

Stage 2: Problem Identification	
	<p>processes. As well as engaging with regulatory agencies and industry, the PLUTS proposed that a Community Relations Strategy (CRS) be developed that provides a structure for enhanced community engagement, including:</p> <ul style="list-style-type: none"> <li>• support for the development of programs and activities that facilitate community engagement with the port and port businesses (including education programs)</li> <li>• continued support for a Port of Hastings Community Reference Group</li> <li>• continuation of full and open consultative processes during the course of project development and assessment</li> <li>• continued development and enhancement of the PoHC website to provide access to timely and accurate information.</li> </ul>
<p>Problem identification:                      Future scenarios</p>	<p>The Port of Hastings is the Victorian Government's preferred site for future container development, once capacity at the Port of Melbourne is reached. Expansion of the Port of Hastings is at a relatively early stage. Planning work is being done in anticipation of a growing need for additional port capacity over the next 25 years. Hastings is considered the best location to provide for many of these needs.</p> <p><b><u>Limited capacity at the Port of Melbourne at 2035</u></b></p> <p>The Port of Melbourne is a critical part of Australia's freight network, being the largest container port in the country and Victoria's key link to the international marketplace. The Port of Melbourne currently handles about 2 million international TEUs per annum and is forecast to handle up to 8 million TEUs by 2035, which is likely to exceed the capacity of the existing port and potential adjacent development areas (such as Webb Dock).</p> <p><b><u>Increased need to accommodate trades relocated from the Port of Melbourne</u></b></p> <p>From 2017, the Port of Hastings will need to accommodate trades relocating from the Port of Melbourne as Melbourne's container trade footprint grows, (e.g. some break bulk trade, and the vehicle and Tasmanian trades currently at Webb Dock). Should the Port of Melbourne not be able to reach its planned capacity, development at the Port of Hastings may need to be accelerated.</p> <p><b><u>Complex environmental and planning assessment</u></b></p> <p>The PLUTS anticipates that the environmental and related social and economic effects of port works will need to be assessed through an <i>Environment Effects Statement</i> (EES) process under the Victorian <i>Environment Effects Act 1978</i> (EE Act). Future port development works are likely to require approvals under the Victorian <i>Planning and Environment Act 1987</i> (P&amp;E Act) and <i>Coastal Management Act 1995</i>, as well as the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). The EES process may potentially be accredited to meet environmental assessment requirements under the EPBC Act.</p> <p>The proposed staging of the port development is over a 30 year period. The PLUTS proposes that environmental assessment and approval processes will also need to be staged. Staging, however, does not imply that 'whole of project' issues would be ignored. The PLUTS proposes that, prior to the commencement of development, an overall assessment of the PLUTS (via a 'strategic' environmental assessment) be undertaken and its findings are revisited and inform assessments of any subsequent development stage.</p> <p>The PLUTS anticipates that the process of securing development approvals within the port precincts can generally be considered as fitting within existing planning scheme approval process. However, due to the complexities of actual port developments and the broader impact of port development on areas beyond planning scheme boundaries, a review of the port related SUZ1 zone may be required to allow for more transparent links to performance standards established during the environmental assessment and approval processes.</p> <p>Some of the proposed road and rail infrastructure works may also require coordinated approvals under the EE Act and EPBC Act (depending on the potential for significant environmental effects), the P&amp;E Act (through planning scheme amendments) or other authorisation (e.g. under the Victorian <i>Road Management Act 1994</i>).</p>

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The overall proposal for port development needs to be addressed at a strategic level, covering all key elements of the PLUTS development. Each of the proposed development stages will have more detailed design elements, port works and associated impacts to consider.

The anticipated EES process for each stage should incorporate a wider strategic look at the combined environmental effects of proposed stages, including previous and subsequent stages. It should be complemented and informed by the study and on-going monitoring of Western Port Bay systems and catchment influences. Further, the planning and assessment of staged port proposals should be guided by higher-level integrated, strategic assessment of port and land transport options, as these are refined. This approach will ensure that port planning is effectively coordinated with planning of land transport links.

The statutory processes required to obtain development approvals will require significant engagement of all tiers of government and the community. It is understood that the Commonwealth has expressed interest in the development of integrated assessment frameworks for large strategic project such as the expansion of the Port of Hastings.

