

# SUPPORTING AUSTRALIA'S MARITIME TRADE NEEDS



# We manage Australia's key trade gateways

NSW Ports manages Port Botany, Port Kembla, Enfield Intermodal Logistics Centre and Cooks River Intermodal Terminal. Our ports and intermodal facilities are strategic economic assets for Australia and are critical to the current and future economic prosperity of NSW.

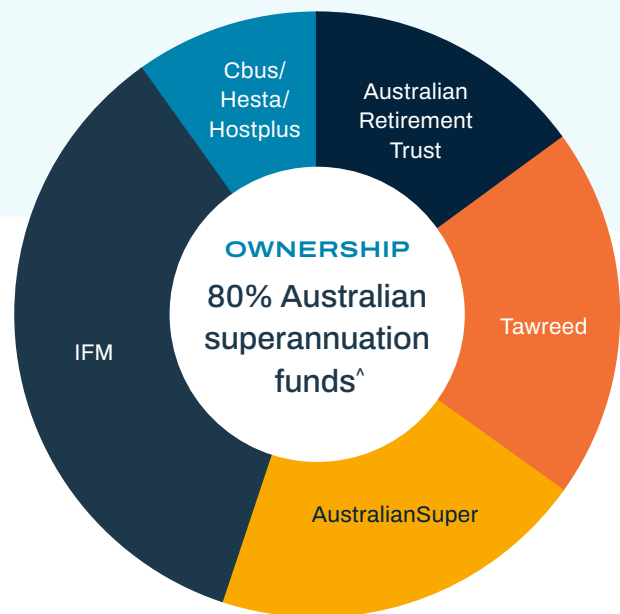
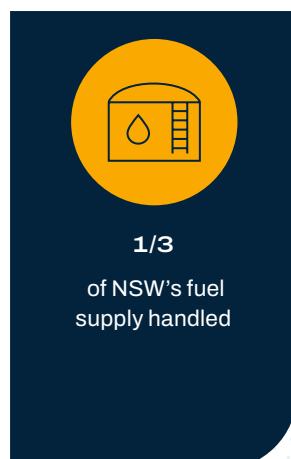
We are responsible for:

- Leasing land to port and logistics operators;
- strategic port planning;
- shipping access;
- wharf infrastructure;
- common user road and rail infrastructure;
- landside precinct security and safety;
- operating control of the bulk liquids and multi-user berths.

By taking a long-term and sustainable approach, we are committed to meeting the State's growing trade needs, as well as supporting the environment and communities in which we operate and work.

This is why we strive for the sustainable use of land and assets and the sustainable movement of freight.

## Economic contribution



<sup>^</sup>Representing 9 million Australians  
(1 in 3 Australians)

# Our assets

PORT OF NEWCASTLE 

## ENFIELD INTERMODAL LOGISTICS CENTRE

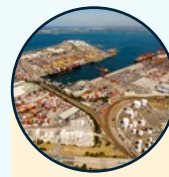
- Connected by dedicated freight-only rail to Port Botany.
- Rail connections to regional NSW.
- On-site logistics warehouses.



## PORT BOTANY



- NSW's container port.
- One-third of NSW's fuel supply handled.
- Chemicals for domestic manufacturing.
- NSW's bitumen and LPG supply.



## COOKS RIVER INTERMODAL TERMINAL

- Largest empty container storage facility in Australia.
- Connected by dedicated freight-only rail to Port Botany.
- Rail connections to regional NSW.



## PORT KEMBLA



- NSW's motor vehicle port.
- Bulk agricultural, construction, steel making and mining trade.
- Project cargo handled.
- LNG import terminal.



## OUR VISION

To sustainably manage and deliver essential trade infrastructure for the economy and community

## OUR VALUES

Care | Collaboration | Passion | Integrity | Accountability

## OUR PURPOSE

To support Australia's maritime trade needs

## KEY

- Shared freight and passenger rail
- Dedicated freight-only rail



# Port Botany

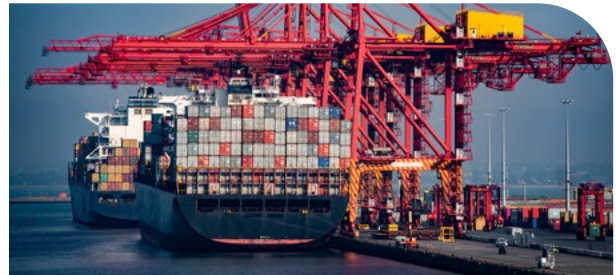
Port Botany is Australia's premier port, handling around one third of the nation's container volume and nearly all of NSW's container volume. The port is also home to Australia's largest multi-user bulk liquids facility, supporting NSW's fuel, chemical, bitumen and gas needs. Port Botany contributes \$10.7 billion annually to the NSW State Gross Product and supports more than 52,000 jobs.

## Capabilities



Located within the primary market for imported goods – Greater Sydney – keeping transport journeys short and minimising costs to business and consumers.

90% of all import containers travel no further than 50 kilometres from Port Botany.



The port's deep water shipping channel and short transit to and from berth facilities allows for efficient and reliable services. Current port infrastructure supports vessels up to 15,000 TEU and large tankers (LR2).



The only port in Australia with on-dock freight rail at every container terminal, which increases efficiency and removes the need for double handling by trucks.



Home to container-related services, including empty container parks, transport operations, warehouse facilities and Australian Customs.



