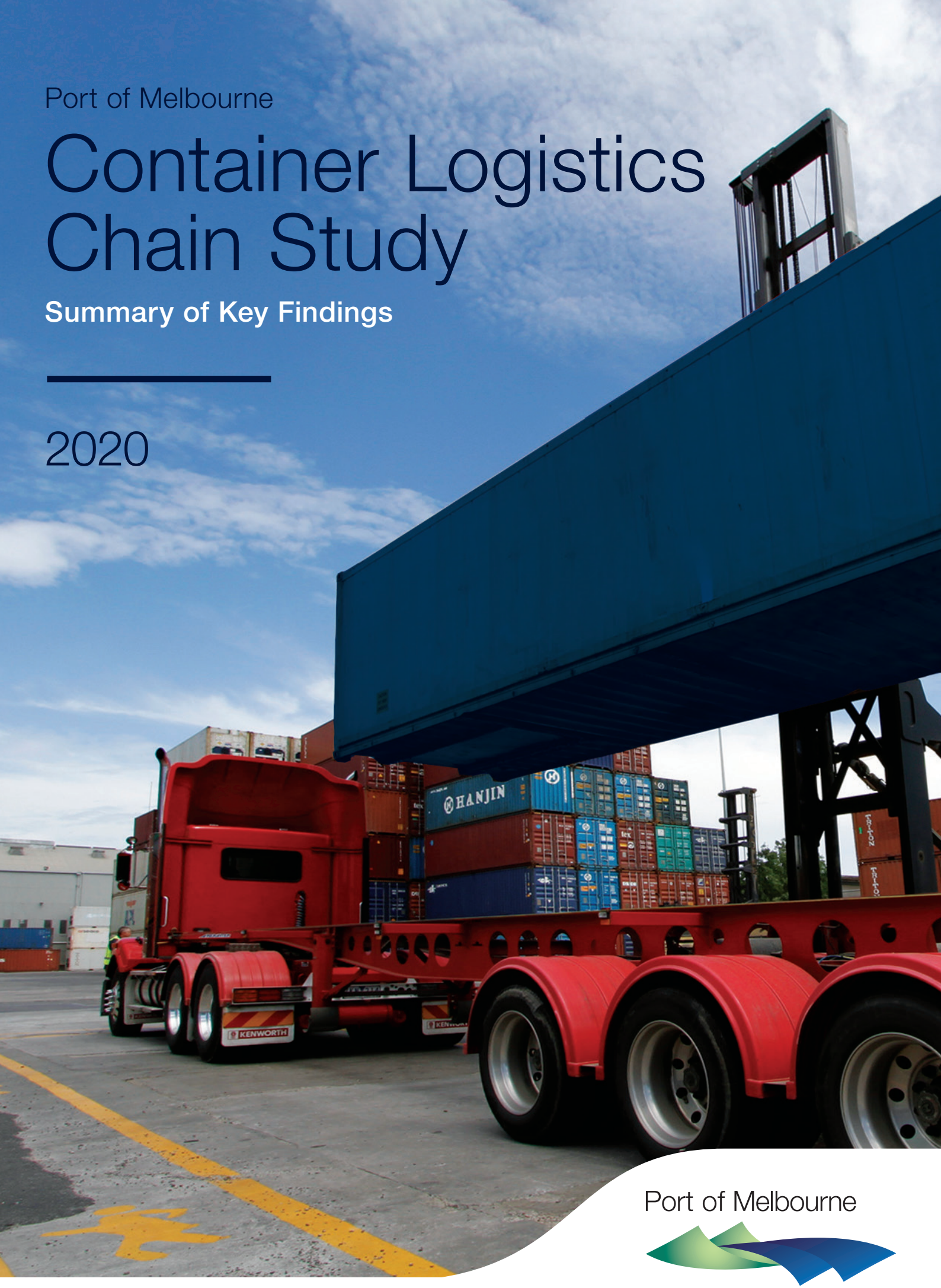
Port of Melbourne

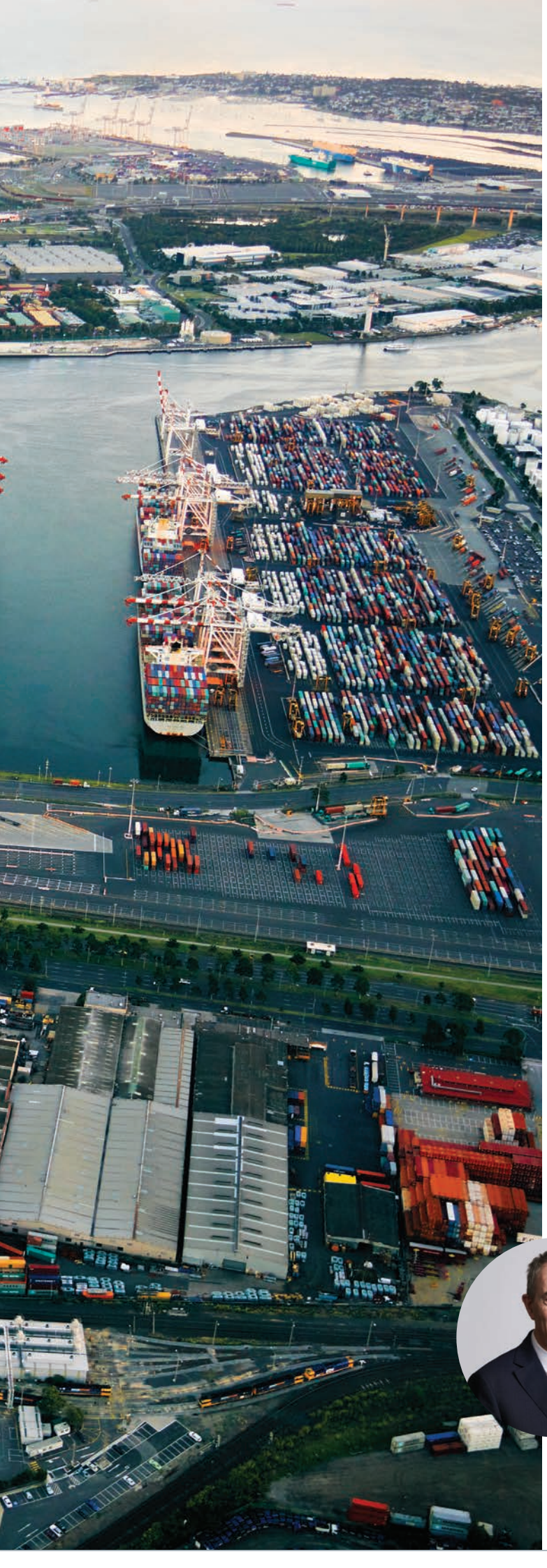
Container Logistics Chain Study

Summary of Key Findings

2020



Port of Melbourne



Message from the CEO

The Port of Melbourne is a major business gateway for Victoria and south-eastern Australia. It is Australia's largest container, automotive and general cargo port and operates 24 hours a day, 365 days a year.

Freight movements are essential to support the way we live, work, study and play. A clear and informed understanding of the way freight is moved in containers to and from importers and exporters helps industry, government, Port of Melbourne and the wider community understand current issues, and to plan for the future.

Port of Melbourne is excited to be able to release the 2020 Container Logistics Chain Study (2020 CLCS), which was undertaken by GHD with support from the Department of Transport and is available at www.portofmelbourne.com.

This summary report provides an overview of how the 2020 CLCS can be used to inform wider port and supply chain considerations.

The 2020 CLCS would not have been possible without the many industry participants who provided data to the study (during a challenging time managing the COVID-19 pandemic), and we thank them for their participation. We also acknowledge the support of the Victorian Transport Association, Freight and Trade Alliance, International Forwarders & Customs Brokers of Australia, Container Trade Alliance Australia and BDO for their contributions to this study.

The 2020 CLCS updates the first report from over a decade ago and provides everyone involved in the port freight supply chain with valuable insights and understanding of how and where freight moves. I trust this report is a valuable resource, and we look forward to continuing our work with our stakeholders to promote the value of the Victorian freight industry, and to continue to deliver benefits to Victorian communities.

Brendan Bourke
Chief Executive Officer

Introduction

The Port of Melbourne (the Port) is Australia's largest container port, with a current annual trade volume of around three million TEU as shown below. Over the decade from 2009 to 2019, the number of containers handled at the Port increased by around 40%. To fully understand how these containers move between the Port and its customers - the importers and exporters of goods, Port of Melbourne Operations Pty Ltd (PoM), in conjunction with the Victorian Department of Transport commissioned the 2020 Container Logistics Chain Study (2020 CLCS). This study closely followed the format of the previous Container Logistics Chain Study undertaken by Port of Melbourne Corporation in 2009 which became a valuable reference source for industry, Port and government infrastructure planning.

