



Biannual Trip Origin Destination Report

01 May 2025 – 31 October 2025

Moorebank Precinct East

31/12/2025

P1065r12



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APPENDICES

Appendix A. BTODR Framework Report

Glossary

Acronym	Description
BTODR	Biannual Trip Origin Destination Report
GFA	Gross Floor Area
IMEX	Import-Export Intermodal Terminal
INTS	Interstate Intermodal Terminal
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
OD	Origin-Destination
OTTIA	Operational Traffic and Transport Impact Assessment
RMS	Roads & Maritime Services
SSD	State Significant Development
TAIA	Traffic & Accessibility Impact Assessment
Tactical	Tactical Project Management Pty Ltd
TEU	Twenty Foot Equivalent Units
TfNSW	Transport for New South Wales

Reference Documents

Abbreviation	Document
BTODR Framework Report	Moorebank Precinct East -Biannual Trip Origin Destination Report Framework for Data Collection and Reporting, (Arcadis, August 2019)
BTODR Report May 2025	Biannual Trip Origin Destination Report, Moorebank Precinct East, Ref:1065r11 (Ason Group, June 2025)
MPE Stage 1 - TAIA	SIMTA Intermodal Terminal Facility Stage 1 Traffic & Accessibility Impact Assessment (Hyder Consulting, March 2015)
MPE Stage 2 - OTTIA	Moorebank Precinct East Stage 2 Proposal - Operational Traffic and Transport Impact Assessment (Arcadis, December 2016)
MPE Stage 2 – RtS	Moorebank Precinct East Stage 2 Proposal – Response to Submission - Appendix C3: Consolidated Traffic Table (Arcadis, July 2017)

1 Introduction

1.1 Introduction

Ason Group has been commissioned by Tactical Project Management Pty Ltd on behalf of ESR to prepare a Biannual Trip Origin Destination Report for Moorebank Precinct East, including the Import-Export Intermodal Terminal, as outlined within the development consents SSD 7628 and SSD 6766. This BTODR has been prepared following Condition B28 of SSD 7628:

Condition B28.

The Applicant is to prepare a Biannual Trip Origin and Destination Report each six months following commencement of any operation (in a format agreed with TfNSW and RMS) that advises:

- a) the number of actual and standard twenty-foot equivalent shipping containers despatched and received during the period;*
- b) the number of days in the period that the truck gate was open for despatching trucks 24 hours a day, 7 days a week and detail any exceptions to this and advise actual hours of operation;*
- c) records of vehicle numbers accessing the site; and*
- d) representative vehicle origins and destinations, based on a cordon in the surrounding network.*

A framework for recording and reporting on the data required for the report, prepared to the satisfaction of TfNSW and RMS, is to be submitted to the Secretary three months prior to the commencement of operation.

The report is to be submitted within one month of its preparation throughout operation of the project, starting six months from the commencement of the reporting period, unless otherwise agreed by the Secretary, TfNSW and RMS.

The cordon count at (d) above will:

- apply to all classes of vehicles; and
- cover the intermodal terminal, the warehousing facility, and any other uses such as the freight village.

As such, this report has been prepared on the basis of a review of the documentation provided and relevant publicly available documentation associated with the staged redevelopment of the MPE. Additionally, the reference BTODR Framework report (at **Appendix A**) forms the basis and format of this report and has been prepared to the satisfaction of Transport for NSW.

The BTODR is a document, and process, that is ultimately intended for when MPE is fully operational. Currently MPE has a mixture of lots with operational warehouses or warehouses under construction; which creates challenges for collecting the full extent of data envisaged. Accordingly, this BTODR has been compiled based on the data currently available, with a view to achieving as best as possible the objectives of the BTODR.

Further to the above, **Table 1** summarises the operational status of the facilities within MPE.

TABLE 1: BREAKDOWN OF OPERATIONAL STATUS WITHIN MPE

Tenanted Area	Operational (Y/N)	
	1 Nov 2024 – 30 Apr 2025	1 May 2025 – 31 Oct 2025
IMEX	Y	Y
WH 1 (E1)	Y	N
WH 3A (E3A)	Y	Y
WH 3B (E3B)	Y	Y
WH 4A (E4A)	Y	Y
WH 4B (E4B)	Y	Y
WH 5 (E5A/B)	Y	Y
WH 6 (E6)	N	N
WH 7 (E7)	Y	Y

*Note: Those in **bold** are the changes from the previous reporting period.*

1.2 Purpose

This BTODR addresses the relevant requirements of the Project Approvals and other guidelines and standards applicable during operations of MPE. The BTODR is proposed to keep an accurate record of the shipping containers and vehicle arrivals / departures against approved volumes.

