Intermodal operations

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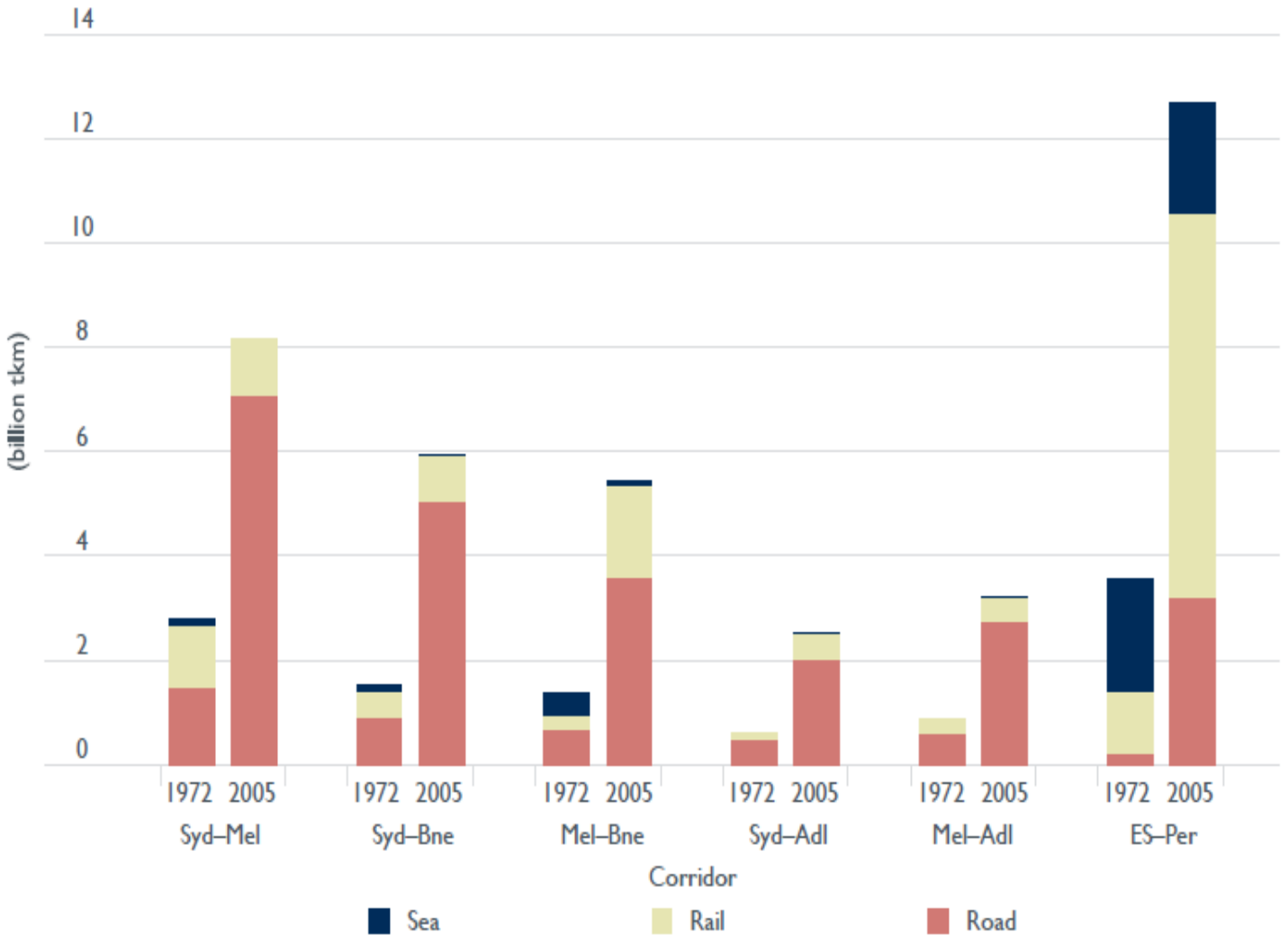
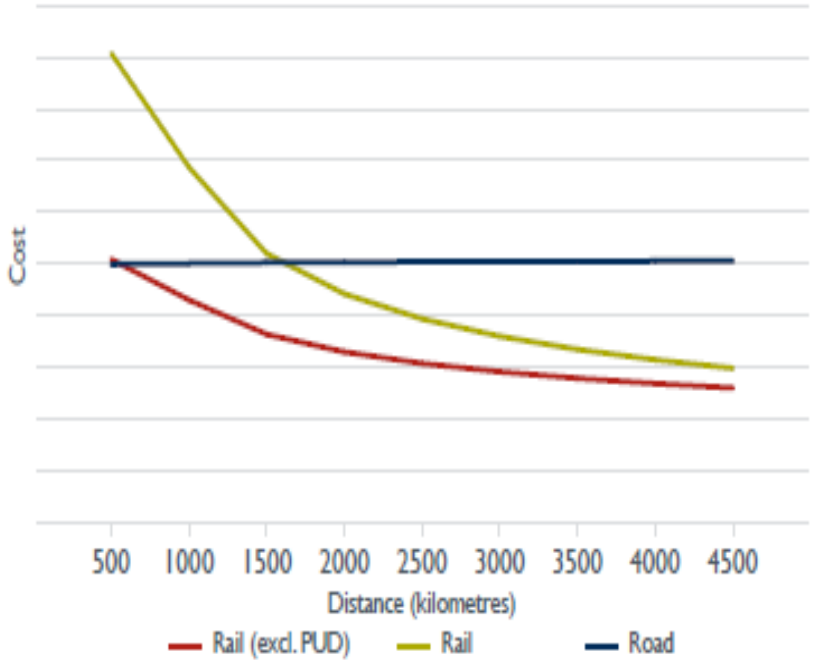
Figure 3 Intercapital non-bulk freight task and mode shares, 1972 and 2005



