



Session: Building the Case for Port Master Planning

- *developing a framework for effective port master planning*

 **Ports Australia**

Perth, Australia

October 2014

 **sprott** planning & environment
strategic creative balanced

today's discussion

Key Drivers

Ports Australia Work

- Key Reports

Forward Thoughts

Drivers – for adopting a ‘master planning’ approach

Economic / Operational

- to facilitate long-term economically efficient and safe **access to world markets**
- to manage increasing **trade growth***
- to create **better alignment** of Public Policy (Urban Planning, Transport/Infrastructure & Environment)
- to create **investment confidence** and **development certainty**

Social / Cultural

- to address increasing **tension/competition** for waterfront land
- to address increasing **community/cultural expectations**

Environmental

- to address **environmental values & increasing expectations**

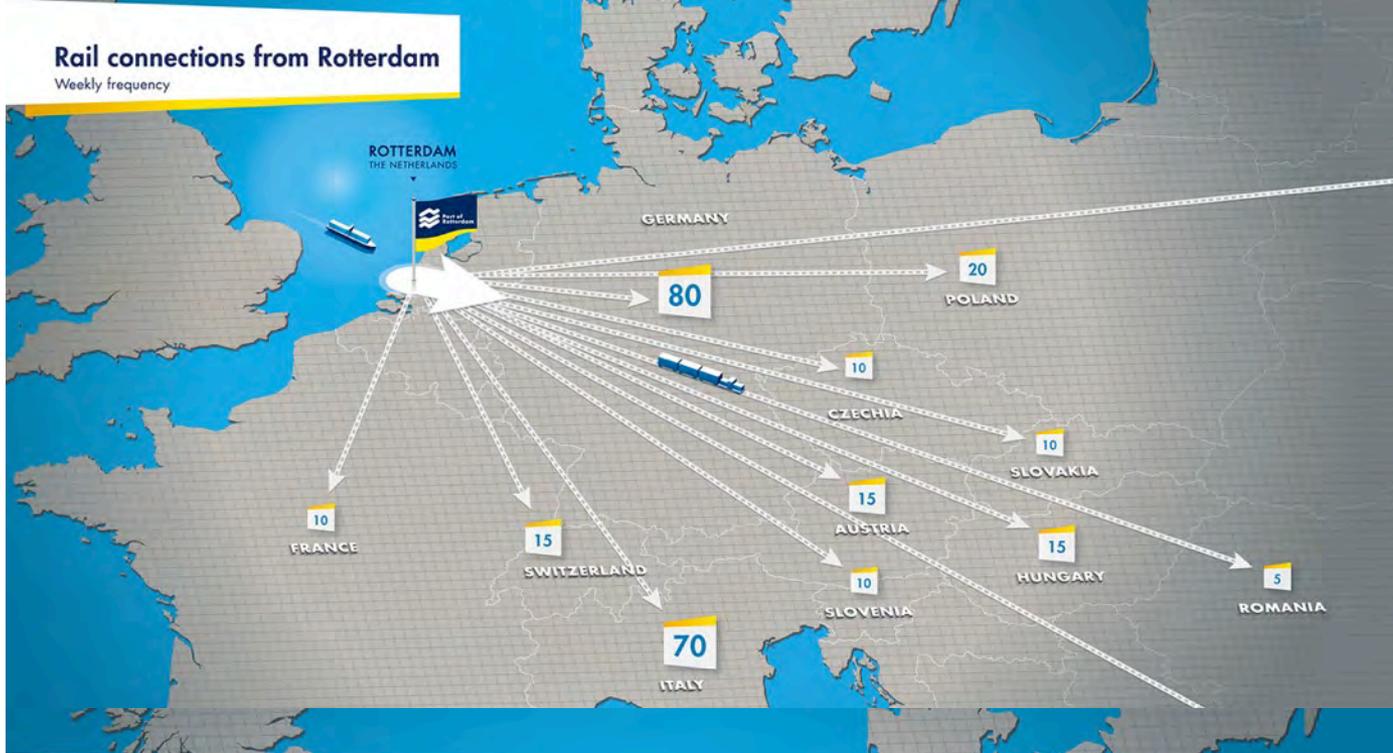




Economic/Operational - ACCESS

Rail connections from Rotterdam

Weekly frequency



