



Port of Melbourne



22 February 2022

Port of Melbourne Stakeholder Update 26

Soft container volumes seen in January

January 2022 saw total container throughput (full and empty) increase 0.1% over January 2021 with a total of 275,942 TEU. Year to date container volumes are down 0.8%.

Total container imports increased 1.3% on January 2021. Containerised imports of paperboards, clothing and raw plastics were all up on January 2021 volumes.

Total container exports decreased 1.1% on January 2021 containerised exports of pulp and waste paper, barley, milk (dried), and scrap metal were all up on January 2021 volumes.

Overall January 2022 container trade results compared with January 2021 were as follows:

- full overseas container imports 1.3% above January 2021 with year to date volumes down 3.4%;
- full overseas container exports 7.8% above January 2021 with year to date volumes down 2.8%;
- full container transshipments were 14.9% below January 2021 with year to date volumes down 14.4%;
- full container trade between Melbourne and Tasmania (excluding transshipments) declined 8.8% on January 2021 to total 15,451 TEU with year to date volumes down 1.5%; and
- total empty container movements were 8.5% below January 2021 totalling 73,390 TEU with year to date volumes up 6.2%.
- motor vehicle imports increased 40.9% (+9,411 units) on January 2021, with year to date volumes up 18.0%
- dry bulk trade was down 22.2% over January 2021, with year to date volumes up 17.8%.
- break bulk trade was up 32.8% over January 2021, with year to date volumes up 38.2%.
- liquid bulk trade was down 20.2% over January 2021, with year to date volumes down 5.2%.



Trade outlook

Container trade for early February 2022 is tracking above the comparative month in 2021.

Supply chain

Global demand for shipping capacity remains high, with shipping lines continuing all efforts to regain schedule integrity, with continued impacts of congestion causing delays.

Australian ports continue to see shipping lines revising schedules and advising of port omissions and rotations as they attempt to recover time. Locally, the impacts of congestion delays and COVID-19 related labour issues continue to place pressure on the supply chain. Landside logistics in particular was impacted in January as the Omicron strain impacted labour availability and slowed the movement of imported containers.

Industrial relations

Patrick Terminals and the Maritime Union of Australia (MUA) have reached an in-principle agreement after lengthy enterprise bargaining negotiations.

The in-principle agreement is to now be voted on by the MUA members. The Fair Work Commission will then ratify the agreement. Once ratified, the new agreement will be in place until 31 December 2025.

Please call your Port of Melbourne contact or email us at information@portofmelbourne.com if you have any queries.