

Port of Melbourne



Port of Melbourne

# Trade in Review





# CEO's Foreword

I am pleased to present Port of Melbourne's inaugural Trade in Review report, highlighting the Calendar Year 2025 trade trends at Australia's largest container, general cargo, and automotive port.

As an island nation, Australia's prosperity depends on its ports as vital economic gateways – bringing in the goods that businesses and communities rely on every day, while enabling exporters to connect with global markets.

Globally, we are navigating a period of volatility and uncertainty. Yet, the fundamentals do not change: goods must move and Victoria must continue to trade.

This is evidenced by Port of Melbourne's 2025 trade performance, achieving the second record-breaking year in a row, with 3.5 million TEU moving through the port. This sustained growth reflects the critical role the Port plays in keeping goods moving for Victoria and the nation.

More importantly, this achievement highlights the partnerships behind the Port's success – government, industry and community working together to keep supply chains moving.

This report is a testament to the collective effort that underpins Victoria's ability to adapt and prosper in a changing global environment, and to Port of Melbourne's ongoing responsibility to deliver lasting value as south-east Australia's trade gateway.

Thank you for your continued support and partnership.



**Saul Cannon**

CEO



# Executive Summary: Trade in a Period of Global Uncertainty

**Record Year**  
**3.5m TEU**  
2025 CONTAINER TRADE

**Australia's Largest**  
**CONTAINER PORT BY THROUGHPUT**

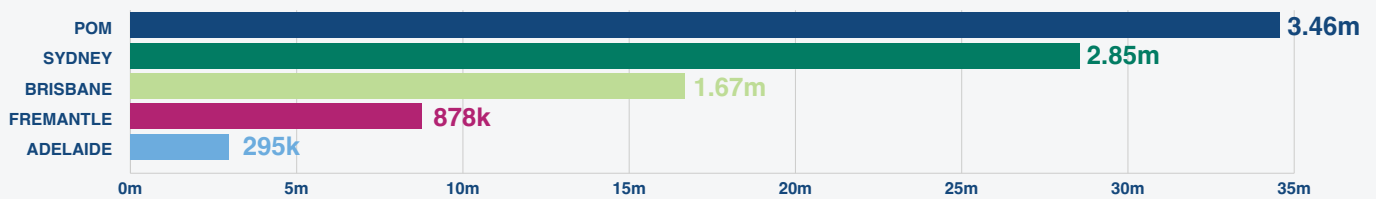
**Record Year**  
**\$154b**  
FY25 TRADE VALUE

In an environment of persistent global uncertainty – characterised by geopolitical risk, trade policy fragmentation and tariff volatility – international supply chains continue to adapt rather than unwind.

Against this backdrop, Port of Melbourne's trade performance highlights the story of Victoria's resilience. Goods continued to move, supply chains adapted, and trade volumes reached new highs, underscoring the underlying strength and adaptability of the Victorian economy.

Port of Melbourne handled a record 3.5 million TEU in Calendar Year 2025 (CY25), the second consecutive year of record container throughput. This outcome does not signal immunity from global challenges, but indicates that Victoria remains well-positioned within international supply chains and capable of navigating external shocks.

## Australia's Largest Container Ports by Throughput (2025, TEU)



Source: [www.nswports.com.au](http://www.nswports.com.au), [www.portbris.com.au](http://www.portbris.com.au), [www.fremantleports.com.au](http://www.fremantleports.com.au), [www.flindersportholdings.com.au](http://www.flindersportholdings.com.au)



## Executive Summary: Trade in a Period of Global Uncertainty cont.

### *Trade resilience amid evolving tariff settings*

While tariffs emerged as a source of global trade disruption in 2025, their direct impact on Port of Melbourne was relatively contained. Exporters maintained a competitive advantage in the United States market due to comparatively low tariff exposure, particularly relative to key competitors.

Exports to the US remained robust – supported, in particular, by strong demand for beef. Beef supply shortages in the US, combined with Australia's favourable tariff position, helped sustain export volumes despite a broader tightening of global trade conditions. This performance illustrates how targeted competitiveness in key sectors can offset broader global headwinds.

Similarly, export demand across Asia proved resilient as Asian economies demonstrated a capacity to absorb higher trade frictions linked to US tariffs, helping to sustain demand for Victorian agricultural exports in 2025.

More broadly, exports through Port of Melbourne continued to be driven by agricultural goods, reflecting both a strong domestic harvest and sustained regional demand. Southeast Asia has grown steadily in importance and is now the Port's largest export region, accounting for over a quarter of total container exports.

The combination of favourable seasonal conditions and resilient Asian demand provided a stabilising force for Victorian exports in 2025.

### *Recovery in consumer imports and household demand*

On the import side, the strength of containerised consumer goods pointed to an improvement in domestic demand conditions over the course of 2025. Private demand strengthened through 2025 as inflation pressures eased, interest rates began to be lowered, and real household incomes gradually recovered.

China remained the largest source of container imports into Port of Melbourne, dominated by furniture, appliances, and manufactured goods. This suggests two overlapping dynamics:

- a recovery in categories where purchasing had slowed following post-COVID pull-forward effects; and
- increased availability and competitiveness of Chinese manufactured goods, partly driven by discounting as US demand weakened under higher tariffs, diverting trade toward Australia and other Asian markets.