Barge connections from Rotterdam

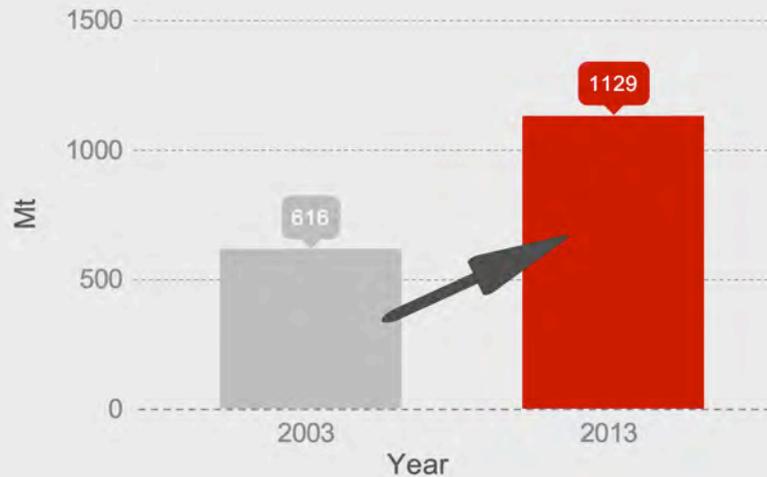
Container services weekly frequency



Australian Port growth

Trade Increase 2003-2013

National



83%

Notables

WA

150%

Capital City Ports

40%

Major Bulk Ports

110%

GBR Ports

40%

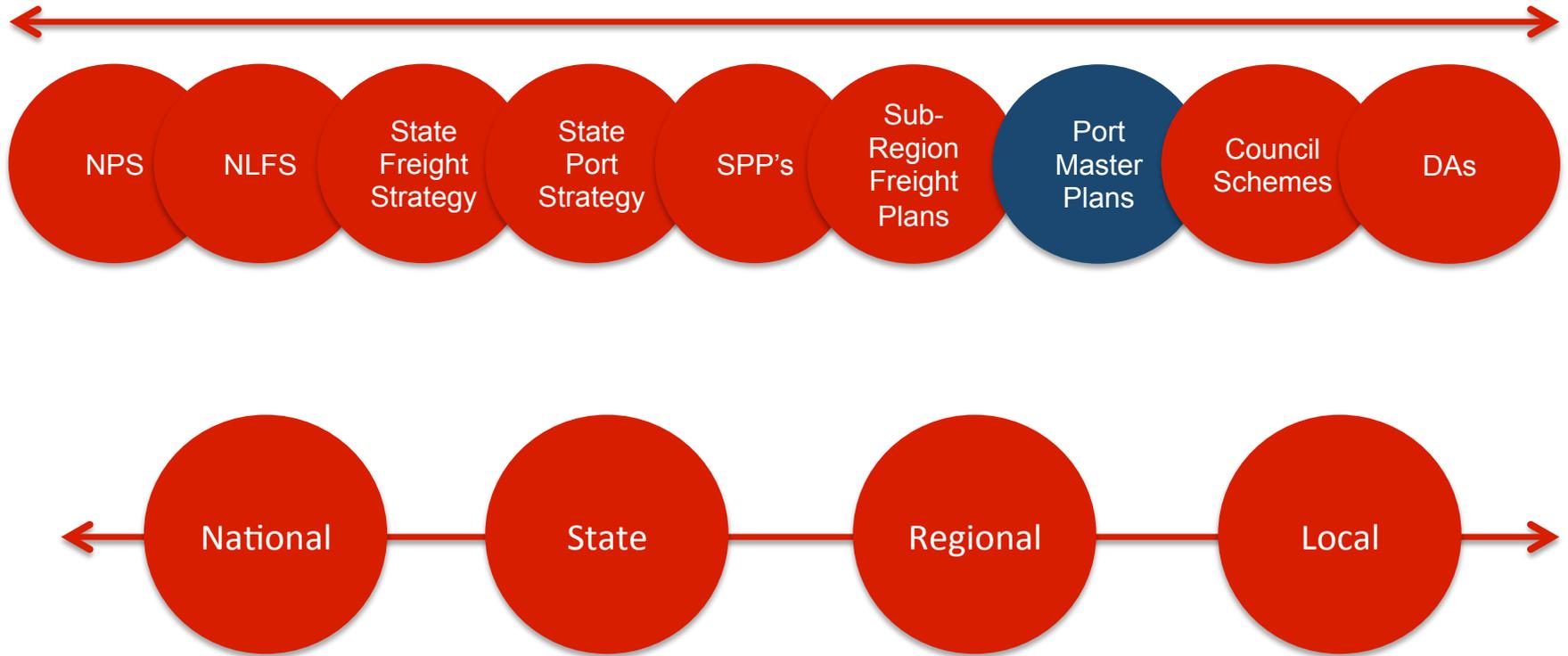
Containers

65%

sprott planning & environment
strategic. creative. balanced.

Economic/Operational – TRADE GROWTH

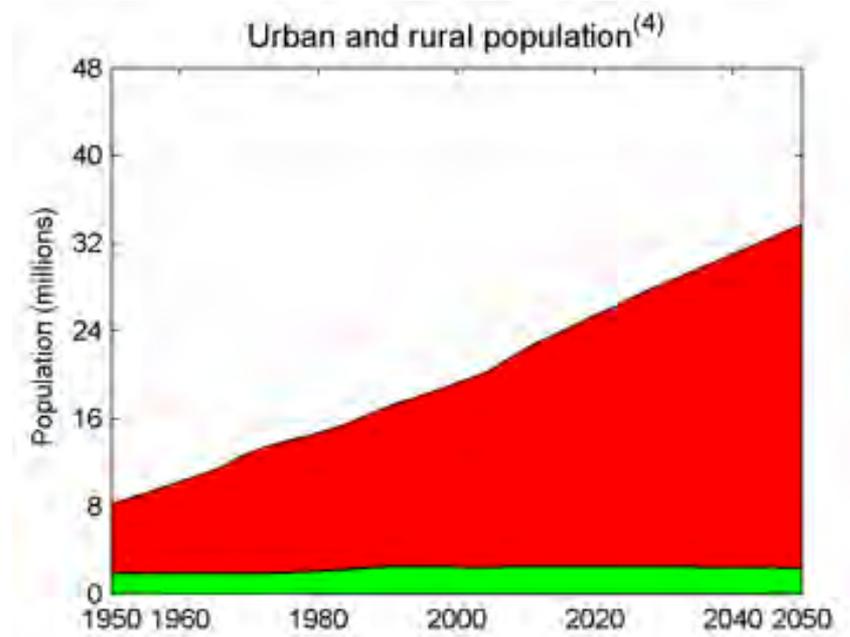
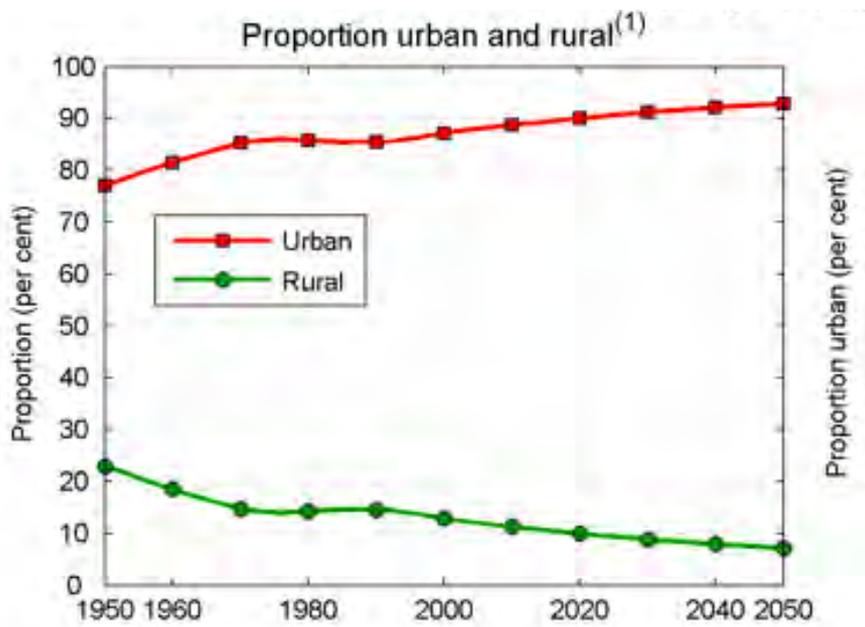
'line-of-sight-planning'



