	510 624	476 125	410 908	276 285	102 390	2 943 421
30 June 2022	157 645	221 653	250 350	562 177	520 646	484 585	425 643	298 886	129 966	3 051 551
30 June 2023	165 089	227 016	278 738	652 421	627 556	601 218	547 299	363 408	126 832	3 589 577
30 June 2024	172 182	236 109	287 755	663 323	638 611	602 473	556 162	374 606	134 630	3 665 851
Persons										
30 June 2010	280 502	377 598	418 693	919 903	929 485	828 019	609 326	313 870	114 094	4 791 490
30 June 2011	281 846	390 083	427 070	926 350	940 947	846 918	634 141	324 218	122 115	4 893 688
30 June 2012	282 504	399 270	430 886	928 400	950 750	867 833	658 219	338 836	128 275	4 984 973
30 June 2013	283 613	401 075	430 358	935 171	955 137	885 506	683 500	353 246	133 156	5 060 762
30 June 2014	285 033	402 292	434 865	948 604	959 280	900 684	701 652	372 618	137 368	5 142 396
30 June 2015	286 804	406 781	445 364	970 421	970 801	911 892	720 235	391 388	142 069	5 245 755
30 June 2016	289 463	407 985	454 833	992 130	978 408	917 622	739 051	410 034	148 421	5 337 947
30 June 2017	291 462	411 608	464 784	1 017 995	986 418	922 331	748 559	440 900	155 654	5 439 711
30 June 2018	295 847	413 587	471 416	1 040 162	993 656	924 156	761 634	466 067	162 660	5 529 185
30 June 2019	295 246	416 390	476 487	1 060 671	997 503	928 063	775 230	486 952	169 633	5 606 175
30 June 2020	294 956	417 297	478 454	1 074 097	1 000 800	931 260	781 544	497 326	172 593	5 648 327
30 June 2021	301 815	426 412	483 519	1 099 633	1 010 670	939 385	803 775	526 533	184 147	5 775 889
30 June 2022	307 908	432 610	488 658	1 115 792	1 026 229	955 302	830 732	569 775	233 210	5 960 216
30 June 2023	320 366	439 886	520 426	1 219 791	1 153 780	1 092 164	974 101	645 870	221 217	6 587 601
30 June 2024	333 694	452 045	534 576	1 236 833	1 173 422	1 097 040	991 099	666 409	235 789	6 720 907

See end notes

Note: Persons total includes drivers where gender is not specified as male or female

Source: *BITRE estimates based on data provided by Transport for NSW (2024)*

Table 6.13b Licence holders, by age and gender – Victoria

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	107 699	167 949	185 030	383 814	379 942	323 517	225 482	113 917	53 530	1 940 880
30 June 2011	107 718	170 829	189 697	383 649	386 840	330 975	237 310	118 398	57 282	1 982 698
30 June 2012	106 561	172 828	193 490	387 392	393 330	338 903	247 450	124 303	57 363	2 021 620
30 June 2013	105 888	173 604	197 944	397 253	399 368	347 912	260 558	130 354	59 060	2 071 941
30 June 2014	105 605	174 835	201 073	406 378	403 234	354 991	269 879	138 019	59 905	2 113 919
30 June 2015	105 444	175 998	204 668	416 987	407 574	360 248	278 850	145 692	57 662	2 153 123
30 June 2016	106 409	176 253	208 208	429 888	411 209	365 510	288 206	153 949	60 292	2 199 924
30 June 2017	106 698	177 817	210 174	442 985	415 074	369 933	293 085	167 705	64 190	2 247 661
30 June 2018	110 685	178 003	213 601	457 716	418 024	375 126	299 887	179 866	67 164	2 300 072
30 June 2019	109 241	178 175	214 472	470 735	419 785	380 880	307 496	190 383	71 172	2 342 339
30 June 2020	97 458	176 787	214 527	481 499	422 502	386 455	314 291	201 972	76 280	2 371 771
30 June 2021	107 233	176 642	214 329	489 905	421 746	392 372	320 572	212 668	81 088	2 416 555
30 June 2022	112 344	177 820	215 658	496 783	426 091	397 689	327 570	221 344	86 907	2 462 206
30 June 2023	119 592	182 273	220 101	508 797	435 676	402 315	334 868	231 179	92 588	2 527 389
30 June 2024	125 595	189 215	229 200	524 775	448 121	407 090	342 488	239 606	100 045	2 606 135
Male										
30 June 2010	114 885	174 814	192 335	385 617	382 897	330 759	247 722	139 757	68 651	2 037 437
30 June 2011	115 106	177 714	198 189	388 550	388 434	337 924	256 308	143 596	72 059	2 077 880
30 June 2012	113 479	179 156	203 208	394 661	393 913	345 262	264 146	148 396	71 881	2 114 102
30 June 2013	112 710	178 658	207 022	406 988	398 659	353 550	273 778	152 996	71 926	2 156 287
30 June 2014	112 017	181 058	209 702	418 036	402 445	360 467	281 094	158 908	73 038	2 196 765
30 June 2015	111 681	182 835	212 747	428 943	405 740	365 539	287 633	165 404	70 952	2 231 474
30 June 2016	111 752	184 757	214 877	441 997	410 495	369 749	295 237	172 191	73 464	2 274 519
30 June 2017	110 497	186 760	216 278	454 953	415 174	374 355	298 172	184 444	77 224	2 317 857
30 June 2018	112 020	188 154	219 936	468 452	419 336	379 272	303 778	194 644	79 943	2 365 535
30 June 2019	110 770	189 177	224 866	479 303	421 416	383 771	310 371	202 936	83 388	2 405 998
30 June 2020	99 508	188 118	229 330	488 718	425 183	388 781	316 522	211 499	88 021	2 435 680
30 June 2021	109 498	188 715	233 457	494 662	426 038	392 087	322 265	219 101	92 765	2 478 588
30 June 2022	115 317	186 231	232 080	496 622	429 850	394 983	328 066	225 720	97 761	2 506 630
30 June 2023	123 564	192 647	237 825	508 596	440 467	397 781	335 311	232 879	101 452	2 570 522
30 June 2024	130 337	203 151	247 229	528 305	454 469	401 284	342 694	239 676	107 128	2 654 273
Persons										
30 June 2010	222 584	342 764	377 366	769 433	762 839	654 276	473 204	253 675	122 181	3 978 322
30 June 2011	222 824	348 543	387 888	772 201	775 274	668 899	493 618	261 994	129 341	4 060 582
30 June 2012	220 040	351 984	396 698	782 056	787 243	684 165	511 596	272 699	129 244	4 135 725
30 June 2013	218 598	352 262	404 966	804 243	798 027	701 462	534 336	283 350	130 986	4 228 230
30 June 2014	217 622	355 894	410 775	824 416	805 679	715 458	550 973	296 927	132 943	4 310 687
30 June 2015	217 127	358 834	417 418	845 931	813 317	725 789	566 483	311 096	128 614	4 384 609
30 June 2016	218 166	361 029	423 110	871 888	821 708	735 261	583 444	326 140	133 756	4 474 502
30 June 2017	217 207	364 588	426 492	897 943	830 253	744 291	591 258	352 149	141 414	4 565 595
30 June 2018	222 725	366 174	433 636	926 179	837 363	754 403	603 666	374 510	147 108	4 665 764
30 June 2019	220 039	367 377	439 447	950 061	841 208	764 658	617 869	393 319	154 561	4 748 539
30 June 2020	197 008	364 936	443 981	970 255	847 693	775 244	630 814	413 473	164 302	4 807 706
30 June 2021	216 731	365 357	447 786	984 567	847 784	784 459	642 837	431 769	173 853	4 895 143
30 June 2022	227 661	364 051	447 738	993 405	855 941	792 672	655 636	447 064	184 668	4 968 836
30 June 2023	243 156	374 920	457 926	1 017 393	876 143	800 096	670 179	464 058	194 040	5 097 911
30 June 2024	255 932	392 366	476 429	1 053 080	902 590	808 374	685 182	479 282	207 173	5 260 408

See end notes

Note: Persons total includes drivers where gender is not specified as male or female

Source: *BITRE estimates based on VicRoads data (2024)*

Table 6.13c Licence holders, by age and gender – Queensland

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	93 039	132 299	142 416	293 772	298 476	260 418	187 206	85 623	26 205	1 519 454
30 June 2011	94 553	135 325	147 302	298 109	307 090	269 114	197 947	90 744	28 734	1 568 918
30 June 2012	93 614	136 149	148 254	298 259	311 710	277 259	207 584	97 747	31 292	1 601 868
30 June 2013	95 254	139 032	149 712	302 964	316 032	284 082	216 522	103 355	33 517	1 640 470
30 June 2014	95 689	138 142	146 726	301 129	314 733	286 496	221 341	109 817	35 750	1 649 823
30 June 2015	96 770	139 252	147 566	305 423	317 081	290 502	228 135	117 610	36 010	1 678 350
30 June 2016	97 836	140 690	150 590	313 026	321 161	294 677	235 607	125 489	38 133	1 717 209
30 June 2017	99 089	141 822	154 123	320 237	324 548	298 939	239 644	137 096	41 275	1 756 773
30 June 2018	103 497	143 387	156 619	326 865	327 863	302 313	245 796	146 916	44 124	1 797 380
30 June 2019	101 761	143 845	158 279	334 045	329 934	306 705	252 434	156 322	47 429	1 830 754
30 June 2020	103 730	145 962	160 716	343 548	333 499	312 503	258 884	165 880	50 135	1 874 857
30 June 2021	106 317	149 224	163 078	352 118	335 323	319 486	267 152	175 838	53 602	1 922 138
30 June 2022	109 166	151 169	164 543	359 620	339 284	325 990	275 631	184 690	58 156	1 968 249
30 June 2023	113 803	152 270	165 806	363 897	344 430	330 442	283 022	192 974	62 117	2 008 761
30 June 2024	119 327	154 612	169 238	371 114	352 831	334 893	289 638	199 721	67 426	2 058 800
Male										
30 June 2010	96 949	135 188	148 533	300 453	305 891	271 547	209 880	105 119	39 327	1 612 887
30 June 2011	98 754	140 007	155 769	308 402	316 609	280 258	219 737	110 136	42 349	1 672 021
30 June 2012	97 569	139 312	155 589	308 626	320 873	286 986	228 101	116 553	45 527	1 699 136
30 June 2013	97 514	142 117	157 590	313 499	325 075	293 339	236 053	121 277	47 890	1 734 354
30 June 2014	96 958	141 315	153 301	309 645	322 040	295 354	238 600	127 248	49 987	1 734 448
30 June 2015	97 176	142 628	152 981	312 395	323 433	298 649	243 220	134 572	48 767	1 753 821
30 June 2016	98 832	144 309	155 570	318 931	326 575	301 972	249 033	141 965	51 310	1 788 497
30 June 2017	100 398	146 206	158 194	325 190	329 186	305 666	251 404	153 264	54 555	1 824 063
30 June 2018	105 133	147 522	160 839	331 231	330 664	309 335	255 419	162 698	57 422	1 860 263
30 June 2019	103 082	147 215	163 417	337 367	332 002	313 025	260 210	171 489	61 205	1 889 012
30 June 2020	105 052	149 992	166 612	346 485	336 029	318 393	265 968	179 843	63 166	1 931 540
30 June 2021	108 028	151 715	167 404	350 958	336 241	324 349	272 581	188 482	67 089	1 966 847
30 June 2022	110 829	153 158	167 736	355 424	339 782	330 142	279 798	196 401	71 618	2 004 888
30 June 2023	116 554	155 177	168 903	359 210	343 798	333 972	286 412	203 708	75 228	2 042 962
30 June 2024	123 238	159 803	173 322	368 228	351 290	337 954	292 834	208 696	80 785	2 096 150
Persons										
30 June 2010	189 988	267 487	290 949	594 225	604 367	531 965	397 086	190 742	65 532	3 132 341
30 June 2011	193 307	275 332	303 071	606 511	623 699	549 372	417 684	200 880	71 083	3 240 939
30 June 2012	191 183	275 461	303 843	606 885	632 583	564 245	435 685	214 300	76 819	3 301 004
30 June 2013	192 768	281 149	307 302	616 463	641 107	577 421	452 575	224 632	81 407	3 374 824
30 June 2014	192 647	279 457	300 027	610 774	636 773	581 850	459 941	237 065	85 737	3 384 271
30 June 2015	193 946	281 880	300 547	617 818	640 514	589 151	471 355	252 182	84 777	3 432 171
30 June 2016	196 668	284 999	306 160	631 957	647 736	596 649	484 640	267 454	89 443	3 505 706
30 June 2017	199 487	288 028	312 317	645 427	653 734	604 605	491 048	290 360	95 830	3 580 836
30 June 2018	208 630	290 909	317 458	658 096	658 527	611 648	501 215	309 614	101 546	3 657 643
30 June 2019	204 843	291 060	321 696	671 412	661 936	619 730	512 644	327 811	108 634	3 719 766
30 June 2020	208 782	295 954	327 328	690 033	669 528	630 896	524 852	345 723	113 301	3 806 397
30 June 2021	214 345	300 939	330 482	703 077	671 564	643 835	539 733	364 320	120 691	3 888 986
30 June 2022	219 995	304 327	332 279	715 044	679 067	656 132	555 429	381 091	129 774	3 973 138
30 June 2023	230 357	307 447	334 709	723 108	688 228	664 414	569 434	396 682	137 345	4 051 724
30 June 2024	242 566	314 415	342 560	739 343	704 121	672 847	582 472	408 417	148 211	4 154 952

See end notes

Source: *BITRE estimates based on Department of Transport and Main Roads (QLD) data (2024)*

Table 6.13d Licence holders, by age and gender – South Australia

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
					Age					
Female										
30 June 2010	32 569	44 088	45 925	94 811	106 125	99 565	72 861	35 314	13 708	544 966
30 June 2011	32 434	44 430	46 939	93 918	106 017	100 558	76 144	35 929	13 967	550 336
30 June 2012	31 889	44 671	47 536	93 976	106 366	101 726	79 185	37 841	14 355	557 545
30 June 2013	31 954	46 009	48 541	95 431	107 309	103 706	83 256	40 661	15 605	572 472
30 June 2014	31 678	46 325	48 299	96 716	106 450	105 093	86 145	43 074	16 024	579 804
30 June 2015	31 371	46 291	48 317	97 818	105 528	105 761	88 307	46 172	16 640	586 205
30 June 2016	31 549	46 375	48 661	99 912	104 744	106 189	90 633	53 095	18 525	594 494
30 June 2017	31 148	46 240	48 904	101 757	104 362	106 258	91 336	53 553	18 079	601 637
30 June 2018	31 349	46 227	49 162	103 653	103 787	106 447	92 746	57 113	18 990	609 474
30 June 2019	30 759	46 154	49 501	105 290	102 865	106 453	94 562	60 292	20 047	615 923
30 June 2020	29 946	45 879	49 619	107 025	102 413	106 597	96 386	63 688	42 909	622 733
30 June 2021	31 309	46 466	50 901	109 473	102 223	107 099	98 093	66 837	22 382	634 783
30 June 2022	32 745	46 759	52 736	113 528	103 356	108 017	100 462	71 213	23 862	652 678
30 June 2023	33 561	46 553	53 110	114 417	104 409	107 775	101 056	72 611	24 577	658 069
30 June 2024	34 850	46 684	53 321	116 317	106 635	107 250	102 475	75 182	26 271	668 985
Male										
30 June 2010	34 346	46 014	48 384	98 330	110 336	103 646	81 359	44 366	19 173	585 954
30 June 2011	34 226	46 758	49 351	97 669	109 910	104 526	83 383	43 750	18 804	588 377
30 June 2012	33 645	46 873	49 942	97 933	110 053	105 571	85 726	45 382	19 151	594 276
30 June 2013	33 392	47 885	50 952	99 905	110 905	108 033	89 528	48 624	21 596	610 820
30 June 2014	33 024	47 960	50 782	101 102	110 017	109 529	91 649	50 632	22 055	616 750
30 June 2015	32 110	48 110	50 344	101 727	108 989	109 747	93 284	52 953	22 639	619 903
30 June 2016	32 284	48 076	50 361	102 775	107 821	109 985	94 959	58 629	24 429	624 838
30 June 2017	31 867	48 385	50 659	104 167	107 194	109 884	94 955	59 126	24 003	630 240
30 June 2018	32 129	48 498	51 190	105 486	106 255	109 658	95 992	62 248	24 787	636 243
30 June 2019	31 721	48 958	51 754	107 314	105 260	109 442	97 146	64 868	25 830	642 293
30 June 2020	30 830	48 798	52 952	109 157	104 653	109 448	98 067	67 837	27 012	648 760
30 June 2021	32 543	48 923	54 521	111 365	104 117	109 452	99 868	70 735	27 578	659 102
30 June 2022	33 756	49 683	57 264	115 418	105 263	109 711	101 978	73 958	28 705	675 736
30 June 2023	34 593	49 999	57 749	116 660	105 887	109 383	102 634	74 938	29 354	681 197
30 June 2024	36 089	50 731	58 456	119 092	108 281	108 698	103 999	76 692	30 637	692 675
Persons										
30 June 2010	66 915	90 102	94 309	193 141	216 461	203 211	154 220	79 680	32 881	1 130 920
30 June 2011	66 660	91 188	96 290	191 587	215 927	205 084	159 527	79 679	32 771	1 138 713
30 June 2012	65 534	91 544	97 478	191 909	216 419	207 297	164 911	83 223	33 506	1 151 821
30 June 2013	65 346	93 894	99 493	195 336	218 214	211 739	172 784	89 285	37 201	1 183 292
30 June 2014	64 702	94 285	99 081	197 818	216 467	214 622	177 794	93 706	38 079	1 196 554
30 June 2015	63 501	94 408	98 674	199 566	214 527	215 517	181 594	99 128	39 279	1 206 194
30 June 2016	63 880	94 469	99 045	202 725	212 583	216 185	185 595	111 705	42 980	1 219 494
30 June 2017	63 081	94 658	99 593	205 973	211 581	216 155	186 297	112 684	42 084	1 232 106
30 June 2018	63 558	94 773	100 387	209 205	210 073	216 126	188 749	119 367	43 777	1 246 015
30 June 2019	62 480	95 112	101 255	212 604	208 125	215 895	191 708	125 142	45 895	1 258 216
30 June 2020	60 856	94 767	102 635	216 290	207 130	216 078	194 470	131 497	48 225	1 271 958
30 June 2021	63 947	95 510	105 500	220 974	206 416	216 602	197 985	137 584	49 961	1 294 479
30 June 2022	66 620	96 567	110 117	229 102	208 717	217 782	202 478	145 187	52 569	1 329 139
30 June 2023	68 290	96 690	110 983	231 247	210 402	217 217	203 731	147 564	53 936	1 340 060
30 June 2024	71 092	97 551	111 917	235 620	215 033	216 015	206 514	151 892	56 914	1 362 548

See end notes

Notes: Persons total includes drivers where gender is not specified as male or female

The split between 70–79 and 80 plus is an estimation based on previous data provided

Source: BITRE estimates based on Department for Infrastructure and Transport (SA) data (2024)

Table 6.13e Licence holders, by age and gender – Western Australia

Date	15–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	22 405	63 305	70 869	147 316	153 888	135 206	91 493	45 146	13 315	742 943
30 June 2011	21 329	64 067	73 131	148 221	156 939	138 723	96 481	47 350	14 367	760 608
30 June 2012	20 359	63 475	74 314	149 324	158 874	141 849	100 898	49 970	15 497	774 560
30 June 2013	48 061	76 945	86 950	165 115	167 363	148 392	106 604	52 908	16 543	868 881
30 June 2014	48 568	76 540	89 673	170 626	168 921	151 556	111 103	56 610	17 454	891 051
30 June 2015	49 363	75 915	90 519	175 835	170 041	153 390	115 420	59 960	19 074	909 517
30 June 2016	51 467	74 832	89 957	180 718	170 694	154 639	120 115	63 445	20 717	926 584
30 June 2017	50 433	73 973	88 039	183 798	170 874	155 583	122 010	69 229	22 557	936 496
30 June 2018	51 078	73 055	85 745	186 694	170 742	156 826	125 054	74 008	24 701	947 903
30 June 2019	50 694	73 639	83 720	188 835	171 039	158 363	128 212	78 417	26 134	959 053
30 June 2020	50 726	73 715	82 436	191 497	171 611	160 008	131 227	82 382	27 614	971 216
30 June 2021	50 624	74 226	81 951	193 913	172 304	162 523	134 403	86 407	28 789	985 140
30 June 2022	52 783	74 913	83 315	196 843	174 655	165 218	137 822	90 664	30 913	1 007 126
30 June 2023	54 952	75 635	85 171	199 874	178 814	166 679	141 265	95 851	32 912	1 031 153
30 June 2024	57 556	76 794	88 325	203 799	184 036	168 215	144 306	100 174	35 216	1 058 421
Male										
30 June 2010	26 147	69 621	79 860	159 425	165 955	143 835	103 801	53 491	19 263	821 398
30 June 2011	25 372	71 201	83 785	161 487	169 921	147 485	108 605	54 906	20 377	843 139
30 June 2012	23 276	67 623	82 865	161 301	170 909	150 066	112 263	57 264	21 148	846 715
30 June 2013	54 003	88 861	105 891	189 318	185 562	159 528	118 455	59 960	22 017	983 595
30 June 2014	53 844	87 495	107 406	196 557	186 580	163 213	122 091	63 622	22 798	1 003 606
30 June 2015	54 020	85 742	106 516	202 036	186 857	165 769	125 157	66 840	24 169	1 017 106
30 June 2016	54 480	84 210	103 549	205 156	186 880	166 427	128 992	70 265	25 611	1 025 570
30 June 2017	54 046	82 745	98 749	205 755	185 375	167 092	129 856	75 885	27 395	1 026 898
30 June 2018	54 003	81 939	94 344	204 256	183 906	167 689	131 895	80 925	29 391	1 028 348
30 June 2019	53 317	81 905	92 528	204 584	182 441	169 283	134 024	84 926	30 319	1 033 327
30 June 2020	53 654	81 921	91 612	205 920	182 520	170 731	135 994	88 180	31 588	1 042 120
30 June 2021	53 756	81 603	91 044	206 549	182 844	173 041	138 273	91 469	32 563	1 051 142
30 June 2022	56 633	82 338	92 360	207 860	185 381	175 477	141 524	94 775	34 789	1 071 137
30 June 2023	59 128	84 333	97 458	212 316	190 089	177 272	145 202	98 921	36 385	1 101 104
30 June 2024	61 989	87 529	103 228	219 322	196 131	178 487	148 841	102 238	38 630	1 136 395
Persons										
30 June 2010	48 556	132 960	150 778	306 966	320 360	279 629	195 751	98 845	32 620	1 566 465
30 June 2011	46 703	135 289	156 966	309 917	327 335	286 781	205 556	102 466	34 780	1 605 793
30 June 2012	43 637	131 116	157 227	310 812	330 205	292 454	213 651	107 443	36 681	1 623 226
30 June 2013	102 065	165 828	192 910	354 616	353 343	308 463	225 529	113 088	38 604	1 854 446
30 June 2014	102 413	164 054	197 154	367 352	355 874	315 275	233 679	120 458	40 301	1 896 560
30 June 2015	103 386	161 666	197 094	378 025	357 228	319 673	241 032	127 028	43 298	1 928 430
30 June 2016	104 949	159 057	193 549	386 029	357 871	321 531	249 552	133 959	46 382	1 952 879
30 June 2017	104 482	156 731	186 824	389 699	356 505	323 108	252 302	145 374	50 006	1 965 031
30 June 2018	105 084	155 001	180 116	391 072	354 869	324 924	257 347	155 203	54 159	1 977 775
30 June 2019	104 011	155 544	176 248	393 419	353 480	327 646	262 236	163 343	56 453	1 992 380
30 June 2020	104 380	155 636	174 048	397 417	354 131	330 739	267 221	170 562	59 202	2 013 336
30 June 2021	104 380	155 829	172 995	400 462	355 148	335 564	272 676	177 876	61 352	2 036 282
30 June 2022	109 416	157 251	175 675	404 703	360 036	340 695	279 346	185 439	65 702	2 078 263
30 June 2023	114 080	159 968	182 629	412 190	368 903	343 951	286 467	194 772	69 297	2 132 257
30 June 2024	119 545	164 323	191 553	423 121	380 167	346 702	293 147	202 412	73 846	2 194 816

See end notes

Notes: Data were revised for all years due to new method of calculating age groups
Data is for 15-19 year olds (rather than 16-19)
Persons total includes drivers where gender is not specified as male or female
Data from 2010-2012 excludes learner permits
Figures for previous years have been revised due to changes in data provided

Source: *BITRE estimates based on Department of Transport (WA) data (2024)*

Table 6.13f Licence holders, by age and gender – Tasmania

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
										Age
Female										
30 June 2010	10 868	14 173	13 896	29 298	34 329	33 810	25 718	12 968	4 177	179 237
30 June 2011	10 662	14 148	13 968	28 851	34 283	34 699	26 903	13 534	4 400	181 448
30 June 2012	10 387	13 810	13 503	27 942	33 654	34 944	27 806	14 122	4 702	180 870
30 June 2013	10 155	13 471	13 435	27 297	33 087	35 005	28 883	14 701	4 997	181 031
30 June 2014	10 134	13 254	13 192	27 046	32 439	35 187	29 763	15 516	5 352	181 883
30 June 2015	10 177	13 468	13 033	27 207	32 301	35 147	30 694	16 609	5 784	184 420
30 June 2016	10 296	13 538	13 417	27 926	32 355	35 334	31 707	17 865	6 553	188 991
30 June 2017	10 246	13 508	13 554	27 943	31 580	35 167	32 003	19 185	6 796	189 982
30 June 2018	10 306	13 713	14 023	28 905	31 638	35 113	32 727	20 300	7 155	193 880
30 June 2019	9 975	14 189	14 701	30 368	31 531	35 328	33 503	21 660	7 524	198 779
30 June 2020	9 819	14 149	15 447	31 574	31 267	35 102	33 932	22 857	8 259	202 406
30 June 2021	9 993	14 367	16 582	33 028	31 026	35 064	34 632	23 856	8 881	207 429
30 June 2022	10 278	14 438	17 174	34 448	31 099	34 918	35 207	24 733	9 271	211 566
30 June 2023	10 716	13 911	16 849	35 287	31 099	34 792	35 429	25 783	9 598	213 464
30 June 2024	11 124	13 727	16 546	35 892	31 313	34 398	35 759	26 604	10 148	215 511
Male										
30 June 2010	11 033	14 365	13 728	28 504	33 986	34 185	27 704	14 952	5 597	184 054
30 June 2011	10 885	14 344	13 971	28 105	33 870	34 707	28 764	15 373	5 829	185 848
30 June 2012	10 752	13 844	13 600	27 026	33 010	34 642	29 645	15 892	6 078	184 489
30 June 2013	10 540	13 751	13 319	26 705	32 217	34 626	30 413	16 462	6 231	184 264
30 June 2014	10 218	13 679	13 110	26 354	31 570	34 893	30 710	17 322	6 492	184 348
30 June 2015	10 184	13 740	13 111	26 406	31 118	34 930	31 396	18 170	6 821	185 876
30 June 2016	10 280	14 010	13 580	27 055	31 342	34 949	32 490	19 216	7 392	190 314
30 June 2017	10 191	13 863	13 553	27 090	30 718	34 492	32 258	20 518	7 550	190 233
30 June 2018	10 265	13 930	14 323	28 285	30 537	34 326	32 754	21 605	7 868	193 893
30 June 2019	10 055	14 250	15 620	30 256	30 501	34 579	33 497	22 612	8 303	199 673
30 June 2020	9 826	14 324	16 658	32 057	30 423	34 440	33 862	23 595	8 846	204 031
30 June 2021	9 935	14 601	17 941	33 970	30 072	34 364	34 271	24 392	9 288	208 834
30 June 2022	10 375	14 484	18 474	35 199	29 991	34 063	34 573	25 243	9 708	212 110
30 June 2023	10 818	14 069	17 528	35 912	30 180	33 618	34 835	26 048	10 056	213 064
30 June 2024	11 443	13 966	16 758	36 273	30 348	33 286	35 220	26 386	10 674	214 354
Persons										
30 June 2010	21 901	28 538	27 624	57 802	68 315	67 995	53 422	27 920	9 774	363 291
30 June 2011	21 547	28 492	27 939	56 956	68 153	69 406	55 667	28 907	10 229	367 296
30 June 2012	21 139	27 654	27 103	54 968	66 664	69 586	57 451	30 014	10 780	365 359
30 June 2013	20 695	27 222	26 754	54 002	65 304	69 631	59 296	31 163	11 228	365 295
30 June 2014	20 352	26 933	26 302	53 400	64 009	70 080	60 473	32 838	11 844	366 231
30 June 2015	20 361	27 208	26 144	53 613	63 419	70 077	62 090	34 779	12 605	370 296
30 June 2016	20 576	27 548	26 997	54 981	63 697	70 283	64 197	37 081	13 945	379 305
30 June 2017	20 437	27 371	27 107	55 033	62 298	69 659	64 261	39 703	14 346	380 215
30 June 2018	20 571	27 643	28 346	57 190	62 175	69 439	65 481	41 905	15 023	387 773
30 June 2019	20 030	28 439	30 321	60 624	62 032	69 907	67 000	44 272	15 827	398 452
30 June 2020	19 645	28 473	32 105	63 631	61 690	69 542	67 794	46 452	17 105	406 437
30 June 2021	19 928	28 968	34 523	66 998	61 098	69 428	68 903	48 248	18 169	416 263
30 June 2022	20 653	28 922	35 648	69 647	61 090	68 981	69 780	49 976	18 979	423 676
30 June 2023	21 534	27 980	34 377	71 199	61 279	68 410	70 264	51 831	19 654	426 528
30 June 2024	22 567	27 693	33 304	72 165	61 661	67 684	70 979	52 990	20 822	429 865

See end notes

Source: *BITRE estimates based on Department of Treasury and Finance (TAS) data (2024)*

Table 6.13g Licence holders, by age and gender – Northern Territory

Date	16–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	3 162	5 458	7 235	14 042	12 754	10 291	5 038	1 304	289	59 573
30 June 2011	3 142	5 426	7 318	13 817	12 830	10 429	5 348	1 435	319	60 064
30 June 2012	3 182	5 736	7 573	14 396	13 076	10 863	5 686	1 609	343	62 464
30 June 2013	3 099	6 167	8 068	15 256	13 404	11 352	6 091	1 791	374	65 602
30 June 2014	3 113	6 225	8 316	15 754	13 526	11 499	6 441	1 966	405	67 245
30 June 2015	2 990	6 222	8 441	16 224	13 459	11 606	6 617	2 087	443	68 089
30 June 2016	3 134	6 178	8 561	16 901	13 712	11 611	6 880	2 265	455	69 697
30 June 2017	3 269	6 156	8 749	17 400	13 718	11 619	7 080	2 464	505	70 960
30 June 2018	3 416	6 190	8 641	17 629	13 762	11 686	7 324	2 698	570	71 916
30 June 2019	3 321	6 054	8 568	17 729	13 688	11 735	7 521	2 953	644	72 213
30 June 2020	3 358	5 887	8 652	18 185	13 641	11 689	7 768	3 221	767	73 168
30 June 2021	3 336	5 918	8 682	18 546	13 689	11 853	7 962	3 489	858	74 333
30 June 2022	3 205	5 771	8 461	18 473	13 703	11 789	8 077	3 722	989	74 190
30 June 2023	3 810	6 075	8 856	18 533	13 659	11 709	7 928	3 794	1 012	75 376
30 June 2024	3 905	6 276	8 668	18 725	13 873	11 669	8 042	4 009	1 155	76 322
Male										
30 June 2010	3 535	7 034	8 187	15 715	15 307	12 974	7 587	2 179	470	72 988
30 June 2011	3 539	6 936	8 291	15 360	15 090	13 001	7 908	2 348	498	72 971
30 June 2012	3 589	7 302	8 861	15 834	15 233	13 344	8 350	2 555	545	75 613
30 June 2013	3 522	7 840	9 702	17 425	15 896	14 109	8 913	2 822	573	80 802
30 June 2014	3 482	7 892	10 322	18 168	16 196	14 442	9 243	3 054	609	83 408
30 June 2015	3 448	7 508	10 476	18 668	16 306	14 486	9 482	3 172	633	84 179
30 June 2016	3 488	7 493	10 165	19 147	16 298	14 489	9 588	3 389	651	84 708
30 June 2017	3 611	7 599	9 889	19 484	16 225	14 557	9 653	3 688	678	85 384
30 June 2018	3 599	7 424	9 588	19 634	16 162	14 417	9 803	4 000	753	85 380
30 June 2019	3 599	7 424	9 588	19 634	16 162	14 417	9 803	4 000	753	85 380
30 June 2020	3 508	6 976	9 351	19 440	15 515	14 241	9 990	4 630	1 012	84 663
30 June 2021	3 564	7 002	9 145	19 511	15 181	14 272	10 160	4 907	1 133	84 875
30 June 2022	3 641	6 850	9 096	19 455	14 989	14 156	10 296	5 111	1 279	84 873
30 June 2023	4 264	7 319	9 482	19 372	15 033	13 934	10 164	5 117	1 293	85 978
30 June 2024	4 420	7 656	9 592	19 347	15 188	13 783	10 291	5 362	1 446	87 085
Persons										
30 June 2010	6 697	12 492	15 422	29 757	28 061	23 265	12 625	3 483	759	132 561
30 June 2011	6 681	12 362	15 609	29 177	27 920	23 430	13 256	3 783	817	133 035
30 June 2012	6 771	13 038	16 434	30 230	28 309	24 207	14 036	4 164	888	138 077
30 June 2013	6 621	14 007	17 770	32 681	29 300	25 461	15 004	4 613	947	146 404
30 June 2014	6 595	14 117	18 638	33 922	29 722	25 941	15 684	5 020	1 014	150 653
30 June 2015	6 438	13 730	18 917	34 892	29 765	26 092	16 099	5 259	1 076	152 268
30 June 2016	6 622	13 671	18 726	36 048	30 010	26 100	16 468	5 654	1 106	154 405
30 June 2017	6 880	13 755	18 638	36 884	29 943	26 176	16 733	6 152	1 183	156 344
30 June 2018	7 015	13 614	18 229	37 263	29 924	26 103	17 127	6 698	1 323	157 296
30 June 2019	6 880	13 755	18 638	36 884	29 943	26 176	16 733	6 152	1 183	156 344
30 June 2020	6 866	12 863	18 003	37 625	29 156	25 930	17 758	7 851	1 779	157 831
30 June 2021	6 900	12 920	17 827	38 057	28 870	26 125	18 122	8 396	1 991	159 208
30 June 2022	6 846	12 621	17 557	37 928	28 692	25 945	18 373	8 833	2 268	159 063
30 June 2023	8 078	13 394	18 340	37 906	28 692	25 643	18 092	8 911	2 305	161 361
30 June 2024	8 329	13 932	18 262	38 074	29 062	25 452	18 333	9 371	2 601	163 416

See end notes

Note: Persons total includes drivers where gender is not specified as male or female

Source: *BITRE estimates based on Department of Treasury and Finance (NT) data (2024)*

Table 6.13h Licence holders, by age and gender – Australian Capital Territory

Date	15–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
	Age									
Female										
30 June 2010	8 543	13 928	15 520	28 977	26 512	23 188	14 971	6 305	2 780	140 724
30 June 2011	8 706	14 072	15 763	29 561	26 972	23 532	15 788	6 636	3 048	144 078
30 June 2012	8 581	14 401	16 193	30 372	27 560	23 826	16 582	7 125	3 307	147 947
30 June 2013	8 336	14 421	16 489	31 080	28 214	24 003	17 301	7 562	3 576	150 982
30 June 2014	8 199	14 419	16 448	31 843	29 544	24 387	17 878	8 082	3 903	154 703
30 June 2015	8 290	14 442	16 454	31 843	28 544	24 384	17 867	8 078	3 903	153 805
30 June 2016	8 575	13 576	16 365	34 868	29 879	25 313	19 455	10 517	3 868	162 416
30 June 2017	8 539	14 033	16 682	34 616	29 410	24 852	18 930	10 211	3 406	160 679
30 June 2018	8 310	13 982	16 995	35 836	29 972	24 991	19 191	10 937	3 591	163 805
30 June 2019	8 155	13 431	16 522	35 837	29 920	24 765	19 342	11 577	3 794	163 343
30 June 2020	7 247	12 751	15 851	35 454	29 926	24 704	19 225	12 278	4 043	161 479
30 June 2021	5 716	12 165	15 705	35 571	30 277	25 009	19 310	13 038	4 317	161 108
30 June 2022	8 504	12 423	16 475	36 167	30 686	25 139	19 318	13 573	4 794	167 079
30 June 2023	8 931	12 072	16 556	36 502	31 207	25 645	19 528	14 257	5 168	169 866
30 June 2024	9 199	11 814	16 273	36 804	32 081	25 865	19 934	14 800	5 680	172 450
Male										
30 June 2010	9 186	14 594	15 948	29 876	26 886	23 056	16 164	7 203	3 497	146 410
30 June 2011	9 022	15 067	16 457	30 452	27 571	23 405	16 831	7 442	3 849	150 096
30 June 2012	8 887	15 245	16 913	31 435	28 147	23 842	17 383	7 938	4 104	153 894
30 June 2013	8 555	15 397	17 050	32 390	28 711	24 059	17 996	8 294	4 400	156 852
30 June 2014	8 452	15 182	17 050	33 306	29 204	24 416	18 459	8 749	4 723	159 541
30 June 2015	8 515	15 049	16 864	33 045	29 036	24 302	18 360	8 623	4 668	158 462
30 June 2016	8 646	14 176	16 798	35 636	30 792	25 262	19 353	10 834	4 462	165 959
30 June 2017	8 422	14 520	16 987	35 443	30 299	24 750	18 829	10 474	4 013	163 737
30 June 2018	8 305	14 484	17 402	36 441	30 755	25 077	18 987	11 099	4 155	166 705
30 June 2019	8 306	14 036	16 973	36 283	30 900	24 928	18 797	11 695	4 271	166 189
30 June 2020	7 535	13 307	16 829	36 216	30 724	24 851	18 643	12 239	4 531	164 875
30 June 2021	5 907	12 758	17 055	36 723	31 083	25 259	18 835	12 773	4 738	165 131
30 June 2022	8 805	12 949	17 309	36 683	31 195	25 080	18 027	12 360	5 096	167 504
30 June 2023	9 404	13 024	17 227	37 092	32 021	25 637	18 318	13 104	5 346	171 173
30 June 2024	9 793	12 890	16 737	37 503	32 928	26 216	19 202	13 981	5 756	175 006
Persons										
30 June 2010	17 729	28 522	31 468	58 853	53 398	46 244	31 135	13 508	6 277	287 134
30 June 2011	17 728	29 139	32 220	60 013	54 543	46 937	32 619	14 078	6 897	294 174
30 June 2012	17 468	29 646	33 106	61 807	55 707	47 668	33 965	15 063	7 411	301 841
30 June 2013	16 891	29 818	33 539	63 470	56 925	48 062	35 297	15 856	7 976	307 834
30 June 2014	16 651	29 601	33 498	65 149	58 748	48 803	36 337	16 831	8 626	314 244
30 June 2015	16 805	29 491	33 318	64 888	57 580	48 686	36 227	16 701	8 571	312 267
30 June 2016	17 221	27 752	33 163	70 505	60 671	50 576	38 808	21 351	8 330	328 377
30 June 2017	16 967	28 556	33 674	70 064	59 711	49 603	37 759	20 686	7 419	324 439
30 June 2018	16 624	28 476	34 411	72 295	60 732	50 075	38 178	22 037	7 746	330 574
30 June 2019	16 473	27 479	33 522	72 151	60 832	49 701	38 141	23 273	8 065	329 637
30 June 2020	14 798	26 071	32 701	71 723	60 671	49 567	37 870	24 519	8 575	326 495
30 June 2021	11 646	24 947	32 797	72 367	61 392	50 286	38 147	25 816	9 056	326 454
30 June 2022	17 364	25 413	33 834	72 940	61 925	50 241	37 352	25 940	9 891	334 900
30 June 2023	18 403	25 149	33 840	73 700	63 278	51 307	37 855	27 372	10 516	341 420
30 June 2024	19 066	24 762	33 079	74 422	65 074	52 110	39 147	28 791	11 441	347 892

See end notes

Note: Persons total includes drivers where gender is not specified as male or female

Figures for previous years have been revised due to changes in data provided

Source: *BITRE estimates based on ACT Access Canberra data (2024)*

Table 6.13i Licence holders, by age and gender – Australia

Date	15–19	20–24	25–29	30–39	40–49	50–59	60–69	70–79	80+	Total
					Age					
Female										
30 June 2010	414 539	627 732	689 046	1 450 023	1 468 570	1 286 046	906 248	440 133	160 762	7 443 099
30 June 2011	415 552	641 366	707 030	1 457 032	1 494 205	1 318 573	952 367	458 969	172 793	7 617 887
30 June 2012	412 262	648 513	715 947	1 463 362	1 513 759	1 350 486	994 859	485 482	180 602	7 765 272
30 June 2013	441 945	667 943	736 086	1 499 399	1 537 164	1 384 818	1 042 423	511 781	189 911	8 011 470
30 June 2014	443 353	669 090	740 660	1 521 239	1 544 326	1 407 783	1 076 039	543 507	197 170	8 143 167
30 June 2015	446 067	673 253	750 970	1 553 206	1 555 792	1 425 601	1 109 691	576 417	200 229	8 291 227
30 June 2016	452 631	673 378	762 502	1 595 136	1 569 648	1 441 245	1 146 684	616 267	212 578	8 464 880
30 June 2017	453 580	677 279	771 288	1 633 254	1 579 437	1 453 214	1 164 337	664 588	224 478	8 621 455
30 June 2018	465 344	679 142	778 350	1 672 858	1 589 075	1 465 165	1 191 162	709 783	237 481	8 788 360
30 June 2019	460 006	680 421	780 767	1 708 553	1 593 145	1 479 991	1 219 300	750 435	251 585	8 924 203
30 June 2020	447 646	680 276	782 025	1 741 129	1 600 563	1 494 492	1 241 782	786 899	286 230	9 039 313
30 June 2021	463 220	688 734	789 147	1 780 507	1 606 629	1 516 575	1 274 928	832 359	281 670	9 233 769
30 June 2022	479 287	694 250	796 667	1 809 474	1 624 452	1 539 396	1 309 099	880 801	318 129	9 451 555
30 June 2023	500 641	701 657	808 136	1 844 671	1 665 512	1 570 215	1 349 771	918 884	322 350	9 681 837
30 June 2024	523 068	715 058	828 390	1 880 929	1 703 694	1 583 875	1 377 449	951 868	347 088	9 911 419
Male										
30 June 2010	440 329	652 696	717 513	1 479 830	1 514 199	1 347 970	1 020 064	541 381	223 314	7 937 296
30 June 2011	441 742	669 041	739 971	1 495 469	1 539 118	1 377 681	1 059 231	556 826	235 204	8 114 283
30 June 2012	436 012	671 182	746 780	1 503 515	1 553 699	1 406 430	1 094 165	580 051	242 966	8 234 800
30 June 2013	464 651	697 290	776 937	1 556 398	1 579 775	1 442 384	1 135 428	603 232	251 550	8 507 645
30 June 2014	462 661	697 523	779 605	1 580 025	1 581 853	1 464 424	1 160 009	631 730	258 693	8 616 523
30 June 2015	462 276	700 728	786 431	1 611 772	1 591 005	1 480 736	1 184 957	660 908	260 004	8 738 817
30 June 2016	465 860	703 080	792 990	1 650 930	1 602 697	1 492 460	1 214 597	696 872	271 704	8 886 709
30 June 2017	466 336	707 956	798 030	1 685 559	1 610 689	1 502 216	1 223 414	743 139	283 401	9 020 740
30 June 2018	474 598	710 953	805 474	1 718 387	1 617 962	1 511 203	1 241 795	785 325	295 788	9 161 485
30 June 2019	469 996	714 421	816 229	1 749 698	1 621 787	1 521 669	1 262 802	820 628	308 857	9 286 087
30 June 2020	459 507	715 587	827 021	1 779 743	1 630 130	1 534 641	1 280 470	850 510	320 543	9 398 158
30 June 2021	476 354	722 003	836 167	1 805 418	1 636 200	1 548 949	1 307 161	888 144	337 544	9 557 940
30 June 2022	497 001	727 346	844 669	1 828 838	1 657 097	1 568 197	1 339 905	932 454	378 922	9 774 429
30 June 2023	523 414	743 584	884 910	1 941 579	1 785 031	1 692 815	1 480 175	1 018 123	385 946	10 455 577
30 June 2024	549 491	771 835	913 077	1 991 393	1 827 246	1 702 181	1 509 243	1 047 637	409 686	10 721 789
Persons										
30 June 2010	854 872	1 280 463	1 406 609	2 930 080	2 983 286	2 634 604	1 926 769	981 723	384 118	15 382 524
30 June 2011	857 296	1 310 428	1 447 053	2 952 712	3 033 798	2 696 827	2 012 068	1 016 005	408 033	15 734 220
30 June 2012	848 276	1 319 713	1 462 775	2 967 067	3 067 880	2 757 455	2 089 514	1 065 742	423 604	16 002 026
30 June 2013	906 597	1 365 255	1 513 092	3 055 982	3 117 357	2 827 745	2 178 321	1 115 233	441 505	16 521 087
30 June 2014	906 015	1 366 633	1 520 340	3 101 435	3 126 552	2 872 713	2 236 533	1 175 463	455 912	16 761 596
30 June 2015	908 368	1 373 998	1 537 476	3 165 154	3 147 151	2 906 877	2 295 115	1 237 561	460 289	17 031 990
30 June 2016	917 545	1 376 510	1 555 583	3 246 263	3 172 684	2 934 207	2 361 755	1 313 378	484 363	17 352 615
30 June 2017	920 003	1 385 295	1 569 429	3 319 018	3 190 443	2 955 928	2 388 217	1 408 008	507 936	17 644 277
30 June 2018	940 054	1 390 177	1 583 999	3 391 462	3 207 319	2 976 874	2 433 397	1 495 401	533 342	17 952 025
30 June 2019	930 002	1 395 156	1 597 614	3 457 826	3 215 059	3 001 776	2 481 561	1 570 264	560 251	18 209 509
30 June 2020	907 291	1 395 997	1 609 255	3 521 071	3 230 799	3 029 256	2 522 323	1 637 403	585 082	18 438 487
30 June 2021	939 692	1 410 882	1 625 429	3 586 135	3 242 942	3 065 684	2 582 178	1 720 542	619 220	18 792 704
30 June 2022	976 463	1 421 762	1 641 506	3 638 561	3 281 697	3 107 750	2 649 126	1 813 305	697 061	19 227 231
30 June 2023	1 024 264	1 445 434	1 693 230	3 786 534	3 450 705	3 263 202	2 830 123	1 937 060	708 310	20 138 862
30 June 2024	1 072 791	1 487 087	1 741 680	3 872 658	3 531 130	3 286 224	2 886 873	1 999 564	756 797	20 634 804