There are clear benefits in engaging the relevant Commonwealth agencies in this project, particularly given the potential to contribute to clearer environmental assessment outcomes for development of nationally critical infrastructure and networks.

### **Emerging brown coal derivative trades from Gippsland**

Over the past eighty-five years, Victoria's vast brown coal resource in the Latrobe Valley in the Gippsland region has been principally used as a furnace fuel to produce around 90% of the State's electricity. However, it has long been recognised that brown coal is a potential feed-stock for a wide range of value added products and is, in effect, a substitute for crude oil. Between 1956 and the late 1960s brown coal was used to produce town gas for Melbourne and the feasibility of producing liquid fuels from brown coal was proven during the 1980s by the Brown Coal Liquefaction Venture. However, world energy prices were not conducive to the commercial development of these technologies at that time.

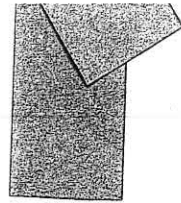
Furthermore, the high moisture content of brown coal has meant that, using conventional technology, larger quantities of brown coal are burnt for a given output of electricity that would be the case burning black coal. However, if the high water content is removed, Victorian brown coal is a relatively clean fuel as it contains lower levels of impurities than Australian black steaming coals.

Due to the rapid changes in global energy demand, the value potential of Victoria's brown coal reserves and other raw materials from primary industry has increased as has the potential to attract major investment and drive the Victorian economy into the future.

The Victorian Government has committed to develop the Latrobe Valley as a centre for energy and resources. Clean coal technologies, in particular carbon capture and storage (CCS), are seen by the Government as a means to reduce greenhouse gas emissions from using coal.

New opportunities have emerged through gasification and liquefaction technologies for diesel, urea, petrochemicals and hydrogen derived from brown coal. This makes brown coal potentially competitive with the traditional, but now increasingly costly, feed-stocks like oil, gas and black coal. The high water content and reactivity of Gippsland brown coal has to date precluded it from coal export, except in the form of briquettes, and new drying technologies could also open direct export markets for the brown coal itself. These developments represent multi-billion dollar capital investment (current proposed projects relating to coal are projected to inject \$18-\$24 billion in capital investment by 2020), exports and jobs – of enormous potential value to the Victorian economy.

Victoria has attracted significant interest in large scale multi-billion dollar investment in non power related developments for coal resources including the granting of a mining licence to Monash Energy (coal to liquids project) and urea production plant by the Australian Energy Company. Other companies are also developing non-power uses for coal outside the Latrobe Valley. The current coal mines are also looking at non-power commercial opportunities, including supply agreements, with technology developers, energy businesses and other investors.



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The modularisation of processing plants is being proposed by proponents of major coal based projects. These modular units would be imported and then assembled in Victoria. Many of these will exceed the weigh and dimension limits for conventional vehicles on the existing routes to the Latrobe Valley and Gippsland region. This raises a number of logistical and infrastructure issues including the location of a suitable offloading port and road infrastructure from the port of the Latrobe Valley capable of carrying large capacity weight loads with oversize dimensions.

Similarly, as non-power coal projects are constructed and commissioned they will require an infrastructure path to market, including export markets, for various products. Companies will need access to ports for a range of exportable products (bulk commodities and liquids) via road, rail or pipeline.

Commercial plants to produce urea and liquids from coal are potentially scheduled to come on stream between 2015 and 2020. Some have predicted earlier timeframes although the Department of Primary Industries considers these to be optimistic.

Infrastructure to offload the modules required to construct the proposed plants will need to be in place by 2012 to 2014 before scheduled construction operations commence.

The Victorian Government is currently undertaking a range of planning studies to identify infrastructure needs in Gippsland to capture development opportunities relating to clean coal technology, coal gasification and conversion of brown coal other value-added products.

### **Need for on-going stakeholder engagement**

PoHC's commitment to community engagement has been evident since the beginning of the PLUTS process and it is noted that the two rounds of public consultation to date have elicited increasing community interest and response. Maintenance of an open and structured approach to community and stakeholder consultation and engagement as port planning and development proceeds is supported.