Economic/Operational – POLICY ALIGNMENT



Economic/Operational – INVESTMENT CONFIDENCE



AUSTRALIA

World Urbanization Prospects, UN 2014



Social / Cultural – URBAN TENSION



Social / Cultural – COMMUNITY EXPECTATIONS



Environmental – VALUES &
EXPECTATIONS

Reefs tool to assess health of the Great Barrier Reef



Federal Government set to announce Abbot Point Coal Terminal expansion in north Qld

Barrier Reef tourism operators drop legal action over dredge spoil dumping

By Sharnie Kim
Updated 1 hour 33 minutes ago



I DON'T SUPPORT DUMPING ON THE REEF

Storms and starfish put Barrier Reef in jeopardy

Abbot Point dredging approval under heavy fire

Dumping ban urged for Australia's iconic reef

U.S. Groups Sue Over Fossil Fuel Project in Australia's Great Barrier Reef

by Teri Shore ([tshore \[at\] tirn.net](mailto:tshore@tirn.net))
Monday Oct 7th, 2013 12:14 PM



Where they plan to dredge

The Federal Govt on Tues approved a dredging program for three terminals at the Port of Abbot Point. It also approved the Arrow LNG facility and transmission pipeline on Curtis Island.

Abbot Point
...million cubic metres of dredging to create channels for the mostly coal ships. limited to 1.3m cubic metres a year.



Topics: dudgeon point coal terminal, great barrier reef, world heritage, world wildlife

