



The Port Transformation Project

The Port of Melbourne has announced a rail solution to meet the needs of a growing port, and to reduce truck movements in Melbourne's inner western suburbs.

The Port Rail Transformation Project (PRTP) will see more containers moved by rail more efficiently, bypassing roads in inner Melbourne. The project will increase rail terminal capacity and improve rail terminal operations at the port.

For more than a decade, industry has been seeking a rail solution in Victoria. In a competitive ports market, it is critical to provide efficient landside transport connections to move freight which must include both road and rail. The Port of Melbourne has listened to industry feedback and is providing a solution that meets industry demands for increased transparency in rail access arrangements, better access and more capacity.

Fast facts:

The Port of Melbourne's trade volumes are expected to grow from 3 million TEU now, to 9 million TEU by 2050. It is essential for us as Australia's largest port to offer both rail and road freight movements to meet this growth.

- Moving freight by rail can move far more containers in a single trip than trucks can. For example, a 600 metre long train can carry 84 Twenty-Foot Containers (TEU) compared with a B-Double truck which has an average capacity of three TEU
- Moving containers by rail will help get trucks off local roads, particularly in the inner-west of Melbourne
- The Port of Melbourne is restructuring the port rail land and commercial asset arrangements for leaseholders within the Swanson Precinct to provide rail land and assets on the same basis it provides wharf and road land and assets
- There will be development of a new on-dock rail terminal at Swanson Dock East together with the potential to upgrade the existing on-dock rail terminal at Swanson Dock West.
- New protocols developed to provide open access arrangements; maximising the level of market competition between rail terminals and provide operational reporting and efficiency transparency.
- The Project will be funded by an increase in the tariff on full import containers of \$9.75 per TEU. This equates to less than 5 cents on the wholesale price on an average-sized television

THE PORT OF MELBOURNE IS:
**AUSTRALIA'S
LARGEST
CONTAINER & GENERAL
CARGO PORT**

LOCATED IN THE  OF MELBOURNE
**COVERING 505 HECTARES
OPERATING
24 HOURS A DAY,
365 DAYS A YEAR**

THE GATEWAY FOR MOVING GOODS

INTO & OUT OF

SOUTH-EASTERN AUSTRALIA

CONTRIBUTING **19,600 JOBS** &
\$6,000,000,000
TO THE VICTORIAN ECONOMY

The Port's Rail Solution

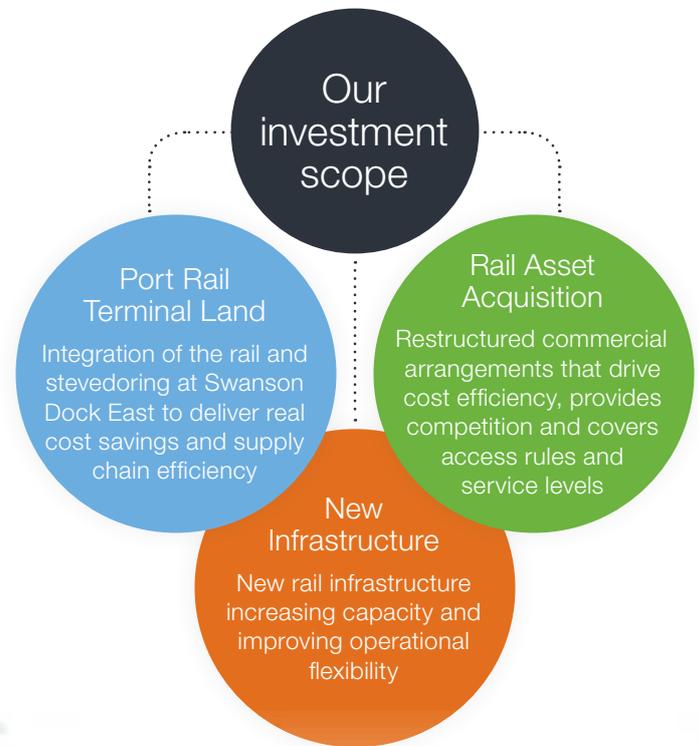
Benefits for:

Industry

- Providing modal choice for movement of freight into and out of the port
- Reducing road congestion and increasing road safety
- Reducing last mile rail costs (particularly for exports)
- Optimising port container terminal capacity to support the State's trade growth
- Provides efficient port rail terminal for linking with metropolitan inter-modal terminal port rail shuttles.