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Stage 3: Problem Assessment	
Problem assessment	<p>The problems associated with inadequate port capacity, inadequate road and rail network connecting the Port of Hastings to the metropolitan and Gippsland regions and a internationally significant environment have the potential to detrimentally impact upon the goals and objectives of this Project. In particular, if not addressed, the problems will:</p> <ul style="list-style-type: none"> <li>• Create uncertainty for future development of the Port of Hastings and its capacity to complement the Port of Melbourne's international container role for Melbourne and Victoria.</li> <li>• Create uncertainty for export of brown coal derivative bulk products.</li> <li>• Lead to loss of potential market share from Victorian ports and Port of Melbourne's "must call" status;</li> <li>• Risk of metropolitan businesses relocating interstate to access container logistics networks;</li> <li>• Increase the freight task carried by road/rail from interstate ports;</li> <li>• Increased congestion and greenhouse gas impacts if Gippsland trade is required to use the ports of Melbourne and/or Geelong; and</li> </ul>
Current problems	<p><b><i>Need to develop a clearer understanding of the current Western Port environment and its likely influences on development of the Port of Hastings</i></b></p> <p>A significant amount of baseline environmental research has been conducted on the Western Port environment over several decades. The focus of research has been the observed decline in environmental quality in Western Port due to loss of fringing vegetation and inter-tidal and sub-tidal seagrass, increased turbidity and decreased water quality partly due to catchment influences.</p> <p>Future incremental development in the catchment of Western Port and within the bay itself will need to be based on updated and targeted strategic environmental research.</p> <p>In particular, additional baseline environmental investigations and ongoing monitoring will be required to provide a basis for assessing the specific potential impacts of port expansion.</p> <p><b><i>Need to confirm/update trade forecasts to understand likely demand for timing of development at the Port of Hastings</i></b></p> <p>A degree of uncertainty surrounds the timing and volume of many of the future trades. However, based on the available information, and taken in aggregate, it appears likely there will be substantial new demand for the Port of Hastings Stage 1 development in the period 2015 to 2020.</p> <p><b><i>Uncertainty regarding future development of the Gippsland brown coal resource and any likely need for the Port of Hastings to accommodate associated bulk trades and infrastructure, as well as containerised trades in the long term</i></b></p> <p>The development phase will also need to respond to government decisions around development of brown coal and derivative products. As noted previously, there is a variety of potential bulk export products (both dry and liquid) that will require access to export ports with bulk handling facilities. While some product may be suitable for containerisation, others would require specialised handling facilities. Currently dry bulk facilities are available at the ports of Geelong and Portland and liquid bulk facilities at Melbourne, Hastings and Geelong and project volumes of most products could be managed within the existing capacity.</p> <p>However, if the potential for export of dewatered brown coal is realised, new port facilities capable of accommodating large bulk carriers and infrastructure would be required.</p>

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Future problems	<p>Future scenarios have not been modelled as yet and will require a more complete understanding of the Western Port environment, future trades derived from brown coal resources in Gippsland as well as long term international container capacity post 2035.</p>
Problem Prioritisation	<p><b><u>Environmental baseline data</u></b></p> <p>This submission provides funding for baseline environmental investigations, which would mostly be spent on research on water quality and systems behaviour in Western Port. This funding is in addition to targeted studies that may be required for an EES.</p> <p>The Port of Hastings Corporation will collaborate with other agencies including DSE, Melbourne Water and EPA Victoria to develop and implement a baseline environmental study program. PoHC will participate in any such program and will accept responsibility for funding ongoing, long-term monitoring as part of its ongoing management role for the port and its immediate environs.</p> <p><b><u>Trade forecasts</u></b></p> <p>The further development of a Business Case for Stage 1 would focus on the derivation and confirmation of 'investment triggers' based on the known costs of development of port facilities, arising from the project development phase investigations, and continuing assessment of market demands and potential revenue streams.</p> <p>A critical activity that will be undertaken during the Development Phase of the project will be the completion and annual updating of detailed trade forecasts to provide a higher degree of certainty with regard to the types, volumes, and timing of trades which Stage 1 of the Port of Hastings development should be designed to accommodate. The trade forecast will also enable estimation of likely revenue streams resulting from the operation of Stage 1.</p> <p>The completion of detailed trade forecast will also enable the design development activities to be undertaken, which will provide greater certainty with regard to construction and operating costs.</p> <p>The trade forecasts, revenue streams, and construction and operating costs will be combined in the business case to establish the conditions under which an economically viable Stage 1 development can be achieved.</p> <p>These 'trigger points' will then provide Government the parameters to enable it to commit to the procurement of Stage 1 in order to meet market demand in a timely and economically responsible fashion.</p> <p>This information will also facilitate the interlinking of planning and development between the ports of Melbourne and Hastings as foreshadowed in <i>Freight Futures</i>.</p> <p><b><u>Brown coal derivatives</u></b></p> <p>Until there is a clearer understanding of the outcomes of the various planning studies that are currently underway and of the consequent government policy commitments, it may be premature to undertake detailed planning for such facilities at Hastings. However, during the course of this project such positions may become clear and provide a trigger for more immediate action.</p>