1.3 Scope

The reporting period for this BTODR is the 6-month period from 1 May 2025 – 31 Oct 2025 (inclusive). The scope of this BTODR includes:

- Review of the number shipping containers dispatched and received (expressed in twenty-foot equivalent units).
- Review the number of days in the 6-month period that the truck gate was open for dispatching trucks and detail any exceptions to the actual hours of operation.
- Record the number of vehicles accessing MPE.
- Outline the vehicle origin and destinations based on a cordon in the surrounding road network.
- Comment on the employee numbers at MPE.

This report has assumed selected Origin-Destination cordons (as outlined within **Figure 1**) which will apply to all classes of vehicles (while also covering the IMEX, warehousing facilities and any other uses such as the freight village).

1.4 Data Collection

As mentioned above, the main objective of the BTODR is to report on traffic once MPE is completed and fully operational. At this stage, MPE is only partially operational and has some areas within the precinct that are under construction.

The reporting periods assessed by this BTODR – based on available data – are outlined below:

- Shipping Container Transport: 1 May 2025 – 31 October 2025
- Truck Gate opening period: 1 May 2025 – 31 October 2025
- Traffic Volumes: 1 September 2025 – 5 September 2025
- Origin / Destination Numbers: 1 September 2025 – 5 September 2025

2 Container Transport

This section provides the total number of actual TEUs dispatched and received during the reporting period. The analysis is based on the operational data from logistical schedules.

For reference, the BTODR considers the following movements for container movements.

- Inbound Movements: Containers (TEUs) from IMEX/INT Terminal to subject warehouse
- Outbound Movements: Containers (TEUs) from subject warehouse to IMEX/INT Terminal

Any and all information relating to the operations of the IMEX and Interstate Terminals have been outlined below, and has been sourced by Tactical, BMD, Qube Logistics, ESR and/or Knight Frank.

TABLE 2: SHIPPING CONTAINER TRANSPORT (MEASURED IN TEU'S)					
Reporting Period	Month	Total Containers Received / Dispatched		Cumulative Total for Period	
		Inbound	Outbound	Inbound	Outbound
Period 10	Nov-2024	13,361	13,427	13,361	13,427
	Dec-2024	12,308	12,287	25,669	25,714
	Jan-2025	13,684	13,703	39,353	39,417
	Feb-2025	15,417	15,191	54,770	54,608
	Mar-2025	15,539	15,522	70,309	70,130
	Apr-2025	16,098	15,992	86,407	86,122
Period 11	May-2025	18,085	18,027	18,053	18,027
	Jun-2025	16,973	16,738	35,001	34,765
	Jul-2025	17,486	17,421	52,466	52,186
	Aug-2025	15,714	15,532	68,095	67,718
	Sep-2025	14,768	14,672	82,781	82,390
	Oct-2025	15,410	15,203	98,116	97,593

3 Truck Gate Opening Periods

3.1 Period of Opening

The BTODR Framework requires reporting on the number of days in a specific period that the truck gate was operational. In response, the period of time where the gate was operational has been in **Table 3**.

TABLE 3: BREAKDOWN OF OPERATIONAL STATUS WITHIN MPE	
Reporting Period	Period of Opening
Period 10	1 November 2024 – 30 April 2025
Period 11	1 May 2025 – 31 October 2025

3.2 Exceptions to Full Time Opening

Further to the above, the BTODR Framework requires reporting on any periods when the gates were not open. In response, **Table 4** outlines the timeframes and reasons for when no containers left IMEX by truck.

TABLE 4: TRUCK GATE OPENING PERIOD EXCEPTIONS		
Reporting Period	Period of Closure	Reason for Closure
Period 10	No Closures during this period	-
Period 11	No Closures during this period	-

3.3 Actual Hours of Opening

At present, the general truck gate daily opening times are outlined below.

- Monday – Friday: 4:00am – 3:00am
- Saturday: 4:00am – 4:00pm
- Sunday: Closed

4 Traffic Volumes

4.1 MPE Main Access

Traffic data has been collected to identify the volumes of light and heavy vehicles accessing MPE from the current main accesses on Moorebank Avenue. **Table 5** summarises the average daily volumes from the data collected.

TABLE 5: AVERAGE DAILY TRAFFIC VOLUMES					
Reporting Period	Reporting Dates	Vehicles In		Vehicles Out	
		Light Vehicles	Heavy Vehicles	Light Vehicles	Heavy Vehicles
Period 10	5 May 2025 – 9 May 2025	1,579	871	1,589	904
Period 11	1 Sep 2025 – 5 Sep 2025	1,535	741	1,621	814

5 Origin-Destination Results

5.1 Survey Locations

OD surveys have been undertaken to understand the assignment and distribution of MPE traffic on the surrounding road network. To meet the requirements of the BTODR, the OD surveys have recorded traffic volumes across a 24-hour period, with the locations of the survey and corresponding gate numbers presented on **Figure 1** and outlined in **Table 6**.

