



Biannual Trip Origin Destination Report

01 May 2025 – 31 October 2025

Moorebank Precinct West

31/12/2025

P2588r03



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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
OTAMP	Operational Traffic and Access Management Plan
RMS	Roads & Maritime Services
SSD	State Significant Development
TA	Transport Assessment
Tactical	Tactical Project Management Pty Ltd
TEU	Twenty Foot Equivalent Units
TfNSW	Transport for New South Wales

Reference Documents

Abbreviation	Document
MPW Stage 1 – TTAIA	Moorebank Intermodal Terminal – Traffic, Transport and Accessibility Impact Assessment Report (Parsons Brinckerhoff, April 2015)
MPW Stage 2 – OTTIA	MPW Stage 2 Proposal – Operational Traffic and Transport Impact Assessment (Arcadis, October 2016)
MPW Stage 3 – TA	Transport Assessment, Moorebank Intermodal Precinct West – Stage 3 (SSD 10431) (Ason Group, 24 April 2020)

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 West, including the Interstate Terminal, as outlined within the development consent SSD 7709. This BTODR has been prepared to address the following Condition B120:

Condition B120.

Each six months following commencement of operation, the Applicant must prepare a Biannual Trip Origin and Destination Report (in a format agreed with TfNSW and RMS) that advises:

- (a) the total number of actual and standard twenty foot equivalent shipping containers despatched and received during the period;*
- (b) the number of actual and standard twenty foot equivalent shipping containers transported to and from the site by rail during the period;*
- (c) actual hours of operation for the truck gate listing days and hours of operation;*
- (d) records of vehicle numbers accessing the site including a record of heavy vehicle entry by date and approximate time;*
- (e) direction of travel into and out of the site for light vehicle on a representative day; and*
- (f) representative vehicle origins and destinations of all classes of vehicles and covering the intermodal terminal, the warehousing facility and any other uses such as the freight village.*

*A copy of the report required under **Condition B120** is to be submitted to the Planning Secretary, TfNSW and RMS within one month of its preparation.*

The approved Operational Traffic and Access Management Plan, prepared by Aspect Environmental, broadly outlines the methodology for collecting relevant data for inclusion within the BTODR.

Additionally, the OTAMP provides commentary to the requirements and responsibilities for the activities involved in preparing a BTODR. This BTODR has been prepared in response to those requirements and responsibilities. Furthermore, due to the similarities between Condition B120 and Condition B28 of SSD 7638 (that relates to the MPE BTODR) the format adopted for the MPW BTODR is consistent with the format approved for the MPE BTODR, noting the format (as established by the MPE BTODR Framework) was agreed in consultation with TfNSW.

The BTODR is a document, and process, that is ultimately intended for when MPW is fully operational. Currently MPW 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 MPW.

TABLE 1: OPERATIONAL STATUS OF FACILITIES WITHIN MPW

Tenanted Area	Operational (Y/N)	
	1 Nov 2024 – 30 Apr 2025	1 May 2025 – 31 Oct 2025
INTS	Y	Y
W8	Y	Y
W9	Y	Y
W10A	N	N
W10B	N	N
W11A	N	N
W11B	N	N
W12	Y	Y
W13	Y	Y
W14	N	N
W15A	N	N
W15B	N	N
W16	N	Y
W17	N	N
W18	N	N
W19	N	N
W20	N	N

*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 MPW. 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 MPW.
- Outline the vehicle origin and destinations based on a cordon in the surrounding road network.
- Comment on the employee numbers at MPW.

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 INTS, 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 MPW is completed and fully operational. At this stage, MPW is only partially operational and has several areas within the precinct that are under varying stages of construction.

The following summarises the data collection periods adopted to inform this BTODR:

- 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: TEUs from IMEX/INTS terminal to subject warehouse
- Outbound Movements: TEUs from subject warehouse to IMEX/INTS terminal

Details relating to the operations of the IMEX and INTS terminals have been provided by Tactical.

The INTS is operational; however, it is not currently dispatching or receiving any containers.

