

Port of Melbourne



2050 Port Development Strategy Consultation Summary Report

October 2020



Thank you

Port of Melbourne is very pleased to put forward this 2050 Port Development Strategy (2050 PDS) for the Port covering a 30 year period through to 2050. As the manager of the Port under the 50-year lease from the Victorian Government, we are excited to engage with our stakeholders on the future growth and development of one of Australia's most critical infrastructure assets.

This 2050 PDS has been prepared to set out a roadmap for the future of the Port. It outlines the high-level plans and approach for developing the capacity and efficiency of the Port over the next 30 years, while also providing a planning framework which is adaptable and responsive to changing needs over time.

We thank all of our stakeholders for their time and effort in working with us to develop the 2050 PDS.

The Port's activities are part of our everyday lives and will continue to play a pivotal role in our city and state. We believe that by working together, we can plan for and deliver the Port capacity and supply chain efficiencies needed to enhance Victoria's competitive position, promote economic and employment prosperity and support greater Melbourne's liveability.

Port of Melbourne is committed to practical approaches and actions that optimise existing capacity and productivity before delivering new infrastructure. We will work with all stakeholders to facilitate greater supply chain efficiencies and promote environmental and social responsibility within the Port community. All of these activities will ensure we are able to respond effectively to trade demand growth and make a positive contribution to the broader community.

We look forward to developing the Port and helping to keep Victoria a great place to live, work and do business.



Brendan Bourke

Chief Executive Officer



2050 Port Development Strategy

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

The 2050 PDS outlines 10 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 the freight industry. The Port's plan for rail terminals supports the Government's intention to move more freight on rail. The project commenced on June 1 2020.

The strategy provides a framework for the next 30 years, yet it is also flexible enough to respond to industry trends, innovation and our evolving city.

The 2050 PDS has been shaped by the following factors:

- 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 around 3.5% per annum year on year
- Global trends in vessel size mean existing facilities will need modifications and upgrades to accommodate longer and wider vessels
- Investment in rail is essential to improve landside connections and to help get trucks off local roads, particularly in the inner-west of Melbourne
- Infrastructure projects can have long lead times.
- A shared focus across industry on delivery is urgently needed to ensure the right infrastructure is in place to service growing demand
- The Port's central city location delivers supply chain efficiencies which benefit the wider Victorian community, but also requires the Port to be mindful of working with communities on issues of noise and amenity.

The final edition of the 2050 PDS is the third publication after the release of the PDS discussion paper, and the draft 2050 PDS. It has evolved to take into account the feedback received on previous documents.

Port Development Objectives

The 2050 PDS is guided by the following development objectives:

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



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

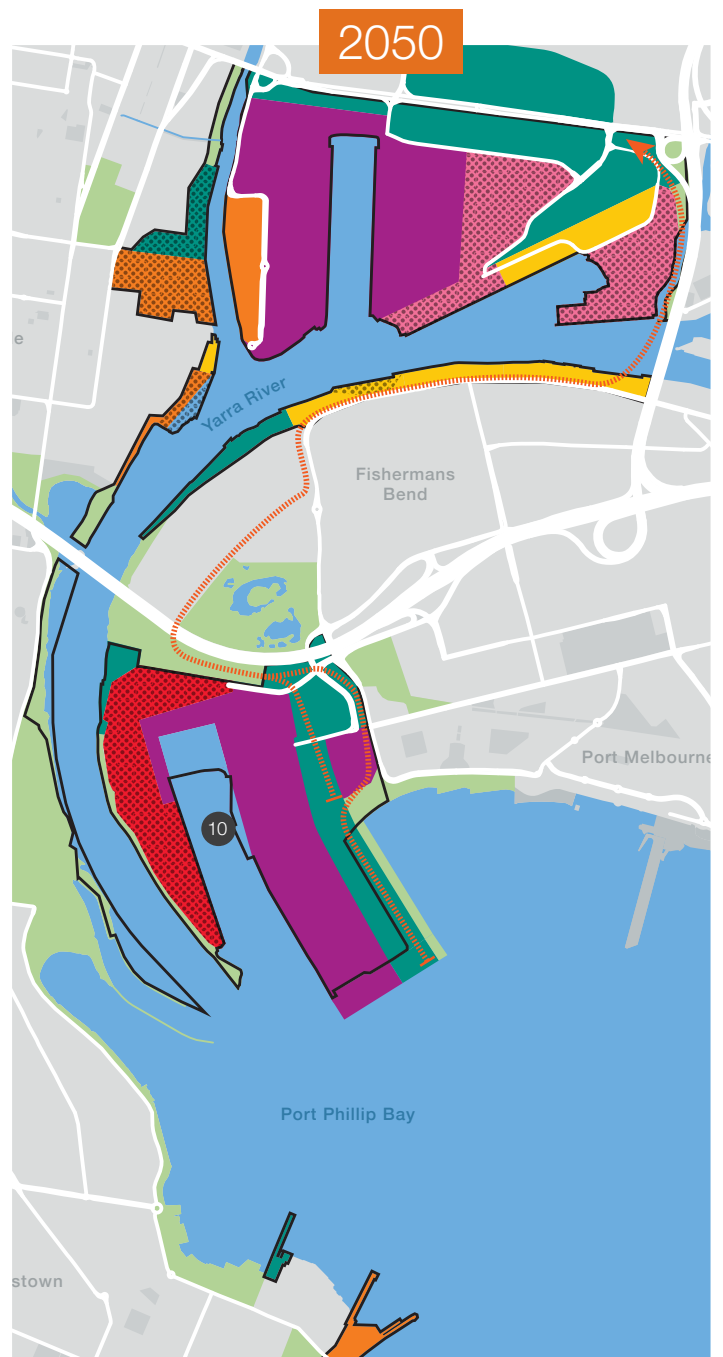
INTO & OUT OF
SOUTH-EASTERN AUSTRALIA

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



By 2035

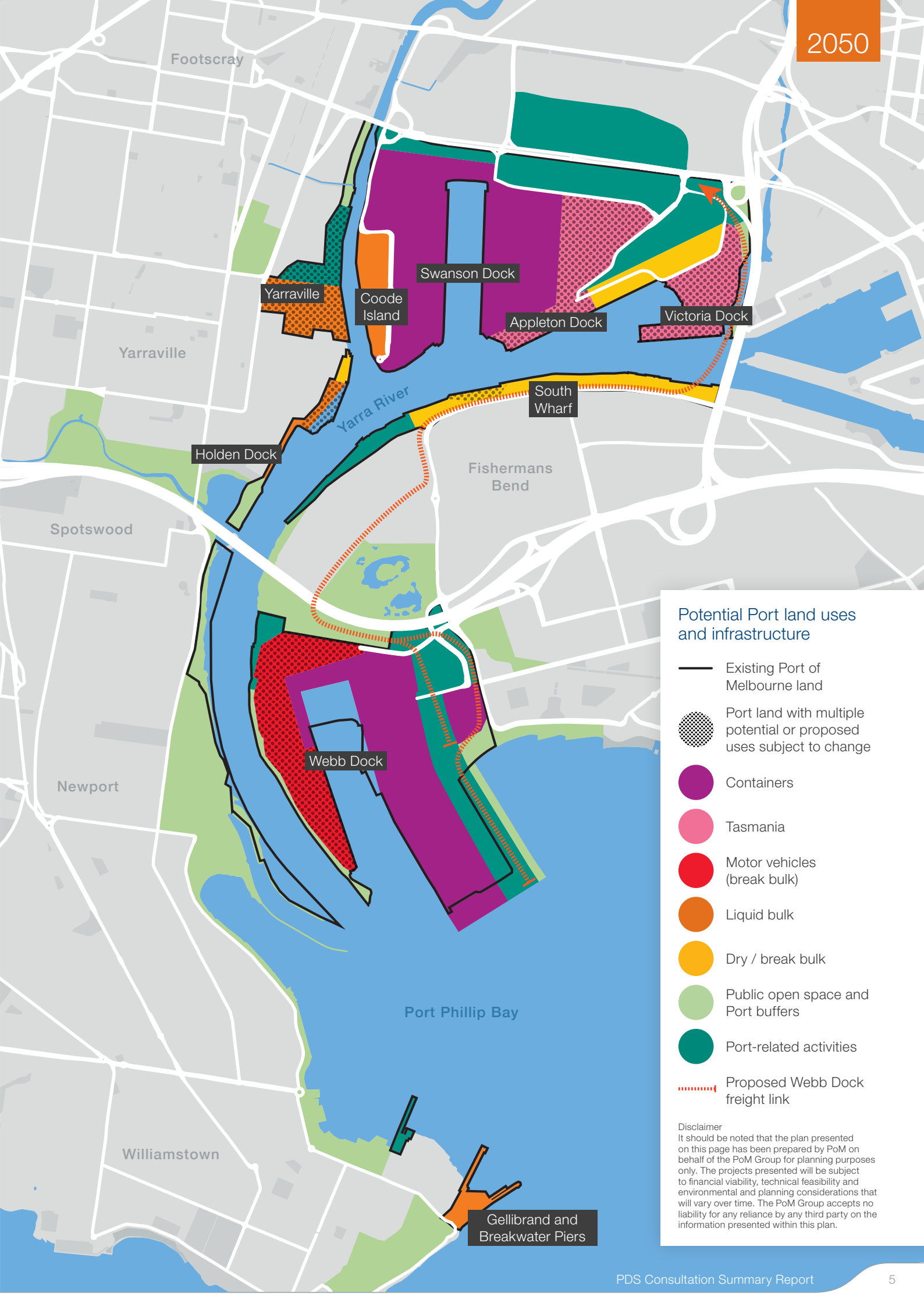
- 1 Upgrading Swanson Dock East and West Berths
- 2 Delivering Port Rail Transformation Project
- 3 Expanding Webb Dock East container terminal and upgrading berths
- 4 Relocating Tasmania terminals to Appleton/ Victoria Docks
- 5 Developing a new Webb Dock North container terminal
- 6 Working with the 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.

