



Achieving equitable travel benefits for international students

Australian Council for Private Education and
Training (ACPET) position paper

February 2012

ACPET contact

Claire Field
Chief Executive Officer
ACPET
Suite 101, 126 Wellington Parade
East Melbourne VIC 3002
Ph: (03) 9412 5900
claire.field@acpet.edu.au

ACPET wishes to acknowledge the contributions and support of the following organisations:

Australia India Business Council
Council of Australian Postgraduate Associations
Council of International Students Australia
English Australia
International Education Association of Australia
National Union of Students
TAFE Directors Australia
Universities Australia

Executive summary

International students are consistently citing the lack of student travel concessions in NSW and Victoria as major equity, economic and student welfare issues. This has been reflected in surveys commissioned by educational peak bodies, student peak bodies and the numerous state and federal level inquiries into international student welfare.

Students have overwhelmingly stated that their grievance may well translate into them looking at alternate options for their study needs in other states or worse still, other countries. ACPET's own survey of more than 1800 international students has reinforced this. The evidence now points to this issue having a negative impact across several key sectors of the state economies, particularly education, tourism, housing and services in general, all concurrently impacting negatively on employment.

The NSW government is placing an industry that brings \$5.8 billion into the state every year at risk for the sake of travel concessions which NSW Treasury have indicated could cost anywhere from \$23.5 million to \$91 million annually. The modelling behind this cost figure has, by the Premier's Council on International Education own admission, been based on many unknown variables.

In Victoria, the international education industry brings \$4.8 billion into the state annually and modelling shows that implementation of international student concessions would cost \$93 million per year.

It is time to look at this issue comprehensively and immediately considering what is at stake.

The export earnings of the international education sector in Australia has decreased by 15% since 2009, with NSW recording a 15.9% reduction and Victoria a 19.3% reduction. These two states have almost entirely borne the brunt of the downturn. Evidence suggests this is the lag effect of student welfare concerns and the current global economic situation, including the strength of the Australian dollar. The lack of student travel concessions is both a welfare and economic issue for students, as demonstrated by feedback from this cohort over the last two years. 90% of respondents to ACPET's survey confirmed that the lack of discounted public transport for international students would affect their recommendations to other students in their home country to study in Sydney or Melbourne.

If this downturn continues, NSW and Victoria stand to lose more than they will gain as a result of their current international student travel concession policies, regardless of their current proactive trade and tourism initiatives to amend international student impacts.

ACPET recommends

1. That both the NSW and Victorian governments prepare a fully-costed proposal for the provision of concession fares to full-time international students, looking at the full cost and benefit scenario across all sectors of their economies, with inputs from:
 - Treasury (NSW, VIC)
 - relevant transport providers
 - Department of Business and Innovation (VIC)
 - Department of Trade and Investment (NSW)
 - education departments (NSW, VIC)
 - Australian Education International
 - AUSTRADE
 - education peak bodies representing international education
 - peak tourism bodies, and
 - state level business chambers.

This proposal should also consider the cost of continued failure to implement international student travel concessions.

2. That NSW and Victoria implement student travel concessions within the next state budget cycle to place them on a par with their domestic counterparts.

About the Australian Council of Private Education and Training (ACPET)

ACPET represents 1,100 members who provide vocational and higher education and training courses to domestic and international students around Australia. These members range in size and capacity from small niche education providers in regional and remote centres to large multi-campus providers delivering a multiple of courses including pathway programs, from English language through to post-graduate higher education and industry critical apprenticeship courses.

In 2011, ACPET member institutions provided education to more than 220,000 international students. The regional and broader international markets are very important to the future of Australia's education industry not only in the provision of education courses, but also in business-to-business market development opportunities to meet training and employee education requirements as well as growth of new markets in the Asia Pacific region, and more broadly.

ACPET takes the strong position that the NSW and Victorian governments need to extend concession fares to international students studying in these states to maintain equity amongst students, protect revenue for educational institutions based in these states and to ensure that both states remain desirable destinations for international students to study.

Background

NSW and Victoria are the only two remaining state governments to exclude international students from receiving student transport concession benefits.

The current NSW Government made a determination that extending these benefits to NSW based international students was financially prohibitive for the state's budget. The current NSW Treasurer, Mike Baird, made this determination based upon treasury modelling of the cost impacts and against numerous recommendations from highly regarded sources to extend this benefit to international students in NSW.

The economic position taken by the Treasurer and the NSW Government is in spite of the recommendation made in the "Inquiry into International Student Accommodation in New South Wales" released in November 2011.

