

Freight Report Card

A snapshot

Freight is currently worth \$66 billion to the NSW economy, an increase of 10% since 2012-13

Transport can account for up to 30% of the final cost of commodities

More efficient freight movement means savings for everyone

Freight volumes are expected to double in the next 20 years



NSW Freight and Ports Strategy

In 2013 the NSW Government implemented its first-ever 20 year Freight and Ports Strategy with the aim:

“to provide a transport network that provides for the efficient flow of goods to their market and lowers the burden of cost on industry to move freight.”

This Report Card is part of the NSW Government's commitment to periodically assess and review the Strategy objectives, which are:

- Delivering a freight network that efficiently supports the projected growth of the NSW economy
- Balancing freight needs with those of the broader community and the environment.

The Strategy sets out three Strategic Action Programs underpinned by 19 actions and 49 tasks that are in various stages of delivery to support:

- Network Capacity
- Network Efficiency
- Network Sustainability.

In the past five years, Transport for NSW has developed a strong program of works to support the Freight and Ports Strategy, to enhance the freight network and help build a stronger NSW economy.

We have also undertaken network analysis, combined with targeted industry engagement, to review and modify programs to bring them into closer alignment with industry and stakeholder requirements.

The key highlights of the projects delivered or underway are outlined in this report card.



Action Program Initiatives

Action Program – Network Capacity

We are identifying and addressing missing links, pinch points and weight limits that constrain performance, particularly in regional NSW.

Fixing Country Roads

- We are providing targeted funding to local councils to repair and upgrade regional roads. This is improving and building efficient freight networks that reduce costs to business
- We have a reservation of \$543m for multiple funding rounds, and have committed \$155m for 151 projects for the first two rounds since 2015
- Rounds one and two of the funding have resulted in the upgrade of 350km roads, 37 bridges and 98 culverts.

Fixing Country Rail

- We are committing \$400m from the Rebuilding NSW Fund to eliminate infrastructure connectivity constraints on the country rail network
- In 2016/17 the Pilot program awarded \$15m across 10 projects. Six projects are underway and four are in the planning and design phase.

“Improving connectivity and providing benefits to regional producers, business and communities.”

Freight Corridors

- The Northern Sydney Freight Corridor is a joint Australian and NSW Government initiative to improve the capacity and reliability of freight trains between Strathfield and Broadmeadow, Newcastle
 - › The four key projects for Stage 1, costing \$1 billion, are complete:
 - Hexham Freight Loop
 - North Strathfield Rail Underpass
 - Gosford Passing Loops
 - Epping to Thornleigh Third Track.
 - › The design work on Stage 2, for additional freight and passenger rail separation, is complete
- Planning is underway for future freight corridors, including:
 - › Western Sydney Freight Line
 - › Lower Hunter Freight Corridor
 - › Outer Sydney Orbital
 - › Western Sydney Fuel Line to service the Western Sydney Airport.



Intermodal Terminals

- The NSW Government supports development of the Moorebank Intermodal, planned to commence operations in 2018, to complement intermodal capacity that has been added at Chullora and Enfield
- We have commissioned studies to investigate demand for transporting containerised cargo in regional NSW. The studies are available at www.transport.nsw.gov.au. They provide high level of advice to industry on opportunities for collaboration and investment for regional businesses.

NorthConnex

- Scheduled for completion in 2019, NorthConnex will provide the missing link between the M1 at Wahroonga and the M2 at West Pennant Hills. When completed NorthConnex will provide a vital freight connection to form part of the National Highway Route.

Pacific Highway Upgrade

- The NSW Government is committed to the full upgrade of the Pacific Highway as we recognise the significance this road plays for the movement of freight within and out of NSW. Full duplication from Newcastle to the Queensland border will be completed by 2020, which will significantly reduce travel times and improve road safety. 70% of this project has been completed, with a further 161km currently under construction.