Consistent with our development objectives, there are nine projects that will need to be delivered by 2035, and a tenth by 2050.



Potential Port land uses and infrastructure

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

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 on the information presented within this plan.



Our commitment to consultation and engagement

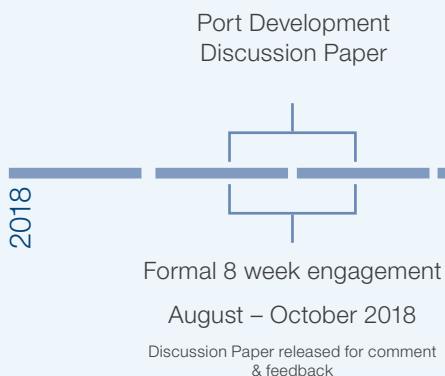
Port of Melbourne is committed to regular engagement with our stakeholders, not only in the preparation of the PDS, but also in every key project and our day to day operations. We are also committed to continually improving our engagement capability and effectiveness so that we can work together with our stakeholders to manage and develop the port in the long-term interests of port users and the Victorian community.

In the development of the PDS, Port of Melbourne engaged in extensive consultation with port users, local and state government, industry associations, special interest groups and the wider community.

Two formal rounds of consultation took place with active engagement from each stakeholder group:

- Discussion paper consultation
- Release of draft 2050 PDS

PHASE 1



PHASE 2





How we engaged

In preparing our PDS, in addition to our regular engagement activities there were two key phases of consultation.

Phase 1 sought to gain broad perspectives from our stakeholders around what was important to them so these issues could be taken into account as we considered how the port should be developed and specific development plans that could be adopted.

Once we had explored the different development options and compiled a draft PDS, we sought further engagement with our stakeholders through Phase 2 on the input assumptions underpinning our planning and the specific development projects proposed.