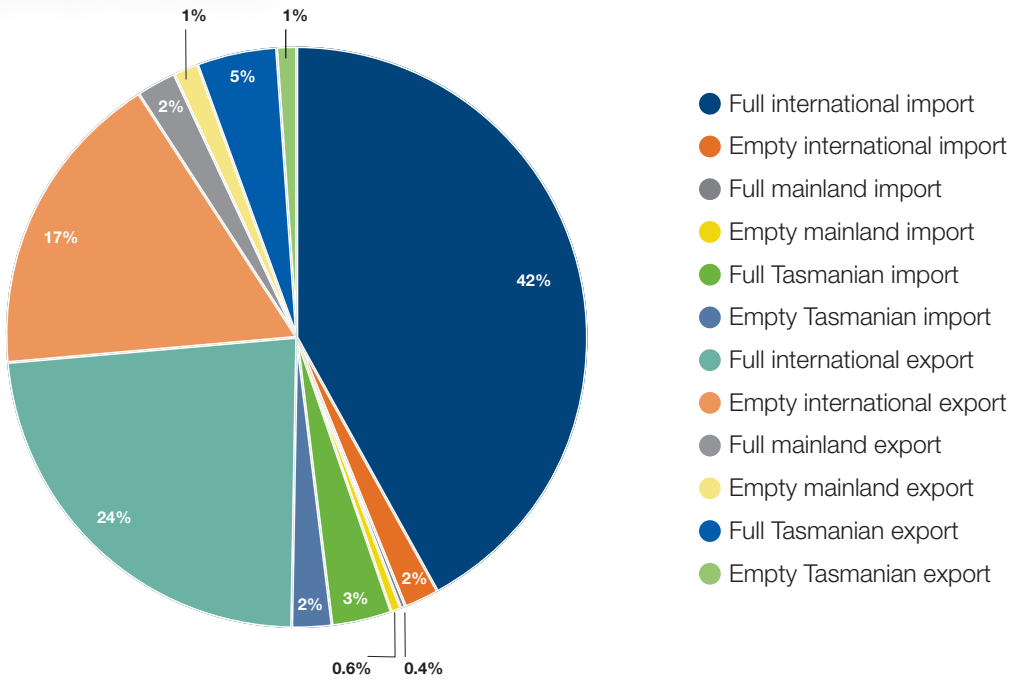
A wide range of container and logistics information was gathered during the study, including container origins and destinations, land transport movement patterns, transport modes and travel distances. In addition, at the main points in the logistics chain, arrival and departure day of week, time of day and dwell times, along with the most significant imported and exported containerised commodities, were also identified.

Summarised findings from the 2020 CLCS are provided in this publication along with what these findings mean for a range of Port related programs and policies.

Port container trade in 2019

Container Trade Segment	Imports		Exports		Total		Grand Total
	Full	Empty	Full	Empty	Full	Empty	Full and Empty
International	1,244,894	62,500	691,497	513,733	1,936,391	576,233	2,512,624
Mainland	8,941	14,529	67,866	34,182	76,807	48,711	125,518
Tasmanian*	100,573	59,880	134,355	29,389	234,928	89,269	324,197
Total	**1,354,409**	**136,909**	**893,719**	**577,304**	**2,248,128**	**714,213**	**2,962,341**

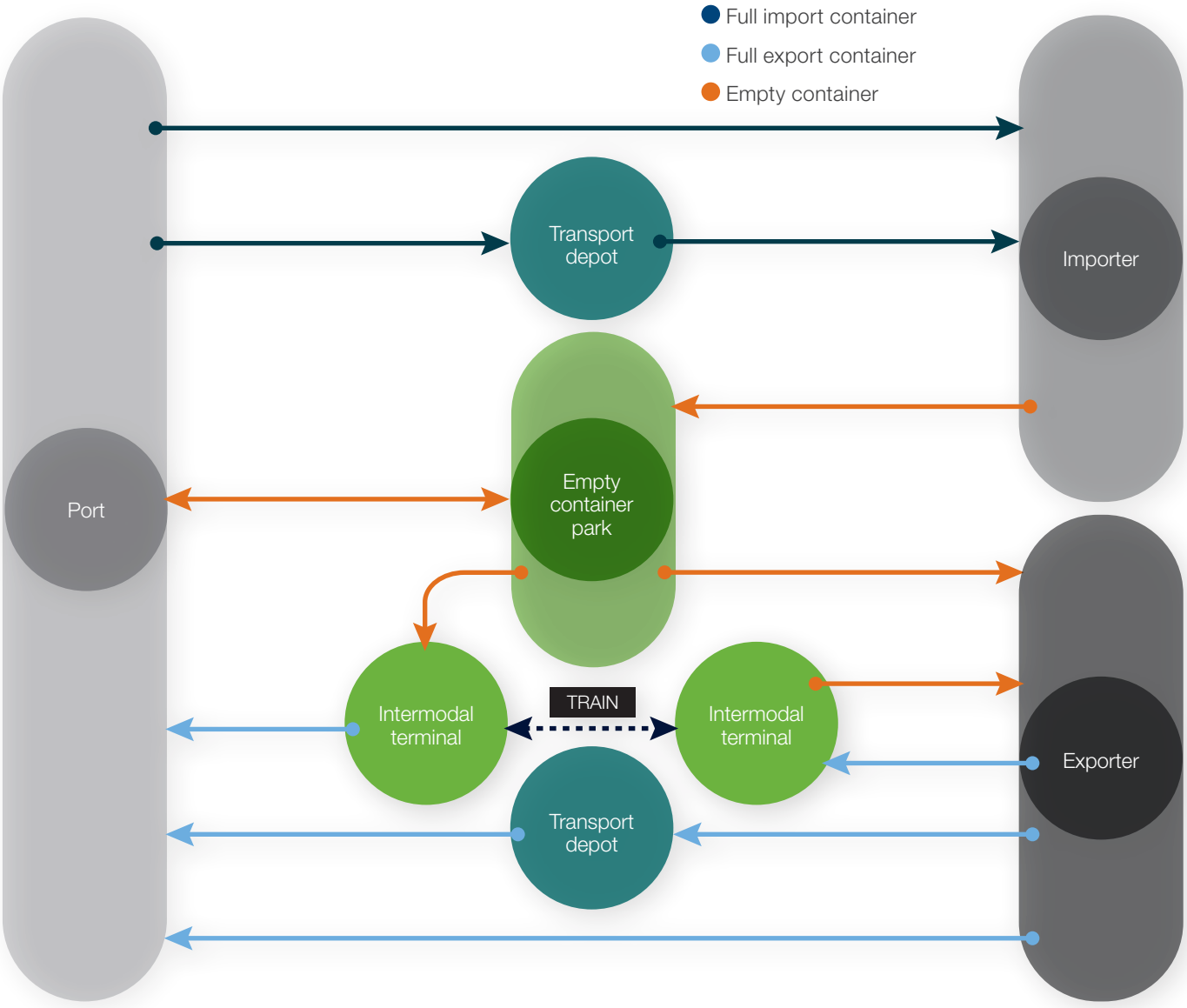
*Excludes Station Pier containers



Overview of the Port's container logistics chains

The Port's container logistics chains involve the transportation of full and empty containers to and from the Port by road, rail and ship. On the landside they are transported by road, or a combination of road and rail, between their origins/destinations and the international and Tasmanian container terminals at the Port.

The main landside container logistics chain elements and container movements are shown below.



Port of Melbourne container facilities

As shown on the map below, three international container terminals and two Tasmanian sea freight terminals are located in the Port:

1. DP World international container terminal at West Swanson Dock;
2. Patrick international container terminal at East Swanson Dock;
3. Victoria International Container Terminal at Webb Dock;
4. Toll Tasmanian sea freight terminal at Webb Dock, and
5. SeaRoad Tasmanian sea freight terminal at Webb Dock.

Transport depots and empty container parks are mainly located close to the Port and in the western suburbs. These transport depots are playing a critical role as a staging point that enables transport operators to pick up an import container at the Port and to deliver it to the importer at the time requested. After the container is emptied it must be returned to an empty container park as directed by the shipping line that owns the container. Transport depots also serve a similar function for full export containers.

The use of rail for the transport of containers is currently limited to export cargo originating in Regional Victoria and in the Port's catchment areas of southern New South Wales and South Australia. At the Port, export rail containers are unloaded at either the Appleton Park Rail Terminal, the Victoria Dock Rail Terminal or the West Swanson Rail Terminal as shown on the map.