"The Committee's recommendations and findings include: a greater focus on the needs of student accommodation within the NSW planning system; the introduction of travel concessions for all international students to improve their opportunities to find suitable accommodation."¹

The Victorian Government have also made a determination that the cost would be an unviable impost on their state budget.²

Both governments have persistently defended their positions with NSW stating that it would revisit their decision 'down the track' after they get the NSW budget under control.

The issue of travel concessions for international students is considered by the international student community, their governments and the broader community to be a valid entitlement.

¹ NSW Parliament Legislative Assembly, Social Policy Committee, "Inquiry into International Student Accommodation in New South Wales"

² Ross, J. "Fare concessions veer off the rails". *The Australian*, 11 October 2011.

This position paper has been developed by ACPET with the support of state and national business groups, education peak groups, the Victorian International Directors Committee, the Council for International Students Australia (CISA) and the National Union of Students.

Discussion

The Council of Australian Governments (COAG)'s International Students Strategy for Australia 2010–2014 refers to transport concessions in its aim to “support a high-quality experience for international students, in order to ensure a sustainable future for quality international education in Australia”. The strategy includes the provision of more comprehensive information about government services as one form of student support, and cites an agreement by governments to “publish comparative information on the Study in Australia portal, outlining government services, fees and concessions relating to international students including, as a minimum, transport concessions and school fees for dependants, to ensure students are able to make informed choices about where to study.” The strategy further suggests that “the information gathered would allow users of the Study in Australia portal to compare services in different study destinations quickly and easily.”

Other peak industry bodies (Universities Australia, IEAA and TDA) have expressed strong views in favour of policy change in NSW and Victoria, as have national student representative bodies including NUS, CAPA and CISA. Universities Australia released a comprehensive position paper on the issue in February 2010 outlining the economic benefits of change in NSW and Victoria and the sizeable costs of no change to the status quo. More recently Universities Australia issued a media release (25 October 2011) welcoming an agreement from state and territory governments to review criteria for public transport concessions.

As NSW and Victoria prepare to engage with future international students to redress the decrease in market share the issue of travel concession provision is one that needs to be addressed immediately to ensure that they are offering an optimal education experience.

Economic impact – national context

In December 2011, the NSW and Victorian premiers issued a communiqué regarding the first outcomes of an Interstate Reform Partnership, established by the premiers to advance a joint reform agenda to:

- promote economic growth and competitiveness
- make it easier to do business and invest in both states, and
- put downward pressure on the cost of living and the cost of running a business.

The communiqué specifically refers to intergovernmental cooperation on issues affecting international students, noting that “Victoria and New South Wales are home to the majority of the international students studying in Australia. The premiers are committed to maximising opportunities for high quality education providers and to supporting the highest possible quality education experience for their students.” ACPET suggests that an education experience of the highest quality would include access to transport concessions, as offered to students residing in other states.

Analysis of ABS data on export income conducted by the International Education Association (IEAA) of Australia in mid-December 2011 showed that education export income had decreased by 15 per cent since 2009–10. The drop in export income to Australia from education services was most marked in Victoria and NSW, with both states losing more than \$1 billion each, and accounting for most of the

overall loss suffered by the international education sector. Education as an Australian export was valued at \$15.8 billion in 2010–11, down 15% from \$18.5 billion in 2009–10. NSW dropped 15% from \$6.8 billion in 2009–10 to \$5.8 billion in 2010–11, while Victoria dropped 19% from \$5.9 billion in 2009–10 to \$4.8 billion in 2010–11. Attachment D to this paper demonstrates the corresponding drop in international student enrolments in the same period across each state, clearly demonstrating that NSW and Victoria have suffered both the greatest reduction in student enrolments by total number, and a percentage of enrolments.

Universities Australia reports that international students provide a \$400 million annual tax benefit to NSW and Victoria while the annual cost of concessions would be a fraction of this contribution at approximately \$40 million in NSW and \$55 million in Victoria.

The table at Attachment B to this paper demonstrates that both Victoria and NSW have the greatest number of international students as a percentage of population, therefore supporting their argument that subsidising their student travel would be a proportionately greater financial impost than in any other state or territory. Conversely, this also suggests that the financial benefits that they bring to both Victoria and NSW would also be greater – revenue which far exceeds the cost of transport subsidies. Neither Victoria nor NSW can afford to lose these students to the other states and territories.

