Schott NSW Freight Policy Reform

Submission 1

12th May 2024

Prepared by

CORRECT PLANNING & CONSULTATION FOR MAYFIELD

[redacted]

Correct Planning and Consultation For Mayfield (CPCFM) strongly supports the review of the NSW Freight Policy Reform. CPCFM has full confidence in Dr Kerry Schott AO, Lucio DI Bartolomeo and Hermione Parsons and we wish them well on this major task.

Given the extreme time restraints CPCFM has decided to split our submission into two or more documents: -

1. Document 1 will outline the key areas that are CPCFM's core concerns. And provide Responses to questions asked by the Pannel.

(If time permits)

2. Document 2 will provide details about each of the key areas identified in Document 1 by CPCFM.
3. Document 3 will expand CPCFM's thoughts on general issues.

CPCFM would welcome the opportunity to meet with the Committee, as we would be able to provide explanations and answer your questions.

We hereby make a request to meet.

Core Issues

1. Port Side Rail Line

The Port of Newcastle does have rail access to most of the wharfs. Rail is old style, limited and only used infrequently. Trucks provide the majority of freight transport to and from the wharfs.

Coal and grain do have largely purpose-built rail corridors, with the majority of the coal going by dedicated coal only line from a marshalling area at Hexham to the Kooragang Island Coal Terminals (about 200mtpa) then to the wharfs direct via conveyor. There are very few houses on the route and all coal is delivered in 120 tonne wagons with trains up to 9500tonnes pulled by 4 large diesel locomotives.

The small coal loader at Carrington (15mtpa) and the two grain terminals do have rail access routes that pass through residential areas, and they do disturb residents. All coal is delivered by train in 120 tonne wagons. Grain is delivered either by 2500 tonne trains powered by up to 4 mid-size diesel locomotives.

Considerable quantities of grain is delivered to the NAT grain terminal by very large tip trucks (with two A trailers or B triples). These trucks generally originate from West of the range. (Werris Creek, Gunnedah, Narrabri and Moree.) The trucks commonly carry fertilizer as backloads.

Some specialist grain trains cart grain to Sydney and to the Manildra mill at Bomaderry.

Some bulk grain is containerized at the Port's Newcastle Agri Terminal and then taken by trucks or trains to Port Botany for export!

The general-purpose wharfs, newly developing container terminal at Mayfield 4, and two fuel terminals located in the Carrington Mayfield section of the Port can use existing old rail infrastructure that passes through dense residential areas and enters the Port via Selwyn St. Currently large tanker trucks transport all the fuel away from the fuel terminals. The existing rail route will not be suitable for even stage one of the Container Terminal's establishment.

A fifth fuel terminal located very close to the Port gets its fuel from Sydney via a pipeline, but the fuel is distributed by large tanker trucks.

One reason no fuel is transported by rail because the rail network no longer has the infrastructure and there are no fuel wagons.

Fuel for the major Newcastle International airport and the large Williamstown RAAF Fighter Base draws its aviation fuel from Sydney by tanker trucks using the M1 roadway.

The proposed Newcastle Container Terminal (2.5mteu) that show projections of up to about 4,000,000 container trucks per year is simply untenable to the community.

Projected truck numbers will certainly generate, once again, a very vocal "Trains not Trucks" campaign.

The solution is to construct the Portside Rail Line that will travel direct from the Container Wharf (M4 etc.) along the riverbank edge passing (and connecting with) the major Stolthaven fuel terminal to join the Kooragang coal line at Shortland then on to the train marshalling yards at Hexham. The total distance is about 4 kms.

To reduce the impact on the community of the Container Terminal, it may be feasible to unload containers from vessels directly on to trains and take the containers direct to a remote **Container and Freight Handing Precinct** (CFHP) located 10 to 30 kms west of the Port. The loading of the ships would also be direct from the train.

This Hexham Taro site to the west of the new M1 Heatherbrae deviation may be suitable.

The Container and Freight Handling Precinct would be located close to a major roadway like the M1 or New England highway and a major rail corridor.

Container and Freight Handling Precinct would be a rail loop that serviced an **empty container depot**, **an Intermodal facility**, **distribution centres,** and **associated container handling facilities, storage and services,** thus removing trucks totally from the immediate Port area.

This concept would easily be developed in the case of Newcastle as both the Port land and the future western container precinct site would be virgin sites. The rail line would be mostly new, purpose built and operated by the container precinct in house. (not TfNSW).

Port land is scarce and expensive whereas the CCFHP precinct land would be plentiful and cheap. Container handling would be faster, more efficient, environmentally desirable and financially very competitive.

CPCFM notes that the State Government has just launched the$1.9 billion Western Sydney Transport Infrastructure Plan before the Freight Review Report has been prepared.

A cornerstone of that plan is the construction of the Western Sydney Freight Line too transport freight by rail from Port Botany to Western Sydney. Botany handles about 2.7 teu per year and 80% of all import containers travel no further than 40km from Port Botany. The prospectus for the line says "*More than 80% of import containers from Port Botany have an origin or destination in the Western Parkland City."* CPCFM believes this is dishonest as the distance of the line is 36kms and clearly very few of the containers will be used in the west. To cart containers to the west and put them on a truck and cart them back towards Botany is not efficient, not sustainable and a rort!

The Newcastle container port operation will be explained in more detail in another part of our submission.

2. Ardglen Tunnel

First opened in 1876 a short steep tunnel was built to get the Great North Rail Line over the Great Dividing Range just north of Murrurundi. The 483 metre Ardglen Tunnel was built with a single track and required a significant climb both to the east and to the west. It relied on air to remove the smoke, fumes, and steam from the tunnel. By the early 1900 there were calls for a new tunnel

to improve safety and workability. The advent of diesel locomotives introduced the issue of carcinogenic diesel fumes.

The Ardglen tunnel at work. https://youtu.be/sNPTwn0MMwY

Seven locos upfront to drag a small grain train up and over Ardglen Tunnel. https://youtu.be/8U-g4b_LUGs

This sub third world train operation happens all day every day!

The tunnel was always well used for freight, passengers, and small grain trains. The hazardous route and poor grades kept the call of a new tunnel to be built only to be brushed aside by politicians from both the State and the Australian Governments.

With the opening of coal mines on the western side of the range the movement of coal to the Port of Newcastle began. At first the coal trains were small, and the range handled the freight. Improvements to the track assisted. Now 6000 tonne coal loads use the tunnel by utilizing “banking engines” (extra locomotives) to push the train up the steep grade. As many as ten locomotives are used to get a train into the tunnel. This is very expensive, time-consuming and environmentally unsound.

The ARTC scoping study of 2007 said that 25mtpa of coal was the tunnels trigger point for an upgrade. The tunnel this year will handle about 54.6 mtpa. 30 train passes per day was considered to be about the capacity limit. The current timetable shows about 60.3 passes per day.

Clearly the tunnel is well past its use by date.

If the tunnel was to close due to a collapse, earthquake, collision, fire, or major derailment for more than about two weeks the consequences would be dire. There is no alternate route and basically the only option would be to somehow truck loads around the blockage at huge expense and catastrophic disruption.