The only container port in Australia with a regulated truck booking and penalty system, delivering world class truck turn-around times along with savings for importers and exporters.



Pipeline access to Sydney Airport, nearby industrial precincts and regional NSW.





#### KEY

- NSW Ports property boundary
- Roads
- Rail
- 1 Container Berths
- 1 Bulk Liquid Berths

#### PORT BOTANY TENANTS

- |   |  |  |
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| <span style="background-color: red; color: white; border-radius: 50%; padding: 2px 5px;">B</span> Vopak Terminals Sydney  | <span style="background-color: red; color: white; border-radius: 50%; padding: 2px 5px;">I</span> Truck Marshalling Area     | <span style="background-color: red; color: white; border-radius: 50%; padding: 2px 5px;">P</span> Hutchison Ports Sydney               |
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| <span style="background-color: red; color: white; border-radius: 50%; padding: 2px 5px;">E</span> Tyne Container Services | <span style="background-color: red; color: white; border-radius: 50%; padding: 2px 5px;">L</span> DP World Australia         |  |
| <span style="background-color: red; color: white; border-radius: 50%; padding: 2px 5px;">F</span> Elgas                   | <span style="background-color: red; color: white; border-radius: 50%; padding: 2px 5px;">M</span> Svitzer Australia          |  |
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# Port Botany facilities

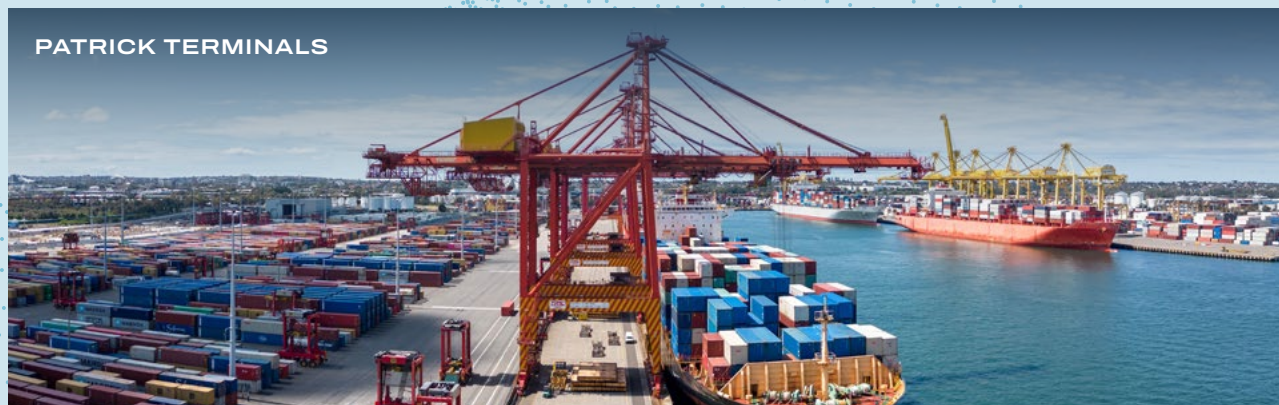
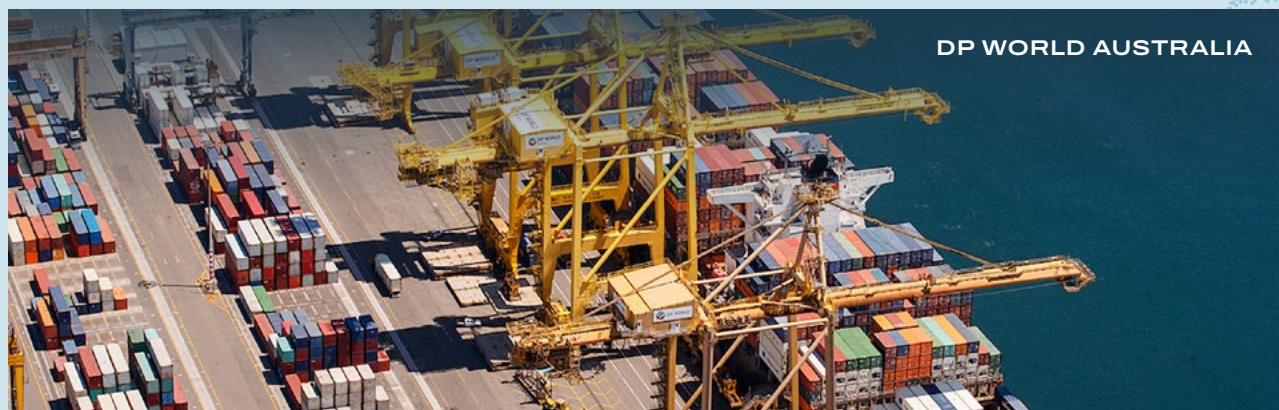
## CONTAINER TERMINALS

The primary trade through Port Botany is containers. The port currently handles more than 2.8 million<sup>1</sup> Twenty Foot Equivalent Units (or TEU, which is the standard measurement of a container) annually, with capacity for over 7 million TEUs.

### Features:

- 3 container terminals, operated by independent stevedores – DP World Australia (Brotherson Dock), Patrick Terminals (Brotherson Dock), Hutchison Ports (Hayes Dock).
- 12 container vessel berths.
- 3,793 metres of container quay line.
- Dedicated on-dock freight rail at all three container terminals – connecting to a network of Sydney metropolitan intermodal terminals and the regional rail network, including with dedicated freight-only rail.

<sup>1</sup> Based on FY25 trade data.