Together, these factors supported import volumes without indicating excessive demand or imbalances.

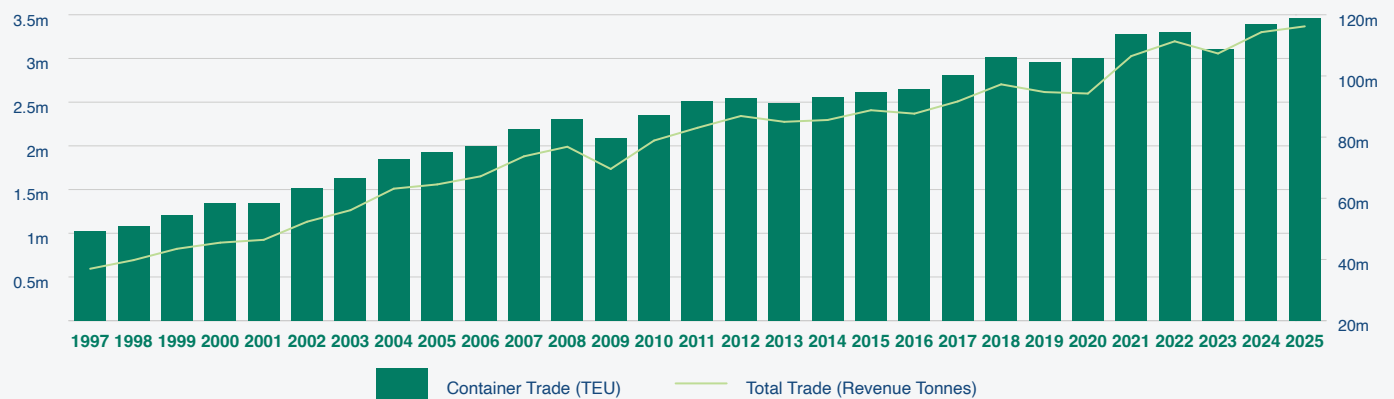


## Executive Summary: Trade in a Period of Global Uncertainty cont.

### Structural shifts in automotive trade

Motor vehicle imports remained elevated in 2025, having stabilised at higher levels following pandemic-era disruptions. While Japan remains the largest source market, the emergence of China as a major vehicle exporter marks a structural shift in automotive trade patterns – highlighting changing global manufacturing dynamics.

### Port of Melbourne Consistent Trade Growth



Overall, Port of Melbourne’s 2025 trade outcomes suggest that Victoria is navigating global uncertainty from a position of relative strength. Record throughput, resilient exports, recovering consumer imports and diversified supply chains point to an economy that is adjusting in the face of international volatility.

### Key takeaways

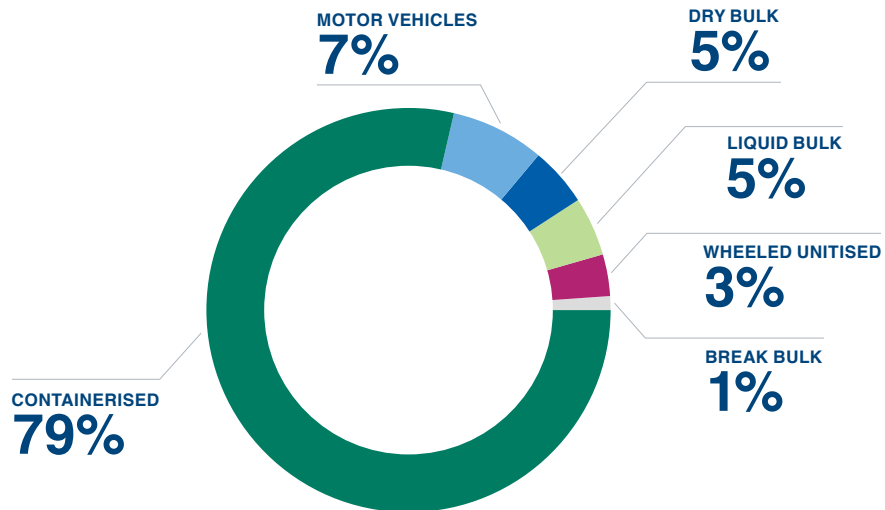
- Record container throughput of 3.5 million TEU in CY25.
- Export demand proved resilient, supported by strong agricultural volumes and the growing importance of Southeast Asia.
- Automotive trade continued to evolve, with China emerging as a major vehicle exporter and reshaping import market dynamics.
- Tariff-related disruption was a growing global theme, but direct impacts on trade through the port remained relatively contained.
- Containerised consumer imports strengthened, consistent with improving household demand conditions.









# Trade Composition

Port of Melbourne is Australia's largest container and general cargo port, handling more than one-third of Australia's container trade and over 1,000 imported new motor vehicles daily. We are a diversified port that also receives non-container trade including liquid bulk, dry bulk and break bulk.

