



Salta Properties

VIC – Metropolitan Intermodal System

Presentation to:

South **E**ast **A**ustralian **T**ransport **S**trategy Inc.

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Salta Group Story

- One of **Australia largest privately owned family companies** in operation for over 44 years.
- **Currently in excess of \$4.5bn of Development Projects** across Industrial, Commercial and Residential property sectors.
- Over 35 years **experience as a major freight logistic operator** across Australia through our home grown **Westgate Logistics** business.
- **Experienced in the Port Operations** – Import /Export business through our Westgate Ports & **Interport Services** Businesses.
- Our Property, Logistic and Port experiences has led to **creation of Metropolitan Intermodal Terminals** (Inland Ports).



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The need for a Metropolitan Intermodal System (MIS)

- Salta has worked for over 12 years with successive state governments to implement a state of the art rail based container logistics and inland port network – the MIS.
- There is widespread support for this project but to make it happen arrangements need to be put in place prior to the Port sale.
- Below are some of the organisations that have **already endorsed our concept**:



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What is the Problem?

- 87% of imports and 52% of exports have a Metropolitan destination or origin respectively.
- With no appropriate rail connectivity, 100% of these volumes are handled by truck.
- Currently over 5,500 trucks visit the port each day and already caused delays. If unabated this could become over **30,000 trucks per day** within the initial lease term.
- The existing road based system limits the capacity and longevity of the Port of Melbourne.
- Full reliance on road is **undesirable** for safety, environmental, congestion, and financial (cost of road maintenance) reasons.





Road Safety

- With freight volumes set to double within the next 20 years there are serious and legitimate community concerns regarding road safety and the issues related to mixing large trucks with cars, cyclists and pedestrians.
- The Maribyrnong Truck Action Group (MTAG) has been particularly vocal on this issue as they are dealing with truck volumes now that the rest of the city will be experiencing in the near future if nothing is done.
- The health effects of diesel particulates are also a serious concern with asthma rates among Maribyrnong adolescents being 50% higher than the rest of Victoria.
- For more information and a good video detailing the issues go to www.mtag.org.au



MTAG Video

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What is Industry Suggesting?

- Implementation of the Metropolitan Intermodal System (“MIS”).
- The MIS is a network of Inland Ports linked by rail and high productivity freight vehicles to the Port of Melbourne.
- **The Metropolitan Intermodal Rail Terminal is an on-dock rail terminal, directly connected to the Swanson Dock container terminals** to service Import/Export containerised rail freight.
- The Inland Ports are currently located in Altona, Dandenong South, and Somerton (as identified by Government)
- Link to [Video](#)





MIS benefits for Victoria?

A 2015 study by **GHD and Hamburg Port Consultancy** shows:

1. A capacity increase to the port of **1.4 million TEU** per annum.
2. The potential to increase the price the government receives from the sale of the port by **\$545 million** (incl. delay alternative expenditure).
3. Reduce truck trips to the port by **3,500 trips per day** (from the current total of 5,500 trips per day).
4. Reduce Co2 emissions by **23,000 tonnes per annum**.
5. Positive externalities of **\$975 million** over 50 years.
6. Reduce supply chain costs for importers and exporters by **20%**.
7. Direct creation of **3,700 FTE Jobs** and Indirect employment of 9,040*

* As calculated by Essential Economics





Conclusion

- Melbourne can have **the most modern and efficient container logistics system in Australia within 12 to 24 months.**
- The cost to future State Government budgets for the works is **zero** because the **\$58 million has already been budgeted.**
- The bulk of the cost to create the system will be spent by private enterprise.
- The inland ports are **shovel ready**, and cannot be replicated.
- The MIS **will protect Melbourne's position as Australia's number 1 container port**, and stop possible further loss of business to other ports.
- The MIS will **protect and grow Victorian jobs and economic activity.**

The \$58 million to be spent by Government is trivial in terms of the overall benefit in jobs, activity, and Victoria's competitiveness





Thank you



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