



BITRE STATISTICAL ALERT – Road Freight Movement Survey, 2014

Release of ABS Survey of Road Freight Movements, 29 October 2015

The ABS yesterday released summary results from the Road Freight Movement Survey (RFMS) covering the 12 months ending 31 October 2014. Jointly funded by the Commonwealth, states and territories, the RFMS will provide the first detailed snapshot of origin–destination road freight movements since 2000–01. The results will help inform the Department’s work across a range of portfolio areas, including heavy vehicle regulatory reform and infrastructure planning and investment, urban policy issues and freight.

OVERVIEW OF ROAD FREIGHT TASK

The estimated total road freight task in the 12 months to 31 October 2014 was 195.62 billion tonne kilometres, comprising 2.13 billion tonnes of goods uplifted and 17.21 billion freight vehicle kilometres. Intrastate road freight movements account for the majority of total road freight movements, with 133 billion tonne kilometres freight moved intrastate—2.04 billion tonne of goods uplifted and 14.32 billion freight vehicle kilometres.

Intrastate freight and vehicle kilometres by state/territory

	Freight uplifted (million tonnes)	Freight task (billion tonne kilometres)	Vehicle movements (billion kilometres)
NSW	502.88	30.04	4.04
Vic.	452.24	22.75	2.97
Qld	485.44	32.83	3.73
SA	142.06	8.45	0.89
WA	372.78	33.75	2.17
Tas.	50.55	2.99	0.31
NT	24.20	1.99	0.15
ACT	9.59	0.21	0.06
Australia	2 039.74	133.00	14.32

Interstate freight and vehicle kilometres, by state/territory of origin and destination

	Origin			Destination		
	Freight uplifted (million tonnes)	Freight task (billion tonne kilometres)	Vehicle movements (billion kilometres)	Freight uplifted (million tonnes)	Freight task (billion tonne kilometres)	Vehicle movements (billion kilometres)
NSW	35.62	20.59	1.01	35.12	20.53	1.02
Vic.	28.17	16.86	0.79	24.23	14.92	0.78
Qld	14.22	11.84	0.57	16.9	13.49	0.56
SA	10.96	8.75	0.34	9.51	7.86	0.33
WA	0.73	1.87	0.07	0.94	2.5	0.09
Tas.	0.00	0.00	0.00	0.00	0.00	0.00
NT	1.00	2.51	0.06	1.12	2.64	0.05
ACT	1.25	0.19	0.06	4.14	0.69	0.06
Australia	91.96	62.62	2.90	91.96	62.62	2.9

Articulated trucks accounted for 82 per cent of total road freight task nation-wide and also dominate the road freight task in each jurisdiction. Of the articulated truck road freight task, 40 per cent was carted by B-doubles and 25 per cent single trailer three axle combination trucks. Double and triple road train combination vehicles accounted for around 22 per cent of total articulated truck freight and other combination trucks for around 5 per cent. B-triples accounted for around 1 per cent of total articulated truck freight.

Approximately 54 per cent of the road freight task undertaken by articulated trucks was hauled by vehicles manufactured since 2009—i.e. vehicles approximately less than 5 years old. At the other end of the fleet, articulated trucks approximately 15 years and over accounted for only 5 per cent of total freight. It is estimated that 72 per cent of kilometres travelled by freight vehicles was when laden.

The top 11 Statistical Areas (ABS Statistical Area Level 4 or SA4) accounted for more than one third of the total road freight task. Western Australia Outback is the largest SA4 in Australia by area and recorded heaviest road freight task in the period of 12 months to 31 October 2014. This could be attributed to the large metalliferous ore mining and transport activities, especially in the Pilbara region.

Top 11 Statistical Areas by destination road freight volume

ABS Statistical Area 4	Road Freight Task
Western Australia - Outback	20.2
Melbourne - West	8.7
Darling Downs - Maranoa	7.6
Western Australia - Wheat Belt	5.0
Sydney - City and Inner South	5.5
Melbourne - Inner	5.4
New England and North West	4.2
North West (Victoria)	3.2
Riverina	3.9
Sydney - South West	3.7
Brisbane - South	4.7

ROAD FREIGHT TASK BY COMMODITY AND METHOD

	Solid Bulk	Liquid Bulk	Containerised	Other	Total
	<i>(billion tonne kilometres)</i>				
General freight (d)	4.0	1.9	1.0	36.9	43.8
Food (a)	2.8	0.0	0.5	27.3	30.5
Sand, stone and gravel	16.3	0.0	0.0	2.4	18.6
Cereal grains	9.8	0.0	0.0	2.2	11.9
Metalliferous ores and metal scrap	9.1	0.0	0.3	1.2	10.6
Other commodity (e)	0.0	0.0	3.2	7.3	10.5
Petroleum and petroleum products	0.0	9.0	0.0	0.1	9.1
Other manufactured articles	0.0	0.0	0.7	8.2	8.9
Machinery and transport equipment	0.0	0.0	0.2	7.5	7.7
Cork and wood	2.4	0.0	0.0	3.7	6.1
Live animals	0.0	0.0	0.0	6.0	6.0
Beverages and tobacco	0.1	2.8	0.3	2.4	5.6
Cement and concrete	3.1	0.4	0.0	1.4	4.9
Iron and steel	1.1	0.0	0.1	2.8	4.0
Fertilisers (manufactured)	2.8	0.3	0.0	0.4	3.5
Crude materials	2.1	0.2	0.0	1.0	3.3
Miscellaneous manufactured articles (c)	0.0	0.0	0.2	3.0	3.2
Chemicals	0.0	2.2	0.1	0.2	2.4
Tools of trade	0.0	0.0	0.0	1.6	1.6
Gases (b)	0.0	1.5	0.0	0.0	1.5
Coal	1.3	0.0	0.0	0.0	1.3
Animal and vegetable oils, fats and waxes	0.0	0.5	0.0	0.1	0.5
TOTAL	54.7	18.7	6.5	115.6	195.6

Notes:

- (a) Includes food for animal or human consumption
- (b) Natural and manufactured gases
- (c) Manufactured goods used in the production of other manufactured goods and/or made of more than one material.
- (d) Consignments not classified by commodity.
- (e) Not elsewhere specified, including sealed containers and loads

Dangerous goods and refrigerated goods account for an estimated 5.7 and 1.4 per cent of the total road freight task, respectively. Almost 80 per cent of refrigerated goods transported by road are food-related products and about 58 per cent of dangerous goods are petroleum and petroleum products. General freight is the largest 'commodity' group transported by road freight, for either origin or destination in New South Wales, Victoria, Queensland, Northern Territory and ACT, as well as in across the nation. Food-related products are the most significant transport commodity transported by road from South Australia and Tasmania, while metalliferous ores and metal scrap comprise the largest commodity group transported by road in Western Australia.

Detailed results:

More detailed results will be made available through the ABS website using the TableBuilder microdata platform. The Road Freight Movement Survey was a one-off survey and there are currently no plans for a future survey. However, BITRE, in collaboration with ABS, is presently engaging with industry with a view to understanding and testing the utility of alternative, administrative data sources for furnishing future freight statistics.