



Grain Industry Association of Victoria Port of Melbourne Briefing and Port Tour February 2020

Port of Melbourne



Our business

Our port

- > 500 hectares of port land near CBD
- Four municipal councils on port boundaries

Our trade

- > 3.0 million containers per year
- > 1,000 new motor vehicles per day
- > 87 million revenue tonnes annually
- ~ \$95 billion in total trade value

Our infrastructure

- 31 commercial berths
- > \$2 billion invested in port infrastructure over the last decade

Our port gate

- > 3,000 ship visits per YEAR
- ~ 10,500 truck visits per DAY
- ~ 36 train visits each WEEK



Our Supply Chain Vision



Freight is a fundamental component of the economy and a key user of the transport infrastructure network.

Our Vision optimises a multimodal approach for regional, metropolitan and urban freight movements, to support:

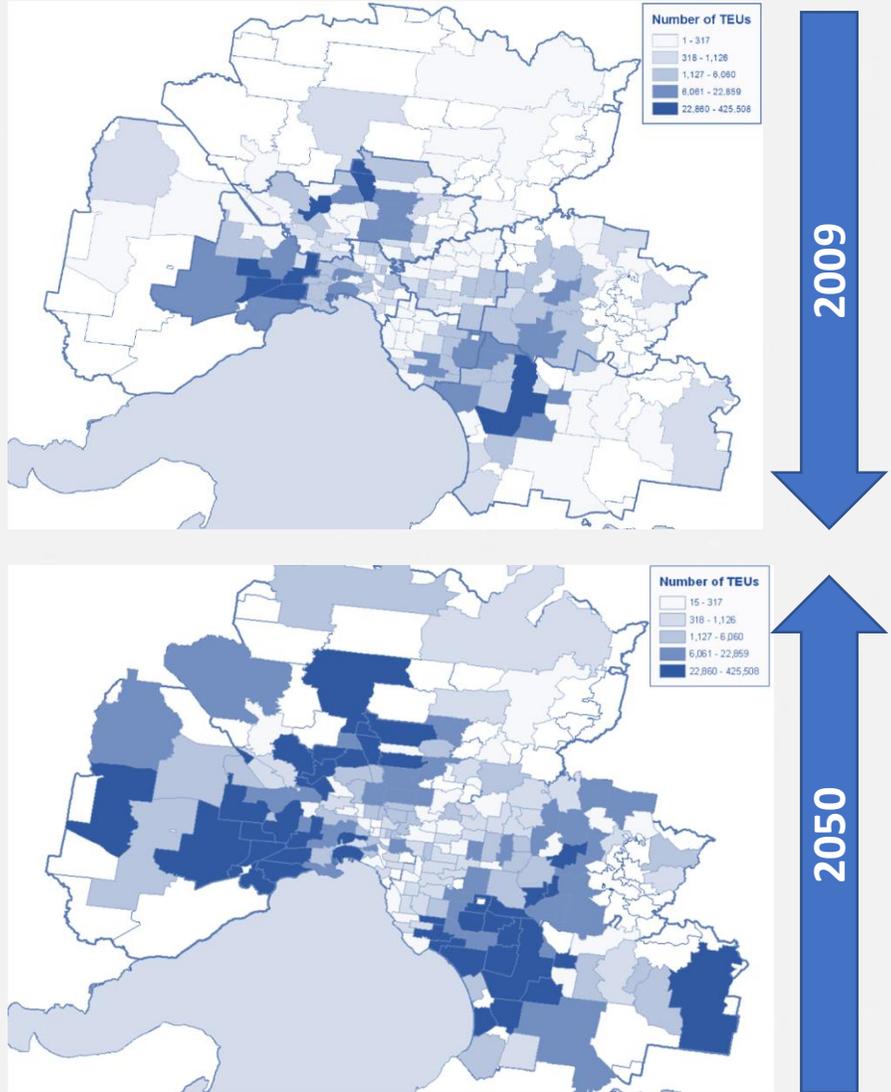
- **Efficient regional networks** – supporting regional economies and protecting jobs in regional growth areas.
- **Port rail shuttle network** – leveraging established investment in outer metro hubs and taking trucks off inner city streets.
- **Connecting to Inland Rail** – integrating the domestic and international freight task to drive system outcomes and create opportunities for growth.
- **Urban freight logistics** – supporting inner city growth through innovative freight models and infrastructure.

