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AUSTRALIAN TRANSPORT FACTS 2012

LITE

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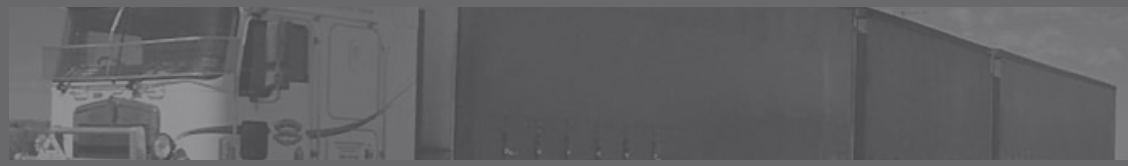

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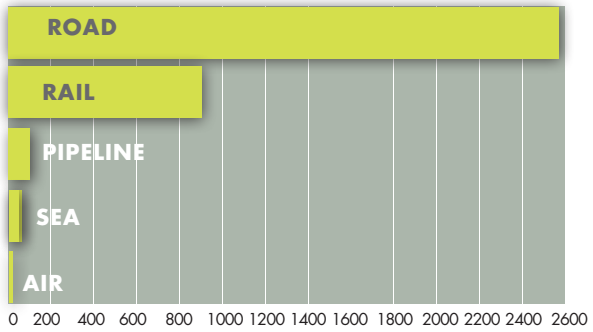
DOMESTIC FREIGHT PER CAPITA

WA FIRST … DAYLIGHT SECOND

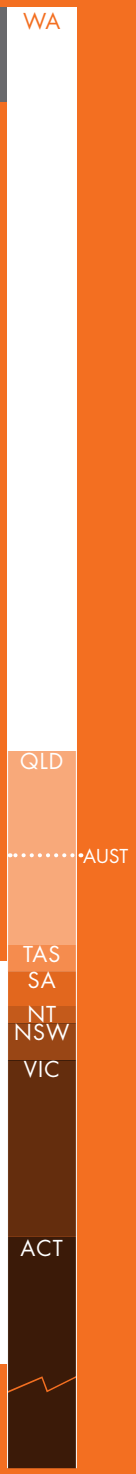
The amount of freight transported within Australia grew by 5% in 2009/10 to 3.59 billion tonnes. The share transported by road was 72%, with a further 25% by rail. Pipelines and sea catered for just over and just under 2% each respectively.

On a jurisdictional basis, WA and QLD each account for about 25% of the national figure, with NSW and VIC contributing 23% and 17% respectively.

This means that on a per-capita basis, WA generates over twice as much domestic freight than QLD, and almost three-and-a-half times as much as NSW.



DOMESTIC FREIGHT 2009/10 (B.TONNES)



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WESTERN AUSTRALIA GENERATES MORE THAN TWICE THE DOMESTIC FREIGHT OF QUEENSLAND

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MOTOR VEHICLE USE PER CAPITA

QLD
NT
WA
AUST
TAS
SA
VIC
ACT
NSW

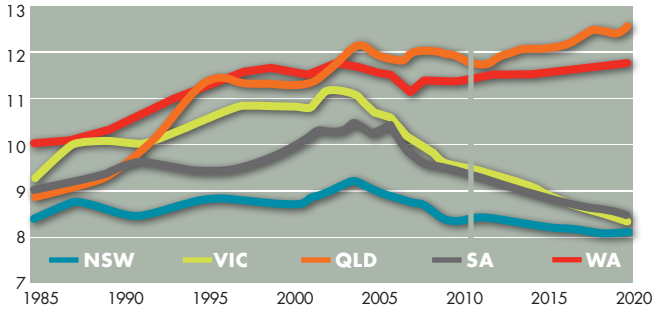
PEAK CAR USE CONTINUES DECLINING

Australia recorded its sixth successive annual decline in per capita motor vehicle use. The latest estimate for 2009/10 is about 8% lower than the peak value of 10.8 k.VKT/person reached in 2003/04. In this sense, Australia seems to be following the worldwide trend in peak car use.

However, the pattern of change is not uniform across all states. Larger declines have been observed in NSW, VIC and SA (the highest per capita users of rail). This trend is expected to continue for the foreseeable future, resulting in a further 9% decrease in per capita motor vehicle use in these states by 2019/20.

By comparison, per capita motor vehicle use in QLD and WA is still increasing, albeit at a slower rate.

By 2019/20, QLD and WA are expected to generate 4% more motor vehicle travel on a per capita basis than now.



