

Port of Melbourne  
Corporation



**Comments on the City of Port Phillip Council  
Plan 2009-2013**

**Disclaimer**

This is a proprietary Port of Melbourne Corporation (PoMC) document and is not to be relied upon by any person other than PoMC and its employees, contractors and authorised representatives. PoMC makes no express or implied guarantees, representations or warranties to any third party as to whether the requirements of this document will be fulfilled by PoMC, its employees, agents or contractors or anyone else to whom the document relates. PoMC accepts no liability for any reliance by any third party on the procedures detailed in this document.

**Copyright**

This document is a proprietary document and the property of PoMC. All rights are reserved. No part of this publication may be reproduced in any retrieval system, or transmitted in any form or by means, electronic, graphic, mechanical, photocopying, recorded, or otherwise, without the prior express written permission of POMC.

## Contents

1	Purpose.....	4
2	Background .....	4
3	Overview of Port of Melbourne .....	4
4	Analysis & Discussion .....	6
5	Conclusion.....	10

## 1 Purpose

To accept the invitation to provide input to the City of Port Phillip draft Council Plan 2009-2013, with comments from a port of Melbourne perspective.

## 2 Background

The City of Port Phillip released its draft Council Plan 2009-2013 as well as Budget 2009-10 with an aim to focus its efforts and resources on:

- Engaging & Governing the City
- Strengthening a Diverse and Inclusive Community
- Taking Action on Climate Change
- Enhancing Liveability

The Council has invited the public to submit their comments on the draft Council Plan and/or Budget by Tuesday, 9 June 2009.

## 3 Overview of Port of Melbourne

Port of Melbourne Corporation (**PoMC**) is a strategic manager of the Port of Melbourne (**PoM**) and is committed to the integrated management and development of connectivity between land and water interfaces. This is crucial to economic prosperity as it provides the foundation for international trade in the City of Port Phillip and the state of Victoria.

PoMC has established five goals to achieve its vision of ensuring that PoM will be the core of Australia's premier trade and transport hub, creating prosperity while sustaining environmental and social wellbeing for the people of Victoria and Australia. The goals include:

- Goal 1 – Innovative and high quality facilities and services
- Goal 2- Integration of the port with land transport systems
- Goal 3- Trade and trade-related business facilitation and expansion
- Goal 4- Sustainable financial performance
- Goal 5- Retain the port's "licence" to operate as a city port

The value of the PoM is often underestimated and this ignores the great benefits it brings to local communities, city and the state.

- PoM is Australia's largest container and general cargo port. It handles around 36% of Australia's container trade and is widely recognised as the trade gateway to the region and the world. It plays a vital economic role in Australia as it handles tens of millions of dollars worth of exports everyday.
- As a city port which occupies 510 hectares of port land and 21 kilometres of waterfront, PoMC is a significant land owner within inner Melbourne and is a major neighbour of the City of Port Phillip.
- Victoria relies on sea transport for approximately 90% of the state's trade. The port is also a key trading hub for south-eastern Australia with customers extending into Southern NSW, South Australia and Tasmania.
- In the year ending 30 June 2008, the port achieved 17 consecutive years of container growth. In August 2008, the port was ranked in the world's top 50 container ports by Container Management magazine.
- The global economic environment has impacted PoM's trade with containers volumes expected to fall by around 5% for FY08/09. A relatively modest decline compared to other world ports.
- However, trade through the port is expected to increase in the long-term as the population in greater Melbourne grows. PoMC plans to seamlessly accommodate trade growth as this will enable Victorians to produce and consume more as well as participate in an increasingly global economy.
- Exponential growth in trade volumes will require the port to meet new and complex challenges. This requires meticulous forward planning for infrastructure projects, including the further development of Webb Dock, to the west of Sandridge Ward in the City of Port Phillip.
- The economic wellbeing of Victoria's producers, manufacturers, households, both now and into the future cannot be sustained without the efficient and effective infrastructure in and around the Port of Melbourne. The port is the hub of a much wider logistics port system and an essential and active interface between sea and land transport operations. PoMC has invested a capital of \$200 million over the last five years to provide marine and landside infrastructure to help businesses excel for the benefit of the wider

Victorian economy. (This investment excludes the Channel Deepening Project).

- PoMC recognises the importance of its stakeholders and has been working closely with the government, industry and community to foster mutually beneficial partnerships for all.

Other general facts and figures of PoM are provided in **Appendix 1**.

## **4 Analysis & Discussion**

### **General Comments**

PoMC commends the City of Port Phillip for its directions and strategies outlined in the draft Council Plan 2009-2013. The Plan will provide a clear guide to PoMC as a stakeholder, on the City's general directions, strategies and actions over the next four-years. In particular, PoMC shares Council's views on climate change and enhancing liveability. These are also key strategic themes for the port.

However PoMC also considers that the Council Plan could be enhanced by providing further recognition and support for port operations and facilities as well as greater coverage of issues including economic development, industrial development and freight transport.

### **Taking Action on Climate Change**

PoMC commends Council's proactive strategy to address climate change. In many respects, PoMC and Council appear to have a similar approach to climate change issues. PoMC has recently adopted a Climate Change Policy and Climate Change Strategy. Through the Climate Change Strategy, PoMC hopes to respond to emerging issues to allow a balanced and reasonable response, consistent with corporate direction and public expectations.

