Strategic Freight Model

Data dictionary

August 2018 | Version:

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| **Author:** | Ela Ostovary, Manager Freight Network Modelling |
| **Date:** | August 2018 |
| **Version:** | 1.0 |
| **Reference:** | N/A |
| **Division:** | Freight, Strategy and Planning |
| **Review date:** | N/A |

# Introduction and overview

## Document purpose

This document describes the data attributes available through the Strategic Freight Model dataset. This dataset presents the base case, business as usual (BAU) projections of the future unconstrained freight tasks. These forecasts are used to set the overall growth rates for each commodity which is then applied to the respective supply chains for each commodity, this movement dataset is then used in network modelling and assessment of the freight task.

## Document scope

This document focuses purely on the definitions of data attributes included in the Strategic Freight Model. The structure, data relationships, drivers and definitions of all data attributes in the Strategic Freight Model can be found in the NSW Freight Commodity Demand Forecasts report.

The forecasts in this dataset are generated off base year estimates for commodity demand in 2016. All 2016 numbers in this dataset are estimates of actual demand. The first forecast year is 2017 and the last forecast year is 2056. This means forecasts are prepared over a 40 year period.

The freight demand forecasts in this dataset have been compiled by Transport Performance and Analytics (TPA) using a mixture of methods including:

* General economic research and literature review as well as specific industry freight investigations (including those on construction materials, waste, forestry and electric vehicles);
* Data analysis and statistical modelling; and
* Application of TPA’s transport models including the Strategic Freight Movement Model (SFM), Sydney Freight Movement Model (FMM) and the Port Botany Sydney Airport Freight Movement Model (PB\_SA\_FMM).
* Consultation with other agencies including BITRE and Department of Industry NSW.

## Audience

The intended audience of this document includes those who are responsible for developing data visualisations and reports on Strategic Freight Movement dataset for ongoing analysis, and those who wish to analyse freight movement in NSW to answer specific freight-related questions.

## Related documents

|  |  |  |  |
| --- | --- | --- | --- |
| No | Document Ref | Document Title | Author |
| 1 |  | NSW Freight Commodity Demand Forecasts, Final Report– May 2018 | Transport Performance Analytics |

# Data dictionary

Table 1: Strategic Freight Model

The attributes available through the Strategic Freight Model are defined in detail below.

| Column | Attribute name | Attribute definition |
| --- | --- | --- |
| Intercapital | Intercapital | Where data is available, it is possible for interstate commodity movements can be classified as intercapital freight movements. This includes movements which do not have an origin or destination within NSW but move through NSW,  e.g. Melbourne to Brisbane. |
| Interstate | Interstate | Movement from/to NSW, some through movements (Origin and Destination are not within NSW) are included |
| Intrastate | Intrastate | Movements within NSW |
| Port | Port | Captures most movements associated with import/exports, includes movements of exports to ports located interstate |
| Bitumen | Bitumen | bulk liquid, supply chain from distribution terminal (classified as an intrastate movement as exact import terminal is not clear due to pipelines), processing facilities and delivery to construction site |
| Bricks | Bricks | From Brick Kiln to selection centre to construction site |
| Cement | Cement | An input to concrete (currently only specified for rail movements, next release will separate cement from concrete on road) |
| Concrete | Concrete | Concrete moved by road from batching plant to construction site (road movements include cement delivered to the batching plant, this will be a separate commodity in future releases) |
| FlyAsh | FlyAsh | Bulk product input to concrete |
| Plasterboard | Plasterboard | From port storage to manufacturing facility to construction site |
| Quarry | Quarry | Sand and Aggregate delivered from extraction site or stockpile to concrete batching plants and direct to construction site |
| Timber | Timber | Wood products used in construction |
| Food | Food | Consumer goods originating from a distribution centre and delivered to retail stores |
| NonFood | NonFood | Consumer goods originating from a distribution centre and delivered to retail stores |
| Mealoilseeds | Mealoilseeds | Processed output from Oil Seeds and imported product consumed in livestock feedlots |
| Oiloilseeds | Oiloilseeds | Processed output from Oil Seeds |
| Seedsoilseeds | Seedsoilseeds | Harvested seed crops destined for export and domestic processing |
| CDWaste | CDWaste | Construction and Demolition Waste supply chain including recycled materials |
| CIWaste | CIWaste | Commercial and Industrial Waste supply chain including recycled materials |
| MSWWaste | MSWWaste | Municipal Solid Waste |
| Alumina | Alumina | Raw input to the production of aluminium, bulk |
| Aluminium | Aluminium | Billet output from the smelter, includes containerised exports |
| Coal | Coal | Thermal and Coking coal used domestically and exported |
| Containers | Containers | Metro container movements where commodities cannot be isolated |
| Forestry | Forestry | Hardwood and softwood logs, processed output from sawmills, pulp and paper mills moved throughout the supply chain |
| Fuel | Fuel | Petrol and Diesel moved by road from distribution terminal (not necessarily the same as import terminal) to end-users |
| Grain | Grain | Bulk grain destined for domestic consumption (milling, industrial processing, malting and livestock feedlots) + Bulk grain exports + Containerised grain exports |
| Hort | Hort | Horticultural products moved from farms to markets for consumption |
| LintCotton | LintCotton | Processed cotton from gin to export port |
| Livestock | Livestock | Supply chain movement of Beef Cattle and Sheep between Farm, Saleyards, Feedlots and Abattoirs |
| ManufacturesC1 | ManufacturesC1 | Food Product |
| ManufacturesC2 | ManufacturesC2 | Beverage and Tobacco Product |
| ManufacturesC3 | ManufacturesC3 | Textile, Leather, Clothing and Footwear |
| ManufacturesC4 | ManufacturesC4 | Wood Product |
| ManufacturesC5 | ManufacturesC5 | Pulp, Paper and Converted Paper Product |
| ManufacturesC6 | ManufacturesC6 | Printing (including the Reproduction of Recorded Media) |
| ManufacturesC7 | ManufacturesC7 | Petroleum and Coal Product |
| ManufacturesC8 | ManufacturesC8 | Basic Chemical and Chemical Product |
| ManufacturesC9 | ManufacturesC9 | Polymer Product and Rubber Product |
| ManufacturesC10 | ManufacturesC10 | Non-Metallic Mineral Product |
| ManufacturesC11 | ManufacturesC11 | Primary Metal and Metal Product |
| ManufacturesC12 | ManufacturesC12 | Fabricated Metal Product |
| ManufacturesC13 | ManufacturesC13 | Transport Equipment |
| ManufacturesC14 | ManufacturesC14 | Machinery and Equipment |
| ManufacturesC15 | ManufacturesC15 | Furniture and Other |
| Meat | Meat | Output from meat processors to domestic and export markets |
| Milk | Milk | Output from dairy processors through the supply chain to end-users: raw milk consumption and secondary dairy processors |
| MotorVehicles | Motor Vehicles | Movement of motor vehicles from import point and interstate to saleyards |
| NonCoalMin | Non-Coal Minerals | Non-Coal minerals |
| OtherDairy | Other Dairy | Output from secondary dairy processing moved to end-user markets |
| Steel | Steel | A combination of raw and processed steel products destined for construction and manufacturing end markets |
| Wine | Wine | Processed output destined for domestic and export end markets. |
| Wine Grapes | Wine Grapes | Harvested grapes transported to wineries for processing |