## BULK LIQUIDS AND GAS FACILITIES

Port Botany is the primary bulk liquid and gas port in New South Wales and Australia's largest dedicated multi-user bulk facility. The port's bulk liquid precinct handles over 5.5 billion litres of bulk liquids and gas each year.

### Features:

- 2 bulk liquid berths – multi-user berths handling refined fuel, gas, chemicals and bitumen.
- Direct pipeline access to nearby storage facilities.
- Gas infrastructure able to store more than 65,000 tonnes of LPG – enough to heat 350,000 homes for a year.





# Port Kembla

Port Kembla is an international trade gateway for the bulk agricultural, construction and mining industries. It is NSW's motor vehicle import hub and home to the east-coast's largest grain export terminal. Port Kembla contributes \$2.9 billion annually to the NSW State Gross Product and supports about 10,000 jobs.

## Capabilities



Capable of handling large cargo and capesize vessels.



Excellent supply of well-connected nearby industrial land to support key trades and port-related activities.



Short, deep water shipping channel that minimises vessel transit time and contributes to port efficiency.



In close proximity to Sydney's growing population and employment lands in Western and South Western Sydney.

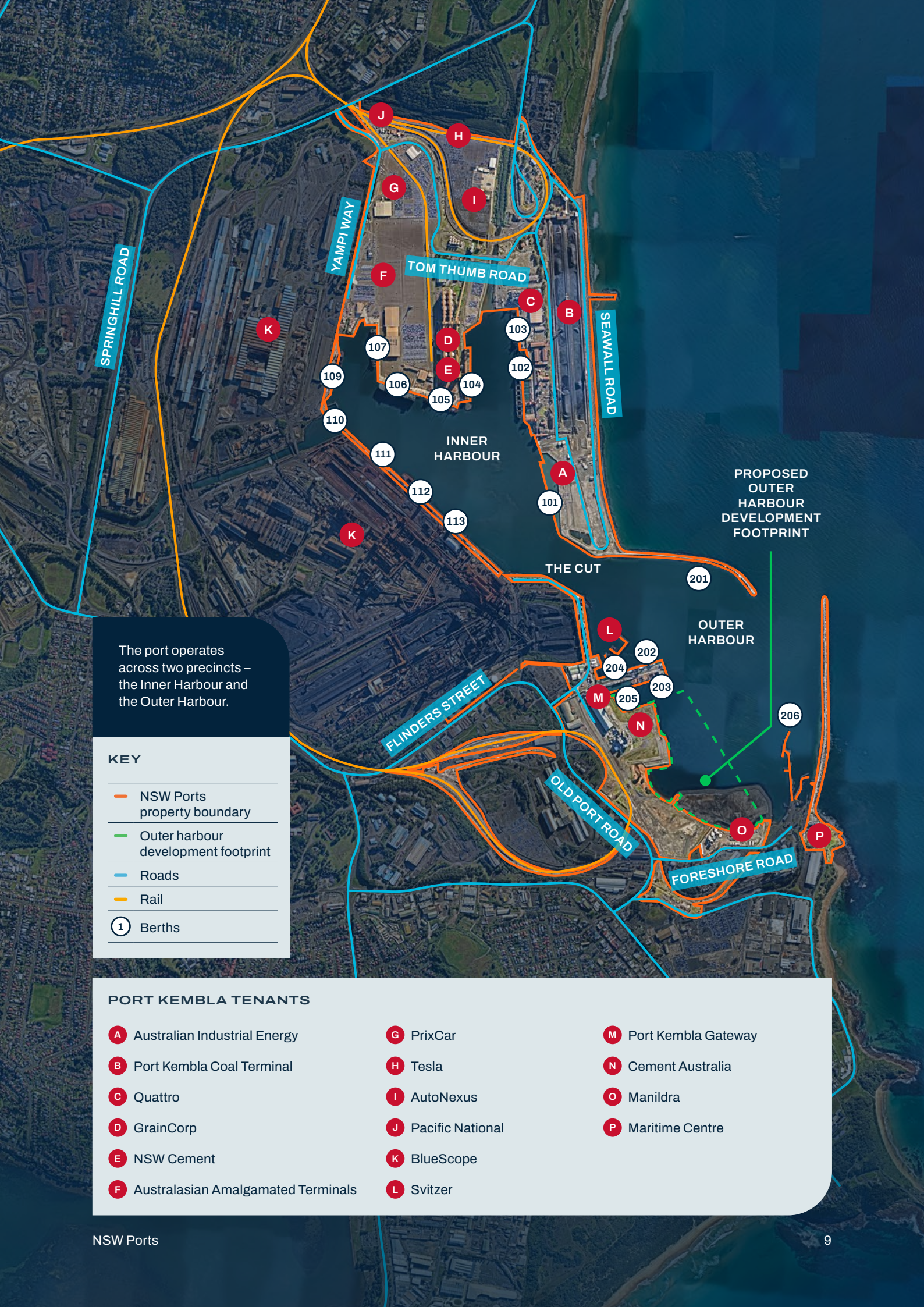


Capacity for growth, including through additional land and berths in the Outer Harbour.



Road and rail connections to Greater Sydney, the Illawarra and regional NSW.





The port operates across two precincts – the Inner Harbour and the Outer Harbour.

