



Biannual Trip Origin Destination Report

01 November 2025 – 30 April 2026

Moorebank Precinct East

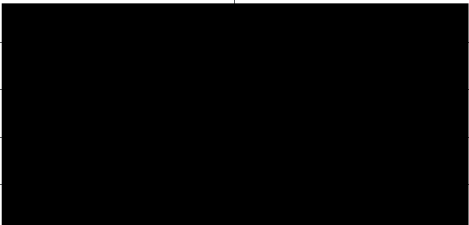
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APPENDICES

Appendix A. BTODR Framework Report

Glossary

Acronym	Description
BTODR	Biannual Trip Origin Destination Report
DoD	Department of Defence
DPHI	NSW Department of Planning, Housing and Infrastructure
IMEX	Import-Export Intermodal Terminal
INTS	Interstate Intermodal Terminal
MIP	Moorebank Intermodal Precinct
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
OD	Origin-Destination
RMS	Roads & Maritime Services
SSD	State Significant Development
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 Nov 2025	Biannual Trip Origin Destination Report, Moorebank Precinct East, Ref:1065r12 (Ason Group, January 2026)
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 Background

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. MPE is one of 2 precincts that, with the adjacent Moorebank Precinct West – which accommodates warehousing as well as the Interstate Intermodal Terminal – collectively constitutes the Moorebank Intermodal Precinct. 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 May 2025 – 31 Oct 2025	1 Nov 2025 – 30 Apr 2026
IMEX	Y	Y
East 1	Y	Y
East 3A	Y	Y
East 3B	Y	Y
East 4A	Y	Y
East 4B	Y	Y
East 5A/B	Y	Y
East 6	Y	Y
East 7	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 six-month period from 1 November 2025 – 30 April 2026 (inclusive). The scope of this BTODR includes:

- Review of the number of shipping containers dispatched and received (expressed in twenty-foot equivalent units).
- Review the number of days in the six-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 origins 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 November 2025 – 30 April 2026
- Truck Gate opening period: 1 November 2025 – 30 April 2026
- Traffic Volumes: 16 March 2026 – 20 March 2026
- OD Numbers: 16 March 2026 – 20 March 2026

2 Container Transport

This section provides the total number of containers (measured in TEU) 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 (TEU) from IMEX/INTS Terminal to subject warehouse
- Outbound Movements: Containers (TEU) from subject warehouse to IMEX/INTS Terminal

Any and all information relating to the operations of the IMEX and Interstate Terminals have been outlined in **Table 2**, and has been sourced from Tactical, BMD, Qube Logistics, ESR and/or Knight Frank.

TABLE 2: SHIPPING CONTAINER TRANSPORT (MEASURED IN TEU)

Reporting Period	Month	Total Containers Received / Dispatched		Cumulative Total for Period	
		Inbound	Outbound	Inbound	Outbound
Period 11	May-2025	18,053	18,027	18,053	18,027
	Jun-2025	16,948	16,738	35,001	34,765
	Jul-2025	17,465	17,421	52,466	52,186
	Aug-2025	15,629	15,532	68,095	67,718
	Sep-2025	14,686	14,672	82,781	82,390
	Oct-2025	15,335	15,203	98,116	97,593
Period 12	Nov-2025	15,008	14,871	15,008	14,871
	Dec-2025	13,556	13,474	28,564	28,345
	Jan-2026	15,517	15,413	44,081	43,758
	Feb-2026	14,187	14,302	58,268	58,060
	Mar-2026	16,877	16,786	75,145	74,846
	Apr-2026	16,188	16,156	91,333	91,002

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 presented in **Table 3**.

TABLE 3: GATE OPERATIONAL STATUS WITHIN MPE

Reporting Period	Period of Opening
Period 11	1 May 2025 – 31 October 2025
Period 12	1 November 2025 – 30 April 2026

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 11	No Closures during this period	-
Period 12	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 +1
- Saturday: 4.00AM – 4.00PM
- Sunday: Closed

4 Traffic Volumes

Traffic data has been collected to identify the volumes of light and heavy vehicles accessing MPE via the 2 current main access driveways on Moorebank Avenue. **Table 5** summarises the average daily volumes from the data collected.

