

# Project Overview

## The Intermodal Logistics Centre at Enfield – a key freight transport link

As Sydney continues to grow, so does the demand for imports and exports and the associated distribution and delivery of these goods. Sydney Ports' goal is to move more goods by rail and manage the growth in freight trucks on our roads. Intermodal and distribution centres are crucial to achieving this goal.

Container trade through Sydney has grown at an average rate of 9.9 per cent per annum for the last five years. Trade forecasts indicate that this growth is set to continue, but at a slightly lower rate of between 5 to 7 per cent over the next 20 years.

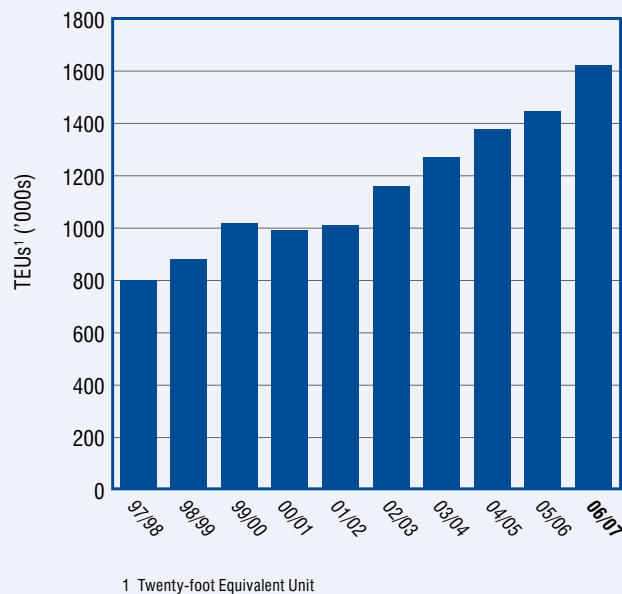
With container trade through Port Botany expected to exceed 3.2 million by 2025 (1.62 million in 2006/07), the NSW Government and Sydney Ports have an objective to move 40 per cent of these containers in and out of the port by rail. Currently only 21 per cent of containers move by rail.

Achieving 40 per cent movement by rail requires investment in infrastructure (rail and intermodal terminals), commitment from the industry, and government initiatives to enable this to happen.

Eighty-five per cent of containers originate from or are bound for a destination within 40 kilometres of Port Botany, making it imperative that any new infrastructure to facilitate movement of freight by rail is built in the metropolitan area of Sydney.

The Intermodal Logistics Centre (ILC) at Enfield is part of a network of existing and planned intermodal terminal facilities in Sydney and would service around a quarter of the total intermodal demand.

Container Trade 1997/98 to 2006/07



## Intermodals and their role in increasing freight movement by rail

Sydney has an existing network of intermodal terminals which service their catchment areas. However, these existing terminals will not be able to cope with the capacity required to move 40 per cent of containers by rail.

The NSW Government, through its Freight Strategy endorsed the plan for a new network of intermodal terminals to support the movement of containers by rail. The new terminals will supplement the existing capacity – and to reduce delivery times and costs these would be in areas close to where containers are bound or where they originate from. The areas identified as intermodal sites include Enfield, Moorebank and another yet to be identified site in western Sydney.

Sydney Ports' proposal to develop an Intermodal Logistics Centre (ILC) at Enfield was granted Government approval in September 2007.

The advantages of an ILC at this location are that it is:

- in close proximity to the market area it serves;
- connected to a freight line;
- within easy access of main trucking routes;
- located within an industrial area;
- large enough to allow other freight-related operations on site;
- a market area of sufficient size to be catered to; and
- environmentally and socially sustainable.

## Key businesses within the Enfield ILC market

Real McCoy Foods

Novartis

Aldi  
Arnotts  
Coles  
Sharp

Nestlé  
Sanyo

LG Electronics

Sandvik

ANZPac  
Austral Bronze  
Canon  
CSR Gyprock  
Dairy Farmers  
Dulux  
Non-Ferrous Metals  
Redox Chemicals  
Silka  
Sims Metal

Alcoa  
Basell  
McWilliams Wines  
Woolworths

Greens General Foods

BHP  
Kimberly Clark  
Hawker de Havilland  
Huhtamaki Paper  
Orica

Toys "R" Us

Sims Metal

Spicers Paper

## The market catchment for the Enfield ILC

Between 50 to 60 per cent of full import containers and up to 30 per cent of full export containers are delivered to or originate from the area around the inner-western suburbs of Sydney – an area bounded to the east by Enfield, extending up to and including the M4 to the north, Cumberland Highway/M7 to the west and M5 to the south. The development of the ILC in this area will significantly increase the number of containers delivered by rail



## The Intermodal Logistics Centre at Enfield – what it is

Sydney Ports' Enfield site is a 60 hectare disused site located in an industrial/commercial area connected by a dedicated freight line to Port Botany. When the site is developed it will deliver an integrated logistics centre with an intermodal facility at the core. The development will consist of:

- an intermodal terminal in a 12 hectare area, where a total of 300,000 TEUs can be moved into and out of the site. These containers will be moved on and off trains and trucks utilising two 920 metre rail sidings and the adjacent through line;
- six warehouses close to 70,000 square metres where around one third of the import containers would be unpacked for delivery and one sixth of the containers packed for export;
- a light industrial and commercial area, comprising up to 40,000 square metres.
- two road access points linking to Roberts Road and the Hume Highway through industrial areas;
- empty container storage areas;
- on-site traffic management and queuing; and
- a six hectare ecological area.

