Port of Melbourne

2055 Port Development Strategy

Our commitment to reconciliation

Reconciliation is fundamental to protecting and preserving the cultural heritage of the land and water on which we operate. In support of reconciliation, we will continue to develop our relationships with local Registered Aboriginal Parties, communities and other like-minded organisations to deepen our understanding of First Nations culture and form partnerships that offer opportunities for First Nations people. PoM continues to advance reconciliation through actions that align with Reconciliation Australia's three core pillars: relationships; respect; and opportunities.

Acknowledgement of Country

Port of Melbourne acknowledges the Bunurong, Wadawurrung, and Wurundjeri Peoples of the Kulin Nation as the Traditional Custodians of the land and waters on which our business operates. We recognise and value their unique cultural heritage, customs, spiritual beliefs, and relationship with the land. We pay our respects to their Elders past, present, and emerging, and to all Aboriginal and Torres Strait Islander peoples across the communities in which we work.

Foreword

Port of Melbourne Operations Pty Ltd is pleased to publish this 2055 Port Development Strategy, which outlines our port development vision to support the continued growth and development of the Port of Melbourne.

Our 2055 PDS outlines our high-level approach for developing the Port's capacity and efficiency over the next 30 years, while providing an adaptable and responsive planning framework.

The Port is one of Australia's most critical infrastructure assets, serving as the key trade gateway that underpins economic growth. Located in the heart of Melbourne, the Port delivers goods that are part of our everyday lives. Goods such as vehicles, food, clothes, and medical products, all reach our communities through the Port.

As the manager of the Port, PoM is committed to delivering capacity and supply chain efficiencies to meet the growing needs of our economy. As our population increases, the Port's capacity must grow too, and we will continue to innovate to find the right solutions to the challenges and opportunities we face.

This means continuing to engage with our stakeholders about the Port's future growth and development. We are actively planning for additional container capacity and better landside connections to continue to provide an efficient and effective freight network.

This 2055 PDS shares our port development vision. It considers the views of our many and diverse stakeholders who took the time to participate in our 2055 PDS engagement program, as well as stakeholders' contributions in our other engagement and business as usual activities.

I would like to personally thank everyone who participated. Developing Australia's busiest cargo port to respond to growing trade demand will enhance Victoria's competitive position and economic prosperity, keeping Victoria a great place to live, work and do business.

Port of Melbourne looks forward to continuing to work with our stakeholders on the task ahead.

Saul Cannon
CEO

Who we are

Port of Melbourne Operations Pty Ltd (PoM) was awarded a 50-year lease of the Port of Melbourne by the Victorian Government in September 2016.

PoM is responsible for the strategic planning, development and management of the Port and is owned by the Port of Melbourne Group, which is made up of large, well-established Australian and global infrastructure investors and managers, who bring decades of local and global experience and expertise to the Port.

Our vision

Our passion for growing trade creates an enduring city port, driving the economy and enriching lives.

Our mission

Working with stakeholders, delivering innovative and sustainable port solutions - creating the future and building on our proud history.

Our values

Our values are a shared understanding across our people of what we stand for as an organisation. These values describe the things we strive for with both our internal and external stakeholders.

- **Integrity** – We build trust by acting with honesty and transparency.
- **Collaboration** – We achieve more by engaging and working together.
- **Accountability** – We fulfil our commitments, take responsibility for our actions, and celebrate success.
- **Adding value** – We embrace excellence and innovation in what we do and how we do it.

Global Infrastructure Partners a part of BlackRock | OMERS | futurefund Australia's Sovereign Wealth Fund | QIC

Connecting Australia to the World

Port of Melbourne is a crucial link in Australia's economy and society, efficiently moving goods, supporting jobs and connecting communities with the products they need. Our commitment to resilient, future-ready operations underpins economic growth and the everyday lives of Australians. In an ever-evolving global landscape, Port of Melbourne remains dedicated to **Connecting Australia to the World**.

Contents

1. Introduction

Preparing for the future

Australia's largest container, automotive and general cargo port

As Australia's largest general cargo and container port, the Port is a vital trading gateway for South-Eastern Australia, facilitating more than one third of the nation's container trade and enabling economic activity in the region.

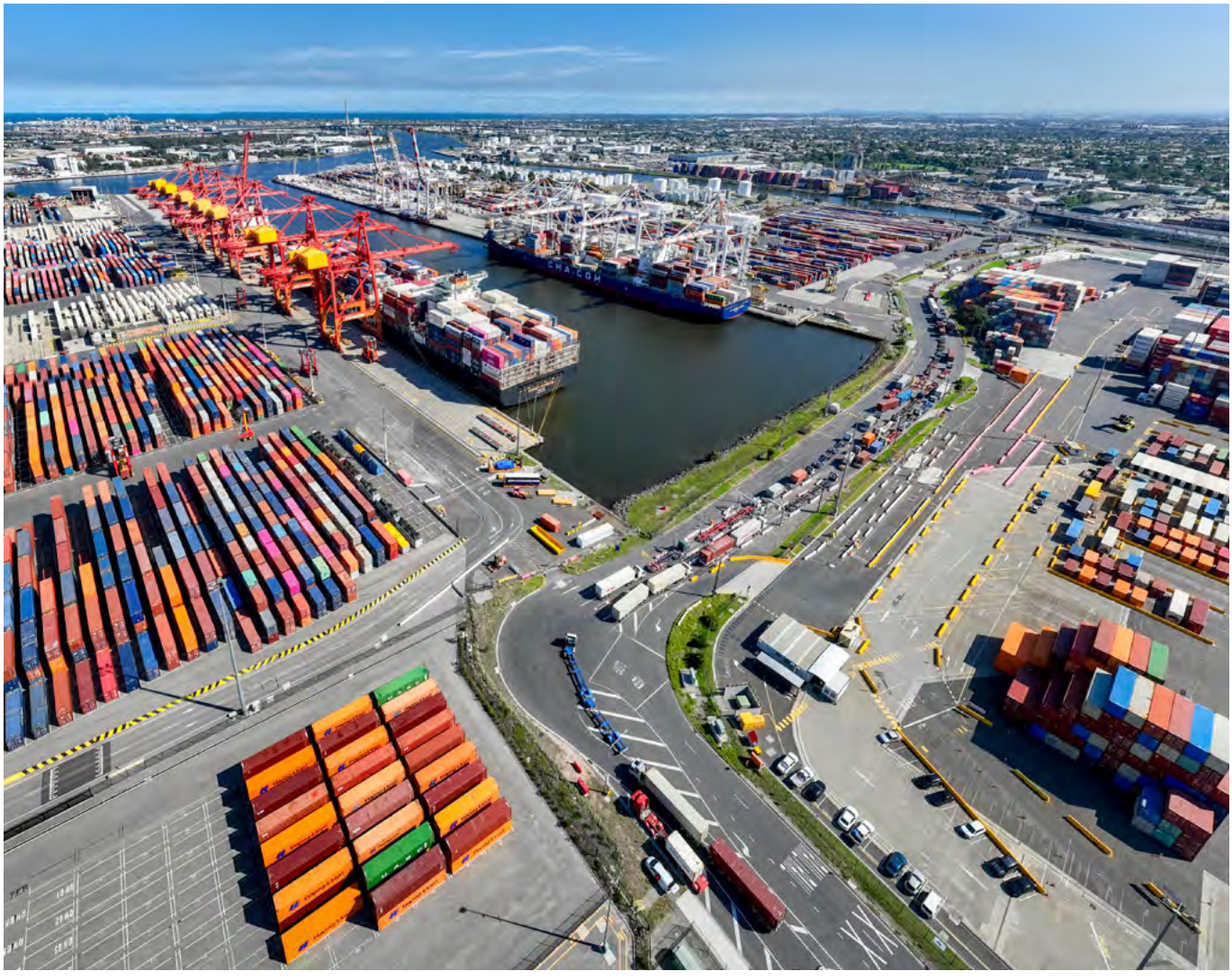
The day-to-day way of life for many Australians depends on the Port running efficiently. Located in the heart of Melbourne, the Port services more than 6 million Victorians, and supports thousands of cargo owners across South-Eastern Australia to do business.

Operating 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 building, manufacturing, retail, food, agriculture, and energy industries all rely heavily on the Port and its central road and rail transport connections. Each day, the Port handles 9,300 twenty-foot equivalent units (TEU)[1] of containers, carrying consumer goods like dairy products, toys, furniture and household appliances.

The Port also delivers benefits well beyond the Port gate, supporting more than 30,000 direct and indirect jobs and contributing $11 billion[2] to the national economy annually.

As our population grows and trade increases, port development will be critical to Victoria's economic prosperity. We will need to navigate complex opportunities and challenges, like road and rail network connection improvements. By working together, we can continue to create more efficient and sustainable port infrastructure that supports future trade needs and benefits our growing population.



1. In FY 2024/25
2. 2021-22 Economic contribution of the Port of Melbourne (ACIL Allen, 2023).

The Port of Melbourne is:

AUSTRALIA'S LARGEST
container and general cargo port

Contributing
30,000
jobs and
$11 Billion
to the Australian economy

Covering

534
HECTARES

Located in the heart of
MELBOURNE

Operating
24 hours a day,
365 days a year

The Gateway
for moving goods into and out of South-Eastern Australia

The 2055 Port Development Strategy

This Port of Melbourne 2055 Port Development Strategy (2055 PDS) has been developed in accordance with the requirements of Part 6B of the *Port Management Act 1995* (Vic) and the Ministerial Guidelines for Port Development Strategies (the Ministerial Guidelines).

This 2055 PDS sets out a vision for the future development of the Port for the next 30 years (from 2025 to 2055). It responds to the anticipated changes from growing trade needs and changing service requirements, providing strategies for developing the Port's capacity and efficiency that are underpinned by an adaptable and responsive planning framework.

We recognise there are many different views on how to develop such a critical asset. This Final 2055 PDS has been developed after considering our stakeholders' input and feedback on the Draft 2055 PDS which was published for stakeholder consultation in April 2025.

Port stewardship obligations

The Victorian Government's objective is that the Port is managed, operated, maintained and developed to continue to be a major seaborne trade gateway to the benefit of the Victorian economy.

Within the context of the regulatory framework, the Victorian Government requires that PoM:

- Manages, operates and maintains the Port in accordance with Good Operating Practice
- Ensures that the Port is capable of providing access to intrastate, interstate and international shipping, including being able to reasonably accommodate vessels of the size and type required to meet trade needs
- Ensures that the Port is capable of providing access to intrastate and interstate rail and road transport
- Provides access for visits by safety, security and defence vessels
- Provides infrastructure capable of supporting defence vessel visits.

Policy Context

The 2055 PDS seeks to, where relevant, support, align or consider the priority policy objectives of the Australian, Victorian and Local Governments. In developing the 2055 PDS, consideration has been given to:

Australian Government

National Ports Strategy
National Rail Action Plan
Infrastructure Priority List
National Freight and Supply Chain Strategy
NHVR Heavy Vehicle Productivity Plan

Victorian Government

Victorian Commercial Ports Strategy
Victorian Freight Plan 2025-30
High Productivity Freight Vehicle Plan - Moving more with Less 2021
Principal Freight Network (PFN)
Harbour Master's Directions for Port of Melbourne
Fishermans Bend Framework
Fishermans Bend Integrated Transport Plan

Local Government / Planning Frameworks

Council Plans and Urban Planning Strategies
Plan Melbourne
Municipal Planning Strategy
Melbourne Industrial and Commercial Land Use Plan
Planning Policy Framework
WorkSafe MHF Advisory Areas
EPA - General Environmental Duty

How the Port is planned and managed

The port's facilities include:

- 30 commercial berths and wharves
- Terminal and trade-handling facilities
- Road and rail network connections.

PoM works in partnership with a number of private businesses to operate the Port and the roles and responsibilities are outlined below:

PoM: PoM is responsible for planning, operating and maintaining around 534 hectares,[3] 52 km of shipping channels within Port Phillip Bay and the Yarra River and the port road and rail network.[4]

Ports Victoria: A government entity, Ports Victoria manages the safe navigation of vessels in port waters, waterside emergencies, dangerous goods management and marine pollution response, and Station Pier, which is Victoria's premier cruise and passenger shipping facility. Passenger Ferry Services (including Port Phillip Ferries) are operated independently of both Ports Victoria and PoM.

Ports Victoria provides technical advice to government on port development and maritime-related matters and manage pilotage and towage services provider licencing regimes.

The Harbour Master is employed by Ports Victoria and is responsible for safe navigation in the port's waters and Vessel Traffic Services (VTS).

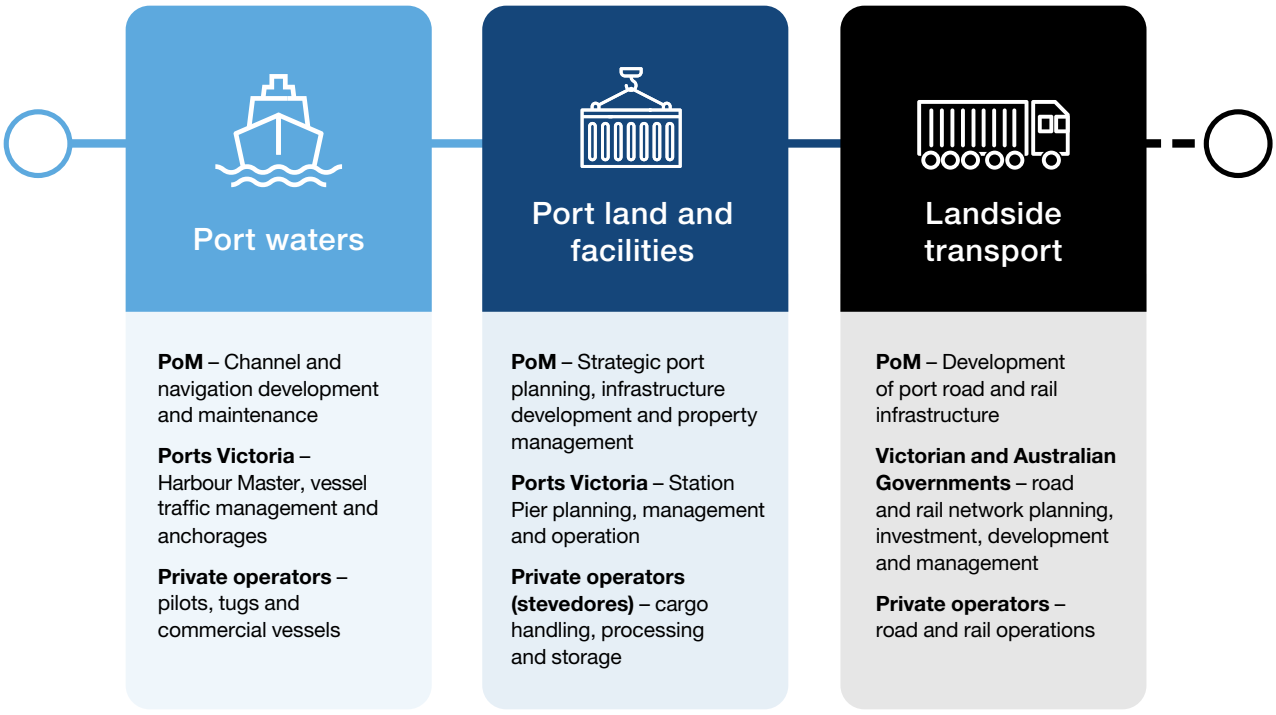
Shipping lines: A large number of international and domestic shipping lines provide regular services between Melbourne, other Australian ports and the rest of the world. Key international destinations include Asia, Europe, Middle East, North and South America, New Zealand and the Pacific Islands.

Pilotage and towage services: All vessels greater than 35m in length must use marine pilots in port waters. Pilots are from private companies and are experienced navigators and ship handlers who guide commercial vessels. Towage services help manoeuvre large commercial vessels within the Port.

Stevedores: Private stevedores service visiting vessels in the Port, unloading and storing cargo until it is collected and loaded on to cargo ships, trucks, and trains.

Road and rail transport: Private companies transport cargo to and from the Port by road and rail. They use specialist transport equipment like container trucks, car carriers, road tankers, and trains to connect the Port to importers and exporters.

Parks Victoria: Manages several marinas, harbours and adjacent waterways as part of its broader responsibilities.



3. With the inclusion of the former Melbourne Wholesale Market site in Dynon.
4. PoM is not responsible for managing or operating any passenger or commuter ferry service (i.e. Port Phillip Ferries) and setting or enforcing marine speed limits.

Port of Melbourne regulation

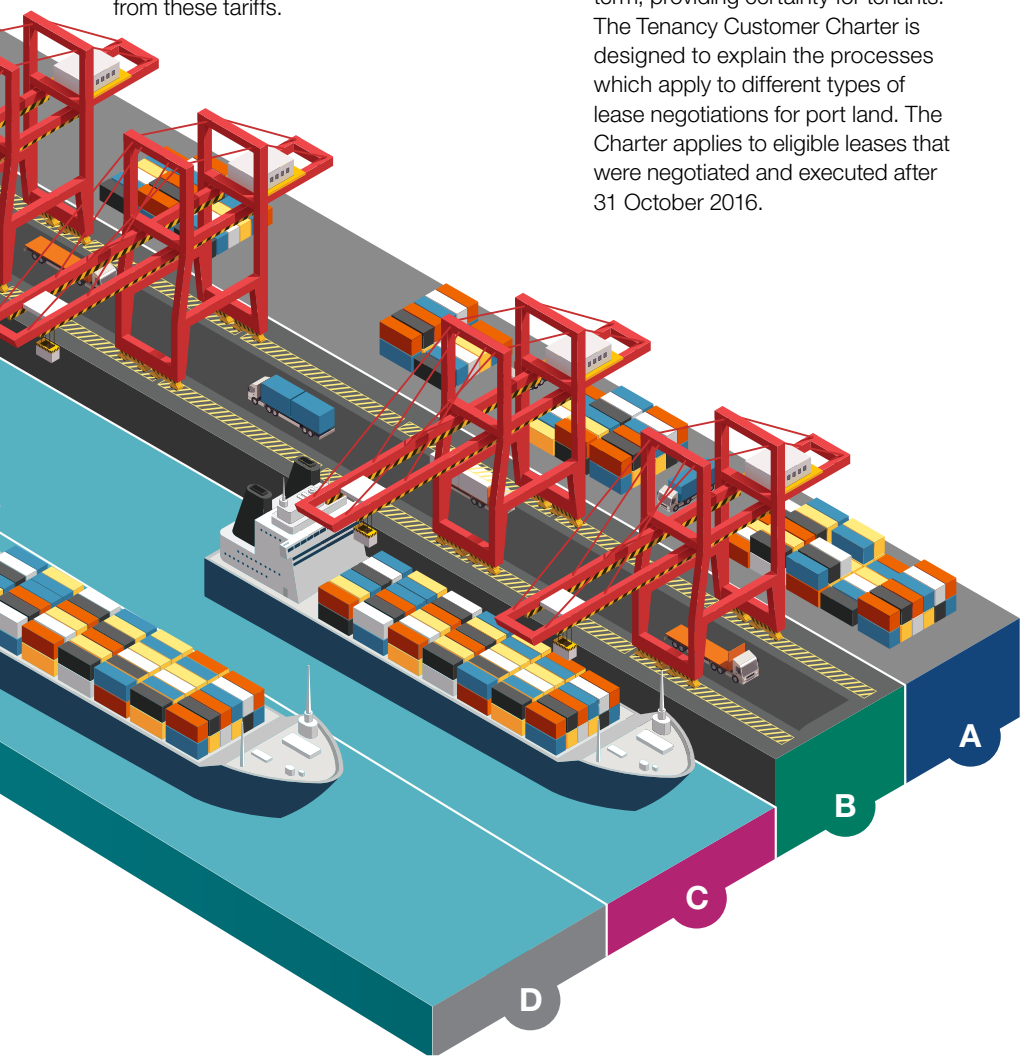
PoM operates under a regulatory framework that outlines how fees (also known as tariffs) are set to recover the cost of port facilities and assets required to provide port services (known as prescribed services).

The regulatory framework, which took effect on 1 July 2016, is overseen by the Essential Services Commission (ESC) and is based on rules that are designed to ensure investments are prudent and efficient and that PoM can recover its efficient costs of providing prescribed services. The regulatory framework limits the weighted average annual increase in tariffs for prescribed services to be no more than CPI until at least 2032. PoM investments pursued under this 2055 PDS (once finalised) will be considered in light of their effect on our prescribed services and tariffs.

For further information on PoM regulation please visit: **www.portofmelbourne.com/regulatory-information/**

Fees we charge

Tariffs for prescribed services include fees such as wharfage fees, berth hire fees, and channel fees. Charges for leasing of space and facilities are separate from these tariffs.



A Leasing of space and facilities (Non-prescribed)

PoM negotiates rental agreements for access to land and facilities directly with tenants. Many leases are long term, providing certainty for tenants. The Tenancy Customer Charter is designed to explain the processes which apply to different types of lease negotiations for port land. The Charter applies to eligible leases that were negotiated and executed after 31 October 2016.

B Wharfage fees (Prescribed)

The wharf is an area for loading and unloading cargo. Wharfage fees are charged per unit of quantity, volume or weight for all cargoes, including empty containers, loaded or unloaded from or between vessels.

C Berth hire fees (Prescribed)

The berth is where vessels are secured at the waterfront edge. Berth hire for Common User berths is a time-based fee.

D Channel fees (Prescribed)

The channel provides port access for commercial vessels. Fees are levied once per ship visit, on a gross tonne basis, for use of the channel and associated services.

Outcomes from the 2050 PDS

What we said in the 2050 PDS

PoM began preparation of the 2050 PDS in early 2018, completing two rounds of stakeholder engagement (in mid-2018 and late 2019), and finalising and publishing the 2050 PDS in 2020. Based on information available to PoM at the time, the 2050 PDS incorporated long term trade and transport fleet demand forecasts and identified short, medium and long-term infrastructure projects to address these needs.

PoM has delivered, or is currently delivering, many of the short and medium-term infrastructure projects outlined in the 2050 PDS. Under Part 6B of the *Port Management Act 1995* (Vic), PoM must update its Port Development Strategy every five years in line with current and projected requirements.

A range of external factors have changed

Port operations and development are influenced by a range of external factors, which need to be reviewed and sometimes revised to respond to changing conditions. Whilst most of the factors we identified for the 2050 PDS continue to be relevant today, new factors have emerged over the last five years, which include, but are not limited to[5]:

- **Slower trade demand growth** – Since the COVID-19 Pandemic commenced in 2019, there has been a higher degree of trade volatility and a slowdown in trade volume growth through the Port compared to what was expected. The 2050 PDS container forecasts for 2025 were 3.6 million TEU compared to 3.4 million TEU forecast in this 2055 PDS (around a 6% reduction). Trade demand growth slowdown is expected to continue with a current projected container growth of 2.5% per annum compared to 3.5% per annum in the 2050 PDS.
- **Altona oil refinery closure** – In February 2021, ExxonMobil announced plans to close the Altona Oil Refinery and redevelop the site for refined petroleum product distribution. The refinery was closed in 2023 and saw the Port's crude oil volumes replaced with refined petroleum product volumes.
- **Tasmanian passenger ferry relocation** – In April 2020 TT-Line announced relocation of its' Tasmanian passenger ferry service from Station Pier in Port Melbourne to Geelong. TT-Line services from Geelong commenced in October 2022, reducing the number of Tasmanian vessel visits to Station Pier, changing which Port of Melbourne Channels are used.
- **Container Ship Size** – There has been an increase in ship size of visiting container vessels since the last PDS.

PoM has continued to invest in the Port

PoM has invested over $1 billion in enhancing and maintaining port infrastructure since 2016, with up to a further $1.5 billion expected by 2030. This investment has been made in conjunction with our tenants, other infrastructure providers and government, all of whom have materially invested in their facilities and assets. Key PoM capital works investments and their approximate value include:

- $175 million in upgrading the Swanson Dock East and West berths to enable the Swanson Dock East and West Container Terminals to handle larger container vessels
- $210 million in delivering the Port Rail Transformation Project to provide an on-port rail terminal, which is directly connected to the Swanson Dock East Container Terminal
- $60 million in expanding the Webb Dock East Container Terminal through provision of a new mooring dolphin at the southern end of the berth and extension of the berth by 71m to the north
- $60 million in undertaking required annual maintenance dredging of the Port channels and berths

PoM has also entered into a long-term lease with the Victorian Government for 29ha of the former Melbourne Wholesale Market Site in Dynon with this land to be incorporated into the port. PoM expects to access this land in 2026 once the West Gate Tunnel and Melbourne Metro projects currently using the site have been delivered.

Project delivery updates from the 2050 PDS

PoM identified ten projects for delivery within the first 15 years of the 2050 PDS (by 2035) and an update on these projects is provided on page 17.

5. This analysis does not contemplate the impact of trade tariffs

2025

1-3 **Complete** refers to recently completed projects identified in the 2050 PDS

4-5 **In Delivery** refers to projects that PoM has committed to and are actively investing in the planning, design or construction stages of the project in order to deliver the intended outcomes

6-8 **Planned Developments** are projects that PoM is actively planning for, but will not proceed unless a final investment decision or commitment to proceed with project delivery is made

9-10 **Potential Developments** are projects that PoM and/or other infrastructure owners may deliver, but PoM is monitoring or assessing different alternatives and/or the feasibility of these projects to deliver the desired outcomes along with the potential scope of PoM's involvement (if any)

- Existing Port of Melbourne land
- Containers
- Tasmanian
- Motor vehicles (break bulk)
- Liquid bulk
- Dry / break bulk
- Break bulk
- Public open space and Port buffers
- Port-related activities
- Potential Webb Dock freight link

1. **Upgrading Swanson Dock East Berths (Complete)** – the Swanson Dock East berth and mooring upgrades were completed in 2024.

2. **Port Rail Transformation Project (Complete)** – the works were completed in late 2023 with a new rail terminal delivered which provides rail access to the Swanson Dock East Container Terminal. A range of supporting road and rail works have also been delivered.

3. **Webb Dock East Container Terminal Mooring Dolphin and Berth Extension (Complete)** – the works were completed in 2024 through the provision of a 71m berth extension to the north and mooring dolphin to the south.

4. **Upgrading Swanson Dock West Berths (In Delivery)** – the Swanson Dock West berths and mooring upgrades are currently being delivered in stages. The project has been extended and expected to be completed in 2029-30 due to project requirements and stakeholder feedback.

5. **Integrating the Port with the former Melbourne Wholesale Market Site in Dynon (In Delivery)** – PoM has signed a lease with the Victorian Government to incorporate around 29ha into the Port of Melbourne. PoM expects to get access to the land in 2026.

6. **Relocating Tasmanian terminals to Victoria Dock (Planned Development)** – planning for this relocation is ongoing and continues to support the delivery of the Webb Dock North Container Terminal.[6]

7. **Webb Dock North Container Terminal (Planned Development)** – planning for the development of this new container terminal and associated changes to the existing Webb Dock West Automotive Terminal is ongoing.

8. **Developing Yarraville land (Planned Development)** – longer West Gate Tunnel delivery timeframes have resulted in this land being handed back to PoM later than anticipated. PoM is engaging with the market on the future development and use of this area following handback.

9. **Working with the Victorian Government to plan the Webb Dock Freight Link and Rail Terminal(s) (Potential Development)** – PoM is working with the Victorian Government to plan for and protect freight links to Webb Dock.

10. **Developing new liquid bulk capacity (Potential Development)** – following the closure of the Altona Oil Refinery there appears to be sufficient liquid bulk handling capacity over the short to medium term. PoM continues to monitor liquid bulk sector capacity, demands and requirements, including any changes due to the introduction of alternative fuels or vessel size expectations.

6. The project scope has been refined since the 2050 PDS with the Tasmanian terminal operators relocating to Victoria Dock, and Appleton Dock being retained to support the break bulk trade and potentially for the Auto trade (if required).

Our vision for the Port

This 2055 PDS provides a medium and long-term port development vision that seeks to respond to growing trade needs and actively contribute to economic prosperity.

Our vision includes potential infrastructure and facility developments within the Port and required changes or improvements to port land and waters to enable these developments to be delivered.

We have also identified developments to strengthen the Port's interface with the wider Victorian road and rail networks and surrounding land uses to enable an efficient and productive freight network.

Our approach seeks to balance trade needs with recognition of the importance of the environmental and community interfaces with port development and is underpinned by the following principles:

- Optimising the use of existing Port land and facilities
- Developing port capacity and facilities that respond effectively to future demand and changing industry needs
- Advocating for delivery of capable and reliable landside transport networks for distributing port freight, consistent with the Victorian Freight Plan 2025-30
- Identifying and integrating opportunities for social and environmental initiatives in port activities.

This 2055 PDS was developed following consideration of a wide range of technical information, forecasts and stakeholder inputs. It is our view of Port development through to 2055 based on current information and trends and stakeholder feedback. We will continue to work with our stakeholders to grow and develop the Port, optimise Port efficiency, and improve landside connectivity over the Port Lease.

The timing or scope of developments will respond to future circumstances and be updated as new and refined information becomes available. Updates will be published every five years, although PoM may amend its development plans before then in response to changing circumstances.

The Port's land and infrastructure in 2055

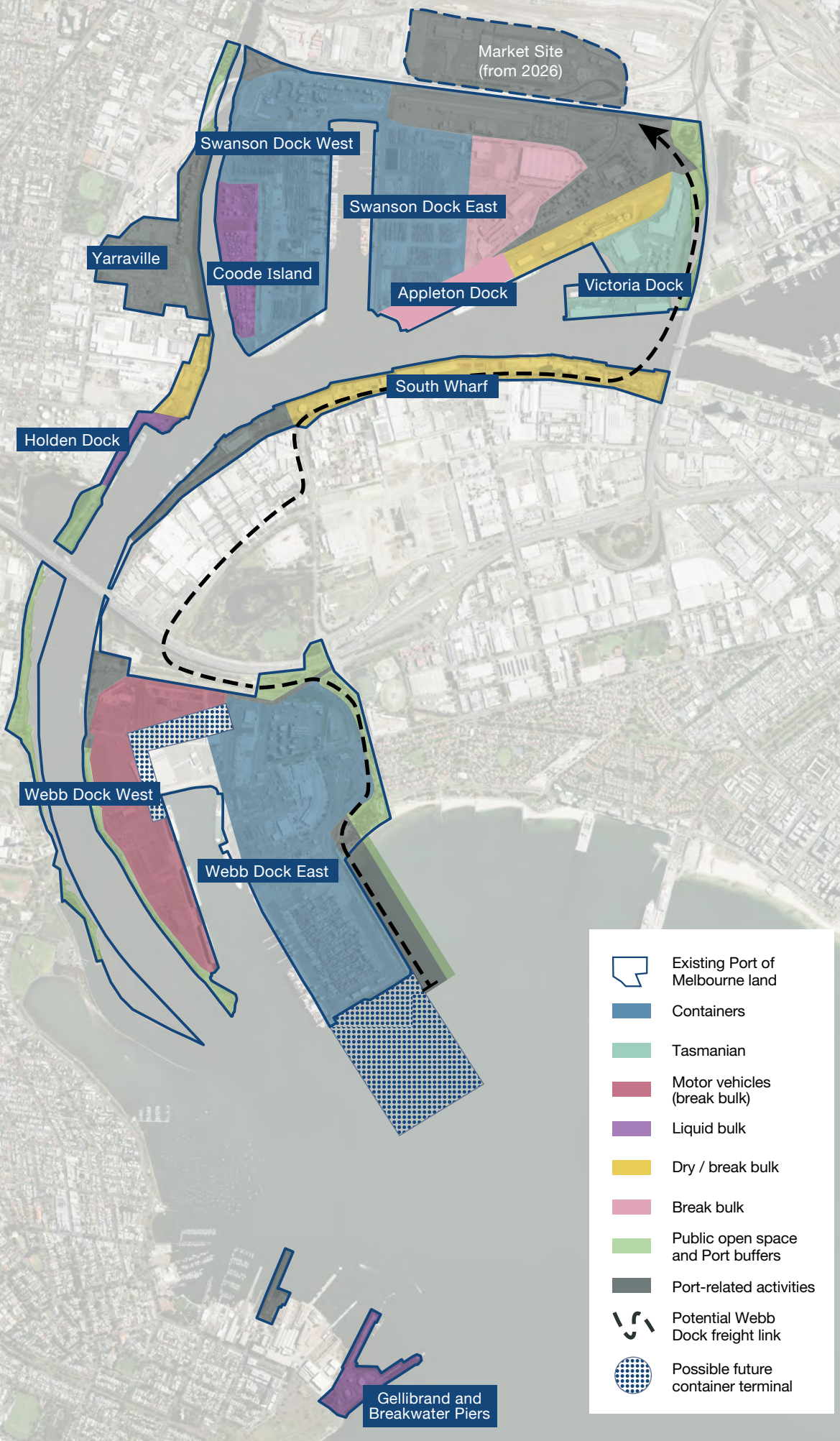
To ensure the Port continues to service Victorians over time, we have identified the following potential changes to the Port's existing facilities and land use by 2055:

- Upgrading and developing the Port's internal rail network and terminals at Swanson Dock to grow the volume of trade transported by rail
- Upgrading the existing Swanson Dock and Webb Dock container berths to handle larger container vessels (up to 11,000 and 14,000 TEU respectively) to maintain operational performance in response to market demand
- Developing container capacity within Webb Dock to support continued international container trade growth
- Relocating the Tasmanian trade to Victoria Dock to support the development of the Webb Dock North International Container Terminal
- Potentially developing new liquid bulk capacity and pipeline connections at Gellibrand Pier to support continued liquid bulk demand and the operation of larger liquid bulk vessels if the industry identifies a need
- Continuing and expanding the use of South Wharf and the Yarraville Precinct for dry bulk trades, particularly cement which is heavily used within Melbourne's infrastructure and building construction sectors, while maintaining sugar and gypsum access
- Integrating the former Melbourne Wholesale Market Site in the Dynon Precinct into the Port's operations to support continued trade growth
- Preserving the future optionality to provide additional container capacity over the long-term at Webb Dock West or Webb Dock South
- Continuing to work with the Victorian Government to preserve the rail corridor for the potential future delivery of a Webb Dock Freight Link.

