

## 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

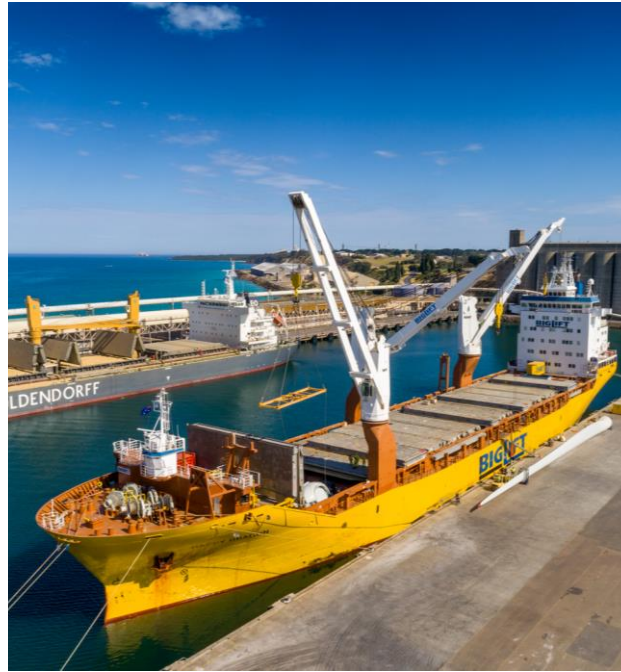
Grain is transported by rail from the Wimmera and Mallee districts to the GrainCorp Terminal on standard gauge lines.

### EXPORT STATISTICS (2022 FINANCIAL YEAR)

Grain	1,000,000 tonnes
Forestry	3,000,000 tonnes
Aluminium ingots	160,000 tonnes
Livestock	50,000 tonnes
Mineral Sands	100,000 tonnes

### IMPORT STATISTICS (2022 FINANCIAL YEAR)

Smelter Products	640,000 tonnes
Fertiliser	270,000 tonnes
Mineral Sands	Nil.
Other	50,000 tonnes



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## PORT OF PORTLAND



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.

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.

The Port was purchased from the Victorian Government in March 1996.

The Port is 100% owned by 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 approximately 6 million tonnes annually and is primarily comprised of 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.

## PORT DEPTHS

The Port is 13.6m deep at the harbour entrance and the turning basin is 11.6m deep.

## 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.

## WHARFS

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

BERTH	LENGTH	DEPTH
No. 1 berth (outer)	257m	12.6m
No. 2 berth (inner)	155m	10.6m
No. 5 berth	240m	12.5m
No. 6 berth	228m	11.8m
Smelter berth	203m	12.1m
SL Patterson berth	76m	10.8m

## 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>

Strach shed - 6,525m<sup>2</sup>

Grain shed - 15,000m<sup>2</sup>

Open air storage - 8 hectares

Mineral Sands shed with a capacity of 60,000 tonnes

Silos – 24 silos with a capacity of 60,000 tonnes



## 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.