



Australian Bureau of Statistics

CATALOGUE NO. 9212.0

EMBARGOED UNTIL 11.30 A.M. 20 AUGUST 1990

RE-ISSUE

INTERSTATE FREIGHT MOVEMENT, AUSTRALIA, 1988-89

Replaces 9212.0 Issued on 8 August 1990

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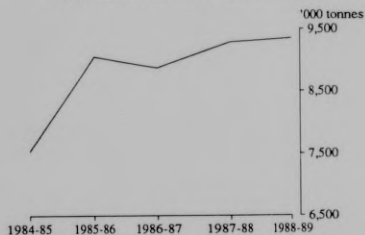
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NOTE: This re-issue contains large revisions to data relating to the interstate movement of freight by sea in 1988-89. It corrects errors in aggregated data provided to the ABS for inclusion in this publication.

Care needs to be exercised in the use of the statistics in this publication, particularly in making comparisons of the different modes of transport, for the reasons contained in paragraphs 2, 3 and 4 of the Explanatory Notes.

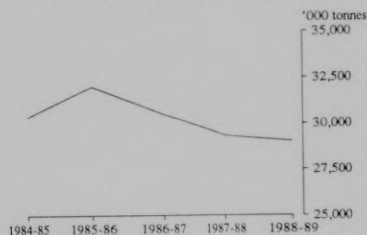
MAIN FEATURES

FREIGHT MOVED INTERSTATE BY ROAD



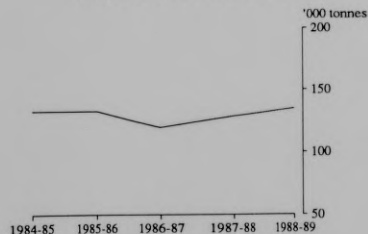
Total interstate freight moved by road in 1988-89 (9,353,000 tonnes) was 0.7% higher than in 1987-88 (9,291,000 tonnes).

FREIGHT MOVED INTERSTATE BY SEA



Total interstate freight moved by sea in 1988-89 (29,034,000 tonnes) was 1.0% lower than in 1987-88 (29,340,000 tonnes).

FREIGHT MOVED INTERSTATE BY AIR



Total interstate freight moved by air in 1988-89 (135,000 tonnes) was 4.5% higher than in 1987-88 (129,000 tonnes).

FREIGHT MOVED INTERSTATE BY RAIL



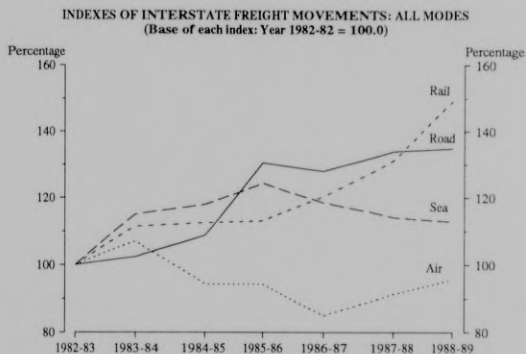
Total interstate freight moved by rail in 1988-89 (9,277,000 tonnes) was 13.6% higher than in 1987-88 (8,164,000 tonnes).

INDEXES OF INTERSTATE FREIGHT MOVEMENT

The following chart is provided as a guide to comparative trends in freight movements by different transport modes over time.

The chart indicates relative movements from a common base year and cannot be used to compare actual levels of activity (see paragraphs 2, 3 and 4 of the Explanatory Notes).

1982-83 was chosen as the base year as it was the first year for which *comparable* information was collected for each major mode of transport.



Since 1982-83, movements of freight interstate by road, sea and rail have shown significant increases, while transport of freight interstate by air has declined.

The chart shows rail as being the mode of transport now having the highest relative increase since 1982-83, followed by road and then sea. However, the actual increase in interstate road freight over the period is likely to be higher than the figures indicate (See Explanatory Notes 2 and 3).