TABLE 6: OD SURVEY GATES

Gate Number	Gate Location
OD1	Moorebank Ave, about 350m north of the M5 South Western Motorway
OD2	Eastbound off-ramp of M5 interchange
OD3	Eastbound on-ramp of M5 interchange
OD4	Westbound on-ramp of M5 interchange
OD5	Westbound off-ramp of M5 interchange
OD6	Moorebank Ave, about 300m south of the M5 South Western Motorway
OD7	Anzac Rd
OD8	MPE Main Access
OD9	MPE IMEX Main Access
OD10	Cambridge Ave
OD11	MPW Main Access
OD12	MPW INTS Main Access

5.2 Amendments to Survey Locations

During a previous reporting period of the BTODR (Period 4: 1 May 2022 – 31 October 2022), concerns were raised by the Department of Defence (DoD). DoD owns and manages sensitive properties within proximity of the Moorebank Intermodal (IMT) and were concerned about the potential for security issues for their property and/or personnel arising from traffic survey data that is routinely collected for the IMT using video camera technology. The main concern of DoD relates to the security of personnel arriving/departing from their lands and the potential for the driver and/or their vehicles being identified from the video footage.

The DoD outlined the 2 intersections that are of significance, being:

- Access intersection of the Defence Joint Logistics Unit (DJLU) with Moorebank Avenue
- Moorebank Avenue intersection with Cambridge Avenue – The southern approach of Moorebank Avenue effectively provides the rear access to the Holsworthy Military Barracks

Ason Group were instructed to remove OD and CIC survey from both intersections, therefore for this reporting period of the BTODR, both survey locations have been removed. The updated survey locations are outlined in **Table 6** and **Figure 1**.

