

Port Rail Shuttle Project Outline



Presentation Discusses:-

- Purpose of Port Rail Shuttle Project (PRS)
- Outline of physical elements
 - Terminal at the Port
 - Somerton Terminal
 - Altona Terminal
 - Lyndhurst Terminal
- Container shuttle trains

Purpose of PRS Project:-

- An integrated container rail shuttle system operating between Port of Melbourne and suburban intermodal terminals
- Providing an alternative to current 100% road based container transfer system in Melbourne:
 - commercial viability for the private operator,
 - reduced costs/greater reliability for businesses and
 - improved amenity (trucks off roads) for the public

Project Procurement

Current phase is a Procurement process to identify a “PRS Solution” to develop & operate the System

Government would contribute \$58 million toward assets and project facilitation

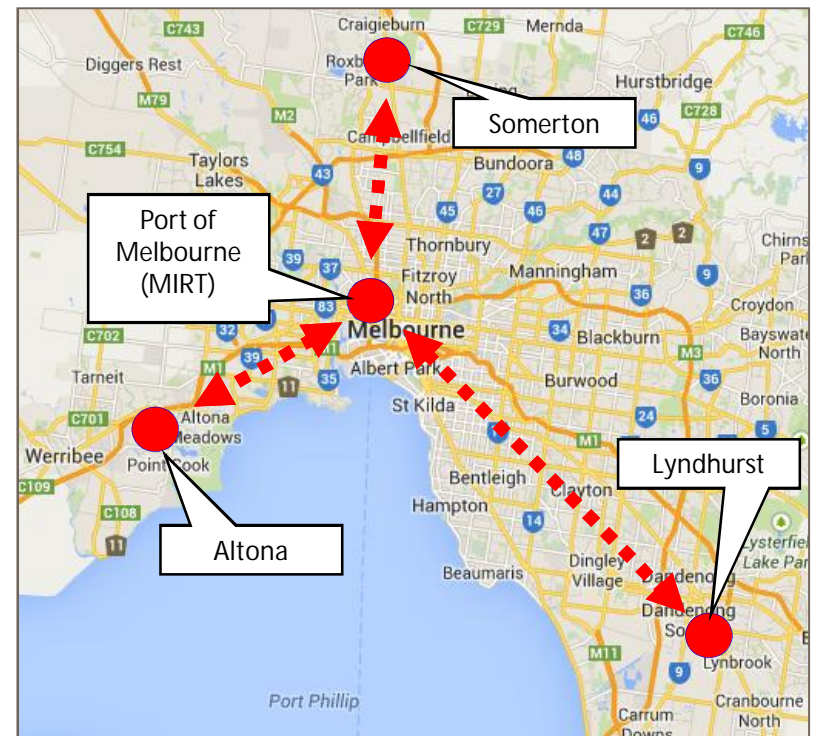
Private sector would contribute assets, operate the System and take the business and operational risk

Procurement objectives and commercial principles

“Commercial close” prior to parties committing funding and taking risk

The Terminals

- Interface terminal at Port of Melbourne
(Metropolitan Intermodal Terminal - MIRT)
- Suburban Terminals & associated warehousing land:
 - in the north (Somerton)
 - in the south west (Altona)
 - in the south west (Lyndhurst)



“On-dock” Interface - The MIRT

Straddle Carriers or ITVs will transfer containers between the wharves and the MIRT “off road”



