



FACT SHEET

Webb Dock History

Expanding Melbourne's Port Capacity

Webb Dock was formerly known as River Entrance Dock.

It commenced operations in 1959 mainly to transport motorists to and from Tasmania, and once operated under the name of Tasmanian Ferry Terminal.

Webb Dock was named in honour of the Melbourne Harbour Trust's (predecessor of the Port of Melbourne Corporation) longest serving commissioner, John Percival Webb OBE in 1968. He was first appointed to the Trust in 1941 and was also the Chairman and Managing Director of the Victorian Producers' Co-operative Company Limited.

In the 1950s, the Port of Melbourne determined that trade growth would require new facilities to handle the increasingly larger vessels being used by shipping companies. The Webb Dock site was identified because it offered a sheltered position close to deepened channels.



Webb Dock under construction

In 1959, port use of Webb Dock started with the opening of the No.1 "roll-on roll-off" berth, road ramp and back-up land for the *Princess of Tasmania*, which carried passengers and cargo. This was the first berth of its type in Australia.

In 1961, the ship *Bass Trader*, a roll-on roll-off cargo vessel, began operating from berth 2 Webb Dock East.

Work on berth 3 commenced in 1967 and was completed in 1969, along with extensions to berths 1 and 2. Berth 4 at Webb Dock East was opened in 1975 and berth 5 began operation in 1982 as an international standard container facility.

For more information visit portcapacity.portofmelbourne.com.au
or call the Project's 24 hour response line on **1800 451 056**

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In 1980, Webb Dock handled 22% of the cargo movement at its roll-on roll-off berths. In 1984, work on the construction of the Webb Dock rail link began, and by the late 1980s, Webb Dock handled about one-sixth of the Port of Melbourne's total trade. A decade later, Webb Dock was the Port's second largest dock by trade volume, handling over 17% of the Port's total trade and over 23% of Melbourne's container traffic.

In 1986, a link with the rail system was opened, and a rail terminal at the dock facilitated the movement of containers. The link closed in 1992 and disconnected in 1996 to allow for the Docklands development.

In the 1990's, a redevelopment of Webb Dock was considered, and in June 1998, an Environmental Effects Statement was completed.

Today, Webb Dock is a key strategic asset and its progressive redevelopment is considered vital in the long term trade capabilities of Victoria. Without it, as anticipated by the Port's forebears, the Port potentially could face a shortfall in cargo handling capacity.

Webb Dock has also evolved to be Australia's premier automotive terminal for the export and import of motor vehicles.

More than 370,000 new motor vehicles passed through Webb Dock in 2012-13.

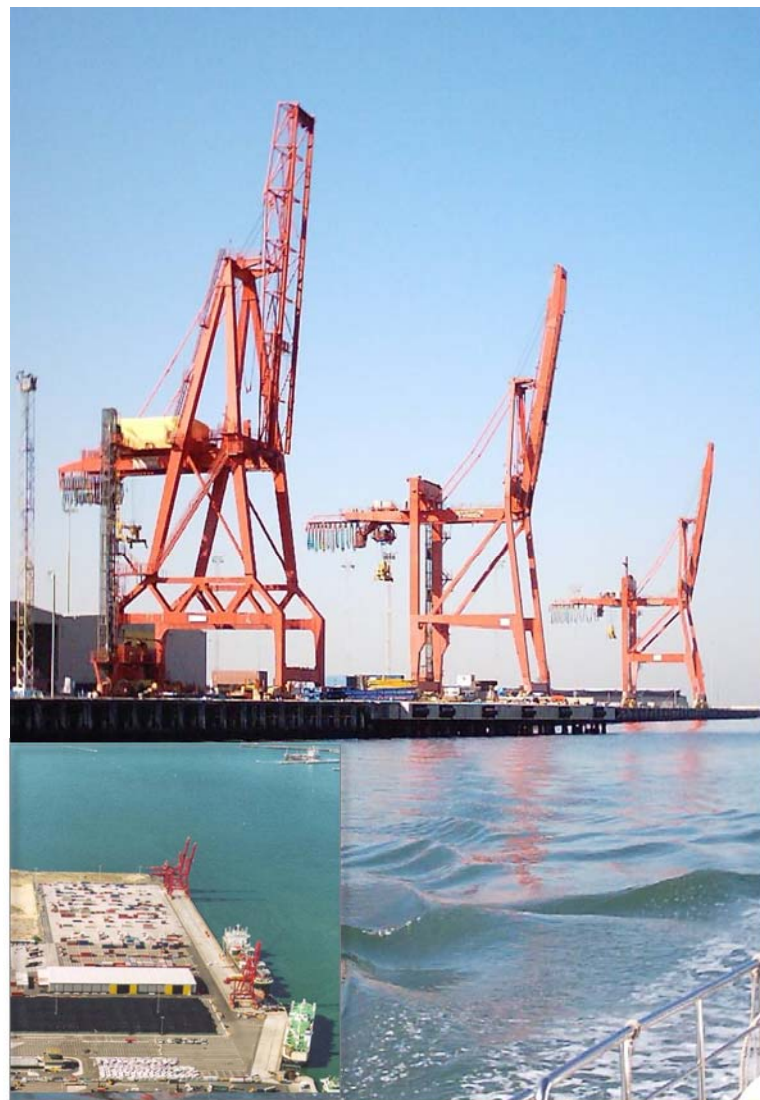
In early 2014, Webb Dock had five general purpose berths, and continued to service coastal trade to Tasmania as well as international container ships and other global vessels carrying break bulk commodities (e.g. timber, steel and machinery).

It is a man-made dock with East and West facilities:

Webb Dock East - Consists of five berths and a container stacking area of around 40 hectares. Berths 1 and 2 serve the Tasmanian coastal trade. There are three multi-purpose general cargo berths accommodating an automotive terminal for cars, trucks, buses and other wheeled machinery, as well as other commodities such as timber, wood pulp and newsprint. The wharf's last remaining ship loading crane from the 1980s was removed in mid-2014. From 1982 until the late 1990s, Webb Dock East handled international containers.

Webb Dock West - This purpose-built 19-hectare automotive terminal provides storage capacity for about 7000 vehicles and handles and processes motor vehicles as they arrive or leave Melbourne. Vehicles arrive in purpose built "roll-on roll-off" ships equipped with ramps that are lowered onto the wharf.

Webb Dock will be redeveloped as part of the Port Capacity Project, which saw earthworks begin in 2013.



Container cranes formerly at Webb Dock (circa 1985)

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