In 2011 the current downturn in international student numbers is approximately 15% less in 2011 and is most significantly being experienced in NSW and Victoria. Whilst there is no hard evidence to explain this, anecdotally it could be assumed that this is a flow-on from bad media and actual events concerning student safety in Sydney and Melbourne two years ago and the higher cost of living in both states, to which transport costs contribute. In light of this, it could be further damaging to the NSW and Victorian economies as students look to alternatives in the other states as news travels that international students are discriminated against in Sydney and Melbourne when it comes to public transport costs.

NSW context

Student groups have been pursuing travel concessions for domestic international and postgraduate students (both domestic and international) for a number of years. The student campaign has used a number of channels for raising awareness of the issue, including a CAPA-organised student rally and march to Parliament House in September 2009. The previous NSW Government did not respond to calls for change. While the O’Farrell Government has not ruled out the extension of student travel concessions, NSW Treasury reports have suggested that the cost of change is considered prohibitive.

It has also been reported that such a change in policy would be seen as unfair by part-time students who would seek a similar access to concession fares. There appear to be differences of opinion within the NSW Government (ie. DPC, Treasury and Transport) on the issue as the state wrestles with the challenges of fulfilling its 2011 election commitment to position NSW as the premier state on a tight budget.

“The Committee is conscious of the \$6.5 billion value of the international education sector to NSW and regards the extension of travel concessions to all international students as an important element in securing the State’s position as the largest provider of international education.”³

³ NSW Parliament Legislative Assembly, Social Policy Committee, “Inquiry into International Student Accommodation in New South Wales”, paragraph 2.74.

There has been considerable media coverage of the issue in NSW during 2011. Most coverage has been triggered by the national focus on the extension of concessions and the championing of the issue by national student groups. Some coverage⁴ has suggested that the issues of student safety and damage to Australia's reputation as a student destination could be redeemed on both counts through the extension of travel concessions.

The issue has received recent attention from other quarters, including a NSW parliamentary inquiry into international student accommodation in October 2011. This inquiry recommended the implementation of transport concessions to reduce costs and increase safety for international students who rely heavily on public transport (due to the lack of affordable accommodation close to college campuses).

Other government advisory groups, including the Youth and International Education Advisory Group (advising the Visitor Economy Taskforce) and the recently disbanded Premier's Council on International Education, support a change of policy in NSW and have recommended its consideration by government.

Documents obtained by ACPET through the Government Information (Public Access) process with NSW Treasury reveal that treasury modelling puts the cost of providing travel concessions for international students as low as \$23.5 million through to an upper limit of \$91.6 million.

Revealed as part of the same FOI process, an untitled document labelled "8", prepared by a senior treasury official, critiques a paper prepared by Universities Australia and the economic modelling behind it. This paper concludes that:

"Providing concession treatment to International students is economically inefficient, placing a large constraint on the budget. Potential revenue loss for CityRail is \$27,324,330 per year. Providing concession fares to International students would be difficult to support on both financial and economic grounds."

While this analysis may provide a solid economic argument against providing concession fares to international students in the context of CityRail, this critique fails to take into consideration the impact that international student dissatisfaction could have on the broader economy, particularly the threat posed by future students looking for better value alternatives to NSW as a study destination.

There did not appear to be any documents provided through this FOI process that demonstrates that the NSW Government has assessed the:

- economic benefits as projected by NSW Trade and Investment
- real costs of student welfare, and
- potential economic impact of a reduction of intentional students coming to NSW as a result of failure to implement international travel student concessions.

ACPET would welcome such modeling by NSW Treasury taking into account the results of its survey, which can be found at Attachment C.

⁴ Ross, John: "Fare concessions veer off the rails", *The Australian*, 12 October 2011

Victorian context

International students spend on average \$28,589 dollars per year⁵. Based on December 2010 figures, Victoria's 183,580 full-fee paying international students would have spent approximately \$5.25 billion across the economy in 2010. Universities Australia has estimated that the cost of providing concessional fares for all international students in Victoria would be between \$40 and \$55 million a year, or \$218 to \$300 per student. This cost would be offset ten-fold by state tax revenue, and GST grants from international students of about \$200 million annually.⁶

The National Union of Students (NUS) has been particularly active on the issue in Victoria, with then President, Jesse Marshall suggesting in an April 2011 press release that discrimination against international students on the issue of transport concessions turns away many would-be students and "reinforces the perception that Australian governments see international students as nothing more than cash cows". He further suggests that "the current system is illogical and discriminatory. Crossing state borders does not mean a student has more capacity to pay more than they did before, so why does their concession cease?"