Dudgeon Point poses danger to Great Barrier Reef

by Daniela Gelzer | Oct 7th, May 2013 7:56 AM

Ports Australia Work - Key Reports



Ports Australia



**Leading Practice:
Port Master Planning**
Approaches and
Future Opportunities
August 2013

Master Planning



Ports Australia

In partnership with
PORTS WA



TRUSTEES AND PORTS COUNCIL OF WESTERN AUSTRALIA



**Leading Practice:
Port & Supply Chain Protection**
Current Practice & Future Opportunities
April 2014

Port & Supply Chain Protection

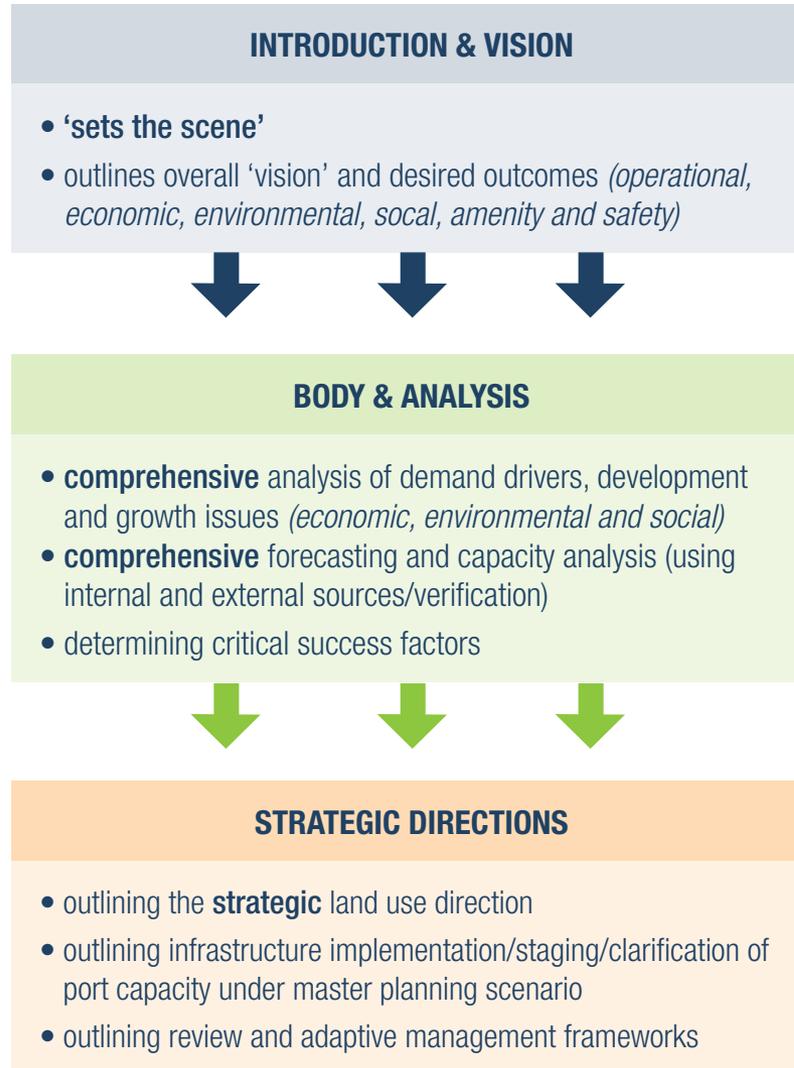
Master Planning Report

This report was commissioned to:

- proactively assist ports in their response to the enhanced master planning focus outlined in the NPS
- broaden the discussion and capture the potential benefits of comprehensive port master planning
- outline various approaches to master planning both within Australia and internationally; and
- address regulatory streamlining and reform options



Suggested framework..



Introduction & Vision

- Strategic Vision
- Executive Summary
- History & strategic importance of port
- Purpose of Master Plan
- Regulatory, State and National Planning Context
- Strategic Objectives underpinning the Master Plan
- Strategic Outcomes Sought
- Safety & Maritime Security Considerations
- Consultation Undertaken

Body & Analysis

- Operational, Spatial, Financial and Environmental Context
- Historical Trading Patterns/ Volumes
- Industry Trends and Volumes
- Critical Supply Chain & Port Infrastructure – LANDSIDE & MARINE
- Interface Management
- Forecasting / Projections
- Port Infrastructure & Capacity Analysis – LANDSIDE & MARINE

Strategic Directions

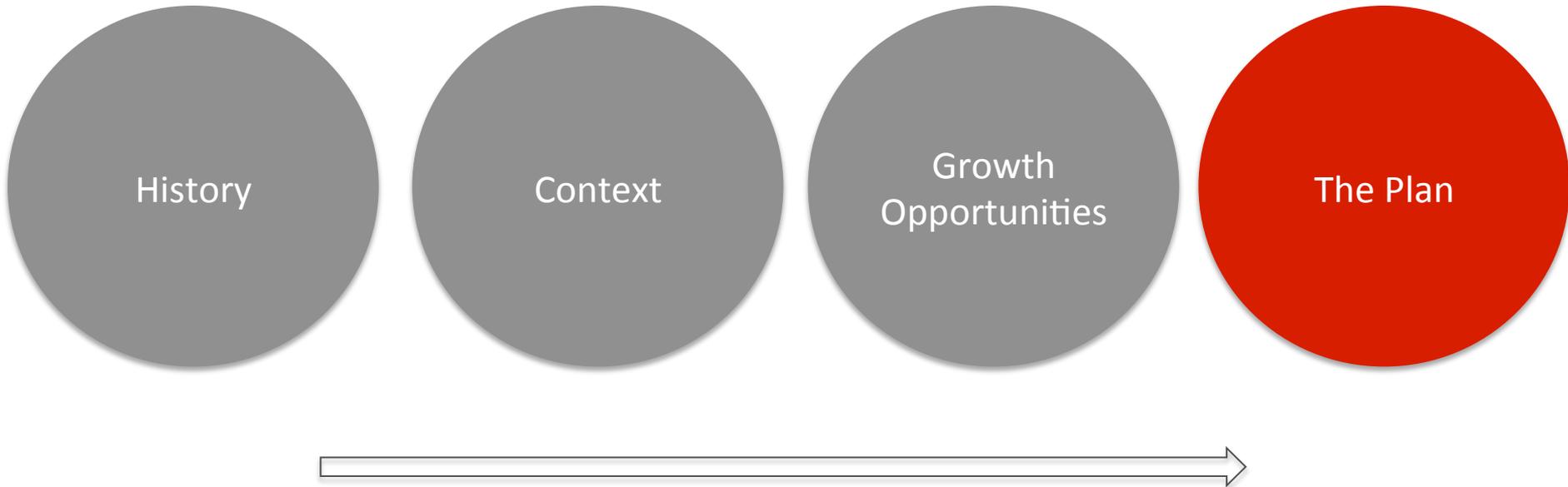
- Regulatory Alignment – National, State, Regional, Local ‘fit’
- Strategic Operational Objectives
- Strategic Land Use Designations
- Implementation
- Monitoring & Adaptive Management Measures
- Conclusions & Summary

