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EXPERIMENTAL ESTIMATES OF FREIGHT MOVEMENTS, AUSTRALIA, MARCH 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 on the basis of data collected from 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 aspect 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. 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.

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

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- *for further information about statistics in this publication and the availability of related unpublished statistics, contact Sharyn Marken on (07) 3222 6190 or any ABS office.*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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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, below).

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 resulted 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.

Further error could have resulted from:

- any inaccuracies in the sample framework affecting road freight movement estimates (see Road in the section on Coverage, below);
- non-response affecting the estimates for road freight movements (see Reliability of estimates, below); 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, below).

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, below, 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 estimates in this release may be revised as results from successive surveys become available for analysis.

REVISIONS

Revisions have been made to some of the estimates released in the previous edition of this publication.

In particular, the estimate of rail freight moved in Queensland has been revised downwards significantly for the December quarter 1994. Lower estimates of road freight movements have also been incorporated for the same quarter. Queensland, New South Wales and Victoria were mainly affected by these revisions.

SURVEY FINDINGS

Estimates from the survey indicate that total measured freight moved in Australia decreased 16.7% between the December quarter 1994 and the March quarter 1995 (from 177.3 million tonnes to 147.8 million tonnes). Note that the December quarter 1994 figure, as published in the December quarter 1994 publication, has been substantially revised, from 201.8 million tonnes to 177.3 million tonnes.

The proportions of freight carried by rail, road and sea were similar in both quarters with rail at 57.7% and 57.1% and sea at 7.4% and 8.1% for the December and March quarters, respectively, while road was 34.8% for both quarters.

Major commodities moved by rail in the March quarter 1995 were metalliferous ores 37.5 million tonnes, coal, coke and briquettes 36.6 million tonnes and cereal grains 2.9 million tonnes.

Stone, sand and gravel at 6.4 million tonnes was the major identifiable commodity moved by road in the March quarter. Other foodstuffs, cork and wood and coal, coke and briquettes were also significant in the March 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 March quarter 1995 were metalliferous ores and metal scrap (4.8 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 97.1% in the March quarter 1995. For road, intrastate movements accounted for 76.8% of the total in the March 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 are 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 is 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/combo 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 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 together with 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 motor vehicle registration authorities in 1993, company closures, take-overs and postal address changes, etc. led to difficulties in contacting some organisations. This contributed to the non-response and had an effect on the survey estimates. Where no previous information was available on which to base estimates for these companies, imputed 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 68,192,000 tonnes. The RSE for this estimate is 5.9%, i.e. 4,023,328 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 64,168,672 tonnes to 72,215,328 tonnes and about 19 chances in 20 that it would have been in the range 60,145,344 tonnes to 76,238,656 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 13 and 14. 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.

W. McLennan
Australian Statistician

1 FREIGHT MOVEMENTS¹ BY MODE, AUSTRALIA ('000 tonnes)

Period	Rail	Road	Sea	Air	Total
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	51 373	12 011	50	147 758