#### Stage 4: Problem Analysis

Problem analysis

In progressing this initiative, the Victorian Government recognised the need to clearly demonstrate the strategic and continuing justification for the VPSF's designation of the Port of Hastings as the preferred second container port for Victoria against alternative port options.

#### **VICTORIAN PORTS STRATEGIC STUDY (VPSS, 2000)**

The VPSS was a major study commissioned jointly by the Departments of Infrastructure and Treasury and Finance in 1999 to provide a long term perspective of the infrastructure issues associated with Victoria's major trading ports and to promote their long term competitiveness by:

- Identifying the requirements of surrounding land use and transport in future port development; and
- Developing an integrated planning and infrastructure framework to guide Government planning decisions and inform public and private investment programs

The study, undertaken by consultants Maunsell McIntyre, was very comprehensive and dealt with emerging demands on Victoria's ports system as whole as well specific issues, opportunities and constraints at five ports – Melbourne, Geelong, Portland, Hastings and Welshpool.

The VPSS was the first significant piece of coordinated port planning work undertaken in Victoria since the port reform process, initiated in 1995, which saw radical restructuring of port institutional arrangements, including establishment of new commercialised port businesses, privatisations and divestments of non core functions to other Government agencies. The study, therefore, had an infrastructure rather than governance focus and was intended to fill a perceived vacuum in Statewide strategic planning which had emerged since that time.

The strategies set out in the VPSS were not formally adopted by the Government, however the study forms a foundational resource for subsequent strategy and policy development and remains relevant today, despite its trade projections having been well outpaced by the reality.

A major focus of the VPSS is the container trade, which it describes as the "jewel in the crown" of the Victorian ports system. It goes on to comment that "Its high value, high growth rates and future projected increases mean that strategies to cater for container demand are central to the competitiveness of importers and exporters".

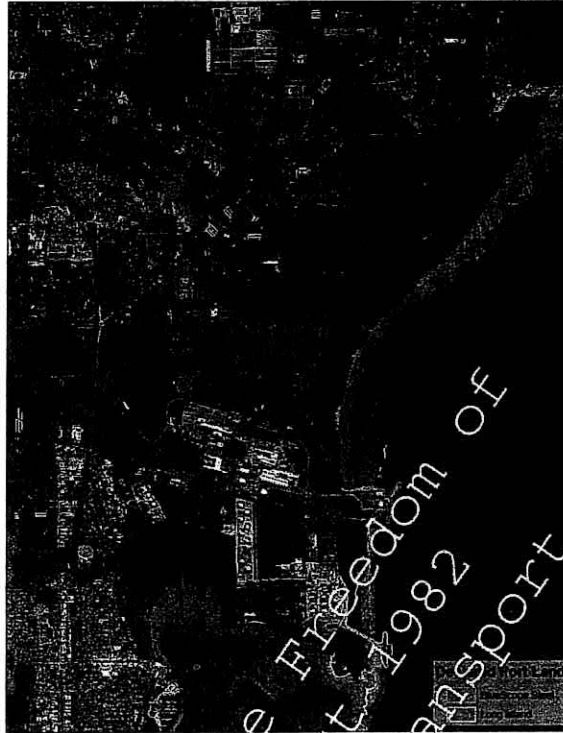
The VPSS concluded that under any feasible growth scenario, it would be necessary to provide new container terminal capacity in Victoria during the planning period. The key issues were location and siting. It went on to consider the ports of Melbourne, Hastings and Geelong as the most likely contenders due to proximity to the dominant Melbourne market and concluded that, subject to further assessment, "Hastings would be the preferred site for future container development over Geelong".