“ We want to take unnecessary moves out of the network, improve social amenity and ensure lowest cost investment. ”



Understanding Freight

DISTRIBUTION TRENDS



Metropolitan area dominates imports

Almost 90% of all imports are distributed within 50km of the port.



Balanced distribution

Imports across Melbourne see roughly one third of deliveries to the West, North and East/South East.



Trend shift emerging

The destinations with the highest growth seemed to be in the west of Melbourne, which matches logistic land take up rates.



Exports balanced between Metro and Regional

The export market has much longer supply chains than imports and emphasis on regional planning is required to maintain the competitiveness of Victoria's exports.



Mismatched operations

78% of import containers are staged at a temporary location before being delivered to their final destination to be unpacked.



Trade Update

Container trade

	FY18	FY19	FYTD Dec 2019
Import full containers	8.5%	1.9%	-3.0%
Export full containers	7.1%	-7.8%	-3.3%
Bass Strait	4.6%	2.0%	-1.0%
Transshipment	14.5%	6.3%	-18.7%
Empty containers	10.4%	19.0%	-2.2%
TOTAL containers	8.6%	3.2%	-3.6%



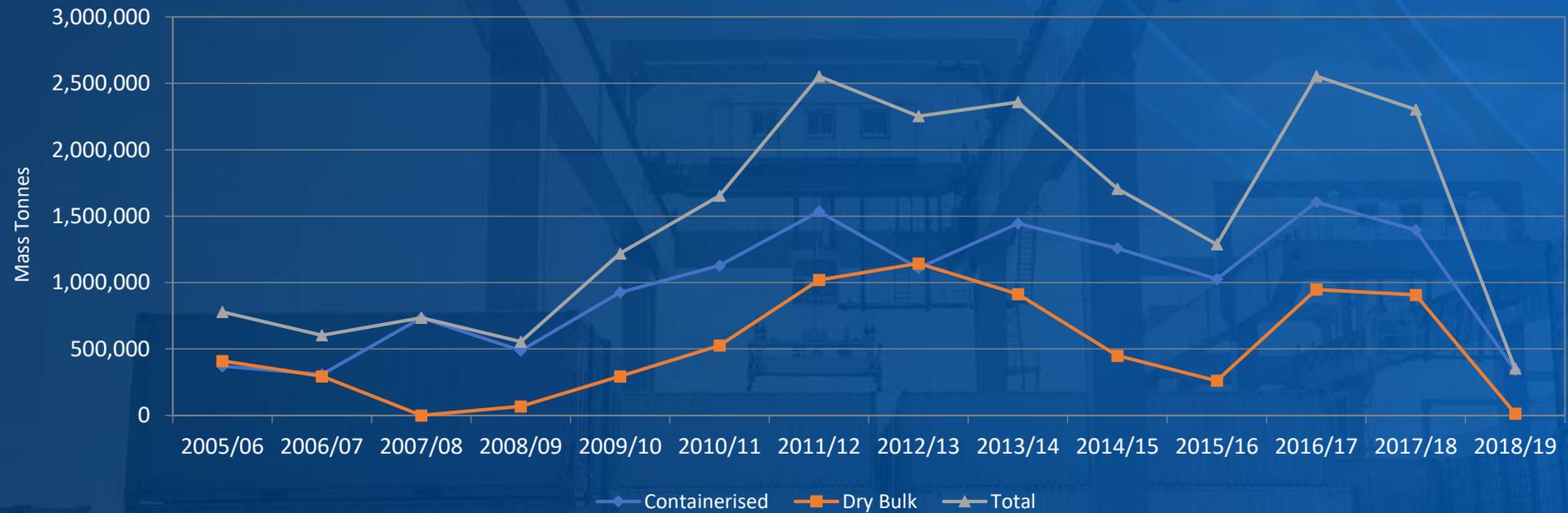
Trade Update

Other trade

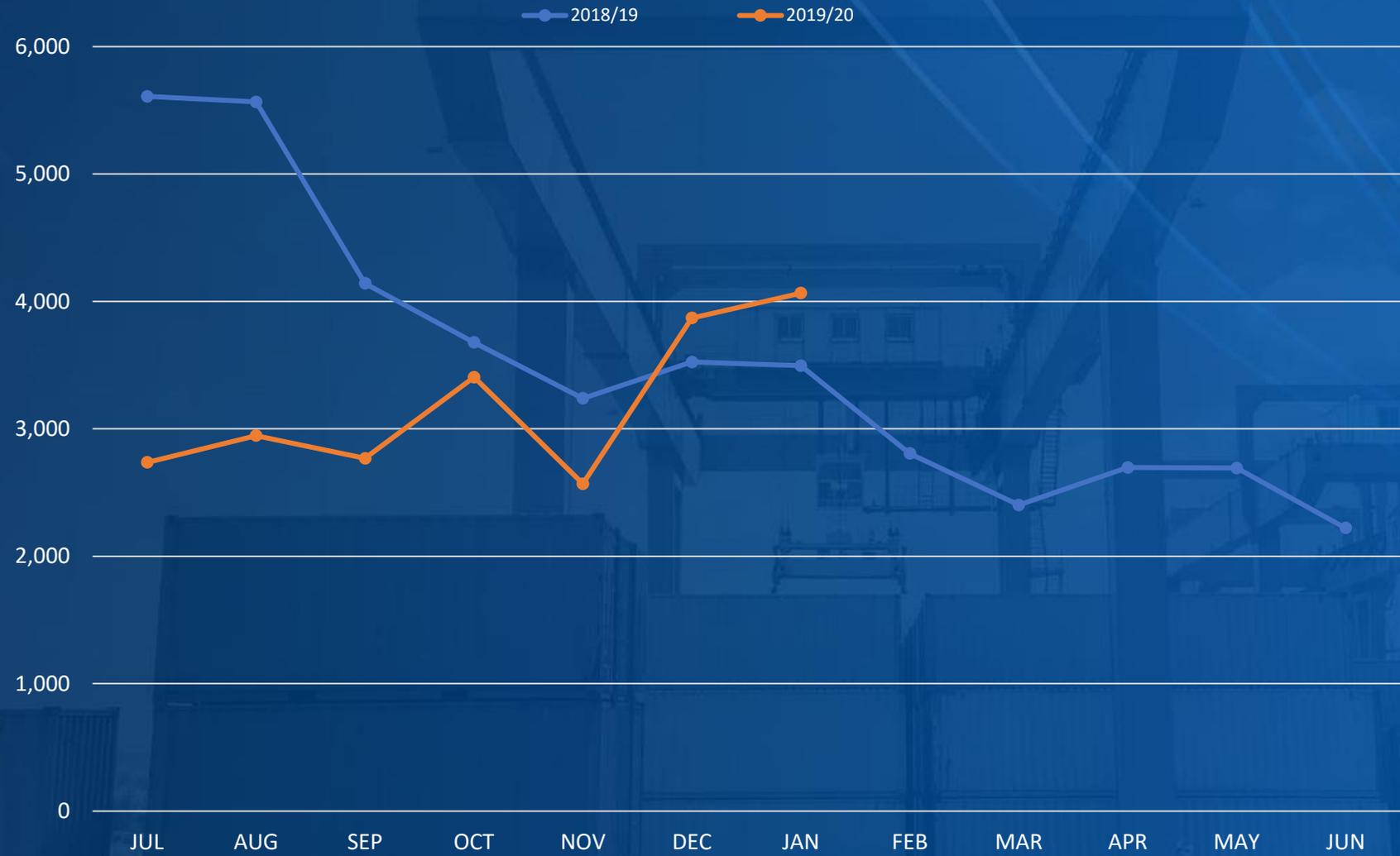
	FY18	FY19	FYTD Dec 2019
Import motor vehicles	17.6%	-5.6%	-12.9%
Wheeled Unitised (Tasmanian)	26.3%	8.3%	-16.4%
Cement/Gypsum	12.1%	2.5%	-1.1%
Bulk grain	-2.2%	-82.3%	-16.4%
Liquid bulk	-0.4%	4.3%	-7.4%
TOTAL Revenue Tonnes	8.5%	2.6%	-4.4%



Grain Exports (Wheat, Barley)



PoM containerised Grain exports



We are growing

“As our population grows and interstate and international trade increases, the demand for access to Melbourne’s port will continue to grow.”