Study findings

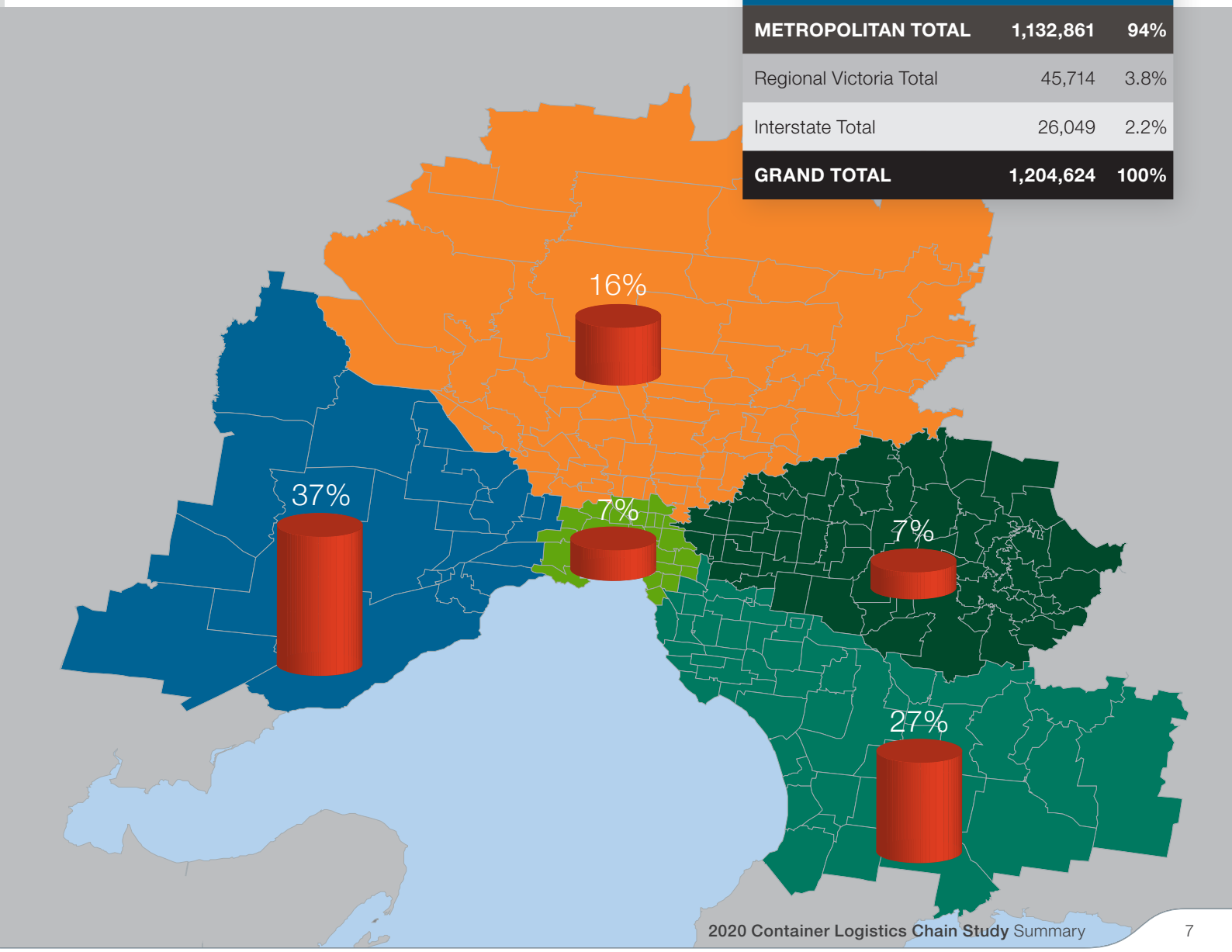
The Port handles containers for many thousands of importers and exporters in quantities ranging from one container to more than forty thousand. Importers and exporters are spread widely across the metropolitan, regional and interstate areas served by the Port. It is noted that containers moved through the Port's international container terminals also include domestic containers moved by overseas vessels on their journeys to and from other Australian capital city ports.

Origins and destinations

Destinations of full international and mainland import containers

The majority of containers (94%) carrying import cargo moved through the Port's international container terminals went to importers located in the metropolitan Melbourne area. The largest portion of these (37%) went to the outer western suburbs including Derrimut and Truganina. 27% of them went to the outer south-eastern suburbs such as Dandenong South and 16% went to the northern suburbs. Similar, but smaller, volumes went to the eastern suburbs, inner Melbourne and to importers located beyond the metropolitan area.

Area	TEU	%
Inner Melbourne	86,194	7.2%
Outer Eastern	89,329	7.4%
Outer Northern	188,178	16%
Outer South East	320,256	27%
Outer Western	448,904	37%
METROPOLITAN TOTAL	**1,132,861**	**94%**
Regional Victoria Total	45,714	3.8%
Interstate Total	26,049	2.2%
GRAND TOTAL	**1,204,624**	**100%**

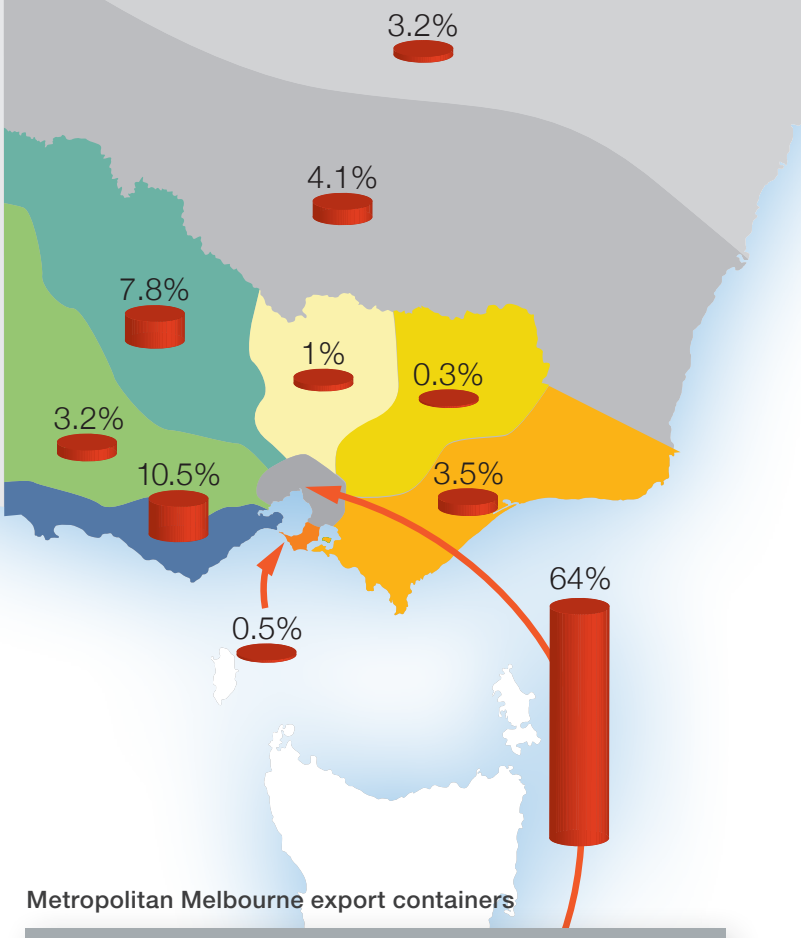


Origins of full international and mainland export containers

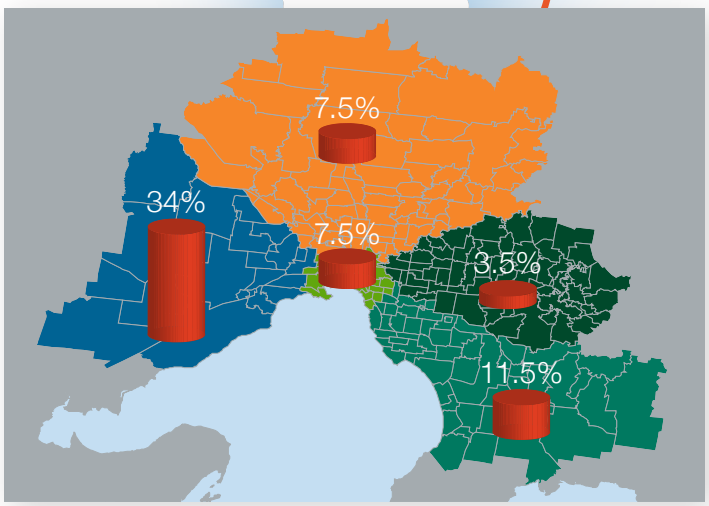
The majority of containers filled with export goods originated from within the metropolitan area (64%), with more than half of these coming from the western suburbs as shown in the map (34%). Regional areas continue to play a significant role in the Port's export container market with 27% of all full export containers originating from regional Victoria and around 9% from interstate.