WestConnex

- WestConnex will reduce congestion and travel times and modelling shows it will improve traffic safety
- Completion is planned for 2023. The King George's Road interchange and M4 widening is complete. The M4 East extension is under construction.

Airport and Port Botany

- The Government is creating better connectivity to the port to enhance and improve the movement of freight

- The NSW Government and Sydney Airport are jointly investing almost \$500 million to improve traffic flow and access to the precinct which includes Port Botany and WestConnex
- Work started in February 2017 on the Airport East upgrade, which includes replacing the General Holmes Drive rail level crossing with a road underpass linking General Holmes Drive, Botany Road and Wentworth Avenue and widening Joyce Drive. This will improve the movement of rail freight and work is expected to be completed by 2019
- Design work is also being carried out for Sydney Gateway to optimise connectivity to the port and airport precincts.

Action Program - Network Efficiency

Freight transport efficiency benefits from the harmonisation of rules and regulations, reduced red-tape and a solid investment in technology.

Cargo Movement Coordination Centre (CMCC)

- We established the CMCC in 2014 to maximise use of network capacity and continuously improve the efficiency of cargo movement through Port Botany, Port Kembla and regional NSW
- Since 2012-13, Rail volumes have increased by over 40%, truck turnaround times at Port Botany are now averaging 23.49 minutes (an improvement of 17.2%) and rail mode share is now at 18.8%, an increase of 4.6%.

Grain Harvest Management Scheme

- This Scheme facilitates the efficient movement of grain from producers to grain receivers by giving eligible farmers, an increase of up to 5% in grain volume for each trip
- It saved 5,600 truck trips in its first year, promoting the safe movement of grain and supporting the competitiveness of the NSW grain industry.

Livestock Loading Scheme

- This Scheme allows eligible vehicles to carry a greater number of animals in one movement and to operate at higher mass limits, leading to enhanced productivity, improved safety and less road wear.

Safety, Productivity and Environment Construction Transport Scheme (SPECTS)

- SPECTS is a voluntary scheme to enable the efficient movement of construction materials to construction projects across Sydney, Wollongong and Newcastle. SPECTS allows enrolled trucks to carry more materials in return for meeting higher environmental and safety standards.

Sydney CBD and last mile freight

- We have boosted efficiency by:
 - › Improving kerbside loading zone capacity in inter-peak hours
 - › Showing how working overnight can increase capacity.

These ideas will be replicated in other centres such as Parramatta, Macquarie Park and Randwick.

Action Program – Network Sustainability

The NSW economy requires a sustainable freight network that balances efficient freight movements with community expectations for safety, good amenities and a better environment.

Environment and Safety

- We have implemented reforms that improve safety and deliver consistency for industry across road, rail and ports

- Our recently published Marine Pilotage Code and the Standard for Health Assessment for Marine Pilots make cargo movement safer
- Fixing Country Truck Washes program has committed \$10m to improve washout for truck operators, boosting bio-security and driver safety.

Strategic Noise Action Plan

- Our noise action plan was developed in 2012 to address and manage freight rail noise
- It reduces noise at its source, minimising the impact of freight rail noise on affected residents
- The Freight Noise Attenuation Program was launched in 2015 to provide noise reduction treatments to homes affected by high levels of freight rail noise. To date, 107 homes have been treated under the program.



Next steps: Updating the Freight and Ports Plan in line with the Future Transport Strategy

Transport for NSW wants to hear more from our stakeholders about how we can improve network capacity and efficiency and maximise the benefits from infrastructure investments.

Feedback from Stakeholders will influence the Future Transport Strategy, including:

- Separate freight and passenger rail
- Protect existing freight precincts from further encroachment
- Ensure sufficient future land use for freight activities
- Freight priority and increased access on the shared road and rail network
- Facilitate the introduction of technologies that reduce the cost of freight
- Reduce the administrative burden on industry.

Email us at freight@transport.nsw.gov.au to have your say on the Freight and Ports Plan