



June 2023

[REDACTED]
Infrastructure Victoria
Level 34, 121 Exhibition Street
MELBOURNE VIC 3000

By email: [REDACTED]

Dear [REDACTED],

Thank you for the opportunity to participate in the Infrastructure Victoria (IV) – Draft 30-Year Infrastructure Strategy community and industry engagement process. We understand that the Strategy is being prepared throughout 2023-24, with the draft strategy scheduled for publication in 2025 for consultation, followed by the final version of the strategy being tabled in Parliament.

Port of Melbourne (PoM) has actively engaged with Infrastructure Victoria, making submissions to various reports, including the 2016 release of IV's 30-Year Infrastructure Strategy, IV's Advice on securing Victoria's ports capacity in May 2017, IV's Options Paper – All Things Considered, and IV's foundation document, Laying the Foundations, Discussion Paper. We have also closely followed Victoria's infrastructure strategy 2021–2051, and have participated in recent industry consultation sessions held by IV.

Our previous submissions and representations have outlined significant port and freight sector infrastructure issues and opportunities relevant to the development of a Victorian infrastructure strategy. These include:

- **Economic importance of ports:** Ports are critical economic assets that need to be recognized as integral to strategic land use and transport planning in Victoria.
- **Port interface and transport route protection:** Protection is required at the port interface and along key transport routes to ensure the continuity of critical economic activities within ports, both present and future.
- **Appropriate industrial land allocation and transport connections:** Ports, land transport networks (road and rail), and industrial land form an integrated port-related logistics system and should be considered together to avoid constraints.
- **Further investment in the road and rail network:** Continued investment in the arterial road and rail network is crucial for delivering productive and efficient freight transport, considering the projected growth of Melbourne's transport congestion.
- **Public transport investment supporting freight activities:** Investment in public transport can free up road network capacity for port and other freight users, thereby supporting freight activities.

We highly value Infrastructure Victoria's strategic work and appreciate the inclusion of PoM initiatives in response to consultations with us, the freight industry, and the broader community. We note that this work informed the delivery of The Victorian Commercial Ports Strategy – "Navigating our Port Futures," which was released in July 2022, following the government's adoption of IV's advice.

During a recent industry consultation session for the metropolitan Melbourne region (18 May), PoM highlighted various initiatives, including the Port Development Strategy, Port Capacity Enhancement Program, Green Methanol MoU, PoM's 5 Star GRESB rating, and our recent Economic Contribution report. The report indicates that PoM contributes \$11 billion in economic activity to the Australian economy and directly and indirectly supports over 30,000 jobs.



Port Development Strategy

As the largest container and general cargo port in Australia, the Port of Melbourne plays a vital role as a trading hub for southeast Australia, handling more than one-third of the nation's container trade and driving economic activity. Our 2050 Port Development Strategy outlines a clear plan to sustainably meet growing trade demands, promoting investment and innovation across PoM's operations and the broader supply chain, ultimately benefiting the economy and the community at large. We believe that including supply chain infrastructure planning as a priority in Victoria's 30-year Infrastructure Strategy is essential for the state's economic recovery and PoM's contribution to Victoria's prosperity.

Since the release of the last Port Development Strategy, PoM has completed the rehabilitation of Swanson Dock East and has made great progress on works at Swanson Dock West, Webb Dock East, and the \$125million Port Rail Transformation Project. The Port Rail Transformation Project is improving rail access at Swanson Dock through the development of a new East Swanson Rail Terminal and delivery of upgraded rail access, connections and sidings within the Port. Once completed, this work will provide interfaced rail connections into the Swanson Dock East container terminals.

The next revision of PoM's Port Development Strategy will be released in 2025, along with a revised Rail Access Strategy.

Port Capacity Enhancement Program (PCEP)

As part of the PoM's stewardship obligations, PoM is required to ensure that port capacity can meet the future demands of Victoria's growing economy. PoM is engaging about the next stage of that port capacity, called the Port Capacity Enhancement Program (PCEP).

This program was outlined in the Port of Melbourne's [2050 Port Development Strategy](#) and involves developing a Webb Dock North container terminal and securing the long-term future for the Tasmanian trades.

PCEP stakeholder engagement commenced in September 2022 on the key drivers of the project including port capacity, ship fleet and container demand forecasts. When finalised, the three reports will be used to inform the Cost Benefit Analysis which will be the subject of future engagement activities.

Green Methanol MoU

PoM recently signed an MoU with Maersk, ANL (a subsidiary of CMA-CGM), Svitzer, Stolthaven Terminals, HAMR Energy and ABEL Energy to explore the commercial feasibility of establishing a green methanol bunkering hub at the Port of Melbourne.

The collaboration will examine a potential project involving the transportation of green methanol from production sites in Bell Bay, Tasmania (ABEL Energy) and Portland, Victoria (HAMR Energy) to Port of Melbourne for storage and bunkering services.

The MoU provides a starting point for the parties to work together to explore the various elements of establishing a green methanol bunkering hub, and identify any challenges that would need to be addressed. [More information on the MoU can be accessed here.](#)

5 Star GRESB rating

Port of Melbourne recently released its [FY22 Sustainability Report](#) which details progress on its sustainability program. Sustainability is core to Port of Melbourne's purpose, strategy and future success. Port of Melbourne's Sustainability Strategy establishes a foundation for its sustainability program, articulating what sustainability means in the context of the business and responds to those issues most material to port stakeholders.

Our ongoing efforts in sustainability were recognised in 2022 by the Global Real Estate Sustainability Benchmark (GRESB). PoM achieved a 5 Star rating in the GRESB Infrastructure Asset Assessment and was recognised as the most improved in the ports sector.

Economic Contribution report

Lastly, I would like to draw your attention to the recently released [ACIL Allen 2021-22 Economic Contribution report](#) (Attached), which highlights the Port of Melbourne's significant role as a key economic driver in south-



eastern Australia. The report confirms the port's contribution of \$11 billion in economic activity to the Australian economy, as directly and indirectly supporting more than 30,000 jobs. These figures exemplify the essential supply chain link that the Port of Melbourne represents, facilitating the smooth flow of goods and supporting various industries.

We look forward to continuing engagement with IV on the new 30-Year Infrastructure Strategy and welcome opportunities for collaboration, both formally and informally, leading up to the release of the document's first draft for comment. Once ready, PoM will forward our new Port Development Strategy and supporting documents to IV. For more information and future engagement, please don't hesitate to contact [REDACTED]

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