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EXPERIMENTAL ESTIMATES OF FREIGHT MOVEMENTS, AUSTRALIA, JUNE QUARTER 1995

INTRODUCTION

This publication provides estimates from the Freight Movements Survey of Australia. For more details on the background and development of the survey, refer to *Information Paper — Freight Movements, Australia* (9218.0) which is available on request. The Freight Movements Survey replaces the Interstate Freight Movement Survey which ceased in the June quarter 1994.

The statistics are compiled from data provided by transport operators and other private and government-owned organisations involved in moving freight in Australia. Respondents were asked to supply information on type and quantity of goods or materials moved and to specify the origin and destination of those goods and materials. Information was obtained on whether the commodity was moved in bulk, was dangerous, containerised or refrigerated.

The ABS is very interested in feedback from users of these statistics. Users are invited to provide comments to the ABS on any aspects of this release, including particular estimates contained within it.

CAUTIONARY NOTES

The ABS has been conducting the quarterly survey of freight movements since the June quarter 1994. The estimates presented in this release are regarded as experimental at this stage and should be used with caution. Particular care should be taken when comparing June quarter 1995 and June quarter 1994 data. ABS procedures have been refined and respondents have become more familiar with the survey since its introduction. Consequently the data for the June quarter 1994 may not be directly comparable with June quarter 1995 data.

For more information, refer to the comments below and the section, **RELIABILITY OF ESTIMATES**, on page 5.

As the ABS collected information on individual movements rather than consignments, freight movements which involved more than one operator or mode could have been counted more than once (see **SCOPE OF THE SURVEY**, on page 3).

At this stage, estimates have not been weighted to provide an indication of tonnes moved by distance. Data on a tonne-kilometre basis will be presented in future issues.

INQUIRIES

- *for further information about statistics in this publication and the availability of related unpublished statistics*, contact Sharyn Marken on (07) 3222 6190 or any ABS office.
 - *for information about other ABS statistics and services*, refer to the back page of this publication.
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Care should be used in interpreting quarterly changes as freight movements can be influenced by seasonal fluctuations. As this is a new survey, the extent of seasonality in the series is unknown.

Users should also be cautious when comparing data for the different transport modes as scope and coverage differences affect the estimates for each mode. In particular, road freight information collected was limited to freight carried by vehicles over 3.5 tonnes and excluded freight moved within urban areas or over distances of less than 25 kilometres in rural areas. The road freight movements excluded are thought to represent a large portion of all road freight moved in Australia. Urban movements were also excluded for rail but, in contrast to road freight, are expected to constitute a relatively small proportion of the freight moved by that mode (see the paragraph under Road in the section on SCOPE OF THE SURVEY).

Road operators with relatively simple information systems were asked to provide information for a specified two-week period in the middle of the quarter. That information was then expanded to produce quarterly estimates. In other situations, respondents with large numbers of movements were asked to provide information relating to a sample of those movements and the results were also expanded. Where sophisticated information systems existed, total freight movement information was often provided for the whole quarter.

Where sub-quarterly data were provided by respondents, error could have arisen due to:

- the sub-quarterly reporting period used not being representative of the whole quarter; and
- the sampling of records by those respondents who were asked to report in respect of a specified sub-sample of their movement records, not being representative of the whole quarter.

Further error could have resulted from:

- any inaccuracies in the sample framework affecting road freight movement estimates (see Road in the section on COVERAGE OF THE SURVEY);
- non-response affecting the estimates for road freight movements (see RELIABILITY OF ESTIMATES); and,
- respondent errors and omissions; for instance, where incomplete information was provided, the ABS estimated for missing data using previous information and/or conversion factors (see RELIABILITY OF ESTIMATES).

The estimates are also subject to sampling error. Where the sampling error associated with a particular estimate is large, this is indicated by an asterisk beside the figure (see RELIABILITY OF ESTIMATES for a fuller explanation).

It is expected that total error will reduce as procedures and frameworks improve, respondents become more familiar with the survey and response rates increase.

The ABS is currently undertaking a methodological review of the survey to improve the quality of freight movement information. This review is scheduled for completion in the first half of 1996.

The estimates in this release may be revised as results from future surveys become available for analysis.

SURVEY FINDINGS

It is estimated that 656.5 million tonnes of freight was moved in Australia during 1994-95. Over half (58.7%) was moved by rail, 33.7% by road, 7.6% by sea and less than 0.1% by air.

Total freight increased 3.4% between the March quarter 1995 and the June quarter 1995 (from 147.7 million tonnes to 152.9 million tonnes) despite road and air recording decreases of 1.0% and 6.0%, respectively.

