

# Inquiry into National Freight and Supply Chain Priorities





© Commonwealth of Australia 2018 March 2018 / INFRA 3485 / ISBN: 978-1-925701-14-2

#### Ownership of intellectual property rights in this publication

Unless otherwise noted, copyright (and any other intellectual property rights, if any) in this publication is owned by the Commonwealth of Australia (referred to below as the Commonwealth).

#### Disclaimer

The material contained in this publication is made available on the understanding that the Commonwealth is not providing professional advice, and that users exercise their own skill and care with respect to its use, and seek independent advice if necessary.

The Commonwealth makes no representations or warranties as to the contents or accuracy of the information contained in this publication. To the extent permitted by law, the Commonwealth disclaims liability to any person or organisation in respect of anything done, or omitted to be done, in reliance upon information contained in this publication.

#### **Creative Commons license**

With the exception of (a) the Coat of Arms and (b) the Department of Infrastructure, Regional Development and Cities' photos and graphics; copyright in this publication is licensed under a Creative Commons Attribution 3.0 Australia Licence.

Creative Commons Attribution 3.0 Australia Licence is a standard form licence agreement that allows you to copy, communicate and adapt this publication provided that you attribute the work to the Commonwealth and abide by the other licence terms.

A summary of the licence terms is available from http://creativecommons.org/licenses/by/3.0/au/deed.en.

The full licence terms are available from http://creativecommons.org/licenses/by/3.0/au/legalcode.

This publication should be attributed in the following way: Inquiry into National Freight and Supply Chain Priorities, Supporting paper No. 1, Air freight, March 2018 © Commonwealth of Australia 2018.

#### Use of the Coat of Arms

The Department of the Prime Minister and Cabinet sets the terms under which the Coat of Arms is used. Please refer to the Department's Commonwealth Coat of Arms and Government Branding web page http://www.dpmc.gov.au/resource-centre/government/australian-government-branding-guidelines-use-australian-government-logo-australian-government-departments-and-agencies and in particular, the Commonwealth Coat of Arms - Information and Guidelines publication.

#### Contact us

This publication is available in hard copy or PDF format. All other rights are reserved, including in relation to any Departmental logos or trade marks which may exist. For enquiries regarding the licence and any use of this publication, please contact:

Director - Publishing and Communications Communications Branch Department of Infrastructure, Regional Development and Cities GPO Box 594 Canberra ACT 2601 Australia

Email: publishing@infrastructure.gov.au Website: www.infrastructure.gov.au

# 

# Contents

1. INTRODUCTION	3
2. OVERVIEW OF THE AIR FREIGHT SECTOR	3
3. THE SECTOR IN AUSTRALIA TODAY AND FUTURE TRENDS	4
Domestic air freight	4
International air freight	5
International supply chains (origin and destination)	9
Future trends and developments	10
4. STAKEHOLDER PRIORITIES	
ATTACHMENT A: Air freight statistics for the major airports	14

# Air freight key facts

Australia's domestic and international air freight task represents 21 per cent of our total international trade value, while being less than 0.1 per cent by volume.

The majority of air freight is carried in the cargo hold of passenger aircraft, supported by some dedicated freighters. Goods are typically characterised as high value, time sensitive and perishable.

Australia's major domestic and international airports are operated by private companies under long term Commonwealth leases. These airports have significant freight specific infrastructure, including hangars and cargo handling facilities.

While approximately 80 per cent of domestic cargo movements occur between main airports in capital cities, air freight is important to delivering supplies to regional and remote Australia. Road transport often can't reach isolated towns due to distance and poor road access.

International air freight is largely carried on passenger services and capacity will increase with growth in international air movements to and from Australia.

Relaxation of operational restrictions, such as curfews, on new airports, and modifying operational curfews at existing airports, will assist the air freight sector to improve productivity.

