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Infrastructure Projects Update

PRESENTATION BY

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SYDNEY PORTS CORPORATION

Managing port facilities in Sydney



Development projects overview

•Port Botany Expansion (PBE)

- 60 hectare land reclamation project at Port Botany, providing an extra five berths and a 1.6 million TEU capacity. Operational early 2013

•Intermodal Logistics Centre (ILC) at Enfield

- Provision of a new 60 hectare intermodal logistics hub in Western Sydney, 18 kilometres from Port Botany on a dedicated freight rail line. Operational early 2013.

•Bulk Liquids Berth (BLB) 2

- Provision of a second Bulk Liquids Berth adjacent to the current common user berth. Operational mid 2013.

Port Botany Expansion - Project scope

- \$1 billion project value
- 1850 metres wharf frontage - 5 berths (CD 16.5m)
- 157 metres deep tug berth (CD 7m)
- 63 hectare terminal area
- Penrhyn Estuary environmental enhancement
- Four-lane boat ramp, amenities and 130 trailer parking lots
- Two new lookouts, pedestrian cycle ways & foot bridge over Foreshore Rd.
- Upgrade and restoration of Foreshore beach
- Terminal development by HPH (rail, pavements, buildings, terminal services etc.)

The start of the Port Botany Expansion

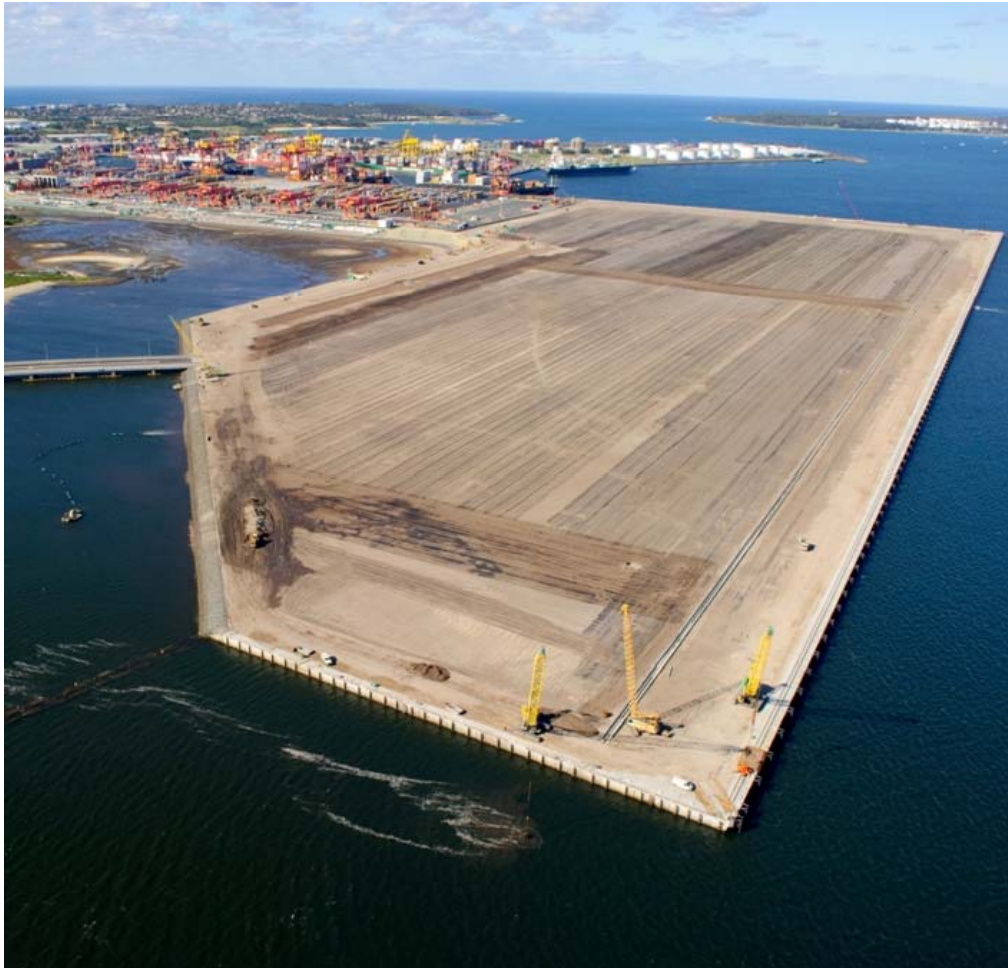


April 2009

December 2009



May 2011



Post 2012



Grade Separation Works - an integral part of the PBE Project



Intermodal Logistics Centre (ILC) at Enfield

- Sydney Ports is constructing a state-of-the-art inland container terminal - ILC at Enfield.
- Site located 18 km from Port Botany and connected by a dedicated freight line.
- Location is ideal as 85 per cent of containers are delivered 40 km from Port Botany.
- Major construction contract awarded to Leighton's in August 2011
- IMT & ECP Operator announced Aug 2011 (HPH)
- EOI for warehousing Sept 2011
- Operational Commencement Early 2013
- Network of intermodal logistics centres will enable NSW Government's focus of 40% container movements by rail.