Area	TEU	%
Inner Melbourne	51,134	7.5%
Outer Eastern	24,174	3.5%
Outer Northern	51,210	7.5%
Outer South East	78,774	11.5%
Outer Western	231,521	34%
METROPOLITAN TOTAL	**436,813**	**64%**
Eastern Corridor	24,122	3.5%
Goulburn Corridor	6,940	1.0%
Hume Corridor	2,216	0.3%
North Western Corridor	53,526	7.8%
Peninsula	3,653	0.5%
South Western Corridor	71,708	10.5%
Western Corridor	22,073	3.2%
REGIONAL VICTORIA TOTAL	**184,238**	**27%**
Southern NSW & ACT	28,357	4.1%
Remainder of NSW	22,147	3.2%
South Australia	9,621	1.4%
Other states	4,076	0.6%
INTERSTATE TOTAL	**64,201**	**9.4%**
GRAND TOTAL	**685,252**	**100%**

Regional Victoria and Interstate export containers



Metropolitan Melbourne export containers



Tasmanian Container Origins and Destinations

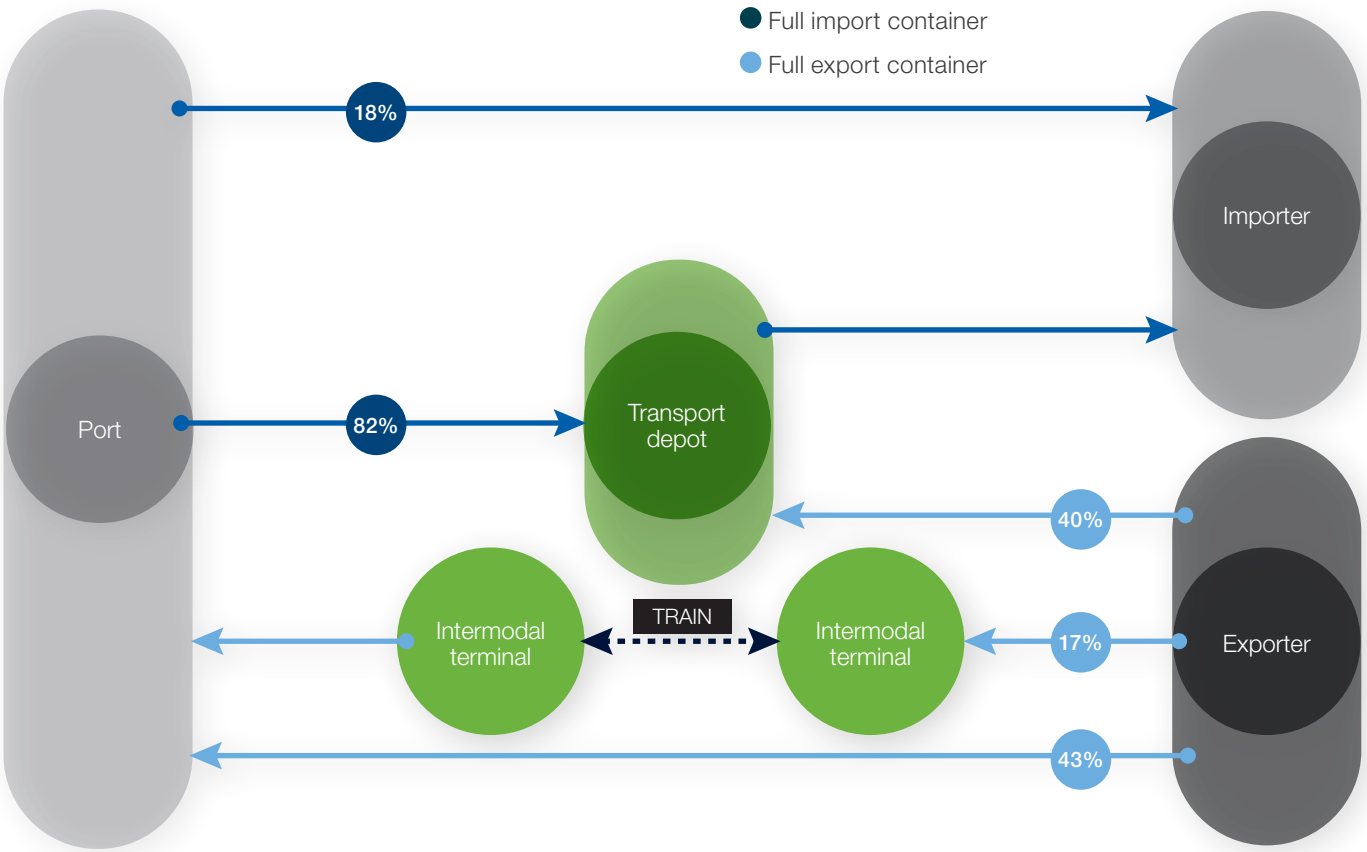
The majority of full containers exported to Tasmania came from the metropolitan area (81%) with half coming from the suburbs of Derrimut (20%), Truganina (18%) and Port Melbourne (12%). 11% came from regional Victoria and 8% from interstate.

Imports from Tasmania followed a similar pattern to the international and mainland imports, with 54% of Tasmania's full import containers going to the suburbs of Dandenong South, Truganina and Port Melbourne. Approximately 7% of Tasmanian import containers went to destinations outside Victoria.

Staging

Rather than being transported directly between the Port and its customers, the majority of containers are staged at an intermediate facility. For imported containers, a common reason for this is that the Port pick-up and importer delivery times do not match. The Port is open for business 24 hours a day, 7 days a week, enabling road transport companies to optimise the time to pick up containers at the Port and spread access beyond peak traffic periods on the road network. Importers however, are more likely to prefer their containers be delivered to them during their normal business hours - and on the day they need them – there may also be local restrictions on time of access.

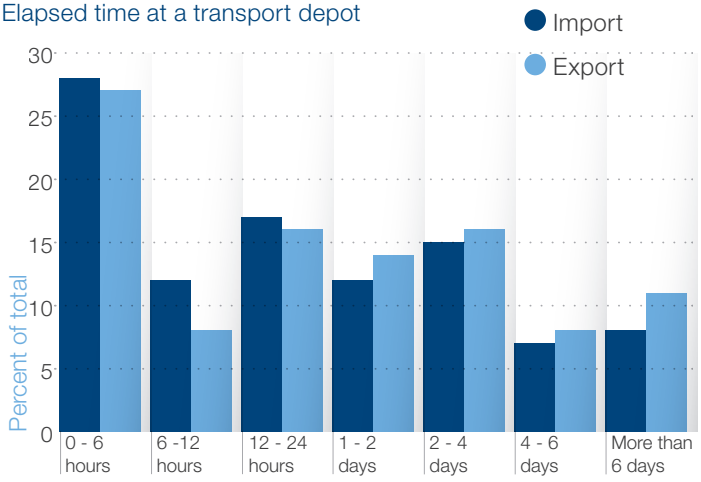
As shown in the diagram below, more than 80% of all import containers are staged. The staging of export containers is not as pronounced, indicating that exporters have a greater ability to hold onto their containers until shortly before they are due at the Port for shipping. However, the majority of export containers are still staged at either a road transport depot (40%) or at an intermodal terminal involved in the rail transport of containers (17%).



For road transport, the transport company depot is the usual staging point for both imports and exports. Of the containers that were staged, 67% were found to be staged at transport operator depots located in the inner western suburbs of West Melbourne and Tottenham less than ten kilometres from the Port. Containers were also staged further from the Port at outer western suburbs including Derrimut (9%) and Altona North (6%), and at Dandenong South (7%) in the south-east.

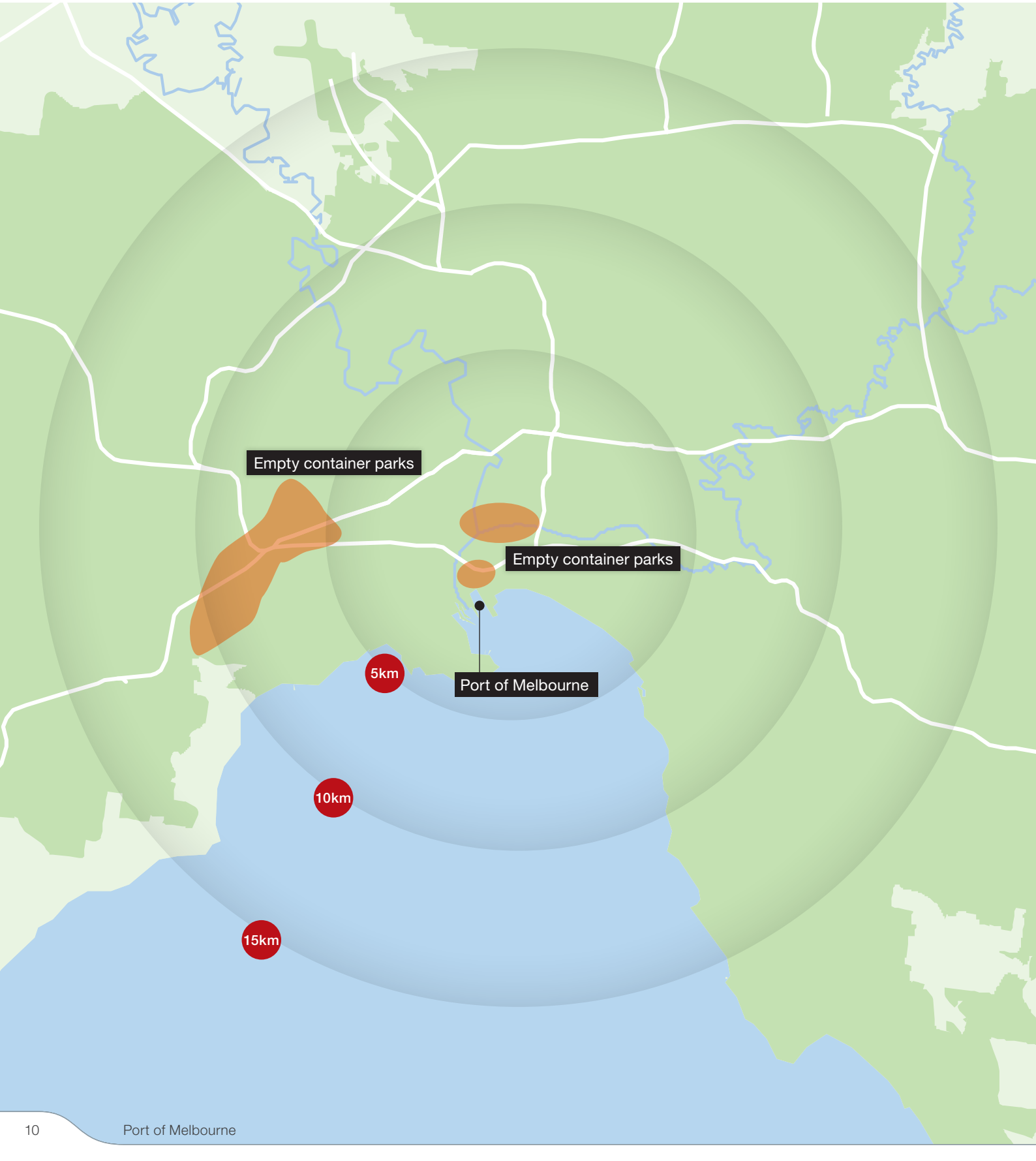
International and mainland import and export containers can remain staged at a transport depot until the time for delivery to the customer or Port. This can be for just a few hours, or more than a week, as shown in the chart. The average elapsed time for full import and full export containers at a road transport depot was approximately 1.9 and 2.2 days respectively.