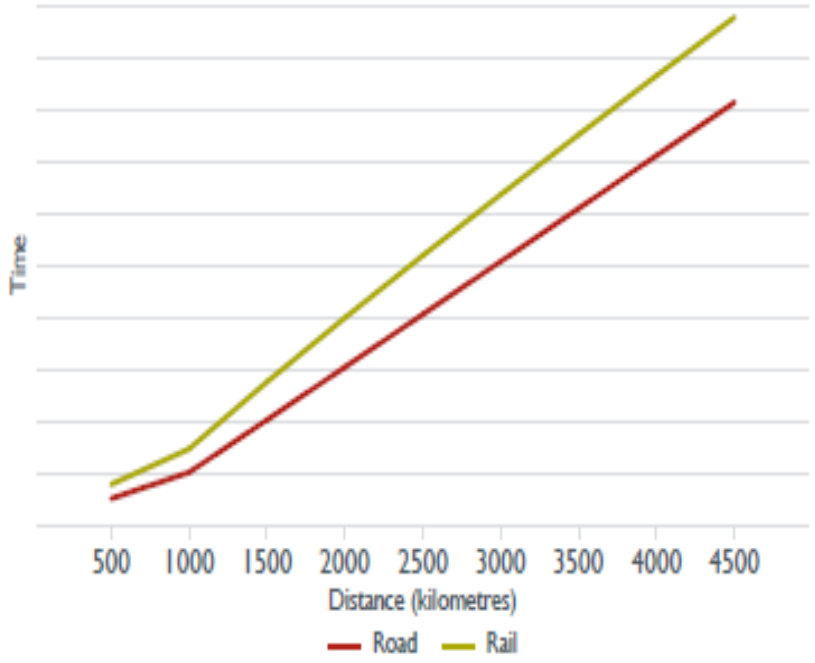
Source: BTRE (2006).