Mishaps do happen and have happened. A recent serious event being an uncontrolled runaway and derailment of two banking locomotives at Kankool. After running down the western slope from the Ardglen Tunnel at speeds of over 110kpa, after the exiting crew bumped the brake lever, on 3 June 2020. This minor incident closed the line for 5 days and took 1750 manhours to reopen.

This freight review needs to recommend that work **starts immediately using a modern boring machine to build a new tunnel**. The project would be based on a new shorter alignment, an at grade tunnel capable of twin tracks and electrified double staking with 7.1metre minimum head clearance will be needed.

The cost of not doing so is unimaginable!

CPCFM believes there is no project in NSW that could rate higher than a new Ardglen Tunnel.

3. Reestablishment of disused rail lines in NSW

NSW has a considerable number of unused rail corridors. These corridors were mostly established between 1870 and about 1920 by some highly skilled forward-thinking planners. The corridors serviced the State with a passenger and freight network that was second to none. It was only the great depression that killed off further expansion of the emerging super network. One example was the Grafton (or Coffs Harbour) rail line to Moree via Glen Innes and Tenterfield.

There is justification even today to develop that line.

The railway network was well used and very effective. Many trains were withdrawn from service only about 30 years ago as the car evolved, trucks found their niche and aircraft took off. Commodity handling also changed. Wheat moved from being handled in bags to bulk etc.

As rail lost favour, politicians used rail line shut downs as a way to cut expenditure, avoid the cost of upgrading the rail network and providing funds for much needed very expensive roadways.

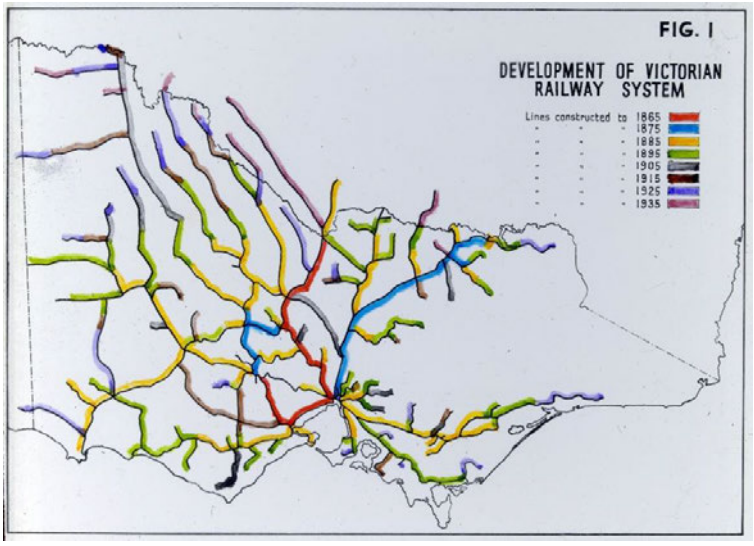
Both passenger rail and freight rail are now undergoing a major resurgence overseas and here in NSW. The government and private operators are investing heavily in rail wagons and locomotives. Passenger train operators are extensively modernizing their fleets with huge numbers of new trains coming into services. Even High-Speed Rail looks like being a reality.

Support initiatives and government policies (such as raising the residential density near stations) are also driving passengers on to trains.

Unfortunately, this $64Billion growth of new trains, tunnels and tracks is largely confined to the Sydney Basin thus bypassing the regional areas of NSW and ignoring their needs.

The freight rail network required by regional NSW is being seriously neglected other than for the Inland Rail.

This is a national trend. It's almost a competition to see which capital city can have the best passenger transport.



The Victorian rail network has wide coverage

Victoria is well ahead of NSW with about 4300 kms of operational rail track covering the small state. It also has a major tram network. NSW has 6800 kms however is a much bigger State and many important corridors are unused or underutilized.

The provision of freight trains across Victoria is extensive and expanding to the point where they are now providing a great service to the southern areas of NSW. Freight and farm produce from as far north of Wagga is being feed into the Port of Melbourne at a great loss of revenue to NSW.

It is now time for NSW planners to provide a lead role in making rail a cornerstone of our communities for both freight and passengers.

CPCFM is particularly concerned with getting two disused tracks operational. Namely the Maitland, Kurri, Cessnock, Morrisett, line, and the 208 km rail line north from Armidale.

The Cessnock area has a large rapidly increasing population that is starting to become seamless with the major cities of Greater Newcastle, so reopening the rail line will primarily cater for passenger trains with a high frequency service. With connection to the main line at Morrisett, the Greater Newcastle area will have a rail loop. This loop will give planners a golden opportunity to develop a rail system that will provide a commuter rail network to service the area for the next 100 years. Much of the original Cessnock corridor is still in place and could be made operational at low cost.

Transport for NSW is planning a freight rail bypass of Newcastle however CPCFM believes this proposal should be scrapped for the following reasons: -

- The re-establishment of the Cessnock line with its connection to Morisset will greatly reduce the need.
- The Cessnock line will provide a freight rail bypass linking the main Newcastle Brisbane line at Maitland with the main Newcastle Sydney line at Morisset.
- With the establishment of a Container Terminal at the Port of Newcastle the need to freight goods to Sydney should diminish sharply.
- Major Intermodals and Distribution centers in Greater Newcastle will be a spin off from the Port of Newcastle and Newcastle Airport's growth and expansion plans.
- With the growth rate of Greater Newcastle assured, due to the major uptake of renewable energy projects, it is highly likely the Central Coast will reduce its ties with Sydney and become part of Greater Newcastle. Sport, recreation, jobs and commerce will help build a population of one million people. This has already started to happen.

- The High-Speed Rail will draw passengers from the existing Intercity train services.
- A passenger freight loop connecting all parts of the future Greater Newcastle will have a very much better Cost Benefit ratio.

The re-establishment of the **Great Northern Rail Line from Armidale to Wallangarra** is a critical rail corridor that should provide freight and passenger services to the New England Region. The line is about 208 kms and the existing corridor is still largely intact with the rails showing little wear.

The population is very disadvantaged, as it has little if any public transport and very limited health provision. An Explorer train service provides a once per day connection from Armidale to Tamworth Maitland Newcastle and Sydney. A very inefficient and certainly not "customer friendly" connecting rail coach service connects the City of Armidale (30,000) with the major towns of Glen Innes and Tenterfield. There is no public transport north of Tenterfield and no way of connecting with the 3.5 million people of SE Queensland (projected population of 5.9m by 2050).

A major industry of the New England should be tourism, but with no public transport, NSW misses out very badly on the "tourist dollar" revenue stream where passengers are the "freight."

The movement of passengers by rail is a critical matter for negotiating boarder transport connectivity.

The only way to Queensland by rail from NSW is via the North Coast line. There is no inland route from the northern inland of NSW. It is only logical that the rail line should extend from Armidale all the way to Brisbane.

Much of the New England, Northern Inland, and Western regions of NSW's inbound and outbound freight is cantered on Brisbane.

Everything in the New England from toothpicks to turkeys must travel by truck, mostly using the inadequate New England Highway. This route is very poor for a major highway and truck accidents are common.

As the trucking industry is pushing for improved efficiency and environmental gains, the trucks on rural roads are becoming huge and the death and injury rate is rising alarmingly.

Heavy rigids and semi-trailers are conspicuous by their absence. “A” double quads and “B” triples are becoming the norm, and the operating speeds have risen greatly from about 80kph to 100kph. The roads of the New England are simply not built to carry motorway trucks safely.

