Tasmania’s sea freight task

- Over 99% of Tasmania’s freight by volume is moved by sea.
- In 2014-15, 12.7 million tonnes moved through Tasmania’s major publicly-owned ports, with an additional 2.5 million tonnes moved through Port Latta (2015 calendar year).
- Tasmania’s freight task comprises around 65% bulk and 35% container freight.
- Total ports volumes have declined from a peak of over 16 million tonnes in 2007-08. However, recent volumes have shown a trend upwards at Tasmania’s northern ports (Figure 1).

Figure 1. Trends in freight volumes (million tonnes), major Tasmanian ports

Source: TasPorts and Grange Resources
Container shipping

Task
- In 2014-15, Tasmania’s container task comprised 461,656 TEU (232,514 TEU inbound and 229,051 TEU outbound) or 12.7 million tonnes.
- 80% of the task is interstate trade, 17% international exports and 3% direct overseas.
- Major exports include agricultural products, zinc, newsprint, retail goods and empty containers (Figure 2).
- Major imports include retail goods, industrial products and empty containers (Figure 3).
- Empty containers comprise 30% of total exports and 16% of total imports.
- For domestic shippers, Bass Strait comprises 65% of total supply chain costs to domestic markets.

Figure 2. Export container commodities

![Export container commodities](image)

Source: Aurecon (2013)

Figure 3. Import container commodities

![Import container commodities](image)

Services
- Container services are provided by Toll (market share 55%); SeaRoad Shipping (market share 25%); and TT-Line (market share 20%).
- Bass Strait container services experience seasonal peaks:
  - For imports, seasonal peaks occur between September and early December, driven by retail goods.
  - For exports, seasonal peaks occur between February-June, driven by high volumes of agricultural products.
- Toll and SeaRoad Shipping have announced plans to invest in larger vessels.
- The service characteristics of each operator are shown in Table 1.

Table 1: Summary of Bass Strait Container Services

<table>
<thead>
<tr>
<th></th>
<th>Toll-ANL</th>
<th>SeaRoad Shipping</th>
<th>TT-Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port</td>
<td>Burnie</td>
<td>Devonport</td>
<td>Devonport</td>
</tr>
<tr>
<td>Vessels</td>
<td>MV Tasmanian Achiever</td>
<td>MV Searoad Tamar</td>
<td>Spirit of Tasmania I</td>
</tr>
<tr>
<td></td>
<td>MV Victorian Reliance</td>
<td>MV Searoad Mersey</td>
<td>Spirit of Tasmania II</td>
</tr>
<tr>
<td>Frequency</td>
<td>6 nights per week</td>
<td>6 nights per week</td>
<td>7 nights per week</td>
</tr>
<tr>
<td>Cargo delivery cut off</td>
<td>2:00pm – 3:30pm</td>
<td>3:30pm (1:00pm Saturday)</td>
<td>7:00pm</td>
</tr>
<tr>
<td>Departure (Tasmania)</td>
<td>5:00pm (4:00pm Saturday)</td>
<td>4:00pm</td>
<td>7:30pm</td>
</tr>
<tr>
<td>Arrival (Port of Melbourne)</td>
<td>7:00am</td>
<td>8:00am</td>
<td>6:00am</td>
</tr>
<tr>
<td>Capacity (one-way)</td>
<td>500 TEU plus general freight</td>
<td>182 to 260 TEU plus trailers</td>
<td>144 TEU</td>
</tr>
<tr>
<td>Market share (TEU %)</td>
<td>55</td>
<td>25</td>
<td>20</td>
</tr>
</tbody>
</table>

Sources: Aurecon; TasPorts
Container shipping prices and freight equalisation

- Bass Strait container rates vary. Generally, high volume, frequent shippers pay less per TEU than lower volume, seasonal shippers (Table 2).
- The Australian Government subsidises eligible container freight movements across Bass Strait through the Tasmanian Freight Equalisation Scheme (TFES). The Government recently announced a four-year targeted extension of the Scheme to cover the shipment of non-bulk goods to an international destination, effective from 1 January 2016.
- In 2011-12, the TFES subsidised 128,000 TEU (93,154 outbound TEU, and 35,402 inbound TEU).

International container services

- 17% of Tasmania’s exports are to international destinations. There is significant variation in both product and end market destination.
- International exporters face higher transport costs (Figure 4). The Australian Government recently extended the TFES to eligible non-bulk goods transhipped to an international destination.
- A number of new services have commenced in the last few years, including: Swire Shipping’s multipurpose service on a 32-day rotation from Bell Bay to Korea and China, carrying base load cargo from Pacific Aluminium; Swire Shipping’s multipurpose service out of Hobart on a 9-day rotation connecting to Sydney and Brisbane; and Mediterranean Shipping Company’s (MSC), international container service from Bell Bay to New Zealand via Sydney, Brisbane and Noumea.

Figure 4. Comparative domestic and international export costs, Tasmania (Aurecon 2013)
**Bulk shipping**

**Task**
- In 2013-14, 7.8 million tonnes of bulk sea freight was transported to and from Tasmania.
- Around half of this task was traded within Australia, and half within international markets.
- Bulk international trade is predominantly exports, with around 4% overseas imports.
- Tasmania’s bulk domestic trade is evenly balanced between imports and exports.
- Major bulk export commodities include mineral ores and woodchips (into international markets), and cement and sulphuric acid (into domestic markets).
- Major bulk import commodities include petroleum and mineral processing inputs.

**Services**
- Bulk freight shipping services are generally chartered by individual companies, often from private port terminal facilities.
- Tasmania’s bulk coastal trade involves commodities being shipped between Tasmania and interstate ports, sometimes on foreign vessels as part of international voyages.
- Bulk international exports are predominantly shipped direct to overseas markets, with 10-15% of bulk export freight transhipped overseas via domestic ports (primarily through the Port of Melbourne).

*Figure 5. Major shipping services, Tasmania*