**KEY**

- NSW Ports property boundary
- Outer harbour development footprint
- Roads
- Rail
- ① Berths

**PORT KEMBLA TENANTS**

- |   |                           |                              |
|---|---------------------------|------------------------------|
| <b>A</b> Australian Industrial Energy       | <b>G</b> PrixCar          | <b>M</b> Port Kembla Gateway |
| <b>B</b> Port Kembla Coal Terminal          | <b>H</b> Tesla            | <b>N</b> Cement Australia    |
| <b>C</b> Quattro                            | <b>I</b> AutoNexus        | <b>O</b> Manildra            |
| <b>D</b> GrainCorp                          | <b>J</b> Pacific National | <b>P</b> Maritime Centre     |
| <b>E</b> NSW Cement                         | <b>K</b> BlueScope        |                              |
| <b>F</b> Australasian Amalgamated Terminals | <b>L</b> Svitzer          |                              |



# Port Kembla facilities

## MOTOR VEHICLES AND GENERAL CARGO

Port Kembla is home to NSW's motor vehicle import terminal.

The terminal is a multi-purpose facility, equipped to manage the large volume of motor vehicles, machinery, project cargo and general cargo moving through the port.

### Features:

- 3 Roll-on/Roll-off (RoRo) berths (B105, B106, B107)  
Berth 105 and 106 combined is 510m, B107 is 270m.
- A high capacity fully land-backed ramp pad that will accept heavy and oversize project cargo.
- Capable of handling RoRo, Lift-on/Lift-off (LoLo) and bulk cargo vessels.

## BULK AGRICULTURAL

Port Kembla is home to the largest grain export terminal on the east coast. The port has two grain facilities with storage and handling capability for bulk grain exports.

### Features:

- The grain facilities operate out of berths 103 and 104 and have the capability to receive and dispatch products by ship, rail and road.
- The berths can handle the large capesize vessels used in global grain supply chains to increase the competitiveness of NSW's grain exports.







## PROJECT CARGO

### BULK LIQUIDS AND GAS

Berth 201 is a multi-user bulk liquids berth primarily used for handling refined fuels and chemicals.

#### Features:

- Berth length of 200 metres.
- Direct pipeline access to nearby storage facilities.

Berth 206 is a multi-user berth used for handling sulfuric acid and the future export of ethanol.

#### Features:

- Berth length of 220 metres.
- Direct pipeline access to nearby storage facilities.

GrainCorp's bulk liquid facility, adjacent to Berth 104 handles a range of liquid products including chemicals and oils.

Berth 101 is operated by Australian Industrial Energy and is Australia's first LNG Import Terminal. The terminal is capable of supplying more than 75% of NSW's future gas needs. The development brings a new trade to Port Kembla, providing diversification and growth in shipping for the Illawarra region.

#### The Port Kembla Gas Terminal comprises:

- LNG carrier vessels.
- Floating storage and regasification unit (FSRU).
- Wharf facilities.
- Pipeline connection to the existing East Coast Gas Pipeline, which is a major natural gas arterial between Victoria and New South Wales.
- Berth length of 240 metres.

# Port Kembla facilities

## BULK MINERALS AND CONSTRUCTION MATERIALS

Berths 202, 203, 204 and 205 are used for bulk cargoes, such as mineral concentrates, fertiliser, cement and gypsum.

The cement clinker is imported by ship and is ground to powder on site.

Powdered cement is also imported by ship and stored in repurposed grain storage silos. Cement product leaves Port Kembla by truck or rail and is an input to concrete.

Port Kembla has current capacity to provide 1.7 million tonnes per annum of powdered cement — enough to build Warragamba Dam four times over every year.

### Features:

- Berths have a length of 360 metres on each side with a varying depth alongside.
- There is undercover storage at the facility.



Port Kembla services the state's Southern and Western coalfields for the export of metallurgical coal.

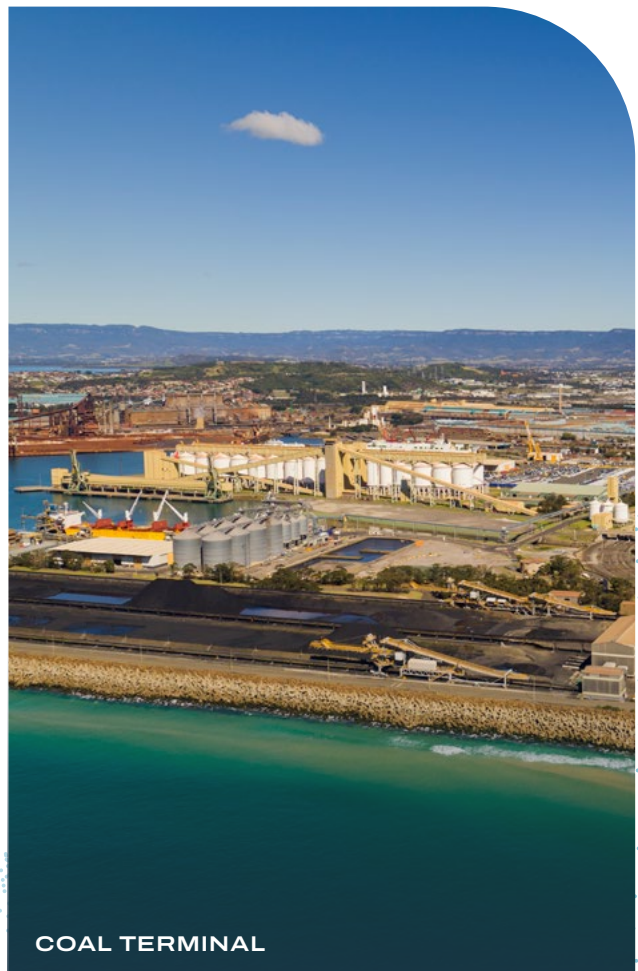
### Features:

- Port Kembla Coal Terminal operates Berth 102, with road and rail receipt facilities.
- Capesize vessels of 300 metres length loaded by gantry ship loaders.