Considering PoMC's unique position as the ports strategic manager and government owned corporation, PoMC bases its Climate Change objectives on four fundamental areas: influence of legislation and regulation, commitment to contribute to the mitigation of further climate change, adapt to inevitable climate change and implement methods of continual improvement.

Under Strategy 2.2.1 (*Promote transport modes that minimise energy use*),

- It would be appropriate to include support for rail freight transport and in particular the reactivation of the Webb Dock Rail Line.
- Council may also like to consider the importance of productivity improvements for road freight vehicles and appropriate upgrading of local roads to link onto the major freight routes in serving both the port and industrial areas in Port Melbourne.

With reference to Strategy 2.4.2 (*Maximise partnerships and resource sharing in response to the impacts of climate change on the community*), PoMC notes that Council would appear to have a similar approach in adopting multifaceted approach to reducing energy consumption and greenhouse gas emissions.

### **Enhancing liveability**

PoMC has recently prepared a Heritage Strategy for the PoM and a Conservation Management Plan for Station Pier. Implementation of these plans is relevant to Strategy 4.1.7 (*Preserve our heritage, valuing the past and planning for the future*) and opportunities for cooperation should be explored particularly with regard to heritage recognition and interpretation.

As a neighbour of the City of Port Phillip, PoMC acknowledges that ongoing growth and development in the city and the port requires close and strategic collaboration between both parties. The significant changes in land use that have occurred in municipalities around the PoM highlight the importance of ensuring that long-term planning in surrounding municipalities is coordinated with the port and vice versa. This is particularly relevant to Direction 4.2 (*Shaping the future of our city*) and the resultant strategies. Related port issues are outlined below for Council's consideration. Information is also provided on port facilities within and abutting the City of Port Phillip.

The Port of Melbourne is a key strategic asset of the state. The long-term sustainability of the port requires both the port and the surrounding areas to be managed and protected from any impact from each other. The relationship of land uses outside the port and their implications for the sustainability of port operations as a 24-hour working port are crucial. Similarly, PoMC recognises that social amenity for the Sandridge community is also crucial.

Activities in the port are subject to a range of legislative requirements aimed at ensuring that port facilities meet environmental standards and do not pose a hazard to surrounding land uses. PoMC is also committed to continual environmental improvement and is implementing a range of plans and strategies for managing potential amenity impacts.

PoMC will progress buffer issues through completion of the Port Environs Planning Framework (PEPF) to provide a progressive structure of planning controls to manage the interest of both the Port of Melbourne and its port environs communities. It is being developed in consultation with state and local government. In the recently released Freight Futures strategy, the government has committed to working with PoMC to finalise the PEPF during 2009.

Going further, besides the need to address land use interface issues, there is also a need to address broader regional issues such as transport corridors accessing the port. Hence, it is important to develop suitable planning mechanisms to play a long-term strategic role in ensuring the viability and sustainability of the Port of Melbourne.

#### Webb Dock precinct

- Todd Road separates the boundary between PoM and Sandridge community in the City of Port Phillip. To the west of Todd Road lies Webb Dock (Figure below).
- Currently, Webb Dock is used for roll-on roll-off services between Melbourne and Tasmania, the import and export of cars, breakbulk, and a small volume of international container trade.
- As trade grows, PoMC plans to re-introduce international container operations to Webb dock. A key aspect of this project is the redirection of port roads to link directly to the M1 West Gates Freeway ramps.

*Webb Dock precinct*



Station Pier Precinct

- Station Pier is utilised as the Melbourne Sea Passenger Terminal and is the principal cruise liner facility in Melbourne. The inner east berth is used by TT-Line which operates the Bass Strait passenger and freight ferry service between Tasmania and the mainland. Visiting naval vessels also make significant use of Station Pier.
- The key issues include security and public access, land side transport and heritage. It is expected that the current functions will continue to grow in the future



## 5 Conclusion

PoMC looks forward to working closely with the City of Port Phillip to discuss future aspirations and development plans. This cooperation should seek to ensure better integration and alignment between port and city plans that will minimise inefficiency, costs and conflict issues.

A copy of PoMC's draft Port Development Plan 2006-2035 is available at <http://www.portofmelbourne.com/publications/brochures.asp>

Further details of PoMC's development aspirations and plans can also be provided by Mr John Riley- Manager Land Use Planning (Statutory Planning, Sustainability & Risk) Email: [John.Riley@portofmelbourne.com](mailto:John.Riley@portofmelbourne.com)

Appendix 1

**Facts and Figures of the Port of Melbourne in FY 2007-08:**

- 2.25 Million container throughput
- \$1,229.6 million total net assets
- \$48.5 million investment in infrastructure (excluding the Channel Deepening Project)
- \$43.3million operating profit
- \$2.2 billion contribution to the Victorian economy
- 510 hectares of land holdings
- 35 major tenants
- 3580 ship visits
- Estimated 7 km of wharf frontage
- \$58 billion estimated value of international trade handled by the Port of Melbourne Corporation
- 36% of the national container trade
- 34 commercial berths
- 101,242 hectares of port waters
- 56 cruise ship visits +140,000 passengers and crew (FY 08/09)

(Source: PoMC Annual report 2007-08)