According to the VPSS, "The main drawbacks of Geelong compared with Hastings are the need for dredging ... to gain the same benefits of deepwater that exists naturally at Hastings, and the larger areas of vacant land available at Hastings ..." It went on to note that "Should further investigations identify major obstacles to port development at one or other of these sites, it may be necessary to investigate other options on 'new' port sites".

The VPSS also considered an option whereby the Port of Melbourne could be developed to accommodate container growth for the foreseeable future, but this involved major extension of Webb Dock into Hobson's Bay, which was considered unlikely to gain community acceptance.

The preferred option for containers in the VPSS therefore involved maximum utilisation of the Swanson-Dynon precinct, followed by development of a new Westgate Terminal (with Webb Dock rail link), followed by development of new container terminals at Hastings (also with rail link).

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**Port of Hastings – Satellite Image showing existing terminals and land available for future port development immediately to the north of the existing BlueScope Steel facility.**

In relation to timing, the study noted that the rate of existing terminal productivity improvements would be a key factor and that *"The key issue with regard to staging is the need to retain flexibility"*. Based on a 'high productivity' scenario and 'high growth' projection, it was predicted that new terminal capacity in addition to Swanson Dock would be required by around 2015. However the high growth scenario developed at that time saw container throughput reaching 2 million TEUs by 2010, whereas we now know this has been achieved three years earlier, in 2007.

**THE RUSSELL REVIEW - THE NEXT WAVE OF PORT REFORM IN VICTORIA (2001)**

Professor Bill Russell was appointed by the Government in 2000 to review the structural reforms of the mid 1990s and recommend measures to address perceived problems and put the port system on a sound and sustainable footing to meet the needs of the Victorian economy and community into the future.

In relation Hastings, Russell noted that the VPSS had identified the port as the most feasible alternative to service the State's long term container handling demands on the basis of *"accessibility to Melbourne's sites of consumption and production, the depth of the port channels able to cater for post-panamax shipping, and the availability of industrial zoned land in proximity to the port"*.

Russell concluded that the *"Port of Hastings is a significant strategic asset of Victoria and must be accorded an appropriate management structure and be provided with the ability to take a stronger strategic role in the future planning of this port"*.

Russell made extensive recommendations, most of which were adopted and implemented by the Government. Amongst these were:

- the creation of the Port of Melbourne Corporation (PoMC), with a broader 'triple bottom line' charter than its predecessor and integrated management responsibility for land and water;
- the creation of a new Port of Hastings Corporation (PoHC) with explicit responsibility to plan for and facilitate sustainable trade growth through the port, again in contrast to its predecessor; and

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- the development of a 'Victorian Ports Strategy' to guide the coordinated and sustainable development of the Victorian Ports system as a whole, including timely investment in critical infrastructure.

Notably, the reforms did not seek to totally reverse the corporatisation and privatisation reforms of the mid 1990s. These reforms were seen to have had some benefits in terms of improved competition and reduced costs for port users. The private port managers at Portland, Geelong and Hastings were considered, on the whole, to be making a positive contribution to the successful functioning of the Victorian ports system.

#### **VICTORIAN PORTS STRATEGIC FRAMEWORK (VPSF, 2004)**

The VPSF was prepared in response to the recommendations of the Russell Review and draws heavily on the earlier work of the VPSS outlined above. It was publicly launched in November 2004 by the Minister for Transport and represents current Government policy in relation to the long term development of the Victorian ports system.