This 2055 PDS also considers the key initiatives needed to strengthen the wider public road and rail transport networks and deliver an efficient and productive freight network and port connectivity. These initiatives include increased rail utilisation, increased use of Higher Productivity Freight Vehicles (HPFVs), upgrades to key intersections and bridges on the public road and Principal Freight Network (PFN) and increased use of truck operations during off-peak periods.

Our proposed map of how the Port may look in 2055 is presented here.

2055


Market Site
(from 2026)
Swanson Dock West
Swanson Dock East
Yarraville
Coode Island
Appleton Dock
Victoria Dock
South Wharf
Holden Dock
Webb Dock West
Webb Dock East
Gellibrand and
Breakwater Piers
Existing Port of Melbourne land
Containers
Tasmanian
Motor vehicles (break bulk)
Liquid bulk
Dry / break bulk
Break bulk
Public open space and Port buffers
Port-related activities
Potential Webb Dock freight link
Possible future container terminal

2. Stakeholder engagement

Our Stakeholder Engagement Framework and regulatory requirements

Our Stakeholder Engagement Framework, regulatory requirements and the Ministerial Guidelines underpinned our engagement approach for the 2055 PDS.

Our Stakeholder Engagement Framework shows how we engage with Port users, government and regulators, industry partners, our neighbours, and the wider community. Aligned with The International Association for Public Participation (IAP2) Public Participation Spectrum, we ensure engagement is genuine, inclusive, timely, transparent, accountable, and demonstrates continuous improvement.

We are committed to meeting our regulatory framework obligations to effectively consult with port users. Our Pricing Order Engagement Protocol (POEP) outlines our approach to consultation on pricing matters and incorporation of port users' feedback into decision-making.

The Essential Services Commission Statement of Regulatory Approach (SoRA) also provides us with guidance about how to demonstrate effective engagement, including identifying what we heard, how we closed the loop, and how port users informed decision making

Stakeholder consultation requirements of the Ministerial Guidelines

It is a requirement of the Ministerial Guidelines that PoM, as the relevant port authority, consult with stakeholders throughout the development of the Port Development Strategy to help inform its development and to provide awareness of key issues affecting the port community and potential port development.

To develop this 2055 PDS, PoM conducted a comprehensive engagement program, engaging tenants, port users, industry associations and peak bodies, government and community over a 12-month period.

We conducted dedicated surveys, interviews and focus groups to understand how different stakeholders wanted to be engaged (Stage 1). This helped us to tailor our engagement program for different stakeholders.

To develop our Draft 2055 PDS, we obtained extensive input from stakeholders directly impacted by port planning and people and organizations who may be affected or have a direct interest. We conducted stakeholder workshops and 1:1 meetings and provided stakeholders with opportunities to provide feedback on our 'Port Development Strategy to guide investment and growth paper (including trade forecasts).' To ensure meaningful community engagement, we also hosted a dedicated engagement platform for community to provide written input (Stage 2).

Stakeholders provided feedback about our Draft 2055 PDS through a submissions process, and we conducted briefings to assist them to make their submissions. Stakeholder submissions were considered in the development of our Penultimate Draft 2055 PDS, which we submitted to the Minister for Ports and Freight for feedback in accordance with the Guidelines (Stage 3).

While our formal 2055 PDS engagement program has closed, we look forward to ongoing discussions with our stakeholders about issues that impact them.

More information about our 2055 PDS engagement program can be found in our Engagement Outcomes Reports on our website.

OUR PRINCIPLES

Genuine
Inclusive
Timely
Transparent
Accountable
Continuous improvement

PRICING ORDER ENGAGEMENT PROTOCOL

Five consultation steps:

1. Identify needs
2. Plan approach
3. Implement
4. Port user feedback
5. Consideration and decision maklng

STATEMENT OF REGULATORY APPROACH

Demonstrate that PoM has consulted effectively with port users and had regard to the comments provided by port users

How we engaged stakeholders

PoM engaged with tenants, industry, government, local government, port users and community stakeholders to ensure that those who do business, live near and interact with the Port could provide their input and feedback to help us develop this 2055 PDS.

We engaged stakeholders for the 2055 PDS at the IAP2 CONSULT level. This means that we undertook to, 'keep stakeholders informed, listen to, and acknowledge concerns and aspirations, and provide feedback on how input influenced the decision.'

Our 2055 PDS engagement program was conducted over three stages. In June and July 2024, we asked stakeholders how they wanted to be engaged and on which topics (Stage 1), and through our 'A Port Development Strategy to guide investment and growth' paper, we sought input from tenants and port users about:

- The future demand that the Port will need to accommodate
- The ship sizes that the Port will need to cater for
- Any developments tenants or port users had planned that need to be considered in PoM infrastructure or asset planning.

Between October 2024 and January 2025, we conducted stakeholder interviews and workshops to enhance our understanding of key emerging trends and issues impacting the current and future needs of the Port (Stage 2). This included 49 one-to-one meetings, three workshops with community, industry associations and peak bodies, and government, and five meetings with local government about:

- Trade assumptions (import and export) and economic benefit
- The Port's role in energy transition
- Infrastructure requirements for Port land, waters and channels
- Integrated approach to port transport planning
- Environmental, sustainability and social considerations.

We received wide ranging feedback on stakeholders' priorities for the long-term planning for the Port, with key themes including:

- Recognition of the economic contribution of the Port in keeping Victoria a great place to live, work and do business
- Wanting the Port to be operated efficiently and making the most of its existing land
- Wanting port capacity to keep up with forecast trade growth
- Recognition of the importance of rail and other innovations to reduce freight-related traffic impacts like air pollution and road congestion
- Belief that a coordinated approach among PoM, Victorian Government agencies and industry is required to develop responses to shared problems like road congestion
- Support for the investigation of strategies to facilitate decarbonisation of the supply chain as new technologies emerge
- Wanting rising sea levels to be considered in future planning
- Wanting PoM to share more information about plans with stakeholders.

Our Draft 2055 PDS was released for public consultation on 14 April 2025, and we invited stakeholders to make formal submissions up until 6 June 2025 to provide feedback. To assist stakeholders to make submissions, we conducted a series of pre and post release briefings, with 111 stakeholders attending our post release briefings.

Key submission feedback themes related to:

- Capacity development options, including identification of potential river berths at Swanson Dock West and East.
- Support for rail investments and initiatives to increase the Port Rail Shuttle Network (PRSN) uptake, with mixed views on Webb Dock Freight Link timing.
- Wanting greater performance and pricing transparency about rail and PRSN.
- Needing to keep freight costs low and maintain efficiency.
- Wanting more information about our underpinning assumptions, and provision of forecasts and technical reports.
- Impacts of potential Webb Dock East Southern Extension future development or Webb Dock South reclamation.
- Near port congestion and truck movements through residential areas (particularly the inner west), including impacts on road safety, noise, air quality and pedestrian amenity.
- Potential impacts on recreational boating from any future increases in port vessel frequency, size, speed, and mitigations.
- Relocation of the Tasmanian terminals, including potential impacts on supply chain costs, steaming times and delays, footprint and international stevedore access.
- Impacts on community from potential liquid bulk storage.
- Concerns from some Councils about State proposed Planning framework changes.

Twenty-six stakeholders made submissions about our Draft 2055 PDS from a range of cohorts:

- Tenants and port users: 9
- Industry associations and peak bodies: 6
- Local government: 3
- Government: 3
- Community: 5

How we included stakeholder feedback in our Final 2055 PDS

We have endeavoured to balance the many different views on how the Port should be developed and are pleased to have adopted stakeholder feedback in our final 2055 PDS. This includes:

- a potential River Berth at Swanson Dock East as a long-term consideration
- a rail incentive to increase uptake of the PRSN
- clarification about landside connections and strategies that we will employ to optimise Port truck movements and minimise impacts on neighbouring communities
- a range of further clarification and refinement as requested by stakeholders
- incorporation of policy initiatives announced by the State Government such as in the Victorian Freight Plan 2025-30

There were also a range of stakeholder suggestions and recommendations that were not included in our final 2055 PDS but will be considered or implemented through our business-as-usual activities.

All stakeholders who made a submission have received formal feedback about how we considered their submission in our decision-making. We responded to all stakeholders formally in writing and attended local Council and community meetings to provide an overview of our response and hear more from these stakeholders about issues that concern them.

Which stakeholders participated

Representatives of the following stakeholders participated:

- Stevedores and tenants at Port of Melbourne
- Shipping lines and cargo interests in Victoria, New South Wales, South Australia and Tasmania
- Freight rail and transport operators
- Non containerised trade and manufacturing companies
- Port and freight industry associations and peak bodies
- Victorian, Tasmanian and Australian government agencies and departments
- Local businesses, community organisations and advocacy groups
- Residents from communities surrounding the Port
- Local governments in the cities of Hobsons Bay, Maribyrnong, Melbourne, and Port Phillip and one regional Council, Edward River.

PoM also engages with stakeholders on everyday matters and recently undertook engagement programs for major port initiatives, including our Port Capacity Enhancement Program (PCEP). These engagements also informed the development of our 2055 PDS.

Our 2055 PDS Engagement Program

ENGAGEMENT STAGE	STAGE 1 – ENGAGEMENT DESIGN AND PLANNING (stakeholder input)	STAGE 2 – PDS DEVELOPMENT (stakeholder engagement)	STAGE 3 – DRAFT PDS (stakeholder input and feedback)
TIMING	**JUNE – JULY 2024**	**OCTOBER – JANUARY 2025**	**APRIL – JUNE 2025**
ACTIVITIES	• Stakeholders advised of development of Draft 2055 PDS and invited to nominate engagement preferences.	• Stakeholders invited to provide input on 'A Port Development Strategy to guide investment and growth paper', including PoM trade forecasts • Interviews with targeted and self-nominated stakeholders • Workshops with community, industry associations and peak bodies and government • Stakeholders invited to make written submissions.	• Stakeholder pre and post release briefings • Stakeholder meetings • Stakeholder invitations to make written submissions.
PARTICIPATION	• 729 people from 378 tenant, port user and other stakeholder organisations invited to provide engagement preferences • 800 local residents and 100 local businesses completed surveys • 2 focus groups with Hobsons Bay and Maribyrnong residents and businesses • 7 pre-engagement interviews with self–nominated stakeholders.	• 49 meetings with tenant, port users, government and other stakeholders • 3 workshops with 48 community, industry peak body association and government participants • 5 meetings with local governments • 4 pieces of written stakeholder feedback received via dedicated PDS inbox • 7 community and local business post workshop submissions.	• Stakeholders advised of release of Draft 2055 PDS and opportunities to participate through: – 2 direct emails sent to a total of 2,359 stakeholders – 2 Industry Updates to a total of 1,700 stakeholders – Social media posts (Facebook and Linkedin) reaching 12,217 community and industry stakeholders • 20 pre-release briefing meetings with 98 participants from 16 stakeholder organisations. • 12 post release briefing meetings with 111 participants. • 2 one-to-one meetings with 13 participants • 26 stakeholder submissions received.
OUTCOMES	• Engagement program designed that considers stakeholder input on engagement level and methods.	• PoM has an enhanced understanding of the key emerging trends and issues impacting the current and future needs of the Port • PoM's key input assumptions are tested and provide an evidence base to develop the Draft 2055 PDS.	• PoM has a refined understanding of emerging trends and issues impacting the current and future needs of the Port • PoM understands stakeholder perspectives on the Draft 2055 PDS • Opportunities to enhance and improve PDS outcomes are identified.

Continuing the discussion

Thank you to all stakeholders who participated in the development of our 2055 PDS. Participants told us they appreciated being involved and expressed interest in being engaged further. We look forward to continuing the discussion with government, port users, tenants and our local communities to implement the 2055 PDS.

3. Strategic context

A port that responds and adapts

Ports are a key component of the freight supply chain and transport networks, and critical economic assets which support economic prosperity and employment. As a port located in Melbourne's central economic precinct, we need to understand and consider our economic context, current port function and operations, market drivers and trends, transport connections, and sustainability and environmental drivers. Ongoing engagement with our stakeholders is important to continuing to build our understanding of our strategic context.

The evolution of the Port as South-East Australia's trade gateway

1835	Melbourne is settled and Hobsons Bay is first used for port-related activities.
1851	Victoria separates from New South Wales to become a self-governing colony.
1877	Formation of the Melbourne Harbour Trust, the precursor to the Port of Melbourne.
1887	Coode Canal established to provide direct commercial vessel access to Queen's Wharf (across the river from the current Crown Casino building).
1893	Victoria Dock opened to provide more capacity to handle break bulk trades.
1941	Port Phillip Heads deepened to allow larger commercial vessels to visit the Port.
1969	Swanson Dock opened to provide dedicated container terminal capacity.
1970's	Webb Dock developed to handle a range of container, Tasmanian and automotive trades.
1997	Port of Melbourne first handles one million TEUs in a single year.
2009	The Channel deepened to allow 14m draught vessels to visit under all tidal conditions.
2016	50-year lease of the Port of Melbourne commenced.
2017	Port Capacity Project (Webb Dock East) delivered expanding the container handling capacity.
2023	Port Rail Transformation Project delivered, providing direct rail access to the Swanson Dock East Container Terminal.
2024	Former Melbourne Market Site added to the Port, providing an additional 29ha of near port land to support freight and logistics activities, and supply chain efficiency.

The Port's contribution to the economy

A strategic approach to prepare for and manage trade growth will be important for business confidence and the wider benefits that flow from high levels of employment in our local communities.

With such an important role in Victoria's economic growth and prosperity, we carefully consider the nature and timing of growth, development and investment in the Port and broader supply chain impacts.

A vital economic asset

The Port is part of the State, national and international supply chain that supports our economy, helping Victoria remain competitive and increasing productivity through efficient freight movement.

An efficient port is crucial to import and export businesses, and generates activities for port servicing businesses like pilots and tug operators, stevedores, shipping companies, container park operators and inland transport operators, and their suppliers.

In line with the Victorian Governments Economic Growth Statement, this provides a foundation for Victorian businesses to expand and innovate.

In 2023, PoM engaged ACIL Allen to conduct an economic impact assessment.[7] This assessment showed that in 2021-22 the Port's operations generated total economic benefits worth $11 billion to the Australian economy. Of this, it is estimated that Victoria received $10.5 billion in benefits and Tasmania gained $233 million, with the remaining benefits largely going to New South Wales, Australian Capital Territory and South Australia. The benefit to the Victorian economy included $5.3 billion in gross state product and $2.5 billion in Victorian household incomes.

During 2021-22, the four largest port functions that provided economic benefits were:

- Land transport and storage: $3.4 billion
- Cargo services: $2.4 billion
- Ship loading/unloading: $2 billion
- Port administration: $1.7 billion.

How the Port's economic output spreads across neighbouring regions

In 2021-22, the highest level of economic benefit at just over $8.3 billion was to the inner Melbourne region, comprising the local government areas of Melbourne, Hobsons Bay, Port Phillip and Maribyrnong, where most of the Port's daily activities are located.

Victoria	$10.5 billion	100%
Inner Melbourne	$8.3 billion	79%
Rest of Melbourne	$1.8 billion	17%
Regional Victoria	$0.4 billion	4%

Source, ACIL Allen, 2023

A major source of employment

Port related businesses provide jobs in:

- Importing and exporting
- Marine navigation management
- Pilotage and towage services
- Cargo handling and storage
- Customs and quarantine management
- Road and rail transport
- Container loading / unloading, storage and maintenance (stevedores)
- Port management and maintenance (PoM).

In 2021-22, the Port supported around 30,300 full-time equivalent (FTE) jobs in Australia, with one third directly related to delivery of port services and activities, and supported 28,900 FTE jobs in Victoria. Jobs are spread throughout the State, with each stage of the supply chain requiring a range of diverse skills and capabilities, from master mariners, crane operators and train drivers, to information technology specialists, administration staff and accountants.

Australian Jobs	30,300 FTE
Victoria – Total Jobs	**28,900 FTE**
Victoria – Direct Jobs	10,100 FTE
Victoria – Indirect Jobs	18,800 FTE

https://www.portofmelbourne.com/wp-content/uploads/POM-EIS-Final-Report-2023.pdf Australian Bureau of Statistics, 2024

7. https://www.portofmelbourne.com/wp-content/uploads/POM-EIS-Final-Report-2023.pdf

The Port's import and export trade types and facilities

The different cargo types handled at the Port's various docks and facilities:

- Containers are currently the largest trade at the Port and are catered for at Swanson Dock and Webb Dock. Refrigerated and non-refrigerated containers hold food and other everyday items like clothes, beauty and medical products, appliances, wine, beef, furniture, and paper
- Break bulk has the second largest footprint for cargo transported in units, pallets, bundles or barrels and also includes vehicles. An automotive terminal and pre-delivery inspection facilities at Webb Dock handle high volumes, along with general facilities at Appleton Dock and Victoria Dock
- Liquid bulk includes petroleum products, chemicals, and other liquids, with berths currently located at Holden Dock (Yarraville), Gellibrand Pier (Williamstown) and Maribyrnong (Coode Island)
- There are two Tasmanian trade facilities at Webb Dock, which handle both containers and break bulk cargo
- The remainder of the Port consists of dry and break bulk trades and Port-related facilities such as freight logistics, empty containers, rail terminals and customs. Dry bulk is transported in large quantities without packaging and includes cement, gypsum (for plaster board), grain and sugar, and is loaded directly into or unloaded from the ship's hold.

Existing port and surrounding land uses key

- Containers
- Cruise and ferry
- Tasmanian
- Port-related activities
- Motor vehicles (break bulk)
- Industrial, freight and employment
- Liquid bulk
- Public open space, park, sports fields and Port buffers
- Dry / break bulk
- Fuel distribution facilities / oil refineries
- Break bulk

Existing transport and distribution infrastructure key

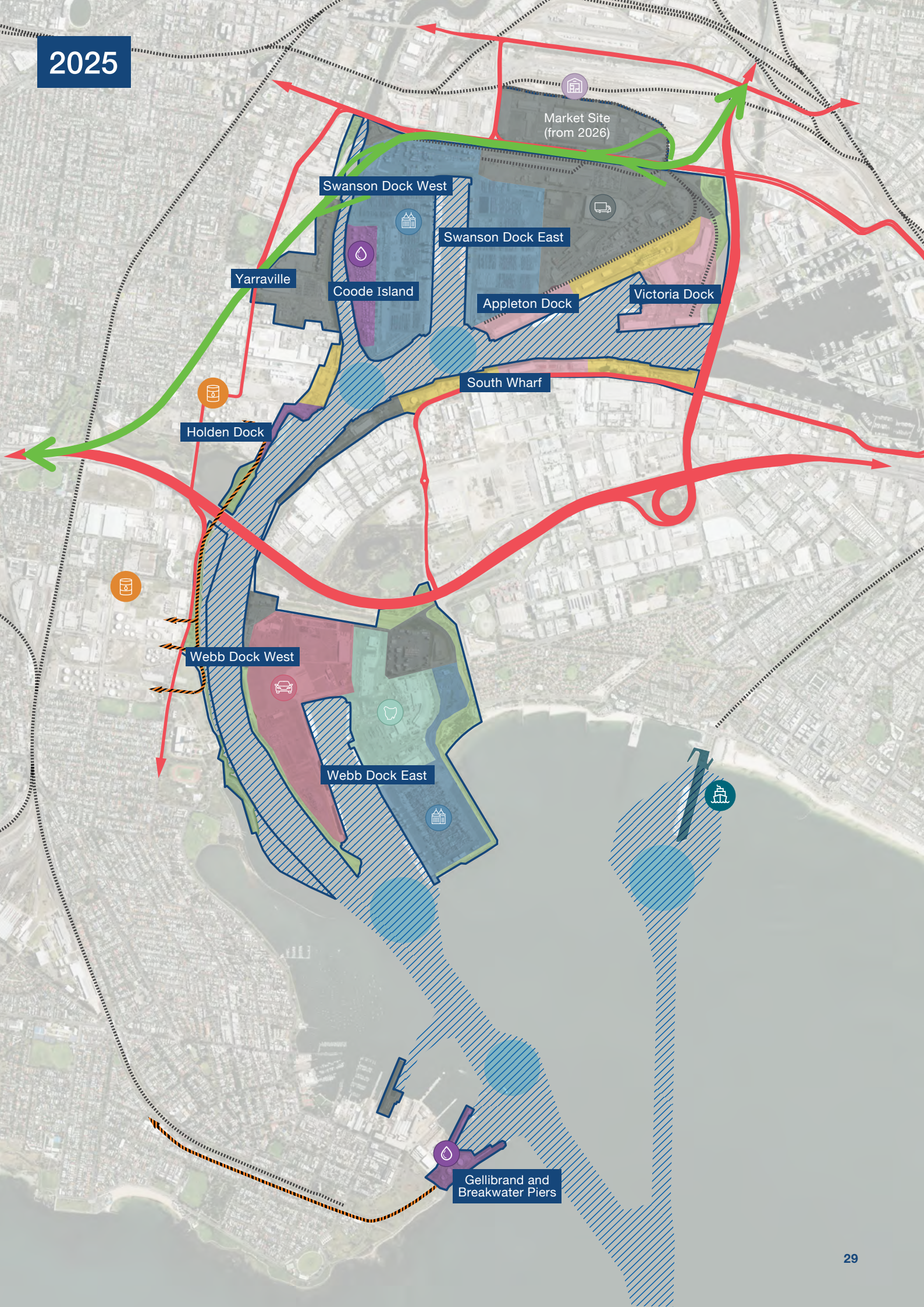
- Port navigation channels
- Major port swing basins
- Major port and other rail infrastructure*
- Major port and other road infrastructure*
- West Gate Tunnel and port connectivity*
- Major port-related pipeline infrastructure
- Port of Melbourne land boundaries

*Consistent with the Principal Freight Network (DTP)

Planning for the future

As we plan for the future, we need to assess how to make the best use of Port land and existing assets to meet trade needs and ensure the Port's facilities continue to operate efficiently and safely.

We also need to consider how the Port will adapt to changes in surrounding land use and the city's broader infrastructure needs and development, such as road and public transport projects, housing and commercial developments and the growth of new industry.


2025
Market Site
(from 2026)
Swanson Dock West
Swanson Dock East
Yarraville
Coode Island
Appleton Dock
Victoria Dock
South Wharf
Holden Dock
Webb Dock West
Webb Dock East
Gellibrand and
Breakwater Piers

The critical operational functions of the Port

Integrated ship movement coordination, cargo handling and landside transport operations are carried out by VTS, shipping lines, pilotage and towage service providers, stevedores, and road and rail transport operators.

Port development plans must ensure these fundamental aspects of the Port's operations are maintained, protected and enhanced.

While each port trade has different handling, storage and transport needs, there are a number of essential operational functions provided at the Port:

- **Vessel navigation and berthing** – optimising vessel traffic within the Port and managing vessel priorities to ensure vessels meet sailing windows and can maximise loaded capacity
- **Cargo handling and vessel turnaround** – ensuring there are sufficient berth numbers, operational equipment and labour available to efficiently unload and load vessels
- **Cargo storage and management** – providing sufficient storage areas, stacking equipment and systems to ensure that cargo can be safely, securely and efficiently stored and accessed. This is important for meeting customs and quarantine requirements and efficient cargo handling and onward transport
- **Supply chain and logistics integration** – the Port is just one element in the overall supply chain from producer or manufacturer through to the customer and global markets. As a result, supply chain integration is often critical to activities at the Port, this is particularly the case where value added customer services, such as integrated logistics facilities, are provided within the Port.

Specific operational considerations for interstate trades

A major trade gateway, the Port handles Victorian, Tasmanian, New South Wales, and South Australian trades.

These trades have specific operational requirements within the Port and across the national supply chains and it is important that they are supported now and into the future.

Tasmanian Trade

Most of Tasmania's container, general cargo and automotive trade passes through the Port at dedicated Tasmanian Terminals, which support operation of daily short sea shipping services between Melbourne and Tasmania.

Over time, the nature of these services has changed as the Tasmanian economy has become more integrated with the mainland economy and much of this trade requires just-in-time delivery, with Tasmanian retailers shifting towards trailer freight (wheeled units). These same-day services require quick freight loading and unloading, leading to new, larger and more efficient Roll on-Roll off (RoRo) ship use.

Southern NSW, Sunraysia and South Australian trades

The Port is an important trade gateway for Australia's agricultural exports, including meat, citrus, wine, rice, cotton, and almonds, which are produced in large quantities across the Riverina area of southern NSW, the Sunraysia and the Riverland area of South Australia.

These export trades rely on the numerous and regular international shipping services that visit the Port and provide access to global markets, along with high capacity and reliable road and rail freight connections. These connections and services enable exporters to get their products to market as efficiently as possible.

A large portion of the Port's containerised rail freight originates from these areas. Due to higher weight of export containers and regular and efficient rail freight, services to the Port is important to these areas.

The Port is also an essential import gateway for these areas, with imports including agricultural equipment (such as harvesters, tractors, and seeders).

The Port of Melbourne Planning Scheme

The *Planning and Environment Act 1987* (Vic) provides the overarching legal framework for land use planning, development, and protection in Victoria and establishes the foundation for planning schemes in Victoria.

The Port has its own dedicated planning scheme, covering land and waters across the municipalities of Melbourne, Port Phillip, Maribyrnong, and Hobsons Bay. The Minister for Planning is the Responsible Authority for the Port of Melbourne Planning Scheme, ensuring the collaborative stewardship between the Victorian Government and PoM.

Most of the Port's land and waters are zoned Port Zone, underscoring the Port's commercial, trade, and logistical importance at national, State and local levels, and providing transparency regarding land use outcomes.

Areas surrounding the Port are primarily designated for industrial, commercial, or public use, including critical infrastructure such as bulk liquid pipelines and distribution infrastructure, which rely directly on the Port for their operations.

Port land use planning and environmental responsibilities

PoM is committed to ensuring the Port operates responsibly and that port activities are undertaken in a way which manages potential impacts to the Bay and surrounding environments. A range of land use planning and environmental legislation applies to the Port's daily activities and to certain major projects (as determined at the appropriate time during the projects' planning phase). The key legislation currently applicable is outlined below, along with examples of the kinds of port activities to which it might apply.

Relevant legislation	Act overview and description	Example Port Activities
VICTORIAN ACTS		
Environment Effects Act 1978 (Vic)	The *Environment Effects Act 1978* (Vic) provides for assessment of proposed works that are capable of having a significant effect on the environment.	• Dredging • Significant land excavation and reclamation
Planning and Environment Act 1987 (Vic)	The *Planning and Environment Act 1987* (Vic) establishes a framework for planning the use, development and protection of land in Victoria. It sets out the parameters for establishing planning schemes.	• Land use changes or development • Port of Melbourne Planning Scheme.
Marine and Coastal Act 2018 (Vic)	The *Marine and Coastal Act 2018* (Vic) provides for coordinated strategic planning and management for the Victorian coast and a coordinated approach for the use and development of coastal Crown land.	• Dredging • Navigation
Aboriginal Heritage Act 2006 (Vic)	The *Aboriginal Heritage Act 2006* (Vic) provides for the protection and management of Victoria's Aboriginal heritage.	• Any development or activity that is within a culturally significant area
Heritage Act 2017 (Vic)	The *Heritage Act 2017* (Vic) is Victoria's principal legislation for the identification and management of heritage places and objects of state significance, historical archaeological sites and maritime heritage.	• Land use changes, development in areas of significance or impacts to buildings of significance
Road Management Act 2004 (Vic)	The *Road Management Act 2004* (Vic) establishes a coordinated management system for public roads that will promote safe and efficient state and local public road networks and the responsible use of roads.	• New Port road or rail connections
Environment Protection Act 2017 (Vic) *Environment Protection Regulations 2021 (Vic)*	The *Environment Protection Act 2017* (Vic) sets out the legislative framework for the protection of human health and the environment from pollution and waste via a prevention-based approach. The *Environment Protection Act 2017* (Vic): • provides for a general environmental duty which applies to all Victorians and businesses operating in Victoria • establishes a permissions scheme that enables the Environment Protection Authority (EPA) to issue various development and operational licences, permits and registrations.	• Port and tenant operations • Third parties operating in the Port
COMMONWEALTH ACTS		
Environment Protection and Biodiversity Conservation Act 1999 (Cth)	The *Environment Protection and Biodiversity Conservation Act 1999* (Cth) is a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places defined as matters of national environmental significance.	• Significant new dredging projects (if required)
Underwater Cultural Heritage Act 2018 (Cth)	The *Underwater Cultural Heritage Act 2018* (Cth) provides a framework for the protection of historic shipwrecks, sunken aircraft and their associated artefacts within coastal waters.	• Dredging

Sustainability at the Port

PoM's long-term vision is underpinned by our goal of developing and managing the Port sustainably, which includes respecting and enhancing the environmental, social and economic systems in which we operate.

Our Sustainability Strategy

Sustainability underpins the delivery of our strategic goals and is a key business priority in our corporate strategy. Our Sustainability Strategy objectives are to:

- Facilitate decarbonisation of the Port's supply chain
- Minimise the Port's impact on our land, air and waters
- Build strong stakeholder and community relationships to protect our social licence.

To deliver these objectives, we identified focus areas under the themes of People, Planet, Partnerships and Prosperity, which are aligned with the United Nations Sustainable Development Goals (UN SDGs).

Materiality assessment

Our Sustainability Strategy and ongoing reporting are informed by the identification of the most material issues for PoM and its stakeholders.