TABLE 2: SHIPPING CONTAINER TRANSPORT					
Reporting Period	Month	Total Containers Received / Dispatched		Cumulative Total for Period	
		Inbound	Outbound	Inbound	Outbound
Period 2	Nov-2024	239	233	239	233
	Dec-2024	318	300	557	533
	Jan-2025	310	318	867	851
	Feb-2025	269	271	1,136	1,122
	Mar-2025	368	370	1,504	1,492
	Apr-2025	366	357	1,870	1,849
Period 3	May-2025	538	506	538	506
	Jun-2025	1,429	1,345	1,967	1,851
	Jul-2025	1,512	1,385	3,479	3,236
	Aug-2025	1,217	1,169	4,696	4,405
	Sep-2025	1,015	982	5,711	5,387
	Oct-2025	1,102	1,065	6,813	6,452

3 Truck Gate Opening Periods

3.1 Period of Opening

The period of time where the MPW was operational has been outlined in **Table 3**.

TABLE 3: BREAKDOWN OF OPERATIONAL STATUS WITHIN MPW	
Reporting Period	Period of Opening
Period 2	1 November 2024 – 30 April 2025
Period 3	1 May 2025 – 31 October 2025

3.2 Exceptions to Full Time Opening

Table 4 outlines the timeframes and reasons for when the INTS gates were not open.

TABLE 4: TRUCK GATE OPENING PERIOD EXCEPTIONS		
Reporting Period	Period of Closure	Reason for Closure
Period 2	1 November 2024 – 30 April 2025	The INTS was operational however it did not have any customers during this period.
Period 3	1 May 2025 – 31 October 2025	The INTS was operational however it did not have any customers during this period.

3.3 Actual Hours of Opening

At present, the INTS does not receive or dispatch any containers and therefore does not have any 'actual hours of opening'.

4 Traffic Volumes

4.1 MPW Main Access

Traffic data has been collected to identify the volumes of light and heavy vehicles accessing MPW from the current main access on Moorebank Avenue. The reported traffic volumes include data from both the MPW warehouse tenancies through Bushmaster Avenue to the east of the roundabout and the INTS to the south of the roundabout. **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 2	5 May 2025 – 9 May 2025	1,020	317	941	315
Period 3	1 Sep 2025 – 5 Sep 2025	1,158	408	1,058	404

In addition to the above average daily volumes entering and exiting MPW, using the weekday data collected during the month of August 2025, a profile for an average representative weekday has been generated and is presented in **Table 6**.

TABLE 6: AVERAGE WEEKDAY DAILY TRAFFIC PROFILE (AUGUST 2025)

Time (hour starting)	Light Vehicles		Heavy Vehicles	
	Entry	Exit	Entry	Exit
12:00 AM	7	4	4	4
1:00 AM	3	103	2	4
2:00 AM	11	3	2	2
3:00 AM	5	11	1	2
4:00 AM	141	14	5	2
5:00 AM	55	9	10	10
6:00 AM	154	15	16	10
7:00 AM	73	11	16	15
8:00 AM	47	11	14	16
9:00 AM	34	12	18	18
10:00 AM	20	17	17	17
11:00 AM	15	22	18	19
12:00 PM	20	28	20	18
1:00 PM	27	30	20	19
2:00 PM	149	62	14	17
3:00 PM	14	295	10	11
4:00 PM	11	58	11	10
5:00 PM	18	35	8	10
6:00 PM	2	33	5	8
7:00 PM	1	3	6	7
8:00 PM	2	3	5	5
9:00 PM	1	4	5	5
10:00 PM	1	4	5	5
11:00 PM	1	3	5	6
Daily Total	812	790	237	240

5 Origin-Destination Results

5.1 Survey Locations

OD surveys have been undertaken to understand the assignment and distribution of MPW 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 7**.