See end notes

Note: Data from 2010–2012 excludes learner permits from Western Australia

Source: *BITRE estimates based on state/territory licensing data (2023)*

Table 6.14a Licence vehicle operators, by vehicle type – New South Wales

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	4 141 994	451 630	82 835	121 937	201 164	113 554	18 960
30 June 2011	4 219 860	461 252	84 913	124 294	200 038	111 704	19 978
30 June 2012	4 287 119	471 975	86 022	126 495	202 116	110 908	21 054
30 June 2013	4 358 941	483 321	89 597	127 577	200 451	108 849	22 073
30 June 2014	4 434 064	497 469	90 810	129 138	201 400	107 581	22 959
30 June 2015	4 520 447	512 932	93 057	130 642	200 719	106 026	24 099
30 June 2016	4 602 368	582 998	93 461	133 276	203 002	104 923	24 994
30 June 2017	4 679 214	541 893	93 068	133 293	204 539	104 461	25 962
30 June 2018	4 793 077	554 339	92 293	134 539	207 266	103 651	26 859
30 June 2019	4 333 854	566 261	92 840	135 221	209 007	102 046	27 953
30 June 2020	4 432 380	580 584	93 797	135 099	209 270	99 779	29 315
30 June 2021	4 513 895	589 844	93 627	133 284	206 999	96 072	30 973
31 July 2022	4 591 755	602 134	92 080	133 073	207 184	94 476	32 747
30 June 2023	4 661 050	611 424	90 301	133 278	209 543	93 111	33 941
30 June 2024	4 771 298	622 153	88 322	133 280	213 256	91 507	35 435
Provisional licence							
30 June 2010	393 815	18 264	112	1 111	616		
30 June 2011	400 474	22 400	145	1 162	712		
30 June 2012	410 282	25 568	164	1 184	776		
30 June 2013	418 195	28 600	160	1 174	868		
30 June 2014	422 097	29 563	140	1 105	867		
30 June 2015	438 304	30 256	128	1 165	991		
30 June 2016	451 903	29 635	118	1 175	1 007		
30 June 2017	465 831	29 323	135	1 207	1 164		
30 June 2018	430 895	28 232	120	1 074	1 017		
30 June 2019	391 179	28 447	81	881	850		
30 June 2020	356 301	29 007	66	746	737		
30 June 2021	372 763	31 229	67	783	783		
31 July 2022	360 447	30 624	46	716	701		
30 June 2023	377 001	29 749	48	838	928		
30 June 2024	377 403	30 381	58	906	969		
L Permits							
30 June 2010	251 377	26 355					
30 June 2011	270 010	25 460					
30 June 2012	284 370	27 459					
30 June 2013	280 321	28 079					
30 June 2014	282 832	27 552					
30 June 2015	283 601	26 120					
30 June 2016	282 462	25 886					
30 June 2017	290 987	25 910					
30 June 2018	301 177	25 296					
30 June 2019	306 608	26 055					
30 June 2020	325 196	27 334					
30 June 2021	320 676	31 364					
31 July 2022	327 623	26 125					
30 June 2023	330 637	26 081					
30 June 2024	341 622	26 293					

See end notes

Notes: Figures from 2022 onwards are drawn from a different TfNSW database to prior years

Persons total includes drivers where gender is not specified as male or female

Sources: 2022, 2023 and 2024 data based on Transport for New South Wales' licences and sanctions snapshot report (2024)

Data for 2021 and earlier is based on data provided by Transport for NSW (2023)

Table 6.14b Licence vehicle operators, by vehicle type – Victoria

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	3 080 222	321 289	28 575	85 073	159 569	134 079	20 234
30 June 2011	3 149 341	333 286	29 805	87 926	163 805	133 691	21 443
30 June 2012	3 152 367	343 439	31 393	89 818	168 585	132 852	23 011
30 June 2013	3 201 361	355 194	33 249	91 344	171 765	131 558	24 763
30 June 2014	3 262 610	367 222	35 270	92 525	173 629	129 679	26 134
30 June 2015	3 322 723	380 241	38 566	93 409	176 151	127 679	27 508
30 June 2016	3 397 897	394 801	40 392	94 523	179 861	126 641	28 717
30 June 2017	3 474 078	404 069	41 696	95 735	184 005	126 197	29 960
30 June 2018	3 552 902	411 487	42 315	97 216	188 949	126 541	31 397
30 June 2019	3 626 919	418 633	42 705	98 776	194 249	126 712	32 684
30 June 2020	3 704 917	425 943	43 139	99 960	198 799	127 108	34 131
30 June 2021	3 765 289	428 487	43 309	100 371	202 073	126 895	35 737
30 June 2022	3 812 079	433 368	44 042	100 744	204 585	125 980	37 105
30 June 2023	3 888 320	440 782	44 991	101 469	209 648	125 379	39 158
30 June 2024	3 981 806	448 158	46 014	102 121	215 814	124 953	41 251
Provisional licence							
30 June 2010	207 895	3 233	51	734	304	62	9
30 June 2011	201 678	3 388	33	668	328	56	5
30 June 2012	259 188	5 169	60	1 114	859	159	15
30 June 2013	276 379	5 689	51	1 343	1 066	182	36
30 June 2014	286 231	6 118	43	1 365	1 125	173	26
30 June 2015	290 357	6 790	48	1 382	1 227	194	19
30 June 2016	304 723	7 246	49	1 276	1 252	175	32
30 June 2017	295 085	6 237	43	1 195	1 220	189	37
30 June 2018	300 904	4 965	41	1 127	1 234	195	31
30 June 2019	302 787	4 258	36	1 067	1 153	189	46
30 June 2020	288 444	3 877	21	977	1 156	184	47
30 June 2021	297 352	3 443	29	985	1 265	180	51
30 June 2022	301 084	3 641	53	998	1 300	194	44
30 June 2023	326 364	4 061	46	1 065	1 397	197	50
30 June 2024	353 757	4 669	57	1 191	1 667	206	48
L Permits							
30 June 2010	282 381	18 811					
30 June 2011	292 842	18 005					
30 June 2012	295 094	18 599					
30 June 2013	297 533	18 177					
30 June 2014	304 305	19 572					
30 June 2015	308 119	18 022					
30 June 2016	311 765	16 194					
30 June 2017	313 608	10 339					
30 June 2018	325 669	11 101					
30 June 2019	323 799	11 554					
30 June 2020	311 120	13 085					
30 June 2021	324 311	20 089					
30 June 2022	343 610	23 275					
30 June 2023	358 161	15 725					
30 June 2024	389 918	12 813					

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)

Source: *BITRE estimates based on VicRoads data (2024)*

Table 6.14c Licence vehicle operators, by vehicle type – Queensland

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	2 639 577	603 997	42 083	87 998	235 177	91 441	38 428
30 June 2011	2 735 414	624 464	44 031	91 383	239 186	91 281	41 417
30 June 2012	2 787 177	636 276	45 388	92 772	243 502	90 439	44 213
30 June 2013	2 852 194	651 781	46 806	94 396	246 500	89 188	47 127
30 June 2014	2 864 350	654 427	47 650	93 616	244 899	85 899	49 185
30 June 2015	2 909 487	664 046	49 038	93 845	246 100	83 640	51 227
30 June 2016	2 978 250	680 046	50 687	94 886	247 700	81 724	53 667
30 June 2017	3 049 092	690 654	52 785	95 615	248 553	79 940	55 763
30 June 2018	3 122 025	690 310	55 116	96 280	249 139	77 856	57 950
30 June 2019	3 180 048	692 255	57 187	97 128	250 253	76 043	59 817
30 June 2020	3 262 231	698 650	58 797	98 005	251 348	74 406	62 235
30 June 2021	3 338 163	705 061	60 120	98 844	254 444	73 145	65 031
30 June 2022	3 416 883	710 119	61 838	99 951	256 214	71 419	67 538
30 June 2023	3 491 387	713 015	64 588	100 360	257 839	69 177	69 110
30 June 2024	3 587 314	718 853	66 925	101 589	261 736	67 369	70 977
Provisional licence							
30 June 2010	164 507	5 974	272	1 539	2 034	585	454
30 June 2011	180 127	5 869	302	1 657	2 003	574	449
30 June 2012	190 513	5 422	275	1 568	1 754	480	408
30 June 2013	200 318	6 079	295	1 638	1 980	490	462
30 June 2014	201 470	6 477	285	1 664	2 131	542	537
30 June 2015	198 282	6 249	278	1 548	2 061	519	521
30 June 2016	200 336	6 692	265	1 631	2 212	501	644
30 June 2017	201 077	6 077	254	1 562	2 186	480	599
30 June 2018	199 625	4 819	239	1 458	2 066	439	591
30 June 2019	199 109	4 744	244	1 490	2 180	393	590
30 June 2020	191 867	4 576	212	1 382	2 082	359	604
30 June 2021	208 037	4 182	217	1 216	1 868	343	531
30 June 2022	205 332	3 875	222	1 276	1 883	334	551
30 June 2023	219 404	4 638	272	1 348	2 173	327	602
30 June 2024	212 456	4 390	233	1 463	2 169	280	614
L Permits							
30 June 2010	178 367	134 203	0	0	7	244	20
30 June 2011	180 665	141 855	0	0	4	232	20
30 June 2012	175 603	144 445	0	0	1	211	16
30 June 2013	178 236	148 982	0	0	0	211	16
30 June 2014	173 507	148 777	0	0	1	188	15
30 June 2015	174 731	150 497	0	0	1	178	15
30 June 2016	175 337	155 339	0	0	2	172	13
30 June 2017	176 184	155 398	0	0	2	169	13
30 June 2018	186 424	152 183	0	0	1	166	13
30 June 2019	182 687	150 422	0	0	1	162	13
30 June 2020	201 765	150 736	0	0	2	156	11
30 June 2021	196 048	148 176	0	0	2	151	12
30 June 2022	206 359	148 214	0	0	2	141	12
30 June 2023	211 587	147 526	0	0	2	146	11
30 June 2024	225 673	148 603	0	0	2	136	11

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)
Full Licence includes open, P1, P2, probational, and learner licence levels

na: not available

Source: *BITRE estimates based on Department of Transport and Main Roads (QLD) data (2024)*

Table 6.14d Licence vehicle operators, by vehicle type – South Australia

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	975 521	159 869	21 054	39 416	58 872	39 827	8 909
30 June 2011	973 352	159 253	21 776	39 643	58 566	38 988	9 258
30 June 2012	971 996	160 282	23 305	39 724	58 489	38 369	9 722
30 June 2013	973 105	164 730	26 056	40 467	59 502	38 273	10 425
30 June 2014	972 258	166 083	27 775	40 705	59 803	37 585	11 013
30 June 2015	933 919	163 190	25 914	40 579	59 075	36 621	11 465
30 June 2016	950 161	162 303	25 071	40 801	58 267	35 837	11 916
30 June 2017	944 729	160 791	24 617	40 721	57 265	34 841	12 242
30 June 2018	955 801	160 756	24 778	40 844	57 008	34 142	12 584
30 June 2019	972 099	160 965	24 618	41 036	56 863	33 832	13 179
30 June 2020	992 567	161 008	25 026	41 050	56 855	33 258	13 665
30 June 2021	1 009 478	161 310	25 143	41 012	56 514	32 729	14 525
30 June 2022	1 032 050	160 965	25 027	41 227	56 576	32 248	15 787
30 June 2023	1 039 548	158 888	24 641	40 908	56 898	31 486	16 774
30 June 2024	1 057 866	157 461	24 193	40 754	57 791	31 220	17 640
Provisional licence							
30 June 2010	70 352	1 137	12	361	175	140	27
30 June 2011	71 912	1 040	16	418	212	146	23
30 June 2012	68 404	1 102	18	420	285	161	33
30 June 2013	68 775	1 247	16	427	308	149	44
30 June 2014	69 619	1 325	23	446	338	141	35
30 June 2015	54 743	1 120	10	281	240	90	27
30 June 2016	51 282	1 078	9	254	193	72	23
30 June 2017	66 228	1 440	10	297	198	107	22
30 June 2018	67 794	1 583	10	272	210	118	13
30 June 2019	66 102	1 650	6	252	186	114	18
30 June 2020	62 501	1 603	15	204	143	99	16
30 June 2021	64 714	1 516	7	199	156	89	9
30 June 2022	67 637	1 241	6	238	141	88	12
30 June 2023	70 787	990	12	232	184	86	15
30 June 2024	70 795	836	14	253	198	90	18
L Permits							
30 June 2010	37 935	5 739	1	3	9	422	0
30 June 2011	38 544	6 168	1	4	10	353	0
30 June 2012	43 408	7 029	0	6	7	367	0
30 June 2013	43 187	7 588	0	2	7	306	0
30 June 2014	43 198	7 897	0	2	10	272	0
30 June 2015	43 100	7 781	0	2	6	220	0
30 June 2016	46 026	7 593	0	2	9	193	1
30 June 2017	45 815	7 737	0	3	5	195	2
30 June 2018	47 749	7 919	0	3	5	223	1
30 June 2019	48 295	7 727	0	1	9	215	1
30 June 2020	50 094	7 445	0	2	4	199	1
30 June 2021	53 964	8 492	0	2	8	269	2
30 June 2022	57 553	9 558	0	2	10	249	1
30 June 2023	61 664	9 771	0	2	4	263	0
30 June 2024	65 315	10 142	0	2	6	251	2

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)

Source: *BITRE estimates based on Department for Infrastructure and Transport (SA) data (2024)*

Table 6.14e Licence vehicle operators, by vehicle type – Western Australia

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2013	1 351 539	258 187	29 690	29 271	188 328	69 057	30 246
30 June 2014	1 385 239	263 798	30 016	30 256	188 631	67 709	31 885
30 June 2015	1 415 096	267 164	30 249	30 926	190 704	66 339	33 187
30 June 2016	1 442 154	269 496	30 489	31 371	192 368	64 857	34 289
30 June 2017	1 461 754	270 796	30 772	194 546	31 449	63 371	35 273
30 June 2018	1 479 421	271 192	31 423	31 486	195 195	61 286	36 005
30 June 2019	1 499 254	271 136	32 023	31 717	197 710	59 079	36 874
30 June 2020	1 531 265	270 904	32 503	31 890	200 916	56 780	37 920
30 June 2021	1 558 227	270 720	33 035	32 256	205 069	54 677	39 477
30 June 2022	1 587 158	272 195	33 718	32 839	209 527	53 156	41 198
30 June 2023	1 635 209	274 997	34 348	33 324	215 830	51 847	43 097
30 June 2024	1 689 763	278 442	34 794	33 623	220 875	50 071	45 034
Provisional licence							
30 June 2013	59 185	5 109	13	68	15	1	2
30 June 2014	59 339	4 819	11	63	8	0	6
30 June 2015	61 053	4 484	4	49	3	1	5
30 June 2016	63 466	4 106	6	40	6	2	3
30 June 2017	62 742	3 652	4	45	5	2	4
30 June 2018	72 540	3 194	7	44	4	4	0
30 June 2019	74 467	2 626	10	50	3	1	2
30 June 2020	62 834	2 273	9	38	4	1	3
30 June 2021	62 939	1 890	7	26	3	0	4
30 June 2022	69 024	1 854	8	42	5	1	7
30 June 2023	66 154	1 764	9	32	6	0	6
30 June 2024	71 083	1 760	12	39	5	2	7
L Permits							
30 June 2013	96 896	29 080	1 405	2 307	17 216	1 881	2 465
30 June 2014	100 814	30 169	1 378	2 177	16 401	1 788	2 457
30 June 2015	103 852	29 505	1 260	2 162	14 283	1 682	2 399
30 June 2016	104 810	28 347	1 279	2 015	11 093	1 323	1 960
30 June 2017	104 944	26 555	1 279	1 946	8 319	958	1 489
30 June 2018	96 071	25 249	1 226	1 936	6 192	691	1 044
30 June 2019	95 201	25 264	1 224	1 961	5 221	539	828
30 June 2020	99 114	25 111	1 189	1 958	4 377	469	672
30 June 2021	97 200	25 511	1 183	1 849	3 575	405	561
30 June 2022	103 959	26 765	1 259	1 945	3 298	354	533
30 June 2023	111 853	27 360	1 292	1 921	3 233	367	502
30 June 2024	113 608	27 426	1 303	1 812	3 035	380	479

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)
Full Licence includes ordinary and extra-ordinary licences

Source: *Department of Transport, Western Australia data (2024)*

Table 6.14f Licence vehicle operators, by vehicle type – Tasmania

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	264 208	40 857	4 383	28 678	13 382	13 380	1 746
30 June 2011	266 922	41 936	5 333	28 575	13 708	13 140	1 861
30 June 2012	265 334	42 428	6 214	28 084	13 868	12 644	1 935
30 June 2013	265 349	43 102	7 063	27 713	13 930	12 300	2 005
30 June 2014	265 403	44 173	7 921	27 341	13 995	12 060	2 077
30 June 2015	267 852	45 476	8 274	27 400	14 150	12 032	2 173
30 June 2016	271 500	47 176	8 717	27 541	14 385	11 988	2 303
30 June 2017	274 072	48 566	9 052	27 703	14 537	11 974	2 394
30 June 2018	280 042	50 315	9 550	27 651	14 653	11 837	2 511
30 June 2019	280 730	48 566	9 052	27 703	14 537	11 974	2 394
30 June 2020	297 151	53 447	10 268	27 619	15 367	11 686	2 724
30 June 2021	304 673	54 249	10 344	27 699	15 589	11 681	2 811
30 June 2022	309 398	54 991	10 639	27 522	15 837	11 584	2 941
30 June 2023	312 905	55 475	10 764	27 397	15 758	11 485	3 038
30 June 2024	317 524	55 879	10 957	27 266	15 679	11 264	3 074
Provisional licence							
30 June 2010	18 737	2 654	11	75	7	3	
30 June 2011	17 583	2 925	7	76	19	5	
30 June 2012	16 059	2 869	2	77	15	6	
30 June 2013	15 076	3 264	6	95	15	5	
30 June 2014	15 231	3 482	6	88	8	6	
30 June 2015	15 543	3 502	13	81	11	6	
30 June 2016	17 185	3 413	8	66	6	8	
30 June 2017	18 622	3 381	9	75	8	4	
30 June 2018	19 273	2 941	3	61	9	3	
30 June 2019	18 526	3 381	9	75	8	4	
30 June 2020	17 763	1 721	3	46	7	1	
30 June 2021	21 145	1 567	4	38	5	4	
30 June 2022	23 075	1 562	1	34	7	3	1
30 June 2023	23 307	1 533	2	49	10	1	1
30 June 2024	21 477	1 537	3	56	11	3	1
L Permits							
30 June 2010	18 265	1 705					
30 June 2011	19 578	1 788					
30 June 2012	20 615	2 024					
30 June 2013	21 292	2 172					
30 June 2014	21 591	1 958					
30 June 2015	22 116	1 911					
30 June 2016	21 401	1 837					
30 June 2017	21 146	1 843					
30 June 2018	21 547	1 228					
30 June 2019	21 146	1 843					
30 June 2020	23 306	1 127					
30 June 2021	21 854	1 238					
30 June 2022	22 317	1 175					
30 June 2023	21 407	1 114					
30 June 2024	22 169	1 144					

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)
Full Licence figures from 2020 onwards includes restricted licences
Data are not readily available for missing years

Source: *BITRE estimates based on Department of Treasury and Finance (TAS) data (2024)*

Table 6.14g Licence vehicle operators, by vehicle type – Northern Territory

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	84 463	21 294	5 554	7 081	11 164	5 544	4 105
30 June 2011	85 228	21 164	5 588	6 913	11 267	5 407	4 142
30 June 2012	88 520	21 484	5 651	6 797	12 263	5 337	4 270
30 June 2013	91 634	22 091	5 807	6 685	12 988	5 311	4 491
30 June 2014	98 344	24 570	6 236	6 984	14 422	5 478	5 038
30 June 2015	99 664	24 824	6 301	6 876	15 013	5 367	5 152
30 June 2016	101 345	25 014	6 360	6 839	15 183	5 294	5 226
30 June 2017	102 839	25 160	6 444	6 847	15 365	5 138	5 359
30 June 2018	103 454	24 775	6 579	6 834	15 676	4 966	5 441
30 June 2019	103 787	24 228	6 460	6 797	15 227	4 739	5 348
30 June 2020	105 849	23 683	6 277	6 764	15 083	4 586	5 248
30 June 2021	107 265	23 472	6 191	6 603	15 087	4 465	5 145
30 June 2022	107 910	23 230	5 960	6 508	15 006	4 346	5 093
30 June 2023	109 623	23 029	5 912	6 431	15 028	4 182	5 079
30 June 2024	110 784	22 862	5 747	6 339	15 162	4 084	5 048
Provisional licence							
30 June 2010	5 744	73	1	5	4	2	2
30 June 2011	6 020	76	5	5	5	1	4
30 June 2012	6 108	70	5	3	7	0	2
30 June 2013	5 796	115	0	3	3	0	0
30 June 2014	6 319	134	5	8	2	0	0
30 June 2015	6 342	154	3	13	7	0	1
30 June 2016	6 708	130	7	6	1	0	1
30 June 2017	6 788	84	7	16	3	0	0
30 June 2018	6 493	101	3	13	3	0	1
30 June 2019	6 342	154	3	13	7	0	1
30 June 2020	6 218	99	1	6	1	1	0
30 June 2021	6 310	119	0	6	1	0	1
30 June 2022	6 255	96	2	4	2	0	1
30 June 2023	6 516	130	2	4	2	0	0
30 June 2024	7 027	165	0	7	1	0	0
L Permits							
30 June 2010	6 321	1 425	0	0	2	0	0
30 June 2011	5 911	1 445	0	0	3	0	1
30 June 2012	6 265	1 570	0	0	1	0	1
30 June 2013	6 766	1 674	0	1	0	0	1
30 June 2014	6 976	2 339	0	0	0	0	0
30 June 2015	6 605	2 195	0	0	0	0	0
30 June 2016	6 604	2 026	0	0	0	0	0
30 June 2017	7 361	2 068	0	0	0	0	0
30 June 2018	7 656	1 997	0	0	0	0	0
30 June 2019	7 464	1 706	0	0	0	0	0
30 June 2020	7 610	1 681	0	0	0	0	0
30 June 2021	7 977	1 831	0	0	0	0	0
30 June 2022	7 759	1 749	0	0	0	0	0
30 June 2023	8 344	1 632	0	0	0	0	0
30 June 2024	8 998	1 436	0	0	0	0	0

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)
Full Licence includes probationary, interim, AIL (Alcohol Ignition Lock) and restricted rider licences

Source: *BITRE estimates based on Department of Treasury and Finance (NT) data (2024)*

Table 6.14h Licence vehicle operators, by vehicle type – Australian Capital Territory

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2010	231 277	28 381	2 498	6 854	9 723	3 494	524
30 June 2011	237 859	29 258	2 595	6 903	9 734	3 418	523
30 June 2012	245 304	30 180	2 695	6 958	9 787	3 347	530
30 June 2013	252 607	31 032	2 718	6 983	9 748	3 252	517
30 June 2014	258 349	31 921	2 762	7 022	9 755	3 191	523
30 June 2015	264 435	32 849	2 820	7 068	9 722	3 132	526
30 June 2016	272 122	33 804	2 864	7 207	9 790	3 090	522
30 June 2017	278 374	34 522	2 922	7 245	9 779	3 021	536
30 June 2018	285 140	35 138	3 079	7 018	9 609	2 835	549
30 June 2019	273 626	35 055	3 255	6 815	9 304	2 698	558
30 June 2020	287 376	34 957	3 375	6 645	9 224	2 600	543
30 June 2021	292 529	35 447	3 543	6 535	9 434	2 531	621
30 June 2022	293 849	35 630	3 733	6 203	9 306	2 416	677
30 June 2023	297 068	36 150	4 076	5 985	9 251	2 281	718
30 June 2024	300 748	36 609	4 736	5 661	8 936	2 114	735
Provisional licence							
30 June 2010	20 719	1 246	2	32	6	0	32
30 June 2011	21 203	1 268	2	19	5	0	0
30 June 2012	21 255	1 148	4	32	6	0	0
30 June 2013	20 196	1 293	4	27	6	1	0
30 June 2014	19 976	1 440	1	21	4	0	0
30 June 2015	19 756	1 240	1	16	6	0	0
30 June 2016	19 904	1 125	1	17	5	0	0
30 June 2017	19 589	1 109	1	16	2	0	0
30 June 2018	19 552	1 160	0	16	6	1	0
30 June 2019	19 739	1 143	2	19	2	0	0
30 June 2020	19 118	1 173	5	12	7	1	0
30 June 2021	20 029	1 231	4	12	5	0	0
30 June 2022	20 311	1 256	1	10	5	0	0
30 June 2023	21 145	1 286	1	10	3	2	0
30 June 2024	21 309	1 180	1	14	12	0	0
L Permits							
30 June 2010	10 734	3 673					
30 June 2011	10 615	3 322					
30 June 2012	10 810	3 437					
30 June 2013	10 769	3 325					
30 June 2014	10 513	1 874					
30 June 2015	10 994	1 874					
30 June 2016	11 030	1 774					
30 June 2017	11 037	1 768					
30 June 2018	11 345	1 824					
30 June 2019	11 308	1 831					
30 June 2020	11 868	2 140					
30 June 2021	12 817	2 647					
30 June 2022	13 512	2 419					
30 June 2023	15 381	1 829					
30 June 2024	16 940	1 978					

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)
Full Licence includes probationary and restricted licences

Source: *BITRE estimates based on ACT Access Canberra data (2024)*

Table 6.14i Licence vehicle operators, by vehicle type – Australia

Date	Car	Motorcycle	Highest class of heavy vehicle licence				
			Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Full licence							
30 June 2013	13 346 730	2 009 438	240 986	424 436	903 212	457 788	141 647
30 June 2014	13 540 617	2 049 663	248 440	427 587	906 534	449 182	148 814
30 June 2015	13 733 623	2 090 722	254 219	430 745	911 634	440 836	155 337
30 June 2016	14 015 797	2 195 638	258 041	436 444	920 556	434 354	161 634
30 June 2017	14 264 152	2 176 451	261 356	601 705	765 492	428 943	167 489
30 June 2018	14 571 862	2 198 312	265 133	441 868	937 495	423 114	173 296
30 June 2019	14 270 317	2 217 099	268 140	445 193	947 150	417 123	178 807
30 June 2020	14 613 736	2 249 176	273 182	447 032	956 862	410 203	185 781
30 June 2021	14 889 519	2 268 590	275 312	446 604	965 209	402 195	194 320
30 June 2022	15 151 082	2 292 632	277 037	448 067	974 235	395 625	203 086
30 June 2023	15 435 110	2 313 760	279 621	449 152	989 795	388 948	210 915
30 June 2024	15 817 103	2 340 417	281 688	450 633	1 009 249	382 582	219 194
Provisional licence							
30 June 2013	1 063 920	51 396	545	4 775	4 261	828	544
30 June 2014	1 080 282	53 358	514	4 760	4 483	862	604
30 June 2015	1 084 380	53 795	485	4 535	4 546	810	573
30 June 2016	1 115 507	53 425	463	4 465	4 682	758	703
30 June 2017	1 135 962	51 303	463	4 413	4 786	782	662
30 June 2018	1 117 076	46 995	423	4 065	4 549	760	636
30 June 2019	1 078 251	46 403	391	3 847	4 389	701	657
30 June 2020	1 005 046	44 329	332	3 411	4 137	646	670
30 June 2021	1 053 289	45 177	335	3 265	4 086	616	596
30 June 2022	1 053 165	44 149	339	3 318	4 044	620	616
30 June 2023	1 110 678	44 151	392	3 578	4 703	613	674
30 June 2024	1 135 307	44 918	378	3 929	5 032	581	688
L Permits							
30 June 2013	935 000	239 077	1 405	2 310	17 223	2 398	2 482
30 June 2014	943 736	240 138	1 378	2 179	16 412	2 248	2 472
30 June 2015	953 118	237 905	1 260	2 164	14 290	2 080	2 414
30 June 2016	959 435	238 996	1 279	2 017	11 104	1 688	1 974
30 June 2017	971 082	231 618	1 279	1 949	8 326	1 322	1 504
30 June 2018	997 638	226 797	1 226	1 939	6 198	1 080	1 058
30 June 2019	996 508	226 402	1 224	1 962	5 231	916	842
30 June 2020	1 030 073	228 659	1 189	1 960	4 383	824	684
30 June 2021	1 034 847	239 348	1 183	1 851	3 585	825	575
30 June 2022	1 082 692	239 280	1 259	1 947	3 310	744	546
30 June 2023	1 119 034	231 038	1 292	1 923	3 239	776	513
30 June 2024	1 184 243	229 835	1 303	1 814	3 043	767	492

See end notes

Note: Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)
Licence numbers for car excludes heavy vehicle licences (light, medium, heavy and combination licences)

Source: *BITRE estimates based on state/territory licensing data (2024)*

Table 6.15a Licence vehicle holders, by gender and vehicle class — New South Wales

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2022	2 843 309	86 725	26 095	13 217	11 227	1 640	380
30 June 2023	2 854 651	88 282	25 871	13 644	11 800	1 689	412
30 June 2024	2 909 134	90 549	25 483	14 043	12 382	1 732	453
Male							
30 June 2022	2 509 696	576 589	66 027	120 563	196 631	92 827	32 361
30 June 2023	2 513 893	578 903	64 472	120 463	198 647	91 413	33 525
30 June 2024	2 581 043	588 212	62 891	120 134	201 817	89 765	34 979
Total							
30 June 2022	5 353 146	663 382	92 122	133 789	207 885	94 476	32 747
30 June 2023	5 368 688	667 254	90 349	134 116	210 471	93 111	33 937
30 June 2024	5 490 323	678 827	88 380	134 186	214 225	91 507	35 435

Notes: Numbers may vary from 6.13a

Persons total includes drivers licence holders where gender is not specified

Source: *BITRE estimates based on Transport for New South Wales' Licences and sanctions snapshot report (2024)*

Table 6.15b Licence vehicle holders, by gender and vehicle class — Victoria

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	2 233 810	55 544	11 040	12 034	13 485	2 825	373
30 June 2021	2 266 307	57 143	10 975	12 275	13 767	2 824	393
30 June 2022	2 273 750	58 885	11 116	12 522	14 154	2 878	412
30 June 2023	2 283 177	58 812	11 313	12 939	14 705	2 939	451
30 June 2024	2 350 413	59 507	11 558	13 266	15 399	3 006	479
Male							
30 June 2020	1 841 047	384 267	32 185	89 326	187 584	125 212	33 820
30 June 2021	1 886 783	392 666	32 405	89 327	190 407	124 825	35 367
30 June 2022	1 896 927	400 544	32 938	89 445	192 488	123 819	36 687
30 June 2023	1 921 690	402 378	33 871	89 962	197 535	123 538	38 792
30 June 2024	1 993 172	407 263	34 627	90 402	203 247	122 992	40 849
Total							
30 June 2020	4 075 117	439 837	43 226	101 362	201 076	128 040	34 193
30 June 2021	4 153 382	449 839	43 381	101 604	204 180	127 652	35 760
30 June 2022	4 171 023	459 466	44 055	101 970	206 648	126 701	37 099
30 June 2023	4 205 249	461 233	45 187	102 904	212 246	126 481	39 244
30 June 2024	4 344 167	466 827	46 188	103 670	218 654	126 002	41 330

Notes: Persons total includes drivers licence holders where gender is not specified

Data has been obtained from a different source than the data in tables 6.12b and 6.13b

Source: *BITRE estimates based on VicRoads data (2024)*

Table 6.15c Licence vehicle holders, by gender and vehicle class — Queensland

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	1 820 352	120 080	15 645	12 703	22 897	2 130	1 273
30 June 2021	1 866 621	122 360	15 878	13 016	23 289	2 156	1 358
30 June 2022	1 911 646	123 878	16 156	13 301	23 656	2 169	1 460
30 June 2023	1 950 615	124 887	16 813	13 631	24 131	2 164	1 558
30 June 2024	1 999 060	126 368	17 324	14 033	24 771	2 177	1 682
Male							
30 June 2020	1 441 879	578 570	43 152	85 302	228 451	72 276	60 962
30 June 2021	1 471 541	582 701	44 242	85 828	231 155	70 989	63 673
30 June 2022	1 505 236	586 241	45 682	86 650	232 558	69 250	66 078
30 June 2023	1 540 771	588 128	47 775	86 729	233 708	67 013	67 552
30 June 2024	1 588 252	592 485	49 601	87 556	236 965	65 192	69 295
Total							
30 June 2020	3 262 231	698 650	58 797	98 005	251 348	74 406	62 235
30 June 2021	3 338 163	705 061	60 120	98 844	254 444	73 145	65 031
30 June 2022	3 416 883	710 119	61 838	99 951	256 214	71 419	67 538
30 June 2023	3 491 387	713 015	64 588	100 360	257 839	69 177	69 110
30 June 2024	3 587 314	718 853	66 925	101 589	261 736	67 369	70 977

Note: Persons total includes drivers licence holders where gender is not specified

Source: BITRE estimates based on Department of Transport and Main Roads (Qld) data (2024)

Table 6.15d Licence vehicle holders, by gender and vehicle class — South Australia

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	610 129	22 758	4 686	4 221	4 157	1 086	266
30 June 2021	622 468	22 810	4 653	4 247	4 059	1 075	302
30 June 2022	637 658	22 594	4 625	4 308	4 032	1 101	314
30 June 2023	645 226	22 084	4 519	4 304	4 090	1 104	332
30 June 2024	656 193	21 724	4 498	4 312	4 206	1 117	362
Male							
30 June 2020	494 596	147 257	20 352	37 030	52 829	32 465	13 415
30 June 2021	505 152	148 458	20 494	36 955	52 596	32 006	14 232
30 June 2022	518 955	149 112	20 405	37 149	52 669	31 477	15 479
30 June 2023	526 061	147 497	20 131	36 828	52 972	30 718	16 448
30 June 2024	536 969	146 645	19 706	36 683	53 761	30 432	17 288
Total							
30 June 2020	1 105 162	170 056	25 041	41 256	57 002	33 556	13 682
30 June 2021	1 128 156	171 318	25 150	41 213	56 678	33 087	14 536
30 June 2022	1 157 240	171 764	25 033	41 467	56 727	32 585	15 800
30 June 2023	1 171 999	169 649	24 653	41 142	57 086	31 835	16 789
30 June 2024	1 193 976	168 439	24 207	41 009	57 995	31 561	17 660

Notes: Persons total includes drivers licence holders where gender is not specified

Motorcycle counts for South Australia includes the R-Date licence class

Source: BITRE estimates based on Department for Infrastructure and Transport (SA) data (2024)

Table 6.15e Licence vehicle holders, by gender and vehicle class — Western Australia

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	928 857	41 996	12 195	6 833	27 003	2 108	1 315
30 June 2021	943 065	42 262	12 345	6 875	27 708	2 081	1 341
30 June 2022	964 571	42 931	12 549	7 035	28 526	2 038	1 452
30 June 2023	988 573	43 562	12 798	7 157	29 647	2 033	1 564
30 June 2024	1 015 551	44 362	12 994	7 248	31 061	2 004	1 660
Male							
30 June 2020	763 314	255 984	21 465	27 041	178 112	55 034	37 244
30 June 2021	774 293	255 572	21 838	27 242	180 779	52 906	38 666
30 June 2022	794 558	257 603	22 393	27 777	184 137	51 390	40 254
30 June 2023	823 607	260 277	22 811	28 105	189 258	50 104	42 011
30 June 2024	857 824	262 994	23 079	28 212	192 699	48 379	43 833
Total							
30 June 2020	1 693 208	298 288	33 701	33 886	205 297	57 250	38 595
30 June 2021	1 718 366	298 121	34 225	34 131	208 651	55 082	40 042
30 June 2022	1 760 141	300 814	34 985	34 826	212 830	53 511	41 738
30 June 2023	1 813 213	304 121	35 649	35 277	219 069	52 214	43 605
30 June 2024	1 874 455	307 628	36 109	35 474	223 915	50 453	45 520

Notes: Persons total includes drivers licence holders where gender is not specified3
Data is inclusive of ordinary, extra-ordinary, provisional and learner licences

Source: Department of Transport (WA) data (2024)

Table 6.15f Licence vehicle holders, by gender and vehicle class — Tasmania

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	195 974	7 933	1 808	3 073	1 280	208	24
30 June 2021	200 898	8 151	1 843	3 113	1 290	219	25
30 June 2022	204 954	8 292	1 906	3 124	1 303	216	30
30 June 2023	206 732	8 403	1 943	3 180	1 306	215	34
30 June 2024	208 668	8 546	2 015	3 215	1 310	215	39
Male							
30 June 2020	142 246	48 362	8 463	24 592	14 094	11 479	2 700
30 June 2021	146 774	48 903	8 505	24 624	14 304	11 466	2 786
30 June 2022	149 836	49 436	8 734	24 432	14 541	11 371	2 912
30 June 2023	150 887	49 719	8 823	24 266	14 462	11 271	3 005
30 June 2024	152 502	50 014	8 945	24 107	14 380	11 052	3 036
Total							
30 June 2020	338 220	56 295	10 271	27 665	15 374	11 687	2 724
30 June 2021	347 672	57 054	10 348	27 737	15 594	11 685	2 811
30 June 2022	354 790	57 728	10 640	27 556	15 844	11 587	2 942
30 June 2023	357 619	58 122	10 766	27 446	15 768	11 486	3 039
30 June 2024	361 170	58 560	10 960	27 322	15 690	11 267	3 075

Notes: Persons total includes drivers licence holders where gender is not specified
Data is inclusive of ordinary, extra-ordinary, provisional and learner licences

Source: BITRE estimates based on Department of Treasury and Finance (Tas) data (2024)

Table 6.15g Licence vehicle holders, by gender and vehicle class — Northern Territory

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2019	65 376	4 587	3 116	1 391	1 918	215	154
30 June 2020	66 483	4 530	3 046	1 352	1 884	212	154
30 June 2021	67 709	4 501	2 995	1 345	1 898	208	150
30 June 2022	67 691	4 446	2 851	1 341	1 895	196	150
30 June 2023	68 911	4 371	2 836	1 316	1 917	188	152
30 June 2024	69 845	4 324	2 781	1 323	1 969	188	154
Male							
30 June 2019	52 303	21 427	3 344	5 420	13 308	4 524	5 193
30 June 2020	53 200	20 931	3 231	5 418	13 198	4 375	5 093
30 June 2021	53 847	20 920	3 196	5 264	13 189	4 257	4 994
30 June 2022	54 224	20 634	3 111	5 172	13 116	4 150	4 944
30 June 2023	55 565	20 418	3 078	5 119	13 113	3 994	4 927
30 June 2024	56 955	20 137	2 966	5 023	13 194	3 896	4 894
Total							
30 June 2019	117 679	26 014	6 460	6 811	15 226	4 739	5 347
30 June 2020	119 683	25 461	6 277	6 770	15 082	4 587	5 247
30 June 2021	121 556	25 421	6 191	6 609	15 087	4 465	5 144
30 June 2022	121 915	25 080	5 962	6 513	15 011	4 346	5 094
30 June 2023	124 483	24 791	5 914	6 435	15 030	4 182	5 079
30 June 2024	126 809	24 463	5 747	6 346	15 163	4 084	5 048

Notes: Full licence includes probationary, interim, AIL (Alcohol Ignition Lock) and restricted rider licences

Persons total includes drivers licence holders where gender is not specified

Source: *BITRE estimates based on Department of Treasury and Finance (NT) data (2024)*

Table 6.15h Licence vehicle holders, by gender and vehicle class — Australian Capital Territory

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	165 451	5 807	757	712	584	48	5
30 June 2021	168 841	6 018	772	701	584	50	6
30 June 2022	169 897	6 005	782	665	571	46	5
30 June 2023	172 815	6 002	830	647	579	45	7
30 June 2024	175 789	6 088	882	606	558	37	7
Male							
30 June 2020	152 733	32 445	2 623	5 944	8 644	2 553	538
30 June 2021	156 283	33 287	2 775	5 846	8 849	2 481	615
30 June 2022	157 464	33 274	2 952	5 546	8 732	2 370	672
30 June 2023	160 406	33 233	3 246	5 346	8 667	2 238	711
30 June 2024	162 781	33 642	3 851	5 067	8 385	2 076	728
Total							
30 June 2020	318 362	38 270	3 380	6 657	9 231	2 601	543
30 June 2021	325 375	39 325	3 547	6 547	9 439	2 531	621
30 June 2022	327 672	39 305	3 734	6 213	9 311	2 416	677
30 June 2023	333 594	39 265	4 077	5 995	9 254	2 283	718
30 June 2024	338 997	39 767	4 737	5 675	8 948	2 114	735

Notes: Note: Some licence holders may be counted twice as they may appear under more than one licence type (Full, Provisional, L Permits and Other) and/or Licence Class (Car, Motorcycle or Heavy Vehicle)

Full licence includes probabtionary licences

Persons total includes drivers licence holders where gender is not specified

Source: *BITRE estimates based on Access Canberra data (2024)*

Table 6.15i Licence vehicle holders, by gender and vehicle class — Australia

Date	Highest class of heavy vehicle licence						
	Car	Motorcycle	Light rigid	Medium rigid	Heavy rigid	Heavy combination	Multi combination
Female							
30 June 2020	6 021 056	258 648	49 177	40 928	71 290	8 617	3 410
30 June 2021	6 135 909	263 245	49 461	41 572	72 595	8 613	3 575
30 June 2022	9 073 476	353 756	76 080	55 513	85 364	10 284	4 203
30 June 2023	9 170 700	356 403	76 923	56 818	88 175	10 377	4 510
30 June 2024	9 384 653	361 468	77 535	58 046	91 656	10 476	4 836
Male							
30 June 2020	4 889 015	1 467 816	131 471	274 653	682 912	303 394	153 772
30 June 2021	4 994 673	1 482 507	133 455	275 086	691 279	298 930	160 333
30 June 2022	7 586 896	2 073 433	202 242	396 734	894 872	386 654	199 387
30 June 2023	7 692 880	2 080 553	204 207	396 818	908 362	380 289	206 971
30 June 2024	7 929 498	2 101 392	205 666	397 184	924 448	373 784	214 902
Total							
30 June 2020	10 911 983	1 726 857	180 693	315 601	754 410	312 127	157 219
30 June 2021	11 132 670	1 746 139	182 962	316 685	764 073	307 647	163 945
30 June 2022	16 662 810	2 427 658	278 369	452 285	980 470	397 041	203 635
30 June 2023	16 866 232	2 437 450	281 183	453 675	996 763	390 769	211 521
30 June 2024	17 317 211	2 463 364	283 253	455 271	1 016 326	384 357	219 780

Notes: Figures for 2020 and 2021 do not include New South Wales

Some licence holders may appear under more than one vehicle type (car, motorcycle and heavy vehicle)

Persons total includes drivers licence holders where gender is not specified

Source: *BITRE estimates based on state/territory data (2024)*

Table 6.16 Selected road and bridge construction and maintenance price and cost indexes, for Australia and for states and territories

Financial year	NSW	VIC	QLD	SA	WA	Australia (BITRE)	Australia (ABS)
			index (2011–12 = 100)				
1998-99	60.2	56.9	56.5	56.3	59.2		58.1
1999-00	62.0	59.3	58.7	58.3	62.0		60.2
2000-01	63.8	62.4	60.8	61.8	64.8	64.9	62.6
2001-02	64.8	64.5	60.9	62.9	66.0	65.2	63.7
2002-03	69.1	68.3	64.6	65.7	68.4	68.1	67.4
2003-04	72.0	71.1	68.1	67.3	69.9	71.7	70.1
2004-05	75.2	72.2	72.1	70.2	73.2	75.7	73.0
2005-06	78.8	75.4	77.5	74.5	79.3	79.3	77.4
2006-07	82.4	78.7	82.4	77.7	83.8	81.8	81.3
2007-08	86.1	82.4	88.4	81.7	89.5	86.6	85.7
2008-09	89.6	87.9	96.6	89.4	94.4	93.4	91.2
2009-10	91.9	89.5	96.1	92.7	93.8	92.5	92.4
2010-11	94.3	93.9	98.2	95.7	95.3	95.2	95.2
2011-12	100.0	100.0	100.0	100.0	100.0	100.0	100.0
2012-13	103.6	103.8	103.9	103.4	103.1	101.4	103.6
2013-14	106.7	106.6	106.3	107.2	103.9	102.5	106.1
2014-15	108.7	107.3	106.0	109.6	104.3	101.7	106.8
2015-16	109.6	107.5	106.4	110.6	103.4	99.3	107.2
2016-17	110.6	104.6	107.0	112.8	104.3	99.3	107.4
2017-18	113.0	112.4	111.0	117.4	106.0	102.7	111.2
2018-19	117.2	120.3	114.9	121.2	108.4	107.6	115.7
2019-20	118.1	121.5	115.6	121.8	109.5	107.9	116.6
2020-21	119.4	120.0	115.4	122.4	110.3	108.4	117.0
2021-22	125.7	127.3	121.2	132.7	121.0	118.2	124.1
2022-23	136.4	137.2	133.5	150.8	130.4	131.8	135.3
2023-24	143.0	142.7	139.5	156.0	132.3	135.6	140.9

Note: Data are not available for missing years
ABS data is average over four quarters

Source: For state and national indexes – ABS (2024); for national (BITRE) index – BITRE estimates

Table 6.17 Arterial road and bridge maintenance expenditure, constant 2022–23 prices, adjusted by BITRE Road Construction and Maintenance Price Index – Road maintenance sub-index

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT
				$ million				
2000-01	850.8	365.9	519.1	104.8	303.9	55.9	56.7	27.2
2001-02	779.5	425.4	519.4	99.7	260.8	58.4	50.4	20.9
2002-03	784.1	417.3	457.8	98.5	303.9	43.6	31.9	29.4
2003-04	788.3	398.7	556.8	105.9	302.6	50.5	37.7	17.3
2004-05	807.9	347.2	547.0	125.4	280.8	47.2	35.8	15.5
2005-06	748.9	329.0	567.8	126.5	302.7	66.1	38.0	13.6
2006-07	755.6	354.9	660.0	109.3	361.3	63.4	47.9	15.4
2007-08	819.5	392.5	674.0	123.6	350.1	50.7	37.4	17.4
2008-09	964.6	379.4	705.2	153.9	403.8	48.1	63.0	12.5
2009-10	941.0	377.2	820.6	145.9	393.5	62.6	41.9	24.9
2010-11	1 004.7	504.8	855.7	107.0	335.6	76.7	76.3	17.9
2011-12	1 074.2	428.2	1 053.7	121.6	235.9	64.3	63.1	16.6
2012-13	944.8	366.7	1 467.1	112.1	341.6	83.8	77.0	17.8
2013-14	1 225.8	354.0	1 491.4	108.7	423.3	65.8	75.5	14.0
2014-15	1 285.1	450.4	832.0	97.5	406.2	74.7	90.9	16.9
2015-16	1 191.0	424.3	646.1	140.2	391.3	65.7	84.5	17.7
2016-17	1 260.3	461.3	949.3	114.8	421.4	69.1	75.9	16.9
2017-18	1 212.5	758.2	889.4	125.4	436.7	77.1	80.1	22.4
2018-19	952.5	765.0	923.9	133.2	494.4	80.2	69.2	23.0
2019-20	1 091.7	718.1	911.2	178.8	475.6	88.8	28.0	21.3
2020-21	901.1	822.8	988.8	374.9	450.9	84.6	28.3	38.7
2021-22	1 803.8	691.4	912.6	409.3	419.3	87.8	32.8	30.4
2022-23	1 843.7	753.1	1 064.5	324.2	452.8	76.8	40.1	24.9
2023-24	1 451.5	555.3	1 000.0	236.7	446.1	83.0	44.4	24.7

Note: For this table, arterial roads are defined as by the NTC, which differs from that used in Table 6.2 and between each state. The list of road classifications used by the NTC is included in the endnotes. Road and bridge maintenance figures exclude Commonwealth-funded Natural Disaster Relief and Recovery Arrangements (NDRRA) and Insurance-related expenditure since 2010–11

Sources: *National Transport Commission, 2024*

BITRE estimates

Chapter 7: Rail

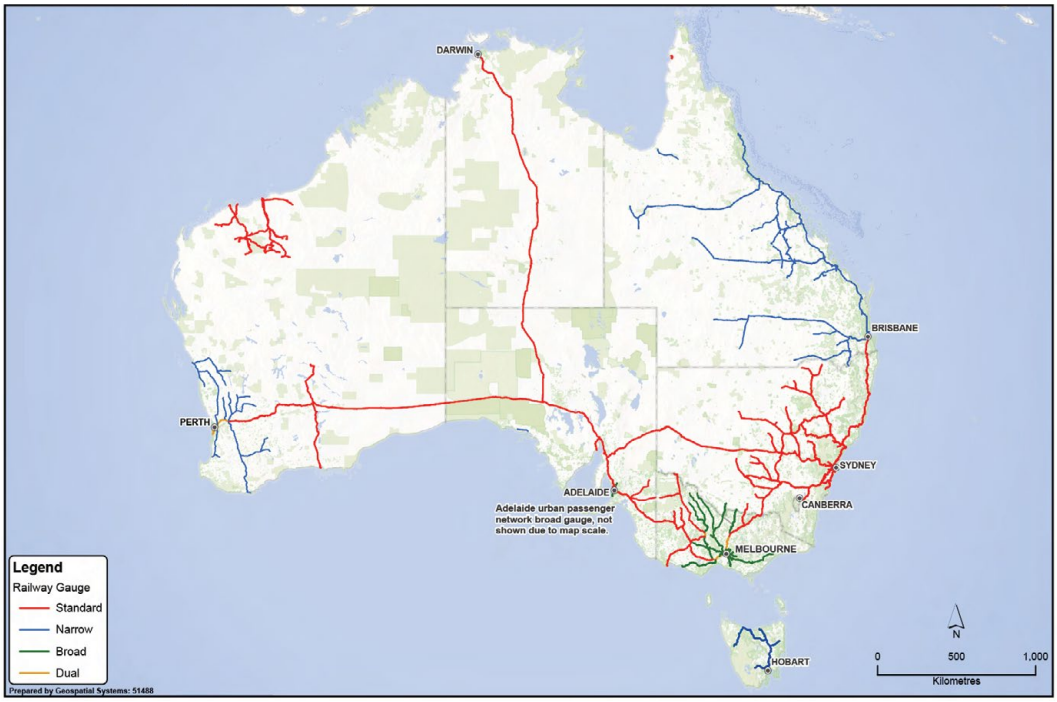
Chapter 7 aims to give an understanding of Australia's rail characteristics. This chapter provides information on rail lengths, rail interstate non-bulk freight, public transit patronage on rail and rail related expenditure. The data is sourced mainly from BITRE and the Australian Bureau of Statistics.

