

# perth intermodal network

February 2019

Arc Infrastructure is developing an inland intermodal network, to service container imports and exports through the North Quay Rail Terminal. Arc believes that rail will become an increasingly important freight transport mode and that this intermodal strategy will reduce costs and grow volumes to **Beyond 300,000 TEU**.

## more containers on rail

Container volumes are projected to grow rapidly over the next decade, with Fremantle Port expected to handle over 1.1 million Twenty Foot Equivalent Units (TEU) by 2031. Currently, Fremantle Port services approximately 780,000 TEU, of which less than 20% is being handled by the NQRT.

Given current road constraints and truck queuing issues at the port, rail is set to become an increasingly important mode of container transport. The State Government has a target to transport 30% of container volumes by rail. Arc Infrastructure believes in order to facilitate these volumes through the NQRT, a larger network of inland terminals will be required.

## growing network capacity

Arc Infrastructure's intermodal strategy aims to support a capacity of more than 300,000 TEU through NQRT, around double today's volumes. Arc Infrastructure believes this capacity target will address the projected growth in containers on rail in the short to medium term.

While currently only 3-4 services per day are being operated into NQRT, Arc Infrastructure believes it is possible to effectively double that and run up to eight services per day, without impacting the existing passenger train and maintenance curfews. However in order to achieve this growth, any additional train paths must be supported by a combination of new inland terminals and train sets. Existing inland terminals alone will be unable to provide this step-change growth.

Arc Infrastructure's planned Kenwick and Bullsbrook intermodal terminals would provide this required inland capacity, taking container rail capacity through NQRT beyond 300,000 TEU.

## purpose built terminals

Arc Infrastructure is committed to growing intermodal capacity and is prepared to partner with government and industry to ensure its proposed purpose-built intermodal terminals deliver on State transport priorities and meet customer demand.

Arc Infrastructure's greenfield Kenwick and Bullsbrook locations provide a unique opportunity to design industry-led, purpose built container terminals, which both maximise rail efficiencies and minimise pick-up and delivery costs through direct connection to industrial developments.



## what makes a good intermodal terminal?

- Long rail sidings, reducing train cycle times and congestion costs
- Adjacent hardstand layout to maximise storage capacity, reducing stack shuffling and multiple-handling costs
- Direct connection to industrial property developments, providing a seamless interface the terminal and the customer which eliminates pick-up and delivery costs
- On-site empty container park, providing hire/de-hire efficiencies
- Purpose-built facilities which support current and future port infrastructure

# kenwick intermodal terminal

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As a key part of its intermodal strategy, Arc Infrastructure is seeking to lead the development of Perth's newest, purpose-built intermodal facility at Kenwick. The planned facility, which could be operating by late 2020, will be capable of handling up to 200,000 containers a year, significantly increasing Perth's inland rail terminal capacity in the near future.

The proposed Kenwick Intermodal Terminal will form part of the rail corridor, governed by Arc Infrastructure's network lease with the State Government.

## design

The Kenwick Intermodal Terminal has been carefully designed to optimise its connection to rail.

It has two dedicated intermodal sidings, each over 1,000 metres long. These can facilitate existing train services from the NQRT, as well as longer train services from a future outer harbour.

## strategic location

Importantly, the new terminal will be located adjacent to 600 hectares of industrial-zoned development land, including the new Roe Highway Logistics Park (RHLP), providing direct interface between the State's freight rail and industrial customers, eliminating significant pick-up and delivery costs.

Containers will be transferred directly from the rail terminal to customer depots. This direct transfer avoids accessing public roads thus saving time and money.

The purpose built Kenwick Intermodal Terminal will significantly enhance the attraction of moving freight via rail instead of road - supporting government objectives to increase containers on the rail network.

## kenwick features

- Two dedicated sidings with a length/clear standing room of 1,000m
- Dual gauge, bi-directional entry and exit - access for both metro and country services
- 900 metres of hardstand
- Throughput capacity of up to 200,000 TEU or up to 150,000 TEU with a 2,000 TEU empty container park
- Full service empty container park for cleaning, repairs and inspection
- Direct interface to adjacent customer depots.

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