

Tasmanian Freight Survey

Discussion Paper – DP11-02

January 2011



Tasmania
Explore the possibilities

Contents

- BACKGROUND3

- TASMANIAN FREIGHT SURVEY4
 - Collection Methods4
 - Council Consultation5

- COMMISSION METHODS6
 - Traffic Cost Adjustor.....6
 - Heavy Vehicle Motor Tax Revenue.....7

- DATA MOVEMENTS8

- COMMISSION POSITION10

- SUBMISSIONS AND TIMEFRAMES.....12

- APPENDICES13



BACKGROUND

The State Grants Commission is an independent statutory body responsible for recommending the distribution of Australian Government and State Government funds to Tasmanian local government authorities. To ensure that the distribution of available funds is as equitable and contemporary as possible, the Commission continually monitors council practices and updates assessment methods and data where appropriate.

To provide some structure to updating the distribution methods of the Australian Government financial assistance grants (FAGs), the Commission operates a triennial review policy whereby major method changes are introduced only every three years, with data updates and minor changes applied every year. However, this policy does not apply to the method used to determine shares of State Government Heavy Vehicle Motor Tax Revenue (HVMTR) funds.

Table 1: Overview of Triennial Review Period (FAGs)

Distribution	Action
2009-10	Method Changes + Data Updates
2010-11	Data Updates
2011-12	Data Updates
2012-13	Method Changes + Data Updates

This paper seeks to address issues arising from the most recent update of the Tasmanian Freight Survey (TFS). The TFS is used in the calculation of the road grant component of the FAGs, and the HVMTR distributions. The Commission views the TFS as a data update, which means it can be adopted within the assessment methodologies at the next distribution.

There have been major movements in the TFS data between surveys that if adopted outright would cause significant shifts in grant outcome. The purpose of this paper is to detail the issues, and put forward the Commission's suggested position for council consultation.

TASMANIAN FREIGHT SURVEY

The Tasmanian Freight Survey (TFS) is a survey compiled by the Department of Infrastructure, Energy and Resources (DIER). The survey gathers origin, destination and tonnage data from the largest freight demanders in Tasmania. From the raw survey data, DIER can construct a picture of the quantity of goods transported over specific roads throughout the State, and hence provide valuable strategic management information to inform planning decisions on current and future transport infrastructure needs.

The TFS provides a measure of tonne-kilometres (T-K) – being the product of the tonnage carried over roads, and the distance over which it is carried, as identified by the largest freight demanders.

Collection Methods

DIER has conducted this survey three times in recent years. The data are collected through a combination of posted surveys and face-to-face interviews with the freight demanders. However, some differences in the detail of the collection have occurred from year to year. A brief summary of the collection method used for each survey follows.

First Survey

The first freight demander survey was based on information gathered in the 2002-03 financial year. DIER collected data from the largest 120 freight demanders in Tasmania. This was a relatively unsophisticated survey, as local road lengths were measured manually from maps, then incorporated to provide the tonne-kilometre measure for council local road networks. (See Appendix 1)

Second Survey

The second survey was conducted in the 2005-06 financial year. It was more comprehensive than the first, with 200 of the largest freight demanders providing information. Furthermore, DIER greatly enhanced the accuracy of road length reporting as it was able to utilise data from the Geographic Information System (GIS) administered by the then Department of Primary Industries, Water and the Environment (DPIWE). The GIS provided more accurate road length data and provided the Commission and councils with greater confidence in the tonne-kilometre survey results. (See Appendix 2)

Third Survey

The most recent survey uses data collected during the 2008-09 financial year. In a similar manner to the 2005-06 survey, the 2008-09 survey uses data from the largest 200 freight demanders and road lengths provided through GIS information. However, budgetary constraints within DIER resulted in only the 100 largest freight demanders providing updated data from the last survey. The remaining freight demander

data from the 100 smallest freight demanders were 'rolled-over' from the previous survey as resources were not available to properly capture a full updated survey. (See Appendix 3)

Council Consultation

The degree of council consultation in relation to each of these surveys has varied. This is primarily due to survey data being commercial-in-confidence. Therefore, DIER has exercised caution when providing disaggregated data to councils, due to the possibility of identifying survey respondents.