People in Melbourne use light rail more than any other city with **148 million** passengers in 2022–23.

People in Sydney use heavy rail more than any other city with **271 million** passengers in 2022–23.

In 2022–23 there were **35 billion dollars** of public rail-related expenditure.

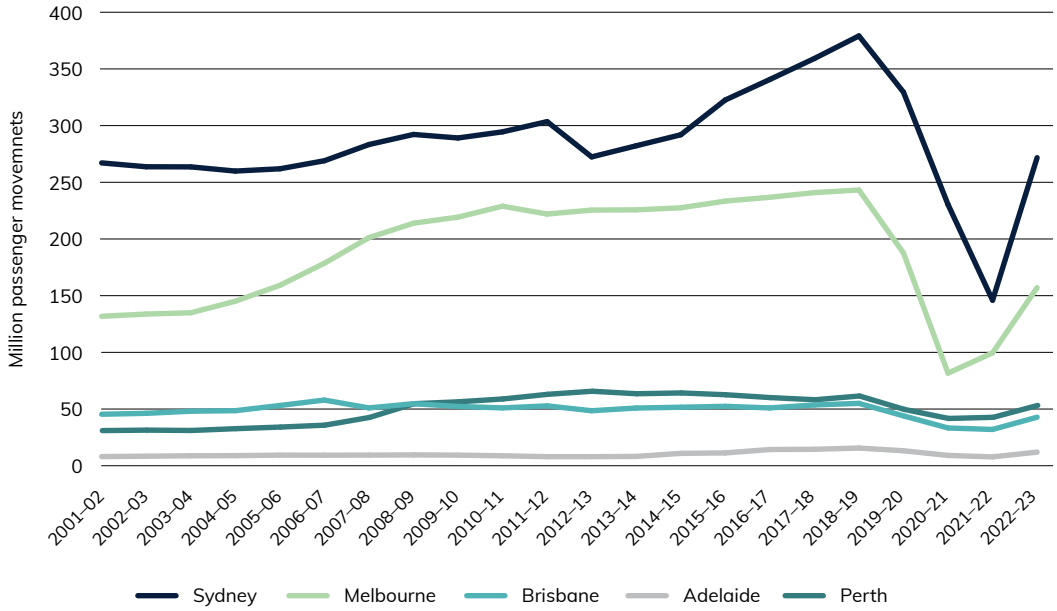
Figure 15 Australia's railways, by gauge



Source: BITRE, 2023, Trainline 10

Figure 15 shows Australia's network of railways by gauge, breaking it down into different classifications. The lines shown here are the railways that were open for traffic at October 2022. The only change since 2021 was the opening of the Forrestfield-Airport Link (Metronet) line in Perth.

Figure 16 Public transit patronage on heavy rail, Australian capital cities



Sources: *BITRE, 2015, Long-term trends in urban public transport*
BITRE, 2024, Trainline 12
Prior Trainline publications
BITRE estimates

Figure 16 shows rail public transport patronage by million passenger movements. Passenger movements were trending upwards in Sydney, Melbourne, Perth and Adelaide before starting to fall sharply in 2019–20 due to the COVID-19 pandemic. While Melbourne's passenger numbers began to recover in 2021–22, Sydney's continued to decline rapidly, recording a larger proportional fall than in each of the two preceding years. This refers to all trips on suburban rail networks and is based on reporting from train operators.

Table 7.1a Intercapital rail distances – freight terminals

Jurisdiction	Sydney	Melbourne	Brisbane	Adelaide	Perth	Darwin	Canberra
				kilometres			
Sydney		929	965	1 868	4 137	4 459	316
Melbourne			1 901	832	3 468	3 790	811
Brisbane				2 816	5 101	5 424	1 281
Adelaide					2 637	2 959	1 643
Perth						4 174	4 019
Darwin							4 341

Source: *BITRE estimates*

Table 7.1b Intercapital rail distances – passenger terminals

Jurisdiction	Sydney	Melbourne	Brisbane	Adelaide	Perth	Darwin	Canberra
				kilometres			
Sydney		953	987	1 711	4 156	4 285	329
Melbourne			1 914	828	3 485	3 798	822
Brisbane				2 672	4 933	5 247	1 291
Adelaide					2 657	2 971	1 629
Perth						4 178	4 025
Darwin							4 339

Source: *BITRE estimates*

Table 7.2a Estimated route-kilometres of open railway as at September 2024, by jurisdiction and gauge

Jurisdiction	Gauge				
	1 067	**1 435**	**1 600**	**Dual**	**Total**
New South Wales		6 669	73		6 742
Victoria		1 806	2 281	53	4 139
Queensland	7 601	117		37	7 755
South Australia	66	2 606	127		2 799
Western Australia	2 621	4 650		173	7 444
Tasmania	614				614
Northern Territory		1 690			1 690
ACT		8			8
Total	10 902	17 544	2 481	264	31 191

See end notes

Note: Totals subject to rounding

Source: *BITRE revised estimates*

Table 7.2b Estimated route-kilometres of open railway as at September 2024, by jurisdiction and single or double (or more) trackage

Jurisdiction	Trackage		
	Double (or more)	Single	Total
New South Wales	1 219	5 523	6 742
Victoria	869	3 270	4 139
Queensland	897	6 858	7 755
South Australia	120	2 679	2 799
Western Australia	1 011	6 433	7 444
Tasmania		614	614
Northern Territory		1 690	1 690
ACT		8	8
Total	4 115	27 076	31 191

See end notes

Note: The Queensland total now excludes tourist only lines previously included

Source: *BITRE estimates*

Table 7.2c Estimated route-kilometres of open railway as at September 2024, by jurisdiction and overhead electrical system used

Jurisdiction	Electrical system			
	1 500 V DC	25 kV AC, 50 Hz	Not electrified	Total
New South Wales	688		6 053	6 742
Victoria	377		3 762	4 139
Queensland		2 174	5 581	7 755
South Australia		83	2 716	2 799
Western Australia		204	7 240	7 444
Tasmania			614	614
Northern Territory			1 690	1 690
ACT			8	8
Total	1 066	2 461	27 665	31 191

See end notes

Source: *BITRE estimates*

Table 7.3 Network characteristics of heavy urban passenger railways

Jurisdiction	Route-kilometres in metropolitan area				Route-kilometres, electrified	Metropolitan stations
	Passenger-only lines	Freight-only lines	Shared passenger/ freight	Total		
Sydney	264.1	62.3	116.1	442.5	382.8	189
Melbourne	193.7	76.5	214.5	484.7	377.2	221
Brisbane	153.6	17.1	264.9	435.6	424.7	152
Adelaide	127.1	62.5	0.0	189.6	82.5	89
Perth	203.5	92.5	2.0	298.0	204.5	78

Notes: Includes freight only corridors within capital city urban regions

Some freight only lines share rail corridors with urban passenger lines, such as the Southern Sydney Freight Line. The freight only and passenger lines on shared corridors are counted separately.

The Sydney total includes the Metro line, from Tallawong to Sydenham, via Sydney Central Station.

Some of the Melbourne and Adelaide freight only lines totals include freight lines also used by (standard gauge) non-urban and interstate passenger services.

The Brisbane total includes the lines to the Gold Coast (Robina) and Sunshine Coast (Gympie).

Source: *BITRE revised estimates*

Table 7.4 Interstate non-bulk rail freight by state/territory of origin

Financial year	NSW	VIC	QLD	SA	WA	NT	ACT	Total
	million tonne-kilometres							
1971–72	1 208	1 550	414	1 212	288	63	na	4 735
1972–73	1 318	1 688	413	1 281	472	67	na	5 238
1973–74	1 429	1 822	412	1 344	657	70	na	5 733
1974–75	1 542	1 952	411	1 404	841	74	na	6 223
1975–76	1 656	2 079	410	1 458	1 026	77	na	6 706
1976–77	1 706	2 066	429	1 537	961	82	na	6 780
1977–78	1 756	2 052	448	1 614	897	87	na	6 853
1978–79	1 806	2 040	467	1 689	832	91	na	6 927
1979–80	1 857	2 020	487	1 763	768	96	na	6 991
1980–81	1 877	2 125	443	1 692	931	93	na	7 161
1981–82	1 670	2 045	464	1 520	1 111	85	na	6 895
1982–83	1 464	1 964	485	1 352	1 292	76	na	6 632
1983–84	1 671	2 134	495	1 575	1 164	94	na	7 134
1984–85	1 646	2 177	555	1 488	1 155	87	na	7 108
1985–86	1 846	2 106	681	1 321	1 345	79	na	7 379
1986–87	2 007	2 171	737	1 628	1 402	93	na	8 038
1987–88	2 545	2 468	760	1 865	1 404	107	na	9 149
1988–89	2 864	2 970	865	2 059	1 580	113	na	10 451
1989–90	2 623	2 846	952	2 242	1 467	112	na	10 241
1990–91	2 381	2 844	978	1 970	1 540	117	na	9 829
1991–92	2 416	2 968	1 100	2 013	1 728	122	na	10 346
1992–93	2 576	2 967	1 162	2 235	1 952	132	na	11 023
1993–94	2 698	3 167	1 225	2 344	2 167	139	na	11 740
1994–95	2 851	3 396	1 288	2 454	2 382	147	na	12 518
1995–96	2 873	3 329	1 352	2 448	2 107	154	na	12 264
1996–97	2 884	3 679	1 443	2 347	2 300	120	na	12 772
1997–98	2 916	3 997	1 641	2 338	2 583	150	na	13 624
1998–99	2 926	4 469	1 444	2 262	3 130	138	na	14 369
1999–00	2 918	4 620	1 580	2 348	3 422	154	na	15 042
2000–01	2 910	4 775	1 703	2 432	3 708	170	na	15 697
2001–02	2 917	4 934	1 803	2 513	4 285	185	na	16 636
2002–03	2 922	5 091	1 903	2 592	4 859	200	na	17 567
2003–04	2 930	5 251	2 002	2 672	5 437	214	na	18 506
2004–05	2 939	5 410	2 102	2 751	6 008	214	na	19 426
2005–06	2 948	5 570	2 202	2 832	6 586	214	na	20 353
2006–07	4 074	8 409	2 365	4 985	6 570	454	na	26 857
2007–08	4 342	7 242	2 677	4 079	6 642	621	na	25 603
2008–09	3 851	6 586	2 041	4 229	5 913	550	na	23 170
2009–10	3 948	6 688	2 206	3 867	6 008	513	na	23 230

See end notes

na: not applicable.

Source: *BITRE, 2012, Trainline 1*

Table 7.5a Public transit patronage on heavy rail, Australian capital cities

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra	Metropolitan
	million passenger movements								
1979–80	201.3	100.8	28.0	13.1	7.2				350.4
1980–81	207.9	97.4	30.3	13.8	6.5				355.9
1981–82	214.9	89.0	32.4	14.7	6.1				357.1
1982–83	202.8	91.4	33.1	12.9	6.8				347.0
1983–84	198.1	94.4	35.8	12.4	8.7				349.4
1984–85	196.5	97.5	37.4	11.8	8.7				351.9
1985–86	213.9	102.9	40.3	12.8	9.8				379.7
1986–87	220.5	106.0	43.0	12.5	9.7				391.7
1987–88	240.2	100.1	45.0	9.5	9.4				404.2
1988–89	240.6	105.7	49.4	10.1	8.8				414.6
1989–90	244.6	107.1	43.3	10.0	8.4				413.4
1990–91	246.5	106.9	42.1	8.9	7.6				411.9
1991–92	238.8	109.0	40.1	8.4	9.6				405.8
1992–93	227.7	106.1	39.4	9.1	13.6				395.8
1993–94	231.3	101.1	38.4	10.5	22.9				404.3
1994–95	244.6	105.5	37.0	10.9	23.4				421.4
1995–96	249.9	109.3	39.2	10.8	25.9				435.1
1996–97	257.0	112.7	41.5	10.7	29.0				450.9
1997–98	258.4	113.1	41.5	10.5	29.2				452.7
1998–99	261.9	118.4	41.0	10.3	28.9				460.5
1999–00	270.4	125.4	42.2	10.3	29.5				477.7
2000–01	293.1	130.5	44.2	10.2	31.2				509.3
2001–02	267.1	131.8	45.4	8.1	31.0				483.4
2002–03	263.7	133.8	46.2	8.4	31.4				483.5
2003–04	263.6	134.9	48.1	8.8	31.1				486.5
2004–05	259.9	145.1	48.6	8.9	32.7				495.2
2005–06	261.9	159.1	53.1	9.4	34.1				517.6
2006–07	269.0	178.6	57.9	9.3	35.8				550.6
2007–08	283.3	201.2	51.0	9.4	42.6				587.5
2008–09	292.2	213.9	54.7	9.6	54.7				625.1
2009–10	289.1	219.3	52.3	9.4	56.4				626.5
2010–11	294.5	228.9	51.0	8.8	58.9				642.1
2011–12	303.5	222.0	52.8	8.0	63.0				649.3
2012–13	272.4	225.5	48.5	8.0	65.7				620.1
2013–14	282.2	225.7	50.9	8.2	63.5				630.5
2014–15	291.9	227.5	51.6	10.9	64.2				646.1
2015–16	322.6	233.4	52.4	11.3	62.6				682.3
2016–17	340.7	236.8	51.0	14.3	60.1				702.9
2017–18	359.2	240.9	53.6	14.5	58.2				726.4
2018–19	379.1	243.2	55.0	15.6	61.5				754.4
2019–20	329.5	187.6	44.0	13.2	49.7				624.0
2020–21	230.4	81.7	33.3	9.1	41.7				396.2
2021–22	146.0	99.5	32.0	7.8	42.7				328.0
2022–23	271.7	157.1	42.8	12.0	53.2				536.8

Notes: Figures from 2001–02 are revised and based on those as reported in *Trainline*

Values denote total UPT train passenger trips including concessions and transfers. Up to 2000–01, figures refer to trips within the metropolitan area. From 2001–02 on, figures refer to all trips on suburban rail networks.

Sources: *BITRE, 2015, Long-term trends in urban public transport*

BITRE forthcoming, Trainline 11 (preliminary data)

Prior Trainline publications

Table 7.5b Public transit patronage on light rail, Australian cities

Financial year	Sydney	Melbourne	Gold Coast	Adelaide	Perth	Hobart	Darwin	Canberra	Newcastle	Metropolitan
					million passenger movements					
1979–80		98.9		3.0						101.9
1980–81		100.1		2.9						103.0
1981–82		102.4		2.9						105.3
1982–83		101.3		2.8						104.1
1983–84		102.1		2.8						104.9
1984–85		109.4		2.7						112.1
1985–86		112.4		2.6						115.0
1986–87		113.3		2.6						115.9
1987–88		115.6		2.4						118.0
1988–89	3.5	118.9		2.7						125.1
1989–90	3.5	95.6		2.2						101.3
1990–91	3.4	107.6		2.2						113.2
1991–92	3.4	112.0		2.1						117.5
1992–93	3.4	100.9		1.8						106.1
1993–94	3.4	104.0		1.8						109.2
1994–95	3.4	108.6		2.0						113.9
1995–96	4.0	114.1		1.9						120.0
1996–97	4.7	115.4		1.9						122.0
1997–98	5.4	117.2		1.9						124.5
1998–99	5.8	121.6		1.9						129.3
1999–00	6.2	129.8		1.9						138.0
2000–01	6.7	133.9		2.0						142.6
2001–02	6.3	137.2		2.0						145.5
2002–03	6.2	140.6		2.0						148.8
2003–04	5.1	142.5		2.2						149.7
2004–05		145.3								145.3
2005–06		149.6								149.6
2006–07		154.9								154.9
2007–08		158.3								158.3
2008–09		178.1								178.1
2009–10		175.6								175.6
2010–11	3.3	182.7								186.0
2011–12	4.4	191.6								196.0
2012–13	3.6	182.7								186.3
2013–14	3.9	176.9								180.8
2014–15	6.1	182.1	6.3	8.9						203.4
2015–16	9.7	203.8	7.7	8.9						230.1
2016–17	10.0	204.0	7.9	7.2						229.1
2017–18	10.2	206.3	9.5	9.4						235.4
2018–19	9.9	205.4	10.8	9.4				0.9	0.5	236.8
2019–20	12.4	141.8	8.5	7.4				3.6	1.0	174.6
2020–21	17.0	60.2	6.1	5.9				3.0	0.7	92.9
2021–22	17.4	82.9	6.3	5.5				2.3	0.6	115.1
2022–23	37.6	147.6	10.4	7.5				3.7	0.9	207.7

Notes: Figures from 2004–05 are revised

Values denote total UPT passenger trips (including concessions and transfers) on all metropolitan light rail networks. Up to 2003–04, figures include the Sydney monorail, which closed in 2013.

Sources: *BITRE, 2015, Long-term trends in urban public transport*

BITRE forthcoming, Trainline 11 (preliminary data)

Prior Trainline publications

Table 7.6a Rail-related expenditure, Commonwealth (constant 2022–23 prices, adjusted by CPI)

Financial year	NSW[b]	VIC	QLD	SA[b]	WA	TAS	NT	ACT	National (Gov)[c]	Total General Government	Total Public Sector[a]
						$ million					
1998–99	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	15.7	19.7	999.8
1999–00	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0	93.9	111.6	1 148.6
2000–01	0.0	0.0	0.0	0.0	0.0	21.2	98.2	0.0	82.3	201.6	988.9
2001–02	0.0	0.0	5.2	0.0	0.0	1.4	190.9	0.0	0.0	197.4	536.3
2002–03	0.0	0.0	3.9	0.0	0.0	0.1	23.4	0.0	0.0	27.4	185.3
2003–04	235.9	0.0	0.4	0.0	0.0	0.0	0.0	0.0	740.4	976.7	149.7
2004–05	0.3	0.0	0.2	32.3	15.3	0.0	20.1	0.0	208.5	276.6	684.4
2005–06	1.9	0.0	0.0	26.8	0.0	0.0	0.0	0.0	442.2	470.9	954.2
2006–07	- 1.4	38.3	0.0	32.1	0.0	2.4	0.0	0.0	7.3	78.8	1 304.7
2007–08	29.0	138.2	36.6	4.7	41.1	22.4	0.0	0.0	33.3	305.3	1 806.3
2008–09	195.2	383.3	48.6	41.2	29.1	45.2	1.2	0.0	640.1	1 383.9	2 059.4
2009–10	- 36.6	61.9	545.4	76.4	21.2	65.9	2.3	0.0	1 092.5	1 829.0	2 822.3
2010–11	7.3	411.6	0.0	197.8	80.9	19.4	0.0	0.0	753.5	1 470.5	2 504.5
2011–12	88.8	631.7	39.4	409.1	162.8	36.2	0.0	0.0	538.9	1 906.8	3 431.1
2012–13	179.2	801.5	44.5	- 21.7	214.3	56.4	0.0	0.0	272.9	1 547.1	3 498.6
2013–14	490.2	1 412.0	85.5	0.7	28.8	42.1	0.0	0.0	2.2	2 061.7	2 877.1
2014–15	339.1	176.9	305.0	0.0	0.0	5.7	0.0	0.0	54.3	881.0	1 660.3
2015–16	95.8	0.1	95.8	95.8	95.8	95.8	95.8	95.8	95.8	766.5	1 065.1
2016–17	1 104.7	262.4	190.4	96.6	0.0	24.3	0.0	13.0	87.2	1 778.8	2 394.9
2017–18	134.5	41.6	53.2	312.6	595.6	17.6	0.0	0.0	157.8	1 312.9	2 959.2
2018–19	211.8	561.1	2.3	353.7	25.9	15.1	0.0	0.0	342.4	1 512.2	2 624.6
2019–20	78.1	415.3	22.7	40.9	29.0	19.3	0.0	0.0	593.4	1 198.7	2 233.3
2020–21	374.2	797.6	57.7	63.0	110.5	42.4	0.0	0.0	896.4	2 341.8	3 337.9
2021–22	974.6	354.9	71.5	124.3	239.5	35.8	0.2	21.4	914.2	2 736.3	3 912.9
2022–23	1 064.1	850.8	163.5	0.0	647.4	41.1	0.1	20.0	1 144.3	3 931.2	4 808.0

(a) Total public sector includes total government and public non-financial corporations

(b) Negative expenditure represents money recovered from state

(c) National refers to expenditure that is not assigned to a particular state or jurisdiction.

Sources: *ABS, 2023, Consumer Price Index, Australia*
ABS, 2023, Government Finance Statistics, Australia
BITRE estimates

Table 7.6b Rail-related expenditure, by state/territory public sector (constant 2022–23 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA[c]	WA[c]	TAS[c]	NT[c]	ACT	Total Public Sector[a]
					$ million				
1998–99	4 956.6	2 480.2	2 334.9	530.9	897.1	- 0.1	29.1	0.0	11 228.8
1999–00	5 041.2	1 033.2	4 344.8	552.6	1 091.9	- 15.8	20.8	1.9	12 070.6
2000–01	4 558.9	958.5	610.5	467.7	1 060.3	- 19.4	135.7	0.0	7 772.1
2001–02	4 658.0	1 336.3	3 181.2	466.8	675.1	0.4	334.9	0.0	10 652.7
2002–03	5 224.7	1 408.5	3 001.9	598.1	1 071.6	- 0.1	15.3	0.0	11 320.0
2003–04	4 787.1	1 441.3	3 142.1	630.1	1 235.6	0.0	8.2	52.6	11 297.1
2004–05	4 952.7	1 804.1	3 895.6	520.4	1 716.6	6.4	- 13.7	64.3	12 946.5
2005–06	5 232.9	1 508.3	4 300.8	362.3	1 790.1	4.7	3.1	85.6	13 287.8
2006–07	5 347.1	1 807.6	5 951.9	439.6	1 610.1	0.6	3.0	80.1	15 240.0
2007–08	5 252.3	1 479.4	6 572.8	359.5	1 294.2	8.4	2.9	79.0	15 048.4
2008–09	5 225.7	2 518.6	8 159.4	520.5	1 331.1	51.2	5.9	0.0	17 812.5
2009–10	6 163.5	3 460.4	7 339.1	828.8	1 274.9	103.2	3.2	0.0	19 173.2
2010–11	6 176.7	3 855.3	5 390.8	393.8	1 172.0	127.1	29.6	0.0	17 145.2
2011–12	6 384.4	4 219.9	3 245.8	640.8	1 349.7	114.9	5.3	0.0	15 960.8
2012–13	7 147.0	3 173.8	3 253.7	899.2	1 646.1	96.5	3.9	0.0	16 220.2
2013–14	6 733.7	2 316.9	2 762.7	509.7	1 672.4	149.2	3.8	8.8	14 157.1
2014–15	7 331.3	4 122.5	2 628.1	330.8	1 700.8	114.8	6.1	27.1	16 261.6
2015–16	7 255.4	4 317.2	2 909.0	224.4	1 839.0	13.4	- 88.5	- 74.0	16 395.9
2016–17	7 579.2	4 090.9	3 151.5	365.0	2 022.8	108.1	8.3	- 8.2	17 317.6
2017–18	9 867.6	6 293.4	3 177.5	246.7	1 349.2	77.2	0.0	17.6	21 029.2
2018–19	10 325.8	5 825.5	4 000.2	134.4	1 778.0	72.3	4.6	115.1	22 256.1
2019–20	10 692.1	6 791.3	4 680.2	419.2	2 097.5	86.4	0.0	87.5	24 854.1
2020–21	13 667.1	7 675.7	4 922.3	539.5	2 765.8	68.2	0.0	66.0	29 704.5
2021–22	13 905.3	8 430.9	4 635.6	483.6	2 841.8	94.8	- 0.2	82.4	30 474.2
2022–23	13 911.9	7 666.2	4 711.5	554.0	3 066.6	101.9	- 0.1	114.0	30 126.0

(a) Total public sector includes total government and public non-financial corporations. BITRE has adopted a new methodology for incorporating public sector aggregates since the previous Yearbook

(c) Negative values are due to some mismatch between Commonwealth expenditure, and reported state expenditure from the ABS Government Financial Statistics. Negative values occur when total Commonwealth grants exceed state expenditure.

Sources: *ABS, 2024, Consumer Price Index, Australia*

ABS, 2024, Government Finance Statistics, Australia

BITRE estimates

Table 7.6c Rail-related expenditure, by all public sector (constant 2021–22 prices, adjusted by CPI)

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	National[d]	Total Public Sector [a] [e]
					$ million					
1998–99	4 956.6	2 480.2	2 334.9	530.9	897.1	3.9	29.1	0.0	995.9	12 228.6
1999–00	5 041.2	1 033.2	4 344.8	552.6	1 091.9	1.9	20.8	1.9	1 131.0	13 219.2
2000–01	4 558.9	958.5	610.5	467.7	1 060.3	1.8	233.8	0.0	869.6	8 761.0
2001–02	4 658.0	1 336.3	3 186.3	466.8	675.1	1.7	525.8	0.0	338.9	11 189.0
2002–03	5 224.7	1 408.5	3 005.7	598.1	1 071.6	0.0	38.8	0.0	157.9	11 505.3
2003–04	5 023.0	1 441.3	3 142.5	630.1	1 235.6	0.0	8.2	52.6	- 86.5	11 446.8
2004–05	4 953.0	1 804.1	3 895.9	552.7	1 731.9	6.4	6.4	64.3	616.3	13 630.9
2005–06	5 234.8	1 508.3	4 300.8	389.1	1 790.1	4.7	3.1	85.6	925.4	14 242.0
2006–07	5 345.7	1 845.9	5 951.9	471.7	1 610.1	3.0	3.0	80.1	1 233.2	16 544.7
2007–08	5 281.3	1 617.6	6 609.3	364.2	1 335.3	30.7	2.9	79.0	1 534.3	16 854.7
2008–09	5 420.9	2 902.0	8 208.0	561.7	1 360.2	96.4	7.1	0.0	1 315.6	19 871.9
2009–10	6 126.9	3 522.3	7 884.6	905.2	1 296.1	169.1	5.5	0.0	2 085.8	21 995.4
2010–11	6 183.9	4 266.9	5 390.8	591.5	1 252.9	146.5	29.6	0.0	1 787.5	19 649.7
2011–12	6 473.2	4 851.6	3 285.2	1 049.9	1 512.5	151.1	5.3	0.0	2 063.1	19 391.9
2012–13	7 326.2	3 975.3	3 298.2	877.5	1 860.4	152.9	3.9	0.0	2 224.5	19 718.8
2013–14	7 223.9	3 728.9	2 848.3	510.4	1 701.2	191.4	3.8	8.8	817.6	17 034.2
2014–15	7 670.4	4 299.4	2 933.1	330.8	1 700.8	120.5	6.1	27.1	833.6	17 921.8
2015–16	7 351.2	4 317.3	3 004.8	320.2	1 934.8	109.2	7.3	21.8	394.4	17 461.0
2016–17	8 684.0	4 353.3	3 341.9	461.6	2 022.8	132.4	8.3	4.8	703.4	19 712.5
2017–18	10 002.2	6 335.0	3 230.7	559.3	1 944.7	94.8	0.0	17.6	1 804.1	23 988.4
2018–19	10 537.6	6 386.6	4 002.5	488.1	1 803.9	87.5	4.6	115.1	1 454.8	24 880.7
2019–20	10 770.1	7 206.6	4 702.9	460.1	2 126.5	105.6	0.0	87.5	1 628.1	27 087.4
2020–21	14 041.3	8 473.3	4 980.0	602.5	2 876.2	110.7	0.0	66.0	1 892.5	33 042.4
2021–22	14 879.9	8 785.8	4 707.0	607.9	3 081.3	130.6	0.0	103.8	2 090.8	34 387.1
2022–23	14 976.0	8 517.0	4 875.0	554.0	3 714.0	143.0	0.0	134.0	2 021.0	34 934.0

(a) Total public sector includes total government and public non-financial corporations. BITRE has adopted a new methodology for incorporating public sector aggregates since the previous Yearbook

National' includes both Commonwealth general government expenditure not identifed to a particular jurisdiction, and other commonwealth public sector expenditure.

(d) State totals will not add to total government as they do not include transfer payments to public non-financial corporations

(e) The sum of public corporations and total government will not add to total public sector due to the existence of payments from general government to public non-financial corporations

Sources: *ABS, 2024, Consumer Price Index, Australia*

ABS, 2024, Government Finance Statistics, Australia

BITRE estimates

Chapter 8: Aviation

This chapter provides data on airline activity, aircraft numbers, on time performance and airfare price indexes. Information is provided for both international and domestic airlines, as well as a breakdown of airport traffic by state.

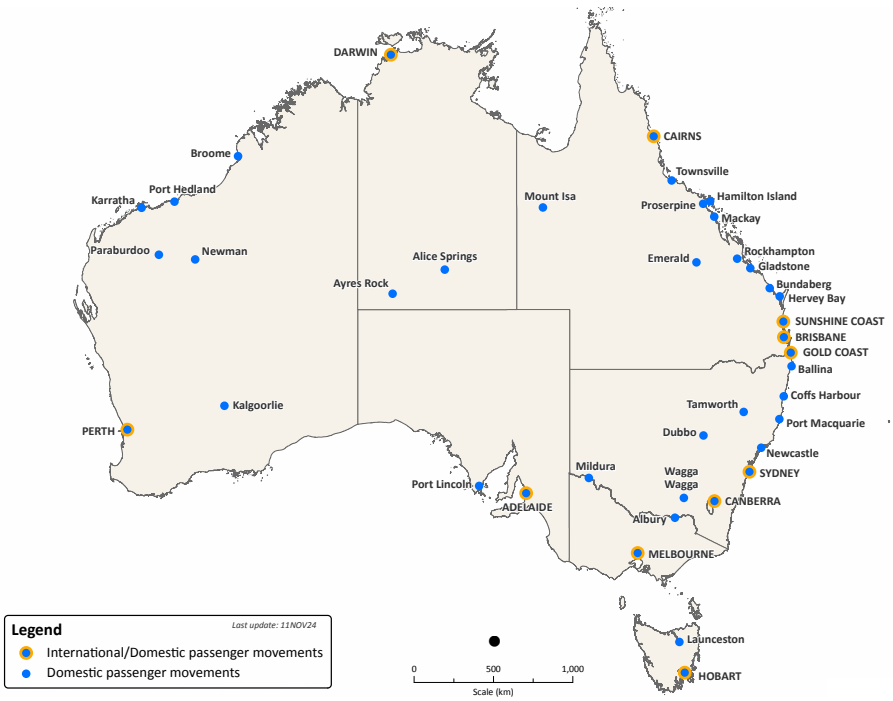
616 thousand Australian domestic flights occurred in 2023–24. As with internal activity, the full recovery of the aviation industry to pre COVID levels has not yet occurred. At the height of the pandemic, domestic flights fell to **327 thousand**, fewer than flight numbers in 1977–78

Sydney had the majority aircraft movements with **300 thousand** in 2023–24

11 832 Piston aircraft were registered as of 31 December 2023 which is **812** more than the year before. The number of helicopters registered increased from **2 351** to **2 593** over the same period.

International flights from Australia are steadily recovering from the impacts of COVID. In 2023 24 there were **196 thousand** flights, up from only **45 thousand** three years earlier.

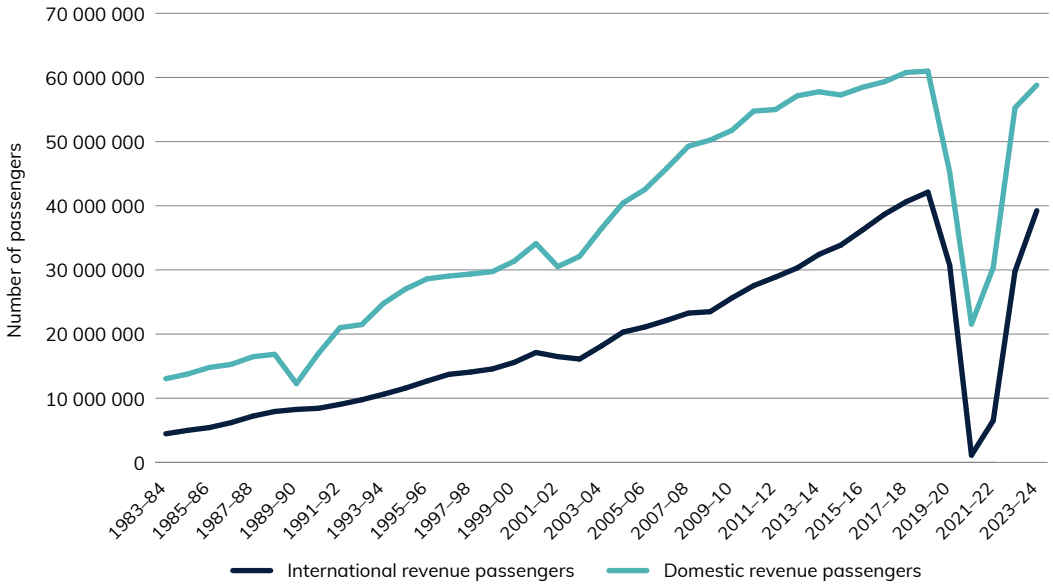
Figure 17 Australia's top 40 airports in 2023–24, passengers



Source: BITRE, 2023, Aviation Statistics – Airport Traffic data

Figure 17 shows Australia's top 40 airports by domestic and international passenger movements. Sydney, Melbourne and Brisbane are the airports which experienced the most activity, with some regional airports outside of the top 30 entering and exiting the list.

Figure 18 International and Domestic airline revenue passengers



Sources: *BITRE, 2024, Aviation Statistics – International Airline Activity*
BITRE, 2024, Aviation Statistics – Domestic Airline Activity

Figure 18 shows international and domestic revenue passengers. Since the early 80s, the number of fare-paying passengers, uplifted and discharged in Australia, was steadily increasing both domestically and internationally, before a sharp drop beginning in 2019–20. 2023–24 activity shows a strong trajectory to return to pre-COVID pandemic record highs in the coming years.

Table 8.1 Intercapital air distances (great circle distances)

	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra
				km				
Sydney		706	753	1 167	3 284	1 039	3 155	236
Melbourne			1 381	643	2 706	618	3 131	470
Brisbane				1 622	3 615	1 791	2 852	956
Adelaide					2 120	1 172	2 619	972
Perth						3 022	2 651	3 091
Hobart							3 742	850
Darwin								3 141

Source: *BITRE, 2023, Aviation Statistics – Australian Air Distances*

Table 8.2 International airline activity

Financial year	Flights	Revenue passengers	Available seats	Load factor	Freight
	no.	no.	no.	per cent	'000 tonnes
1970–71	17 067	1 199 148			33.4
1971–72	18 573	1 433 739			36.3
1972–73	19 735	1 769 816			44.7
1973–74	20 474	2 160 876			58.1
1974–75	27 013	2 392 102			65.8
1975–76	23 267	2 801 883			71.1
1976–77	21 938	2 894 965			78.5
1977–78	24 082	3 036 960			89.2
1978–79	20 764	3 506 753			111.8
1979–80	20 478	4 019 316			122.0
1980–81	20 487	4 108 265			127.8
1981–82	22 346	4 186 171			157.7
1982–83	21 486	4 249 249			166.7
1983–84	21 082	4 451 708			193.9
1984–85	22 385	4 988 998			222.9
1985–86	25 308	5 424 377			235.8
1986–87	29 698	6 194 981			268.4
1987–88	33 848	7 211 743			296.1
1988–89	38 854	7 930 588	11 435 873	69.3	324.6
1989–90	42 353	8 252 769	12 257 200	67.3	353.9
1990–91	45 300	8 424 511	12 991 767	64.8	357.5
1991–92	48 419	9 042 889	13 773 493	65.7	379.8
1992–93	52 295	9 759 065	15 023 875	65.0	432.8
1993–94	54 781	10 621 976	15 709 444	67.6	476.3
1994–95	60 658	11 565 753	17 443 065	66.9	543.5
1995–96	68 387	12 679 451	19 610 366	66.0	564.9
1996–97	74 347	13 718 480	20 792 015	67.4	614.9
1997–98	77 811	14 080 113	21 604 059	66.7	645.6
1998–99	80 476	14 564 061	21 621 816	68.9	645.6
1999–00	86 751	15 583 694	22 895 592	69.3	687.2
2000–01	93 828	17 126 504	24 565 665	71.1	665.7
2001–02	87 557	16 486 343	22 892 570	73.8	634.3
2002–03	89 374	16 108 417	23 062 891	71.8	635.1
2003–04	100 336	18 131 286	25 885 687	71.5	627.0
2004–05	116 087	20 309 733	29 691 278	69.7	702.4
2005–06	117 790	21 096 951	30 041 002	71.3	726.0
2006–07	119 330	22 137 767	29 768 595	75.6	754.5
2007–08	124 176	23 264 573	30 625 242	77.1	781.0
2008–09	131 560	23 486 506	32 174 834	74.2	709.4
2009–10	141 194	25 625 654	34 309 383	75.7	760.0
2010–11	150 440	27 549 289	36 923 253	75.5	822.5
2011–12	156 100	28 882 348	38 574 696	76.6	856.8
2012–13	161 101	30 309 898	40 433 560	77.3	882.8
2013–14	174 045	32 422 133	43 732 584	76.5	882.4
2014–15	175 251	33 864 637	44 226 790	79.0	939.8
2015–16	183 206	36 228 731	46 946 066	79.7	996.6
2016–17	193 267	38 660 946	50 599 437	79.3	1044.8
2017–18	201 374	40 619 162	52 896 690	79.6	1150.8
2018–19	205 814	42 121 004	53 863 238	80.4	1141.4
2019–20	159 730	30 732 112	39 920 606	78.9	1004.8
2020–21	45 172	1 122 915	5 552 953	20.2	895.0
2021–22	66 866	6 515 451	12 220 396	53.6	977.9
2022–23	150 791	29 787 318	36 899 078	83.0	877.6
2023–24	196 276	39 230 855	49 873 109	80.5	1033.8

See end notes

Note: Data are not readily available for missing years

Source: *BITRE, 2024, Aviation Statistics – International Airline Activity*

Table 8.3 Domestic airline activity

Financial year	Flights	Revenue passengers	Revenue passenger kilometres	Available seats	Available seat kilometres	Domestic load factor	Cargo
			'000	'000	'000	per cent	'000 tonnes
1977–78	374 866	11 958 560	8 313 930		12 465 976	66.7	
1978–79	397 242	12 587 854	8 787 099		12 795 744	68.7	
1979–80	415 879	13 540 872	9 692 782		13 526 185	71.7	
1980–81	416 282	13 563 340	9 979 054		13 627 596	73.2	
1981–82	416 291	13 695 462	10 406 883		14 933 230	69.7	
1982–83	411 027	12 644 727	9 586 535		14 247 860	67.3	
1983–84	406 679	13 037 551	9 940 350		13 966 231	71.2	
1984–85	411 621	13 768 268	10 604 648	21 123	14 733 094	72.0	
1985–86	426 450	14 798 619	11 588 920	22 642	16 109 845	71.9	
1986–87	427 149	15 267 094	12 372 645	23 352	17 316 196	71.5	
1987–88	435 622	16 471 140	13 623 398	24 130	18 321 841	74.4	
1988–89	452 433	16 844 631	14 168 630	24 430	18 821 360	75.3	
1989–90	364 595	12 272 726	10 490 243	18 836	14 846 965	70.7	
1990–91	444 183	16 935 005	15 139 951	26 123	21 748 111	69.6	
1991–92	490 740	20 997 030	19 806 981	29 384	25 703 400	77.1	
1992–93	522 879	21 475 685	19 849 262	30 943	26 293 801	75.5	
1993–94	543 428	24 788 627	23 862 333	35 549	32 153 754	74.2	
1994–95	572 035	26 997 493	26 394 411	39 610	36 685 149	71.9	
1995–96	589 501	28 611 325	28 372 962	41 964	39 670 986	71.5	
1996–97	592 477	29 040 584	29 344 131	43 024	41 423 354	70.8	
1997–98	589 262	29 358 221	29 780 624	42 291	41 077 354	72.5	
1998–99	596 302	29 733 510	30 390 004	42 322	41 276 389	73.6	
1999–00	595 629	31 365 384	32 203 645	43 442	42 669 709	75.5	
2000–01	625 903	34 105 561	35 014 922	47 541	46 709 057	75.0	
2001–02	493 750	30 510 909	32 300 227	41 596	42 265 977	76.4	
2002–03	484 895	32 104 317	35 103 726	43 207	45 534 719	77.1	
2003–04	501 771	36 410 853	40 402 092	47 683	51 741 384	78.1	
2004–05	544 317	40 435 504	45 047 723	53 859	58 303 803	77.3	
2005–06	545 410	42 531 425	47 782 489	56 532	61 808 822	77.3	
2006–07	541 497	45 827 236	52 022 148	59 121	65 670 698	79.2	
2007–08	562 366	49 278 702	56 191 023	63 873	71 066 014	79.1	
2008–09	563 245	50 238 810	57 551 830	65 493	73 180 717	78.6	
2009–10	578 343	51 755 752	59 015 605	66 600	74 198 429	79.5	
2010–11	611 363	54 754 916	63 148 467	70 640	80 263 751	78.7	253.3
2011–12	616 358	55 001 968	64 350 894	71 151	81 652 424	78.8	236.3
2012–13	642 383	57 139 416	67 178 496	76 718	87 547 702	76.7	215.0
2013–14	641 355	57 760 934	68 111 514	77 790	89 582 164	76.0	196.9
2014–15	634 093	57 267 418	67 463 320	76 620	88 296 961	76.4	192.4
2015–16	641 528	58 466 454	68 860 185	77 270	88 933 484	77.4	195.1
2016–17	642 234	59 325 889	69 502 171	77 295	88 704 248	78.4	225.0
2017–18	634 994	60 779 500	70 882 705	77 532	88 549 227	80.0	231.3
2018–19	634 058	60 981 798	71 083 411	77 519	88 528 168	80.3	236.4
2019–20	491 902	45 242 660	52 801 089	58 459	66 606 292	79.3	213.2
2020–21	326 616	21 556 484	24 757 555	34 203	38 600 521	64.1	197.8
2021–22	418 087	30 356 236	34 497 155	46 092	51 777 199	66.6	202.0
2022–23	594 127	55 284 637	65 771 661	69 984	81 132 925	81.1	169.9
2023–24	616 361	58 808 651	69 512 863	74 459	86 300 240	80.5	159.8

See end notes

Note: Data are not readily available for missing years

Source: *BITRE, 2024, Aviation Statistics – Domestic Airline Activity*

Table 8.4a Activity at major airports – revenue passengers (thousand)

Financial year	Sydney	Melbourne	Brisbane	Perth	Adelaide	Gold Coast	Cairns	Canberra	Darwin	Hobart	Townsville
1985–86	9 498	6 476	3 457	1 939	2 082	778	578	1 008	407	506	1 030
1986–87	10 187	6 776	3 728	2 098	2 083	930	742	1 043	420	494	1 010
1987–88	11 510	7 448	4 325	2 226	2 239	1 120	934	1 117	469	539	1 007
1988–89	12 100	7 743	4 834	2 338	2 290	1 259	1 054	1 089	496	544	908
1989–90	10 108	6 511	3 933	1 999	1 825	659	840	721	398	455	455
1990–91	12 361	8 346	5 246	2 508	2 461	1 090	1 288	1 124	496	590	512
1991–92	15 070	10 196	6 644	3 026	3 006	1 495	1 776	1 361	563	684	482
1992–93	15 486	10 255	6 900	2 997	3 033	1 564	1 948	1 382	610	706	555
1993–94	16 650	10 884	7 493	3 429	3 251	1 711	2 223	1 514	707	743	514
1994–95	18 335	11 992	8 509	3 833	3 500	1 879	2 419	1 679	824	815	577
1995–96	19 878	12 972	9 236	4 145	3 743	1 993	2 595	1 750	932	850	598
1996–97	20 637	13 419	9 683	4 484	3 768	1 937	2 657	1 735	984	841	607
1997–98	21 013	13 791	9 737	4 624	3 949	1 868	2 598	1 825	1 011	854	628
1998–99	21 585	14 131	9 834	4 677	4 046	1 864	2 656	1 821	1 028	860	653
1999–00	23 098	15 146	10 534	4 891	4 186	1 959	2 718	1 969	1 057	909	682
2000–01	25 814	16 881	12 467	5 162	4 443	1 888	2 891	2 107	1 078	974	732
2001–02	23 150	15 967	11 774	4 766	4 175	1 736	2 642	1 841	963	958	696
2002–03	23 447	16 382	11 841	5 189	4 351	2 178	2 900	1 916	985	1 010	778
2003–04	26 090	18 631	13 780	5 889	4 893	2 504	3 222	2 303	1 073	1 226	923
2004–05	27 954	20 274	15 358	6 525	5 363	3 142	3 551	2 479	1 211	1 523	1 055
2005–06	28 996	21 041	16 016	7 005	5 767	3 515	3 731	2 550	1 219	1 606	1 161
2006–07	31 016	22 157	17 380	7 977	6 181	3 778	3 782	2 687	1 404	1 629	1 279
2007–08	32 701	23 943	18 298	8 952	6 619	4 323	3 777	2 853	1 562	1 758	1 366
2008–09	32 344	24 448	18 720	9 359	6 784	4 618	3 654	3 062	1 539	1 869	1 436
2009–10	34 461	25 918	18 897	9 993	7 016	5 186	3 550	3 258	1 568	1 856	1 518
2010–11	35 958	27 963	19 975	10 890	7 279	5 486	3 859	3 241	1 688	1 903	1 630
2011–12	35 987	27 956	20 874	11 997	6 947	5 327	3 943	3 159	2 074	1 815	1 627
2012–13	37 603	29 492	21 145	12 832	7 171	5 805	4 158	3 014	1 941	2 027	1 570
2013–14	38 629	30 896	21 821	12 980	7 577	5 784	4 296	2 858	2 090	2 107	1 523
2014–15	39 022	31 936	21 918	12 730	7 670	5 867	4 391	2 805	2 090	2 186	1 498
2015–16	41 105	33 705	22 320	12 556	7 778	6 273	4 711	2 831	2 068	2 313	1 530
2016–17	42 614	34 878	22 653	12 450	7 999	6 457	4 898	3 013	2 118	2 441	1 535
2017–18	44 035	36 319	23 238	12 419	8 274	6 541	4 969	3 179	2 060	2 596	1 627
2018–19	44 376	37 057	23 623	12 405	8 368	6 414	4 859	3 218	1 982	2 726	1 594
2019–20	32 195	27 003	17 805	9 346	6 246	4 779	3 472	2 350	1 440	2 074	1 216
2020–21	7 804	6 106	7 535	3 262	2 751	2 002	2 082	1 045	910	1 040	976
2021–22	13 670	12 817	10 024	4 757	3 821	2 996	2 625	1 286	1 192	1 506	1 195
2022–23	35 585	30 651	19 793	11 203	7 522	6 102	4 197	2 712	1 792	2 532	1 650
2023–24	40 568	34 842	22 234	12 787	8 249	6 322	4 635	2 820	1 782	2 677	1 671

