



**NSW Ports**

**FTA/APSA Executive Forum – NSW Intermodal  
August 15 2017**

**Mick Cronin - General Manager Strategy & Commercial**

# NSW Ports

## OUR VISION

To be a world class port and logistics manager driving sustainable growth

## OUR APPROACH

We promote and facilitate sustainable trade growth through quality infrastructure, efficient operations and by engaging with customers and stakeholders

## OUR PURPOSE

We are custodians of key New South Wales ports – the gateways handling your valued goods

## CORPORATE OBJECTIVES

Sustainable growth

Safe, responsible and efficient performance

Relationships with stakeholders

A highly engaged and effective workforce

Shareholder value



Integrity



Accountability



Passion



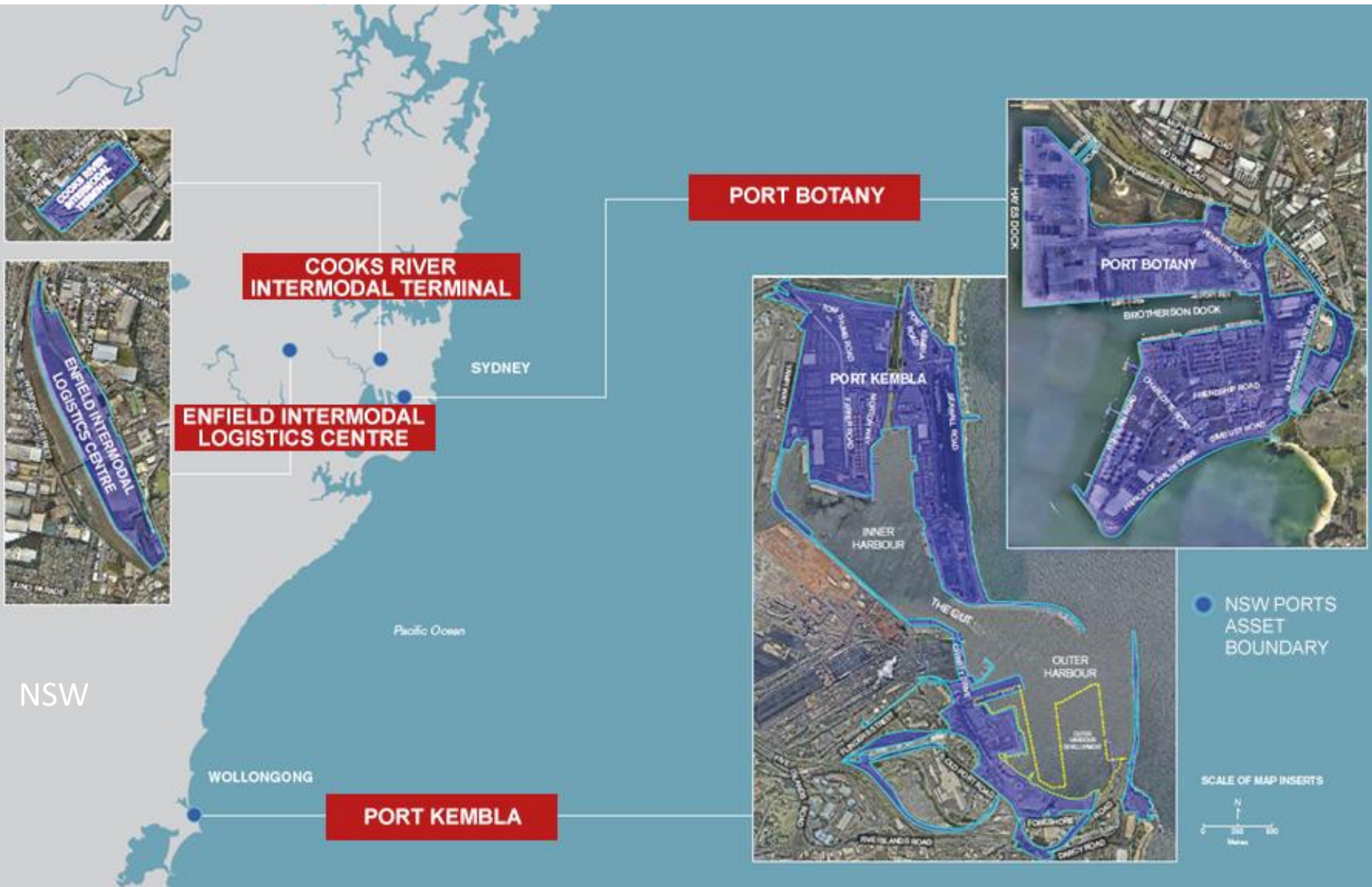
Collaboration