The Commission has queried with DIER whether council consultation will occur for the 2008-09 survey, but advice from DIER is that the core use of the data, and the design of the survey, is to allow it to provide detailed freight movement analysis for input into strategies and projects involving the State road and rail networks. As a result, DIER will not be providing councils with summaries of movements on the local council road network for the 2008-09 survey.

Notwithstanding DIER policy, the significant movements between surveys and the change in the Commission's treatment of the TFS necessitates the Commission consulting with councils on the issues.

COMMISSION METHODS

The Commission uses the Tasmanian Freight Survey (TFS) as a measure of the damage caused by heavy freight vehicles travelling on local government roads. The Commission understands that heavy vehicles cause the vast majority of damage to roads and as such, the TFS is a significant dataset within the Commission methodologies. The Commission uses the TFS data in two areas.

Traffic Cost Adjustor

The Traffic Cost Adjustor (Traffic CA) is used within the Roads Preservation Model (RPM). The RPM calculates a theoretical cost for each council to maintain its road network, and then distributes the road grant component of the Australian Government financial assistance grants based on council shares of the state total cost. The Traffic CA is used as a measure of the relative advantage or disadvantage experienced by councils with volumes of heavy vehicle traffic on local road networks.

The TFS allows the calculation of tonne-kilometres for each council by road type, which is the product of the tonnage carried over each road type and the distance over which it is carried. Relative positions are determined for each council based on the tonne-kilometres per kilometre of each road type. The distribution of the Traffic CA is controlled by the application of limits based closely on those determined by the Australian Road Research Board in 1989.

Table 2 below, shows the Traffic CA limits. The council that has the greatest number of tonne-kilometres per kilometre travelling on a particular road type is awarded the upper limit or maximum cost adjustment for that road type. Similarly, the council with the least tonne-kilometres per kilometre is given the minimum cost adjustment. All other council results are spread between the limits depending on their relative position between the maximum and minimum results.

Table 2: Traffic Cost Adjustor Limits

	Urban sealed	Rural sealed	Urban unsealed	Rural unsealed
Upper limit (maximum cost adjustment)	1.11	1.25	1.16	1.25
Lower limit (minimum cost adjustment)	0.93	0.96	0.91	0.91

The 2010-11 road grant calculation used the 2005-06 survey results. This is because the results from the 2008-09 TFS did not arrive until after the 2010-11 FAG recommendations had been forwarded to the Commonwealth Minister for approval.

The Commission views the 2008-09 TFS as a data update within the RPM, meaning it may be incorporated for the 2011-12 distribution and not deferred in line with the Triennial Review period.

However, the Traffic CA has the largest redistributive effect on the roads assessment and any movements in the data informing the cost adjustor will have a significant impact on road grant outcomes.

Heavy Vehicle Motor Tax Revenue

The Commission also provides annual recommendations for the distribution of State Government Heavy Vehicle Motor Tax Revenue (HVMTR) that has been provided to councils each year since 1996-97.

Heavy vehicle motor taxes were increased as part of national transport reform processes in 1996. The revised motor tax rates were formulated as a cost recovery measure in recognition of the increased damage to road infrastructure arising from heavier vehicles sanctioned through the same reform process. As part of these reforms, legislative changes made in 1996 required the abolition of council road tolls. In consultation with the Local Government Association of Tasmania (LGAT), a funding arrangement was devised to compensate councils for both road toll revenue foregone, and the additional costs arising from the registration of council-owned heavy vehicles.

The Commission was given the task of developing a method for distributing the HVMTR in 2000. The Commission tested various distribution methods in consultation with councils, and this resulted in the freight demander survey being adopted and phased-in for the HVMTR distribution from 2004-05. Subsequently, the Commission proposed a further change by basing the distribution wholly on heavy vehicle road usage, thereby excluding any reimbursement of motor taxes paid by councils. This change received general agreement from councils and was adopted for the 2007-08 distribution. Thus since 2007-08 the HVMTR distribution has been calculated solely on the basis of freight demander data.

The Commission excludes Flinders and King Island Councils when calculating the HVMTR distribution. The basis for this lies in the *Roads and Jetties Act 1935*, under which these councils alone receive full reimbursement from the State Government of all motor tax paid in respect of vehicles registered to addresses within their boundaries. In light of this long-standing arrangement, the Commission considers it inequitable for Flinders and King Island to also receive a share of the local government heavy vehicle motor tax revenues.