Exports from the NE region includes wool, logs, fruit and vegetables, meat, and other farm products.

The region needs a modern car like comfort combined passenger and freight train operating on a near hourly basis. This train could provide 16 return services daily with about 1500 passengers per day and 65 container movements. Journeys to work by public transport are currently near zero.

There is huge potential for the region to diversify and significantly boost its freight (and economy) **IF** it had an operational rail line.

The Armidale Wallangarra rail line has not operated for about 30 years and is seen by some as wasteland and has been eyed off as a Rail Trail.

CPCFM believes that none of the States disused rail corridors should be used as Rail Trails if the Trails require the removal of the rail line. Under some circumstances rail trails and cycleways could be permitted within the corridor on land not required for tracks.

CPCFM believes that the early planners in NSW did a major service to the State by planning a high-quality rail network.

CPCFM would strongly ask the Committee to include a recommendation that no rail Corridor should be removed from the Crown’s ownership, and that no rail lines should be removed for a minimum of 99 years from the date of formal closure of the corridor by the Parliament.

4. Double Stacking and Electrification

A clear message from the Teams presentation was the need for rail to be very competitive in pricing and to be a freight industry environmentally friendly

leader. The key tool for the rail industry is to engage the practices of operating longer trains and double stacking.

These tools are being adopted widely around the world including India, China, and the USA. Here in Australia, we have extensive rail lines operating in this manner including Perth to Parkes and Adelaide to Darwin.

Long trains and double stacking are a key element of the Inland Rail project and fundamental to making the project viable especially when combined with higher speeds.

Electrification can remove fossil fuels from powering trains, especially when drawn from green energy sources.

The Australian clearance for double stacking is 7.1 metres and this can be a costly upgrade. NSW is lucky that many of the rural corridors have minimal height restrictions with many being cheap easy fixes. This includes the rail line from Walgett to the Inland Port of Narrabri to Werris Creek and via the Hunter Valley to the Port of Newcastle has very few height restrictions. The major obstacle is the Ardglen Tunnel. The distance is about 585 kms. The freight options for the Walgett Newcastle corridor are extensive and include coal, cotton, grain, and wool, with fertilizer, farm machinery and regional supplies as imports.

The rail line south of Werris Creek has over 60 passes per day.

Many of the newer road bridges and viaducts that conflict with the rail including the M1 at Hexham are being built with 7.1m vertical clearances and much wider horizontal clearances to suit the gauge of modern double stacked trains.

The introduction of electrification will require some forward thinking by train operators as the pantographs and catenary (the equipment that sits on top of the train to connect to the overhead wires) must be installed to suit.

Unfortunately, Trains NSW new, yet to be placed in service, regional passenger trains offer dual fuel of diesel and electric, however the pentagraphs will not reach the double stacked height!

The Committee and NSW planners should note that 20 years ago in Europe and the UK no one would have ever imagined reopening branch lines or the reintroduction of sleeping trains to the point that train manufacturing is nearly five years behind due to the demands!

Below are the responses to the questions raised by the Independent Panel appointed by Minister Jo Hayland.

from

Correct Planning and Consultation for Mayfield

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5.2 Policy and guiding principles

The Panel has been asked to assist in developing guiding principles and policy about.

Six general matters:

1. The role of the NSW Government and Australian Government and industry in making a step change in freight transport.

2. The major ports in NSW.

3. The road and rail networks.

4. The supporting metropolitan and regional intermodal terminals (IMTs) and other enabling transport infrastructure.

5. Considerations about freight in the identification and use of industrial land.

6. Embedding freight considerations into transport planning, prioritisation and investment.

Discussion question one:

1a. In relation to the above six matters, are there particular aspects of policy that are causing challenges to your business operations or efficiency?

Some questions for consideration in developing your response:-

• *Is* there *a significant change needed in the freight industry or in the way the NSW Government and the Australian Government support this task and if so, in which particular area(s)?*

CPCFM agrees that rail should carry a much greater proportion of the freight load and to achieve that, three main things need to happen:-

Firstly, The Freight rail network needs considerable expansion in regional areas.

Secondly, The freight train operator must market their services in a competitive manner.

Thirdly, The State Government must facilitate across border freight movements eg from Wallangara to Warick and Brisbane and visa versa.

• *What actions would have the greatest impact in achieving a productive, sustainable and resilient freight system?*

CPCFM believes there are three core projects that could make a great impact on freight movement in NSW. They are:-

1. The reestablishment of the Great Northern Rail Line from Armidale to Wallangarra and on to Warick and Brisbane. This line would be a dual freight /passenger line utilising specialist trains to service the needs of the New England Region with high frequency services.

2. The establishment of a major freight rail line from Walgett to the Port of Newcastle with connection to the Inland Rail at the Inland Port of Narrabri.

3. The development of a rail loop around the fast-growing Greater Newcastle region to allow a quality rail passenger service and a freight rail alternative, The loop would be Broadmeadow, Maitland, Kurri. Cessnock, Morrisett and back to Broadmeadow. The loop would also facilitate a very important junction for the High Speed Rail.

A resilient and sustainable and productive freight system must change with new technology, community expectations and this must be timely. This change must be by improving the freight handling and tracking systems AND by improving the

transport of freight. Rail must take a much higher role. And “tourism” must be considered as “freight” especially in regional areas.

• *What role do you see for regulations at ports that govern truck, rail and stevedore movements?*

Ports must be properly planned and not given short cuts due to the far-reaching impacts of the port’s activity well beyond the fence. Ports handle freight to and from ships, but roadways and rail lines provide the transport connection for the total operation.

The Three Ports Agreement is collusion. and this should be abandoned, as it stifles competition. The large volumes of freight that bypass the Port of Newcastle in favour o Port Botany are a disgrace, foster inefficiency and artificially raise freight charges.

The ownership of all ports in NSW should remain in the States hands and activities within each port should operate under licence from that Port.

Road, Rail and stevedores should be engaged by the licensee.

• *Working together, are there particular principles or approaches that the NSW and Australian Governments should apply in relation to the road and rail networks?*

The road and rail networks should be based on moving the freight from the port as cleanly and quickly as possible with cargos assembled and disassembled **away** from the port side site.

National Standards for road and rail should be developed in order to provide some uniformity and to allow easy land transportation between States. Air would seem to have not just National Standards but International Standards.

Road Rules must become uniform Australia wide. It is crazy having different rules governing trucks in NSW to other states when freight does not recognise State boundaries.

With Rail the track gauge Australia should be standard gauge (1,435mm) Australia wide to allow connectivity between States and interchangeability of wagons, cars and locos. Currently at about 55% and rising, the Australian Government should provide a financial incentive to raise standard gauge by greater than 5% per year.

Uniformity of standards reduces costs and improves efficiency. The government would easily recoup any subsidy paid out in the form of greater revenue and lowering of road building and maintenance costs.

- *What would improve interoperability across the freight system and what are the priorities?*

Interoperability should extend beyond just computers to include standardisation of freight packaging, containerisation, and dimensions. This would allow clear comparison of freight operations and transport between licensees and terminals.

Where possible computer packages should be standardised, and the data should be able to follow the freight through the chain. Intermodals and Service centres should be linked.