TABLE 1. ORIGIN OF FREIGHT MOVED INTERSTATE
(*000 tonnes)

Origin	Road		Air		Sea		Rail	
	1987-88	1988-89	1987-88	1988-89	1987-88	1988-89	1987-88	1988-89
Sydney	2,184	2,253	31	32	(a)524	(a)476	1,485	1,581
Newcastle	272	249	—	—	505	438	611	822
Wollongong	221	206	—	—	1,380	1,317	747	852
Total	2,677	2,708	31	32	2,409	2,231	2,843	3,255
Melbourne	2,624	2,519	(b)54	(b)58	1,593	1,527	1,778	2,127
Geelong	97	116	—	—	1,189	1,149	31	21
Westernport	..	..	..	..	6,808	6,258	..	..
Total	2,721	2,635	54	58	9,590	8,934	1,809	2,148
Brisbane	853	872	9	10	1,214	755	576	677
Adelaide	869	920	7	7	459	568	1,052	1,183
Whyalla	..	..	..	..	(c)	(c)	..	..
Perth	115	114	6	7	876	818	437	487
Port Hedland	..	..	..	..	4,160	2,859	..	..
Tasmania	n.p.	n.p.	17	17	2,244	2,604	..	..
Darwin	n.p.	n.p.	—	—	2	3	..	..
Canberra	112	96	1	1	..	..	..	..
Other Interstate	1,916	1,979	2	2	8,385	10,261	1,446	1,526
Total	9,291	9,353	129	135	29,340	29,034	8,164	9,277

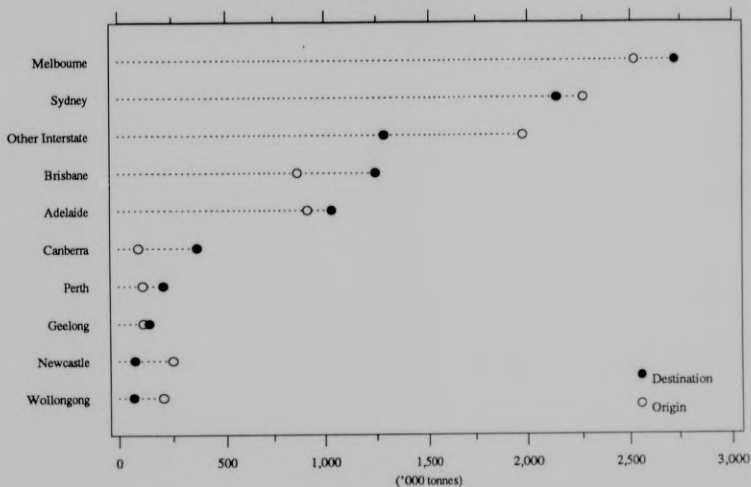
(a) Sydney includes Port Jackson and Botany Bay. (b) Melbourne includes Tullamarine, Essendon and Moorabbin. (c) Figures for Whyalla are included in Other Interstate.

TABLE 2. DESTINATION OF FREIGHT MOVED INTERSTATE
(*000 tonnes)

Destination	Road		Air		Sea		Rail	
	1987-88	1988-89	1987-88	1988-89	1987-88	1988-89	1987-88	1988-89
Sydney	2,197	2,133	30	33	(a)3,604	(a)5,919	1,580	1,754
Newcastle	68	76	—	—	1,779	2,056	35	68
Wollongong	46	71	—	—	6,252	6,089	134	86
Total	2,311	2,280	30	33	11,635	14,064	1,749	1,908
Melbourne	2,606	2,724	(b)38	(b)41	2,024	2,219	2,022	2,371
Geelong	120	143	—	—	215	340	77	9
Westernport	..	..	..	..	634	720	..	..
Total	2,726	2,867	38	41	2,873	3,279	2,099	2,380
Brisbane	1,229	1,245	16	16	4,736	5,038	1,553	1,857
Adelaide	1,053	1,034	9	9	568	299	950	1,160
Whyalla	..	..	..	..	1,168	1,176	..	..
Perth	215	207	9	8	983	365	1,306	1,473
Tasmania	n.p.	15	20	23	2,969	3,055	..	..
Darwin	n.p.	51	1	1	191	176	..	..
Canberra	310	362	3	2	..	..	..	..
Other Interstate	1,336	1,285	3	3	4,217	1,581	506	500
Total	9,291	9,353	129	135	29,340	29,034	8,164	9,277

(a) Sydney includes Port Jackson and Botany Bay. (b) Melbourne includes Tullamarine, Essendon and Moorabbin.

