

Freight Policy Reform Program to investigate the freight logistics chain

[illegible]

Legend

- Local Government
- Area Boundaries
- Classified Roads**
 - AustLink
 - State
 - Regional
- New South Wales Rail Network**
 - 30 TAL Operational (ARTC / CPRI)
 - 25 TAL Operational (ARTC / CPRI)
 - 25 TAL Planned (ARTC)
 - 21 TAL Operational (28 TAL Planned (ARTC))
 - RailCorp Operational
 - 23 TAL Operational (ARTC / CPRI)
 - 21 TAL Operational (ARTC / CPRI)
 - 21 TAL (Non-Operational)
 - 19 TAL Operational
 - Non-Operational
 - Operational TAL Unknown
 - Light Rail (Sydney)
 - Metro (Sydney)
- Intermodal Junction
- Interchange
- Steam Locomotive Hub

Gwydir Shire Council is strategically positioned with access to critical rail infrastructure, including the 25 TAL running from North Star to Moree to Narrabri, and 30 TAL rail infrastructure from Narrabri to Werris Creek and onto the Port of Newcastle. With existing container hubs and landside logistics readiness at North Star, Gwydir Shire is well-placed to leverage the Inland Rail project for regional and national economic benefits.

Here are our responses to the key questions:

Question One:

The primary policy challenge for Gwydir Shire is the need for infrastructure upgrades to make the non-operational rail line from Inverell to Wialda to Moree operational with a 25 TAL capacity. This upgrade would enable the movement of 60,000 tonnes of processed beef from Inverell through Wialda to the Inland Rail and onwards to the Port of Newcastle. Short-term actions include prioritising this upgrade to facilitate efficient freight movement. Long-term actions should focus on continuous investment in rail and road infrastructure to support growing freight demands and ensure seamless connectivity.

Question Two:

Current rail freight policies should prioritise making the Inverell to Wialda to Moree line operational and upgrading it to 25 TAL. This improvement would significantly enhance the efficiency of moving large volumes of freight, such as processed beef, through the region. Additionally, utilising the upgraded 25 TAL rail from Narrabri to North Star will allow Southern Queensland freight to benefit from the Inland Rail project and more export options.

Question Three:

Policies should support the development of the Port of Newcastle as a container terminal, alleviating decentralisation of container export and import from the congestion of Sydney. This would create a more competitive, efficient and streamlined freight system, benefiting Gwydir Shire by providing a competitive export route for regional produce. Improving port infrastructure to handle increased freight volumes and ensuring seamless connectivity with Inland Rail would benefit the region.

The section of Inland Rail from Moree to the QLD border, and from Narramine to Narrabri needs to be completed as a priority and the interface connections from the Inland Rail to the ARTC and CRN serving the Port of Newcastle funded.

Question Four:

Ensuring that regional roads permit HML and PBS vehicles to travel will improve efficiency. Increasing the frequency of overtaking lanes and adequate truck stop bays

near key logistics hubs and along freight corridors are also essential for supporting driver safety and efficiency.

We do need local roads to be reclassified as Regional and State roads when there are changes to the zoning of industrial land or the development of intermodal hubs. This will unlock funding for road improvements when industrial land is rezoned or when intermodal terminals are developed. The road reclassification needs to happen on a just-in-time schedule and in line with the development approval, not after.

Question Five:

Gwydir Shire supports initiatives that encourage the shift from road to rail, reducing emissions and creating safer roads.

Question Six:

Strategic planning should ensure the availability of industrial land with direct access to key transport corridors. Preventing urban encroachment on logistics hubs and transport infrastructure is vital for maintaining operational efficiency. Encouraging private investment in industrial land development and simplifying planning processes will attract more businesses to the region.

Question Seven:

The NSW Government should incorporate regional stakeholder feedback into policy decisions to address unique challenges effectively. Gwydir Shire Council invites the government to engage in discussions to better understand regional needs and opportunities. Facilitating direct communication with Transport for NSW will ensure that local concerns and suggestions are adequately considered in freight planning and investment strategies.

Yours faithfully