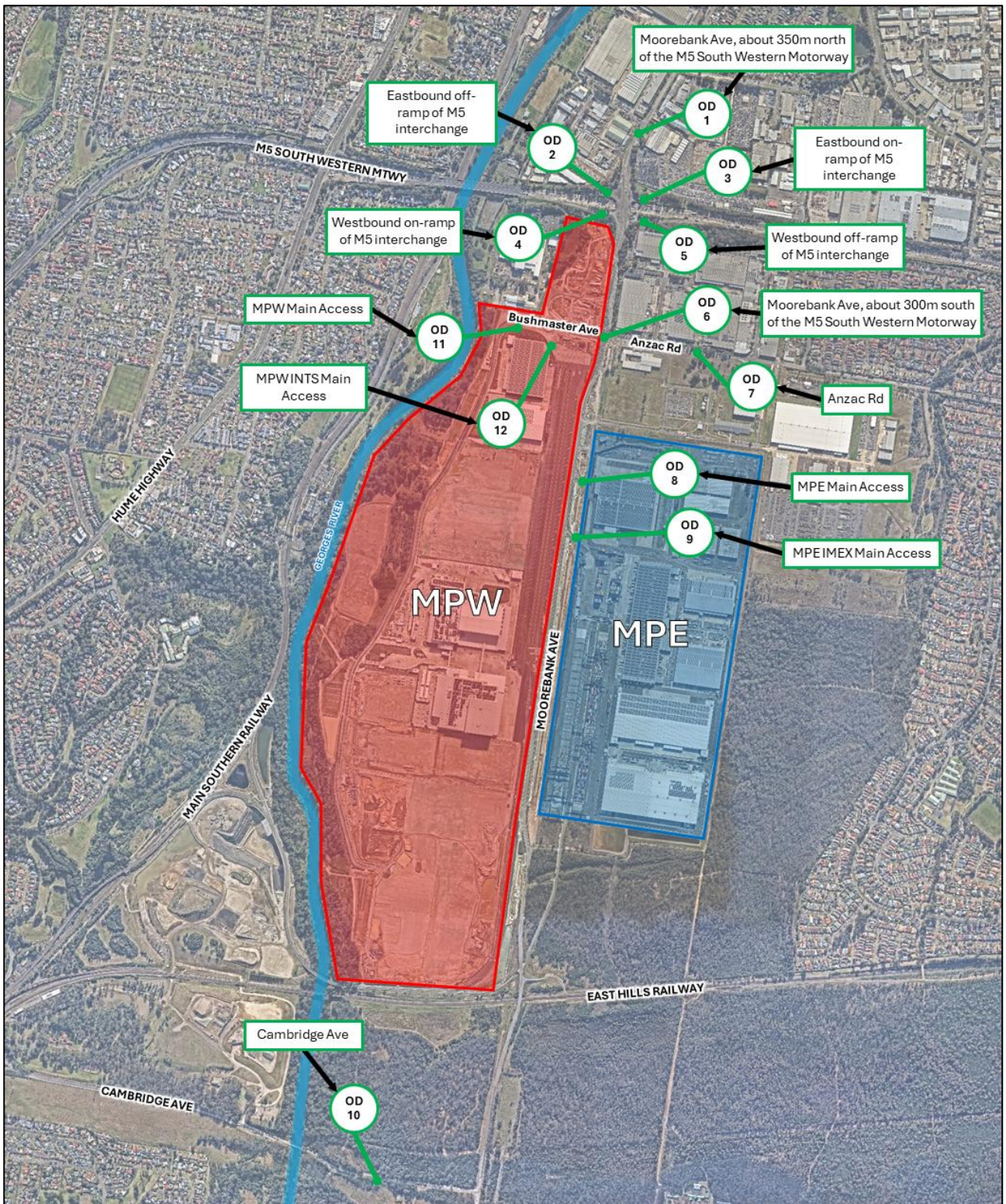


Figure 1: Origin-Destination Gates

Additionally, the Moorebank Precinct West began operations during the reporting period 1 May 2024 – 31 October 2024. Hence, 2 additional sites have since been included in the OD surveys:

- OD 11: Access intersection of the Moorebank Precinct West with Consignment Street.
- OD 12: Access intersection of the Moorebank Precinct West Interstate Terminal with Bushmaster Avenue.

The data of the OD surveys have been collated and is presented on the following tables for an average day, for the relevant vehicle classes, as well as graphically on the following figures.

TABLE 7: AVERAGE OD MOVEMENTS – ALL VEHICLES

	To Station												
From Station	1	2	3	4	5	6	7	8	9	10	11	12	Total
1		0	477	10,199	0	3,288	887	224	13	1,361	229	0	16,677
2	15,483		0	304	0	5,187	1,379	512	116	1,788	531	0	25,300
3	0	0		0	0	0	0	0	0	0	0	0	0
4	0	0	0		0	0	0	0	0	0	0	0	0
5	1,673	0	1,673	0		3,230	771	224	44	1,262	241	0	9,119
6	3,651	0	3,650	4,474	0		3,323	1,179	329	4,618	1,218	4	22,446
7	887	0	636	908	0	2,431		204	14	1,557	86	0	6,723
8	400	0	238	396	0	1,023	213		6	144	13	1	2,432
9	316	0	108	226	0	646	16	5		13	6	7	1,344
10	2,349	0	2,061	1,935	0	6,345	1,600	158	37		112	0	14,598
11	232	0	61	158	0	451	87	8	3	74		1	1,074
12	21	0	9	7	0	27	1	3	3	0	6		77
Total	25,013	0	8,912	18,607	0	22,629	8,276	2,516	565	10,818	2,441	14	99,790