Consultation phase 1: Port Development Discussion Paper

Type	Number	Comment
Boardroom briefings	7	Briefings with industry associations, port users, customers
Ministerial meetings	n/a	Informal briefings were held with a number of ministerial offices and copies of the Discussion Paper shared
Internal meetings	n/a	Staff were made aware of the discussion paper release, and were encouraged to promote within their networks
External meetings	15	Local Government, Tasmanian and NSW customers, intermodal operators, government agencies and cargo owners
Community drop in sessions	4	One session in each local council area
Community groups	4	Including representatives from Yarraville, Williamstown, Port Melbourne and Docklands

Consultation phase 2: Draft PDS 2050

Type	Number	Comment
Boardroom briefings	9	Briefings with industry associations, port users, customers
Ministerial meetings	3	Ministers Pallas, Horne and Pulford were briefed
Internal meetings	4	It was important to inform PoM representatives of the draft, so they could share with their stakeholders, and encourage feedback
External meetings	19	Local Government, Tasmanian and NSW customers, intermodal operators, government agencies and cargo owners
Community drop in	4	One in each local council area
Community groups	2	Invited to community drop in sessions (see above)

Who we engaged

In preparing our PDS, in addition to our regular engagement activities there were two key Phases of consultation.

Phase one sought to gain broad perspectives from our stakeholders around what was important to them so these issues could be taken into account as we considered how the port should be developed and specific development plans that could be adopted.

Phase two sought direct feedback on the draft PDS by meeting directly with stakeholders and encouraging written submissions.

Government Agencies

PoM worked closely with the following state government agencies and statutory bodies to develop the PDS Discussion Paper and Draft PDS

- Freight Victoria
- Melbourne Port Lessor Pty Ltd
- Victorian Ports Corporation (Melbourne)
- Department of Treasury & Finance
- Essential Services Commission
- EPA
- Worksafe
- VicPol ESV
- Marine Safety Victoria
- Infrastructure Victoria
- Department of Infrastructure
- Department of Environment, Land, Water and Planning
- Fishermans Bend Taskforce
- MFB
- Australian Border force
- Customs, AQIS
- Parks Vic
- AMSA
- Office of transport security
- VicTrack

Peak Bodies and Industry Groups

A number of other key stakeholders also participated in the consultation process including:

- ICHCA Australia Limited
- Container Transport Alliance Australia
- Shipping Australia
- Tasmanian Logistics Committee
- Rail Freight Alliance
- Australasian Rail Freight Alliance
- FTA/APSA
- Ports Australia
- Australian Logistics Council
- Victorian Transport Association
- VECCI
- Victorian Farmers Federation
- Property Council of Australia

Ministerial Portfolios

The port's activities extend across a number of portfolios and Ministerial interests. The following portfolios were engaged directly as part of the Port Development Strategy:

- Ports and Freight
- Treasury
- Economic Development
- Transport Infrastructure
- Tourism, Sport and Major Events
- Roads and Roads Safety
- Fishing and Boating

Industry

As a landlord port, PoM works in partnership with industry to ensure the capacity and efficiency of the port to service trade demand. PoM engaged directly with the following industry representatives in regard to the PDS.

- DP World Australia
- Patrick Stevedores
- VICT
- Toll
- SeaRoad
- ACFS
- Wesfarmers
- ANL/CMACGM
- Keune Nagle
- Qube
- Linx
- Prixcar

General Community

PoM sought to engage a wide range of general community members through:

- PoM web site
- PoM Facebook, Twitter and LinkedIn platforms
- Local government websites
- Drop-in session in each local area

What we heard

Consultation phase 1: Discussion paper consultation

Available to the public for four weeks between September and October 2018, consultation on the Discussion Paper was part of a broader eight-week consultation period involving 20 industry, local government and community workshops and drop in sessions. Although we published formal feedback dates, Port of Melbourne regularly engages with its stakeholders in the normal course of operations, and therefore received feedback after the formal consultation period, which we were happy to include in our considerations.

The aim of the discussion paper was to involve the public by working to exchange information, ideas and concerns, which allowed PoM to have a two way information flow across multiple stakeholders to inform the formation of the Port Development Strategy.

This phase of consultation gave us a great insight into what was important to our stakeholders.





What we heard

Consultation phase 2: Draft 2050 PDS Release consultation

The draft 2050 PDS was released in November 2019 for a four week consultation period, and a call for submissions. More than 40 industry, local government, ministerial and community meetings and drop in sessions took place across a four week period.

