



26 September 2016

yoursay.infrastructurevictoria.com.au

Ask for: Kathleen McClusky
Phone: 9932 1004
Our Ref: A2478227

Dear Sir/Madam,

Preparing Advice on Victoria's Future Port Capacity – Discussion Paper

As a municipality that has a direct interface with the Port of Melbourne and is home to some of the key players in freight and logistics, Hobsons Bay City Council welcomes the opportunity to provide feedback on the discussion paper.

Major issues requiring consideration in the planning for future commercial port capacity have been captured in the discussion paper. Council has responded only to those questions to where it believes it adds value.

We look forward to the release of the report presenting the evidence base in early 2017 and welcome the opportunity to provide further feedback.

If you would like to discuss this submission further please contact Kathleen McClusky, Acting Director Strategic Development on 9932 1004 or email kmccclusky@hobsonsbay.vic.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Chris Eddy', written over a faint circular stamp.

Chris Eddy
Chief Executive Officer



RESPONSE TO PREPARING ADVICE ON VICTORIA'S FUTURE PORT CAPACITY DISCUSSION PAPER

Hobsons Bay is situated on the Port Phillip Bay, approximately seven to 20 kilometres south west of Melbourne's Central Business District (CBD).

As a coastal municipality we have strong links with the ports and the freight pathways. These can provide both positive and negative impacts for our community, including businesses.

Below are our comments in relation to the questions within the discussion paper.

Have we missed any key factors that may influence demand and capacity at the Port of Melbourne?

The discussion paper acknowledges there are different approaches to solving a problem and outlines three approaches to be considered in the preparation of advice to government. One approach is to better use existing assets. While this approach brings clear benefits, assessment of the capacity of existing infrastructure is required to determine the ability to carry additional loads and/or use the port more effectively. Analysis of projected usage of the same infrastructure by other road/ rail users is required to determine 'real' capacity. Of particular concern is the capacity of the Princes Highway to carry additional freight traffic given the projected population growth in the western suburbs.

Land use and transport planning need to be intrinsically linked. A network wide approach is required so that transport planning is not restricted to one mode – cars or trucks rather an integrated approach is adopted so that there is significant mode shift to public and active transport, to maximise mobility outcomes for the urban environment.

The capacity of urban passenger systems and the freight network to operate effectively under heavy loads during peak periods requires demand management strategies, either to shift or shave peak loads or to reduce overall or peak demand for particular mobility services. Attention is required to demand management of road capacity, such as (electronic) road pricing schemes, rationing policies, congestion charging schemes and access charging schemes. It is also imperative to consider mode shifting outcomes, particularly from commuting to work by car to public transport outcomes and road freight to rail freight. Other strategies such as taxes on vehicle purchase and fuel purchase outcomes influence the use of resources. Parking, intelligent transportation systems and the substitution of communications for travel are other themes that have an impact on supply and demand are other strategies to address some of the challenges.

Consideration of Victorian Government policies encouraging urban consolidation should be given equal weight to future ports capacity. This includes consideration of freight movement through existing and expected residential areas. Consideration of



societal expectations related to standards of amenity and land use must be balanced, particularly for existing residential areas to ensure consideration of the measures to mitigate and minimise impacts.

Do you think we have missed any key factors or issues for assessment of the sites?

Key factors for site selection should consider the potential to build on the strategic advantages for an integrated freight network that currently exist or are planned by government such as the Western Distributor or some of the Level Crossing Removals that are located along our freight networks. In the west this includes the Western Intermodal Freight Terminal (WIFT) and the Outer Metropolitan Ring Road.

Do you have any information to help us build our evidence base?

It is acknowledge that Hastings is an established port, however it does have major transport access challenges, including heavy reliance on the Westgate corridor from freight traffic accessing the port from the west. In addition providing a national standard gauge rail connection through Melbourne's south east to the Port of Hastings is difficult.

Bay West has strategic advantages that makes it worthy of comprehensive investigation, such as:

- productivity benefits from proximity to the highest concentration of importers and exporters within the Melbourne metropolitan area
- excellent rail connections to the interstate and intrastate rail networks
- excellent road connections to the M1, and the planned Outer Metropolitan Ring route to the Hume Freeway
- proximity to a large supply of affordable (relative to Melbourne/Melbourne's south east) industrial land to cater for potential supply chain reorientation

Bay West also offers the opportunity to further develop freight and transport employment in the region. The western region (excluding the City of Melbourne) has an employment base of approximately 200,000 employees. Manufacturing, transport/postal/warehousing, retail and community services, and government sectors provide over half of the jobs. The manufacturing and transport/postal/warehousing sectors are the largest employment sectors, employing around 58,000 people in total in 2011 and comprising 25 per cent of the regional workforce. There are not enough jobs in the western region for the population which leads to increasing road congestion. The outer areas with extensive residential development, like Melton, Wyndham and Brimbank are strong labour exporters to the inner city areas. Bay West offers opportunity to respond to these challenges by increasing employment opportunity in the western region.