- *What role do IMTs play in the freight network and do you have suggestions for how this could be improved?*

Intermodals and distribution centres are essential to bulk up and debulk freight in order for transport to be efficient. Eg an feu container should be transferred from the wharf to an IMT and unstuffed and sent to distribution centres where they should be packaged for transport to a shop hopefully with other goods to the same shop to be delivered on the same truck.

Intermodals should be built as a major component of the rail system where as distribution centres should be private and matched to “first mile” and last mile “activity”.

- *When working effectively, what role would each level of government play in the freight system? Consider the development of intermodals, distribution centres and depots, refuelling sites, empty container parks, truck delivery schedules and connecting freight corridors?*

The government’s role is multi-facetted and should include:- Customs, biosecurity, regulation, trade statistics, safety and vessel management.

These activities should monitor and follow freight from ship to customer with minimal repeat data entry satisfying the needs of the freight forwarder, receiver and the regulator.

Duplication of data entry is very wasteful and add extra costs to freight movement.

• *What technology or innovations are currently underutilised or would have the greatest benefit to the NSW freight system?*

The rail system and network in NSW is well behind other states and other countries. NSW Freight rail is a very poor second cousin to passenger rail and needs a massive injection of funds to finance essential upgrades.

The only key positive part of NSW's system is that we utilise standard gauge rail lines and it would be very helpful to NSW and Australia if all rail was standard gauge rail.

The NSW signalling system is poor and requires excessive separation time resulting in wasted dwell time, slow train speeds and excessive closing periods for railway gates.

All track operators and above the rail operators should use the same system Australia wide. Again, this is a funding issue.

All major freight corridors outside Greater Sydney should be capable of double stacking with electrified catenaries.

Greater Sydney should be reserved for passenger trains with a exception of freight lines from Port Botany to Intermodals. The Sydney network should fully be electrified with a low (normal) catenary.

The Inland Rail needs completing quickly and allow (and encourage) passenger trains where there are double tracks.

• *Is urban encroachment and the rezoning of industrial land for other purposes impacting the freight task - how? What are the long term implications? How could various levels of government assist with better land use planning?*

Yes very much so.

Food and daily household items represent about 1 tonne of freight per year for each person in the population.

Household goods and services like furniture, TV's White Goods, garden care and home maintenance represent about 5 tonne of freight per year for each person in the population.

So the NSW Governments strategy of allowing more people to live near rail stations will have a massive impact on freight. Transport Orientated Development (TOD) policy will build an estimated 170,000 homes. Minister Scully said the precincts were within 400m of the transport hubs. BUT clearly he was talking about Passenger only stations! 170,000 homes equals about 375000 people OR 375,000 TONNES OF FREIGHT just for food and household items.

Maybe the Committee should ask the Planning Minister how does he propose getting the freight too the households especially those on the eight floor? Not to mention the set-up items like bed, fridge, TV and lounge chairs or even the construction materials!!!!!!

For correct planning the first site in any new residential areas has to be a distribution centre and, in each region, a full Intermodal Terminal. The freight rail line is second, roads and shops come next with houses one of the last structures placed on the plan. The existing planning process is probably the complete reverse.

• *What role do you see for land use planning for port activity and managing the rapidly growing and changing freight task?*

Ports are basically fixed location infrastructure heavily dependent on the land mass characteristics. There are very few opportunities for new ports on the NSW Coast without huge building and establishment costs.

Within the existing ports the space is very limited and spare land very scarce. The Port of Newcastle is lucky to have considerable land that is underutilised largely due to the closure of the BHP steelworks, and will in the future have some redevelopment sites eg the closing of coal terminals as coal is gradually phased out due to environmental concerns.

Newcastle's spare land must not be wasted as the expansion of renewables will clearly need land sites on the port.

Roadworks, parking and similar can be very consuming of land spaces.

The proposed Newcastle container terminal MUST be built **off site** with trains loaded direct from ships and taken to off port site 10 to 30 kms to the west. Cargos for exporting need to be assembled off site and taken to the port by train for direct loading on to berthed ships.

• *What role do you see for both the NSW and Australian Governments in transport planning and investment? What principles should apply to the planning process and in prioritising investments?*

Major projects must have significant Government involvement, Projects like the new Sydney airport and the Inland rail require seed funding and subsidies to get them up and running.

Planning must also involve all levels of government and the final planning approval must also be given by Government.

Once operational transport facilities must be regulated and checked for compliance with the planning approval.

It is a responsibility of Governments to have the resources to deal with proposals when presented by developers. This is done reasonably well.

• *How well are workforce issues being managed and what is the role of government in this? What are the main workforce risks facing the industry?*

Workforce issues vary over time and include working conditions, skills, safety and training. The freight industry manages the issues well.

The key problem at present is the availability of staff. This is being managed by raising pay rates and automation.

1b. In relation to the above six matters, are there particular actions – short, medium or long-term, that you think the NSW Government alone or together with the Australian Government should take to support the efficient operations of your business?

Land use planning and community layout must be good for quality housing, good for convenient workplaces, good for people to move freely according to their wishes and EXCEPTIONAL for freight. Any freight movement other than the very best comes at a cost and at times this cost is massive and unaffordable.

5.3 Specific matters for NSW freight policy Your response on these specific matters are welcome. You can answer all the questions below or choose to only provide input on particular areas. [Response length to section limited to 5 pages]

Discussion question two:

Do you have recommendations or issues to note about rail freight policy? Some questions for consideration in developing your response:

• *Do you find the current rail freight policy is fit for purpose? Does it deliver an effective network for your freight delivery?*

No!

The current rail freight policy is not fit for purpose and fails to deliver an effective freight network. Examples include it does not provide well for online shopping, and most freight rail lines have old locos with significant emissions,

The division of urban trains (Sydney Trains) and regional trains (NSW Trains) is clumsy, inefficient and ineffective as it does not service either community to a acceptable standard largely because freight and passengers share the same tracks OR trains without equality and effective sharing.

Freight trains must be kept moving with no stop start interruptions. Freight trains can operate at much slower speed and still deliver effective journey times. By contrast passenger trains are stop start with rapid acceleration and stopping at moderate to high speeds.

• *What changes would you suggest for the future?*

The natural way to divide the operations of the railways is to have the rails and below with one or more operators and above the rails with other operators.

Each should have their own budget, funding, pricing structures, management and accountability.

They must be NSW State ownership entities but need not be government operated.

Rail tasks are not flexible and for the future should where appropriate, include the return of combined passenger freight services and a more diverse setoff freight rolling stock. For example there are no rail fuel tanker wagons in service.

• *To what extent do different rail tasks (such as the movement of bulk goods or containers) support a modal shift to rail?*

Trains are capable of handling very large loads at one time, are cheaper to operate and maintain, are more environmentally friendly and lend themselves to be more autonomous than trucks especially over longer distances.

Trains do not have the capability for “one off” tasks or, first and last mile trips, and for out of dimension freight.

Truck operators and drives have very extensive skills in moving freight quickly, efficiently and to the customers satisfaction. The Railways do not have this characteristic.

• *How do you see Inland Rail impacting or changing your operations? What should the NSW Government do to harness the benefits Inland Rail will deliver?*

It is a major distraction that many people consider the Inland Rail to be dead in the water and that is broke. CPCFM believes the Inland rail is strong and healthy working hard to progressively build it from South to North.