Source: *BITRE, 2024, Aviation Statistics – Airport Traffic Data*

Table 8.4b Activity at major airports – aircraft movements

Financial year	Sydney	Melbourne	Brisbane	Perth	Adelaide	Gold Coast	Cairns	Canberra	Darwin	Hobart	Townsville
1985–86	137 898	86 391	51 460	45 124	52 360	12 926	11 358	20 615	10 781	12 200	17 471
1986–87	144 160	88 271	55 946	36 222	50 587	16 715	14 568	21 568	12 294	11 728	17 644
1987–88	152 972	92 487	65 359	32 184	47 688	19 653	17 551	21 642	12 125	11 556	16 482
1988–89	163 946	95 555	70 241	31 799	49 656	22 224	19 694	20 726	10 794	10 095	17 425
1989–90	139 038	79 854	57 931	28 193	41 827	16 540	14 805	15 092	5 284	8 445	10 732
1990–91	165 921	102 204	77 181	35 522	50 315	22 609	25 480	22 432	7 199	10 140	13 732
1991–92	182 968	110 530	94 527	39 472	55 797	26 299	32 547	25 988	13 162	10 681	14 299
1992–93	202 555	119 862	99 854	39 590	58 533	26 358	35 854	29 054	15 323	10 929	14 386
1993–94	206 660	118 507	105 662	44 900	59 633	27 228	38 776	31 275	17 954	11 325	15 137
1994–95	221 208	127 155	116 880	50 002	63 253	26 828	41 903	35 625	20 663	12 381	15 928
1995–96	235 398	132 411	125 827	54 088	66 866	26 446	43 119	37 057	23 781	11 230	17 103
1996–97	243 592	136 339	125 108	57 286	68 970	24 203	44 009	38 173	24 303	9 468	18 035
1997–98	248 791	138 252	125 581	55 893	72 544	22 581	42 152	38 446	23 729	8 965	17 373
1998–99	249 175	141 560	129 230	53 609	73 258	22 260	41 594	38 077	25 138	9 697	17 943
1999–00	255 600	150 657	133 352	55 806	71 543	21 320	41 415	40 941	22 374	10 776	17 994
2000–01	283 408	174 663	151 552	56 176	73 666	20 417	41 859	51 867	22 126	15 205	19 013
2001–02	227 644	147 150	125 469	45 051	66 533	16 153	35 161	39 716	17 253	12 266	12 687
2002–03	225 872	146 751	116 552	47 854	66 231	21 225	38 594	35 986	17 243	11 444	15 208
2003–04	241 787	157 524	123 901	51 283	67 051	20 837	41 965	39 418	16 508	12 729	17 402
2004–05	257 630	176 038	139 984	56 445	70 761	27 728	45 474	38 512	16 501	15 889	20 101
2005–06	258 923	175 435	141 785	57 972	70 829	27 471	46 547	38 182	16 416	14 335	22 156
2006–07	264 401	176 112	144 359	61 659	72 508	27 279	44 952	38 257	17 981	13 497	21 108
2007–08	275 226	186 431	150 895	68 985	74 772	31 691	43 488	41 177	19 270	14 488	20 120
2008–09	270 813	189 011	157 675	78 623	74 654	32 083	39 511	45 191	22 727	15 027	21 044
2009–10	279 358	194 298	157 756	82 349	74 504	35 297	38 958	44 345	26 349	15 166	25 841
2010–11	290 503	206 798	168 343	87 863	76 111	37 737	42 612	43 280	27 396	16 064	29 327
2011–12	291 310	205 916	178 195	93 590	72 259	35 698	43 529	42 938	27 479	14 529	28 110
2012–13	305 006	215 414	188 320	98 974	75 518	39 036	44 914	41 816	26 672	16 410	27 483
2013–14	306 704	222 828	194 681	101 360	76 957	38 829	44 762	40 491	27 911	16 363	26 347
2014–15	306 785	228 434	194 828	96 916	78 068	38 806	44 516	38 789	27 390	17 368	25 554
2015–16	316 466	234 774	192 889	94 693	78 691	41 370	48 464	38 499	27 982	18 151	25 255
2016–17	320 724	236 864	191 162	93 168	78 503	42 572	48 828	38 751	28 285	19 023	25 692
2017–18	320 303	241 685	191 135	92 501	78 139	42 445	47 785	39 747	26 734	19 186	25 495
2018–19	322 535	243 369	192 077	93 063	78 879	40 606	46 239	40 050	25 615	19 867	23 762
2019–20	247 858	184 550	150 999	71 606	60 591	29 878	34 992	29 757	20 147	15 554	19 576
2020–21	119 491	76 496	90 280	43 023	36 896	15 779	26 567	16 489	18 149	10 933	17 409
2021–22	159 049	123 313	113 341	53 436	49 687	23 460	34 133	22 237	23 043	15 733	21 715
2022–23	282 251	217 037	170 988	81 856	72 717	38 832	40 329	39 070	24 126	20 655	24 568
2023–24	300 104	240 485	188 041	94 699	76 665	40 180	44 263	39 377	25 484	21 012	24 222

See end notes

Source: BITRE, 2024, Aviation Statistics – Airport Traffic Data

Table 8.5 Domestic on-time performance

Financial year	Sectors scheduled	Cancellations	Sectors flown	On-time arrivals	On-time departures
		per cent		per cent	per cent
2004–05	430 714	0.9	426 662	86.4	87.0
2005–06	457 817	1.0	453 406	85.7	87.0
2006–07	467 907	0.8	463 981	85.6	86.9
2007–08	496 564	1.7	488 112	78.8	80.6
2008–09	502 291	1.7	493 710	79.7	81.1
2009–10	502 106	1.0	497 268	84.4	85.6
2010–11	527 708	1.6	519 255	78.8	80.6
2011–12	530 101	1.5	522 374	80.0	81.4
2012–13	563 636	1.7	554 258	78.8	81.1
2013–14	574 385	1.6	565 077	81.9	83.8
2014–15	573 966	1.4	565 695	85.1	86.5
2015–16	579 884	1.6	570 449	86.1	86.7
2016–17	574 740	1.8	564 479	83.0	83.8
2017–18	562 236	1.7	552 549	81.2	82.0
2018–19	563 834	2.1	552 259	79.4	80.6
2019–20	437 049	4.3	418 095	76.4	78.0
2020–21	268 227	7.6	247 874	86.1	85.6
2021–22	365 918	8.3	335 500	76.8	76.1
2022–23	528 574	3.7	508 783	69.5	69.5
2023–24	550 954	3.4	532 250	72.5	73.2

See end notes

Source: *BITRE, 2024, Aviation Statistics – Domestic Airline Activity*

Table 8.6 BITRE airfare index

Financial year	Business	Economy	Restricted economy	Best discount
		index		
1993–94	59.1	67.4		96.8
1994–95	62.8	69.1		95.9
1995–96	65.6	71.6		94.9
1996–97	71.7	76.1		104.4
1997–98	76.2	78.7		115.0
1998–99	79.3	80.9		114.4
1999–00	80.0	81.8		114.1
2000–01	89.0	91.5		100.6
2001–02	92.5	96.1		109.2
2002–03	96.8	97.2	102.7	105.5
2003–04	102.7	100.2	100.1	102.5
2004–05	109.2	106.7	106.8	87.8
2005–06	106.0	112.8	99.8	95.1
2006–07	111.3	120.0	103.6	100.5
2007–08	116.3	112.8	111.4	100.2
2008–09	124.3	104.0	116.0	87.0
2009–10	116.0	108.2	113.3	74.7
2010–11	123.8	114.3	111.9	70.4
2011–12	116.5	131.0	84.9	87.6
2012–13	89.3	154.7	91.5	83.4
2013–14	108.5	157.8	97.0	82.1
2014–15	120.5	*	103.7	81.2
2015–16	126.7	*	108.8	81.7
2016–17	131.9	*	111.4	90.8
2017–18	133.0	*	132.6	93.6
2018–19	129.6	*	146.4	96.5
2019–20	122.8	*	153.6	105.9
2020–21	112.6	*	142.1	104.0
2021–22	74.2	*	109.6	92.5
2022–23	97.4	*	132.4	132.2
2023–24	96.3	*	142.4	117.2

Notes: Data are not readily available for missing years

Base of index: July 2003 = 100.00

Airfare Indices are not adjusted by ABS Consumer Price Index

* From the middle of February 2015, Qantas Airways ceased offering Full Economy fares for domestic travel. Since the Full Economy fare category was mainly made up of Qantas fares, it is no longer possible to continue producing the index for this fare category. In the future, if Full Economy fares are offered on sufficient routes, the index for this fare category could be reinstated.

Note: From November 2017, refunds of Jetstar's Restricted Economy products (Starter with Max) for cancellations are only available in the form of vouchers. Vouchers may only be redeemed for other Jetstar products and are therefore considered by BITRE to be closer to a transfer than a full refund. This change in Jetstar's product now places it outside BITRE's definition of a restricted economy fare, which has resulted in a sharp increase in the restricted economy index for November 2017.

* Fares have been impacted by travel restrictions, demand and changes in service levels during the COVID-19 pandemic. Business class fares collected may not include normal entitlements like meals and lounge

* Virgin Australia Restricted Economy fares on some routes were noticeably lower in April 2021. The Virgin Australia web site noted that complementary food would no longer be provided on Economy class fares as of 25 March 2021.

Source: *BITRE, 2024, Aviation Statistics – Air fares*

Table 8.7 Number of Australian registered aircraft, by aircraft type

Date	Aeroplane				Helicopter	Balloon	Glider
	Piston	Turbofan	Turbojet	Turboprop			
14 December 1998	8 244	257	31	519	779	296	1 056
20 December 1999	8 347	268	34	534	870	308	1 063
17 December 2000	8 394	293	34	549	942	323	1 060
17 December 2001	8 440	310	37	553	980	332	1 060
16 December 2002	8 440	303	42	549	1 034	337	1 082
13 December 2003	8 684	308	51	576	1 195	351	1 106
20 December 2004	8 688	308	51	576	1 196	350	1 106
4 December 2005	8 798	323	52	611	1 284	350	1 115
7 November 2006	8 691	337	52	628	1 303	318	1 047
14 December 2007	8 928	370	52	693	1 479	335	1 085
31 December 2008	9 123	426	52	737	1 635	336	1 122
31 December 2009	9 202	458	54	746	1 696	339	1 143
13 December 2010	9 413	516	55	778	1 797	350	1 172
14 December 2011	9 663	559	54	845	1 909	361	1 193
19 November 2012	9 808	579	51	882	2 003	368	1 201
23 December 2013	9 918	611	48	908	2 077	379	1 220
27 October 2014	9 945	617	45	899	2 107	379	1 240
16 October 2015	9 927	620	45	910	2 134	395	1 258
31 December 2016	9 907	615	45	914	2 172	397	1 274
5 December 2017	9 862	629	45	941	2 213	413	1 271
29 November 2018	9 884	649	42	957	2 278	428	1 280
31 December 2019	9 937	668	43	957	2 324	441	1 288
31 December 2020	9 967	653	44	959	2 386	423	1 288
31 December 2021	10 009	677	44	996	2 467	422	1 279
31 December 2022	11 020	744	49	1 003	2 351	399	1 273
31 December 2023	11 832	728	68	1 079	2 593	434	1 272

Source: *Civil Aviation Safety Authority, 2024*

Chapter 9: Shipping

This chapter provides information on Australian ships, cargo, ports and fleet including mileage, tonnage and number of vessels. The data is sourced from BITRE's Australian Sea Freight publication, BITRE's Waterline publication and BITRE estimates based on Lloyds List Intelligence Data.

There were **53** Australian registered vessels in the Australian trading fleet, including small vessels, and **83** overseas registered vessels in 2022–23.

Western Australian ports loaded **1 billlon** tonnes of maritime cargo in 2020–21, the largest volume in Australia. Next, Queensland and New South Wales loaded **289 million** tonnes and **176 million** tonnes respectively. Together the ports in these three states loaded **94 per cent** of Australia's maritime cargo by volume in 2020–21.

Queensland had the largest discharged volume with **40 million** tonnes in 2020–21. Following Queensland, was New South Wales and Victoria with **33 million** tonnes discharged each.

8.6 million TEUs (twenty-foot equivalent units) were exchanged at container terminals in Brisbane, Sydney, Melbourne, Fremantle and Adelaide in 2022–23.

Figure 19 Principal Australian ports, by commodity

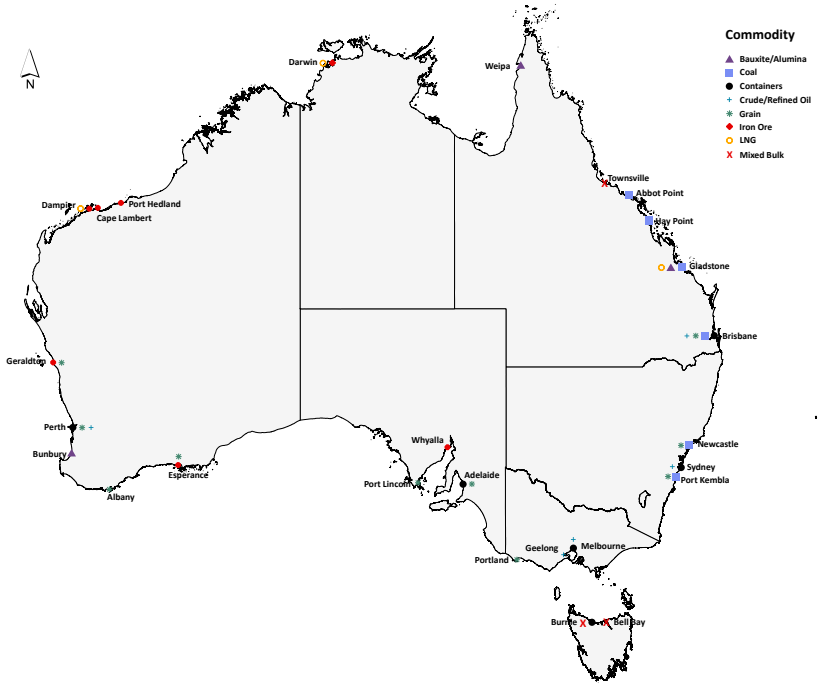
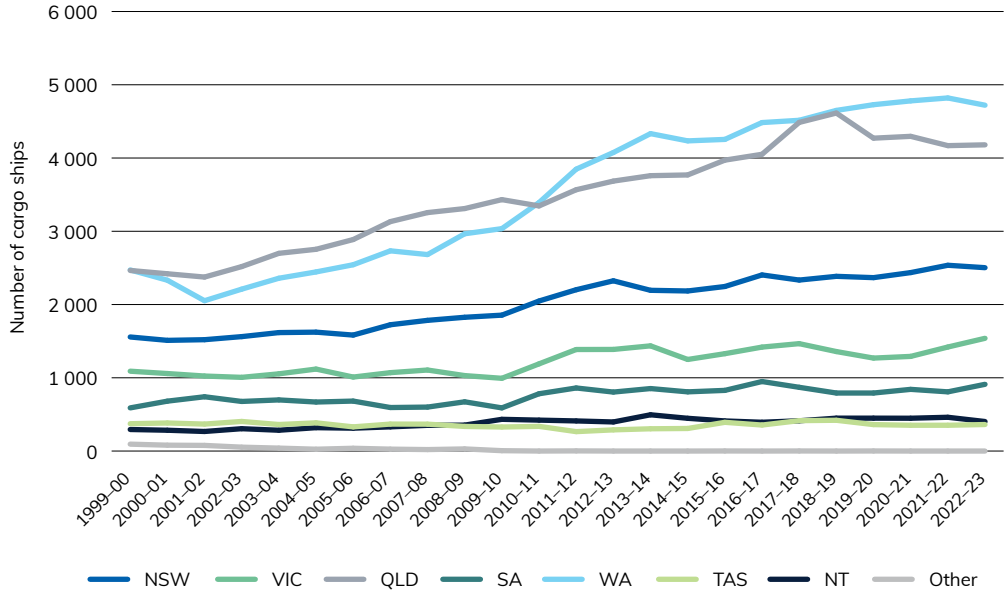


Figure 20 **Number of cargo ships involved in coastal or international voyages that made port calls, by state/territory**



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

Data may change slightly from year to year due to revisions to historical data. Ships that have made only port calls in the financial year where the target port equals the previous recorded port are excluded.

Source: *BITRE estimates based on Lloyds List Intelligence data*

Figure 20 provides a state breakdown of the number of cargo ships on coastal or international voyages who made port calls, from 1999–00 to 2022–23. The majority of states saw increases during this time period. Queensland and Western Australia experienced the largest increases and were consistently Australia's two most visited states by cargo ships.

Table 9.1 Intercapital sea distances

Jurisdiction	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin
				kilometres			
Sydney		1 114	977	1 833	3 991	1 195	4 595
Melbourne			2 042	988	3 111	878	5 661
Brisbane				2 761	4 920	2 120	3 845
Adelaide					2 509	1 436	na
Perth						3 367	3 426
Hobart							5 739

na: not applicable

Source: *Australian Chamber of Shipping, 1993*
BITRE estimates

Table 9.2a Number of cargo ships involved in coastal or international voyages that made port calls, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other[h]	Total[i]
1999–00	1 557	1 090	2 465	589	2 472	373	294	94	3 209
2000–01	1 511	1 058	2 420	681	2 332	383	284	80	3 165
2001–02	1 520	1 024	2 375	741	2 052	368	267	77	3 136
2002–03	1 562	1 006	2 518	677	2 210	404	305	53	3 186
2003–04	1 617	1 054	2 699	698	2 359	362	284	40	3 440
2004–05	1 623	1 119	2 754	669	2 445	385	319	25	3 545
2005–06	1 583	1 010	2 887	682	2 543	330	312	38	3 431
2006–07	1 724	1 070	3 132	594	2 733	368	330	26	3 792
2007–08	1 784	1 106	3 255	600	2 682	367	351	20	3 842
2008–09	1 826	1 030	3 310	672	2 967	336	354	29	4 041
2009–10	1 855	993	3 432	589	3 037	328	433	5	4 339
2010–11	2 048	1 190	3 346	782	3 391	337	422		4 509
2011–12	2 202	1 386	3 567	861	3 850	265	411	2	5 088
2012–13	2 324	1 387	3 684	805	4 077	289	397		5 228
2013–14	2 194	1 437	3 759	853	4 334	304	495		5 514
2014–15	2 185	1 250	3 769	808	4 234	308	447		5 468
2015–16	2 246	1 329	3 971	828	4 251	392	411	1	5 535
2016–17	2 404	1 419	4 051	949	4 481	355	393		5 840
2017–18	2 334	1 466	4 486	870	4 515	415	413	1	5 851
2018–19	2 385	1 358	4 614	792	4 650	421	449		6 009
2019–20	2 367	1 269	4 271	792	4 728	361	449	1	6 035
2020–21	2 436	1 292	4 296	842	4 780	352	448		6 313
2021–22	2 536	1 420	4 168	808	4 821	352	461		6 188
2022–23	2 504	1 539	4 182	911	4 723	362	403		6 187

(h) "Other" includes state/territory not clearly specified in the source data.

(i) "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: Data may change slightly from year to year due to revisions to historical data. Ships that have made only port calls in the financial year where the target port equals the previous recorded port are excluded.

Source: *BITRE estimates based on Lloyds List Intelligence data.*

Table 9.2b Number of port calls made by ships involved in coastal or international voyages, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other[h]	Total
1999–00	3 908	3 753	5 030	1 091	4 338	1 568	706	106	20 500
2000–01	3 877	3 707	5 039	1 201	4 309	1 610	642	91	20 476
2001–02	3 755	3 575	5 067	1 271	3 600	1 651	566	88	19 573
2002–03	3 767	3 889	5 488	1 242	3 700	1 951	567	74	20 678
2003–04	3 849	3 818	5 170	1 250	3 924	1 767	542	46	20 366
2004–05	4 077	4 098	5 228	1 194	4 037	2 024	578	28	21 264
2005–06	4 203	4 137	5 814	1 277	4 338	1 957	529	51	22 306
2006–07	4 219	4 211	6 422	1 210	4 662	1 929	579	32	23 264
2007–08	4 457	4 264	6 848	1 254	4 840	1 933	630	24	24 250
2008–09	4 274	3 738	6 449	1 216	5 291	1 738	641	34	23 381
2009–10	4 155	3 495	6 675	1 135	5 385	1 570	723	6	23 144
2010–11	4 528	4 164	6 572	1 376	6 260	1 689	677		25 266
2011–12	4 665	4 148	6 812	1 637	7 133	1 399	623	2	26 419
2012–13	5 080	4 226	6 973	1 723	7 985	1 542	694		28 223
2013–14	5 062	4 208	7 345	1 790	8 964	1 560	857		29 786
2014–15	5 105	3 998	8 092	1 830	9 343	1 575	979		30 922
2015–16	4 923	4 204	8 229	1 856	9 690	1 693	895	1	31 491
2016–17	5 110	4 296	8 773	2 136	9 802	1 814	873		32 804
2017–18	4 876	4 484	9 773	2 099	9 825	2 062	988	1	34 108
2018–19	4 867	4 289	10 034	2 045	9 890	1 966	1 088		34 179
2019–20	4 583	3 933	8 027	1 853	9 641	1 848	1 111	1	30 997
2020–21	4 517	3 919	8 036	1 812	9 330	1 920	1 078		30 612
2021–22	4 601	4 147	7 613	1 914	9 306	1 748	1 038		30 367
2022–23	4 575	4 389	7 744	2 019	9 403	1 765	955		30 850

(h) "Other" includes state/territory not clearly specified in the source data.

Note: Data may change slightly from year to year due revisions to historical data. Recorded ship movements where the target port equals the previous recorded port are excluded from port call counts.

Source: BITRE estimates based on Lloyds List Intelligence data.

Table 9.3a Number of ships involved in coastal or international voyages that made port calls, by major ports

Financial year	Melbourne	Brisbane	Sydney	Fremantle	Newcastle	Gladstone	Dampier	Port Hedland
1999–00	596	763	626	719	592	422	507	326
2000–01	587	727	578	678	581	459	477	361
2001–02	589	679	560	669	617	469	240	343
2002–03	575	689	590	702	661	531	254	376
2003–04	613	715	616	712	683	637	392	332
2004–05	672	757	615	716	682	652	405	437
2005–06	597	779	604	686	652	677	459	516
2006–07	697	787	670	744	704	736	512	487
2007–08	654	793	661	708	703	794	530	481
2008–09	652	842	553	836	748	849	623	548
2009–10	634	824	476	809	809	879	648	589
2010–11	688	892	504	795	905	830	731	675
2011–12	827	992	575	906	967	910	707	797
2012–13	838	1005	541	955	1014	946	728	850
2013–14	818	907	519	940	1046	989	746	952
2014–15	734	872	509	829	1042	941	731	982
2015–16	754	894	541	875	1070	1012	721	963
2016–17	811	1024	553	936	1229	1043	718	1044
2017–18	837	1000	511	881	1215	1051	702	1086
2018–19	791	1074	550	980	1240	1144	764	1019
2019–20	727	928	531	894	1273	1121	752	1123
2020–21	748	910	465	867	1340	1107	747	1162
2021–22	841	969	474	884	1389	1074	701	1167
2022–23	923	1028	552	887	1251	1012	743	1060

Note: Data may change slightly from year to year due revisions to historical data. Ships that have made only port calls in the financial year where the target port equals the previous recorded port are excluded.

Source: *BITRE estimates based on Lloyds List Intelligence data*

Table 9.3b Number of port calls made by ships involved in coastal or international voyages, by major ports

Financial year	Melbourne	Brisbane	Sydney	Fremantle	Newcastle	Gladstone	Dampier	Port Hedland
1999–00	2 812	2 148	2 157	1 609	1 130	668	956	589
2000–01	2 776	2 052	2 053	1 611	1 153	810	950	677
2001–02	2 810	1 954	1 967	1 589	1 184	919	350	617
2002–03	3 037	2 017	1 972	1 527	1 233	1 015	345	672
2003–04	2 901	1 970	2 074	1 548	1 223	1 055	644	541
2004–05	3 191	2 079	2 149	1 447	1 338	1 096	645	800
2005–06	3 296	2 317	2 327	1 460	1 285	1 215	851	883
2006–07	3 386	2 412	2 294	1 565	1 307	1 368	929	879
2007–08	3 390	2 395	2 233	1 594	1 481	1 504	963	953
2008–09	3 032	2 267	1 886	1 688	1 490	1 518	1 187	1 172
2009–10	2 846	2 219	1 608	1 635	1 538	1 495	1 232	1 168
2010–11	3 274	2 381	1 703	1 604	1 774	1 425	1 538	1 312
2011–12	3 238	2 463	1 697	1 707	1 903	1 566	1 580	1 672
2012–13	3 313	2 473	1 781	1 829	2 119	1 631	1 746	1 913
2013–14	3 210	2 481	1 792	1 792	2 282	1 731	1 871	2 383
2014–15	3 109	2 499	1 741	1 635	2 390	1 703	1 874	2 717
2015–16	3 190	2 357	1 724	1 705	2 220	1 917	1 919	2 710
2016–17	3 328	2 729	1 784	1 763	2 322	2 132	1 790	2 869
2017–18	3 421	2 573	1 671	1 726	2 282	2 054	1 698	2 999
2018–19	3 270	2 620	1 737	1 850	2 256	2 163	1 752	2 970
2019–20	3 017	2 157	1 532	1 522	2 246	1 881	1 596	3 100
2020–21	3 042	2 134	1 402	1 424	2 222	1 885	1 486	3 174
2021–22	3 203	2 107	1 395	1 418	2 253	1 889	1 446	3 180
2022–23	3 054	2 242	1 630	1 402	2 010	1 777	1 610	3 057

Note: Data may change slightly from year to year due revisions to historical data. Recorded ship movements where the target port equals the previous recorded port are excluded from port call counts.

Source: *BITRE estimates based on Lloyds List Intelligence data*

Table 9.4a Cargo loaded (including exports) at Australian ports, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Other	Total
	million tonnes								
1995–96	76.6	18.5	106.1	13.1	190.1	9.0	6.1	1.2	420.7
1996–97	80.7	13.8	98.2	8.5	191.5	3.9	6.0	1.2	453.1
1997–98	96.3	20.6	119.0	13.8	213.7	8.6	6.4	1.2	479.6
1998–99	93.0	20.2	126.1	14.9	207.6	10.3	6.4	1.6	480.2
1999–00	90.6	22.5	141.2	14.2	225.5	11.5	6.2	1.6	513.3
2000–01	95.7	25.3	156.0	15.4	235.7	11.2	6.0	1.7	547.0
2001–02	94.6	23.7	159.5	17.0	238.1	13.5	5.4	1.5	553.4
2002–03	93.2	20.7	166.7	14.7	265.8	13.8	5.8	1.5	582.2
2003–04	98.1	21.6	172.8	15.2	282.2	13.8	6.3	1.4	611.5
2004–05	101.9	21.0	186.2	15.0	318.1	13.3	7.3	1.6	664.3
2005–06	106.4	23.1	186.0	15.6	328.6	12.0	7.6	1.8	681.2
2006–07	106.3	22.0	197.0	14.6	351.8	11.9	10.3	1.8	715.7
2007–08	114.5	20.6	199.5	16.8	386.0	13.1	11.2	2.3	764.0
2008–09	116.9	19.1	205.3	18.3	419.3	11.7	12.7	2.2	805.4
2009–10	125.1	19.2	228.8	19.2	493.7	10.9	15.0	1.9	913.9
2010–11	139.1	21.8	210.0	23.8	511.7	10.5	14.5	1.4	932.7
2011–12	155.5	26.0	218.1	27.6	571.7	8.9	13.8	1.6	1 023.3
2012–13	172.4	25.5	237.5	25.9	634.6	8.2	15.9	0.7	1 120.6
2013–14	179.8	26.3	261.6	32.2	745.5	9.4	18.6	0.0	1 273.4
2014–15	185.5	24.1	276.6	30.6	849.8	9.9	20.3	0.0	1 396.8
2015–16	179.6	23.0	289.5	25.6	897.3	10.9	19.9	0.0	1 445.8
2016–17	185.7	27.0	288.3	27.7	940.9	11.0	21.0	0.0	1 501.6
2017–18	173.0	28.1	302.5	25.8	987.8	11.9	24.4	0.0	1 553.4
2018–19	177.6	22.1	311.1	19.9	969.0	11.5	29.2	0.0	1 540.5
2019–20	179.9	20.9	310.6	22.8	1 002.7	11.7	34.2	0.0	1 582.8
2020–21	175.6	24.0	288.8	24.7	1 003.6	11.4	36.1	0.0	1 564.2

See end notes

Note: Small differences exist in historical estimates due to revised coastal freight estimates for some years.

Source: *BITRE, 2023, Australian Sea Freight 2020–21*

Table 9.4b Cargo discharged (including imports) at Australian ports, by state/territory

Financial year	NSW	VIC	QLD	SA	WA	TAS	NT	Total
				million tonnes				
1995-96	31.8	15.2	24.9	6.8	11.2	3.8	1.5	95.1
1996-97	13.3	10.3	12.2	3.6	8.5	0.4	1.4	99.9
1997-98	34.2	18.0	26.9	8.4	12.0	4.3	1.8	105.6
1998-99	30.7	21.2	27.7	7.2	11.7	4.0	1.9	104.4
1999-00	31.0	20.4	29.7	7.8	12.0	4.5	2.1	107.5
2000-01	30.9	21.2	28.8	7.5	12.0	3.9	2.1	106.5
2001-02	30.7	21.2	29.3	8.4	13.0	6.2	1.9	110.6
2002-03	31.2	22.8	31.8	8.0	14.6	5.6	1.7	115.7
2003-04	32.1	25.9	31.6	6.9	15.0	6.0	1.8	119.3
2004-05	32.5	25.8	34.3	7.3	15.2	6.7	2.2	123.9
2005-06	32.3	26.2	37.4	8.8	14.7	5.2	3.1	127.8
2006-07	34.4	26.9	39.2	7.6	16.8	4.3	6.5	135.8
2007-08	34.4	28.4	39.8	8.2	19.0	5.6	6.6	142.0
2008-09	30.1	26.2	38.5	6.9	18.5	5.4	7.7	133.2
2009-10	34.5	25.7	40.9	7.6	17.9	4.9	6.8	138.4
2010-11	35.1	28.0	41.8	7.6	19.1	5.1	7.4	144.1
2011-12	31.3	28.7	43.3	8.4	20.4	4.8	6.9	143.8
2012-13	30.1	28.4	48.1	8.4	22.1	4.8	7.8	149.8
2013-14	29.7	29.4	47.1	8.7	24.3	4.9	7.4	151.4
2014-15	31.0	29.5	46.3	9.1	22.9	5.2	7.0	151.0
2015-16	32.1	29.5	44.8	8.8	22.7	5.5	7.2	150.7
2016-17	34.0	30.7	44.6	8.9	21.7	5.2	6.1	151.2
2017-18	35.9	33.3	44.5	9.2	20.7	5.6	6.4	155.8
2018-19	36.4	33.6	43.3	9.7	20.2	5.7	6.2	155.0
2019-20	34.3	32.8	40.8	9.2	20.5	5.2	5.3	148.1
2020-21	32.9	32.8	40.0	8.9	19.2	5.3	6.0	145.2

See end notes

Note: Small differences exist in historical estimates due to revised coastal freight estimates for some years.

Source: *BITRE, 2023a, Australian Sea Freight 2020–21*

Table 9.5a Cargo loaded (including exports), by selected Australian ports

Financial year	Port Hedland	Dampier	Newcastle	Hay Point	Gladstone	Port Walcott	Weipa	Port Kembla
	million tonnes							
1995–96	63.9	70.2	53.0	45.8	27.3	25.1	9.9	17.0
1996–97	68.3	78.0	60.4	46.3	28.3	25.0	10.7	18.7
1997–98	69.5	87.5	70.0	52.0	30.2	22.2	10.9	17.7
1998–99	66.9	87.2	71.3	53.9	32.5	17.9	10.6	15.4
1999–00	65.0	92.7	68.6	64.1	35.0	26.4	13.3	14.9
2000–01	72.5	90.4	70.6	70.3	41.3	28.7	13.1	17.6
2001–02	72.5	96.4	72.0	70.3	43.2	27.0	12.9	15.3
2002–03	81.6	101.2	74.0	76.3	44.1	39.6	13.2	13.8
2003–04	89.4	101.6	79.6	78.0	48.0	43.9	13.4	12.7
2004–05	107.9	104.2	81.1	84.8	49.7	56.4	15.4	14.6
2005–06	110.2	112.1	83.1	80.3	52.0	55.2	17.8	16.2
2006–07	111.4	128.2	82.8	86.4	58.4	53.9	19.3	16.2
2007–08	129.9	137.9	90.3	80.3	60.4	56.4	22.1	16.6
2008–09	158.0	141.9	92.5	82.0	62.6	56.9	20.5	16.9
2009–10	178.1	169.4	99.8	99.3	67.0	78.7	20.4	18.0
2010–11	197.2	166.6	111.7	87.8	59.5	80.9	22.4	19.6
2011–12	243.8	173.6	126.2	83.3	66.4	81.8	24.9	20.9
2012–13	286.5	181.2	146.3	96.4	65.2	84.8	29.0	18.4
2013–14	366.6	175.7	157.1	108.3	77.1	120.3	30.7	15.7
2014–15	442.0	167.8	162.9	114.9	78.3	157.4	31.8	16.1
2015–16	455.6	169.6	160.7	115.6	92.7	187.7	33.2	12.5
2016–17	493.1	163.1	166.8	106.8	98.6	188.9	35.9	11.4
2017–18	508.9	174.3	159.7	119.5	96.6	198.9	36.9	6.1
2018–19	506.3	171.8	161.7	119.1	103.2	181.0	37.2	8.7
2019–20	529.1	164.1	165.1	111.0	101.9	193.5	42.9	8.7
2020–21	537.8	164.5	157.8	98.0	102.3	187.3	40.0	11.4

See end notes

Note: Small differences exist in historical estimates due to revised estimates for some years. Ship stores are not included.

Source: *BITRE, 2023a, Australian Sea Freight 2020–21*

Table 9.5b Cargo discharged (including imports), by selected Australian ports

Financial year	Gladstone	Port Kembla	Geelong	Townsville	Newcastle	Bunbury	Devonport	Dampier
				million tonnes				
1995–96	9.3	9.5	3.8	4.3	6.4	0.8	0.7	0.3
1996–97	9.9	9.1	4.7	4.8	6.2	0.6	0.9	0.3
1997–98	9.4	11.5	5.1	4.4	6.6	0.9	0.9	0.2
1998–99	10.1	8.7	5.9	4.9	6.4	0.8	1.1	0.3
1999–00	10.9	9.4	5.8	4.9	4.3	0.9	1.1	0.4
2000–01	11.0	9.6	6.0	4.7	3.4	1.2	1.2	0.2
2001–02	11.0	9.5	6.3	4.8	3.5	1.1	1.1	0.2
2002–03	10.9	9.7	6.1	5.6	3.1	1.1	1.3	0.7
2003–04	11.5	9.7	6.9	5.3	2.7	1.0	1.3	0.6
2004–05	13.3	9.9	7.3	5.3	2.9	1.2	1.3	0.5
2005–06	15.4	9.1	7.6	5.6	2.7	1.1	1.3	0.6
2006–07	16.1	9.4	6.8	5.2	3.2	1.2	1.0	0.8
2007–08	16.0	9.8	7.1	5.3	3.2	1.5	1.4	1.3
2008–09	16.5	7.1	6.5	4.8	3.1	1.6	1.4	1.3
2009–10	16.7	9.9	6.3	5.9	3.2	1.4	1.4	1.6
2010–11	17.0	10.2	7.4	6.0	3.3	1.6	1.4	1.0
2011–12	17.9	6.5	7.3	6.2	3.6	1.3	1.4	2.2
2012–13	21.0	5.6	7.9	6.7	3.2	1.7	1.4	1.7
2013–14	20.9	5.5	8.5	5.5	3.4	1.8	1.4	1.8
2014–15	21.3	7.1	8.3	5.2	3.9	1.8	1.5	1.5
2015–16	22.6	7.6	7.7	3.8	4.1	1.8	1.5	1.5
2016–17	23.1	8.2	8.0	2.0	4.8	1.8	1.5	0.9
2017–18	20.7	8.7	8.9	2.2	4.8	0.7	1.7	1.0
2018–19	19.1	8.5	9.1	1.9	5.2	0.5	1.7	1.2
2019–20	18.0	8.1	8.8	2.1	4.9	0.5	1.7	1.2
2020–21	18.9	8.3	7.9	2.2	4.4	0.4	1.7	1.2

See end notes

Note: Small differences exist in historical estimates due to revised estimates for some years. Ship stores are not included.

Source: *BITRE, 2023a, Australian Sea Freight 2020–21*

Table 9.6a Maritime cargo loaded (including exports), by capital city

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin
				million tonnes			
1995–96	3.8	7.7	9.4	3.4	10.9	0.7	0.9
1996–97	4.7	8.8	10.3	4.4	11.9	0.3	1.3
1997–98	5.1	9.8	9.7	4.0	13.3	0.6	0.9
1998–99	4.3	9.5	9.7	4.2	12.9	0.7	0.7
1999–00	5.1	10.5	10.7	4.6	12.9	0.9	0.6
2000–01	5.8	11.1	11.4	5.3	12.5	0.6	0.4
2001–02	5.7	11.9	11.6	6.0	12.1	1.6	0.3
2002–03	4.7	10.8	11.0	5.3	12.9	1.3	0.4
2003–04	5.0	11.4	10.8	4.7	14.2	1.4	0.8
2004–05	5.1	11.8	11.5	4.5	14.2	1.8	1.1
2005–06	6.0	12.8	12.1	5.1	14.1	0.7	1.2
2006–07	6.0	11.3	11.6	4.4	12.4	0.8	3.9
2007–08	6.4	11.5	13.4	4.4	12.7	0.8	4.5
2008–09	6.3	12.2	15.3	4.2	15.5	0.9	6.1
2009–10	6.1	12.3	15.3	4.7	15.3	0.7	6.4
2010–11	6.6	13.4	15.4	6.8	12.9	0.7	6.2
2011–12	7.3	15.1	19.2	9.2	14.3	0.9	5.5
2012–13	6.6	14.9	19.4	8.3	18.1	0.7	6.7
2013–14	6.1	15.0	17.0	8.9	19.2	0.7	7.0
2014–15	5.7	14.1	16.0	7.1	20.5	0.6	5.5
2015–16	5.8	13.3	13.6	6.7	20.0	0.8	4.8
2016–17	6.8	14.9	15.1	8.5	20.7	0.7	4.0
2017–18	6.1	15.5	14.4	8.4	19.0	0.8	4.3
2018–19	5.9	13.1	13.1	5.3	18.2	0.8	9.6
2019–20	5.5	13.6	11.7	5.6	16.6	0.7	13.8
2020–21	5.6	14.7	11.1	7.8	15.1	0.7	14.4

See end notes

Notes: Sydney includes Port Botany, Botany Bay, Gore Bay, Glebe Island, Kurnell, Port Jackson, White Bay.

Melbourne includes Appleton Dock, Holden Dock, Maribyrnong, Port Melbourne (Station Pier), South Wharf, Swanson Docks, Victoria Dock, Webb Dock, Williamstown Area, Yarraville.

Brisbane includes Fisherman Islands, Pinkenba Bulk Terminal.

Adelaide includes Pelican Point, Osborne, Outer Harbor, Port Adelaide.

Perth includes Fremantle and Kwinana.

Hobart includes Risdon Wharf.

Darwin includes Darwin Port and INPEX LNG.

Prior to 2005–06 the definition of Hobart included Spring Bay. Small differences exist in historical estimates due to revised estimates. Ship stores are not included.

Source: *BITRE, 2023b, Australian Sea Freight 2020–21*

Table 9.6b Cargo discharged (including imports), by capital city ports

Financial year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin
				million tonnes			
1995–96	12.2	10.4	9.4	5.2	8.4	1.1	0.8
1996–97	15.7	10.6	9.6	5.8	9.9	0.2	0.8
1997–98	16.0	10.8	11.4	6.3	9.2	1.1	0.8
1998–99	15.6	12.6	11.1	5.4	9.2	0.8	0.9
1999–00	17.3	12.4	12.3	5.9	9.1	0.9	1.0
2000–01	17.9	11.6	11.4	5.8	9.0	0.5	1.0
2001–02	17.6	12.4	11.7	6.2	10.1	1.1	0.8
2002–03	18.4	14.2	13.4	5.9	11.4	1.0	0.7
2003–04	19.7	15.4	13.1	4.9	11.6	1.0	1.0
2004–05	19.6	16.2	13.9	5.1	12.0	1.1	1.4
2005–06	20.5	16.2	14.4	6.4	11.1	1.1	2.0
2006–07	21.8	17.7	16.2	5.3	12.4	1.1	5.3
2007–08	21.4	18.8	16.4	6.0	13.6	1.2	5.4
2008–09	19.9	17.3	16.0	5.0	12.5	1.1	6.2
2009–10	21.3	17.3	16.6	5.6	12.1	1.0	5.3
2010–11	21.5	18.4	17.2	5.7	13.0	1.1	6.1
2011–12	21.2	19.3	17.4	6.3	13.7	0.9	5.4
2012–13	21.3	19.0	18.3	6.4	13.9	1.0	6.3
2013–14	20.7	19.3	18.2	6.6	14.4	0.9	6.5
2014–15	20.0	19.4	17.9	7.2	15.2	1.0	6.9
2015–16	20.4	19.8	16.1	6.8	14.8	1.2	7.1
2016–17	21.0	20.9	17.2	7.1	14.6	0.9	6.0
2017–18	22.4	22.8	18.3	7.1	14.6	1.0	6.3
2018–19	22.7	22.6	19.5	7.4	14.4	1.1	6.1
2019–20	21.3	22.1	17.9	7.0	14.6	1.2	5.2
2020–21	20.2	23.1	16.2	6.8	13.1	1.0	5.9

See end notes

Note: Prior to 2005–06 the definition of Hobart included Spring Bay. Small differences exist in historical estimates due to revised estimates. Ship stores are not included.

Source: *BITRE, 2023a, Australian Sea Freight 2020–21*

Table 9.7 Containers exchanged, selected Australian ports

Financial year	Melbourne	Sydney	Brisbane	Fremantle	Adelaide	Five ports
	twenty foot equivalent units (TEU) exchanged					
1993–94	801 344	587 670	228 055	169 174	64 619	1 850 862
1994–95	880 151	666 586	232 693	189 272	66 525	2 035 227
1995–96	923 142	684 714	249 439	202 680	69 355	2 129 330
1996–97	984 394	730 446	272 632	209 564	88 497	2 285 533
1997–98	1 040 810	798 209	317 568	250 802	107 912	2 515 301
1998–99	1 121 161	878 580	357 703	275 697	120 586	2 753 727
1999–00	1 287 795	1 010 509	414 449	297 363	115 506	3 125 622
2000–01	1 316 665	988 967	453 257	354 144	133 236	3 246 269
2001–02	1 420 781	1 009 453	481 623	381 809	145 226	3 438 892
2002–03	1 593 798	1 160 513	570 204	431 342	148 333	3 904 190
2003–04	1 717 718	1 270 256	639 272	457 305	169 108	4 253 659
2004–05	1 910 441	1 375 610	726 147	467 313	170 585	4 650 096
2005–06	1 929 925	1 445 465	766 278	455 428	189 391	4 786 487
2006–07	2 093 611	1 620 121	875 045	505 082	219 117	5 312 976
2007–08	2 256 644	1 778 425	940 760	573 527	280 121	5 829 477
2008–09	2 157 352	1 783 920	896 167	565 491	276 545	5 679 475
2009–10	2 236 635	1 927 520	919 242	557 039	274 501	5 768 095
2010–11	2 392 974	2 020 151	978 815	598 250	297 701	6 137 455
2011–12	2 579 098	2 036 064	1 025 069	656 918	323 834	6 620 983
2012–13	2 512 926	2 126 284	1 069 881	670 296	339 061	6 718 448
2013–14	2 532 669	2 206 401	1 097 365	703 081	382 681	6 922 197
2014–15	2 578 839	2 289 673	1 138 706	743 562	365 874	7 116 654
2015–16	2 638 536	2 323 722	1 147 173	715 107	389 684	7 214 222
2016–17	2 697 068	2 431 013	1 224 829	715 933	395 276	7 464 119
2017–18	2 929 338	2 613 361	1 349 471	768 246	407 059	8 067 475
2018–19	3 018 612	2 639 852	1 342 075	786 388	410 970	8 197 897
2019–20	2 880 791	2 494 368	1 303 513	783 437	415 986	7 878 095
2020–21	3 293 375	2 704 257	1 494 772	803 918	396 481	8 692 803
2021–22	3 232 517	2 796 679	1 536 467	792 021	383 848	8 741 532
2022–23	3 188 434	2 726 263	1 556 953	809 709	350 884	8 632 243

Sources: *BITRE, Waterline 70*
BITRE estimates

Table 9.8a Summary of the Australian trading fleet – number of vessels

Financial year	Vessel capacity			Flag	
	Major trading fleet (greater than 2000 dwt)	Other (minor) trading ships (greater than 150 gross registered tonnage and less than or equal to 2000 dwt)	Total Australian trading fleet	Total Australian registered	Total Overseas registered
2001–02	94	23	117	62	55
2002–03	93	25	118	58	60
2003–04	89	26	115	60	55
2004–05	86	21	107	58	49
2005–06	82	23	105	59	46
2006–07	86	24	110	59	51
2007–08	91	20	111	55	56
2008–09	89	22	111	56	55
2009–10	94	27	121	57	64
2010–11	94	36	130	65	65
2011–12	86	42	128	65	63
2012–13	85	45	130	67	63
2013–14	85	49	134	70	64
2014–15	89	49	138	69	69
2015–16	88	53	141	73	68
2016–17	99	50	149	70	79
2017–18	108	50	158	69	89
2018–19	99	49	148	65	83
2019–20	97	42	139	63	76
2020–21	101	41	142	56	86
2021–22	94	36	130	55	75
2022–23	101	35	136	53	83

Note: Historical vessel list data are reviewed by BITRE each year as new information becomes available. This sometimes results in revisions to historical data.

