



# Port Kembla Port Corporation Industry Forum Rail Discussion

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27<sup>th</sup> March, 2009

# Port & Rail Interface



# Port Kembla Rail



- Rail Infrastructure in the Port Kembla Port precinct is generally fit for purpose, with adequate capacity for the current rail haulage requirements and a reasonable degree of growth.
- Major rail haulage commodities into and out of Port Kembla include:
  - Coal for export into Port Kembla Coal Terminal
  - Coal for domestic consumption into Bluescope Steelworks
  - Steel making raw materials and steel products
  - Ores & Concentrates
  - Export grain
- Rail opportunities for growth are linked more to upstream infrastructure and commodity markets than port infrastructure

# Export Coal Case Study



# Illawarra Coal Chain Rail Network and Train Load/Unload Points



# Illawarra Coal Chain Capacity Challenges



- The Illawarra Coal Chain has some challenging coal system characteristics:
  - It is geographically widespread. Coal origins and destinations are between 20 and 350 kilometres apart.
  - Much of the coal is hauled through the Sydney metropolitan rail network
  - Train length and axle loading is limited by grade and length of passing loops.
  
- Significant coal chain capacity increases will require three key elements:
  - Continuous operation of the Coal Chain (ie: fully operating with no operating at less than full system capability)
  - Additional infrastructure to enable continuous operation (redundancy)
  - Additional / upgraded infrastructure to minimise variability, ensure reliability and recovery capability in coal chain operation.

# Illawarra Coal Chain Growth Plans



- Nominal PKCT capacity is 18Mt.
- To provide Rail Coal Chain capacity to between 12 – 15Mt (8.2Mt in 2008), major investment is required in track infrastructure, mine loading point infrastructure and additional trains.
  - **Track: major projects, including passing loop extensions, track and signalling upgrades**
  - **Load Points: upgrades to increase loading rates and throughput capability**
  - **Trains: 3 - 4 trains, depending on demand profile and supporting infrastructure provided.**
  - **PKCT: upgrades to stacking systems and train discharge capability. Review of stockpiling strategy.**

# Illawarra Coal Chain Key Growth Metrics



- Average tonnes per day from 22Kt to 44Kt
- Average train trips per day from 8 to 18.
- Average theoretical train path utilisation from approx 60% to 80%

# Logistics Opportunities



Track Providers / Rail Operators	Work together to maximise available track capacity. Traditional segregation of capacity by traffic type will not meet future coal haulage requirements.
Pacific National / PKCT	Ensure the coal delivery planning framework recognises system constraints and prepares coal delivery plans that maximise use of available capacity
PKCT	Continue to ensure that port planning principles are supportive of maximising entire coal chain capacities.

# Logistics Opportunities



Track Providers	Provide track capacity growth investment solutions with clear supporting commercial terms.
Rail Operators	Provide rolling stock which maximises the utilisation of provided track capacity.
Coal Exporters	Share forward looking coal delivery plans and compromise where required to avoid peak requirements which exceed system capacity.