The Inland rail will be a game changer. For the better, but the following must be addressed: -

1. The route option from North Star to Brisbane must be selected and formalised by an inter State government agreement and concurrence with impacted LGA's and Regions.
2. The rail line from Walgett, the inland Port of Narrabri, Werris Creek and Port of Newcastle must be upgraded to a rail track standard that is at least equal to the IR immediately.
3. The NSW government must commit to expanding the NSW freight rail network especially in regional NSW by opening non-operating rail corridors and upgrading sub-standard used corridors as these will be feeders to and from the Inland Rail and other major corridors to and from the State of NSW.
4. The works to move freight through Greater Sydney must be re-assessed and the Port of Newcastle pressured to deliver effective freight solutions to industry and farmers.
5. Freight train speed must be increased by improvements to tracks, signalling, train control and rolling stock.

• *Have you considered costs and benefits (including public costs and benefits)?*

The operation of the railways in NSW is not out in the open. Cost and revenue are very vague and nonspecific.

EG:-

(1) how is the North Connect performing financially?

(2) what does it cost to operate a freight train from Hornsby to Newcastle?

(3) by how much is the cartage of coal in NSW subsidised by government?

Discussion Question Three

Do you have recommendations or issues to note about ports? Some questions for consideration in developing your response:

• *Port operations will change with increases in container trade and the decline of coal exports. What other changes do you anticipate?*

• *What are the best transport outcomes to facilitate these changes if they are desirable?*

Do you have recommendations or issues to note about Ports?

Ports in NSW would seem to be a lost cause!

They are all doing their own thing and are in the main failing to address their marketing opportunities.

Ports and would be ports in NSW are starting from the South are:-

Eden

A very deep landlocked port that due to "politically allocated" funding is now a major cruise liner venue (but cannot berth vessels in a swell) with some woodchips and some Naval activity. It has no rail facilities and poor roads. Additional freight options are very unlikely.

Jervis Bay

Is a relatively shallow bay with a Naval presence. The district has a moderate population and reasonable access to Canberra. It is unlikely to ever make a freight port.

Port Kembla

Kembla is the "port" of Wollongong and was based on the BHP steel making plant and the need for iron ore berths.

Kembla is the daughter of Botany and was fathered by the civic leaders in Macquarie St who by the stroke of a pen added freight units to the port to prop up the steelworks decline. A grain terminal was relocated from Sydney Harbour to

Kembla. Kembla was later “chosen” over Newcastle as a motor vehicle import terminal.

Kembla is struggling as the cargo rates continue to fall. Trade is currently running at about 16% below last year.

Port Botany is NSW largest container port. Trade is on the downward slide with a much higher proportion of empty containers making up the cargos. Vessel size is also falling with about 70% of the vessels being in the 2000teu to 6000teu range.

By contrast the Port of Melbourne is up, handling around 3.2 million TEU annually and over 900 new motor vehicles per day on average.

This extra trade over Botany is probably a result of the Inland Rail and aggressive marketing of NSW freight trade by the Melbourne Port operators. CPCFM understands that about 50% of NSW Cotton exports went via Melbourne.

Sydney Harbour has basically ceased operating as a freight port with cement for city buildings still being imported. There is a large Naval presence and is home port for many Cruise liners. However the harbour Bridge limits the passage of larger vessels to White Bay.

Newcastle is a major port with about 4600 vessel movements annually, mainly coal. Coal is the major freight item and is 100% delivered by rail. A new 2.6m teu Contaiiner Terminal is to be built. Newcastle would seem to lack dynamic management to secure freight. Considerable volumes of freight bypass Newcastle on trains and large trucks using the MI to Sydney.

Newcastel should never become the point of entry for Syddney bound freight as this is a very wasteful use of resources, is inefficient and a major road safety concern.

Port Stephen, Port Macquarie, Coffs Harbour, and Yamba are all very small ports with little or no facilities or harbour infrastructure. Fishing does provide some freight that is handled by trucks. Norfolk Island freight is handled through Port Macquarie.

Predicting freight is very difficult as transport operator do not have crystal balls and the professionals are commonly very wrong.

The first example is with the Port of Newcastle who planned their Container Terminal to come online at the time when coal was being phased out. Whilst the

end for Coal is somewhere in the future, it now seems to be a long way off, and coal passing through the port will continue “as business as usual” at about 2MTPA with delivery by rail. As container freight continues to grow it now seems that the Container Terminal will be up and running before coal declines.

Added to this is the fact that it is very unclear how Port Botany Container Terminal will react to competition from the ports of Newcastle and Melbourne.

To compound the issue is the potential for the Newcastle coal terminals to handle containers. This could happen in one of three ways:-

Firstly, spare capacity at the coal terminals could be converted to handle containers and this could be easily accomplished as they would have space, wharf area and footings for container handling structures.

Secondly, the bulk carriers will start handling containers into Australia as forward loads to cover the cost of fuel for the now empty vessel journey south. Some vessels have been converted to allow them to carry containers and there is plenty of container freight coming from coal destinations.

Thirdly, the coal companies could commence stuffing containers on site and exporting coal filled containers to new markets that only have shallow ports currently not accessible by vessels with deep hulls. The search for new markets is a real possibility.

The second example of market change is if the seasonal conditions impact significantly on potential freight volumes. In the sever and long drought (2010-2019) Grain crop almost ceased, and Newcastle Port became a grain importer. Then when the drought broke there were record crops that exceeded the ability of the grain trains to move the crops to market.

In the second example not only was the flow of freight disrupted but very importantly the transport statistics became seriously corrupted and do not show what really happened or the freight trends. This makes planning very difficult.

The best transport option in city areas is probably private cars with trucks doing the heavy lifting especially for building sites and factories.

Home delivery services are good as they can do a number of deliveries with just 1 vehicle. These vehicles must be kept small and tax incentives can modify vehicle selection.

Discussion question Four:

Do you have recommendations or issues to note about road freight? Some questions for consideration in developing your response:

• *What are the most important safety, sustainability and productivity considerations for road corridors?*

The key to safety is making sure staff (and visitors) have a safe workplace by having an adequate sized clean workplaces correctly equipped with appropriate training.

For truck drivers' safety is far reaching as it includes the base depot, other company sites, the truck itself and all the sites the vehicle visits and the roadways. Good signage and designated areas for visitors helps greatly.

Truck drivers are highly skilled people and skills audits show that drivers have over 150 core skills including being safety "experts".

Sustainability and productivity generally follow through from safety however the transport corridor is critical and road engineers need to do far more to achieve higher levels of safety, productivity, and sustainability.

Autonomous vehicles and improved guidance systems are very important tools.... But..... costly.

The expansion of AI traffic monitoring into regional areas will provide much improved data about road usage and thus promote better planning.

• *How can road funding be made more sustainable? Do you have specific comment on road charges and funding?*

Trucks pay a huge amount to operate on roadways in the form of truck registration costs, taxes for road use, taxes on new vehicles and taxes on fuel. BUT the funds would seem to be well short of the cost of building and maintaining roadways. Excise duty on fuel used by on road trucks (including new and emerging fuels) because it encourages safety (by lower Speeds) lower emissions, the purchase of newer vehicles would seem to be the best and fairest option.