Below is a visual representation of the OD Movements within **Table 7**

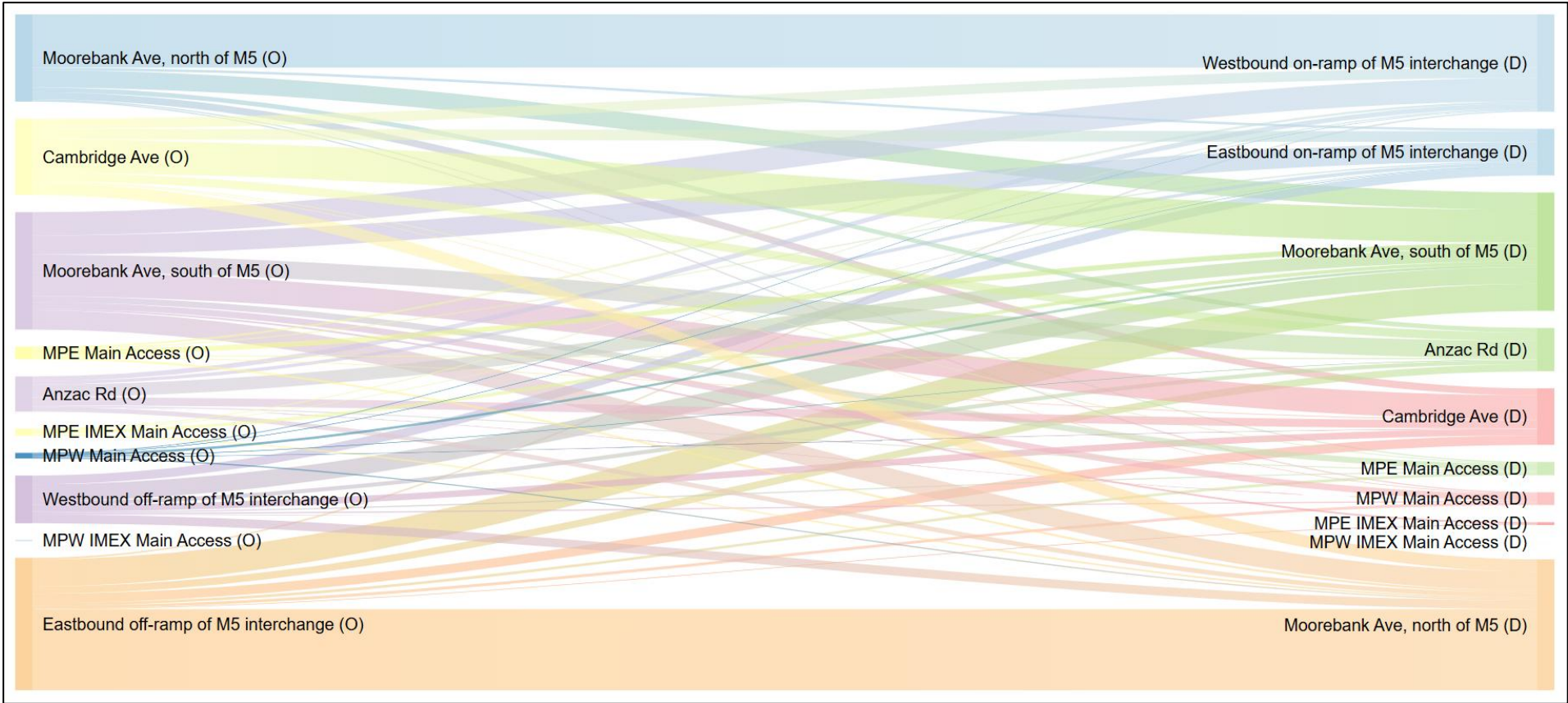


Figure 2: Visual of Average OD Movements – All Vehicles

TABLE 8: AVERAGE OD MOVEMENTS – LIGHT VEHICLES

	To Station												
From Station	1	2	3	4	5	6	7	8	9	10	11	12	Total
1		0	378	8,654	0	2,949	829	189	7	1,342	214	0	14,562
2	13,940		0	273	0	4,345	1,262	387	24	1,727	425	0	22,381
3	0	0		0	0	0	0	0	0	0	0	0	0
4	0	0	0		0	0	0	0	0	0	0	0	0
5	1,545	0	1,545	0		2,784	726	189	7	1,218	209	0	8,223
6	3,323	0	3,156	3,644	0		2,992	851	106	4,398	940	2	19,411
7	728	0	590	812	0	2,131		198	14	1,548	74	0	6,095
8	366	0	231	385	0	982	207		0	134	6	0	2,311
9	112	0	25	46	0	183	15	0		11	0	0	392
10	2,239	0	2,019	1,879	0	6,137	1,592	147	11		107	0	14,131
11	123	0	43	84	0	250	76	2	0	73		1	651
12	11	0	4	3	0	12	0	0	0	0	4		34
Total	22,386	0	7,990	15,780	0	19,771	7,699	1,963	169	10,451	1,979	3	88,191

Below is a visual representation of the OD Movements within **Table 8**.