MOTOR VEHICLE USE PER CAPITA (K.VKT/PERSON)

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QLD AND WA ARE EXPECTED TO GENERATE 4% MORE MOTOR VEHICLE TRAVEL, ON A PER CAPITA BASIS

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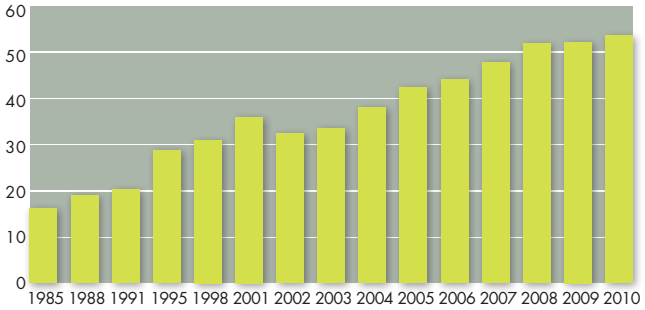
DOMESTIC AIR PASSENGER JOURNEYS PER CAPITA

AUSTRALIA'S MOST FREQUENT FLYERS

The number of domestic air passenger journeys undertaken in Australia grew by 1.45 million from 2008/09 to 2009/10, representing an increase of 3%.

Just under 90% of the total domestic passenger task in 2009/10 was undertaken by scheduled services, just over 10% by regional services, with the remainder undertaken by unscheduled services.

On a jurisdictional basis, QLD and NSW generate 28% and 26% of domestic air passenger journeys respectively, compared to 3% by NT and ACT. However, **NT and ACT generate a significantly larger portion of journeys on a per capita basis** as a result of their smaller populations, coupled with their relatively large tourism, armed forces (NT) and public service (ACT) sectors.



DOMESTIC AIR PASSENGER JOURNEYS (M)

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NT AND ACT GENERATE A SIGNIFICANTLY LARGER PORTION OF AIR PASSENGER JOURNEYS ON A PER CAPITA BASIS

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RAIL PASSENGER TASK PER CAPITA

VIC

NSW

AUST

WA

QLD

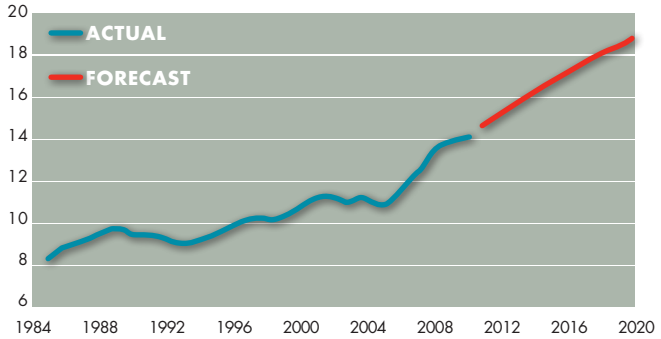
SA

VIC LEADING IN PASSENGER RAIL

Rail patronage decreased slightly in 2009/10 to 770 billion passenger journeys, the passenger task (B.PKM) increased by just over 1%.

Urban rail patronage represents the lion's share (ie 99%) of the state total in VIC and only slightly less (ie 96%) in NSW. However, the urban share of each state's rail passenger task varies significantly from 36% in WA up to 80% in VIC.

On a per-capita basis, **VIC generates more rail passenger trips than any other state, and does so at almost twice the national average.** Over the next 10 years, the passenger rail task within Australia is expected to grow by 35%, with the largest increases expected to occur in VIC and NSW.



RAIL PASSENGER TASK (B.PKM)

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VIC GENERATES MORE RAIL PASSENGER TRIPS THAN ANY OTHER STATE, AND DOES SO AT ALMOST TWICE THE NATIONAL AVERAGE

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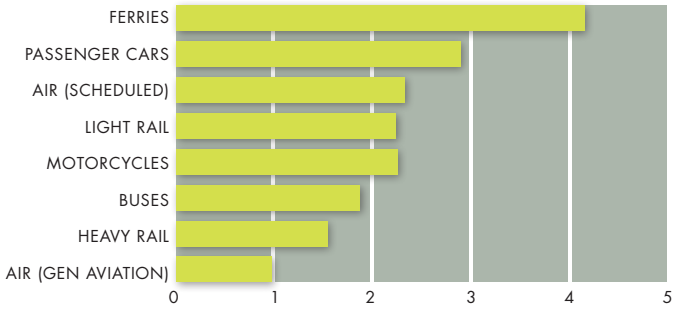
PASSENGER TRANSPORT ENERGY INTENSITY

NT AND ACT MOST ENERGY EFFICIENT

Certain fuels used to power the various passenger transport modes used in Australia are more energy efficient than others. This observation, coupled with the passenger carrying characteristics of the various modes, means that some modes are more energy efficient than others.

