

Port of Melbourne



Port of Melbourne Operations Pty Ltd

2050 Port Development Strategy

Delivery Program

13 APRIL 2021



Disclaimer

This document has been prepared by Port of Melbourne Operations Pty Ltd (PoM) on behalf of the Port of Melbourne Group (PoM Group) for planning purposes only. This is a proprietary PoM Group document and is not intended to be relied upon by any person or organisation other than the PoM Group, its employees and its authorised contractors and representatives.

Any potential infrastructure development identified in this document will be subject to financial viability, technical feasibility and environmental and planning considerations that will vary over time. The PoM Group will prepare a Port Development Strategy at five-yearly intervals (or, at its absolute discretion, more frequently). The PoM Group accepts no liability for any reliance by any third party on the information contained within this document.

The PoM Group makes no expressed or implied guarantees, representations or warranties as to whether the requirements of this document will be fulfilled, and no reliance may be placed by any person on the PoM Group meeting the strategic objectives or otherwise taking any action outlined in this document.

Copyright

This document is subject to PoM copyright under Australian and international laws. All rights are reserved. No part of this document may be published, reproduced, adapted, communicated or transmitted in any form, in any retrieval system or media, by any means, in any jurisdiction, without the prior written permission of PoM.

Relevant Stakeholder Interests

For each of the Major Project descriptions outlined in Section 4, PoM has identified the likely level of interests of key stakeholders. This is based on feedback received through the engagement in the preparation of the 2050 PDS. This indicative stakeholder interest is not intended to be exclusive and PoM would encourage any feedback on projects of interest.

Contents

	Page
1. Introduction	3
1.1 Background	3
1.2 The Port of Melbourne	3
2. 2050 PDS Delivery Program	4
2.1 Overview	4
2.2 Implementation Considerations	4
2.3 Projects and schedule	4
3. 2050 PDS Projects to be delivered between 2020 – 2035	5
3.1 Key projects	5
3.2 Project Sequencing	6
4. Project Overview	7
4.1 Upgrade Swanson Dock East & West berths	7
4.2 Port Rail Transformation Project	8
4.3 Expand Webb Dock East	9
4.4 Relocation of Tasmanian terminals	10
4.5 Develop Webb Dock North	11
4.6 Webb Dock Freight Link	12
4.7 Northward integration with Dynon	13
4.8 Develop new liquid bulk berth (if required)	14
4.9 Develop Yarraville precinct	15



1 Introduction

1.1 Background

The Port of Melbourne Operations Pty Ltd (PoM) is committed to the continued growth and development of the Port of Melbourne (the Port) to support the economic growth and prosperity of Victoria. In doing so, PoM will seek to optimise port capacity through a continuous focus on port and supply chain productivity and efficiency improvement through the staged delivery of new port capacity to support Victoria's growth in trade demand.

PoM released the 2050 Port Development Strategy (2050 PDS) and the Our Plan for Rail in 2020 which sought to outline the key challenges and opportunities for the Port over the next 30-years, and to outline PoM's key development objectives. Supplementary to the 2050 PDS and Our Plan for Rail, the 2050 Port Development Strategy Delivery Program, seeks to provide further information including indicative timing relating to the Major Projects outlined within these planning documents.

1.2 The Port of Melbourne

The Port is a major business gateway for Victoria and south-eastern Australia. It is Australia's largest container, automotive and general cargo Port and operates 24 hours a day, 365 days a year. The Port handles Victorian imports and exports, a number of Tasmanian trades, and cargoes moved to and from South Australia and southern New South Wales. The Port's location in central Melbourne supports an efficient and effective transport and logistics industry and thousands of cargo owners across Australia's south-eastern seaboard. The Port's activity contributes significantly to Victoria's economy and growth.

Freight movements are essential to business and the economy. Ensuring that commercial ships have easy access to the Port, that cargo is efficiently handled at the Port and that freight is easily transported on land helps to reduce the costs of doing business in Victoria. The building manufacturing, retail, food, agriculture and petroleum industries rely heavily on the Port and its transport connections – and as a result, our day-to-day lives depend on the Port running well. Simply put, the better the Port works, the better Victoria works.

As our population grows and interstate and international trade increases, the demand for access to Melbourne's Port will continue to grow. Each day, the Port handles around 8,000 Twenty-foot equivalent units (TEU) of containers carrying a range of consumer goods including dairy products, toys, furniture and household appliances. It also handles significant volumes of other goods such as building materials used to construct our homes and infrastructure as well as petroleum products which fuel industry and passenger and freight vehicles.

THE PORT OF MELBOURNE IS:
**AUSTRALIA'S
LARGEST
CONTAINER & GENERAL
CARGO PORT**

LOCATED IN THE  OF MELBOURNE
**COVERING 505 HECTARES
OPERATING
24 HOURS A DAY,
365 DAYS A YEAR**

THE GATEWAY FOR MOVING GOODS
INTO & OUT OF
SOUTH-EASTERN AUSTRALIA

CONTRIBUTING **19,600 JOBS &
\$6,000,000,000**
TO THE VICTORIAN ECONOMY



EACH VESSEL VISITING
THE PORT OF MELBOURNE

BRINGS AN ESTIMATED AVERAGE OF

\$1,850,000
IN BENEFITS
FOR THE VICTORIAN ECONOMY

INCLUDING

\$500,000
IN HOUSEHOLD INCOME
& 6 FULL-TIME EQUIVALENT JOBS



2 2050 PDS Delivery Program

2.1 Overview

The PDS Delivery Program outlines the indicative timing and sequencing of each of the Major Projects outlined in the 2050 PDS over the next 15 years.

