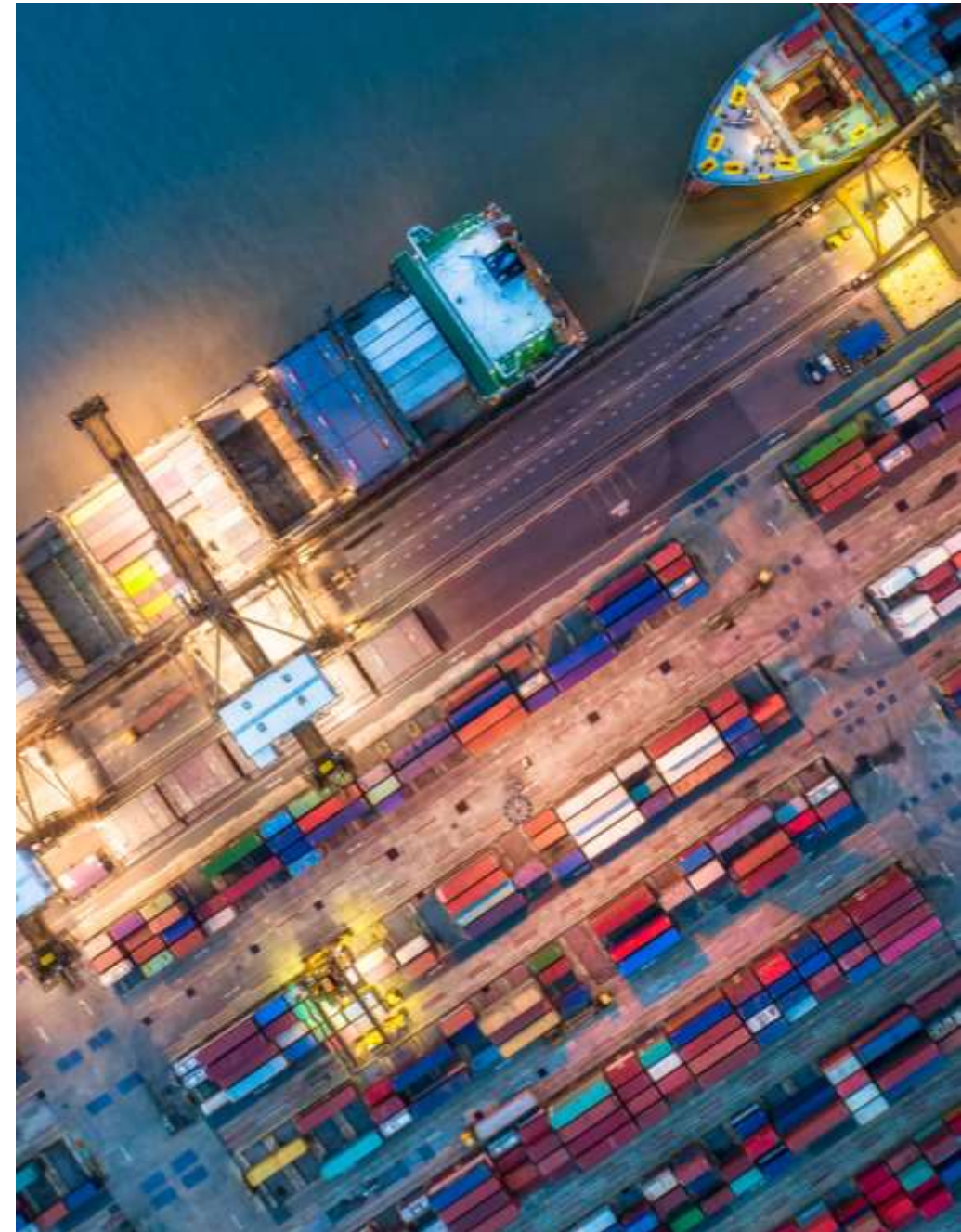


Regional Freight Forum

PARKES



Freight's importance to regional NSW



Regional NSW accounts for **20 per cent** of NSW's Gross State Product and **33 per cent** of goods manufactured in NSW



Approximately **39 per cent** of the value of NSW's exports is derived from agricultural, fisheries and other natural resources primarily sourced from Regional NSW

