Intermodal Terminal Developments - Benefits to the South East Region

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A brief background of Salta Properties

- Privately owned business started 43 years ago.
- Completed $2 billion of projects.
- A further $2 billion of projects currently in active development.
- 35 years experience in freight and logistics through Westgate Logistics and Westgate Ports.
Our Experience in Melbourne’s South East

- Pound Road West
  - Development commenced in 1995
  - 27 hectare site – 106,000 SQ M of warehousing
  - Clients included Australia Post, Centrelink, L’Oreal and Dulux

Our Experience in Melbourne’s South East (Cont’d)

- Dulux Head Office
  - First building outside the CBD designed to achieve a 5 Star Green Star rating
Our Experience in Melbourne’s South East (Cont’d)

• Nexus Commercial, Mulgrave:
  • Site purchased in 2005.
  • Initial site size of 7 hectares.
  • Completed 31,100 SQ M of A Grade office accommodation.
  • A further 8,000 SQ M being constructed to take total to 39,100 SQ M.
  • With additional land acquisitions Nexus Corporate will accommodate approximately 105,000 SQ M of office space.
  • Investment value on completion of $550 million.
Our Experience in Melbourne’s South East
(Cont’d)

Nexus Intermodal (Dandenong South)

- Located 1.2 kilometres north of Western Port Hwy / Glasscocks Road intersection.
- Total site area of 185 hectares (1.85 million SQ M).
- Critical intermodal site transport linkage characteristics:
  - Traditional road transport.
  - High Productivity Freight Vehicles (HPV).
  - Rail connections.
- Site dimensions to accommodate 600 metre long trains.
- Nexus Intermodal (Dandenong South) will form part of the proposed Metropolitan Intermodal System – A key plank of the Government’s Freight and Logistics Strategy released in August 2013.
**Nexus Intermodal (Dandenong South)**

**What is the MIS?**

- An integrated system of Metropolitan Terminals, linked by rail and HPFV routes to a central terminal located in the Port of Melbourne.

- A key is the Melbourne Intermodal Rail Terminal (the MIRT) at the Port of Melbourne Swanson Dock interface.

- MIRT = 28 Metropolitan Freight Rail Shuttle services per day.

- Each service can carry 84 TEU each way for a cost effective, efficient and reliable rail option.
Why is the MIS necessary?

- Port of Melbourne is Australia’s biggest port – handling 37% of container trade.
- 2.5 million TEU moves through the Port each year = 7,000 TEU per day.
- 87% of imports to the Port of Melbourne have a Metropolitan destination.
- All metropolitan freight is moved by truck from the Port.
- Container volumes through the Port are set to double by 2025 increasing stress on roads and stevedores.
- MIS is critical to enable the growth in Port volumes to be handled efficiently and cost effectively.

What are Some of the Inefficiencies Affecting Businesses in the South East?

1. Lack of infrastructure and cost competitive land leading to inefficient freight handling practices.
2. Temporary relocation of containers overnight to holding yards in the Inner West.
3. Lack of available empty container storage facilities.
How will the South East Region Benefit from the Nexus Intermodal (Dandenong South) Terminal?

• South East bound containers to be designated on their bill of lading to the Port of Dandenong South via the Port of Melbourne.

• The intermodal terminal, including full and empty container parks, connected by rail = more balanced and competitive cost allocation.

• Greatest benefit is for businesses to locate on site adjacent the terminal.

Status of the MIS

• Cooperation between private industry and government.
• Funding largely by private industry – Salta has invested $150 million to date.
• Victorian Government has allocated funding in the 2014 State Budget.
• Physical works have commenced:
  • Maersk in operation at Altona.
  • Bunnings in operation at Dandenong South.
• Town planning:
  • All zoning changes in place.
  • HPFV access routes approved.
• Government to issue an EOI early in the new year.
NEXT STOP - DANDENONG STH INTERMODAL TERMINAL

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