

RAIL CAPACITY INVESTMENT

NSWPorts

Stage Two of NSW Ports' On-Dock Rail Investment Program at Port Botany will begin this year with the construction of a new rail terminal servicing DP World's container terminal.

The program is designed to increase the port's total annual rail capacity, creating more efficient and sustainable supply chains, benefiting households and businesses in NSW.

Stage One at Patrick Terminals has been operational since November 2023.



Loco-shifter

Enables trains to enter the terminal without reversing in.

Rail-mounted gantry cranes

To load and unload containers onto trains.

DP World container terminal

Where ships are loaded and unloaded.

An artist's impression of the new DP World Rail Terminal at Port Botany.

Additional and longer rail sidings

For handling more containers and greater rail efficiency.

About the DP World Rail Terminal project

NSW Ports will be investing **\$148m** for the delivery of four 600m rail sidings, up from the current three smaller sidings.

DP World will invest **\$250m** in an additional rail siding, operational equipment and significant upgrades to its adjacent logistics park as part of a broader project.

This investment will increase annual rail handling capacity at the DP World container terminal to an ultimate throughput of 1 million TEU.

NSW Ports will fund Stage Two through an increase of \$4.28 per TEU in wharfage fees on all full imports and full exports from 1 July 2025, which will be removed once the cost of the investment has been recovered.



\$148m

invested by NSW Ports

\$250m

invested by DP World



1 million TEU

annual rail handling capacity

Benefits of the project



Increased capacity to handle more containers on rail via Port Botany's on-dock rail network, which is connected to Sydney's extensive network of intermodal terminals, including by dedicated freight rail.



600m sidings and the loco-shifter **reduce the splitting and shunting of trains**, while rail mounted gantry cranes enable more trains to be stripped and turned around faster.



Faster handling and train turnaround times means **faster delivery times** of imported goods to the state's households and businesses and **improved performance** for exporters.



Moving more containers on rail will **reduce the growth of trucks on roads, reduce congestion and supply chain emissions**. Every 1 million TEU moved on rail removes 900 truck movements from around the port each day.



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