
Request to be heard?: No - Copy of Directions and

Precinct: General

Full Name: Olivia Jones

Organisation: Victoria International Container Terminal Limited

Affected property:

Attachment 1: 20171127_-_Lette

Attachment 2:

Attachment 3:

Comments: Uploaded

Victoria International Container Terminal Limited

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Dear Sir or Madam

Submission in relation to Fishermens Bend Draft Framework

Thank you for the opportunity to comment on the Fishermens Bend Draft Framework.

To provide background to our submission, Victoria International Container Terminal Limited (**VICT**) was awarded the contract to develop, construct and operate a new international container terminal at Webb Dock East in May 2014. This project has taken 2.5 years to design and build and cost in excess of \$600million. The international container terminal forms part of the Port Capacity Project undertaken by the Port of Melbourne at a cost of \$1.6billion. There has been significant investment at Webb Dock, both by Victoria International Container Terminal Limited and by the Port of Melbourne and together they are investing in improving freight and logistics within Port Melbourne, and Victoria International Container Terminal is an essential part of this development.

VICT started commercial operations in early 2017 and Phase 2 of our operations is scheduled to open by the end of 2017 and will increase the capacity of our terminal to 1 million standard containers.

VICT and the Port of Melbourne represent key stakeholders and commercial drivers in the Fishermens Bend and so VICT was disappointed that there was so little consideration given to our interests and concerns in the Draft Framework. Objective 2.5 set out broad headlines of the key strategies but there is no real information contained in the Framework about how these objectives will be achieved, only a broad brush approach that they will be realised so that the development around Lorimer Street, for example, can be implemented.

To address the points set out in Objective 2.5, I would like to set out VICT's position and concerns:

1. Preservation of freight routes to our terminal

It is imperative for the operation of our business and the other businesses that operate from Webb Dock that the freight routes in and out of the area are preserved, and the City of Port Phillip have acknowledged this by reserving the area as a Freight and Logistics Buffer in its Strategic Framework document. However, the reservation as a Freight and Logistics Buffer offers little protection in reality, as evidenced by the recent application to construct 122 three storey town houses on the corner of Williamstown Road and Todd Road. The Victorian economy relies heavily on imports and the Port of Melbourne is the busiest port in Australia. This is an important accolade to preserve for Melbourne and in order to do so, access in and out of the port must be protected and preserved. For a Freight and Logistics Buffer to have any real meaning, it must be given appropriate protection and consideration as part of the planning process in particular.

VICT's experience is that as residential development increases close to ports and key infrastructure, the ability to operate these key assets is severely restricted through curfews and further restrictions of key freight routes. The current weight restrictions on the West Gate Bridge (limited to 68.5 tonnes) means that the High Productivity Freight Vehicles that can call at VICT cannot use the surrounding road network to access and leave the terminal. This restriction on the use of High Productivity Freight Vehicles, which could effectively take trucks off the road because they are able to take 4 containers into the terminal and 4 containers out of the terminal, has a huge negative impact on residents. The only alternative routes open to laden trucks from Webb Dock, at present, is along Lorimer Street and Williamstown Road and this is a key issue to consider when reviewing planning applications for these areas.

There is also a critical safety issue around maintaining distinct freight routes, both in terms of the separation of freight vehicles and commuter traffic and also due to the contents of the containers being carried by the freight vehicles. If large numbers of freight vehicles are being mandated to use Lorimer Street in order to access the Tullamarine freeway, it is important that the interactions with commuter traffic is kept to a minimum to ensure the safety of all road users. Significant numbers of the freight vehicles are used to carry dangerous and hazardous goods, which means that it is critically important that this type of traffic is kept separate from

residential developments. As Lorimer Street has been designated as the key freight route from VICT's terminal, it is critically important that it is reserved for the movement of the full range of containers, including dangerous and hazardous materials and that freight vehicles are able to use this route easily.

2. Rail links to Webb Dock Terminal

The Webb Dock terminal does not have any rail links on the terminal or nearby, whereas the Swanson Terminals benefit for on terminal facilities. The Port of Melbourne is currently compiling its rail strategy for the Port and the concern is that Webb Dock will be overlooked in this strategy, thereby undermining our commercial viability and market reputation. We would like to see firm plans on how rail will be successfully brought to Webb Dock. The present arrangement where trucks need to transport containers to the rail terminal at Dynon Road adds unnecessary time and cost.

We note the references in the Framework about extending the Metro train system to Lorimer Street and beyond. VICT has made proposals to the Government about Spotswood Freight Tunnel, which would a good solution to increasing landside capacity, crossing the Yarra River between Webb Dock and Spotswood. This tunnel option could be a dedicated two tier system to support a HPFV road and freight rail as an alternative to the West Gate Bridge and would create an opportunity for a rail shuttle to the West (Altona or Truganina) through a very limited footprint.

The construction of a freight tunnel from Webb Dock to the Spotswood industrial area would provide another river crossing to open up a freight specific link to the west. It would create freight capacity in the Port of Melbourne as well as extending the life and reducing the maintenance costs of the West Gate Bridge because there would be less heavy vehicles using the bridge.

VICT would be keen to participate in the review process. I would be happy to discuss our submission in more detail or answer any further questions you may have.