These projects have been determined on the basis of the initial planning activities conducted through the development of the 2050 PDS and Our Plan for Rail and have been further refined based on feedback received through consultation and engagement with industry, community and government stakeholders. Our approach to engagement is outlined below.

2.2 Implementation Considerations

The scope, sequencing and delivery of projects will need to balance a broad range of needs to deliver the port's capacity and competition objectives whilst optimising the overall outcome for the Port and its stakeholders.

PoM is continuously reviewing the planning assumptions underpinning future investment decisions in collaboration with port stakeholders. As planning progresses, each project will be further defined and assessed in response to the changing needs of the Port.

It should be noted that this Delivery Program is indicative and does not commit PoM to the scope or timing of investment. Each project outlined in the 2050 PDS and subsequently considered in this Delivery Program remains subject to investment and relevant development approval hurdles prior to delivery.

Inclusion within the PDS Delivery Program does not represent an investment decision by PoM, and the scope and overall delivery of the projects may be subject to change.

2.3 Projects and Schedule

During the period through to 2035, PoM has identified nine projects which are aimed at expanding capacity, improving operational performance and managing the asset portfolio of the Port.

An overview of the projects is provided in Section 3.1 with more detailed information on each project provided in Section 4.

The timing and high-level dependencies between the projects are outlined in section 3.2.

Of the nine major projects, three projects (2, 6 and 7) relate to the key projects outlined within the RAS.

How we have engaged

2016

- Rail Guiding Principles – industry engagement

2017

- Rail Access Strategy – engagement on Preliminary Findings
- Rail Guiding Principles – industry engagement

2018

- Industry engagement on early thinking regarding Port Rail Solution

Port Development Discussion Paper

August – October 2018

8 week engagement on Port Development discussion paper

2019

Draft 2050 Port Development Strategy

November – December 2020

8 week engagement on Draft Port Development Strategy

June – July 2019

- Tenant engagement and feedback on development scenarios

September – October 2019

- Government engagement

2020

Port Rail Transformation Project

Our Plan for Rail 2020

2050 Port Development Strategy

Port Rail Operating Framework engagement
September 2020

- Industry Update including Big Ships Program
- November 2020
- Tariff Rebalancing engagement

2021

April – May 2021

- Industry Update

3 2050 PDS Projects to be delivered between 2020 – 2035

3.1 Key projects

The 2050 PDS has been prepared to guide the port's high level plans and approach for developing capacity and efficiency over the next 30 years.

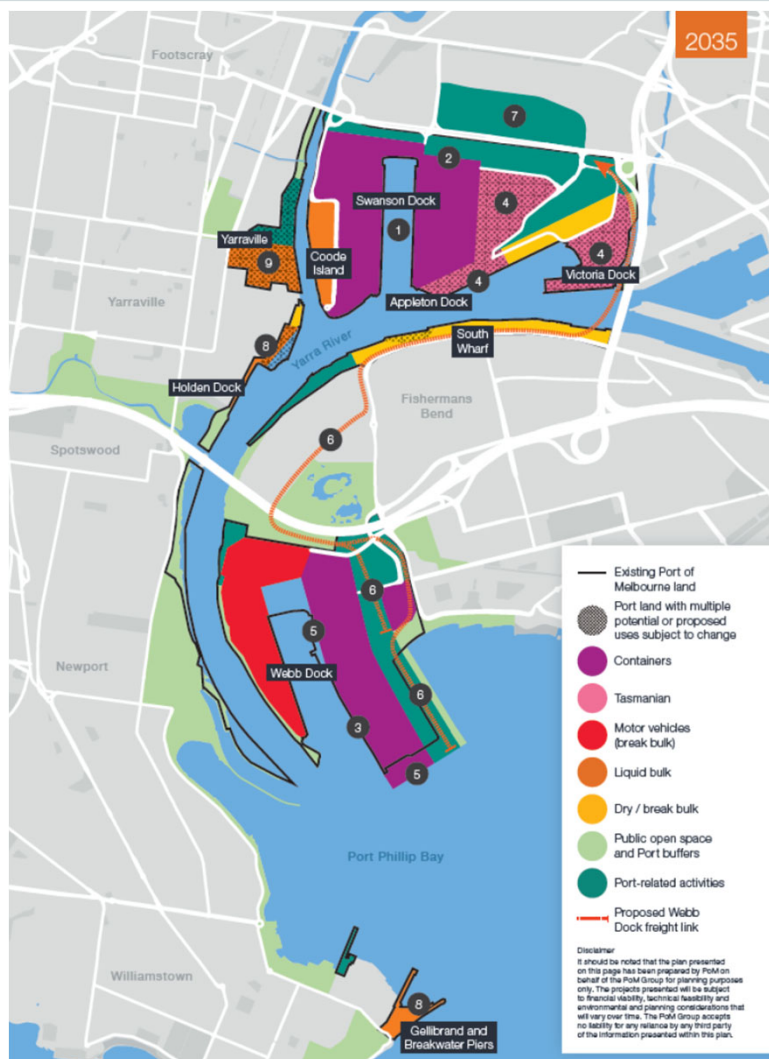
The 2050 PDS lays out how the port will handle a doubling of containers to circa 6 million TEU each year by 2035 whilst also accommodating growth in all other trades including the important Bass Strait services.