Major commodities moved by rail in the June quarter 1995 were metalliferous ores 40.8 million tonnes, coal, coke and briquettes 36.7 million tonnes and cereal grains 2.7 million tonnes.

Stone, sand and gravel at 5.9 million tonnes was the major identifiable commodity moved by road in the June quarter. Cork and wood, coal, coke and briquettes and 'other foodstuffs' were also significant in the June quarter. General freight (unspecified) and other freight (miscellaneous materials and manufactured goods) comprised a large proportion of total freight moved.

For sea, the two major commodities moved in June quarter 1995 were metalliferous ores and metal scrap (5.3 million tonnes) and petroleum oil, motor spirit and other light oils (2.7 million tonnes).

Of the total measured freight moved in Australia by rail, intrastate movements accounted for 97.2% in the June quarter 1995. For road, intrastate movements accounted for 83.1% of the total in the June quarter.

SCOPE OF THE SURVEY

The statistics in this publication relate to freight movements by all industries and sectors of the Australian economy whether they are carried by transport (hire and reward) operators or moved by ancillary operators (i.e. manufacturers, retailers, wholesalers, etc. moving goods on their own account). Freight moved by vehicles belonging to the defence forces and by pipeline were excluded from the survey.

Movements made under prime contract or own account arrangements were reported. In order to avoid double counting, freight moved under subcontract arrangements was excluded as it was covered under a prime contract.

Movements involving more than one mode of transportation were recorded as separate movements. For example, freight moved from Sydney to Hobart by road and sea was recorded as 'road' from Sydney to Melbourne, 'sea' from Melbourne to Devonport and 'road' from Devonport to Hobart. Freight moved interstate by rail which involved two rail authorities was recorded as two separate movements. For example, a consignment moved from Melbourne to Townsville was recorded as one movement from Melbourne to Brisbane and a separate movement from Brisbane to Townsville.

Road The survey covers the prime contract freight movements undertaken by businesses which are the registered owners of:

- commercial rigid and articulated trucks, with gross vehicle/comboination mass of 3.5 tonnes or more; or
- trailers forming part of an articulated truck combination.

All movements within urban areas or those of less than 25 kilometres in rural areas, except those that cross State or urban boundaries, were excluded from the survey. Freight movements involving tools of trade were also excluded.

As a minimum requirement, respondents were asked to provide information on the movements of freight for a specified two-week period in the middle of the quarter. Information for longer periods up to three months was obtained from some operators.

Additionally, some respondents were asked to provide information for a sample of movements within the reporting period. Where necessary, the data were expanded to represent freight movements for the quarter.

Rail, sea and air Apart from freight carried solely within urban areas, all rail, sea and air movements within Australia and its Territories by public and private organisations were included. International freight moving in or out of Australia or in transit was excluded.

COVERAGE OF THE SURVEY

Road The registers of motor vehicle registration authorities at 30 June 1993 were used to identify the registered owners of commercial rigid and articulated trucks or trailers forming part of an articulated truck combination.

The resulting population (approximately 340,000 organisations) was divided into four strata depending on how many trucks/trailers were registered to that organisation: 1 to 2 trucks/trailers = Stratum 1; 3 to 9 trucks/trailers = Stratum 2; 10 to 19 trucks/trailers = Stratum 3; 20 or more trucks/trailers = Stratum 4. For the survey, a simple random sample of organisations was selected from each of strata 1 to 3, while all organisations in Stratum 4 were approached. A total of 4,400 organisations were included in the data collection phase of the survey.

Rail, sea and air For rail, sea and air, all public authority and private business operators were included.

DEFINITIONS

A prime contract is an agreement to move freight, made between the original consignor of the freight and the transporter.

Own account freight is that owned and transported by the same legal entity.

Freight includes all goods and materials transported except tools of trade and freight moved by vehicles of the defence forces and by pipeline.

Bulk goods are those moved in an unpackaged or loose form, e.g. stone, sand, gravel, petroleum.

Containerised goods are those transported in a shipping container, e.g. a 20-foot equivalent unit (TEU).

Dangerous goods are those classified as dangerous or hazardous according to the *Australian Code for the Transport of Dangerous Goods by Road and Rail* (fifth edition).

Refrigerated goods are those requiring insulation, chilling or freezing during transportation.

Commodities are classified according to the 1 to 3-digit level codes of the Australian Transport Freight Commodity Classification (ATFCC) and Australian Pack Classification (APC). Information is aggregated and available for 32 broad commodity descriptions. See Table 2 for the commodity

descriptions. For air freight, only broad commodity descriptions are available.

Origin and destination represent the points at which the goods were picked up and to which they were delivered in accordance with the prime contract. This information was coded to the statistical subdivision level. In this publication only the statistical division level is shown.