Source: *BITRE forthcoming, Australian Sea Freight 2023–24 (preliminary)*

Table 9.8b Summary of the Australian trading fleet – deadweight (tonnes)

Financial year	Vessel capacity			Flag	
	Major trading fleet (greater than 2000 dwt)	Other (minor) trading ships (greater than 150 gross registered tonnage and less than or equal to 2000 dwt)	Total Australian trading fleet	Total Australian registered	Total Overseas registered
2001–02	3 473 723	12 811	3 486 534	1 734 477	1 752 057
2002–03	3 457 486	14 622	3 472 108	1 580 392	1 891 716
2003–04	3 731 527	15 212	3 746 739	1 607 609	2 139 130
2004–05	3 302 358	12 917	3 315 275	1 464 396	1 850 879
2005–06	3 026 081	14 576	3 040 657	1 370 386	1 670 271
2006–07	3 308 506	15 646	3 324 152	1 373 446	1 950 706
2007–08	3 560 906	15 515	3 576 421	1 235 915	2 340 506
2008–09	3 343 806	13 246	3 357 052	1 164 046	2 193 006
2009–10	3 795 476	19 750	3 815 226	1 241 264	2 573 962
2010–11	3 572 276	25 624	3 597 900	1 055 472	2 542 428
2011–12	3 531 359	32 015	3 563 374	907 568	2 655 806
2012–13	4 436 384	38 416	4 474 800	666 437	3 808 363
2013–14	4 546 472	41 152	4 587 624	560 789	4 026 835
2014–15	5 078 683	43 773	5 122 456	549 466	4 572 990
2015–16	5 611 058	46 406	5 657 464	513 105	5 144 359
2016–17	6 812 930	42 364	6 855 294	532 065	6 323 229
2017–18	7 142 230	42 833	7 185 063	494 741	6 690 322
2018–19	6 624 520	42 600	6 667 120	431 058	6 236 062
2019–20	6 601 064	36 638	6 637 702	452 704	6 184 998
2020–21	7 183 359	35 579	7 218 938	434 380	6 784 558
2021–22	7 064 052	31 430	7 095 482	433 584	6 661 898
2022–23	7 138 777	32 222	7 170 999	433 056	6 737 943

Source: *BITRE forthcoming, Australian Sea Freight 2023–24 (preliminary)*

Table 9.8c Summary of the Australian trading fleet – gross tonnage (tonnes)

Financial year	Vessel capacity			Flag	
	Major trading fleet (greater than 2000 dwt)	Other (minor) trading ships (greater than 150 gross registered tonnage and less than or equal to 2000 dwt)	Total Australian trading fleet	Total Australian registered	Total Overseas registered
2001-02	2 515 439	19 186	2 534 625	1 421 136	1 113 489
2002-03	2 438 734	28 565	2 467 299	1 275 626	1 191 673
2003-04	2 703 809	36 736	2 740 545	1 379 775	1 360 770
2004-05	2 446 408	25 250	2 471 658	1 307 557	1 164 101
2005-06	2 346 281	22 776	2 369 057	1 253 895	1 115 162
2006-07	2 543 670	25 329	2 568 999	1 232 529	1 336 470
2007-08	2 739 770	24 529	2 764 299	1 146 529	1 617 770
2008-09	2 673 070	29 329	2 702 399	1 100 229	1 602 170
2009-10	3 027 360	30 580	3 057 940	1 129 020	1 928 920
2010-11	2 934 114	29 265	2 963 379	1 028 732	1 934 647
2011-12	2 888 230	39 953	2 928 183	931 167	1 997 016
2012-13	3 329 376	45 347	3 374 723	805 098	2 569 625
2013-14	3 596 394	48 170	3 644 564	748 628	2 895 936
2014-15	3 899 329	41 846	3 941 175	724 468	3 216 707
2015-16	4 148 758	44 063	4 192 821	701 901	3 490 920
2016-17	5 011 168	43 714	5 054 882	729 464	4 325 418
2017-18	5 277 941	41 251	5 319 192	698 187	4 621 005
2018-19	4 981 926	44 144	5 026 070	672 088	4 353 982
2019-20	4 978 141	35 853	5 013 994	687 072	4 326 922
2020-21	5 280 618	40 040	5 320 658	682 552	4 638 106
2021-22	5 080 436	32 518	5 112 954	684 474	4 428 480
2022-23	5 214 815	29 283	5 244 098	680 142	4 563 956

Source: *BITRE forthcoming, Australian Sea Freight 2023–24 (preliminary)*

Table 9.8d Summary of the Australian trading fleet – age distribution (percentage of total deadweight tonnes)

Financial year	0–4 years	5–9 years	10–14 years	15–19 years	20+ years	Average age (years)
2001–02	7.8	24.2	26.9	31.9	9.2	16.0
2002–03	7.6	22.6	26.5	27.1	16.1	15.5
2003–04	9.3	21.8	24.7	25.8	18.4	14.8
2004–05	3.1	31.6	22.7	15.3	27.2	16.0
2005–06	3.4	16.9	37.3	15.5	26.9	17.2
2006–07	3.3	10.2	25.4	35.3	26.0	18.0
2007–08	15.7	7.9	21.8	35.5	19.0	16.7
2008–09	20.9	10.1	22.4	23.1	23.6	16.7
2009–10	22.9	4.5	24.0	23.7	24.9	16.8
2010–11	25.6	5.7	13.5	32.0	23.2	16.3
2011–12	23.3	7.6	15.3	19.0	34.8	15.4
2012–13	22.5	24.0	14.9	10.6	28.1	13.6
2013–14	19.0	32.0	14.5	11.4	23.1	13.5
2014–15	22.6	34.2	9.6	13.5	20.1	12.9
2015–16	31.5	42.1	7.0	1.7	17.7	12.3
2016–17	28.8	40.2	11.8	6.9	12.2	13.0
2017–18	34.1	26.7	22.0	7.2	10.0	13.2
2018–19	39.4	22.2	23.2	5.0	10.2	13.6
2019–20	40.4	18.8	23.7	7.2	9.9	13.8
2020–21	33.0	21.9	28.0	10.0	7.2	13.2
2021–22	24.4	31.3	29.9	6.0	8.5	14.0
2022–23	11.4	41.3	25.4	11.3	10.5	14.9

Source: *BITRE forthcoming, Australian Sea Freight 2023–24 (preliminary)*

Table 9.9a Ships in the major trading fleet – overseas trades, 2022–23 – tankers

Name	Products	Ports called at	
		Australian	Overseas
Cesi Wenzhou	LNG	Gladstone	CHN, KOR
Dapeng Moon	LNG	Dampier	CHN, IDN
Dapeng Star	LNG	Dampier	CHN, IDN
Dapeng Sun	LNG	Dampier	CHN, IDN
Epic St.Agnes	LPG	Brisbane, Cairns, Darwin, Hastings, Sydney	FJI
Forever Prosperity	Petroleum	Adelaide, Brisbane, Cairns, Gladstone, Hay Point, Mackay, Sydney, Townsville	IDN, KOR, MYS, NZL, PHL, SGP
Gas Antasena; Inge Kosan	LPG	Brisbane, Cairns, Gladstone, Sydney	FJI, PNG, SLB, VUT
Hongkong Energy	LNG	Dampier	IDN, MYS
ICS Reliance	Petroleum	Sydney	CHN
Maea	LPG	Brisbane, Hastings, Sydney	FJI, NCL, NZL, PNG, PYF
Maran Gas Leto	LNG	Gladstone	CHN, JPN
Methane Rita Andrea	LNG	Ashburton, Barrow Island, Dampier	IDN, TWN
Nord Vision	Petroleum	Fremantle, Port Hedland, Sydney	IDN, MYS, NZL
Northwest Sanderling	LNG	Dampier	IDN, JPN
Northwest Sandpiper	LNG	Dampier	IDN, JPN
Northwest Snipe	LNG	Dampier	JPN, SGP
Northwest Stormpetrel	LNG	Dampier	IDN, JPN
Victoire	LPG	Brisbane, Hastings, Sydney	FJI, NCL, NFK, NZL, PNG, PYF
Woodside Goode	LNG	Ashburton, Dampier	IDN, JPN, KOR, TWN
Woodside Rees Withers	LNG	Ashburton, Dampier	IDN, JPN, KOR, NLD
Woodside Rogers	LNG	Ashburton, Dampier	CHN, IDN, JPN, KOR, THA, TWN

Source: *BITRE forthcoming, Australian Sea Freight 2024 (preliminary)*

Table 9.9b Ships in the major trading fleet – overseas trades, 2022–23 – bulk carriers

Name	Products	Ports called at	
		Australian	Overseas
Alpha Peace	Dry bulk	Newcastle	CHN, TWN
Aquarange	Dry bulk	Dampier, Esperance, Hay Point	CHN, IDN
Aquataine; Cape Horn	Dry bulk	Abbot Point, Port Hedland	CHN, IDN, IND, PHL
Barwon	Dry bulk	Cape Cuvier, Gove, Port Hedland, Weipa	CHN, IDN, KOR
Berge Torre	Dry bulk	Port Hedland	IDN
Cape Eternity	Iron ore	Port Hedland	IDN, SGP
CS Grace	Dry bulk	Newcastle, Port Hedland, Port Walcott	CHN, IDN
FMG Amanda	Iron ore	Port Hedland	CHN, IDN, KOR
FMG David	Iron ore	Port Hedland	CHN, IDN, SGP
FMG Grace	Iron ore	Port Hedland	CHN, IDN, SGP
FMG Matilda	Iron ore	Port Hedland	CHN, IDN
FMG Nicola	Iron ore	Port Hedland	CHN, IDN
FMG Northern Spirit	Iron ore	Port Hedland	CHN
FMG Sophia	Iron ore	Port Hedland	CHN, IDN, SGP
FMG Sydney	Iron ore	Port Hedland	CHN
Mineral Cloudbreak	Iron ore	Port Hedland	CHN, IDN
Mount Nova Terra	Iron ore	Port Hedland	CHN, IDN
Mount Tourmaline	Iron ore	Port Hedland	CHN, IDN
Nicolemy	Dry bulk	Newcastle	IND, SGP
Spica Harmony	Dry bulk	Adelaide	ARE
Yarra	Dry bulk	Cairns, Gladstone, Gove, Weipa	CHN, KOR

Source: *BITRE forthcoming, Australian Sea Freight 2024 (preliminary)*

Table 9.9c Ships in the major trading fleet – overseas trades, 2022–23 – container carriers

Name	Products	Ports called at	
		Australian	Overseas
ANL Dhambi	Containers	Gladstone, Melbourne, Newcastle, Sydney, Townsville	MYS, NZL, PNG, SGP
ANL Gippsland	Containers	Brisbane, Melbourne, Sydney	CHN, TWN
ANL Kokoda	Containers	Brisbane, Gladstone, Townsville	MYS, PNG, SGP, SLB
ANL Tasman Trader; Feeder Ace	Containers	Brisbane, Sydney	CHN, NZL
ANL Warrnambool	Containers	Adelaide, Melbourne, Sydney	NZL, USA
Antwerp Bridge	Containers	Brisbane	MYS, NZL, SGP
Capitaine Dampier	Containers	Brisbane, Melbourne, Sydney	NZL
Capitaine Tasman	Containers	Brisbane, Melbourne, Newcastle, Port Kembla, Sydney	NZL
Ela	Containers	Fremantle	MYS, SGP
Irenes Wave	Containers	Brisbane, Melbourne, Sydney	TWN
Keta	Containers	Melbourne, Sydney	NZL
Mia Schulte	Containers	Melbourne, Sydney	NZL
Navios Miami	Containers	Brisbane	CHN, NZL
OOCL Brisbane	Containers	Brisbane, Melbourne, Sydney	SGP, THA
Sunny Phoenix	Containers	Brisbane, Melbourne, Port Kembla, Sydney	KOR, TWN

Source: *BITRE forthcoming, Australian Sea Freight 2024 (preliminary)*

Table 9.9d Ships in the major trading fleet – overseas trades, 2022–23 – livestock carriers

Name	Products	Ports called at	
		Australian	Overseas
Devon Express	Livestock	Darwin, Fremantle, Townsville, Wyndham	IDN, PHL, SGP, VNM
Maysora	Livestock	Fremantle	ARE, IDN, ISR, YEM
Nine Eagle	Livestock	Broome, Cairns, Darwin, Townsville	IDN, PHL
Ocean Drover	Livestock	Fremantle, Gladstone, Portland	BRA, CHN, IDN, KOR, NZL, PHL
Ocean Swagman	Livestock	Darwin, Fremantle, Gladstone, Portland, Townsville	CHN, IDN, NZL, SGP
Ocean Ute	Livestock	Fremantle, Gladstone, Melbourne, Townsville	CHN, IDN, NZL, SGP, VNM

Source: *BITRE forthcoming, Australian Sea Freight 2024 (preliminary)*

Table 9.9e Ships in the major trading fleet – overseas trades, 2022–23 – general cargo ships

Name	Products	Ports called at	
		Australian	Overseas
ANL Darwin Trader	General cargo	Dampier, Port Hedland	IDN

Source: *BITRE forthcoming, Australian Sea Freight 2024 (preliminary)*

Table 9.9f Ships in the major trading fleet – overseas trades, 2022–23 – vehicle carriers

Name	Products	Ports called at	
		Australian	Overseas
Beluga Ace	Vehicles	Brisbane, Melbourne, Port Kembla, Townsville	JPN, KOR

Source: *BITRE forthcoming, Australian Sea Freight 2024 (preliminary)*

Table 9.10a Ships in the major trading fleet – coastal trades, 2022–23 – tankers

Name	Products	Ports called at	
		Australian	Overseas
Absolute I	Petroleum	Fremantle	
Gaschem Homer	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Sydney	FJI
Gaschem Iliad	LPG	Brisbane, Cairns, Darwin, Devonport, Gladstone, Hastings, Hobart, Sydney	
ICS Allegiance	Petroleum	Geelong, Melbourne	
Larcom	Bunker fuel	Gladstone, Yamba	

Source: *BITRE forthcoming, Australian Sea Freight 2024 (preliminary)*

Table 9.10b Ships in the major trading fleet – coastal trades, 2022–23 – bulk carriers

Name	Products	Ports called at	
		Australian	Overseas
Aburri	Zinc concentrate, lead concentrate	Bing Bong	
Adelie	Gypsum, mineral sands	Ardrossan, Brisbane, Fremantle, Geelong, Geraldton, Mackay, Melbourne, Sydney, Thevenard, Whyalla	
Akuna	Cement, fly ash	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	
CSL Reliance	Mineral sands, gypsum	Adelaide, Brisbane, Fremantle, Geelong, Geraldton, Gladstone, Melbourne, Sydney, Thevenard	SGP
Donnacona	Magnetite (iron ore)	Cape Preston, Dampier	IDN
Elanora	Gypsum, clinker, mineral sands	Brisbane, Fremantle, Geelong, Geraldton, Melbourne, Port Kembla, Sydney, Thevenard	IDN
Goliath	Cement	Devonport, Melbourne	SGP
Kondili	Cement, fly ash	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	CHN, IDN
Luga	Cement, fly ash	Adelaide, Brisbane, Gladstone, Melbourne, Newcastle, Sydney, Townsville	IDN
Mareeba	Gypsum, clinker	Ardrossan, Brisbane, Geelong, Gladstone, Hobart, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	NZL
RTM Gladstone	Bauxite	Gladstone, Weipa	CHN, KOR
RTM Piiramu	Bauxite	Gladstone, Gove, Weipa	CHN
RTM Twarra	Bauxite	Gladstone, Gove, Weipa	
RTM Wakmatha	Bauxite	Cairns, Gladstone, Gove, Weipa	SGP
RTM Weipa	Bauxite	Gladstone, Gove, Weipa	CHN
Tawaki	Gypsum, mineral sands, dolomite, sugar, salt, and coal	Ardrossan, Bell Bay, Brisbane, Devonport, Fremantle, Geelong, Gladstone, Melbourne, Port Kembla, Sydney, Thevenard, Whyalla	CHN, PHL, THA
Wunma	Zinc concentrate, lead concentrate	Karumba	
Wyuna	Cement, fly ash	Adelaide, Brisbane, Devonport, Gladstone, Melbourne, Newcastle, Sydney, Townsville	

Source: *BITRE forthcoming, Australian Sea Freight 2024 (preliminary)*

Table 9.10c Ships in the major trading fleet – coastal trades, 2022–23 – general cargo

Name	Products	Ports called at	
		Australian	Overseas
Accolade II	Limestone	Adelaide, Klein Point	
ICS Silver Lining	Containers, zinc and lead middlings, zinc concentrate, lead and alloys	Adelaide, Bell Bay, Burnie, Hobart, Port Kembla, Port Pirie, Whyalla	
John Duigan	General cargo	Devonport, King Island	
Liekut	General cargo, vehicles	Devonport, Melbourne	
Lucky Eyre	Grain	Lucky Bay	
Pioneer	Sugar	Gladstone, Hay Point, Mackay, Sydney	SGP
Searoad Mersey II	General cargo, vehicles	Devonport, Melbourne	
Spirit of Tasmania I	General cargo, vehicles	Devonport, Geelong, Melbourne, Sydney	
Spirit of Tasmania II	General cargo, vehicles	Devonport, Geelong, Melbourne	
Tasmanian Achiever II	General cargo, vehicles	Burnie, Melbourne	
Trinity Bay	General cargo	Cairns, Horn Island, Weipa	
Victorian Reliance II	General cargo, vehicles	Burnie, Melbourne	

Source: *BITRE forthcoming, Australian Sea Freight 2024 (preliminary)*

Table 9.10d Ships in the major trading fleet – coastal trades, 2022–23 – vehicle carriers

Name	Products	Ports called at	
		Australian	Overseas
Leo Spirit	Vehicles	Adelaide, Brisbane, Melbourne, Port Kembla	JPN, KOR, PNG

Source: *BITRE forthcoming, Australian Sea Freight 2024 (preliminary)*

Chapter 10:
Transport Safety

This chapter provides data on Australian safety for road, aviation, rail and maritime transport. This includes data relating to crashes, fatalities, injuries and their rates of occurrence, as well as how this differs for different demographics, states and territories (subject to data availability).

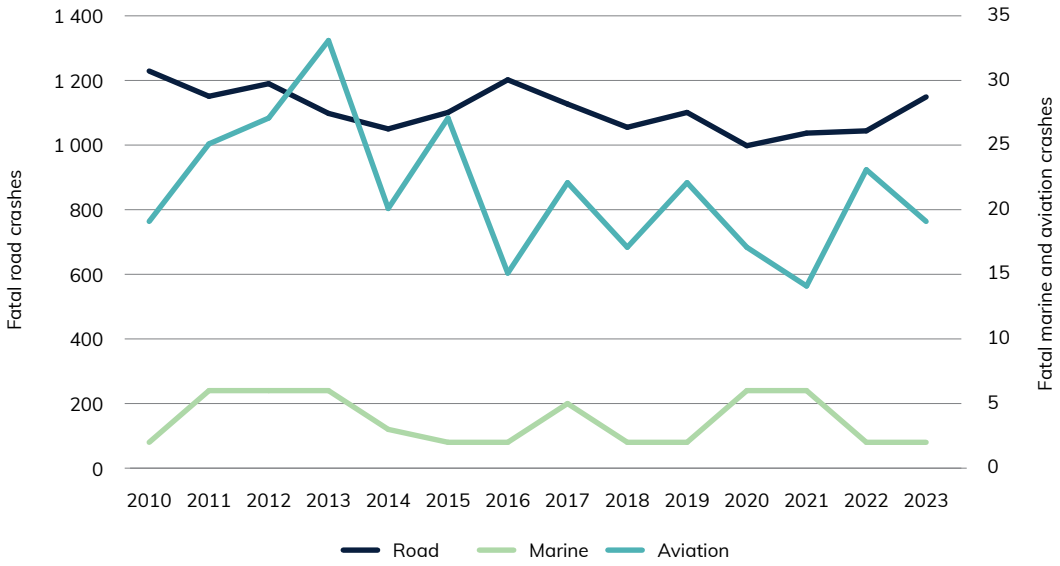
In 2023, **1,258** people died in road crashes in Australia, down from 1 737 in 2001.

Road crashes caused **40 000** people in Australia to be with hospitalised injuries in 2021 up from **27 000** in 2001.

33 aviation fatalities occurred in Australia in 2023.

On Australia's railways, **15** people died and **63** were seriously injured in 2023 (excludes suspected suicide).

Figure 21 Number of fatal crashes, by transport mode



Sources: *Australian Transport Safety Bureau, 2023, National Aviation Occurrence Database*
Australian Transport Safety Bureau, 2023, Maritime Occurrence Database
National Marine Safety Committee, 2010 - Incident Data
BITRE, 1989 to 2007, Australian Road Deaths Database
BITRE, 2008 to 2021, National Crash Database
BITRE, 2022, Australian Road Deaths Database

Figure 21 shows the number of fatal crashes over time (with road crashes on the left axis and marine and aviation crashes being on the right axis). The average number of fatal road crashes (the number of crashes or accidents which resulted in at least one death) from 2010 to 2023 is 1109. In 2023 there was 1149 fatal road crashes. Fatal aviation crashes have remained between 14 and 23 since 2016. Marine fatal crashes have remained between 2 and 6 from 2010 to 2023.

Table 10.1a Number of fatal crashes, by transport mode

Calendar year	Road	Rail	Marine	Aviation
1980				32
1981				27
1982				35
1983				30
1984				32
1985				29
1986				29
1987				25
1988				35
1989	2 407			46
1990	2 050			44
1991	1 874			28
1992	1 736			38
1993	1 737			30
1994	1 702			35
1995	1 822			33
1996	1 768			29
1997	1 601			25
1998	1 573			31
1999	1 553			25
2000	1 628			24
2001	1 584		32	27
2002	1 525		40	19
2003	1 445		39	21
2004	1 444		44	21
2005	1 472		37	24
2006	1 452		40	24
2007	1 453		41	30
2008	1 315		37	27
2009	1 346		43	23
2010	1 229		2	19
2011	1 151		6	25
2012	1 190		6	27
2013	1 098		6	33
2014	1 050		3	20
2015	1 101		2	27
2016	1 202		2	15
2017	1 127		5	22
2018	1 055		2	17
2019	1 101		2	22
2020	998		6	17
2021	1 037		6	14
2022	1 044		2	23
2023	1 149		2	19

Notes: Data are not readily available for missing years

Road fatal accidents are defined as fatal crashes

Marine accidents data from 2010 onwards were compiled using a different methodology and should not be compared with earlier results

Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database

Sources: *Australian Maritime Safety Authority, 2024, statistical enquiry*

Australian Transport Safety Bureau, 2024, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2024, Maritime Occurrence Database

National Marine Safety Committee, 2010 – Incident Data

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE, 2024, Australian Road Deaths Database

Table 10.1b Number of fatalities, by transport mode

Calendar year	Road	Rail	Marine	Aviation
1982	3 252	72		60
1983	2 755	66		54
1984	2 822	76		48
1985	2 941	66		54
1986	2 888	66		54
1987	2 772	54		39
1988	2 887	64		67
1989	2 800	67		82
1990	2 331	76		80
1991	2 113	42		52
1992	1 974	61		63
1993	1 953	52		56
1994	1 928	43		62
1995	2 017	46		51
1996	1 970	30		51
1997	1 767	43		38
1998	1 755	43		56
1999	1 764	43		46
2000	1 817	38		44
2001	1 737	53	47	46
2002	1 715	40	50	34
2003	1 621	33	43	44
2004	1 583	33	50	34
2005	1 627	35	11	45
2006	1 598	39	9	40
2007	1 603	42	12	44
2008	1 437	31	3	43
2009	1 490	28	3	25
2010	1 349	29	2	24
2011	1 277	33	6	39
2012	1 300	20	6	39
2013	1 184	7	6	46
2014	1 150		4	28
2015	1 205		2	31
2016	1 295		5	21
2017	1 223	8	11	40
2018	1 135	6	2	20
2019	1 186	12	3	34
2020	1 097	9	6	32
2021	1 130	10	6	20
2022	1 180	13	2	34
2023	1 258	15	2	33

Notes: Data are not readily available for missing years.

Aviation data includes civilian aviation casualties (VH and non-VH registered aircraft) in Australia only.

Rail fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Marine fatalities data from 2010 onwards were compiled using a different methodology and should not be compared with earlier results.

Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database.

Sources: *Australian Maritime Safety Authority, 2024, statistical enquiry*

Australian Transport Safety Bureau, 2024, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2024, Maritime Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE, 2024, Australian Road Deaths Database

National Marine Safety Committee, 2010 - Incident Data

Office of the National Rail Safety Regulator, 2024, CasualtyCrash Database

Table 10.2a Fatality rate, by transport mode (per 100,000 population)

Calendar year	Road	Rail	Marine	Aviation
1982	21.42	0.47		0.40
1983	17.90	0.43		0.35
1984	18.11	0.49		0.31
1985	18.63	0.42		0.34
1986	18.03	0.41		0.34
1987	17.04	0.33		0.24
1988	17.46	0.39		0.41
1989	16.65	0.40		0.49
1990	13.66	0.45		0.47
1991	12.23	0.24		0.30
1992	11.29	0.35		0.36
1993	11.07	0.29		0.32
1994	10.83	0.24		0.35
1995	11.20	0.26		0.28
1996	10.81	0.16		0.28
1997	9.59	0.23		0.21
1998	9.43	0.23		0.30
1999	9.38	0.23		0.24
2000	9.55	0.20		0.23
2001	9.01	0.27	0.24	0.24
2002	8.80	0.21	0.26	0.17
2003	8.22	0.17	0.22	0.22
2004	7.94	0.17	0.25	0.17
2005	8.06	0.17	0.05	0.22
2006	7.81	0.19	0.04	0.20
2007	7.70	0.20	0.06	0.21
2008	6.76	0.15	0.01	0.20
2009	6.87	0.13	0.01	0.12
2010	6.12	0.13	0.01	0.11
2011	5.72	0.15	0.03	0.17
2012	5.72	0.09	0.03	0.17
2013	5.12	0.03	0.03	0.20
2014	4.90		0.02	0.12
2015	5.06		0.01	0.13
2016	5.35		0.02	0.09
2017	4.97		0.04	0.16
2018	4.55	0.02	0.01	0.08
2019	4.68	0.05	0.01	0.13
2020	4.28	0.04	0.02	0.12
2021	4.40	0.04	0.02	0.08
2022	4.54	0.05	0.01	0.13
2023	4.72	0.06	0.01	0.12

Notes: Data are not readily available for missing years.

Population data is at June of each year

Rail fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Marine fatalities data from 2010 onwards were compiled using a different methodology and should not be compared with earlier results.

Sources: *Australian Maritime Safety Authority, 2024, statistical enquiry*

Australian Bureau of Statistics, 2024, National, State and Territory Population

Australian Transport Safety Bureau, 2024, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2024, Maritime Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE, 2023, Australian Road Deaths Database

National Marine Safety Committee, 2010, Incident Data

Office of the National Rail Safety Regulator, 2024, Casualty Crash Database

Table 10.2b Injury rate, by transport mode (per 100,000 population)

Calendar year	Road	Rail	Marine	Aviation
1990	146.27			0.44
1991	130.34			0.35
1992	123.08			0.22
1993	122.24			0.22
1994	124.30			0.33
1995	124.23			0.17
1996	120.59			0.26
1997	116.80			0.18
1998				0.16
1999				0.12
2000	141.70			0.11
2001	139.46	0.43	0.45	0.22
2002	146.70	0.50	0.59	0.16
2003	140.40	0.26	0.40	0.13
2004	145.16	0.35	0.62	0.13
2005	148.91	0.35	0.67	0.11
2006	153.63	0.65	0.78	0.03
2007	158.90	0.87	0.61	0.07
2008	157.77	0.53	0.72	0.08
2009	155.32	0.41	0.45	0.19
2010	148.76	0.18	0.11	0.10
2011	152.34	0.30	0.11	0.14
2012	149.66	0.33	0.13	0.17
2013	151.34	0.21	0.10	0.16
2014	151.28		0.16	0.08
2015	155.70		0.14	0.15
2016	161.06		0.07	0.14
2017	159.96		0.07	0.14
2018	158.59	0.29	0.09	0.13
2019	157.36	0.51	0.11	0.16
2020	148.02	0.59	0.12	0.13
2021	153.80	0.26	0.24	0.09
2022		0.18	0.11	0.12
2023		0.24		0.15

See end notes.

Notes: Data are not readily available for missing years.

Population data is as at June of each year.

In 2012 and 2017, there are breaks in the Road series as a result of a change in the criteria for patient admission in one jurisdiction each

Data for Hospitalised Injuries on roads have been revised. Minor injuries are excluded.

A hospitalised injury is defined as a person admitted to hospital.

Rail fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Marine fatalities data from 2010 onwards were compiled using a different methodology and should not be compared with earlier results. A different source is used from 2020 and cannot be compared to previous data.

Sources: *Australian Bureau of Statistics, 2024, National, State and Territory Population*

BITRE, 2023, Hospitalised injuries from Road crashes – Australia 2011-2021

Australian Transport Safety Bureau, 2024, National Aviation Occurrence Database

Australian Transport Safety Bureau, 2024, Maritime Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE, 2023, Australian Road Deaths Database

National Marine Safety Committee, 2010, Incident Data

Office of the National Rail Safety Regulator, 2024, Casualty Crash Database

Australian Transport Safety Bureau, 2012, Australian Rail Safety Occurrence Data

Australian Institute of Health and Welfare, 2012

Table 10.3a Fatality rate by transport mode (per billion passenger km travelled)

Calendar year	Road	Rail	Aviation
	deaths per billion passenger km travelled		
1977	13.43		0.21
1978	13.91		0.24
1979	13.17	0.18	0.17
1980	12.28	0.21	0.24
1981	12.47	0.27	0.22
1982	12.21	0.27	0.23
1983	10.34	0.25	0.20
1984	10.59	0.29	0.18
1985	11.04	0.25	0.20
1986	10.84	0.25	0.20
1987	10.41	0.20	0.15
1988	10.84	0.24	0.25
1989	10.51	0.25	0.31
1990	8.75	0.29	0.30
1991	7.93	0.16	0.20
1992	7.41	0.23	0.24
1993	7.33	0.20	0.21
1994	7.24	0.16	0.23
1995	7.57	0.17	0.19
1996	7.40	0.11	0.19
1997	6.63	0.16	0.14
1998	6.59	0.16	0.21
1999	6.62	0.16	0.17
2000	6.82	0.14	0.17
2001	6.52	0.20	0.17
2002	6.44	0.15	0.13
2003	6.09	0.12	0.17
2004	5.94	0.12	0.13
2005	6.11	0.13	0.17
2006	6.00	0.15	0.15
2007	6.02	0.16	0.17
2008	5.39	0.12	0.16
2009	5.59	0.11	0.09
2010	5.06	0.11	0.09
2011	4.79	0.12	0.15
2012	4.88	0.08	0.15
2013	4.44	0.03	0.17
2014	4.32		0.11
2015	4.52		0.12
2016	4.86		0.08
2017	4.59	0.03	0.15
2018	4.26	0.02	0.08
2019	4.45	0.05	0.13
2020	4.12	0.03	0.12
2021	4.24	0.04	0.08
2022	4.43	0.05	0.13
2023	4.72	0.06	0.12

Notes: Data are not readily available for missing years

Rail fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Sources: *Australian Transport Safety Bureau, 2023, National Aviation Occurrence Database*

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE, 2022, Australian Road Deaths Database

BITRE estimates

Office of the National Rail Safety Regulator, 2023, Casualty Crash Database

Table 10.3b Injury rate by transport mode (per billion passenger km travelled)

Calendar year	Road Hospitalised Injury Rate	Rail	Aviation
	serious injuries per billion passenger km travelled		
1984			0.24
1985			0.23
1986			0.22
1987			0.36
1988			0.27
1989	164.66		0.45
1990	142.81		0.36
1991	127.75		0.23
1992	120.82		0.22
1993	119.73		0.33
1994	121.44		0.17
1995	121.41		0.27
1996	118.11		0.18
1997	114.39		0.16
1998			0.12
1999			0.11
2000	138.31		0.22
2001	139.36	0.43	0.16
2002	140.26	0.50	0.13
2003	140.98	0.26	0.13
2004	141.25	0.36	0.12
2005	146.91	0.36	0.03
2006	151.95	0.66	0.07
2007	150.07	0.88	0.08
2008	152.16	0.54	0.20
2009	150.81	0.42	0.10
2010	144.17	0.17	0.15
2011	147.15	0.30	0.17
2012	144.93		0.17
2013	146.96		0.08
2014	146.81		0.15
2015	150.79		0.14
2016	156.08		0.14
2017	155.28		0.13
2018	154.35	0.29	0.16
2019	155.21	0.51	0.13
2020	145.94	0.59	0.09
2021	148.30	0.26	0.12
2022		0.18	0.11
2023		0.24	0.15

See end notes.

Notes: Data for Hospitalised Injuries on roads have been revised. Minor injuries are excluded.

A hospitalised injury is a person admitted to hospital.

Data are not readily available for missing years.

Rail fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Sources: *BITRE, 2023, Hospitalised injuries from Road crashes – Australia 2011–2021*

Australian Transport Safety Bureau, 2024, National Aviation Occurrence Database

BITRE, 1989 to 2007, Australian Road Deaths Database

BITRE, 2008 to 2021, National Crash Database

BITRE, 2023, Australian Road Deaths Database

Australian Transport Safety Bureau, 2012, Australian Rail Safety Occurrence Data

BITRE estimates

Office of the National Rail Safety Regulator, 2024, Casualty Crash Database

Australian Institute of Health and Welfare, 2012

Table 10.4a Number of road crashes, by accident severity

Calendar year	Fatal crash	Hospitalised injury crash
1989	2 407	22 158
1990	2 050	20 014
1991	1 874	17 844
1992	1 736	17 108
1993	1 737	17 164
1994	1 702	17 560
1995	1 822	17 803
1996	1 768	17 505
1997	1 601	17 150
1998	1 573	
1999	1 553	
2000	1 628	
2001	1 584	
2002	1 525	
2003	1 445	
2004	1 444	
2005	1 472	
2006	1 452	
2007	1 453	
2008	1 315	
2009	1 346	
2010	1 229	
2011	1 151	
2012	1 190	
2013	1 098	
2014	1 050	
2015	1 101	
2016	1 202	
2017	1 127	
2018	1 055	
2019	1 101	
2020	998	
2021	1 037	
2022	1 044	
2023	1 149	

See end notes

Notes: Revisions to road fatality dating back to 2008 have been made to reconcile with the National Crash database
Data are not readily available for missing years.
Hospitalised Injury crash data excludes all fatal crashes.

Sources: *BITRE, 1989 to 2007, Australian Road Deaths Database*
BITRE, 2008 to 2021, National Crash Database
BITRE, 2024, Australian Road Deaths Database

Table 10.4b Number of road casualties, by severity

Calendar year	Fatality	Hospitalised injury
1980	3 272	
1981	3 321	
1982	3 252	
1983	2 755	
1984	2 822	
1985	2 941	
1986	2 888	
1987	2 772	
1988	2 887	
1989	2 800	28 460
1990	2 331	24 961
1991	2 113	22 528
1992	1 974	21 512
1993	1 953	21 557
1994	1 928	22 133
1995	2 017	22 368
1996	1 970	21 978
1997	1 767	21 519
1998	1 755	
1999	1 764	
2000	1 817	26 963
2001	1 737	27 482
2002	1 715	27 958
2003	1 621	28 446
2004	1 583	28 886
2005	1 627	30 597
2006	1 598	32 288
2007	1 603	32 552
2008	1 437	33 524
2009	1 490	33 692
2010	1 349	32 775
2011	1 277	34 033
2012	1 300	34 024
2013	1 184	35 001
2014	1 150	35 515
2015	1 205	37 082
2016	1 295	38 963
2017	1 223	39 339
2018	1 135	39 590
2019	1 187	39 866
2020	1 097	37 966
2021	1 115	39 505
2022	1 111	
2023	1 258	

See end notes

Notes: Data are not readily available for missing years.

Data for Hospitalised Injuries have been revised. Minor injuries are excluded.

A hospitalised injury is a person admitted to hospital.

Revisions to road fatality figures dating back to 2008 have been made to reconcile with the National Crash database

In 2012 and 2017, there are breaks in the series for Hospitalised Injury as a result of a change in the criteria for patient admission in one jurisdiction each

Sources: *BITRE, 1989 to 2007, Australian Road Deaths Database*

BITRE, 2008 to 2021, National Crash Database

BITRE, 2023, Hospitalised injuries from Road crashes – Australia 2011–2021

BITRE, 2023, Australian Road Deaths Database

Australian Institute of Health and Welfare, 2012

Table 10.5a Road crash rate, by crash severity (per 100,000 population)

Calendar year	Fatal Crash	Hospitalised injury crash
1989	14.32	131.78
1990	12.01	117.28
1991	10.84	103.24
1992	9.93	97.88
1993	9.85	97.33
1994	9.56	98.62
1995	10.12	98.88
1996	9.70	96.05
1997	8.69	93.09
1998	8.45	
1999	8.26	
2000	8.56	
2001	8.22	
2002	7.82	
2003	7.33	
2004	7.24	
2005	7.30	
2006	7.10	
2007	6.98	
2008	6.19	
2009	6.21	
2010	5.58	
2011	5.15	
2012	5.23	
2013	4.75	
2014	4.47	
2015	4.62	
2016	4.97	
2017	4.58	
2018	4.23	
2019	4.35	
2020	3.89	
2021	4.04	
2022	4.01	
2023	4.31	

See end notes.

Notes: Hospitalised Injury crash data excludes all fatal crashes.
Data are not readily available for missing years.
Population data is as at June of each year.
Data are not readily available for missing years.

Sources: *BITRE, 1989 to 2007, Australian Road Deaths Database*
BITRE, 2008 to 2021, National Crash Database
BITRE, 2023, Hospitalised injuries from Road crashes – Australia 2011–2021
Australian Institute of Health and Welfare, 2012

Table 10.5b Road casualty rate, by severity (per 100,000 population)

Calendar year	Fatalities	Hospitalised injury
1980	22.27	
1981	22.25	
1982	21.42	
1983	17.90	
1984	18.11	
1985	18.63	
1986	18.03	
1987	17.04	
1988	17.46	
1989	16.65	169.26
1990	13.66	146.27
1991	12.23	130.34
1992	11.29	123.08
1993	11.07	122.24
1994	10.83	124.30
1995	11.20	124.23
1996	10.81	120.59
1997	9.59	116.80
1998	9.43	
1999	9.38	
2000	9.55	141.70
2001	9.01	142.58
2002	8.80	143.41
2003	8.22	144.24
2004	7.94	144.92
2005	8.06	151.64
2006	7.81	157.88
2007	7.70	156.29
2008	6.76	157.77
2009	6.87	155.32
2010	6.12	148.76
2011	5.72	152.34
2012	5.72	149.66
2013	5.12	151.34
2014	4.90	151.28
2015	5.06	155.70
2016	5.35	161.06
2017	4.97	159.96
2018	4.55	158.59
2019	4.69	157.36
2020	4.28	148.02
2021	4.34	153.80
2022	4.27	
2023	4.72	

See end notes.

Notes: Data for Hospitalised Injuries have been revised. Minor injuries are excluded.

A hospitalised injury is defined as a person admitted to hospital.

Data are not readily available for missing years.

Data are not readily available for missing years.

In 2012 and 2017, there are breaks in the series for Hospitalised Injury as a result of a change in the criteria for patient admission in one jurisdiction each

Sources: *BITRE, 1989 to 2007, BITRE, Australian Road Deaths Database*

BITRE, 2008 to 2021, BITRE, National Crash Database

BITRE, 2023, Australian Road Deaths Database

BITRE, 2023, Hospitalised injuries from Road crashes – Australia 2011–2021

Australian Institute of Health and Welfare, 2012

Table 10.6a Number of fatal road crashes, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
1989	784	681	376	201	214	68	57	26	2 407
1990	702	492	347	187	181	63	54	24	2 050
1991	585	435	359	166	187	66	60	16	1 874
1992	576	365	363	142	171	59	42	18	1 736
1993	518	381	357	191	191	47	41	11	1 737
1994	552	345	364	143	195	52	36	15	1 702
1995	563	371	408	163	194	53	56	14	1 822
1996	538	382	338	162	220	53	58	17	1 768
1997	525	346	321	123	184	29	56	17	1 601
1998	491	348	257	152	199	47	59	20	1 573
1999	506	345	273	132	189	47	44	17	1 553
2000	543	373	275	151	184	38	48	16	1 628
2001	486	404	296	137	151	52	43	15	1 584
2002	501	361	283	138	159	35	40	8	1 525
2003	483	294	284	136	155	39	44	10	1 445
2004	458	312	289	128	162	52	34	9	1 444
2005	459	314	296	127	151	49	51	25	1 472
2006	449	309	313	104	181	43	41	12	1 452
2007	405	289	338	107	214	39	47	14	1 453
2008	353	278	294	87	185	37	67	14	1 315
2009	408	268	296	104	176	52	31	11	1 346
2010	365	259	236	105	175	28	46	15	1 229
2011	336	259	227	95	167	23	38	6	1 151
2012	336	261	255	86	171	29	40	12	1 190
2013	316	225	246	89	148	34	33	7	1 098
2014	285	223	199	96	172	31	34	10	1 050
2015	326	231	219	96	142	31	42	14	1 101
2016	356	275	238	77	173	32	40	11	1 202
2017	351	240	228	93	152	31	27	5	1 127
2018	326	202	224	75	146	31	42	9	1 055
2019	329	248	197	110	154	29	28	6	1 101
2020	264	195	251	85	137	32	28	6	998
2021	260	203	246	94	158	33	32	11	1 037
2022	263	239	208	68	161	45	45	15	1 044
2023	303	262	264	109	148	35	24	4	1 149

Note: Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database

Sources: *BITRE, 2005 to 2007, Australian Road Deaths Database*
BITRE, 2008 to 2021, National Crash Database
BITRE, 2024, Australian Road Deaths Database

Table 10.6b Number of road fatalities, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
1972	1 092	915	572	312	340	106	53	32	3 422
1973	1 230	935	638	329	358	105	55	29	3 679
1974	1 275	806	589	382	334	111	44	31	3 572
1975	1 288	910	635	339	304	122	64	32	3 694
1976	1 264	938	569	307	308	108	51	38	3 583
1977	1 268	954	572	306	290	112	47	29	3 578
1978	1 384	869	612	291	345	106	68	30	3 705
1979	1 288	846	616	309	279	93	53	24	3 508
1980	1 303	657	557	269	293	100	63	30	3 272
1981	1 291	766	594	222	238	111	70	29	3 321
1982	1 253	709	602	270	236	96	60	26	3 252
1983	966	664	510	266	203	70	48	28	2 755
1984	1 037	657	505	232	221	83	50	37	2 822
1985	1 067	683	502	268	243	78	67	33	2 941
1986	1 029	668	481	288	228	91	71	32	2 888
1987	959	705	442	256	213	77	84	36	2 772
1988	1 037	701	539	223	230	75	51	31	2 887
1989	959	776	428	222	242	80	61	32	2 800
1990	797	548	399	226	196	71	68	26	2 331
1991	663	503	395	184	207	77	67	17	2 113
1992	649	396	416	165	200	74	54	20	1 974
1993	581	435	396	218	209	58	44	12	1 953
1994	646	377	418	159	211	59	41	17	1 928
1995	620	418	456	181	209	57	61	15	2 017
1996	581	417	385	181	247	64	72	23	1 970
1997	576	377	360	148	197	32	60	17	1 767
1998	556	390	279	168	223	48	69	22	1 755
1999	577	383	314	151	218	53	49	19	1 764
2000	603	407	317	166	212	43	51	18	1 817
2001	524	444	324	153	165	61	50	16	1 737
2002	561	397	322	154	179	37	55	10	1 715
2003	539	330	310	157	180	41	53	11	1 621
2004	510	343	311	139	178	58	35	9	1 583
2005	508	346	330	148	163	51	55	26	1 627
2006	508	337	335	117	200	55	45	13	1 598
2007	435	332	360	124	235	45	58	14	1 603
2008	374	303	328	99	205	39	75	14	1 437
2009	453	290	331	119	191	63	31	12	1 490
2010	405	287	249	118	192	30	50	18	1 349
2011	364	287	269	103	179	24	45	6	1 277
2012	369	282	280	94	183	31	49	12	1 300
2013	333	243	271	97	161	35	37	7	1 184
2014	307	248	223	108	182	33	39	10	1 150
2015	350	252	243	102	161	33	49	15	1 205
2016	380	290	251	86	196	36	45	11	1 295
2017	389	259	247	100	160	32	31	5	1 223
2018	347	213	245	80	159	32	50	9	1 135
2019	353	266	220	114	164	29	35	6	1 187
2020	284	211	278	93	155	38	31	7	1 097
2021	275	218	275	99	166	36	35	11	1 115
2022	281	241	222	71	175	51	52	18	1 111
2023	340	296	277	117	158	35	31	4	1 258

Note: Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database

Sources: *1971 to 1988, Federal Office of Road Safety Monograph 23, 1998*
BITRE, 2005 to 2007, Australian Road Deaths Database
BITRE, 2008 to 2021, National Crash Database
BITRE, 2023, Australian Road Deaths Database

Table 10.6c Number of road fatalities, by road user type

Calendar year	Driver	Passenger	Pedestrian	Motorcyclist	Pedal cyclist	Total
2005	775	347	226	233	41	1 627
2006	757	336	228	238	39	1 598
2007	785	336	204	237	41	1 603
2008	665	304	191	246	28	1 437
2009	703	334	196	225	31	1 490
2010	631	285	172	223	38	1 349
2011	571	287	185	199	35	1 277
2012	605	265	173	221	33	1 300
2013	551	206	162	214	50	1 184
2014	533	228	150	191	44	1 150
2015	554	254	162	201	30	1 205
2016	620	211	183	251	30	1 295
2017	567	234	167	212	39	1 223
2018	518	207	178	191	35	1 135
2019	567	206	159	214	39	1 187
2020	535	191	136	190	42	1 097
2021	524	176	133	237	42	1 115
2022	518	173	152	228	31	1 111
2023	602	207	156	252	34	1 258

Notes: Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database
The total includes deaths to persons with road user type not recorded.

Sources: *BITRE, 2005 to 2007, Australian Road Deaths Database*
BITRE, 2008 to 2021, National Crash Database
BITRE, 2023, Australian Road Deaths Database

Table 10.6d Number of road fatalities, by age-group (years)

Calendar year	0 to 16	17 to 25	26 to 39	40 to 64	65 to 74	≥ 75
2005	110	426	414	408	112	154
2006	118	435	393	424	98	129
2007	101	392	412	451	101	145
2008	86	377	344	395	86	147
2009	106	361	354	446	93	130
2010	74	336	305	415	96	122
2011	92	281	274	398	84	148
2012	69	283	300	400	96	150
2013	65	230	243	372	118	156
2014	65	235	251	358	109	131
2015	64	227	272	374	117	151
2016	60	266	291	412	103	163
2017	49	244	238	389	120	182
2018	52	227	258	353	114	129
2019	47	238	254	372	106	169
2020	55	208	290	332	75	133
2021	62	210	242	348	111	136
2022	61	213	244	353	111	128
2023	62	242	280	381	138	153

Notes: Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database
Fatality data totals in previous tables include unknowns which may not be reported in this table by age group

Sources: *BITRE, 2005 to 2007, Australian Road Deaths Database*
BITRE, 2008 to 2021, National Crash Database
BITRE, 2023, Australian Road Deaths Database

Table 10.6e Number of road fatalities, by gender

Calendar year	Females	Males	Total
2005	443	1 182	1 627
2006	405	1 191	1 598
2007	431	1 172	1 603
2008	375	1057	1437
2009	406	1078	1490
2010	366	980	1349
2011	350	925	1277
2012	368	931	1300
2013	332	851	1184
2014	330	818	1150
2015	337	868	1205
2016	338	956	1295
2017	323	900	1223
2018	289	845	1135
2019	280	905	1187
2020	298	795	1097
2021	270	844	1115
2022	284	826	1111
2023	305	953	1258

Notes: Revisions to road figures dating back to 2008 have been made to reconcile with the National Crash database
The total includes deaths to persons with gender not specified as male or female.