## Trade Composition (2025, Revenue Tonnes)



CARGO TYPE	TRADE VOLUME (REVENUE TONNES) CY25	KEY TRADES
 <b>Containerised cargo</b>	<b>91.4m</b>	Highly diversified product base which can be divided into broad economic categories: consumer, intermediate and capital goods.
 <b>Liquid bulk</b>	<b>5.4m</b>	Refined petroleum products and other liquid products, including chemicals and agricultural products.
 <b>Motor vehicles</b>	<b>8.6m</b>	The Port has the only dedicated roll-on, roll-off (RoRo) and Pure Car Carrier terminal for motor vehicles in the State, servicing both the Victorian and Tasmanian markets.
 <b>Dry bulk</b>	<b>5.6m</b>	Net import of dry bulk volumes which largely include building materials such as cement and gypsum. Exports include cereal grains (wheat and barley) and canola.
 <b>Break bulk</b>	<b>1.0m</b>	Primarily agricultural equipment, machinery, iron, steel, timber and (RoRo) cargo.
 <b>Wheeled Unitised</b>	<b>4.1m</b>	Non-containerised domestic cargo moved in wheeled units.



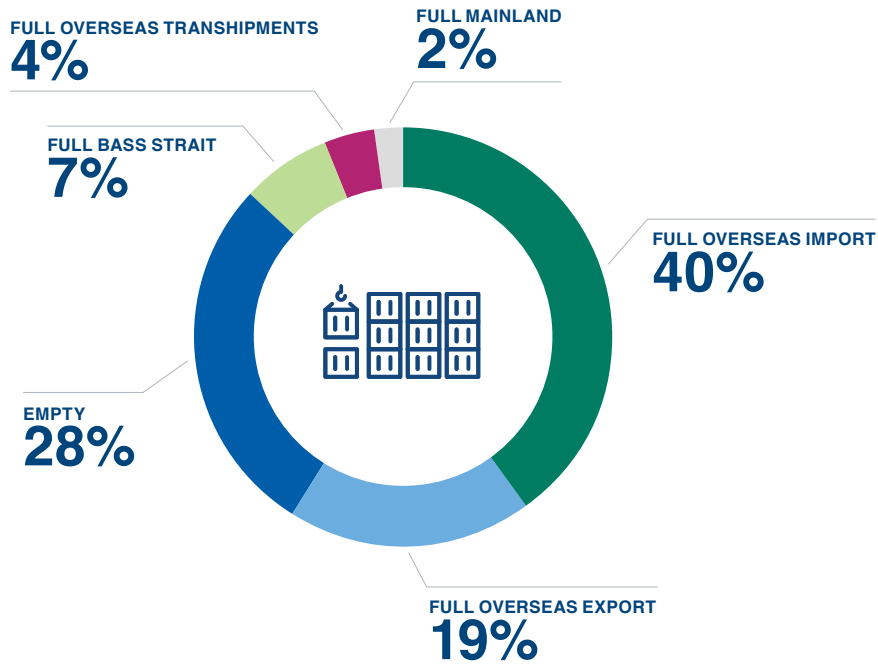
# Container Trade

At Port of Melbourne, containerised trade is predominantly driven by overseas imports.

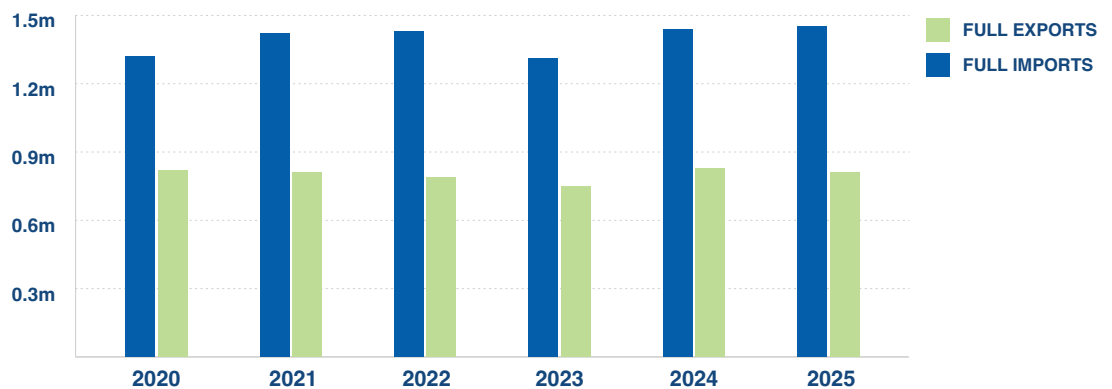
PoM also plays a critical role in supporting Tasmania's trade, with Bass Strait movements accounting for a material share of total container throughput.

Over the past five years, full container exports have remained relatively steady, while import volumes have continued to trend upward, reaching a new record high in 2025.

