



Port of Melbourne Stakeholder Update 27

Container volumes remain strong in February

February 2022 saw total container throughput (full and empty) increase 1.3% over February 2021 with a total of 269,126 TEU. Year to date container volumes are down 0.6%.

Total container imports increased 2.4% on February 2021. Containerised imports of toys and sporting goods, clothing and domestic appliances were all up on February 2021 volumes.

Total container exports increased just 0.1% on February 2021. Containerised exports of wool, and hay, chaff and fodder were all up on February 2021 volumes.

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

- full overseas container imports 4.2% above February 2021 with year to date volumes down 2.5%;
- full overseas container exports 18.9% below February 2021 with year to date volumes down 5.0%;
- full container transshipments were 18.5% below February 2021 with year to date volumes down 14.4%;
- full container trade between Melbourne and Tasmania (excluding transshipments) increased 4.9% on February 2021 to total 17,957 TEU with year to date volumes down 0.8%; and
- total empty container movements were 14.0% above February 2021 totalling 74,714 TEU with year to date volumes up 7.2%.
- motor vehicle imports increased 1.5% (+452 units) on February 2021, with year to date volumes up 15.6%
- dry bulk trade was down 19.9% over February 2021, with year to date volumes up 18.1%.
- break bulk trade was up 35.6% over February 2021, with year to date volumes up 38.2%.
- liquid bulk trade was up 20.2% over February 2021, with year to date volumes down 2.4%.



Trade outlook

Container trade for early March 2022 is tracking below the comparative month in 2021.

Supply chain

Global demand for shipping capacity remains high, whilst there was some easing in congestion for major international ports following the Lunar New Year. Industry continues to monitor inflation and the potential supply chain impacts with China's zero Covid-19 policy

Australian ports continue to see shipping lines revising schedules and changing rotations in an attempt to recover time. Locally, the impacts of congestion and landside dwell time for imported containers continues to place pressure on the supply chain.

Industrial relations

No further updates

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