Care

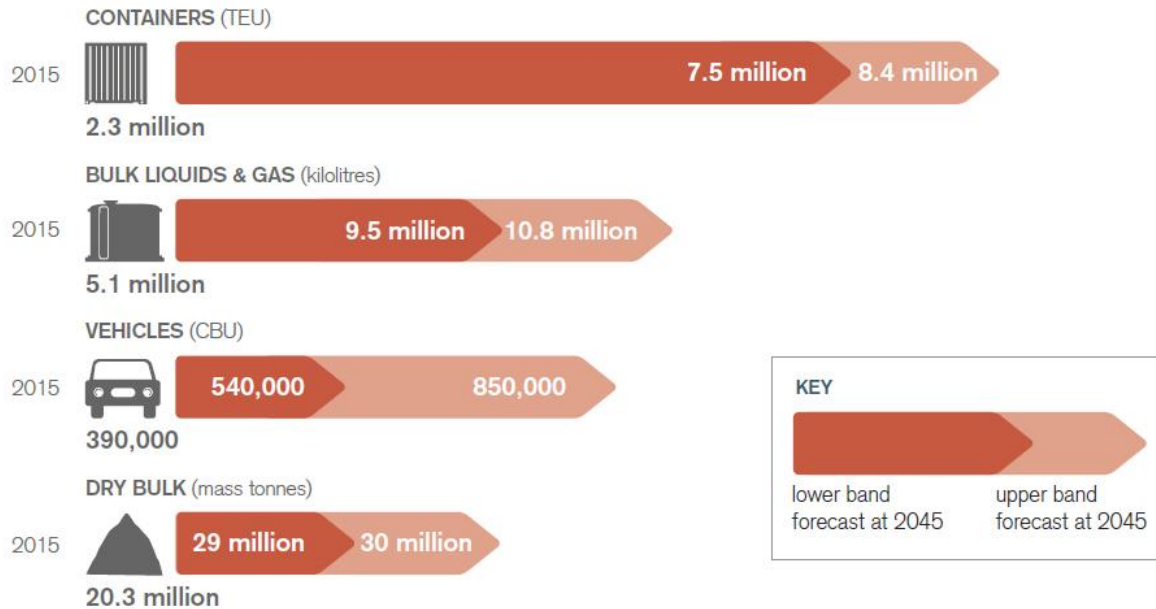
# NSW Ports

NSW Ports is the private sector manager of Port Botany, Port Kembla, Cooks River Intermodal Terminal & Enfield Intermodal Logistics Centre

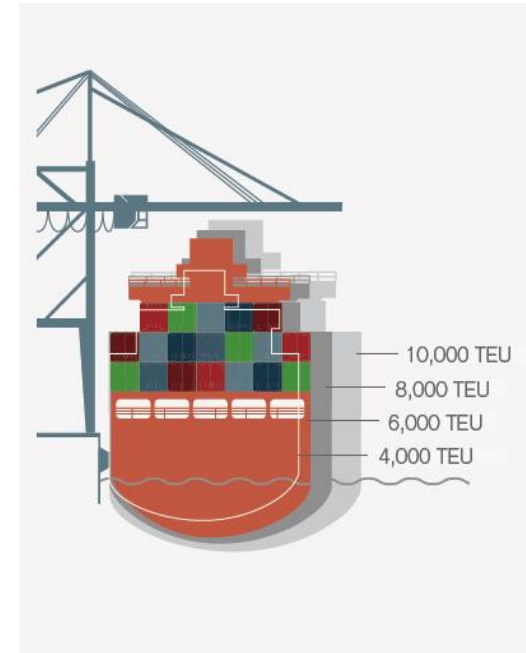


# The Challenge

## Trade Forecasts – Port Botany & Port Kembla Combined



## Changing Container Vessel Sizes



## Challenges

- Tripling of container volumes in NSW
- Doubling of bulk liquid volumes through Port Botany
- Doubling of motor vehicles through Port Kembla
- 50% increase in dry bulk products through Port Kembla
- Transported on water by increasing numbers and larger size vessels
- Transport on land by increasing numbers and larger size trucks and many more trains
- .....within the context of strong population growth in Sydney and the Illawarra

