



Project Factsheet

Swanson Dock West Remediation Project

August 2022



Contact:

The Port of Melbourne will respond on feedback and questions about the SDW Remediation Project.

We request that you submit your feedback in writing to:

Email: community@portofmelbourne.com

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Port Background:

Established over 150 years ago, the Port of Melbourne (PoM) is Australia's largest capital city container and general cargo port. Port of Melbourne operates 24 hours per day, 7 days per week and handles almost one-third of the nation's container trade.

Port of Melbourne is Victoria's only container port and a vital trade hub for South Eastern Australia. Containers are the most significant port trade, with liquid bulk the next largest with around two-thirds relating to crude oil and refined petroleum products.

The Port of Melbourne is a critical supply chain interface for the movement of cargo in Victoria and its trade catchment extends across the border into southern NSW and South Australia. The Port of Melbourne is also the primary access point for domestic and international trade with Tasmania.

Port of Melbourne supports some 30,000 full time equivalent jobs and delivers \$7.5b in economic benefits each year. Port of Melbourne plays a major part in delivering an efficient freight supply chain to support Victoria's growing economy, including the efficient movement of goods within Melbourne and regional Victoria.

Key Project Milestones:

The SDW Remediation Project is expected to be completed in **2027***.

2022	Site establishment and early works
2023	Berth 1 remediation commencement
2025	Berth 2 remediation commencement (pending further project development)
2026	Berth 3 remediation commencement (pending further project development)
2027	Project completion

*Timeframes are subject to change and further development

Stewardship Obligations:

We operate as a landlord port and are responsible for planning, operating and maintaining port land and shipping channels. There are significant contractual, regulatory and stewardship obligations on PoM to ensure the port has the capacity and capability needed to handle cargo, and that facilities and infrastructure are developed and maintained as needed.

There must be prudent and responsible planning by PoM to maintain and accommodate increasing trade volumes, and ensure that the Victorian economy is well-served by the port into the future.

With a strategic planning approach, an ongoing infrastructure investment and renewal program, and with significant infrastructure already in place, PoM is hard at work in building on its competitive strengths.

Project Background:

Swanson Dock West (SDW) is a critical International Container Terminal comprising of a 944m wharf with three container-handling berths, which were constructed in several stages between the 1960s and 1980s.

The existing SDW wharf is of varying ages and forms of construction. Sections of the wharf are close to or beyond the

typical design life of 30 years (standard design life utilized at the time) and as a result, major remediation and asset intervention is required. Without any remediation or intervention over a longer period of time, the risk of structural failure will likely require a downgrading of wharf load capacity.

Detailed engineering and technical assessments have uncovered a range of issues, including:

- Crane rail deflection surveys and core-hole inspections of the landside timber piles were carried out in 2016-2017 on SDW Berth 1 and 2 and subsequently in 2019.
- Results indicated that top sections of the timber piles have significantly deteriorated.
- Based on the 2019 condition inspection assessment, remediation is required to avoid any further deterioration of the wharf asset.
- Existing bollards are under capacity to deal with increasing loads from more extreme weather events and increase vessel sizes.

The SDW wharf structures must be remediated and upgraded to enable them to continue handling container vessels for the next 50 years.

PoM is proposing to recover the investment in the SDW Remediation Project from existing Prescribed Services Tariffs, which are subject to ESC compliance assessment.

More information on port pricing regulation can be found at www.portofmelbourne.com

Scope of Works:

Detailed options analysis and assessments were conducted in conjunction with the terminal operator in 2021 and 2022. The project delivery methodology is designed to minimise the impact of works on the operations of the International Container Terminal.

SDW International Container Terminal currently has a three-berth operation. Our three-stage program has been developed

to enable it to maintain a two-berth operation for the duration of the works. Commencing from Berth 1, the project will focus on completing works for each berth, moving progressively toward Berth 3.

The timeframes and staging for Berths 2 and 3 are still pending further project development and approval.

Wharf Remediation

- Installation of new piles, including associated deck demolition and re-construction works
- Remediation of existing piles
- Seaside & Landside Crane Rail replacement at Berth 1, 2 & 3
- Fender beam remediation and Berth 3 transverse beam remediation
- Deck remediation (soffit & top)
- Cathodic protection on exposed reinforced concrete elements (fender & transverse beams and soffit)
- Services (utilities) including remediation of drainage through sheet pile wall

Retaining Wall and Pile Remediation

- Remediation (patching and encapsulation) of sheet pile wall at Berth 1, 2 & 3
- Remediation of Northern approach wall
- Replacement of protective jackets on seaward piles

Bollard upgrades

- Replacement of existing 50 tonne bollards with 100 tonne bollards
- Installation of 4 x 150 tonne bollards at Berth 1 to maintain DPW's ability to accommodate vessels of up to 337m LOA on Berth 2 during the Berth 3 works