PoM's planning framework is based on a trade hierarchy optimised around international and mainland containers as the key driver of trade growth. Container handling is the most demanding trade type in terms of land and infrastructure configuration.

In planning port projects, PoM is also mindful of the long lead times for major infrastructure works and seeks to invest in additional capacity ahead of demand to ensure trade growth is not constrained and to optimise operational efficiency.

Our planning framework considers a 15-20% capacity buffer for international containers, which based on current trade volumes equates to approximately 465,000 to 620,000 TEU.

This is used as a trigger to guide investment timing on the capacity component alone. Other drivers will influence investment decision and timing.



Key projects

The key projects outlined in the 2050 PDS include:

1. Upgrade Swanson Dock East & West berths
2. Port Rail Transformation Project
3. Extending & upgrading Webb Dock East Container Berths
4. Relocation of Tasmanian terminals
5. Develop Webb Dock North
6. Webb Dock Freight Link
7. Northward integration with Dynon
8. Develop new liquid bulk berth (if required)
9. Develop Yarraville precinct

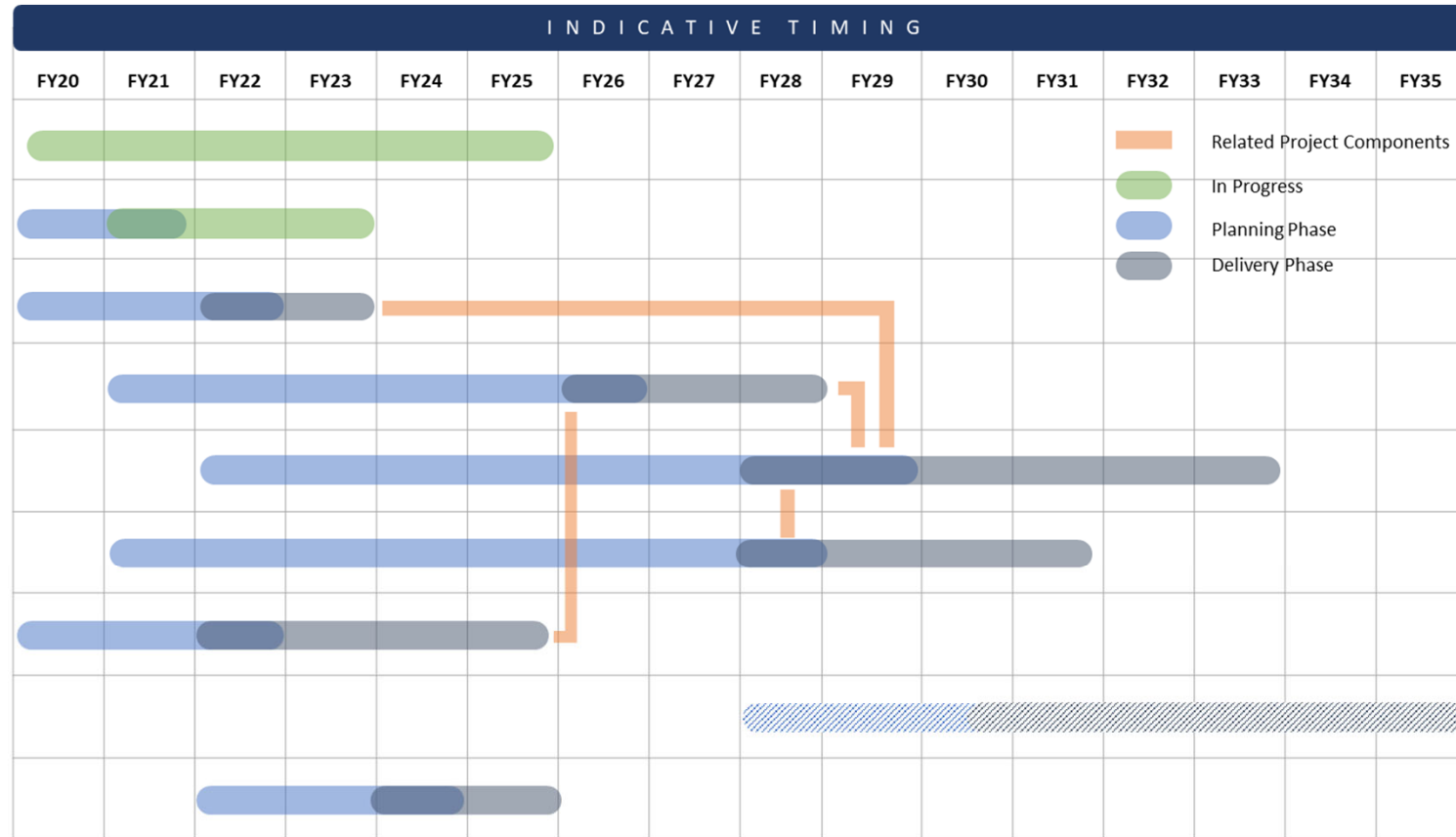
3 2050 PDS Projects to be delivered between 2020 – 2035