2nd Bulk Liquids Berth – Port Botany

- Existing bulk liquids berth constructed in 1979
- New \$80 million facility designed to accommodate larger vessels (up to 120,000 Dwt & 270m long)
- Construction contract award to John Holland in June 2011
- Construction to commence November 2011
- Operational commencement mid 2013



External Infrastructure Projects

Hale Street Botany

- Opened to the public 5 January 2011, removing upward of 1100 truck movements per day from Botany Rd
- Opened Port Air Industrial Estate to Foreshore Rd Access

External Infrastructure Projects

ARTC - Metropolitan Freight Network (Enfield West/Flemington to Port Botany)

- ARTC's lease of Botany Yard commenced December 2008
- Botany Yard remodelling and remote control signalling complete apart from some minor finishing works
- ARTC lease of remainder of MFN is on hold pending further discussions with NSW Government – revised take up date has not yet been set
- Enfield Staging Facility – holding tracks for four trains - construction is ready to commence – target completion Q2 2012 (track)
- MFN re-signalling (including additional signalling to extend duplication from Cooks River to Mascot) is in the detailed planning phase. Construction to commence when MFN Lease commences. Plan is for progressive commissioning from April 2012 (Cooks River area) to mid 2013

External Infrastructure Projects

ARTC - Southern Sydney Freight Line

(Enfield West / Sefton Park Junction to Macarthur)

- Enfield West and Leightonfield Yard have been taken over by ARTC in January and July 2011 respectively
- Remote control signalling from Junee commissioned at both locations
- Enfield West/Sefton Park Junction to Leightonfield – commissioning target end September 2011
- Leightonfield to Macarthur – target late 2012

Management of Overweight Containers in the Port precinct

Results of RTA 3 x 2 week Enforcement Campaigns			
August 2010 - December 2010 - March 2011 – “Combined Results”			
Number of vehicles intercepted	Weight Breaches Issued	Total Offences Detected *	Percentage
1602	190 % of intercepts issued W/B = 11.9%	362	22.6%
Breakdown of detected mass offences			
Gross Weight Offences by Risk Category			
Minor (<5%) 52 % of intercepts with minor gross offence = 3.3%	Substantial (5-20%) 40 % of intercepts with sub. gross offence = 2.5%	Severe (>20%) 0 % of intercepts with gross offence = NIL	
Axle Weight Offences by Risk Category			
Minor (<5%) 93 % of intercepts with minor gross offence = 5.8%	Substantial (5-20%) 148 % of intercepts with sub. gross offence = 9.2%	Severe (>20%) 28 % of intercepts with severe axle offence = 1.8%	
* Total offences detected indicate there were weight breaches containing multiple offences.			

Management of Overweight Containers in the Port precinct

- In mid 2009 both Stevedores were issued with “Improvement Notices” by the RTA to manage C.O.R.
- In August 2010 Industry became aware and sort to indentify a best practice solution. A number were identified but discarded as they could not identify axle breaches.
- A number of stakeholder workshops chaired by Sydney Ports were held to seek a best practice solution, against a rapidly depleting time line by the stevedores to meet compliance.
- Initial discussions saw all mass breached having to be catered for inside the stevedore gate.
- With a collaborative approach by industry the RTA have revised their approach on this and will allow minor and substantial breaches to travel beyond the stevedore gates for adjustment at a CFS within the port precinct (est. 10.1% or 1 in 10 vehicles).
- Severe breaches cannot travel beyond the stevedore gate (est. 1.8% or 1 in 50 vehicles).
- Ports & Roads Minister Duncan Gay participated in an industry workshop on 24 June 2011 and offered an extension on time for stevedores to comply based on tangible milestones being achieved.

Management of Overweight Containers in the Port precinct

- Sydney Ports undertook to engage CFSs and IMTs as to their willingness and availability to cater for minor and substantial breaches 24/7.
- RTA have accepted the proposal put forward by the stevedore to have WIM's inside the terminal gates to indentify GVM and axle mass breaches.
- Drivers will be responsible for ensuring they take the appropriate coarse of action based on the weight reading provided.
- Full operational functionality is yet to be determined (ie: CEF containers, phased approached targeting substantial breaches first etc ..)
- Next progress meeting with industry stakeholders is scheduled for Monday 22 August 2011
- Anticipated Operational commencement of WIMS within stevedores is February 2012
- Commercial aspects of this mitigation campaign are only at embryonic stages (not for this forum)