Quantity. The unit of measurement is tonnes. Appropriate conversions are applied to data that are supplied as litres, cubic metres, etc.

Mode identifies whether the movement was by road, rail, sea or air.

RELIABILITY OF ESTIMATES

As with any new survey, some data collection problems were encountered, particularly in the road freight area. Below is a brief account of some of the issues that arose and the solutions adopted.

- Some companies recorded freight movements on the basis of regional zones and could not identify specific origins and destinations. In cases of large movements of a specific commodity, the company was usually able to supply sufficient information to code the relevant origin and destination. Where parcel or general freight was involved, the movement was split between the major statistical subdivisions based on population distribution or other relevant information provided by the company.
- Some companies provided only the dollar value of goods transported as no measure of weight was available from their information systems. Average prices of these goods were used to estimate the weight in tonnes.
- Some companies made many deliveries along a route and could not provide all the relevant details of the tonnage involved, drop-off points, etc. Discussions with respondents usually elicited sufficient information to estimate these movements. Where this was not satisfactory, an average weight of the freight was recorded between the origin and final destination.
- As names and addresses of survey respondents were obtained from the State/Territory motor vehicle registration authorities in 1993, company closures, takeovers and postal address changes, etc. led to difficulties in contacting some organisations. This contributed to the non-response rate and had an effect on the survey estimates. Where no previous information was available on which to base estimates for these companies, estimated values were not included for these units.

Since the estimates for road freight are based on data obtained from a sample rather than a complete enumeration, the data are subject to sampling variability. That is, they may differ from the figures that would have been obtained if all units had been included. One measure of the likely difference is given by the standard error, which indicates the extent to which an estimate might have varied by chance because only a sample of units was included. There are about 2 chances in 3 that a sample estimate will differ by less than one standard error from the figure that would have been obtained if all units had been included, and about 19 chances in 20 that the difference will be less than two standard errors.

Another measure of sampling variability is the relative standard error (RSE) which is obtained by expressing the standard error as a percentage of the estimate to which it refers. The relative standard error is a useful measure in that it provides an indication of the percentage errors likely to have occurred due to sampling. The accuracy of the estimates of different magnitude can be readily compared using the relative standard error.

As an example of the above, in Table 1 the estimate of total road freight in the June quarter 1994 is 68,192 thousand tonnes. The RSE for this estimate is 5.9%, i.e. 4,023 thousand tonnes. This means there are about 2 chances in 3 that the value which would have been obtained from a complete enumeration would have been a figure in the range 64,169 thousand tonnes to 72,215 thousand tonnes and about 19 chances in 20 that it would have been in the range 60,145 thousand tonnes to 76,239 thousand tonnes.

In this publication, only estimates with relative standard errors of less than 25% are considered sufficiently reliable for most purposes. Data items with a relative standard error from 25% to 49.9% are preceded by a single asterisk (*) while those with a relative standard error of 50% or more are replaced with two asterisks (**). Relative standard errors for estimates contained in the tables are available from the ABS.

Sampling error is not the only type of inaccuracy which affects the quality of the data. Other types of error, referred to as non-sampling error, can be present in any type of collection, whether it be a complete enumeration or a sample survey. For example, non-sampling error can occur because of the inability to identify all freight movers in Australia, non-response to the survey, imperfections in reporting by respondents, definition or classification difficulties, or errors in transcribing and processing the data. While the effects of non-sampling error are not quantifiable, every effort is made to minimise the effect through the design and testing of questionnaires and the use of efficient operating procedures.

As the size of standard errors associated with some estimates is very large and the effect of non-sampling error on all estimates is unknown, it is important for users to consider whether the estimates from the survey are reliable enough for their purposes. Users should contact the ABS if they have any queries on the reliability of estimates for particular purposes.

AUSTRALIAN STANDARD GEOGRAPHICAL CLASSIFICATION

Statistics from the survey are classified according to the Australian Standard Geographical Classification (ASGC), (Edition 2.4). This classification incorporates a number of hierarchical structures of geographic areas. The appropriate spatial units of the main structure of the ASGC used in the survey are defined as follows.

Statistical Subdivisions (SSDs) consist of one or more legal local government areas (LGAs) or suburbs in certain urban LGAs. They form intermediate size spatial units for the presentation of regional data.

Statistical Divisions (SDs), which consist of one or more SSDs, are designed to be relatively homogeneous regions characterised by identifiable social and economic units within a region, under the unifying influence of one or more major towns or cities.

A listing of statistical divisions and subdivisions appears on pages 12 and 13. For maps showing the boundaries of statistical areas, contact your nearest ABS office.

UNPUBLISHED STATISTICS

Unpublished data are available. Inquiries should be made to the contact shown at the front of this publication.

