

31 May 2024

Dr. Kerry Schott AO
Leader, NSW Freight Policy Reform Program
Transport for NSW

Dear Dr. Schott,

SUBMISSION TO NSW FREIGHT POLICY REFORM PROGRAM

Narromine Shire Council would like to share our thoughts and priorities in regard to the NSW Freight Policy Reform Program.

Our freight commodities include fuel, mining inputs, minerals, grain/pulse, cotton, and fertiliser, amounting to a current freight volume of 1,280,000 tonnes per annum, with future projections increasing to 1,541,500 tonnes per annum over the next 10 years.

The current mode share is 670,000 tonnes per annum by rail and 610,000 tonnes per annum by road. Key freight rail corridors include Narromine-Dubbo-Botany (480,000 tonnes per annum), Narromine-Dubbo-Moss Vale-Kembla (50,000 tonnes per annum), and Narromine-Dubbo-Newcastle (140,000 tonnes per annum). Regarding road freight, the primary corridors are Narromine-Intrastate (300,000 tonnes per annum), Narromine-Dubbo-Newcastle (230,000 tonnes per annum), and Narromine-Dubbo-Botany (80,000 tonnes per annum).

The Main West Line will reach capacity in late 2020s according to Transport for NSW and rail freight into Sydney competes with passenger trains. Our region experiences higher freight costs and longer cycle times on rail compared to taking freight to Port of Newcastle.

Priorities for development include:

- To ensure the completion of Inland Rail. Producers need assurance that this project will be completed quickly to confidently invest in on-farm storage and plan for expanded intermodal operations over the next decade, especially at the Narromine Junction with Inland Rail.
- Support for the development of the Port of Newcastle as an important bulk export facility and future deep water container terminal.

- Improving rail connections and promoting a modal shift from road to rail transport will significantly reduce the maintenance required on our roads, leading to long-term cost savings and improved road safety. To achieve this, increasing the capacity of rail from Narromine to Dubbo from 21TAL to 25TAL is important.
- Prioritising infrastructure improvements to the Golden Highway allowing PBS2B vehicles and ensuring access to the Renewable Energy Zone from Newcastle.
- Ensuing the norther connection with Inland Rail at the Narromine junction is completed along with the north and western connection to the Trangie line.

Addressing these infrastructure challenges will not only lower our operational costs but also reduce our environmental footprint by promoting more efficient and sustainable freight transport methods.

We invite you to visit Council and associated businesses interested in participating in future dialogue.

Yours sincerely,

