



We welcome your feedback on the 2050 PDS.

The Port Development Strategy 2050 has been developed in consultation with industry, key stakeholders and the community, with 190 stakeholders participating in the development of the 2050 PDS.

We are committed to working closely with industry, governments and the community to develop the Port in an environmentally, socially and commercially sustainable manner.

To download your copy, go to PortofMelbourne.com/facilities-development/port-development-strategy/

The closing date for comments is December 6 2019.

For more information:

call: 0418 179 489 or email: 2050pds@portofmelbourne.com

The PDS is in draft form and is subject to change. A final version of the 2050 PDS will be released by the end of 2019

Port of Melbourne



Australia's largest container port



Port Development Strategy 2050

The Port of Melbourne has released its 30-year Port Development Strategy 2050 (2050 PDS) for consultation; A roadmap for the future development of the Port.

The 2050 PDS outlines ten key projects that will improve capacity at the Port and respond to the needs of a growing Victoria.

A key part of the 2050 PDS is a transformative rail project to improve landside transport connections for industry.

The 2050 PDS provides a framework for the next thirty years, yet it is also flexible to respond to industry trends and innovation and our evolving city.

Fast facts:

Port of Melbourne is one of Australia's most important infrastructure assets, and contributes \$6 billion to the Victorian economy.

- Victoria's economic and population growth means more demand for every day goods to support our daily lives
- Container trade is forecast to grow 3.5% per annum year on year
- Changing vessel size means existing facilities will need modifications and upgrade to accommodate longer and wider vessels
- Investment in rail is essential to improve landside connections
- Moving containers by rail will help get trucks off local roads, particularly in the inner-west of Melbourne
- Infrastructure projects can have long lead times. A shared focus on delivery is urgently needed to ensure the right infrastructure is in place to service growing demand.

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

Port Development Objectives

- 1. Working with tenants to optimise on-port productivity
- 2. Delivering on-port capacity to respond to demand growth
- 3. Supporting delivery of off-port supply chain productivity
- 4. Promoting environmental and social awareness within and around the Port
- 5. Creating value for all port stakeholders

Port Development Strategy Projects

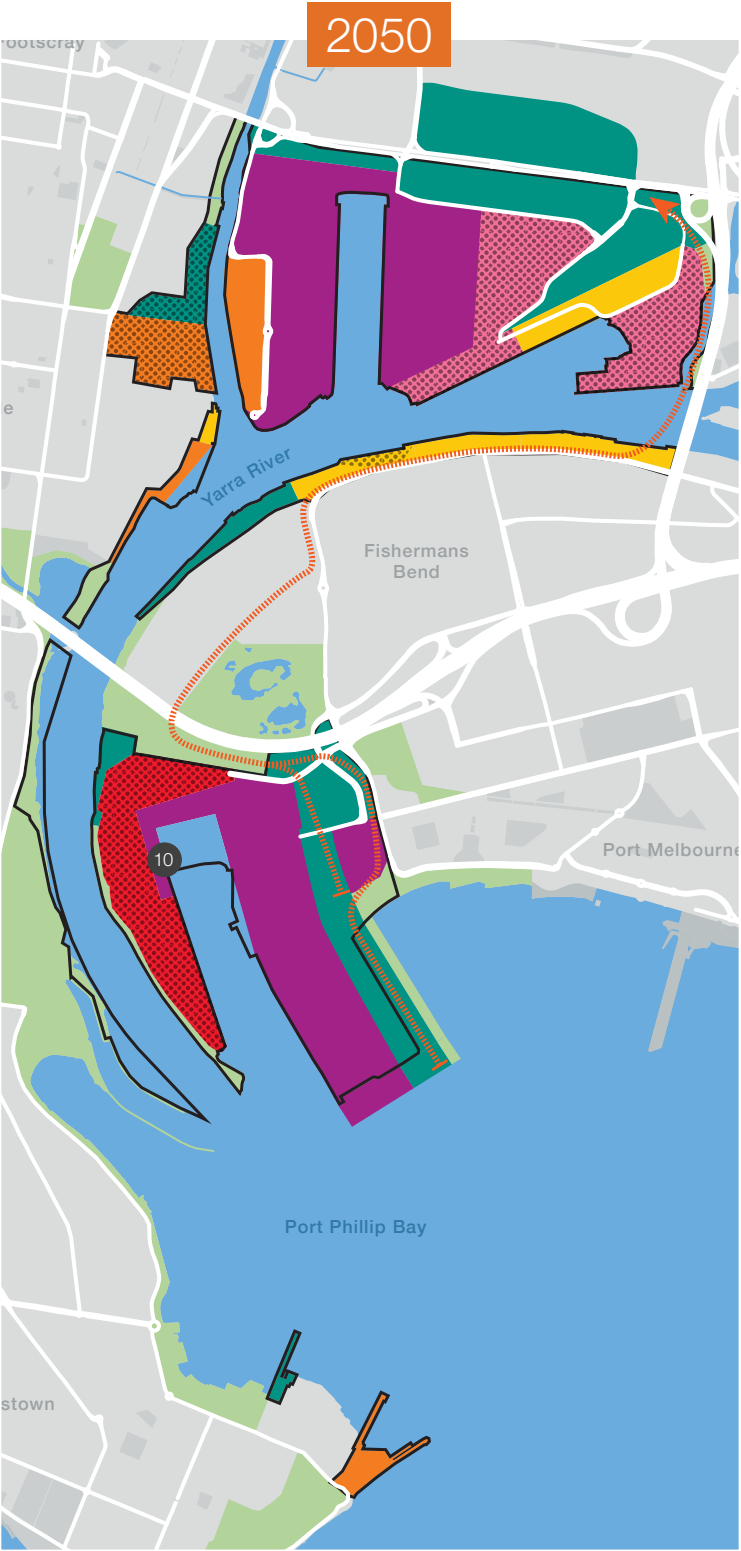
In line with our Port development objectives there are a number of projects that we forecast will need to be delivered by 2035 and 2050 to meet demand and supplement efficiency and productivity improvement projects.

By 2035

- 1 Upgrading Swanson Dock East and West Berths
- 2 Deliver Port Rail Transformation Project
- 3 Expanding Webb Dock East container terminal and upgrading berths
- 4 Relocating Tasmania terminals to Appleton/ Victoria Docks
- 5 Developing a new Webb Dock North container terminal
- 6 Working with the Victorian Government to deliver the Webb Dock Freight Link and Rail Terminal(s)
- 7 Integrating the Port with the former Melbourne Wholesale Market Site in Dynon
- 8 Developing new liquid bulk capacity
- 9 Developing Yarraville land at 221 Whitehall Street

By 2050

- 10 Expansion of the Webb Dock North container terminal.



Land use

- Existing Port of Melbourne land
- Proposed Webb Dock freight link
- Port land with multiple potential or proposed uses subject to change
- Containers
- Tasmanian
- Motor vehicles (break bulk)
- Liquid bulk
- Dry / break bulk
- Public open space and Port buffers
- Port-related activities

Disclaimer: It should be noted that the plan presented on this page has been prepared by PoM on behalf of the PoM Group for planning purposes only. The projects presented will be subject to financial viability, technical feasibility and environmental and planning considerations that will vary over time. The PoM Group accepts no liability for any reliance by any third party of the information presented within this plan.