Victorian Treasury has taken a similar position to that of the NSW Treasury – indicating that there is currently no room in the budget to implement transport concessions, with their analysis finding that international student travel concessions could cost Victoria up to \$93 million⁷ or approximately double the estimate calculated by Universities Australia. Whether the tax receipts from each student being 5 or 10 times greater than the cost of travel concessions, it does not make good economic sense to risk losing those tax receipts of \$400 million to save between \$40 and \$93 million a year.

Student view

During the Senate's inquiry into the welfare of overseas students, Dr Withers from Universities Australia gave evidence that highlighted this as a major issue for university students surveyed upon exit.

"The areas that they [students] most indicated some concerns about were those not completely within university control. Australian employers and state government travel concessions were in fact the two most common complaints in our exit surveys."⁸

At a time when Australia needs to be competitive globally, with increased competition, a strong dollar and weak economies globally, this type of exit perception could potentially be doing more harm than good.

⁵ AEI Research Snapshot, "Export Income to Australia from Education Services in 2010", May 2011.

⁶ Universities Australia, "Transport Concessions for International Students: A Position Paper", February 2010, p.4.

⁷ Reference taken from Ross, J. "Fare concessions veer off the rails". The Australian, 11 October 2011 – primary source of information result of an FOI request producing a 3 page document from the Victorian Department of Treasury and Finance.

⁸ Official Committee Hansard Senate Education, Employment and Workplace Relations References Committee Reference: Welfare of International Students Friday, 18 September 2009, Canberra, p.23.

During consultations for the ESOS Review, The Hon. Bruce Baird noted that the lack of student travel concessions was an issue raised and made a point of communicating this issue to the then Deputy Prime Minister, Julia Gillard.⁹ Baird went on to say in the executive summary of this report that:

“The inequitable treatment of transport concessions for international students by some state governments is strongly felt by affected students.”¹⁰

As a result of this and other considerations around safety and equity, Baird’s Finding IV of the Report states that:

“International students should have access to equitable travel concessions.”

The Committee for Melbourne has also championed the issue, with a 2008 survey of 670 international students showing that the absence of travel concessions has had a negative impact on 90% of the international students interviewed. The same survey showed that foreign students would use public transport more often if they had access to subsidised fares.

ACPET commissioned a survey in February 2012 to understand how international students feel about the issues surrounding their inability to access student concessions on public transport in NSW and Victoria. Over 2000 persons who identified themselves as international students replied to the survey. 61% of these identified as studying in NSW and 38% in Victoria. The respondents to the survey have resoundingly supported the recommendations made by Baird and the other various federal and state-based reports that centre around accommodation and safety, particularly:

- 74% of respondents have indicated that they have had to find accommodation options further away from their educational institution as a result of public transport options and costs; and
- 74% also indicated that their chosen accommodation has been of a lower standard as a result of public transport options and costs.

Based upon the annual living expenses funds of \$18,000 required by the Department of Immigration and Citizenship, international students will have \$346 per week for living expenses to cover rent, food, transport, telephone and entertainment. Using this amount as the guide and subtracting the cost of rent for student style accommodation in Sydney and Melbourne which is between \$150 - \$250 per week a student is left with as little as \$110 per week to live on. Considering the full fare costs of NSW Transport’s weekly ticket prices, students should be able to save between \$13 and \$30 per if they are granted a travel concession pass. This represents up to 33% of their disposable income after rent.

Fairness

COAG is currently exploring the issue of reciprocal recognition of student travel concessions between states/territories. If reciprocal recognition was applied under the current arrangements, NSW and Victoria would be forced to grant concessions to international students visiting from interstate while denying them to those enrolled at their own international education providers, as the cost of administering a system that verifies the status of an interstate student would be cost prohibitive.

⁹ Review of the Education Services for Overseas Students (ESOS) Act 2000. Final report—February 2010, p.iv.

¹⁰ Ibid, p.vii.

Impact on state budgets

The results of the ACPET survey support many of the comments made by witnesses during the various inquiries into student safety where it was indicated that many international students felt aggrieved and discriminated against as a result of not receiving the same transport concessions as their domestic counterparts in NSW and Victoria. Of concern to the ongoing viability of the international education sector in both those states were the following outcomes:

- 90% of students said that the lack of public transport concessions would affect their recommendations to other students in their home country to study in Sydney or Melbourne, and
- 67% indicated that if they had prior knowledge that public transport concessions were not available in Sydney or Melbourne, they would have chosen another city where this was available.