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

2 FREIGHT MOVEMENTS¹: COMMODITY BY MODE, AUSTRALIA, MARCH QUARTER 1995 ('000 tonnes)

Commodity	Rail	Road	Sea	Air	Total
Food and live animals					
Live animals	49	2 051	5	n.a.	2 105
Meat and meat preparations	24	433	11	n.a.	469
Cereal grains	2 928	2 376	305	n.a.	5 609
Vegetables and fruit	163	*2 399	85	n.a.	2 647
Sugar, sugar preparations and honey	54	**	100	n.a.	n.p.
Other foodstuffs	52	4 148	28	n.a.	4 228
Beverages (alcoholic and non-alcoholic)	1	593	4	n.a.	598
Crude materials, inedible, except fuels					
Cork and wood	133	4 055	32	n.a.	4 220
Textile fibres	16	**	11	n.a.	n.p.
Fertilizers (crude and manufactured)	79	*2 008	74	n.a.	2 160
Stone, sand and gravel	556	6 375	—	n.a.	6 931
Metalliferous ores and metal scrap	37 538	*1 562	4 793	n.a.	43 924
Mineral fuels, lubricants and related materials					
Coal, coke and briquettes	36 636	3 522	659	n.a.	40 817
Petroleum oil, motor spirit and other light oils	347	1 798	2 749	n.a.	4 894
Other petroleum oils and products	168	1 147	521	n.a.	1 837
Gases (natural and manufactured)	5	**	81	n.a.	n.p.
Chemicals and related products, n.e.s.	307	1 031	123	n.a.	1 461
Manufactured goods (classified chiefly by material)					
Paper and paper products	59	623	122	n.a.	803
Cement and cement clinker	607	543	479	n.a.	1 629
Clay products (bricks, tiles, pipes, etc.)	11	*636	—	n.a.	648
Other building materials	60	930	6	n.a.	996
Iron and steel	904	1 091	285	n.a.	2 179
Non-ferrous metals	88	207	24	n.a.	319
Machinery and transport equipment					
Machinery and equipment	20	*730	6	n.a.	756
Motor vehicles	13	*562	12	n.a.	586
Motor vehicle parts and accessories	—	49	1	n.a.	50
Other road vehicles/transport equipment	—	n.s.	4	n.a.	n.p.
Miscellaneous manufactured articles					
Furniture	—	*152	4	n.a.	156
Commodities and transactions, n.e.s.					
Mail and postal packages	—	132	2	9	143
General freight ²	2 086	7 408	166	41	9 681
Empty used containers and packaging	29	*300	53	n.a.	382
Other freight³	1 509	3 051	1 267	n.a.	5 826
Total	84 324	51 373	12 011	50	147 758

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.

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FREIGHT MOVEMENTS: ORIGIN OF FREIGHT BY MODE AUSTRALIA MARCH QUARTER 1995
('000 tonnes)

State/Territory Statistical division	Rail	Road	Sea	Air	Total
New South Wales and Australian Capital Territory	17 005	14 686	1 262	14	32 967
Sydney	894	5 193	258	13	6 359
Hunter	10 363	2 795	351	—	13 459
Illawarra	1 876	2 017	652	—	4 546
Richmond-Tweed	43	**	—	—	n.p.
Mid North Coast	65	420	1	—	485
Northern	468	318	—	—	786
North Western	172	**	—	—	n.p.
Central West	2 276	277	—	—	2,553
South Eastern	37	*634	—	—	671
Murrumbidgee	116	752	—	—	868
Murray	91	*846	—	—	937
Far West	—	n.p.	—	—	n.p.
Australian Capital Territory ²	—	*60	—	1	61
Victoria	11 636	13 262	1 958	16	16 806
Melbourne	542	5 522	1 581	16	7 686
Banwon	208	1 305	323	—	1 836
Western District	7	1 305	—	—	1 313
Central Highlands	12	542	—	—	554
Wimmera	253	**	—	—	n.p.
Mallee	252	n.p.	—	—	n.p.
Loddon-Campaspe	49	567	—	—	631
Goulburn	110	1 085	—	—	1 195
Ovens-Murray	42	*429	—	—	470
East Gippsland	1	652	—	—	586
Gippsland	31	892	44	—	942
Off-shore areas	..	..	10	—	10
Queensland	26 013	9 872	2 976	8	38 871
Brisbane	848	3 625	336	6	4 815
Moreton	622	*1 081	—	—	1 703
Wide Bay-Burnett	76	*797	69	—	941
Darling Downs	149	*1 390	—	—	1 539
South-West	14	*375	—	—	389
Frizroy	9 835	713	427	—	10 975
Central-West	7	**	—	—	n.p.
Mackay	9 515	*635	24	—	10 174
Northern	2 344	*610	2	1	2 957
Far North	2 404	566	2 110	1	5 081
North-West	200	n.p.	8	—	n.p.
South Australia	3 176	4 082	1 799	2	9 039
Adelaide	516	1 115	422	2	2 056
Outer Adelaide	159	324	6	—	488
Yorke and Lower North	13	*297	780	—	1 089
Murray Lands	—	*403	—	—	404
South-East	20	*1,499	—	—	1,519
Eyre	553	*183	282	—	1,018
Northern	1 732	*241	308	—	2 281
Western Australia	35 811	7 248	2 855	4	45 918
Perth	395	1 762	526	3	2 686
South-West	1 407	*2 086	122	—	3 614
Lower Great Southern	83	*634	41	—	757
Upper Great Southern	1 075	149	—	—	1 224
Midlands	1 368	697	—	—	2 065
South Eastern	209	**	27	—	n.p.
Central	3 003	*399	—	—	3 402
Pilbara	28 271	41	2 133	—	30 446
Kimberley	—	n.p.	7	—	n.p.
Tasmania	643	2 043	1 021	4	3 710
Greater Hobart	44	*270	92	3	408
Southern	—	236	—	—	236
Northern	145	930	85	1	1 162
Mersey-Lyell	453	607	844	—	1 904
Northern Territory	41	200	139	1	380
Darwin	—	*61	14	—	76
Northern Territory — Balance	41	139	121	—	301
Off-shore areas	..	..	4	—	4
Total	84 324	51 373	12 011	50	147 758

