

Port and Intermodal Infrastructure Development

3rd Intermodal Asia Conference



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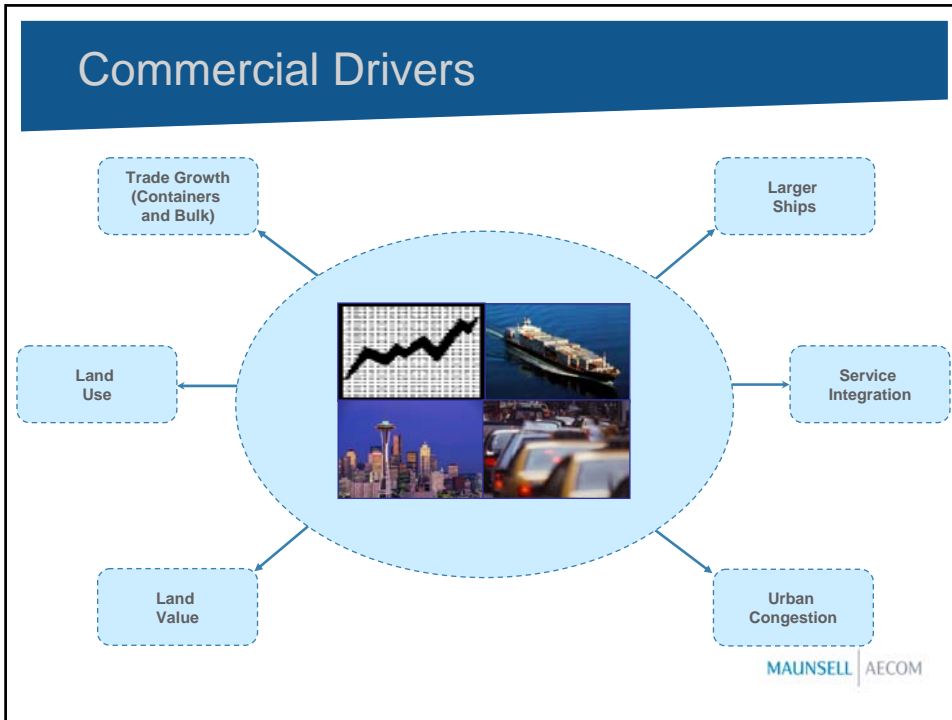
Commercial Drivers

- Commercial Drivers
- Constraints
- Major Challenges
- Lessons Learned



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Commercial Drivers



Commercial Drivers

- Trade Growth → Berths and Terminals
- Trade Growth and Larger Ships → Channel Improvements
- Trade Growth and Urban Congestion → Access Roads → Mode Shift to Rail → Rail System and Intermodal Terminal Capacity
- Urban Congestion and Land Value → Relocation from City-Port Locations

Constraints to Port and Intermodal Development

- Landside transport infrastructure capacity - several planning agencies involved – ***whose problem?***
- High infrastructure costs/Protracted funding negotiations – ***who pays?***
- Environmental and social impacts – ***who suffers?***
- Lack of clear framework for private sector investment – ***whose planning responsibility?***

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Constraints: Conflicting Land Use

- Port terminals in urban areas with high land values
- “Gentrification” of major industrial port areas
- Relocation to Greenfield sites?
- Transport corridors through urban areas
- Inland terminals in urban areas



Constraints to Port Development: Environmental

Marine

- Dredging and Disposal
- Ecology



Landside

- Traffic generation
- Noise/Glare/Visual impact



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Constraints: Urban Traffic Congestion

- Constrains freight mobility
- Creates delays
- Increases costs
- Constrains economic growth
- Significant environmental and social impacts



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Constraints: Increasing Rail Mode Share

- Freight/passenger conflicts in major cities:
e.g. Sydney, Brisbane
- Rail needs reliable scheduled service, two-way loading,
fast turnaround. But limited available train paths
- Commercial viability of metropolitan freight rail
- Lack of space for new or widened rail corridors in urban
areas – high cost of infrastructure in urban areas
- Land use/transport conflicts:
e.g. Fremantle Urban Area
- Terminal capacity, location, accessibility, traffic
- Interstate rail infrastructure

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Major Challenges: Developing New Ports and Terminals

- Deltaport, Vancouver
- Oakland Channel Deepening
- London Gateway
- Dibden Bay – Southampton
- Port of Brisbane Expansion
- Port Botany Expansion
- Melbourne Channel Deepening



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Southampton – Dibden Bay Development

Project: Proposed Six-Berth Greenfield Terminal

Process:

“It was one of the biggest environmental battles ever fought in the UK. Wildlife groups and big business crossed swords over plans to build a container terminal at Dibden Bay, a heavily-protected part of Southampton Water

Outcome:

The government rejected the controversial scheme after a 13-month public inquiry – environmental impacts considered “too great”

“Dibden Bay dead in the water”

“Dibden Bay Bid cost ABP £45 million”

“Bay is for the Birds”

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Source: Southampton Daily Echo, April 2005

Port of Brisbane Development

- 1998 – 2000 Environmental Impact Assessment process
- 2001 Australian and State Government approval
- 2002 Invite tenders/source material
- 2003 – 2005 Seawall completed



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Port Botany Expansion

1997	Ports Master Plan
2002 – 2004	Environmental Impact Statement
2005	Commission of Enquiry
2006	Government Approval
2006	Procurement of Technical Services
2007 - 2011	Design and Construct



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Melbourne Channel Deepening

Approval Process

- January 2000 Project Initiation
 - 2001 Preliminary Feasibility Study
 - 2002 Government advises that EES is required
 - 2003 EES commissioned
 - July 2004 EES released for public comment
 - Sept – Dec 2004 EES Panel hearing
 - March 2005 Supplementary EES (SEES) required
 - July 2005 Government approves trial dredging
 - August 2005 SEES commissioned; trial dredging undertaken
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- Feb – March 2007 Target SES public exhibition
 - June 2007 Panel hearing
 - 2007 Project approval

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Some Lessons Learned - Ports

1 Must demonstrate need

- Future growth in cargo traffic
- Larger ships
- Land needs
- Are existing assets being worked?
- Development required to increase competition?
- Development required to increase capacity?
- No prudent and feasible alternative



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2 Need for industry to speak with one voice

- Port Corporations
- Terminal Operators
- Shipping Lines
- Shippers

Interests are not always aligned!!



Finally.....

- Plan well ahead
- Do the technical work
- Manage the consultation/approval process pro-actively

Dig in for a Long Battle



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