**FREIGHT MOVED INTERSTATE BY ROAD, 1988-89:
MAJOR ORIGINS AND DESTINATIONS**



**FREIGHT MOVED INTERSTATE BY AIR, 1988-89:
MAJOR ORIGINS AND DESTINATIONS**

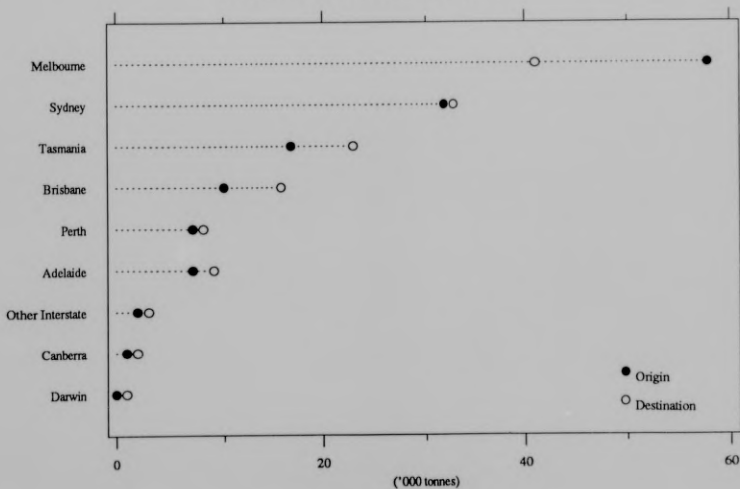


TABLE 3. FREIGHT MOVED INTERSTATE BY ROAD BETWEEN SPECIFIED AREAS, TWELVE MONTHS ENDED 30 JUNE 1989
(⁰000 tonnes)

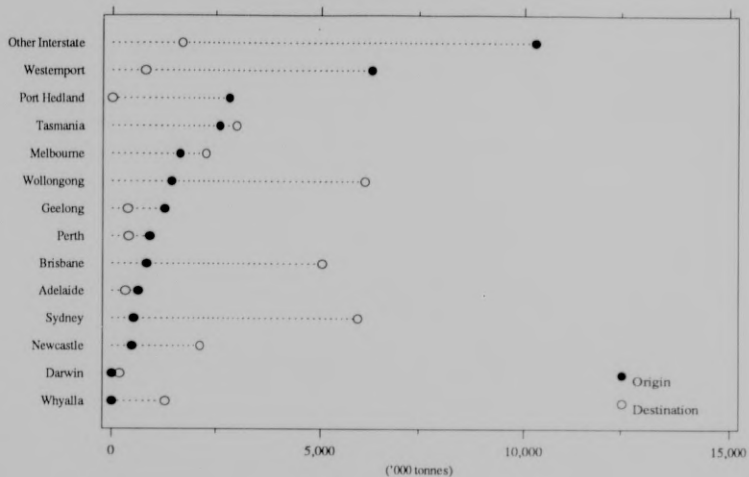
	Destination												
Origin	Sydney	Newcastle	Wollongong	Melbourne	Geelong	Brisbane	Adelaide	Perth	Tasmania	Darwin	Canberra	Other Interstate	Total
Sydney	..	..	..	1,117	18	491	224	64	8	8	189	134	2,253
Newcastle	..	..	..	74	10	79	18	3	n.p.	n.p.	n.p.	46	249
Wollongong	..	..	..	131	n.p.	16	n.p.	n.p.	n.p.	n.p.	3	34	206
Melbourne	1,076	38	54	..	..	337	499	74	..	8	95	337	2,519
Geelong	43	n.p.	n.p.	..	..	n.p.	34	n.p.	..	n.p.	1	26	116
Brisbane	319	10	4	174	n.p.	..	64	15	n.p.	n.p.	15	247	872
Adelaide	211	3	7	437	n.p.	71	..	31	2	n.p.	20	77	920
Perth	26	n.p.	n.p.	35	n.p.	13	30	..	..	n.p.	1	4	114
Tasmania	n.p.	n.p.	n.p.	..	..	n.p.	1	..	..	n.p.	n.p.	1	n.p.
Darwin	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	..	n.p.	4	n.p.
Canberra	53	n.p.	2	n.p.	..	13	n.p.	1	n.p.	..	..	12	96
Other Interstate	401	22	3	741	60	209	140	13	n.p.	n.p.	19	364	1,979
Total	2,133	76	71	2,724	143	1,245	1,034	207	15	57	362	1,285	9,353

TABLE 4. FREIGHT MOVED INTERSTATE BY AIR BETWEEN SPECIFIED AREAS, TWELVE MONTHS ENDED 30 JUNE 1989
(tonnes)