# What needs to be done?

Five objectives can sustainably cater for forecast trade growth:



**1**

Provide efficient road connections to the ports and intermodal terminals



**2**

Grow rail transport of containers



**3**

Use land and infrastructure efficiently



**4**

Grow port capacity



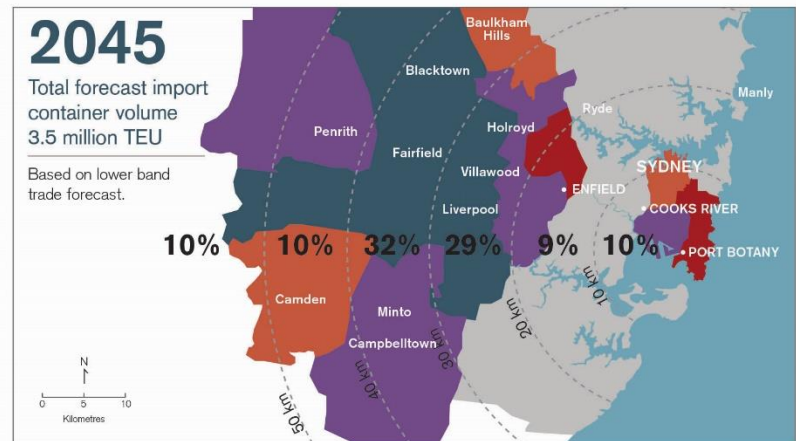
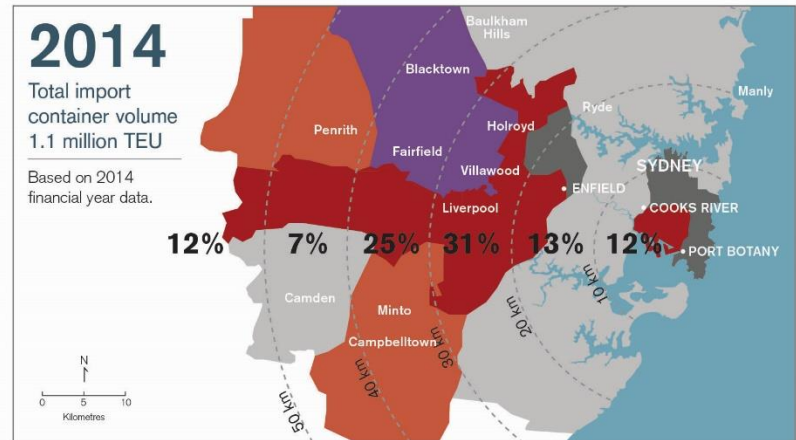
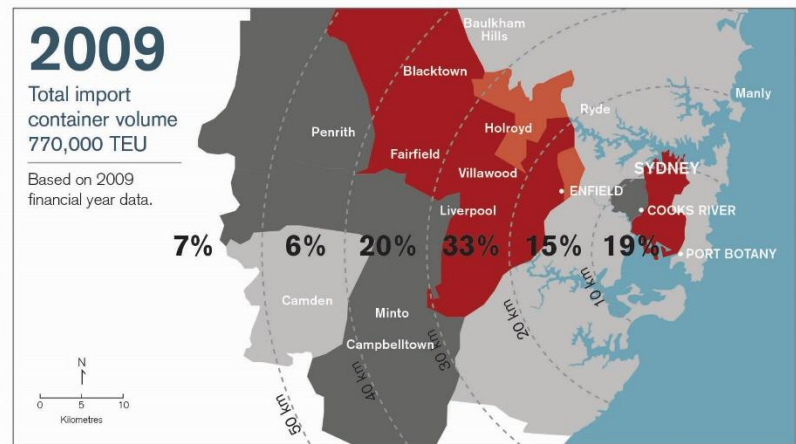
**5**

Protect the ports and intermodal terminals from urban encroachment

# Containers

*Over 80 per cent of import containers through Port Botany are delivered within a 40 kilometre radius of the Port and this will remain over the next 30 years*

Distribution of import containers



- KEY**
- Greater than 170,000 TEU
  - 80,000 to 170,000 TEU
  - 45,000 to 80,000 TEU
  - 30,000 to 45,000 TEU
  - 20,000 to 30,000 TEU
  - 0 to 20,000 TEU
- % percentage of imported containers within 10 kilometre radius bands.

