



Port of Melbourne Carbon Footprint

March 2012

Our First Step

Port of Melbourne Corporation (PoMC) is pleased to present its findings from the Carbon Footprint Assessment carried out in 2011.

Measuring our greenhouse gas emissions and energy use is a key commitment within PoMC's Climate Change Policy and assists PoMC with adapting to a low carbon economy. PoMC's information assists port tenants and users to more effectively manage the ports activities through efficient planning, development and operation of the port.

As a key contributor to the Victorian Economy, PoMC recognises its responsibility to work towards reducing freight transport related emissions and to help and influence other supply chain customers and parties.

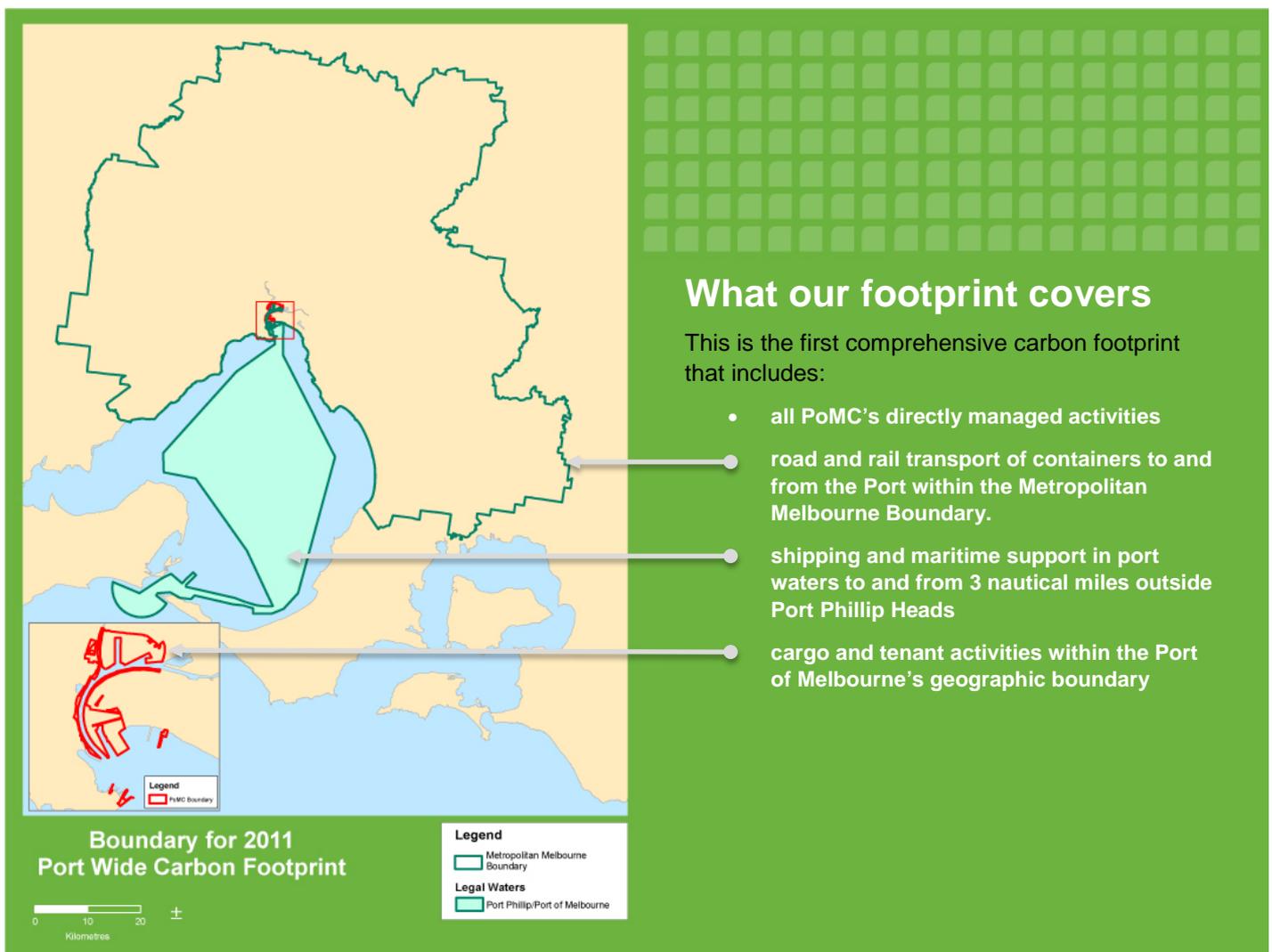
PoMC considers the adaptation to Climate Change and emissions reduction as critical to the long term sustainability of the Port of Melbourne.

With an inherent reliance on transport fuel, PoMC understands that while measuring the ports emissions is a small step, PoMC is committed to its goal for a shared city port and will continue to identify and implement greenhouse emission reduction actions.

PoMC welcomes feedback and suggestions for improvement.

About the Port

- The Port of Melbourne has over 35 major port tenants undertaking cargo handling and shipping related activities.
- More than \$85 billion trade value annually passes through the port.
- The port contributes more than \$2.5 billion to the national economy annually
- There were over 2700 visits by commercial vessels to the Port in 2009/10
- Over 169 million km are travelled by road vehicles in transporting cargo to and from the Port.



The findings

PoMC recognises the increasing importance in understanding the greenhouse gas impact of the port's activities.

PoMC's directly controlled emissions come from its offices, air travel, survey vessels, capital projects and common user berth assets.