Origin	Destination												Total
	Sydney	Newcastle	Wollongong	Melbourne(a)	Geelong	Brisbane	Adelaide	Perth	Tasmania	Darwin	Canberra	Other Interstate	
Sydney	..	..	..	14,481	—	11,046	2,726	1,099	42	6	1,046	1,093	31,539
Newcastle	..	..	..	—	—	2	—	—	—	—	—	—	2
Wollongong	..	..	..	—	—	—	—	—	—	—	—	—	—
Melbourne(a)	19,744	—	—	..	..	4,374	5,016	5,132	22,587	52	872	426	58,203
Geelong	—	—	—	..	..	—	—	—	—	—	—	—	—
Brisbane	7,922	1	—	1,887	—	—	147	—	6	174	—	26	10,163
Adelaide	1,759	—	—	2,896	—	269	—	1,187	—	413	15	713	7,252
Perth	1,411	—	—	4,474	—	18	814	—	—	95	—	150	6,962
Tasmania	196	—	—	16,427	—	3	—	2	..	—	—	135	16,763
Darwin	9	—	—	13	—	121	88	3	—	..	—	137	371
Canberra	644	—	—	496	—	1	27	—	—	—	..	4	1,172
Other Interstate	942	—	—	202	—	6	356	162	2	428	1	—	2,099
Total	32,627	1	—	40,876	—	15,840	9,174	7,585	22,637	1,168	1,934	2,684	134,526

(a) Melbourne includes Tullamarine, Essendon and Moorabbin.

**FREIGHT MOVED INTERSTATE BY SEA, 1988-89:
MAJOR ORIGINS AND DESTINATIONS**



**FREIGHT MOVED INTERSTATE BY RAIL, 1988-89:
MAJOR ORIGINS AND DESTINATIONS**

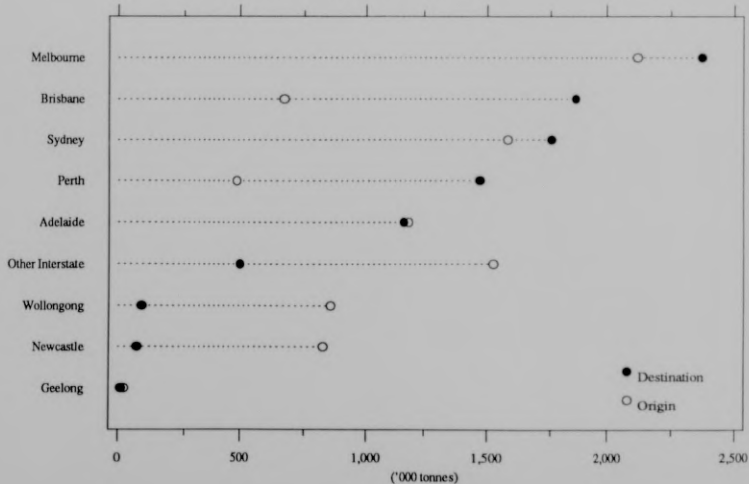


TABLE 5. FREIGHT MOVED INTERSTATE BY SEA BETWEEN SPECIFIED AREAS, TWELVE MONTHS ENDED 30 JUNE 1989
('000 tonnes)

Origin	Destination													Total
	Sydney (a)	Newcastle	Wollongong	Melbourne	Geelong	Western-port	Brisbane	Adelaide	Whyalla	Perth	Tasmania	Darwin	Other Interstate	
Sydney(a)	..	..	..	56	10	—	95	29	—	6	239	—	41	476
Newcastle	..	..	..	13	—	—	63	—	24	51	247	—	39	438
Wollongong	..	..	..	—	—	720	—	—	433	18	59	—	87	1,317
Melbourne	151	41	2	..	..	..	44	88	6	51	1,005	—	138	1,527
Geelong	183	—	—	..	..	..	211	96	—	64	298	—	297	1,149
Westernport	2,498	—	—	..	..	..	3,722	—	—	—	38	—	—	6,258
Brisbane	537	—	12	145	..	..	—	—	—	—	—	—	—	755
Adelaide	105	—	14	22	—	—	379	50	—	8	—	—	12	568
Perth	34	—	—	20	110	—	39	6	..	36	4	—	—	818
Port Hedland	—	—	2,859	—	—	—	—	—	—	..	96	172	341	2,859
Tasmania	525	21	680	1,247	—	—	4	15	16	55	..	—	41	2,604
Darwin	—	—	—	—	—	—	—	—	—	3	—	..	—	3
Other Interstate	1,887	1,993	2,521	714	219	—	481	16	697	110	1,037	—	586	10,261
Total	5,919	2,056	6,089	2,219	340	720	5,038	299	1,176	365	3,055	176	1,581	29,034

(a) Sydney includes Port Jackson and Botany Bay.