TABLE 5: AVERAGE DAILY TRAFFIC VOLUMES					
Reporting Period	Reporting Dates	Inbound		Outbound	
		Light Vehicles	Heavy Vehicles	Light Vehicles	Heavy Vehicles
Period 11	1 Sep 2025 – 5 Sep 2025	1,535	741	1,621	814
Period 12	16 Mar 2026 – 20 Mar 2026	1,423	808	1,441	834

5 OD 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 the 4.30AM – 11.00PM 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

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

5.2 Modifications to OD Survey Analysis

The OD surveys, analysis and reporting have been refined over time from what was initially set out in the 2019 BTODR Framework. The changes have responded to concerns from key stakeholders, such as the 2022 changes made at the request of the Department of Defence. DoD owns and manages sensitive properties within proximity of the MIP and were concerned about the potential for security issues for their property and/or personnel arising from traffic survey data, as a result, surveys proposed by the BTODR Framework of DoD site accesses are no longer undertaken as part of the BTODR reporting.

Other changes have included expanding the scope to include MPW in 2024. The most recent changes addressed comments from NSW Department of Planning, Housing and Infrastructure received following a review of an earlier version of this MPE BTODR. Received from DPHI on 14 July 2026, the comments queried why the OD analysis included movements between OD Areas that did not include MPE and if deemed unwarranted, DPHI requested the non-MPE movements be removed from the analysis. Upon reviewing the BTODR and having consideration for Condition B28, it was agreed to reduce the analysis significantly to only MPE inbound and outbound movements. It is also accepted that the comprehensive and

detailed reporting of the data was confusing and therefore the reporting presented below has also been reduced significantly to improve clarity and focus on the key OD matters.

