



Submission to the NSW Draft Freight and Ports Plan

**Based on outputs from the Sydney Freight and Supply Chain Workshop
facilitated by RDA Sydney and the Hargraves Institute**

Held 20th July 2017, Sydney Motorsport Park, Eastern Creek

March 2018

To promote collaborative decision making for the sustainable and just economic development of Sydney, with a focus on employment growth.

Regional Development Australia Sydney (RDA Sydney) congratulates the NSW Government on the release of the NSW Draft Freight and Ports Plan and welcomes the opportunity to provide input. The timing of the Plan is particularly important given the recent release of the Greater Sydney Region Plan, District Plans, Future Transport 2056 and NSW State Infrastructure Strategy 2018-2038.

Background

RDA Sydney was formed in 2009 under a COAG initiated partnership between the Australian and NSW Governments. There are 55 RDAs around Australia and 13 in NSW. In 2017 there were significant changes to the RDA national charter following a review of the program. The key point of difference in the new charter is the increased emphasis on economic outcomes – jobs, investment and growth.

Freight and ports have been on the agenda of RDA Sydney since 2009 and prior to that with a precursor of RDA Sydney – the Greater Western Sydney Economic Development Board. Among other things we have:

- Participated in Transport for NSW (TfNSW) taskforces such as the Workforce Advisory Group and Green Light Day;
- Been a member of the Future Logistics Living Lab (one of the NSW Government knowledge hubs) facilitated by Data61;
- Facilitated the Greater Western Sydney Transport and Logistics Taskforce;
- Facilitated a number of freight forums across Sydney in partnership with TfNSW to provide input into freight strategies;
- Specifically co-facilitated a Sydney Freight and Supply Chain Strategy workshop in July 2017 to provide input into both the national and state strategies. This workshop included a presentation by Damian Colclough, Executive Director Freight Industry, Transport for NSW and was attended by 51 high-level representatives from industry, higher education and government.

The key reason for RDA Sydney's engagement with the freight sector is our recognition of the socio-economic importance of a planned and efficient freight sector to the Sydney Region and beyond. This is particularly important now and into the future due to the ever-increasing freight task, the changing nature of the task and the rapidly increasing population.

RDA Sydney Freight and Supply Chain Workshop

On 20 July 2017, RDA Sydney held a Freight and Supply Chain Workshop attended by 51 delegates from a broad range of stakeholders in the freight and ports arena, including private companies, industry groups, education sector, government (local, state and national) and others.

The workshop was originally planned as a way to harness input into the National Freight and Supply Chain Priorities, but was extended to include the NSW Draft Freight and Ports Plan once the draft paper was released.

The following input into the NSW Draft Freight and Ports Plan is based on the recommendations and comments from the workshop that directly relate to the NSW draft plan and have been categorised according to the relevant Priority sections of the plan:

1. Priority Action Area 4.1 – Strengthen freight industry and government partnerships

- A long-term freight strategy should be developed for Sydney Airport. This should be developed jointly by Sydney Airport Corporation, the Australian and NSW Governments. Governments as part of their respective industry and innovation policies, need to work with SACL, airlines and air freight industry to develop a long term freight strategy for KSA.
- It is essential that the NSW government and Sydney Airport closely engage with federal statutory authorities, CTOs and freight forwarders as part of any long term planning to take into account commercial interests, fundamental operational requirements and to co-ordinate overall road management issues both to and from and around the airport.