TABLE 6. INTER-SYSTEM RAIL FREIGHT MOVED BETWEEN SPECIFIED AREAS, TWELVE MONTHS ENDED 30 JUNE 1989
('000 tonnes)

Origin	Destination														Total
	New South Wales				Victoria			Queensland		South Australia		Western Australia			
	Sydney	Newcastle	Wollongong	Other	Melbourne	Geelong	Other	Brisbane	Other	Adelaide	Other	Perth	Other		
New South Wales															
Sydney	..	..	..	..	559	—	3	653	9	151	9	198	1	1,581	
Newcastle	..	..	..	..	240	—	—	355	11	39	17	142	18	822	
Wollongong	..	..	..	..	285	—	—	372	—	54	3	136	—	852	
Other	..	..	..	..	155	—	3	55	2	48	75	30	1	368	
Victoria															
Melbourne	780	10	38	9	..	..	..	203	14	596	29	435	12	2,127	
Geelong	2	—	—	7	..	..	..	—	—	11	—	—	—	21	
Other	68	4	5	28	..	..	..	49	1	61	54	39	—	309	
Queensland															
Brisbane	500	19	—	9	91	—	—	..	..	49	—	8	—	677	
Other	61	6	9	—	15	—	8	..	..	—	—	—	—	100	
South Australia															
Adelaide	161	1	—	33	528	9	13	70	—	..	..	345	23	1,183	
Other	86	26	32	29	351	—	6	58	—	..	..	138	10	736	
Western Australia															
Perth	92	4	2	9	144	—	3	42	—	150	43	..	..	487	
Other	2	—	—	—	3	—	4	—	—	1	3	..	..	13	
Total	1,754	68	86	124	2,371	9	40	1,857	37	1,160	233	1,473	64	9,277	

EXPLANATORY NOTES

Introduction

This publication presents statistics on interstate freight movements by road, air, sea and rail within Australia for the year ended 30 June 1989.

2. Tables 1 and 2 provide statistics which summarise interstate freight movements by road, rail, air and sea. Care should be exercised in making comparisons between modes of transport because of the different bases used to compile statistics for each mode; see paragraphs 6 to 9.

3. Table 3 sets out figures on interstate freight movements by road, collected by means of aggregating data obtained from the quarterly Interstate Road Freight Movement collection conducted by the ABS. These statistics were collected from enterprises involved in the movement of road freight which were found, in either the 1980-81 Census of Interstate Freight Movements, or in the 1983-84 ABS Transport Surveys, to meet the scope criteria (as defined in paragraph 6). The combined activities of those enterprises at the time of the 1980-81 Census of Interstate Freight Movement constituted approximately 70 per cent of total interstate road freight movements during that year. It was expected that the inclusion in September quarter 1985 of additional enterprises identified from the 1983-84 ABS Transport Surveys would maintain this coverage level.

4. However, due to changes over time in the composition and structure both of all enterprises engaged in road freight and of those enterprises covered by the quarterly Interstate Road Freight Movement collection, it is believed that the collection may now cover only 50 to 60 per cent of interstate road freight movements. Work is currently under way to improve the coverage of the survey.

5. Tables 4, 5 and 6 provide figures on interstate freight movements by air, sea and rail obtained from information supplied by other government authorities as outlined in paragraphs 18-21 below.

Scope**Road**

6. Interstate road freight statistics were obtained from enterprises which undertook more than 20,000 tonnes of interstate road freight movements in a year either for hire or reward under prime contract arrangements or on own account; see paragraph 15 for definitions.

Rail

7. Data on interstate freight movement by rail were provided to the ABS by the National Freight Group, Railways of Australia based on information furnished to it by the Australian National and State rail authorities in New South Wales, Victoria, Queensland and Western Australia.

Air

8. Data on interstate freight movement by air were provided to the ABS by the Commonwealth Department

of Transport and Communications based on information furnished to that Department by aircraft operators.

Sea

9. Data on interstate freight movements by sea were provided to the ABS by the Commonwealth Department of Transport and Communications based on information furnished to that Department by port authorities.