In 2023-24, we refreshed our materiality assessment to understand and prioritise key sustainability impacts, risks, and opportunities. Our primary goal was to prioritise our internal and external stakeholders' most important concerns.

Highest rated sustainability issues

Our highest materiality issues were related to:

- Port economic value
- Stakeholder engagement
- Health, safety and wellbeing
- Decarbonisation.

This approach underscores our commitment to addressing the most important sustainability issues for our stakeholders.

Meeting our sustainability commitments

We publish an annual public Sustainability Report, and hold ourselves accountable for meeting our sustainability commitments by linking them to external standards and financial consequences.

Our overall sustainability performance in 2024 was recognised with a 5 Star rating in the Global Real Estate Sustainability Benchmark (GRESB) Infrastructure Asset Assessment, ranking first among Australian and global ports and receiving full marks for all criteria.

We also successfully raised a $475 million, six-year Sustainability Linked Loan in 2024, which includes annual targets to reduce emissions, engage with port stakeholders on decarbonisation and progress workplace mental health certification. As of the end of FY25, PoM has now completed two years of this Loan period and met all its sustainability performance targets.

THEMES AND UN SDGS		FOCUS AREAS
Prosperity		Port assets and development Sustainable procurement
People		Workplace Health, safety and wellbeing Governance
Planet		Climate resilience Biodiversity and resource management Noise and air quality
Partnerships		Industry, government and stakeholders Community partnerships

Protecting and enhancing the local environment

The Port is located within a highly modified estuarine environment and surrounded by various urban land and marine activities.

Environmental management

Our approach to environmental management is to understand potential environmental impacts and take action to mitigate them. We work with port users and stakeholders to put protective measures in place, ensuring the long-term health and sustainability of the natural environment.

PoM's Safety and Environment Management Plan, Environment Policy, Port Environment Strategy, Risk Management Framework, and ISO 14001 – Environmental Management Systems accreditation guide our actions and activities and provide the roadmap for continued improvement.

Our operations are underpinned by a range of environmental legislation and regulations, and we undertake regular reporting and assurance programs to identify opportunities for further environmental improvement where practicable.

PoM also requires that tenants and relevant suppliers operating in the Port, develop environmental management plans that outline how they will manage their activities to reduce risk of harm to the environment from waste or pollution.

Climate change

PoM recognises that in the long term, climate change is a global challenge that will have wide-reaching effects on our business, economy, and society.

We support the Paris Agreement goals and efforts to limit global temperature rise to 1.5 degrees Celsius above pre-industrial levels by the end of this century, and Victoria and Australia's transition to net zero emissions. PoM will collaborate with Government and industry on initiatives to support net zero transition plans.

Our Climate Change Statement affirms this and commits to managing risks and opportunities arising from climate change to ensure the Port's long-term sustainability and ongoing resilience of our assets.
We consider sea level rise impacts on our maintenance planning and designs for new or upgraded assets and we rely on the Victorian Government's guidance regarding sea level rise planning for Port Phillip out to 2100.

We have previously aligned our disclosures to the voluntary recommendations of the Taskforce on Climate-related Financial Disclosures, the principles of which have now evolved into new Australian legislation and the Australian Sustainability Reporting Standards. PoM supports this global and national transition towards mandatory climate reporting, and our climate-related disclosures will continue to evolve each year to align with new standards.

Decarbonisation

PoM is committed to reducing our emissions and engaging with stakeholders to facilitate decarbonisation across the supply chain for port activities.

We support the Victorian Government's strategic priority to create certainty for industry to invest in decarbonisation (as demonstrated in the Victorian Freight Plan 2025-30).

Net Zero target for Scope 1 and 2 emissions

PoM has a net-zero emissions target by 2030 for our own operations. Since setting this target in late 2022-23, we have reduced our emissions and continued planning for longer term initiatives.

Our Scope 1 and 2 emissions were 1,592 tCO2e in 2023-24, a reduction of 43% from 2022-23, This was achieved by GreenPower purchasing to reduce emissions from electricity usage. We expect a further reduction in 2024-25 following commencement of a Renewable Power Purchase Agreement (PPA) in July 2024.

To reach our net zero target by 2030, we plan to transition our corporate vehicle and marine survey vessel fleets to electric or zero-emissions fuel technologies.

Engaging with port stakeholders to support Scope 3 decarbonisation

PoM recognises the need to engage with our Scope 3 value chain to collaborate to achieve emissions reductions. In 2023-24, we engaged with port shipping lines and tenants on climate change and GHG emissions issues, which represent 62% of our Scope 3 emissions. We aim to increase this coverage to 99% by 2026-27.

Biodiversity and habitat management

The biodiversity and habitat structure of the area PoM manages is influenced by frequently changing human and natural elements.

We conduct sea floor surveys in Port Phillip Bay and maintain shipping channels and dredged material grounds where the sand and silt dredged from the Port's berths and river channels are deposited within clay bunds. These activities are carefully managed to preserve the surrounding ecosystem and protect marine national park areas inside and outside port waters.

Biodiversity initiatives

We apply innovative and sustainable approaches to manage biodiversity ecosystems in port areas. In 2023-24, we continued the following biodiversity initiatives:

- Testing the Waters – Victorian Ports Marine Surveillance Pilot Program, a shared initiative between PoM, Agriculture Victoria, Ports Victoria, Deakin University and EnviroDNA to provide early surveillance tools to detect exotic marine pests within commercial ports
- Hosting sentinel bee hives as part of the National Bee Pest Surveillance Program
- Providing Seal the Loop bins to encourage recreational anglers to responsibly dispose of discarded fishing line.

In collaboration with The Nature Conservancy, we will also construct a new shellfish reef pilot project at our northern Dredged Material Ground (DMG), supporting a Victorian Government program to restore an extensive shellfish reef habitat across Port Phillip Bay.

Biosecurity

PoM supports the Department of Agriculture, Fisheries, and Forestry to safeguard Australia from the threat of harmful pests and diseases entering through the Port. We are required to adhere to the *Biosecurity Act 2015* (Cth), which outlines how biosecurity threats to plant, animal, and human health are managed in Australia.

Resource management

Materials and waste

When developing and maintaining port infrastructure, PoM seeks to minimise waste production by reusing and recycling materials where possible.

While our business produces relatively minimal waste and focuses on office-based waste management and awareness, we also work with construction contractors to achieve resource efficiency outcomes. The Port Rail Transformation Project achieved 90% construction waste diversion from landfill, including on-site reuse of over 41,000 tonnes of materials.

Stormwater

To effectively manage stormwater, PoM maintains several gross pollutant traps, shut-off valves and interceptor pits in open areas and common user facilities within the Port precinct.

We also maintain an extensive network of groundwater wells across the Port that are periodically sampled to check that groundwater has not been affected by tenant operations.

We conduct periodic environmental inspections of tenant stormwater systems and require new tenant developments to incorporate effective stormwater management systems.

Pollution

PoM plays an important role in preventing, identifying and responding to pollution incidents at the Port. We require our tenants to have established emergency management plans and procedures that include whole of port emergency notification contact details. Marine pollution events of all severities are reported to the Victorian Environment Protection Authority and other regulators as required.

Noise and air quality

Our Noise and Air Management Plan sets out our commitment to manage and minimise potential impacts on surrounding local communities.

Noise

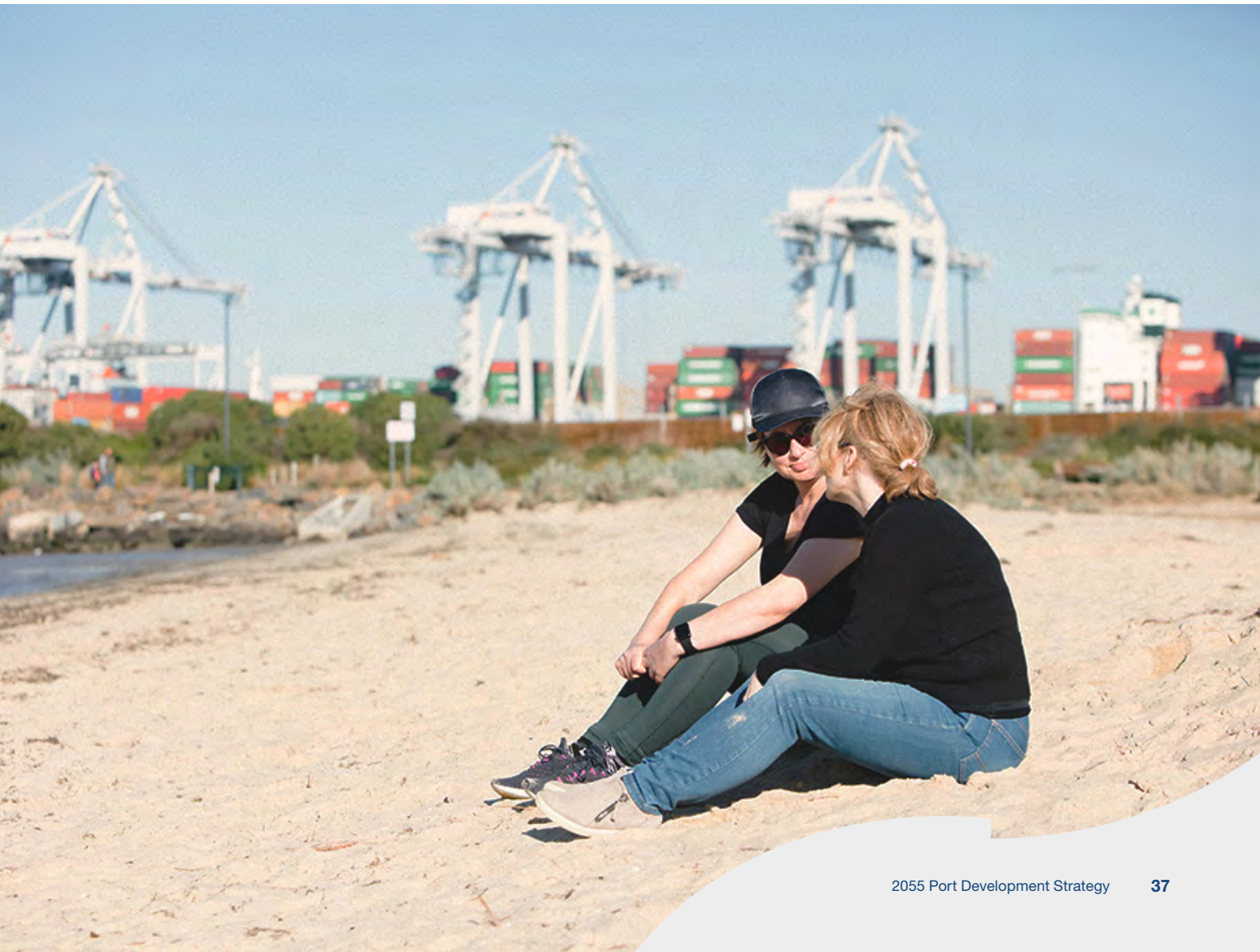
We undertake noise monitoring to help minimise disturbance from port construction activities and work with our tenants to reduce noise emissions from their operations. We also require relevant tenants and contractors to have noise management plans and where necessary, undertake noise modelling or assessments.

When noise complaints are received, PoM ensures all complaints are investigated and seeks to resolve issues with assistance from tenants.

Air quality

We proactively engage with port tenants on air pollution from port activities and require tenants and contractors to develop and implement environmental management plans.

PoM has implemented an air quality monitoring program at the Webb Dock Precinct, which included installing four monitors to assess air quality.



Port partnerships

PoM is committed to genuine, appropriate and respective engagement with all stakeholders and development of partnerships to achieve this outcome.

Port users and tenants

PoM is aligned with the interests of tenants, the port industry and the Victorian Government to grow the port and deliver efficient infrastructure to ensure a sustainable and competitive supply chain.

Tenancy Customer Charter

PoM manages the land and lease arrangements for a range of tenants. Our Tenancy Customer Charter (the Charter) guides our approach to engaging with port tenants and seeks to:

- Provide transparency and predictability of negotiating processes, by explaining the steps and the timeframes involved in each process and provide guidance on the nature and purpose of terms and conditions that are typically contained in lease agreements
- Assist existing tenants, prospective tenants and PoM in negotiating terms and conditions of leases that are commercially acceptable to both parties
- Explain the mediation and dispute resolution processes that exist to support existing tenants, prospective tenants and PoM in negotiating terms and conditions of leases that are acceptable to both parties
- Explain the compliance monitoring and reporting regime that accompanies the Charter.

We publish an annual performance report that details how we have performed and complied with the Charter.

Working groups, committees, and memberships

PoM participates in external industry working groups and committees to share knowledge and advocate on infrastructure development and supply chain issues and is an active member of industry groups that promote economic development and transport collaboration.

Community

PoM is committed to actively partnering with not-for-profit organisations in the communities in which we operate to help address social issues and causes that align with our key focus areas of 'community', 'planet', and 'education'. We sponsor not for profit organisations that deliver significant benefits for our local communities and have a workplace volunteering program with our most significant community partner, Foodbank.

We ensure that our local communities are provided with a range of opportunities to meaningfully participate in our engagement programs to provide their input and feedback and regularly meet with local government and community organisations to better understand community issues. Our dedicated community email address ensures timely receipt and investigation of community complaints.

Port education

PoM provides a specialised port education program for schools, industry groups, and local community at our Port Education Centre in Lorimer Street, Port

Education and Workforce Development

PoM's industry partnerships and port education program support development of the Victorian workforce to better meet the demands of the Victorian freight sector. Our support includes direct support to the Australian Logistics Council to build a new talent and capability pipeline for the supply chain and logistics industry, and provision of primary and secondary school education that is aligned with the Victorian curriculum through our Port Education program. We also partner with Melbourne universities to provide boat tour port information sessions.

Melbourne. School programs give primary, secondary and tertiary students a window into the port industry, and a first-hand look at managing critical infrastructure from a health, safety, environment and supply chain perspective. Programs align with the Victorian Curriculum and support studies relating to humanities, economics and business, and geography.

Community open spaces and port heritage

We manage industrial growth and logistical efficiency while ensuring land use around the Port supports sustainable outcomes for surrounding communities and respects heritage values, including those of First Nations peoples.

The Port incorporates public open spaces, including more than 10 hectares of walking, cycling and natural open space. To provide community with access to public space, we developed and maintain the Maritime Cove Playground in Port Melbourne, the Webb Dock Trail, the lookout point alongside Webb Dock, and the Yarra River trails near Newport Power Station.

PoM also maintains the Port Heritage Trail, which links heritage sites throughout the shared open spaces around the Port. Special markers have information and historical images, allowing visitors to explore the Port's rich history while walking or cycling along established shared-use paths. Stretching 22 km around the Port from Station Pier in Port Melbourne, through West Melbourne and Footscray, to Point Gellibrand in Williamstown, the Port Heritage Trail gives a unique perspective on Melbourne's maritime history.

Investing in Community Assets

PoM is actively collaborating with the local Council to support their aspirations for enhancing Riverside Dog Park, a valued community space adjacent to PoM land. Recognising the park's role as a recreational hub along the Bay Trail, PoM is committed to improving its integration with the surrounding area while balancing operational and safety requirements. A key initiative involves reducing the height of the boundary fence separating the dog park from the joint-use path on PoM land. This adjustment aims to enhance visibility and connectivity between the park and the waterfront, creating a more open and inviting environment for residents and visitors. By working closely with the Council, PoM anticipates that these changes will better align with community needs and the broader vision for a vibrant, accessible coastal precinct.

PoM's collaboration with the Council is guided by a shared vision to create a cohesive, sustainable, and community-oriented waterfront. By integrating the Riverside Dog Park improvements with broader plans for the Bay Trail and surrounding areas, PoM aims to contribute to a precinct that balances recreational, environmental, and industrial priorities.

4. Key drivers

Port planning and growth

The Port operates in a dynamic and changing environment with a number of growth and development drivers influencing how we plan for the future of the Port.

This 2055 PDS seeks to respond to the following key growth and development drivers:

- Local and international trade demand and needs – the types and amount of cargo that will move through the Port
- Vessel numbers, types and sizes – the number and kinds of ships that will need access to the Port and its services
- Landside transport needs – the road, rail and pipeline infrastructure needed to efficiently move goods to, from and within the Port
- Managing inner-city growth and land use changes around the Port – how the Port can operate and grow in partnership with local communities
- Technology and energy transition – how the Port is preparing for forecast technology changes and decarbonisation of the port supply chain
- Building resilience and responding to sustainability – to minimise our environmental footprint whilst building infrastructure that is resilient and responsive to future conditions.

Local and international trade demand and needs

A trade gateway for Australia's south-east

The Port's operations bring in goods and materials that we need to live our daily lives, build new infrastructure and operate successful businesses. Millions of tonnes of goods also leave from the port, supporting Australia's $659.4 billion (FY2023 – 24) goods export industry.

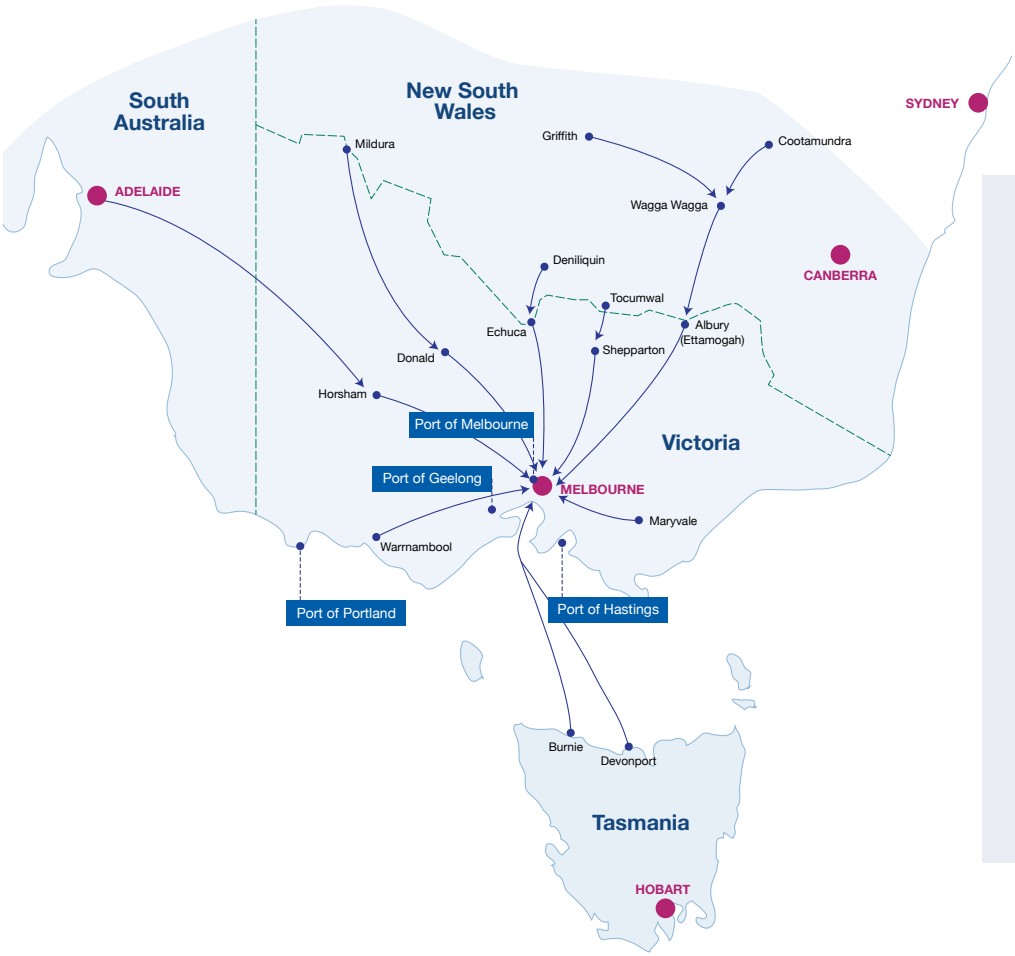
In 2024-25, around 2,400 commercial vessels carried a total of 114 million revenue tonnes of cargo through the Port. Each day in 2024-25 the Port handled:

- Around 9,300 TEUs (up from 8,100 in 2018-19)
- Almost 1,059 new cars (up from 860 in 2018-19)
- Around 3,100 tonnes of dairy products (up from 2,800 in 2018-19)
- Over 118 containers of prams, toys, games and sporting goods (up from 105 in 2018-19)
- More than 372 containers of furniture, mattresses and cushions (up from 255 in 2018-19)
- Over 216 containers of domestic appliances including televisions, fridges and irons (up from 160 in 2018-19).

The Port needs to prepare for, and be able to handle, varying trade demands throughout the year. To a certain extent, consumers drive these demands with retailers needing adequate stock to meet purchasing needs at different times, for example, Christmas and end of year sales.

With agricultural produce such as grain, dairy, and wine among our major exports, the Port also experiences peaks corresponding to harvest schedules.

Over the last 10 years, port trade volumes have increased from 89 million revenue tonnes in 2015-16 to 114 million revenue tonnes in 2024-25. While the rate of change from one year to another is influenced by international economic conditions and short-term trade volume fluctuations, the overall 10-year trend represents a solid annual average compound growth rate of 2.4%.



Revenue and mass tonnes

One **revenue tonne** equals the weight in metric tonnes or volume in cubic metres, whichever is higher in terms of freight.

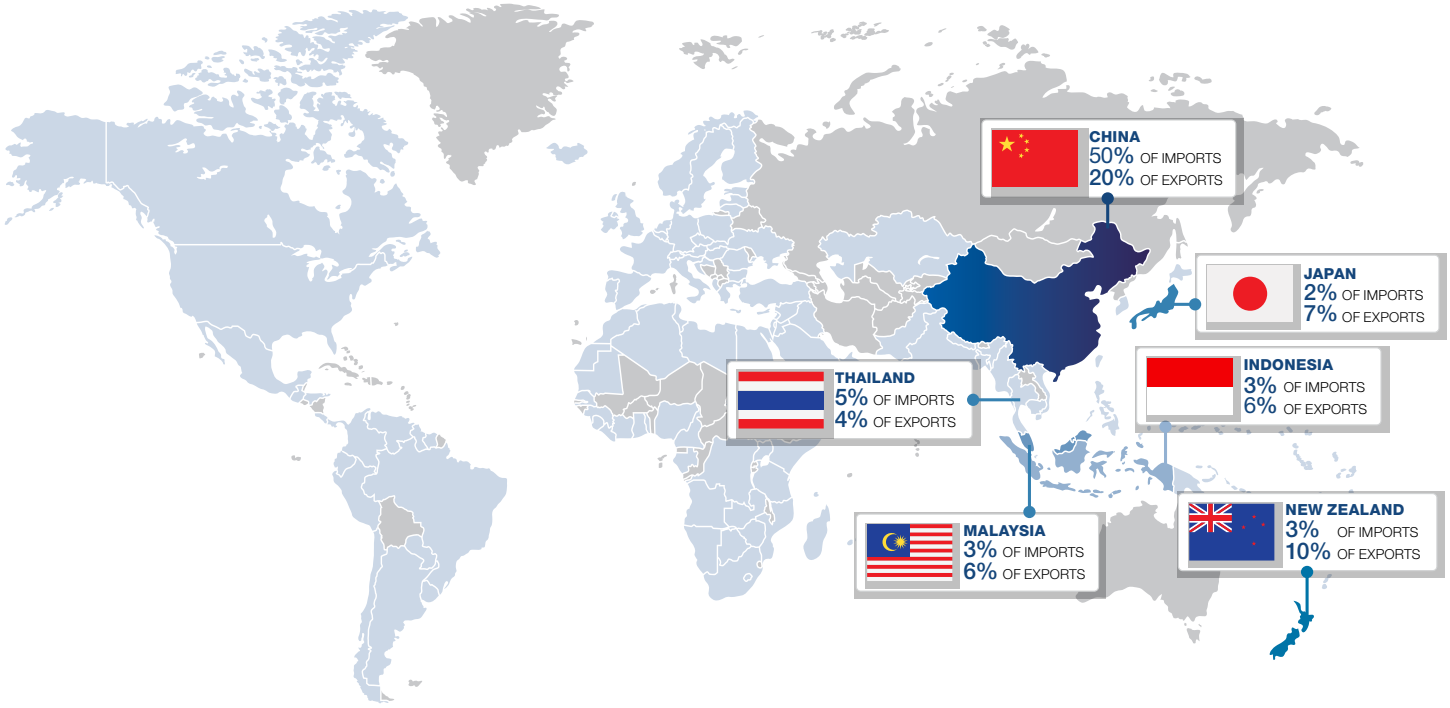
For cargo that is measured by weight – such as cement – the revenue tonnes measurement is calculated in **mass tonnes**. Not all cargo is however measured by weight. For liquid cargoes, such as oil, the revenue tonnes measurement is by **volume in cubic metres** rather than weight.

The **revenue tonne** is the overarching measurement for all port cargo.

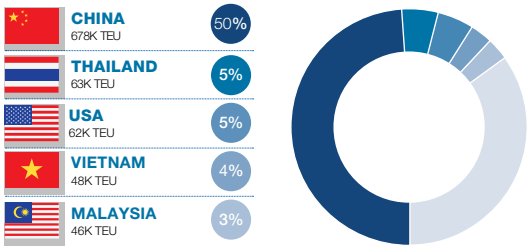
South-East Australia's gateway for international trade

With around 48 commercial vessel visits each week in FY25, the Port directly connects South-East Australia to the international markets in Asia, North America, Europe, Middle East and Oceania. The key import origins and export designations for the Port's trade vary by trade type.

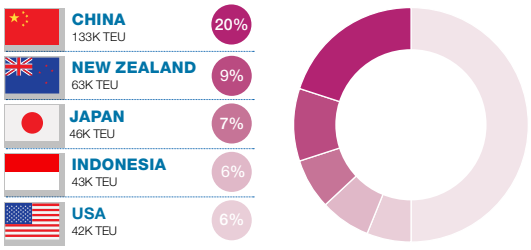
For the container trade the Port's top three import trade trading partners are China, Thailand and USA and for the export trade the key trading partners are China, New Zealand and Japan. The top containerised imports are all manufactured products (like furniture, appliances and machinery) whilst the top exports are mostly agricultural products (like wheat, hay and fodder, and fresh fruit).



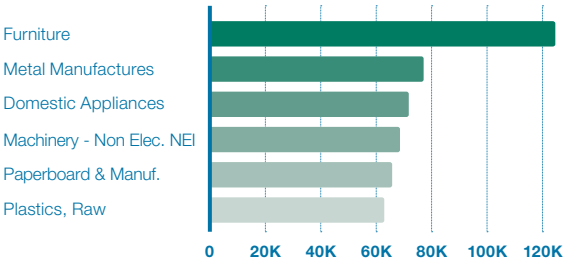
Top countries share of import trade



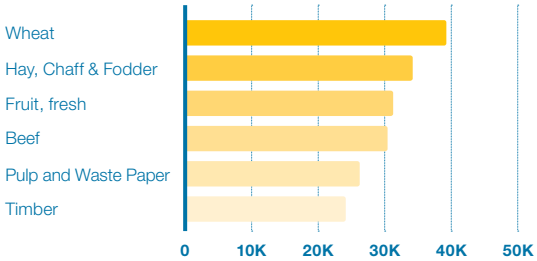
Top countries share of export trade



Top overseas imports (FY25 TEU)



Top overseas exports (FY25 TEU)



Trade forecasts

Trade volumes through the Port are integral to our planning. Updated trade forecasts have been prepared for the port through to 2055, which assume unconstrained availability of Port infrastructure, metropolitan Melbourne industrial land and wider Victorian transport infrastructure.

Unconstrained forecasts are based purely on demand growth and do not consider how supply-side constraints, such as existing infrastructure capacity or landside transport networks, might impact the level of demand that can be met.

In understanding unconstrained demand potential, we can plan to ensure the ports infrastructure is managed and developed to best meet future demand.

Our trade forecasts are prepared by Deloitte Access Economics (DAE), an independent expert economic forecaster.

We consider that DAE's forecast has been prepared on a reasonable basis. We note that DAE has undertaken econometric analysis to produce robust statistical models to forecast trade activity*.

Container trade forecasts

The container trade is the most significant port trade, with 3.4 million TEU of containers handled during 2024-25 and equating to around three quarters of the Port's trade.

We forecast that total container trade volumes will grow over the long term by 2.5% per annum to around 7.1 million TEU by 2055.

Economic and population growth for Victoria are key drivers of growth of container trade at the Port.

Year (FY)	Total containers (millions)
2025 (a)	3.39
2030 (f)	3.97
2035 (f)	4.53
2040 (f)	5.07
2045 (f)	5.69
2050 (f)	6.39
2055 (f)	7.13

(a) = actual, (f) = forecast, Source: PoM and DAE, 2025

TRADES	2024-25 TRADE VOLUME	COMPOUND ANNUAL GROWTH RATE (CAGR) SINCE THE 2050 PDS (2018-19)
Container	**3.4m TEU**	1.9%
Motor vehicles	**8.6m revenue tonnes**	3.3%
Wheeled units	**3.8m revenue tonnes**	2.2%
Liquid bulk	**5.4m revenue tonnes**	-2.8%
Dry bulk	**5.2m tonnes**	3.9%
Break bulk	**1.1m revenue tonnes**	-3.6%

Tasmanian trade

Tasmanian trade is an important component of overall trade at the Port and provides a vital connection between the Tasmanian and mainland Australian economies.

The key Tasmanian trades are containers and wheeled units which are respectively forecast to grow by 0.7% and 2.9% per annum.

This level of growth is expected to increase the Tasmanian container volumes from around 0.3 million TEU in 2025 to 0.4 million TEU by 2055. The wheeled unit volumes will increase from 3.8 million RT to 8.8 million RT over the same period.

Non-container trade forecasts

Drivers of 'non-containerised trades' growth at the Port are:

- **Motor vehicles** – longer term growth in new motor vehicle trade is driven by population growth, vehicle age and per capita vehicle numbers. This trade is forecast to moderate in the near term as trade volumes ease following pandemic-related highs and current subdued domestic economic conditions. Longer term, higher volumes of new motor vehicle imports are anticipated with population growth
- **Break bulk general cargo** – break bulk cargoes are a mix of project and oversize cargoes. Break bulk is largely comprised of steel based imports with trade growth and timing and delivery arrangements of major projects and market opportunities mainly contributing to growth
- **Liquid bulk** – volumes of imported refined petroleum products are assumed to remain elevated in the medium term to offset production loss at the Exxon Altona refinery and satisfy Victorian domestic fuel demand. Longer term, the volume of petroleum product imports and PoMs' infrastructure requirements will depend on the speed of Victoria's transition to clean energy and electric technologies. Given the uncertainty of future fuels and transition pathways, PoM has not forecast any significant changes in potential non-petroleum liquid bulk cargoes but will monitor and consider potential future infrastructure requirements
- **Dry bulk** – Victoria's population growth and relative market size of various commodities drives the long-term forecasts for dry bulk imports whilst dwelling and non-dwelling investment drive short term deviations. Exports mainly comprise cereal grains. Combined, the dry bulk trade is expected to grow at a robust pace, with imports continuing to grow faster than exports.