In a similar manner to the Traffic CA within the RPM, the HVMTR distribution is also highly sensitive to movements in data.

DATA MOVEMENTS

In August 2010, DIER released an updated TFS utilising data collected in 2008-09. Unfortunately, this updated survey arrived too late to be incorporated into the 2010-11 FAG distribution, but the Commission was able to consider the data for the 2010-11 HVMTR distribution.

It was during the determination of the HVMTR distribution that it became apparent that there had been some significant movements between surveys. Table 3 below shows the total tonne-kilometre results for each council from the last two surveys, and the percentage movements. The table shows a decrease of approximately 17.5 per cent in the total tonne-kilometres recorded on local road networks in 2008-09 compared to 2005-06.

Almost half of all councils experienced a greater than 20 per cent positive or negative change in tonne-kilometres in 2008-09. The primary reason for these significant movements was a general decline in freight movement activity caused by the economic downturn. Only 6 councils experienced positive gains in tonne-kilometres in the 2008-09 survey. These are:

Clarence	(+23 per cent)	King Island	(+5 per cent)
Flinders	(+247 per cent)	Huon Valley	(+49 per cent)
Kentish	(+25 per cent)	Tasman	(+35 per cent)

The remaining 23 councils experienced declines, and the largest percentage declines were for:

Break O'Day	(-35 per cent)	Latrobe	(-58 per cent)
Brighton	(-38 per cent)	Northern Midlands	(-35 per cent)
Burnie	(-39 per cent)	Sorell	(-40 per cent)
Central Highlands	(-33 per cent)	West Tamar	(-26 per cent)
Dorset	(-45 per cent)		

The inherent nature of freight movements within the state, in particular forestry traffic, results in large fluctuations in tonne-kilometres between surveys. This can be seen in Appendix 4 that shows the tonne-kilometre results and council shares from each of the three completed surveys to date. However, the downturn in demand for forestry products exacerbated the extent of the fluctuations during the 2008-09 financial year.

Table 3: Change between 2005-06 and 2008-09 Surveys

	2005-06		2008-09		Change in T-K	
	T-K	% Share	T-K	% Share	T-K	%
Break O'Day	10 978 807	4.97%	7 160 641	3.93%	-3 818 166	-34.78%
Brighton	410 537	0.19%	256 135	0.14%	- 154 402	-37.61%
Burnie	7 240 019	3.28%	4 427 614	2.43%	-2 812 405	-38.85%
Central Coast	13 187 138	5.97%	13 177 789	7.23%	- 9 349	-0.07%
Central Highlands	8 640 343	3.91%	5 828 854	3.20%	-2 811 489	-32.54%
Circular Head	24 391 204	11.04%	21 472 982	11.78%	-2 918 222	-11.96%
Clarence	2 534 990	1.15%	3 107 137	1.71%	+ 572 147	22.57%
Derwent Valley	5 114 715	2.31%	4 222 460	2.32%	- 892 255	-17.44%
Devonport	7 073 345	3.20%	6 314 306	3.46%	- 759 039	-10.73%
Dorset	24 865 863	11.25%	13 762 896	7.55%	-11 102 967	-44.65%
Flinders	708 747	0.32%	2 457 281	1.35%	+1 748 534	246.71%
George Town	4 077 769	1.85%	3 776 256	2.07%	- 301 513	-7.39%
Glamorgan/Spring Bay	2 900 788	1.31%	2 325 803	1.28%	- 574 985	-19.82%
Glenorchy	4 048 064	1.83%	3 397 583	1.86%	- 650 481	-16.07%
Hobart	10 179 273	4.61%	9 162 864	5.03%	-1 016 409	-9.99%
Huon Valley	4 135 658	1.87%	6 165 691	3.38%	+2 030 033	49.09%
Kentish	8 452 580	3.83%	10 528 884	5.78%	+2 076 304	24.56%
King Island	1 776 683	0.80%	1 870 832	1.03%	+ 94 149	5.30%
Kingborough	1 696 142	0.77%	1 559 875	0.86%	- 136 267	-8.03%
Latrobe	3 505 199	1.59%	1 463 938	0.80%	-2 041 261	-58.24%
Launceston	29 193 386	13.21%	23 639 108	12.97%	-5 554 278	-19.03%
Meander	10 896 490	4.93%	9 594 136	5.26%	-1 302 354	-11.95%
Northern Midlands	16 057 725	7.27%	10 508 363	5.77%	-5 549 362	-34.56%
Sorell	3 216 721	1.46%	1 944 967	1.07%	-1 271 754	-39.54%
Southern Midlands	2 754 375	1.25%	2 451 339	1.35%	- 303 036	-11.00%
Tasman	1 322 109	0.60%	1 785 020	0.98%	+ 462 911	35.01%
Waratah/Wynyard	6 183 389	2.80%	5 793 661	3.18%	- 389 728	-6.30%
West Coast	667 993	0.30%	546 504	0.30%	- 121 489	-18.19%
West Tamar	4 765 642	2.16%	3 529 478	1.94%	-1 236 164	-25.94%
Total	220 975 696	100.00%	182 232 397	100.00%	-38 743 299	-17.53%

