

# Introducing **Botany Intermodal**

## **Executive Forum — NSW Intermodals**

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15 August 2017

# DP World Logistics Australia

## Moving beyond the port gate



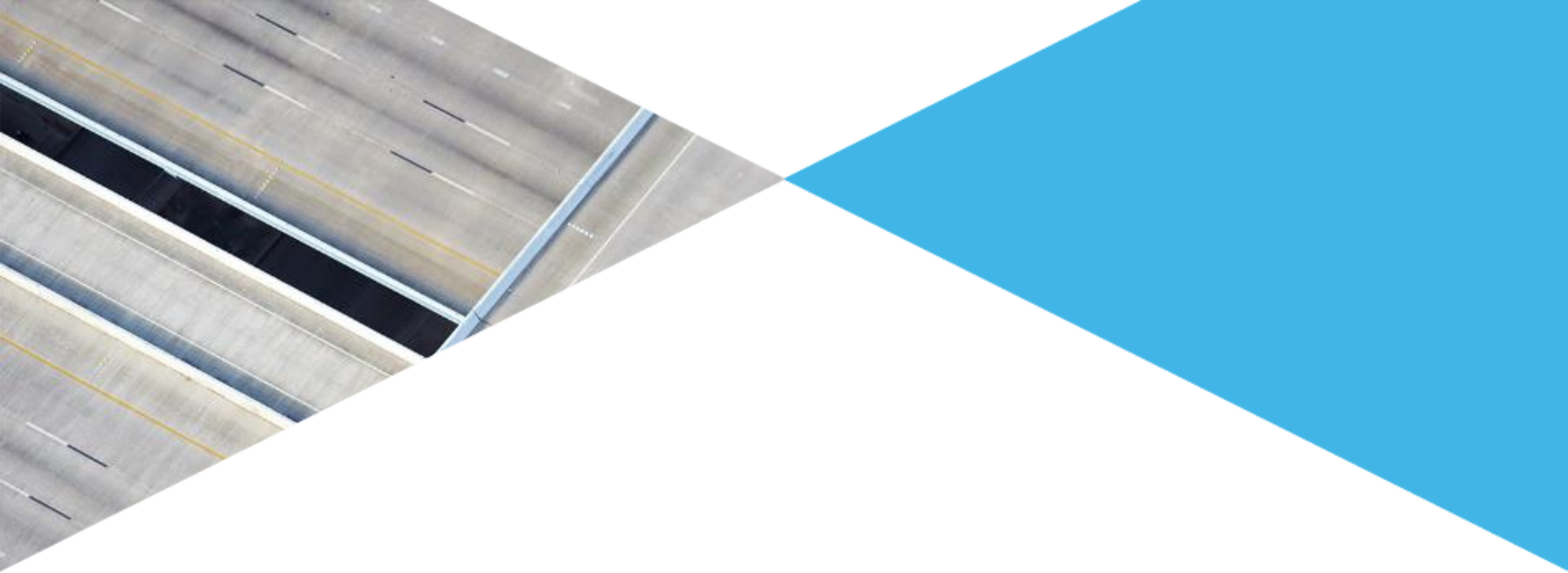
- > The move into landside logistics is part of a long-term strategy to move beyond the port gate
  - > We offer efficiencies to customers and other stakeholders in the supply chain
- > The new **DP World Logistics Australia** brand is a natural extension of a local and global network stretching across DP World's 70 international container terminals
- > The new intermodal business aligns with our plans to develop operations that complement DP World Australia's stevedoring business

# DP World Logistics Australia

## Moving beyond the port gate

- > **DP World Logistics Australia** will offer:
  - > fast and efficient container coordination
  - > Full and empty movement
  - > cleaning
  - > repairs
  - > refurbishment and
  - > storage services to customers who are transiting container freight into and out of the terminals