YEAR (FY)	MOTOR VEHICLES (REVENUE TONNES)	LIQUID BULK (REVENUE TONNES)	DRY BULK (TONNES)	BREAK BULK* (REVENUE TONNES)
2025 (a)	8.6 million	5.4 million	5.2 million	1.1 million
2055 (f)	11.7 million	6.4 million	9.8 million	1.4 million
CAGR	1.0%	0.6%	2.1%	1.0%

* Excluding new motor vehicles, (a) = actual, (f) = forecast, Source: PoM and DAE, 2025

New and expanded trade opportunities

PoM continues to explore new and expanded trade opportunities at the Port and engages with tenants and trade customers about opportunities to better use existing, and where appropriate, additional port berths and facilities. Potential new and expanded trade opportunities at the Port include:

- **Dry bulk** – PoM currently handles a significant volume of dry bulk trade but has several berths and facilities which could handle additional dry bulk volumes. PoM engages with current and potential tenants and customers on future dry bulk activities at the Port, which could include expanded and new cement product, fertiliser and mineral volumes.
- **Containers** – While the container trade is the largest trade at the Port, there are opportunities to grow this trade using existing and future berths / facilities. This includes opportunities for the Port to handle an increased proportion of the contestable trade volumes from western Victoria and southern New South Wales, an increased role for Melbourne as a national container distribution hub and using the Port to tranship containers destined for other Australian, New Zealand and south pacific ports.
- **Break bulk** – Several berths and facilities within the Port currently handle the break bulk trade with key cargoes including motor vehicles, transport equipment and agricultural equipment. There is an opportunity, subject to tenant interest, to broaden the range of break bulk cargoes, which could include select onshore and offshore wind farm cargoes and components.
- **Liquid bulk** – There are direct pipeline connections between the liquid bulk berths in the Port and numerous liquid bulk distribution facilities in Melbourne's inner west. These pipelines connect to major liquid bulk users, such as Melbourne Airport, which are expected to have long term demand profiles. There continues to be an opportunity to support and grow liquid bulk volumes at the Port in parallel with expected transitions of the Australian motor vehicle and transport fleets towards electrification.

All new and expanded trades at the Port are explored and assessed on a case-by-case basis. Any PoM capital investments required to support new and/or expanded trades at existing or new berths and facilities within the Port will also be considered on a case-by-case basis and be subject to commercial and other assessments.

Trade forecast sensitivity

Trade forecasts in this 2055 PDS can be sensitive to external factors. The potential upside and downside risks include:

Upside risk that trade volumes may be higher than forecast

In addition to stronger than expected population growth seeing higher-than-expected demand for imports, potential new technology or economic trends may increase asset turnover or volume shift from one trade to another. Where upside changes occur, we expect some future Port investments may need to be brought forward to respond to earlier than expected demand.

Downside risk that trade volumes may be lower than forecast

Downside risks are largely driven by economic factors which dampen demand. These include local or global recessions, lower Victorian population growth, more difficult agricultural production conditions or technology changes. Likewise, where downside risks eventuate, PoM is likely to delay relevant port projects until sufficient demand growth occurs.

The Victorian Government has released the 'Victorian Critical Minerals Roadmap 2024'. PoM is actively exploring opportunities to better leverage assets to support greater exports through the port.

Key trade growth planning considerations

- All Port trades are expected to grow in response to continued metropolitan Melbourne and Victorian economic growth and development.
- Trade forecasts have a range of upside and downside risks.
- Analysis has clearly shown that the economic benefits of the Port are Victorian wide and extend across South-East Australia.

Vessel numbers, types and sizes

The Port's network of shipping channels

Commercial vessels access the Port, and the Port of Geelong, via a series of shipping channels and fairways that connect with Port Phillip Bay and Bass Strait. The Bay is also enjoyed by community for boating, fishing, yachting and swimming. To keep everyone safe, laws and directions govern how commercial and non-commercial vessels navigate shipping channels.

These waters are managed by Ports Victoria under the Harbour Master's directions. Maintained channel depth varies from 17.0m within the Great Ship Channel at Port Phillip Heads down to 14.6m within the Yarra River Channel. Different depths are required to accommodate varying environmental conditions through the Port, with a greater depth needed at the Heads because of wave and swell conditions.

As the seabed material shifts over time, PoM undertakes regular maintenance dredging to maintain channel declared depths. We allow for resettlement of the excess seabed material removed as part of channel maintenance activities, such as clay, silt, sand and rock and resettle this material at DMGs within the Bay.

As PoM is responsible for maintaining these channels and fairways, we allow for the numbers and types of vessels accessing the Port into the future to ensure adequate and safe access. Just as the Government plans for road and rail network capacity, we consider how the Port's waters adapt to changing trade needs.

Additionally, while Ports Victoria is responsible for management of Station Pier, we work in consultation with them to ensure that the growing number of visiting cruise ships can be accommodated, and that commercial vessel planning is integrated with cruise ship planning. Likewise, we work collaboratively with Ports Victoria and the Harbour Master on future commercial vessel trends and numbers to ensure continued safe vessel navigation through the Port.

A Port Phillip Heads and Entrance

The Heads are formed at Point Lonsdale and Point Nepean and stand either side of the short strip of water (the Entrance) that connects Port Phillip Bay with Bass Strait. The Entrance is considered hazardous due to strong currents and unpredictable waters. The Great Ship Channel is located within the Entrance and is used by commercial shipping vessels with deep draught to transit the Heads.

B South Channel

The South Channel runs between the Entrance in the west and Hovell Pile (offshore from Rosebud) in the east.

C Shipping Fairway

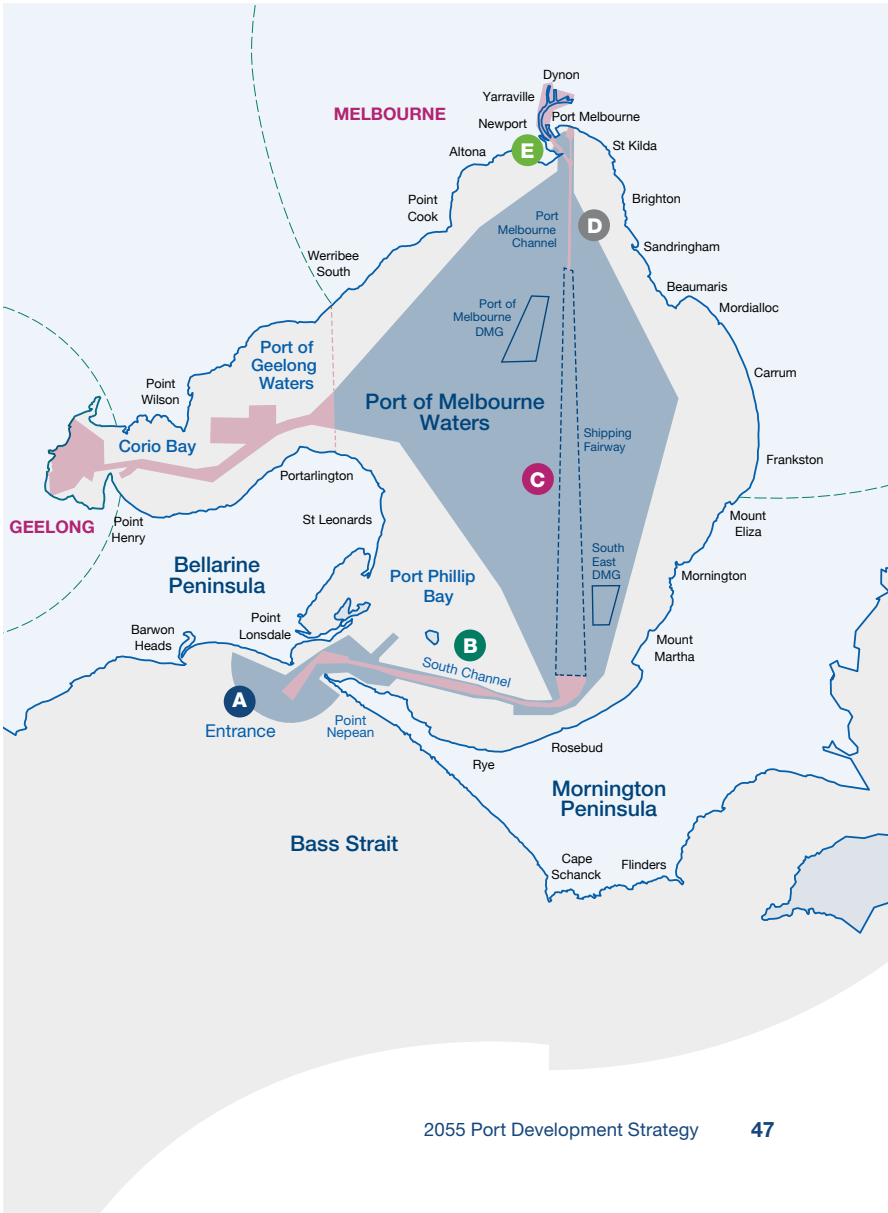
The Shipping Fairway is located in naturally deep water and extends northwards within Port Phillip Bay from the end of the South Channel to the start of the Port Melbourne Channel.

D Port Melbourne Channel

The Port Melbourne Channel runs from the end of the Shipping Fairway all the way up to Station Pier. Towards the northern end, the Port Melbourne Channel intersects with the Williamstown Channel, and provides access to the majority of the Port.

E Williamstown and Yarra River Channels

The Yarra River Channel is the northern-most shipping channel and provides access to Swanson Dock, Appleton Dock, Victoria Dock, Holden Dock and South Wharf. The Williamstown Channel links the Port Melbourne Channel with the Yarra River Channel, providing access to Gellibrand Pier and Webb Dock.



Today's cargo ships

Vessel measurements

Ships are measured by:

- **Length overall** – the maximum length of the vessel from the tip of the bow (the front of the vessel) to the end of the stern (the back of the vessel).
- **Beam** – the width of the vessel at its widest point.
- **Draught** – the depth of the vessel from the waterline to the keel of the vessel.

The changing nature of vessels entering the Port

Data is continuously collected on all commercial vessels visiting the Port and helps inform day-to-day Port operations.

Importantly, this data shows that vessel visits have not increased significantly – but vessels have grown larger to transport more cargo on each trip. In 2015-16, there were 2,529 commercial vessel visits to the Port, bringing 89 million revenue tonnes of cargo. This is compared with 2,472 visits in 2024-25[7], bringing 114 million revenue tonnes. With 57 fewer visits, vessels have carried an additional 25 million revenue tonnes of cargo – an additional 11,000 revenue tonnes of cargo per vessel.

With increasing container trade, container vessels in particular are growing in size and capacity. Larger container vessels are gradually accounting for a greater share of visits. The average size of a container vessel in 2015-16 was around 3,900 TEU, compared with 4,800 TEU last year.

Container vessels continue to account for the greatest number of visits, with 1,010 visits to the Port in 2024-25. Pure Car Carriers accounted for 375 visits.

Larger vessels offer economies of scale and mean more trade can be handed with less ship visits. These larger vessels tend to be more modern, fuel efficient, quieter and produce lower levels of greenhouse gases per container moved.

Vessel types	2024-25 vessel visits	Annual percentage change from the 2050 PDS
Container	1,010	-4.4%
Pure Car Carrier	375	-2.3%
Liquid bulk	203	-1.9%
Dry bulk	252	8.2%
Break bulk / Other	632	-5.5%

Key shipping activity planning considerations

- The Port shipping channels and fairways provide safe, reliable and adequate access for the Port to meet trade needs and operate efficiently.
- The size and number of vessels requiring access to the Port will change.
- Historical data shows that vessels have been getting longer, wider and deeper to transport more cargo in each trip.
- Localised channel maintenance and modification works are important for the Port to handle increased cargo volumes and support efficient operations.

7. Excludes Station Pier

Responding to changing vessel needs

As different vessel types carry different trade to and from the Port, we endeavour to take a robust forecasting approach.

Our forecasts for different vessel types are outlined below and are driven by:

- Volume and mix of trades handled by all ports along Australian shipping routes
- Shipping fleet availability and industry expectations
- Forecast east coast Australian population growth and trade demand
- Physical limitations to handling trade at all east coast Australian ports (including the Port of Melbourne).

Obtaining approvals for larger ships to call at the port is an iterative process supported by simulation, trials and infrastructure assessments. PoM will move through the required steps and ultimately complete simulations and assess whether any infrastructure such as channels, swing basins, berth pockets of wharves require any changes.

PoM does not foresee any channel capacity constraints within the Port and any potential delays can be managed through scheduling.

Container vessel growth

In line with Australian population, market growth and changes in the global shipping fleet, the average size of container vessels is expected to continue growing gradually over time.

The most likely container vessel fleet forecast through to 2055 based on current information available is provided here. The fleet forecast has been developed by GHD (2025), and is consistent with the forecasting methodology adopted for the Port Capacity Enhancement Program (PCEP) Cost Benefit Analysis (CBA).

Constrained forecasts for container vessels have been prepared using the following physical limit assumptions:

- **Port Phillip Heads / Bay limits** – the dimensions of the channel through the Port Phillip Heads and the Port Melbourne Channel are likely to set the vessel size limit for Webb Dock in the medium and longer term of around 14,000 TEU (subject to further analysis and obtaining relevant approvals, including from the Harbour Master).
- **Use of specific operational controls** – some specific operational controls and potentially relatively minor infrastructure development works may increase these limits for individual vessel visits, subject to obtaining relevant approvals, including from the Harbour Master.
- **West Gate Bridge / Yarra River limits** – the height of the West Gate Bridge and arrangement of the Yarra River channel continue to result in around a 11,000 TEU vessel size limit for Swanson Dock.

Existing and future container design vessels

PoM has identified a range of current and potential future container design vessels for Swanson Dock and Webb Dock. Between now and 2055, we will work with Ports Victoria to continually refine these future container design vessels through iterative increases in vessel size.

The process for determining channel capacity and assessing the viability of increasing vessel sizes begins with hydrodynamic analysis and underkeel clearance assessments. Channel utilisation in all weather conditions are assessed to determine safety margins and operability windows. These results are then validated on bridge simulators with the assistance of local pilots and tug masters. Combined, this work provides the Ports Victoria Harbour Master with sufficient evidence to make informed decisions as to the conditions under which larger vessels can safely be accommodated within the Port.

Container ship size at Swanson Dock

- Equipment and operational improvements have been/are currently being undertaken at Swanson Dock which enable container vessels of up to around 11,000 TEU to be handled (with some outlier vessels up to 11,500 TEU).

Container ship size at Webb Dock

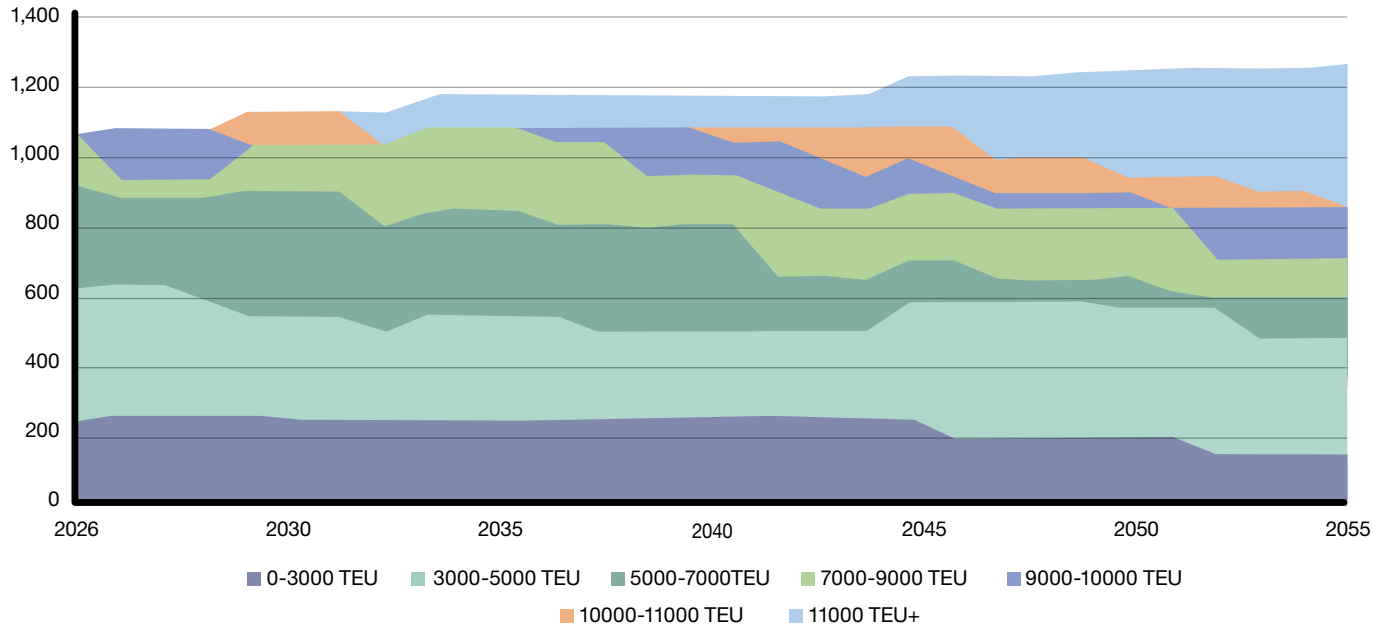
- Equipment and operational improvements have also been undertaken at Webb Dock, which enable visits from container vessels of up to around 11,000 TEU currently.
- In the medium to longer term, further analysis and assessments will be undertaken to enable visits from container vessels of up to around 14,000 TEU capacity. Visits by larger container vessels are subject to review and approval from the Harbour Master.

Operation of larger vessels will also require the delivery of appropriate equipment and operational investments by the container stevedores.

PoM will work with Ports Victoria and the Harbour Master to seek the future approval to allow larger ships to visit Melbourne in the medium to longer term, as industry requires.

Design vessels

Design vessels are used to inform a port's layout and infrastructure designs, referencing dimensions and operational characteristics. The largest design vessels are typically used for the major port layout and infrastructure designs, while specific trade-related design vessels are usually only used for layout and design for the relevant individual berths. Whilst there is currently no approval for 11,000 TEU ships at Swanson Dock and 14,000 TEU ships at Webb Dock, PoM believes these are suitable ship sizes for long term port planning purposes.



PERIOD	TEU	LENGTH OVERALL	BEAM	DRAUGHT
		Swanson Dock Berths		
Current and Future*	Up to around 11,000	Up to 337m	Up to 48m	14m
		Webb Dock Berths		
Current	Up to around 11,000	Up to 350m	Up to 48m	14m
Future	Up to around 14,000	Up to 370m	Up to 53m	14m

*Refer to Harbor Master guidelines for exact configuration.

Non-container max design vessels*

	TRADE AND VESSEL TYPES	LENGTH OVERALL	BEAM	DRAUGHT	DEAD WEIGHT TONNES (DWT)
1	**Tasmanian** RoRo vessels, 700 TEU	210m	35m	7.6m	N/A
2	**Motor vehicles** Pure Car Carrier vessels, 8,000-8,500 CEU	200-265m	33-41m	11.8m	60,000
3	**Dry bulk** Panamax vessels	220m	32m	12.5m	80,000
4	**Liquid bulk** Refined petroleum product – Long Range 2 (LR2) vessel and Suezmax vessels	240-287m	42-50m	14-14.7m	115,000-162,000
5	**Break bulk / Other** Handimax vessels	200m	30m	10.1m	50,000

*max design vessel refers to the largest size capable of being accommodated within the Port. Individual berths max design vessel may vary

Note: Individual berths associated with these and other trades may be designed for smaller vessels. The design vessel is based on the actual trade associated with the berth and any historical physical layout or structural capacity consideration.

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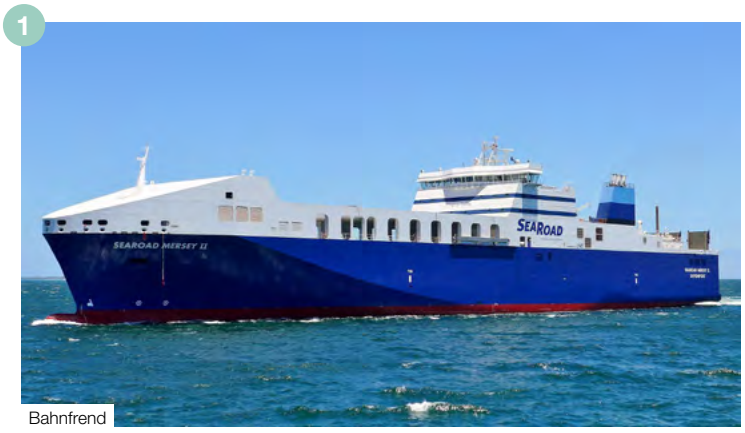

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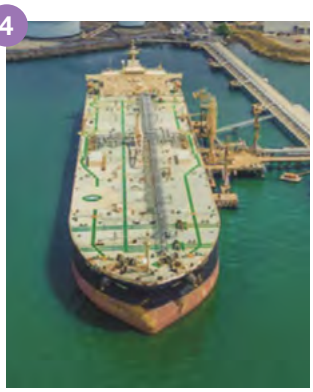

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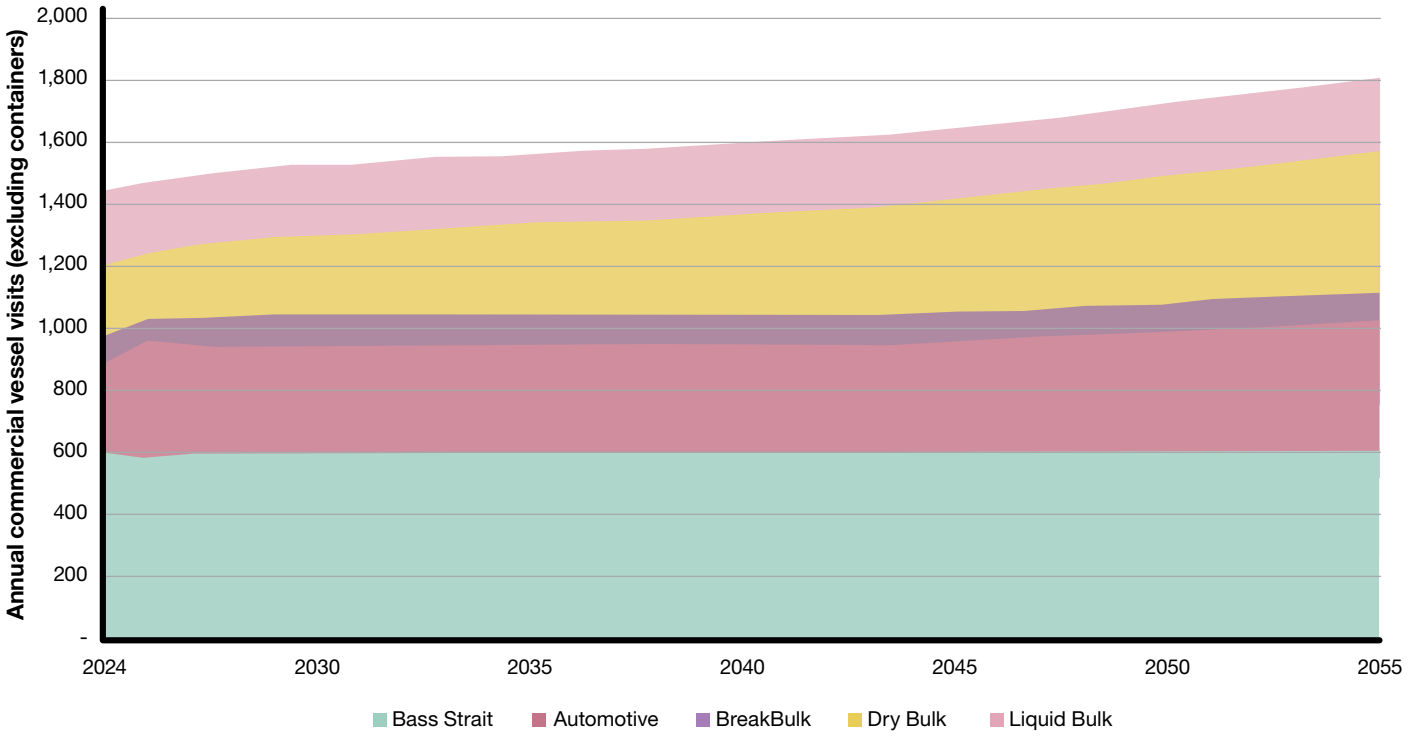
Non-container vessel forecasts

Numbers and potentially sizes of other trade vessels visiting the Port are expected to also gradually grow across the next 30 years:

- The largest number of non-container vessel visits per year at the Port continues to be Tasmanian RoRo vessels. Both operators currently have six sailings per week with around 600 visits per annum. In line with demand growth, there is a possibility of each operator increasing their sailings to seven per week or approximately 700 visits per annum
- The largest growth in vessel visit numbers to the Port is for Dry Bulk vessels which are forecast to increase to about 470 annual visits between now and 2055.

A number of changes to non-container vessel inputs, assumptions and forecast have occurred since the 2050 PDS, including:

- The relocation of the Spirit of Tasmania services from Station Pier (Victorian Government owned) to Geelong has reduced Tasmanian RoRo vessel visits to the Port waters
- Over time the vessel sizes used for Tasmanian services operating out of the Port may increase in size or the number of services may increase to address trade demand growth, subject to Tasmanian terminal restrictions
- Recent changes to the Pure Car Carrier vessel market have delivered increased sized vessels which is expected to slow growth in the number of Pure Car Carrier vessels visiting the Port.



Source: GHD and PoM, 2024

Landside transport needs

Transporting freight to and from the Port

Freight needs to move in and out of the Port 24 hours a day, seven days a week and as our population grows, more demand will be placed on landside connections, including the road and rail networks. Commuter 'peak' periods are starting earlier and finishing later, general traffic is forecast to grow making roads more congested, and freight train services are competing for rail network space.

To ensure the Port continues to provide efficient and cost-effective access to import and export markets in South-Eastern Australia, we need to consider how existing infrastructure and external road and rail networks can be better leveraged in our planning and development. We aspire to move goods with less trucks (per TEU or alternative measure) and in a more sustainable manner.

The Port is ideally located to connect to major road and rail networks

The Port's connections to major freeways and freight rail corridors means it is ideally located to provide businesses with excellent access to markets across metropolitan Melbourne, regional Victoria and interstate.

Different kinds of cargo are transported by road and rail. The majority of Port-related transport activities are by road, particularly within metropolitan Melbourne. The Port's key road access points are Footscray Road and the Todd Road / West Gate Freeway intersection. The West Gate Tunnel Project, scheduled for completion in 2025, will provide additional direct access to the Port from the West Gate Freeway and CityLink at both Mackenzie Road and Appleton Dock Road.

Rail is mostly used to transport export container and bulk grain trades between the Port, regional Victoria and interstate to the Port. While there is no significant container movement around metropolitan Melbourne by rail, PoM has invested in the Port Rail Transformation Project to support metropolitan rail freight activities.

Dedicated freight rail lines run to the north and west, whereas freight rail shares passenger train lines to the south-east and east, impacting the efficiency of transporting freight by rail in these corridors. On these south-east lines, freight trains avoid peak periods, with agreed schedules fitted around passenger trains.

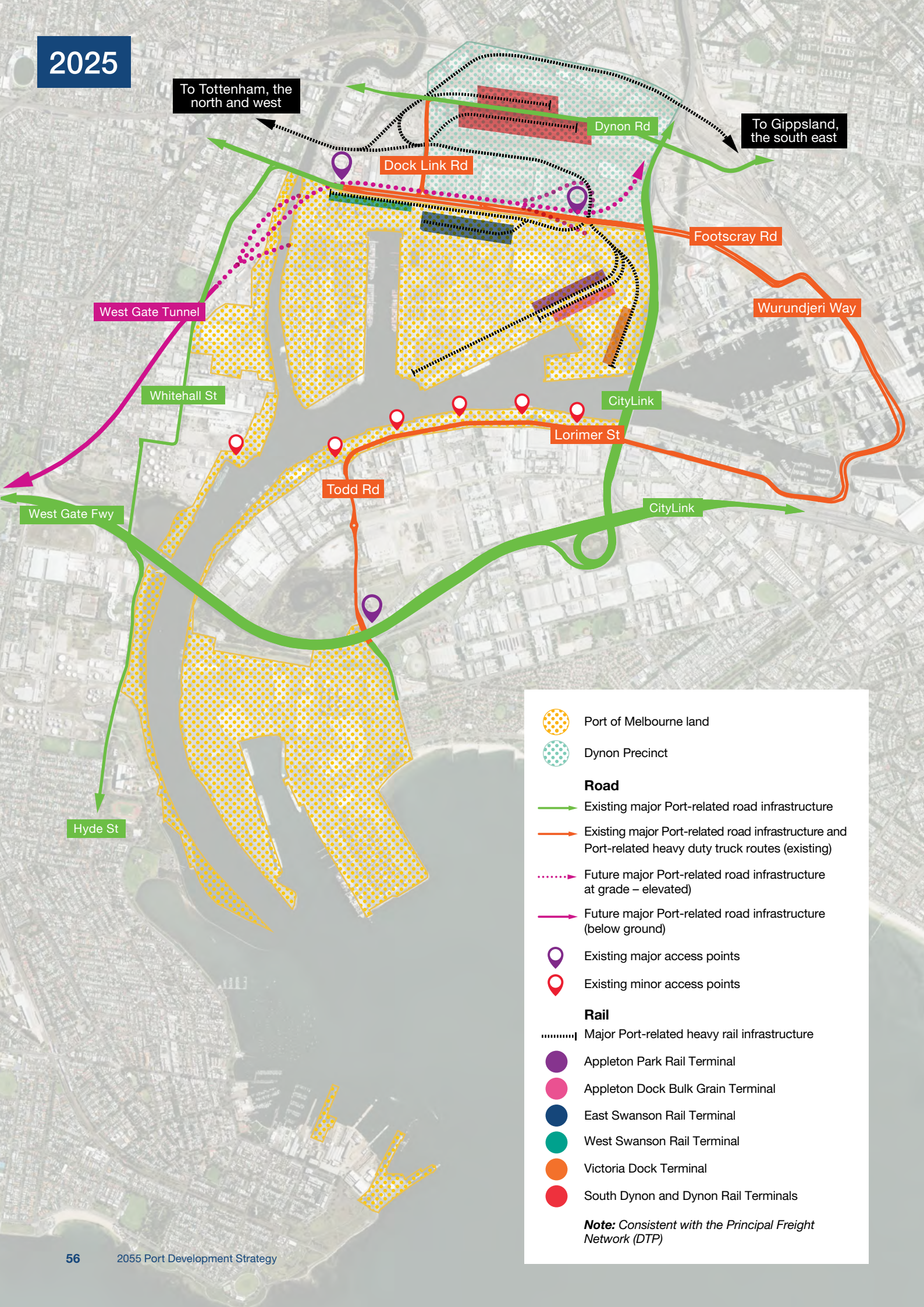
Rail tends to work better over long distances which is why only regional freight is currently moved on rail. While PoM actively invests in rail assets, road will remain the dominant way to move freight in and out of the Port into the long term. Ensuring appropriate access to Victoria's road and rail networks is maintained, safeguarded and upgraded is critical to the Port's efficient operations.