2. Priority Action Area 4.2 – Increase access for freight across the road and rail network

- There needs to be improved 24/7 access to roadways and delivery loading zones. Dedicated freight lanes (like T-Ways) along major arterials could help to reduce congestion impact on road freight and congestion caused by road freight.
- There are currently different types of road permits for last mile deliveries, and this regulatory burden causes confusion and extra costs within the supply chain.
- The price of land in Sydney undermines the viability of intermodal terminals. This needs to be taken into consideration when planning intermodal networks ad reserving corridors.
- Port Botany has constraints on its capacity due to residential encroachment, freight in Sydney is usually transported by road thus there is a need to have effective corridors (rail and road) from Port Botany which should include connection to WestConnex.
- Top priority is improving landside cargo efficiency at port.
- Future long term capacity requirements need to be planned now to make it cost effective.
- Need to increase rail capacity through duplication of railway lines to improve slot availability.
- At the port level there are inefficiencies that lead to delays in the port to rail function. Current train turnaround at Port is too slow. There could be dedicated shuttles of freight with specific stevedores.
- There needs to be a centralised coordination function, who can dynamically schedule trains in both directions. The CMCC/TfNSW Rail Operations Coordination Centre was supposed to do this function and whilst they are collecting valuable data, it has not started ‘coordinating’. There is a lack of supply of sufficient suitability located and operationally unconstrained employment/ industrial lands, in proximity to Port Botany, to cater for the forecast trade demands of NSW.
- Need a sustainable land use planning solution across Sydney that allows industry to operate and expand in order to increase economic activity and jobs. This is needed in Botany, in the freight corridors and around the intermodal precincts.
- Need a planning regime that recognises and facilitates freight as a priority.
- The planning system needs to recognise that the current operational environment will change (particularly 24/7 operations) and therefore impacts could intensify including amenity impacts on sensitive issues.
- Retention and protection of industrial and employment lands are required including minimum allotment sizes for industrial lands.

3. Priority Action Area 4.3 – Protect existing freight precincts and ensure sufficient future land use

- Land use planning processes should have compulsory requirements to conduct a risk analysis of any proposal on the impact of freight movements.
- An integrated transport and land use planning system needs to be in place.
- When planning for WSA serious consideration and strategy implementation must be given to freight as well as passenger management.
- In relation to WSA planning decisions need to be made regarding the reservation of a fuel corridor and rail corridor/s, development of a heavy vehicle strategy including Class 2 Permits and the preservation of the Badgerys Creek Intermodal.
- Identify adjacent land to WSA for high tech robotic style agribusiness and manufacturing businesses where reverse fulfilment from Sydney to Asian markets can be supported with new high tech supply chain logistics and efficient airport freight terminal.
- Design the WSA freight airport precinct to fit with other current and planned intermodal, freight precincts and transport links in GWS. Dedicated freight access roads should be considered for WSEA.
- There is a need to consolidate industry major freight generation activities into one or several geographically located precincts around major transport corridors, rail access and intermodals. The system is far too fragmented now.

4. Priority Action Area 4.4 – facilitate introduction of technologies that reduce freight costs and impacts

- There needs to be a better understanding of where the markets are and the pathway of freight so we can put into place strategies that respond to supply chain needs.
- Further understanding and management of the last mile is important, especially as we are facing growth in population, densification and changing purchasing patterns (1 in 5 persons has a delivery per day). What are the transport models for delivery vans into LGAs?
- Visibility of data for informed planning is vital. This may require a neutral body to overcome the commercial information barrier.
- Further analysis is required in the management of a broad range of tasks during peak periods e.g. staggering school starting times as they do in Singapore. Focus on the 7-9.30am period – management of tasks.
- Data should be technology ‘agnostic’ and useable across multiple systems with incentives for take up.
- Changing nature of distribution platforms e.g. Uber and Amazon. Understanding the dynamics of ‘Uberisation’ of freight over the next 5 years.
- Anticipating consumer demand based on demographics – age, cultural background etc. There is also a need to understand how much space is required for the freight task with high density housing.
- Continue to investigate and research opportunities for alternate means of transporting freight for example the use of drones and waterways.
- Further modelling of opportunities using emerging technologies such as smart phone access, telemetry, automated delivery, vehicle connectivity, predictive resource planning, block chain and new technologies for payment, machine learning technologies and autonomous vehicles.
- Adapting existing freight infrastructure by resolving freight data share structures and protocols, identifying otherwise useable but underutilised warehouse space in metro Sydney.

5. Priority Action Area 4.5 – reduce the regulatory burden on industry

- There are differing road permits affecting last mile deliveries. Important that regulations are clear and that they don't cause confusion and extra costs within the supply chain.
- There needs to be recognition of the cost to the whole supply chain when new or increased charges are introduced.
- Given that road usage charges are currently state-based, out-of-state trucks do not pay usage charges when using NSW roads. There needs to be a more equitable system based on mass and distance charging, similar to the New Zealand system.

6. Priority Action 4.6 – Ensure safe, efficient and sustainable freight access to places

- The Plan should look at increasing understanding of the benefits associated with High Productivity Vehicles. This includes the social and economic benefits of decreased physical truck movements and higher productivity. Modern vehicle enhancements are conducive to less vehicle wear and tear, and consequently lower maintenance costs.
- We need a communication strategy targeted for the general public about the necessity of freight and its benefits – “Freight is everybody’s business”.

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