Suggested Content



SUGGESTED Master Plan Contents <i>(fundamental purpose of section shown in italics)</i>	Guidance for each section <i>(relevance and/or level of detail will be dependant upon the individual port)</i>
INTRODUCTION & VISION	
Strategic Vision <i>(sets the scene)</i>	States the strategic vision for the port
Executive Summary <i>(provides 'snapshot' of master plan)</i>	Summarises key master plan elements. Suggest that this section covers: <ul style="list-style-type: none"> - history of port - history of previous master plans - detailed process through which master plan has been prepared - strategic outcomes sought - delivery strategy - governance systems - ongoing monitoring and adaptive management (including detail of next review)
History and strategic importance of the port <i>(provides historical importance of port to the economy and community – demonstrates longevity)</i>	Summarises history of port. Including historical: <ul style="list-style-type: none"> - aerial and operational photographs – demonstrating growth over time - trade patterns and economic contribution to wider economy - key milestone events - stakeholders and port tenants - community and environmental images
Purpose of Master Plan <i>(Outlines that plan is seeking to 'clarify the future')</i>	Outlines purpose and significance of master plan.

Put simply....

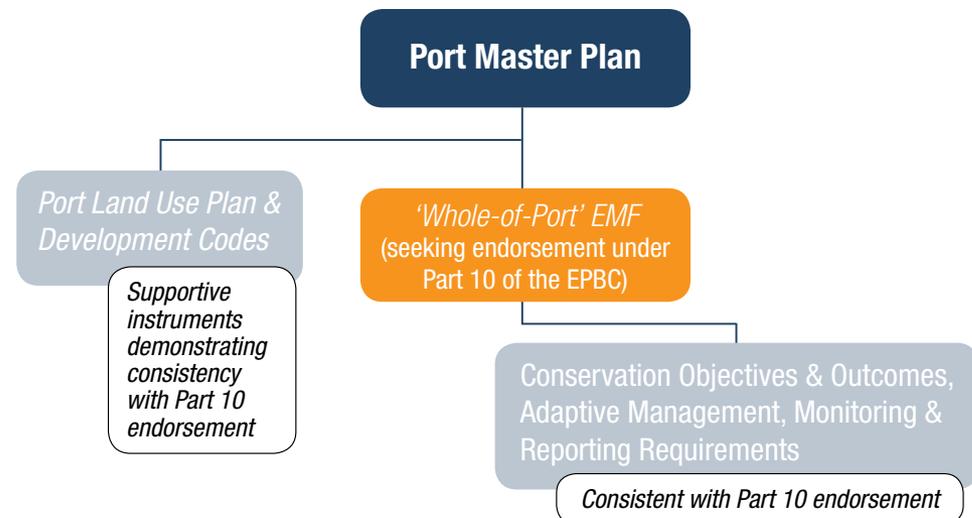


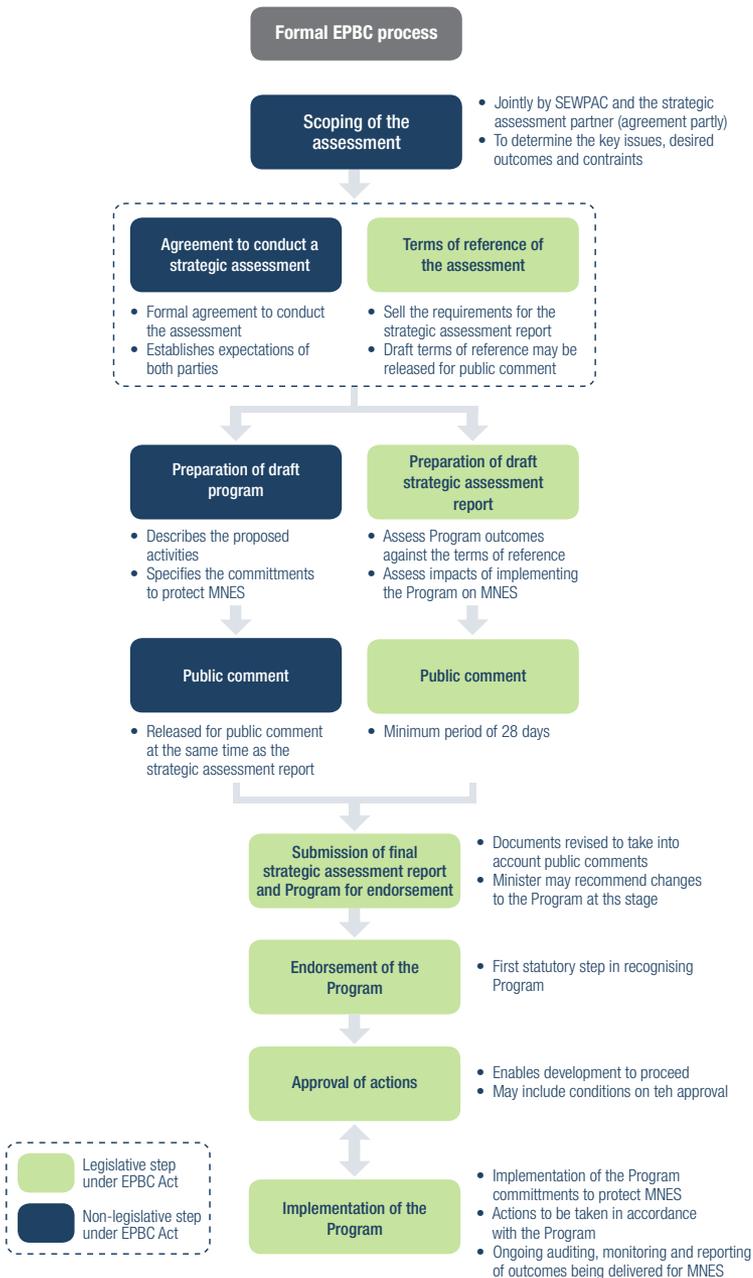
Master Planning Report



This report also highlighted the benefits of adopting a **‘strategic assessment’** approach to master planning:

- examined Part 10 EPBC ‘Strategic Assessment’ options
- each state / jurisdiction will need to examine in the context of their own frameworks etc
- believe this approach would lead to stronger outcomes for all stakeholders





Commentary/Discussion

Determine appropriate Master Plan components to proceed through Part 10 assessment

Preferably undertaken in synch with preparation of Master Plan components

Endorsed Plan (eg. a Master Plan's 'Whole-of Port EMF')

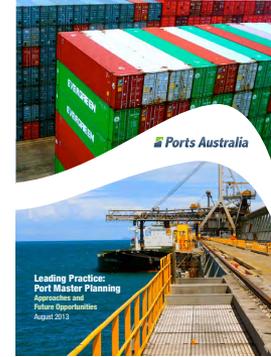
Certain 'classes of actions' potentially receive approval to proceed

Ongoing Monitoring, Review and Adaptive Management Framework



Leading Practice: Port Master Planning