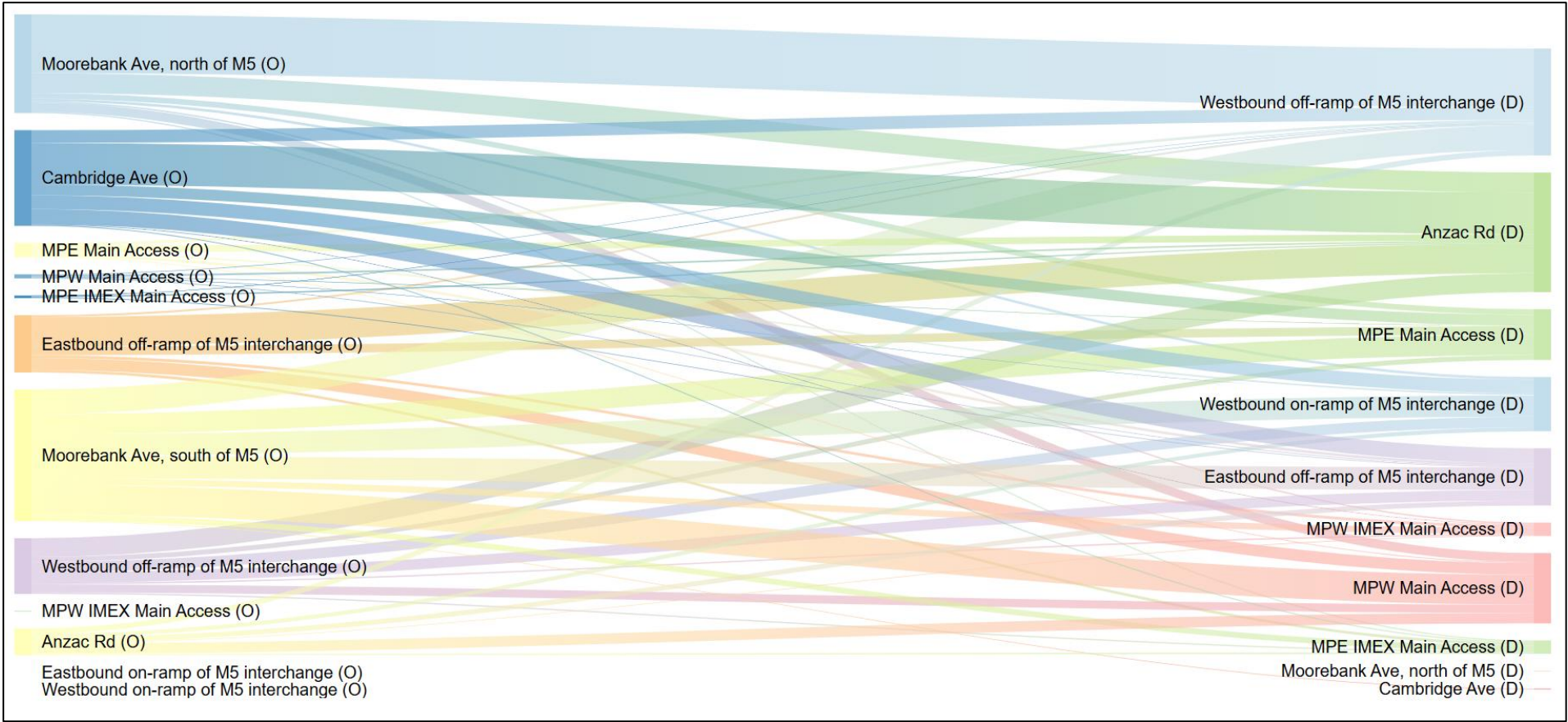


Figure 3: Visual of Average OD Movements – Light Vehicles

TABLE 9: AVERAGE OD MOVEMENTS – RIGID HEAVY VEHICLES

	To Station												
From Station	1	2	3	4	5	6	7	8	9	10	11	12	Total
1		0	64	997	0	271	57	32	1	18	12	0	1,452
2	1,119		0	27	0	392	94	61	2	32	33	0	1,761
3	0	0		0	0	0	0	0	0	0	0	0	0
4	0	0	0		0	0	0	0	0	0	0	0	0
5	99	0	99	0		210	40	20	1	15	9	0	492
6	263	0	251	382	0		265	180	17	124	107	0	1,588
7	121	0	41	77	0	240		6	0	9	10	0	504
8	28	0	4	7	0	32	6		2	10	3	0	90
9	122	0	50	91	0	263	0	3		2	0	0	530
10	106	0	42	56	0	204	9	10	12		4	0	443
11	46	0	4	17	0	67	9	3	0	1		0	146
12	2	0	1	1	0	2	0	0	0	0	1		6
Total	1,906	0	554	1,655	0	1,680	479	314	35	211	179	0	7,013

Below is a visual representation of the OD Movements within **Table 9**.