COMMISSION POSITION

Due to the significant movements in tonne-kilometres between surveys, the Commission considered it unreasonable to approve the standalone use of 2008-09 survey data, due to the significant detrimental movements in funding shares that would be caused to both the HVMTR and road grant distributions.

The Commission aims to control year-to-year movements in its recommendations to ensure changes in grant outcomes are manageable for all councils. As a result, the Commission opted to use an average of tonne-kilometres from the 2005-06 and 2008-09 surveys as the basis for the 2010-11 HVMTR distribution, which was approved in October 2010.

As part of its investigations into the best method of smoothing the HVMTR movements, the Commission also considered using a three-survey average. However, the 2002-03 survey was considered less robust, when compared to the more recent surveys due to the inadequacy of the road length data used. The Commission has more confidence in the 2005-06 and 2008-09 surveys, which employed GIS road length data. The Commission considers an average of these surveys to be the most appropriate measure in light of the inter-year variations

The Commission intends to use a two-survey (2005-06 & 2008-09) average of tonne-kilometres for the calculation of the Traffic CA for the 2011-12 road grant calculations. The Commission has not yet modelled the potential impacts of this change on the road grant shares, but will seek to ensure significant fluctuations in grant outcome are avoided.

Table 4 below shows the councils shares of total tonne-kilometres when calculating a two survey average based on 2005-06 and 2008-09 data.

Table 4: Council Shares of State Total Tonne-Kilometres using a Two-Survey Average

	2005-06		2008-09		Average	
	T-K	% Share	T-K	% Share	T-K	% Share
Break O'Day	10 978 807	4.97%	7 160 641	3.93%	9 069 724	4.50%
Brighton	410 537	0.19%	256 135	0.14%	333 336	0.17%
Burnie	7 240 019	3.28%	4 427 614	2.43%	5 833 816	2.89%
Central Coast	13 187 138	5.97%	13 177 789	7.23%	13 182 464	6.54%
Central Highlands	8 640 343	3.91%	5 828 854	3.20%	7 234 599	3.59%
Circular Head	24 391 204	11.04%	21 472 982	11.78%	22 932 093	11.37%
Clarence	2 534 990	1.15%	3 107 137	1.71%	2 821 063	1.40%
Derwent Valley	5 114 715	2.31%	4 222 460	2.32%	4 668 588	2.32%
Devonport	7 073 345	3.20%	6 314 306	3.46%	6 693 826	3.32%
Dorset	24 865 863	11.25%	13 762 896	7.55%	19 314 379	9.58%
Flinders	708 747	0.32%	2 457 281	1.35%	1 583 014	0.79%
George Town	4 077 769	1.85%	3 776 256	2.07%	3 927 012	1.95%
Glamorgan/Spring Bay	2 900 788	1.31%	2 325 803	1.28%	2 613 295	1.30%
Glenorchy	4 048 064	1.83%	3 397 583	1.86%	3 722 823	1.85%
Hobart	10 179 273	4.61%	9 162 864	5.03%	9 671 069	4.80%
Huon Valley	4 135 658	1.87%	6 165 691	3.38%	5 150 675	2.55%
Kentish	8 452 580	3.83%	10 528 884	5.78%	9 490 732	4.71%
King Island	1 776 683	0.80%	1 870 832	1.03%	1 823 757	0.90%
Kingborough	1 696 142	0.77%	1 559 875	0.86%	1 628 009	0.81%
Latrobe	3 505 199	1.59%	1 463 938	0.80%	2 484 569	1.23%
Launceston	29 193 386	13.21%	23 639 108	12.97%	26 416 247	13.10%
Meander	10 896 490	4.93%	9 594 136	5.26%	10 245 313	5.08%
Northern Midlands	16 057 725	7.27%	10 508 363	5.77%	13 283 044	6.59%
Sorell	3 216 721	1.46%	1 944 967	1.07%	2 580 844	1.28%
Southern Midlands	2 754 375	1.25%	2 451 339	1.35%	2 602 857	1.29%
Tasman	1 322 109	0.60%	1 785 020	0.98%	1 553 564	0.77%
Waratah/Wynyard	6 183 389	2.80%	5 793 661	3.18%	5 988 525	2.97%
West Coast	667 993	0.30%	546 504	0.30%	607 249	0.30%
West Tamar	4 765 642	2.16%	3 529 478	1.94%	4 147 560	2.06%
Total	220 975 696	100.00%	182 232 397	100.00%	201 604 046	100.00%

