

Victoria's new intermodal freight precincts



The Victorian Government is planning to deliver new intermodal freight precincts at Truganina in Melbourne's west and Beveridge in Melbourne's outer north. The role of the new precincts will be primarily to handle interstate freight, but also the import and export container trade.

These intermodal freight precincts and their connecting transport infrastructure will be delivered over the next 30 years to supplement, and potentially replace, the existing terminal at Dynon.

The Australian and Victorian governments are developing a joint business case that will also help ensure the new precincts support the Australian Government's [Inland Rail](#) project in Melbourne from the commencement of train services.

The business case is expected to be completed in 2020 and will include an assessment of the location, timing and staging of the project, financing options and value-capture opportunities. The business case will also examine the required transport connections with a focus on the proposed Outer Metro Ring Corridor, the E6 and the Western Goods Line.

Context

Victoria's freight volumes are expected to grow to around 900 million tonnes annually by 2050, up from around 400 million currently. The new intermodal precincts will perform a key role in handling this forecast rapid increase in the state's freight volumes.

One of the priorities of the Victorian Freight Plan, *Delivering the Goods*, is to increase the share of freight carried on rail.

The co-location of warehousing, distribution centres and other associated functions with the new precincts, combined with initiatives like the Inland Rail are aimed at boosting rail's share of the interstate freight task.

The Inland Rail project directly connects Melbourne and Brisbane and will provide a fast, efficient and reliable freight connection with a transit time under 24 hours.

Victoria's existing capability

The state's interstate rail freight task is handled mostly within the Dynon freight precinct. Dynon has a number of limitations that preclude a significant increase in capacity. They include:

- Lack of space to store and handle containers
- Conflicts with competing land uses
- Road connections that generate amenity issues for nearby residential areas
- Rail connections that preclude double stacking of containers on trains
- A track layout that limits the efficient handling of longer trains.

Broader benefits

In the longer term, the development of new intermodal freight precincts will:

- Significantly improve the capacity of interstate freight transport in the north-south and east-west national corridors
- Complement other improvements to the north-south intermodal rail supply chain with matching capacity and service level improvements
- Enhance national productivity by lowering the door-to-door cost of freight for interstate movements
- Create opportunities for urban renewal in the North Dynon area
- Reduce truck movements through Melbourne's inner west
- Improve rail access for port-related freight by removing many non-port freight movements from the Dynon precinct.

Stakeholder engagement

Targeted industry consultation was undertaken in 2013 to support the options assessment, site selection and development of the preliminary business case for both projects.

Discussion on the proposals also occurred during interviews undertaken with freight operators to help formulate supply chain analyses studies and the Victorian Freight Plan.

The current phase of engagement will see more detailed discussions and market sounding with a broader range of industry stakeholders.

These discussions will contribute to the economic analysis, business case development, master planning and developing the operational requirements of the intermodal freight precincts.

Meetings will also be held with relevant local councils to discuss the project.

Feedback can be provided by email transport.projects@transport.vic.gov.au