TABLE 7: 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 IMEX Main Access

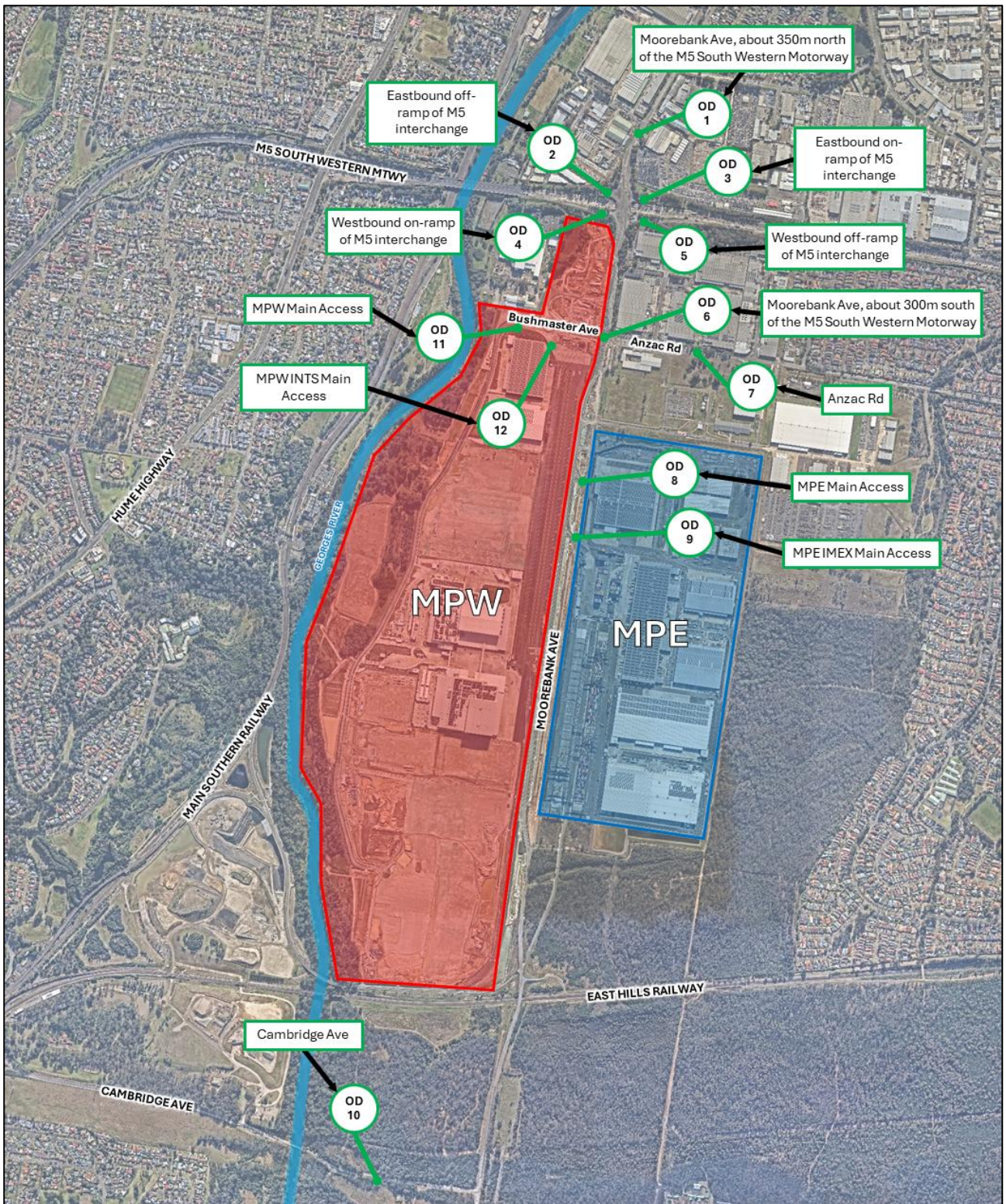


Figure 1: Origin-Destination Gates

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 8: AVERAGE DAILY 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 8**.

