



Container Moves

Landside Transport Monitor

Issue 1
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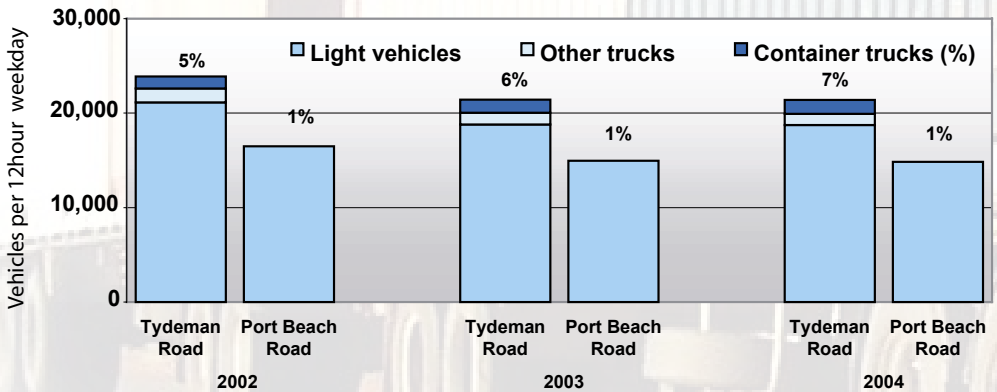
Introduction

As the container trade through Fremantle continues to grow, so does the landside transport task and the need to ensure that all parts of the supply chain are working as well as possible. The Government would like to see increased use of rail for containers along with better use made of our roads. To achieve this a group of industry and government representatives has been formed to identify smarter logistic solutions and to monitor progress. This is the first in a quarterly series of reports about this group's activities.



Road Transport

In recent years an annual traffic survey has taken place close to the port for the purpose of monitoring the number and type of container trucks serving the port, their contribution to overall traffic levels and their utilisation in terms of containers (TEU) per truck. The most recent survey was in September 2004 which found that container trucks make up 7% of the traffic flow on roads close to the port. A total of 1650 container trucks were recorded per 12-hour weekday. Truck utilisation has been increasing over time and now averages 1.30 TEU per truck.



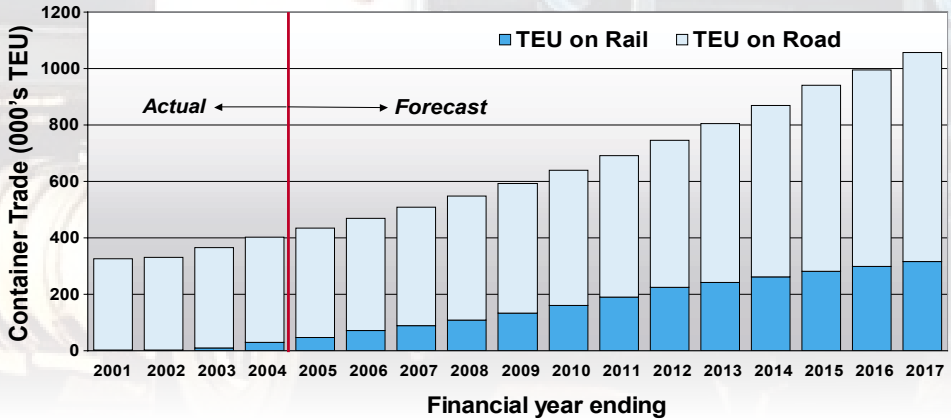
Rail Transport

Last year, rail carried almost 30,000 containers to and from the port, representing 7% of the total.

A new rail loop and terminal now being constructed at the port will streamline port access and enable freight to travel directly to and from regional locations served by narrow gauge track. This will help reach the goal of 30% of containers on rail. However for rail to offer a viable alternative to road, many other logistical issues need to be addressed. The container handling study now underway will assist in this work.

Growth in Container Trade

Container trade increased by 10.3% in the last financial year and has more than doubled in the past ten years. The last financial year also saw rail market share grow to 7% of containers moved through the port. By 2012 the government wants to see 30% of containers being moved by rail. The chart below illustrates how this increase in rail share will restrain, but not halt, the growth in the number of containers being carried by road. One of the key aims of the group is to improve road transport efficiency by increasing truck utilisation and reducing the level of empty running so that increases in the number of containers on road are not translated into commensurate growth in trucks.



Container Handling

A study is currently underway to look at the potential for alternative container handling, transport and storage arrangements to have a positive impact on the level of rail use and the efficiency of road transport.

The provision and possible location of future facilities such as inland container terminals, road depots and empty container parks is being examined as part of this work.

The study will be complete by the end of April 2005. For information contact Fiona Callander on (08) 9216 8815.

Stevedore Terminals and Container Parks

The efficiency of stevedore terminals and container parks in terms of providing reliable service and consistent turnaround times for trucks and trains delivering and collecting boxes can be measured by monitoring turnaround times and equipment availability. The operations of each facility are quite distinct and discussions are at an early stage in terms of this data becoming available for inclusion in subsequent newsletters.



Contact Details

The Group, comprising senior representatives from industry and government, operates under the auspices of the Sea Freight Council of Western Australia and can be contacted through -

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