PORT OF MELBOURNE PLANNING SCHEME

PORT PROFILE

21.01
23/09/2016
GC54

21.01-1 Strategic Location

The Port of Melbourne is located at the centre of a triangle that joins southern NSW, Adelaide and Hobart and encompasses the nation’s manufacturing and commercial heart. It is close to major transport operators and container parks and has direct links to the State’s extensive freeway network, together with the national and intrastate rail networks. These links facilitate excellent access to country Victoria, South Australia, regional New South Wales and the remainder of the Australian mainland. Melbourne is also the primary mainland port for the transfer of Tasmanian cargo.

By virtue of being a ‘city port’, the Port is surrounded by a variety of land uses including residential, industrial, commercial, recreational areas and the Melbourne Central Business District. The boundary of the Port of Melbourne Planning Scheme is shown in Figure 1.

The Port includes land in the following municipalities:

- Melbourne
- Port Phillip
- Hobsons Bay
- Maribyrnong.

Each of these areas has different land uses which raise issues and strategic priorities which require different approaches to management of the Port’s interface.

21.01-2 Trade and Economic Contribution

The Port of Melbourne is the largest container and one of the largest general cargo ports in Australia, with over a third of the nation’s container trade. The Port’s operations contribute directly to the State and local economies, providing a gateway for trade into and out of Victoria and the nation. This trade is vital to ensure continued growth of a key component of the State’s economy.

The Port is one of Victoria’s major assets. It handles some $90 billion in trade each year and contributes around $5.4 billion to the Victorian economy annually. It employs around 18,500 people directly and over 60,000 indirectly. It supports annual wages/salaries of almost $1 billion. The flow-on effects from the operation of the Port are significant for many sectors of the Victorian economy.

Forty-five container shipping lines, as well as a number of other general cargo carriers, make around 3300 ship calls a year to Melbourne and provide services to ports of call in all major parts of the world.

The main containerised commodity exports through the Port of Melbourne, in mass tonnes, are dairy products, miscellaneous manufactures, cereal grains, fruit and vegetables, meat, stockfeed, wool, beverages, paper and newsprint, and malt.
The main containerised commodity imports, in mass tonnes, are paper and newsprint, miscellaneous manufactures, miscellaneous food preparations, chemicals, fruit and vegetables, raw plastics, vehicle parts, ceramic goods, machinery and electrical equipment.

### Role of Port of Melbourne Corporation

On 5 May 2014, the Victorian Government announced it would offer a lease of the operations of the Port of Melbourne to the private sector (Transaction). The Delivering Victorian Infrastructure (Port of Melbourne Lease Transaction) Act 2016, authorising the Transaction, received Royal Assent on 22 March 2016. The Transaction will be by way of a 50 year lease. From 1 July 2016 references to the Port of Melbourne Corporation (PoMC) need to be read in light of changes to the entity responsible for managing the relevant land as a result of the Transaction.

Port of Melbourne Corporation (PoMC) is a Victorian State Government owned business enterprise, with objectives and functions as defined in the Port Services Act 1995. The PoMC commenced operations on 1 July 2003 to fulfil the Government’s objective that the Port of Melbourne be managed by a strategic port manager with functions and powers to undertake the integrated management and development of the land and maritime functions of the Port and its integration with the broader freight and logistics systems. The predecessor entity of PoMC was the Melbourne Port Corporation.

The PoMC manages the land and channel assets associated with the Port of Melbourne in the interests of the providers and users of port services, the State Government and the community. One of its key roles is to plan and coordinate future development of the Port and make the land and infrastructure available to port service providers.

The PoMC has a strategic focus in securing the Port of Melbourne as the principal national gateway for Australia’s international and domestic sea freight by facilitating improved transport links to and from the Port and cargo handling capacity for cargo owners and shipping lines.

To achieve this, PoMC’s physical services relate to the provision and use of specialised, high quality port land and facilities. PoMC also provides the road, rail and associated infrastructure within the Port and develops this infrastructure to offer long-term security for port customers and opportunities for business growth. It also provides trade development services, which includes providing customised facilities within the Port, logistics advice and facilitating cost-effective transport solutions.

The Minister for Planning is the planning authority and responsible authority for the Port of Melbourne Planning Scheme. PoMC works in partnership with the Department of Sustainability and Environment to achieve the land use vision and strategic outcomes for the Port. It also works in partnership with a range of other Government and community stakeholders.