Principal Freight Network

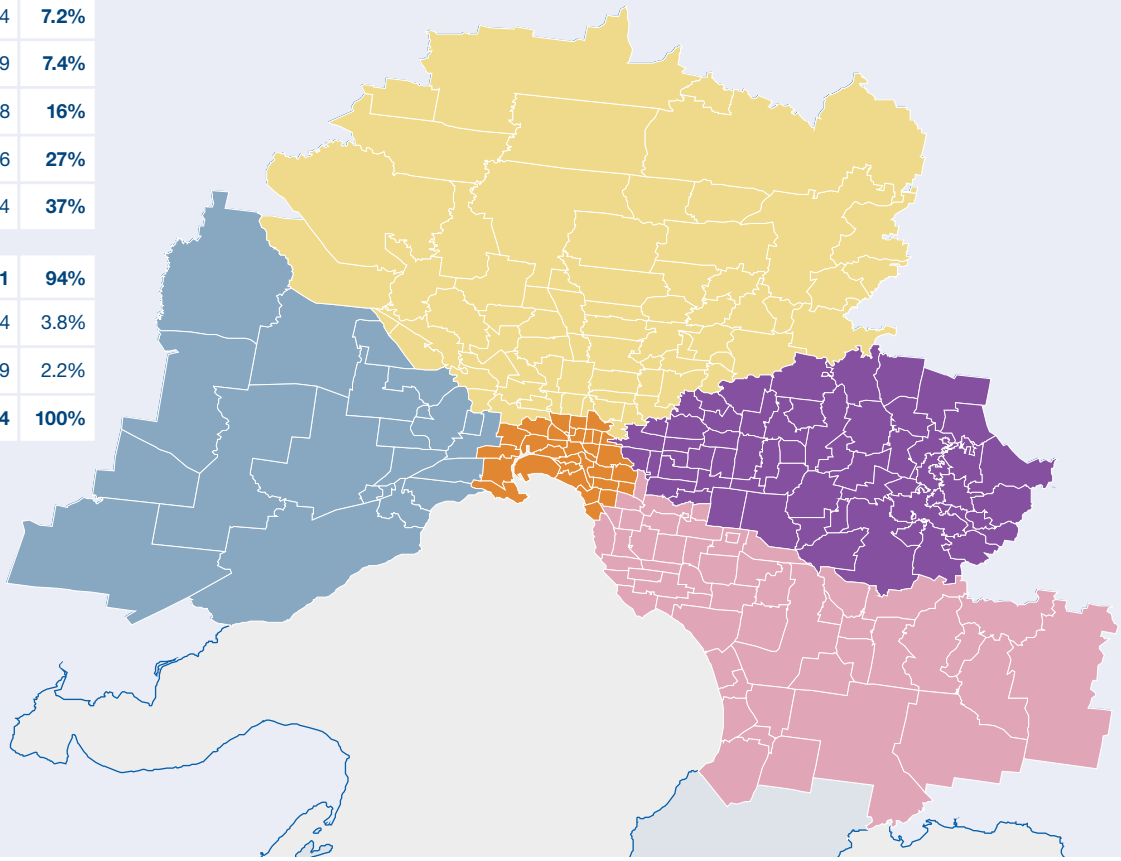
The PFN is a Victorian Government planning framework that identifies and protects Victoria's key road and rail freight routes and places. The PFN includes key freight places, precincts and transport corridors and is gazetted in all planning schemes and:

- Ensures efficient, sustainable, and economic movement of freight
- Supports high-capacity freight movements vital for the Port's operations by identifying and protecting key road and rail routes
- Facilitates seamless integration of multimodal supply chains, enhancing productivity and competitiveness
- Guides infrastructure investment in road and rail infrastructure, ensuring the Port remains connected to critical transport nodes and can continue to handle future growth in freight volumes.

The State Government has just recently released the Victorian Freight Plan 2025-30 which reiterates the States' position of protecting and enhancing the PFN. PoM welcomes the investments outlined within the Victorian Freight Plan 2025-30 to support the on going development and growth of the PFN.


2025
To Tottenham, the north and west
Dynon Rd
To Gippsland, the south east
Dock Link Rd
Footscray Rd
West Gate Tunnel
Wurundjeri Way
Whitehall St
CityLink
Lorimer St
Todd Rd
West Gate Fwy
CityLink
Hyde St
Port of Melbourne land
Dynon Precinct
Road
Existing major Port-related road infrastructure
Existing major Port-related road infrastructure and Port-related heavy duty truck routes (existing)
Future major Port-related road infrastructure at grade – elevated)
Future major Port-related road infrastructure (below ground)
Existing major access points
Existing minor access points
Rail
Major Port-related heavy rail infrastructure
Appleton Park Rail Terminal
Appleton Dock Bulk Grain Terminal
East Swanson Rail Terminal
West Swanson Rail Terminal
Victoria Dock Terminal
South Dynon and Dynon Rail Terminals
Note: Consistent with the Principal Freight Network (DTP)

Area	TEU	%
Inner Melbourne	86,194	**7.2%**
Outer Eastern	89,329	**7.4%**
Outer Northern	188,178	**16%**
Outer South East	320,256	**27%**
Outer Western	448,904	**37%**
METROPOLITAN TOTAL	**1,132,861**	**94%**
Regional Victoria Total	45,714	3.8%
Interstate Total	26,049	2.2%
GRAND TOTAL	**1,204,624**	**100%**



There are a number of key origins and destinations for Port traffic

Understanding where port cargo is transported to and from is a key to ensuring that port development is well-integrated with road and rail networks and broader, state-wide transport planning.

Overall, the outer west of metropolitan Melbourne is a key node for port-related activity. There are a similar number of imported containers transported to destinations in the outer west as there are containers transported from the outer west to the Port for export.

While Melbourne's outer west is the origin and destination for around a quarter of all container transport, imported containers are transported widely across greater Melbourne. The vast majority (94%) are delivered to metropolitan Melbourne destinations, generally within 50km of the Port.

Most containers are delivered to Melbourne's outer suburbs:

- Outer western suburbs (37%) such as Laverton North and Altona
- Outer South-Eastern suburbs (26%) such as Dandenong
- Outer northern suburbs (15%) such as Somerton and Tullamarine.

Compared to imports, container exports have a smaller number of origins within Melbourne and a larger number come from regional Victoria or interstate. Just over half of export containers are transferred from metropolitan Melbourne, with the largest number coming from the outer west (33%). West Melbourne and West Footscray are two of the biggest inner-Melbourne container export origins, which is likely due to how freight companies stage container shipments. Containers are often transported from interstate or regional areas and held, or packed, at an intermediate location close to the Port before being delivered for shipment.[8]

Key landside transport planning considerations

- The Port needs to be well-connected to road and rail networks for freight to move efficiently between the Port and business locations.
- As Melbourne's population grows, there will be greater pressure on road and rail networks.
- While road transport will continue to be an important form of transport from the Port, PoM will continue to investigate opportunities to decrease the relative use of trucks, including by increasing rail mode share.
- The port's operations need to be optimised at the lowest cost possible to ensure the competitiveness of our international supply chains and managing costs to consumers in Victoria.
- The terminals at the port have a fixed operating gate capacity which needs to be available throughout the 24 hour operations to enable freight supply chains to optimise how they service the port.
- The Victorian Commercial Ports Strategy outlines that the State will commence the creation of a Port Landside Access Plan. PoM will work with State as they develop the Port Landside Access Plan.

8. Container Logistics Chain Study (CLCS), PoM 2020

Responding to landside transport growth

For a port to work at its best, landside freight logistics operations must move goods in and out of the Port efficiently and productively on the road and rail networks.

As Melbourne's population grows, PoM must ensure the port meets Victoria's growing economic needs. For goods to continue to be moved efficiently and productively, we must seek to achieve appropriate port access, encourage mode share and consider the impact of freight movements on local communities.

Most port cargo originates or is destined within metropolitan Melbourne. This means road-based transport will remain the main way to move freight. With Port-related landside transport only a small part of Melbourne's transport movements, PoM supports continued efforts to make road freight as efficient as possible and manage impacts on local communities.

Understanding and managing traffic growth around port boundary areas

Non port traffic is projected to be the most significant contributor to future traffic increases around the Port boundary, including at key intersections. However, transport modelling[9] shows that with localised upgrades to key intersections and appropriate Government policy and planning protections, the road network is expected to have sufficient capacity to meet forecast Port volume growth.

We have identified some potential future challenges on the eastern side of the Port that we will need to work with the State on as Fishermans Bend grows.

Swanson Dock

- There is sufficient road network capacity servicing Swanson Dock through to 2055.
- This takes into account delivery of the West Gate Tunnel, expected truck productivity improvements, and peak spreading.
- Daily port truck movements at Swanson Dock are forecast to grow from 3,800 to 8,900 over the next 30 years (2.9% growth per annum).
- At key port interfacing intersections at Swanson Dock, Port truck movements during the AM and PM hourly peak are forecast to grow from 1,300 to 1,600 over the next 30 years (0.7% growth per annum).[10]

Webb Dock

- With some localised improvement to the Webb Dock intersections, the road network is expected to have sufficient capacity for forecast trade volume through to 2055.
- Daily port truck movements at Webb Dock are forecast to grow from 4,200 to 7,600 over the next 30 years (2.0% growth per annum).
- At key port interfacing intersections, Port truck movements during the AM and PM hourly peak at Webb Dock are forecast to grow from 602 to 930 between now and 2055 (1.5% growth per annum).
- Landside transport operational improvements will need to be achieved, along with investments in active and public modes of transport and planning controls to support sustainable growth of the Fishermans Bend Precinct.

The Port truck fleet

The truck fleet visiting the Port and operated by private companies is comprised of rigid, semi, B-double, A-double and Super B-double trucks, which carry different numbers of containers. The movement towards HPFV's use seen over the last five years is expected to continue over the next 30 years, supporting increased road freight efficiency and productivity and greater movement of freight on the PFN. This increase in HPFV use is aligned with several of the priorities listed in the Victorian Freight Plan 2025-30. HPFV primary routes are on the PFN and not on local roads.

While trucks visiting the port are not owned by PoM, we support and encourage low emission truck movements and will collaborate with Government and Industry to consider initiatives.

Over the last 5 years, increased HPFV use saw an 18% uplift in the average truck capacity at the Port's three major international container terminals, leading to an estimated reduction in total truck numbers at these terminals by about 6% despite international container trade growing by about 8%.

Port truck fleet in 2024 and fleet changes over the last five years:

TRUCK TYPE	TEU	PORTION	CHANGE
Rigid/other or equivalent	1 TEU	3%	-8%
Semi-trailer or equivalent	2 TEU	26%	-13%
B-double or equivalent	3 TEU	7%	-4%
A-double, Super B-double or equivalent	4 TEU	64%	+24%

9. Stantec, 2025
10. Includes the Melbourne Market Site

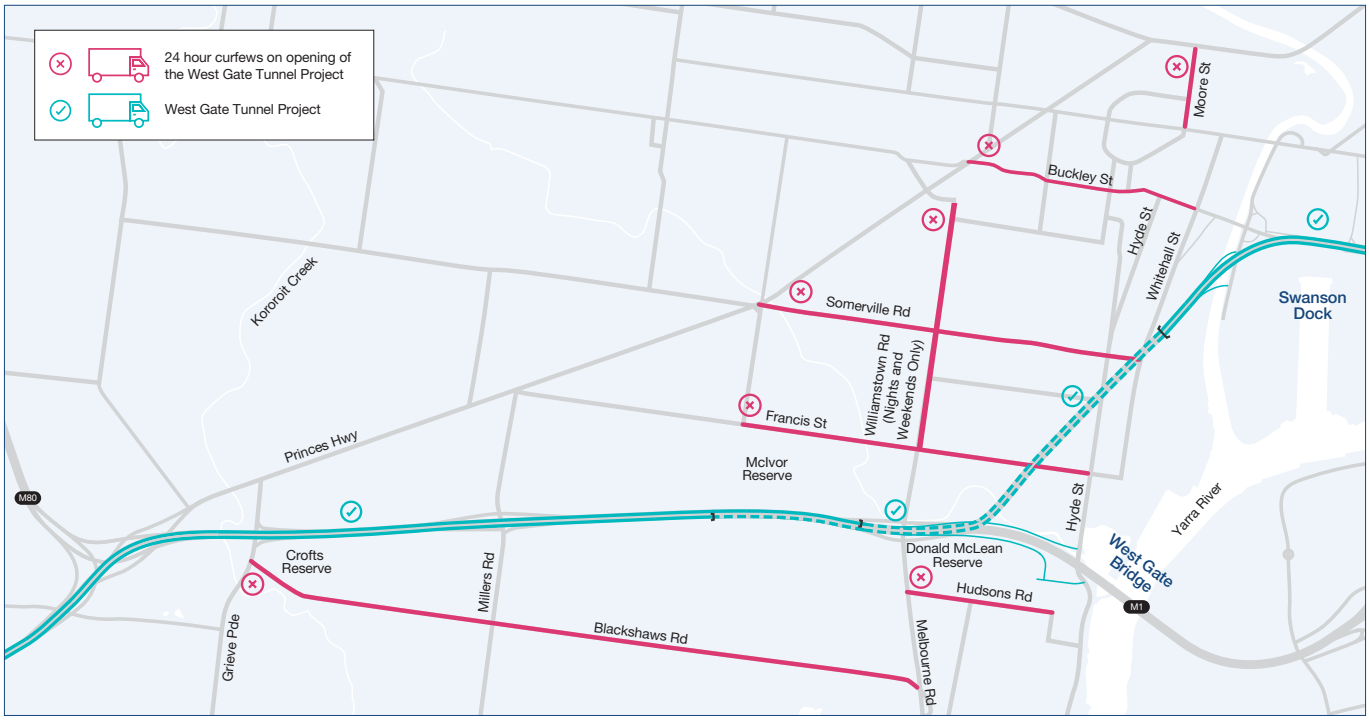
Benefits of the West Gate Tunnel

The West Gate Tunnel will move approximately 9,000 trucks a day[11] off residential roads providing safer roads, improved local air quality and less truck noise.

Privately owned trucks servicing the port may currently use local roads because of load weight limits on Melbourne's major bridges. The West Gate Tunnel will give these trucks a more reliable, direct connection to the Port from Melbourne's west and reduce their travel times by up to 13 minutes for trips between the west and the Port. Trucks carrying dangerous goods or over-height trucks banned from the West Gate Tunnel will be able to avoid residential streets by using new Hyde Street ramps for trips to the Port, local industry and fuel depots.

After the West Gate Tunnel opens, the Victorian Government will introduce 24-hour truck bans to ensure trucks use the freeway and not local streets. New cameras have been installed to enforce no truck zones in the inner west. These bans mean local roads will no longer be an option for truck drivers.

The West Gate Tunnel will also deliver a new 2.5km elevated bicycle path from Footscray to Docklands, removing six intersections for cyclists and making it safer and easier for more people to walk or cycle.



11. Department of Transport and Planning, 2022

More productive truck movements and considering local community impacts

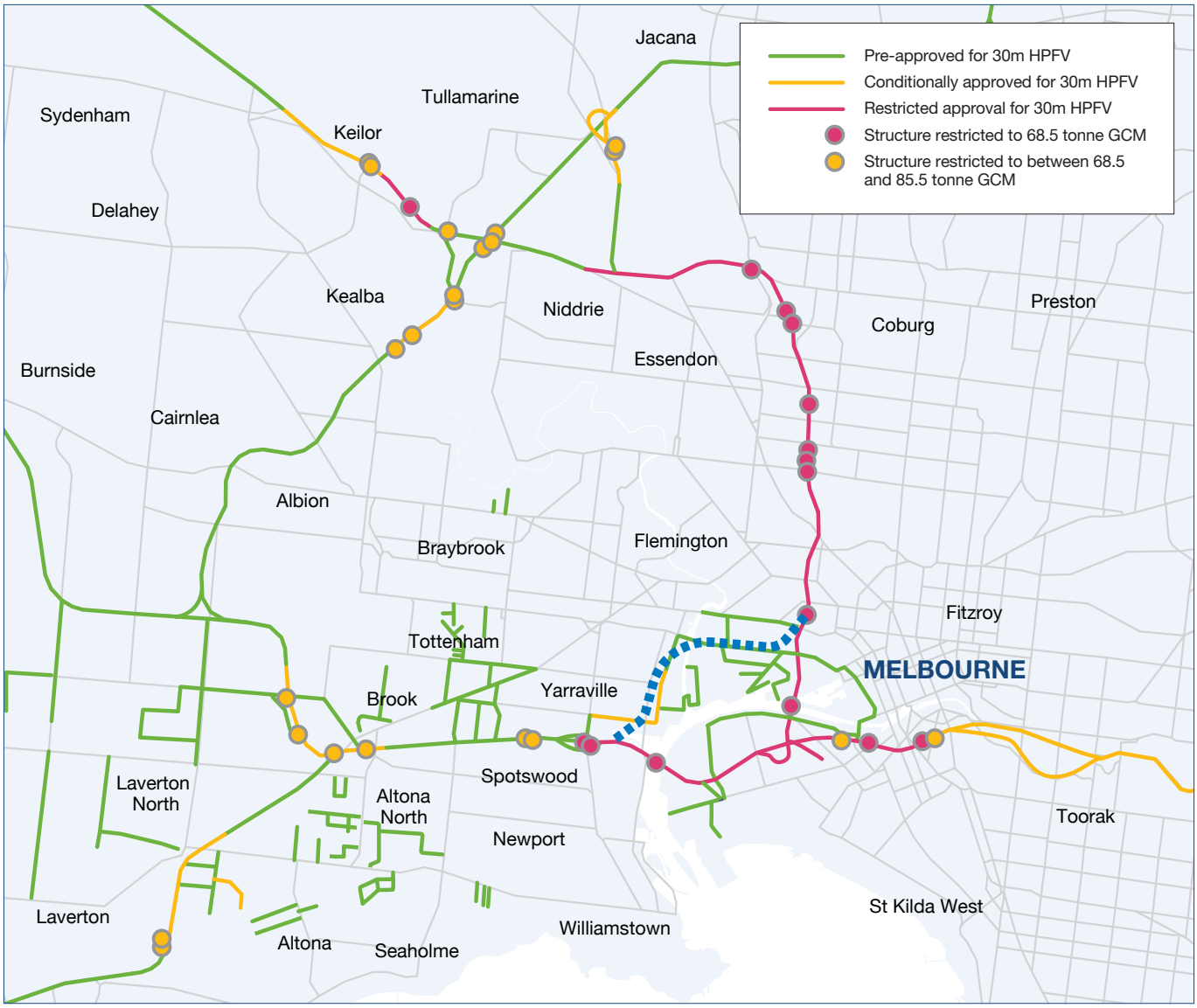
To better understand truck movements and the impact of trucks on local roads, we met with local government and community groups and conducted traffic modelling.

While our modelling shows that port traffic is not a large portion of future traffic growth, we acknowledge inner west community concerns about truck movements and look forward to the benefits of the West Gate Tunnel.

Subject to ongoing discussions with port users, we will continue to explore options to improve port landside efficiency that complement existing port access and consider impacts on neighbouring communities. In identifying possible options, we consider a range of factors including 'port peak' periods (the inter-peak period of the day). As peak slots become used, major terminals will need to rely on off peak capacity, seeing more evening and overnight freight movement and use of the surplus road network.

PoM plans to:

- Provide a PRSN start-up incentive to encourage use of the Victorian Government's PRSN and growth of the proportion of port trade handled by rail.
- Advocate for introduction of real time HPFV mass limit monitoring and approvals to enable more trucks to travel on the West Gate and Bolte bridges to access the port.
- Advocate for increased HPFV use and off-peak freight movements, as HPFVs lead to greater productivity and are prohibited from operating on local streets. PoM's advocacy focuses on making greater use of the PFN.
- Consistent with the Victorian Freight Plan 2025-30 advocate for the West Gate and Bolte bridges to be upgraded to increase weight limits to improve port access.
- Consider initiatives to maximise cargo moved per truck trip to minimise the overall number of truck movements.
- Explore alternate means of connecting the Swanson Dock and Webb Dock precincts
- Advocate for improving the PFN network to allow for easier access and less conflict with residential areas. PoM notes this is an action in the Victorian Freight Plan 2025-30 and strongly supports the stated policy position.



Improving the productivity of moving freight

Measures to increase landside freight efficiency and productivity including increasing the use of HPFVs, increasing nighttime port access and growing the proportion of port trade handled by rail, are also important to meet trade volume growth.

The 'port peak' is the inter-peak period of the day. Major port terminals use a vehicle booking system and as most peak slots become used, they will need to utilise the gate capacity available outside the peak periods, resulting in more freight movement in evenings and overnight.

Improved truck access to Webb Dock

Currently, access restrictions and 68.5 tonne mass limits prevent HPFVs from traveling on the West Gate and Bolte Bridges. To access Webb Dock Precincts, these vehicles must exit the freeway network early and travel additional distances on non-freeway arterial roads, increasing truck numbers on local roads.

Given the Westgate and Bolte bridge sizes and high levels of use, delivering upgrades is expected to take some time. In the short term, to improve direct access to Webb Dock, PoM will advocate for real time HPFV mass limit monitoring and approvals to be introduced.

Under this arrangement, HPFVs fitted with approved mass limiting monitoring systems and with an overall operating mass limit of 68.5 tonnes or less can receive dynamic approval from the relevant approval authority to travel across the West Gate Bridge and/or Bolte Bridge to access the Port. This would include trucks carrying:

- 4 TEU of light import containers out of the Port destined for one of the national distribution centres located in the outer west of Melbourne
- 4 TEU of empty containers on bulk runs back to the Port for direct loading onto ships for repositioning back overseas.

Working with stakeholders

While port efficiency, operational, and mode-shift measures will help to optimise efficiency of cargo movement, Victorian Government investments in the road network outside the Port boundary will still be necessary to respond to the forecast growth in peak hour congestion from non-port traffic. This requires ongoing dialogue between PoM, the Victorian Government and other stakeholders to ensure the road network and intersections in and around the Webb Dock precinct are responsive to this changing environment.

This requires ongoing dialogue between PoM, the Victorian Government, Councils and other stakeholders to ensure the road network and intersections in and around the Webb Dock precinct are responsive to this changing environment.

Supporting the sustainable growth of Fishermans Bend

With non-port traffic expected to more than double by 2045, Victorian Government investment in public and active transport modes to support urban redevelopment, particularly for the Fishermans Bend precinct will be essential.

The Victorian Government has identified measures to increase active and public transport use, including pedestrian, cycling, bus, tram, and train transport options, which has the potential to significantly reduce private vehicle use.

Of these measures, we believe active and public transport investments will have the most impact on the efficient operation of the road network in and around the Port and are critical to preserving the network's long-term sustainability.

Traffic modelling and stakeholder engagement identified Lorimer Street as a critical freight route and is a key PFN road. Connecting port precincts, Lorimer Street has several cement businesses requiring port and road access and is the key route for heavy vehicles that can not use the Bolte Bridge. As planning for the Fishermans Bend development continues, it is critical that Lorimer Street's freight role is retained, and active transport investments are made in other parts of the precinct.

Understanding the Port rail system

Cost-effective, efficient transport networks across the supply chain and within the Port are critical. The port rail system comprises:

- Intermodal terminals located on port
- The Victorian and national rail networks
- Inland, including metropolitan, intermodal terminals and grain loading terminals across Victoria, southern New South Wales and eastern South Australia
- Rail service providers.

While the Port rail system has potential to grow and complement road transport in container movements, strategic investment in the system's elements and a coordinated operational approach will be required for an efficient freight transport network.

Port rail terminals and existing connections to freight networks

The Port is the central hub of the system with four intermodal terminals and one bulk grain terminal located within the Port.

The Port is connected to the Victorian broad and standard gauge, and national standard gauge rail networks. Dual gauge rail track (supporting broad and standard gauge train operations) is provided within the Port.

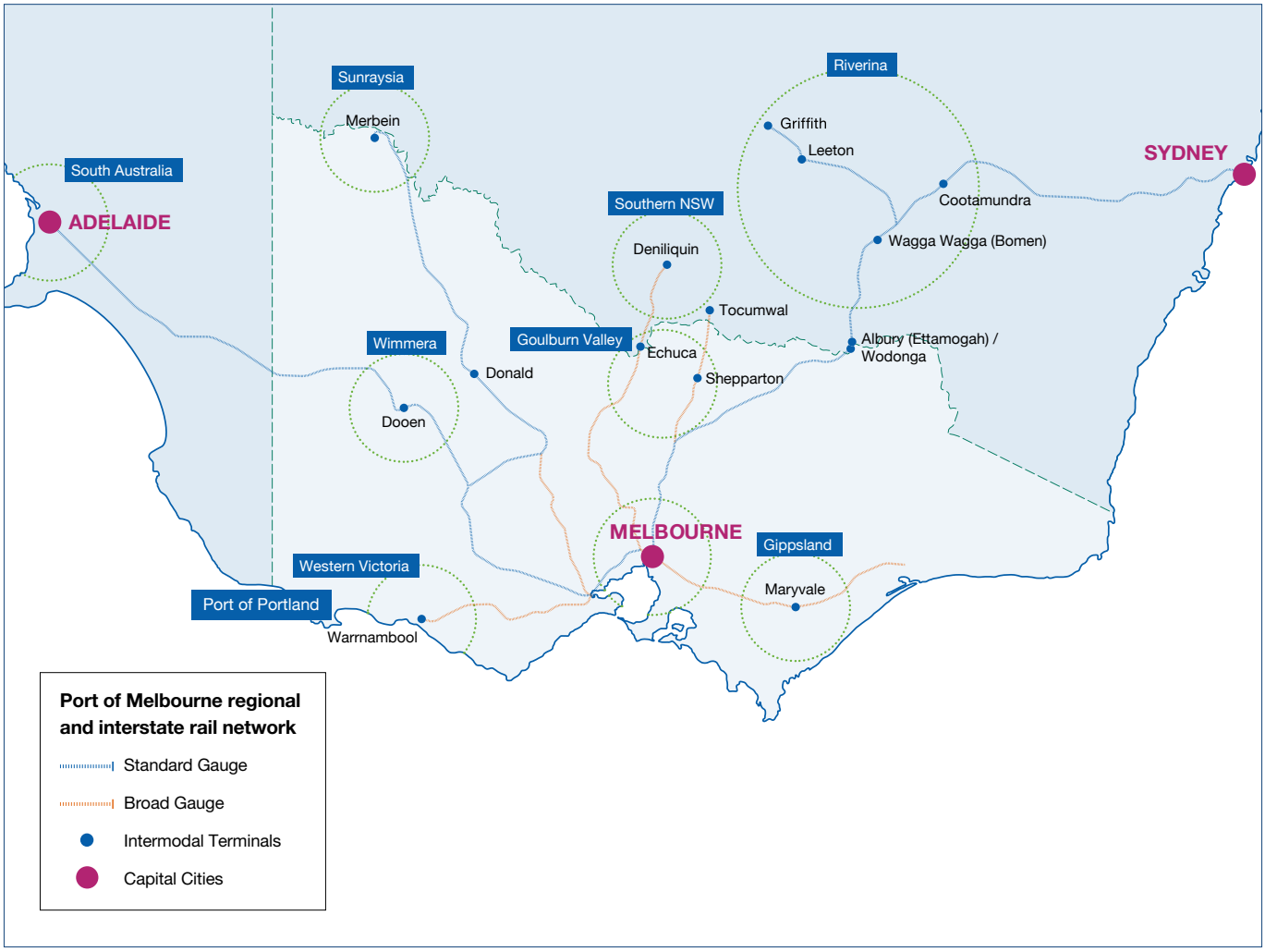
Immediate port rail connections run under Footscray Road and connect into the Australian Rail Track Corporation dual gauge section of the rail network.

The Port rail terminals and nearby port rail network connections are outlined on the figure on page 56, and the regional and interstate rail network connections are shown below.

Port Rail Transformation Project

The Port Rail Transformation Project (PRTP) as detailed in 'Our Plan for Rail 2020' has been implemented. New infrastructure, commercial and operating arrangements have been implemented to provide a rail option to complement road transport for shippers and to improve the capacity and efficiency of PoM import/export supply chain within the Swanson precinct. The PRTP also contributes to government's Port Rail Shuttle Network (PRSN) by providing appropriate infrastructure and operating arrangements at the port gate to create the certainty required for investment in metropolitan intermodal terminals.

The infrastructure component of the PTRP delivered a new rail terminal at East Swanson Dock in late 2023 providing direct interface with Patrick Terminals with two dual gauge sidings of 600 metres, a



new rail connection between the Swanson and Appleton tracks and an extension of the Swanson precinct common user sidings to accommodate 600 m long trains.

PoM also introduced a new operational framework to ensure fair, transparent and standardised protocols for rail access seekers into PTRP terminals in the port precinct, namely ACFS (Appleton Rail Park Terminal), Qube (Victoria Dock Rail Terminal), and Patrick (PortRail Melbourne)

The establishment of viable short haul metropolitan freight trains requires a system of initiatives to be implemented by industry, PRTP was one element of this system delivered by PoM. A collaborative effort from industry to demonstrate reliability, achieve scale and establish a sustainable price outcome is required for the success of the PRSN.

Port Rail Shuttle Start-up Incentive

The Port Rail Shuttle Network (PRSN), a Victorian Government initiative, is in the development phase with one out of three nominated PRSN Metropolitan Terminals able to receive trains.

Feedback from industry participants has identified that the cost differential between road and rail is a barrier to establishing port rail shuttle services to the port.

To assist with the establishment of port rail shuttle services between the PRSN Metropolitan Terminals and the port, PoM intends to provide a start-up incentive to assist with developing base load volume for port rail shuttle services.

Regional and interstate intermodal terminals

A broad network of regional and interstate intermodal terminals operate freight train services to the Port using both broad and standard gauge rail networks. Their locations and rail network connections are shown on page 62.

Current and proposed Port rail services

The majority of all freight rail services operating at the Port are currently services from regional Victoria and southern New South Wales. These trains range in length from around 300m to 1,800m depending on demand and service frequency. The current yearly intermodal rail throughput at the Port is 180,000 TEU.

The Port Rail Shuttle Network (PRSN) is the Victorian Government's proposed freight rail network to connect the Port with intermodal terminals in the outer west, north and potentially the south-east of metropolitan Melbourne. The trains that run on the PRSN are expected to have a length of up to 600m, carrying up to 84 TEU.

Rail connectivity to Webb Dock (the Webb Dock Freight Link)

Webb Dock is not currently serviced by rail. There is an unused rail corridor (reserved as the Webb Dock Rail Link between Webb Dock and the Bolte Bridge which runs along the edge of West Gate Park and then adjacent to Wharf Road, Todd Road and Lorimer Street through to the Port boundary. While PoM completed a planning study with the Victorian Government which identified the suitability of the corridor for a Webb Dock Freight Link and subsequent studies confirmed the technical viability of the rail link, transport modelling[12] and options analysis[13] have since identified more cost-effective short to medium-term solutions to connect the Webb Dock precinct to the broader rail network. This includes utilising HPFVs and surplus off-peak road network capacity to connect the Webb Dock precinct to the upriver rail terminals.

PoM will work with the Victorian Government to preserve the rail corridor in the long term to provide flexibility to deliver a freight link should it be considered appropriate following continued work to identify best practice options for most efficient connection and monitor the use of port rail shuttles. The recently released Fishermans Bend Integrated Transport Plan notes and highlights the on going preservation of the WDFL corridor. PoM will also seek to include the WDFL corridor as a part of future planning scheme amendments.

Key rail planning considerations

- The port rail system includes all infrastructure and parties across the port interface, and wider rail networks and terminals from which the Port's trade is sourced and delivered.
- Currently the port rail system is limited to medium and long-haul container transportation and long-distance bulk grain movements from regional Victorian and interstate markets.
- To increase the Port's rail mode share over the medium and long-term, strong industry uptake of the metropolitan Melbourne Port Rail Shuttle services will be required.
- Given the existing port rail terminals' current capacity and capability, and the off-peak road network capacity, the provision of an efficient HPFV connection between Webb Dock and the Swanson and Dynon rail terminals is considered to be the most viable port wide rail accessibility solution in the short term, however PoM will investigate other methods of connecting the precincts for use in medium-term in an effort to increase rail use, reduce truck movements (on a comparable basis) and lower emissions.

