

# Western Australia

## Economy good, logistics difficult

2021 has again proved to be a challenging year for much of Australia, particularly on the East Coast. However, despite the challenges and border restrictions imposed upon us due to the global pandemic, Western Australia has, for the most part, been able to remain open allowing business to (almost) continue as usual.

The West Australian economy was at one time the best performing economy on the planet, thanks in no small part to the significant role that the shipping industry plays within the state. Vessels not only moved record numbers of containerised cargo through Fremantle port, but also assisted in the resurgence in mining

volumes being exported. Mining volumes were driven mostly by the exceptional performance of Iron Ore that was experienced midway through the year, which was helped along by Chinese demand for the product.

In addition to the outstanding performance of the miners, West Australian grain farmers experienced very favourable growing conditions throughout the year. At the time of writing, these farmers are already in the middle of harvesting their crops for what is expected to be a record harvest that is anticipated to net well over 20 million tonnes according to the latest GIWA forecasts. With much of this grain being exported, the shipping industry will

again be called upon to ensure the safe passage of cargo between countries.

Despite these positive developments for West Australian exporters, it hasn't been all smooth sailing and some challenges remain within the shipping sector. Shipping companies struggled significantly with moving equipment around to meet cargo demands and their weekly schedules continue to be severely hampered by various influencing and ongoing factors.

As we move forwards into 2022, we hope to see some of the challenges that are currently being experienced within shipping either become subdued or dissipate completely with the opening of interstate and international borders. ▲



# South Australia

By PAUL PAPARELLA,  
Chairman

## Volumes down for South Australia

Adelaide volumes declined some 5% in the last 20/21 financial year handling 403,218 TEU in comparison to the previous year of 422,653 TEU. Contributing factors were the decline in export volumes to China which impacted wine, grain, logs and hay. In addition to this, Flinders Adelaide Container Terminal reported an overall decline of 20% in vessel calls, in comparison to budget. Adelaide's status as a deficit port for empty containers also impacted on volumes with carriers preferring to repatriate containers directly back to

Asia rather than supplying the Adelaide export market. Overall, empty reposition units to Adelaide were down around 40% compared to the previous year.

## New addition to the Port

In December 2020, a new 480mt grain loader was discharged at 20 berth Port Adelaide for loading grain. The grain loader was imported by Cargill.

## Retirements

On 29 October 2021, Terry Longbottom retired from MSC after a long career

in container shipping. Terry began his career with ACTA Shipping in the 1970's, and he was involved at the beginning of containerisation in South Australia.

We wish Terry a long and happy future.

## Fund Raising

On 14 October, the Industry held its annual Golf Day at West Lakes Golf Club. There were 110 golfers who participated and \$3,000.00 was raised for Stella Maris, Port Adelaide. ▲