### Port Facilities

The PoMC manages over 500 hectares of land, most of which is currently held in freehold title, and facilities which include berths, buildings, roads, railways, plant and equipment. Of the land, 39 hectares are used for transport infrastructure such as roads and rail tracks, while 91 hectares relate to non-commercial uses such as public access and open space.

The Port of Melbourne provides four types of commercial facilities:

- Container terminals
- Multi-purpose terminals (including break bulk, motor vehicles and coastal trade)
- Dry bulk berths and storage
- Bulk liquid berths and storage.

There are currently thirty-one commercial berths at five docks and at river wharves. The berths service two modern, purpose-built international container terminals as well as multi-purpose terminals.

Multi-purpose terminals handle cargoes ranging from timber, paper, iron and steel to motor vehicles. They include common user berths, which are required for transient vessels and for cargo not handled by the main stevedoring companies.

There are specialised berths for dry cargoes including cement, grain, sugar, soda ash and gypsum, and facilities for a variety of liquids from petrochemicals and crude oil to molasses.

As Victoria’s premier sea passenger terminal, Station Pier accommodates visiting cruise ships, navy ships and tall ships. The TT-Line Tasmania service, operating between Tasmania and the mainland, utilises the inner east berth.

The location of Port facilities is shown in Figure 2 and includes the following:

- **Webb Dock East**
  The east side of the dock consists of five berths and a terminal stacking area of approximately 38 hectares. Berths 1 and 2 serve the coastal trade to Tasmania. Berth 3 is a general purpose berth, used as a car terminal, and Berths 4 and 5 as heavy duty general cargo berths, equipped with one container crane able to accommodate container, break-bulk or pure car carrier vessels.

- **Webb Dock West**
  Webb Dock West is a purpose-built car terminal, dedicated to the handling and processing of import/export motor vehicles, providing around 18 hectares of car terminal facilities.

- **Swanson Dock East**
  The east side of Swanson Dock, covering around 40 hectares, has a berth length of 884 metres, and is serviced by six container cranes. This terminal has on-dock rail facilities and can accommodate the largest container vessels trading with Australia.

- **Swanson Dock West**
  The west side of Swanson Dock, covers 34 hectares with the potential to expand as trade grows. It has a total wharf length of 944 metres and is serviced by seven container cranes. Swanson Dock West can accommodate the largest container vessels trading with Australia.

- **Maribyrnong No. 1**
  Maribyrnong No 1 berth operates as a hazardous and non-hazardous liquid bulk berth, servicing the Coode Island tank storage facilities.

- **Yarraville/Gellibrand Pier/Holden Dock**
  Yarraville bulk cargo berths handle a range of dry bulk materials including sugar, gypsum and fertiliser as well as sulphuric and phosphoric acids. Gellibrand Pier handles crude oil and Holden Dock handles refined petroleum products.
- **Victoria Dock**

  No.24 Victoria Dock is a common user facility for conventional general cargo vessels. There are two large cargo sheds on the back-up area behind the berths. The reclaimed area behind the dock is currently being redeveloped as a value added logistics park.

- **South Wharf**

  Some 13 hectares of Port land lie alongside Berths 26 to 33 South Wharf. South Wharf provides facilities for break-bulk general cargo trades such as timber, iron & steel and paper products at common user berths 28 and 29. Berths 26, 27 and 33 are used for bulk cement materials, and the remaining berths are currently used for port ancillary services and port-related activities. Sheds at Berths 27 and 31 accommodate cargo warehousing and freight forwarding.

- **Appleton Dock**

  Appleton Dock comprises five berths and is 980 metres long.

  Berths B, C and D are next to the Swanson Dock East Container Terminal and are operated by P&O Ports (Bulk & General). These berths, with six hectares of back-up land, are regularly used to handle a range of break-bulk and roll-on/roll-off vessels. Berths B, C and D all have large capacity cargo sheds behind the berth. Berth E is used for Bass Strait trade in containers. Berth F is used for grain and other dry bulk cargoes.

- **Station Pier**

  Station Pier comprises 4 berths and is utilised as the Melbourne sea passenger terminal and is the principal cruise liner facility in Melbourne. The inner east berth is used by TT-Line Tasmania service, which operates the Bass Strait passenger and freight ferry service between Tasmania and the mainland. Visiting naval vessels also make significant use of Station Pier.
Figure 2 Location of Port Facilities