



## The Hon David Hodgett MP

Minister for Ports  
Minister for Major Projects  
Minister for Manufacturing

121 Exhibition Street  
Melbourne Victoria 3000  
GPO Box 4509  
Melbourne Victoria 3001  
Telephone: (03) 9653 9700  
Facsimile: (03) 9653 9850  
DX210074

Ref: DOC/13/134648

Mr David Morris MP  
Chairman  
Public Accounts and Estimates Committee  
Parliament House, Spring Street  
EAST MELBOURNE VIC 3002

Dear Mr Morris

**PUBLIC ACCOUNTS AND ESTIMATES COMMITTEE  
2013-14 BUDGET ESTIMATES HEARING FOR PORTS – RESPONSE TO  
QUESTIONS ON NOTICE**

Thank you for your letter dated 20 June 2013.

I would like to provide my attached response to the Public Accounts and Estimates Committee to the questions on notice taken at the 2013-14 Budget Estimates Hearings for the Ports portfolio held on 14 May 2013.

If you require further information in relation to this response, please contact Robert Oliphant of the Department of Transport, Planning and Local Infrastructure on telephone (03) 9655 6619.

Yours sincerely

**THE HON DAVID HODGETT MP**  
Minister for Ports

10 JUL 2013

**ATTACHMENT:            QUESTIONS TAKEN ON NOTICE AND  
FURTHER INFORMATION AGREED TO BE  
SUPPLIED AT THE HEARINGS**

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**PORTS PORTFOLIO**

- 1. Please advise whether all matters that were raised by GeelongPort Pty Ltd with the Legislative Council Economic Development and Infrastructure Committee have been acquitted, and if not, which matters are still outstanding?**

GeelongPort lodged a submission, dated 15 October 2012, to the Inquiry into Local Economic Development Initiatives in Victoria. Two themes were raised concerning reforms to port planning provisions and the need for improved port infrastructure. A response from the Department of Transport, Planning and Local Infrastructure (DTPLI) is provided:

**1. Port Planning Provisions**

The Victorian government announced a package of port planning measures in May 2012, including: strengthened port policy in the State Planning Policy Framework; a new Ministerial Direction to safeguard surrounding industrial zoning; and the application of the Environmental Significance Overlay on North Shore to ensure that port amenity impacts are considered as part of permit applications.

The Victorian Government has agreed to introduce a new 'Port Zone' into the Victorian planning system to be applied to the Port of Geelong and the other trading ports. The new zone will recognise the significance of commercial trading ports and provide transparency and a consistent zone across ports. The new zone, when introduced, will not require a permit for certain uses of land, subject to conditions. It will also exempt the need for a permit for specified buildings and works, such as works associated with a wharf and storage and handling facilities.

When the Port Zone is applied to port operational areas it is expected that the zone will extend over land and adjoining waters, thereby including areas where wharf infrastructure would occur and enabling such port infrastructure, as per GeelongPort's submission. Drafting of the Port Zone has been completed and is now under active consideration by the Government.

## 2. Port Infrastructure Improvements

In relation to proposed road closures, as the subject roads are government-owned roads their closure and acquisition requires approval from both the Victorian Government and the City of Greater Geelong. These proposals have been raised informally by GeelongPort with both the government and council. It is understood that GeelongPort has engaged consultants to address technical matters and assemble an integrated proposal.

The merits of this proposal, from a government perspective, will be considered once more information becomes available. Such a proposal involves a number of steps and will take time to carefully assess.

In relation to rail proposals, the Geelong Rail Access Improvement Project (GRAIP) which involved rail access to Lascelles Wharf was investigated in 2005, but the associated business case was inadequate. Part of this proposal (the Corio Independent Goods Line) was subsequently funded by the Victorian Government and constructed in 2009.

GeelongPort is conducting further investigations in relation to rail access for Lascelles Wharf.

## **2. Please provide details of the sources from which estimates of the amount of dredging required for a Bay West port have come, and confirm whether or not any advice about dredging required for the port of Hastings has been received (including from Hyder Consulting).**

The sources from which estimates of the amount of dredging required for a Bay West port have come from a range of consultancy reports commissioned for consideration in the preparation of the Victorian Freight and Logistics Plan:

A report by a consortium of consultants, including Hyder, received by the former Department of Transport in early 2011, contained some preliminary estimates of dredging requirements for the Port of Hastings.