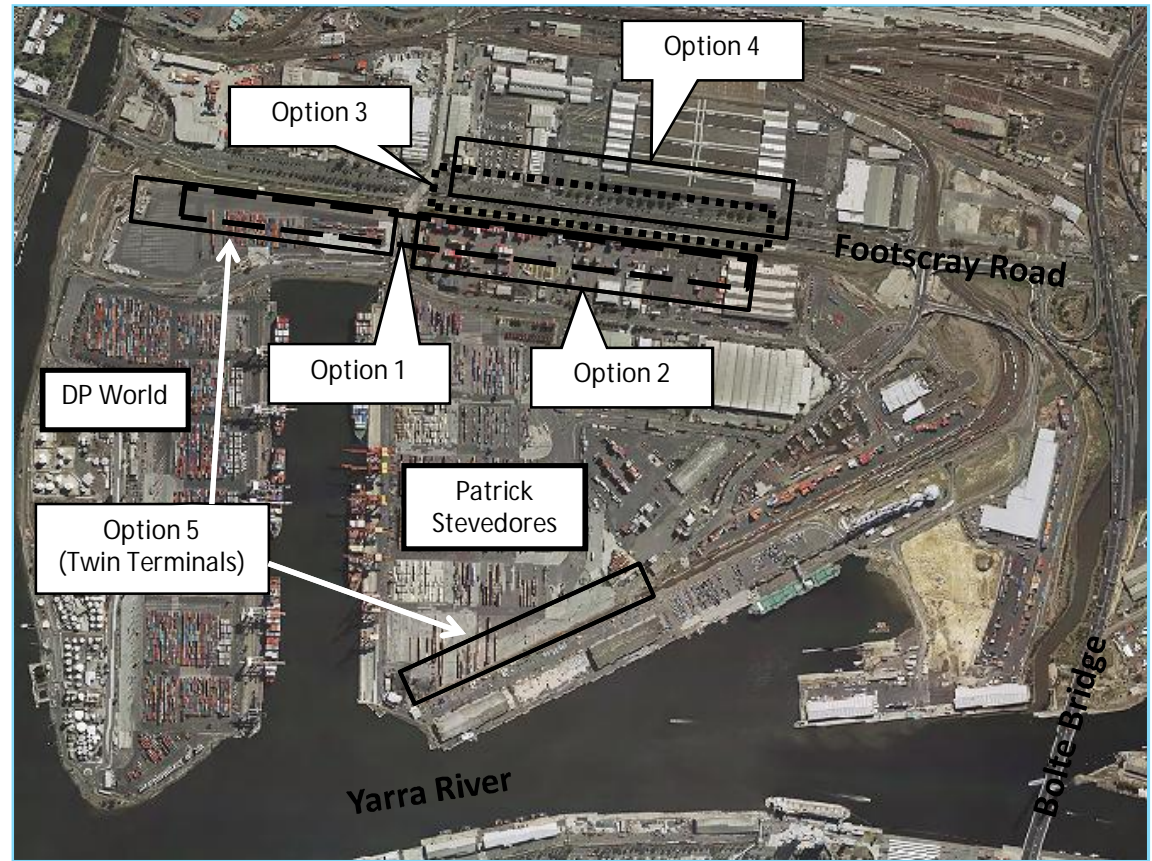
The MIRT

- Loading on/off trains using reach stackers until volume justifies gantries
- Highly disciplined container transfer operation to match
- Highly disciplined train departure/arrivals