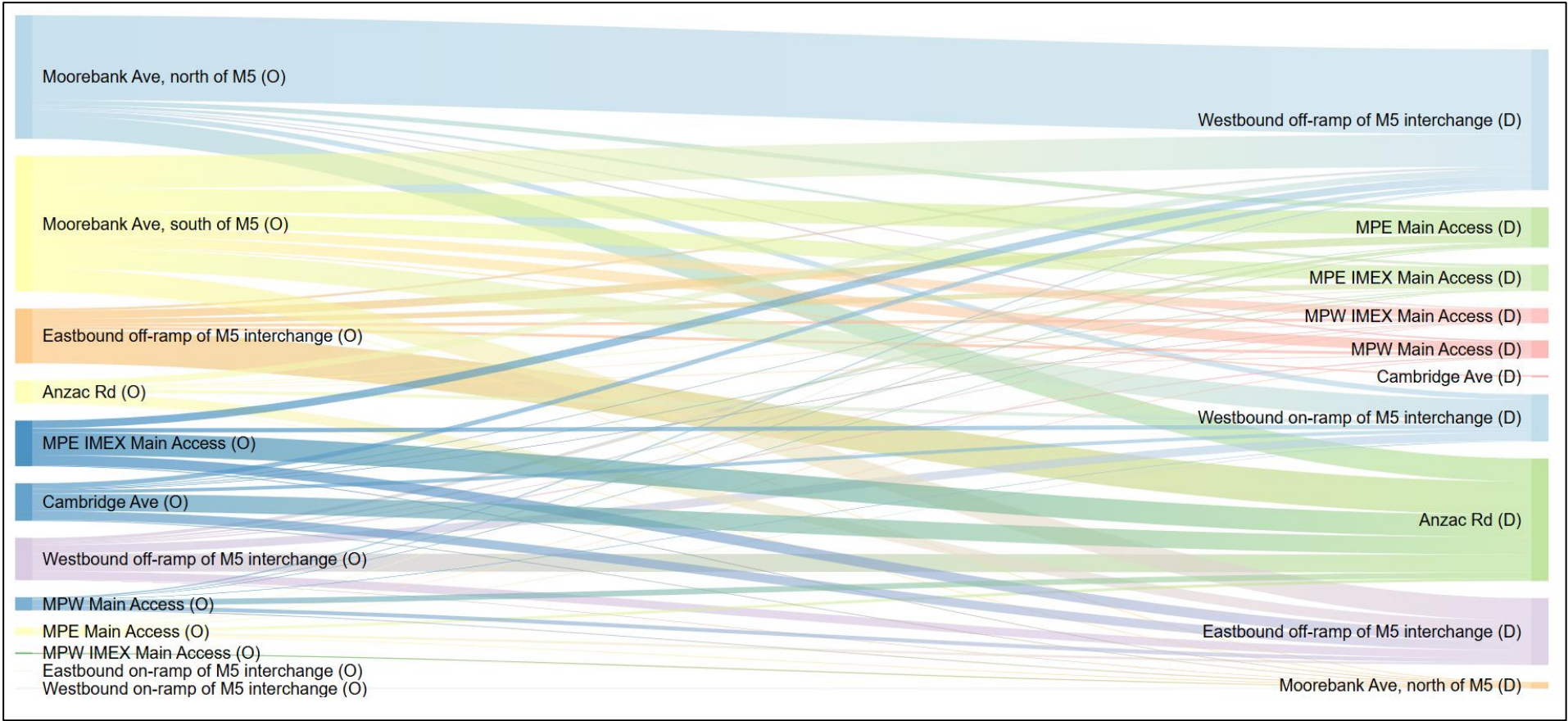


Figure 4: Visual of Average OD Movements – Rigid Heavy Vehicles

TABLE 10: AVERAGE OD MOVEMENTS – ARTICULATED HEAVY VEHICLES

	To Station												
From Station	1	2	3	4	5	6	7	8	9	10	11	12	Total
1		0	33	425	0	57	1	3	4	1	3	0	527
2	356		0	2	0	342	21	50	80	9	54	0	916
3	0	0		0	0	0	0	0	0	0	0	0	0
4	0	0	0		0	0	0	0	0	0	0	0	0
5	28	0	28	0		137	3	11	25	3	11	0	249
6	56	0	156	331	0		58	112	166	30	115	1	1,026
7	34	0	5	16	0	55		0	0	0	1	0	113
8	5	0	2	3	0	7	0		4	0	3	0	25
9	59	0	24	67	0	148	1	2		0	5	1	307
10	3	0	0	1	0	4	0	0	13		0	0	22
11	43	0	6	36	0	85	2	3	3	0		0	178
12	3	0	1	1	0	4	0	0	0	0	0		10
Total	587	0	256	883	0	841	87	183	296	43	193	3	3,371

Below is a visual representation of the OD Movements within **Table 10**.