Figure 4 Average freight costs and transit times for Australian intercapital road and rail freight

(a) Freight costs[a]



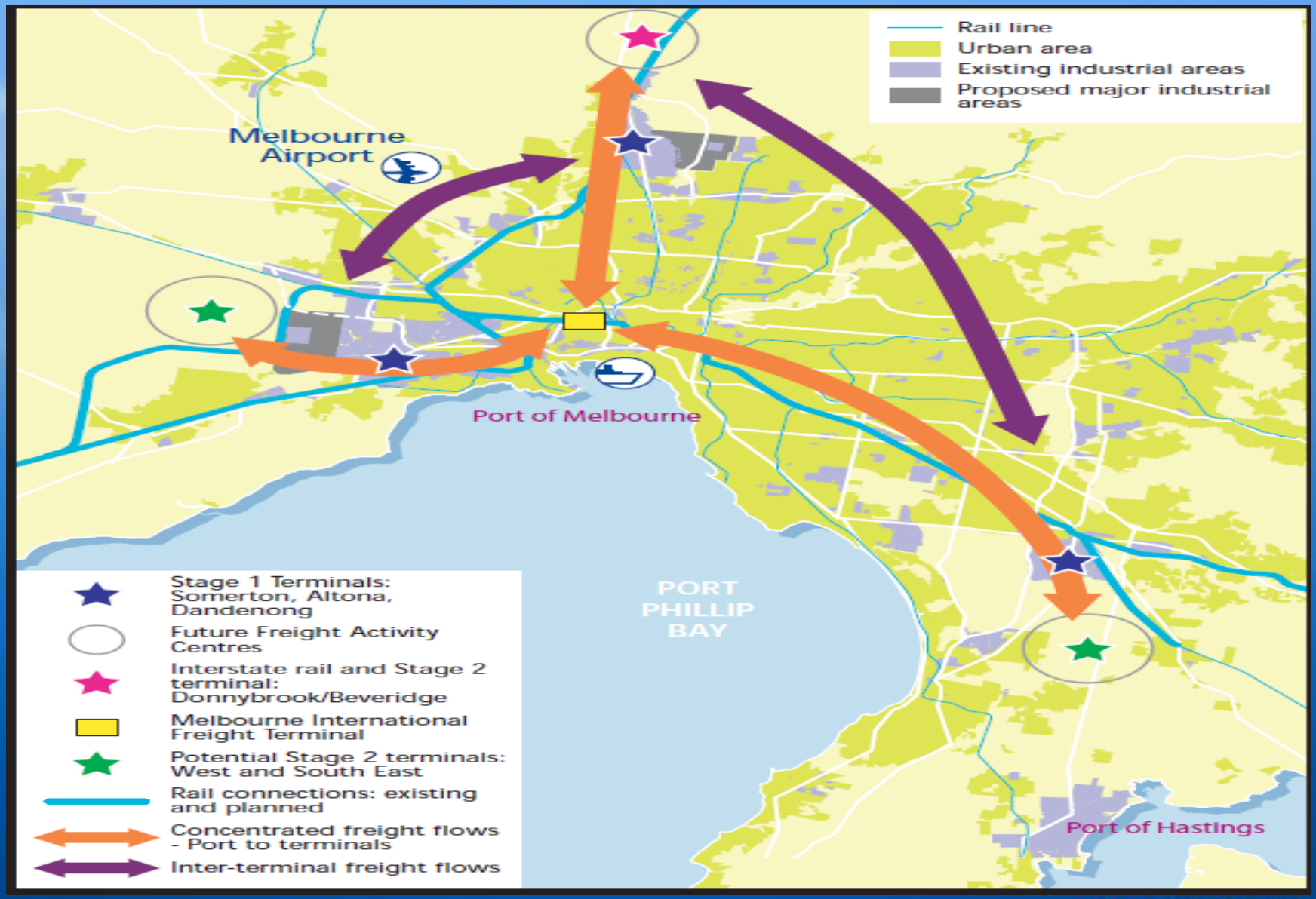
(b) Transit time