Commodity movements will **DOUBLE** by 2060

International container demand will exceed **8.7 m TEU** by 2050

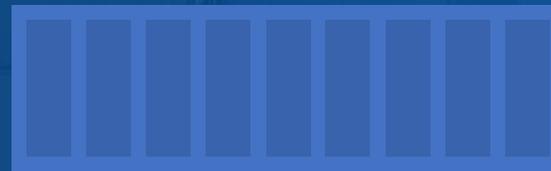
International container demand will exceed **7.2 m TEU** by 2050



VICTORIAN FREIGHT PLAN



PORT OF MELBOURNE



INFRASTRUCTURE VICTORIA

Future Trade Outlook

Non-container trades

Melbourne's population is expected to grow through to 2050 and the same is forecast for Port of Melbourne's trades

2017-18
Actual

2050
Forecast

370,000 motor
vehicle units



6.2 million cubic
metres of liquid bulk



4.7 million mass
tonnes of dry bulk



0.4 million mass
tonnes of break bulk



13.7 million cubic metres
of liquid bulk



520,000 motor
vehicle units



6.6 million mass
Tonnes of dry
bulk



2.9 million mass tonnes
of break bulk

Port of Melbourne



Role of the Port Development Strategy

A roadmap for the future

The 2050 Port Development Strategy (PDS) is our plan to guide the Port of Melbourne's growth and development over the long-term

International container demand will exceed

8.7mTEU

by 2050



Our Big Ship Strategy

Webb Dock East Berths 4 & 5

- The Victorian Ports Corporation Melbourne (VPCM) Harbour Master has completed a phased trial implementation process for the deployment and handling of larger vessels into Webb Dock East Berths 4 and 5.
- Managed by the VPCM, vessels of up to **347m LOA** with a maximum draught of **13.25m** can now be accepted.
- Vessels with a **maximum displacement of 140,000 t** can be accepted.

Yarra River & Swanson Dock terminals

- Following vessel simulations and pilot training completed in December, VPCM Board has approved trials for vessels of up to **337m LOA and 45.6m beam** into Swanson Dock (SD).
- Successful trials of five large container vessels up to **334m LOA and 43m beam** into SDE.
- **New 150 t bollards** installed on SD West.
- Work on SD East is well underway to increase wharf capacity and enable berthing of vessels up to **140,000 t displacement**.
- The **maximum displacement of 98,000 t** remains in place until the completion of the 150 t bollards and the implementation of a Docking Aid System; **max displacement of 140,000 t will apply thereafter**.

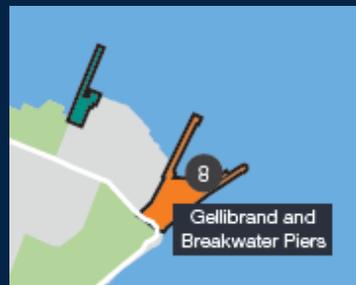


Port Development Strategy

The 2050 Port Development Strategy (PDS) has been prepared to guide the port's high level plans and approach for developing capacity and efficiency over the next 30 years

Key projects:

- Upgrading Swanson Dock East & West berths (1)
- Port Rail Transformation Project (2)
- Expanding Webb Dock East (3)
- Relocation of Tasmanian terminals (4)
- Developing Webb Dock North (5)
- Webb Dock Freight Link (6)
- Northward integration with Dynon (7)
- Develop new liquid bulk berth (8)
- Develop Yarraville precinct (9)