12. Stantec, 2025
13. GHD, 2025

Pipeline network

The Victorian network of pipelines directly connected to the Port

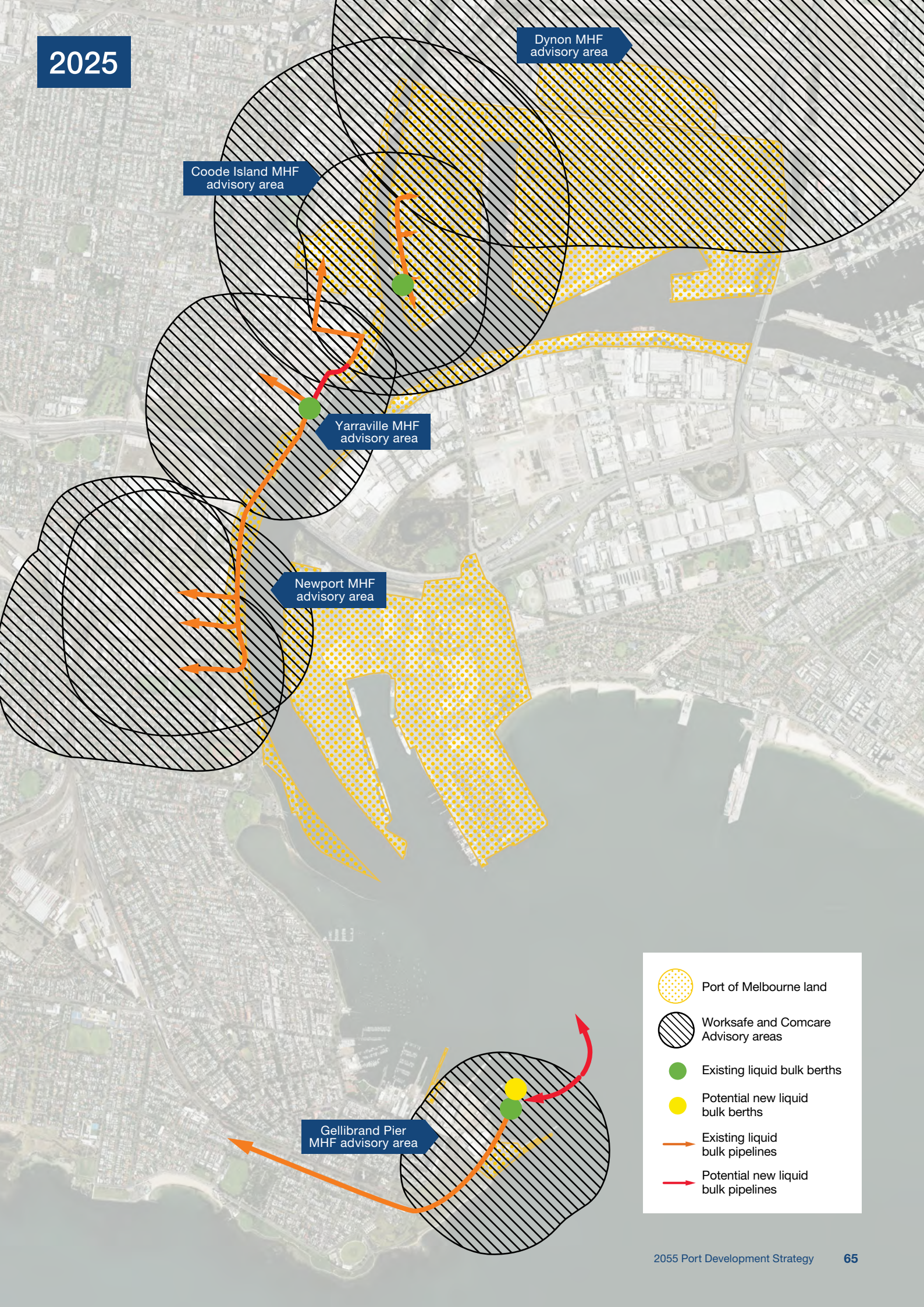
The Port is well serviced by existing Victoria bulk liquid pipeline networks with key port berths directly connected to Victoria's refined petroleum product storage and distribution facilities. Through this pipeline network, the Port is also directly connected to major Victorian refined petroleum product users like Melbourne Airport. This bulk liquid distribution network is extremely important, with around 90% of the Port's liquid bulk trade being transported out of the port storage facilities via pipeline, reducing the number of trucks on roads adjacent to the Port.

It is likely that additional and upgraded pipelines will be needed in future to support changes in liquid bulk product mix and to ensure appropriate pipeline connections and capacity between liquid bulk berths and landside storage and distribution facilities.

It should be noted that in 2022 WorkSafe changed the classification and size of buffers around major hazard facilities, emphasising a site-specific risk assessment.

Key pipeline considerations

- Melbourne has an extensive existing network for petroleum and other liquid bulk products which connect the liquid bulk berths to the landside storage and distribution facilities.
- Additional and upgraded pipelines are likely to be needed in future to support changes in the liquid bulk product mix and ensure appropriate pipeline connections and capacity between the liquid bulk berths and the landside storage and distribution facilities.


2025
Dynon MHF advisory area
Coode Island MHF advisory area
Yarraville MHF advisory area
Newport MHF advisory area
Gellibrand Pier MHF advisory area
Port of Melbourne land
Worksafe and Comcare Advisory areas
Existing liquid bulk berths
Potential new liquid bulk berths
Existing liquid bulk pipelines
Potential new liquid bulk pipelines

Managing inner-city growth and land use changes around the Port

Planning together for long-term benefits

The Port's long-term sustainability requires management of interface areas where land use conflicts have the potential to arise. Safeguarding the Port from incompatible land use changes on surrounding areas is important to mitigate potential adverse impacts or constraints on the Port's ability to operate 24 hours 7 days a week.

Given the Port's urban location, it is also important to ensure that the Port and local business, and community can grow together.

Most of the Port is governed by the Port of Melbourne Planning Scheme (outlined on page 32) which provides statutory planning certainty for the Port and adjacent communities. The Port's land and waters are mostly zoned Port Zone, acknowledging the Port's economic importance and providing transparency about possible land use outcomes.

Most of the land immediately surrounding the Port is zoned for industrial, commercial or public uses like transport. A number of these areas contain critically important and hazardous facilities, including refined petroleum product distribution terminals that are directly reliant and connected to the Port via pipelines.

For a long time, areas around the Port have been zoned as industrial, minimising industry supply chain costs, and serving as a 'land use buffer' between port operations and local communities.

Buffers play an important role in supporting the Port's safe and efficient operations and mitigate noise and visual amenity impacts on local communities.

Key land use planning considerations

- Land around the Port has been developed to provide necessary Port-related industrial and commercial facilities and provides an essential land use buffer between the Port and residential areas
- Over time, residential and non-port-related development has crept closer towards the Port's boundaries
- Retention and strengthening of Port buffers is required to manage growth in the Port's operations and facilities surrounding communities.

PoM will continue to invest in and advocate for strong buffers to reduce land use conflicts and provide planning certainty to the Port and our neighbours. We have invested in improving Port land buffers through landscaped areas, public open space, cycling trails and shared user paths.

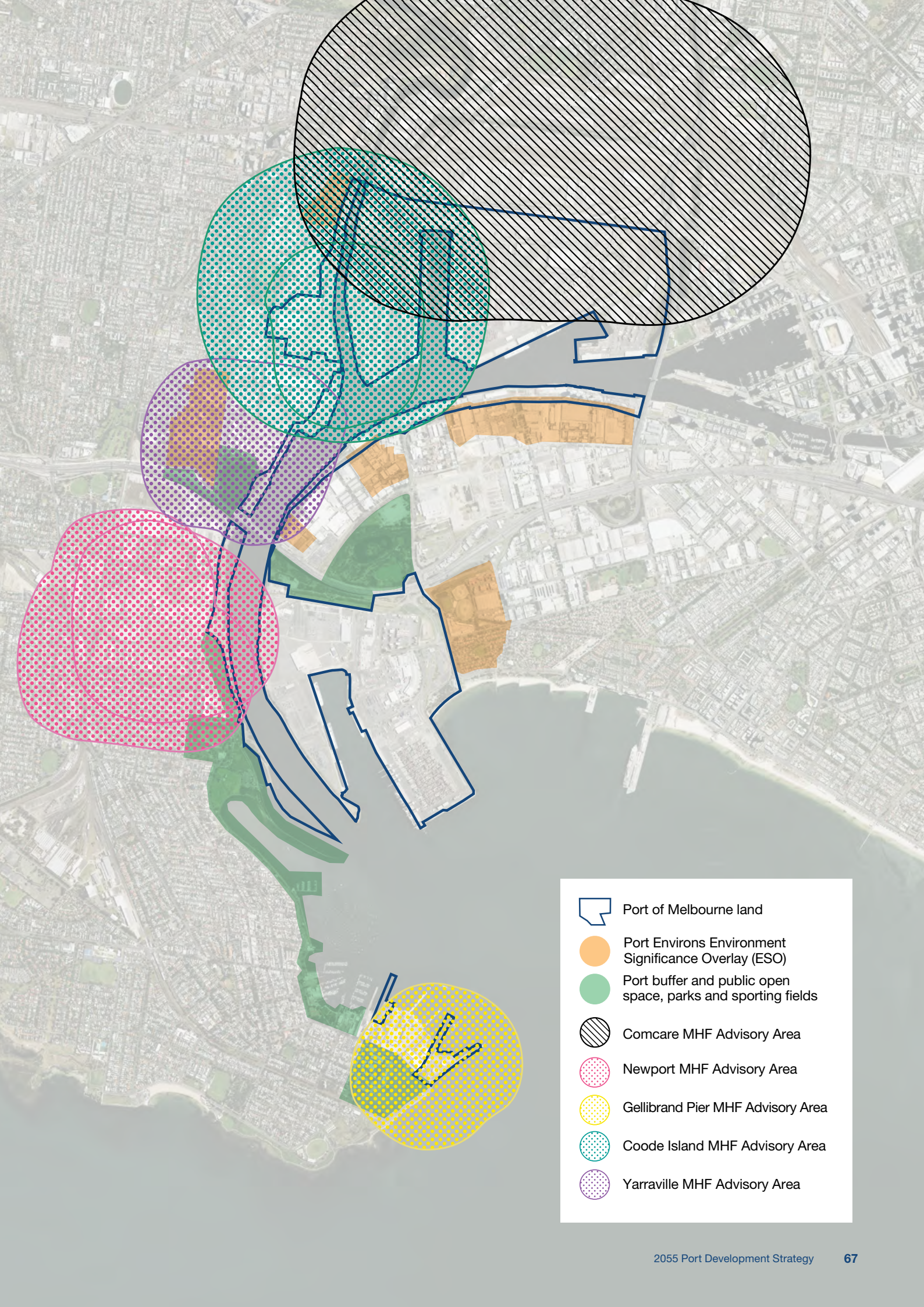
The significant trade growth forecast over the long term means that Port land will need to be used more intensively in future as the city grows and demand for inner-city living increases. The complex challenge of urban development on the Port's boundaries and increased pressure on planning authorities to make industrial land available for alternative uses will need to be navigated.

PoM is undertaking a review of the Port of Melbourne Planning Scheme to ensure it reflects the anticipated growth and development of the Port, and will continue to work closely with government in planning for the Port's future (in line with established legislative process). In addition, we will continue to monitor the port area of interest to manage land use conflicts.

Development within Port land, and of land adjacent to the Port, needs to be considered in an integrated manner alongside other complementary government policies and projects to deliver positive long-term outcomes – for nearby residents and businesses, for the Port's operations and, ultimately, for Victoria.

Key land use planning considerations

- Land around the Port has been developed to provide necessary Port-related industrial and commercial facilities and provides an essential land use buffer between the Port and residential areas (in line with established legislative process).
- Over time, residential and non Port-related development has crept closer towards the Port's boundaries.
- Retention and strengthening of Port buffers is required to manage growth in the Port's operations and facilities surrounding communities.


Port of Melbourne land
Port Environs Environment Significance Overlay (ESO)
Port buffer and public open space, parks and sporting fields
Comcare MHF Advisory Area
Newport MHF Advisory Area
Gellibrand Pier MHF Advisory Area
Coode Island MHF Advisory Area
Yarraville MHF Advisory Area

Technology and the energy transition

Technology change

Over the 30-year period of this 2055 PDS, significant technology changes and innovations will likely be introduced, many of which could see mainstream adoption.

Research and development continues into major transport system technology changes, including zero emission and automated freight vehicles, which could significantly reduce vehicle air and noise emissions and deliver increased fleet productivity.

There is a role for government to set a clear pathway for the freight industry to contribute to Victoria's climate action targets. Many potential technology changes require Victorian and Commonwealth Government approvals and regulatory changes, along with significant private sector investment in equipment and technology. We encourage government to share learnings with industry on freight network charging infrastructure requirements and smart technologies to effectively monitor and record freight emissions for the supply chain to invest in decarbonising freight.

It is also critical that national frameworks are applied within the transport system. Differing State regulations are costly and inefficient to supply chain operations and negatively impacts industry and consumers.

PoM continues to support decarbonisation initiatives and will advocate, in conjunction with the freight transport industry, for Governments to support transport system innovation.

Responding to the energy transition

PoM supports the long-term energy transition. Our role is to understand the needs of port users and the port freight supply chain to transition to new technologies and identify the Port infrastructure needs that may be required to support this transition.

Planning for an energy transition

To inform future infrastructure planning, PoM has undertaken work on the energy transition and future fuels at the Port. This work supports monitoring, investigation and planning for new technologies as they emerge in the port freight supply chain.

Planning for future fuels and the energy transition is complex and uncertain, as there is currently no single alternative fuel that has emerged as dominant. It is also likely that a combination of fuels may be required to meet demand across all transport modes.

PoM's consideration of emerging alternative fuel and energy transition opportunities will be shaped by the following drivers:

- **Maximising existing facility use** – PoM aims to leverage existing infrastructure including berths, pipelines and storage facilities to cater for low carbon fuels in response to market demand
- **Leveraging market opportunities** – PoM will work with industry, government and other stakeholders to enable development of infrastructure facilities to cater for future fuel requirements at the Port
- **Working collaboratively with industry, government and community** – PoM will collaborate with a range of stakeholders to deliver the required future fuel and infrastructure to support port supply chain decarbonisation efforts.

Decision-making relating to individual alternative fuel and energy transition opportunities will be guided by:

- **Emissions reduction** – potential to reduce emissions at the Port in accordance with international and Australian regulatory frameworks
- **Technology readiness** – capability, level of certainty and expected timeline to transition to new fuel/energy technology across the port's supply chain
- **Supply chain readiness** – ability for PoM to collaborate with industry experts and partners to bring changes to market and connect supply with demand at the Port
- **Commercial feasibility** – capital investment at the Port needs to be commercially feasible.

Energy transition challenges and constraints

Early planning has identified the following key challenges and constraints in responding to the energy transition:

- **Emerging technology** – with many alternative fuel and energy technologies still developing or at small scale, there is no clear single future choice or firm timeline for transition. Some technologies may also be temporary or transitional. PoM will need to monitor industry demand and adoption of different options
- **Regulatory and approval constraints** – some emerging fuels or activities (such as Simultaneous Operations while bunkering) do not have pre-existing regulatory or operating procedures. PoM will need to monitor international trials and policy to support new practices in Melbourne
- **Funding models** – energy transition and decarbonisation often requires shared action or funding on various infrastructure, operations and commercial aspects where multiple stakeholders must act to achieve an outcome
- **Energy supply** – possible constraints on the electricity network to meet potential growing demand of electrification.
- **Location and operational safety context** – fuel and energy technologies must be appropriate for use within the Port's urban setting when considering the potential location and safety needs of new energy infrastructure and operations.

5. Our Vision for the Port

Port land and infrastructure development plans

Our port development vision identifies potential port infrastructure and facility developments and associated required changes or improvements to port land and waters.

It further identifies developments to strengthen the Port's interface with the wider Victorian road and rail networks and surrounding land uses to deliver an efficient and productive freight network.

Our vision is underpinned by a forward-looking approach that balances trade needs with recognition of the importance of the environmental and community interfaces with Port development.

The Port of Melbourne is Victoria's only container port and supports many supply chains and industries. Container trade requires extensive land areas and long straight quayline. As Victoria's only container port, these infrastructure needs are a key driver shaping PoM's long-term development of port precincts which may include relocation of certain trades and port functions.

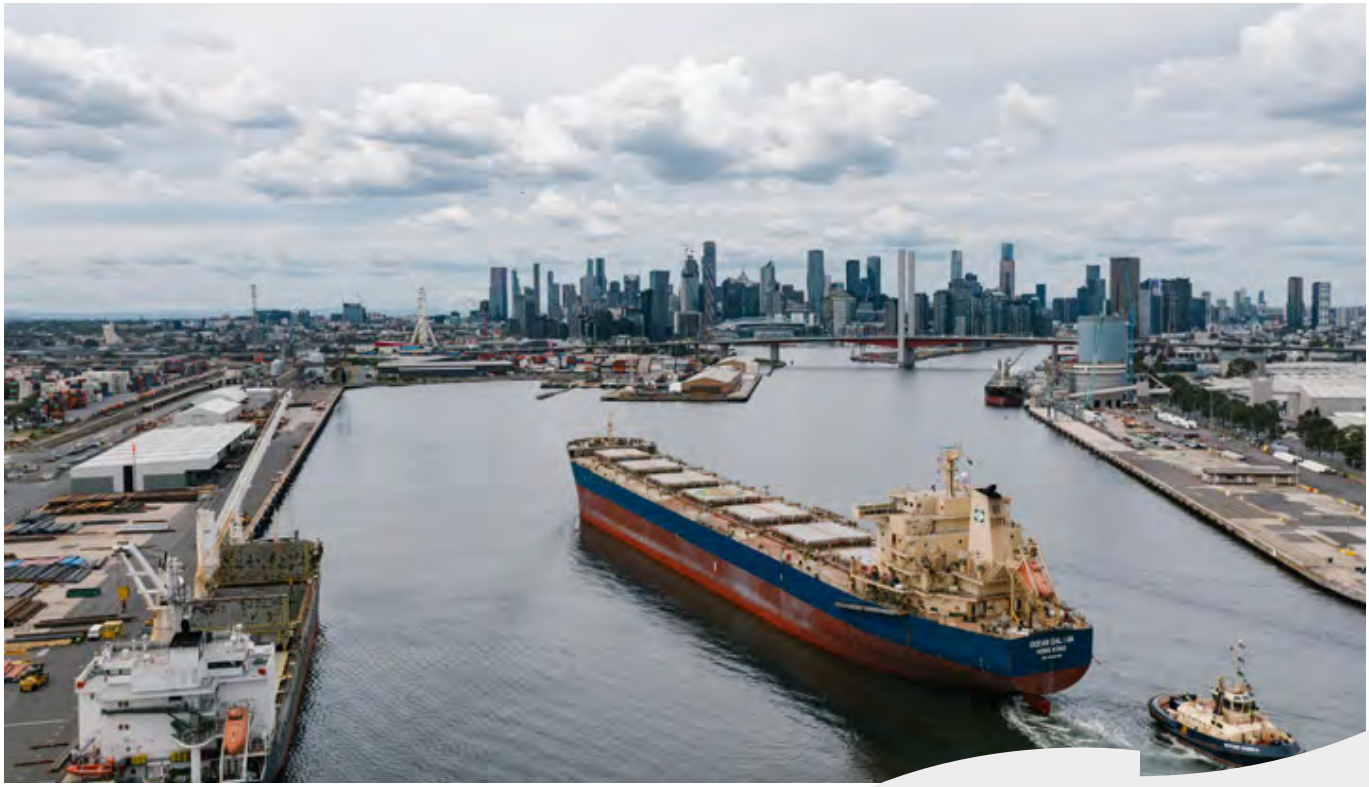
Land use and infrastructure assessment

This 2055 PDS recognises the need for the Port's land and infrastructure to be used efficiently and productively. Subject to ongoing investment and development, the Port has the potential to meet the long term growth needs of the State beyond the 30 year horizon and beyond the term of the Port lease in 2066.

We have undertaken a high-level assessment of how the port's land is currently used and how it can cater for forecast trade growth. Although certain trades are required to be relocated within the Port, the 2055 PDS allows for all existing trades to remain within the Port.

The key planning outcomes for this 2055 PDS are:

- All existing port land must be maintained to respond to forecasted trade growth
- Maximising the use and efficiency of existing berths and port land to provide the best long-term outcome for the economy
- With some expansion of the Port's current footprint (particularly at Webb Dock), it is likely that the Port will have capacity[14] and capability to accommodate expected future trade growth. In addition to investing in reconfiguring and developing new capital assets to support the long-term needs of the port, existing assets may need progressive upgrades.



14. International Container Capacity based on PoM analysis (2025) with the productivity assumptions adopted within Scenario B4 of the Black Quay Container Capacity Review (2023).

How the Port's land and infrastructure could respond to meet future growth forecasts

Our port development vision outlines possible land use changes at the Port by 2040 and 2055 following consideration of assumptions and forecasts. Our port development vision shows that over the next 30 years:

- New facilities and berths will be required for the international and mainland container trade and possibly for liquid bulk trades
- To optimise the use of the Port's existing footprint, some trades and/or functions will need to be relocated within the port
- The Port's land use (particularly areas near berths) will need to be prioritised to support cargo exchange and trade throughput
- Continued and increased use of all existing areas of the Port is necessary to directly support Victorian businesses and consumers, including South Wharf and Yarraville which are used for building products (cement and gypsum), sugar and liquid bulk imports
- Continuing to work with existing tenants and operators to invest in and maximise the potential throughput of existing Port facilities.
- PCEP is the preferred development pathway for the next tranche of container capacity, with capacity targeted to come online in 2036.
- PoM continues to engage with stakeholders, including stevedores, to understand potential options that may complement PCEP.

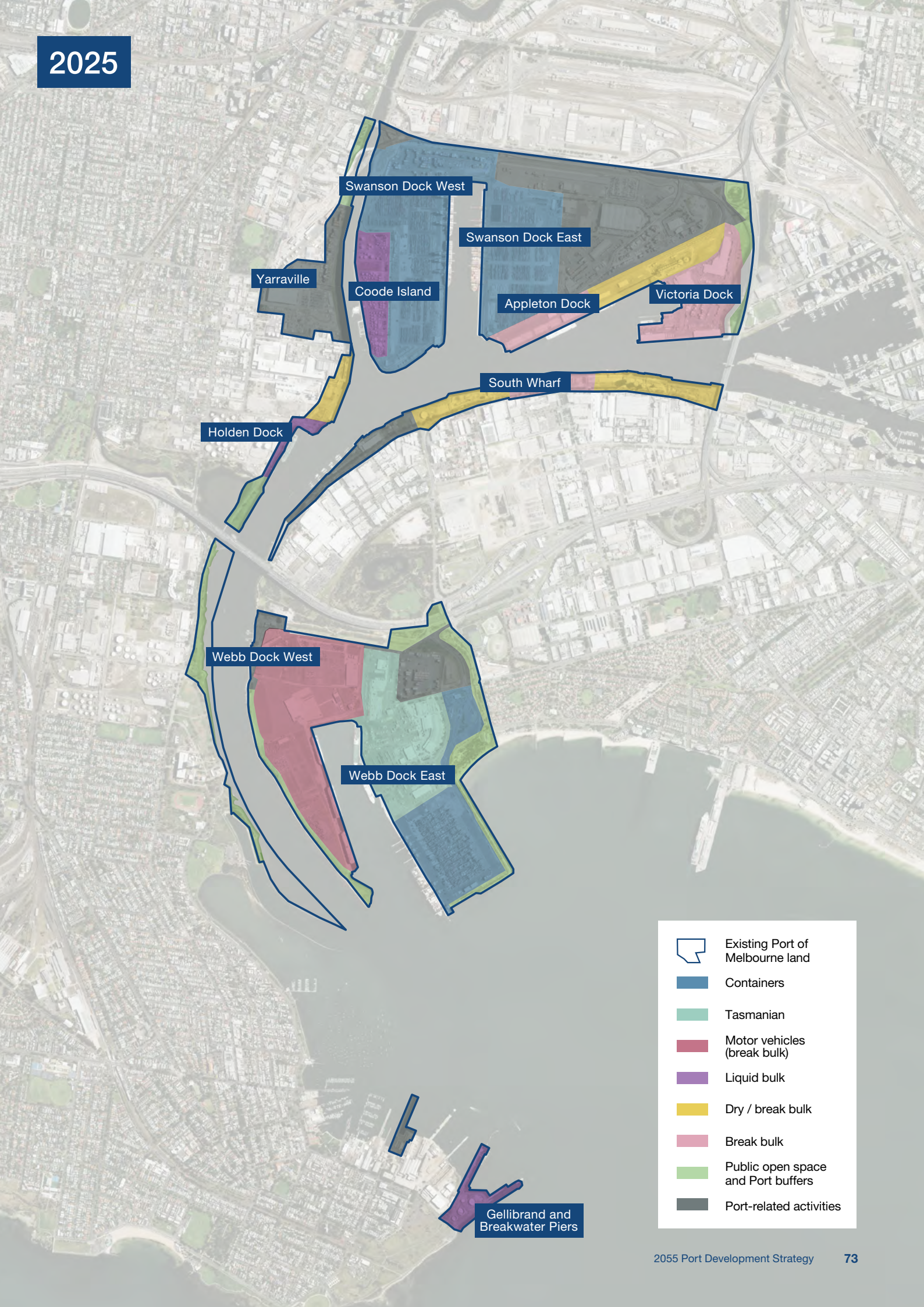
Our projects

In delivering on our vision for the Port, we have identified the following three project types. PoM major projects are subject to a detailed planning process which includes technical and commercial assessments, stakeholder engagement and obtaining necessary statutory approvals. Detailed information about our major projects is provided as part of this process at a time nearer to project delivery.

In Delivery are projects that PoM has committed to and are actively investing in the planning, design or construction stages to deliver the intended outcomes.

Planned Developments are projects that PoM is actively planning for, but will not proceed unless a final investment decision or commitment to proceed with project delivery is made.

Potential Developments are projects that PoM and/or other infrastructure owners may deliver, but PoM is monitoring or assessing different alternatives and/or the feasibility of these projects to deliver the desired outcomes along with the potential scope of PoM's involvement (if any).


2025
Swanson Dock West
Swanson Dock East
Yarraville
Coode Island
Appleton Dock
Victoria Dock
South Wharf
Holden Dock
Webb Dock West
Webb Dock East
Gellibrand and Breakwater Piers
Existing Port of Melbourne land
Containers
Tasmanian
Motor vehicles (break bulk)
Liquid bulk
Dry / break bulk
Break bulk
Public open space and Port buffers
Port-related activities

What the Port could look like in 2040

There are a number of projects that we have identified as potentially being required by 2040 to respond to trade growth and support supply chain efficiency and productivity outcomes.

We will continue to engage with stakeholders to test underlying assumptions and the evidence base for potential development options that complement PCEP.

These projects are presented on page 75 and are:

1. **In Delivery – Upgrading Swanson Dock Container Terminal berths** – The Swanson Dock berths are being remediated to increase its operating life, along with bollard upgrades to handle larger container vessels more flexibly across the berths.
   These container terminals will continue to deliver a significant portion of the Port's container handling capacity.

   Construction on the middle berth at Swanson Dock East are now complete with works at Swanson Dock West ongoing. The remediation of the northern berth at Swanson Dock East is currently planned to commence after the completion of works at Swanson Dock West.

2. **In Delivery – Integrating the Port with the former Melbourne Wholesale Market Site in Dynon** – PoM has signed a lease for the former market site with the Victorian Government and is expected to get access to the site in 2026. Uses that will be considered include, but are not limited to, rail freight and intermodal activities (import/export containers), freight logistics and storage, and empty container storage.

3. **In Delivery - Redeveloping and Remediating Appleton Dock and expanding use of the Appleton Dock Rail Siding** – Planning for the remediation of the existing Appleton Dock berth structures is being undertaken to deliver improved cargo and vessel handling capacities and provide longer operating lives. These works would be likely to be delivered in stages throughout the planning period.

   Planning is also being undertaken to expand the use of the Appleton Dock Wharf Siding to cater for bulk cargo activities.

1. **Planned Development – Relocation of Tasmanian Terminals to Victoria Dock (PCEP)** – Planning for the relocation of the existing Tasmanian Terminals to Victoria Dock is ongoing. This is needed to provide space in Webb Dock for the planned development of the Webb Dock North Container Terminal. To accommodate both Tasmanian terminals at Victoria Dock, there will likely need to be changes to the Victoria Dock footprint, relocation of the slipway function and dredging of the area between the new Victoria Dock berth and Appleton Dock to support vessel operations. PoM is engaging with impacted tenants regarding the relocation of the Tasmanian terminals. Project delivery would require the removal of the Victoria Dock rail sidings.

2. **Planned Development – Delivering the Webb Dock North Container Terminal (PCEP)** – Planning for the development of this new container terminal to the north of the existing Webb Dock East Container Terminal is ongoing with delivery targeted for 2036. The works would likely include extension of Webb Dock to the north, berth extension and reclamation of land south of the current Webb Dock East Container Terminal using spoil from the dock extension, along with modifications to the Automotive Terminal to support the dock extension.

3. **Planned Development – Developing Yarraville land** – After the West Gate Tunnel opens, the existing Port land south of Somerville Road is expected to be returned for port use. PoM is engaging with the market on the future development and use of this area following handback. Uses that will be considered include, but are not limited to, freight logistics and storage or empty container storage.

Separately, PoM is exploring opportunities to improve the utilisation and condition of the Yarraville 6 berth. This includes exploring opportunities for remediating and/or redeveloping the berth and expanding trade opportunities for the cement trade.

1. **Potential Development – Delivering a Swanson Dock West Container Terminal River Berth** – Developing a new river berth to the south of the Swanson Dock West Container Terminal and expansion of the Swanson Dock swing basin has the potential to improve navigability, increase container capacity and provide greater functionality to support larger vessels within the entire Swanson Dock precinct.

2. **Potential Development – Additional liquid bulk capacity and pipeline connectivity to Gellibrand** – PoM is engaging with the bulk liquid industry to understand long term trade requirements. While at the moment it does not seem likely, if additional liquid bulk capacity were needed at PoM it would be provided by the potential development of additional liquid bulk capacity and the associated pipeline connection at Gellibrand Pier.

3. **Potential Development – Expansion of the Swanson Dock West Rail Terminal** – Expansion of the existing Swanson Dock West Rail Terminal (import/export containers) has the potential to enhance rail capacity within the Port to support increased rail mode share.

4. **Potential Development – Remediation and redevelopment of South Wharf:** In conjunction with port tenants, options to remediate and redevelop berths and supporting infrastructure along South Wharf may be considered to improve the condition and utilisation of South Wharf and the overall functionality of the Port.


2040
2
3
Swanson Dock West
Swanson Dock East
1
Yarraville
3
Coode Island
Appleton Dock
Victoria Dock
3
1
1
3
4
South Wharf
Holden Dock
Webb Dock West
2
Webb Dock East
2
2
Gellibrand and Breakwater Piers
In Delivery
Planned Development
Potential Development
Existing Port of Melbourne land
Containers
Tasmanian
Motor vehicles (break bulk)
Liquid bulk
Dry / break bulk
Break bulk
Public open space and Port buffers
Port-related activities

What the Port could look like in 2055

The need for additional container capacity is expected to continue to drive development at the Port through to 2055.

Two options have been identified for the development of long-term additional container capacity. Our objective is to preserve the flexibility of these projects for future consideration as there is no immediate intention to progress them. At this stage, no further changes are anticipated during this period, with the Port's facilities expected to have capacity to handle all other trades. We will continue to monitor market and sector trends and engage with our stakeholders to ensure the Port can effectively respond to long-term trade and user requirements.

This monitoring and regular analysis will position PoM to be able to adapt and respond to emerging needs, ensuring that development activity over the coming decades does not preclude possible future needs.

Long-term capacity opportunities

1. **Potential Development – Delivery of the Webb Dock West Container Termina**l – An alternative location within the Port for future container capacity is Webb Dock West, however, this requires potential/new high productivity container stack systems which are not yet used. This potential terminal would also require reduction in capacity and/or relocation of the Automotive Terminal. Future automotive trade requirements will be an important input into the planning for this potential terminal development. If this was done it could be as a standalone terminal or linked to the future Webb Dock North terminal. There is no consideration of a berth running east/west along the northern head of the Webb Dock basin.