SUBMISSIONS AND TIMEFRAMES

The Commission invites comments and input from councils on the issue raised within this discussion paper. However, input need not be confined to this issue, so councils should feel free to provide comments on other pertinent issues regarding the Commission assessment methods.

Submissions should be forwarded to the Commission as follows:

- By post: Secretary
State Grants Commission
GPO Box 147
HOBART TAS 7001
- By email: rodney.malcomson@treasury.tas.gov.au

Further details regarding the annual assessments can be found in the 2010-11 Annual Report that is available on the Commission website. Go to the Department of Treasury and Finance webpage (www.treasury.tas.gov.au) and click the Commission 'Quick Link', then follow the link to publications.

Submissions close on Friday 25 February 2011.

If you have any queries please contact the Secretary, Rod Malcomson, on 6233 8988.

2011 Hearings and Visits

The Commission will provide councils the opportunity to discuss this paper and any other council concerns during the 2011 Hearings and Visits program that will begin in March 2011.

APPENDICES

APPENDIX 1

2002-03 Freight Demander Survey by LGA (Tonne-Kilometres)

	Urban Sealed	Urban Unsealed	Rural Sealed	Rural Unsealed	Total
Break O'Day	9 817	0	8 208 430	7 356 778	15 575 025
Brighton	27 389	0	262 230	0	289 619
Burnie	982 810	0	10 432 060	1 376 000	12 790 870
Central Coast	1 604 088	0	12 567 444	1 542 364	15 713 897
Central Highlands	0	12 000	6 018 865	12 300 806	18 331 671
Circular Head	1 372 789	0	33 547 044	1 872 262	36 792 094
Clarence	1 145 250	0	907 902	0	2 053 152
Derwent Valley	45 600	80 000	3 253 731	2 825 717	6 205 048
Devonport	10 475 236	0	380 278	0	10 855 514
Dorset	232 947	0	16 242 368	15 839 210	32 314 525
Flinders	4 160	0	1 192 619	147 118	1 343 897
George Town	1 382 571	0	5 727 654	325 000	7 435 225
Glamorgan/Spring Bay	105 638	0	793 426	276 380	1 175 444
Glenorchy	6 264 667	0	254 562	0	6 519 229
Hobart	9 737 821	0	0	0	9 737 821
Huon Valley	104 145	0	2 727 491	4 694 477	7 526 113
Kentish	0	0	5 232 626	553 110	5 785 736
King Island	95 780	0	495 375	3 040 835	3 631 990
Kingborough	324 244	0	1 448 192	6 520	1 778 956
Latrobe	58 379	0	2 454 965	117 311	2 630 656
Launceston	12 985 233	0	18 228 544	6 486 632	37 700 409
Meander	2 356 315	0	7 979 829	238 800	10 574 944
Northern Midlands	133 073	0	13 316 244	0	13 449 317
Sorell	7 500	44 850	1 200 102	2 466 511	3 718 963
Southern Midlands	48 627	0	456 576	1 532 726	2 037 930
Tasman	0	0	1 200 200	254 078	1 454 278
Waratah/Wynyard	1 123 780	0	4 219 485	0	5 343 265
West Coast	53 036	0	37 395	144 945	235 376
West Tamar	72 462	0	11 081 246	742 009	11 895 717
Total	50 753 356	136 850	169 866 883	64 139 588	284 896 678