All stakeholders were invited to provide a submission. Both a summary and the full draft PDS were available on our website, along with information on community sessions, and details on how to make a submission. A total of 21 submissions were received from industry associations, port users, local councils, state government agencies, community groups and local residents.

The draft PDS consultation phase provided an opportunity for stakeholders to provide comment on specific industry trends, infrastructure configurations and the suite of specific development plans proposed.

The feedback received at this level of detail was often specific to individual interests and in some cases demonstrated the challenges of competing perspectives and interests.

Other feedback was of a general nature, or related to government policy settings and is therefore not addressed in the PDS in detail, but incorporated into our broader planning and operational work.

Feedback themes

Feedback	Raised by			
	Industry	State Government	Local Government	Community
Trucks	●	●	●	●
Rail	●	●	●	●
Technology & Innovation	●	●	●	●
Economic significance	●	●	●	●
Environment & Sustainability	●	●	●	●
Integrated Planning	●	●	●	●
Major Hazard Facilities		●	●	●
Port Buffers		●	●	●
Public Space			●	●
Air Emissions			●	●
Community Amenity			●	●
Noise			●	●
Port Capacity	●	●		
Operational Efficiencies & Supply Chain Costs	●	●		

How we responded

Feedback by issue	Overview	What PoM can do
Trucks	<p>A number of stakeholders across all interest groups identified the need to manage truck congestion, traffic through residential areas and the quality of the truck vehicle fleet. In particular freight truck movements through the inner west was identified as a key concern in relation to public safety, air quality and community amenity.</p> <p>There is a growing need for a long term approach across all relevant stakeholders to balance the needs of industry with a growing city and increasing freight demand.</p>	<ul style="list-style-type: none"> • As a landlord port, PoM has limited control over truck movements outside the port boundary however, we are keen to ensure the efficiency of the end to end supply chain which includes minimising impacts on nearby residents. • PoM has planned the development of the port to ensure there is sufficient queuing capacity within the port boundaries to alleviate near-port road congestion. • PoM's investment in rail will enable rail to take on an increased share of the freight task. • PoM will continue to invest in research to understand freight flows to inform decision making.
Rail	<p>All stakeholders expressed strong support for rail and the need to move more freight by rail.</p>	<ul style="list-style-type: none"> • PoM is investing in new rail infrastructure and rail industry reform inside the port gate to support rail mode shift. • Connecting Webb Dock to the rail network is a key priority in the next phase of Our Plan for Rail.
Technology & Innovation	<p>Technology has the potential to substantially change and improve Australia's transport and logistics systems to the benefit of the entire community.</p>	<ul style="list-style-type: none"> • PoM supports new technology and innovations that support productivity, capacity and safety improvements across the supply chain and will advocate, in conjunction with the freight transport industry, for Governments to support transport system innovation. • We are adopting new technologies in how we manage our assets and are conscious of how technology might change the types of assets we need in the future. • PoM is actively exploring new technologies and innovations that promote supply chain efficiencies and build resilience.
Economic Significance	<p>All our stakeholders acknowledged the strategic significance of the port and the role the port plays in supporting the economy. There was a genuine recognition of the need to grow the port but also a desire to see this growth occur with consideration to the needs of the community.</p>	<ul style="list-style-type: none"> • PoM's 30 year PDS seeks to establish a clear pathway for development and growth at the port and to actively consider the needs of the local community and industry. • The PDS establishes a platform for ongoing engagement to ensure the port's growth plans are developed with consideration of the needs of the community whilst also ensuring port infrastructure is provided ahead of demand to meet the needs of industry and support the economy. • While there were some suggestions that the port could be moved to a different location, PoM and the State is committed to the 50 year lease in the current location.
Environment & Sustainability	<p>A number of stakeholders identified the need for the PDS and associated infrastructure projects to be more explicitly focused on environmental compliance obligations and be more mindful of long term sustainability.</p>	<ul style="list-style-type: none"> • PoM is focused on corporate sustainability at all levels within the organisation. In this regard, PoM is developing a Sustainability Framework to guide our actions and committing to benchmarking our performance against the Global Real Estate Sustainability Benchmark (GRESB). • All port projects will complete all necessary environmental approvals to provide transparency to the community with project specific environmental management plans developed. • PoM is also looking to strengthen our community ties and is increasing support to local partners, such as Foodbank, lower Yarra cleanup, Beach Patrol 3207, and the Westgate Biodiversity Bili Nursery and Landcare group.

