

# NEW SOUTH WALES INTERMODAL FORUM

August 2017



# PACIFIC NATIONAL AT A GLANCE

A summary of Pacific National's performance from the last financial year:



TEUs HANDLED  
**0.8m**  
(INTERMODAL)



**57** BILLION  
NTKs



REVENUE  
**\$2.4**  
BILLION



NUMBER OF EMPLOYEES  
**3,573**



**10%**  
IMPROVEMENT IN  
RECORDABLE INJURY  
FREQUENCY RATE



**187**  
MILLION  
(COAL/BULK)



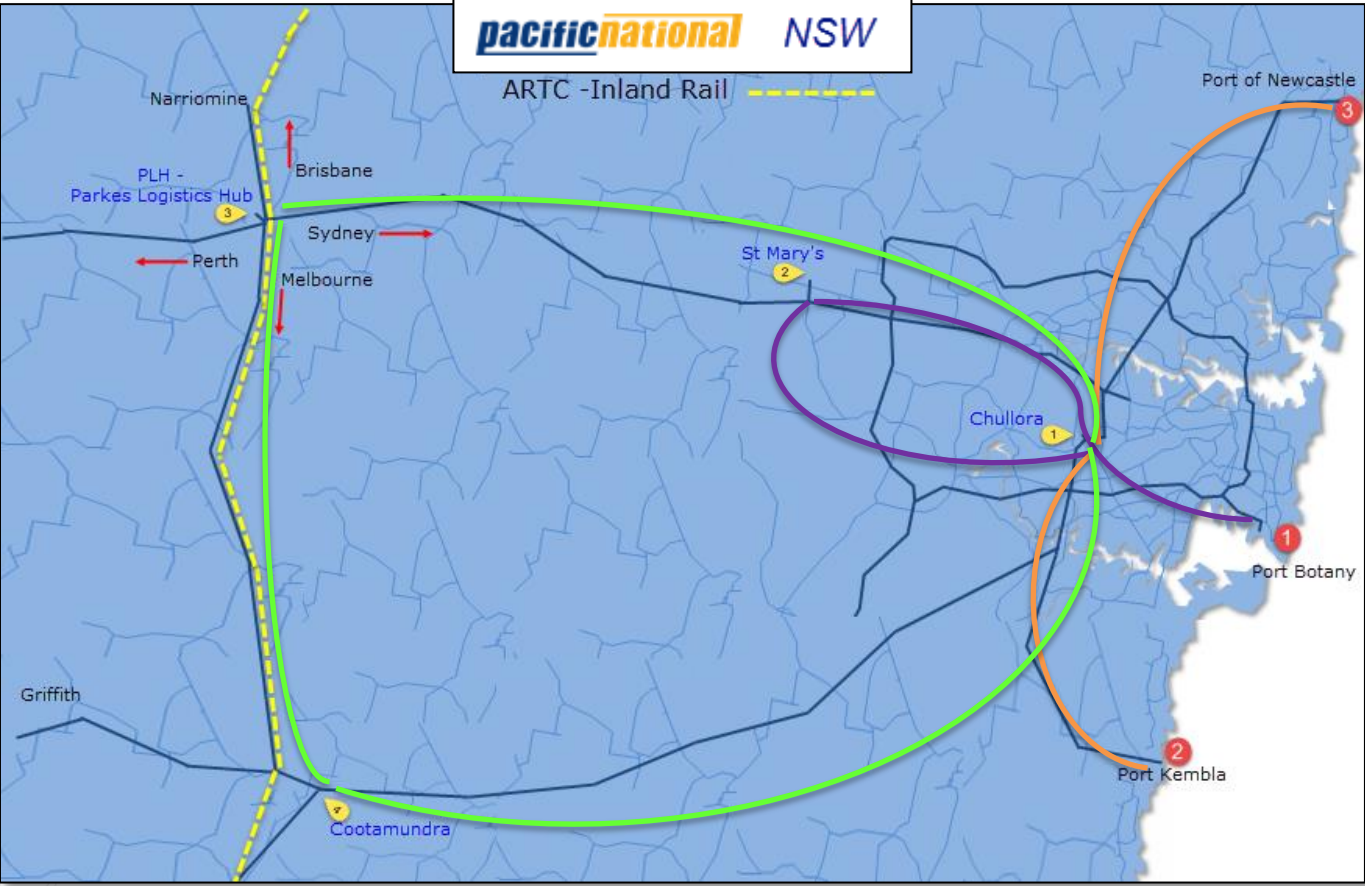
# PACIFIC NATIONAL INTERMODAL AT A GLANCE