Note: Distribution mapped by local government area.

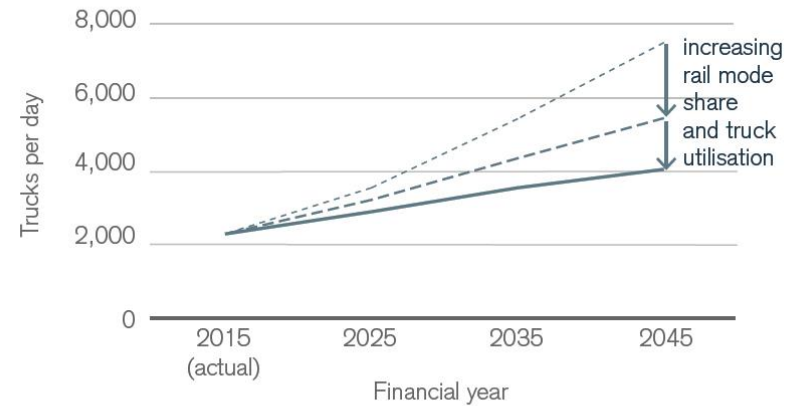


## 2

### Grow rail transport of containers

- Increased use of freight rail will assist in managing the growth in truck volumes.
- Every one million TEU moved by rail reduces the number of trucks on the roads around Port Botany by more than 900 trucks each day.
- Port Botany will be able to optimise its container handling capacity - to beyond 7 million TEUs per year.

**Effect of rail and truck utilisation on container truck volumes**



**KEY**

- No change to current rail mode share or truck utilisation
- Gradual increase in rail mode share to 40%
- Gradual increase in rail mode share to 40% with improved truck utilisation

# The Opportunity



Our target is to move 3 million TEU per year by rail by 2045.

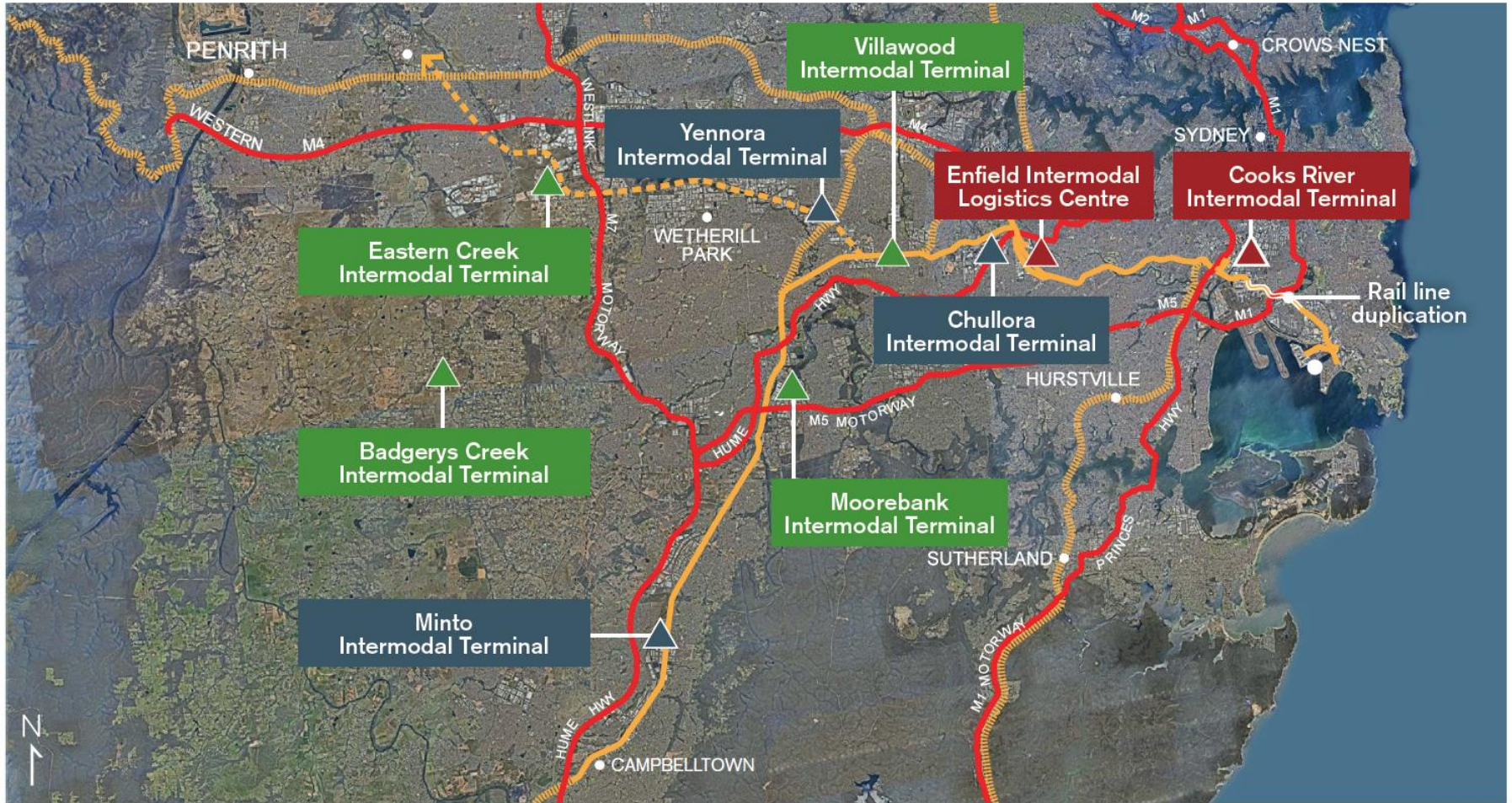
This can be achieved by:

- Improving the efficiency of current rail operations
- Greater volumes of empty containers being delivered by rail to the stevedore
- Bring on line planned IMT capacity eg. Enfield & Moorebank
- Ensure the freight line has capacity in time for volume growth (including the freight line duplication between Mascot & Port Botany)
- Grow IMT capacity including new IMTs
- Once current capacity limits reached at the port (1M TEU) - provide additional rail sidings and container handling equipment.



# Sydney Metropolitan Intermodal Terminals

Sydney metropolitan intermodal terminals



## KEY

— Rail lines – Dedicated freight

— Rail lines – Shared freight and passenger

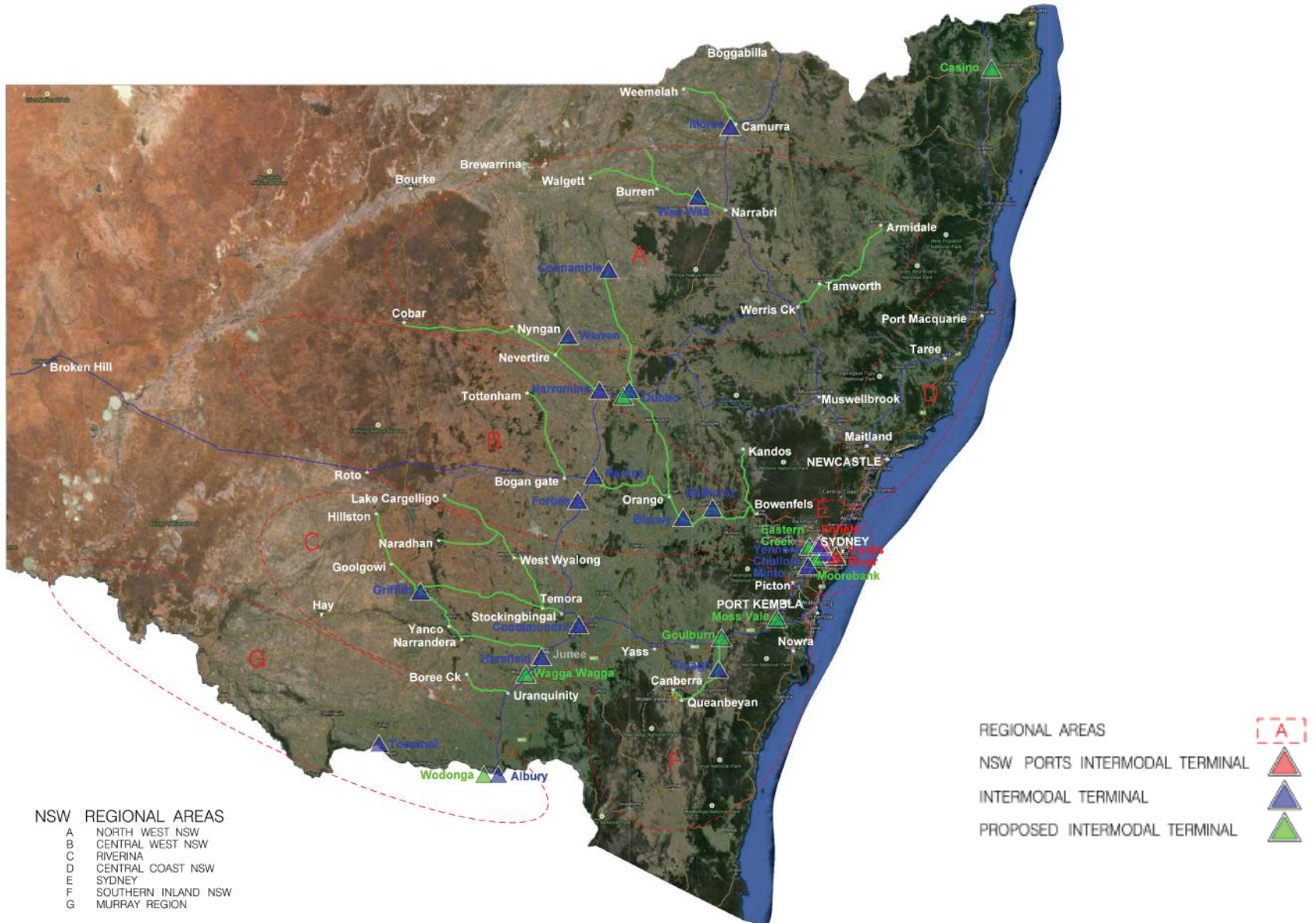
— Potential rail freight link

▲ NSW Ports intermodal terminals

▲ Existing intermodal terminals

▲ Future intermodal terminals

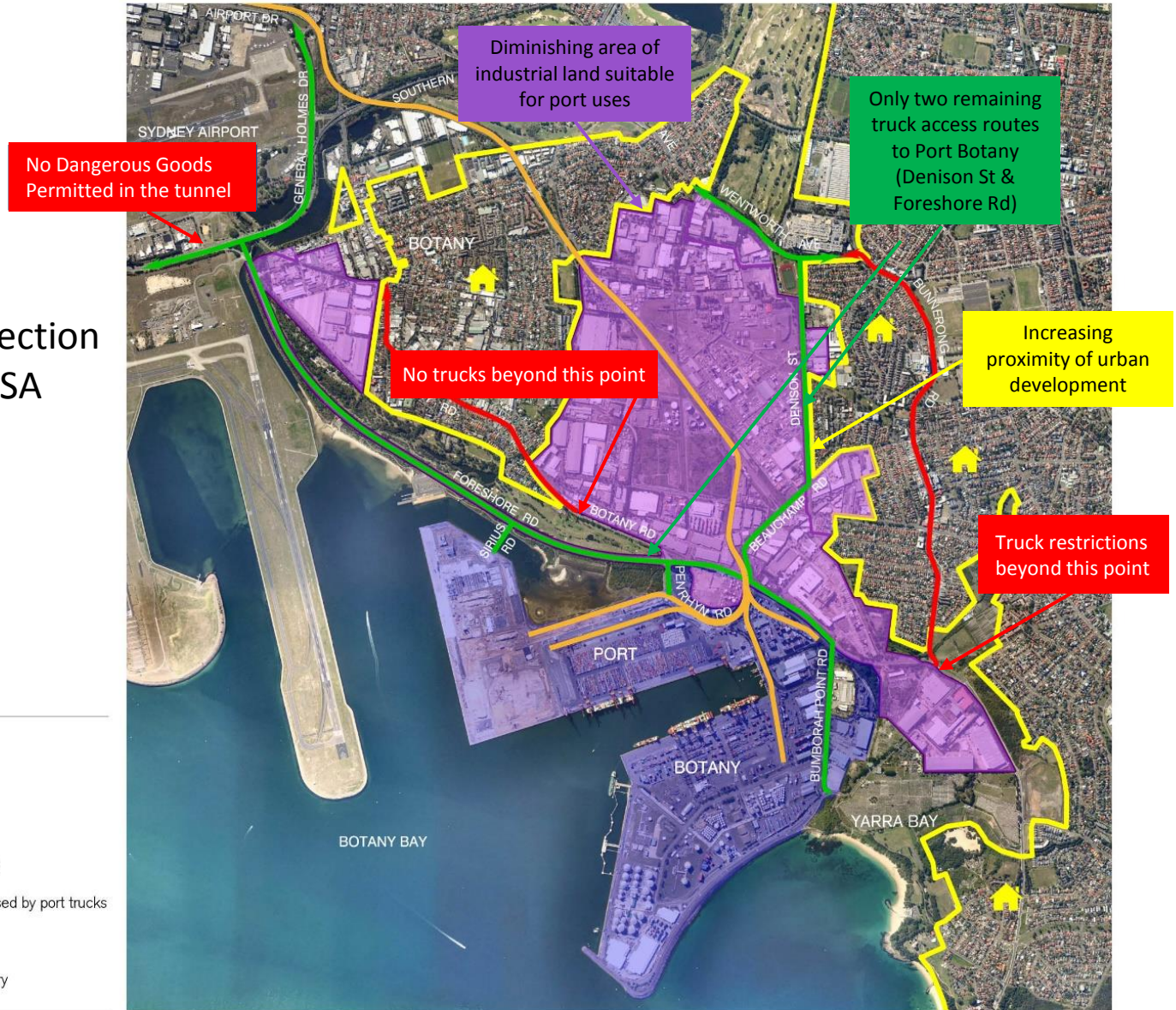
# NSW Regional Intermodal Terminals



# Port Botany: Operational Context

## Other Key Issues

- WestConnex connection
- Fuel pipeline to WSA



# Current situation affecting Port Botany:

1. Ports and port-related infrastructure (i.e. major roads, freight rail and pipelines) being operationally compromised by sensitive use developments (e.g. residential encroachment) e.g. Warehouses in the Port Air development (Hale St) are restricted from operating 24 hours, 7 days a week including restrictions on truck numbers and frequency; Customs / Border Security development relocating from Denison St; higher density development along rail freight lines and intermodal terminals.
