

Port of Melbourne Stakeholder Update 29

Softer container volumes seen in April

April 2022 saw total container throughput (full and empty) decline 5.0% over April 2021 with a total of 255,193 TEU. Year to date container volumes are down 1.6%.

Total container imports decreased 4.2% on April 2021. Containerised imports of miscellaneous manufactures, metal manufactures, textiles and furniture were all down on April 2021 volumes.

Total container exports decreased 6.1% on April 2021. Containerised exports of fresh fruit, scrap metal, pulp and waste paper and milk (processed) were all down on April 2021 volumes.

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

- full overseas container imports 2.5% below April 2021 with year to date volumes down 2.3%;
- full overseas container exports 9.8% below April 2021 with year to date volumes down 6.2%;
- full container transshipments were 14.2% below April 2021 with year to date volumes down 7.7%;
- full container trade between Melbourne and Tasmania (excluding transshipments) decreased 2.8% on April 2021 to total 17,352 TEU with year to date volumes down 1.0%; and
- total empty container movements were 3.9% below April 2021 totalling 68,830 TEU with year to date volumes up 3.3%.
- motor vehicle imports decreased 1.7% (-618 units) on April 2021, with year to date volumes up 12.8%
- dry bulk trade was down 7.7% over April 2021, with year to date volumes up 12.7%.
- break bulk trade was up 33.6% over April 2021, with year to date volumes up 33.3%.
- liquid bulk trade was up 1.2% over April 2021, with year to date volumes flat .

Trade outlook

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

Supply chain

The lockdown in Shanghai continues to dominate global supply chains. The world's largest container port continues to be significantly impacted by congestion, with a growing number of vessels waiting to unload and load cargo, compounded by landside delays and trucking availability, with some shipping lines forced to divert cargo to surrounding Chinese ports.

Locally, congestion delays have improved, however we continue to monitor the situation impacting Shanghai and its surrounding ports for any potential flow on effect resulting in an increase in congestion and delays as we head towards peak season.

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