SYMBOLS AND OTHER
USAGES

n.a.	not available
n.e.s	not elsewhere specified
n.p.	not available for publication but included in totals where applicable
n.s.	number suppressed — sample is too small to provide a reliable estimate
r	figure or series revised since previous issue
*	relative standard error between 25% and 49.9%
**	relative standard error of 50% or more
..	not applicable
—	nil or rounded to zero (including null cells)

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

Dennis Trewin
Acting Australian Statistician

1 FREIGHT MOVEMENTS¹ BY MODE, AUSTRALIA

	Rail	Road	Sea	Air	Total
Period	'000 tonnes	'000 tonnes	'000 tonnes	'000 tonnes	'000 tonnes
1994-95	385 391	221 011	49 927	205	656 534
1994					
June quarter	81 248	68 192	11 349	43	160 833
September quarter	108 831	57 107	12 546	53	178 537
December quarter	102 282	61 782	13 160	55	177 280
1995					
March quarter	84 324	51 322	12 015	50	147 712
June quarter	89 954	50 799	12 113	47	152 913

¹ Freight movements which involve more than one operator or mode may be counted more than once.

2 FREIGHT MOVEMENTS¹: COMMODITY BY MODE, AUSTRALIA, JUNE QUARTER 1995

	Rail	Road	Sea	Air	Total
Commodity	'000 tonnes	'000 tonnes	'000 tonnes	'000 tonnes	'000 tonnes
Food and live animals					
Live animals	97	2 238	9	n.a.	2 344
Meat and meat preparations	37	408	7	n.a.	451
Cereal grains	2 673	2 534	264	n.a.	5 471
Vegetables and fruit	1 648	1 881	82	n.a.	3 612
Sugar, sugar preparations and honey	108	*160	126	n.a.	394
Other foodstuffs	143	3 265	31	n.a.	3 439
Beverages (alcoholic and non-alcoholic)	1	488	4	n.a.	493
Crude materials, inedible, except fuels					
Cork and wood	413	5 353	35	n.a.	5 801
Textile fibres	75	**	3	n.a.	n.p.
Fertilizers (crude and manufactured)	72	*2 355	120	n.a.	2 547
Stone, sand and gravel	645	5 948	—	n.a.	6 593
Metalliferous ores and metal scrap	40 808	*1 184	5 263	n.a.	47 252
Mineral fuels, lubricants and related materials					
Coal, coke and briquettes	36 706	3 456	633	n.a.	40 795
Petroleum oil, motor spirit and other light oils	357	1 907	2 725	n.a.	4 990
Other petroleum oils and products	179	*1 193	503	n.a.	1 875
Gases (natural and manufactured)	4	**	114	n.a.	n.p.
Chemicals and related products, n.e.s.	344	991	156	n.a.	1 491
Manufactured goods (classified chiefly by material)					
Paper and paper products	40	444	152	n.a.	636
Cement and cement clinker	566	539	417	n.a.	1 522
Clay products (bricks, tiles, pipes, etc.)	12	*770	—	n.a.	783
Other building materials	49	839	6	n.a.	895
Iron and steel	944	*1 035	249	n.a.	2 128
Non-ferrous metals	122	91	38	n.a.	251
Machinery and transport equipment					
Machinery and equipment	26	*766	5	n.a.	797
Motor vehicles	10	*688	17	n.a.	716
Motor vehicle parts and accessories	—	*90	—	n.a.	81
Other road vehicles/transport equipment	5	n.s.	3	n.a.	n.p.
Miscellaneous manufactured articles					
Furniture	—	**	2	n.a.	n.p.
Commodities and transactions, n.e.s.					
Mail and postal packages	—	99	2	10	110
General freight ²	2 131	5 035	131	37	7 334
Empty used containers and packaging	43	*308	57	n.a.	408
Other freight³	1 794	5 204	959	n.a.	7 957
Total	89 954	50 799	12 113	47	152 913

¹ Freight movements which involve more than one operator or mode may be counted more than once.

² Commodities not classified by type, including personal effects and furniture, not for sale.

³ All other commodities not elsewhere specified including animal feed, crude rubber, slag, ships and boats.