Sources: *BITRE, 2005 to 2007, Australian Road Deaths Database*
BITRE, 2008 to 2021, National Crash Database
BITRE, 2023, Australian Road Deaths Database

Table 10.7a Fatal road crash rate, by state/territory (per 100,000 population)

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
1989	13.6	15.8	13.3	14.2	13.6	14.9	35.4	9.4	14.3
1990	12.0	11.2	12.0	13.1	11.2	13.6	33.0	8.5	12.0
1991	9.9	9.8	12.1	11.5	11.4	14.1	36.3	5.5	10.8
1992	9.7	8.2	12.0	9.8	10.3	12.6	24.9	6.1	9.9
1993	8.6	8.5	11.5	13.1	11.4	10.0	23.9	3.7	9.8
1994	9.1	7.7	11.5	9.8	11.4	11.0	20.6	5.0	9.6
1995	9.2	8.2	12.6	11.1	11.2	11.2	31.2	4.6	10.1
1996	8.7	8.4	10.2	11.0	12.4	11.1	31.4	5.5	9.7
1997	8.4	7.6	9.6	8.3	10.2	6.1	29.5	5.5	8.7
1998	7.8	7.6	7.5	10.2	10.9	9.9	30.6	6.4	8.5
1999	7.9	7.4	7.9	8.9	10.2	9.9	22.4	5.4	8.3
2000	8.4	7.9	7.8	10.1	9.8	8.0	24.1	5.0	8.6
2001	7.4	8.5	8.3	9.1	7.9	11.0	21.3	4.7	8.2
2002	7.6	7.5	7.7	9.1	8.2	7.4	19.8	2.5	7.8
2003	7.3	6.0	7.6	8.9	7.9	8.1	21.8	3.1	7.3
2004	6.9	6.3	7.5	8.4	8.2	10.8	16.8	2.7	7.2
2005	6.9	6.3	7.6	8.3	7.5	10.1	24.8	7.5	7.3
2006	6.7	6.1	7.8	6.7	8.8	8.8	19.6	3.6	7.1
2007	5.9	5.6	8.2	6.8	10.2	7.9	22.0	4.1	7.0
2008	5.1	5.3	7.0	5.5	8.5	7.4	30.5	4.0	6.2
2009	5.8	5.0	6.8	6.5	7.9	10.3	13.7	3.1	6.2
2010	5.1	4.7	5.4	6.5	7.6	5.5	20.0	4.1	5.6
2011	4.7	4.7	5.1	5.8	7.1	4.5	16.4	1.6	5.2
2012	4.6	4.6	5.6	5.2	7.1	5.7	17.0	3.2	5.2
2013	4.3	3.9	5.3	5.3	6.0	6.6	13.7	1.8	4.7
2014	3.8	3.8	4.2	5.7	6.8	6.0	14.0	2.6	4.5
2015	4.3	3.8	4.6	5.6	5.6	6.0	17.2	3.5	4.6
2016	4.6	4.5	4.9	4.5	6.8	6.2	16.3	2.7	5.0
2017	4.5	3.8	4.6	5.4	5.9	5.9	10.9	1.2	4.6
2018	4.1	3.1	4.5	4.3	5.6	5.8	17.0	2.1	4.2
2019	4.1	3.8	3.9	6.2	5.8	5.3	11.4	1.4	4.3
2020	3.3	2.9	4.9	4.7	5.0	5.7	11.3	1.3	3.9
2021	3.2	3.1	4.7	5.2	5.7	5.8	12.9	2.4	4.0
2022	3.2	3.6	3.9	3.7	5.8	7.9	18.0	3.3	4.0
2023	3.6	3.8	4.8	5.9	5.1	6.1	9.5	0.9	4.3

Sources: *Australian Bureau of Statistics, 2023, National, State and Territory Population*
BITRE, 1989 to 2007, Australian Road Deaths Database
BITRE, 2008 to 2022, National Crash Database
BITRE, 2023, Australian Road Deaths Database

Table 10.7b Road fatality rate, by state/territory (per 100,000 population)

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
1972	22.8	25.0	30.1	25.7	31.4	26.5	57.6	20.0	25.7
1973	25.4	25.2	32.7	26.8	32.5	26.0	56.6	16.7	27.2
1974	26.1	21.5	29.3	30.8	29.6	27.3	42.7	16.6	26.0
1975	26.1	24.0	31.0	26.8	26.3	29.7	68.9	16.1	26.6
1976	25.5	24.6	27.2	24.1	26.1	26.2	51.9	18.3	25.5
1977	25.4	24.9	26.9	23.8	24.1	27.0	45.2	13.6	25.2
1978	27.4	22.5	28.2	22.5	28.1	25.4	61.8	13.8	25.8
1979	25.2	21.8	27.8	23.7	22.4	22.1	46.4	10.9	24.2
1980	25.2	16.8	24.6	20.6	23.1	23.6	53.3	13.4	22.3
1981	24.7	19.4	25.3	16.8	18.3	26.0	57.1	12.7	22.3
1982	23.6	17.8	24.8	20.3	17.6	22.3	46.0	11.2	21.4
1983	18.0	16.5	20.5	19.8	14.8	16.2	35.3	11.7	17.9
1984	19.2	16.1	20.0	17.1	15.9	19.0	35.2	15.1	18.1
1985	19.5	16.6	19.5	19.5	17.1	17.6	45.1	13.1	18.6
1986	18.6	16.1	18.3	20.8	15.6	20.4	46.0	12.4	18.0
1987	17.1	16.7	16.5	18.4	14.2	17.1	53.1	13.6	17.0
1988	18.2	16.4	19.7	15.9	15.0	16.6	32.1	11.4	17.5
1989	16.6	18.0	15.1	15.6	15.3	17.6	37.8	11.6	16.7
1990	13.7	12.5	13.8	15.8	12.2	15.4	41.5	9.2	13.7
1991	11.2	11.4	13.3	12.7	12.7	16.5	40.5	5.9	12.2
1992	10.9	8.9	13.8	11.3	12.1	15.7	32.0	6.8	11.3
1993	9.7	9.7	12.8	14.9	12.4	12.3	25.6	4.0	11.1
1994	10.7	8.4	13.2	10.9	12.4	12.5	23.4	5.6	10.8
1995	10.2	9.3	14.1	12.4	12.0	12.0	34.0	4.9	11.2
1996	9.4	9.2	11.7	12.3	14.0	13.5	39.0	7.4	10.8
1997	9.2	8.3	10.7	10.0	11.0	6.7	31.6	5.5	9.6
1998	8.8	8.5	8.2	11.3	12.2	10.1	35.8	7.1	9.4
1999	9.1	8.2	9.1	10.1	11.8	11.2	25.0	6.0	9.4
2000	9.4	8.7	9.0	11.1	11.3	9.1	25.6	5.7	9.5
2001	8.0	9.3	9.1	10.2	8.7	12.9	24.8	5.0	9.0
2002	8.5	8.2	8.8	10.2	9.3	7.8	27.2	3.1	8.8
2003	8.1	6.8	8.3	10.3	9.2	8.6	26.3	3.4	8.2
2004	7.7	7.0	8.1	9.1	9.0	12.0	17.3	2.7	7.9
2005	7.6	6.9	8.4	9.6	8.1	10.5	26.7	7.8	8.1
2006	7.5	6.7	8.4	7.5	9.8	11.2	21.5	3.9	7.8
2007	6.4	6.4	8.8	7.9	11.2	9.1	27.1	4.1	7.7
2008	5.4	5.8	7.8	6.2	9.4	7.8	34.1	4.0	6.8
2009	6.4	5.4	7.6	7.4	8.5	12.5	13.7	3.4	6.9
2010	5.7	5.3	5.7	7.3	8.4	5.9	21.8	5.0	6.1
2011	5.0	5.2	6.0	6.3	7.6	4.7	19.5	1.6	5.7
2012	5.1	5.0	6.1	5.7	7.5	6.1	20.8	3.2	5.7
2013	4.5	4.2	5.8	5.8	6.5	6.8	15.3	1.8	5.1
2014	4.1	4.2	4.7	6.4	7.2	6.4	16.1	2.6	4.9
2015	4.6	4.2	5.1	6.0	6.3	6.4	20.0	3.8	5.1
2016	4.9	4.7	5.2	5.0	7.7	7.0	18.3	2.7	5.4
2017	5.0	4.1	5.0	5.8	6.2	6.1	12.5	1.2	5.0
2018	4.4	3.3	4.9	4.6	6.1	6.0	20.2	2.1	4.5
2019	4.4	4.1	4.3	6.5	6.2	5.3	14.2	1.4	4.7
2020	3.5	3.2	5.4	5.2	5.7	6.8	12.5	1.6	4.3
2021	3.4	3.3	5.3	5.5	6.0	6.3	14.1	2.4	4.3
2022	3.4	3.6	4.2	3.9	6.3	8.9	20.8	3.9	4.3
2023	4.1	4.3	5.1	6.3	5.5	6.1	12.3	0.9	4.7

Sources: *Australian Bureau of Statistics, 2023, National, State and Territory Population*
1971 to 1988, Federal Office of Road Safety Monograph 23, 1998
BITRE, 1989 to 2007, Australian Road Deaths Database
BITRE, 2008 to 2021, National Crash Database
BITRE, 2023, Australian Road Deaths Database

Table 10.8a Number of persons with hospitalised injuries due to road crashes, by state/territory

Year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Australia
1989	8 233	9 356	3 955	2 491	2 996	705	503	221	28 460
1990	7 466	7 117	3 970	2 397	2 643	607	544	217	24 961
1991	6 702	6 198	3 825	2 058	2 565	538	430	212	22 528
1992	6 398	5 929	3 961	1 599	2 554	490	403	178	21 512
1993	6 337	5 953	4 027	1 549	2 583	522	430	156	21 557
1994	6 244	6 045	4 576	1 514	2 660	523	386	185	22 133
1995	6 127	6 124	4 605	1 521	2 890	528	401	172	22 368
1996	5 975	6 077	4 469	1 701	2 592	439	480	245	21 978
1997	6 141	5 781	4 145	1 509	2 899	420	402	222	21 519
1998									
1999									
2000									26 963
2001		8 157	4 915	2 225	2 028	587	408	267	27 482
2002	8 813	8 028	5 169	2 313	1 975	586	440	256	27 958
2003	8 920	8 052	5 250	2 288	2 169	585	458	311	28 446
2004	9 263	7 838	5 556	2 149	2 333	598	435	320	28 886
2005	9 777	8 329	5 900	2 271	2 333	715	366	459	30 597
2006	10 410	8 273	6 319	2 466	2 618	749	518	506	32 288
2007	9 810	8 796	6 545	2 480	2 782	709	462	513	32 552
2008	9 894	8 879	7 042	2 401	2 964	730	536	609	33 524
2009	9 977	8 606	7 074	2 407	3 161	689	535	628	33 692
2010	10 139	8 636	6 242	2 369	3 228	537	541	578	32 775
2011	10 618	9 326	6 322	2 359	3 442	493	456	537	34 033
2012	11 121	8 098	6 813	2 311	3 493	536	496	601	34 024
2013	11 421	7 784	7 821	2 221	3 475	570	561	573	35 001
2014	11 313	8 523	7 725	2 381	3 154	646	575	542	35 515
2015	11 084	9 198	8 306	2 467	3 183	677	691	700	37 082
2016	11 474	10 360	8 702	2 654	3 031	657	709	654	38 963
2017	11 016	10 794	9 134	2 394	3 195	659	703	632	39 339
2018	9 794	11 453	9 381	2 489	3 274	781	832	712	39 590
2019	9 942	11 392	9 515	2 457	3 534	708	656	665	39 866
2020	9 274	9 884	9 801	2 503	3 636	778	787	629	37 966
2021	9 003	11 130	10 447	2 632	3 568	805	710	740	39 505

See end notes.

Notes: Includes non-fatal serious injuries that were sustained in an accident that involved a fatality.

Revisions have been applied back to 2011.

There is a break in the NSW and Australia series in 2017 as, from June 2017, episodes of care delivered entirely within a designated NSW emergency department or urgent care centre are no longer categorised as admissions.

There is a break in the Victoria and Australia series in 2012 as Victoria changed case inclusion criteria to exclude cases cared for solely in Emergency Departments from 1 July 2012.

Totals for Australia may not match the sums of the states and territories as they include hospitalised injuries where a person's residence was unrecorded or migratory/offshore.

A hospitalised injury is a person admitted to hospital.

Data are not readily available for missing years.

Sources: *Australian Institute of Health and Welfare, 2012*

BITRE, 2023, Hospitalised injuries from Road crashes – Australia 2011–2021

Table 10.8b Number of persons with hospitalised injuries due to road crashes, by age (Male)

Year	0–7	8–16	17–25	26–39	40–64	65–74	75+	Unknown	Total
2011	441	1 741	5 478	5 665	7 022	1 069	905	0	22 321
2012	457	1 645	5 446	5 716	7 123	1 054	990	0	22 431
2013	439	1 670	5 289	5 861	7 505	1 195	998	0	22 957
2014	459	1 559	5 082	5 950	7 792	1 303	1 075	1	23 221
2015	424	1 721	5 108	6 012	8 207	1 313	1 135	0	23 920
2016	424	1 763	5 488	6 249	8 389	1 494	1 204	0	25 011
2017	418	1 762	5 444	6 363	8 572	1 519	1 178	0	25 256
2018	431	1 698	5 297	6 412	8 610	1 618	1 249	0	25 315
2019	422	1 784	5 245	6 253	8 615	1 699	1 347	0	25 365
2020	412	2 055	5 249	6 274	8 391	1 620	1 177	0	25 178
2021	416	2 150	5 226	6 186	8 702	1 795	1 313	0	25 788

See end notes.

Sources *BITRE, September 2023*

Table 10.8c Number of persons with hospitalised injuries due to road crashes, by age (Female)

Year	0–7	8–16	17–25	26–39	40–64	65–74	75+	Unknown	Total
2011	278	779	2 616	2 501	3 638	899	1 001	0	11 712
2012	293	682	2 589	2 535	3 539	887	1 068	0	11 593
2013	293	713	2 563	2 610	3 839	962	1 062	0	12 042
2014	270	672	2 646	2 718	3 874	1 042	1 072	0	12 294
2015	326	718	2 774	2 965	3 991	1 152	1 235	0	13 161
2016	312	713	2 986	3 202	4 360	1 183	1 196	0	13 952
2017	322	736	3 024	3 145	4 365	1 258	1 233	0	14 083
2018	293	724	3 011	3 324	4 362	1 258	1 301	0	14 273
2019	282	711	2 857	3 388	4 553	1 369	1 339	0	14 499
2020	302	744	2 720	2 924	3 951	1 158	982	0	12 781
2021	291	713	2 783	3 237	4 324	1 223	1 145	0	13 716

See end notes.

Sources *BITRE, September 2023*

Table 10.8d Number of persons with hospitalised injuries due to road crashes, by user (Male)

Calendar year	Car driver	Car pass-enger	Car unkown posi-tion	Motor-cyclist	Pedal cyclist	Pedes-trian	Heavy trans-port driver	Heavy trans-port driver	Heavy trans-port unknown position	Pick-up truck or van occupant	Bus occu-pant	Other or unknown	Total
2011	5 880	2 045	502	6 828	4 266	1 581	444	34	50	195	74	422	22 321
2012	5 789	2 044	489	6 954	4 439	1 559	403	36	43	218	88	369	22 431
2013	5 763	1 981	417	7 190	4 945	1 553	407	30	28	191	92	360	22 957
2014	5 806	1 835	371	7 496	5 218	1 430	367	33	40	193	85	347	23 221
2015	6 256	1 985	404	7 417	5 291	1 450	437	35	22	204	101	318	23 920
2016	6 804	2 087	415	7 622	5 385	1 521	394	29	36	234	108	376	25 011
2017	6 857	1 917	391	7 868	5 567	1 486	435	28	31	209	89	378	25 256
2018	6 966	2 057	447	7 729	5 434	1 467	423	53	42	226	98	373	25 315
2019	6 658	1 871	404	7 944	5 785	1 524	406	40	40	212	98	383	25 365
2020	6 588	1 757	363	7 752	6 385	1 189	402	33	34	241	72	362	25 178
2021	6 725	1 797	381	7 891	6 425	1 389	372	38	34	269	60	407	25 788

See end notes.

Sources *BITRE, September 2023*

Table 10.8e Number of persons with hospitalised injuries due to road crashes, by user (Female)

Calendar year	Car driver	Car pass-enger	Car unkown posi-tion	Motor-cyclist	Pedal cyclist	Pedes-trian	Heavy trans-port driver	Heavy trans-port driver	Heavy trans-port unknown position	Pick-up truck or van occupant	Bus occu-pant	Other or unknown	Total
2011	5 068	2 808	387	737	1 125	1 173	11	18	5	52	140	188	11 712
2012	5 017	2 694	406	774	1 182	1 113	13	11	5	55	129	194	11 593
2013	5 178	2 847	401	827	1 317	1 104	8	10	1	39	134	176	12 042
2014	5 316	2 790	357	838	1 418	1 124	10	22	8	46	204	161	12 294
2015	5 907	2 972	408	881	1 425	1 177	7	8	1	45	145	185	13 161
2016	6 390	3 016	393	904	1 519	1 222	9	13	3	64	175	244	13 952
2017	6 410	3 185	386	871	1 509	1 228	12	21	1	62	176	222	14 083
2018	6 629	3 149	417	894	1 523	1 194	14	16	5	53	149	230	14 273
2019	6 823	3 118	393	980	1 517	1 189	19	12	7	48	156	237	14 499
2020	5 626	2 587	367	931	1 946	913	10	15	6	59	101	220	12 781
2021	6 602	2 698	336	992	1 737	945	11	18	2	72	109	194	13 716

See end notes.

Sources *BITRE, September 2023*

Table 10.9 Hospitalised road injury rate, by state/territory (per 100,000 population)

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Australia
1989	142.5	216.6	139.9	175.5	189.8	154.9	312.1	79.9	169.3
1990	128.0	162.5	136.9	167.4	163.9	131.3	332.3	76.9	146.3
1991	113.6	140.2	129.2	142.3	156.8	115.3	259.8	73.3	130.3
1992	107.4	133.2	131.0	109.9	154.0	104.3	239.1	60.4	123.1
1993	105.7	133.4	130.1	106.2	153.9	110.6	250.4	52.0	122.2
1994	103.3	135.1	144.5	103.5	156.0	110.5	220.7	61.2	124.3
1995	100.4	136.2	142.2	103.8	166.5	111.3	223.3	56.2	124.2
1996	96.7	134.0	135.3	115.8	146.6	92.3	260.1	79.1	120.6
1997	98.3	126.5	123.5	102.3	161.2	88.4	211.9	71.5	116.8
1998									
1999									
2000									141.7
2000-01	132.6	159.8	130.8	150.4	106.1	130.2	217.5	72.4	139.5
2001-02	137.6	172.2	143.4	147.0	107.5	118.6	225.5	90.7	146.7
2002-03	128.6	166.2	137.0	151.6	103.2	120.0	220.3	74.6	140.4
2003-04	139.3	159.9	141.9	150.4	115.5	125.0	213.7	100.1	145.2
2004-05	140.8	165.3	151.7	144.9	117.7	132.0	192.3	109.6	148.9
2005-06	150.5	163.9	151.0	151.9	120.9	150.8	195.8	147.5	153.6
2006-07	151.7	167.5	161.3	154.4	131.1	150.4	236.0	159.3	158.9
2008	142.5	168.9	166.9	151.1	136.5	146.4	243.8	174.8	157.8
2009	141.4	160.2	163.4	149.6	141.1	136.6	236.7	177.0	155.3
2010	141.9	158.1	141.7	145.6	140.9	105.5	235.4	159.8	148.8
2011	147.1	168.4	141.2	143.9	146.3	96.4	197.2	145.9	152.3
2012	152.3	143.3	149.1	139.5	144.0	104.7	210.2	159.6	149.7
2013	154.3	134.8	168.1	132.9	139.7	111.3	232.1	149.5	151.3
2014	150.7	144.6	163.7	141.1	125.3	125.8	236.7	139.4	151.3
2015	145.5	152.7	173.8	145.1	125.3	131.4	282.4	176.9	155.7
2016	148.4	167.8	179.6	154.9	118.6	127.0	288.6	162.2	161.1
2017	140.2	171.3	185.4	138.5	123.6	125.1	284.1	152.3	160.0
2018	123.1	178.3	187.4	142.5	125.1	145.4	336.7	167.1	158.6
2019	123.6	174.3	187.0	139.0	132.9	129.2	266.1	152.6	157.4
2020	114.3	149.4	189.7	139.8	134.0	139.5	318.1	141.4	148.0
2021	111.2	170.0	200.3	146.0	129.8	141.9	286.1	163.5	153.8

See end notes

Notes: For the calendar year rates, the June population was used and for financial year rates, December population was used.

A hospitalised injury is a person admitted to hospital.

Data are not readily available for missing years.

Sources: *Australian Bureau of Statistics, 2023, National, State and Territory Population*

BITRE, 2023, unpublished data

Australian Institute of Health and Welfare, 2012

Table 10.10a Number of rail casualties, by severity

Calendar year	Fatal	Serious injuries
1979	49	
1980	56	
1981	72	
1982	72	
1983	66	
1984	76	
1985	66	
1986	66	
1987	54	
1988	64	
1989	67	
1990	76	
1991	42	
1992	61	
1993	52	
1994	43	
1995	46	
1996	30	
1997	43	
1998	43	
1999	43	
2000	38	
2001	53	83
2002	40	98
2003	33	51
2004	33	71
2005	35	72
2006	39	135
2007	42	183
2008	31	114
2009	28	91
2010	29	38
2011	33	66
2012	20	
2013	7	
2014		
2015		
2016		
2017	8	
2018	6	72
2019	12	129
2020	9	152
2021	10	67
2022	13	47
2023	15	63

See end notes

Notes: Fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences.
Data are not readily available for missing years

Sources: *Australian Transport Safety Bureau, 2004, 2010, 2012*
Office of the National Rail Safety Regulator, 2024, Statistical Enquiry

Table 10.10b Number of rail serious injuries, by state

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
2021	14	32	8	2	11	0	0	0	67
2022	8	25	3	2	9	0	0	0	47
2023	10	27	12	4	5	2	2	1	63

Source: *Office of the National Rail Safety Regulator, 2024, Statistical Enquiry*

Table 10.11 Number of rail fatalities, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
2001	34	10	5	2	2	0	0		53
2002	16	14	3	4	2	0	1		40
2003	18	10	3	0	2	0	0		33
2004	15	12	2	2	1	0	1		33
2005	11	14	6	4	0	0	0		35
2006	9	14	9	2	4	1	0		39
2007	8	23	3	5	3	0	0		42
2008	7	17	6	1	0	0	0		31
2009	5	15	3	2	2	0	1		28
2010	10	9	4	2	3	1	0		29
2011	13	8	5	3	3	1	1		34
2012	3	10	7	1	2	0	0		20
2013	1	5	0	1	1	0	0		7
2014	1	2		0		1	0	0	4
2015	3	0		1	0	0	0	0	4
2016	1	3		0	3	0	0	0	7
2017	3	2	2	0	1	0	0	0	8
2018	3	2	1	0	0	0	0	0	6
2019	7	3	0	1	1	0	0	0	12
2020	1	2	0	4	2	0	0	0	9
2021	3	3	1	1	2	0	0	0	10
2022	3	4	2	3	0	1	0	0	13
2023	3	6	1	4	1	0	0	0	15

See end notes.

Notes: ONRSR has been a national regulator since 2 December 2019. Please note over the years each state/territory (as explained below) have transitions with different levels of coverage over the years.

- WA – transitioned on 2 November 2015 to be regulated by ONRSR
- NSW, SA, NT,TAS and ACT – transitioned on 20 January 2013 to be regulated by ONRSR
- Qld. – notifiable occurrence and activity data prior to 30June 2017 was collected by the Qld. Department of Transport and Main Roads.
- Vic – first transition to ONRSR (all excluding metropolitan tram operator and 11 T&H operators) – 19 May 2014
- Vic – prior 1 December 2019, the following data was collected by Transport Safety Victoria:
  - notifiable occurrence and activity data for the Melbourne metropolitan tram network; and
  - notifiable occurrence data for tourist and heritage operators that transitioned under ONRSR's regulatory oversight on 2 December 2019.

Fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Sources: *Australian Transport Safety Bureau, 2004, 2010, 2012*

Office of the National Rail Safety Regulator, 2021, Annual Report

Office of the National Rail Safety Regulator, 2024, Statistical Enquiry

Table 10.12 Rail fatality rate per 100 000 population, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
2001	0.52	0.21	0.14	0.13	0.10	0.00	0.00	0.00	0.28
2002	0.24	0.29	0.08	0.26	0.10	0.00	0.49	0.00	0.21
2003	0.27	0.21	0.08	0.00	0.10	0.00	0.00	0.00	0.17
2004	0.23	0.24	0.05	0.13	0.05	0.00	0.49	0.00	0.17
2005	0.16	0.28	0.15	0.26	0.00	0.00	0.00	0.00	0.17
2006	0.13	0.28	0.22	0.13	0.20	0.01	0.00	0.00	0.19
2007	0.12	0.45	0.07	0.32	0.14	0.00	0.00	0.00	0.20
2008	0.10	0.32	0.14	0.06	0.00	0.00	0.00	0.00	0.15
2009	0.07	0.28	0.07	0.12	0.09	0.00	0.44	0.00	0.13
2010	0.14	0.16	0.09	0.12	0.13	0.01	0.00	0.00	0.13
2011	0.18	0.14	0.11	0.18	0.13	0.01	0.43	0.00	0.15
2012	0.04	0.18	0.15	0.06	0.08	0.00	0.00	0.00	0.09
2013	0.01	0.09	0.00	0.06	0.04	0.00	0.00	0.00	0.03
2014	0.01	0.03	0.00	0.00	0.00	0.19	0.00	0.00	0.02
2015	0.04	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.02
2016	0.01	0.05	0.00	0.00	0.12	0.00	0.00	0.00	0.03
2017	0.04	0.03	0.04	0.00	0.04	0.00	0.00	0.00	0.03
2018	0.04	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.02
2019	0.09	0.05	0.00	0.06	0.01	0.00	0.00	0.00	0.05
2020	0.01	0.03	0.00	0.22	0.07	0.00	0.00	0.00	0.04
2021	0.04	0.05	0.02	0.06	0.07	0.00	0.00	0.00	0.04
2022	0.04	0.06	0.04	0.16	0.00	0.18	0.00	0.00	0.05
2023	0.04	0.09	0.02	0.22	0.03	0.00	0.00	0.00	0.06

See end notes.

Notes: The statistics apply only to those railways within ONRSR's area of operation within this reporting period – South Australia, New South Wales, Tasmania, Northern Territory, Victoria, Australian Capital Territory and Western Australia. The statistics cover all railway operations within the aforementioned timeframes and geographic bounds, with the exception of Victoria. There are 11 railways which continue to be regulated under local Victorian law and are therefore not subject to Rail Safety National Law (RSNL). These comprise the metropolitan tram operator and 10 standalone tourist and heritage railways.

Fatality and serious injury data from 2012 onwards excludes suspected suicide and trespass occurrences. They were compiled using new methodology and should not be compared with earlier results.

Sources: *Australian Bureau of Statistics, 2024, National, State and Territory Population*

Australian Transport Safety Bureau, 2004, 2010, 2012

Office of the National Rail Safety Regulator, 2024, Statistical Enquiry

Office of the National Rail Safety Regulator, 2021, Annual Report

Table 10.13a Number of aviation accidents, by accident severity

Calendar year	Fatal accidents	Non-fatal accidents
1971	14	225
1972	23	177
1973	15	227
1974	17	242
1975	22	206
1976	27	284
1977	31	260
1978	34	274
1979	31	283
1980	32	269
1981	27	254
1982	35	223
1983	30	275
1984	32	234
1985	29	212
1986	29	218
1987	25	264
1988	35	289
1989	46	300
1990	44	299
1991	28	291
1992	38	267
1993	30	283
1994	35	228
1995	33	235
1996	29	214
1997	25	231
1998	31	197
1999	25	167
2000	24	193
2001	27	169
2002	19	145
2003	21	134
2004	21	141
2005	24	109
2006	24	82
2007	30	131
2008	27	164
2009	23	147
2010	19	181
2011	25	170
2012	27	175
2013	33	148
2014	20	255
2015	27	197
2016	15	212
2017	22	172
2018	17	210
2019	22	199
2020	17	140
2021	14	152
2022	23	183
2023	19	126

Note: Includes civilian aviation accidents (VH and non-VH registered aircraft) in Australia only

Source: *Australian Transport Safety Bureau, 2024, National Aviation Occurrence Database*

Table 10.13b Number of aviation casualties, by severity

Calendar year	Fatalities	Serious injuries
1971	35	24
1972	52	20
1973	26	23
1974	39	23
1975	49	27
1976	58	49
1977	55	52
1978	65	48
1979	45	50
1980	64	41
1981	58	49
1982	60	43
1983	54	45
1984	48	37
1985	54	36
1986	54	35
1987	39	58
1988	67	44
1989	82	75
1990	80	61
1991	52	39
1992	63	38
1993	56	58
1994	62	31
1995	51	48
1996	51	33
1997	38	29
1998	56	22
1999	46	20
2000	44	42
2001	46	31
2002	34	26
2003	44	26
2004	34	23
2005	45	7
2006	40	15
2007	44	17
2008	43	42
2009	25	21
2010	24	32
2011	39	38
2012	39	38
2013	46	19
2014	28	36
2015	31	33
2016	21	34
2017	40	33
2018	20	40
2019	34	34
2020	32	23
2021	20	30
2022	34	28
2023	33	39

Note: Includes civilian aviation casualties (VH and non-VH registered aircraft) in Australia only

Source: *Australian Transport Safety Bureau, 2024, National Aviation Occurrence Database*

Table 10.14a Aviation accident rate by accident severity (per 100,000 population)

Calendar year	Fatal	Non-fatal
1981	0.18	1.70
1982	0.23	1.47
1983	0.19	1.79
1984	0.21	1.50
1985	0.18	1.34
1986	0.18	1.36
1987	0.15	1.62
1988	0.21	1.75
1989	0.27	1.78
1990	0.26	1.75
1991	0.16	1.68
1992	0.22	1.53
1993	0.17	1.60
1994	0.20	1.28
1995	0.18	1.31
1996	0.16	1.17
1997	0.14	1.25
1998	0.17	1.06
1999	0.13	0.89
2000	0.13	1.01
2001	0.14	0.88
2002	0.10	0.74
2003	0.11	0.68
2004	0.11	0.71
2005	0.12	0.54
2006	0.12	0.40
2007	0.14	0.63
2008	0.13	0.77
2009	0.11	0.68
2010	0.09	0.82
2011	0.11	0.76
2012	0.12	0.77
2013	0.14	0.64
2014	0.09	1.09
2015	0.11	0.83
2016	0.06	0.88
2017	0.09	0.70
2018	0.07	0.84
2019	0.09	0.79
2020	0.07	0.55
2021	0.05	0.59
2022	0.09	0.70
2023	0.07	0.47

Note: Includes civilian aviation accidents (VH and non-VH registered aircraft) inside Australia only

Sources: *Australian Bureau of Statistics, 2023, National, State and Territory Population*
Australian Transport Safety Bureau, 2023, National Aviation Occurrence Database

Table 10.14b Aviation casualty rate by severity (per 100,000 population)

Calendar year	Fatalities	Serious injuries
1981	0.39	0.33
1982	0.40	0.28
1983	0.35	0.29
1984	0.31	0.24
1985	0.34	0.23
1986	0.34	0.22
1987	0.24	0.36
1988	0.41	0.27
1989	0.49	0.45
1990	0.47	0.36
1991	0.30	0.23
1992	0.36	0.22
1993	0.32	0.33
1994	0.35	0.17
1995	0.28	0.27
1996	0.28	0.18
1997	0.21	0.16
1998	0.30	0.12
1999	0.24	0.11
2000	0.23	0.22
2001	0.24	0.16
2002	0.17	0.13
2003	0.22	0.13
2004	0.17	0.12
2005	0.22	0.03
2006	0.20	0.07
2007	0.21	0.08
2008	0.20	0.20
2009	0.12	0.10
2010	0.11	0.15
2011	0.17	0.17
2012	0.17	0.17
2013	0.20	0.08
2014	0.12	0.15
2015	0.13	0.14
2016	0.09	0.14
2017	0.16	0.13
2018	0.08	0.16
2019	0.13	0.13
2020	0.12	0.09
2021	0.08	0.12
2022	0.13	0.11
2023	0.12	0.15

Note: Includes civilian aviation casualties (VH and non-VH registered aircraft) in Australia only

Sources: *Australian Bureau of Statistics, 2022, National, State and Territory Population*
Australian Transport Safety Bureau, 2024, National Aviation Occurrence Database

Table 10.15a Number of aviation accidents, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other[a]	ATW (Australian Territorial Waters)	Total
1972	45	46	39	20	25	9	15	1	0	0	200
1973	76	54	37	22	27	10	13	3	0	0	242
1974	58	52	46	33	40	10	17	1	2	0	259
1975	68	48	45	25	27	5	8	2	0	0	228
1976	95	70	47	41	38	8	12	0	0	0	311
1977	78	67	45	33	42	7	16	3	0	0	291
1978	78	58	69	29	50	2	20	2	0	0	308
1979	102	51	62	31	42	4	20	2	0	0	314
1980	88	43	68	27	48	5	19	2	1	0	301
1981	68	33	83	35	44	4	14	0	0	0	281
1982	74	37	73	21	37	3	10	2	1	0	258
1983	97	36	92	22	33	10	11	4	0	0	305
1984	83	38	68	20	36	8	13	0	0	0	266
1985	82	27	64	14	35	8	10	1	0	0	241
1986	76	47	52	20	29	5	17	1	0	0	247
1987	91	43	81	23	22	7	22	0	0	0	289
1988	89	36	103	27	36	6	23	4	0	0	324
1989	98	45	117	22	28	6	25	5	0	0	346
1990	122	39	90	16	47	6	23	0	0	0	343
1991	88	43	90	16	50	6	23	2	1	0	319
1992	93	47	66	24	47	9	18	1	0	0	305
1993	92	40	88	23	40	10	19	1	0	0	313
1994	79	35	71	20	32	3	23	0	0	0	263
1995	67	31	96	16	41	4	11	2	0	0	268
1996	66	25	77	15	42	9	9	0	0	0	243
1997	71	30	74	18	32	5	24	2	0	0	256
1998	64	25	68	13	33	8	14	3	0	0	228
1999	47	32	50	18	26	4	11	3	1	0	192
2000	59	31	63	10	34	2	17	1	0	0	217
2001	41	24	57	15	35	4	18	2	0	0	196
2002	51	21	42	9	25	6	10	0	0	0	164
2003	45	22	38	8	21	5	12	4	0	0	155
2004	38	26	54	11	17	5	11	0	0	0	162
2005	45	17	37	10	17	0	7	0	0	0	133
2006	30	14	28	3	15	5	10	1	0	0	106
2007	42	28	39	10	22	5	14	0	1	0	161
2008	55	27	47	12	32	4	14	0	0	0	191
2009	50	27	44	6	25	6	10	1	0	1	170
2010	42	32	57	18	31	4	16	0	0	0	200
2011	52	27	53	11	30	7	15	0	0	0	195
2012	52	43	56	13	22	4	11	1	0	0	202
2013	44	37	51	12	21	6	9	1	0	0	181
2014	65	49	72	18	50	4	16	1	0	0	275
2015	58	40	65	15	32	0	12	2	0	0	224
2016	52	34	67	22	37	5	10	0	0	0	227
2017	46	31	56	7	29	6	16	3	0	0	194
2018	58	39	59	16	34	4	17	0	0	0	227
2019	49	37	63	17	39	3	12	1	0	0	221
2020	48	16	44	11	27	2	8	1	0	0	157
2021	39	22	48	13	29	3	7	5	0	0	166
2022	46	42	50	12	34	4	14	3	0	0	205
2023	29	22	39	7	26	0	10	2	0	0	145

(a) Other includes accidents that occurred on Norfolk Island and in the Australian Antarctic Territory

Source: *Australian Transport Safety Bureau, 2024, National Aviation Occurrence Database*

Table 10.15b Number of aviation fatalities, by state/territory

Calendar year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Other[a]	Total
1972	10	3	9	14	1	2	13	0	0	52
1973	14	0	1	5	5	1	0	0	0	26
1974	10	6	9	7	3	2	2	0	0	39
1975	11	6	13	5	7	0	6	1	0	49
1976	33	4	9	11	0	1	0	0	0	58
1977	20	6	9	8	4	2	6	0	0	55
1978	12	23	17	4	7	0	2	0	0	65
1979	13	15	6	4	5	0	2	0	0	45
1980	30	16	6	4	8	0	0	0	0	64
1981	14	14	18	2	5	0	5	0	0	58
1982	21	12	23	0	4	0	0	0	0	60
1983	10	8	25	2	6	3	0	0	0	54
1984	15	7	11	4	8	3	0	0	0	48
1985	17	7	12	7	7	0	4	0	0	54
1986	15	12	13	8	5	0	1	0	0	54
1987	13	5	18	1	1	1	0	0	0	39
1988	24	7	21	2	12	0	1	0	0	67
1989	26	6	23	5	2	0	20	0	0	82
1990	29	7	33	3	5	0	3	0	0	80
1991	15	6	15	3	3	4	2	4	0	52
1992	26	10	9	3	8	5	1	1	0	63
1993	21	5	18	2	1	6	1	2	0	56
1994	29	5	20	6	2	0	0	0	0	62
1995	19	8	17	0	0	3	4	0	0	51
1996	15	3	19	1	10	3	0	0	0	51
1997	16	2	10	2	1	1	6	0	0	38
1998	24	4	13	1	8	5	1	0	0	56
1999	11	8	17	6	2	0	1	1	0	46
2000	2	6	21	9	4	0	2	0	0	44
2001	6	5	18	2	8	2	1	4	0	46
2002	11	7	11	0	0	0	5	0	0	34
2003	16	0	13	2	9	4	0	0	0	44
2004	7	13	10	0	2	1	1	0	0	34
2005	12	6	23	2	1	0	1	0	0	45
2006	16	5	14	0	2	0	3	0	0	40
2007	8	12	9	0	8	3	4	0	0	44
2008	16	3	11	1	8	0	4	0	0	43
2009	6	7	5	1	6	0	0	0	0	25
2010	7	2	7	1	4	0	3	0	0	24
2011	14	5	12	3	3	1	1	0	0	39
2012	13	8	15	1	2	0	0	0	0	39
2013	11	11	12	2	3	1	6	0	0	46
2014	12	2	8	3	1	2	0	0	0	28
2015	11	6	10	0	3	0	1	0	0	31
2016	4	9	6	2	0	0	0	0	0	21
2017	12	9	6	6	3	2	2	0	0	40
2018	8	2	6	0	1	2	1	0	0	20
2019	14	1	11	3	3	0	2	0	0	34
2020	13	4	11	0	4	0	0	0	0	32
2021	3	1	11	0	3	0	0	2	0	20
2022	8	6	8	0	6	1	4	0	0	34
2023	6	4	15	2	0	0	2	4	0	33

(a) Other includes accidents that occurred on Norfolk Island and in the Australian Antarctic Territory

Source: *Australian Transport Safety Bureau, 2024, National Aviation Occurrence Database*

Table 10.16a ANCAP safety ratings for new passenger cars and SUVs sold in Australia

Year	5 stars	4 stars	3 stars or less	Not rated	Total sold
2020–21	688 974	26 575	11 748	36 961	764 258
2021–22	627 346	33 059	9 830	64 232	734 467
2022–23	659 178	40 126	9 889	109 650	818 843
2023–24	633 881	72 190	12 504	210 748	929 323

Notes: The ANCAP star rating protocols are updated periodically. All ratings from 2018 onwards have an expiry of 6 years from the Rating Year.

A number of pre-2018 ANCAP ratings expired at the end of 2022.

Sources: *ANCAP, 2024*

VFACTS, 2024

Table 10.16b ANCAP safety ratings for new light commercial vans sold in Australia

Year	5 stars	4 stars	3 stars or less	Not rated	Total sold
2020–21	14 922	4 459	1 674	5 076	26 131
2021–22	11 277	318	5 209	3 879	20 683
2022–23	13 798	459	4 824	4 104	23 185
2023–24	12 840	408	0	9 973	23 221

Notes: The ANCAP star rating protocols are updated periodically. All ratings from 2018 onwards have an expiry of 6 years from the Rating Year.

A number of pre-2018 ANCAP ratings expired at the end of 2022.

Sources: *ANCAP, 2024*

VFACTS, 2024

Table 10.16c ANCAP safety ratings for new light commercial vehicles sold in Australia

Year	5 stars	4 stars	3 stars or less	Not rated	Total sold
2020–21	198 535	0	1 597	6 128	206 260
2021–22	209 122	0	669	8 620	218 411
2022–23	204 401	0	1 014	24 978	230 393
2023–24	209 511	0	513	50 954	260 978

Notes: The ANCAP star rating protocols are updated periodically. All ratings from 2018 onwards have an expiry of 6 years from the Rating Year.

A number of pre-2018 ANCAP ratings expired at the end of 2022.

Sources: *ANCAP, 2024*

VFACTS, 2024

Chapter 11:
Transport Energy and Environment

This chapter provides information on the Australian measures of transport energy and the environment. Data is sourced from the Department of Climate Change, Energy, the Environment and Water's, Petroleum Statistics and BITRE estimates.

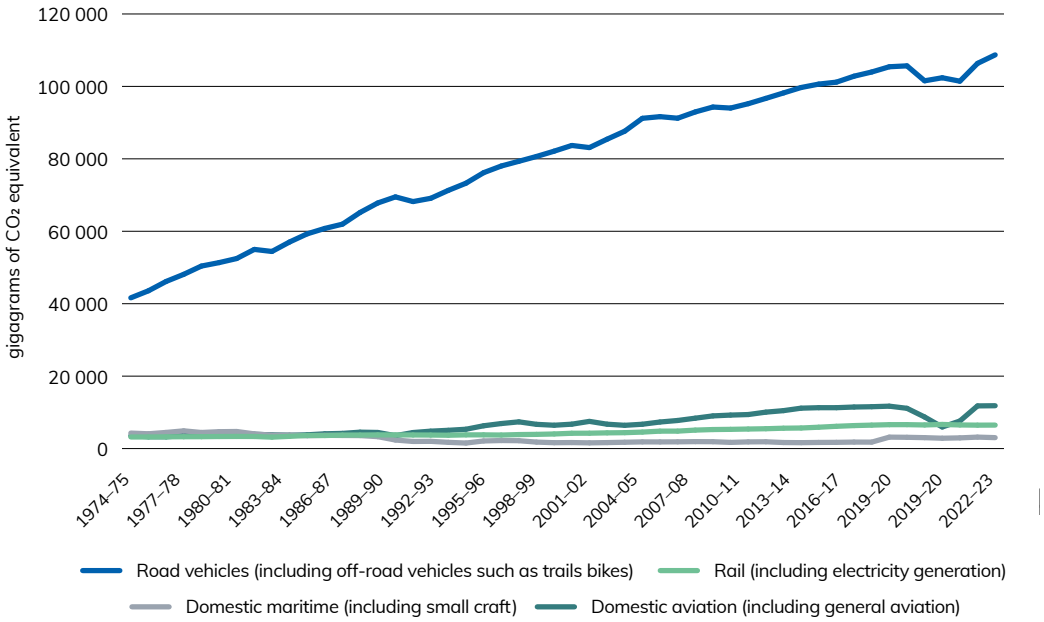
Road vehicles made up **84 percent** of full fuel cycle greenhouse gas emissions from all domestic transport modes in 2023–24, compared to **9 per cent** from aviation.

In 2023–24, domestic road vehicle full fuel cycle greenhouse gas emissions estimates (carbon dioxide equivalent) reached a record high level of **108 000 gigagrams** of CO_2 equivalent.

The national average price for petrol was **196 cents per litre** in the 2023–24 financial year.

In 2023–24, there was an estimated **58 billion** litres of transport petroleum sold in Australia.

Figure 22 Transport full fuel cycle greenhouse gas emissions



Source: *BITRE estimates*

Figure 22 shows full fuel cycle greenhouse gas emissions by transport mode in gigagrams of CO_2 equivalent. Transport emissions in Australia have risen steadily since 1974–75, except over the COVID-19 pandemic period, which saw them dip temporarily for road vehicles and domestic aviation. Domestic aviation emissions were most affected, almost halving from 11 116 gigagrams of CO_2 equivalent in 2018–19 to 5 955 gigagrams of CO_2 equivalent in 2020–21, while road vehicle emissions fell by roughly 3 per cent over the same period.

Table 11.1 Total transport petroleum sales, by fuel type

Financial year	Automotive gasoline	Automotive LPG	Automotive diesel	Industrial & marine diesel	Aviation gasoline	Aviation turbine fuel
			megalitres			
1977–78	14 411.3					
1978–79	14 843.9					
1979–80	14 735.7					
1980–81	14 801.9					
1981–82	15 224.8		7 841.4			
1982–83	14 983.4		7 456.5			
1983–84	15 336.5		7 933.8			
1984–85	15 577.6		8 152.4			
1985–86	15 870.0		8 297.2			
1986–87	16 006.0		8 695.8			
1987–88	16 567.0		9 093.8			2 788.2
1988–89	17 079.0		9 756.1			2 981.1
1989–90	17 348.0		10 087.0			2 843.0
1990–91	16 874.0		9 795.0			3 229.0
1991–92	16 963.0		9 984.4			3 459.1
1992–93	17 293.0		10 321.4			3 684.6
1993–94	17 506.7		10 721.3		76.5	3 823.1
1994–95	17 751.5		11 174.7		104.5	4 301.8
1995–96	17 885.8		11 923.2		101.6	4 664.9
1996–97	17 889.0		12 315.8		102.3	4 847.8
1997–98	17 912.7		12 557.4		104.1	4 863.0
1998–99	18 202.1		12 823.2		105.9	4 793.8
1999–00	18 476.6	1 902.9	13 245.1	17.7	103.3	5 022.8
2000–01	18 167.6	2 221.4	12 952.4	22.1	101.4	5 318.5
2001–02	18 668.8	2 422.2	13 441.2	45.8	96.5	4 602.6
2002–03	18 872.5	2 416.3	13 888.0	18.1	90.2	4 249.7
2003–04	19 962.0	2 546.8	14 461.5	17.0	89.9	4 328.8
2004–05	19 875.7	2 338.8	15 185.0	14.7	90.7	4 729.9
2005–06	19 047.9	2 563.7	15 803.6	19.4	86.4	5 359.4
2006–07	19 250.7	2 335.3	17 027.6	15.2	89.5	5 837.0
2007–08	19 234.2	2 240.5	18 244.9	11.5	87.8	6 211.8
2008–09	18 734.2	2 253.1	18 587.0	16.2	96.1	6 316.7
2009–10	18 643.6	2 083.1	19 043.9	25.8	79.7	6 675.2
2010–11	18 926.2	2 017.3	21 434.3		78.6	7 067.7
2011–12	18 717.0	1 842.6	23 552.8		84.1	7 336.2
2012–13	18 696.0	1 575.0	25 006.4		81.0	7 773.1
2013–14	18 226.4	1 823.3	26 268.0		72.7	8 167.9
2014–15	18 188.7	1 469.3	26 137.3		68.2	8 142.8
2015–16	18 121.7	1 329.4	26 211.9		67.6	8 516.4
2016–17	18 062.5	1 006.3	27 186.8		69.2	8 925.5
2017–18	17 834.7	777.1	28 776.9		66.2	9 312.8
2018–19	17 570.4	591.4	29 255.1		66.9	9 434.3
2019–20	16 075.5	513.9	29 554.2		58.7	7 352.5
2020–21	16 005.4	353.5	30 185.8		62.5	3 382.3
2021–22	15 142.6	281.7	31 074.0		62.4	4 510.1
2022–23	16 142.0	261.2	32 109.8		67.4	7 481.2
2023–24	16 145.5	241.8	32 958.7		69.7	9 020.7

Notes: Data are not readily available for missing years.

From 2010–11 onwards, industrial & marine diesel figures are included in the automotive diesel data.

From March 2017 all published estimates of "Automotive Gasoline" and "Diesel Oil" have been revised. These revisions impact all of the individual state/territory and product estimates and sub-totals for "sales to retailers" and apply to the entire published time series.

Source: *Department of Climate Change, Energy, the Environment and Water, 2024, Petroleum Statistics*

Table 11.2a Selected refined petroleum products – Australian production

Financial year	Automotive gasoline	LPG	Automotive diesel	Industrial & marine diesel	Aviation gasoline	Aviation turbine fuel
			megalitres			
1999–00	18 652.4	1 674.4	12 736.8	59.6	158.1	5 538.7
2000–01	17 886.9	1 794.7	13 212.1	98.1	137.5	5 836.3
2001–02	17 999.6	1 718.2	13 064.1	105.4	146.8	5 389.7
2002–03	17 984.1	1 657.2	13 334.8	116.7	134.1	5 148.9
2003–04	17 375.3	1 061.8	12 544.1	84.1	113.8	4 964.3
2004–05	17 668.4	974.4	12 661.1	22.0	139.7	5 275.0
2005–06	16 527.6	1 124.7	10 153.7	30.8	119.5	5 215.5
2006–07	17 732.1	1 386.7	11 055.3	20.7	119.3	5 332.1
2007–08	17 049.0	1 514.9	12 176.6	3.4	119.0	5 181.8
2008–09	17 159.5	1 476.9	12 230.9	13.0	104.6	5 494.3
2009–10	16 771.1	1 203.6	11 719.6	3.0	103.6	5 340.7
2010–11	16 642.6	1 831.7	12 894.3		91.4	5 447.7
2011–12	15 573.2	1 600.7	12 691.3		89.7	5 453.4
2012–13	15 602.8	1 536.2	12 908.5		92.2	5 534.4
2013–14	14 477.7	1 446.6	12 456.2		89.3	5 008.7
2014–15	12 753.2	1 310.6	11 459.1		86.9	4 255.2
2015–16	11 641.4	1 081.2	8 980.3		63.7	3 412.8
2016–17	11 043.9	984.1	8 663.9		49.2	3 529.3
2017–18	11 415.4	797.5	9 185.8		56.3	3 760.7
2018–19	11 152.3	581.5	9 024.0		53.8	3 917.8
2019–20	9 751.0	542.0	8 387.6			2 920.7
2020–21	8 677.5	527.9	8 159.4			840.9
2021–22	5 838.4	335.2	5 772.1			619.9
2022–23	5 707.5	325.4	5 178.7			941.4
2023–24	5 868.0	330.2	4 355.7			1 452.0

Notes: LPG figures include all production and trade, including petrochemical transfers to industry.
From 2010–11 onwards, industrial & marine diesel figures are included in the automotive diesel data.
Data not available for missing years

Source: *Department of Climate Change, Energy, the Environment and Water, 2024, Petroleum Statistics*

Table 11.2b Selected refined petroleum products – imports to Australia

Financial year	Automotive gasoline	LPG	Automotive diesel	Industrial & marine diesel	Aviation gasoline	Aviation turbine fuel
			megalitres			
1999–00	1 065.1	518.9	1 399.7		0.0	170.6
2000–01	1 188.7	633.4	1 129.0		0.0	387.4
2001–02	1 436.2	588.0	1 280.3		0.0	224.7
2002–03	1 686.1	299.0	1 645.6		55.8	440.8
2003–04	3 213.2	789.4	3 383.0		203.8	725.9
2004–05	3 166.0	540.0	3 965.1		47.0	986.9
2005–06	3 696.0	631.5	6 127.1		10.5	827.5
2006–07	2 815.5	749.3	5 931.5		0.8	1 089.4
2007–08	3 533.1	964.8	7 476.2		0.1	1 845.5
2008–09	4 087.5	1 003.8	8 245.9		0.0	2 026.5
2009–10	3 887.4	1 066.8	8 680.5		0.0	2 168.4
2010–11	2 652.9	888.2	8 843.4		0.0	2 086.0
2011–12	3 671.7	1 022.8	11 244.4		5.8	2 251.9
2012–13	3 653.2	918.1	12 512.1		0.0	3 201.2
2013–14	3 598.3	730.0	13 602.7		0.0	3 481.8
2014–15	5 534.3	957.9	15 178.3		0.1	4 299.2
2015–16	6 637.6	918.2	17 758.5		0.0	5 591.0
2016–17	6 950.9	1 002.9	18 513.1		0.0	5 859.2
2017–18	6 378.0	833.4	20 127.4		0.0	6 132.6
2018–19	6 066.3	801.7	20 556.0		0.0	5 831.2
2019–20	5 905.9	771.2	21 947.4		0.9	4 847.7
2020–21	7 718.3	656.2	22 704.7		1.2	2 679.5
2021–22	8 825.7	760.3	26 400.5		2.6	3 795.2
2022–23	10 102.4	752.6	29 798.1		1.4	5 931.4
2023–24	10 272.6	674.3	30 675.3		179.0	7 288.6

Notes: LPG figures include all production and trade.
Data are not separately available for missing years.
All diesel imports are included in automotive diesel.

