



Operations and facilities

Fact Sheet: September 2010

A modern port

The Port of Melbourne manages around 510 hectares of port land including 34 commercial berths at five docks and at river wharves with a total berth length of nearly seven kilometres.

Two modern purpose-built international container terminals at Swanson Dock are the centrepiece of Australia's international container trade while a number of multi-purpose berths handle cargoes ranging from timber to motor vehicles.

The port also provides specialised berths for dry cargoes including cement, grain, sugar, fly ash and gypsum, as well as dedicated facilities for a variety of bulk liquids from petrochemicals to crude oil and molasses.

Delivering port operations

Most facilities within the Port of Melbourne are operated and developed by private companies who lease the sites. Companies pay berth hire and other fees in exchange for the use of port facilities. The exception to this is the operation of common user berths, which are berthing and cargo handling facilities supplied by Port of Melbourne Corporation (PoMC) for use by cargo handlers on an as-needed basis.

Cargos moved through the port:

- Sugar
- Dairy products
- Grains including wheat
- Fruit and vegetables
- Wine
- Meat
- Gypsum
- Fly ash
- Petroleum products
- Chemicals for household goods and industrial use
- Cars and machinery

Port of Melbourne
Corporation





Port precincts

Swanson Dock - handles international cargo transported in shipping containers. It is Australia's busiest international shipping container terminal, handling more than two million TEU (twenty-foot containers or their equivalent unit) each year. Swanson Dock is perhaps the most recognisable port facility, with its large cranes a familiar visual marker of the port.

Swanson Dock is divided into two parts, East and West. The Swanson Dock East terminal has a berth length of 885 metres and is serviced by six container cranes. Swanson Dock West has a total wharf length of 944 metres and is serviced by seven container cranes. Both Swanson Dock East and West terminals can accommodate the largest container vessels visiting Australia.

Appleton Dock - located just west of the Bolte Bridge next to the Swanson Dock East container terminal, comprises five berths and is 980 metres long. Berths at Appleton Dock are used to handle a range of cargoes including breakbulk and roll-on/roll-off vessels which transport vehicles and machinery, grain and other dry bulk cargoes. Large capacity cargo storage and Bass Strait trade in containers also occurs here.

Victoria Dock - is a common user facility for general cargo and a value-added logistics park including warehousing facilities.

Yarraville berths - These bulk cargo berths handle a range of dry bulk materials including sugar, gypsum and fertiliser as well as sulphuric and phosphoric acids.

Maribyrnong No. 1 - This berth operates as a hazardous and non-hazardous liquid bulk berth, servicing the Coode Island tank storage facilities.

Holden Dock in Yarraville and **Gellibrand Pier** in Williamstown are berths designed specifically for the loading and unloading of bulk fuel products including petroleum and oil. Gellibrand Pier handles crude oil and Holden Dock handles refined petroleum products.

South Wharf – located west of the Bolte Bridge, handles a number of cargos including breakbulks such as timber, iron, steel and paper products at common user berths. Bulk cement product is transferred from ship to shore within fully contained cargo handling silos. Port ancillary services such as tug maintenance occurs at South Wharf. Cargo is also warehoused and forwarded from South Wharf.

Webb Dock West – West of Garden City and Port Melbourne is a purpose-built 19-hectare car terminal which handles and processes motor vehicles as they arrive or leave Melbourne. Vehicles arrive in purpose built 'roll on-roll off' ships equipped with ramps that are lowered directly onto the wharf, so cars and trucks can be driven to a covered holding area nearby.

Webb Dock East – the eastern part of Webb Dock consists of five berths and a terminal stacking area of around 38 hectares. It is home to two berths servicing the coastal trade to Tasmania. Much of Tasmania's imports and exports flow through Webb Dock East. A general purpose berth, used as a car terminal, and heavy duty general cargo is also handled at Webb Dock East. The dock is equipped with a container crane able to accommodate container, breakbulk or pure car carrier vessels.

Station Pier – Station Pier in Port Melbourne is Victoria's premier cruise shipping hub. With four berths, it is the stopover point for international cruise ships visiting Victoria. The inner east berth of Station Pier is also the Victorian base for the *Spirit of Tasmania* Bass Strait passenger and freight ferry service between Tasmania and the mainland, provided by TT-Line. Visiting naval vessels also make use of Station Pier.

Other Facilities in the port

Melbourne Vessel Traffic Service - PoMC provides the Melbourne Vessel Traffic Service (VTS) from its shipping management centre located adjacent to the Swanson Dock swinging basin. As well as ensuring the safe and efficient movement of shipping in the Port of Melbourne, Melbourne VTS acts as a focal point for port incident and emergency response management.

Pier 35 – This commercial marina facility is located along the Yarra River and off Lorimer Street.

Port Education Centre – Located north of Melbourne Vessel traffic Service, PoMC's community facility delivers education programs and provides a meeting place for schools and community groups.

Aerial map of the Port of Melbourne



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