The use of alternate modes of freight movement must be considered as they may prove to be a viable and worthwhile option.

Rivers and canals may also be a real option.

The aluminium smelter at Tomago (Newcastle) is about 10kms from the Port of Newcastle. The smelter is located on the Hunter River and barges could easily be used to transport the 1.2million tonnes of alumina from the importing ship in the harbour to the smelter and return with the 550,000 tonnes of aluminium billets produced.

Alternatively, a train could use the Port Side Rail Line plus a short spur line to move the alumina and billets.

Trucks currently carry out the task loaded one way and empty the other. The use of a barge or train would take about 120,000 truck movement off the road saving fossil fuel, improving the environment and raising road safety.

Trains and vessels not trucks!

Discussion question five:

Do you have recommendations or issues to note about decarbonisation or changing technology? A question for consideration in developing your response:

• *How can freight networks be improved to handle the growing freight task while utilising changing technology and lowering emissions?*

The transport industry is very much smarter than the freight industry and it is staffed by very talented, highly skilled, and innovated people.

All in the transport industry are working hard to deliver freight solutions under a very wide range of circumstances and resources against what at times seems to be insurmountable challenges.

Transport operators from single vehicle operators to extensive corporate fleets are "kicking goals" every minute of every day against a background of low margins.

Transport operators have no option other than to embrace emerging technologies, practices, and techniques. Almost every change is based on improving efficiency, reducing waste and lowering emissions.

Rail operators are basically large companies and some use very old locomotives. There are many locomotives in service that are well over 25 years old and TrainsNSW still operate V sets on their intercity cervices that are almost 50 years old.

Discussion question six:

Do you have recommendations or issues to note about strategic land use planning and industrial land? Some questions for consideration in developing your response:

• How can strategic land use planning better accommodate and plan for urban freight?

All freight uses at least three locations. The origin, the route, and the destination. The origin and destination are always fixed and often expensive sites. The route is usually very flexible and often in regional or low value land areas. Intermodal, distribution centres and depots etc can often be located in very flexible locations and offer a wide range of freight options.

The time taken to load trucks and trains is often longer than the journey.

Ports handling, storing and repeatedly moving large numbers of containers is very wasteful, inefficient, and costly. Container vessels should unload directly on to trains and whisked off site.

Coal and Grain Terminals should assemble cargos off site and load ship direct from trains.

It is no longer satisfactory for freight infrastructure to "just happen".

Automated warehouses are very expensive purpose-built structures and must be planned to be part of the total supply chain. The Coco Cola facility at Parramatta is and excellent example.

The following link provides considerable eye opening information, Latest Warehouse Automation Trends 2024 | Industry & Technology (selecthub.com) Latest Warehouse Automation Trends 2024 | Industry & Technology (selecthub.com)

• *Is the value of freight logistics and transport adequately recognised in building supply chain resilience?*

No.

When it comes to freight "resilience" is about having a long, productive, cost effective and efficient life. The "just happen" infrastructure sites and transport modes are no longer tolerable.

One of the problems is that there is “no one” in charge of managing freight logistics and transport. Some of the bigger freight operators like Scotts Refrigerated Logistics have tried and gone broke.

• *Do you have any relevant suggestions about improving and implementing strategic land use plans?*

When Regional and sub regional plans are developed freight transport and public passenger transport must be the first build items to be considered upfront.

This is the strategy used by our early settlers and it worked. They built to a very high standard with little or no equipment a fantastic rail network.

A key priority in planning future communities and a state transport system must be to preserve every rail corridor intact and focus or transport needs on using those corridors.

Discussion question seven:

Does the NSW Government provide adequate consideration of freight matters?

Some questions for consideration in developing your response:

• *Is stakeholder feedback incorporated into government policy direction?*

The simple answer is absolutely NO.

Party policies, the skills and knowledge of our elected representatives and bias of the public servants frequently distort the feedback given by the public and community stakeholders. The documents provided and feedback sought often misleads feedback.

Government departments are not forward focused. AND unfortunately are often oblivious of the real world.

Governments are extremely inflexible and operate with extraordinary long lead times

CPCFM asks the Panel to ponder the wisdom in spending $64B on a passenger rail network aimed at getting people to work places when the world has moved

on? Covid shook the workplace model and replaced it with working from home, robots and AI are advancing rapidly and remove people from the workplace.

Sydney Transports $64billion Video

https://youtu.be/9oXmT-JEDP8

$64B spent on the States freight rail network would have been far more beneficial, more productive and much better for the environment.

• *Do you have access to contacts within Transport for NSW in relation to freight matters?*

No and contacts are very hard to make.

Staff like to hide behind anonymity, false names and misleading titles. The reluctance to the use of emails is another tactic used to limit contact.

• *What do you consider government should do to improve your access to decision makers and enable you to influence reforms being considered?*

Engage people much earlier in the thinking process because the community, stakeholders and ultimate end users do know what is wanted, how it should be done and the success rate will rise rapidly if they have ownership. The role of department staff should be to convert the ideas and concepts into activities the Government of the day is happy with.

• *Are there structural changes required within the government to integrate and optimise freight outcomes?*

The current process seems to be preoccupied with detailed long-term planning. This results in much of the budget allocations not delivering productive outcomes.

For example:-

(1) if the Port Side rail was built when the need was first identified in 2012 it would be in place now for the Container Terminal to use and

(2) A new Ardglen tunnel would be reducing freight cost significantly now AND eliminate the risk of a catastrophic failure and

(3) Wasting funds in planning the detail of Inland Rail from North Star to Brisbane probably 10 years ahead of time.

The transport industry is built on finding NOW solutions to move items often required yesterday!

The freight bureaucracy is failing to promptly and efficiently handle the task at hand, adding hugely to the costs and encouraging risky practices.

Regional NSW is very poorly served by not having a rail freight and rail passenger network.

CPCFM hopes that the Freight Reform Panel can make a real difference to a real problem.

End

Transport Reform Review Submission. *31 5 2024*

Please find attached a submission from Correct Planning and Consultation for Mayfield.

1 **Opinion Pieces**

Appendices 1 and 2 are copies of Opinion Pieces published by the Newcastle Herald in recent weeks. I believe they are relevant to your transport review.

2 **The 500 tonne train**

Basically, the mode of rail freight continues using the Locos and wagons that are unchanged for over 50 years and in some cases 75 to 100 years. This is a stark contrast to the road freight industry that is constantly undergoing massive changes in configuration, haulage capacity, travel speeds and efficiency.

The need to raise the rail share of freight movement is well recognised however TfNSW is very reluctant to open up dormant but very capable rail lines, build new freight routes and importantly to introduce new rolling stock and consists to service these lines.

The '500 tonne train' is a concept consist that would make old unused rail lines viable and greatly assist the mode shift.

The "500 tonne train" would be a mixed passenger / freight train based on the proven road train concept. The train would have a maximum 500 tonne gross mass. The power unit would be like an extended road train prime mover with a passenger compartment capable of carrying about 30 passengers in car like comfort. The power unit would be capable of towing up to 5 wagons. All the wagons would be standard NSW railways wagons with standard couplings. In practice the first wagon could be a 100 seat passenger car where necessary. It is likely that the other wagons would be container flat tops.