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

² Canberra and Australian Capital Territory — Balance Statistical Divisions.

4

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

('000 tonnes)

State/Territory	Rail	Road	Sea	Air	Total
New South Wales and Australian Capital Territory	16 476	14 501	4 525	14	35 516
Sydney	958	5 361	1 589	13	7 920
Hunter	11 076	1 832	944	—	13 852
Illawarra	3 748	n.p.	1 965	—	n.p.
Richmond-Tweed	19	*356	—	—	375
Mid North Coast	51	**	1	—	n.p.
Northern	203	540	—	—	743
North Western	62	**	—	—	n.p.
Central West	125	948	—	—	1 074
South Eastern	19	445	27	—	491
Murrumbidgee	53	631	—	—	684
Murray	38	*434	—	—	472
Far West	1	n.s.	—	—	n.p.
Australian Capital Territory ²	54	**	—	1	n.p.
Victoria	11 809	12 441	1 508	12	15 770
Melbourne	979	4 852	1 118	12	6 961
Barwon	151	703	185	—	1 039
Western District	28	1 540	151	—	1 718
Central Highlands	22	*683	—	—	706
Wimmera	83	*256	—	—	339
Mallee	118	*333	—	—	451
Loddon-Campaspe	51	574	—	—	625
Goulburn	26	*1 328	—	—	1 355
Ovens-Murray	90	*765	—	—	855
East Gippsland	1	323	—	—	324
Gippsland	6	1 083	11	—	1 101
Off-shore areas	..	..	43	—	43
Queensland	28 285	10 338	3 441	11	40 075
Brisbane	1 567	3 865	745	8	6 186
Moreton	4	*1 415	—	—	1 419
Wide Bay-Burnett	28	*775	12	—	815
Darling Downs	148	*1 301	—	—	1 449
South-West	12	*349	—	—	361
Fitzroy	7 188	700	2 267	—	10 156
Central-West	5	*33	—	—	37
Mackay	12 090	*729	118	—	12 937
Northern	2 515	*622	244	1	3 382
Far North	2 515	*397	53	1	2 966
North-West	213	*152	1	—	367
Off-shore areas	..	..	1	—	1
South Australia	13 025	4 393	1 052	4	8 474
Adelaide	804	1 832	672	4	3 312
Outer Adelaide	—	*335	9	—	344
Yorke and Lower North	—	*77	7	—	84
Murray Lands	1	*315	—	—	316
South-East	6	*1 399	—	—	1 405
Eyre	553	*192	14	—	759
Northern	1 650	242	351	—	2 242
Western Australia	135 991	7 397	598	6	43 992
Perth	1 776	*2 228	307	5	4 317
South-West	1 760	1 513	2	—	3 275
Lower Great Southern	192	*498	6	—	695
Upper Great Southern	157	81	—	—	238
Midlands	134	859	—	—	993
South Eastern	659	*1 682	86	—	2 427
Central	480	*402	50	—	932
Pilbara	30 830	74	124	—	31 029
Kimberley	—	60	21	—	82
Off-shore areas	..	..	1	—	1
Tasmania	643	2 043	791	3	3 480
Greater Hobart	96	276	253	1	627
Southern	—	*403	—	—	403
Northern	63	868	209	2	1 142
Mersey-Lyell	484	496	329	—	1 309
Northern Territory	94	281	95	1	451
Darwin	—	107	82	1	189
Northern Territory — Balance	94	154	6	1	256
Off-shore areas	..	..	6	—	6
Total	84 324	51 373	12 011	50	147 758