The VPSF sets out a 30 year strategic vision for Victoria's ports based around three framework directions:

- Building on existing capabilities and competitive strengths;
- Anticipating and planning for future land, access and infrastructure needs; and
- Providing the right regulatory and institutional settings for a sustainable port system

In relation to the first direction, the strategy sets out the following key positions:

*"The Government aims to ensure that the best possible use is made of investment that has already been made ... in port infrastructure and connecting transport links. Avoiding duplication of expensive infrastructure is in the interests of all Victorians.*

*Taking advantage of potential economies of scale and scope, while encouraging efficient use of existing infrastructure by continuing to support sustainable competition, is central to the ... Framework.*

*The gains that can be achieved through improvements in management, technology and integrated transport and cargo management processes will defer the need for major new port developments.*

*The Government considers there is, in general, a logical sequence of port and freight transport development to efficiently meet trade growth demands in Victoria – to capture economies of scale and scope in existing port infrastructure before new port infrastructure is necessary. This sequence should be considered the presumption for planning purposes – a presumption which should be revalidated periodically as commercial and other changes occur.*

In relation to the container trade, the strategy sets out the following approach:

*"...the Port of Melbourne has the advantages of proximity to key markets and extensive infrastructure. There is considerable scope to increase the capacity of the existing container terminals through enhanced productivity, increased channel capacity and developing supporting intermodal systems".*

The strategy goes on to estimate that the Swanson-Dynon precinct could be developed to accommodate 3-4 million TEUs and that the Westgate-Webb Dock precinct could then be developed to accommodate a similar number:

*"However, forecasts of total container trade of between five and eight million TEUs by 2030 suggest that, even with this development, there is likely to be a need to develop and bring on stream new container handling and storage facilities outside the Port of Melbourne beyond this timeframe.*

*The Government considers the Port of Hastings to be the preferred site for future container development, once capacity at the Port of Melbourne is reached. Hastings would supplement rather than replace Melbourne and both ports would continue to operate in parallel. Hastings has the advantage of natural deep water (more than 14 m), large areas of vacant land and proximity to the south east of Melbourne - the source and destination of a significant proportion of international container flows in*



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*Victoria".*

The strategy notes the substantial infrastructure investment that would be required to develop Hastings, the significant environmental issues that would arise and the need for further assessment of the impact on logistics chain costs for Melbourne shippers, but proposes that:

*"the newly created Port of Hastings Corporation (POHC) ... quickly progress strategic planning activities necessary to preserve the capacity to develop the Port of Hastings to handle containers in the long term*

*In the short to medium term, Hastings can be expected to focus on specific opportunities in the bulk and break bulk trades ...."*

### **PORT FUTURES**

*Port Futures* proposes that the four commercial trading ports should focus on reinforcing and developing their pre-existing core trade roles as established in the VPSF. In the case of the ports of Portland, Geelong and Hastings, these are primarily the bulk trades (including liquid bulk commodities at the latter two) and break bulk cargoes related largely to steel and aluminium production.

- Re-affirm the broad roles for Victoria's four commercial trading ports set out in the VPSF;
- Continue planning and environmental investigations necessary to inform formal environmental assessment processes and achieve project approvals for the staged expansion of the Port of Hastings, in a timely manner to meet emerging trade demands and the development of viable business cases for each stage;
- Undertake a detailed long term container capacity study, to be completed by the end of 2009, to identify the preferred location and timing of the delivery of further tranches of container terminal capacity in the Port of Melbourne and to confirm the future role and likely timing of the Port of Hastings in the handling of containers;

### The role of rail

*Port Futures* revisits the Government's movement away from the 30% port rail mode share target but emphasises the planned role of rail in the longer timeframe (10 to 20 years) within the metropolitan environment.

The development of a Metropolitan Freight Terminal Network (MFTN) is the Government's key enabler for providing the required infrastructure, demand and capacity for rail in the future. Implementation of MFTN will include detailed business planning, and assisting with the establishment of a more appropriate and achievable rail mode share target.

Planning for the development of a rail link to Hastings is a key component of DoT's attempts to increase the mode share of rail on longer haul tasks for export to international markets.

