



Cooma and Monaro Progress Association ABN 22 717 375 506

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*Cooma and Monaro Progress Association works to promote the economic
development and social wellbeing of the region*

22 October 2024

Dr K E Schott AO
Chair, NSW Freight Policy Reform Panel
C/- The Secretary, Transport for NSW

by freight@transport.nsw.gov.au

Dear Dr Schott,

Response to *Interim Directions Paper*

Cooma and Monaro Progress Association (CMPA) refers to its preliminary response by post mail of 2 October 2024 to the Panel's *Interim Directions Paper*, and provides continued response following.

The Canberra to Eden Railway would decentralise exports from the inland, relieving the metropolitan area. The railway would yield natural improved efficiency from rail-and-port combinations competing. Resilience of the freight system would be much improved against interruption in any one rail-to-port chain. The railway would be a worthy contribution to relieving congestion on the road and rail approaches to Port Botany.

The NSW Government's Plan for South East NSW identifies the Port of Eden as ideal for large vessels. The natural harbour there confirms the assumption that the port facilities can be expanded to convey the quantity of exports that the railway can deliver and the quantity of exports by road that can naturally be attracted. Inter-port exports would also be naturally expected from Tasmania.

Regarding the matter of attracting freight ships to Eden: The ships which service Port Botany are not now expected to vary their voyages to service Eden. It would be smaller container ships to begin with. Sea transport is relied on to be competitive. When Snowy Hydro decided that tunnel borers would be imported through Port Kembla, it happened. When the builders of the wind farm between Cooma and Bombala decided that the turbines and towers would be imported through the Port of Eden, it happened.

/Outcomes ...

Executive Committee:

Neil Brown, Chair
Liz McMahon, Secretary/Treasurer
Geoff Bowland, Senior Civil and Structural Engineer
Matt Grant, Webmaster

Ian Ware, Deputy Chair, CEO APA
Herbert J Field, Senior Marketing Consultant
Richard Hopkins, Rail Plan Coordinator

Outcomes can be determined by the Government. Where an outcome could otherwise be perverse, government may have a regulatory model as in the Directions 9.2, last paragraph, if industry-led outcomes are unsuccessful. Social and national matters are involved: relieving city congestion and reducing emissions are included.

Regarding the first submission to the Panel sent from the University of Wollongong: on the Sydney to Melbourne railway, CMPA supports: the Hoare deviation between Yass and Cootamundra because it will improve rail freighting between the inland and the recommended Canberra to Eden railway; and the Wentworth deviation between Menangle and Mittagong because it will improve existing and future passenger travel and freighting between the Monaro and Sydney.

CMPA is cordially ready to provide clarifications.

Yours faithfully,

for **Cooma and Monaro Progress Association** www.coomansw.com.au



Richard Hopkins FIEAust

Rail Plan Coordinator