Elapsed time at a transport depot



Empty Containers

The land transport of empty containers is as important and extensive as the transport of full import and export containers. After importers remove their goods from a container they must return the empty container to the empty container park which the shipping line (container owner) has directed them to. Whilst a small number of these containers are then transported to exporters for packing their goods into, a large percentage are exported overseas as empties. Around 40% of the Port's international and mainland export container trade totalling more than 0.5 million TEU in 2019 were empty containers. These containers were transported to the Port from a number of empty container parks located in and near to the Port, and in the western suburbs five to ten kilometres from the Port as shown below. These parks predominantly manage the logistics related to international containers owned or leased by shipping lines.

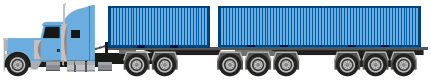


Mode of transport

Road

Trucks are the dominant mode of transport for the movement of containers between the Port, transport depots, importers, exporters, intermodal terminals and empty container parks. In 2019 more than one million trucks visited the Port to drop off or pick up containers at the international and Tasmanian terminals.

Trucks ranged in type from semi-trailers able to carry two TEU through to Super B-Double and A-Double high productivity freight vehicles (HPFVs) able to carry four TEU. On average, trucks transported 2.7 TEU each visit, with semi-trailers carrying 2 TEU and HPFVs carrying 3.5 to 4.1 TEU. The overall productivity of all trucks was around 47% as shown in the table below.

Truck Type	Capacity TEU	Configuration	Port Visits	% of Visits	TEU Exchanged	Average TEU Exchanged/ Visit	Utilisation of Capacity
Semi-Trailer	2		422,625	**39%**	851,012	2.0	50%
B-Double	3		116,048	11%	333,574	2.9	48%
Super B-Double	4		393,269	36%	1,373,253	3.5	44%
A-Double	4		44,555	4%	183,733	4.1	52%
Other	2		115,143	11%	217,165	1.9	47%
Total	**2.9 Average**		**1,091,640**	**100%**	**2,958,737**	**2.7**	**47%**

The table on the right identifies the truck types used for the transport of containers. The data shows:

- Semi-trailer are the most commonly used truck. See table above - (39%)
- B-Doubles are the dominant truck used for the direct transport of containers between the Port and importers/exporters. See table to the right - (65%)
- Super B Doubles are the dominant truck for the transport of empty containers from empty container parks to the Port. Although these are classified as Super B-Doubles in this study, the majority of these are likely to be lightweight HPFVs specifically designed to carry two 40 foot or four 20 foot empty containers. See table to the right - (79%)

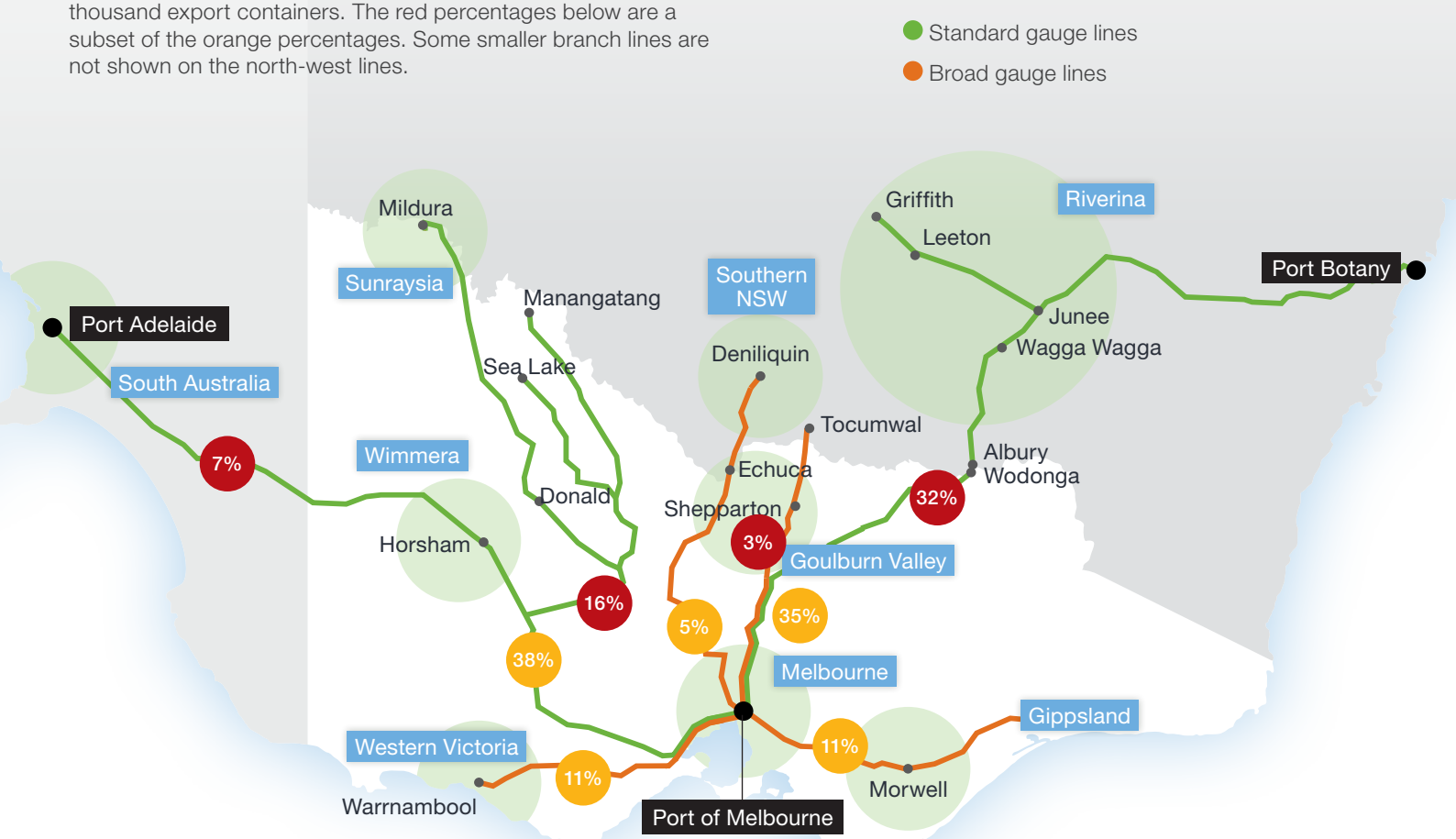
From	To	Semi-trailer	B-Double	Super B-Double
Stevedore	Import/Exporter	16%	**65%**	19%
	Depot	50%	32%	18%
Depot	Import/Exporter	52%	14%	34%
	Stevedore	74%	8%	18%
	Depot	85%	8%	7%
	Empty Park	67%	10%	23%
Import/ Exporter	Stevedore	7%	66%	27%
	Depot	48%	25%	27%
	Empty Park	38%	33%	29%
Empty Park	Import/Exporter	50%	37%	13%
	Depot	66%	9%	25%
	Stevedore	18%	3%	**79%**

Rail

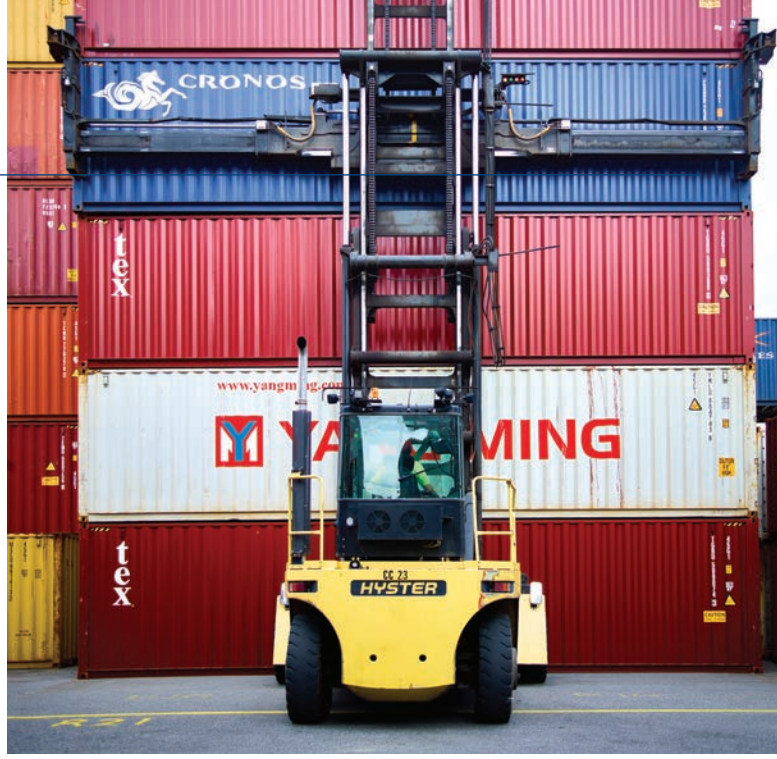
Around 7% of the Port's containers used rail for part of their journey to and from the Port with almost all of these related to regional Victoria and interstate export trade which totalled around 250 thousand full TEU.