3.2 Project Sequencing

Indicative timing and high-level dependencies between the projects are set out here.

The Swanson Dock East and West berth upgrades and Port Rail Transformation Project are in progress with many of the remaining projects in various stages of the planning phase.

- ① Upgrade Swanson Dock East & West berths
- ② Port Rail Transformation Project
- ③ Extending / Upgrading Webb Dock East Container Berths
- ④ Creating a long term future for Tasmanian Trade Terminals
- ⑤ Developing a Webb Dock North Container Terminal
- ⑥ Webb Dock Freight Link and Intermodal Terminal(s)
- ⑦ Market Site integration
- ⑧ Developing New Liquid Bulk Capacity
- ⑨ Developing Yarraville Land



4 Project Overview

4.1 Upgrading Swanson Dock East and West Berths



Relevant Trades: CONTAINERS

Approximate Timing: 2020 - 2025

Relevant Service Standards:

- ✓ Cater for actual and reasonably anticipated growth
- ✓ Competition & efficient use
- ✓ Quality and efficiency standards
- ✓ Good operating practice
- ✓ Accommodate changing vessel size
- ✓ Maintain the ports leading position
- ✓ Benefit the economy of the State

Precinct: Swanson Dock, Appleton Dock and Victoria Dock Precincts

The Swanson Dock East (SDE) and Swanson Dock West (SDW) berth structures are being upgraded so they can handle larger container vessels and will have longer operating lives. These container terminals are intended to continue to deliver a significant portion of the Port's container handling capacity.

PROJECT OBJECTIVES

- **Ensure the condition of the existing infrastructure is capable of meeting operating requirements:** To ensure the condition of the existing Swanson Dock wharf structures are capable of handling vessel requirements, a range of remediation and upgrade measures seeks to extend the operational lives of the existing berths.
- **Upgrade infrastructure to allow for larger container vessels to visit Swanson Dock:** In response to the increasing size of container vessels, this project seeks to provide at least two upgraded wharves on each side of Swanson Dock to support the operation of larger container vessels carrying up to 10,500 TEU per vessel at some berths.

PROJECT SCOPE

Berth and Crane Beam Remediation	Replacement of the front and rear crane beams, installation of landside piles and remediation of concrete deck structures at both Swanson Dock East (SDE) and West (SDW) to support the installation of larger quay cranes to service larger vessels. These works commenced in 2019 and will be delivered in stages through to 2025.
Bollard upgrades	Installation of 150 tonne bollards at berths 2 and 3 of both SDE and SDW, to support the operation of larger container vessels. The installation of 150 tonne bollards at berth 3 of SDE and SDW was completed in 2020. Upgrades on bollards at berth 2 of SDE and SDW are expected to be delivered by 2025.
Yarra River & Swanson Dock deepening	To allow for increased water flows under visiting container vessels and support the operation of larger container vessels within the dock, specific sections of the Yarra River and Swanson Dock have been recently deepened.
Navigational optimisation	To optimise the use of the built infrastructure, initiatives to optimise navigational limitations will be considered and implemented as appropriate. This includes, but is not limited to: <ul style="list-style-type: none"> – Phased trials for larger container vessels with 12-14 m draughts; – Hydrodynamic & met-ocean forecast modelling, integrated with a port model to maximise the capacity of the existing channel and berths; – Berthing aid installation & commissioning; and – Vessel simulations, and pilots and tug masters training using full mission bridge simulators.

RELEVANT STAKEHOLDER INTERESTS *(Indicative of key stakeholders directly affected by this project)*

Tenants	Shipping Lines	Cargo Owners	Transport Operators	Intermodal Operators	Rail Terminal Operators	Empty Container Parks	Government	Community
HIGH	HIGH	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW

4 Project Overview

4.2 Port Rail Transformation Project



PROJECT OBJECTIVES

- The Port Rail Transformation Project provides the basis for significantly improved rail access to the Port.
- The Port Rail Transformation Project is designed to provide improved access for regional Victoria and interstate rail services and also provide the infrastructure and operational arrangements to support the delivery of metropolitan Port Rail Shuttle services.
- The Project has the potential to deliver lower overall costs for rail transport into and out of the Port and encourage competition between rail and road transport. This includes ensuring that there continues to be competition between on-dock, on-port and nearport rail terminals and that an appropriate road haulage arrangement is provided to and from the Webb Dock container terminal.

