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**For Immediate Release**

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## **Almost 130,000 truck trips a year could be taken off Sydney roads if the Enfield Intermodal Terminal was working at peak efficiency**

A study released today by Shipping Australia Ltd on Metropolitan Intermodal Terminals in Sydney and Melbourne clearly shows the potential for both the significant reduction in truck trips per year on Sydney roads and the potential to cope with the rapidly increasing freight task especially in Sydney and Melbourne.

"The Enfield Intermodal Logistics Centre, which is currently being constructed has capacity for 300,000 20 foot containers per year to be handled if at least seven 600 metre train shuttles were operating per day at a 75% utilisation level. The study found a 60% utilisation level for shuttle trains into and out of Port Botany was the minimum to make the Intermodal Terminal a success", Llew Russell, Chief Executive Officer of Shipping Australia said today.

"As the study progressed, it became clear that the current low contribution of rail transport to the total freight task is due to high costs of operation and poor service quality as compared to road transport.

"A combination of track access fees, higher handling charges for containers handled by train at the port and double handling costs at the rail terminals have prevented rail from gaining competitiveness over road transport.

"In both Sydney and Melbourne, rail performance is characterised by unreliable and uncertain services to deliver supporting infrastructure, considerable amounts of time are spent on activities such as shunting and inspection, freight services are compromised by passenger trains and, most importantly, a lack of an efficient rail interface at the container terminals", Mr Russell said.

Mr Russell referred to the rail reforms that Sydney Ports Corporation has been working on to improve rail efficiency and once effectively implemented, together with the recommended areas for improvement identified in this report, they would potentially increase the success of the Enfield ILC.

"SAL is strongly supportive of the potential benefits that these intermodal terminals in Sydney and Melbourne can offer if they are used to maximum capacity. Nevertheless, there are commercial and other obstacles to achieving that objective for these inland ports.

"In the long term, Melbourne's rail task has to be developed to effectively relieve the number of containers moved by trucks and extend the life of the Port of Melbourne", he said.

"Areas in the port identified for improving the metropolitan intermodal terminals viability include:

- Better aligning rail paths and time windows
- Streamlining shunting and inspection activities
- Allowing automatic underbond movements by Customs
- Considering whether Government support for the initial years is required
- Re-considering double stacking of containers using low-slung rail wagons, where feasible
- Investing in IT infrastructure and establishing operational standards
- Constructive dedicated rail freight lines that link to IMT's
- Identifying solutions to increase train utilisation

"In New South Wales, the Government was reported in the media to have stated that the development of an IMT at Moorebank has the potential to take one million truck trips a year off the M5 motorway.

"The obstacles identified in this report need to be tackled if we are to achieve those significant benefits. The report recommends taskforces representing major stakeholders be established in both Sydney and Melbourne to address the obstacles identified in this report and other areas that will allow these IMT's to achieve their full potential."

To receive a copy of the study in either printed or pdf format, email [sflood@shippingaustralia.com.au](mailto:sflood@shippingaustralia.com.au)

Editor's note:

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