Source: *Department of Climate Change, Energy, the Environment and Water, 2024, Petroleum Statistics*

Table 11.2c Selected refined petroleum products – exports from Australia

Financial year	Automotive gasoline	LPG	Automotive diesel	Industrial & marine diesel	Aviation gasoline	Aviation turbine fuel
			megalitres			
1999–00	1 372.6	2 858.9	1 018.1	51.3	78.9	578.3
2000–01	1 286.0	2 784.6	1 150.1	119.5	28.5	755.5
2001–02	1 184.8	3 211.2	886.2	60.0	73.8	549.0
2002–03	1 052.6	3 195.2	1 044.1	0.0	52.5	651.7
2003–04	755.5	2 936.9	840.7	0.0	29.6	518.7
2004–05	770.6	2 846.6	293.9	0.0	35.7	227.0
2005–06	629.5	2 799.9	418.8	0.0	174.4	126.5
2006–07	763.5	2 850.9	283.6	0.0	97.0	121.7
2007–08	628.3	2 589.0	461.7	0.0	96.4	149.5
2008–09	243.8	2 499.7	357.2	0.0	56.2	112.7
2009–10	221.9	2 776.3	187.0	0.0	32.5	71.9
2010–11	174.4	2 470.8	117.3		19.7	12.0
2011–12	175.1	2 114.7	129.6		25.6	2.4
2012–13	99.6	2 385.5	91.3		22.1	13.0
2013–14	131.1	2 458.9	60.8		20.3	2.3
2014–15	118.1	2 111.5	76.3		10.2	19.8
2015–16	72.4	1 989.4	51.9		3.8	1.7
2016–17	218.8	2 232.3	105.4		1.6	69.8
2017–18	151.0	2 285.2	86.1		1.9	142.4
2018–19	206.3	2 973.2	112.3		2.0	18.2
2019–20	100.3	5 233.5	82.0		0.5	155.4
2020–21	10.9	4 773.9	26.3		0.2	0.3
2021–22	148.3	5 524.4	18.6		0.3	0.3
2022–23	7.9	4 448.8	49.1		0.7	6.5
2023–24	3.7	4 757.6	37.7		0.7	7.6

Notes: LPG figures include all production and trade

From 2010–11 onwards, industrial & marine diesel figures are included in the automotive diesel data

Source: *Department of Climate Change, Energy, the Environment and Water, 2024, Petroleum Statistics*

Table 11.3a Average retail petrol prices in Australia (nominal), by state/territory

Average over financial year	NSW/ACT	VIC	QLD	SA	WA	TAS	NT	National
				cents per litre				
2002–03	91.8	90.3	83.7	91.6	94.0	99.8	95.1	90.3
2003–04	93.6	91.7	85.2	93.8	94.5	101.3	98.3	91.9
2004–05	105.2	102.4	95.9	104.5	103.8	112.5	109.1	102.8
2005–06	124.6	123.3	116.9	125.1	124.3	131.2	129.0	123.0
2006–07	124.9	124.1	118.0	124.2	124.5	133.9	127.0	123.4
2007–08	137.9	137.0	130.6	137.1	137.5	147.8	141.4	136.3
2008–09	129.7	130.2	123.3	129.8	128.7	140.2	134.3	128.8
2009–10	124.8	125.3	125.9	124.2	124.7	133.6	129.8	125.3
2010–11	132.0	131.5	133.2	130.9	133.5	141.2	138.5	132.4
2011–12	144.0	141.9	145.7	143.4	144.9	156.2	150.3	144.1
2012–13	143.5	141.3	145.4	141.7	144.0	161.6	152.1	143.6
2013–14	152.6	149.7	154.4	150.9	152.8	171.8	162.0	152.5
2014–15	137.0	133.2	138.8	133.5	137.1	151.6	146.0	136.5
2015–16	123.5	120.8	125.4	120.8	123.9	127.0	130.4	123.2
2016–17	123.7	123.1	125.9	121.1	124.7	128.8	132.3	124.1
2017–18	134.8	135.2	137.4	133.2	135.8	148.3	144.3	135.7
2018–19	141.9	141.4	143.5	141.3	143.7	156.3	153.5	142.6
2019–20	135.2	135.0	136.0	135.7	133.5	146.5	146.0	135.5
2020–21	129.1	130.4	130.8	125.3	126.8	136.9	130.7	129.3
2021–22	172.8	170.7	172.7	167.1	170.6	182.0	178.8	171.8
2022–23	183.7	183.7	183.5	178.6	179.0	197.6	187.9	182.9
2023–24	197.5	195.8	198.3	191.0	190.1	205.7	198.0	196.0

Note: National averages are calculated as weighted averages of the State/Territory prices, with weights based on vehicle numbers using petrol in each region

Source: *Australian Institute of Petroleum, 2023, Annual Retail Price Data*

Table 11.3b Average retail diesel prices in Australia (nominal), by state/territory

Average over financial year	NSW/ACT	VIC	QLD	SA	WA	TAS	NT	National
				cents per litre				
2006–07	133.2	128.1	122.8	131.8	134.3	136.7	133.6	129.6
2007–08	151.6	147.5	142.0	150.2	153.3	156.6	153.6	148.6
2008–09	143.6	139.7	135.0	142.5	146.8	152.2	148.9	141.3
2009–10	127.0	123.6	126.8	125.6	131.0	135.7	130.8	127.1
2010–11	147.7	144.3	147.2	146.9	150.3	156.9	151.3	147.5
2011–12	150.8	147.3	150.2	150.8	152.7	160.8	154.3	150.5
2012–13	149.6	146.7	149.7	150.5	151.8	163.5	155.1	149.8
2013–14	159.6	156.4	159.9	159.5	162.0	173.7	165.9	159.8
2014–15	142.0	138.3	142.1	140.2	145.6	154.2	148.7	142.1
2015–16	122.4	118.6	123.2	121.1	126.7	130.6	130.1	122.7
2016–17	124.1	123.8	125.5	122.1	128.4	127.6	129.8	125.2
2017–18	135.4	135.8	136.2	134.5	139.5	149.1	143.2	136.8
2018–19	151.5	149.9	150.4	150.1	153.7	165.6	161.3	151.6
2019–20	141.1	140.0	140.9	141.1	142.1	155.4	153.1	141.6
2020–21	125.4	125.4	124.2	125.1	125.4	140.2	134.8	125.6
2021–22	174.5	174.2	174.8	173.9	172.9	187.3	181.3	174.7
2022–23	208.4	207.7	208.9	204.4	201.8	230.9	213.2	207.6
2023–24	203.6	202.9	203.8	200.1	200.2	221.4	208.1	203.2

Note: National averages are calculated as weighted averages of the State/Territory prices, with weights based on vehicle numbers using petrol in each region

Source: *Australian Institute of Petroleum, 2023, Annual Retail Price Data*

Table 11.4 Transport direct greenhouse gas (carbon dioxide equivalent) emissions, by transport mode, from energy end-use

Financial year	Road vehicles (including off-road vehicles such as trail bikes)	Rail (excluding electricity generation)	Domestic maritime (including small craft)	Domestic aviation (including general aviation)	Total civil domestic (including off-road recreational vehicles)
	gigagrams of CO_2 equivalent				
1981–82	44 210	1 923	3 258	3 147	52 538
1982–83	43 727	1 764	2 975	3 032	51 498
1983–84	45 803	1 921	3 037	2 957	53 717
1984–85	47 588	2 031	2 894	3 039	55 552
1985–86	48 754	1 977	2 973	3 267	56 971
1986–87	49 665	2 008	2 950	3 354	57 977
1987–88	52 226	1 977	2 919	3 626	60 748
1988–89	54 285	1 812	2 690	3 561	62 349
1989–90	55 597	1 746	2 459	2 853	62 602
1990–91	54 552	1 737	2 162	3 543	61 943
1991–92	55 263	1 689	2 219	3 847	62 968
1992–93	57 010	1 691	2 035	4 037	64 721
1993–94	58 577	1 792	1 908	4 272	66 495
1994–95	60 882	1 747	2 405	5 036	70 013
1995–96	62 345	1 700	2 526	5 529	72 044
1996–97	63 383	1 731	2 521	5 904	73 481
1997–98	64 434	1 771	2 236	5 354	73 737
1998–99	65 605	1 822	2 141	5 155	74 662
1999–00	66 856	1 876	2 211	5 391	76 274
2000–01	66 377	1 846	2 146	6 008	76 315
2001–02	68 216	1 931	2 235	5 387	77 705
2002–03	69 989	1 983	2 347	5 140	79 377
2003–04	72 866	2 118	2 480	5 377	82 756
2004–05	73 240	2 296	2 515	5 868	83 833
2005–06	72 845	2 310	2 470	6 206	83 744
2006–07	74 181	2 489	2 533	6 715	85 839
2007–08	75 207	2 570	2 514	7 220	87 428
2008–09	74 929	2 567	2 379	7 400	87 188
2009–10	75 860	2 668	2 502	7 518	88 453
2010–11	77 008	2 747	2 533	8 049	90 231
2011–12	78 224	2 886	2 385	8 380	91 773
2012–13	79 402	3 007	2 352	8 928	93 571
2013–14	80 044	3 157	2 369	9 034	94 464
2014–15	80 288	3 305	2 408	9 032	94 879
2015–16	82 029	3 388	2 485	9 182	96 914
2016–17	82 972	3 519	2 491	9 247	98 046
2017–18	84 132	3 598	2 530	9 370	99 445
2018–19	84 342	3 600	2 493	8 896	99 158
2019–20	81 055	3 544	2 416	6 980	93 885
2020–21	81 740	3 676	2 292	4 766	92 416
2021–22	80 975	3 640	2 366	6 089	92 961
2022–23	84 865	3 663	2 540	9 431	100 498
2023–24	86 402	3 664	2 419	9 468	101 953

Notes: Updated Global Warming Potentials have been used in this release, slightly altering the estimated levels

CO_2 equivalent values here include the effects of carbon dioxide (CO_2), methane (CH4) and nitrous oxide (N2O) emissions

No upstream emissions from electricity generation are included here

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are derived as a component of transport full fuel cycle emission estimates (given in Tables 11.6 – 11.9).

The BITRE methodology is generally compatible with that of the Australian National Greenhouse Accounts (though containing a greater emphasis on the accounting of detailed transport activity levels than that of the Australian National Greenhouse Accounts, which focuses more on reported energy end-use). For more detail, see the endnotes

Source: *BITRE estimates*

Table 11.5 Road transport direct greenhouse gas (carbon dioxide equivalent) emissions, by vehicle type, from energy end-use

Financial year	Cars	Light commercial vehicles	Articulated trucks	Rigid and other trucks	Buses	Motorcycles	Total road
	gigagrams of CO_2 equivalent						
1989–90	35 428	7 749	5 685	5 142	1 276	256	55 536
1990–91	35 338	7 488	5 601	4 599	1 235	231	54 492
1991–92	35 985	7 713	5 650	4 430	1 192	230	55 201
1992–93	37 150	7 942	6 070	4 368	1 183	231	56 945
1993–94	38 116	8 180	6 252	4 521	1 215	227	58 510
1994–95	39 199	8 660	6 728	4 763	1 239	225	60 813
1995–96	39 695	8 969	7 076	5 041	1 276	218	62 274
1996–97	39 933	9 068	7 389	5 426	1 278	217	63 310
1997–98	40 162	9 472	7 706	5 505	1 306	209	64 360
1998–99	40 857	9 705	7 974	5 473	1 319	201	65 528
1999–00	41 524	9 900	8 232	5 561	1 356	203	66 777
2000–01	41 087	10 024	8 163	5 437	1 378	209	66 298
2001–02	42 021	10 439	8 444	5 631	1 378	222	68 135
2002–03	42 921	10 726	8 756	5 856	1 427	218	69 905
2003–04	44 964	11 069	9 085	5 984	1 447	230	72 778
2004–05	44 750	11 118	9 379	6 206	1 452	248	73 151
2005–06	43 547	11 405	9 596	6 460	1 482	269	72 759
2006–07	43 833	11 796	10 020	6 667	1 485	293	74 094
2007–08	43 850	12 302	10 298	6 852	1 498	316	75 117
2008–09	43 358	12 652	10 198	6 761	1 538	332	74 838
2009–10	43 383	13 141	10 376	6 950	1 575	343	75 767
2010–11	43 539	13 488	10 775	7 145	1 632	336	76 914
2011–12	43 730	13 850	11 195	7 340	1 688	325	78 129
2012–13	44 165	14 201	11 453	7 478	1 678	331	79 307
2013–14	44 292	14 521	11 662	7 529	1 613	336	79 953
2014–15	44 416	14 915	11 591	7 384	1 553	339	80 197
2015–16	44 420	15 323	12 084	7 999	1 765	343	81 934
2016–17	44 434	15 875	12 237	8 215	1 770	343	82 875
2017–18	44 487	16 592	12 371	8 452	1 793	341	84 035
2018–19	44 212	16 835	12 514	8 533	1 819	339	84 251
2019–20	40 875	16 800	12 639	8 712	1 642	297	80 965
2020–21	40 963	17 134	12 794	8 894	1 558	307	81 650
2021–22	39 196	17 647	13 034	9 142	1 552	317	80 888
2022–23	41 857	18 167	13 343	9 444	1 632	326	84 781
2023–24	42 394	18 628	13 657	9 666	1 642	328	86 314

Notes: Updated Global Warming Potentials have been used in this release, slightly altering previously estimated levels

CO_2 equivalent values here include the effects of carbon dioxide (CO_2), methane (CH4) and nitrous oxide (N2O) emissions

No upstream emissions from electricity generation are included here

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are derived as a component of transport full fuel cycle emission estimates (given in Tables 11.6 – 11.9), and so contain a greater emphasis on the accounting of transport activities than those in the Australian National Greenhouse Accounts, which focus on energy end-use. For more detail, see the endnotes

Source: *BITRE estimates*

Table 11.6 Domestic transport full fuel cycle greenhouse gas (carbon dioxide equivalent) emissions, by transport mode

Financial year	Road vehicles	Rail	Domestic maritime (excluding small pleasure craft)	Domestic aviation	Total
	gigagrams of CO_2 equivalent				
1989–90	69 417	3 772	2 433	3 565	79 188
1990–91	68 124	3 757	2 042	4 428	78 351
1991–92	69 020	3 733	2 077	4 807	79 636
1992–93	71 212	3 680	1 804	5 044	81 739
1993–94	73 184	3 786	1 611	5 338	83 919
1994–95	76 089	3 787	2 191	6 293	88 360
1995–96	77 926	3 736	2 308	6 909	90 879
1996–97	79 235	3 867	2 266	7 378	92 746
1997–98	80 560	3 920	1 880	6 690	93 050
1998–99	82 023	4 032	1 718	6 442	94 215
1999–00	83 593	4 228	1 760	6 737	96 318
2000–01	83 005	4 245	1 679	7 508	96 437
2001–02	85 322	4 339	1 756	6 731	98 148
2002–03	87 525	4 388	1 854	6 422	100 189
2003–04	91 078	4 551	1 958	6 718	104 305
2004–05	91 534	4 813	1 947	7 332	105 626
2005–06	91 102	4 817	1 971	7 755	105 645
2006–07	92 841	5 101	2 032	8 391	108 365
2007–08	94 188	5 253	2 011	9 022	110 474
2008–09	93 902	5 308	1 824	9 247	110 282
2009–10	95 101	5 396	1 964	9 394	111 854
2010–11	96 570	5 478	1 998	10 058	114 104
2011–12	98 071	5 623	1 793	10 472	115 958
2012–13	99 571	5 678	1 757	11 156	118 163
2013–14	100 517	5 898	1 813	11 289	119 516
2014–15	101 054	6 149	1 840	11 286	120 329
2015–16	102 696	6 346	1 917	11 474	122 433
2016–17	103 846	6 474	1 907	11 555	123 782
2017–18	105 294	6 600	1 945	11 708	125 547
2018–19	105 554	6 605	1 960	11 116	125 235
2019–20	101 426	6 519	1 921	8 722	118 589
2020–21	102 264	6 662	1 697	5 955	116 578
2021–22	101 322	6 520	1 825	7 609	117 276
2022–23	106 239	6 465	1 989	11 784	126 477
2023–24	108 291	6 484	1 862	11 831	128 467

Notes: Off-road recreational vehicles and vessels are not included here

Updated Global Warming Potentials have been used in this release, slightly altering previously estimated levels

The figures published here refer to full fuel cycle emission estimates for the civil domestic transport sector (Scope 1, 2 and 3 emissions from energy supply), in contrast to transport sector values in the Australian National Greenhouse Accounts for energy end-use (Scope 1 emissions) by domestic transport

CO_2 equivalent values here include the effects of carbon dioxide (CO_2), methane (CH4) and nitrous oxide (N2O) emissions

Figures in this table are not directly comparable to energy end-use (Scope 1) values in the Australian National Greenhouse Accounts. The figures published here refer to transport full fuel cycle emissions (Scope 1, 2 and 3 emissions from energy supply) and so contain estimated upstream emissions for transport activities (such as from electricity generation and fuel refining) as well as from energy end-use (based on Scope 2 and 3 emission factors given in the Australian National Greenhouse Accounts). For more detail, see the endnotes

Source: *BITRE estimates*

Table 11.7 Passenger transport full fuel cycle greenhouse gas (carbon dioxide equivalent) emissions, by transport mode

Financial year	Road vehicles	Rail	Domestic maritime (excluding small pleasure craft)	Domestic aviation	Total
	gigagrams of CO_2 equivalent				
1989–90	52 492	1 200	192	3 532	57 416
1990–91	52 096	1 243	180	4 377	57 895
1991–92	53 041	1 187	168	4 752	59 148
1992–93	54 682	1 106	166	4 984	60 938
1993–94	56 130	1 156	176	5 277	62 739
1994–95	57 924	1 180	186	6 224	65 514
1995–96	58 842	1 286	184	6 839	67 151
1996–97	59 233	1 332	192	7 306	68 063
1997–98	59 885	1 355	202	6 612	68 054
1998–99	60 952	1 390	208	6 365	68 915
1999–00	62 001	1 471	208	6 661	70 341
2000–01	61 596	1 564	212	7 432	70 804
2001–02	63 129	1 554	215	6 665	71 563
2002–03	64 551	1 528	244	6 364	72 687
2003–04	67 388	1 531	252	6 664	75 835
2004–05	67 177	1 579	255	7 256	76 268
2005–06	66 019	1 623	256	7 686	75 585
2006–07	66 775	1 701	241	8 323	77 040
2007–08	67 308	1 807	244	8 948	78 307
2008–09	67 093	1 869	252	9 186	78 400
2009–10	67 610	1 822	265	9 334	79 031
2010–11	68 192	1 813	277	9 996	80 278
2011–12	68 763	1 793	275	10 412	81 245
2012–13	69 592	1 719	296	11 103	82 709
2013–14	69 969	1 748	329	11 238	83 284
2014–15	70 394	1 807	346	11 235	83 783
2015–16	70 859	1 912	370	11 414	84 555
2016–17	71 313	1 900	387	11 494	85 095
2017–18	71 982	1 950	394	11 646	85 972
2018–19	71 861	1 982	378	11 053	85 275
2019–20	67 372	1 980	284	8 669	78 305
2020–21	67 644	1 971	190	5 878	75 683
2021–22	65 869	1 897	214	7 543	75 524
2022–23	69 793	1 855	474	11 735	83 858
2023–24	70 970	1 873	413	11 788	85 043

Notes: Off-road recreational vehicles and vessels are not included here

Updated Global Warming Potentials have been used in this release, slightly altering previously estimated levels

The figures published here refer to full fuel cycle emission estimates for the civil domestic transport sector (Scope 1, 2 and 3 emissions from energy supply), in contrast to transport sector values in the Australian National Greenhouse Accounts for energy end-use (Scope 1 emissions) by domestic transport

CO_2 equivalent values here include the effects of carbon dioxide (CO_2), methane (CH4) and nitrous oxide (N2O) emissions

Figures in this table are not directly comparable to energy end-use (Scope 1) values in the Australian National Greenhouse Accounts. The figures published here refer to transport full fuel cycle emissions (Scope 1, 2 and 3 emissions from energy supply) and so contain estimated upstream emissions for transport activities (such as from electricity generation and fuel refining) as well as from energy end-use (based on Scope 2 and 3 emission factors given in the Australian National Greenhouse Accounts). For more detail, see the endnotes

Source: *BITRE estimates*

Table 11.8 Freight transport full fuel cycle greenhouse gas (carbon dioxide equivalent) emissions, by transport mode

Financial year	Road vehicles	Rail	Domestic maritime (excluding small pleasure craft)	Domestic aviation	Total
	gigagrams of CO_2 equivalent				
1989–90	16 925	2 572	2 241	33	21 771
1990–91	16 029	2 514	1 862	51	20 456
1991–92	15 979	2 546	1 909	54	20 488
1992–93	16 530	2 574	1 638	60	20 801
1993–94	17 054	2 630	1 435	62	21 181
1994–95	18 165	2 608	2 005	69	22 846
1995–96	19 084	2 450	2 124	69	23 727
1996–97	20 002	2 536	2 074	71	24 683
1997–98	20 675	2 565	1 678	78	24 995
1998–99	21 071	2 642	1 510	77	25 300
1999–00	21 592	2 757	1 553	76	25 977
2000–01	21 409	2 681	1 468	76	25 633
2001–02	22 193	2 785	1 541	66	26 585
2002–03	22 974	2 860	1 610	59	27 502
2003–04	23 690	3 020	1 705	54	28 470
2004–05	24 356	3 234	1 692	76	29 359
2005–06	25 083	3 193	1 715	69	30 060
2006–07	26 066	3 400	1 791	68	31 325
2007–08	26 880	3 445	1 768	73	32 166
2008–09	26 809	3 440	1 572	61	31 881
2009–10	27 491	3 574	1 699	60	32 823
2010–11	28 378	3 665	1 722	62	33 826
2011–12	29 307	3 829	1 517	60	34 713
2012–13	29 979	3 959	1 461	54	35 453
2013–14	30 548	4 150	1 484	51	36 232
2014–15	30 660	4 342	1 494	51	36 546
2015–16	31 837	4 434	1 548	59	37 878
2016–17	32 533	4 574	1 520	60	38 687
2017–18	33 312	4 649	1 552	62	39 575
2018–19	33 692	4 623	1 583	63	39 960
2019–20	34 054	4 540	1 639	53	40 286
2020–21	34 620	4 691	1 514	77	40 902
2021–22	35 454	4 623	1 582	65	41 723
2022–23	36 445	4 610	1 515	49	42 619
2023–24	37 321	4 611	1 449	43	43 424

Notes: Off-road recreational vehicles and vessels are not included here

Updated Global Warming Potentials have been used in this release, slightly altering previously estimated levels

The figures published here refer to full fuel cycle emission estimates for the civil domestic freight transport sector (Scope 1, 2 and 3 emissions from energy supply), in contrast to transport sector values in the Australian National Greenhouse Accounts for energy end-use (Scope 1 emissions) by domestic transport.

CO_2 equivalent values here include the effects of carbon dioxide (CO_2), methane (CH4) and nitrous oxide (N2O) emissions

Figures in this table are not directly comparable to energy end-use (Scope 1) values in the Australian National Greenhouse Accounts. The figures published here refer to transport full fuel cycle emissions (Scope 1, 2 and 3 emissions from energy supply) and so contain estimated upstream emissions for transport activities (such as from electricity generation and fuel refining) as well as from energy end-use (based on Scope 2 and 3 emission factors given in the Australian National Greenhouse Accounts). For more detail, see the endnotes

Air freight carried on passenger planes (which forms the majority of all air freight) is allocated fuel use according to its associated extra payload weight. This is likely significantly lower than the fuel use that would be allocated if the same aggregate tkm task was performed by dedicated air freighters

Source: *BITRE estimates*

Table 11.9 Transport full fuel cycle greenhouse gas (carbon dioxide equivalent) emissions, including recreational vehicles, by transport mode

Financial year	Road vehicles (including off-road vehicles such as trail bikes)	Rail (including electricity generation)	Domestic maritime (including small pleasure craft)	Domestic aviation	Total civil domestic (including off-road recreational vehicles)
			gigagrams of CO_2 equivalent		
1983–84	57 037	3 378	3 726	3 695	67 835
1984–85	59 294	3 614	3 553	3 797	70 257
1985–86	60 788	3 599	3 654	4 082	72 123
1986–87	61 963	3 722	3 617	4 191	73 493
1987–88	65 198	3 735	3 584	4 530	77 047
1988–89	67 812	3 780	3 290	4 449	79 332
1989–90	69 493	3 772	3 008	3 565	79 838
1990–91	68 200	3 757	2 631	4 428	79 016
1991–92	69 098	3 733	2 698	4 807	80 335
1992–93	71 293	3 680	2 466	5 044	82 483
1993–94	73 268	3 786	2 311	5 338	84 703
1994–95	76 176	3 787	2 929	6 293	89 186
1995–96	78 016	3 736	3 082	6 909	91 742
1996–97	79 327	3 867	3 070	7 378	93 642
1997–98	80 654	3 920	2 714	6 690	93 978
1998–99	82 120	4 032	2 596	6 442	95 189
1999–00	83 694	4 228	2 679	6 737	97 337
2000–01	83 105	4 245	2 614	7 508	97 472
2001–02	85 425	4 339	2 725	6 731	99 221
2002–03	87 632	4 388	2 865	6 422	101 307
2003–04	91 190	4 551	3 022	6 718	105 481
2004–05	91 647	4 813	3 037	7 332	106 829
2005–06	91 212	4 817	2 996	7 755	106 779
2006–07	92 953	5 101	3 067	8 391	109 512
2007–08	94 304	5 253	3 058	9 022	111 637
2008–09	94 019	5 308	2 882	9 247	111 456
2009–10	95 221	5 396	3 049	9 394	113 060
2010–11	96 692	5 478	3 108	10 058	115 336
2011–12	98 195	5 623	2 931	10 472	117 221
2012–13	99 696	5 678	2 936	11 156	119 466
2013–14	100 636	5 898	2 956	11 289	120 779
2014–15	101 174	6 149	3 006	11 286	121 616
2015–16	102 821	6 346	3 101	11 474	123 741
2016–17	103 974	6 474	3 108	11 555	125 111
2017–18	105 422	6 600	3 158	11 708	126 887
2018–19	105 674	6 605	3 112	11 116	126 507
2019–20	101 545	6 519	3 016	8 722	119 802
2020–21	102 385	6 662	2 860	5 955	117 862
2021–22	101 439	6 520	2 954	7 609	118 522
2022–23	106 352	6 465	3 163	11 784	127 765
2023–24	108 410	6 484	3 020	11 831	129 745

Notes: Updated Global Warming Potentials have been used in this release, slightly altering previously estimated levels

The figures published here refer to full fuel cycle emission estimates for the civil domestic transport sector (Scope 1, 2 and 3 emissions from energy supply), including off-road recreational vehicles, in contrast to transport sector values in the Australian National Greenhouse Accounts for energy end-use (Scope 1 emissions) by civil domestic transport

CO_2 equivalent values here include the effects of carbon dioxide (CO_2), methane (CH4) and nitrous oxide (N2O) emissions

Figures in this table are not directly comparable to energy end-use (Scope 1) values in the Australian National Greenhouse Accounts. The figures published here refer to transport full fuel cycle emissions (Scope 1, 2 and 3 emissions from energy supply) and so contain estimated upstream emissions for transport activities (such as from electricity generation and fuel refining) as well as from energy end-use (based on Scope 2 and 3 emission factors given in the Australian National Greenhouse Accounts). For more detail, see the endnotes

Source: *BITRE estimates*

Table 11.10 Domestic energy use, by transport mode

Financial year	Road Vehicles (non-electric) – including off-road recreational vehicles	Electric vehicles (Road vehicles and personal mobility devices)	Rail (excluding electric)	Rail (electric)	Civil Domestic Maritime (including small craft)	Civil Domestic Aviation	Total civil domestic transport (including off-road recreational vehicles)
	petajoules (end-use, higher heating value)						
1982–83	629.5	0.0	25.0	3.0	39.8	43.4	740.7
1983–84	659.1	0.0	27.2	3.1	39.9	42.3	771.6
1984–85	684.7	0.0	28.8	3.4	38.1	43.5	798.5
1985–86	701.5	0.0	28.0	3.8	39.1	46.7	819.1
1986–87	714.5	0.0	28.5	4.0	38.8	48.0	833.8
1987–88	751.2	0.0	28.0	4.3	38.4	51.9	873.7
1988–89	780.6	0.0	25.7	5.1	35.3	50.9	897.6
1989–90	799.3	0.0	24.8	5.5	32.2	40.8	902.6
1990–91	783.8	0.0	24.7	5.4	28.1	50.7	892.6
1991–92	793.4	0.0	24.0	5.5	28.8	55.0	906.7
1992–93	817.9	0.0	24.0	5.4	26.3	57.7	931.3
1993–94	839.8	0.0	25.4	5.4	24.6	61.0	956.4
1994–95	872.6	0.0	24.8	5.6	31.4	71.9	1 006.3
1995–96	892.9	0.0	24.1	5.5	33.1	78.9	1 034.6
1996–97	907.4	0.0	24.6	5.8	32.9	84.3	1 055.0
1997–98	922.1	0.0	25.1	5.8	29.1	76.5	1 058.5
1998–99	938.3	0.0	25.9	5.9	27.8	73.6	1 071.5
1999–00	955.9	0.0	26.6	6.4	28.7	77.0	1 094.7
2000–01	949.0	0.0	26.2	6.7	28.0	85.8	1 095.7
2001–02	975.9	0.0	27.4	6.6	29.3	76.9	1 116.1
2002–03	1 001.4	0.0	28.2	6.6	30.8	73.4	1 140.4
2003–04	1 042.1	0.0	30.1	6.7	32.5	76.8	1 188.2
2004–05	1 048.3	0.0	32.6	6.7	32.5	83.8	1 203.9
2005–06	1 045.4	0.0	32.8	6.8	32.2	88.6	1 205.9
2006–07	1 067.5	0.0	35.4	7.0	33.0	95.8	1 238.8
2007–08	1 085.1	0.0	36.5	7.3	33.0	103.0	1 264.9
2008–09	1 083.7	0.0	36.5	7.6	30.9	105.6	1 264.3
2009–10	1 098.7	0.0	37.9	7.5	32.8	107.3	1 284.3
2010–11	1 116.8	0.0	39.0	7.6	33.5	114.9	1 311.8
2011–12	1 134.3	0.0	41.0	7.7	31.6	119.6	1 334.2
2012–13	1 152.7	0.0	42.7	7.6	31.9	127.4	1 362.4
2013–14	1 166.5	0.0	44.9	7.8	32.1	128.9	1 380.2
2014–15	1 177.4	0.0	47.0	8.1	32.7	128.9	1 394.0
2015–16	1 186.7	0.0	48.1	8.6	33.7	131.0	1 408.1
2016–17	1 199.3	0.1	50.0	8.5	33.8	131.9	1 423.6
2017–18	1 215.6	0.1	51.1	8.8	34.4	133.7	1 443.6
2018–19	1 218.1	0.1	51.1	9.1	34.0	126.9	1 439.3
2019–20	1 169.6	0.1	50.4	9.2	33.0	99.6	1 361.9
2020–21	1 178.0	0.2	52.2	9.4	31.1	68.0	1 339.0
2021–22	1 166.1	0.4	51.7	9.2	32.2	86.9	1 346.5
2022–23	1 221.8	0.8	52.0	9.3	34.6	134.5	1 453.1
2023–24	1 243.9	1.7	52.1	9.8	33.0	135.1	1 475.5

Notes: Includes rough estimates for the contribution of off-road recreational or sports vehicles (such as trail bikes), personal mobility devices (such as motorised scooters, e-bikes etc) and small marine craft (outboard motors etc).

All energy end-use, including electricity use - but does not include any upstream energy consumption in electricity generation or fuel conversion processes

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are derived as a component of transport full fuel cycle emissions estimates (Scope 1, 2 and 3; as given in Tables 11.6 – 11.9) and so contain a greater emphasis on the accounting of detailed transport activities, within the whole transport sector (including use of electricity), than the Australian National Greenhouse Accounts (which typically focuses more on Scope 1 evaluations – with separate fuel combustion emissions for each sector). For more detail, see the endnotes

Source: *BITRE estimates*

Table 11.11 Road transport energy use, by vehicle type

Financial year	Cars	Light commercial vehicles	Articulated trucks	Rigid and other trucks	Buses	Motorcycles	Total road
	petajoules (end-use, higher heating value)						
1976–77	358.0	72.2	43.4	50.7	8.2	3.1	535.6
1977–78	372.5	78.6	44.8	50.6	8.4	3.3	558.2
1978–79	385.7	81.5	53.3	51.9	8.6	3.4	584.3
1979–80	385.6	81.0	57.7	57.7	9.1	3.7	594.8
1980–81	389.9	82.1	59.4	62.5	9.7	4.0	607.4
1981–82	406.0	83.9	63.1	68.7	10.1	4.4	636.1
1982–83	403.7	83.1	62.8	63.9	11.2	4.4	629.0
1983–84	419.0	88.7	70.5	63.7	12.2	4.5	658.6
1984–85	431.7	94.2	74.4	66.0	13.3	4.6	684.1
1985–86	444.0	97.4	76.2	64.9	14.2	4.2	700.9
1986–87	452.5	99.7	76.8	65.7	15.1	4.0	713.8
1987–88	473.1	104.9	82.7	69.7	16.1	3.9	750.4
1988–89	495.6	110.1	82.7	70.2	17.1	4.0	779.8
1989–90	510.8	111.6	80.9	73.2	18.2	3.6	798.4
1990–91	508.9	107.9	79.7	65.5	17.6	3.3	782.9
1991–92	517.6	111.1	80.4	63.1	17.0	3.3	792.5
1992–93	533.7	114.4	86.4	62.2	16.9	3.3	816.9
1993–94	547.0	117.9	89.0	64.4	17.3	3.2	838.9
1994–95	562.1	125.0	95.8	67.8	17.7	3.2	871.6
1995–96	568.6	129.4	100.8	71.8	18.2	3.1	891.9
1996–97	571.7	130.8	105.2	77.3	18.3	3.1	906.3
1997–98	574.7	136.5	109.8	78.4	18.7	3.0	921.0
1998–99	584.2	139.7	113.6	77.9	18.9	2.8	937.2
1999–00	593.5	142.3	117.3	79.2	19.5	2.9	954.8
2000–01	587.0	144.0	116.4	77.5	19.9	3.0	947.8
2001–02	600.6	149.9	120.6	80.4	20.1	3.2	974.7
2002–03	614.3	154.2	124.8	83.3	20.5	3.1	1 000.2
2003–04	643.3	159.0	129.5	85.0	20.8	3.3	1 040.8
2004–05	641.0	159.7	133.7	88.2	20.9	3.5	1 047.0
2005–06	625.9	164.1	136.9	91.9	21.5	3.8	1 044.2
2006–07	631.8	170.1	143.2	95.1	21.9	4.2	1 066.2
2007–08	634.2	177.6	147.3	97.9	22.2	4.5	1 083.8
2008–09	628.9	182.8	146.1	96.7	23.0	4.7	1 082.3
2009–10	630.7	189.9	148.7	99.5	23.7	4.9	1 097.4
2010–11	635.0	195.0	154.3	102.0	24.3	4.8	1 115.4
2011–12	637.9	200.3	160.2	104.6	25.2	4.7	1 132.9
2012–13	644.9	205.2	164.2	106.8	25.5	4.7	1 151.3
2013–14	647.1	209.9	168.5	109.0	25.8	4.8	1 165.2
2014–15	649.5	215.6	169.9	110.6	25.8	4.9	1 176.1
2015–16	649.2	220.9	171.5	112.9	25.8	4.9	1 185.3
2016–17	649.5	228.6	173.4	115.7	25.8	4.9	1 198.0
2017–18	650.4	238.6	175.3	119.0	26.0	4.9	1 214.2
2018–19	646.6	241.9	177.2	119.9	26.3	4.9	1 216.8
2019–20	597.9	241.3	178.8	122.3	23.7	4.3	1 168.4
2020–21	598.3	245.8	180.9	124.8	22.5	4.4	1 176.8
2021–22	572.5	253.0	184.2	128.2	22.4	4.6	1 165.2
2022–23	612.1	260.4	188.5	132.3	23.4	4.7	1 221.5
2023–24	620.9	266.9	192.8	135.3	23.6	4.7	1 244.2

Notes: Electricity end-use included

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are derived as a component of transport full fuel cycle emissions estimates (Scope 1, 2 and 3; as given in Tables 11.6 – 11.9) and so contain a greater emphasis on the accounting of detailed transport activities, including use of electricity, than the Australian National Greenhouse Accounts (which for transport focuses on Scope 1 evaluations - i.e. on fuel combustion emissions). For more detail, see the endnotes

Source: BITRE estimates

Table 11.12 Domestic transport energy use, by fuel type

Financial year	Petrol (automotive gasoline, all grades)	Diesel (automotive and industrial diesel oil)	LPG	Natural gas (both compressed and liquefied)	Bio-fuels (ethanol & biodiesel, straight and mixtures) and derived fuels	Other	Total civil domestic transport
			petajoules (higher heating value)				
1979–80	489.8	147.0	5.9	0.00	0.00	74.3	717.0
1980–81	493.0	152.5	7.2	0.00	0.00	76.9	729.6
1981–82	509.7	160.4	8.1	0.00	0.00	77.3	755.5
1982–83	497.8	160.6	9.1	0.00	0.00	73.2	740.7
1983–84	508.6	177.9	10.5	0.00	0.00	74.7	771.6
1984–85	520.5	192.2	11.8	0.00	0.00	73.9	798.5
1985–86	529.0	196.4	13.8	0.00	0.00	79.9	819.1
1986–87	533.3	205.6	15.8	0.11	0.00	79.0	833.8
1987–88	554.1	217.0	18.1	0.02	0.00	84.5	873.7
1988–89	574.0	221.2	20.7	0.05	0.00	81.6	897.6
1989–90	583.2	227.6	23.0	0.15	0.00	68.6	902.6
1990–91	570.1	219.1	27.9	0.28	0.00	75.2	892.6
1991–92	572.9	221.5	32.5	0.41	0.01	79.3	906.7
1992–93	583.7	229.5	38.1	0.51	0.02	79.5	931.3
1993–94	591.1	239.7	44.8	0.60	0.05	80.2	956.4
1994–95	599.5	255.2	55.1	0.70	0.12	95.7	1 006.3
1995–96	603.9	267.3	59.4	0.80	0.24	103.0	1 034.6
1996–97	604.1	278.2	63.4	0.86	0.37	108.0	1 055.0
1997–98	603.9	289.2	67.3	0.93	0.50	96.8	1 058.5
1998–99	612.6	298.8	67.0	1.02	0.70	91.4	1 071.5
1999–00	620.6	307.8	67.7	1.05	1.04	96.6	1 094.7
2000–01	615.1	308.2	65.1	1.10	1.59	104.6	1 095.7
2001–02	626.4	324.1	67.1	1.30	2.09	95.1	1 116.1
2002–03	637.9	340.9	67.0	1.39	1.81	91.5	1 140.4
2003–04	667.4	355.6	66.8	1.44	0.70	96.2	1 188.2
2004–05	667.0	368.6	61.6	1.51	0.67	104.5	1 203.9
2005–06	639.2	386.5	69.3	1.64	1.52	107.8	1 205.9
2006–07	647.1	407.8	62.7	1.79	4.14	115.3	1 238.8
2007–08	645.2	428.7	60.5	1.93	6.31	122.3	1 264.9
2008–09	633.1	436.7	58.9	2.09	8.18	125.3	1 264.3
2009–10	630.9	459.6	54.8	2.25	9.60	127.2	1 284.3
2010–11	623.9	486.8	53.2	2.50	10.70	134.7	1 311.8
2011–12	620.8	510.1	52.3	2.85	10.15	138.1	1 334.2
2012–13	618.8	535.2	52.0	3.50	10.86	142.0	1 362.4
2013–14	607.1	556.8	52.6	3.84	14.82	145.0	1 380.2
2014–15	605.2	566.5	51.1	4.02	21.82	145.3	1 394.0
2015–16	604.2	603.8	41.5	3.93	6.58	148.1	1 408.1
2016–17	603.3	628.2	33.4	3.84	6.39	148.5	1 423.6
2017–18	598.1	659.6	25.1	3.68	6.93	150.2	1 443.6
2018–19	590.1	677.0	19.5	3.39	7.01	142.2	1 439.3
2019–20	540.3	681.5	16.4	2.99	6.36	114.4	1 361.9
2020–21	538.7	695.6	12.3	2.77	5.84	83.8	1 339.0
2021–22	511.1	714.7	9.6	2.73	5.80	102.6	1 346.5
2022–23	545.8	740.7	7.2	*2.67	6.04	150.7	1 453.1
2023–24	545.0	761.9	7.0	*2.73	6.23	152.5	1 475.4

Notes: Other includes use of Aviation gasoline, Aviation turbine fuel, Fuel oil, Coal, Electricity and Hydrogen (see Table 11.13)

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are derived as a component of transport full fuel cycle emissions estimates (Scope 1, 2 and 3; as given in Tables 11.6-11.9) and so contain a greater emphasis on the accounting of detailed transport activities, including use of electricity, than the Australian National Greenhouse Accounts (which for transport focuses on Scope 1 evaluations - i.e. on fuel combustion emissions). For more detail, see the endnotes

*Includes rough estimates for the contribution of off-road recreational or sports vehicles (such as trail bikes), personal mobility devices (such as motorised scooters, e-bikes etc) and small marine craft (outboard motors etc)

Source: *BITRE estimates*

Table 11.13 Other transport energy use – Civil domestic transport

Financial year	Aviation gasoline	Aviation turbine fuel	Fuel oil	Coal	Electricity	Hydrogen	Sub-total other
			petajoules (end-use, higher heating value)				
1976–77	3.63	33.61	30.51	0.32	2.50	0.000	70.57
1977–78	3.77	37.23	32.84	0.31	2.51	0.000	76.66
1978–79	4.16	34.73	29.11	0.22	2.44	0.000	70.67
1979–80	3.77	36.67	31.08	0.16	2.59	0.000	74.28
1980–81	3.77	36.43	33.77	0.13	2.84	0.000	76.94
1981–82	3.74	41.28	29.32	0.10	2.84	0.000	77.27
1982–83	3.44	39.92	26.15	0.68	2.96	0.000	73.15
1983–84	3.57	38.73	25.55	3.77	3.10	0.000	74.73
1984–85	3.64	39.83	23.50	3.45	3.45	0.000	73.87
1985–86	3.57	43.16	26.08	3.35	3.77	0.000	79.93
1986–87	3.67	44.31	23.17	3.86	4.03	0.000	79.05
1987–88	3.91	47.96	24.77	3.57	4.27	0.000	84.48
1988–89	3.94	47.00	21.59	3.97	5.06	0.000	81.56
1989–90	4.30	36.54	18.79	3.53	5.46	0.000	68.62
1990–91	3.50	47.15	15.37	3.78	5.41	0.000	75.22
1991–92	3.30	51.66	14.82	4.03	5.51	0.000	79.32
1992–93	3.40	54.27	12.20	4.16	5.43	0.000	79.46
1993–94	3.30	57.73	9.76	3.96	5.41	0.000	80.16
1994–95	3.36	68.57	14.12	4.06	5.60	0.000	95.71
1995–96	3.26	75.68	14.50	4.02	5.54	0.000	103.00
1996–97	3.30	81.00	13.58	4.32	5.83	0.000	108.03
1997–98	3.35	73.11	10.28	4.27	5.77	0.000	96.77
1998–99	3.42	70.21	7.66	4.19	5.90	0.000	91.37
1999–00	3.41	73.57	8.71	4.47	6.45	0.000	96.61
2000–01	3.31	82.47	8.59	3.54	6.66	0.000	104.57
2001–02	3.15	73.76	8.06	3.54	6.59	0.000	95.11
2002–03	3.03	70.35	7.97	3.54	6.65	0.000	91.54
2003–04	2.91	73.84	8.68	4.04	6.72	0.001	96.19
2004–05	2.96	80.81	8.34	5.63	6.73	0.001	104.47
2005–06	2.80	85.79	7.53	4.83	6.82	0.001	107.77
2006–07	2.90	92.95	7.12	5.23	7.05	0.001	115.25
2007–08	2.85	100.19	7.51	4.43	7.31	0.000	122.28
2008–09	3.14	102.48	7.20	4.87	7.63	0.000	125.33
2009–10	2.62	104.66	8.20	4.16	7.54	0.000	127.18
2010–11	2.60	112.25	9.30	2.97	7.61	0.000	134.74
2011–12	2.78	116.80	8.30	2.56	7.70	0.000	138.13
2012–13	2.68	124.71	6.90	0.04	7.65	0.000	141.97
2013–14	2.40	126.48	8.25	0.04	7.81	0.000	144.99
2014–15	2.25	126.60	8.30	0.05	8.11	0.000	145.31
2015–16	2.23	128.76	8.43	0.05	8.60	0.000	148.08
2016–17	2.29	129.63	7.94	0.06	8.59	0.000	148.51
2017–18	2.19	131.47	7.62	0.07	8.86	0.000	150.21
2018–19	2.21	124.70	6.10	0.06	9.16	0.000	142.23
2019–20	2.00	97.59	5.40	0.04	9.36	0.000	114.39
2020–21	2.07	65.95	6.10	0.02	9.62	0.001	83.76
2021–22	2.06	84.83	6.10	0.04	9.59	0.001	102.62
2022–23	2.23	132.31	5.98	0.06	10.11	0.004	150.68
2023–24	2.32	132.75	5.92	0.06	11.42	0.015	152.49

Notes: Includes rough estimates for the contribution of off-road recreational or sports vehicles (such as trail bikes), personal mobility devices (such as motorised scooters, e-bikes etc) and small marine craft

See Table 11.12 for total civil domestic transport energy end-use values

Figures in this table are not directly comparable to those in the Australian National Greenhouse Accounts. The figures published here are derived as a component of transport full fuel cycle emissions estimates (Scope 1, 2 and 3; as given in Tables 11.6-11.9) and so contain a greater emphasis on the accounting of detailed transport activities, including use of electricity, than the Australian National Greenhouse Accounts (which for transport focuses on Scope 1 evaluations - i.e. on fuel combustion emissions). For more detail, see the endnotes

Source: BITRE estimates

Table 11.14 Comparison of transport sector emission totals depending on included subsectoral contributions

Financial year	A. civil domestic transport, end-use	B. civil domestic transport, full fuel cycle	C. civil domestic and international transport, full fuel cycle	D. domestic and international transport, full life-cycle contribution, all gases
	gigagrams of CO_2 equivalent			
1992–93	64 175	83 046	108 000	165 233
1993–94	65 920	85 325	111 696	171 187
1994–95	69 407	89 862	118 610	181 298
1995–96	71 406	92 445	121 083	184 444
1996–97	72 821	94 371	124 539	187 507
1997–98	73 050	94 717	124 319	184 615
1998–99	73 940	95 977	125 936	184 006
1999–00	75 517	98 173	128 717	186 270
2000–01	75 547	98 432	129 136	185 316
2001–02	76 908	100 259	128 131	181 285
2002–03	78 561	102 324	129 457	181 148
2003–04	81 897	106 496	134 637	186 202
2004–05	82 954	107 905	138 309	190 068
2005–06	82 922	107 935	139 200	190 210
2006–07	84 999	110 729	143 605	195 299
2007–08	86 580	112 884	147 388	199 479
2008–09	86 335	112 880	147 560	197 973
2009–10	87 584	114 337	151 339	202 726
2010–11	89 351	116 618	154 880	207 648
2011–12	90 866	118 548	159 386	213 510
2012–13	92 648	120 793	164 886	220 928
2013–14	93 595	121 898	169 920	227 606
2014–15	94 007	122 586	172 891	230 989
2015–16	96 038	124 715	176 738	236 376
2016–17	97 166	126 023	180 260	241 134
2017–18	98 559	127 912	183 384	245 593
2018–19	98 315	127 676	184 920	247 436
2019–20	93 027	120 965	171 442	226 805
2020–21	91 449	118 999	155 060	197 895
2021–22	92 077	119 731	160 913	207 234
2022–23	99 455	129 014	177 213	233 545
2023–24	100 937	131 008	182 807	242 213

Notes: A: Total civil domestic transport, end-use (Scope 1 emissions), excluding off-road recreational vehicles/vessels. CO_2 equivalent values here include the effects of CO_2, CH4 and N2O – with CO_2 accounting for approx. 98% of the 2022–23 total

B: Total civil domestic transport, full fuel cycle (Scope 1, 2 and 3 emissions from energy supply), including off-road recreational vehicles/vessels and energy use for major pipelines and conveyors. CO_2 equivalent values here include the effects of CO_2, CH4 and N2O – with CO_2 accounting for approx. 98% of the 2022-23 total

C: Total civil domestic transport and an allowance for international transport servicing Australian travel and trade, full fuel cycle (Scope 1, 2 and 3 emissions from energy supply), including: a rough estimate of half the total fuel use for aircraft and shipping travelling to and from Australia, off-road recreational vehicles/vessels, and energy use for major pipelines and conveyors. CO_2 equivalent values here include the effects of CO_2, CH4 and N2O – with CO_2 accounting for approx. 98% of the 2022-23 total

D: Total domestic transport and an allowance for international transport servicing Australian travel and trade, full life cycle (Scope 1, 2 and 3 emissions from all sources, including rough estimates for vehicle manufacture and provision of transport infrastructure), including a rough estimate of half the total fuel use for aircraft and shipping travelling to and from Australia, off-road recreational vehicles/vessels, military transport fuel use, and energy use for major pipelines and conveyors. CO_2 equivalent values here include the effects of CO_2, CH4 and N2O, as well as CO, hydrocarbons, NOx, black carbon particulates and halocarbons – with CO_2 accounting for roughly 90% of the 2022-23 total

Updated Global Warming Potentials have been used in this release, slightly altering previously estimated levels.