APPENDIX 2

2005-06 Freight Demander Survey by LGA (Tonne-Kilometres)

	Urban Sealed	Urban Unsealed	Rural Sealed	Rural Unsealed	Total
Break O'Day	0	0	7 616 606	3 362 201	10 978 807
Brighton	304 513	105 628	0	396	410 537
Burnie	1 843 144	1 212	4 611 023	784 641	7 240 019
Central Coast	7 627 230	5 745	5 274 185	279 978	13 187 138
Central Highlands	0	0	2 321 759	6 318 585	8 640 343
Circular Head	0	0	22 994 051	1 397 153	24 391 204
Clarence	2 514 670	20 320	0	0	2 534 990
Derwent Valley	426 236	13 653	2 672 677	2 002 150	5 114 715
Devonport	7 072 577	768	0	0	7 073 345
Dorset	0	0	17 291 731	7 574 131	24 865 863
Flinders	0	0	479 775	228 972	708 747
George Town	2 309 876	107 304	1 570 559	90 030	4 077 769
Glamorgan/Spring Bay	0	0	922 231	1 978 556	2 900 788
Glenorchy	3 982 314	65 750	0	0	4 048 064
Hobart	10 121 828	53 008	4 438	0	10 179 273
Huon Valley	0	0	1 392 239	2 743 419	4 135 658
Kentish	30 480	0	7 730 640	691 460	8 452 580
King Island	0	0	745 564	1 031 119	1 776 683
Kingborough	1 165 536	38 760	281 609	210 238	1 696 142
Latrobe	2 114 533	1 197	1 170 730	218 739	3 505 199
Launceston	14 914 574	1 420 588	8 067 705	4 790 520	29 193 386
Meander	650 872	0	9 985 780	259 837	10 896 490
Northern Midlands	657 222	0	11 944 511	3 455 992	16 057 725
Sorell	563 372	523 104	203 245	1 927 000	3 216 721
Southern Midlands	388	0	912 201	1 841 787	2 754 375
Tasman	0	0	822 964	499 144	1 322 109
Waratah/Wynyard	2 978 553	44 326	2 439 610	720 900	6 183 389
West Coast	0	0	525 318	142 675	667 993
West Tamar	1 106 755	17 165	3 080 697	561 025	4 765 642
Total	60 384 672	2 418 526	115 061 847	43 110 650	220 975 696

APPENDIX 3

2008-09 Tasmanian Freight Survey by LGA (Tonne-Kilometres)

	Urban Sealed	Urban Unsealed	Rural Sealed	Rural Unsealed	Total
Break O'Day	0	0	5 646 243	1 514 398	7 160 641
Brighton	251 646	4 489	0	0	256 135
Burnie	1 035 880	0	2 983 325	408 409	4 427 614
Central Coast	6 421 172	0	6 484 230	272 387	13 177 789
Central Highlands	0	0	2 449 445	3 379 409	5 828 854
Circular Head	0	0	20 373 499	1 099 483	21 472 982
Clarence	3 104 633	2 504	0	0	3 107 137
Derwent Valley	704 229	782	1 948 849	1 568 600	4 222 460
Devonport	6 314 306	0	0	0	6 314 306
Dorset	0	0	9 164 752	4 598 144	13 762 896
Flinders	0	0	1 111 762	1 345 519	2 457 281
George Town	1 963 174	62 525	1 648 294	102 263	3 776 256
Glamorgan/Spring Bay	0	0	726 442	1 599 361	2 325 803
Glenorchy	3 335 566	62 017	0	0	3 397 583
Hobart	9 150 440	12 424	0	0	9 162 864
Huon Valley	0	0	1 484 508	4 681 183	6 165 691
Kentish	61 731	0	9 352 206	1 114 947	10 528 884
King Island	0	0	825 857	1 044 975	1 870 832
Kingborough	1 182 667	33 029	290 145	54 034	1 559 875
Latrobe	1 083 257	7 708	368 345	4 628	1 463 938
Launceston	15 124 480	1 981 741	4 300 848	2 232 039	23 639 108
Meander	633 276	0	8 826 654	134 206	9 594 136
Northern Midlands	2 356 585	0	6 108 431	2 043 347	10 508 363
Sorell	649 063	499 124	114 953	681 827	1 944 967
Southern Midlands	99 144	0	926 282	1 425 913	2 451 339
Tasman	0	0	1 228 103	556 917	1 785 020
Waratah/Wynyard	3 687 894	77 559	1 589 540	438 668	5 793 661
West Coast	0	0	457 104	89 400	546 504
West Tamar	1 430 196	63 760	1 904 235	131 287	3 529 478
Total	58 589 339	2 807 662	90 314 052	30 521 344	182 232 397

