



An Australian Government Initiative



## ORANA REGION

Freight Branch Team  
Transport for NSW  
231 Elizabeth Street, Sydney NSW 2000

To whom it may concern,

### RE: Freight Policy Reform Program Consultation

I am writing this email on behalf of Regional Development Australia – Orana (RDA Orana) in response to the public consultation of Transport for NSW's Freight Policy Reform Program.

#### ABOUT RDA ORANA

RDA Orana is an incorporated not-for-profit association led by a Board of regional-based industry and government representatives supporting economic development across the Orana region. We achieve this by engaging with our business community, building partnerships, and working with all governments and agencies to respond to local priorities and needs.

Our mission is to support the positive change in the Orana region by:

- Leading change
- Providing regional intelligence and advocacy
- Facilitating collaborations
- Inspiring innovation
- Supporting relocations and investment

#### CONNECTING ORANA – HUNTER AND BEYOND: ROAD AND RAIL CORRIDOR STUDIES

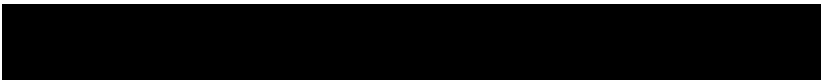
RDA Orana recently completed two business cases under the Department of Regional NSW's Business Case and Strategy Development Fund that can be provided (was above 1mb upload limit):

1. The Golden Highway Road Corridor Business Case; and
2. The Orana to Newcastle Rail Corridor Business Case.

The Orana region of NSW is poised to experience a transformative shift in its economic landscape with booms in both the agricultural and mining sectors. The region is well-resourced to contribute materially to the shift towards renewable energy, critical minerals production and increased agricultural production. This will place significant demands on transport networks that are already nearing capacity, most notably in road and rail freight in the corridor between the Orana and Hunter regions. Based on the information gathered during the business case's development, freight flows are expected to triple over the next decade from approximately 2mtpa to 6mtpa due to rare earth mineral mining and non-coal mining inputs in the Orana region, travelling to and from the Hunter region. Transport for NSW has not considered this significant uplift in freight requirements in their data expectations for the future.

- The need to complete Inland Rail, particularly Narromine to Narrabri.

There is a significant need to ensure that interface improvements are completed, such as the rail junction at Narromine that will connect Inland Rail with the Cobar-Dubbo rail line.



The Port of Newcastle is the Orana region's closest export facility. We believe it is crucial to prioritise the Port of Newcastle in future freight plans as it has the capacity to receive trains directly from intermodal hubs in Dubbo, Narromine, Curban and Cobar direct to the Port. There is also an opportunity to reduce road congestion from agricultural commodities by increasing the use of rail infrastructure instead of transporting by road.

I extend an invitation to Dr Kerry Schott to visit the Orana region to discuss our key findings in completing the business cases, see the developments underway, discuss increasing freight requirements with business owners, executives and local government representatives.

Kind regards,



Justine Campbell

CEO-RDAO

