12 March 2018

NSW Transport
Freight and Ports Group

Dear Sir.

Submission – NSW draft Freight and Ports Plan

Thank you for the opportunity to submit Queanbeyan-Palerang Regional Council’s views on the draft Freight and Ports Plan. Council endorsed its submission at its meeting on 28 February 2018. Council is generally in support of the approach and thrust of the Plan, but contends the south east of NSW and the Canberra Region in particular, is not well serviced by the Plan. For example the potential east-west freight and commuter connections seem to be overlooked or dismissed – particularly the opportunity to connect Eden seaport to Canberra airport and the inland rail at Wagga, via an intermodal at Queanbeyan; and minimise conflicts in freight and tourist movements in the south east though dedication of HPV freight corridors.

Council acknowledges and supports the thrust of the Future Transport 2056 Strategy ambitions to establish Canberra/Queanbeyan as a Global City and Queanbeyan as a significant Regional City, noting:

- Its international air connections and federal government service functions allow it to provide a broader range of services and amenities than adjacent Regional Cities.
- Canberra/Queanbeyan will provide global connections to the Regional Cities of Wagga Wagga and Albury / Wodonga
- A future focus on east-west connections between the inland and coastal geographies will support the growth of population on the coast whilst also opening up tourism and trade connections to the inland regions

Council also supports the thrust of the Future Transport 2056 Strategy ambitions, in:

- Creating places for people, through
  - centre development, amenity enhancements, transport network connectivity, and opportunities support local identity and placemaking
- Local connectivity, through
  - improving local public transport, walking and cycling connectivity between railway station, airport, key land uses (heath, education, retail, employment) and town centres; and
- Forging stronger connections from surrounding catchments to Regional Cities and Centres


To that end, QPRC is progressing its transformation of Queanbeyan CBD, constructing an alternate route around the CBD (Ellerton Drive Extension) to minimise freight movements through the CBD to improve amenity and place. Similarly, the construction underway on MR92 between Nerriga and Braidwood enables the completion of the east-west link from Nowra to Canberra/Queanbeyan, and a freight bypass of the heritage listed Braidwood town centre. To complete that work requires an unfunded bypass of Bungendore, as contemplated in its Structure Plan.

The primary focus of Council’s submission is outlined below, and directed primarily to the opportunity to connect Eden seaport to Canberra airport and the inland rail at Wagga, via an intermodal at Queanbeyan; and minimise conflicts in freight and tourist movements in the south east though dedication of HPV freight corridors.

It is considered Council’s submission supports the endowments of Queanbeyan-Palerang and the Canberra Region identified in the South East and Tablelands Regional Plan and the draft Regional Economic Development Strategy. It reinforces the prospects of Canberra Airport to establish a freight forwarding presence for domestic and international air freight movement; and reinforces the Future Transport 2056 goals of:

- 3 improve inter-region and regional city connectivity
- 4 expanding regional public transport network
- 6 optimising capacity and safety of existing infrastructure
- 7 investing in east-west connectivity
- 9 reducing first and last mile constraints

I am happy to discuss these elements or provide further information.

Yours sincerely

Peter Tegart
CEO
Queanbeyan-Palerang Regional Council
Queanbeyan-Palerang Regional Council Submission

Council’s submission is directed towards the state-wide service initiatives outlined in the draft:

- Investigate potential new servicing patterns and associated enabling infrastructure requirements with a focus on travel between Regional Cities and Centres to accompany new diesel fleet to enable better connections and day return opportunities for regional communities
- Reduced rail journey times through rail timetable improvements with new Intercity fleet, and implementation of rail network optimisation strategies (i.e. re-orient rail services to provide express services between Regional Cities and Centres and connector services between connector stations/stops and hubs)
- Address pinch points in the road network for both passengers and freight
- Barton Highway duplication to improve connections to Canberra
- Extension of interstate Light Rail systems to support population growth from Canberra to Queanbeyan
- Faster Rail / High Speed Rail between Sydney and Canberra-Queanbeyan Global Gateway City
- Linking the inland and coastal areas to cross the Great Dividing Range (Kings Highway) to facilitate movement between centres and regions