In a competitive market, the view of the “customer” is extremely important when trying to attract repeat business, or business generated through referral. With the proliferation of online blogs, discussion boards and social media, referral has never been so networked and fast-travelling – and beyond one’s own existing networks. There has never been such an excellent opportunity for those states that address issues of major concern to international students to attract a bigger slice of the customer base in this highly valuable export sector. The “smart” states will address this issue of major concern to international students and if they already have, will use it as a point of difference in their marketing. Interestingly, when students were asked in the ACPET survey if they had to choose a study destination again, 29% indicated that in hindsight, Queensland would have been their chosen destination for study.

Another important factor to consider is the impact that the lack of transport concessions is having on tourism. ACPET’s survey indicates 43% of respondents indicated that the cost of transport has limited the amount of travel that students do on their holidays and 57% indicated that they felt that they would be able to get more involved in activity in the community if they were given concession travel rates.

These results coincide with recent reports in local¹¹ and international media stating that backpackers visiting Australia are staying where they land (typically Sydney) because they have been shocked by the prohibitive cost of transport. While Sydney, and to a lesser extent Melbourne, may be enjoying the spoils of such a situation, this is disruptive to regional and interstate tourism and other industries based in regional NSW and Victoria.

Given the outcomes of the ACPET survey, there is no doubt that this is also the situation for international students who similarly are usually on restricted budgets. In a document¹² received by ACPET from the NSW Government under FOI rules, the government concedes that:

“international students are generally assumed to be heavy users of public transport, relying on it for travel to classes, work, leisure and tourism destinations.”

¹¹ Jones, Nick “Trapped in Sydney: backpackers can’t afford to see Australia” *Sydney Morning Herald*, 18 January 2012 <http://www.smh.com.au/travel/travel-news/trapped-in-sydney-backpackers-cant-afford-to-see-australia-20120117-1q4ck.html>

¹² Document numbered “4” and untitled in a series of 23 received by ACPET on 20 January 2012

ATTACHMENT A

Comparative table – Student travel concessions: Australian states and territories – January 2012

State/Territory	Full-time tertiary students					International	External students	Part-time students	Visiting interstate domestic tertiary student
	Undergraduate	Postgraduate			Coursework				
		Research							
		Scholarship	Non-scholarship						
ACT	YES	YES	YES	YES	YES	YES	NO	SOME ¹³	
NT	YES	YES	YES	YES	YES	YES	YES ¹⁴	YES	
QLD	YES	YES	YES	YES	YES	YES	NO	NO	
SA	YES	YES	YES	NO	YES	YES	NO	YES ¹⁵	
TAS	YES	YES	YES	YES	YES	YES	NO	NO	
WA	YES	YES	YES	YES	YES	YES	NO	NO	
NSW	SOME ¹⁶	SOME	SOME	SOME	SOME ¹⁷	NO	NO	SOME ¹⁸	
VIC	YES	NO	NO	NO	SOME ¹⁹	NO	NO	NO	

¹³ Only for NSW students enrolled in a public institution.

¹⁴ Bus only.

¹⁵ An additional card is required.

¹⁶ Only students who are fully unemployed qualify for travel concession.

¹⁷ International students are not eligible for concession travel except those on approved Australian Government exchange or sponsorship programs (Study Abroad and Exchange Program or Australian Development Scholarships i.e. AusAID).

¹⁸ Only for ACT students.

¹⁹ International students on an Australian Development Scholarship (i.e. AusAID).

ATTACHMENT B

Comparative table: International full-time student/domestic full-time student population ratios (persons aged 15–64)

State/Territory	Total population ²⁰	Domestic full-time student population ²¹	As a percentage of total population	International student population (full-time) ²²	As a percentage of total population
NSW	7,303,700	622,300	8.52%	230,875	3.16%
VIC	5,624,100	506,800	9.01%	183,580	3.26%
QLD	4,580,700	349,500	7.63%	103,836	2.27%
WA	2,346,400	169,500	7.22%	48,792	2.08%
SA	1,657,000	135,100	8.15%	34,391	2.08%
TAS	510,600	39,200	7.68%	5,026	0.98%
ACT	365,400	35,000	9.58%	11,377	3.11%
NT	230,200	10,400	4.52%	1,242	0.54%
TOTAL	22,618,100	1,867,800	8.26%	619,119	2.74%

²⁰ ABS Data – Population at end June quarter 2011 (cat. No. 3101.0).

²¹ ABS Data – November 2011 – Does not capture those students living on campus and or those who may be doing a full-time course on a visa other than a student visa.

