

Our Ref: 18/00015 (18/19132)

15 March 2018

Mr Rodd Staples  
Secretary  
Transport for NSW  
P O Box K659  
Haymarket NSW 1240

Dear Mr Staples

Re: **Submission – The Draft NSW Freight and Ports Plan**

I write to provide feedback regarding the Draft NSW Freight and Ports Plan which is currently on exhibition.

Singleton is a vibrant and diverse regional town, located at the centre of the Hunter Valley, 200km north-west of Sydney and 75km from Newcastle via the Hunter Expressway. With a population of approximately 24,000, the healthy local economy of Singleton is supported by a diverse industrial base, skilled labour force and industry access to vital infrastructure.

An efficient and cost-effective container freight supply chain is vital to the Singleton Local Government Area. The Hunter Valley Coal Chain (HVCC) is the chain of coal delivery from the coal mines in the Hunter Region to the Port of Newcastle. The HVCC mainly deals in the sea-borne export coal trade, especially to Asia (Japan and Korea). It is one of the six major coal chains in Australia. The Port of Newcastle is the world's largest coal export port. Rising demand for coal, particularly in the Asian region has resulted in a strong increase in the volume of coal exported through the port.

The draft NSW Future Transport 2056 Strategy and the Draft NSW Freight and Ports Plan identify congestion issues with Port Botany. Substantial government infrastructure projects are proposed to alleviate this congestion. However, both documents ignore the underutilised freight capacity that already exists at the Port of Newcastle.

A container terminal at the Port of Newcastle would provide substantial savings to the NSW taxpayer and businesses. Its inclusion in the NSW Freight and Ports Plan as a complementary option to Port Botany would improve NSW competitiveness compared with other Eastern Australian states.

A container terminal at the Port of Newcastle would offer NSW cargo owners the choice of the most efficient and cost-effective supply chain for their cargo, delivering significant cost savings and efficiency gains.

The Port of Newcastle has the existing rail, road, land and shipping channel infrastructure to build a container terminal now, without the need to allocate significant additional funding billions in NSW Government spending.

Importing containers through the Port of Newcastle would mean less trucks on Sydney CBD roads.

Currently NSW imports are unpacked in Sydney and trucked all over NSW. The Port of Newcastle has the capability to handle large 10,000 TEU container vessels. The Port also has substantial industrial land within the port and neighbouring areas to accommodate distribution centre.

The Port of Newcastle is much closer to many of the major regional NSW centres throughout central west, north and north west NSW than Port Botany.

Singleton Council supports the development of a Newcastle container terminal for the benefit of NSW.

Regards

**Jason Linnane**  
General Manager