Opportunities and Future Opportunities
August 2013

Master Planning Report



PORT	INDUSTRY
<ul style="list-style-type: none"> • Communicates port history • Articulates the port vision • Adds significant economic value • Clarifies potential port footprint • Acts as a tool for stakeholder communication • Tests proposed land allocations • Outlines future infrastructure requirements • Outlines and organises infrastructure programming and delivery • Provides ‘confidence’ for negotiations • Drives external policy alignment (land use planning, transport, environmental policies, etc) 	<ul style="list-style-type: none"> • Promotes increased industry and investment confidence via increased transparency • Provides comparative analysis opportunities • Reduces perceived ‘regulatory risks’ identified by potential financiers • Provides confidence for human resource decisions relating to the procurement and mobilisation resources for major projects • Addresses incompatible adjoining land uses • Addresses (in part) community consultation/engagement requirements
ENVIRONMENT	COMMUNITY
<ul style="list-style-type: none"> • Allows early and strategic consideration of environmental values • Allows identification of potential impacts and consequential ‘whole-of-port’ management, monitoring and offset programs • Promotes targeted environmental management systems • Allows targeted and beneficial rehabilitation programs 	<ul style="list-style-type: none"> • Communicates what the port vision IS • Communicates what the port vision IS NOT • Communicates surface transport corridor and allied infrastructure requirements – ‘beyond the port boundary’ • Communicates potential port interface issues • Provides greater understanding of key operational drivers
GOVERNMENT	
<ul style="list-style-type: none"> • Promotes alignment between National and State/Territory port strategies • Clarifies ‘interface planning’ issues and challenges (eg. appropriate land uses/buffer requirements, etc) • Identifies beyond the port infrastructure requirements (eg. surface transport corridors / allied infrastructure requirements – power, water, sewerage, telecommunications, inland terminals/hubs ,etc) • Promotes local and regional policy alignment (land use planning, transport, environmental, etc) 	