State/Territory Statistical division	Rail '000 tonnes	Road '000 tonnes	Sea '000 tonnes	Air '000 tonnes	Total '000 tonnes
New South Wales and Australian Capital Territory	18 710	12 908	1 239	14	30 871
Sydney	748	4 173	189	13	5 123
Hunter	10 709	2 135	363	—	13 207
Illawarra	2 091	1 554	686	—	4 331
Richmond-Tweed	39	*356	—	—	396
Mid North Coast	59	*577	1	—	636
Northern	362	487	—	—	849
North Western	188	n.p.	—	—	n.p.
Central West	1 750	250	—	—	1 999
South Eastern	33	*700	—	—	733
Murrumbidgee	67	*874	—	—	941
Murray	112	413	—	—	525
Far West	—	n.p.	—	—	n.p.
Australian Capital Territory ²	—	*56	—	1	58
Victoria	1 496	13 815	1 939	15	17 265
Melbourne	543	5 038	1 800	15	7 196
Barwon	207	*1 454	288	—	1 949
Western District	11	926	—	—	937
Central Highlands	18	*1 658	—	—	1 676
Wimmera	155	n.p.	—	—	n.p.
Mallee	151	n.p.	—	—	n.p.
Loddon-Campaspe	47	*879	—	—	925
Goulburn	128	*976	—	—	1 104
Ovens-Murray	56	*456	—	—	513
East Gippsland	1	*578	1	—	580
Gippsland	39	864	40	—	943
Off-shore areas	..	..	10	—	10
Queensland	27 684	10 801	3 051	8	41 543
Brisbane	734	*4 475	534	6	5 749
Moreton	413	**	—	—	**
Wide Bay-Burnett	217	709	73	—	999
Darling Downs	326	1 441	—	—	1 767
South-West	17	*256	—	—	273
Fitzroy	10 242	551	300	—	11 092
Central-West	17	*95	—	—	112
Mackay	10 080	*644	29	—	10 753
Northern	3 183	*627	17	1	3 828
Far North	n.p.	*575	2 088	1	n.p.
North-West	n.p.	n.p.	8	—	n.p.
Off-shore areas	..	..	2	—	2
South Australia	13 428	4 406	1 488	3	9 325
Adelaide	515	1 426	323	3	2 267
Outer Adelaide	113	647	—	—	760
Yorke and Lower North	4	*224	453	—	681
Murray Lands	—	n.p.	—	—	n.p.
South-East	2	*1 219	—	—	1 221
Eyre	341	**	275	—	**
Northern	2 249	275	438	—	2 962
Western Australia	140 002	6 458	3 103	3	49 566
Perth	2 074	1 785	575	3	4 417
South-West	1 550	*1 591	98	—	3 239
Lower Great Southern	99	*991	64	—	1 154
Upper Great Southern	1 133	303	—	—	1 436
Midlands	1 306	815	—	—	1 922
South Eastern	271	546	—	—	817
Central	3 507	**	—	—	**
Pilbara	30 059	79	2 247	—	32 385
Kimberley	—	n.p.	2	—	n.p.
Off-shore areas	..	..	117	—	117
Tasmania	609	2 196	1 020	2	3 828
Greater Hobart	93	*407	137	1	638
Southern	—	*206	—	—	206
Northern	137	934	90	1	1 162
Mersey-Lyell	379	*649	794	—	1 822
Northern Territory	25	215	274	1	515
Darwin	—	41	26	1	68
Northern Territory — Balance	25	174	247	—	446
Total	89 954	50 799	12 113	47	152 913

¹ Including rail movements for which no origin at statistical division level was supplied.

² Canberra and Australian Capital Territory — Balance Statistical Divisions.