## Container Trade Composition (2025 TEU)



## Full Container Trade (TEU)



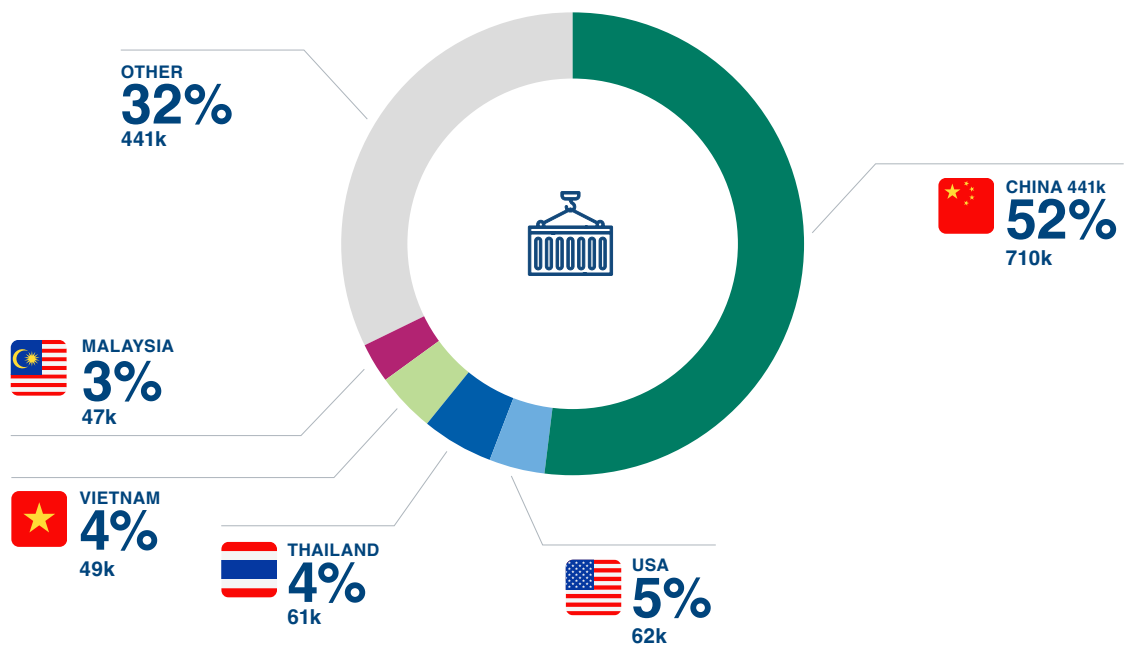


# Container Imports

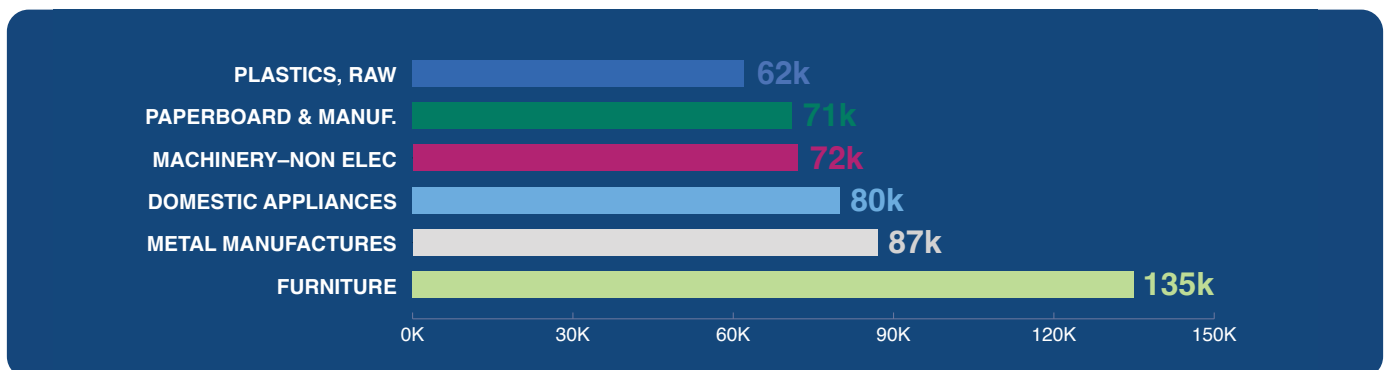
In CY25, 1.37m TEU of overseas containers were imported through Port of Melbourne.

China continues to be the largest origin for container imports at PoM, driven largely by consumer focused goods such as furniture, appliances and manufactured products.

## 2025 Full Overseas Imports by Country (TEU)



## 2025 Top Overseas Import Commodities (TEU)





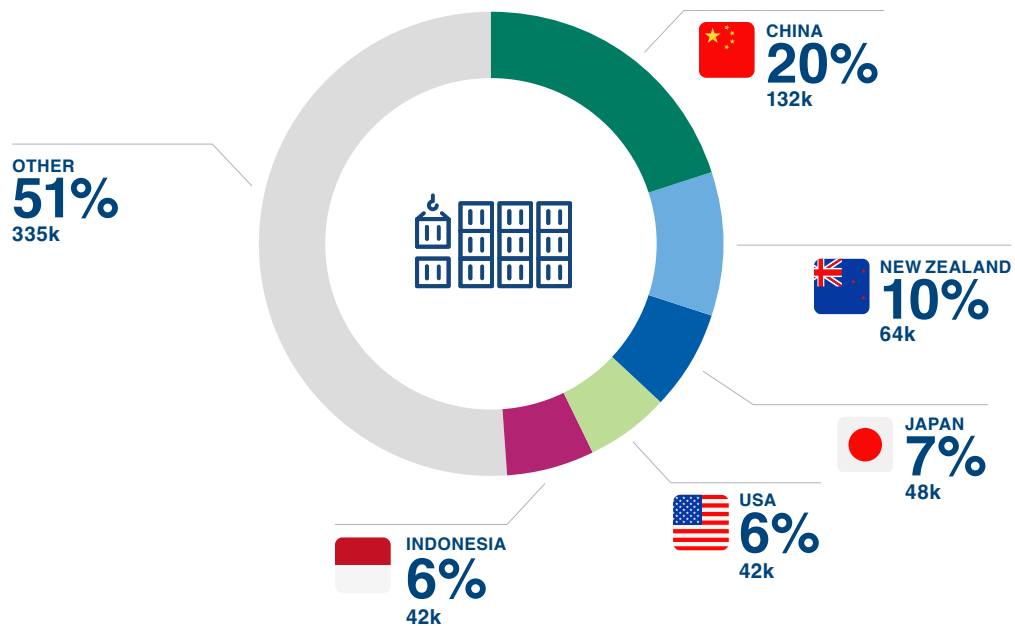
# Container Exports

In CY25, 662k TEU of overseas containers were exported through Port of Melbourne across relatively diversified destination markets.