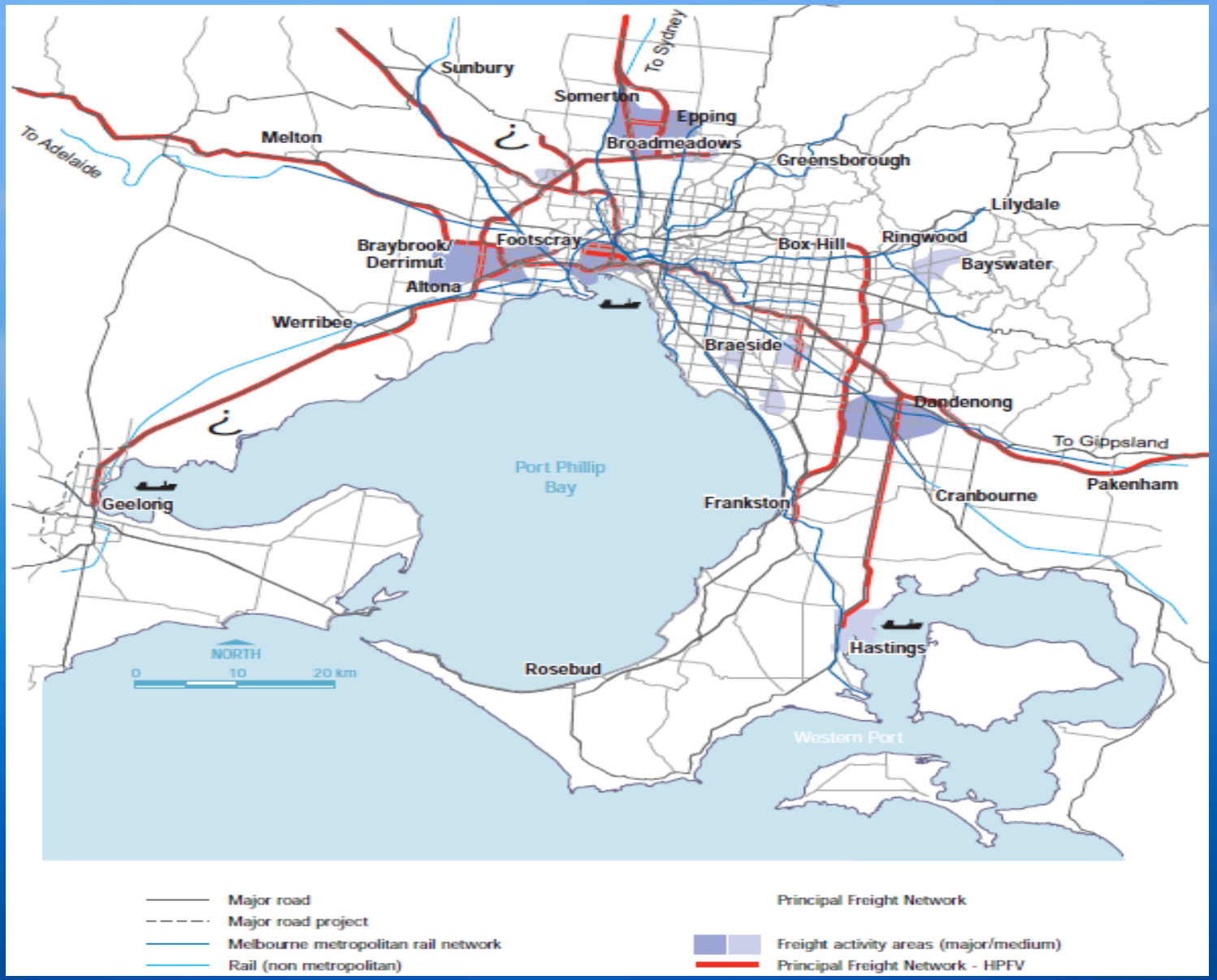
a. Rail freight costs excluding pick-up and delivery.

Note: Average freight costs for oil prices at approximately US$30–50 per barrel.