If consists like the "500 tonne train" were to be operated on the reestablished 210km Armidale Wallangarra rail line they would be operated on a high frequency basis making 16 return trips daily. This would allow for about 1500 passenger and 65 containers movements daily. Containers would be moved from the train line with side loading container trucks for first and last mile journeys. Passenger journeys would include journeys to work and education. Health services, recreation and sport would be important.

3 RoPax vessels

RoPax vessels are vessels like the Spirit of Tasmania that carry passengers, vehicles, and freight. For the route between Tasmania and Melbourne the sea is the road with 6 vessels operating daily.

When the freight reaches Melbourne from Tasmania many of the trucks travel to NSW and other States.

The Port of Newcastle has an amazing opportunity to operate three RoPax vessels and operate them to Tasmania and New Plymouth in New Zealand. This capability would greatly enhance NSW's freight capability and tourism. The elimination of road travel to Geelong will save road building costs, improve road safety and provide an important freight mode shift.

4 Self Propelled Barge

Self-propelled barges can be used for bulk distribution and transhipment operations on the NSW Coastline and major waterways and some rivers.

Self propelled barges can be quite large and equipped with azimuth drive shafts and bow thrusters, as well as new technology electronics and navigation equipment to assist with manoeuvrability. Larger barges can have accommodation, electrical wiring, and steel plates. In many cases the use of tugs will not be needed.

Barge *Manahau,* has just joined *the NZ* coastal shipping network and was partly funded under the coastal shipping initiative of NZ's National Land Transport Program to be sailing from shallow-draught ports like Westport and Greymouth.
Manahau has a capacity of 7000t (an increase from 6000t and is 98m long and draws between 1.9m and 4.5m fully laden and does not require tug assistance. The vessels are commonly specifically designed for river operations like those in New Zealand and China.
A large barge would be very useful in moving over dimension loads from the port eliminating the need to traverse urban streets and dense traffic.
In Newcastle's case a barge could transfer 500,000 tonnes pa of alumina from ships unloading in the port to the Tomago Aluminium Smelter and backload aluminium billets to the port for export.
The Governments need to provide incentives to introduce self propelled barges for waterways transport and coastal freight movements.

5 Coal will continue.

Coal is unlikely to decline and freight movement to the Port of Newcastle will continue unabated.
Many planning decisions are being made on the basis of coal exports from NSW declining and this assumption is being pushed by vested interests.
Whilst CPCFM would like to see the use of coal decline sharply we believe that this is highly unlikely. From our research it would seem that exports from the Port of Newcastle will

continue at near record levels for probably the next ten years and will not drop more than 25% before 2050. Our judgement is based on the following:-

1. Very few mines are approaching their end of life.
2. There are considerable mine expansion programs that are in their infancy.
3. There are a number of mines that are in the development phase.
4. Planning approval is being sought of new mines and expansion projects.
5. NSW coal is in strong demand by our trading partners, and this is unlikely to decline in the foreseeable future.
6. All three of Newcastle's Coal Terminals are working on improving coal throughput and efficiency.
7. The first terminal to close is likely to be the very small (12Mtpa) Carrington Coal Terminal that is under lease until 2032. Owners PWCS are likely to transfer CCT activities to their (120Mtpa) KCT thus maintaining Newcastle Ports capacity.
8. The NCIG terminal is currently expanding its throughput to reach their new licenced capacity.
9. The domestic consumption of NSW coal is only very small so power station closures will have little impact.
10. If existing markets decline, there are significant potential markets for NSW Coal.

With coal exports in 2024 likely to be at record levels there will be little opportunity for rail converting some of its coal freight activities to other freight products.

Rail track providers like the ARTC will need considerable financial assistance if the desire to shift freight from road to rail is to be accomplished.

There is no doubt the coal chain is efficient and well managed, and the role of the Hunter Valley Coal Chain Coordinator cannot be underestimated. It should be noted that one of its first tasks was to get coal trucks off the road and freight all coal by rail.

One outcome for the Schott Reform review should be to recommend that the HVCCC's role be expanded to include grain exports from the Port of Newcastle. The first target should be to get grain trucks off the road.

6 **Moree Inverell Glen Innes Grafton rail line.**

NSW was extremely lucky in having engineers and planners of high calibre and great foresight who designed and built our rail network. Hopefully most of the currently closed

lines will be reopened to allow freight and passengers to travel as intended and to facilitate mode shift

The rail line from Moree to Grafton (350kms) via Inverell and Glen Innes was never fully built. This means that the north of NSW has no east west rail corridor.

At $6m per km the Moore Grafton line would cost about $1.5b to complete.

This makes all the rail lines heading north from Sydney as spur lines which is terrible for efficiency, freight delivery speed and resilience (fires and floods etc).

The Moree Grafton Line would create a loop Via the North Coast Line, Maitland and the Hunter Line.

A rail junction at Glen Innes with the reestablished Great Northern Rail line would revolutionise freight movement in NSW and greatly complement the Inland Rail.

This could give Northern NSW a second connection with SE Queensland and the Ports of Brisbane and Gladstone.

7 Rail Emissions

Rail is a low-emissions mode of transport when compared to other modes. An efficient and integrated rail system that supports Australia's passenger and freight tasks is also crucial to our wellbeing and economic outcomes. Increasing the share of freight moved on rail will also contribute to reducing overall freight emissions. Decarbonisation of our rail sector will require the roll-out of infrastructure to support hydrogen and batteryelectric trains, and consideration of policy settings to shift demand away from diesel locomotives.

Low carbon liquid fuels could be required for larger payloads and distances until the supporting infrastructure and electrification is in place.

Freight reform must support rail decarbonisation.

There is only one real option and that is electrified double stacked freight and passenger trains.

Opening up closed corridors and conversion main lines to higher rail corridors should be the focus of transport infrastructure funding.

Electrification of rail corridors to double stacking (7.1 metres) is the real answer and eliminates the need for all other forms of fuel.

Electrification could with the use of batteries become a partial catenary network with sections where the train operates on battery power and sections where power is drawn from the catenary. This would greatly reduce the cost of full electrification.

LCLFs are probably best used to refresh the generation of electricity in order to power trains via catenary networks. Power generation plants should be located to feed power directly

into the rail network grid thus reducing the need (and cost) for massive power transmission lines.

CPCFM has spent considerable time and resources in preparing our submission and response to the questions.

We trust this material will prove valuable to the Reform Review working group.

Please feel free to contact us on 041 999 3867 or 0400171602.

We look forward to viewing your final report.

Appendix 1

Port of Newcastle Wins - Does NSW Govt Loose?

Many will jump for joy as the PoN moves closer to developing a Container terminal, the NSW Treasurer will be doing overtime to accommodate this into the States next Budget.

Treasurer Daniel Mookhey will have a difficult task if the State embraces IPART's decision that the PoN will make a once only $13m payment to expunge the penalty to set up the terminal at Mayfield Wharf in competition with Port Botany and Port Kembla.

In Parliament, recently, Premier Minns was very vocal about Newcastle having to pay between $600 million and $4.3 billion. IPARTS determination is well short of the Premier's Deloitte prediction.

Clearly Botany and Kembla were expecting a large payment to fend off the competition from Newcastle.