MIRT Options

A Report by POMC
 assessed five
 potential sites for
 MIRT



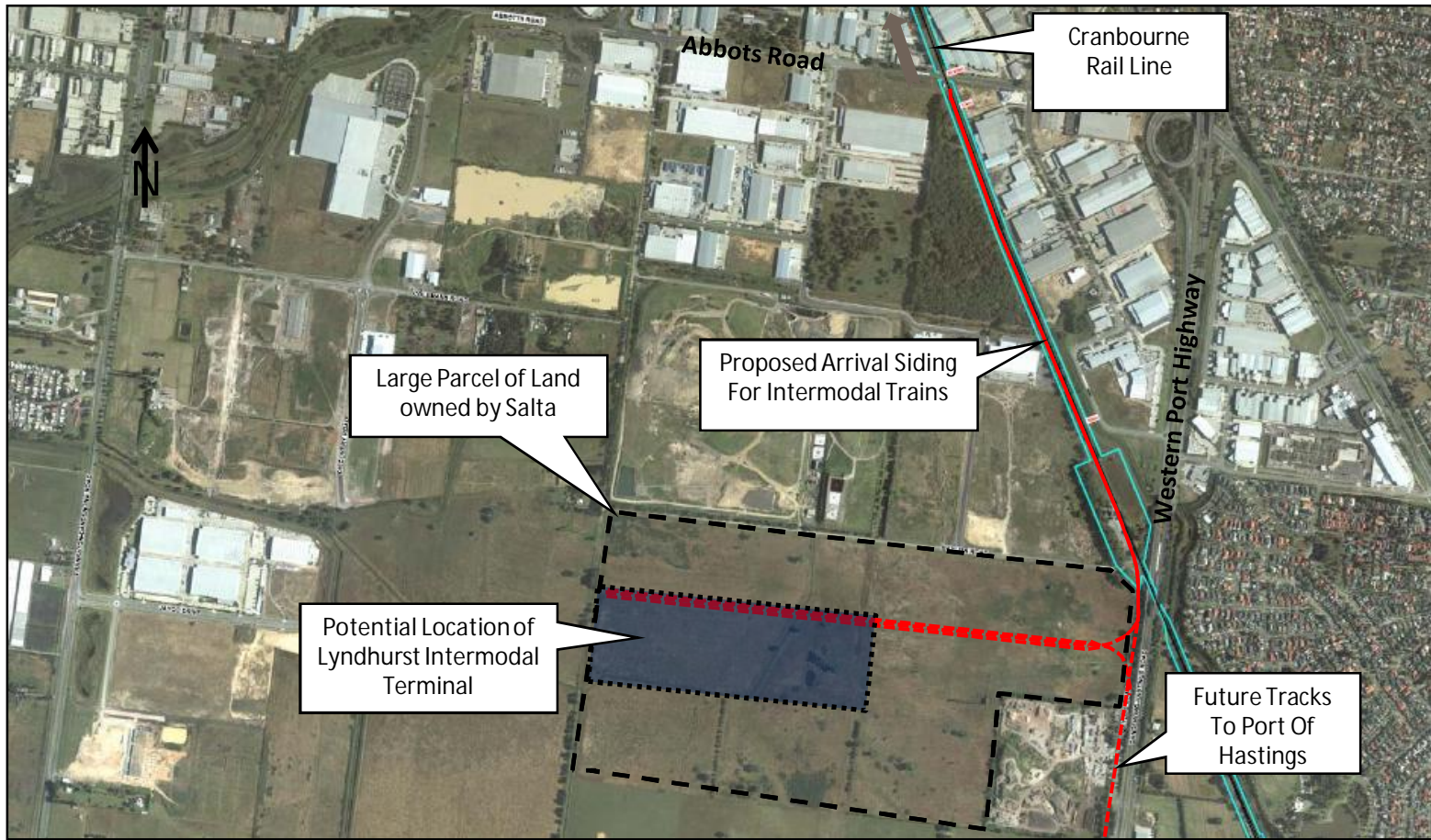
Salta's Lyndhurst Terminal

- Salta's Lyndhurst terminal is located near Dandenong
- 50,000 m² warehouse constructed for Bunnings
- Terminal yet to be constructed
- PRS shuttle trains would use:
 - Broad gauge Pakenham & Cranbourne suburban rail lines
 - Broad gauge V/Line & ARTC lines between Southern Cross and the Port