FREIGHT MOVEMENTS: DESTINATION OF FREIGHT BY MODE, AUSTRALIA, JUNE QUARTER 1995

State/Territory Statistical division	Rail '000 tonnes	Road '000 tonnes	Sea '000 tonnes	Air '000 tonnes	Total '000 tonnes
New South Wales and Australian Capital Territory	16 218	13 054	4 799	13	34 084
Sydney	1 115	3 825	1 500	12	6 452
Hunter	11 099	1 564	664	—	13 327
Illawarra	3 291	n.p.	2 607	—	n.p.
Richmond-Tweed	31	*426	—	—	456
Mid North Coast	46	*627	1	—	674
Northern	191	402	—	—	593
North Western	56	n.p.	—	—	n.p.
Central West	157	827	—	—	983
South Eastern	15	*407	28	—	450
Murrumbidgee	21	*626	—	—	647
Murray	54	402	—	—	456
Far West	13	n.s.	—	—	n.p.
Australian Capital Territory ²	56	**	—	1	n.p.
Victoria	1 656	13 134	1 477	11	16 278
Melbourne	1 018	4 741	1 056	11	6 825
Barwon	99	947	252	—	1 298
Western District	13	*1 278	120	—	1 411
Central Highlands	22	**	—	—	n.p.
Wimmera	32	**	—	—	n.p.
Mallee	45	*408	—	—	454
Loddon-Campaspe	56	872	—	—	927
Goulburn	30	584	—	—	615
Ovens-Murray	93	*846	—	—	939
East Gippsland	1	263	—	—	264
Gippsland	5	988	10	—	1 002
Off-shore areas	..	..	39	—	39
Queensland	27 920	11 105	3 353	10	42 389
Brisbane	1 370	*4 734	621	7	6 732
Moreton	12	*1 582	—	—	1 594
Wide Bay-Burnett	123	458	—	—	581
Darling Downs	261	1 268	—	—	1 529
South-West	8	*247	—	—	255
Fitzroy	7 664	567	2 251	—	10 482
Central-West	3	*108	—	—	111
Mackay	12 592	*810	92	—	13 495
Northern	3 372	*672	247	1	4 293
Far North	n.p.	*533	136	1	n.p.
North-West	n.p.	128	2	—	n.p.
Off-shore areas	..	..	4	—	4
South Australia	3 182	4 496	675	4	8 356
Adelaide	627	1 828	356	4	2 814
Outer Adelaide	—	*330	—	—	330
Yorke and Lower North	—	*164	27	—	192
Murray Lands	—	*391	—	—	391
South-East	3	*1 300	—	—	1 302
Eyre	341	*206	31	—	578
Northern	2 201	277	260	—	2 738
Western Australia	40 278	6 530	741	5	47 554
Perth	3 593	*1 895	388	5	5 881
South-West	2 114	*1 480	—	—	3 594
Lower Great Southern	252	*846	—	—	1 098
Upper Great Southern	158	166	—	—	325
Midlands	163	797	—	—	960
South Eastern	647	733	148	—	1 528
Central	474	433	106	—	1 013
Pilbara	32 859	144	81	—	33 085
Kimberley	—	36	9	—	46
Off-shore areas	..	..	7	—	7
Tasmania	609	2 196	952	3	3 760
Greater Hobart	76	*638	230	1	946
Southern	—	*181	—	—	181
Northern	64	870	332	2	1 268
Mersey-Lyell	469	*507	390	—	1 365
Northern Territory	90	284	118	1	492
Darwin	—	169	98	1	268
Northern Territory — Balance	90	115	17	1	222
Off-shore areas	..	..	1	—	1
Total	89 954	50 799	12 113	47	152 913

¹ Including rail movements for which no destination at statistical division level was supplied.

² Canberra and Australian Capital Territory — Balance Statistical Divisions.

5

FREIGHT MOVEMENTS: ORIGIN AND DESTINATION BY STATE AND MODE, AUSTRALIA, JUNE QUARTER 1995

Origin	Destination						
	New South Wales and Australian Capital Territory	Victoria	Queensland	South Australia	Western Australia	Tasmania	Northern Territory
	'000 tonnes	'000 tonnes	'000 tonnes	'000 tonnes	'000 tonnes	'000 tonnes	'000 tonnes
RAIL							
New South Wales and Australian Capital Territory	15 769	332	253	205	140	..	11
Victoria	189	962	112	112	139	..	3
Queensland	117	47	27 492	11	16	..	—
South Australia	119	257	45	2 788	144	..	75
Western Australia	41	57	17	47	39 839	..	1
Tasmania	..	..	..	..	..	609	..
Northern Territory	3	1	1	19	—	..	—
ROAD							
New South Wales and Australian Capital Territory	10 256	1 392	958	234	n.p.	..	n.s.
Victoria	1 628	10 591	661	857	n.p.	..	n.s.
Queensland	896	403	9 360	*77	*37	..	27
South Australia	235	695	84	3 305	36	..	51
Western Australia	n.p.	n.p.	n.p.	n.p.	6 318	..	n.s.
Tasmania	..	..	..	..	..	2 196	..
Northern Territory	n.s.	n.s.	n.s.	n.s.	n.s.	..	182
SEA							
New South Wales and Australian Capital Territory	298	369	183	262	30	96	2
Victoria	974	90	406	35	63	360	13
Queensland	354	101	2 542	32	22	—	1
South Australia	558	229	222	312	34	133	—
Western Australia	2 150	273	—	21	576	3	79
Tasmania	403	416	—	13	8	179	—
Northern Territory	64	—	—	—	8	180	22
AIR							
New South Wales and Australian Capital Territory	1	5	4	2	2	—	—
Victoria	6	—	2	2	3	2	—
Queensland	3	1	3	—	—	—	—
South Australia	1	1	—	—	1	—	—
Western Australia	1	2	—	—	—	—	—
Tasmania	—	2	—	—	—	—	—
Northern Territory	—	—	—	—	—	—	—

6

FREIGHT MOVEMENTS BY SELECTED METHOD OF TRANSPORT¹, AUSTRALIA

	<i>Bulk</i>	<i>Dangerous</i>	<i>Refrigerated</i>	<i>Containerised</i>
<i>Period</i>	'000 tonnes	'000 tonnes	'000 tonnes	'000 tonnes
1994-95	514 639	35 196	11 874	15 940
1994				
June quarter	107 591	9 436	1 797	3 610
September quarter	144 333	11 357	2 386	3 791
December quarter	136 997	9 187	3 738	4 217
1995				
March quarter	114 237	17 128	12 840	13 933
June quarter	118 959	7 525	2 910	3 998

¹ Excluding freight not transported by any of the methods shown. A single freight movement can appear under more than one method of transport, e.g. chemicals and related products, n.e.s. can appear under both *Bulk* and *Dangerous*.