Eighty-seven thousand empty containers used rail on their journey to regional Victoria and interstate exporters, with some also travelling by road. These exporters packed the containers with rural goods such as hay, wine, dairy products, cereal grains, timber and meat before sending them to the Port by rail. Overall, almost 100,000 full export containers (TEU) were transported to the Port by rail which represented approximately 40% of all full regional export containers.

The broad distribution of export containers transported to the Port by rail is shown in the map below. It can be seen that the standard gauge lines to the north and west of the Port are the most heavily used, carrying almost three quarters of the Port's on-rail containers from a number of different regional Victorian and interstate locations. Broad gauge lines to the east and west of Melbourne are also important, with the key regional cities of Warrnambool and Morwell each contributing more than ten thousand export containers. The red percentages below are a subset of the orange percentages. Some smaller branch lines are not shown on the north-west lines.



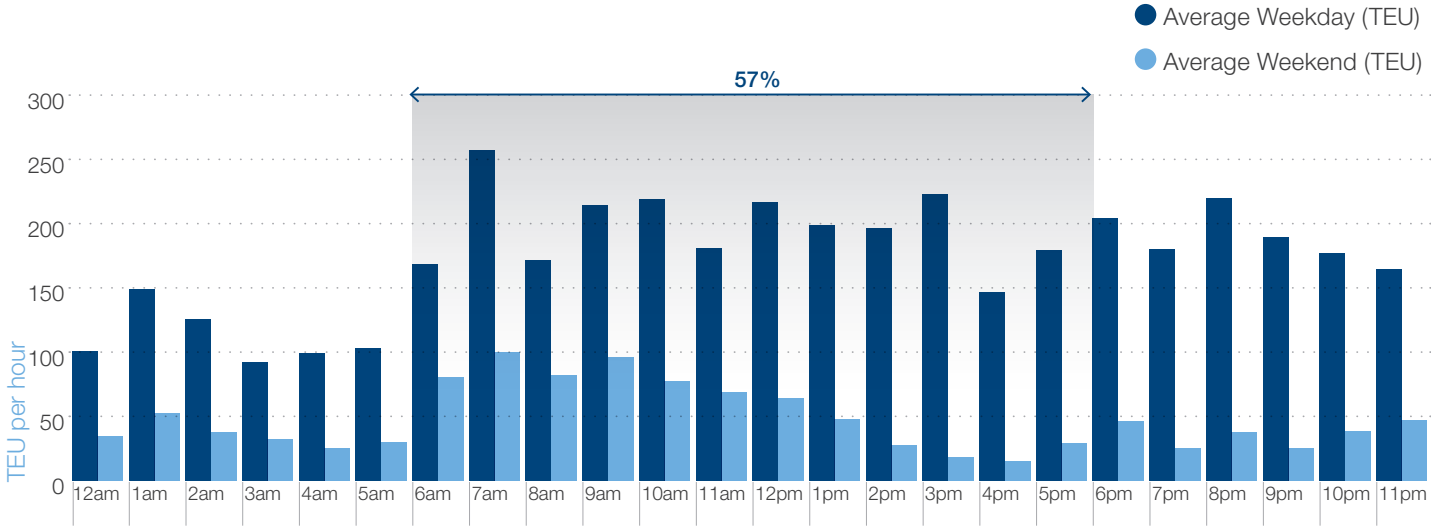
Operating time



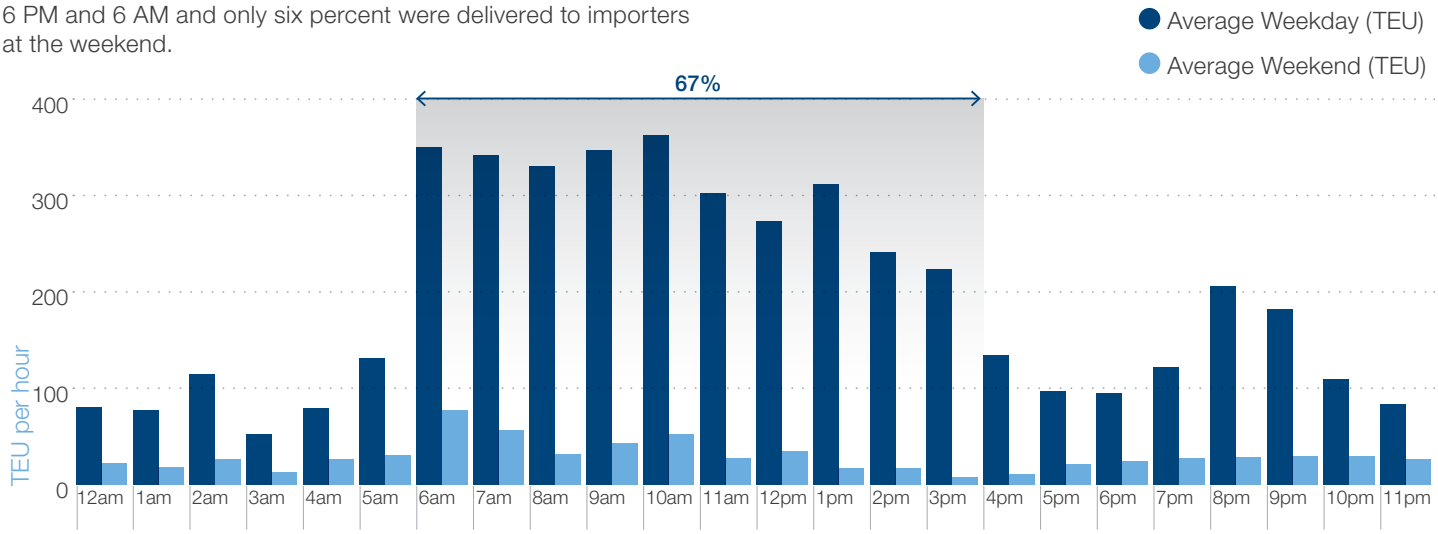
Time of day

The Port operates 24 hour a day 7 days a week with varying degrees of activity within the container terminals across the day and week. Time of day and week activity at other key elements in the container logistics chain comprising importers, exporters and empty container parks do not necessarily extend to the operating hours of the Port. Transport operators manage the movement of containers between these elements in a way that suits their individual needs and those of their customers.

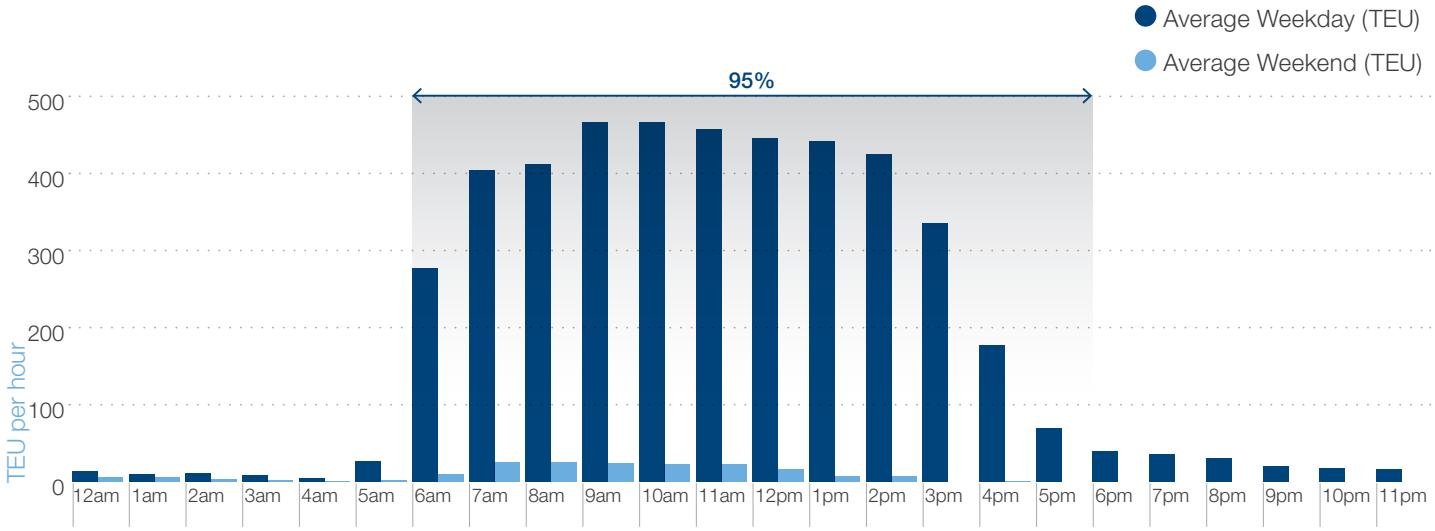
The chart below shows the number of full international and mainland import containers, in TEU, that left the international container terminals each hour of an average weekday and weekend day. It can be seen that weekday activity is fairly consistent across the day with a slight drop off in the early morning hours of 12 AM to 6 AM. A substantial portion (43%) of import containers were picked up at the Port in the night time hours between 6 PM and 6 AM with 90% of them being picked up on weekdays and the remaining 10% at the weekend.