Salta's Lyndhurst Terminal

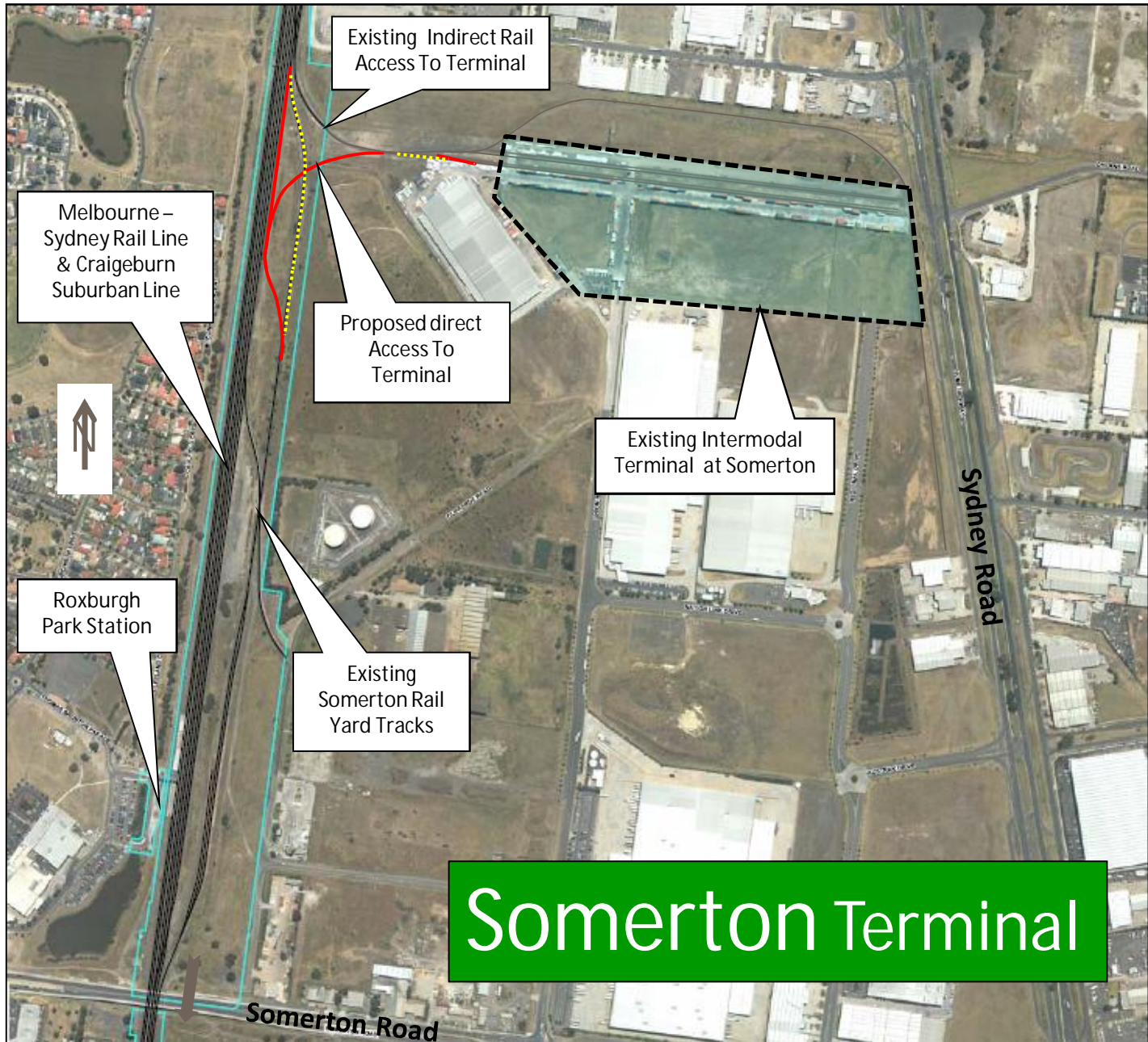
Location of Proposed Lyndhurst Terminal



Austrak's Somerton Terminal

- An existing intermodal terminal
- Around 100ha of land for warehousing, partly developed with leasehold tenure to ensure complying uses
- Terminal is currently serviced by road only
- Container shuttle trains could use:
 - Standard or broad gauge ARTC lines via Sunshine
 - Broad gauge suburban line via Essendon (requires trains to reverse in Melbourne Yard to access the Port)