²² AEI Data – December 2011 – All sector year to date international student enrolments by state/territory for December 2011.

ATTACHMENT C

Student travel concession survey

Total responses for this survey: 2036

1. Are you a full-time international student, studying in Australia on a student visa?

1 - Yes	90.5%	(1842)
2 - No	8.5%	(174)
TOTAL	100%	2036

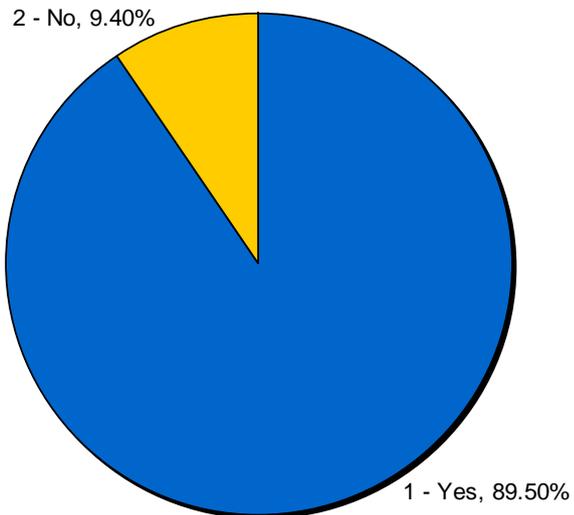
2. Which state do you study in?

1 - ACT (Canberra)	0.4%	(8)
2 - NSW (Sydney, Newcastle, Wollongong etc)	60.7%	(1235)
3 - NT (Darwin)		(0)
4 - QLD (Brisbane, Gold Coast, Townsville, Cairns etc)	1.4%	(28)
5 - SA (Adelaide etc)	0.2%	(4)
6 - TAS (Hobart, Launceston etc)	0.1%	(3)
7 - VIC (Melbourne, Geelong, Bendigo etc)	37.5%	(763)
8 - WA (Perth etc)	0.1%	(2)
9 - I don't know	0.1%	(3)
TOTAL	100%	2036

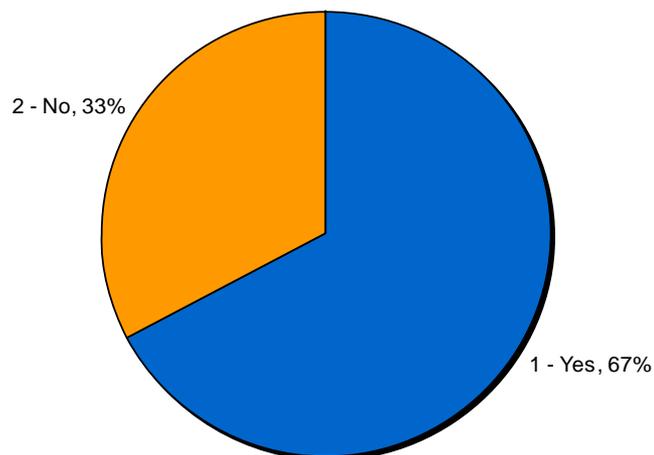
3. Select your three main considerations when choosing or recommending a state/city to study in Australia:

