



# Port of Melbourne



19 October 2020

## Trade Update

This update provides details of Port of Melbourne's September trade results and an overview of current industrial relations activities.

### 1. Container trade update

Total container throughput (full and empty) for September 2020 was slightly above the previous year with volumes up 1.9%.

Key factors in this result were:

- Strong import volumes ex-Asia;
- A number of vessels bypassing Port Botany to avoid the congestion and having their Sydney imports processed in Melbourne; and
- Delays in ship arrivals as a result of recent industrial issues will see previously expected September container volumes being processed in October.

Overall September 2020 container trade results compared with September 2019 were as follows:

- Total container volumes (full and empty) up by 1.9%, with year to date volumes up by 8.2%;
- Full overseas container imports were up 2.5%;
- Full overseas exports were up 1.6%;
- Tasmanian full container volumes were up by 15.2%;
- Empty container movements were down 4.3%; and
- Transhipment volumes were around 5,000 TEU higher.

Further details on trade data can be found on the Port of Melbourne website [here](#).

### 2. Bulk trade update

September 2020 bulk trade results compared with September 2019 were as follows:

- Total motor vehicles volumes (by units) decreased 6.5% but exports increased to service demand in other mainland states;
- In the dry-bulk category, the month resulted in a 8.1% increase, with 71,500 tonnes of cereal grains (wheat and barley) shipped, compared to none in September 2019; and
- Liquid bulk was down 22.2% overall mainly due to a 39% reduction in imports of petroleum product.





### 3. Supply chain

Shipping lines have announced that three regular PoM vessel calls will be cancelled in October due to the expected (seasonal) reduction in shipping activity during the Golden Week Holidays in Asia. A further two vessel calls will omit PoM in order to recover time lost due to Port Botany congestion.

We are aware that a number of shipping lines have implemented a Port Congestion Surcharge to offset the additional operating costs (fuel and vessel charter) of shipping schedule delays in calling at various Australian ports. One shipping line, MSC, has announced that a Port Congestion Surcharge would apply in Port of Melbourne as of 15 October.

We recommend that you check with your shipping line representative to see if any of the above items apply to your cargo.

### 4. Industrial relations

Throughout September, a range of Protected Industrial Action (PIA) activities were undertaken at the Patrick and DP World Australia Melbourne terminals.

On 1 October, the MUA suspended all PIA at Patrick terminals until the Fair Work Commission (FWC) hearing resumes on 26 October.

Likewise on 1 October, the MUA and DP World announced that PIA at DP World's Melbourne Terminal would be suspended indefinitely in order to progress terminal-specific negotiations.

The suspension of PIA has allowed the stevedores to work toward recovering vessel schedules and clearing berth and yard congestion.

In related industrial relations matters, the national vessel towage operator Svitzer was advised on 8 October of the results of the MUA's Protected Action Ballot Order (PABO), with the workforce voting in favour of PIA. The MUA must provide Svitzer three clear working days' notice before taking PIA as well as details of the proposed activity and duration.

Please call your Port of Melbourne contact or [email us](#) if you have any queries.

**Brendan Bourke**  
Chief Executive Officer