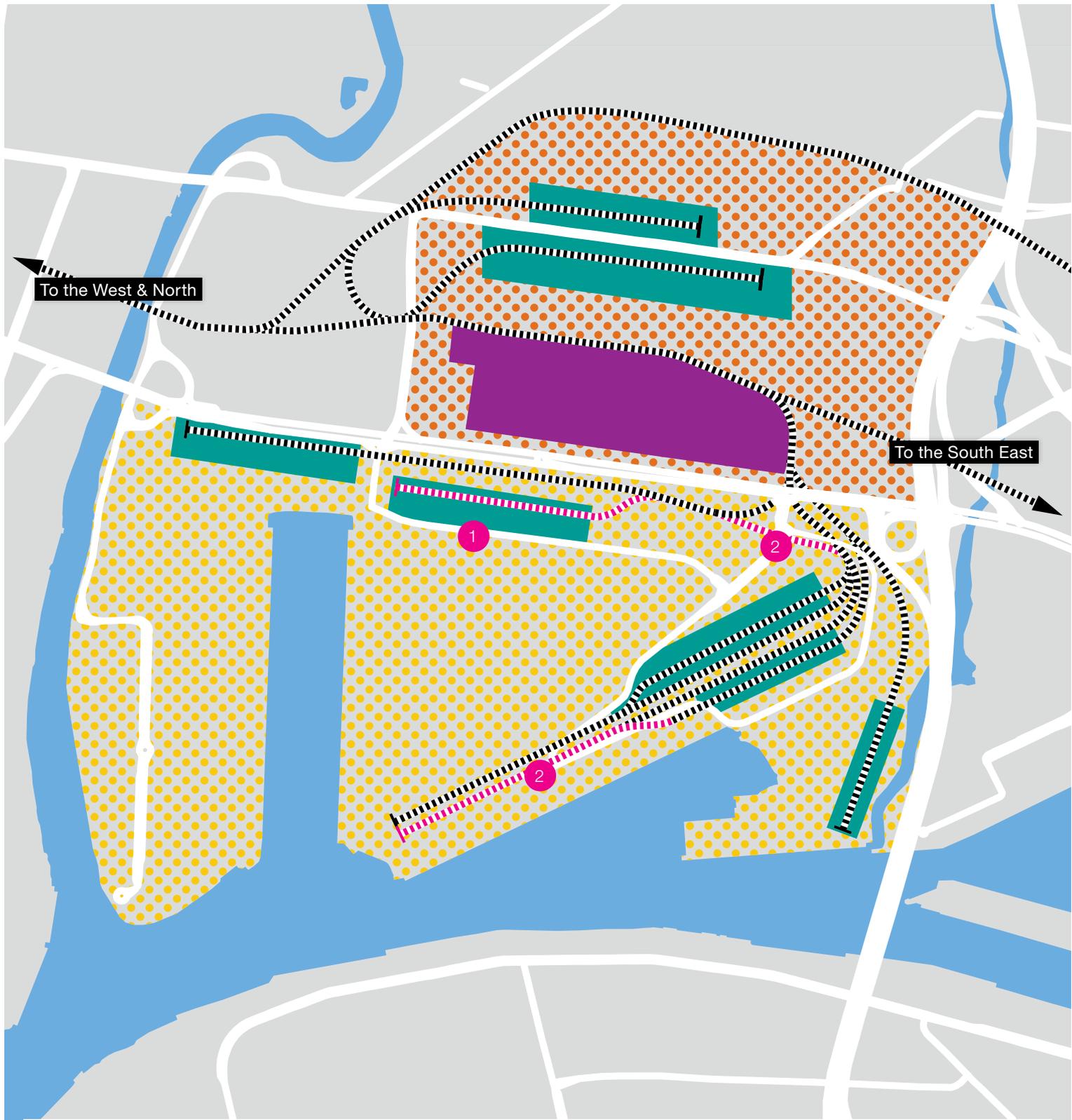
The wider community

- Minimising road disruptions and travel time for Victorians
- Improving social amenity and livability for communities near the Port
- Maintaining Melbourne and Victoria's competitive position within the national port freight system
- Contributing to improved road safety
- Reducing the needs for road repairs and maintenance



Indicative Project Implementation Timing





Port Rail Transformation Project – Infrastructure Components

1 Swanson Dock East Rail Terminal
 A new rail terminal at Swanson Dock East that directly connects into the Swanson Dock East Container Terminal. This rail terminal will consist of two tracks, each able to handle a 600m long train

2 Rail Access, Connections and Sidings
 Upgraded access, connections and sidings within the Port. These modifications are designed to support up to 1,500m long regional Victoria and interstate trains and provide operational flexibility for all trains accessing the Port.