Despite its curfew and capacity limitations, Kingsford Smith Airport (KSA) at Sydney is expected to retain the role of Australia's most significant international air cargo gateway due to the volume and variety of its international passenger connections. Western Sydney Airport is expected to become an important freight hub for Sydney as it will attract dedicated overnight freighters unable to land at KSA due to curfew restrictions, or carrying cargo destined for Western Sydney logistics centres.

Airport access issues, in particular road congestion around key access points and better rail connections, are important to ensuring air freight remains viable for time sensitive products.

Tightening of the air security arrangements in response to emerging threats against aviation transport, may impact on productivity and affect the future viability of some routes.



# 1. Introduction

Air freight is a relatively small but highly valuable part of the overall freight task in Australia. The total weight of domestic and international air freight, around 1.5 million tonnes in 2016-17, represents less than 0.1 per cent of the freight moved in Australia. About 70 per cent of air freight is international freight, meaning it is a major contributor to the nation's economy.

The Bureau of Infrastructure, Transport and Regional Economics (BITRE) reported in 2014 that air freight in international merchandise trade makes up 21 per cent of total trade by value<sup>1</sup>, worth over \$130 billion in 2016-17. The value of trade flowing through Sydney and Perth airports is about the same as that shipped through the ports of Botany and Fremantle.<sup>2</sup>

The International Air Transport Association (IATA) reports a recent study calculated the global value of air freight is now \$18.6 billion each day, and the benefits of air transport include driving economic and social progress, providing access to global markets, generating trade and forging links between nations.<sup>3</sup>

# 2. Overview of the air freight sector

On average, air freight is 20 times more expensive than road freight and 70 times more expensive than sea freight. Goods most suited to air freight are those that are time sensitive, light, compact, perishable or highly valuable. These include medicinal supplies, pharmaceuticals, meat, seafood, jewellery, currency and gold, live animals, high value electronics and critical spare parts.

While there are dedicated air freighters servicing Australia's major capital city airports, the bulk of domestic and international air freight is carried in the holds of passenger aircraft. Dedicated freight aircraft within Australia are operated by Toll, Qantas and Virgin, providing services for freight forwarders, corporate shippers, businesses and individuals. Virgin Cargo reports it uses dedicated freighter aircraft to service Cairns, Townsville, Brisbane, Sydney, Melbourne, Launceston, Adelaide and Perth airports.<sup>4</sup> Qantas ships more than 4,000 air freight items each day to over 500 destinations globally.<sup>5</sup>

Australia's major capital city airports are owned by the Commonwealth and operated by private companies with very long-term leases and provide a range of aviation infrastructure dedicated to freight operations, including hangars, freight aprons, aircraft parking bays and cargo handling facilities. Air freight activities at airports compete with passenger based facilities, including passenger terminals, passenger parking and other airport-related businesses.

Rapid growth in passenger numbers at the major airports has promoted the expansion of passenger based facilities, placing pressure on freight facilities located close to the runways and terminals. Many businesses involved in air freight operations would like to see airports place a greater priority on servicing freight needs. Airport land not required for aviation purposes has been developed for major freight forwarding facilities and distribution centres at some airports, such as Melbourne Airport.

- <sup>4</sup> Virgin Australia (2017) submission 85 to the *Inquiry into national freight and supply chain priorities*,
- page 1<u>https://infrastructure.gov.au/transport/freight/freight-supply-chain-submissions/index.aspx</u>

<sup>&</sup>lt;sup>1</sup> BITRE (2014) Freightline 1. <u>https://bitre.gov.au/publications/2014/freightline\_01.aspx</u>

<sup>&</sup>lt;sup>2</sup> BITRE (2015), International trade and Australian cities: what house prices say, Information Sheet 67, <u>https://bitre.gov.au/publications/2015/files/is\_067.pdf</u> <sup>3</sup> IATA Fact Sheet Economic and Social Benefits of Air Transport, June 2017. <u>http://www.iata.org/pressroom/facts\_figures/fact\_sheets/Documents/fact-sheets/fact-sh</u>

