



# COMMITTEE FOR GEELONG

## SUBMISSION

Inquiry into the Proposed Lease of the Port of Melbourne

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## 1. Introduction

The Committee for Geelong (CfG) is pleased to lodge a submission to the Inquiry into the Proposed Lease of the Port of Melbourne.

Please note that the CfG's submission is not confidential.

The CfG is an independent, member-based organisation that advocates for the best overall long-term outcomes for Geelong. Our members represent the political spectrum and a breadth of industry both by sector and size. We work with members, leaders, stakeholders and governments to provide strategic leadership and influence to leverage the economic potential of the region to make Geelong a world-class place.

## 2. Background

Prior to the Victorian State election, the CfG was pleased to co-facilitate - in partnership with the G21 Geelong Region Alliance - a debate on Victoria's second port between the Victorian Government and State Opposition. It became evident during the debate that having a clear port strategy was important to both parties, and is vital to ensuring Victoria is able to retain its place as the nation's leading port destination. However, it also became clear that both parties had a different vision for the location of Victoria's second port.

The decision regarding long term port infrastructure planning has both state and national significance. While the establishment of a new port between Werribee River and Point Wilson would provide enormous benefits to the Geelong region, the CfG agrees that the location of Victoria's second port must be based on an independent analysis of all relevant evidence. This detailed, independent analysis is needed to ensure the right proposal for both the State and Australia proceeds. Once a preferred location for the port is confirmed, industry can make vital investment decisions for the longer term.

Before the election, Labor stated that it would establish Infrastructure Victoria, with one of its first priorities to advise the best location of Victoria's second port. This commitment was strongly supported by the CfG.

The CfG believes that Victoria's second port should be built when the State's business, and the broader Australian region that it serves, requires it. Given the growth of Melbourne, and significant congestion around the Port of Melbourne precinct, it appears that Victoria may need a new port in 20 – 30 years. It is clear to the CfG that Hastings could be retained for large ships that require access to Victoria and are too large for access to Port Phillip Bay.

### 3. Geelong Context

The CfG believes that Victoria's second port should be developed around the Point Wilson area. More specifically, a new port in close proximity to Avalon Airport would ensure all four modes of transport are easily accessible and could set Victoria clearly ahead of global competitors.

This new area would very quickly become the most comprehensive intermodal facility in Australia, being located between Victoria's two major cities and with great access to existing industrial precincts.

### 4. Conclusion

The CfG welcomes the Port of Melbourne Privatisation Inquiry and makes the recommendations as outlined below. We look forward to a positive outcome that will benefit Geelong, Victoria and Australia.

### 5. Recommendations

The CfG supports the following policy initiatives and requests that they be taken into consideration through the Inquiry into the Proposed Lease of the Port of Melbourne:

- 5.1. Infrastructure Victoria to be mandated to determine the location of Victoria's second port as its first priority.
- 5.2. Based on the recommendation of Infrastructure Victoria, establish a port strategy for Victoria.
- 5.3. Ensure that any lease of the Port of Melbourne is consistent with Victoria's port strategy and provides a platform for the relocation of all, or part, of the Port of Melbourne operations to the new port at an appropriate time.
- 5.4. Ensure that a reasonable proportion of the proceeds generated from the sale of the Port of Melbourne flows to regional Victoria, especially given that the agribusiness sector is among the biggest users of the Port of Melbourne.

### 6. Contact Details

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