

## Cargo Handling Facilities

There are three large shiploaders located on Port. A grain and woodchip ship loader on KS Anderson wharf is capable of loading 1,200tph for grain and 900tph for woodchips. A mobile woodchip ship loader on No. 6 berth is capable of loading woodchips at 900 tonnes per hour. A mobile shiploader located on berth No. 5 is capable of loading mineral sands at 1,500 tonnes per hour.

A vacuum ship unloader and conveyor system at the Smelter berth transports alumina, petroleum coke and aluminium fluoride products 5km to the Portland Aluminium Smelter.

Pipelines are located at KS Anderson No. 2 berth for transfer of sulphuric acid and liquid pitch to nearby storage tanks.

## Rail Access

Grain is transported by rail from the Wimmera and Mallee districts to the GrainCorp Terminal on standard gauge lines.

## Export Statistics – 2014 Financial Year

Grain – 680,000 tonnes  
Forestry – 3,540,000 tonnes  
Aluminium ingots – 250,000 tonnes  
Livestock – 60,000 tonnes  
Fertiliser – 10,000 tonnes  
Mineral Sands – 540,000 tonnes

## Import Statistics – 2014 Financial Year

Smelter Products - 720,000 tonnes  
Fertiliser - 290,000 tonnes  
Mineral Sands - 90,000 tonnes  
Other - 50,000 tonnes

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# **PORT OF PORTLAND**



While the Port traces its history back to the 1800s, it only became a commercial, all weather port in 1960.

In 1945, the Victorian Government received a report from its Public Works Committee recommending that the Port be upgraded to help develop western Victoria. The 'new' port was officially opened on Henty Day, 19 November 1960, by the Governor of Victoria, Sir Dallas Brooks.

Today the Port of Portland is the international gateway to the Green Triangle Region and beyond and is the only Victorian port that serves the needs of two states - Victoria and south-eastern South Australia.



## Port History

Before 1843 small boats called lighters were used to transfer cargo to the ships to export whale oil and wool and import supplies. With the increasing trade especially in wool, the Henty Pier was constructed in 1843 and the Station Pier in 1857. The lighters continued to be used up until the Ocean Pier was completed in 1901.

The Port was purchased from the Victorian Government in March 1996. The Port is owned by two investment funds managed by Hastings Funds Management and Palisade Investment Partners.

## New Port is Built

Construction on KS Anderson Wharf and Portland's main breakwater began on 17 November 1952. Wharf and berth construction, dredging and reclamation continued until the Governor, Sir Dallas Brooks, officially opened the new port on 19 November 1960.

In 1952 when construction began 21 vessels called at Portland to transfer 45,000 tonnes of petroleum products and 6,513 tonnes of frozen meats, cheese and dried milk powder. By 1960 trade had reached 200,000 tonnes.

Today trade has grown to more than 6.2 million tonnes per year primarily comprising woodchips, mineral sands, smelter products, livestock and grain. Today's trade establishes men like Keith Anderson, Sid Patterson and Theo Jarrett, who lobbied tirelessly for the port's construction, as men of commendable vision.

## The Modern Port

Portland harbour is formed by two man-made breakwaters with a north facing entrance channel. There are four common user berths catering for most types of bulk and general cargo vessels and a fifth special purpose berth dedicated to Portland Aluminium.

The Port of Portland is a sheltered, all weather, deep-water port strategically located between the capital city ports of Adelaide and Melbourne providing a vital and growing trade link for South Eastern Australia.

The Port is a major import and export facility provider for the Green Triangle Region and beyond. The Port services the region's rich agricultural industry (mainly grains, cattle and sheep), the mineral sands industry, the forest products industry, the Portland Aluminium Smelter and the fertiliser industry.

The storage facilities combined with efficient handling equipment and a dedicated workforce offers shipping turn-around times amongst the best in Australia. Portland has a reputation for efficient operations and has a stable industrial record.

## Port Development Time Line

Date	Port Development
1963	S.L. Patterson Tanker Berth completed
1965	Vertical grain storage silos
1969	No 6 Berth constructed
1978	GrainCorp (Grain Elevators Board) assumes control of grain handling facilities
1982	Smelter Berth constructed
1986	No 5 Berth constructed
1996	State Government sells the port to an Australian consortium
2006	Mineral Sands Storage & Handling Facility constructed
2010	ABP hardwood chip export facility constructed

## Geographical Location

Latitude: 38° 21' South Longitude: 141° 36' East

## Towage

Two 2,844bhp tugs operated by the Port of Portland Pty. Ltd. The tugs are called Cape Nelson and Cape Grant after nearby capes.

## Port Trade

**Exports:** grain, woodchips, logs, aluminium ingots, livestock, processed mineral sands and timber products.

**Imports:** alumina, petroleum coke, fertilisers, sulphuric acid, liquid pitch, unprocessed mineral sands and wind turbine components.

## Port Depths

The Port is 13.6m deep at the harbour entrance and the turning basin is 12.2m deep.

## Wharfs

There are six shipping berths. Depths and lengths at the berths are as follows:

Berth	Length	Depth
No. 1 berth (outer)	257m	12.5m
No. 2 berth (inner)	155m	10.6m
No. 5 berth	240m	12.2m
No. 6 berth	228m	11.7m
Smelter berth	203m	11.8m
SL Patterson berth	76m	10.8m

Tide permitting vessels may depart No. 1 and No. 5 berths with draught of up to 12.8 metres after receiving written approval from the Harbour Master.

## Storage Details

No. 1 shed - 2,550m<sup>2</sup>  
No. 2 shed - 5,250m<sup>2</sup>  
No. 5 shed - 2,550m<sup>2</sup>  
Starch shed - 6,525m<sup>2</sup>  
Grain shed - 15,000m<sup>2</sup>  
Log storage (open) - 8 hectares  
Mineral Sands shed with a capacity of 60,000t  
Silos – 24 silos with a capacity of 60,000t