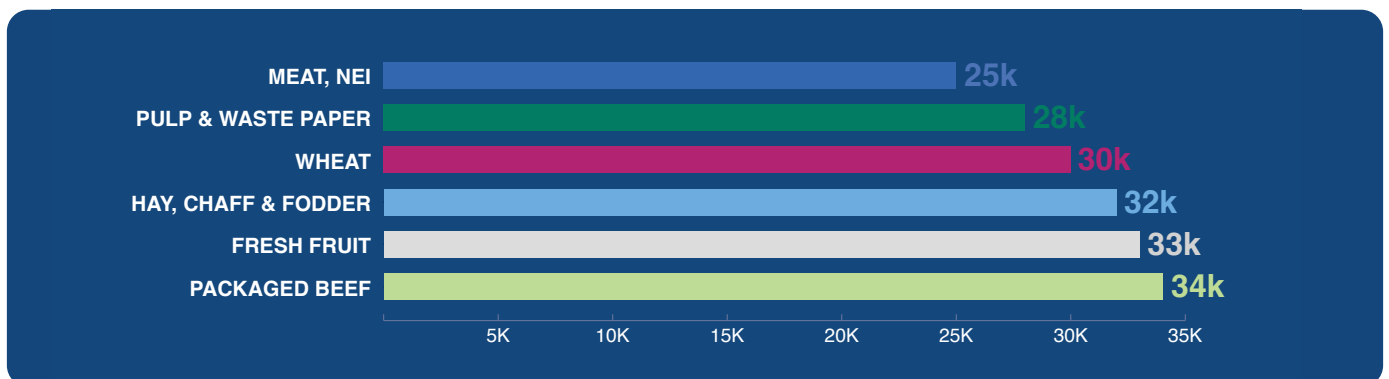
Exports primarily comprise agricultural goods and produce from key growing regions across south-east Australia.

While China remains the largest individual country destination, Southeast Asia has grown in importance over time and is now the Port's largest export region, representing 27% of overseas container exports.