To assist delivery of those initiatives, Council proposes the following for consideration of Government:

- Improve freight task capacity and efficiency through south east NSW through:
  - Air connection
    - International gateway (Canberra)
  - Rail connection
    - Inland rail (Wagga)
  - Sea connection
    - Multi-port (Eden)
  - Road connection (East-west corridor)
  - Nowra-Canberra-Wagga (via MR92)
  - Eden-Cooma-Canberra-Wagga (via Imlay Rd)
  - Queanbeyan ‘last mile’

- Improve tourist and commuter safe, uncongested movements through south east NSW through:
  - Air connection
    - International gateway (Canberra)
  - Regional (Merimbula, Moruya, Cooma)
  - Rail connection
    - Commuter rail (Bungendore, Queanbeyan, Canberra)
  - High speed rail (Sydney, Goulburn, Canberra)
  - Sea connection
    - Cruise terminal (Eden)
  - Road connection
    - Vehicles (Kings, Princes, Snowy, Barton)
A summary of the particular initiatives and actions proposed by Council are listed below:

1. Establish *freight corridors* on existing 26m B-Double capable routes, encouraging HPV movements (Figure 1):
   b. Eden-Bombala-Cooma-Queanbeyan-Yass-Wagga (Imlay/Snowy Mtns/Monaro/Barton)
   c. Visy Tumut-(Wagga)-Yass-Queanbeyan-Cooma-Bombala-Eden (Gocup/Hume/Barton/Monaro/Imlay)

2. Nominate *tourist corridors* on existing 19m B-Double HML limited routes, encouraging small vehicle travel and reducing freight/tourist travel conflict (Figure 1):
   a. Batemans Bay-Queanbeyan (Kings Hwy)
   b. Eden-Narooma-Batemans Bay (Princes Hwy)
   c. Merimbula-Cooma-Queanbeyan (Snowy Mountains/Monaro Hwys)

3. Nominate *commuter corridors* on existing highways
   a. Bungendore-Queanbeyan-Canberra
   b. Yass-Canberra
   c. Goulburn-Canberra
   d. Cooma-Canberra

4. Reactivate *Blayney-Demondrille rail link*, as redundancy for congested western and southern rail to Sydney, enabling goods freight to shift to Kembla port or inland rail (Figure 2)

5. Establish *Queanbeyan/Fyshwick rail hub* (Figure 5) as ‘last mile’ to transport freight to other modes
   a. Connect east-west freight corridors to Barton and Hume Hwys, and inland rail, via Queanbeyan (Figure 3)

6. Establish *commuter rail service* (Bungendore/Queanbeyan/Canberra), in lieu of proposed light rail connection - (Figure 4)
   a. Optional Defence HQJOC connection
   b. Reduces peak hour road congestion (Kings Hwy/Canberra Ave)
   c. Aligns with high speed rail ambitions (SYD-GLB-CBR)
   d. Segregates from Xplorer and freight rail schedules

7. Utilise existing rail to *freight waste* from Canberra/Queanbeyan to landfill and energy bioreactor at Woodlawn

The following *Outcomes* may then be realised:

- Increases east-west B-Double freight capacity by near 40%
- Bypasses pinch points at Braidwood and Bungendore
- Introduces intermodal capability outside capital cities, reducing congestion, increasing redundancy (connecting coast to capital to inland rail)
  - Eden Seaport (cruise, bulky, naval) to truck to air (Canberra) to inland rail (Wagga)
  - Sydney rail (via Goulburn) to air to truck to inland rail
  - High quality regional produce and defence product into national (inland rail) and international (air) gateways
    - Wood product
    - Wine product
    - Seafood product
- Connects Defence (naval) facilities (Nowra/Eden) to Queanbeyan/Canberra
- Connects Wood/Paper (Visy) to inland rail (Wagga); to airport (Canberra); to seaport (Eden) bulky goods freight port, rather than freight to Melbourne port then ship oversea
• Reduces potential conflict with freight and tourist vehicles along Kings and Snowy Mountains Hwys
• Increases commuter options and accessibility for regional workers into employment in Canberra (eg >60% regional residents travel to Canberra to work)
• Incentivises regional waste freight movement (Canberra/Queanbeyan/Goulburn to Woodlawn), and aggregation of feedstock for energy production from waste; reduces road freight on Tarago Road
• Activates potential business/technology hub (defence) – Queanbeyan, and logistic hub – Goulburn (Figure 1)
  o Grants sought to fund infrastructure in corridor (road, water, sewer, energy, fibre) to enable private investment in innovation hub and technology business park
  o Connects ACT industrial and QBN proposed business park to rail intermodal and Canberra airport

To do so requires further investigation and investment in Infrastructure, including:

• Strengthen sections of Imlay Road and bridges; improve road alignment and HPV movements through Bombala
• Strengthen sections and improve alignment of Imlay Street Eden, to the port
• Reconstruct access from Arnott Street (Hume ACT) and hardstand/offload areas to proposed intermodal site at South Jerra (Queanbeyan) in context of NSW/ACT MoU; formalise freight movements to/from Monaro Highway to that site
• Establish rail intermodal facility on above rail spur line Queanbeyan
• Facilitate duplication of Pialligo Ave (Queanbeyan to airport)
• Complete duplication of Barton Highway
• Complete (funded) realignment and sealing, and bridge replacement of MR92
• Rehabilitate Oallen Bridge road sections and main street Nerriga
• Strengthen sections of Bungendore Road (from Macs Reef Rd) road and bridges and Goulburn Road sections to enable HPV movement from Kings Hwy and connect to Federal Highway (at Bywong and Goulburn)
• Upgrade Princes Hwy bridge (Narooma) to enable 19m B-Double access
• Reinstate Blayney-Demondrille rail line
• Assign and operate locomotive and carriages to BGD-HQJOC-QBN-CBR commuter service, stored at Bungendore siding
• Utilise that rolling stock to move waste freight CBR-FYS-QBN-BGD to Woodlawn, outside commuter and SYD-CBR rail schedules
Figure 1 - East/West Freight Corridors and Tourist Corridors

Freight & Tourist Corridors: Port-Airport-Inland Rail

- Freight: 25m B Double
- Tourist: 15m B Double ('decoupled')
- No B Double
- Inland Rail

Tread time between hubs

NWA/QBM: 2.5hr
GB/SVGA: 3.0hr
GB/THGA: 1.0hr
GB/SVGA: 2.25hr
ED/NWGA: 4.5hr
TMB/OM: 2.5hr
TM/EDN: 2.5hr

Global Gateway
Figure 2 - Blayney/Demondrille Rail: Redundancy to Sydney/Kembla Ports

Figure 3 – Inland Rail route
Rail

- **Feasibility rail intermodal – Poplars**
  - Connection to Hume ACT
  - Rail spur Southerra

- **Transfer rail freight**
  - Truck to CBR Airport
  - Relieves Kingston congestion/use conflict
  - Truck to inland rail

- **Use Xplorer locomotive**
  - Replace commuter carriage with rail trucks
  - Transfer waste between Mugga, Fyshwick, Woodlawn

- **Commuter Rail**
  - BGD-HQ/OC-QBN-CBR
Commuter

- Commuter rail proposal:
  - BGD-HQJOC-QBN-CBR
  - NSW Transport Strategy (Regional Plan)
- Approx 30min travel v 1.5hr bus v 50min car
- Xplorer fleet locomotive/carriages option
- HQJOC platform – Defence $
- Commuter travel time and safety
- Action bus connection from CBR platform
  - Kingston-Civic
  - Kingston-Parliamentary Circle
- Integrated ticketing
Figure 5 – Potential Queanbeyan Rail Intermodal Site