Buses are generally 35% more efficient than passenger cars, which in turn are 31% more efficient than ferries. The most efficient modes are general aviation and heavy rail, each consuming 0.98 and 1.49 MJ-FFC/pkm respectively.

The embodied energy within the various fuels varies between states, as does the fleet average fuel consumption rate (due to differences in technology and network congestion). This means that **the more energy efficient states for passenger transport are NT, ACT and WA, while the least energy efficient state is VIC**, due primarily to its reliance on brown coal for electricity generation (to power trains and trams).



PASSENGER TRANSPORT ENERGY INTENSITY 2009/10 (MJ-FFC/PKM)

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THE MORE ENERGY EFFICIENT STATES FOR PASSENGER TRANSPORT ARE NT, ACT AND WA

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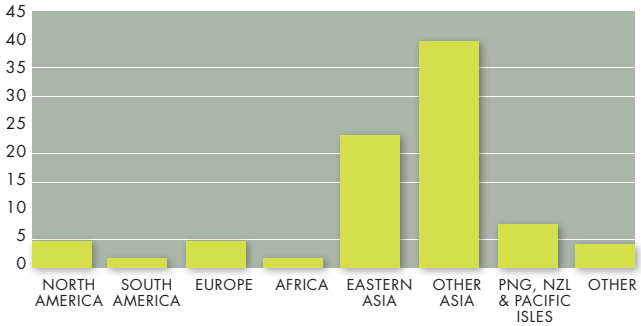
INTERNATIONAL SEA IMPORTS

QLD
NSW
VIC
WA
NT
SA
TAS

QLD LARGEST IMPORTER OF SEA FREIGHT

In 2009/10, 86 million tonnes of cargo was imported into Australia from around the world. Of these, 46% originated from India and Central Asia, 26% from Eastern Asia and 9% from New Zealand, PNG and Pacific Nations.

Despite being the third largest state economy, QLD imported the greatest amount or cargo, followed by NSW and VIC. However, **NT is by far the largest importer of cargo relative to GSP, importing 403 tonnes per million dollars GSP.** This is followed by QLD with 84 tonnes per million dollars GSP.



INTERNATIONAL SEA IMPORTS BY ORIGIN 2009/10 (M.TONNES)

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NT IS THE LARGEST IMPORTER OF CARGO RELATIVE TO GSP

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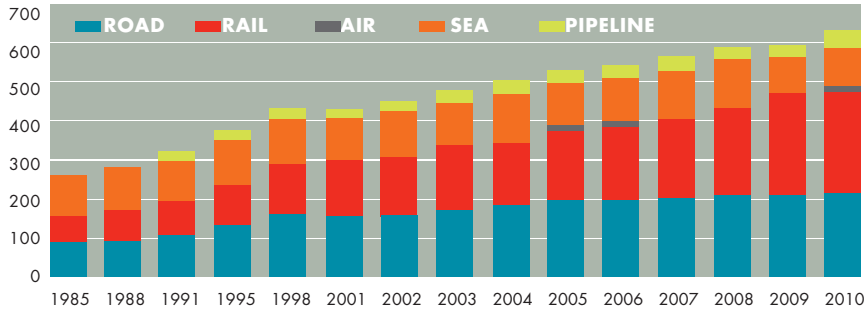
AUSTRALIAN AND STATE TRANSPORT FACTS REPORTS

Each year the CTEE publishes a series of reports quantifying the passenger task, freight task, energy use and emissions for all transport modes at the state/territory and national level. These reports include 10 year projections under a "business as usual" scenario.

The CTEE reports are prepared for the following state and federal government clients:

- Department for Transport, Energy and Infrastructure (SA)
- Department of Transport and Main Roads (QLD)
- Department of Planning and Community Development (VIC)
- Bureau of Transport Statistics (NSW)
- Department of Transport (NSW)
- Bureau of Infrastructure, Transport and Regional Economics (AUST)

The data presented in the CTEE reports are used to develop evidence based policy dealing with a wide range of passenger and freight transport related issues.