### Integration of Melbourne and Hastings

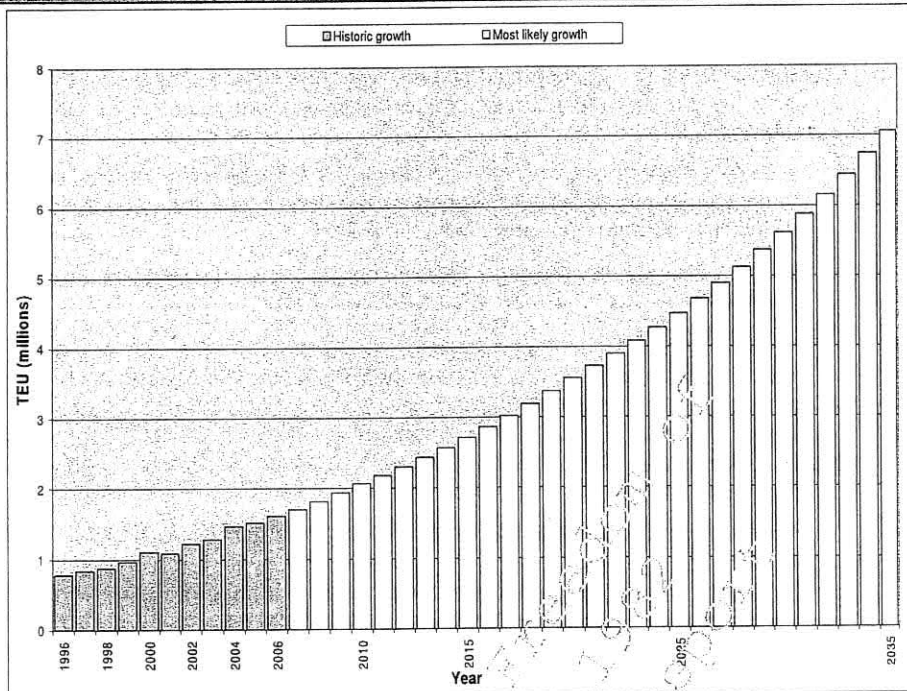
*Freight Futures* flagged the Government's intentions to proceed with planning and preparatory work for the staged expansion of the Port of Hastings and the integration of the activities of the ports of Melbourne and Hastings.

The goal of integration is to achieve complementary development and operation of the two facilities which optimises their economic contribution to the Victorian economy. Specifically, integration will assist in preparing the Port of Hastings for expansion when required, eliminate the potential for duplication of resources and ensure that development strategies of both ports are fully integrated.

### **CONTAINER TRADE FORECASTS**

The PoMC's draft *Port Development Plan* (PDP, August 2006) and *Port Development Strategy* (PDS, August 2009) set out in some detail 30 year trade forecasts for all major trade segments, including containers. These forecasts were prepared by consultants Meyrick and Associates Pty Ltd and were also used to underpin economic analysis for the Channel Deepening Project.

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Total International Container Trade Forecast (Million TEU)

Using Meyricks' 'most likely' forecasts (ie. not 'upper limit'), the PDP forecasts that international container trade will grow from 1.510 million (actual) TEUs in 2005 to 7.057 million TEUs by 2035. In addition to this, mainland and Tasmanian container trade will grow from 0.413 million TEUs (actual) to 1.380 million TEUs over the same period.

To place these forecasts in historical context, international container trade grew at an annual average rate of 7.5% over the 10 years from 1995 to 2005. The 'most likely' forecasts quoted above use annual growth rates reducing progressively from 6.4% to 4.7% over the period. In other words, they assume a significant slowdown in the rate of growth of the container trade "as the stimuli given to global trade growth by the rapid liberalisation of the 1990s tapers off and global container markets mature".

The track record of forecasting container trade growth over the past 10 years has been to consistently underestimate it (eg. the VPSS 'high growth' forecast of 2 million TEUs by 2010). Whilst a range of global economic and other factors could potentially emerge during the forecast period to further reduce growth rates, the balance of evidence and prudent planning would suggest that allowance should be made for higher rather than lower volumes (eg. a range of 7 to 10 million international TEUs by 2035 might be realistic).

#### THE CAPACITY OF THE PORT OF MELBOURNE

The PDS sets out the PoMC's plans to accommodate the forecast container trade to 2035. Consistent with the VPSF, this involves fully developing and utilising the existing Swanson Dock terminals, then, in the period 2015 to 2020 developing new container terminal facilities at Webb Dock. Under this scenario, based on available berth length, terminal area and a range of assumptions involving improved berth and terminal productivity, the PDP predicts that sufficient capacity can be provided to accommodate the forecast trade demand up to 2035.