Construction work will be managed by Sydney Ports and is expected to take approximately two years. Major construction is expected to begin in 2009 and the intermodal terminal is expected to be operating at full capacity by 2016. Warehouses and industrial and commercial areas would be constructed according to market demand.

Areas of the site would operate 24 hours, seven days a week, as required, to match users' needs and port operating hours.

In addition, as a part of the project Sydney Ports will invest in the local area by:

- funding major intersection improvement works to the Norfolk and Roberts Road intersection; and
- providing a \$1 million community enhancement fund.

## Layout and key features of the ILC



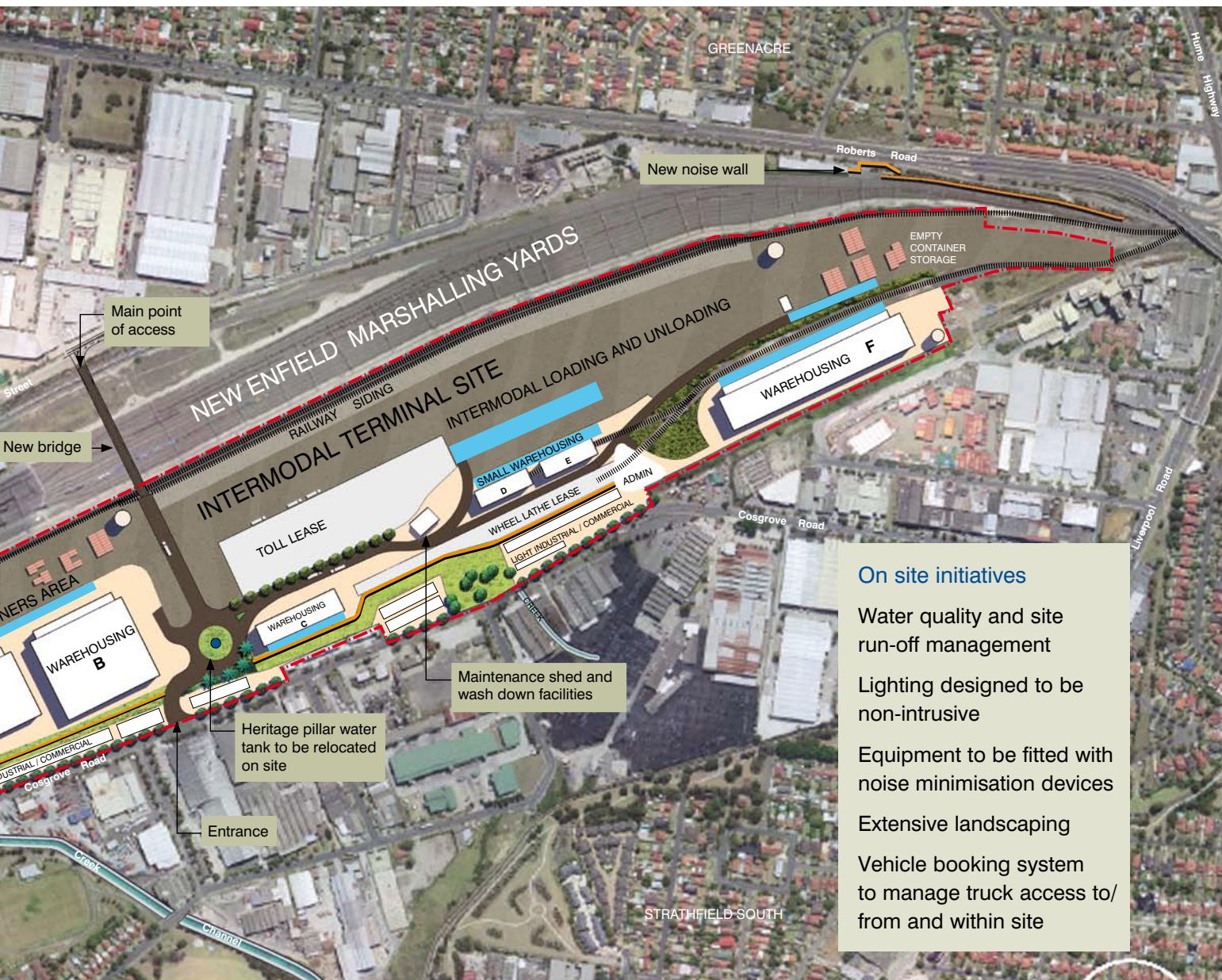
Site boundary

Areas for truck parking / queuing



Noise buffer  
Approx 5m  
Width varies





#### On site initiatives

Water quality and site run-off management

Lighting designed to be non-intrusive

Equipment to be fitted with noise minimisation devices

Extensive landscaping

Vehicle booking system to manage truck access to/ from and within site

offer/mounding  
m high  
ies (20m+)