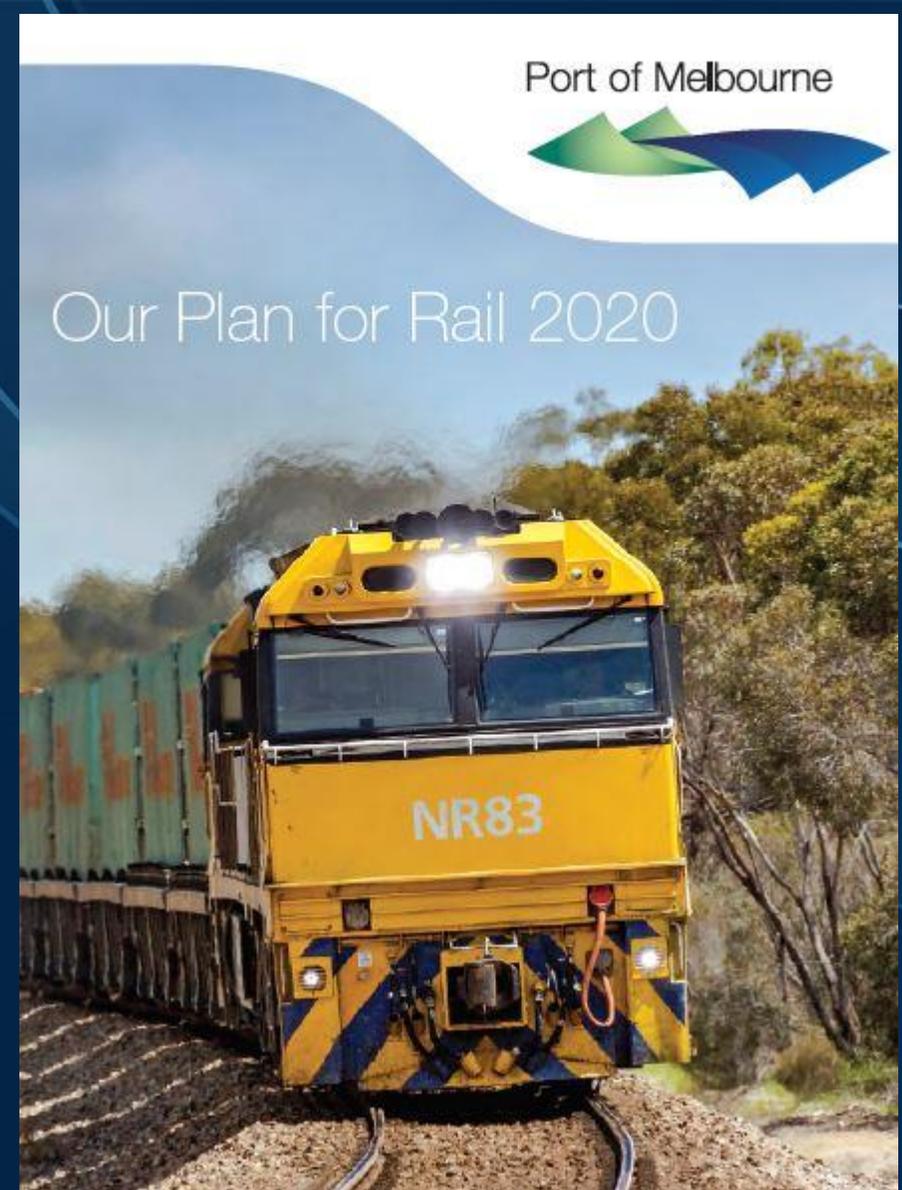
Williamstown precinct to the south.



Our Plan for Rail

The Victorian Government has charged PoM with improving rail at the Port through the deliver of a Rail Access Strategy (RAS)

- Our overview of the RAS is *Our Plan for Rail* (the Plan)
- The Plan has 12 Actions and 44 initiatives
- The delivery period is short to medium term and delivery agents include PoM, Government and Industry
- Port Rail Transformation Project (PTRP) is the first Action announced
- PTRP delivers on-dock rail at Swanson east and takes cost out of supply chain for other Swanson rail assets
- Lists need for investment in Central Victoria and Northern NSW rail network.
- Lists need for inland rail terminal and port connection.



An Integrated Way Forward



FREIGHT PROJECTS

- Webb Dock Rail Study
- Bridge Upgrades for HPFV access
- Inland Rail Project



CITY PROJECTS

- West Gate Tunnel Project
- Fishermans Bend



PORT PROJECTS

- Larger Ships
- Port Development Strategy
- Port Rail Transformation Project



Questions