2. **Potential Development – Delivery of the Webb Dock South Container Terminal** – The potential delivery of the Webb Dock South Container Terminal could provide the additional required capacity and would be expected to support the same sized vessels as other Webb Dock container terminals. Terminal delivery would require further land reclamation to the south of Webb Dock East.

A river berth at Swanson Dock East is a possible long-term option to increase functionality at Swanson Dock. PoM plans to review the appropriateness of this project and assess the terminal operators view on delivery. As this project reduces long term bulk trade capacity across the port, the project's potential benefits and impacts would need to be closely considered.

Long-term supply chain opportunities

3. **Potential Development – Working with the Victorian Government on the potential future delivery of the Webb Dock Freight Link** – A preliminary concept design for the Webb Dock Freight Link confirmed it is technically viable and a possible alignment has been selected. However, recent transport modelling and option analysis identified that the road network can accommodate further development at Webb Dock and other growth in transport needs with modest, cost-effective improvements and alternative solutions over the short to medium-term. There is also potential for Webb Dock freight to progressively utilise surplus off peak road network capacity to connect Webb Dock to the Swanson and Dynon intermodal terminals.

   The WDFL concept has several options for a Yarra river crossing. As this project is not slated for near term delivery no detailed concept is complete or a final concept selected. WDFL corridor protection remains the priority at this time so delivery can occur if in the future it becomes suitable for delivery. If WDFL were delivered this would require significant investment from PoM and the State to undertake this major construction both within and outside the port boundary.

2055


Market Site
(from 2026)
Swanson Dock West
Swanson Dock East
Yarraville
Coode Island
Appleton Dock
Victoria Dock
South Wharf
Holden Dock
3
Webb Dock West
1
Webb Dock East
2
Gellibrand and
Breakwater Piers
Existing Port of Melbourne land
Containers
Tasmanian
Motor vehicles (break bulk)
Liquid bulk
Dry / break bulk
Break bulk
Public open space and Port buffers
Port-related activities
Potential Webb Dock freight link
Possible future container terminal
Potential Development

Port waters improvements

A range of specific and targeted improvements may be required on port waters over the next 30 years to facilitate the Port's ongoing growth and development, provide the required trade handling capacity and support the forecast vessel fleet.

The key changes proposed to existing port waters and channels arising from the projects in the port development vision are presented on page 78 and discussed below:

1. **Planned Development** – **Lengthening and realigning of Webb Dock (PCEP)** – The continued demand growth in the container trade and size of vessels will likely see a need to undertake dredging works at Webb Dock. This would likely include removal of existing land to support the extension of Webb Dock further north to enable operation of the Webb Dock North Container Terminal.
2. **Planned Development** – **Realigning Victoria Dock (PCEP)** – PoM continues to engage with Tasmanian Trade operators about relocation to Victoria Dock. When the Tasmanian terminals relocate to Victoria Dock, an additional berth will be developed on the northern side of Victoria Dock.
1. **Potential Development** – **Widening Webb Dock Swing Basin** – PoM is engaging with Ports Victoria, stevedores and the shipping industry on the potential need and timing for widening of the existing Webb Dock Swing Basin to support increased operation of larger container vessels at Webb Dock.
2. **Potential Development** – **Removal of part of ethane pipeline** – The closure of the Altona Oil Refinery has seen the existing ethane pipeline which connects the Long Island Point Plant at the Port of Hastings and the Altona refinery decommissioned. This pipeline runs in parts of Port Phillip Bay and impacts Port dredging and vessel operations (including anchorages). PoM will engage with Ports Victoria and oil and shipping industries to explore potential options to remove a section of the pipeline.

It is also considered likely that emerging and future technology improvements will support improved marine navigation and shipping activities, including:

- more powerful and manoeuvrable tugs
- advances in vessel/pilot navigation aids and the introduction of S-100 hydrographic standards and related products
- introduction of a Port Management Information System which will improve productivity and efficiency of commercial shipping and trade activities.

PoM, in consultation with the Harbour Master and industry will continue to monitor and support the implementation of these opportunities, where they provide safe and efficient port operations.

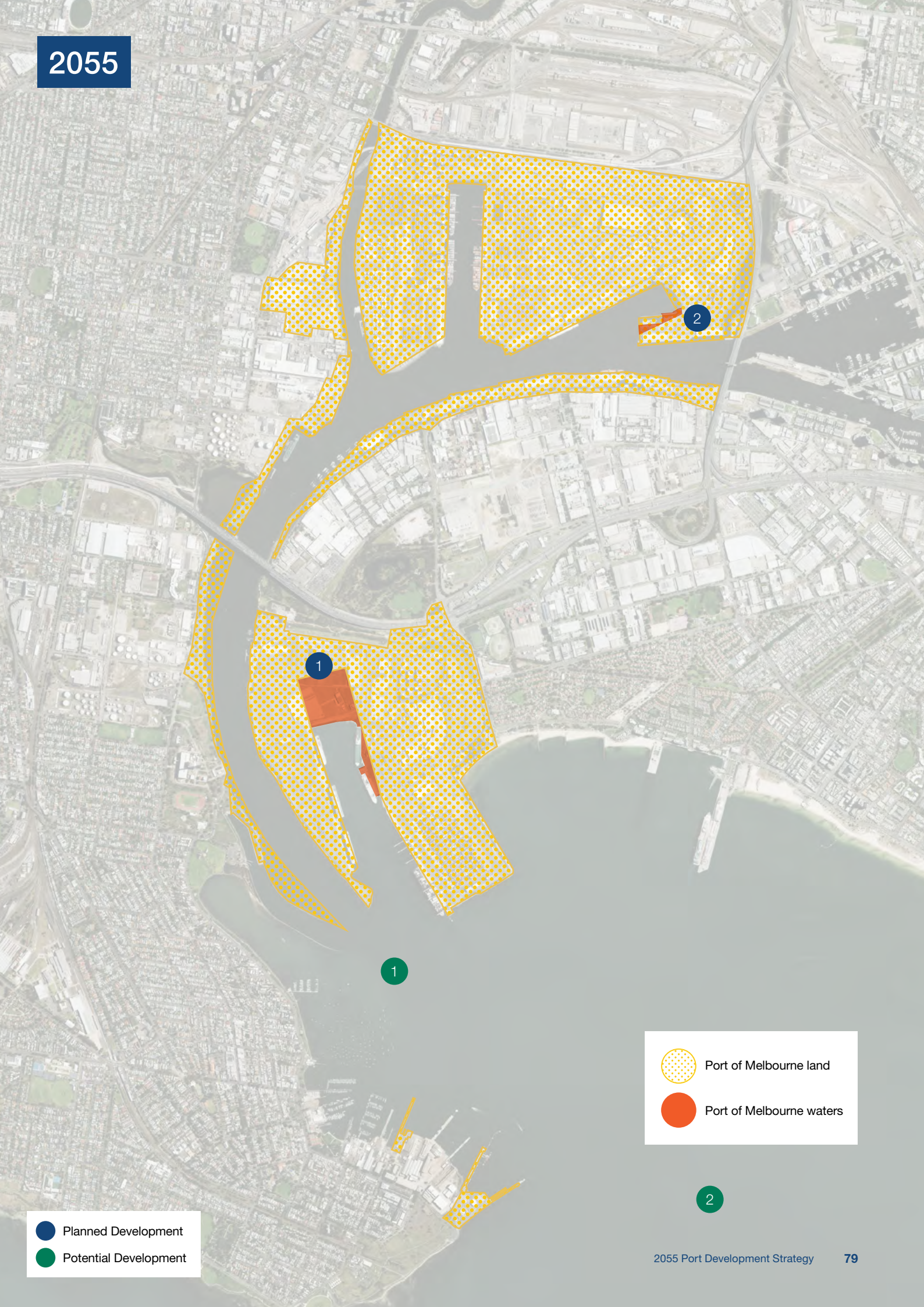
How the Port's waters accommodate larger vessels

Due to limited growth in vessel operational draughts over the forecast period, PoM does not anticipate the need to undertake major deepening or dredging activities within port channels.

The port water-related proposed projects set out in this 2055 PDS are focused on supporting trade capacity expansion within operational areas and responding to expected growth in the length and beam of specific vessel types over time.

The Port is already accepting, with Harbour Master approval, container vessels larger than the current design vessels. PoM will continue to work with the Harbour Master on specific vessel approvals and the transition to larger port container design vessels over time.

2055


2
1
1
2
Port of Melbourne land
Port of Melbourne waters
Planned Development
Potential Development

Port land improvements

In addition to maximising the productivity of existing port land, some additional land may be required to support the continued growth and better connect the port's landside transport activities.

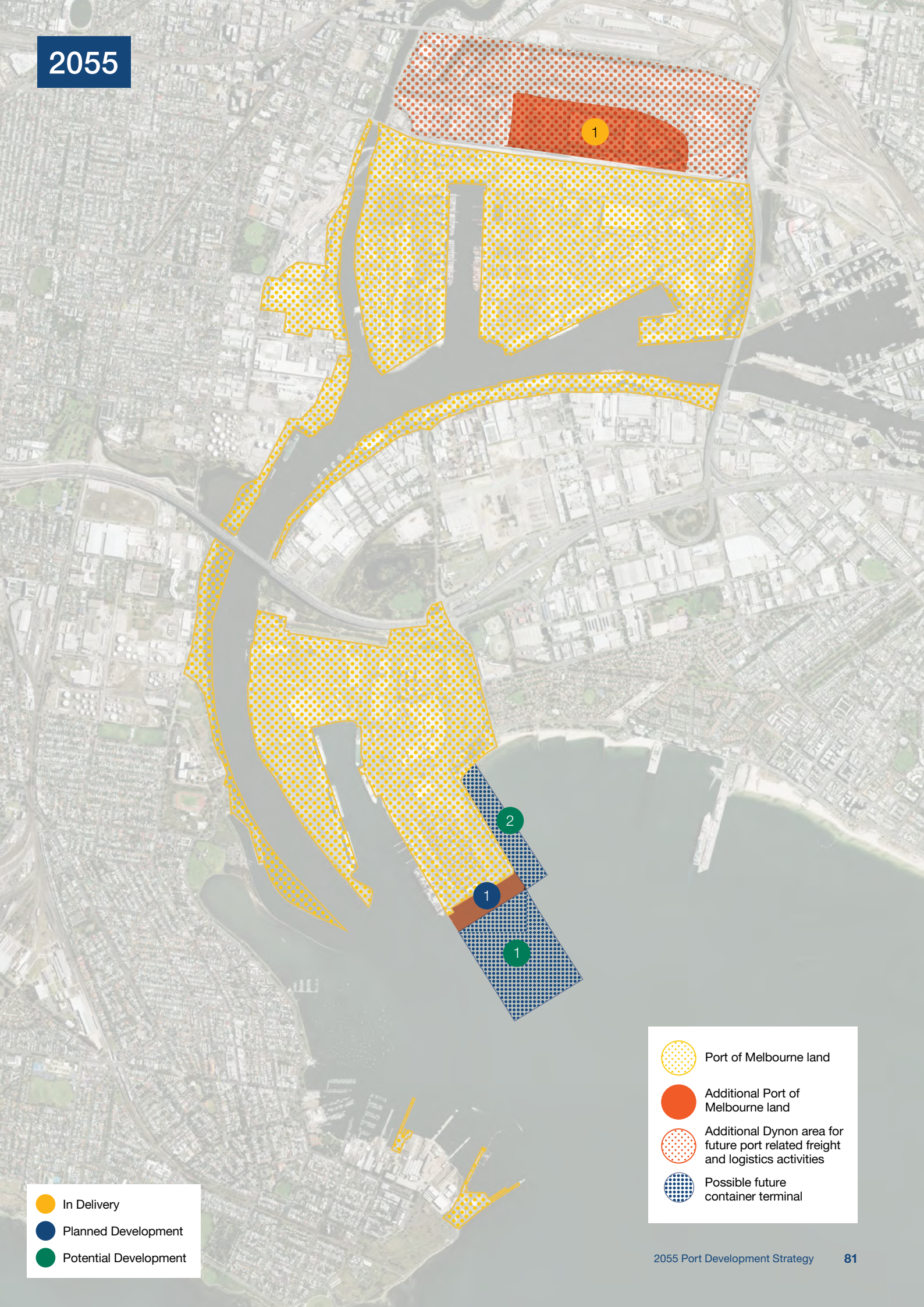
The key port land changes proposed over the next 30 years are illustrated on page 81 and below:

1 **In Delivery – Integrating the Port with the former Melbourne Wholesale Market Site in Dynon** – Redevelopment of the former Melbourne Market Site to support near port freight and logistics functions may include rail freight and intermodal activities, freight logistics, storage or empty container storage and truck parking and refuelling facilities.

1 **Planned Development – Provide reclaimed port land to support Webb Dock East Container Terminal expansion (PCEP)** – To deliver the Webb Dock North Container Terminal, Webb Dock will be extended to the north. The excavated material from this dock extension would likely be placed at the southern end of Webb Dock East. This reclaimed port land would be used to support the expansion of the Webb Dock East container terminal.

1 **Potential Development – Provide reclaimed Port land to support Webb Dock East Container Terminal third berth and/or the potential Webb Dock South Container Terminal development** – Additional reclaimed land will likely be required south of Webb Dock East if a third berth for the Webb Dock East Container Terminal and/or the Webb Dock South Container are developed. The amount of potential additional reclaimed port land would depend on the number of berths / level of capacity being delivered but would seek to support an overall increase in container trade capacity and more berths supporting larger vessel operations at the Port.

2 **Potential Development – Altering Port buffer land to accommodate the potential Webb Dock Freight Link infrastructure** – Should a freight link be developed, it is likely that infrastructure would need to be developed at Webb Dock to provide a working rail terminal/s and connection to the proposed freight link beyond the port boundary.


2055
1
2
1
1
In Delivery
Planned Development
Potential Development
Port of Melbourne land
Additional Port of Melbourne land
Additional Dynon area for future port related freight and logistics activities
Possible future container terminal

Port road, rail and pipeline network improvements

Road and rail services and pipeline networks connect the Port with greater Melbourne, regional Victoria and other Australian states.

As the volume of freight grows in accordance with population growth and consumer demand, appropriate road, rail and pipeline connections remain critical. With many of these projects outside PoM's remit, ongoing dialogues between PoM, industry, and the Victorian Government is needed to deliver these projects and realise their broad benefits.

Port road network enhancements

While the Port currently has good connections to Victoria's arterial road network, projected growth in general traffic on the road network, combined with freight transportation needs will present a range of issues and opportunities over the coming decades. The following enhancements have been identified for the road network in and around the Port to support Melbourne's growth:

1. **Planned Development – Relocation of the Swanson Dock West Container Terminal gate** – To provide a direct connection between the Port and the West Gate Tunnel, the gate for the Swanson Dock West Container Terminal is expected to be relocated by DP World from Coode / Dock Link Road to Mackenzie Road.
2. **Planned Development – Modifications to the Appleton / Victoria Dock road network (PCEP)** – With the likely relocation of the Tasmanian Terminals to Victoria Dock, PoM expects a range of changes to the existing road network will be required and will seek to engage with any affected tenants and industry to plan and deliver these potential road network changes.

Broader Victorian road network enhancements

PoM has identified a range of broader road network enhancements that may be needed to support the freight movement to and from the Port and minimise traffic impacts on surrounding communities:

- **Upgrades to the Webb Dock / Todd Road intersections** – A range of upgrades will be needed to the existing Webb Dock / Todd Road intersections to ensure that freight volumes continue to move as Fishermans Bend develops. PoM will seek to engage with the Victorian Government and industry on these upgrades
- **Upgrading of Bolte Bridge for heavy freight** – The Bolte Bridge has limited capacity to handle the heavy freight vehicles typically used to transport freight to and from the Port, resulting in these vehicles using Wurundjeri Way, Lorimer Street and Todd Road to move from Swanson Dock to Webb Dock. As such, PoM will continue to advocate for the Bolte Bridge to be upgraded to handle heavy freight vehicles
- **Increased use of Higher Productivity Freight Vehicles** – Maximising truck capacity on the road network will minimise the number of port trucks moving freight on Victorian roads. Increased use of HPFVs, which are up to 35 metres long and have a gross weight of up to 120 tonnes, would see each truck, on average, moving more freight thereby reducing the overall number of truck movements required
- **Progressively increasing the load capacity of the Victorian Principal Freight Network** – The Victorian PFN needs to be upgraded over time to ensure roads and bridges can support HPFVs for more efficient freight movements. Melbourne's major freeways should have a priority focus within this PFN capacity upgrade program
- **Increased use of truck operations during off-peak and weekend periods** – Victoria's freeway network has significant latent capacity during off peak and weekends periods. The Port operates 24 hours a day, 7 days a week, yet many parts of the supply chain operate restricted hours, often on standard business hours. Introduction of industry-wide change and regulatory approvals to increase off-peak and weekend movements would help keep port transport moving
- **Network improvements to support forecast technology changes** – Future requirements of the PFN including, for example, size and weight of battery vehicles, potential tunnel restrictions, and infrastructure requirements of autonomous vehicles, should be considered to ensure network improvements are aligned with technology changes.

Continued collaboration with stakeholders

PoM looks forward to working collaboratively with the Victorian and Australian Governments to assist, where appropriate, in planning for and potential delivery of these broader road network enhancements and opportunities.


2055
Footscray Rd
1
West Gate Tunnel
2
Wurundjeri Way
Lorimer St
CityLink
West Gate Fwy
Todd Rd
CityLink
Port of Melbourne land
Required Port related road infrastructure changes
Major Port-related road infrastructure
Major Port-related road infrastructure and Port-related heavy duty truck routes (existing)
Major road entry for freight activities
Minor road entry for freight activities
Note: Consistent with the Principal Freight Network (DTP)
Planned Development

Rail network

PoM supports delivery and operation of a robust and efficient port rail system which can respond to the Port's future growth and long-term efficiency needs.

We have delivered the Port Rail Transformation Project as part of our previous Rail Access Strategy (RAS).

In parallel to this 2055 PDS, PoM is developing a revised RAS, which may include the following rail projects:

1. **Planned Development** – **Removal of the Victoria Dock rail sidings** – Relocation of the Tasmanian Terminals to Victoria Dock (PCEP) will require removal of the existing Victoria Dock rail sidings.

1. **Potential Development** – **Expansion of the Swanson Dock West Rail Terminal** – PoM will continue to work with DPW on the potential expansion of the Swanson Dock West Rail Terminal to support delivery of increased freight rail activities at the Port.

2. **Potential Development** – **Appleton Dock Wharf Siding** – Planning is being undertaken to expand the use of the Appleton Dock Wharf Siding to cater for bulk cargo activities.

3. **Potential Development** – **Melbourne Wholesale Market Site Rail Terminal** – An option for the development of the former Melbourne Wholesale Market Site in Dynon is for the development of rail freight and intermodal terminal for import/export containers (by a tenant). Planning and design for the development of a rail freight and intermodal terminal on the former Melbourne Wholesale Market site in Dynon is being progressed by PoM and a proponent.

4. **Potential Development** – **Working with the Victorian Government on the potential future delivery of the Webb Dock Freight Link** – Heavy rail is one of the potential options for the delivery of a new Webb Dock Freight Link and if delivered will provide a dedicated and efficient freight links between the Webb Dock, Swanson Dock and Dynon precincts, and the broader Victorian rail network. PoM will work with the Victorian Government on the continued preservation of the corridor while considering short and medium term options for the most efficient connection. The recently released Fishermans Bend Integrated Transport Plan notes the preferred WDFL corridor.

The need for a Victorian Rail Freight Plan

Port of Melbourne has worked with the government to confirm the development of State Victorian Rail Freight Plan (announced in August 2025 as part of the Victorian Freight Plan 2025-30).

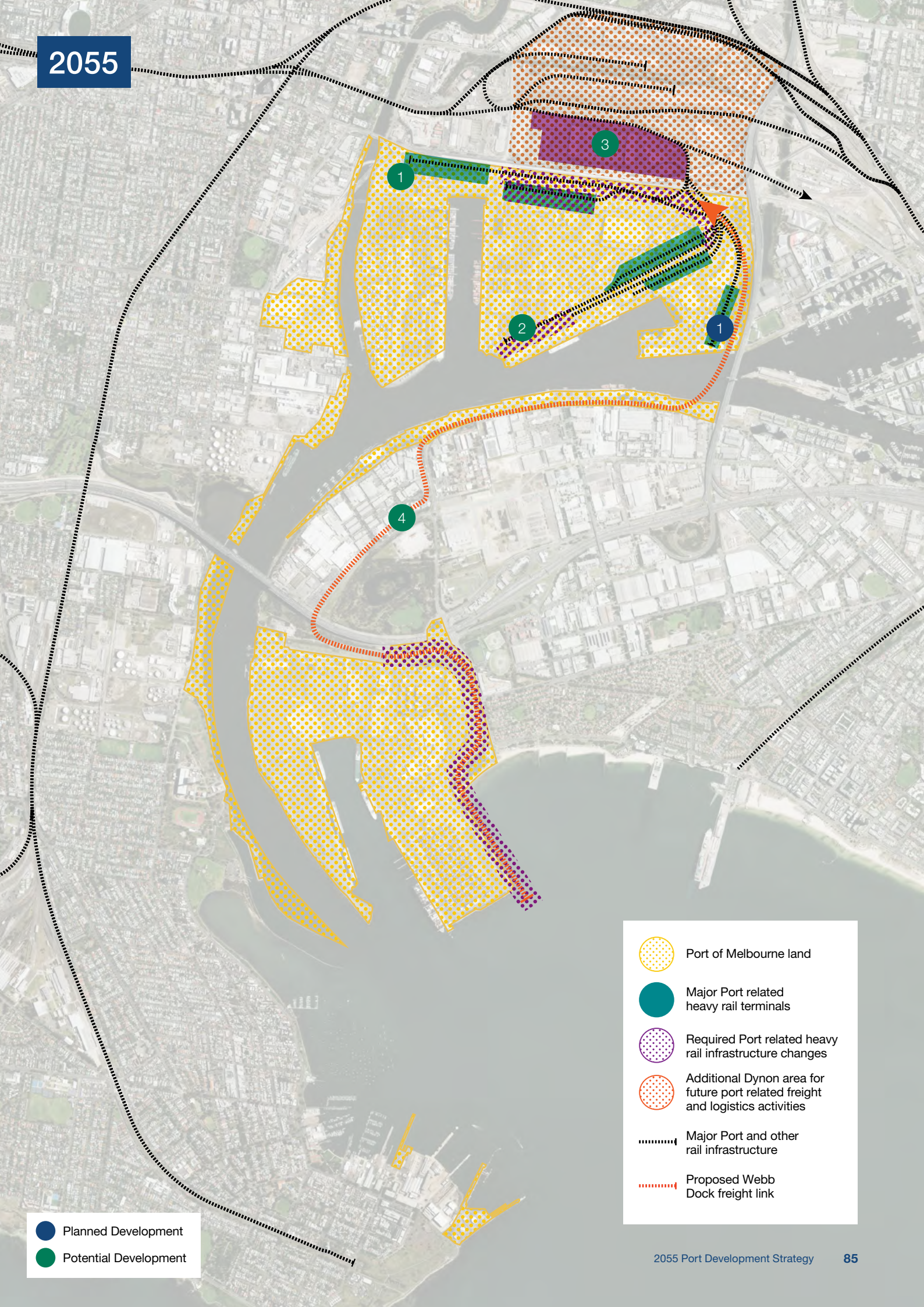
PoM believes this plan is necessary if the volume of freight moved by rail in Victoria is to be maintained and grow.

PoM looks forward to engaging with the Victorian Government in the development of this plan that supports efficient and effective rail freight network operations and considers:

- an appropriate level of engagement with freight rail operators, and compensation for impacts resulting from rail network closures associated with network and infrastructure upgrade works
- reasonable axle loads needed across the network to support efficient freight train operations
- separation, as much as reasonably possible, of freight from passenger activities and appropriate rail network linkages to intermodal terminals in planning or under construction.

Improved rail access to the Port should also be considered in this Victorian Government Rail Freight Plan, with key network interventions being:

- **Provide long train staging tracks in Tottenham** – With the long-term retention of domestic interstate freight rail operations at Dynon that share the mainline Tottenham / Dynon corridor with port rail freight, there is a need to explore capacity and efficient operation on this important corridor. This could be addressed through providing staging tracks for long freight trains (up to around 1,800m in length).
- **Provide short train staging tracks in Dynon** – There is a need to stage short freight trains (around 600m in length) close to the Port to support the efficient operation of metropolitan Melbourne rail services on the PRSN. There is an area of legacy sidings located just north of the former Melbourne Wholesale Market Site which could be redeveloped for these staging tracks
- **Provide a replacement rail connection as part of the Sunshine Crossover Tracks removed under the Melbourne Airport Rail Link project** – The existing freight rail crossover tracks at Sunshine enable Ballarat Line freight trains to directly travel to the Port and Dynon. Through the redevelopment of passenger rail services through this precinct, these crossovers may need to be removed which has the potential to significantly affect freight rail efficiency into the port from the west. It is important that reasonable solutions are provided that support the shared objectives of moving more freight on rail.


2055
3
1
2
1
4
Port of Melbourne land
Major Port related heavy rail terminals
Required Port related heavy rail infrastructure changes
Additional Dynon area for future port related freight and logistics activities
Major Port and other rail infrastructure
Proposed Webb Dock freight link
Planned Development
Potential Development

Pipeline network

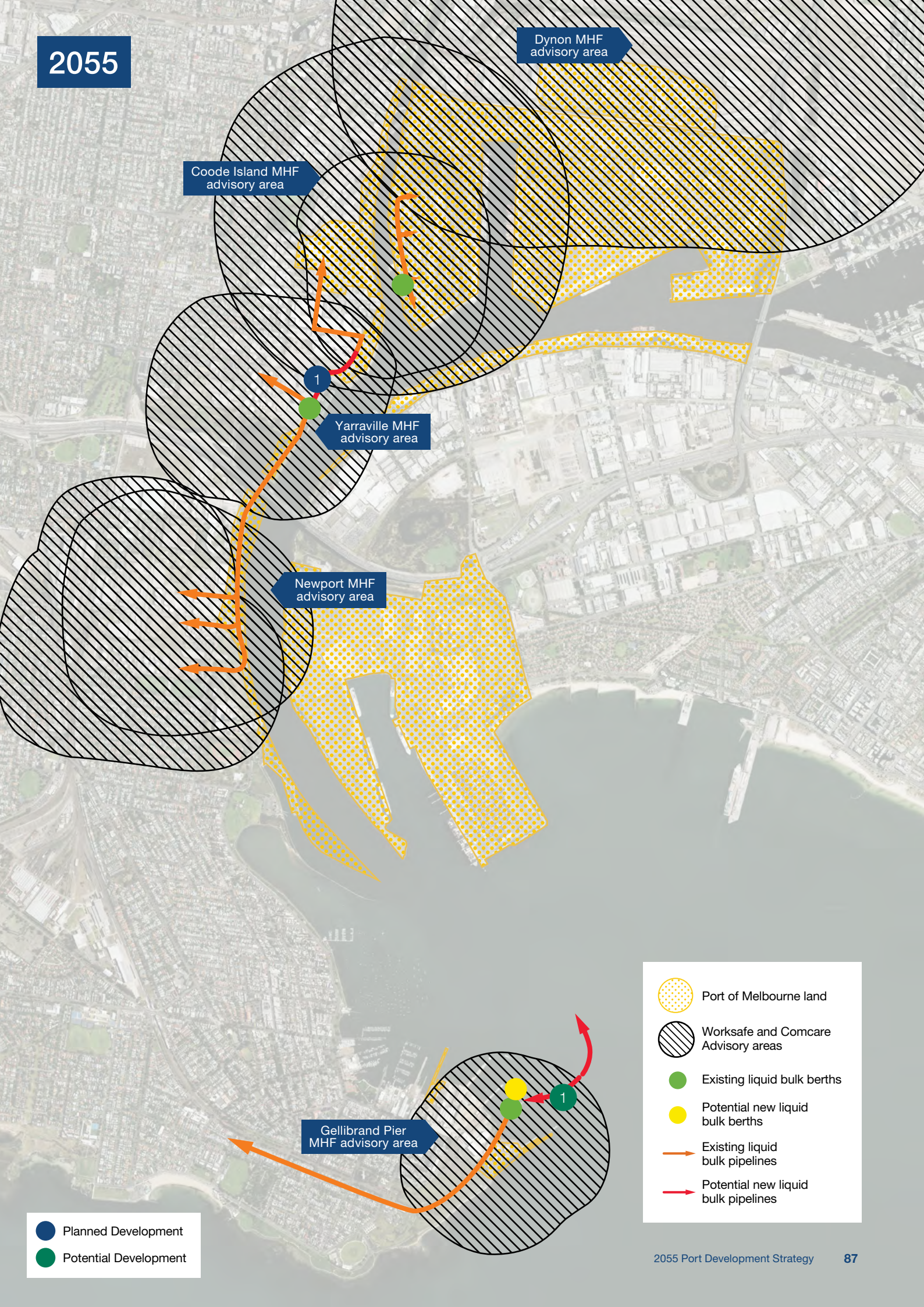
There are a number of key changes to the Port's existing pipeline network that arise from the proposed 2055 PDS.

We are committed to working collaboratively with existing liquid bulk network asset owners, operators and users to maximise the volume of port liquid bulk trade and efficiency of liquid bulk distribution via pipeline, helping to minimise the port traffic on Melbourne metropolitan roads.

1 **Planned Development – Relocation of acid trade to Holden Dock** – To support the proposed remediation and/or redevelopment of the Yarraville 6 wharf to improve its utilisation and support the expansion of the cement trade, the current acid trade will be relocated to make greater use of the existing common-user liquid bulk berth at Holden Dock. As a part of this relocation, the existing pipeline servicing the acid trade at Yarraville 6 will be extended by the operator to provide a direct connection to Holden Dock.

1 **Potential Development – Delivering a new pipeline to Gellibrand Pier** – To support future liquid bulk trade growth and vessel size demand at the port, PoM continues to explore options for a fourth liquid bulk berth. Likely to be located at Gellibrand Pier, this new berth is expected to be connected by the existing pipeline to the Victorian refined petroleum product storage and distribution facilities in Altona. A new pipeline will also be required to connect the new and existing Gellibrand Pier berths to the existing Victorian refined petroleum product storage and distribution facilities in Yarraville, Spotswood and Newport.

PoM is committed to working collaboratively with existing liquid bulk network asset owners, operators and users to maximise the volume of port liquid bulk trade which is distributed via pipeline.


2055
Dynon MHF advisory area
Coode Island MHF advisory area
1
Yarraville MHF advisory area
Newport MHF advisory area
1
Gellibrand Pier MHF advisory area
Port of Melbourne land
Worksafe and Comcare Advisory areas
Existing liquid bulk berths
Potential new liquid bulk berths
Existing liquid bulk pipelines
Potential new liquid bulk pipelines
Planned Development
Potential Development

The Port's role in the energy transition

PoM will continue to work with tenants, government and other stakeholders to ensure that the Port can respond to the energy transition through exploring and addressing port related energy transition needs at the Port and for commercial shipping and freight and logistics activities.

Implementing port direct energy transition outcomes

We have identified key energy transition activities for the Port, noting that there is overlap between the activities outlined, particularly between the use of low carbon fuels and electrification. As a result, it is possible that direct transition to electrification may see limited or no future demand for select low carbon fuels at parts or all of the Port.

