

## Fact Sheet

### Moorebank Intermodal Freight Precinct: June 2015

#### The freight precinct

- A 241 ha precinct comprising Commonwealth Government land ('the MIC site', 158 ha developable area) and SIMTA land (83 ha developable area).
- One import-export (IMEX) freight terminal – initial capacity of 250,000 containers a year from late 2017, and ultimately up to 1.05 million containers a year.
- One interstate freight terminal – initial capacity of 250,000 containers a year from around 2019, and ultimately up to 500,000 containers a year.
- Ultimately, 850,000 m<sup>2</sup> of warehouses where containers can be unpacked before delivery to their final destination.
- Connection to the Southern Sydney Freight Line via a railway line that enters the precinct at its southern boundary.
- Possible future relocation of Moorebank Avenue to the outer boundary of the precinct (subject to a future planning approval).
- Substantial biodiversity offsets protected from development, including vegetation on the eastern bank of the Georges River, which will be enhanced and preserved.
- Studies show the precinct will make only a small contribution to airborne pollutants and background pollution will remain well within government guidelines. There will be no measurable health impact of diesel emissions from the precinct.



*The IMEX terminal and some of the warehousing at the Moorebank intermodal freight precinct.*

#### MIC's agreement with SIMTA

- The MIC and SIMTA sites will be combined and leased to SIMTA for 99 years.
- SIMTA will develop and operate the terminals and warehousing.
- MIC will oversee SIMTA's activities to ensure government policy objectives are met, for example, the terminals must be open access for freight operators for the life of the lease.



- SIMTA will facilitate or provide most of the capital investment (~ \$1.5 billion over the first 10 years) including the terminal infrastructure and warehousing. SIMTA will bear most of the revenue risk of the volume of freight using the terminal.
- The Commonwealth, through MIC, will fund the rail connection, biodiversity offsets and preparation of the Commonwealth land (~ \$370 million). MIC's return is low risk.

### Key dates

- Mid 2015 – MIC is seeking concept approval for development on the MIC site and SIMTA is seeking project approval for the first stage of development on the SIMTA site.
- Late 2015 – construction commences on the rail connection and the first stage of the IMEX terminal and warehousing on the SIMTA site.
- Late 2017 – operation of the first stage of the IMEX terminal commences.
- Late 2019 – operation of the first stage of the interstate terminal commences.



*The layout of the combined Moorebank intermodal freight precinct.*



### Benefits of the combined precinct

- **Enhanced economy:** over \$9 billion in economic benefits through improved productivity, reduced business costs, reduced growth in congestion and a better environment. The combined precinct provides a bigger boost to national productivity as more containers can be unpacked onsite, which reduces costs for business and consumers.
- **New jobs:** around 7,700 jobs created by the combined precinct, more than double those expected if the terminal were developed on a single site, due to additional warehousing.
- **Reduced congestion growth:** ultimately, IMEX freight trucks will travel 60,000 fewer kilometres on Sydney's roads each day.
- **Better environmental outcome:** the combined site will handle the same number of containers as originally planned but has more space for a better layout:
  - the rail line into the terminal will join the main freight line near the Glenfield Waste Facility and enter the terminal from the south, as far as possible from nearby homes;
  - the rail connection will have wider turns, reducing the potential for noise from trains using the connection;
  - trains will be loaded and unloaded in the centre of the combined site and warehouses will surround the rail tracks to contain noise and block most of the terminal from view.
- **Low cost to government:** the combined precinct will have a bigger benefit for the economy and, by leveraging private investment, a much lower level of Commonwealth investment than originally anticipated.

### Need for the Moorebank freight precinct

- The terminal will enable more freight to make part of its journey by rail. This will reduce the growth in container trucks travelling between Port Botany and west/south west Sydney, and between Sydney and other capital cities or regional areas.
- The IMEX terminal will enable Port Botany to continue to grow. Today, around 5,000 containers travel to and from the port by road each day. Without Moorebank, this number could increase by as much as 300% by 2030. Throughput at Port Botany could be as high as 19,000 containers a day by 2030.
- As part of a national intermodal network, Moorebank will get more interstate freight on rail, taking advantage of the economic and environmental benefits of rail, and recent improvements to the national freight rail network.
- The Moorebank precinct has unique characteristics that make it ideal for an intermodal. It is: large enough to handle freight trains and onsite warehousing; next to existing road and rail infrastructure (the Southern Sydney Freight Rail Line and the M5 Motorway); and available now for development. No other identified site has all these characteristics, making the precinct a once in a generation opportunity.

More information about Moorebank Intermodal Terminal is available at [www.micl.com.au](http://www.micl.com.au).