BlueScope is a flat steel producer for the domestic Australian, New Zealand and United States markets. BlueScope operates five berths in the Inner Harbour (109, 110, 111, 112 and 113) handling cargo including steel, raw materials, dolomite and other products.

### Features:

- Combined berth length of 1,180 metres.



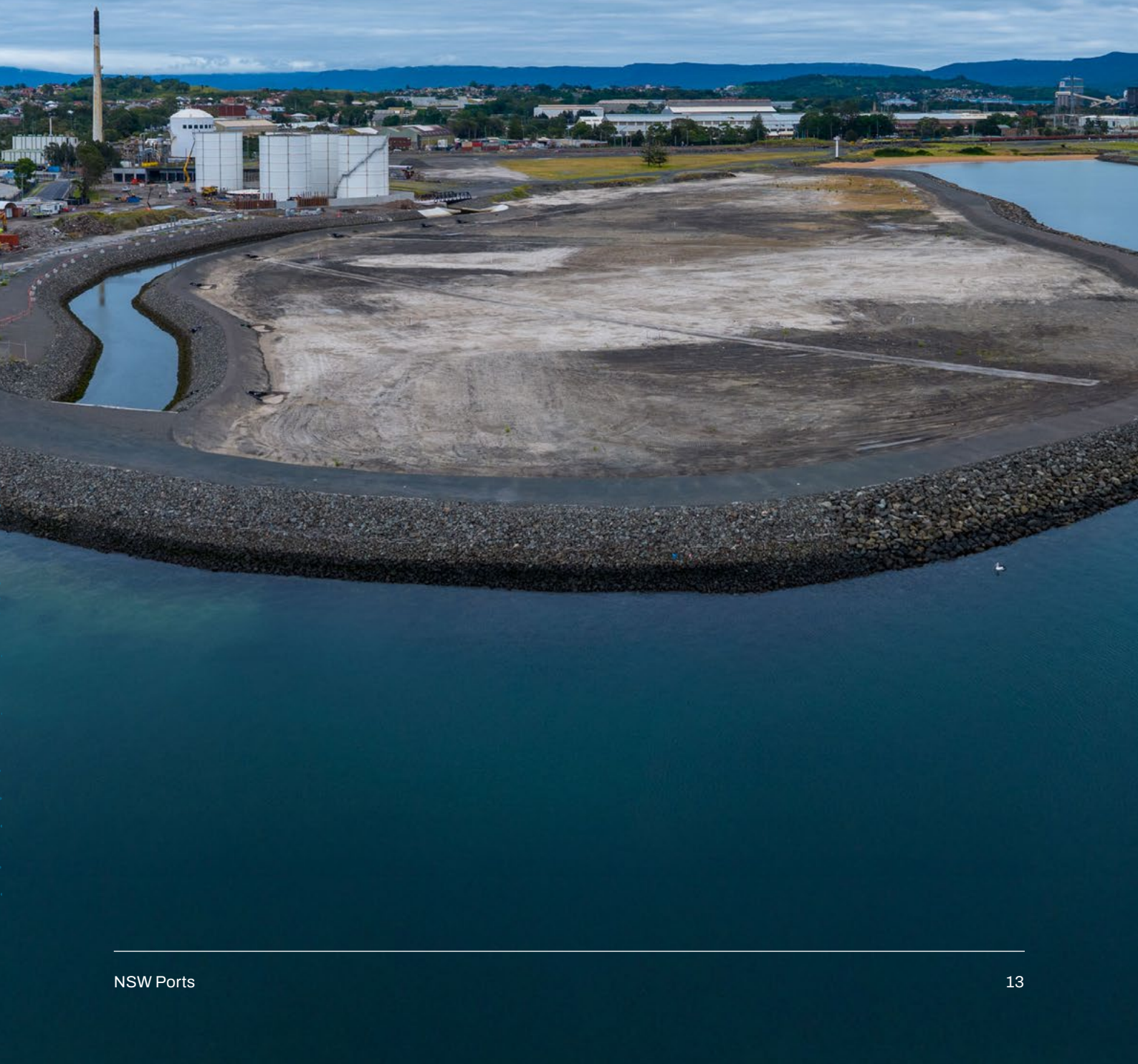


## FUTURE OUTER HARBOUR DEVELOPMENT

NSW Ports has had a concept approval in place to reclaim Port Kembla's Outer Harbour since 2011.

In February 2023, NSW Ports released plans to build an offshore wind facility on the reclaimed site to support the assembly, storage and towage for east coast offshore wind installation projects.

The long-term plan is to transition the site into a container terminal once Port Botany nears its capacity.