<sup>&</sup>lt;sup>5</sup> https://freight.qantas.com/our-freight-business.html



Curfews restrict dedicated air freight movements between 11.00pm and 6.00am at Sydney and Adelaide airports. The *Sydney Airport Curfew Act 1995* (Cth) allows only 74 freight take-offs and landings each week during the curfew period, with only Bae-146 aircraft permitted to operate. At Adelaide Airport freight aircraft are permitted to operate during the curfew period provided the noise levels are less than 95 decibels on landing. While these restrictions also apply at the Gold Coast and Essendon airports there is minimal demand for such services at these sites. Gold Coast Airport has further restrictions on the level of operations and the type of aircraft allowed to operate.

# 3. The sector in Australia today and future trends

# Domestic air freight

More than 450 thousand tonnes of air cargo movements were carried on domestic air services at Australian airports in 2016-17.

In 2016-17, Melbourne Airport had the largest share of domestic air cargo (28.7 per cent) followed by Sydney (23.6 per cent), Brisbane (15 per cent), Perth (13.8 per cent) and Adelaide (5.8 per cent). Cargo movements at these airports accounted for 86.8 per cent of total domestic air cargo movements.



Figure 1 – Domestic cargo movements (tonnes) 2010-11 and 2016-176

In 2016-17, approximately 80 per cent of domestic cargo movements were from the main airport in one capital city to the main airport in another capital city, with 44.2 per cent of domestic cargo movements made on dedicated freighter aircraft.

Air freight also plays an essential role delivering supplies to remote and isolated regions in Australia. Due to long distances involved and with road access to many communities often cut for

<sup>&</sup>lt;sup>6</sup> BITRE domestic aviation activity data collection — 2017 (note: cargo refers to freight and mail)



several months during the wet season, a regular air service offers the only reliable means of transporting goods such as educational materials, medicines, fresh foods and other vital supplies to these communities. Such services typically involve small piston powered aircraft, often operating at unsealed airstrips.

#### International air freight

Sydney, Melbourne and Brisbane are currently the only airports in Australia with markets large enough to sustain dedicated international freighter services, except for one weekly service operating from Toowoomba Wellcamp Airport.

Nationally, only 17 per cent of scheduled international air cargo carried to and from Australia is on dedicated freighter aircraft while the rest is on passenger aircraft.

At Sydney, around 28 per cent of international air cargo is carried on dedicated freighter aircraft. Therefore, the amount of air freight that can be carried and the destinations served depend significantly on the passenger aircraft routes; as these expand or contract, so do the opportunities for air freight exports.

Conversely, the profitability of international passenger routes may depend on the amount of air freight the route can attract. IATA estimates that on average, air cargo generates 9 per cent of airline revenues.<sup>7</sup>

The map at Figure 2 shows the number of directly connected scheduled flights operated between Australia and international regions during 2016-17. All cargo carried to or from Australia other than on charter services was carried on one of these flights.

<sup>&</sup>lt;sup>7</sup> IATA Air Cargo home <u>http://www.iata.org/whatwedo/cargo/Pages/index.aspx</u>





Figure 2 – Number of directly connected scheduled flights operated between Australia and international regions during 2016 to 2017<sup>8</sup>

Almost half of Australia's scheduled international air cargo by weight is cleared through Sydney Airport and Sydney's share of international air cargo has remained relatively stable over the years.

Table A –	Sydney	Airport's	share	of international	air cargo9
-----------	--------	-----------	-------	------------------	------------

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
Sydney	389,501	414,471	366,335	401,204	421,114	444,614	443,728	434,250	450,283	482,681	512,531
Australia	787,932	819,899	745,955	798,120	864,808	900,468	924,879	922,918	980,457	1,032,393	1,082,400
Sydney's share	49.4%	50.6%	49.1%	50.3%	48.7%	49.4%	48.0%	47.1%	45.9%	46.8%	47.4%

By monetary value, Sydney Airport also has the largest share of imports, worth \$43.4 billion in 2016 (56.4 per cent of the total of \$77.1 billion in air freight imports). For exports, Perth Airport has the highest value at over \$22.6 billion (40.8 per cent of the total of \$55.4 billion in air freight exports). Detailed air freight statistics for the major airports are at <u>Attachment A</u> of this report.