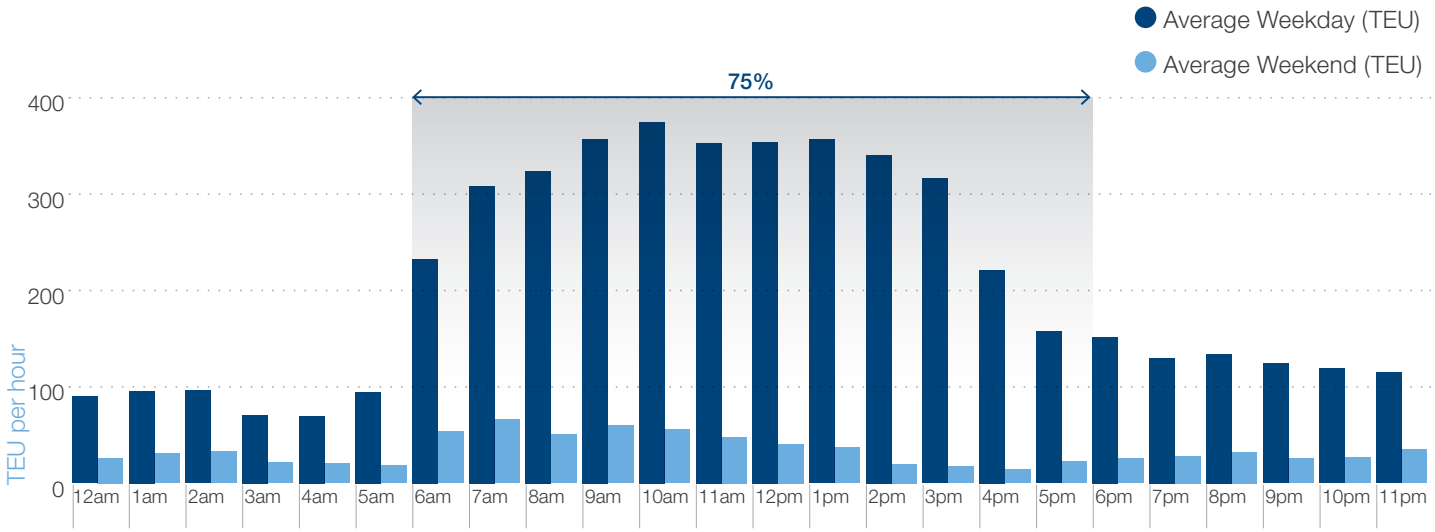
By comparison with activity at the Port, delivery of full international and mainland containers to importers was concentrated in the daytime hours of 6 AM to 4 PM with approximately two thirds of all containers delivered during this period as shown in the figure below. Less than 30% of full import containers arrived at the importer in the night time hours between 6 PM and 6 AM and only six percent were delivered to importers at the weekend.



After the importer unpacks the container it must be returned to the designated empty container park, usually within five to ten days, otherwise the importer can be charged a detention fee. The business hours of empty container parks are typically limited to daytime hours resulting in around 95% of empty containers being returned to empty container parks between 6 AM and 6 PM as shown below. Almost all containers were returned to an empty container park on a weekday with less than 2% returned at the weekend.

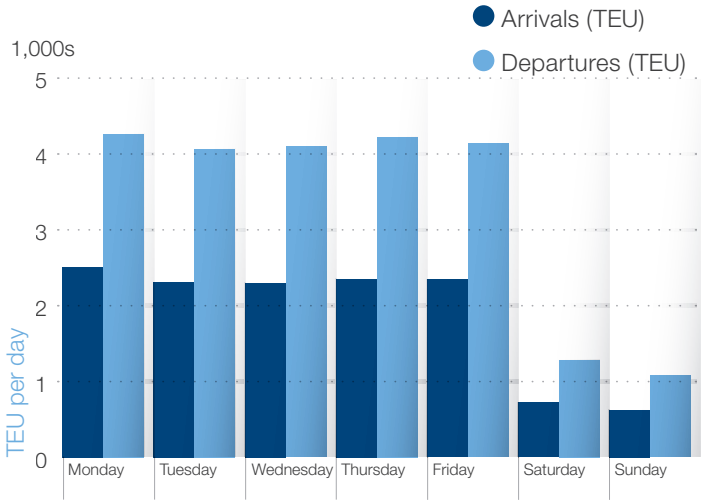


In order to manage these time differences, transport operators use their depots to stage both full and empty containers on their trips between the Port, importers and exporters, and empty container parks. As an example of the intensive activity at these facilities the figure below shows the number of full import and export international and mainland containers that arrived to transport depots on an average weekday and weekend day. Approximately 75% of these containers arrived between 6 AM and 6 PM with 6% arriving at the weekend.



Day of week

Whilst the Port technically operates 7 days a week, activity is concentrated on weekdays, with significantly reduced activity at the weekend. The spread of activity across the logistics chain on a daily basis generally follows the same pattern. The following chart shows the weekly spread of activity for full international and mainland coastal import and export container departing and arriving to the Port. Around 90% of containers arrived and departed the Port on the weekdays.



Changes 2019 vs 2009

There were a number of substantial changes in the Port's container logistic chain in the ten years between 2009 and 2019. Some of these changes are shown below.

Metric	2019	2009		Change
Total port container trade	2,962,341	2,118,865	↑	843,476
Full international and mainland import containers	1,204,624	816,599	↑	388,025
Full international and mainland export containers	685,252	555,154	↑	130,098
Use of 40 foot containers International and mainland import and export containers that were 40 foot units	56%	39%	↑	44%
Import destination – Metropolitan Melbourne Full international and mainland import containers that had a metropolitan Melbourne destination	1,132,861	712,999	↑	419,862
	94%	87%	↑	8%
Import Destination – Western Suburbs Full international and mainland import containers that had a destination in the outer western suburbs of Melbourne	448,904	215,414	↑	233,490
	37%	26%	↑	41%
Import Destination – Northern Suburbs Full international and mainland import containers that had a destination in the outer northern suburbs of Melbourne	188,178	157,362	↑	30,816
	16%	19%	↓	-19%
Export Origin - Interstate Full international and mainland export containers that had an interstate origin	64,201	127,674	↓	-63,473
	9%	23%	↓	-59%
Staging - Imports Full import containers that were staged at a transport depot	1,051,000	636,000	↑	415,000
	82%	71%	↑	16%
Staging - Exports Full export containers that were staged at a transport depot	328,000	292,000	↑	36,000
	40%	44%	↓	-9%
Rail mode share Port containers that were transported by rail	223,000	283,000	↓	-60,000
	8%	14%	↓	-55%
Rail - Exports Full export containers that were transported by rail	138,000	135,000	↑	3,000
	17%	20%	↓	-15%
Road - HPFVs Percentage of trucks involved in the transport of containers that were HPFVs	24%	13%	↑	85%

Note: Containers volumes are expressed in TEU and exclude transhipments

Strategic considerations

Victoria's freight supply chains are a system with a number of interconnected components that together support an efficient freight supply chain. The efficient movement of freight supports economic growth, productivity, employment and community liveability.

Within this context, the PoM plays a critical role in this interconnected supply chain and seeks to ensure the investment both within the port gate and beyond, drive greater efficiencies across the entire freight supply chain, not just one component.

The 2020 CLCS not only informs the freight and logistics supply chain on container movements, it provides a body of evidence that can inform transport planning, land use planning and community amenity considerations. It will also be used to inform the PoM's development strategies.

There are four key observations arising from the study, discussed overleaf, relating to location, transport planning, local amenity and rail.

Key observation #1

The centre of activity for container movements remains in the west of Melbourne, and this is likely to continue to grow

37% of full international and mainland import containers had a destination in Melbourne's outer-western suburbs; an increase of 41% since the last study in 2009. The implications for this growth are many.

Not only is the outer west of Melbourne the container and warehousing capital of greater Melbourne, it is also a rapidly expanding residential growth area[1]. Preserving existing freight corridors, reserving future corridors, and creating suitable buffer zones between residential and industrial zoned land will be critical to ensure that the supply chain maintains and improves efficiency, and to ensure planning mechanisms provide appropriate residential amenity.