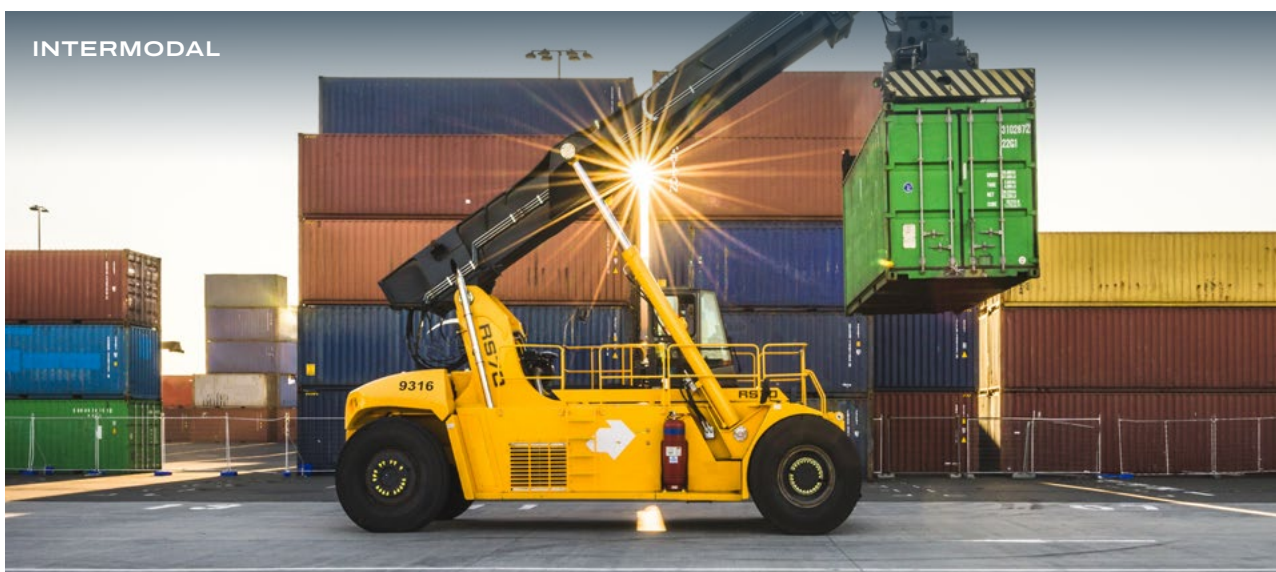
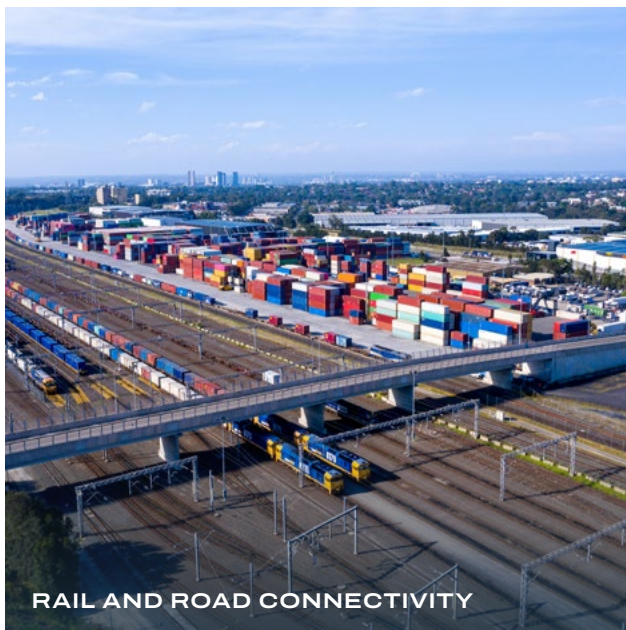
# Enfield Intermodal Logistics Centre

The Enfield Intermodal Logistics Centre is an intermodal terminal and warehousing facility, centrally located just 15 kilometres west of Sydney's CBD.

Located within an industrial area on 46 hectares of operational land, it offers direct and regular connections into Port Botany on dedicated freight-only rail, and rail connections to regional areas of NSW. Enfield Intermodal Logistics Centre is a key logistics hub to support Sydney's growing container transport needs.

## Capabilities

- Located close to Port Botany on direct and dedicated freight rail.
- Significant capacity to handle additional container volumes to service the needs of Port Botany and to cater to future growth in the area.
- Located on, and accessible from, key arterial road infrastructure, including the Hume Highway, Roberts Road, M5 and M4 motorways, with B-Double access.
- Industrial lots and empty container storage areas within the precinct allow efficient transfer operations.





## Facilities

Enfield Intermodal Logistics Centre is a key logistics hub with industrial lots for logistics, freight forwarding, pack-unpack, transport and warehousing. The intermodal terminal provides a full range of container services, including full and empty container storage, washing and upgrades.

### Features:

- Dedicated freight rail link to Port Botany (18km) and rail connection to the national network.
- Accommodates two 900 metre trains.
- 1,800 metres of throughline for the management of longer trains.
- 24/7 operations and B-Double access.
- 14 hectares of Intermodal Terminal.
- Empty container storage facilities.
- Connectivity to the Southern Sydney Freight Line.
- An enabler for regional rail exports.
- Modern container-rated paved warehouses with a 13.7 metre internal clearance and incorporating rainwater collection tanks, solar hot water systems, LED lighting and low-maintenance vegetation to support local biodiversity.
- Perfect for companies with fast moving and time sensitive goods that need quick and easy accessibility to Sydney's CBD.
- On-site solar energy generation.
- Available land for more warehouse development.