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FREIGHT MOVEMENTS: COMMODITY BY METHOD OF TRANSPORT¹, AUSTRALIA, JUNE QUARTER 1995

	<i>Bulk</i>	<i>Dangerous</i>	<i>Refrigerated</i>	<i>Containerised</i>
<i>Commodity</i>	'000 tonnes	'000 tonnes	'000 tonnes	'000 tonnes
Food and live animals				
Live animals	—	—	—	—
Meat and meat preparations	—	—	396	91
Cereal grains	4 675	—	—	136
Vegetables and fruit	1 973	—	*728	86
Sugar, sugar preparations and honey	308	—	—	7
Other foodstuffs	1 213	—	*1 762	*114
Beverages (alcoholic and non-alcoholic)	*46	—	*25	*14
Crude materials, inedible, except fuels				
Cork and wood	*2 323	—	—	83
Textile fibres	n.p.	—	—	72
Fertilizers (crude and manufactured)	*2 056	*97	—	42
Stone, sand and gravel	6 128	—	—	—
Metalliferous ores and metal scrap	46 907	—	—	1
Mineral fuels, lubricants and related materials				
Coal, coke and briquettes	39 945	—	—	10
Petroleum oil, motor spirit and other light oils	3 712	4 990	—	—
Other petroleum oils and products	1 351	*717	—	n.p.
Gases (natural and manufactured)	**	**	—	n.p.
Chemicals and related products, n.e.s.	709	808	—	95
Manufactured goods (classified chiefly by material)				
Paper and paper products	*96	—	—	65
Cement and cement clinker	1 087	—	—	12
Clay products (bricks, tiles, pipes, etc.)	—	—	—	12
Other building materials	335	—	—	1
Iron and steel	—	—	—	1
Non-ferrous metals	—	—	—	11
Machinery and transport equipment				
Machinery and equipment	—	—	—	1
Motor vehicles	—	—	—	—
Motor vehicle parts and accessories	—	—	—	—
Other road vehicles/transport equipment	—	—	—	—
Miscellaneous manufactured articles				
Furniture	—	—	—	1
Commodities and transactions, n.e.s.				
Mail and postal packages	—	—	—	n.p.
General freight ²	—	—	—	2 742
Empty used containers and packaging	—	—	—	92
Other freight³	5 331	11	—	265

¹ Excluding freight not transported by any of the methods shown. A single freight movement can appear under more than one method of transport, e.g. chemicals and related products, n.e.s. can appear under both *Bulk* and *Dangerous*.

² Commodities not classified by type, including personal effects and furniture, not for sale.

³ All other commodities not elsewhere specified including animal feed, crude rubber, slag, ships and boats.

LISTING OF SUBDIVISIONS IN STATISTICAL DIVISIONS

New South Wales

Sydney
 Inner Sydney
 Eastern Suburbs
 St George-Sutherland
 Canterbury-Bankstown
 Fairfield-Liverpool
 Outer South Western Sydney
 Inner Western Sydney
 Central Western Sydney
 Outer Western Sydney
 Blacktown-Baulkham Hills
 Lower Northern Sydney
 Hornsby-Ku-ring-gai
 Northern Beaches
 Gosford-Wyong

Hunter
 Newcastle
 Hunter SD Bal.

Illawarra
 Wollongong
 Illawarra SD Bal.

Richmond-Tweed
 Tweed Heads
 Richmond-Tweed SD Bal.