2. Caps / limits and restrictions continue to be imposed on port-related infrastructure e.g. Enfield Intermodal Logistics Centre; Moorebank IMT; potential restrictions on road access via Denison St due to Bunnings development.
3. Ad hoc Planning Proposals and requests for land use rezonings before broader strategic planning work has been completed e.g. Masters development; Southern Precinct of the Enfield Intermodal Logistics Centre; Bay and McFall Streets, Botany rezonings including additional container facility restrictions in Three Ports SEPP.
4. Road congestion along Foreshore Road (mainly private / light vehicles).

## Current situation affecting Port Botany:

5. Lack of supply of sufficient suitability located and operationally unconstrained employment / industrial lands, in proximity to Port Botany, to cater for the forecast trade demands of NSW. This includes allotment sizes e.g. continued subdivision of Ixom (Orica) lands; 124 ha of industrial land rezoned in Southern Sydney Employment Lands Area.
6. Industry investment being reviewed due to perceived risks in being able to grow throughput through the Port, including operating restrictions and impediments to road access. e.g. Denison Street Risk Study; Vopak bulk liquids facility.
7. Local community and residents are not being informed of the likely amenity impacts associated with living in proximity to ports, intermodal terminals and port-related infrastructure (roads and rail) and are not being required to adequately mitigate against port-related impacts e.g. noise complaints received from residents located 2km from Port.