Port & Supply Chain Protection

- Need for port & corridor protection highlighted in NPS and NLFS
- Study followed on from *Leading Practice Port Master Planning* report by Ports Australia
- Looked at key issues, case studies (International and Australian)
- Recommendations for the future
- Multi-faceted approach required
 - Policy & Regulation
 - Technical
 - Education, Training, Information & Awareness



Port & Supply Chain Protection



Well planned &
protected movement
of freight



Increased economic
efficiency & productivity



Benefits to state /
national economies &
national prosperity

Port & Supply Chain Protection



Key Findings - General

- ‘Disconnect’ between **Policy Intention** and **Regulatory Implementation**
- Need for greater identification and designation of **key*** nodes and corridors
- Need for earlier consideration of ‘land use appropriateness’ near to ports and supply chain nodes/corridors
- Each state will need to approach issues appropriate to their respective regulatory and political environment

THE GOAL:
Protection of port lands, freight corridors and infrastructure

THE LINE OF SIGHT WHICH MUST BE ACHIEVED

National Ports Strategy

National Land Freight Strategy

State Transport & Planning Legislation

State Policies
(including transport/freight policies)

Regional/Metro Planning Instruments

Local Government/Port Planning Schemes
(where development applications are actually made)

POLICY & REGULATORY Intention

STATUTORY Implementation



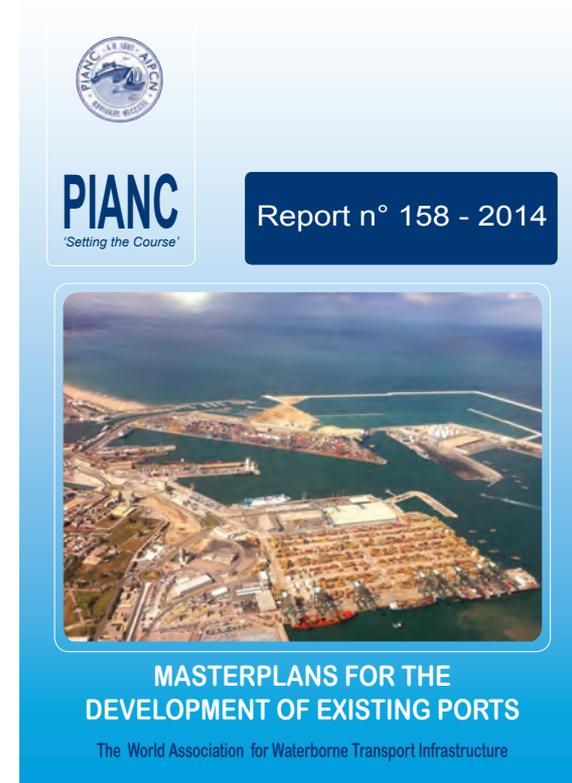
Strength of line shows typical mismatch between intention and implementation

OUTCOMES Expected

Outcomes REALISED

PIANC Master Planning Report

- Prepared over 2 year period
- International Working Group
- Report suggests ports take a broader view on port master planning & integrate operational, social and environmental issues
- Informative technical paper



Forward Thoughts

Port Master Planning should:

- be properly **contextualised**
- address *beyond port boundary* issues
- underpin & drive **policy alignment** at state and local levels
- address & manage **environmental values**
- provide clarity for **community and stakeholders**
- **streamline regulation** for 'consistent' development
- **create 'nodal' investment confidence**

thank you

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