## 2025 Full Overseas Exports by Country (TEU)



## 2025 Top Overseas Exports (TEU)



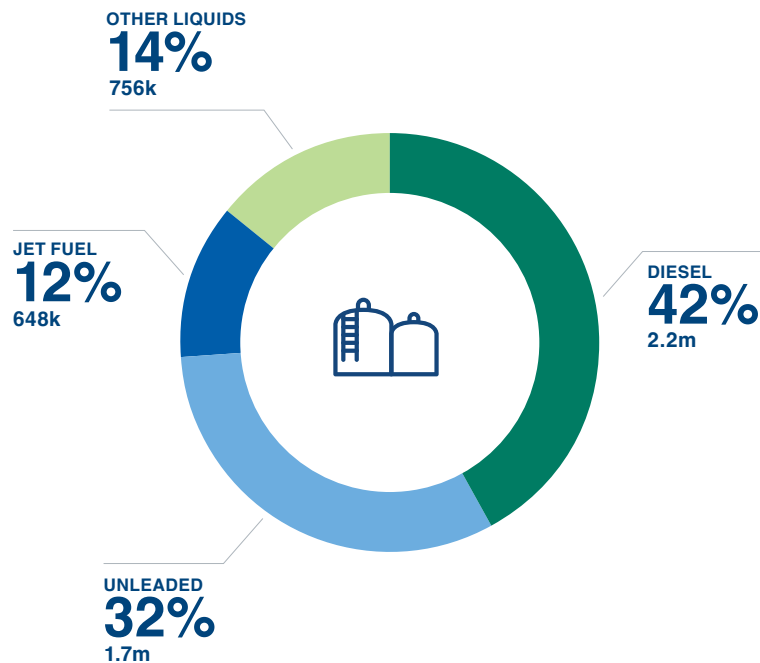


# Liquid Bulk

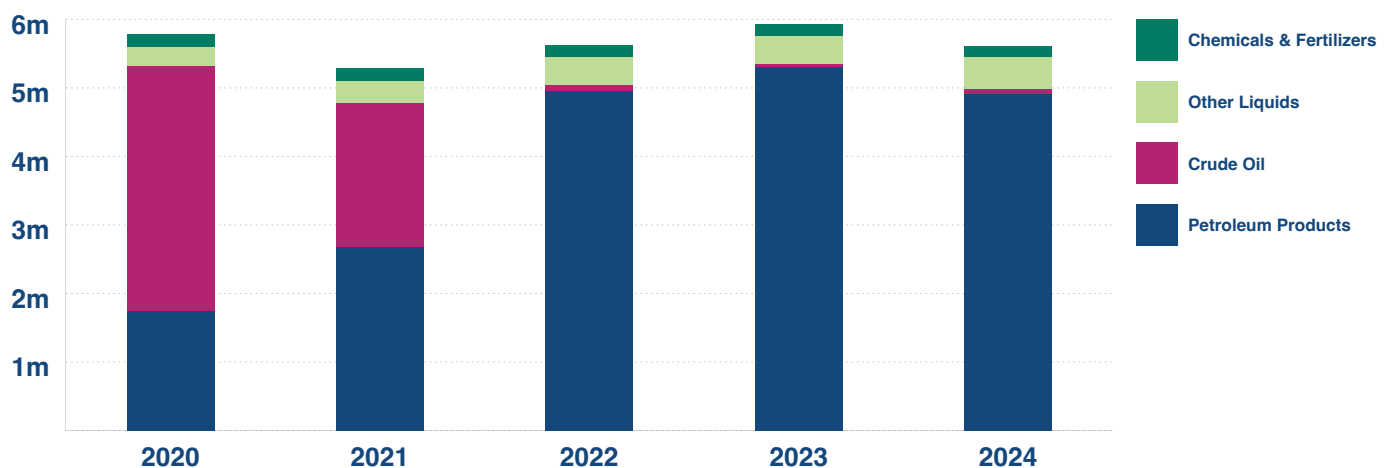
Port of Melbourne's liquid bulk trade comprises 93.8% imports and 6.2% exports, dominated by imports of refined petroleum products, primarily diesel, unleaded petrol and jet fuel.

Following the closure of the Altona refinery in 2021, the trade mix has shifted away from crude oil imports toward finished petroleum products, largely sourced from Singapore, South Korea, the UAE and India.

## Liquid Bulk Trade Commodities (2025, Revenue Tonnes)



## Liquid Bulk Trade (Revenue Tonnes)



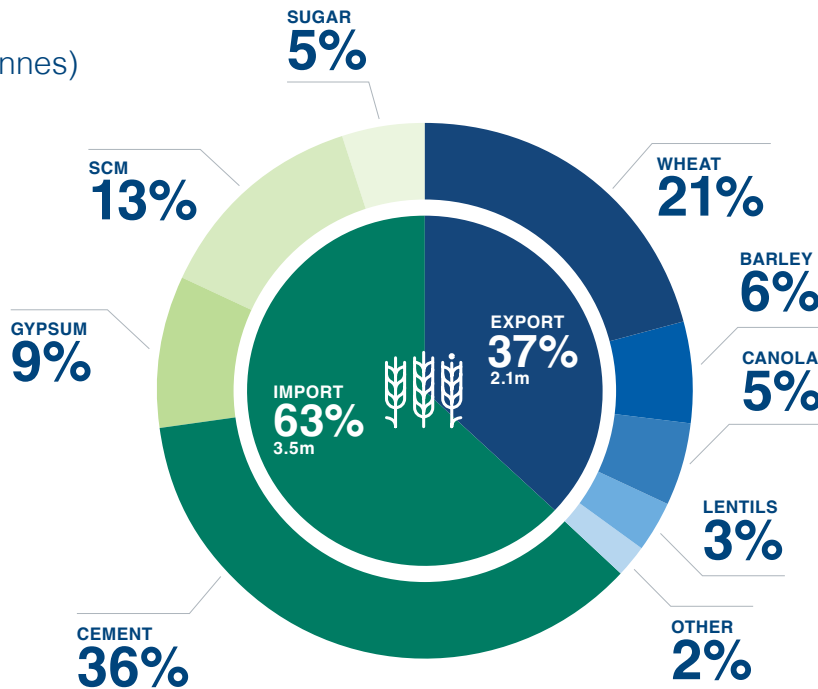


# Dry Bulk

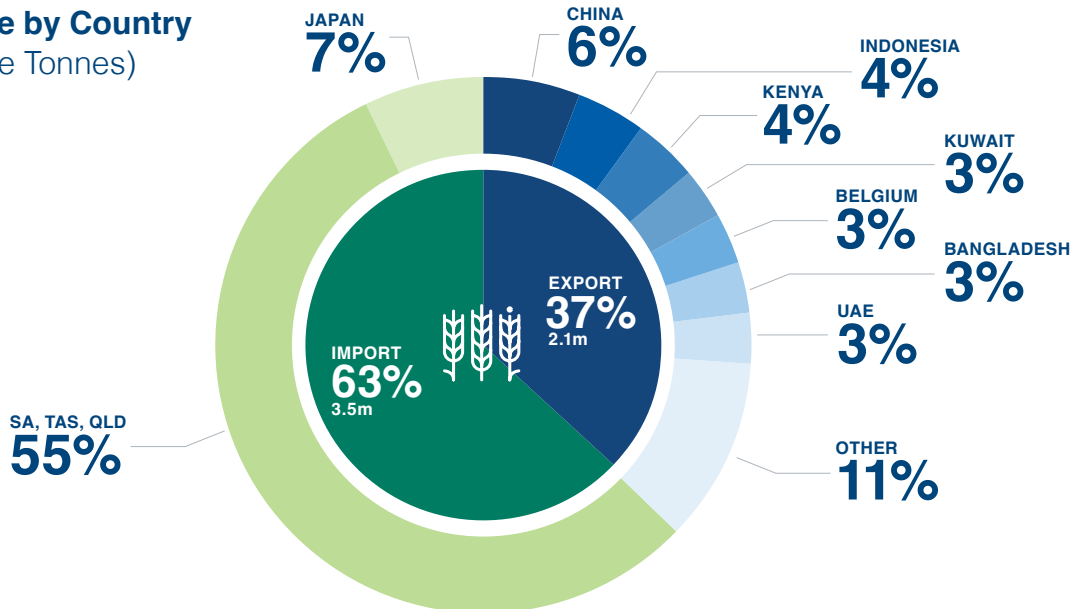
Dry bulk trade through PoM comprises both exports and imports, with exports dominated by grains such as wheat, barley, canola and lentils, and imports largely consisting of construction-related materials including cement, gypsum and supplementary cementitious materials (SCM).