PROJECT SCOPE

Port rail asset acquisition	As part of this reform PoM proposes to acquire all of the existing rail assets and rail terminal land within the Port.
Swanson Dock West rail	The project currently does not include any improvements to Swanson Dock West, but subject to agreement with DP World, they may be delivered over time. This includes a range of improvements within Swanson Dock including the development of a second rail siding, upgrading the existing rail siding and duplicating the Swanson Dock West rail access track south of Footscray Road.
Coode Road intermodal terminal	A new intermodal terminal consisting of two new rail sidings to the north of the container terminal, connected to the existing port rail network through new rail access track to the south of Footscray Road which connects to the port rail network to the west of Appleton Dock Road.
Port rail access improvements	Improvements to the existing port rail network includes, extension and duplication of common user rail track to the south of the Swanson Dock East to support improved operations at the Appleton Park Rail Terminal and Emerald Grain Terminal.
Port road improvements	A new heavy-duty internal port road will be developed running south of Footscray Road between Mullaly Close in the east and Dock Link Road in the west. This road will enable the Port to maintain road three access points onto Footscray Road going forward.
Rail Operating Framework	Implementation of new operational and performance protocols between PoM and Rail Terminal Operators at most current and all future Port rail terminals. This will provide open access arrangements, maximise the level of market competition between rail terminals and provide operational reporting and efficiency transparency

Relevant Trades:	CONTAINERS / RAIL
Approximate Timing:	2020-2023
Relevant Service Standards:	<ul style="list-style-type: none"> ✓ Cater for actual and reasonably anticipated growth ✓ Competition & efficient use ✓ Quality and efficiency standards ✓ Good operating practice ✓ Maintain the ports leading position ✓ Benefit the economy of the State
Precinct:	Swanson Dock, Appleton Dock and Victoria Dock Precincts

The Port Rail Transformation Project is designed to improve rail access at Swanson Dock through the development of a new East Swanson Rail Terminal and delivery of upgraded rail access, connections and sidings within the Port. This project is also a major project outlined within Our Plan for Rail.

RELEVANT STAKEHOLDER INTERESTS

Tenants	Shipping Lines	Cargo Owners	Transport Operators	Intermodal Operators	Rail Terminal Operators	Empty Container Parks	Government	Community
HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH

4 Project Overview

4.3 Extending Webb Dock East Container Berths



PROJECT OBJECTIVES

- **Ensuring Webb Dock East Terminal can continue to function as a two berth terminal:** WDE was designed as a two berth terminal but has been artificially constrained due to the arrival of larger vessels sooner than expected.
- **Upgrade infrastructure to allow larger container vessels to be efficiently serviced:** In response to the accelerated deployment of larger container ships, this project is intended to address the artificial and unexpected capacity constraint being imposed by larger ships through a marginal addition of quay line to restore the terminal's capacity to a two berth operation.
- **Preserving competition:** This project seeks to preserve competition within the Victorian stevedoring market so that the competitive benefits of a third stevedore are not eroded by the artificial capacity constraint at Webb Dock East.-

PROJECT SCOPE

Webb Dock East Berth 3 demolition	<ul style="list-style-type: none"> • Demolition of a portion of the Webb Dock East Berth 3 structure including the removal of what has been referred to as the 'knuckle' in some industry discussions around the Webb Dock facility.
Webb Dock East Berth 4 extension	<ul style="list-style-type: none"> • Extension of Webb Dock East Berth 4 by around 71m to the north providing Webb Dock with around 731m of serviceable container berth length. This will be supported by a mooring dolphin to the south, which will provide a serviceable berth length of 746m thus enabling the operation of two large container vessels concurrently. • Increased terminal area for VICT of approximately 2%, to enable safe operation of cranes and service vehicle access behind the berth.

Relevant Trades:	CONTAINERS
-------------------------	------------

Approximate Timing:	2020 - 2024
----------------------------	-------------

Relevant Service Standards:
<ul style="list-style-type: none"> ✓ Cater for actual and reasonably anticipated growth ✓ Competition & efficient use ✓ Accommodate changing vessel size ✓ Maintain the ports leading position ✓ Benefit the economy of the State ✓ Quality and efficiency standards ✓ Good operating practice

Precinct:	Webb Dock Precinct
------------------	--------------------

The project is responding to the accelerated cascading of larger container vessels into the Australian market which has created increased demand on container ports to service these larger vessels and ensures the intended operational efficiency of the terminal is maintained.

RELEVANT STAKEHOLDER INTERESTS

Tenants	Shipping Lines	Cargo Owners	Transport Operators	Intermodal Operators	Rail Terminal Operators	Empty Container Parks	Government	Community
HIGH	HIGH	HIGH	MED	MED	LOW	LOW	HIGH	MEDIUM

4 Project Overview

4.4 Creating a long term future for Tasmanian Trade Terminals



PROJECT OBJECTIVES

- **Enabling the development of Webb Dock North Container Terminal:** Current container trade projections indicate that the Port will require additional capacity around 2030. This next tranche of container capacity has been identified at Webb Dock north which requires the relocation of the existing Tasmanian Bass Strait operations.
- **Securing the future of the Tasmanian trades:** Redeveloping the Appleton / Victoria Docks into purpose built terminals for the Tasmanian trade to provide long-term security and certainty for the Tasmanian trade operations through the Port of Melbourne.