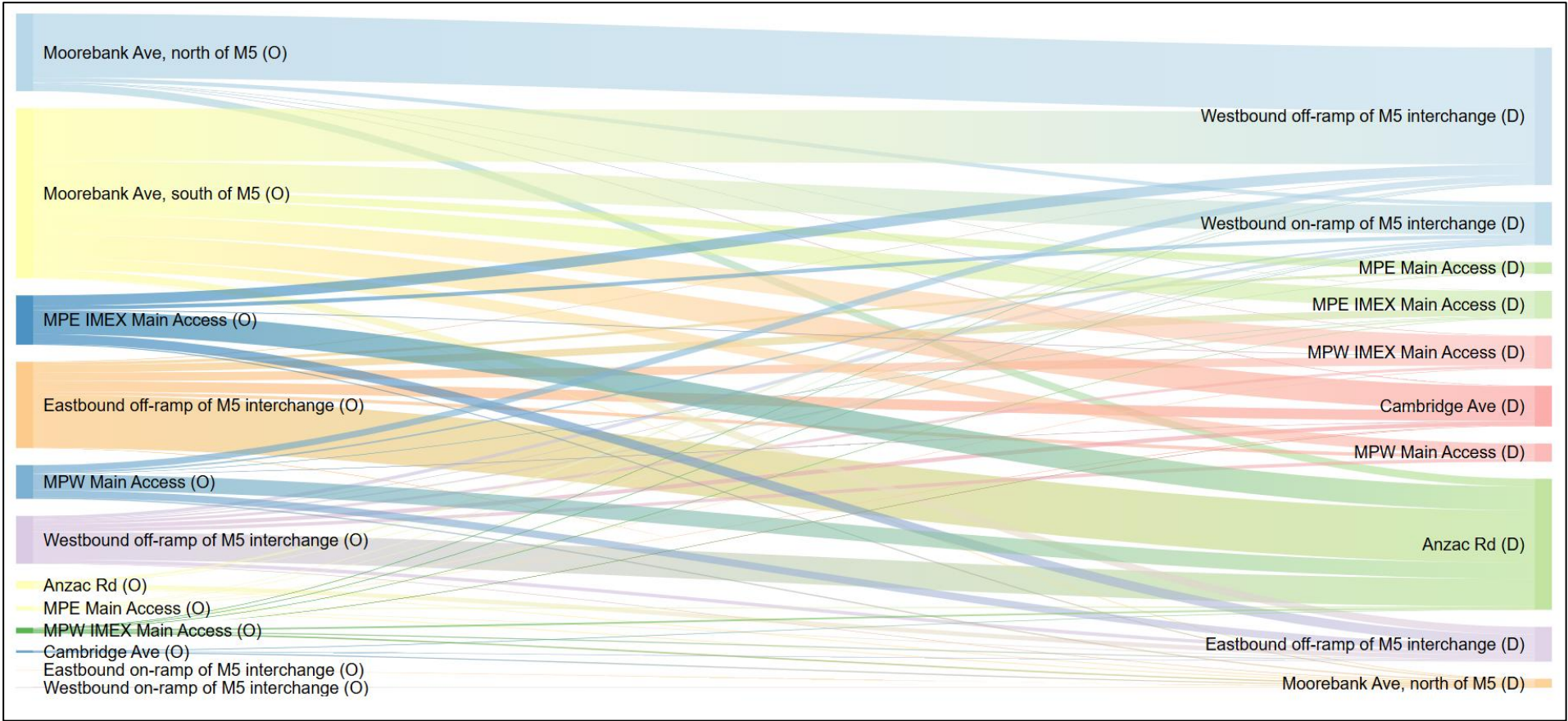


Figure 5: Visual of Average OD Movements – Articulated Heavy Vehicles

6 Employee Numbers

To corroborate data provided within the Workplace Travel Plan and to minimise the need for additional reporting, **Table 11** presents relevant information on employee numbers for each of the facilities within MPE.

TABLE 11: EMPLOYEE NUMBERS BY FACILITY

Tenanted Area	Employee Numbers	
	Period 10 (1 Nov 2024 – 30 Apr 2025)	Period 11 (1 May 2025 – 31 Oct 2025)
IMEX	31 ⁽¹⁾	31 ⁽¹⁾
Rail Link	9 ⁽¹⁾	9 ⁽¹⁾
WH 1 (E1)	180	N/A ⁽²⁾
WH 3A (E3A)	15	15
WH 3B (E3B)	54	62
WH 4A (E4A)	20	22
WH 4B (E4B)	32	32
WH 5 (E5A/B)	10 ⁽¹⁾	3
WH 6 (E6)	N/A	N/A
WH 7 (E7)	125	122

Note: (1) Any information not received from individual tenants have been assumed to be consistent with the previous reporting period. This report will be updated if/when the information is provided.

(2) WH 1 (E1) is no longer in operation

7 Summary

The data provided within this BTODR for MPE has been collected in accordance with the BTODR Framework report and enables a comparative assessment of traffic accessing the Site and future growth in operational activities.

All data is a fair and accurate representation of the operational traffic for MPE and its surrounding road network. This data has been collected for the reporting period between 1 May 2025 and 31 October 2025.