How PoM can work with others

- PoM will work with Government to advocate for more efficient and equitable road transport policy.
- PoM will work with Government and interested community groups to advocate for key transport routes to be safeguarded and appropriate measures adopted to ensure certainty in current and future freight corridors.
- PoM considers that transport system network pricing has the potential to have a positive impact on the landside transport network constraints.
- PoM will work with relevant agencies and the community to identify solutions to manage community concerns regarding truck movements through the inner west.
- PoM has engaged extensively with the rail industry to identify specific initiatives that are required to make rail more efficient. In response, PoM has published Our Plan for Rail which identifies industry priorities and is working with industry and relevant agencies to pursue these priorities.
- PoM is working with a range of organisations to explore the adoption of new technologies across the supply chain.
- PoM will continue to work with the freight and logistics industry and relevant State agencies to ensure the prosperity and growth of the Victorian economy continues.
- PoM is a landlord port operator which means we own and manage the port land and shared port infrastructure which is leased to private tenants to perform their services and operate terminals.
- PoM will continue to work with port users and relevant stakeholders to identify initiatives that can be adopted to support the sustainability of the port and associated freight and logistics supply chains.

How the PDS has been changed

- The PDS has been expanded to further explore these issues and specifically call out the truck challenges in the inner west and the need to initiate actions to address these concerns. Pages 37, 38, 41 and 68.
- The PDS has been updated to emphasise the need to focus on an efficient port rail solution and the need to move more freight by rail. Pages 33 and 41.
- Further emphasis has also been placed on the need to accelerate the connection of Webb Dock to rail. Pages 37 and 38.
- The role of technology and innovation in the port freight supply chain has been expanded within the PDS and particularly, to emphasise the need to remain agile and adaptive to new technologies that contribute to supply chain efficiencies, reduce cost, improve the liveability of our city and support the resilience of our supply chains to underpin the economy. Pages 38 and 68.
- Further emphasis has been placed on the role of the port in supporting economies outside Metropolitan Melbourne including for example Tasmania and regional exporters. Page 26.
- Specific references are now made in regard to the Environment Protection Act (1970), and forthcoming Environment Protection Act 2018 (the Amendment Act) where applicable for proposed projects. Pages 45 and 66.
- The PDS has been expanded to emphasise PoM's focus on sustainability and the development of a Sustainability Framework to guide port operations and future development. Page 69.

NOTE: all page references are examples, and not an index of every reference to the topic listed. Page number denotes number at bottom of PDS page, not the page number displayed in the window of Adobe Acrobat Reader.