Key energy transition activities within the Port include:

Port operations

- **Shore power (existing berths)** – PoM supports shore power use (ship to shore power) across existing port berths on a case-by-case basis, subject to tenant demand and infrastructure capability. Currently Strait Link has a shore power system installed at its Tasmanian Terminal in Webb Dock for RoRo vessel use
- **Shore power (new berths)** – PoM has undertaken a study into shore power roll out across the Port and will incorporate infrastructure to support shore power capability into new berths as they are developed, dependent on tenant demand and appropriate commercial arrangements
- **Electric cargo handling equipment** – A number of existing port tenants currently use fixed and mobile electric cargo handling equipment. PoM supports tenants' move to electrification for new installations and equipment upgrades and replacements
- **On-dock electric vehicle charging** – With increased numbers of electric vehicles imported through the Automotive Terminal it is important that port facilities meet trade requirements. As such, PoM is engaging with key tenants and other stakeholders on the requirement for and potential provision of on-dock electric vehicle charging at the Automotive Terminal.

Commercial shipping

- **LNG vessels** – Several Port customers use Liquified Natural Gas (LNG) instead of diesel or fuel oil to power their vessels and reduce GHG emissions. The SeaRoad Mersey II RoRo vessels is an LNG powered vessel which operates daily services between the Port and Tasmania and is refuelled using mobile LNG tankers at berth
- **Low carbon methanol** – PoM is exploring, in collaboration with industry partners, opportunities for the potential development of a low carbon methanol bunkering hub at the Port. If developed, commercial visiting vessels visiting will be able to use and refuel with low carbon methanol. Further work is being undertaken to understand the operational, regulatory and commercial implication of this opportunity
- **Alternative low carbon fuels** – PoM continues to monitor and explore a range of other potential low carbon fuels, such as biodiesel, ammonia and hydrogen, for use at the Port. Further work is required to better understand these alternative opportunities and availability (if ever) for use at the Port.

Freight and logistics activities

- **Electric and hydrogen trucks** – PoM continues to monitor, and support pilot projects as appropriate, for the use of electric and alternative fuel trucks and other freight and logistics vehicles servicing the Port
- **Freight productivity and modal shift** - PoM's planning aims to support system wide freight network efficiency including increased rail utilisation, increased use of High Productivity Freight Vehicles (HPFVs), and other operating efficiencies that can bring emissions reductions even with existing fuel and energy sources.
- **Electric and hydrogen trucks** – PoM continues to monitor, and support pilot projects as appropriate, for the use of electric and alternative fuel trucks and other freight and logistics vehicles servicing the Port
- **Enabling Alternative Fuel Trucks** - To support productivity and decarbonisation of the road freight sector PoM will enable future port road projects to accommodate trucks with 8 tonnes weights over steer axles and 18.5 tonnes over drive axles and review all existing port roads for these axle masses.

Supporting tenant involvement in energy transition trade activities

PoM will continue to support tenants who want to become involved in energy transition related trade activities for which the Port has appropriate facilities and space. Support is provided on a case-by-case basis and depends on the ability of the facilities and land leased by the tenant.

For instance, the Port does not have large areas of vacant laydown land or underutilised heavy-duty wharves available to support an entire offshore windfarm development. Individual port tenants may however have appropriate facilities and areas for select offshore windfarm development component and/or operational support activities.

Funding sources

PoM welcomes ongoing efforts by State and Federal government to support grants and funding mechanisms that have decarbonisation objectives that align with the needs of the port and its stakeholders. Where relevant PoM may engage, or encourage its port stakeholders to engage, with appropriate funding opportunities to support new initiatives.

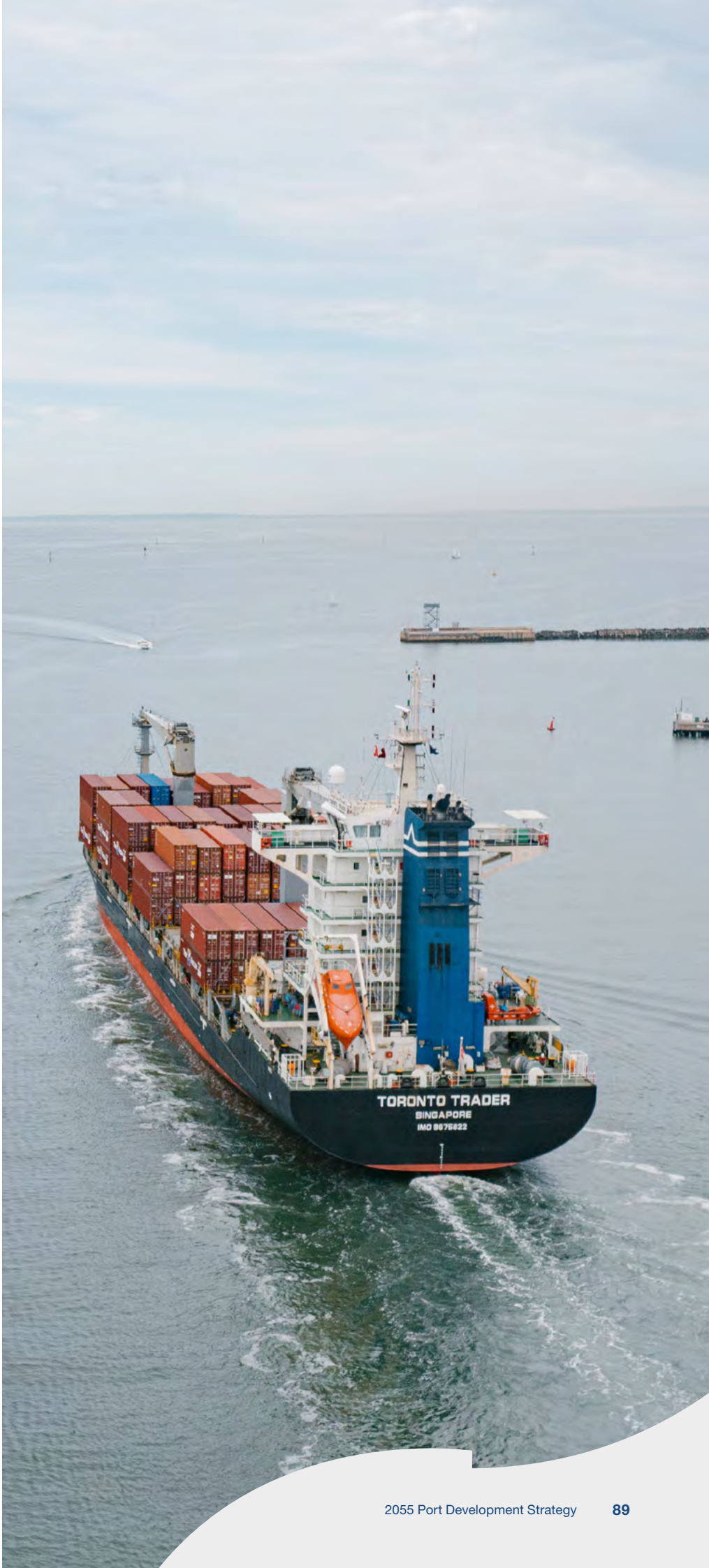
Delivering on PoM's own energy transition outcomes

PoM continues to move towards achieving zero-emission outcomes in its day-to-day business operations. A range of business initiatives are being implemented, including:

- Sourcing PoM's office and operational electricity supplies from renewable sources
- Transitioning PoM's corporate vehicle and survey vessel fleets to zero-emissions fuel technologies (likely to be electric, low carbon methanol or hydrogen)
- Installation and use of more energy efficient equipment when old equipment is replaced.

Continuing to engage with stakeholders to inform future planning

To understand the potential long-term need for low carbon liquid fuels and electrification in the port freight supply chain, PoM continues to engage with industry and explore a range of emerging options across the maritime and landside transport sectors. Work completed to date with our industry partners is preliminary in nature and intended to support further long-term engagement between industry and government to better understand the drivers, barriers and emerging future scenarios across the wider freight supply chain that need to develop to allow adoption in the long term, before specific strategic planning and decision-making can be developed.



Improved land use planning around the Port

For freight growth planning to succeed, existing critical freight infrastructure must be protected while new corridors are identified and secured for future expansion.

Our location in the heart of the city means an integrated approach to strategic land use planning is necessary, embedding the Port and its freight corridors into all future central Melbourne planning efforts to ensure long-term economic prosperity.

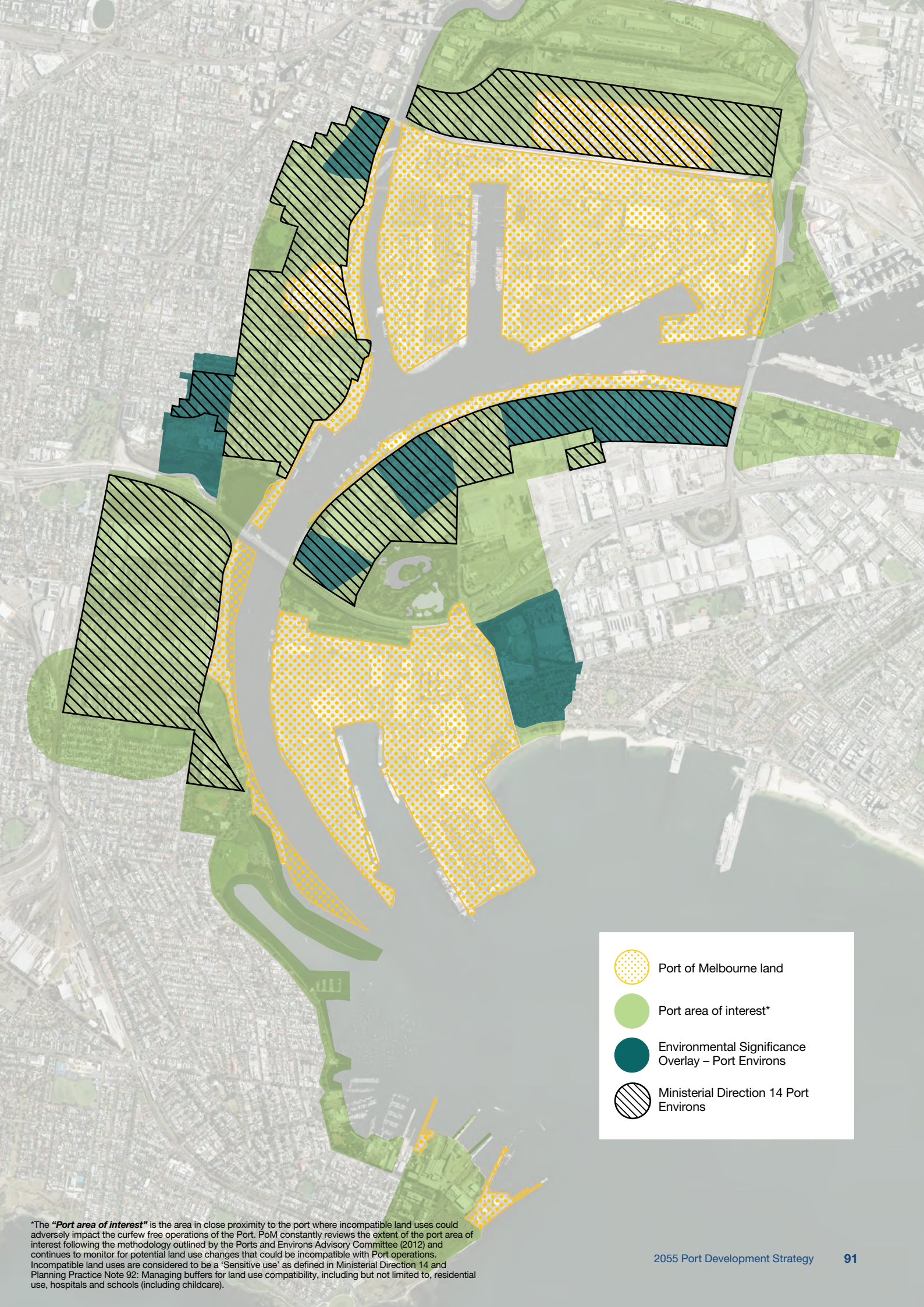
Land Use Planning Framework[15] – Planning within and around the Port aligns with Victoria's Planning System, which is guided by a suite of strategic and statutory documents, data, and tools. The Land Use Planning Framework currently balances the Port's operational needs with the diverse land uses and activities in the Port area, offering a degree of protection. Weakening of these safeguards could harm the Port, the businesses it supports, nearby communities, and the Victorian economy.

A forward-looking balance – A proactive, balanced approach is vital to sustaining the Port's efficiency and economic role. Its inner-city location is important for freight distribution and protection is critical.

Opportunities for collaboration – PoM remains committed to working collaboratively with the Victorian and surrounding local governments to improve the safeguarding and protection of the Port within the Victorian Planning System and to manage the potential impact of the Port, its operations and the transport of goods to and from the Port now and into the future. This will allow for proactive anticipation of the planning controls required to enable the Port to efficiently achieve its projected growth, while coexisting harmoniously with its urban interfaces, and managing any potential impacts within the port areas of interest.

Review of the area covered by the Port of Melbourne Environmental Significance Overlay (ESO) and Ministerial Direction 14: Port Environs	Over the past decade significant engagement has taken place regarding the need to protect the Port's operations and growth. Safeguarding and protection has been partly delivered through the application of a Port of Melbourne Environmental Significance Overlay (ESO) on surrounding land, however subsequent government planning scheme changes to land around the Port shows that the area covered by the ESO and Ministerial Direction 14 needs to be reviewed to ensure robust safeguarding and protection of the Port's operations and its ongoing economic contributions to Victoria, from the encroachment of sensitive uses. The review should consider the port areas of interest to provide certainty to PoM and surrounding landowners.
Increased safeguarding and protection of existing and future Major Hazard Facilities	The Major Hazard Facilities (MHFs) located within and adjacent to the Port are an important part of the Port business operations and where required, future facilities will also need to be located close to the Port. PoM believes it is essential that these facilities are appropriately identified and integrated into land use decision-making processes. Transparency in defining MHF advisory areas will provide greater certainty for planners, businesses, and the community. The existing MHF advisory areas around the Port are also shown on the opposite page.
Increased safeguarding and protection of existing and future freight corridors	As business needs evolve, so too must the network that enables the efficient and safe transport of freight. The PFN serves as the critical link between the Port and businesses around Victoria. Increased focus, transparency and continued priority on safeguarding and protection measures for the PFN will provide confidence and allow the Port and businesses to adapt to increased and changed demand for freight transport. Carefully considering and designating appropriate new and upgraded transport corridors is also important for providing certainty to existing and future residential communities.
Safeguarding and protection of freight, warehousing and industrial land	Safeguarding and protecting areas for freight needs, such as logistics and warehousing, is an important aspect of planning for freight growth and ensuring freight is handled efficiently. It is also important to integrate transport and land use planning policies and frameworks. This ensures that freight is managed efficiently while aligning with broader transport and land use policies. Comprehensive, strategic forward planning to identify and set aside freight activity areas gives businesses and community greater certainty and reduces the likelihood of future land use planning conflicts.
Explore the introduction of notice requirements and referrals for land use and development changes in the Port area of interest	There currently is no formal notice or referral for land use or development in the port areas of interest, limiting the ability to proactively respond to potential sensitive land use conflicts early in the planning process. PoM, in conjunction with planning authorities, can explore how formal notice requirements or referrals may be applied within the statutory planning framework. This will ensure all views can be considered in the decision-making process and provide transparency for local communities.
Review freight and logistics policies within the Planning Policy Framework, including the relevant Municipal Planning Strategies	The Planning Policy Framework provides for State policy in support of freight and logistics, including the Port providing a degree of protection for Port operations and facilitate use and development around ports that complements and strengthens the role of ports. In some instances these State policies are not reflected within the Municipal Planning Strategies creating a gap between State and local planning policies. Addressing these gaps can enhance alignment between State and local planning policies, providing greater clarity for businesses and communities.

15. The Port may initiate amendments to the Port of Melbourne Planning Scheme, in line with established legislative process, with technical advice and support from relevant government agencies.



*The ***"Port area of interest"*** is the area in close proximity to the port where incompatible land uses could adversely impact the curfew free operations of the Port. PoM constantly reviews the extent of the port area of interest following the methodology outlined by the Ports and Environs Advisory Committee (2012) and continues to monitor for potential land use changes that could be incompatible with Port operations. Incompatible land uses are considered to be a 'Sensitive use' as defined in Ministerial Direction 14 and Planning Practice Note 92: Managing buffers for land use compatibility, including but not limited to, residential use, hospitals and schools (including childcare).

6. Next steps to deliver on the Vision

Delivering on the Vision

The 2055 PDS is our port development vision to guide the port's growth and development in the long-term. The port development vision is designed to be reviewed regularly and updated if required, to ensure key projects achieve the best outcomes for the port's users, industry and our economy.

Amending the Port of Melbourne Planning Scheme

Separate to the 2055 PDS, PoM is currently reviewing the Port of Melbourne Planning Scheme to ensure it appropriately reflects the anticipated growth and development outlined within the 2055 PDS. This review is being undertaken in collaboration with the Victorian Government to ensure a comprehensive and integrated planning approach.

Once the finalised 2055 PDS has been published, PoM will proceed with a suitable planning scheme amendment to formalise its inclusion within the Port of Melbourne Planning Scheme. This is expected to be in the form of a Planning Scheme Amendment which reflects the outcomes of the 2055 PDS development process and includes incorporation of the new 2055 PDS as a reference document within the planning scheme (replacing the previous 2050 PDS).

In addition, the Port of Melbourne Planning Scheme's "Port of Melbourne Planning Strategy" will also be updated to align with the 2055 PDS. This alignment will be undertaken by PoM in partnership with the Minister for Planning / Department of Transport and Planning, to ensure that planning policies remain relevant and support the sustainable development of the port and its surrounding areas.

Working with the Victorian Government

Integrated infrastructure outcomes are essential to our economy.

Trade and freight are fundamental components of the Australian economy and a key user of our country's transport infrastructure network.

Our close working relationship with the Victorian Government is underpinned by a shared belief in the important role the Port plays in the economy. While we understand government's priorities over the short, medium and long-term as set out in the new Victorian Freight Plan 2025-30, we have made some base assumptions to develop our future vision, including:

- Continued investments will be made in the road and rail networks to support population growth across Greater Melbourne
- The Dynon Precinct is best used for port-related freight and logistics
- The Port's efficient operations will be safeguarded and protected from urban development and potential operating constraints.

The 2055 PDS presents an opportunity for PoM, the Victorian Government, community and local governments to work together to deliver an aligned outcome for the future.

By working together, we can prepare for and develop the Port to ensure we have the infrastructure needed to support trade demand. Together, we can deliver broader supply chain efficiencies that enhance Victoria's competitive position and liveability.

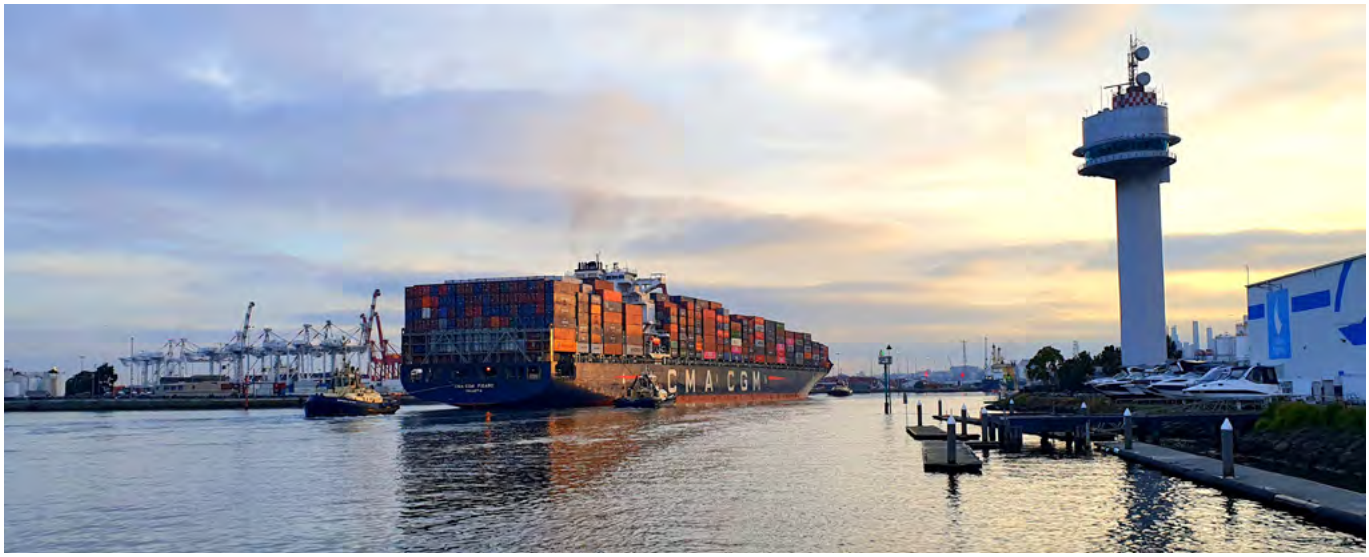
By working together with the Victorian Government, we can:

Create an environment that encourages private sector investment by providing a clear vision and commitment to action by:

- Progressing the key initiatives identified in the new Victorian Freight Plan 2025-30 and 2055 PDS
- Incorporating the 2055 PDS as a reference document under the Victorian Planning Provisions
- Implementing inter-agency coordination to optimise freight rail and road network capacities
- Securing planning controls and protections for the port's activities, transport and pipeline corridors
- Providing policy priority for freight to ensure the port's position and input to key investment decisions are considered.

Send a clear message to industry that we are focused on delivering outcomes by:

- Investing in the existing container terminals within the port to ensure that they meet the needs of tenants, shipping lines and customers
- Growing and expanding port operations through the signing of a new lease with the Victorian Government for the integration of the former Melbourne Wholesale Market Site in Dynon into the port
- Planning for and delivering the next tranche of port container capacity and expansion at Webb Dock, which includes facilities that can handle the largest container vessels visiting Australia
- Continuing to plan for and deliver capacity and operational improvements for other trades across the port as and when required, including in response to tenant and market requests
- As per the Victorian Freight Plan 2025-30 and the Ministerial Guidelines, work with Government in 2026 on a port landslide access strategy
- Support the Victorian Government to understand the status of the Victorian ports sector, and its ability to meet the needs of Victoria's growing economy.



Project delivery and timeframes

PoM major projects are subject to a detailed planning process which includes technical and commercial assessments, stakeholder engagement and obtaining necessary statutory approvals. Detailed information about our major projects is provided as part of this process at a time nearer to project delivery.

The following steps will inform our investment planning and continue to help refine activities in the short-term.

Investment decisions

Due to the significant scale and influence of Port development projects, each investment decision must be considered in terms of PoM's compliance with the Pricing Order, Concession obligations and regulatory framework, timing, scope and flow-on effects both inside and outside the Port gate. We will work with our tenants and customers to identify opportunities to deliver infrastructure (subject to an acceptable commercial and funding model).

Technical evaluations

A range of additional technical evaluations are likely to be required to confirm technical viability, optimise delivery outcomes and minimise overall delivery costs and risks for each planned project. Key areas for further consideration include:

- Marine navigation studies to support both near and longer-term vessel fleet characteristics
- Wharf infrastructure assessments and designs to support larger vessels, cranes and landside equipment
- Road, rail and pipeline infrastructure connections, capacities and requirements (both inside and outside the Port gate)
- Delivery of operational improvements such as through the adoption of new technologies and processes that support higher operational efficiencies and productivities.

Cost and timeframe estimates

Cost estimates and delivery timeframes will continue to be refined for each project. This includes more detailed consideration of development lead times including planning, approvals and sequencing to ensure we can continue to accommodate existing trades during the delivery of each project.

Due to the complex nature and substantial scale of port projects, they typically have long planning and delivery phases / times. Indicative timeframes of 'In delivery' and 'Planned development' projects are provided on the PoM website.

Due to the current lack of certainty around the expected scope and/or delivery timing of the 'Potential development' projects, detail of these projects is not available on the PoM website. Indicative program information on these projects will be provided via the PoM website once they become 'Planned development' projects.

Regulatory compliance and development approvals

PoM is subject to a range of regulatory compliance and development approval obligations. PoM will undertake appropriate engagement with our stakeholders, including the relevant regulators and government agencies to ensure compliance with and management of regulatory and development matters. The extent of PoM's engagement with regulators and government agencies will depend on the nature of the compliance or approvals obligation.

Stakeholder engagement

PoM will continue to actively seek feedback. Our Stakeholder Engagement Framework will support all stakeholder planning and applies to users of our port, government and regulators, industry partners, our neighbours and the wider community.

Glossary

TERM	DEFINITION
Beam	A vessel's width at its widest point.
Berth hire fees	The time-based fee for vessels berthing on a Common User berth.
Beveridge Intermodal Freight Terminal (BIFT)	The Beveridge Intermodal Freight Terminal (BIFT) is a major freight and logistics hub being developed approximately 40 km north of Melbourne. It is part of the Melbourne Intermodal Terminal Package and is strategically located on the Inland Rail route.
Break bulk	Cargo that is carried in units, pallets, bundles or barrels or other non-unitised cargo such as vehicles.
Capacity	The operational capacity of a berth or terminal is the maximum cargo throughput that can be achieved to provide an acceptable level of service. Capacity is usually expressed in terms of mass or revenue tonnes per annum, or TEU per annum.
Car equivalent unit (CEU)	The standardised measurement for car carrying capacity of a vessel.
Channel Deepening Project	The Channel Deepening Project was a major Port of Melbourne capital dredging project completed in 2009. The project means that the Port can handle 14 m draught vessels under all tidal conditions.
Channel fees	Charged on commercial vessels for the use of the channel and associated services.
Common User	A facility not dedicated to one user or one industry.
Containerised cargo	Cargo that can be physically, conveniently and economically transported within a container.
Draught	The draught of a vessel is its depth – the distance between the waterline and the bottom of the hull or keel.
Dredge material	Clay, silt, sand or rock removed from the seafloor.
Dredged Material Ground (DMG)	An approved underwater area where dredged material is placed and stored.
Dry bulk	Non-liquid cargoes that are transported and handled in bulk, such as grain, cement and fertiliser.
Dead weight tonnage (DWT)	The international measurement unit for the loading capacity of a vessel in metric tonnes including the weight of cargo, passengers, crew, fuel, bunkers, provisions etc.
Environmental Management Plan (EMP)	An integrated plan which outlines the processes and activities which will be undertaken to manage the potential for environmental impacts from a facility or project.
Environmental Significance Overlay (ESO)	A planning scheme layer which is applied to land surrounding the Port and requires the use and development of the land to take into account the current and future operations of the Port.
Environment Protection Authority (EPA)	The authority responsible for the regulation of impacts on the environment, including the prevention and control of air, land and water pollution, industrial noise and waste.
Essential Services Commission (ESC)	The regulator of essential services across the Victorian energy, water, transport and local government sectors. ESC regulates the fees that PoM can charge for a range of services for the use of Port facilities and assets, which are identified as Prescribed Services.
FTE	Full time equivalent (jobs or employment).
Future Fund	Future Fund is a shareholder of the PoM Group and is Australia's sovereign wealth fund, responsible for investing for the benefit of future generations of Australians.
Global Infrastructure Partners (GIP)	Global Infrastructure Partners (GIP) is a shareholder of the PoM Group and is a leading global independent infrastructure investor combining specialist industry experience with best practice operational and financial management.
Global Real Estate Sustainability Benchmark (GRESB)	An infrastructure asset assessment which enables the sustainability of individual infrastructure assets, such as the Port, against other ports globally.
Harbour Master	An official responsible for enforcing the regulations of a Port, to ensure safe navigation, the security of the harbour and the correct operation of the Port facilities.
High Productivity Freight Vehicle (HPFV)	These are larger trucks which are able to carry up to four TEU (or two 40-foot containers) and typically consist of two 40-foot long trailers and a separate prime mover.
International Maritime Organisation (IMO)	The United Nations agency responsible for improving the environmental and operational efficiency of global shipping.
Length overall (LOA)	The maximum length of the vessel from the tip of the bow (the front of the vessel) to the end of the stern (the back of the vessel).

Liquid bulk	Liquid cargoes that are transported and handled in bulk (e.g. refined petroleum products and chemicals).
Major Hazard Facilities (MHFs)	MHFs are sites that store, handle and process large quantities of hazardous chemicals and dangerous goods that exceed specified threshold quantities.
Mass tonnes	A quantity measure that is based on the weight of the cargo.
OMERS	OMERS is a shareholder of the PoM Group and is one of Canada's largest defined benefit pension plans. It invests and administers pensions for members from municipalities, school boards, emergency services and local agencies across the province of Ontario.
Port Capacity Project	A major development project that involved the development of new automotive and container terminals at Webb Dock. The project was completed in 2017.
Port Development Strategy (PDS)	This development strategy for the Port which has been prepared in line with the requirements of the Port Management Act 1995 (Vic) and the Victoria Government's Port Development Strategy Ministerial Guidelines.
the Port of Melbourne (the Port)	The Port Asset
Port of Melbourne Group (PoM Group)	The Port of Melbourne Group is the owner of PoM. It comprises a number of large and highly experienced Australian and international infrastructure investors and managers.
Port of Melbourne Operations Pty Ltd (PoM)	The Port Licence Holder and private manager of the Port of Melbourne, on behalf of the PoM Group, under a 50-year lease from the Victorian Government.
Port Rail Shuttle Network (PRSN)	The network of metropolitan Melbourne rail terminals being progressed by the Victorian and Commonwealth Governments.
Principal Freight Network (PFN)	The Principal Freight Network is the part of the larger transport network over which the movement of heavy freight will be concentrated.
Prescribed Services	The use of Port channels, berth pockets and wharves are Prescribed Services under the Port pricing regulation, meaning PoM can charge a fee for these services.
Pure Car Carriers (PCC)	Pure Car Carriers are Roll on-Roll off (RoRo) vessels that are specifically designed to carry cargo that has wheels, for everything from passenger cars through to construction machinery.
QIC	QIC is a shareholder of the PoM Group. It is a global diversified alternatives investment firm based in Australia that offers infrastructure, real estate, private equity, liquid strategies and multi-asset investment services to institutional clients.
Rail Access Strategy (RAS)	The strategy document that PoM needs to prepare and issue to the Victorian Government which outlines proposed improvements to the rail access at the Port.
Revenue tonne	The overarching measurement for all Port cargo. One revenue tonne equals weight in metric tonnes or volume in cubic metres, whichever is higher in terms of freight.
RoRo	Roll on-Roll off (berth or vessel).
Safety and Environmental Management Plan (SEMP)	An integrated plan for the delivery of a coordinated and best practice approach to safety and environmental management across the Port.
Stevedore	A dock worker or firm that employs dock workers to load and unload vessels and service ships while in Port.
Supply chain	The process of moving goods from their origin, such as a farm or a factory, to the end user. Supply chains involve distribution points like airports and ports, and goods are transferred between these nodes and warehouses, distribution centres and shops. Trucks, trains, planes and other delivery vehicles are used to transport these goods.
Tariffs	Fees and charges associated with import or export services and taxes.
The Port	The Port of Melbourne.
Twenty-foot equivalent unit (TEU)	The standardised measurement for shipping containers, calculated by converting containers to 20-foot equivalents. e.g. one 40-foot container is counted as two 20-foot containers or two TEU.
Vessel Traffic Services (VTS)	VTS, under the guidance of the Harbour Master, provides marine traffic control services to commercial vessels calling at the Port. The system uses a mixture of radar, radio and other equipment to monitor and assist with the safe navigation of vessels operating within Port waters.
Victorian Environment Protection Authority (EPA)	The Victorian Government agency responsible for environmental monitoring and regulation.
Ports Victoria	A government-owned entity which is responsible for safe navigation of all vessels in Port waters, waterside emergency management and marine pollution response and the operation and development of Station Pier.
Wharfage fees	Charged on the cargo being loaded and unloaded from commercial vessels and based on the quantity, volume or weight of cargo moved across the wharf.

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