# Botany Intermodal

**Overview**



# ▶ Botany Intermodal

## Two locations

- ▶ As part of the Logistics rebrand, a new business, **Botany Intermodal** will be housed within DP World Logistics Australia
- ▶ Botany Intermodal is connected to the Southern Sydney Freight Line providing the opportunity for rail operators to load empties within the port precinct
- ▶ Botany Intermodal will operate out of two locations:
  - ▶ **Park 1** at 1890 Botany Road (formerly known as Sydney Haulage) and
  - ▶ **Park 2** at Bumborah Point (formerly known as Smith Brothers)



# ▶ Botany Intermodal

## Park 1

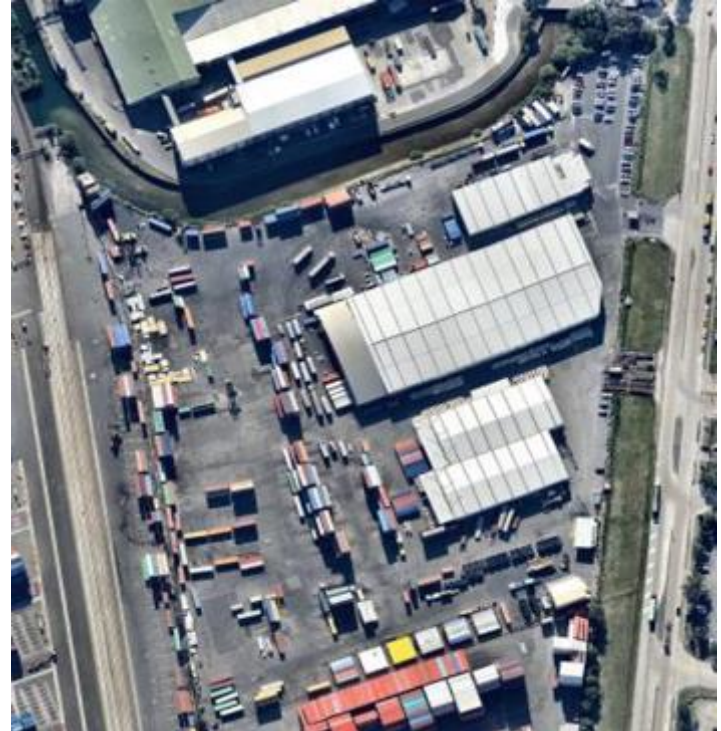
- ▶ Port Botany's most strategic IMT offering:
  - ▶ The only Port Botany facility with 2 x 400mtr sidings and the full range of empty depot services
  - ▶ 9500 teu storage capacity
  - ▶ Empty container storage and repairs
  - ▶ Refrigerated container services
  - ▶ Container upgrades (steam clean & food quality)
  - ▶ ISO tank and road tanker services
  - ▶ Full storage
- ▶ Load and unload rail freight and offer storage solutions for containers ahead of vessel receival windows
- ▶ Container storage services at considerably lower rates than terminal storage



# Botany Intermodal

## Park 2

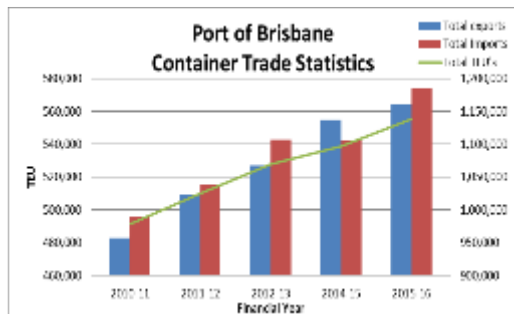
- > Adjacent to Port Botany Terminal
  - > Historically a container freight station offering:
    - > Empty and laden container storage
    - > Tail gate inspections
    - > AQIS washing and
    - > Warehousing
    - > Out-of-gauge storage and handling, including receiving, lashing and delivering nonstandard goods
- > 4000 teu storage capacity
- > Warehousing will be sublet with lease periods not impacting on future DPWA development plans for the site
- > Future plans for integration with our Port Botany Stevedoring Terminal and expanded Intermodal facilities