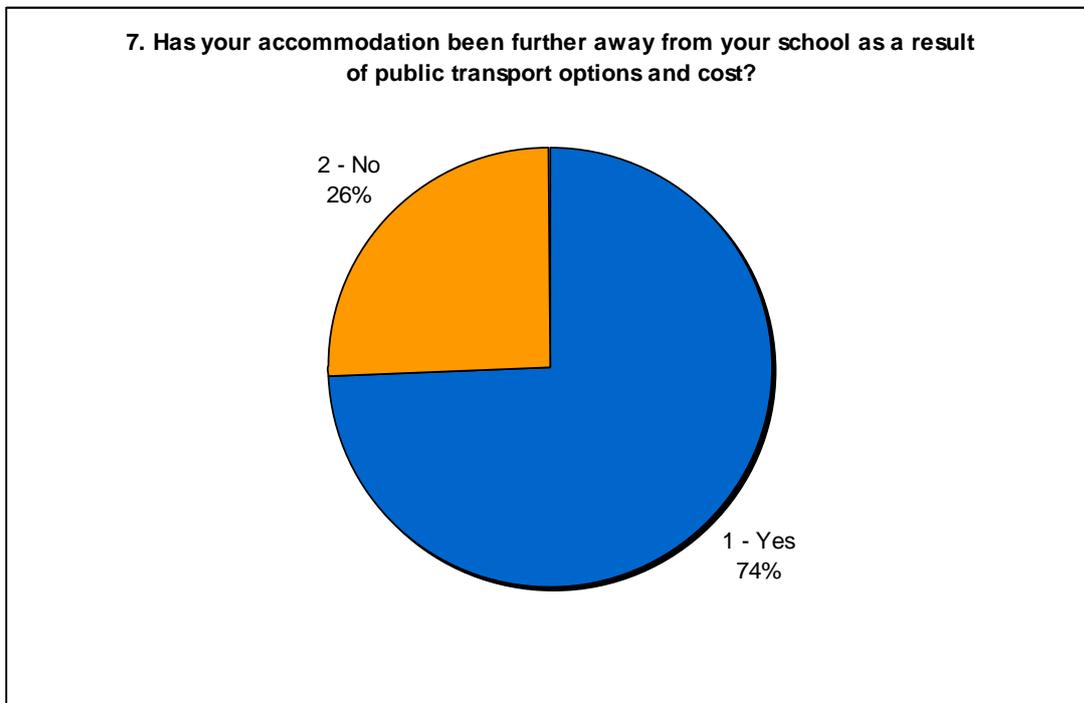
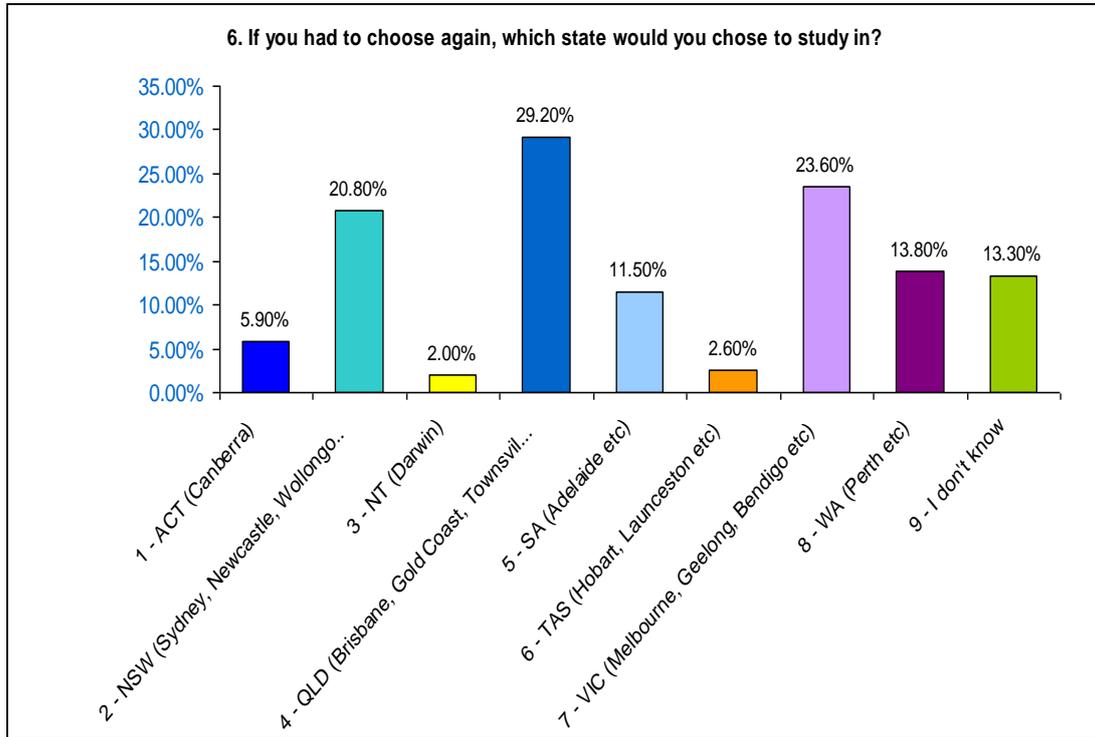
1 - Lifestyle	47.2%	(960)
2 - The location of your preferred educational institution or course	52.9%	(1077)
3 - Cost of housing	26.7%	(544)
4 - Public transport costs	36.0%	(732)
5 - Weather/Climate	23.8%	(484)
6 - Reputation of city	28.6%	(583)
7 - Availability of housing close to campus	10.8%	(219)
8 - Family/friends already living there	22.3%	(454)
9 - Family/friends have recommended this city	15.1%	(308)
10 - Safety	38.5%	(783)
TOTAL	100%	2036