PROJECT SCOPE

Victoria/Appleton Dock Redevelopment	The redevelopment of Appleton and Victoria Dock will potentially require the construction of a new platform/yard to support both existing Tasmanian trade operators. Options analysis regarding the potential configuration of the Victoria / Appleton Dock precinct is underway to optimise the preferred precinct configuration.
Tasmanian trade relocation	The current Tasmanian trade operations will need to be relocated to the redeveloped Appleton and Victoria Dock facilities. This would include moving tenant owned equipment and infrastructure, and/or delivery of works required to support a staged transition to maintain business continuity throughout the relocation to Appleton and Victoria Dock.
Vessel Movement and Logistics Optimisation	To determine the optimum project scope, work has commenced on vessel movement analysis and logistics optimisation to ensure relocation of the Tasmanian Bass Strait operations is able to accommodate future growth whilst also maintaining and where possible enhancing service levels to the connected supply chains.
Transport network realignment	There may need to be some changes to the internal port road network around Swanson Dock and Appleton Dock as a result of this project. The likely level and extent of changes is however currently unclear and will need to be considered as part of future project scope development.
Relocation of the Slipway	The current repair facility at Victoria Dock will be demolished and relocated. Options for the relocation are currently being reviewed and will be confirmed throughout the project development phase. Current relocation options include the Ann St Pier or other Williamstown sites.

Relevant Trades: BASS STRAIT & CONTAINERS

Approximate Timing: 2020-2026

Relevant Service Standards:

- ✓ Cater for actual and reasonably anticipated growth
- ✓ Competition & efficient use
- ✓ Accommodate changing vessel size
- ✓ Maintain the ports leading position
- ✓ Benefit the economy of the State

Precinct: Swanson Dock, Appleton Dock and Victoria Dock Precincts

The existing Tasmanian terminal operations will be relocated from Webb Dock to Appleton / Victoria Docks to support the delivery of the new Webb Dock North container terminal.

RELEVANT STAKEHOLDER INTERESTS

Tenants	Shipping Lines	Cargo Owners	Transport Operators	Intermodal Operators	Rail Terminal Operators	Empty Container Parks	Government	Community
HIGH	HIGH	HIGH	MEDIUM	LOW	LOW	LOW	HIGH	LOW

4 Project Overview

4.5 Developing a Webb Dock North Container Terminal



Relevant Trades:	CONTAINERS
Approximate Timing:	2025 - 2033

Relevant Service Standards:

- ✓ Cater for actual and reasonably anticipated growth
- ✓ Competition & efficient use
- ✓ Accommodate changing vessel size
- ✓ Maintain the ports leading position
- ✓ Benefit the economy of the State

Precinct:	Webb Dock Precinct
------------------	--------------------

The next tranche of additional international container terminal capacity is planned at Webb Dock North (WDN). This container terminal will provide two new container berths and will be able to handle the largest container vessels visiting the Port. The terminal will be connected to an on-port rail terminal, which will provide a direct connection via the Webb Dock Freight Link.

PROJECT OBJECTIVES

- **Maintaining capacity to meet forecast demand:** A key requirement of the Webb Dock North Container Terminal will be to provide additional container terminal capacity and to support two container vessels with a 367m LOA and 51m beam (approx. 14,000 TEU).

PROJECT SCOPE

Webb Dock East Extension	Expand the current WDE Container Terminal and Berth length, to provide a continuous quay length of approx. 830m, land reclamation to the south of the terminal will provide an extension of the current Webb Dock East Berth 5 to a 430m berth.
Reconfiguration of WDW and WDN tenancies	To allow for the expansion of the Webb Dock channel, WDW and WDN tenancies will need to be reconfigured to ensure continuity of operations.
Land excavation	To provide the additional quay length required to support a continuous berth length of 830m at the WDN Container Terminal, approx. 1.5 million m3 of land to the north of the current Webb Dock channel, along with the demolition of Berths 1, 2 and 3 at WDE and a further 280,000 m3 to the west of the Webb Dock channel will need to be excavated/dredged to support a continuous berth length of 830m for the WDN Container Terminal.
Redevelopment of Webb Dock North into a Container Terminal	Two berths will be constructed with a total continuous berth length of approx. 830m to support a two berth operation. Further works to demolish exiting structures on the terminal, realign the road network and utilities to support the development of the terminal, along with the development of the container terminal and associated equipment by the terminal operator.

Note: To balance the strategic, commercial and capacity needs, and to optimise the overall outcome for the Port and its key stakeholders, further analysis is required to determine the staging and timing for the delivery of this project (for example, delivering one berth initially and then provisioning an additional berth as and when required). There are several ways of staging this investment and these need to be considered in detail during the planning process. Consideration of the potential for staging investment is part of more detailed assessment in 2021/22 as concept work is completed. The option described above is the required end point but the optimal sequence of development has not been determined and will be worked through in 2022. The project description will be updated once final scope decisions are made.

