



Queensland

By GEOFF DALGLIESH,
Secretary

Well, 2021 has been another year coming to terms with the pandemic, with all its twists and turns and each state having different ways of dealing with it.

I know some readers will agree with me and some maybe not, but over the last two years I feel like we have gone from being one individual country to being individual states and territories.

In any case, it is what it is and we just must deal with it.

On a more positive note, we did manage to hold our Annual Golf Day, with 104 entrants. The event raised \$1,000 for The Mission to Seafarers and Stella Maris. It was good to see everyone so happy to get together and to communicate in person rather than via Zoom meetings etc. A good day was had by all and I thank all the sponsors who, without their generosity, the day would not have been a success.

In addition, we also managed to have a SAL Luncheon, which was very generously sponsored by The Port of Brisbane. Our guest speaker was Mr David Janetzki MP, LNP Deputy Leader of the Opposition, Shadow Treasurer and Shadow Minister for Investment and Trade. Mr Janetzki gave a very good address with a view to where the Party had been, where they had made changes and where they see the Party going in the future. They want to get back to the Party faithful, listen, learn, act, and become much more competitive at the next election. There were 60 guests who all enjoyed the lunch and the talk, and my thanks go to David for his attendance.

Unfortunately, the Annual Ball was not able to be held again this year and in fact will not be for at least the near future or possibly ever again.

At this point in time, I would like to thank Michael Travers from MSC as Chairman of SAL Queensland, who has ably

supported the Secretary over the past two years and is always available to help when needed.

On a further positive note, the latter part of this year has been a lot more “upbeat” than at the start with Port of Brisbane indicating container volumes are on the rebound. Full imports up 7% and exports up 20%, along with motor vehicles up 13%. Bulk materials headed by cement products up 13%.

This is on the back of a wetter year in Queensland, resulting in good returns for agricultural crops and at some most appealing commodity prices.

The Chief Executive Officer of the Port of Brisbane, Mr Roy Cummins left the port this year and his replacement at the time of writing is not known. I know one of Roy’s pet subjects was rail to the port from Acacia Ridge, where the current Inland Rail will finish. Let’s hope his replacement will be just as keen to pursue this important subject.

A big change for the Port of Brisbane occurred this year with the appointment of a new port pilotage company, in the name of Poseidon Sea Pilots. They have won a 10-year contract term and will take over from Brisbane Marine Pilots commencing 1 January 2022. MSQ will still be the regulator and my understanding is that the change will not affect pricing and/or any level of service.

The Port of Townsville has made very good progress on widening the channel and will continue until completed which is planned for 2024. Already completed is the 2.2-kilometre rock wall and 62-hectare reclamation area.

Trade overall for Townsville dropped for the year but container trade rose 17%, and motor vehicles 34%. The bulk side was down from 8.2 million tonnes to 7.7 million. The decline on the bulk side was driven

mainly by mineral concentrates being sourced locally rather than from overseas.

The Gladstone Ports Corporation has advised that current Chairman Mr Peter Coronos, AM will not be seeking reappointment after 27 years and so will leave some very big shoes to fill.

The North Queensland Bulk Ports Corporation indicates that some ports under their control are performing very well under the pandemic conditions, along with the China stand off and others, a little bit down on previous years.

All in all, container carriers are reporting full ships - both inbound and outbound, which, however, did influence container levels and subsequently sent freight rates ballooning. Motor vehicle imports appear in a similar vein to containers, however some part supply problems (mainly chips) are causing concerns.

The cruise industry though has not had a good year, which was fully expected with the virus issue.

Coastal shipping is still on the state government’s agenda with further developments scheduled to commence next year. Our understanding is that of the \$21 million dollars allocated will be for cadet training, possible subsidies on port charges etc but not for the purchase of vessels in any way or form. So, for this to work there needs to be an interested party to supply and operate a vessel.

This summary is basically a review of what I thought were the more notable events on what happened over the year and I apologise to readers if I have missed any subject out.

May I take this moment in time to thank everybody for their help over the year and to wish each one of you and your families a safe and happy 2022. ▲