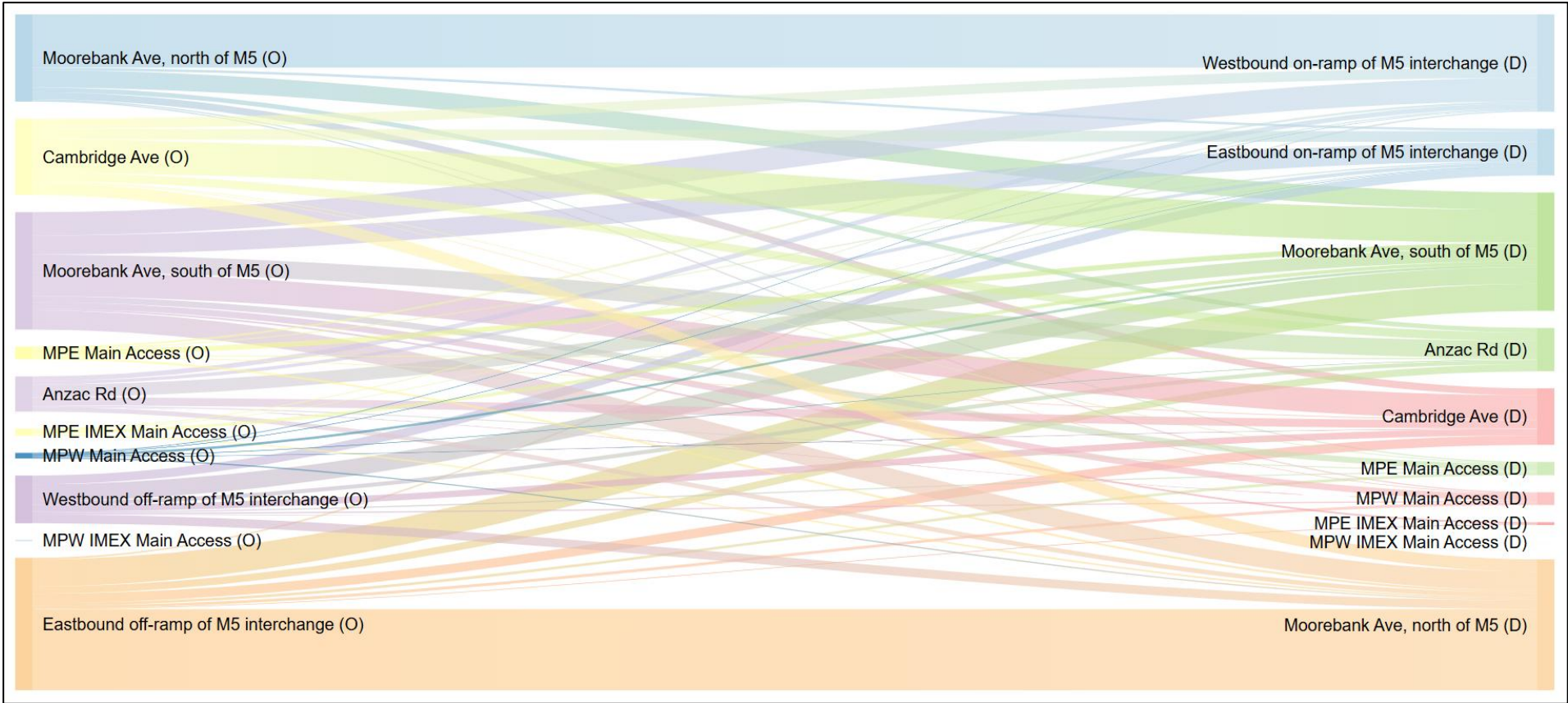


Figure 2: Visual of Average OD Movements – All Vehicles

TABLE 9: AVERAGE DAILY 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 9**.