Feedback by issue	Overview	What PoM can do
Integrated Planning	There was strong support for a more integrated approach to strategic planning across all relevant agencies and particularly, support for an integrated approach to transport and statutory planning	<ul style="list-style-type: none"> The PDS 2050 will become a reference document in all Planning Schemes and will provide an important reference for future development and integrated planning initiatives.
Major Hazard Facilities	Major Hazard Facilities are defined areas to allow for operations such as liquid bulk and chemical storage which, in turn, creates appropriate separation distances from potentially hazardous areas to certain types of land uses. Local government particularly expressed a need to ensure appropriate planning for growth in this regard.	<ul style="list-style-type: none"> The liquid bulk and chemical trades play a critical role in the Victorian economy and the daily lives of every Victorian. PoM has identified two potential areas for growth to support existing liquid bulk handling in the port including the Yarraville Precinct and the Williamstown Precinct. PoM will continue to actively defend encroachment on these facilities to ensure future growth is not constrained and public safety is maintained.
Port Buffers	<p>Port buffers play an important role in supporting the safe and efficient running of the Port, while mitigating noise and visual amenity impacts to local communities associated with port operations which continue to be undertaken 24 hours a day, 365 days a year.</p> <p>PoM has to plan for significant trade growth over the long term to support the Victorian economy and community. This means that all Port land will need to be used more intensively into the future.</p>	<ul style="list-style-type: none"> PoM will continue to invest in and advocate for strong buffers as the Port will stay in its current location for 50 years. Strong buffers are required to reduce land use conflicts and provide planning certainty to both the Port and our neighbours. PoM will continue to work with state agencies and local governments to ensure existing buffers and land use planning controls are managed to protect the operational efficiency and growth capacity of the port. PoM has invested in improving the buffers on Port land which includes landscaped areas, public open space, cycling trails and shared user paths.
Public Space	The port owns, manages and maintains over 10 hectares of public open space. These areas are important to community amenity, to buffer the port's operations and to promote a shared appreciation of the port's operations with neighbouring communities.	<ul style="list-style-type: none"> PoM is committed to providing public open space and sharing the important role that the port plays as a city port. As the port develops there may be some changes required to public open spaces to accommodate trade requirements. Under these circumstances, PoM is committed to working with adjoining communities and ensuring that the total area of public space across all of the port's land holdings is not reduced. In specific response to proposals to allocate 221 Whitehall Street for community use; this site is strategically significant to commercial port operations and PoM has no plans to reallocate this site for community use. Port of Melbourne will be located near the CBD well into the 2060s. Over this time the port will invest in numerous projects to increase capacity, without substantially changing the land footprint. All port land will need to be used more intensively as the port grows. Moving the port is economically unviable. PoM commits to complete investments while maintaining the utility of port open spaces and seek opportunities to invest in greater public access where appropriate and possible.

How PoM can work with others

- PoM will work with Freight Victoria and relevant communities and government agencies to develop an integrated transport plan for the inner west which identifies specific initiatives that can be undertaken to balance community concerns with industry needs.
- PoM supports the role for the State in developing a Victorian Ports Strategy that considers not only port infrastructure and capacity but also the broader transport network capacity and industrial land use needs.
- PoM will work with Government to advocate for the re-introduction of the Principal Freight Network within the statutory planning framework.
- PoM will continue to work with relevant State agencies and local governments to ensure planning controls around major hazard facilities are enforced to ensure public safety.

- Port buffers are particularly important to both the efficient operations of the port and also to ensure the amenity and liveability of surrounding communities. PoM will continue to be a strong advocate for improved statutory planning controls that strengthen and protect buffers around the port and enable the port's ongoing 24 hour operations.
- PoM will continue to work with both State and Local Government to advocate for the strengthening of the statutory planning framework in the port environs, including the use of the 'agent of change' principle and 'two way' buffering.

- PoM will work with relevant agencies including local governments and new development precinct planning authorities such as Fishermans Bend Taskforce and Development Victoria to ensure a shared approach and responsibility to public open space.
- PoM will continue to work with Local Government to ensure that the public open spaces are maintained and commit to work on facilitating improvements where possible.

How the PDS has been changed

- The PDS has been further expanded on the discussion of the Port of Melbourne Planning Scheme to emphasise the need for statutory planning certainty for both the port and adjacent communities. Page 43.

- No change to the PDS was required as a result of this feedback.

- The PDS has been expanded to highlight the importance of strong buffer management and the shared responsibility for statutory planning controls. Page 43.

- The PDS has been updated to reflect the importance of public open space within the context of a city port and PoM's commitment to work with local governments and the community in managing and developing public open space. Page 70.