### KEY

- NSW Ports property boundary
- Roads
- Rail
- Intermodal terminal

### ENFIELD INTERMODAL LOGISTICS CENTRE OCCUPANTS

#### Warehouse tenants

- A** Precinct A (undeveloped)
- B** Precinct B (undeveloped)
- C1** Northside Fine Foods
- C2** Spandex Asia Pacific
- E** Precinct E (undeveloped)
- F1** Shin Mi (Australia)
- F2** GOMAPS
- F3** Swift (Warehousing)

- G** NSW Ports

- H1** Mapei
- H2** Sydney Food and Packaging
- H3** Marinucci Australia
- I** Precinct I (undeveloped)

#### Intermodal and other tenants

- 1** Swift
- 2** Swift Container Services
- 3** Flower Power



# Cooks River Intermodal Terminal

Cooks River Intermodal Terminal plays an important role in Port Botany's supply chain and the overall NSW container freight logistics task.

As the state's largest empty container park, close to Port Botany and also connected by dedicated freight rail to the port, Cooks River Intermodal Terminal is a key off-port facility for handling containers.

## Capabilities



Close to Port Botany – 8 kilometres on direct and dedicated freight rail and 10 kilometres by road.

Accessible from key arterial road infrastructure including the Princes Highway, M5 Motorway and Eastern Distributor.



Located opposite the WestConnex St Peters Interchange with a direct connection to the M5 and M4 Motorways.



Capacity to handle additional container volumes to service the needs of Port Botany.



An enabler for regional rail with connectivity to the national network.



## Facilities

### CONTAINER STORAGE AND SERVICES

The largest empty container storage facility in NSW on 17.2 hectares of land.

#### Features:

- Provides container storage, repair, washing and upgrading of empty containers and other ancillary services.
- 14,000 TEU capacity.

CANAL ROAD

PRINCES HIGHWAY

#### KEY

- NSW Ports property boundary
- Roads
- Rail

#### COOKS RIVER INTERMODAL TENANT

**A** Qube



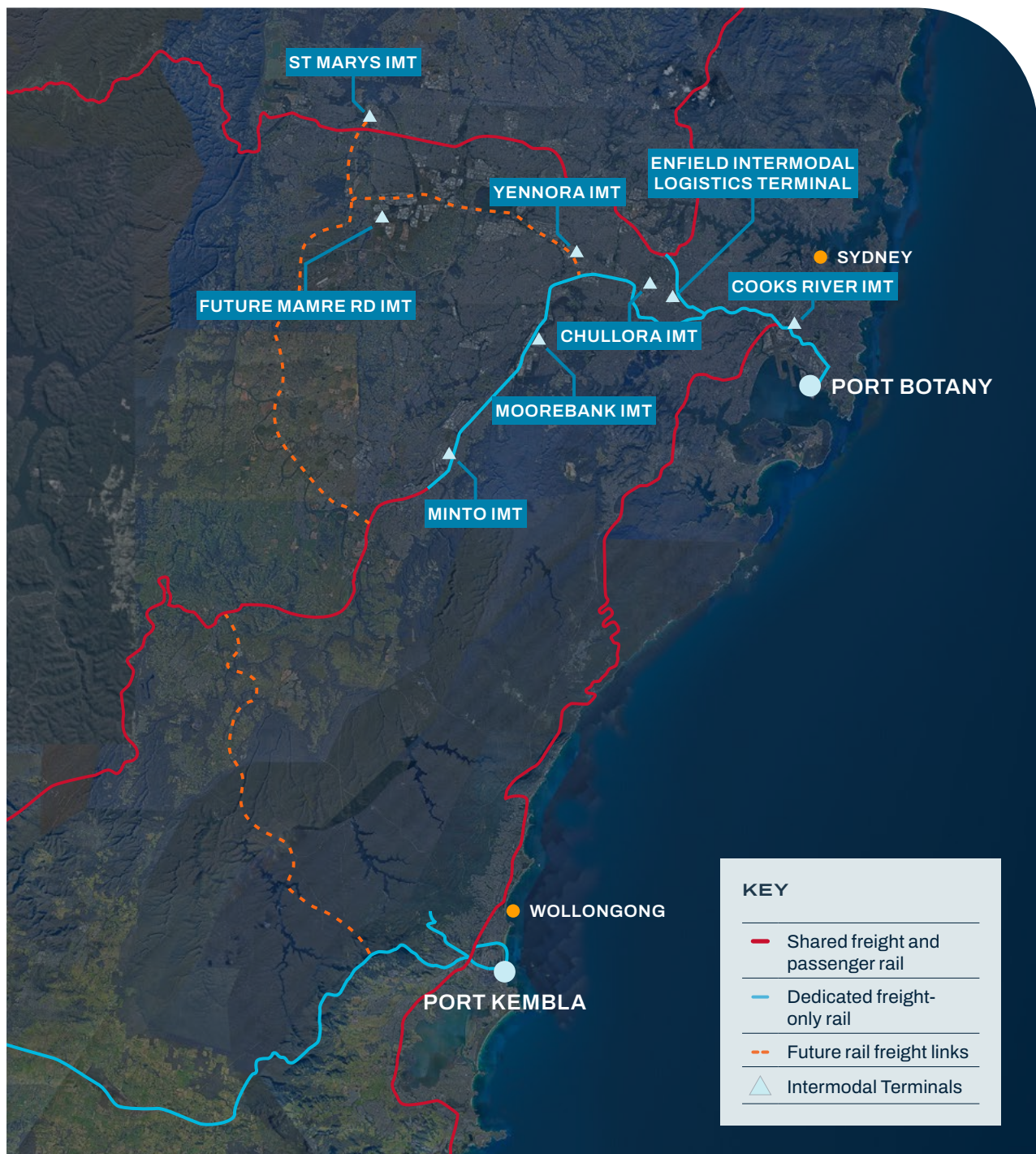


# Rail Connections

Port Botany has the highest volume of containers transported by rail of all ports in the country, at more than 400,000 TEUs per year.