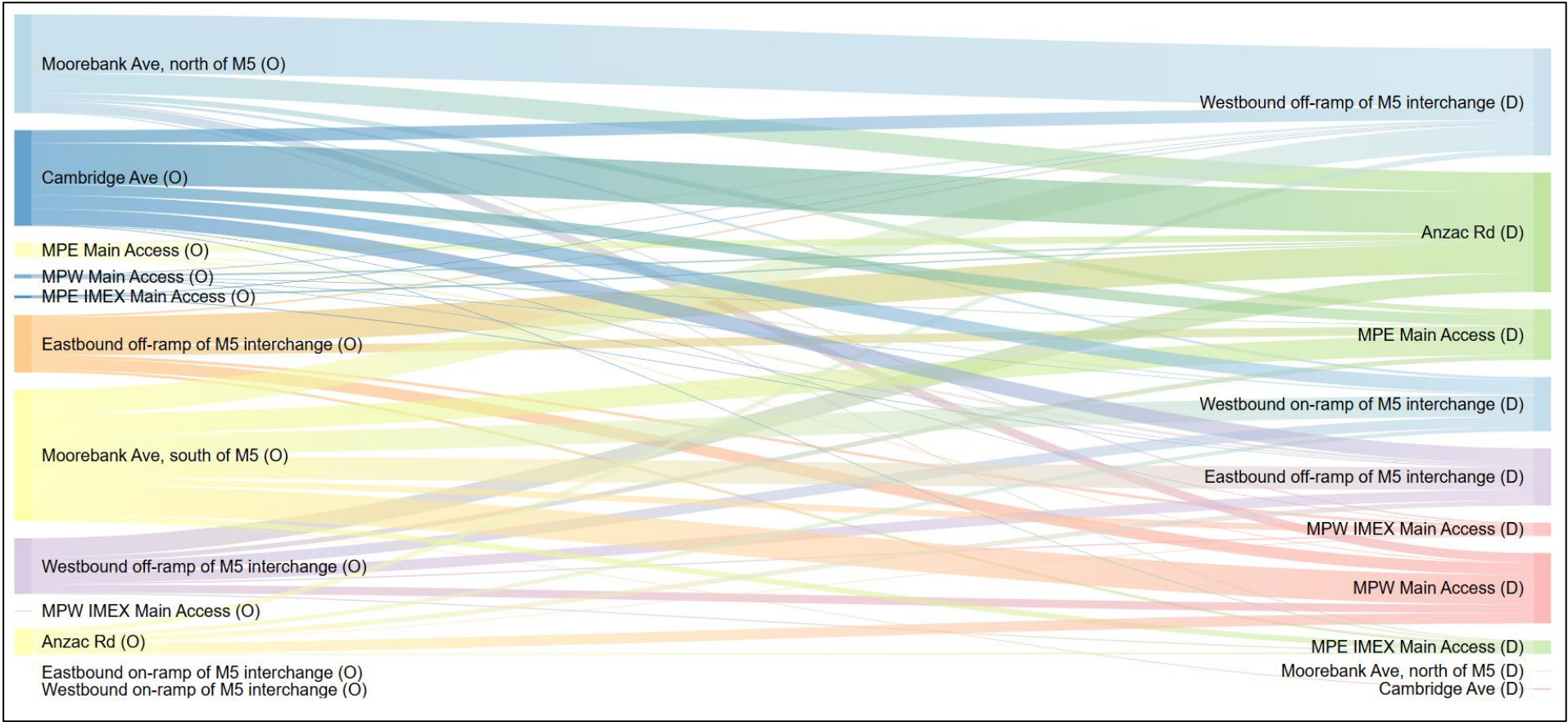


Figure 3: Visual of Average OD Movements – Light Vehicles

TABLE 10: AVERAGE DAILY 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 10**.