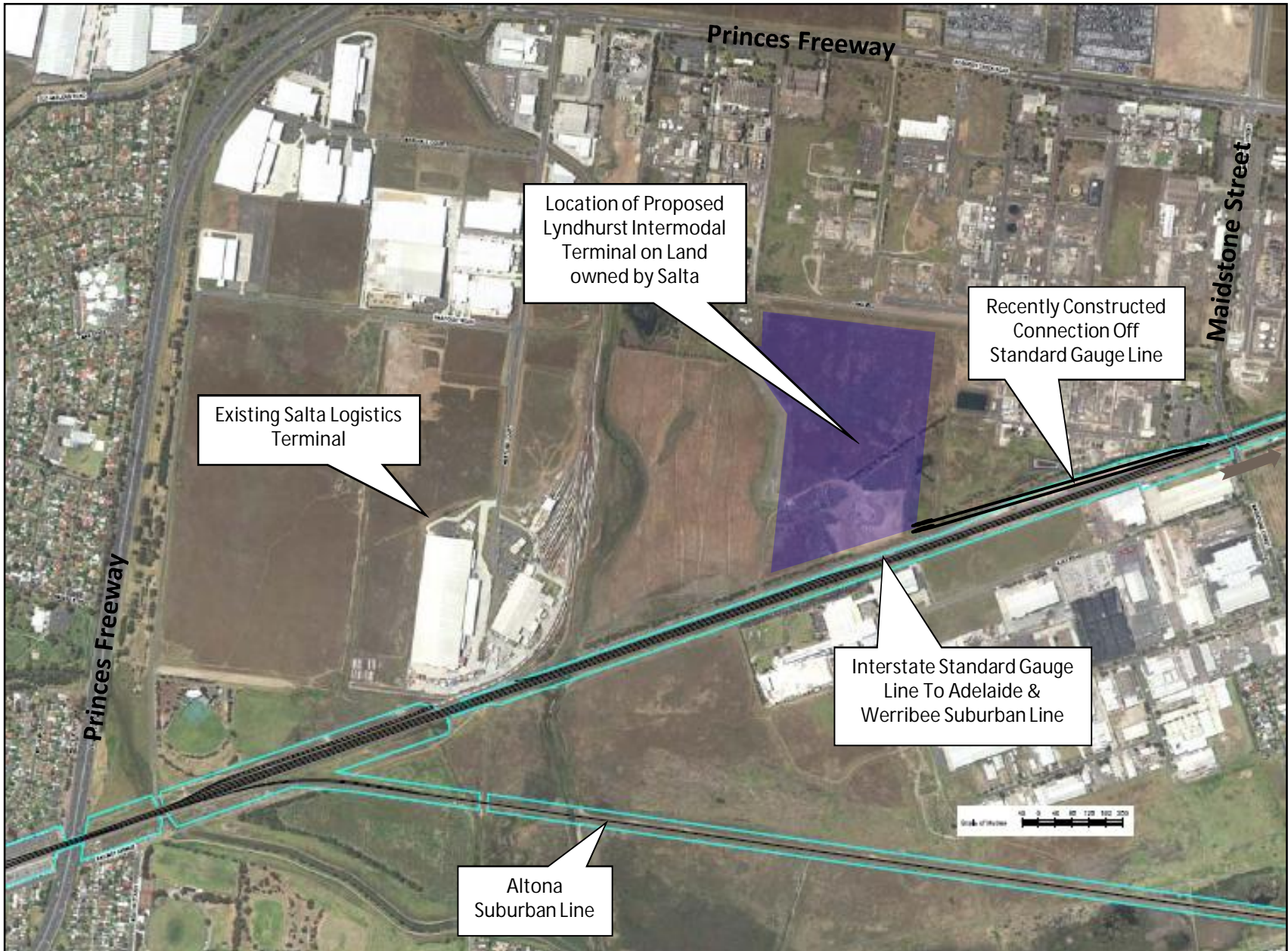
Salta's Altona Terminal

Location of proposed Altona Terminal

- The site is owned by Salta, Maersk Shipping recently relocated from Francis St
- Container shuttle trains could use:
 - the ARTC standard gauge line via Newport and Brooklyn
 - The broad gauge lines controlled by Metro and V/Line via Newport and Brooklyn
- No BG connection currently exists into the Salta terminal site



Altona Terminal



Shuttle Train Reliability

- Will operate in between other trains outside peak periods
- Good acceleration & braking characteristics
- Two locomotives (one each end) to clear a line section if a single loco fails



Shuttle Train Specification

- The trains will be a fixed length not exceeding 600m
- They will have a locomotive at each (push – pull)
- Trains will have a nominal container capacity will be 84 TEU
- Will be broad or standard gauge as required by choice of route on the Somerton & Altona corridors
- The locomotives will need to be around 3000hp

Questions?