It is the only container port in Australia with on-dock port rail at all three of its container terminals and also benefits from a dedicated freight rail line between Macarthur and the port (56km), unimpeded by passenger services through the Sydney metropolitan area and linking intermodal terminals.

Port Kembla is connected to the Greater Sydney rail network to the north via the T4 Illawarra Line. It is also connected to the regional rail network to south west NSW via the Moss Vale-Unanderra freight line and to Bomaderry to the south. Within the port, there is 29 kilometres of rail infrastructure including sidings and loops.



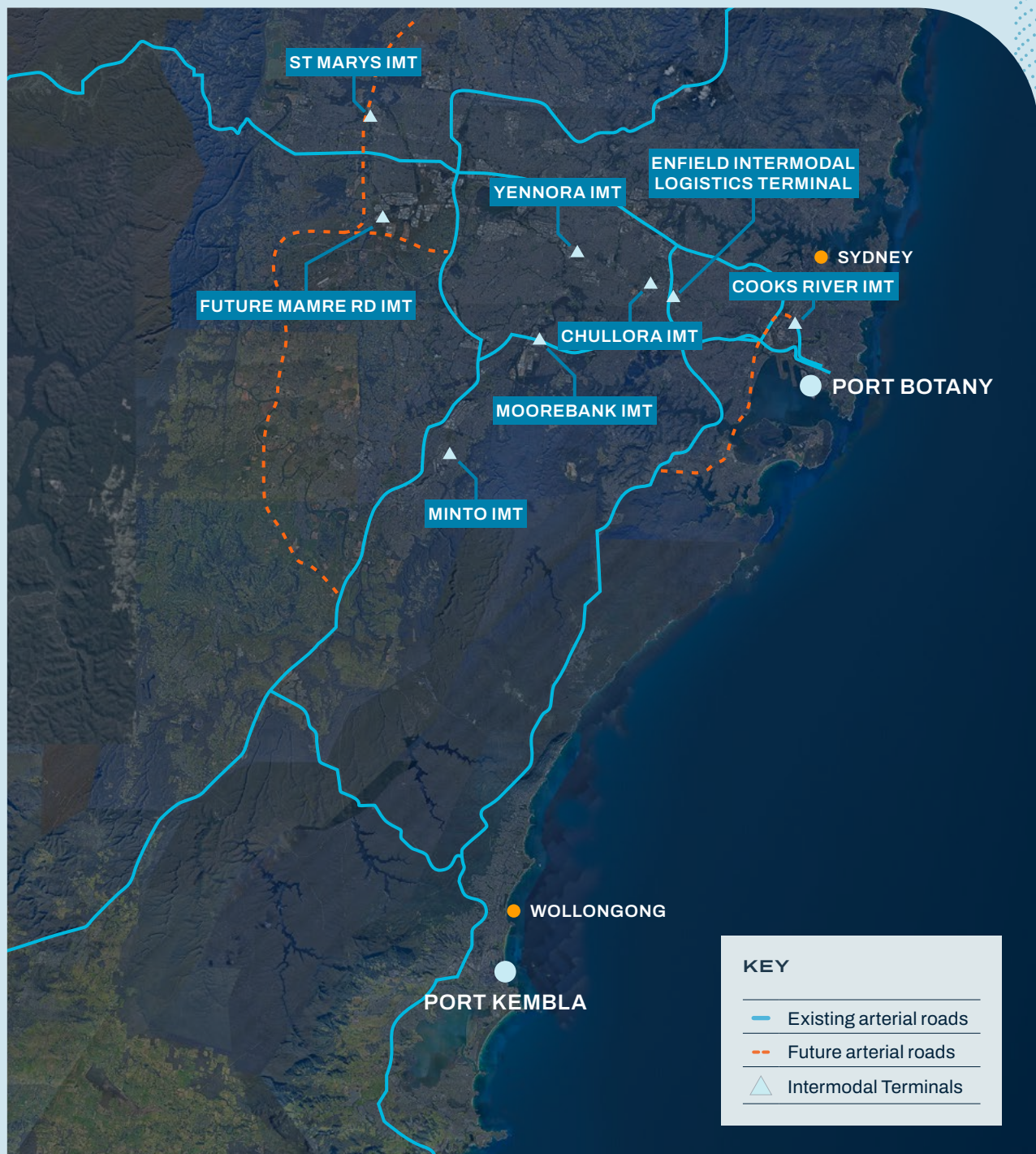


# Road Connections

Port Botany is located in proximity to the wider Sydney motorway network — the M5 to the south-west, the M8 connecting to the M4 to the west, and the M1 connecting to the M2 to the north — making it well connected for freight distribution.

Port Botany's container terminals have world class truck turnaround times, managed under a regulated booking and access system.

Road access to Port Kembla is via Masters Road, Springhill Road and Five Islands Road, which link Port Kembla to the M1 and broader state motorway network.







#### PORT BOTANY

Brotherson House  
Level 2, Gate B103  
Penrhyn Road  
Port Botany NSW 2036

#### PORT KEMBLA

Maritime Centre  
Level 3, 91 Foreshore Road  
Port Kembla NSW 2505

[www.nswports.com.au](http://www.nswports.com.au)