Bulk grain exports are primarily destined for markets across China, Indonesia, the Middle East and South Asia, while the majority of dry bulk imports are sourced domestically.

**Dry Bulk Trade**  
(2025, Revenue Tonnes)



**Dry Bulk Trade by Country**  
(2025, Revenue Tonnes)



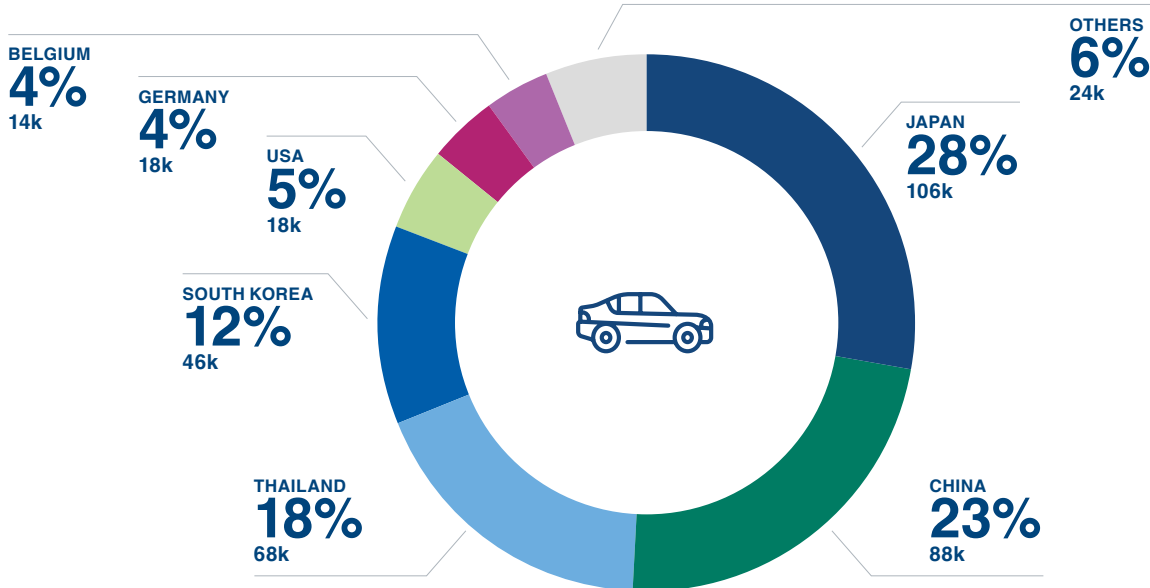


# RoRo Motor Vehicles

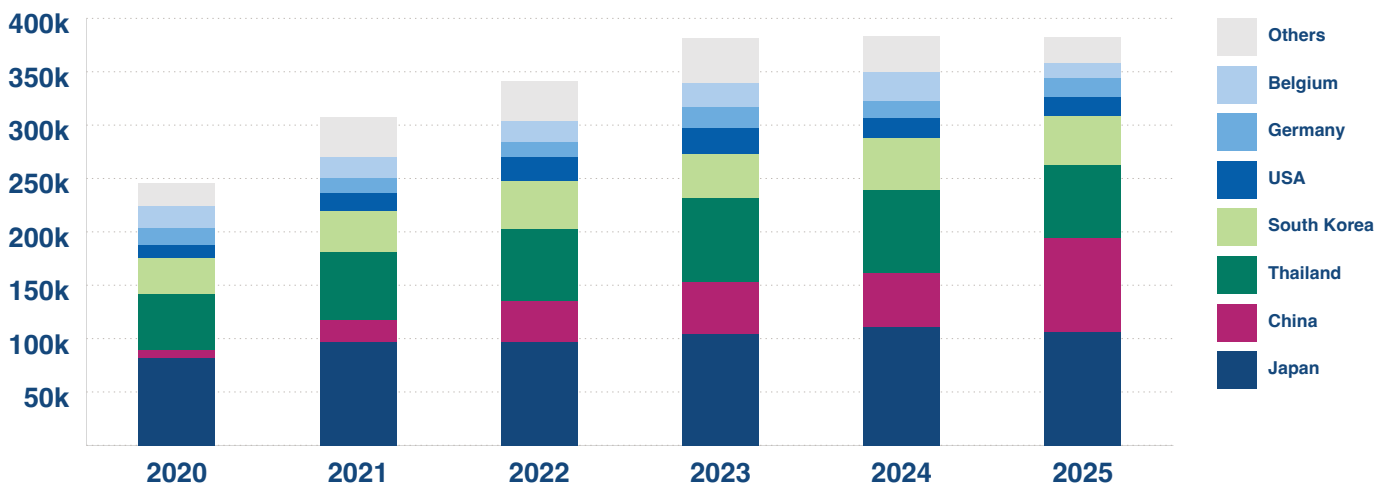
Motor vehicle imports through Port of Melbourne's automotive roll-on, roll-off (RoRo) terminal surged during the lockdown period between 2020 and 2023 and have since remained relatively stable at higher volumes.

