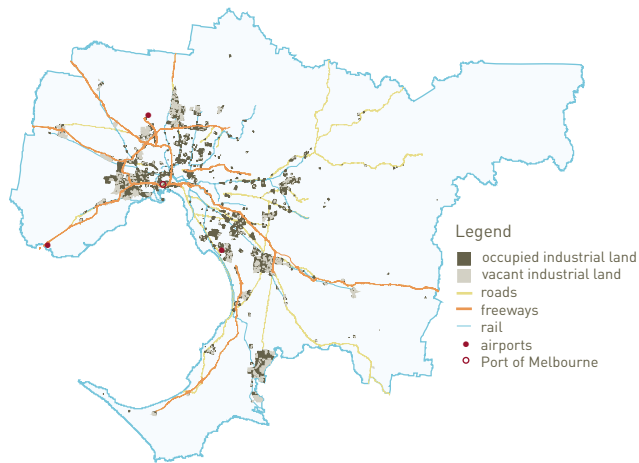


# Melbourne's freight flow and distribution

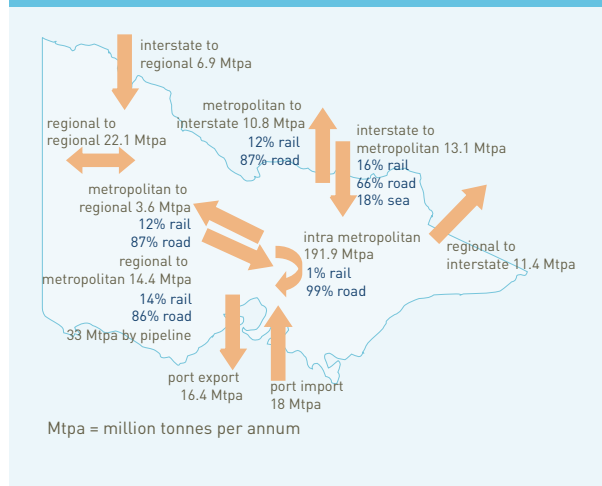
## Freight flows

Melbourne is Victoria's major urban centre and a key industry and commercial centre. Seventy-four per cent of Victoria's 72,000 manufacturing, wholesaling and retail enterprises are located within Melbourne. Hence the majority of Victoria's freight activity occurs within the metropolitan area - and 99% of freight is carried by the road network. Road transport is also the dominant mode for metropolitan-regional, inter-regional and interstate freight. Melbourne's metropolitan freight traffic is projected to double over the next 20 years.

### 1 Occupied and vacant industrial land and supporting port, airport, road and rail infrastructure, 2004



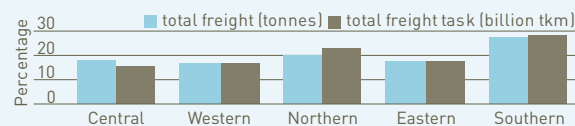
### 2 Victoria's freight task, 2000



## Freight movement across Melbourne

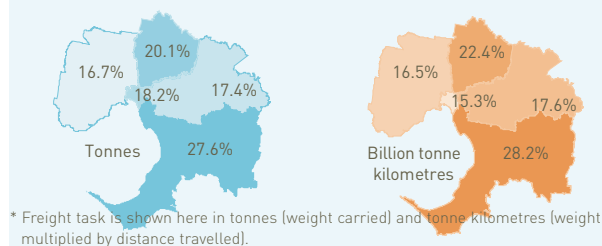
Melbourne's south, a key industrial area, has the greatest freight task, particularly in and around Dandenong, followed by the northern region, including Hume and Whittlesea industrial areas.

### 3 Distribution of freight task\* Melbourne Regions, 1995-96



\* Freight task is shown here in tonnes (weight carried) and tonne kilometres (weight multiplied by distance travelled).

### 4 Percentage share of freight task\* by region Melbourne Regions, 1995-96



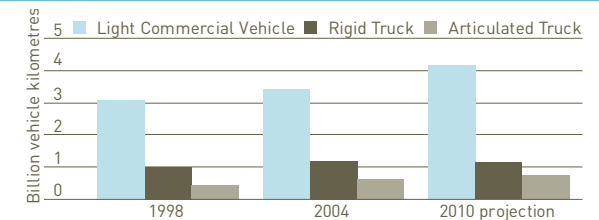
\* Freight task is shown here in tonnes (weight carried) and tonne kilometres (weight multiplied by distance travelled).

## Freight task

Light commercial vehicles (LCVs) account for the greatest share of vehicle kilometres travelled in Melbourne, but the lowest share of the freight task (tonne kilometres travelled). Travel by LCVs is projected to increase from 3.45 billion vehicle kilometres in 2004 to 4.17 billion by 2010, reflecting the changing nature of goods supply and storage, and decentralisation of retail activity. The increased distance travelled is likely to be dispersed across the Melbourne area, potentially impacting on the entire road network.

Articulated trucks perform the major part of Melbourne's freight task in terms of billion tonne kilometres, but travel the least distance of the three classes of freight vehicle, as shown in Graphs 5 and 6 below. This trend is forecast to continue in future.

### 5 Melbourne's freight task - billion vehicle kilometres



### 6 Melbourne's freight task - billion tonne kilometres