Rail line

Internal roads

Noise walls

0 100 200 300 400 500  
Metres



## The benefits of a logistics centre at Enfield

### Reduction in cost and movement of containers on roads

Trains carrying up to 80 TEUs to and from Port Botany would provide a competitive alternative to moving all containers by road. Delivering containers by rail closer to their origin and destination improves delivery cycle times and reduces trucking costs. Empty container storage on site can further reduce costs and unnecessary truck movements, compared to current practice, where empty containers are generally trucked back to the Port Botany area.

### Reliability

By delivering containers via a dedicated rail line from the Port, container trucks using the facilities of the ILC would spend less time on roads, reducing time spent in traffic and at the terminals. This would increase the reliability and cost efficiency of the logistics chain in the delivery of goods to end receivers.

### Environmental

The integrated centre would assist in the management of the growth in container trade being moved by road and the associated impacts. Development of the ILC will turn the degraded and disused land into a landscaped, employment-generating area and would mean that nearly 1,000 tonnes of carbon dioxide emissions per year would not be generated within the Sydney basin.

## Social

The ILC is forecast to create around 840 direct and indirect jobs during construction and approximately 850 direct and indirect jobs during operation. This would be a substantial boost to the local area. A \$165 million boost to the local economy would be gained through direct and indirect investment in construction of the site. Once the ILC is operating at capacity, an annual economic contribution of \$80 million would be generated.

A six hectare area to the south of the site is being set aside for ecological and community uses including the potential reuse of the old Tarpaulin Shed – a major benefit to the local community from the development.

### Road traffic and transport

Traffic studies conducted indicate that on key roads, the increase in peak hour traffic associated with the development of the ILC is minimal, and in some instances a reduction in traffic volumes, caused by vehicles switching to alternative routes, is possible. When the site is fully operational, on an average weekday, 1,160 truck movements to and from the site are expected. This represents all vehicle movements including B-Doubles, semitrailers and rigid trucks and contributes less than one per cent of the forecast traffic on the surrounding arterial network.

### Rail transport

Currently about 56 train movements per day occur on the dedicated freight line past Enfield, comprising 28 to/from Port Botany and 28 from other sources.

By 2016, when the Enfield ILC is expected to achieve full capacity of 300,000 TEUs per annum there would be approximately 16 train movements (8 in and 8 out) per day that would deliver and pick up freight from the Centre. These train movements would be in addition to other trains accessing the dedicated freight line past Enfield for other terminals and the Illawarra line to Port Kembla.

## Noise

To minimise potential noise impacts, noise barriers are proposed at the north-eastern and south-western sides of the sites to protect those areas which have been shown to be susceptible to some potential increase in noise.

## Working with the community

Sydney Ports will establish a community liaison group to work together with the local resident and business community. A Road Transport Coordination Group with representation from local Councils and the RTA will also be brought together to address traffic generation from the site.

## Opportunities for business

Sydney Ports will publicly offer the opportunity to businesses to participate in the ILC development.

Request for proposals will be sought from interested parties for operations as per the approved land use within the ILC. These comprise up to six warehouses ranging in area from 3,000 square metres to the largest of 41,000 square metres, 8.5 hectares of empty container storage (split over two sites), an intermodal terminal site of 12.4 hectares and land for light industrial purposes with approval for up to 40,000 square metres of floor space.

In addition, Sydney Ports will invite tenders from contractors for the preliminary works, main design and construction of the basic infrastructure.

To register your interest, please contact Sydney Ports.

## Conclusion

Sydney is a global city and the management of the freight required to cater to the needs of Sydney residents is critical. The ILC will play a major role in facilitating the movement of this freight by rail.

The ILC would contribute towards shifting container freight away from trucks and on to trains, with the benefits to the environment associated with reduced truck movements – especially in terms of greenhouse gas emissions. The location of this facility close to the market it will serve substantially increases the economic, social and environmental benefits.

Further details about the ILC are available at [www.sydneyports.com.au/port\\_development/enfield](http://www.sydneyports.com.au/port_development/enfield)

For further information please call Sydney Ports on (02) 9296 4999 or email [ilcenfield.project@sydneyports.com.au](mailto:ilcenfield.project@sydneyports.com.au)