Metropolitan Freight Terminal Network Vision



Notional Melbourne HPFV network



Sydney networks

Altenwerder Rail siding

Altenwerder Rail Terminal

- Length 7 X 700 m
- Serviced by 2 RMGs
- Hinterland Eastern Europe
- Up to 10 trains per day
- Inter terminal vehicle to yard stack

Rail Mounted Gantries

Appleton Dock Rail Terminal

Appleton Rail Terminal

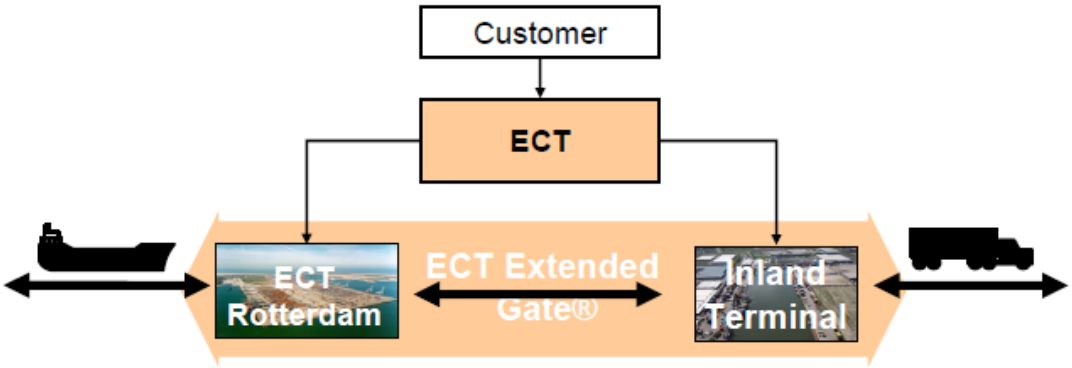
- Rail siding 4 X 1100 m
- 4 Reach stackers + MT Forklifts
- Storage capacity for 3000 TEU
- Servicing ADL (70,000 TEUs p.a) and intra state
- Truck (Super B –double/HPFV) to/from terminal and MT parks

Methods to stimulate ICTs

- Through Bill of Lading (ECT example)
- Extended gate concept
- HPFV project
- Encourage rail (truck access charge)
- Ensure MT return available at ICTs
- Open 24/7 access
- Customs and AQIS cooperate

Extended gate

Extended Gate concept

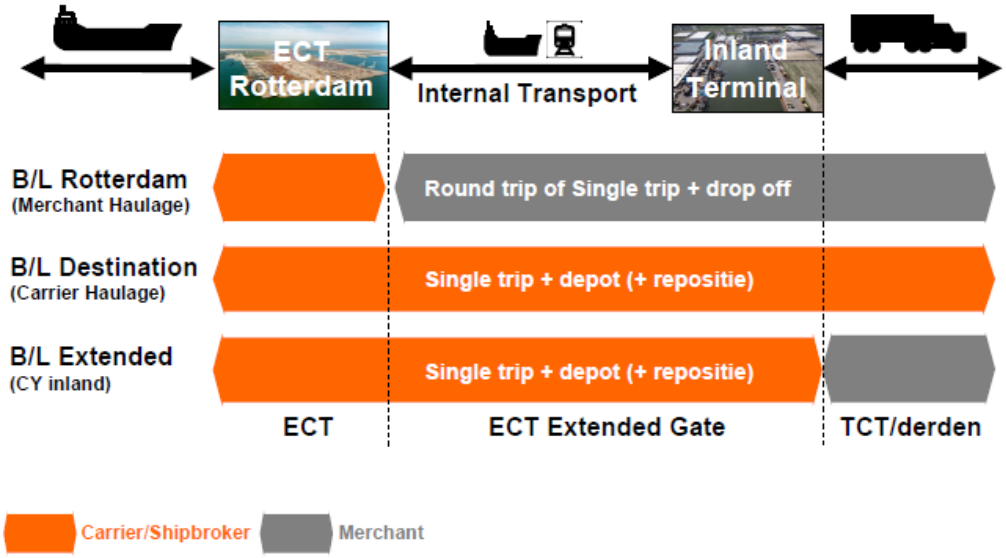


Concept

- Inland terminal is extension of ECT deepsea terminal
- One-stop-shopping via central (E-)bookingsdesk
- Just-in-time import & export availability
- Simplified customs legislation (no documentation)

B/L condities leading

Type Bill of Lading



Questions ?