

## Port of Melbourne Stakeholder Update 30

### Softer container volumes seen in May

May 2022 saw total container throughput (full and empty) decline 6.0% over May 2021 with a total of 271,053 TEU. Year to date container volumes are down 1.9%.

Total container imports decreased 3.9% on May 2021. Containerised imports of miscellaneous manufactures, furniture, metal manufactures and textiles were all down on May 2021 volumes.

Full container exports grew 1.1% on May 2021 volumes as a result of uplifts of fresh fruit, milk (processed), hay, chaff and fodder, and wheat. Total empty container movements were 14.1% below May 2021 due to a combination of factors including vessel scheduling issues, congestion and a reduced number of total services seen at PoM across the entire month.

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

- full overseas container imports 6.0% below May 2021 with year to date volumes down 2.5%;
- full overseas container exports 1.1% above May 2021 with year to date volumes down 5.6%;
- full container transshipments were 21.1% below May 2021 with year to date volumes down 8.9%;
- full container trade between Melbourne and Tasmania (excluding transshipments) increased 6.5% on May 2021 to total 19,831 TEU with year to date volumes down 0.3%; and
- total empty container movements were 14.1% below May 2021 totalling 69,233 TEU with year to date volumes up 1.6%.
- motor vehicle imports increased 16.7% (+4,879 units) on May 2021, with year to date volumes up 13.2%
- dry bulk trade was up 1.2% over May 2021, with year to date volumes up 11.5%.
- break bulk trade was up 50.2% over May 2021, with year to date volumes up 34.7%.
- liquid bulk trade was 17.4% below May 2021, with year to date volumes down 1.8%.

**Trade outlook**

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

**Supply chain**

After two months of COVID lockdowns, Shanghai has eased restrictions from early June. Whilst the world's largest container port has continued to operate during this period of lockdowns, albeit at a reduced capacity, the flow on effects of moving containers to nearby ports has compounded the issues of landside congestion, delays and equipment availability. As Shanghai fully opens, and stalled factories, warehouses, workers and vessels resume normal operations, this will likely put more pressure on the back half of 2022 across global supply chains as we head towards the traditional peak season.

Locally, we continue to monitor congestion including to landside dwell time, as overall, volumes remain strong across containers. Strong uplifts in break bulk volumes, for both automotive and steel commodities, remain ongoing.

Please call your Port of Melbourne contact or email us at [information@portofmelbourne.com](mailto:information@portofmelbourne.com) if you have any queries.