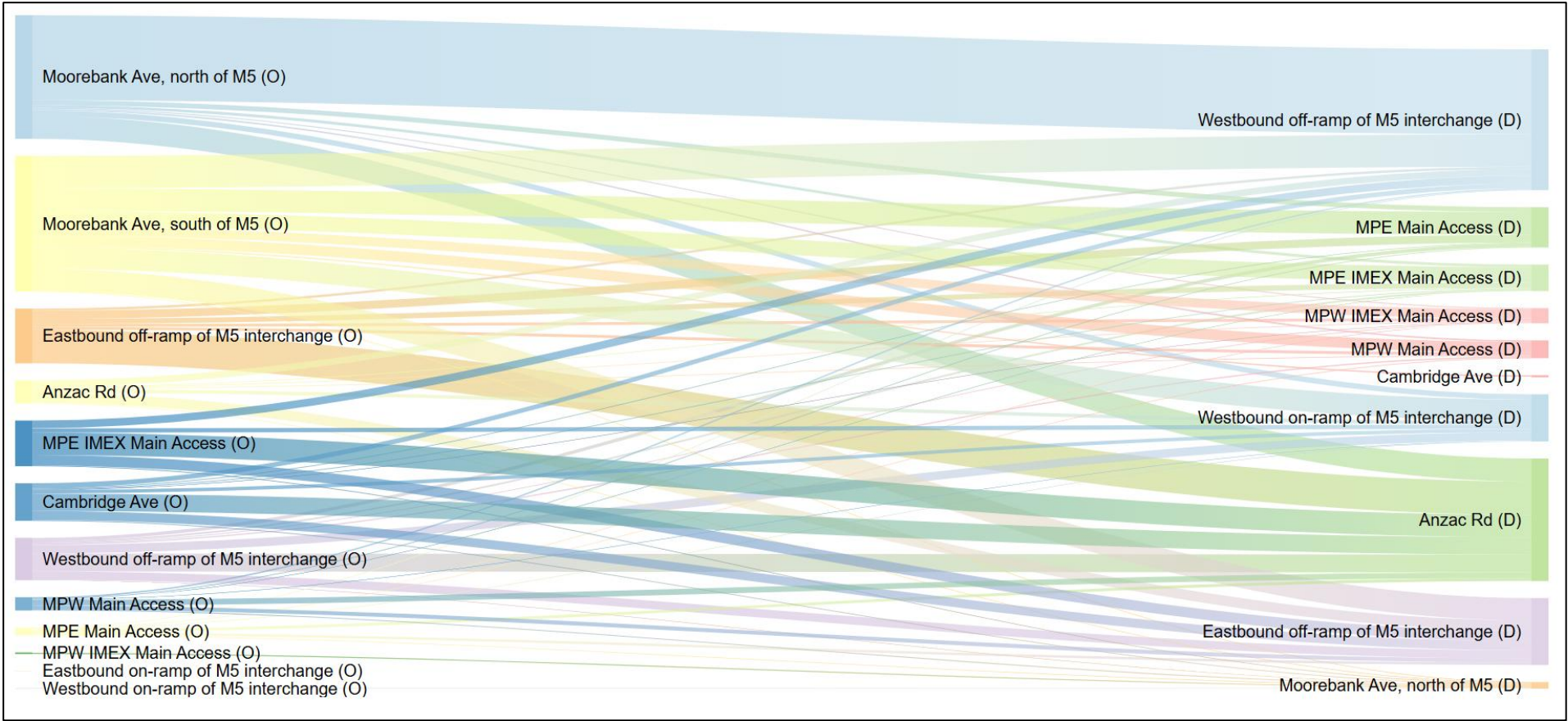


Figure 4: Visual of Average OD Movements – Rigid Heavy Vehicles

TABLE 11: AVERAGE DAILY 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 11**.