# METRO and REGIONAL HUB's

**pacificnational** NSW

ARTC -Inland Rail



Leveraging existing infrastructure

Leveraging Pacific National  
Intrastate & Interstate Network

Increasing Productivity

Minimising community impact

Metro Services



Port Services



Regional Services



**pacificnational**





# SYDNEY FREIGHT TERMINAL - CHULLORA



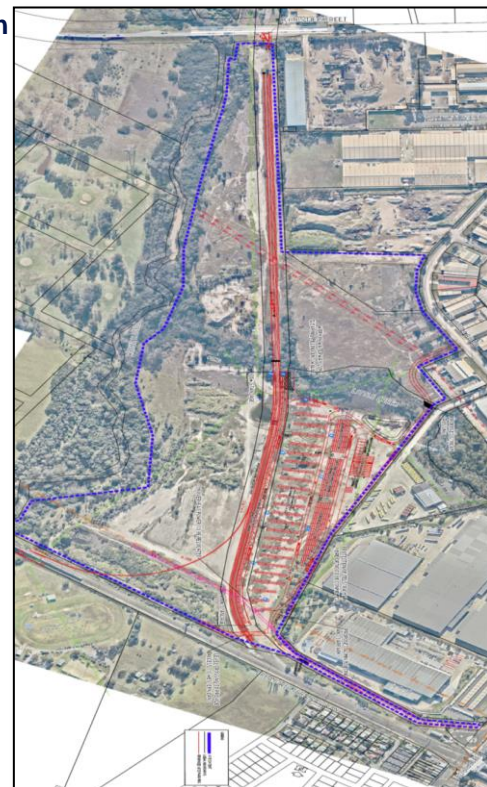
- New RMG's and Load Lifting Equipment
- Doubling capacity to 600,000 TEUs
- 14km Storage rail roads, 4 Km of loading rail roads
- Partnering with customers, governments and industry
- Close proximity to M4 and M5
- Good road access
- Leveraging Port Support rail
- Hub for Regional Export Volumes and close to Port Botany
- Direct services to Adelaide, Perth, Melbourne & Brisbane.
- Shuttle to Inland Rail

# Western Sydney IMEX Terminal – Strategic Overview

**Pacific National has recommenced discussions with industry for the development of the Western Sydney Rail Freight terminal (St Marys) – a 43 hectare facility dedicated to IMEX movements**

St Marys has the potential to provide significant advantages of the traditional road logistics solutions from Port Botany to Western Sydney.

- M5 Traffic Congestion:
  - Road logistics out of Port Botany are significantly impacted by congestion on the M5.
  - A significant number of the beneficial freight owners requests deliveries by midday. Meaning trucks are required to negotiate the M5 during peak traffic periods.
  - The challenges with the M5 are anticipated to become worse over the coming years.
- The St Marys site is located in close proximity to major industrial parks including Eastern Creek, Erskine Park and Wetherill Park:
  - Delivering full containers to St Marys via port shuttle will allow these industrial parks to be more easily serviced.
  - Road logistics companies will be able to make better use of their fleet, and haul additional volume. Will allow road logistics companies to target new customers.
- Delivering full containers to St Marys via rail will allow road logistics companies with a scalable, reliable and predictable means to collect full containers.
- St Marys is planned to have a fully functioning container park and have in excess of 30 hectares available for on-site warehousing and distribution (for customers with material container throughput).



# NEW WESTERN SYDNEY INTERMODAL TERMINAL – ST MARYS



- Investing from \$14m up to \$50 million
- Creating as a start an additional 300,000 TEUs
- Location – bounded by Christie Street (North), Lee Holm Road and privately owned lots (East), the Great Western Railway (South) and South Creek (West).
- The site is serviced by a spur line (used by PN Bulk)
- Site is subject to a development consent issued by NSW Department of Planning to the NSW Rail Authority in 2000 (DA 170-05-2000) for the St Marys. The consented facility covers a site area of 37 hectares for an integrated rail freight facility comprising:
  - a rail based grain receivable, storage and processing facility and;
  - a sand/sandstone recycling facility.

# Services Available – St Marys

- Rail linehaul (from / to Port Botany).
- Movement of Import containers to St Mary's / Western Sydney / Parkes – from Port Botany.
- Movement of Exports containers from St Mary's / Western Sydney / Parkes – to Port Botany.
- Terminal lifting services (containerised freight).
- Full container park facilities (St Mary's only):
  - Empty container availability (exports)
  - Wash Bay
  - Container repairs
  - Aqis
  - Bonded facility
  - Fumigation
- Warehousing (development) – potential to co-locate on either site (removal of transport legs).
- Co-location – bulk materials (e.g. Grain, concrete).