¹ Including rail movements for which no origin 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,
 MARCH QUARTER 1995
 ('000 tonnes)

Origin	Destination						
	New South Wales and Australian Capital Territory	Victoria	Queensland	South Australia	Western Australia	Tasmania	Northern Territory
RAIL							
New South Wales and Australian Capital Territory	16 302	342	281	213	119	..	19
Victoria	162	1 097	113	169	91	..	3
Queensland	110	50	25 828	12	12	..	—
South Australia	125	257	47	2 581	95	..	71
Western Australia	41	45	15	35	35 674	..	1
Tasmania	..	..	..	..	..	643	..
Northern Territory	6	18	2	15	—	..	—
ROAD							
New South Wales and Australian Capital Territory	10 477	2 208	1 349	509	n.p.	..	n.s.
Victoria	2 281	8 945	791	1 087	n.p.	..	n.s.
Queensland	1 275	421	8 070	*68	n.p.	..	n.s.
South Australia	395	800	96	2 700	23	..	47
Western Australia	n.p.	n.p.	n.p.	n.p.	7 057	..	n.s.
Tasmania	..	..	..	..	..	2 043	..
Northern Territory	n.s.	n.s.	n.s.	n.s.	n.s.	..	179
SEA							
New South Wales and Australian Capital Territory	327	302	187	259	18	146	23
Victoria	979	53	410	13	81	394	29
Queensland	359	98	2 502	15	3	—	1
South Australia	491	271	292	582	77	87	—
Western Australia	1 918	303	27	171	410	3	23
Tasmania	418	482	24	13	9	75	—
Northern Territory	33	—	—	—	1	87	18
AIR							
New South Wales and Australian Capital Territory	1	5	4	1	2	—	—
Victoria	6	—	3	2	3	2	—
Queensland	3	1	3	—	—	—	—
South Australia	1	1	—	—	—	—	—
Western Australia	1	2	—	—	1	—	—
Tasmania	1	3	—	—	—	—	—
Northern Territory	—	—	—	—	—	—	—

6

FREIGHT MOVEMENTS BY SELECTED METHOD OF TRANSPORT¹, AUSTRALIA
 ('000 tonnes)

Period	Bulk	Dangerous	Refrigerated	Containerised
1994				
June quarter	107 591	9 436	1 797	3 610
September quarter	144 333	11 357	2 386	3 791
December quarter	r136 997	r9 187	r3 738	r4 217
1995				
March quarter	112 670	7 629	2 726	3 923

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, MARCH QUARTER 1995
 ('000 tonnes)