Feedback by issue	Overview	What PoM can do
Air Emissions	The majority of responses addressing air quality were related to truck movements outside the port boundary and the impact of truck emissions on local residents.	<ul style="list-style-type: none"> As a landlord port, PoM has limited influence over the operations of tenants and port users but can work with all port users to ensure compliance with relevant local and international standards. PoM is also committed to working proactively with all our port users to identify ways that as an integrated supply chain we can reduce overall emissions – our rail program is a key component of this work. PoM also has a Safety and Environmental Management Plan and is developing a Sustainability Framework to support and guide future infrastructure investment.
Community Amenity	The responses in regard to amenity were quite broad covering for example the need to maintain shared uses of the Yarra River Channel, opportunities to improve public space managed by the port, putting pipelines underground and planning for transport corridors that protect community amenity.	<ul style="list-style-type: none"> The PDS identifies areas of influence of PoM on community amenity and our commitment to work with local governments and the community in this regard. As we develop and invest in infrastructure, we will also ensure that community amenity is taken into account and particularly, measures to ensure the port is developed as a city port.
Noise	Local Government and the community, particularly in Williamstown, expressed the need to ensure that the current operations of the port and future growth plans consider the noise and amenity of the port.	<ul style="list-style-type: none"> The future growth plans of the port are defined by the existing footprint of the port lease with Webb Dock the natural location for the next tranche of significant capacity development. PoM acknowledges the close proximity of this site to residential communities and is committed to engaging with these communities in regard to noise and amenity.
Port Capacity	There was a strong recognition from stakeholders that planning for future port capacity is crucial for all parties – governments, communities, port infrastructure owners and port operators. There was also a strong call to accelerate key projects in direct response to capacity demand particularly in regard to accommodation of larger container ships and delivery of the Webb Dock Freight Link.	<ul style="list-style-type: none"> The 2050 PDS outlines PoM's plans for investing in capacity at the port. It will be important to ensure that our investment in new capacity is in response to industry demand and therefore we will continue to work with industry and remain adaptive to changes in demand timing and other triggers for investment.
Operational Efficiencies & Supply Chain Costs	Industry stakeholders particularly provided strong feedback on the need to ensure operational efficiencies across the end-to-end supply chain and investments that drive efficiencies and reduce supply chain costs.	<ul style="list-style-type: none"> The 2050 PDS seeks to identify the most efficient and prudent investment for port infrastructure across all of the port users in response to trade and capacity demand. Whilst it is recognised that some of the infrastructure plans will require interim disruptions as some trades are relocated, PoM is committed to working with industry to deliver long term efficiencies across all trade supply chains. PoM actively explores opportunities to take costs out of the supply chain and drive efficiencies with the Port Rail Transformation Project an example of this.

How PoM can work with others

- PoM has limited control outside the port boundary but recognises the concerns associated around air quality emissions from trucks in the inner west. PoM will work with communities, local governments and relevant State agencies to identify actions that can be taken to address these concerns.
- Consistent with the responses on truck traffic, PoM will work with local communities, local governments and relevant State agencies to advocate for more effective transport planning that manages the impact of trucks on local community amenity outside the port boundaries.
- Navigational access and use of the Yarra River is a key priority as our economy responds to larger container vessel sizes and increased trade demand. Ensuring the right operational outcomes will be a shared responsibility across a number of agencies and we are committed to working with relevant agencies to deliver the right outcomes.
- PoM will work with relevant communities, local governments, state agencies and operators to understand and investigate any specific noise concerns and identify potential solutions.
- PoM will continue to work with relevant State agencies to ensure that appropriate network capacity is planned to complement port infrastructure capacity.
- PoM has no control over the prices charged by various supply chain participants however we recognise the need for greater transparency in supply chain costs and are working with Freight Victoria to promote greater transparency in cost and performance across the end-to-end supply chain.

How the PDS has been changed

- Additional commentary added regarding the role of more efficient shipping to maximise environmental benefits and minimise shipping costs. Page 28.
- Consistent with the strong comments and feedback on truck movements outside the port boundary and the associated impacts on local residents, PoM will advocate to the State to reduce land use conflicts with truck use and more efficient use of trucks on the freeway network. Pages 37 and 65.
- The need for a coordinated approach to truck transport planning outside the port boundaries has been expanded. Pages 6, 37, 59 and 63.
- The PDS has been expanded to recognise the proximity of the port to residential communities and the need to consider noise attenuation opportunities or solutions as part of any future development activity. Pages 6, and 43.
- The need to accelerate the delivery and alignment of key infrastructure projects in response to current demand has been highlighted with particular regard to big ships and the Webb Dock Freight Link. Page 30.
- The PDS has been expanded to emphasise the need for operational efficiencies and supply chain cost savings that enhance and support economic performance and competitiveness of our economy. Pages 43 and 66.

Disclaimer

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