 Swanson Precinct
 Dynon Precinct

 Former Melbourne Wholesale Market Site
 On-Port and near-Port rail terminals

 Existing rail infrastructure

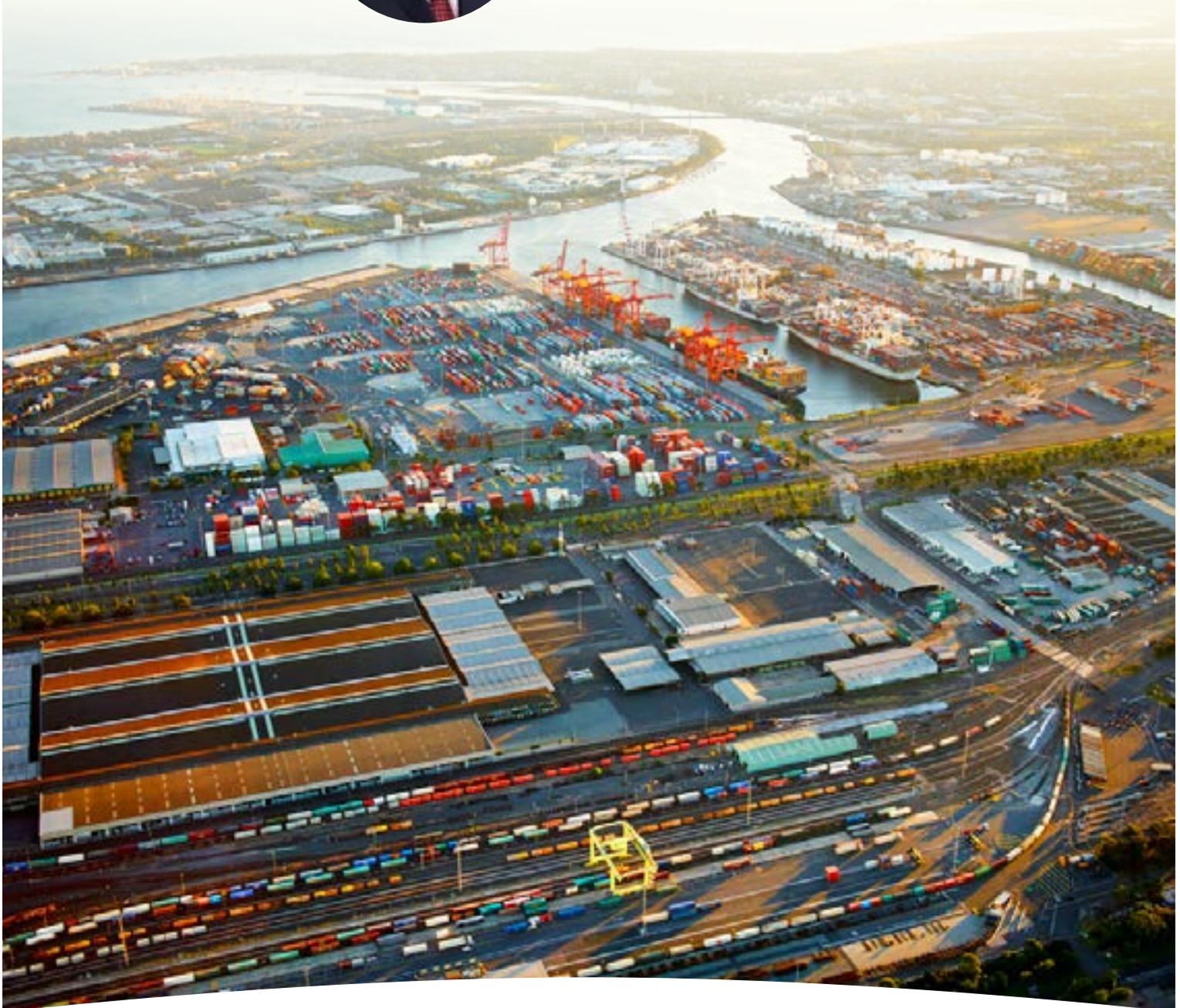
 Proposed rail infrastructure

“While road transport has done the heavy lifting when it comes to freight transport, as our population grows and trade increases, we need rail to take a greater share of this task”



A handwritten signature in blue ink that reads "B Bourke".

Brendan Bourke
Chief Executive Officer



For more information:

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