The major products imported and exported via air freight vary from airport to airport. Table B shows the three highest value imports and exports, as well as the main countries of origin or destination.

 $<sup>^{\</sup>rm 8}$  BITRE International airline activity data collection — 2017 (note: cargo refers to freight and mail)  $^{\rm 9}$  Ibid



Table B –	The three	highest va	lue imports and	exports and	the main	countries of	origin/destination <sup>10</sup>
							3

Airport		Highest value products	Main countries of origin or destination
Imports		Telecommunications and sound recording equipment; medicinal and pharmaceutical products; commodities and transactions not in merchandise trade*	China USA France
Sydney	Exports	Commodities and transactions not in merchandise trade*; miscellaneous manufactured articles; professional, scientific and controlling instruments	USA New Zealand UK
Malkauma	Imports	Commodities and transactions not in merchandise trade*; office machines and automatic data processing machines; telecommunications and sound recording equipment	USA China France
Melbourne -	Exports	Commodities and transactions not in merchandise trade*; medicinal and pharmaceutical products; meat and meat preparations	USA New Zealand Singapore
Brisbane	Imports	Commodities and transactions not in merchandise trade*; miscellaneous manufactured articles; professional, scientific and controlling instruments	USA China France
	Exports	Commodities and transactions not in merchandise trade*; transport equipment excluding road vehicles; meat and meat preparations	New Zealand USA Singapore
Perth	Imports	Non-monetary gold; Commodities and transactions not in merchandise trade*; general industrial machinery and equipment.	Japan USA Papua New Guinea
	Exports	Non-monetary gold; commodities and transactions not in merchandise trade*; gold coin and other coin being legal tender	UK Hong Kong China

\*The category 'Commodities and transactions not in merchandise trade' includes:

- goods exported after being imported on a temporary basis—ships, boats, floating structures, goods for public
  exhibition and goods such as racing cars and associated equipment, race horses, paintings for art exhibitions
- goods exported on a temporary basis and intended to be re-imported
- goods exported for repair, alteration or renovation and subsequent re-importation
- goods re-exported from Australia after being imported for repair, alteration or renovation
- passengers' personal effects for which a customs entry is required
- goods exported by the Australian Defence Force (ADF), for use by the ADF, for operational, training or military
  exercise deployment.

<sup>&</sup>lt;sup>10</sup> Australian Bureau of Statistics (ABS), 2017, Customised report based on International Merchandise Trade data – prepared by BITRE





Figure 3 – Key air freight routes for imports and exports<sup>11</sup>

<sup>&</sup>lt;sup>11</sup> Australian Bureau of Statistics (ABS), 2017, Customised report based on International Merchandise Trade data – prepared by BITRE



# International supply chains (origin and destination)

Air freight is often a component of more extensive supply chains, which may involve road, rail and sea transport on the journey to the ultimate user. While there are few statistics on international air freight export supply chains, BITRE data indicates the airport of export origin and the destination for different categories of goods. Examples have been drawn from this source for seafood exports and medicinal and pharmaceutical exports.

Just over \$1 billion worth of seafood (fish, crustaceans, molluscs and preparations thereof) were exported from Australia in 2016. Of this, almost half was exported from Western Australia, with Vietnam being the major overseas market. Other states mainly exported to China, Hong Kong and Vietnam.