# Parkes Rail Terminal – Major Regional NSW Development

- The Commonwealth Government has announced the development and full funding for inland rail (Melbourne to Brisbane – Commonwealth Budget May 12) with the Narromine to Parkes section being one of the first sections earmarked for development.
- Pacific National will shortly be seeking development approval for the Parkes rail terminal on land it currently owns.
- The rail terminal will be developed in consultation with ARTC's inland rail development to ensure the maximum benefit for participants of this key trade route and the Parkes region.
- The Parkes rail terminal will provide efficient rail access to all three key rail corridors:
  - Sydney to Perth;
  - Melbourne to Brisbane; and
  - Parkes to Sydney (including Port Botany).
- The site is 367 hectares in size with approximately 30% to be used for the rail terminal. The remaining 70% has been reserved for key customers to co-locate at this key rail junction.
- Pacific National is talking to industry participants about co-location opportunities (Cargolink) at the Parkes rail terminal and invites participants to seek us out.



# Parkes Rail Terminal – Inland Rail

## LEGEND

### PHASE 1

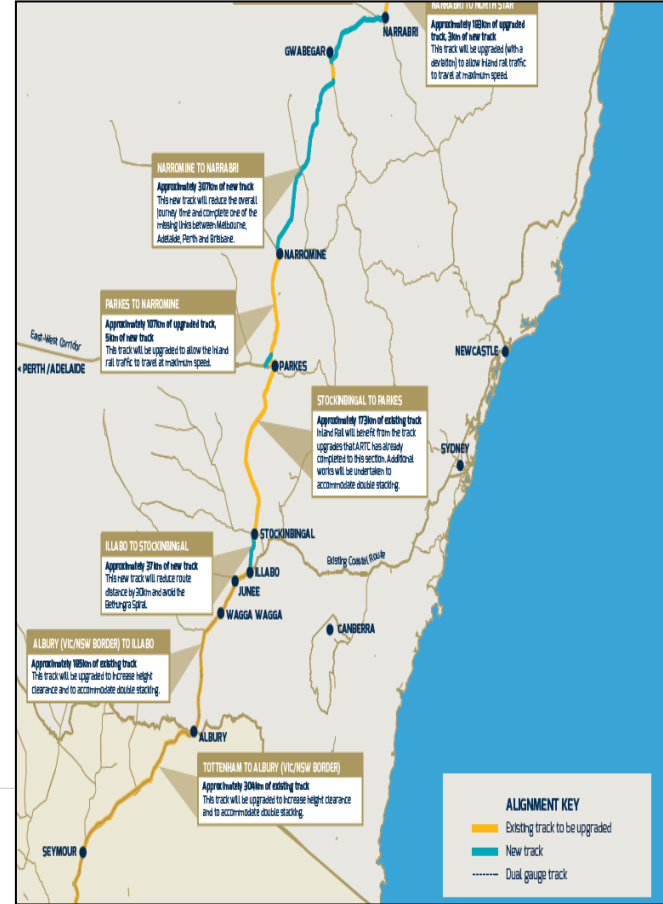
- PROPOSED PHASE 1 TRACK
- PROPOSED HARDSTAND
- PROPOSED ACCESS ROAD

### PHASE 2

- PROPOSED TRACK
- PROPOSED HARDSTAND
- PROPOSED ACCESS ROAD

### PHASE 3

- - - FUTURE TRACK (TRACKS INDICATIVE ONLY)
- - - HARDSTAND EXTENSION



# Opportunities for Improvement

- General treatment of freight as a second class user in rail networks where both freight and passenger traffic exist.
- Need to align port windows and rail windows.
- Need to align rail windows across different rail access providers – in NSW this includes aligning Sydney Trains, John Holland and ARTC.
- Need for more rail infrastructure dedicated to freight rail both in port precincts and within the broader rail network. In particular there needs to be a separation of freight and passenger rail infrastructure. In NSW this means that:
  - the Western Sydney rail freight corridor project should be prioritised as it will separate passenger and freight rail on the main western line;
  - the Port Botany line duplication should be supported; and
  - the Inland Rail project should be supported.
- Need for freight corridor preservation – the construction of future rail freight infrastructure requires that corridors be preserved now to ensure that land is available.
- Need to prevent urban encroachment – existing and future freight terminals need sufficient buffer zones to allow 24/7 operation.
- Need for road freight and rail freight to be subject to similar infrastructure pricing frameworks. Freight rail pays for freight infrastructure via a mass distance location charge based on the cost of the rail infrastructure whereas road freight pays road user charges based on fuel excise and licence fees:
  - the pricing for freight infrastructure should be moved to a common framework to ensure that freight users make an efficient choice of franchises mode, where the price for the transport infrastructure is based on the cost of the transport infrastructure.
- The impact of technology includes driverless vehicles – road freight, rail freight and terminal vehicles – this will require co-operation across the supply chain to ensure that autonomous operating systems are aligned and compatible.
- The impact of container tracking and similar technologies is increasing size of freight datasets (i.e. big data) – there will need to be co-operation as to whether these data sets are public or confidential and following from this consideration needs to be given as to the analysis of this “big data”.