Mid-North Coast
 Clarence
 Hastings

Northern
 Northern Slopes
 Northern Tablelands
 North Central Plain

North Western
 Central Macquarie
 Macquarie-Barwon
 Upper Darling

Central West
 Bathurst-Orange
 Central Tablelands (excl.
 Bathurst-Orange)
 Lachlan

South Eastern
 Queanbeyan
 Southern Tablelands (excl.
 Queanbeyan)
 Lower South Coast
 Snowy

Murrumbidgee
 Central Murrumbidgee
 Lower Murrumbidgee

New South Wales — *continued*

Murray
 Albury
 Upper Murray (excl. Albury)
 Central Murray
 Murray-Darling

Far West

Off-Shore Areas & Migratory

Victoria

Melbourne
 Central Melbourne
 Western Inner Melbourne
 Western Outer Melbourne
 Western Fringe Melbourne
 Northern Inner Melbourne
 Northern Middle Melbourne
 Northern Fringe Melbourne
 Northern Outer Melbourne
 Eastern Inner Melbourne
 Eastern Middle Melbourne
 Eastern Outer Melbourne
 Eastern Fringe Melbourne
 Southern Inner Melbourne
 Southern Outer Melbourne
 South Eastern Inner
 Melbourne
 South Eastern Outer
 Melbourne
 Mornington Peninsula Inner
 Mornington Peninsula Outer

Barwon
 Greater Geelong City Part A
 East Barwon
 West Barwon

Western District
 Hopkins
 Glenelg

Central Highlands
 Ballarat City
 East Central Highlands
 West Central Highlands

Wimmera
 South Wimmera
 North Wimmera

Mallee
 Mildura
 West Mallee
 East Mallee

Victoria — *continued*

Loddon-Campaspe
 Greater Bendigo City Part A
 Northern Loddon-Campaspe
 Central Loddon-Campaspe
 South Loddon-Campaspe

Goulburn
 Shepparton-Mooroopna
 North Goulburn
 South Goulburn
 South West Goulburn

Ovens-Murray
 Wodonga
 North Ovens-Murray
 South Ovens-Murray

East Gippsland
 Gippsland Lakes
 Mitchell-Snowy
 Macalister-Avon

Gippsland
 Latrobe Valley
 West Gippsland
 Strzelecki
 South Gippsland

Off-Shore Areas & Migratory

Queensland

Brisbane
 Brisbane City
 Albert Shire Part A
 Beaudesert Shire Part A
 Caboolture Shire Part A
 Ipswich - Moreton Shire Part A
 Logan City
 Pine Rivers Shire
 Redcliffe City
 Redland Shire

Moreton
 Gold Coast City
 Albert Shire Part B
 Sunshine Coast
 Moreton SD Bal.

Wide Bay-Burnett
 Bundaberg
 Wide Bay-Burnett SD Bal.

Darling Downs

South-West

LISTING OF SUBDIVISIONS IN STATISTICAL DIVISIONS — *continued*

Queensland — *continued*

Fitzroy
 Rockhampton
 Gladstone
 Fitzroy SD Bal.

Central-West

Mackay
 Mackay City Part A
 Mackay SD Bal.

Northern
 Townsville City Part A
 Thuringowa City Part A
 Northern SD Bal.

Far North
 Cairns
 Far North SD Bal.

North-West

Off-Shore Areas & Migratory

South Australia

Adelaide
 Northern
 Western
 Eastern
 Southern

Outer Adelaide
 Barossa
 Kangaroo Island
 Onkaparinga
 Fleurieu

Yorke and Lower North
 Yorke
 Lower-North

Murray Lands
 Riverlands
 Murray Mallee

South-East
 Upper South-East
 Lower South-East

Eyre
 Lincoln
 West Coast

South Australia — *continued*

Northern
 Whyalla
 Pirie
 Flinders Ranges
 Far-North

Off-Shore Areas & Migratory

Western Australia

Perth
 Central Metropolitan
 East Metropolitan
 North Metropolitan
 South-West Metropolitan
 South-East Metropolitan

South West
 Dale
 Preston
 Vasse
 Blackwood

Lower Great Southern
 Pallinup
 King

Upper Great Southern
 Hotham
 Lakes

Midlands
 Moore
 Avon
 Campion

South Eastern
 Lefroy
 Johnstone

Central
 Gascoyne
 Carnegie
 Greenough River

Pilbara
 De Grey
 Fortescue

Kimberley
 Ord
 Fitzroy

Off-Shore Areas & Migratory

Tasmania

Greater Hobart

Southern

Northern
 Greater Launceston
 Central North
 North Eastern

Mersey-Lyell
 Burnie-Devonport
 North Western Rural
 Lyell

Off-Shore Areas & Migratory

Northern Territory

Darwin
 Darwin City
 Palmerston-East Arm

Northern Territory - Bal.
 Darwin Rural Areas
 Bathurst-Melville
 Alligator
 Daly
 East Arnhem
 Lower Top End NT
 Barkly
 Central NT

Off-Shore Areas & Migratory

Australian Capital Territory

Canberra
 Central Canberra
 Belconnen
 Woden Valley
 Weston Creek
 Tuggeranong
 Outer Canberra

Australian Capital Territory - Bal.

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Other Territories

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