# Logistics Overview

The continuing growth of trade through East Coast ports will drive further demand for Empty Container Parks (ECPs) with ECPs an integral component of the port's supply chain

Port growth



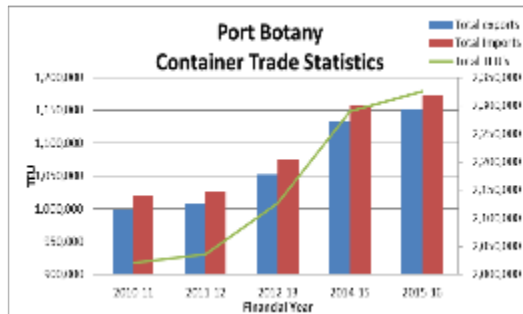
## Brisbane

Experienced the largest TEU growth of east coast ports across FY2011-2016 at 16.3%

Rail terminal (BMT) operated by Port of Brisbane and operates off wharf

Port of Brisbane development has seen expansion of empty container parks

3 Stevedores offer Direct Empty Returns



## Sydney

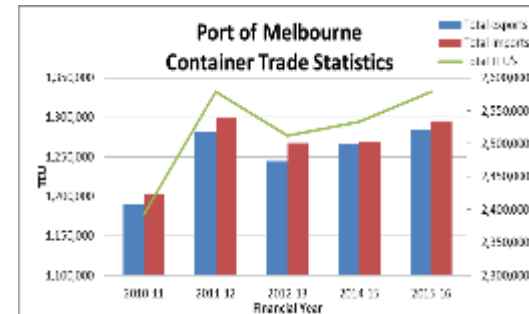
Port TEU growth 15.0% FY2011-2016

Only 2 local empty parks have on site rail, which is vital for empty movement to regional areas (Syd Haulage & MCS Cooks)

Limited opportunity to expand empty park in port area

Reduction in 'port area' empty parks capacity forecasted in 2018

3 Stevedores offer Direct Empty Returns



## Melbourne

Port growth 7.8% across FY2011-2016

Empty parks are primarily located within 10kms of Swanson dock

Limited opportunity to expand empty parks in port area

Push for empty park in Northern suburbs

DP World Australia and Patrick offer limited Direct Empty Return facilities



# DP World Logistics Australia

## Botany Intermodal

### Why we are different

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- > Sydney's only 24x7 empty depot
  - > Improving supply chain efficiency
- > Adjacent to all Stevedores
- > Reduction in idle time of your train/wagon set awaiting for 'another Stevedore to finish'
- > Push in the first available rake while Locomotives set out to recover the next
- > A focus on service and equipment to meet demand
- > Adjacency to wharf and high productivity provides
  - > A relief valve to the challenges attaining Stevedores windows
  - > A cost effective alternative to 'late running trains'
  - > An ability to add additional train cycles to meet export demand
  - > Seamless exchange of exports off and empties on



# ▶ Linking Parkes to Port Botany

## Partnership with SCT Logistics



- › DP World Logistics Australia will partner with SCT Logistics to service regional trains providing exporters and importers direct access to the dock via our Sydney Stevedoring Terminal
- › Botany Intermodal's connection to the Southern Sydney Freight Line will drive improved rail efficiency and speed of service to adjacent stevedoring operations
- › SCT Logistics currently moves freight from Perth to Sydney via Parkes and is well positioned to expand services to include export into Port Botany to meet vessel cut offs
- › SCT Logistics will utilise their 324 hectare regional intermodal estate with exporters and importers situated in the strategic Parkes rail hub
- › The partnership represents a fantastic opportunity to connect Parkes and the Central West with Port Botany



# New website

[dpworldlogistics.com.au](http://dpworldlogistics.com.au)