APPENDIX 4

Council Shares of Tonne-Kilometres from Tasmanian Freight Surveys

	2002-03		2005-06		2008-09	
	Tonne-Kilometres (T-K)	% Share	Tonne-Kilometres (T-K)	% Share	Tonne-Kilometres (T-K)	% Share
Break O'Day	15 575 025	5.47%	10 978 807	4.97%	7 160 641	3.93%
Brighton	289 619	0.10%	410 537	0.19%	256 135	0.14%
Burnie	12 790 870	4.49%	7 240 019	3.28%	4 427 614	2.43%
Central Coast	15 713 897	5.52%	13 187 138	5.97%	13 177 789	7.23%
Central Highlands	18 331 671	6.43%	8 640 343	3.91%	5 828 854	3.20%
Circular Head	36 792 094	12.91%	24 391 204	11.04%	21 472 982	11.78%
Clarence	2 053 152	0.72%	2 534 990	1.15%	3 107 137	1.71%
Derwent Valley	6 205 048	2.18%	5 114 715	2.31%	4 222 460	2.32%
Devonport	10 855 514	3.81%	7 073 345	3.20%	6 314 306	3.46%
Dorset	32 314 525	11.34%	24 865 863	11.25%	13 762 896	7.55%
Flinders	1 343 897	0.47%	708 747	0.32%	2 457 281	1.35%
George Town	7 435 225	2.61%	4 077 769	1.85%	3 776 256	2.07%
Glamorgan/Spring Bay	1 175 444	0.41%	2 900 788	1.31%	2 325 803	1.28%
Glenorchy	6 519 229	2.29%	4 048 064	1.83%	3 397 583	1.86%
Hobart	9 737 821	3.42%	10 179 273	4.61%	9 162 864	5.03%
Huon Valley	7 526 113	2.64%	4 135 658	1.87%	6 165 691	3.38%
Kentish	5 785 736	2.03%	8 452 580	3.83%	10 528 884	5.78%
King Island	3 631 990	1.27%	1 776 683	0.80%	1 870 832	1.03%
Kingborough	1 778 956	0.62%	1 696 142	0.77%	1 559 875	0.86%
Latrobe	2 630 656	0.92%	3 505 199	1.59%	1 463 938	0.80%
Launceston	37 700 409	13.23%	29 193 386	13.21%	23 639 108	12.97%
Meander	10 574 944	3.71%	10 896 490	4.93%	9 594 136	5.26%
Northern Midlands	13 449 317	4.72%	16 057 725	7.27%	10 508 363	5.77%
Sorell	3 718 963	1.31%	3 216 721	1.46%	1 944 967	1.07%
Southern Midlands	2 037 930	0.72%	2 754 375	1.25%	2 451 339	1.35%
Tasman	1 454 278	0.51%	1 322 109	0.60%	1 785 020	0.98%
Waratah/Wynyard	5 343 265	1.88%	6 183 389	2.80%	5 793 661	3.18%
West Coast	235 376	0.08%	667 993	0.30%	546 504	0.30%
West Tamar	11 895 717	4.18%	4 765 642	2.16%	3 529 478	1.94%
Total	284 896 678	100.00%	220 975 696	100.00%	182 232 397	100.00%



Tasmania
Explore the possibilities