

INTRODUCTION

As Victoria's population and economy grow, so does the amount of goods and services needing to be moved. Melbourne's roads and rail will need to accommodate more than twice as much freight and commercial traffic over the next 20-30 years. How effectively we can move goods will be critical to our experience of living and doing business in Melbourne.

FREIGHT TODAY

The ability to efficiently move freight is a competitive advantage for Victoria and has added to our economic growth and success.

The road network is critical to enabling freight deliveries across the metropolitan area, providing products and consumables to our businesses, shops and homes.

Currently nearly all freight volume in Melbourne is moved on roads and 15 percent of all road traffic is commercial vehicles.

The ports of Melbourne, Geelong and Hastings, and Melbourne and Avalon airports are crucial economic gateways, facilitating the import and export of goods between overseas, local, regional and interstate markets.

MAJOR FREIGHT MOVEMENTS AROUND MELBOURNE



SOURCE: DEPARTMENT OF TRANSPORT, 2011

DID YOU KNOW?

- 99 percent of metropolitan freight is carried on Melbourne's roads.
- The Port of Melbourne handled a record 2.5 million twenty-foot equivalent units (standard containers) in 2011.
- The Port of Melbourne is Australia's largest container and general cargo port, handling 35 percent of the nation's container trade.
- Melbourne Airport handles 30 percent of the nation's air freight, second only to Sydney.
- Around 87 percent of the containers imported through the Port of Melbourne and 96 percent of containers imported through the Dynon Rail Terminals are destined for the metropolitan area.

FREIGHT TOMORROW

Here are some key facts about freight and the changes government, businesses and the community need to consider.

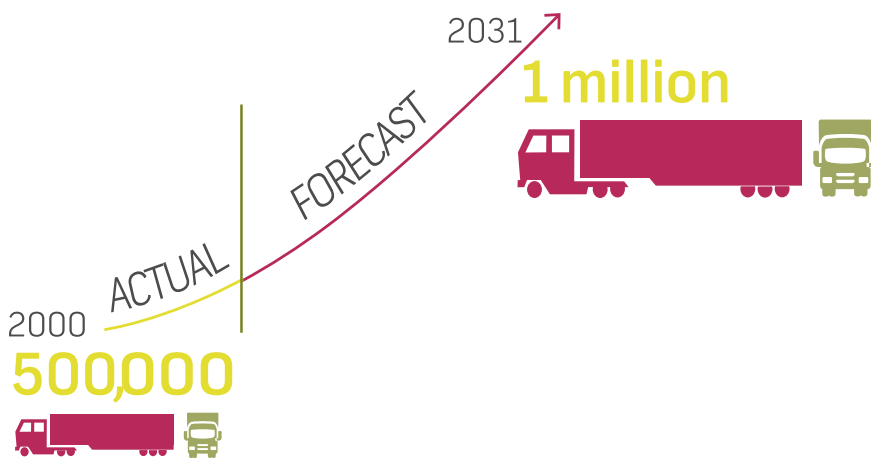
INCREASED FREIGHT VOLUMES – ROAD, RAIL AND PORTS

Over the next 20-30 years the freight task carried by trucks and light commercial vehicle traffic is expected to more than double.

The percentage of commercial vehicles on the roads is expected to increase from around 15 percent to over 20 percent. In addition to this, more than three times as many shipping containers are expected to be moving through the ports of Melbourne and Hastings combined by 2035.

Melbourne's ability to process freight efficiently will be crucial to ensuring a productive and competitive economy. Planning for the future will need to consider how to accommodate the increase in freight volumes and capacity issues on roads, rail and in ports.

HISTORICAL AND ESTIMATED COMBINED GROWTH IN COMMERCIAL VEHICLES (VANS, RIGID TRUCKS AND ARTICULATED TRUCKS)



SOURCE: DEPARTMENT OF TRANSPORT, 2008

HAVE YOUR SAY

We are seeking your thoughts and ideas on Melbourne's future.

Join our online forums to discuss:

- *What do you think the priority should be when planning for increased freight and improving the way it moves around the city?*



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PORTS AND CONTAINERS

The Port of Melbourne is Australia's most important international freight gateway, handling around 35 percent of the nation's container trade.

Up to 87 percent of all international containers imported through the Port of Melbourne are destined for a location within the metropolitan area, with nearly all of this freight moved on roads. On top of this, 96 percent of inbound containers from interstate arriving at the Dynon Rail Terminal are destined for a location within metropolitan Melbourne. The Port of Hastings supports the general cargo, steel and oil markets and in 2010-2011 handled around 910,000 tonnes of coastal exports.



ROADS AND COMMERCIAL VEHICLES

The general road network plays an essential role in enabling freight deliveries across the metropolitan area and 99 percent of metropolitan freight by volume is carried on Melbourne's roads. Currently there are over 500,000 commercial vehicles on Melbourne's roads and this is anticipated to more than double over the next 20-30 years.



AIRPORTS

Both of Victoria's main airports – Melbourne and Avalon – operate on a curfew-free basis and provide transport access for national and international freight. Melbourne Airport is second only to Sydney Airport for total freight lifted in Australia and handles around 30 percent of the national air freight.