

Port Botany On-Track to Support NSW

Connecting NSW and Australia with the global marketplace is the foundation of Port Botany.



Just 40 years ago, the port was built to enable NSW to handle containers – the new form of goods transport at the time. Today, Port Botany has cemented its position as Australia’s premier port, importing goods to service the people and businesses of NSW and exporting goods to the global marketplace. In fact, 42 per cent of all goods in a Sydney household have been imported in a container through Port Botany. It is also Australia’s largest common user bulk liquids facility, handling fuel and gas.

Planning for NSW’s growing trade volumes

Currently Port Botany handles 99 per cent of NSW’s container volume, or 2.5M TEUs. Yet NSW Government forecasts estimate that Port Botany could be handling over 7.3 million TEUs by 2056.

Rail is a fundamental part of our strategy to sustainably support this growth. Our long-term goal is to move 3 million TEUs per year by rail, which is about 40% of future forecast volumes. We have a significant program of works underway to help us achieve this goal. This is supported by rail infrastructure investment by Government and port and logistics operators. Some of the key projects include:

Port Botany on-dock rail:

As the only port in the nation with on-dock rail at all three of its container

terminals, Port Botany creates efficiencies for importers and exporters by removing the need for double handling by trucks.

Together with the stevedores, we are investing in a staged program to increase ‘on-dock’ rail capacity to deliver a total of 3 million TEU rail capacity at the port.

The first stage involves \$190 million investment at Patrick Terminals – Sydney AutoStrad, with \$120 million from NSW Ports to deliver on-dock rail infrastructure and \$70 million from Patrick Terminals to deliver automated rail operating equipment. The project commenced in 2019 and will double the existing port-side rail capacity to deliver 1.5 million TEU when it is complete in 2023. The project will deliver significant benefits for importers and exporters with 33% faster turnaround times, decreased reliance on truck transportation and increased rail windows. Investment will follow at DP World Australia and Hutchison Ports Australia when the stevedores are ready to invest with NSW Ports.

Using rail, together with trucks, to move containerised freight will also reduce the growth of trucks on Sydney’s road network. For every 1 million TEU moved by rail the number of trucks around the port are reduced by 900 trucks per day.

Connectivity to Intermodal terminals:

Our 30 Year Masterplan shows that 80 per cent of containers moving through Port Botany are delivered to locations within a 40km radius of the port. As such, port rail shuttles are essential to help move more of the freight task to and from Western and South Western Sydney freight precincts and to reduce truck growth on Sydney’s roads.

For this reason, we are investing \$250 million to develop the Enfield Intermodal Logistics Centre including an intermodal terminal and logistics warehouses connected by dedicated freight rail to Port Botany. The intermodal terminal, operated by LINX Cargo Care, and seven warehouses are now fully operational, with other warehouse precincts currently under construction. Along with Cooks River and other intermodal terminals, these facilities will act as logistics hubs on the corridor to the growing Western Sydney and regional areas.

Port Botany Freight Line Duplication:

ARTC’s \$400 million project to duplicate the remaining 2.9 km freight rail single track section of the Port Botany Rail Line between Mascot and Botany and construction of a passing loop on the Southern Sydney Freight Line at Cabramatta will further provide the capacity required to meet the forecast rail demand generated by the supply chain activities of regional NSW and metropolitan intermodal terminals, including Enfield Intermodal Terminal, Moorebank Intermodal Terminal and future intermodal terminals in Western Sydney.

A sustainable future

With ongoing investment in supply chain efficiency, sustainability and a continued focus on optimising port and terminal capacity, Port Botany will be well equipped to support the State’s growing needs for the next 40 years and beyond.



For more media information please contact NSW Ports on 0410 597 547 or vida.cheeseman@nswports.com.au

About NSW Ports NSW Ports manages Port Botany and Port Kembla, key export and import gateways connecting to global markets, and the Enfield Intermodal Logistics Centre and the Cooks River Intermodal Terminal. NSW Ports is a private consortium of leading institutional investors: IFM Investors (including Cbus, HESTA and Hostplus), AustralianSuper, Tawreed Investments Limited and Q Super. Our shareholders represent over six million Australian superannuation fund members and are long term investors with interests in a range of Australian infrastructure assets.