State of origin	Value of exports (\$ million)	Main destination countries (exports valued at over \$10 million)
New South Wales	15.6	Japan
Queensland	112.3	Hong Kong, USA
South Australia	120.9	Vietnam, Hong Kong, Japan
Tasmania	136.9	China, Hong Kong, Vietnam, Japan
Victoria	145.6	Vietnam, Hong Kong, China
Western Australia	465.2	Vietnam, Hong Kong

#### Table C – Air freight exports of fish, crustaceans, molluscs and preparations thereof, 2016<sup>12</sup>

For medicinal and pharmaceutical products, the major overseas markets are New Zealand, Europe, the USA and Asia. These exports were valued at \$2.1 billion in 2016, more than twice the value of seafood exported. Victoria has the highest value of such exports, about half of the total value for Australia, with the USA being the dominant export market.

Table D – Air freight exports of medicinal and pharmaceutical products, 2016<sup>13</sup>

State of origin	Value of exports (\$ million)	Main destination countries (exports valued at over \$20 million)
Northern Territory	1.2	Information not available
Tasmania	5.5	Information not available
South Australia	63.2	USA
Western Australia	83.8	Belgium, USA
Queensland	91.1	United Kingdom
New South Wales	448.5	New Zealand, China, Hong Kong, Korea, Malaysia, United Kingdom
Victoria	1,099	USA, Germany, Hong Kong, China, Singapore, United Kingdom

<sup>&</sup>lt;sup>12</sup> Australian Bureau of Statistics (ABS), 2017, Customised report based on International Merchandise Trade data – prepared by BITRE <sup>13</sup> Ibid



# Future trends and developments

The air freight market will be driven by a range of factors in coming years, including:

- growth in international travel
- changing consumer purchasing preferences
- customer expectations about delivery times
- changes in industry processes such as international component sourcing
- the types and capacity of planes
- changes in the size, weight and value of consumer goods
- jet fuel costs
- changing security processes to meet emerging threats.

The capacity for air freight should grow considerably in coming years. IATA predicts the world freighter aircraft fleet will grow by 70 per cent in the next 20 years.<sup>14</sup> The global air passenger network, which is equally important for air freight, is also undergoing rapid growth. The International Civil Aviation Authority (ICAO) reports global international passenger numbers have increased by between 5.2 per cent and 10.6 per cent each year from 2010-15.<sup>15</sup>

In Australia, annual air passenger growth has been averaging 3.4 per cent over the past 10 years.<sup>16</sup> Melbourne Airport has forecast its international air freight will grow from 250,000 tonnes to 393,000 tonnes by 2033.<sup>17</sup>

New technologies are making production more mobile as automation reduces the importance of low-cost labour. This is facilitating a shift in production of goods toward the locations where consumers live. Some products are getting smaller and lighter (or flatter, such as televisions), which means they are more suited to air freight. Other products however, formerly carried by air freight, are now digitised (for example, newspapers, mail and music).

Where once products were produced and exported from a single location, today it is not unusual for a product such as a smart phone to have components from several countries where specialised processes have been developed. The components themselves may travel to several countries to be compiled. Just-in-time stock control requires rapid replenishment of component parts. These practices, together with the trend to smaller and lighter products, will support further air freight growth.

Consumer practices such as e-commerce are changing the way products are purchased and transported. On-line sales are growing rapidly, and it is reported that 70 per cent of on-line sales have an international component, either buying from a different country or buying a product that has an international production process.<sup>18</sup>

BITRE Airport Traffic Data 1985–86 to 2016–17. <u>htt</u>
 Melbourne Airport Master Plan 2013, p.38

<sup>&</sup>lt;sup>14</sup> IATA the Value of Air Cargo http://www.iata.org/whatwedo/cargo/sustainability/Documents/air-cargo-brochure.pdf

<sup>&</sup>lt;sup>15</sup> ICAO Tables relating to the world of air transport in 2015. <u>https://www.icao.int/annual-report-2015/Documents/Appendix\_1\_en.pdf</u>
<sup>16</sup> BITRE Airport Traffic Data 1985–86 to 2016–17. <u>https://bitre.gov.au/publications/ongoing/airport\_traffic\_data.aspx</u>

<sup>&</sup>lt;sup>18</sup> IATA Cargo must pick up the pace March 2017. <u>http://airlines.iata.org/analysis/cargo-must-pick-up-the-pace</u>