# The way forward:

1. Compromised planning outcomes between industrial and residential uses fails both industry and residents. We need a sustainable land use **planning solution that allows industry to operate and expand** in order to increase economic activity and jobs.
2. We need a planning regime that facilitates **freight as a priority**. Freight needs greater recognition in planning at a state and local government level including the Sydney Metropolitan Plan and District Plans.
3. The planning system needs to **recognise that the current operational environment will change** (particularly 24/7 operations) and therefore impacts could intensify including amenity impacts on sensitive uses.
4. **Retention and protection of industrial and employment lands** are required including minimum allotment sizes for industrial lands.
5. **Top down support** with the Department of Planning & Environment is required to achieve these outcomes.

# The way forward:

6. Focus on critical **infrastructure requirements for Western Sydney and Greater Sydney**, such as:
  - New intermodal terminals in Badgerys Creek and Eastern Creek
  - Fuel pipeline connection between Sydney Airport and Western Sydney Airport
  - Protected freight corridors, industrial land and employment land servicing Western Sydney
  - Port Botany connected to WestConnex
  - Efficient road and rail connections between the Illawarra and Western Sydney
  - Efficient rail connection between Inland Rail and Sydney freight rail corridors
  - Other



Questions?

[www.nswports.com.au](http://www.nswports.com.au)

**NSW Ports**