DOMESTIC FREIGHT TASK (B.TKM)

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DATA IN THE CTEE REPORTS ARE USED TO DEVELOP EVIDENCE BASED POLICY

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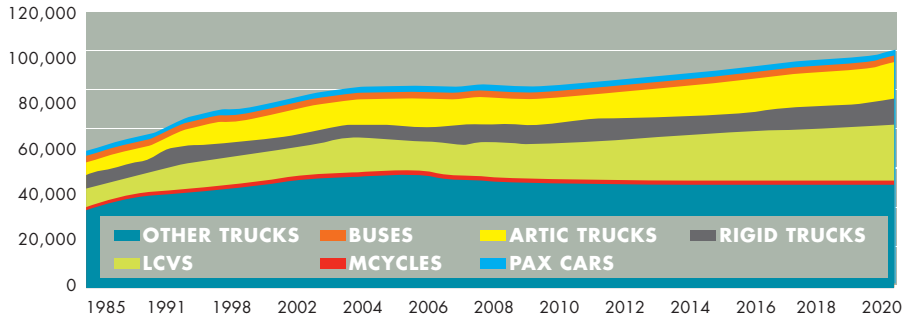
THE CENTRE FOR TRANSPORT ENERGY AND THE ENVIRONMENT

The Centre for Transport, Energy and the Environment (CTEE) is the premier source of information on Australia's transport, producing:

- the only single consistent source of information on transport to, from and within Australia
- data on the freight task, passenger task, energy use and emissions
- annual reports on changes in these parameters for road, rail, air, sea and non-urban pipelines
- historical time series data back to 1984/85 and 10 year forecasts at the State and National level

The CTEE collates data from a range of published and un-published, government and private sources and adds value by:

- adjusting for any inherent bias in the source data
- comparing data from multiple sources to ensure accuracy and reconciling any inconsistencies
- subjecting the input data and output statistics to a range of quality checks
- producing a holistic and complete picture of the national and state / territory transport task
- undertaking specialised one-off commissions



CO2-EQ EMISSIONS FROM ROAD TRANSPORT (K.TONNES)

THE CTEE IS THE PREMIER SOURCE OF INFORMATION ON AUSTRALIA'S TRANSPORT

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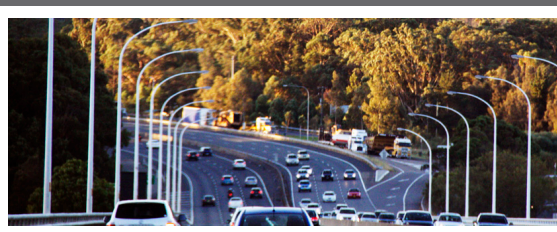
AUSTRALIAN TRANSPORT FACTS FOR 2009/10

PARAMETER	NSW	VIC	QLD	SA	WA	AUST
POPULATION & ECONOMY						
POPULATION (M.PERSONS)	7.12	5.44	4.46	1.63	2.25	21.99
GROSS STATE PRODUCT (B.$)	403	294	255	79	188	1,284
REGISTERED VEHICLES (M.VEHICLES)	4.68	4.11	3.36	1.24	1.87	16.06
ROAD						
PASSENGER TASK (B.PKM)	92.35	73.27	80.59	24.19	40.68	328.69
FREIGHT TASK (B.TKM)	43.19	47.60	57.96	17.11	32.67	208.58
ENERGY CONSUMED (PJ-FFC)	327.61	285.28	292.26	85.18	149.08	1199.90
CO2E EMISSIONS (TG)	22.60	19.54	20.18	5.93	10.30	82.72
RAIL						
PASSENGER TASK (B.PKM)	6.25	4.93	1.50	0.48	0.97	14.13
FREIGHT TASK (B.TKM)	44.95	7.10	53.42	4.44	150.40	260.32
ENERGY CONSUMED (PJ-FFC)	22.00	10.00	17.13	1.97	15.02	66.12
CO2E EMISSIONS (TG)	1.26	0.88	1.44	0.27	1.21	5.05
AIR						
INTERNATION PASSENGERS (M.PERSONS)	11.12	5.47	5.32	0.52	2.98	25.63
DOMESTIC PASSENGERS (M.PERSONS)	13.79	10.99	14.70	3.59	5.09	52.95
ENERGY CONSUMED (DOM & INT) (PJ-FFC)	283.28	146.15	114.71	17.80	63.02	634.81
CO2E EMISSIONS (DOM & INT) (TG)	20.31	10.53	8.27	1.28	4.54	45.64
SEA						
INTERNATIONAL FREIGHT (M.T)	141.9	31.4	229.9	16.3	498.2	945.8
DOMESTIC FREIGHT (M.T)	3.36	6.32	20.45	5.68	11.23	52.08
ENERGY CONSUMED (DOM & INT) (PJ-FFC)	261.33	55.29	115.96	11.37	104.25	557.24
CO2E EMISSIONS (DOM & INT) (TG)	19.80	4.18	8.83	0.80	7.82	42.07



"I see the others reading, standing

As the Manly Ferry cuts its way to Circular Quay"

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AUSTRALIAN TRANSPORT FACTS 2012

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P 07 3839 6771
Level G 67 St Pauls Tce
Spring Hill Q 4000

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