Companies such as Amazon have developed fast and efficient supply chains for their e-customers based on rapid delivery times for both domestic and international cargo. There is a growing market for air transport in the delivery processes, with Amazon moving to establish its own airline supported by 40 dedicated freighter aircraft.<sup>19</sup>

Emerging security concerns mean that air freight is expected to be subject to more stringent security screening, as demonstrated by the recently implemented and more rigorous requirements for screening air freight to the USA.<sup>20</sup>

This trend has the potential to negatively impact on productivity in the air freight sector unless carefully managed. It must be balanced with the very significant economic impact that an inflight incident resulting in the loss of an aircraft would have on the Australian economy.

Trusted business models, such as the recently established Known Consignor scheme for air freight, are important to future security and efficiency. The Known Consignor scheme allows trusted businesses with high levels of security in their processes to secure cargo at its source so that it does not require further security screening before export.

The Australian Government decision to support a new airport at Western Sydney will have an impact on the air freight sector. The *Western Sydney Infrastructure Plan* will plan and deliver a transport investment program funded jointly by the Commonwealth and NSW Governments. Under the current legislation concerning the curfew at Kingsford Smith Airport (KSA), night freight operations are to be transferred from KSA to Western Sydney Airport once night operations are possible there.

As most international air freight is carried in passenger planes, in the next 20 years it is expected KSA will continue to be the key air freight hub in Sydney, with provision in the current airport master plan to retain the current Terminal 1 freight precinct and build new facilities in close proximity to expanded passenger T2 and T3 terminals.

Transport links developed under the *Western Sydney Infrastructure Plan* and future intermodal terminal opportunities should also see significant air freight growth at Western Sydney Airport. The privately owned and operated Toowoomba Wellcamp Airport presents a new model for air freight in Australia. The airport's good road connections and proposed links to the Inland Rail project create air freight opportunities for agricultural and other products.

The increase in international passenger travel at other Australian airports in recent years, including at Melbourne, Brisbane and Perth, has increased the potential for international air freight. International passenger numbers through Australian airports has increased by approximately 7 per cent per year in the past two years and with favourable world economic conditions, should increase further in the coming years.

Some stakeholders are optimistic that future investment could support 'air freight hubs' in regional Australia, although the business cases for such proposals are challenged by a range of factors.

<sup>&</sup>lt;sup>19</sup> <u>http://phx.corporate-ir.net/phoenix.zhtml?c=176060&p=irol-newsArticle&ID=2241026</u>

<sup>&</sup>lt;sup>20</sup> These requirements mean all air cargo being transported to the USA must either be examined at piece level (box, carton, pallet or another deconsolidated form of cargo) or originate from a Known Consignor <u>https://infrastructure.gov.au/security/air-cargo/us-bound-air-cargo-security-arrangements.aspx</u>



Infrastructure Australia's *Northern Australia Audit* (January 2014) explored some of these issues in the context of Northern Australia, although its findings may have broader relevance:

"Anecdotally, substantial volumes of fruit and vegetables are trucked to Brisbane, Adelaide and Melbourne, taking advantage of competitive trucking back haul rates, for subsequent air freighting to Southeast Asia (together with domestic capital city use). A combination of factors—a substantial domestic market in the southern capitals, a highly efficient road freight sector (with refrigerated capability), low international air freight rates from airports in southern capitals, due to wide-body passenger aircraft use that northern air markets could not sustain—appear likely to preclude development of northern air freight capacity for the foreseeable future".<sup>21</sup>

<sup>&</sup>lt;sup>21</sup> http://infrastructureaustralia.gov.au/policy-publications/publications/files/IA\_Northern\_Australia\_Audit.pdf p.74



# 4. Stakeholder priorities

The *Inquiry into National Freight and Supply Chain Priorities* has undertaken extensive consultation with stakeholders and has received a number of suggestions for greater productivity in the air freight sector. These include:

- avoid placing restrictions on airport operations (for example, curfews), particularly for new airports such as the Western Sydney Airport, by ensuring that land use planning provides effective buffers between residential areas and industrial activities
- consider modifying operational curfews at existing airports where appropriate (in particular at Sydney Airport)
- address road traffic congestion at the access points of our major domestic and international airports
- introduce a dedicated rail freight line to Western Sydney Airport early in the airport development process
- encourage airport lessee companies to give air freight operations appropriate significance in airport master plans required under the *Airports Act 1996* (Cth)
- produce and publish more extensive statistics on air freight and air freight supply chains, as part of a national freight performance framework
- facilitate greater uptake of the electronic air waybill (e-AWB) to expedite carriage and delivery of air freight.



# ATTACHMENT A: Air freight statistics for the major airports<sup>22</sup>

#### AIR EXPORTS by Airports - Value (\$)

Year ended December 2016

	Not Perishable	Perishable	Total	Share of Total
Adelaide	309,513,158	141,435,006	450,948,164	0.8%
Brisbane	3,734,004,308	649,383,202	4,383,387,510	7.9%
Cairns	210,050,271	75,178,659	285,228,930	0.5%
Darwin	369,079,399	1,604,897	370,684,296	0.7%
Melbourne	5,814,136,461	2,511,941,530	8,326,077,991	15.0%
Perth	21,773,491,246	830,952,817	22,604,444,063	40.8%
Sydney	16,501,466,364	1,976,496,973	18,477,963,337	33.4%
Other	453,554,069	21,738,444	475,292,513	0.9%
Total	49,165,295,276	6,208,731,528	55,374,026,804	100.0%

#### AIR EXPORTS by Airports - Weight (tonnes)

Year ended December 2016

	Not Perishable	Perishable	Total	Share of Total
Adelaide	4,279	10,342	14,621	2.6%
Brisbane	14,864	52,876	67,740	11.9%
Cairns	1,530	3,147	4,677	0.8%
Darwin	836	65	900	0.2%
Melbourne	43,478	122,755	166,233	29.3%
Perth	10,810	43,492	54,302	9.6%
Sydney	155,297	99,876	255,173	44.9%
Other	2,497	2,081	4,578	0.8%
Total	233,591	334,634	568,225	100.0%

#### AIR IMPORTS by Airports - Value (\$)

Year ended December 2016

	Not Perishable	Perishable	Total	Share of Total
Adelaide Airport	720,384,699	53,043,369	773,428,067	1.0%
Brisbane	5,881,702,763	162,018,875	6,043,721,637	7.8%
Cairns	344,840,697	253,845	345,094,542	0.4%
Darwin	288,485,555	82,642	288,568,197	0.4%
Melbourne	12,458,844,080	1,246,573,181	13,705,417,261	17.8%
Perth Airport	9,107,523,301	86,275,482	9,193,798,782	11.9%
Sydney	36,286,043,584	7,158,708,574	43,444,752,158	56.4%
Townsville	1,877,746,896		1,877,746,896	2.4%
Other	1,374,787,423	5,378,416	1,380,165,839	1.8%
Total	68,340,358,998	8,712,334,382	77,052,693,380	100.0%

#### AIR IMPORTS by Airports - Weight (tonnes)

Year ended December 2016

	Not Perishable	Perishable	Total	Share of Total
Adelaide Airport	6,985	956	7,941	2.0%
Brisbane	33,598	7,220	40,818	10.1%
Cairns	498	18	516	0.1%
Darwin	893	4	897	0.2%
Melbourne	94,944	19,403	114,346	28.2%
Perth Airport	25,367	4,950	30,317	7.5%
Sydney	165,107	39,958	205,065	50.6%
Townsville	419		419	0.1%
Other	4,789	155	4,944	1.2%
Total	332,601	72,664	405,265	100.0%

<sup>22</sup> Customs data from the Australian Bureau of Statistics 2017 — prepared by BITRE. Perishable/not perishable split is based on BITRE estimates