RELEVANT STAKEHOLDER INTERESTS

Tenants	Shipping Lines	Cargo Owners	Transport Operators	Intermodal Operators	Rail Terminal Operators	Empty Container Parks	Government	Community
HIGH	HIGH	HIGH	MED	MED	LOW	LOW	HIGH	HIGH

4 Project Overview

4.6 Webb Dock Freight Link and Intermodal Terminal(s)



Relevant Trades:	CONTAINERS / RAIL
Approximate Timing:	2023 - 2033
Relevant Service Standards:	<ul style="list-style-type: none"> ✓ Cater for actual and reasonably anticipated growth ✓ Quality and efficiency standards ✓ Good operating practice ✓ Comply with good operating practice and applicable laws ✓ Benefit the economy of the State
Precinct:	Webb Dock Precinct

To support the expected growth in container operations at Webb Dock, PoM continues to actively plan, strongly advocate and work with the Victorian Government on the delivery of the Webb Dock Freight Link. In parallel PoM plans to deliver the required on-port rail terminal(s). The link should be a dedicated heavy rail port freight link and open around 2030 to support the delivery of the Webb Dock North container terminal

PROJECT OBJECTIVES

- Provide improved freight transport connectivity between Swanson Dock and Webb Dock and between Webb Dock and the wider rail network to support increased Webb Dock container handling capacity.

PROJECT SCOPE

Planning	Identification of options is currently underway and advocacy activities will be maintained to ensure a suitable rail corridor within the Fisherman's Bend is safeguarded and preserved.
Rail infrastructure Webb Dock to Dynon	To facilitate direct rail access from the Webb Dock Precinct to the existing metropolitan freight network, it is proposed that a new dual-track heavy rail link be constructed between the Swanson-Dynon Precinct and Webb Dock. Early planning suggests that the rail link could consist of a new elevated structure along the eastern boundary of Victoria Dock, a new Yarra River crossing, and the development of rail infrastructure through the Fisherman's Bend Employment Precinct thru to Webb Dock. It is noted that this project extends beyond the boundaries of the Port.
Land reclamation for a freight link and intermodal terminal at Webb Dock East	To overcome the land constraints of developing a direct rail link to the Webb Dock East container terminals, it is anticipated that land reclamation to the east of Webb Dock will be required to provide the necessary corridor to support rail-sidings and an intermodal terminal. This land will also provide for the reinstatement of public open space and facilities to maintain existing levels of port buffer areas and community amenity.
Rail infrastructure within Webb Dock (including road network changes within the Port)	The development of rail infrastructure, including eight rail sidings, is proposed to support the establishment of two intermodal terminals within the current Webb Dock East container terminal and the proposed Webb Dock North container terminal.
Development of rail terminal	A rail terminal to service the existing container terminal could possibly be located on either a structure or on reclaimed land just to the east of the container terminal. A similar rail terminal arrangement would be required for the proposed Webb Dock North container terminal.

RELEVANT STAKEHOLDER INTERESTS

Tenants	Shipping Lines	Cargo Owners	Transport Operators	Intermodal Operators	Rail Terminal Operators	Empty Container Parks	Government	Community
HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH

4 Project Overview

4.7 Integrating the Port with the former Melbourne Wholesale Market Site in the Dynon Precinct



Relevant Trades: CONTAINERS / RAIL

Approximate Timing: 2023 - 2030

- Relevant Service Standards:**
- ✓ Cater for actual and reasonably anticipated growth
 - ✓ Quality and efficiency standards
 - ✓ Good operating practice
 - ✓ Comply with good operating practice and applicable laws
 - ✓ Benefit the economy of the State

Precinct: Swanson / Appleton / Victoria Dock & Webb Dock Precincts

Integrating the Market Site to support port growth and capacity is a key State policy commitment. PoM is planning for the use of this site following the completion of the West Gate Tunnel and Metro Tunnel projects, to maximise capacity and efficiency of the Port and allow for the planned rail connections to Webb Dock. This project is also a major project outlined within Our Plan for Rail that PoM intend to deliver over the next 15 years.

PROJECT OBJECTIVES

- PoM has identified the acquisition of the Market Site as being of strategic importance to enable several priority projects identified in the 2050 PDS, particularly as it relates to providing a buffer within the property portfolio to relocate any displaced tenancies and to support the Rail Access Strategy (RAS).
- Integrating the Market Site with the Port will provide improved road and rail access to the Port to support container trade growth and opportunities for delivery of higher utilisation, productivity and efficiency of waterfront port land.

PROJECT SCOPE

The Project Scope and development plans for the site is subject to further due diligence and site access.