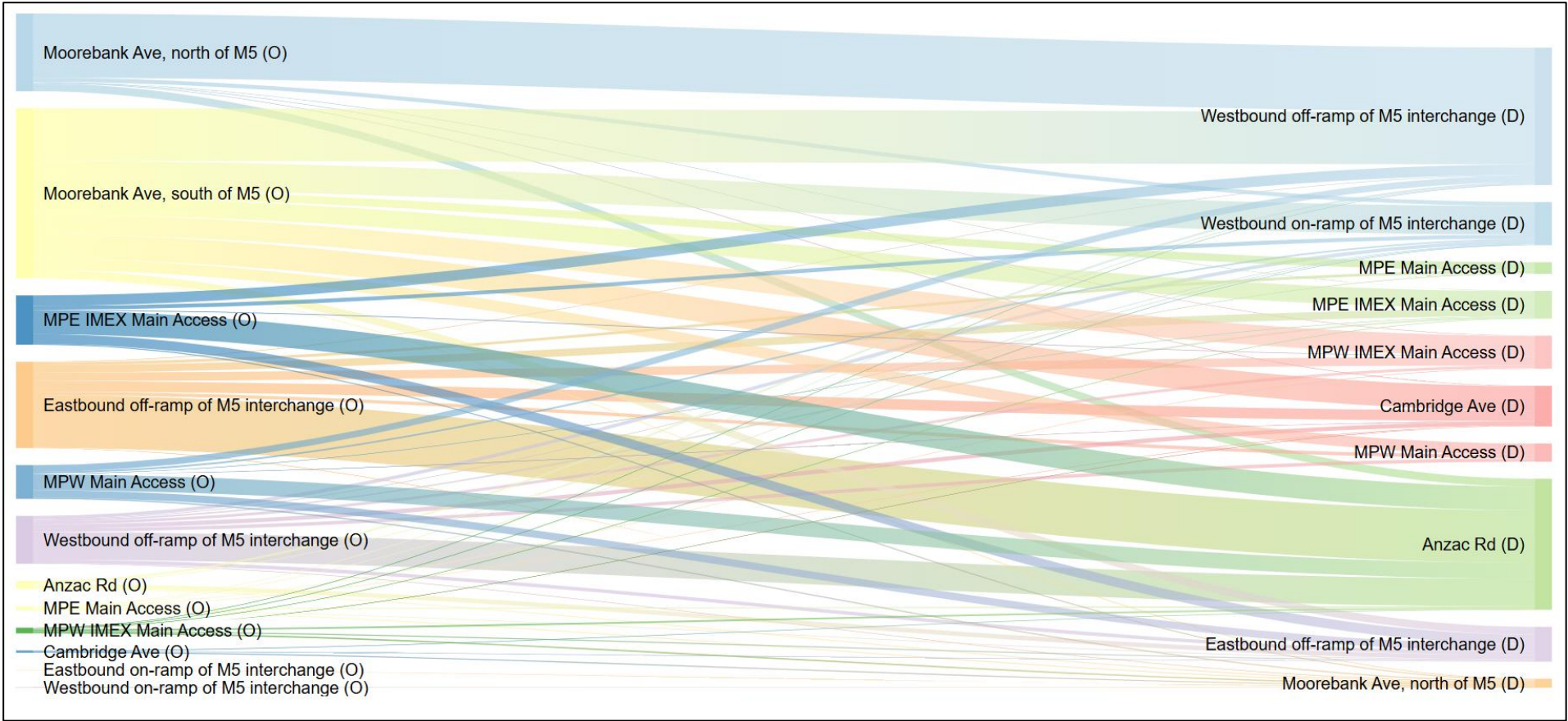


Figure 5: Visual of Average OD Movements – Articulated Heavy Vehicles

6 Employee Numbers

To corroborate data provided within the Workplace Travel Plan, **Table 12** presents relevant information on employee numbers for each of the facilities within MPW.

It should be noted that several tenanted areas are not yet operational and therefore have no employee data to report.

TABLE 12: EMPLOYEE NUMBERS BY FACILITY

Tenanted Area	Employee Numbers	
	Period 2 (1 Nov 2024 – 30 Apr 2025)	Period 3 (1 May 2025 – 31 Oct 2025)
INTS	21 ⁽¹⁾	21
W8	50	35
W9	20 ⁽¹⁾	50
W10A	-	-
W10B	-	-
W11A	-	-
W11B	-	-
W12	250 ⁽¹⁾	520
W13	250 ⁽¹⁾	
W14	-	-
W15A	-	-
W15B	-	-
W16	-	-(2)
W17	-	-
W18	-	-
W19	-	-
W20	-	-

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) It is understood that W16 is currently operational as TEU data has been received however no employee numbers have been received to date.

7 Summary

The data provided within this BTODR for MPW 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 MPW and its surrounding road network. This data has been collected for the reporting period between 1 May 2025 – 31 October 2025.