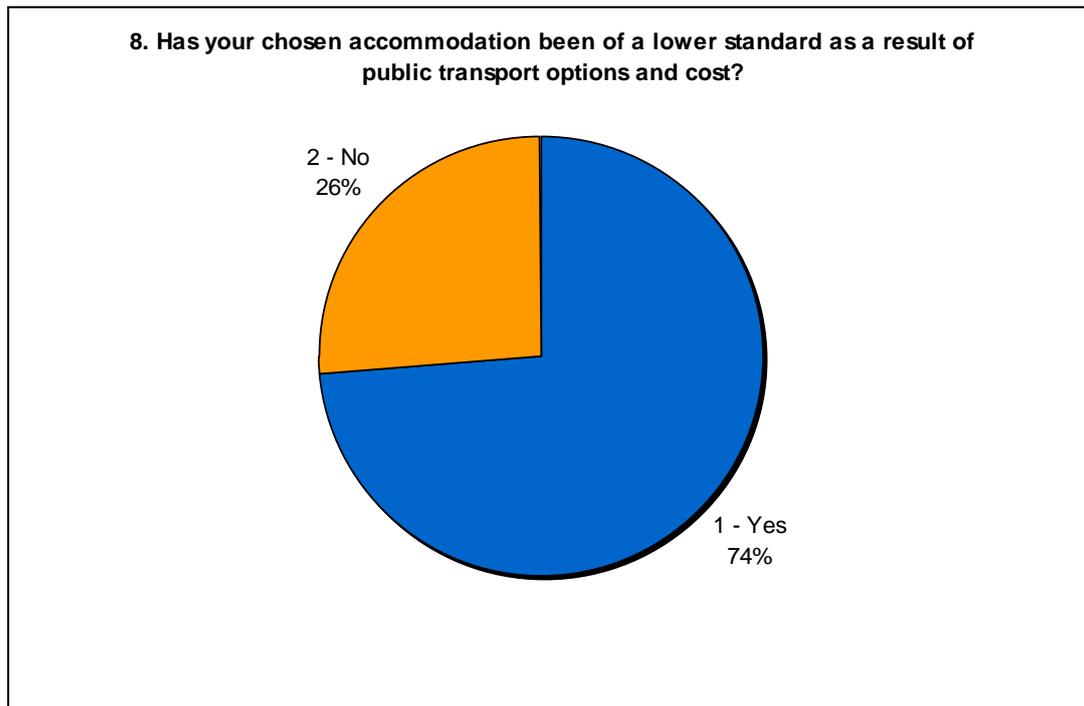
4. Would the lack of discounted public transport for international students effect your recommendations to other students in your home country to study in Sydney or Melbourne?



5. If you knew that discounted public transport for international students was NOT available in Sydney or Melbourne prior to coming to Australia, would you have chosen a city where this was available?







9. Please select the following boxes that would apply to you, if the NSW or the Victorian government provided you with a travel concession pass:

1 - I would have more accommodation options to choose from	58.4%	(1189)
2 - I would use public transport as my primary transport option	71.8%	(1461)
3 - I would feel safer	28.9%	(589)
4 - I would be able to travel on my holidays	42.8%	(871)
5 - It would allow me to be involved in additional activity in the community	57.0%	(1161)
TOTAL	100%	2036

10. Fare evasion (choose as many options that fit your situation)

1 - I have always paid full fare on public transport	76.1%	(1550)
2 - I sometimes don't pay for my ticket because full fare is too expensive	15.1%	(307)
3 - I regularly don't pay for my ticket because full fare is too expensive	4.2%	(85)
4 - I sometimes pay a concession fare because full fare is too expensive	17.5%	(356)
5 - I regularly pay a concession fare because full fare is too expensive	6.0%	(123)
TOTAL	100%	2036

ATTACHMENT D

Comparative table: Percentage change in international student enrolments by state 2009 – 2011

State/Territory	2009 enrolments ²³	2011 enrolments ²⁴	Percentage change
NSW	238,301	208,847	-12%
VIC	191,248	162,417	-15%
QLD	103,203	92,956	-10%
WA	49,739	44,615	-10%
SA	33,731	31,334	-7%
TAS	4,985	4,703	-6%
ACT	9,702	11,282	16%
NT	1,026	1,271	24%
TOTAL	631,935	557,425	-12%

²³ AEI International Student Enrolment Data 2009, Extracted: January 2010.

²⁴ AEI International Student Enrolment Data 2011, Extracted: January 2012.