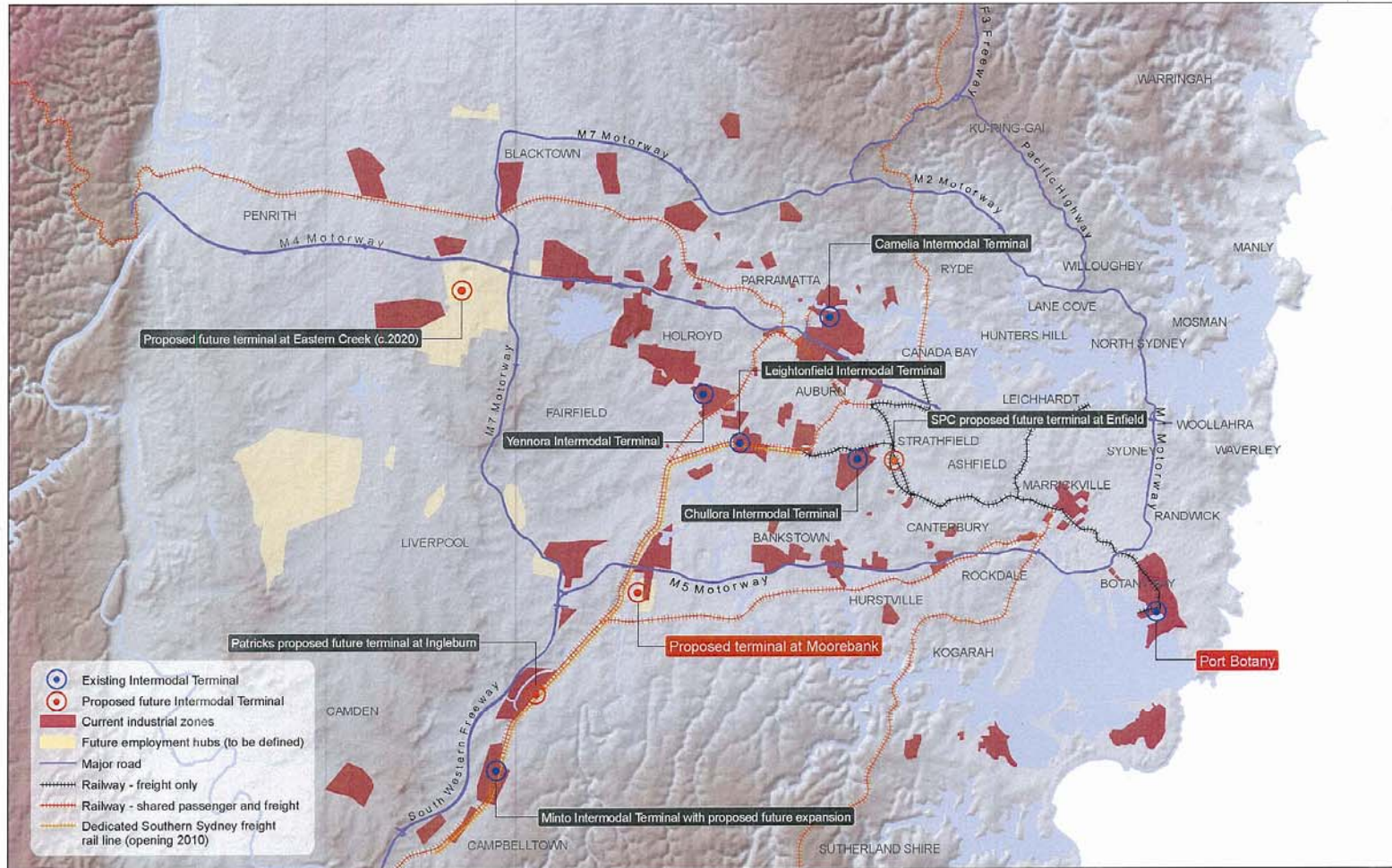


2010/2011 Project Assessment Brief

Status on the 2010 Infrastructure Priority List	Threshold
Project Name:	Moorebank Intermodal Terminal
Location (State/Region/City):	New South Wales, South-western Sydney
Submitter :	Australian Government/ Sydney Intermodal Terminal Alliance (SIMTA)
Project Description:	<p>The proposal involves the development of an intermodal terminal precinct comprising:</p> <ul style="list-style-type: none"> • A terminal focusing on inter-state and intra-state freight (potentially on the current School of Military Engineering (SME) site – approximately 202 hectares) and designed to handle 1,800m long trains; • A terminal focusing on port-related freight, i.e. to ‘shuttle’ containers between Port Botany and intermodal terminal to be located on an 82 hectare site owned by Stockland and presently leased for use as the Defence National Storage and Distribution Centre (DNSDC). Sidings would be designed to accommodate 600m then 900m long trains; and • A rail line to connect the two terminals to the Southern Sydney Freight Line (currently under construction). <p>The Department of Finance and Deregulation is managing a \$70m feasibility study of:</p> <ul style="list-style-type: none"> • Proposals to relocate existing Defence facilities (notably the SME) from the Moorebank area; • Options to establish an intermodal terminal complex on the SME and DNSDC sites. <p>The study is scheduled to be completed in mid-2012. (Maps attached)</p>
Capital Cost by Proponent Outturned (\$M):	\$tbc
Contribution sought by Proponent (\$M) :	\$tbc
Start/Completion by Proponent (month/year):	2011 – 2015 (Port shuttle terminal) 2011 – 2017 (Inter-state terminal)
Theme Alignment Claimed by Proponent:	Competitive International Gateways
Status Update:	<ul style="list-style-type: none"> • The Department of Finance and Deregulation’s project team aims to present advice on a range of key issues (including the threshold question of whether there should be an intermodal terminal at Moorebank) to the Australian Government in mid 2011. The Government’s response to that advice will determine next steps for the project. • A key strategic question for the terminal’s development and operation is whether, and, if so, by how much, container throughput at Port Botany will be allowed to increase above the existing ‘cap’ of 3.2M Twenty Foot Equivalent Units (set by the Port’s current planning approval). Advice from Sydney Ports Corporation suggests the port will have the capacity to handle around 8M Twenty Foot Equivalent Units. The NSW Government’s <i>Container Freight Improvement Strategy</i> indicates the port is projected to handle up to 8.6 million Twenty Foot Equivalent Units by the 2030s.

Location of Moorebank in Relation to Port Botany and Industrial Areas

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PROPOSED MOOREBANK INTERMODAL TERMINAL
CONTEXT MAP
MAR 2009
60095750
Source: MapData (2008), Sydney Ports Corporation (2008)
0 2.5 5 10 km
1

Moorebank Intermodal Terminal Precinct – Potential Broad Schematic Layout (from 2009)