Japan continues to be the dominant source market, with China emerging as a key growth driver and overtaking Thailand as the second largest country of origin.

## Overseas RoRo Motor Vehicle Imports by Country (2025, # Units)



## Overseas RoRo Motor Vehicle Imports (# Units)





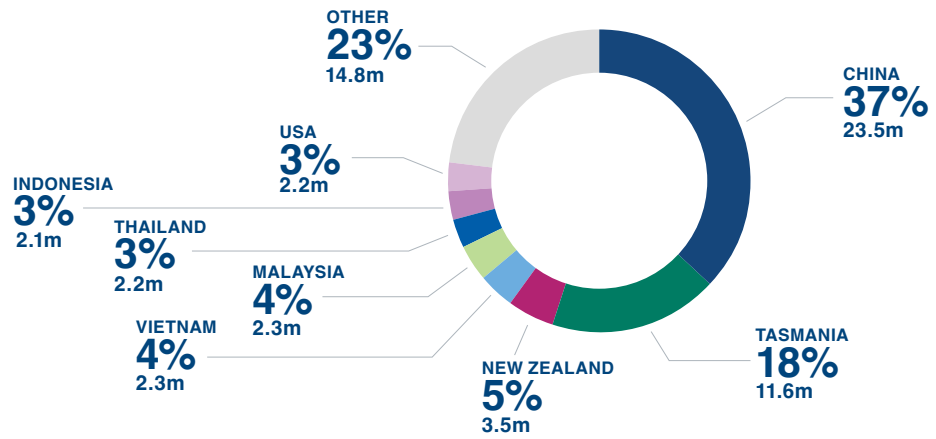
# Tasmanian Trade

Tasmanian trade is an important component of overall trade at Port of Melbourne and provides a vital connection between the Tasmanian and mainland Australian economies.

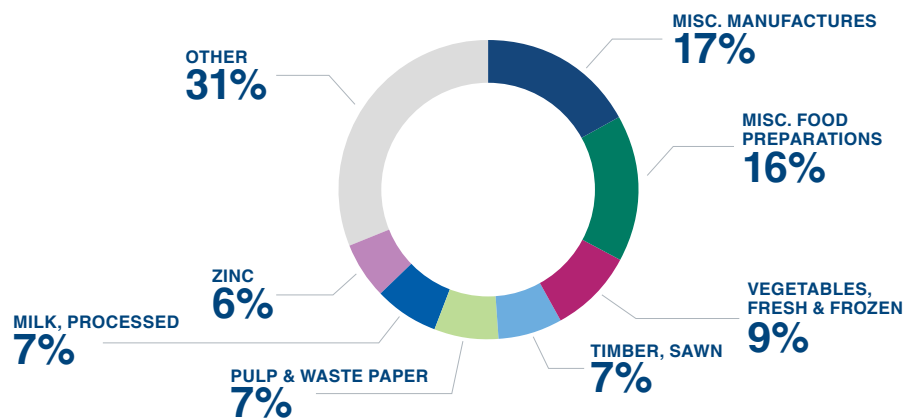
If Tasmania were a country, it would rank as PoM's second largest two-way trade partner, after China – accounting for 17% of full container and wheeled units trade.

Imports from Tasmania are largely production led, comprising food and agricultural products, forestry outputs and resource based commodities. Exports to Tasmania are predominantly consumption oriented, comprising 40% consumer goods.

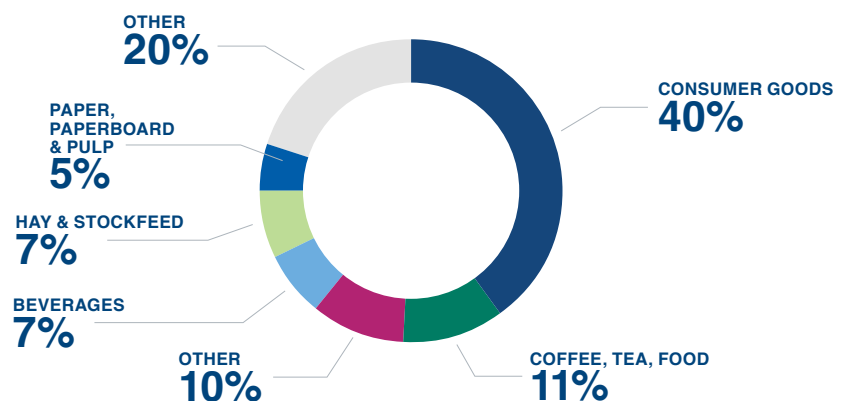
## Full Container & Wheeled Units Trade (2025, Revenue Tonnes)



## Imports from Tasmania (2025, Containers & Wheeled Units, Revenue Tonnes)



## Exports to Tasmania (2025, Containers & Wheeled Units, Revenue Tonnes)



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