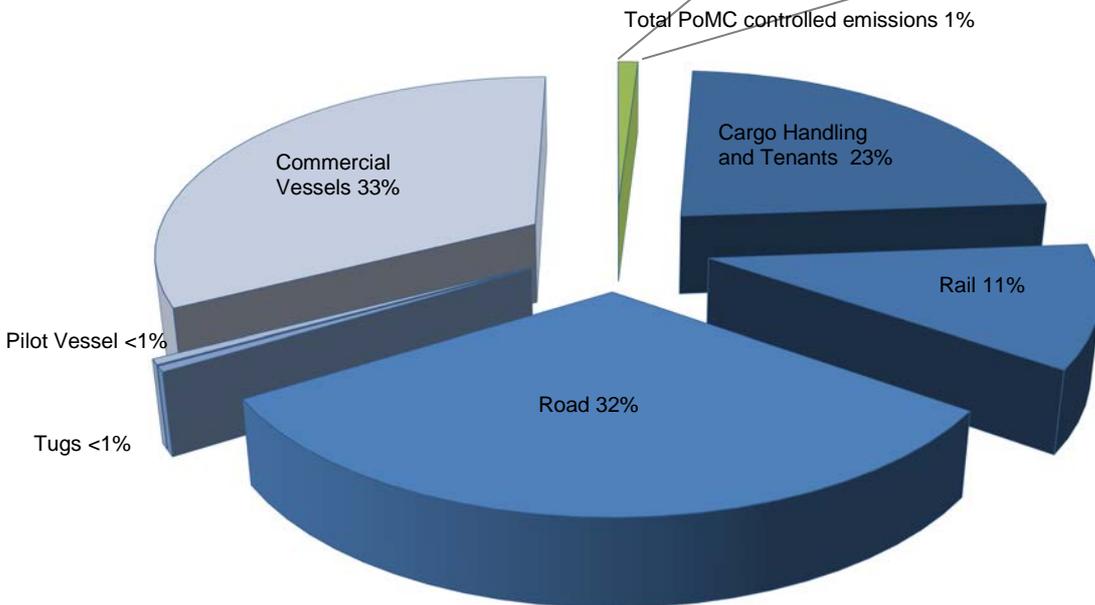
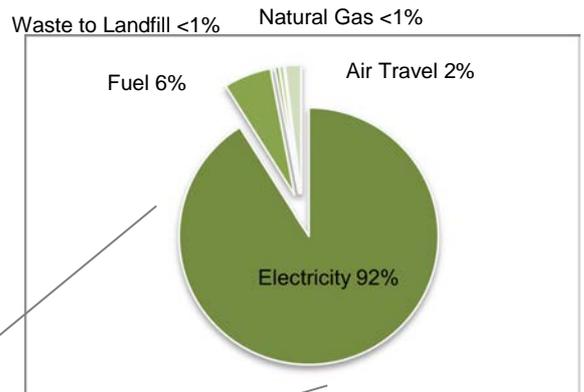
- The Port's activities contributed 524,650 tonnes of CO₂-e in 2009/10.
- This represents approximately 2% of Victoria's Transport (Shipping, Road & Rail) emissions and 0.4% of Victoria's total emissions.
- Emissions from shipping followed by road transport of cargo are the largest emission sources.

There were a number of mutual benefits from PoMC's energy saving projects including collaboration between division's, environmental benefits, reduced asset maintenance, financial savings and preparing for increasing energy prices.

Key Findings

- Emissions at berths from ships account for 38% of total shipping emissions, the remainder are attributed to transit to and from Port Phillip Heads.
- Road transport represents over 74% of the landside transport emissions.
- Swanson Dock has the highest cargo handling and shipping source for emissions.
- PoMC accounts for 1% of the total emissions of the port.

Total PoMC controlled emissions by Activity



Total Port of Melbourne CO₂-e emissions by Activity

our climate action

Future Action

PoMC has undertaken this study to identify the Port activities which contribute the greatest carbon emissions. Actions are being determined to assist in reducing these significant contributors. These actions include:

Benchmarking	Setting the baseline for future improvements, further incorporation of climate change and emissions performance standards in tenders, supplier contracts and leases.
Port Efficiencies	PoMC's Melbourne Port System project aims to understand the landside freight logistics task of the Port of Melbourne and to identify constraints and opportunities for efficiency gains. Considerable knowledge has been gathered on the optimum combination of road, rail and freight hubs which result in the best outcomes for truck utilisation, environment and community interest, cost, carbon emissions and contribution to support port capacity.
Asset Efficiencies	Further office and wharf asset energy reduction initiatives to add approximate 165 tonnes CO ₂ ^e per annum reduction achieved during 2010 and 2011.
Carbon price Implications	Using our Carbon Footprint data assess the implications of a Carbon Price on the supply chain
System Changes	Measuring and reporting resource use and carbon emission data and identification of reduction initiatives for major projects.

Around the Port

Across the Port of Melbourne there are numerous examples of how major supply chain operators are contributing to energy and greenhouse gas emission savings.

A significant example is DP World Melbourne's purchase of six new diesel electric straddles in February 2011. Analysis of 12 months of fuel consumption data has indicated a fuel saving of 11% per operating hour when compared to the terminals diesel-hydraulic straddle fleet. This saving has equated to an energy saving of 2,761 GJ and an emissions reduction of 193 tonnes CO₂-e per annum across the six diesel-electric straddles.



For more information visit www.portofmelbourne.com

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