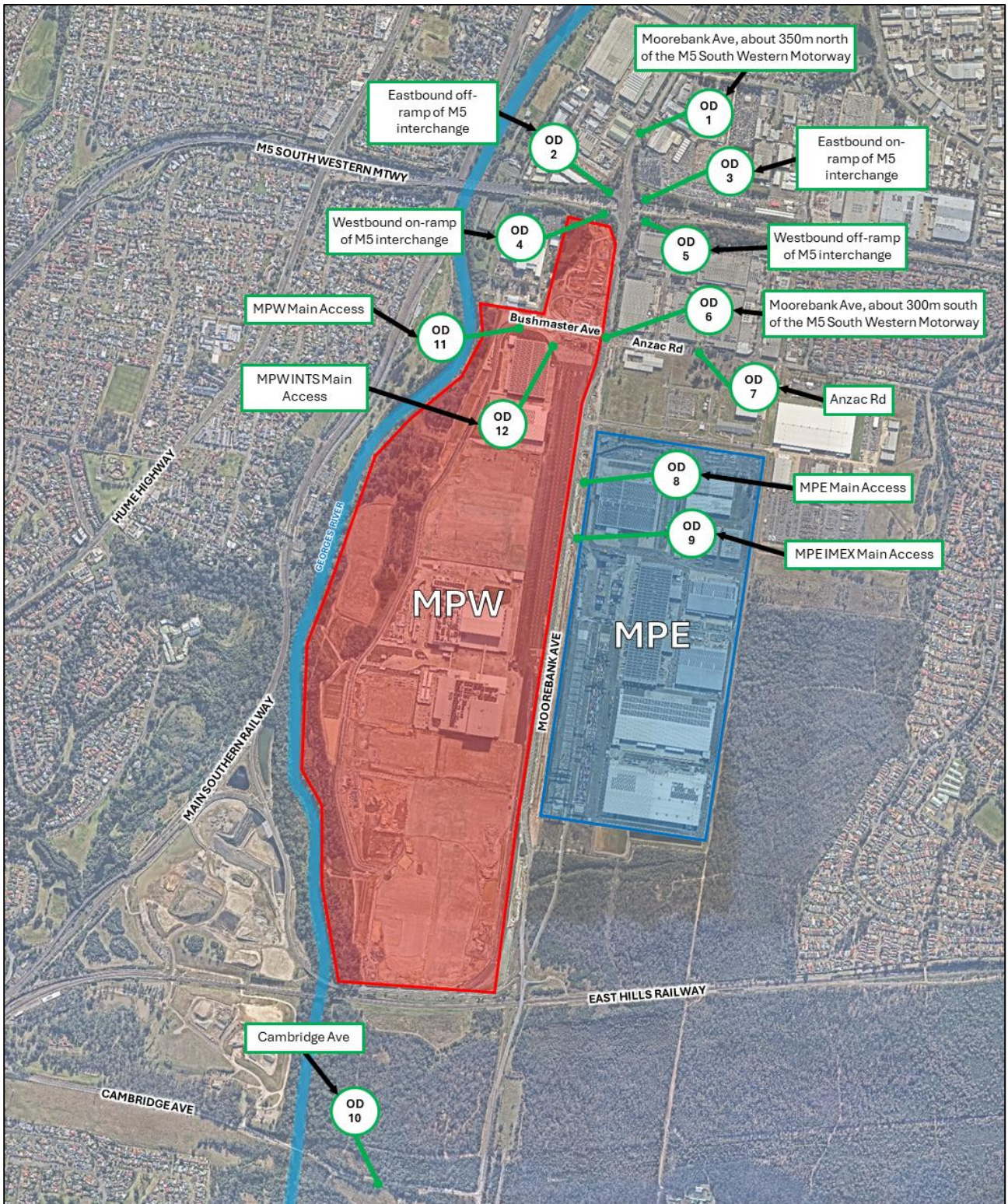


Figure 1: OD Gates

5.3 OD Survey Results

The OD survey data has been collated and is presented for an 'average day', in **Table 7** for all vehicle types and in **Table 8** for trucks (heavy vehicles). Each table shows the average number of vehicle trips made between the site and the relevant OD areas across the 4.30AM – 11.00PM survey period. The OD Areas tabled correspond to the areas listed in Table 6.

TABLE 7: AVERAGE OD MOVEMENTS TO/FROM MPE – ALL VEHICLES

Movement	OD Areas					Total
	Moorebank Ave (north)	M5 Mwy (west)	M5 Mwy (east)	Anzac Rd (east)	Cambridge Ave (southwest)	
Inbound	387	767	428	347	192	2,122
Outbound	398	773	459	306	220	2,156
Total	785	1,540	887	653	412	4,277

TABLE 8: AVERAGE OD MOVEMENTS TO/FROM MPE – TRUCKS

Movement	OD Areas					Total
	Moorebank Ave (north)	M5 Mwy (west)	M5 Mwy (east)	Anzac Rd (east)	Cambridge Ave (southwest)	
Inbound	122	363	188	29	30	731
Outbound	120	368	193	25	32	738
Total	242	731	381	54	62	1,469

6 Employee Numbers

To corroborate data provided within the Workplace Travel Plan and to minimise the need for additional reporting, **Table 9** presents relevant information on employee numbers for each of the facilities within MPE.

TABLE 9: EMPLOYEE NUMBERS BY FACILITY

Tenanted Area	Employee Numbers	
	Period 11 (1 May 2025 – 31 Oct 2025)	Period 12 (1 Nov 2025 – 30 Apr 2026)
IMEX	31	39
Rail Link	9	9
East 1	n/a	n/a ⁽²⁾
East 3A	15	8
East 3B	62	62
East 4A	22	26
East 4B	32	32 ⁽¹⁾
East 5A/B	3	3 ⁽¹⁾
East 6	n/a	n/a ⁽¹⁾
East 7	122	113

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.

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 November 2025 and 30 April 2026.