10. Where a given freight movement involved more than one mode of transport, the mode employed for the majority of the line-haul distance has been adopted for classificatory purposes.

11. All movement between Melbourne or Geelong and Tasmania have been classified as 'air' or 'sea'. However, freight consigned to Tasmania, for example, by road from Sydney to Melbourne and then by air or sea to Tasmania would be classified as 'road' from Sydney to Tasmania because that segment of the journey constituted the majority of the line-haul distance. As Tasmania is treated as a single location for the purposes of this collection, the mode of transport after landing in Tasmania is not taken into account.

ROAD FREIGHT**Coverage**

12. Coverage for the road component of this collection has been restricted to all enterprises meeting the criteria set out in paragraph 6, less those which have ceased interstate freight movement operations since 1983-84. Enterprises which may have come within the scope of the survey have not been included in the collection.

13. A significant number of businesses did not have records of tonnes moved by origin/destination. In these instances respondents were asked to provide estimates on the basis of experience over a typical short period.

Reliability of results

14. It should also be recognised that the origins/destinations specified in this publication may not reflect the initial origin and final destination of the freight moved. For example, the actual movement of freight between Dubbo and Bendigo may not be evident from details published in this publication. In this example, prime contractors including freight forwarders may consolidate freight consignments at depots in Sydney prior to performing the main line-haul to Melbourne where the individual consignments are broken down for forwarding, in this case to Bendigo. The movements Dubbo to Sydney and Melbourne to Bendigo are intrastate and therefore outside the scope of the collection. Only the freight movement between Sydney and Melbourne would be in scope of the collection and covered in this publication.

Definitions

15. Freight includes all mail, cargo or loads transported (including livestock and furniture). The road freight data

reported in this publication refer to movements made under prime contract, freight forwarding and own account arrangements. A *prime contract* is defined as an agreement to move freight, made with the original consignor of the freight. Freight moved on *own account* is freight owned and transported by the same legal entity. *Freight forwarding* refers to the management and control, for reward, of the movement of freight without the performance of the major line-haul function. Figures for freight forwarders include freight moved interstate, under sub-contract arrangements, by vehicle operators.

16. Data in this publication are reported in gross tonnes (i.e. tonnages including the weight of the container); where data are recorded in other than tonnes (e.g. litres or cubic metres) respondents have been asked to report in tonne equivalents.

17. The geographical boundaries used for this collection closely approximate the Statistical Divisions/Districts of the centres designated in this publication, with the exception of Other Interstate. Other Interstate includes locations other than those designated (i.e. combined rest of New South Wales, Victoria, Queensland, Western Australia, South Australia and Northern Territory).

RAIL, AIR AND SEA FREIGHT

Rail

18. The tonnes reported are based on consignments of freight from stations within one rail system to stations of another system. As the rail systems do not always align with State borders care should be exercised in interpreting these figures as interstate movements. For example, the operations of the Victorian and Australian National rail systems are not confined to one State.

Air

19. As interstate freight movements by air have been compiled on the basis of flight records, some may reflect an intermediate movement in the uplift and discharge of freight. For example, air freight between Victoria and Queensland may be recorded twice; initially as a movement between Victoria and New South Wales and secondly as a movement between New South Wales and Queensland.

20. More detailed information on cargo movements by air may be obtained by referring to the Commonwealth Department of Transport and Communications publications, *Commuter Air Transport and Domestic Air Transport*.

Sea

21. More detailed information on freight movements by sea may be obtained by referring to the Commonwealth

Department of Transport and Communications publications *Port Authority Cargo Movements and Sea Transport Statistics*.

Related publications

22. Users may also wish to refer to the following publication which is available on request:

Interstate Road Freight Movements, Australia (9214.0)—issued quarterly.

23. Current publications produced by the ABS are listed in the *Catalogue of Publications, Australia* (1101.0). The ABS also issues, on Tuesdays and Fridays, a *Publications Advice* (1105.0) which lists publications to be released in the next few days. The Catalogue and Publications Advice are available from any ABS office.

Symbols and other usages

- . . not applicable
- nil, or rounded to zero
- n.p. not available for publication but included in totals where applicable.

24. Where figures have been rounded, discrepancies may occur between sums of the component items and totals.

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Printed by R.D. RUBIE, Commonwealth Government Printer, Canberra
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Recommended retail price: \$3.00



2092120006893

ISSN 0729-6762