The hurdle for Treasurer Mookhey is how to make a substantial payment to Botany Kembla with only $13 in the kitty?

The failure of PoN to operate container handling according to the cap's allowable threshold has been very costly to Hunter businesses and the inland farmers.

Port trade statistics for August 2022 show only one container was handled. Container importers and exporter have had to pay much higher freight costs to use the ports of Brisbane, Sydney and Melbourne.

The cost has been taken from the businesses and farmers and depriving the Treasurer of critical state revenue.

CPCFM estimates indicate a lost container trade of 493,264 TEU since 2014 at $25 per TEU that equates to $12,331,600, has been lost forever as there is no provision for compensation for lost trade. The PoN too, has lost a sizable amount of revenue that could have funded staff to boost the container trade! And of course, Treasure Mookley lost revenue.

With the "cap" expunged, the PoN may now be prevented from handling any containers at all until the Port Kembla second port issue is resolved.

The PoN has some level of approval for a very small container terminal of 350,000 TEU however that triggers considerable capital to move TEU's to and from the port. Some of this responsibility will be a cost to the Port, responsibility for a major slab of the funding will be falling into Treasurer Mookhey's basket. Transport for NSW will need urgent and sizable funds for transport capacity and efficiency works.

A stage I terminal development of say a 250,000 TEU must be underway quickly as importers and exporters should no longer have to bare the cost of dealing with other more distant ports. Newcastle can handle 50 small container vessels per year now. With 2000 TEU each inbound and outbound plus empties this would equate to about 225,000 TEU or an extra half a million trucks on Industrial drive!

By 2026 the approved full capacity should be feasible, provided the of site capital works are in place and the off-site support works are operational. Treasurer Mookhey will need to allocate funding in the upcoming Budget and the Australian Government will need to also pencil in some serious funding this year for some major transport capacity and efficiency works.

The Port has always claimed that containers will replace coal however coal seems not to be declining due to the approval of modifications, expansion activities and new mines west of the Range coming online. The ability of TfNSW to bring coal, grain and containers to the Port of Newcastle has suddenly put Treasurer Mookhey in the hot seat.

A huge transport bottleneck is the 1876 small, steep, single track tunnel at Ardglen. According to the 2007 ARTC route selection document the trigger point of 25million tonnes per year for a new tunnel is nominated. The tunnel in April 2024 will be handling freight at the rate of 54.5 million tonnes per year. Smaller than normal Coal trains will have about 60 x 120 tonne wagons. Grain Trains and freight trains are now demanding more paths that must also be provided for. The tunnel was considered inadequate by 1900 and one or the current alternate routes was first nominated in 1919. The need for a zero grade, two track, double stacking capable tunnel with a 7.1m head clearance capable of electrification is the base standard for 2024 onwards. Treasurer Mookhey must find the startup funds in the 2024 Budget and the Australian Government must follow with a construction cost contribution in this year's budget.

The CT must have the Port Side Rail line to allow containers to use the terminal without having to use Industrial Drive. This trainline follows the harbours edge from the Container wharf and follows the Hunter River South Arm riverbank upstream before joining the Kooragang Island rail line at Shortland.

Solutions for both the Clyde Street and Adamstown railway crossings must also be achieved before containers send Newcastle into permanent gridlock.

No doubt the PoN will be looking to build their two million TEU terminal in five to seven years' time. CPCFM says that before four million truck movements per year are launched into our community loaded with TEU's and FEU's a rigorous and thorough planning process with adequate consultation is a must.

The community can then thank the PoN for bringing a CT to the table and for persistence in achieving their goal.

Let's hope we do not, unlike our past MP Jodi McKay, get caught up in a "trains not truck" campaign!

John L Hayes Convener

Rick Banyard Research Officer

Correct Planning and Consultation for Newcastle

8th April 2024

Appendix 2

Trains for the Hunter- Is TfNSW up to it?

For train spotters, the Hunter Valley is mecca with large numbers of trains running on some of Australia's most used lines. Electrified to the south and diesel power to the West tracks are bustling with a wide range of passenger and freight trains often only minutes apart. Safe running is good and emissions fair.

Many trains are old but just keep working. Fortunately, soon 610 new South Korean Intercity passenger trains (Mariyung) will enter service. Followed shortly after by new Spanish built Regional passenger trains.

Trains run on "paths". Lack of paths is a major looming problem as the Hunter is increasingly becoming integrated with Sydney, and people are commuting to work, sport, and recreation more.

Newcastle and the Hunter continues to grow in size and importance to NSW driving need for faster and more efficient passenger trains within our region, the Central Coast, Sydney and regional areas.

A passenger train connecting Maitland to Morrissett via Kurri and Cessnock is urgently needed and must be funded now as the number one project giving the Lower Hunter a rail loop to maximise connectivity.

Unused corridors like the Richmond Vale line, need reopening to enhance the passenger network. From 2030 onward passenger rail supported by quality bus routes and smart light rail will be a primary mode of transport. Transport infrastructure cannot be considered in isolation.

The continued use of the Newcastle / Sydney line as a freight corridor needs a serious rethink. Paths for passenger trains do not mix with freight trains.

High Speed Rail will strengthen the use of passenger rail as a highly favourable mode of transport.

The establishment of Newcastle as a container terminal is a game changer for freight logistics and rail must be a core component.

Freight rail does not need high speeds with 80kph constant is good. Stopping, restarting and delays can make freight rail uneconomical, and this could move freight off rail and onto road, causing additional pressure on road networks especially the M1 and Hunter Expressway.

Ports and related rail and road infrastructure are fundamentally important to economic activity and growth. Bulk trades and containers will add valuable export revenue to the Hunter and NSW.

The 'NSW Government's Freight and Port Strategy' aims to deliver a freight network that efficiently supports the projected growth. It states that 'Network capacity and performance must develop ahead of demand'. Further, it is predicted that the freight task will double in the next 20 years.

Clearly Transport for NSW will need urgent and sizable funds for some major transport capacity and efficiency works.

The Inland Rail and the 'Inland Port of Narrabri' will massively change the Hunter Rail corridor. More paths and double stacking as essential upgrades needed to meet the future needs. Electrification of the double stacked corridor would be nice and greatly assist in reducing emissions.

A huge transport bottleneck is the 1876 small tunnel at Ardglen (Murrunundi).

The "2007 ARTC Route Selection" documents nominates 25million tonnes pa trigger for a new tunnel.

In April 2024 it will be handling 54.5mtpa.

Small coal trains, grain and freight trains are now demanding more paths and must be provided for.

The need is now for a zero grade, two track, double stacking capable tunnel with a 7.1m clearance capable of electrification. Treasurer Mookhey must find

the startup funds in the 2024 State Budget and the Australian Government must follow with a construction cost contribution in this year's budget.

A mishap in the heritage tunnel would bring the states rail network into chaos possibly for months. It would be a rail version of the Baltimore bridge!

Adjacent to the Mayfield Container Terminal there is need for the Port Side Rail line to allow access without using Industrial Drive. This trainline would follow the harbours edge from the M4 wharf to Shortland.

The proposed freight rail bypass needs serious reconsidering.

Solutions for Clyde Street and Adamstown railway crossings must be achieved before containers send Newcastle into permanent gridlock.

[redacted] Research Officer CPCFM