An independent review into Victoria's port systems recently noted that buffer controls for incompatible uses in the land surrounding the State's commercial ports require strengthening.[2] With increasing residential encroachment in and near port related industries, ensuring the supply chain can continue to operate efficiently is paramount.

A recent study commissioned by the Property Council of Australia points to a potential shortage in industrial land supply, particularly in locations preferred by industry.[3] Adequate industrial land supply in areas close to major port and freight locations is critical. The 2020 CLCS demonstrates that the outer western suburbs of Melbourne processes the most amount of freight, and therefore requires the complementary industries to co-locate, including transport depots, intermodal freight terminals and empty container parks to optimise efficiencies across the supply chain. It is important for future strategic land use policy to recognise the growth in western metropolitan Melbourne, and plan accordingly.

The confluence of freight in the west of Melbourne and the large amount of rail freight on the Western line supports the location of the proposed Western Interstate Freight Terminal (WIFT) in Truganina over the domestic inland proposed rail terminal in Beveridge (BIFT) as the immediate priority. When combined with the change in rail usage that will be delivered by the Commonwealth's Inland Rail Project, the WIFT creates the most opportunity to support greater rail mode share in the short to medium term.

Key observation #2

Strategic Transport Planning to meet freight needs is necessary across Metropolitan Melbourne

The results from the 2020 CLCS show concentration of freight movement in key parts of Melbourne. In addition to the high volume of import, export and empty container movements to the west of Melbourne, there is also a significant proportion – some 27% – of full international and mainland import container destinations to the outer south east of Melbourne. This is the second largest region for import container movements, and points to a continued sharing of major arterial and freeway networks with passenger vehicles. This also demonstrates the critical role of rail to the South East. Congestion issues remain a concern for passenger vehicles, the road freight transport industry and shared rail networks alike.

While the Port operates 24/7, it is clear from the 2020 CLCS findings that there is latent capacity outside of peak times, particularly at empty container parks, which mostly operate around standard business hours. Other road network enhancements could include increased use of truck operations during off-peak and weekend periods on the freeway network. Other considerations to improve efficient movement of freight include progressively increasing the load capacity of the Victorian Principal Freight Network. PoM supports the priority recommendation from the Victorian Government's Freight Plan *Delivering the Goods*, that major arterial roads are upgraded to the maximum extent possible to accommodate HPFVs. If this is to be progressively rolled out then the priority should be on routes to the West. As the greatest growth has been in imports and many import containers are light compared to exports, dynamic load limits for HPFVs should be considered in off peak times for the West Gate and Bolte bridges.

The large amount of container staging by transport companies identified in the 2020 CLCS demonstrates the criticality of providing sufficient space for transport operators close to the freeway network, especially in the West. It is the transport industry that is providing the important time buffer between a 24/7 Port and cargo owners that run more conventional day time operations. Keeping the Port operating 24/7 is critical to maintaining port capacity.

1 https://www.suburbandevelopment.vic.gov.au/regions/western-region
2 https://transport.vic.gov.au/-/media/tfv-documents/establishing-ports-victoria.pdf?la=en&hash=9807344C7BFAA7345FBC3A56ADC3C144
3 https://urbis.com.au/projects/industrial-land-supply-research/

Key observation #3

Amenity of residents in inner Melbourne needs to be considered as part of the growth in container movements in western Melbourne

Projected growth rates at the Port, along with evidence from the 2020 CLCS points to the need to consider the amenity of residents in inner Melbourne areas, particularly the inner west. Noise and air quality issues and recommended actions have been developed in a recent report prepared by the Inner West Air Quality Reference Group[4]. The proposed improvements associated with new truck routes in the inner West resulting from the West Gate Tunnel project are yet to be implemented and analysed. PoM is committed to working with the Victorian Government and the community on measures to reduce the impact of truck movements on residents in the inner west. Creating more space for empty container storage near the Port will assist in moving more truck trips to the freeway network, especially once the West Gate Tunnel is open. PoM believes that the former market site on Footscray Road would be a suitable location for empty container storage that can support greater use of rail and move more truck trips off roads in the inner west.

Key observation #4

Rail mode share has declined significantly since the last study

The 2020 CLCS identifies that most export and import containers that move through the Port have their origins and destinations in the Melbourne metropolitan area, where since 2009 full container numbers grew by around 55% to 1.57 million TEU in 2019. This shows that if there is to be a significant change in rail mode share, rail improvements must focus on the metropolitan area. Port rail shuttles carrying metropolitan import and export freight, as well as repositioning empty containers, are critical to increasing the Port's rail mode share.

The Victorian Government, PoM and industry are investing in rail infrastructure to develop a metropolitan port rail shuttle network. Three metropolitan intermodal terminals are being developed – in Somerton, Altona and Dandenong South, while PoM is currently investing more than $125m in infrastructure and a new operating framework to receive port rail shuttles. In addition, PoM's 2050 Port Development Strategy includes a port rail shuttle link to Webb Dock, which will be the location of much of the port's future growth in container volumes.

As an enhancement of the Inland Rail Project, the Commonwealth Government has pledged $2b for a Melbourne Intermodal Terminal. PoM strongly advocates for this intermodal terminal to be located at Truganina in the Western suburbs. This location will provide the most effective consolidation point for the majority of the Port's international import and export containers that are located to the west and north of Melbourne. A port rail shuttle link between Truganina and the port, including Webb Dock, will provide the key piece of infrastructure that will be needed to maximise the volume of the Port's containers transported by rail.

PoM is committed to increasing the amount of freight on rail for both metropolitan Melbourne and its regional customers. In addition to allowing the Port to grow to its maximum potential, more freight on rail can reduce truck movements and noise and air pollution, and improve safety and amenity, particularly in Melbourne's inner west.

It will be crucial to work closely with governments at all levels and industry to position Victoria's freight rail network for success. This involves careful planning for future freight rail use, preserving corridors and network capacity, and working closely with passenger services where the network is shared. As mentioned earlier, the increased volume of containers to the west of Melbourne point to the urgent need for an intermodal terminal in this area (i.e. WIFT) to connect the Port, including Webb Dock, efficiently to the Inland Rail project.

4 https://www.environment.vic.gov.au/sustainability/inner-west-air-quality-reference-group#Report_Air_Pollution_in_Melbourne_s_Inner_West_taking_direct_action_to_reduce_our_community_s_exposure-478124-1

Working together

PoM looks forward to working with industry, government and the community on the implications of these key findings, and others that will emerge from the 2020 CLCS.

A snapshot of how the Study informs a range of policies and projects is provided below.

Delivery period		Delivery agent(s)	
S	Short Term (0 to 5 years)	P	Port of Melbourne
		V	Victorian Government
M	Medium and long term (>5 years)	A	Australian Government
		I	Industry

Delivery period		Actions	Outcome	Delivery agent(s)			
Rail transport							
S	M	Support the increased use of rail transport for Port containers.	Alleviates road network constraints.	P	V	A	I
	M	Support development of the Webb Dock Rail Link.	Supports the use of rail for import and export containers	P	V	A	
	M	Support the connection of WIFT directly to the Port via a dedicated freight rail link.	Supports increased freight rail volumes		V	A	
S		Progress plans for at least three metropolitan Melbourne intermodal terminals within the western, northern and south east rail catchments.	Supports establishment of Port Rail Shuttles.	P		A	I
Road transport							
S	M	Expand the HPFV network to include direct links to high volume import/export zones.	Overall truck travel distance is minimised.	P	V	A	I
S	M	Promote the use of off-peak capacity on the arterial road network with road network managers and road users.	Truck time on roads is minimised. Staging is reduced.	P	V		I
S	M	Identify opportunities for direct transport between the Port and importers and exporters if they move towards 24/7 container drop-off and pick-up times.	Direct transport provides lowest cost transport solution for importers and exporters.	P			I
Land use planning							
S	M	Promote the relocation of transport depots to freight precincts in outer metropolitan areas	Heavy vehicle travel distance and staging is minimised.	P	V		I
S	M	Ensure efficient freight movement is promoted and facilitated through DOT's Principal Freight Network Review, Inner West Strategy, Fishermans Bend Framework and any future projects having a relationship to the Port's road transport task.	Efficient road transport routes between the Port and its customers are available.	P			
S	M	Ensure appropriate empty container park capacity at current and proposed intermodal terminals including WIFT and BIFT.	ECP capacity is optimally located.	P	V		I
	M	Ensure future planning for growth of greater Melbourne includes appropriate freight corridors.	Ensures that essential road and rail infrastructure can be developed when needed.		V		
S	M	Update strategic planning instruments to protect industrial land zoning to support the growth in the freight task.	Efficient co-location around major transport infrastructure investments.		V	A	

Questions and Feedback

The 2020 Study is complete, but the work to drive efficiencies in the supply chain continues. If you have any questions or comments on the study, please contact PoM at information@portofmelbourne.com

A copy of the full report can be found at the News & publications link on the PoM website:
https://portofmelbourne.com/

For further information contact:
information@portofmelbourne.com

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