The Market Site is approximately 30ha with parts of the site being vacant (some of which requires remediation and buildings to be demolished), and other parts operating under a short-term leases for construction staging and logistics activities. Some emerging opportunities which have been identified include:

- Short term options for the site to alleviate, or assist in the alleviation of, road traffic impacts from the West Gate Tunnel Project during construction, and medium and long-term options for the site to support the delivery of the RAS (both the Swanson and Webb Dock elements);
- Development of a Logistic Precinct to support the relocation of displaced trades and tenants from the Appleton Dock and Victoria Dock precinct, including the potential development of a new bio-security facility to increase capacity of bio-security activities (refer to Project 2. Relocating Tasmanian Trade Terminals to Appleton/Victoria Docks); and
- Medium and long-term options for the site to support the maximisation of the utilisation, efficiency and productivity of waterfront Port land.
- PoM will actively engage with the State around the availability of the former Melbourne Wholesale Market Site in the Dynon Precinct to explore these and other potential port relates uses for the site.

RELEVANT STAKEHOLDER INTERESTS

Tenants	Shipping Lines	Cargo Owners	Transport Operators	Intermodal Operators	Rail Terminal Operators	Empty Container Parks	Government	Community
HIGH	HIGH	Medium	HIGH	HIGH	HIGH	HIGH	HIGH	Medium

4 Project Overview

4.8 Developing New Liquid Bulk Capacity



PROJECT OBJECTIVES

- **Increase liquid bulk capacity:** Provide expanded import capacity and improved vessel service levels for refined product trade at the Port as required to support future trade growth, deliver supply chain productivity improvements and provide additional berth capacity to support a competitive petroleum supply chain within Victoria.
- **Support the use of larger vessels:** A new liquid bulk berth would need to be capable of handling Long Range 2 (LR2) refined petroleum product vessels.

PROJECT SCOPE

- With the pending closure of Mobil's Altona Refinery and subsequent conversion to an import terminal for refined petroleum products, the current crude oil berth at Gellibrand Pier (servicing the Altona Refinery) will be converted to a refined petroleum products berth. Once the conversion is complete, there will be expanded capabilities to handle LR2 vessels for refined products at Gellibrand Pier.
- PoM is actively engaging with the industry to understand how the conversion of the Altona Refinery and Gellibrand Pier will impact the need and timing for additional import capacity (including accommodating additional LR2 vessels). The conversion of Gellibrand may mitigate the need for new wharf assets and capacity may be provided by more assets investments behind the wharf (such as pipelines and tanks) or by different market arrangements.
- Developing new liquid bulk capacity was contemplated in the PDS around 203-2035 however, with the recent announcement of the Altona closure this will require reassessment.

Relevant Trades:	LIQUID BULK AND DRY-BULK
Approximate Timing:	To be confirmed
Relevant Service Standards:	<ul style="list-style-type: none"> ✓ Cater for actual and reasonably anticipated growth ✓ Competition & efficient use ✓ Accommodate changing vessel size ✓ Maintain the ports leading position ✓ Benefit the economy of the State
Precinct:	Yarraville and Williamstown Precinct

Continued growth in liquid bulk trade and the need to handle larger liquid bulk vessels may result in the need for expanded liquid bulk capacity within the Port in the future. Yarraville Berth 6 and Gellibrand/ Breakwater Pier are possible locations for berths and associated pipeline connections to provide additional liquid bulk capacity; work is ongoing to identify the preferred arrangement and location.

RELEVANT STAKEHOLDER INTERESTS

Tenants	Shipping Lines	Cargo Owners	Transport Operators	Intermodal Operators	Rail Terminal Operators	Empty Container Parks	Government	Community
HIGH	HIGH	HIGH	LOW	LOW	LOW	LOW	HIGH	HIGH

4 Project Overview

4.9 Developing Yarraville Land



Relevant Trades:	LIQUID BULK AND DRY-BULK
Approximate Timing:	2021 - 2025
Relevant Service Standards:	<ul style="list-style-type: none"> ✓ Cater for actual and reasonably anticipated growth ✓ Competition & efficient use ✓ Quality and efficiency standards ✓ Good operating practice ✓ Comply with good operating practice and applicable laws ✓ Benefit the economy of the State
Precinct:	Yarraville and Williamstown Precinct

When the West Gate Tunnel opens, Port land south of Somerville Road will be returned for Port use, PoM would seek market feedback on the highest and best use of the site, which could include liquid or dry bulk storage and distribution, freight logistics and storage or empty container storage.

PROJECT OBJECTIVES

- Support ongoing port trade growth and maximise port land utilisation: To procure a new port tenant(s) on the existing vacant Port land within Yarraville, namely the 221 Whitehall Street site.

PROJECT SCOPE

- The 221 Whitehall Street site in Yarraville is currently being used by the West Gate Tunnel Project for construction activities.
- This site covers an area of approximately 11.3ha and could be used for a range of port related activities including liquid bulk storage and distribution, freight logistics and warehousing and other port related activities.
- The completion date for the West gate Tunnel project is not clear and there is not a set date for when 221 Whitehall St will be available for PoM.
- When available, PoM would seek market feedback on the highest and best use of the site.

RELEVANT STAKEHOLDER INTERESTS

Tenants	Shipping Lines	Cargo Owners	Transport Operators	Intermodal Operators	Rail Terminal Operators	Empty Container Parks	Government	Community
HIGH	HIGH	HIGH	LOW	LOW	LOW	Medium	HIGH	HIGH