Commodity	Bulk	Dangerous	Refrigerated	Containerised
Food and live animals				
Live animals	—	—	—	—
Meat and meat preparations	—	—	440	52
Cereal grains	5 009	—	—	n.p.
Vegetables and fruit	*479	—	*567	61
Sugar, sugar preparations and honey	*242	—	—	n.p.
Other foodstuffs	1 552	—	1 691	*73
Beverages (alcoholic and non-alcoholic)	n.p.	—	n.p.	30
Crude materials, inedible, except fuels				
Cork and wood	1 527	—	—	n.p.
Textile fibres	—	—	—	10
Fertilizers (crude and manufactured)	1 417	36	—	18
Stone, sand and gravel	5 264	—	—	—
Metalliferous ores and metal scrap	43 411	—	—	2
Mineral fuels, lubricants and related materials				
Coal, coke and briquettes	40 783	—	—	—
Petroleum oil, motor spirit and other light oils	4 836	4 894	—	—
Other petroleum oils and products	1 539	1 174	—	n.p.
Gases (natural and manufactured)	**	**	—	n.p.
Chemicals and related products, n.e.s.	604	735	1	*100
Manufactured goods (classified chiefly by material)				
Paper and paper products	*142	—	—	25
Cement and cement clinker	1 405	—	—	n.p.
Clay products (bricks, tiles, pipes, etc.)	—	—	—	n.p.
Other building materials	453	—	—	5
Iron and steel	—	—	—	1
Non-ferrous metals	—	—	—	18
Machinery and transport equipment				
Machinery and equipment	—	—	—	5
Motor vehicles	—	—	—	—
Motor vehicle parts and accessories	—	—	—	n.p.
Other road vehicles/transport equipment	—	—	—	—
Miscellaneous manufactured articles				
Furniture	—	—	—	2
Commodities and transactions, n.e.s.				
Mail and postal packages	—	—	—	n.p.
General freight ²	—	—	—	2 996
Empty used containers and packaging	—	—	—	16
Other freight	3 372	**	n.p.	251

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*.

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

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

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.

LISTING OF SUBDIVISIONS IN STATISTICAL DIVISIONS — continued

Darling Downs	Northern Whyalla	Tasmania Greater Hobart
South-West	Pirie Flinders Ranges Far-North	Southern
Fitzroy Rockhampton Gladstone Fitzroy SD Bal.	Off-Shore Areas & Migratory	Northern Greater Launceston Central North North Eastern
Central-West	Western Australia Perth Central Metropolitan East Metropolitan North Metropolitan South-West Metropolitan South-East Metropolitan	Mersey-Lyell Burnie-Devonport North Western Rural Lyell
Mackay Mackay City Part A Mackay SD Bal.	South West Dale Preston Vasse Blackwood	Off-Shore Areas & Migratory
Northern Townsville City Part A Thuringowa City Part A Northern SD Bal.	Lower Great Southern Pallinup King	Northern Territory Darwin Darwin City Palmerston-East Arm
Far North Cairns Far North SD Bal.	Upper Great Southern Hotham Lakes	Northern Territory - Bal. Darwin Rural Areas Bathurst-Melville Alligator Daly East Arnhem Lower Top End NT Barkly Central NT
North-West	Midlands Moore Avon Campion	Off-Shore Areas & Migratory
Off-Shore Areas & Migratory	South Eastern Lefroy Johnstone	Australian Capital Territory Canberra Central Canberra Belconnen Woden Valley Weston Creek Tuggeranong Outer Canberra
South Australia Adelaide Northern Western Eastern Southern	Central Gascoyne Carnegie Greenough River	Australian Capital Territory - Bal.
Outer Adelaide Barossa Kangaroo Island Onkaparinga Fleurieu	Pilbara De Grey Fortescue	Other Territories
Yorke and Lower North Yorke Lower-North	Kimberley Ord Fitzroy	
Murray Lands Riverlands Murray Mallee	Off-Shore Areas & Migratory	
South-East Upper South-East Lower South-East		
Eyre Lincoln West Coast		





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