Figures in this table are not directly comparable to energy end-use (Scope 1) values in the Australian National Greenhouse Accounts. The figures published here concentrate on deriving full fuel cycle and life cycle emission estimates (Scope 1, 2 and 3 emissions) across the entire transport sector

Source: *BITRE estimates*

End Notes and Definitions

Chapter 1: Infrastructure and the Economy

Table 1.1

Gross value added is the value of output at basic prices minus the value of intermediate consumption at purchasers' prices. Gross value added is a measure of the contribution to gross domestic product by industry and by sector.

- Chain volume measures are an application of the Consumer Price Index based on a reference year. Changes to current price production measures may be due to either price or volume changes. Chain volume measures are provided to allow analysis of variations in production volumes; however, component chain volume measures do not sum to a total in the way original current price components do.
- Gross value added at basic values represents the amounts received by producers (including the value of any subsidies on products) but before any taxes on products. The difference between the sum over all industries of gross value added at basic prices and Gross Domestic Product at market (or purchasers') prices is the value of taxes less subsidies on products.
- In-house transport gross value-added figures in Table 1.1a are converted to 2023–24 prices using a deflator calculated by dividing the gross value add in current prices for 'transport, postal and warehousing' by the equivalent chain volume measure.
- Water transport is included in the estimate under rail, pipeline and other transport industry.

Table 1.2

Table 1.2a provides estimates for total employment for the transport, postal and warehousing industry in August each year, including both full–time and part–time employment. Total Transport and Storage employment includes some employees with no industry subdivision defined.

From 1986, the definition of employed persons changed to include persons who worked without pay between 1 and 14 hours per week in a family business or on a farm (i.e. contributing family workers).

Table 1.3

Table 1.3 examines employment in specific transport industries, by gender, seniority and occupation since the year 2000 and includes both full-time and part time employment. These tables compare the percentage and level of employment in Transport and track how this data changes through time.

Tables 1.3g-j provides data from the Workplace Gender Equality Agency (WGEA)'s Data Explorer on the composition of managerial and non-managerial staff in the Transport, Postal and Warehousing industry in numerical values and percentages. Non-public sector employers with 100 or more employees are required to report to the WGEA under the Workplace Gender Equality Act 2012, which is the source of these tables' data. The definitions for these tables can be found at the WGEA's Data Quality Declaration. It should be noted that tables i and j combine the counts of sales employees and clerical and administrative employees and also included staff in the "other" category in the totals, despite "other" not being reported on in the table.

Table 1.4

Table 1.4 estimates the employment of Females in Transport Industries by age of their youngest child at ages 0–5 and 6–14, in numerical values and percentages. This data includes part-time and full-time employees. It is sourced from the Australian Bureau of Statistics (ABS) and provides the average employment numbers of the four quarters in each financial year. The proportion of the workforce includes a comparison to Transport industries and Australia's total workforce.

Table 1.5

Average weekly earnings statistics provide an estimate of the average weekly income of wage and salary earners in key infrastructure industries. The estimates reflect the overall level of earnings of employees and the changes in the composition of the infrastructure industries' workforce (e.g. changes to the proportions of full-time, part-time and casual employees and changes to the proportions of occupations over time).

The Australian Bureau of Statistics (ABS) compiles average weekly earnings statistics on a quarterly basis in the Survey of Average Weekly Earnings and on a biennial basis in more detail in the Survey of Employee Earnings and Hours. The Australian Infrastructure Statistics Yearbook provides data sourced from the Survey of Employee Earnings and Hours as the Survey of Average Weekly Earnings does not provide adequate industry detail.

Estimates of average weekly earnings in Table 1.5 exclude amounts salary sacrificed (the collection of salary sacrifice amounts are a relatively recent addition to the survey). Average weekly earnings represent gross earnings (before tax, superannuation and other items are deducted). The all industries column represents the average weekly earnings (excluding salary sacrificed amounts) across all industries in Australia.

Caution should be exercised when comparing data across years. The Survey of Employee Earnings and Hours is not designed as a time series. In addition, the industry classification used in compiling average weekly earnings statistics changed in 2008. Earlier industry estimates were based on the 1993 version of ANZSIC, while the 2008 estimate was compiled based on an updated (2006) version of ANZSIC.

Estimates are compiled from a sample survey of employers and are subject to sampling variability. Table 1.5 includes a number of estimates that are subject to high relative standard errors (greater than 25 per cent).

Table 1.6

The indexes provided in Table 1.6 relate to the prices received by businesses classified to major infrastructure industries. For the transport industry, indexes are only available for freight transport and storage services. Indexes for prices received by businesses providing passenger transport services are not currently available from the ABS.

Index numbers for financial years are simple averages of the four relevant quarterly index numbers.

Chapter 2: Infrastructure Construction

Table 2.1

Table 2.1 provides estimates of engineering construction work done on major economic infrastructure by both private and public sector organisations. Estimates exclude the cost of land; the cost of repair and maintenance activity; the construction of buildings; the value of transfers of existing assets; the value of installed machinery and equipment not integral to the structure; and expenses for relocation of utility services.

Statistics are provided for the sector providing engineering construction services and the sector that is expected to own the project at the time of completion. Thus, statistics for work done by the private sector for the public sector summarise the work done by private sector engineering construction companies on projects that are owned by the public sector at the time of completion. When a project is undertaken as a Private Public Partnership (PPP) or similar arrangement, it is classified according to the expected ownership of the project at completion. PPPs may be classified as private sector even if ownership eventually resides with the public sector.

ABS provides both current price and chain volume measures for the value of engineering construction work done by the private sector for the private sector; by the private sector for the public sector; and by the public sector. Figures presented in this table are in real terms, adjusted for price changes using a deflator calculated by dividing the current value of total engineering construction for each quarter by the equivalent chain volume measure, and then aggregating to financial year data.

Table 2.2

Table 2.2 provides estimates of engineering construction work done on transport infrastructure, providing transport detail to the data provided in Table 2.1. Estimates for the construction of airport runways are included in the roads and bridges measure. Figures presented in this table are in real terms, adjusted for price changes using a deflator calculated by dividing the current value of total engineering construction for each quarter by the equivalent chain volume measure, and then aggregating to financial year data.

Chapter 3: Road-Related Expenditure and Revenue

Table 3.1

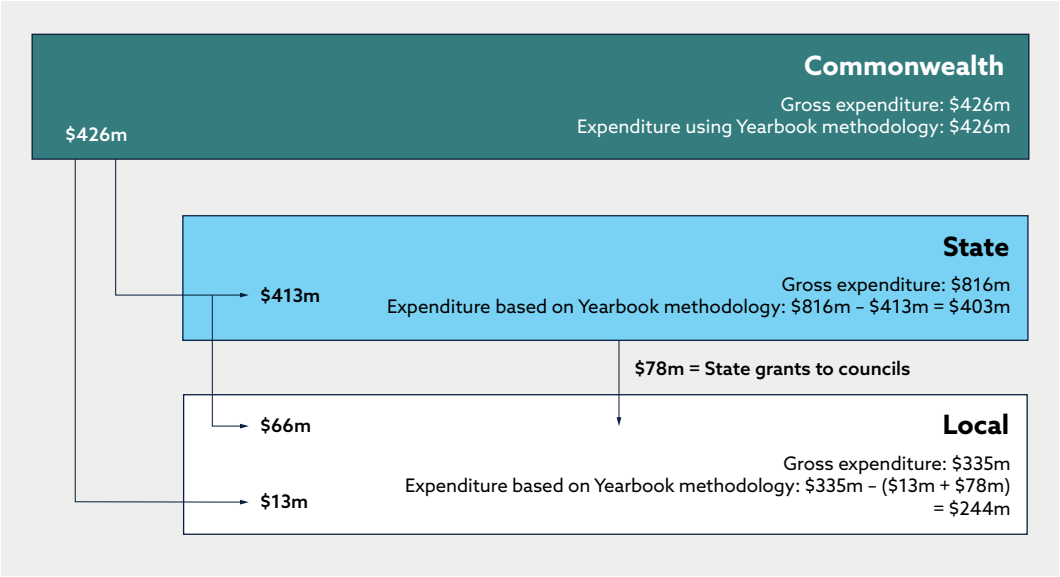
BITRE prepares estimates of road expenditure based on unpublished ABS Government Finance Statistics (GFS) data and internal Department of Infrastructure, Transport, Regional Development, Communications and the Arts data.

Road expenditure estimates presented here exclude payments from the Attorney General's Department through the Natural Disaster Relief and Recovery Arrangement (NDRRA), on advice from the Attorney General's Department that the NDRRA does not fund road/bridge maintenance, rather it reimburses for replacement or restoration post a disaster.

Transfers of funding from Commonwealth to Local governments are netted out using data on Commonwealth road programs, and transfers of funding from State/Territory governments to Local government are netted out based on an estimate of such transfers from the GFS.

The schematic diagram below represents the flows of road funding expenditure diagrammatically, using example figures for Tasmania in 2022–23. It highlights the flows of funds between different levels of government, and how these relates to the figures in our Yearbook.

Figure A 1 Schematic representation of flow of road expenditure funds for 2022–23 (Tasmania)



Source: BITRE estimates based on ABS data

Estimates are adjusted for inflation and are presented at constant 2022–23prices calculated using the Consumer Price Index. Use of CPI is consistent with Treasury's approach in budget papers since 2008–09, as well as the Intergenerational Report. According to Treasury "the change from using the non-farm GDP deflator to the CPI provides a more accurate depiction of real government spending growth." This is due to volatility in the non-farm GDP deflator, driven by commodity price fluctuations (Treasury, 2008).

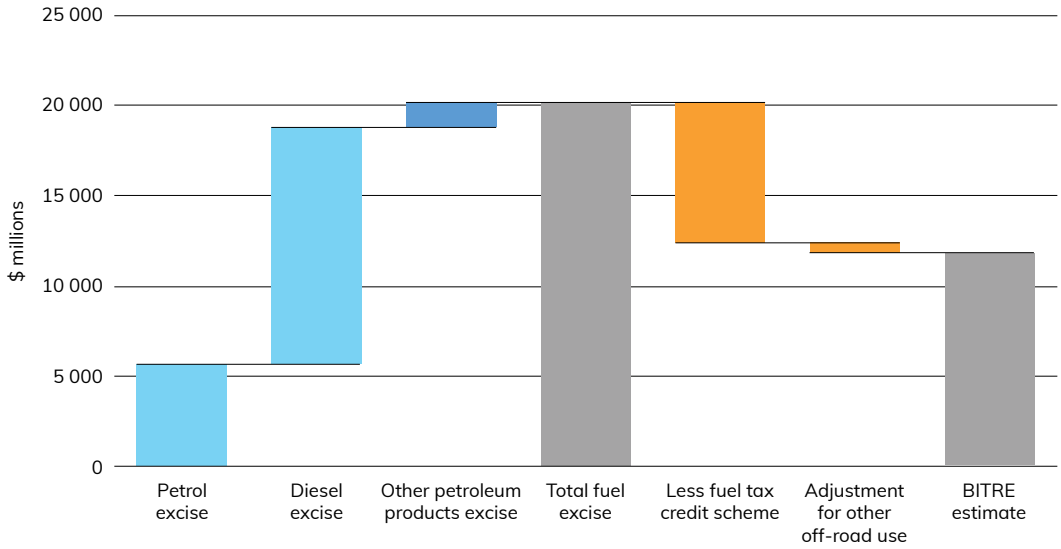
Table 3.2

This table provides estimates of selected road-related taxes and charges (adjusted to account for inflation by the Australian Bureau of Statistics' Consumer Price Index). The following Commonwealth taxes and charges are included in the table:

- Net road-related petroleum products excise
- Road-related Goods and Service Tax (GST)
- Road-related Fringe Benefits Tax (FBT)
- Luxury car tax
- Passenger motor vehicles customs duty.

Estimates of the road-related component of petroleum products excise are based on a combination of sources including Australian Taxation Office's (ATO) Taxation Statistics and Commonwealth budget papers. The figures are net of rebates to industry through the Fuel Tax Credit Scheme and are modified using ABS survey of motor vehicle usage to net out excise on products for other off-road fuel use (including non-business use which is not eligible for rebates). Figure A.2 shows how the estimates of the road-related component relate to the total petrol and diesel excise revenue, as published by the ATO. Note that other components' excise, including on crude and condensate production, are not included.

Figure A 2 Composition of BITRE estimate of net road-related petroleum products excise, 2022–23



Source: *ATO Taxation Statistics, BITRE estimates.*

Federal Interstate Registration Scheme revenue data is sourced from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts' internal records. It was discontinued in the 2018–19 Financial Year.

Total road-related GST figures are sourced directly from the ATO, and are calculated as the sum of net GST for the relevant Business Industry Codes. Items included are Motor vehicle retailing, Motor vehicle parts retailing, Fuel retailing, Road freight transport, Road passenger transport, Other transport support services, Motor vehicle and transport equipment rental and hiring, Automotive repair and maintenance and Car park operations. Net GST for Motor vehicle insurance, Toll road operation and Driver training are excluded. It is not possible to extract the GST from their Business Industry Codes which include other non-road-related items.

The total road-related FBT estimates are based on available data in ATO's Taxation Statistics publication. It is calculated as the difference between FBT payable for motor vehicles and the associated FBT rebates.

Luxury car tax (LCT) is a tax imposed on luxury cars, which is a car with a GST-inclusive value above the LCT threshold. Luxury car tax is collected when a luxury car is sold or imported, and the data series is sourced from ATO's Taxation Statistics publication. Customs duty is payable when passenger motor vehicles are imported into Australia, and this data series is sourced from Australian Government budgets and Treasury's internal records.

State and Territory Government road-related revenues include vehicle registration fees, driver licence fees, parking levies and stamp duty on vehicles. Data for vehicle registration fees, drivers licence fees and stamp duty are based on data supplied by relevant state and territory road agencies. Parking levy data is sourced from Transport for NSW's Parking Space Levy, Victoria's State Revenue Office's Congestion Levy Statistics and Western Australia's Annual Report on State Finances, respectively.

The time series on tolls is constructed from annual reports of various toll road operators such as Transurban. In 2019 Transurban stopped reporting 100 per cent of revenue from toll roads as they own a percentage of some toll roads. Where a percentage of the revenue is reported, the remaining amount to make a total of 100 per cent is assumed and reported as toll revenue. Where possible, information on total toll revenue collected is used, exclusive of GST. However, in many cases it is not possible to conclusively determine whether the figures presented in different companies' annual reports are comparable or not. This is an inherent limitation of this data.

Chapter 4: Freight

Table 4.1

Tonne kilometres (TKM) is a measure of freight task. It is measured as the number of tonnes moved by a vehicle multiplied by the distance the load travelled in kilometres. Individual trips are aggregated to provide estimates for total TKM by model.

Road freight

The aggregate road freight estimates in this chapter are modelled by BITRE based on estimates from the Survey of Motor Vehicle Use (SMVU) by the Australian Bureau of Statistics until 2021.

The SMVU is not designed for time series usage, with the sample design and survey methodology changing several times since the survey commenced in 1963. In addition, the survey was only conducted annually between 1998 and 2007 (the survey was undertaken approximately triennially between 1971 and 1995, and biennially since 2007).

BITRE modelling modifies SMVU estimates to enable time series analysis by adjusting estimates to a common reference period, interpolating data for years when the survey was not conducted and imposing consistency requirements between SMVU and related data from other sources. An analysis of data discrepancies was undertaken in a joint ABS/BITRE project and published in an ABS research paper, Survey of Motor Vehicle Use – An investigation into coherence (ABS 2006). A detailed description of BITRE modelling techniques for freight data is provided in Freight Measurement and Modelling (BTRE 2006a).

Rail freight

From 2001 to 2003, the ABS published estimates of Australian rail freight in Freight Movements, Australia (ABS 2002) and Rail Freight Movements, Australia, Summary (ABS 2004). These data have been used in BITRE modelling to estimate the tonne kilometres moved by rail for 1970–71 through to 2001–02. Estimates of total tonnes moved by rail and tonne kilometres moved for 2002–03 to 2006–07 were based on the results of the 2007 Australian Rail Survey as published in the Australian Rail Industry Report 2007 (ARA 2008). The Australasian Railway Association Inc commissioned the Apelbaum Consulting Group to prepare the report. The Australian Rail

Industry Report 2007 provides measures of bulk and non–bulk freight based on definitions that differ from BITRE models and, therefore, are only included in estimates of total rail freight in this publication. Estimates for state rail freight are derived from the Australian estimates using BITRE models.

- From the 2007–08 financial year, BITRE expanded the scope of direct collection activities to include businesses for which rail transport was not their primary activity (e.g.: large mining companies). Previously this information had been estimated using data from other sources. Recent estimates should not be compared with earlier data.
- Estimates of tonne kilometres and tonnes moved by rail for 2010–11 and 2011–12 are based on the Australian Rail Industry Report 2012 (ARA 2013). Data from 2007–08 to 2009-10 are taken from TrainLine 1 (BITRE 2012). The calculation methodologies differ between publications. The values for 2014–15 and 2015–16 are as described in Trainline 6. They do not include traffic data for some of the smaller train operators.

Air Freight

For some time, estimates have only been available in respect of Australia's international air freight tonnage (Table 4.1). Air freight statistics (Table 4.1) are compiled from surveys undertaken by the Aviation Statistics Unit of BITRE.

Sea freight

Australia's international freight task relies heavily on shipping in terms of tonnage moved, with all of Australia's international trade in bulk commodities transported by sea. Specific bulk shipping statistics are not readily available. For some time BITRE estimated bulk sea freight under the assumption that all non–liner freight transport was for bulk commodities (non–liner cargo consisted of all dry and liquid bulk cargo, but also comprised cargo not shipped on regular liner services such as charters, dedicated car carriers and passenger ships). Liner/non-liner statistics are no longer available from ABS.

Tables 4.1–4.5

Measures of domestic freight moved by mode are provided in terms of tonnes moved and tonne kilometres, where data are available. BITRE used the Survey of Motor Vehicle Use (SMVU) results to estimate road fright, however, BITRE values tend to differ somewhat from the underlying SMVU values due to the data adjustments/standards required. The values do not include 'tools of trade'. State and territory boundaries are based on the ABS' Greater Capital City Statistical Areas.

For road and rail, figures refer to freight activity undertaken within each state. For interstate trips, components of the journey will be counted in each state or territory passed through. In the case of sea freight, the figures refer to the state or territory in which the freight was loaded.

- The total road freight estimates in Tables 4.2a and 4.5 differ slightly because they were derived from independent methodologies. The main difference between the series is that the estimates in Table 4.5 net out the transport of 'tools of trade'.

Chapter 5: Passengers

Passenger kilometres (PKM) is a measure of total passenger travel. It is the number of kilometres travelled by a vehicle multiplied by the number of occupants in the vehicle. Individual trips are aggregated to provide estimates for total PKM.

Tables 5.1–5.2

BITRE modelling uses data from a range of sources to provide a consistent time series of Australian passenger travel (PKM). Estimates of air passenger travel (Table 5.1) differ from survey results for revenue passenger travel on domestic airlines (Table 8.3) as Table 5.1 also includes rough allowance for passenger travel by general aviation or charter aircraft. Vehicles not classified to passenger cars, buses, rail or air are included in 'other transport mode' (Table 5.1). 'Other transport mode' represents primarily non–freight use of light commercial vehicles (with contributions from motorcycles, non–business use of trucks and ferries).

Table 5.2 utilises data from Tourism Research Australia, which is sourced from its International Visitor Survey (IVS) and National Visitor Survey (NVS). Due to COVID-19, there was no IVS interviewing from 1 April 2020, which means estimates for the period were imputed and data in 2020–21, 2021–22 and 2022–23 may not present a complete picture due to the survey's absence (though air traffic was also lessened in this timeframe due to the pandemic).

For intercapital city passenger travel, estimates of the land-based component include travel between origin and principle destination, while the aviation component includes all travel between city pairs.

The "other" modes of transport in table 5.2d also include transport modes which are not car, rail, coach or air, such as motorcycles and ferries.

Table 5.3

These estimates draw on BITRE models developed for estimating congestion costs and public transport trends in Australian cities (BITRE 2015b, BITRE 2015c and BITRE 2015d). Estimates of passenger kilometres travelled in commercial vehicles primarily represent non–freight use of light commercial vehicles. Data for cars, light commercial vehicles and motorcycles were drawn from successive Surveys of Motor Vehicle Use, updated where possible using information on fuel sales, vehicle registrations, city traffic monitoring and household travel surveys. Data on rail, light rail and buses up to 2000 were drawn from quarterly surveys of state authorities with updates relying on performance results reported in each of the transit operators' Annual Reports.

Bus values refer to all bus use, both by urban transit operators (route buses) and by private buses (such as charter/hire).

Since 2022, rail and bus travel estimates for Melbourne have been higher than estimated in previous releases. This was due to the latest estimates including allowances for SkyBus services and urban commuter travel on regional rail services. This was done to make the Victorian rail and bus values more comparable to those of the other states.

Table 5.4

Method of travel to work statistics are compiled every five years as part of the Population Census conducted by the ABS. These statistics show the method used to travel to work on the day of the Census by the entire Australian working population, attributed to the state or territory where each worker spent Census night.

- "Public transport and other method" refer to the total number of persons who used more than one method of travel for the day which included bus or trains.

Chapter 6: Road

Figure 14

A map of the National road network is provided. The National road network follows Australia's national land transport plan, linking cities, regions and communities.

Table 6.1

Intercapital road distances are calculated from capital city GPO to capital city GPO using the fastest route as provided by Google Maps. Distances are updated for each publication.

Table 6.2b

The local roads length is defined as roads controlled by local governments. The local councils report the road lengths to the Local Government Grants Commission in their state or the Northern Territory. The data is sourced internally from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts and was previously published in the Local Government National Reports.

Tables 6.3–6.6

Vehicle kilometres travelled (VKT) is a measure of the total distance travelled by vehicles in a year.

Estimates for motor vehicle usage are modelled by BITRE, primarily from data compiled by the SMVU (ABS 2015b). In addition to the SMVU, modelling of passenger transport also incorporates fuel use statistics from the monthly Australian Petroleum Statistics published by the Office of the Chief Economist (OCE). Freight Measurement and Modelling (BTRE 2006) provides an outline of modelling techniques used for freight estimation, while Greenhouse Gas Emissions from Transport (BTRE 2002 and 2006) provide an outline of modelling techniques used for passenger estimation.

The total road freight estimates in Tables 4.2a and 6.6 differ slightly because they were derived from independent methodologies. The main difference between the series is that the estimates in Table 6.6 net out the transport of 'tools of trade'.

The Australian motor vehicle producer price index reflects movements in the prices received by manufacturers for new motor vehicles. The motor vehicle retail price index reflects the prices consumers pay for new and used motor vehicles and vehicle hire and lease expenses (non–holiday).

The other indexes in this table reflect changes in the prices consumers pay for a range of motor vehicle goods and services.

Recent year values for cars are a bit lower than previously estimated due to re-estimations from the fuel sales statistics, after accounting for mounting evidence that for light vehicles in Australia, there has been a widening gap between their rated or laboratory-tested fuel efficiency and that obtained on-road in real world conditions.

Table 6.7–6.8

Table 6.7 provides data from the ABS' Consumer Price Index publication on indices regarding the cost of private vehicle ownership and operation.

Table 6.8 provides data on the number of registered vehicles by their year of manufacture and since the year 2000. The data is sourced from BITRE's Motor Vehicles, Australia publication, which presents much of the data that was previously made available in the ABS' Motor Vehicle Census (MVC). The total in this table is not a total of all vehicles in Australia, but rather a total of all registered motorised vehicles and does not include vehicles such as trailers or tractors.

Tables 6.9–6.10

The ABS Motor Vehicle Census (2021) was a census of all vehicles registered for use on public roads, excluding vehicles registered as vintage or historical cars, military vehicles and consular vehicles (in New South Wales, vintage or historical cars cannot be separately identified and are included in census results). The census date was 31 January each year, although this has varied in previous years (care should be taken when comparing movements over years). From 1991 onwards, data are not strictly comparable with previous surveys due to revisions to Australian Design Rules, which had an impact on the way vehicles were classified in ABS statistics:

- The classification of rigid trucks is restricted to only vehicles with a gross weight of 3.5 tonnes or more. Vehicles that had previously been classified as rigid trucks with a gross weight of less than 3.5 tonnes are classified as light commercial vehicles under the new standards.
- The classification of buses is restricted to only vehicles with seating for 10 passengers (including driver) or more. Vehicles that had previously been classified as buses with seating for less than 10 passengers are classified as passenger vehicles under the new standards.

Data from the MVC are not available with a state disaggregation prior to 1982 and is the source of data for tables 6.9a and 6.9b until the 2021 release of the MVC, which was its final publication. From 2022 onwards, the data will be sourced from BITRE's Motor Vehicles, Australia publication, which aims to serve as a replacement to the MVC.

Table 6.9a reports on the stock of registered vehicles by vehicle type, while Table 6.9b reports on the number of registered vehicles by state/territory. Table 6.10a data for new motor vehicle sales are sourced from the Federal Chamber of Automotive Industries and presented in ABS, 2017, Sales of New Motor Vehicles, Australia, the scope of these statistics is different to motor vehicle registrations data (Tables 6.7–6.8) as it may include defence force vehicles, consular vehicles and vehicles that are intended for off–road use that are not registered for use on public roads. New motor vehicle sales statistics do not include sales of new motor cycles.

6.9c is sourced from BITRE's Motor Vehicles, Australia publication. It lists the number of registered battery electric vehicles on register by make, for the top 10 vehicle makes, as at 31 January in 2021, 2022,2023 and 2024.

Table 6.10a reports on a slightly different definition of motor vehicles as to what is used in other tables. This is defined by the Federal Chamber of Automotive Industries to include micro, light, small, medium, large and upper large sedans, hatches and wagons, as well as people movers and sports cars. Sports utility vehicles are likewise defined as 2/4 door wagon body style and elevated ride height. These are typically 4WDs or AWDs, but if a 2WD variant of the model is available it is included in the appropriate segment.

Table 6.10b focuses on the sales of electric vehicles since 2011, as published by the Electric Vehicle Council in their annual State of Electric Vehicles report.

Table 6.11

Table 6.11 outlines the number of electric vehicle charging sites by state or territory. The information includes both DC Fast Charging (Direct Current), and standard charging speeds. The data only includes the number of sites and many locations have multiple chargers, therefore, the number of individual chargers will vary. The data is publicly available in the State of Electric Vehicles report by the Electric Vehicle Council.

The charging stations have been defined such that charging stations at 23kW and below are classed as 'Standard', while those at 24kW and over are classed as 'DC Fast'.

Tables 6.13

Licence count data include driver licences with an active status. They do not include driver licences with the following status:

- Cancelled;
- Suspended;
- Surrendered;
- Expired; or
- Disqualified.

Provisional and learner driver permits are included in licence counts.

Licence count data also include other classes of active car licences, so are not directly comparable to data in Table 6.13. Total licence holder counts for Victoria, New South Wales, South Australia and the Australian Capital Territory include licences where gender is not specified as male or female.

Tables 6.14–6.15

Licence count data include driver licences with an active status. They do not include driver licences with the following status;

- Cancelled;
- Suspended;
- Surrendered;
- Expired;
- Disqualified; or
- Restricted.

For Table 6.14, where someone holds a car licence and a heavy vehicle licence, this is counted twice. Any heavy vehicle category between the car category and highest heavy vehicle category held is not counted.

For example, for full heavy combination (HC) licence holders, the following counting rules apply:

- Full Car Licence – (counted)
- Light rigid (not counted)
- Medium Rigid (not counted)
- Heavy rigid (not counted)
- Full Heavy Combination – (counted)

Where someone holds a full car licence and a full motorcycle licence, this is counted twice. Where a customer holds a car, motorcycle and truck licence, this is counted three times.

Provisional licence counts include all sub classes of provisional licence (e.g. P1 and P2 car licences)

Table 6.16

Table 6.16 includes a mix of indexes from ABS and BITRE sources.

The ABS Producer Price Indexes presented here are the price of road construction facing the project owners (primarily governments), i.e. the price that road construction companies sell their services. In contrast, the BITRE RCMPI is a weighted average of input costs facing construction companies.

ABS Producer Price Indexes for Australian road and bridge construction commence in September 1997 (base of index 2011–12 = 100), with state data only available from September 1998 for New South Wales, Victoria, Queensland, South Australia and Western Australia. The ABS does not publish road and bridge construction indexes for Tasmania, the Northern Territory or the Australian Capital Territory. The ABS Producer Price Index series is provided quarterly. Estimates provided in Table 6.16 are a mean of the four relevant quarters. The June 2019 quarter bituminous materials component was estimated based on changes to petroleum prices over the same period.

Table 6.17

The National Transport Commission (NTC) obtains arterial road construction and maintenance expenditure estimates from states and territories for the most recent financial year. This data is used in the annual adjustment procedure for heavy vehicle charges. The figures presented in Table 3.5 are the arterial road and bridge maintenance expenditure estimates provided by each state and territory, excluding Commonwealth-funded National Disaster Relief and Recovery Arrangements road expenditure and insurance-related expenditure as approved by transport ministers.

The definition of arterial roads used by the NTC differs from that used in Table 6.17. The following table, provided by the NTC, lists the road classification types used in each state and territory for arterial roads:

Table A 3 Road classification types included in NTC definition of Arterial Roads

NSW	State roads and regional roads.
Victoria	All State declared roads, i.e. Freeways, State Highways, Tourists' Roads, Forest Roads and Main Roads.
Queensland	National Network, State Strategic Roads, Regional Roads and some District Roads.
South Australia	NAASRA (Austroads) Classes 1 to 3 and 6 and 7 are considered arterials.
Western Australia	NAASRA (Austroads) Classes 1 to 3 and 6 and 7 are considered arterials. In applying the NAASRA classifications, a Key Town is defined as having a dominating influence over the surrounding region, with a population greater than 5 000 in agricultural areas or 3 000 in pastoral or arid areas. An Important Centre is defined as a town with a population greater than 500, or other significant traffic generator (e.g. mining development).
Tasmania	Category 1, Category 2 and Category 3 roads. (These are equivalent to NAASRA Functional Classes 1, 2 and 3 roads, but with definitions specific for Tasmania based on traffic levels and freight values).
Northern Territory	NAASRA (Austroads) Classes 1, 2, 3 and 7. * Note currently the NT has no class 2 roads.
ACT	NAASRA (Austroads) Functional Classes 1 to 3, 6 and 7 (including sub-arterial roads).

Source: NTC (2016)

Road and bridge maintenance expenditure is calculated as the sum of the relevant road expenditure categories:

Road and bridge maintenance expenditure =
B1 Routine maintenance +
B2 Periodic surface maintenance of sealed roads +
C Bridge maintenance & rehabilitation +
D Road rehabilitation

Estimates are adjusted for inflation and presented at constant 2023–24 prices calculated using the BITRE Road Construction and Maintenance Price Index – Road maintenance sub-index. The 2015–16 index value was based on final values for seven of the eight RCMPI inputs. The bituminous materials component was estimated based on changes to petroleum prices over the same period.

Chapter 7: Rail

Table 7.1

Intercapital rail distances can vary significantly depending on whether the distances are measured between freight terminals or passenger terminals and on the route chosen. The freight and passenger terminals used in compiling Table 7.1 are provided below:

Sydney:

- Chullora South Junction (for the Chullora freight terminal).
- Sydney Central Railway Station (for regional and interstate passengers).

Melbourne:

- Tottenham Junction (for Tottenham yard, Dynon terminals and the Port of Melbourne).
- Southern Cross Railway Station (Spencer Street) for regional and interstate passengers.

Brisbane:

- Acacia Ridge freight terminal.
- Roma Street Railway Station for regional and interstate passengers.

Adelaide:

- Islington Freight Terminal
- Adelaide – Parklands Terminal (Keswick) for interstate passengers.

Perth:

- Forrestfield freight yards.
- East Perth for regional and interstate passengers.

Darwin:

- East Arm Wharf.
- Darwin Railway Station, Berrimah, for interstate passengers.

Canberra:

- Railway lands adjacent to railway corridor, Queanbeyan–Canberra (Fyshwick).
- Canberra Railway Station, Kingston.

Where more than one route exists between capital cities, the route chosen is the one that is typically used by the given train type. Some city pairs do not have point–to–point services so routes have been assumed. The following routes have been used:

Cootamundra/Parkes route for:

- Sydney–Adelaide/Perth/Darwin freight
- Brisbane–Adelaide/Perth/Darwin freight
- Canberra–Perth/Darwin freight

Lithgow/Parkes route for:

- Sydney–Adelaide/Perth/Darwin passenger

Melbourne route for:

- Canberra–Adelaide

For the Brisbane–Melbourne passenger terminal calculations, the distance is calculated via North Strathfield and Granville, bypassing Sydney Central.

Table 7.2

- "Open" means operational. There are some lines that are non-operational but closed. Non-operational railways are excluded from the totals. Also excluded are Queensland narrow-gauge (610 mm) sugar tram lines – estimated to be around 4,000 route-kilometres.
- Railway route length refers to lines that are operational. There have been minor route length increases in Victoria and New South Wales due to the opening of the Regional Rail Link in Victoria and Glenfield to Leppington line in New South Wales. The estimate of the Queensland total route length has been revised, and is based on data which Aurizon has provided.
- Table 7.2c saw the removal of the 33kv column from the data for the 2021 edition onwards as it is no longer applicable.
- The 2022 edition onwards saw the removal of the "other" column in Table 7.2a as some "fringe" railways were removed from the totals. These were volunteer run tourist railways unrelated to national rail task.

Table 7.3

- Sydney's metropolitan network is defined here as being bounded by Waterfall, Macarthur, Emu Plains, Richmond and Berowra.
- Melbourne's metropolitan network is defined here as being bounded by Stony Point, Sandringham, Williamstown, Werribee, Sunbury, Flemington Racecourse, Craigieburn, Upfield, South Morang, Hurstbridge, Lilydale, Belgrave, Alamein, Glen Waverley, Pakenham and Cranbourne.
- Brisbane's metropolitan network is defined here as being bounded by Caboolture, Shorncliffe, Domestic Airport, Doomben, Cleveland, Beenleigh, Rosewood, Springfield Central and Ferny Grove.
- Perth's metropolitan network is defined here as being bounded by Midland, Armadale, Thornlie, Mandurah, Fremantle and Clarkson.
- Adelaide's metropolitan network is defined here as being bounded by Belair, Tonsley, Seaford, Grange, Outer Harbor and Gawler Central.

Table 7.4

Table 7.4 covers Interstate non-bulk rail freight by state/territory of origin. Data from this table originates from Trainline 1 (2012) by the Bureau of Infrastructure, Transport and Research Economics.

The data has not been updated since the 2009-10 financial year.

Table 7.5

In Table 7.5a, figures up to 2000–01 are estimates of patronage within metropolitan areas. From 2001–02 on, figures refer to all trips on suburban rail networks, defined as in the notes to 7.3 above. These figures are taken from BITRE's estimates and latest Trainline publication, and are based on reporting from the train operators.

In Table 7.5b, figures up to 2003–04 include the Sydney monorail.

Chapter 8: Aviation

Table 8.1

Intercapital air distances are provided in terms of greater circle distances. These are distances that take into account the curvature of the earth.

Tables 8.2–8.3

- Revenue passengers are fare paying passengers uplifted from or discharged in Australia.
- Number of international revenue passengers uplifted from or discharged in Australia as well as passengers carried via Australia by Australian Airlines, Qantas Airways, Emirates (for November 2011 onwards), China Airlines (for January 2014 onwards), Philippine Airlines (for December 2015 onwards), AirAsia X (for April 2016 onwards) and Singapore Airlines (for September 2016 onwards) divided by the number of available seats.
- Revenue passenger kilometres are calculated by multiplying the number of revenue passengers travelling on each flight stage by the distance in kilometres between the airports. Modelled estimates of air passenger travel (Table 5.1) differ from survey results for domestic airline revenue passenger travel.
- Domestic revenue passenger kilometres divided by available seat kilometres.

Significant dips were reported over the COVID-19 pandemic, however its impact was not felt as strongly in the 2022–23 financial year.

Table 8.4

Regular Public Transport (RPT) operations only. RPT is aircraft transport available to the public and operated to fixed schedules and between specified fixed terminals.

Table 8.5

Airline on time measures are provided in terms of on time departures (flights that depart within 15 minutes of the scheduled departure time), on time arrivals (flights that arrive within 15 minutes of the scheduled arrival time) and cancellations (flights cancelled or rescheduled within seven days of the scheduled departure time).

- Participating airlines are Jetstar, Qantas, QantasLink, Regional Express, Tigerair Australia, Virgin Australia and Virgin Australia Regional Airlines.

Table 8.6

Airfare indexes provided are the annual average of monthly indexes compiled by BITRE. Indexes are constructed from BITRE's monthly survey of airline internet booking sites. Fares are recorded only when they are available on the nominated day of travel (the last Thursday of the month). The series is a price index of the lowest available fare in each fare class, weighted over selected routes. It does not measure real airline yields, or average fares paid by passengers. For more information on methodology please visit BITRE's aviation statistics site.

Chapter 9: Shipping

Deadweight tonnage (DWT) is the measure of weight that a vessel can carry, including cargo, bunkers, water and stores, expressed in tonnes.

Table 9.1

The main source of information on intercapital sea distances was The Ports of Australia (Australian Chamber of Shipping 1993). Where optional routes are available, the shorter distance was used.

Tables 9.2–9.3

Tables 9.2 and 9.3 provide estimates of the number of ships that visit major ports or states and the number of vessel visits a port or state receive during a financial year.

- Improvements have been made to the methodology used to compile estimates of port calls, with revisions back to 1998–99.
- From 2010–11 the Lloyd's 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. 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. For consistency, vessels which made only within port calls in Australia during a financial year are excluded from the number of cargo ships that called at Australian ports for that year.
- Landing craft are smaller general cargo vessels with a flat bottom that can be landed on a shore. In the Infrastructure Yearbook 2019, all landing craft in the Lloyd's ship movement data are included. Previously they were excluded from Tables 9.2 and 9.3.

Tables 9.4–9.6

Tables 9.4, 9.5 and 9.6 provide estimates of the tonnes of cargo loaded or discharged from ships at Australian ports. Domestic cargo is recorded in these estimates at both the port of loading and the port of discharge, while international cargo is recorded only at the Australian port of loading or discharge.

- Merchandise trade data have a different scope to the previously used cargo statistics with one of the differences being the inclusion of exports' ship and aircraft stores.
- Port throughput data may differ slightly from data reported directly by port authorities.

Table 9.8

Table 9.8 provides the number of ships operating out of Australian ports for at least part of the financial year that are owned or operated by Australian entities. In any financial year, there may be ships managed by Australian registered companies that operate internationally without calling into Australian ports.

Tables 9.9–9.10

A list of the Major Australian registered trading vessels (greater than 2,000 DWT) engaged in Australian coastal and international trade is provided in Tables 9.9 and 9.10. Australian Trading Vessels are defined as 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 reporting year. Vessels are classified to coastal or international trade based on their primary activity. Some predominantly international trading vessels occasionally engage in coastal trade and some predominantly coastal trading vessels occasionally engage in international trade.

Chapter 10: Transport Safety

Fatalities include injuries resulting in death within 30 days of the accident where death is attributable to injuries sustained during the accident.

Serious injuries are defined as injuries that require hospitalisation.

Table 10.1

Table 10.1 provides a cross-modal comparison of fatality accidents and fatalities. Road statistics are compiled by BITRE, while aviation statistics are compiled by the Australian Transport Safety Bureau (ATSB) and rail statistics are sourced from the Office of the National Rail Safety Regulator (ONRSR). ONRSR is an independent body corporate with regulatory safety oversight for all Australia (since Dec 2019). Prior to that ONRSR collected data from selected states and territories including for South Australia, New South Wales, Tasmania, Northern Territory, Victoria and the Australian Capital Territory.

Marine accident and fatalities statistics only include occurrences reported to ATSB which take place in Australia's maritime jurisdiction. They include accidents and other safety incidents involving Australian registered trading vessels (cargo and/or passengers) and trading vessels flying foreign flags. They also include injuries on board recreational and fishing vessels drawn into accidents that also involved a ship.

Marine accidents are defined as an occurrence involving a vessel where:

- A person dies or suffers serious injury as a result of an occurrence associated with the operation of the vessel; or
- The vessel is destroyed or seriously damaged as a result of an occurrence associated with the operation of the vessel; or
- Any property is destroyed or seriously damaged as a result of an occurrence associated with the operation of the vessel (Transport Safety Investigation Act 2003).

Aviation accidents are defined as:

- Aviation accident statistics include all occurrences associated with the operation of an aircraft which take place between the time any person boards the aircraft with the intention of flight until disembarking, in which a person is injured as a result of:
  - being in the aircraft, or
  - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
  - direct exposure to jet blast.
- For aviation safety statistics, injuries include serious and minor injuries.

For road data the definitions are:

- Crash – Any apparently unpremeditated event reported to police, or other relevant authority, and resulting in death, injury or property damage attributable to the movement of a road vehicle on a public road.
- Fatal crash – A crash for which there is at least one death

Road fatality and road crash data was sourced from BITRE's National Crash Database for 2008 to 2021, while the 2022 road fatality and road crash data was based on the BITRE Australian Road Deaths Database.

Cross–modal comparisons should be undertaken with caution as level crossing accidents between trains and road vehicles are included in the estimates of both modes from 2001 (level crossing deaths were not included in rail fatality statistics prior to 2001). In addition, suicides are excluded from aviation casualty estimates and road estimates but included in rail estimates from 2001 to 2011.

- Includes accidents and other safety incidents involving Australian registered trading vessels (cargo and/or passengers), trading vessels flying foreign flags, and Australian Domestic Commercial Vessels.
- Only includes occurrences within Australia's maritime jurisdiction
- Includes injuries on board recreational and fishing vessels involved in accidents that also involved a ship.
- Table 10.1a includes only accidents (and crashes for road transport) – see definition above.
- Table 10.1b includes all fatalities (and missing persons) and serious injuries to both crew and passengers.

Tables 10.1–10.9

Fatality rates and serious injury rates are presented for each mode using ABS population data and passenger kilometre data provided in Table 5.1.

- Between 1989 and 1997, statistics for hospitalised injury crashes were based on statistics compiled from police accident reports. Comparable national statistics are no longer available from these sources.
- From 2000–01, serious injury statistics for roads are compiled on a financial year basis (year ended 30 June) from hospital records provided to the Australian Institute of Health and Welfare and maintained on their National Hospital Morbidity Database.
- 2012 calendar year data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. A large jurisdiction changed case inclusion criteria to exclude cases cared for solely in Emergency Departments from 1 July 2012. The National Injury Surveillance Unit (NISU) estimates this decreased admitted case counts in Australia by 2000 cases (-5.6 per cent) in 2012–13 compared to 2011–12. The estimated decrease in 2012 was approximately 1000 cases, or -2.8 per cent, with the reduction likely to differ by road user group."

For tables 10.8b-e the following applies:

To minimise the impact of double counting where a person experienced multiple episodes of care relating to the same condition, the following criteria are applied to estimate cases of hospitalisations:

- Limiting to standard separations (excludes records where care type is 'newborn with unqualified days only', 'organ procurement – posthumous', or 'hospital boarder')

- Excluding records where the admission mode is 'admitted patient transferred from another hospital'
- Excluding records where the admission mode is 'statistical admission' and care type is not 'acute'
- Excluding records where 'care involving use of rehabilitation procedures' appears as an additional diagnosis and care type is not 'acute'
- Excluding records where the external cause of injury is 'Complications of medical and surgical care', 'Sequelae of external causes of morbidity and mortality', or 'contact with allergens, except contact with animals'.

In the case where multiple external causes of hospital admission are recorded for a single case, the first recorded external cause is used. Where the first recorded external cause is 'Staphylococcus aureus bacteraemia' or 'a supplementary factor related to causes classified elsewhere', then the next recorded external cause is used instead.

Tables 10.10–10.12

Rail safety statistics are sourced from the Office of the National Rail Safety Regulator (ONRSR).

Rail occurrence data for 2012 onwards include only heavy rail (excluding tram, non-heavy rail tourist and heritage operators) operations. Rail occurrence data from 2001 onwards excludes tram and monorail. Fatality and serious injury data excludes suspected suicide and trespass.

- NSW records occurrences where transfers by ambulance were required (excluding a person being transported for non-rail safety related health reasons, e.g. heart attack, seizure) as proxies for serious injuries. Consequently, this information has been provided separately.
- The Rail Safety National Law came into force in ACT on 20 November 2014. Prior to this there were no formal legal requirements for operators in ACT to notify rail safety occurrences.

The data are based on information provided by rail operators. The ONRSR cannot guarantee the accuracy or completeness of information provided by third parties.

Tables 10.13–10.15

Aviation accident statistics include all occurrences associated with the operation of an aircraft which take place between the time any person boards the aircraft with the intention of flight until disembarking, in which a person is injured as a result of:

- being in the aircraft, or
- direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
- direct exposure to jet blast.

For aviation safety statistics, injuries include serious and minor injuries.

Casualties are excluded when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew.

Tables 10.16

All ANCAP safety ratings for new vehicles sold in Australia from 2018 onwards have an expiry date of 6 years from the Rating Year. Ratings for some new vehicles sold before 2018 were originally not given an expiry date. ANCAP has since applied expiry dates to these, with ratings from 2015 and earlier expiring at the end of 2022, and ratings from 2016 due to expire at the end of 2023. Once expired, those vehicle models are considered 'unrated'.

Chapter 11: Transport Energy and Environment

Tables 11.1–11.2

Australian petroleum sales data is sourced from the monthly June Australian petroleum statistics data extract from the Department of Climate Change, Energy, the Environment and Water. The data includes reporting companies' own use of petroleum products, but excludes refinery fuel.

- Includes all LPG production and trade.
- All diesel imports are included in automotive diesel.

Table 11.3

Annual average retail petrol prices in Table 11.3a are calculated as a simple average of daily unleaded petrol prices at metropolitan and regional locations across Australia (where prices are available).

National averages are calculated as weighted averages of the state/territory prices, with weights based on vehicle numbers using petrol in each region.

Tables 11.4–11.9

Emission estimates that are provided in terms of carbon dioxide equivalent emissions in broadly follow the emission accounting framework of the Australian National Greenhouse Accounts and include only the directly radiative gases carbon dioxide, methane and nitrous oxide emitted from transport fuel combustion (with the exception of CO_2 released from the in-vehicle combustion of biofuels).

A discussion of the modelling techniques used is available in Greenhouse Gas Emissions from Australian Transport (BITRE 2009, BTRE 2006) and Long-Term Projections of Australian Transport Emissions: Base Case 2010 (BITRE 2010).

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