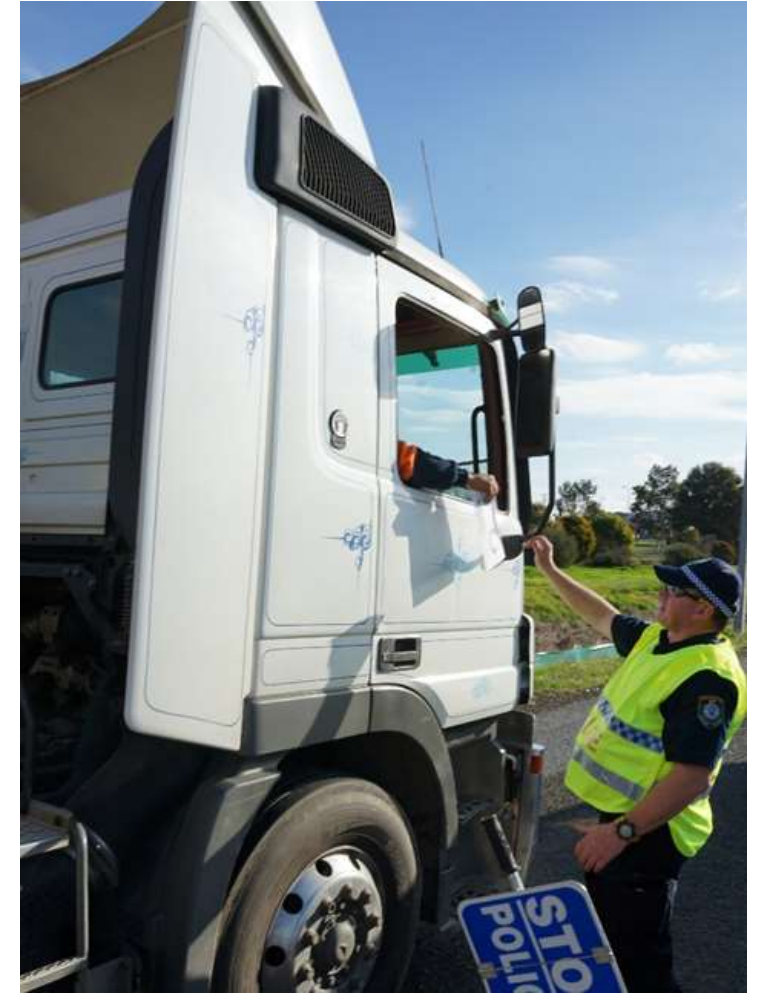


Regional NSW's freight task is forecast to grow by around **12 per cent** by 2036 – from 255 million tonnes to 286 million tonnes



Enabling the movement of freight across NSW

- **Improved access** for higher productivity vehicles
- Engagement with industry during **emergency events**
- Maintained movement of goods through **COVID**
- Key contributor to the **Heavy Vehicle National Law Review**
- Improving our service offering for **rail**
- **Rail freight level of service** and **KPI's** on the Metropolitan Rail Network
- **Last mile toolkit** for urban freight



Achieving a step change in access

- A **dramatic improvement** in access for road and rail freight
- Gaining **the most out** of the road and rail network
- Better **certainty** for industry
- Improving the **customer service**
- Improved customer experience in the safety, productivity and sustainability of freight





Safe



Productive



Sustainable

Mode	Policy framework	Program
	Heavy Vehicle Access Policy	Automated Access Assessment Program
	Standard Track Access Agreement	Freight Level of Service for Rail Freight

Other priority areas

- Heavy Vehicle Driver pathways
- Net Zero freight emissions policy
- Rest stop improvement program
- Cohesive rail freight policy
- Network wide constraints mapping to inform investment prioritisation
- Leveraging technology and data.



West Region overview



6,659 kilometres of state road network
2,893 kilometres in the Unincorporated Area



30 Local Government Areas

Key projects:

- \$1.7 billion Newell Highway Upgrade Program
- \$4.5 billion Great Western Highway upgrades
- \$562.5 million Inland Rail Grade Separation
- \$145 million sealing the Cobb & Silver City Highway
- \$50 million safety upgrades to the Mitchell Highway, Bathurst to Orange



Flood recovery and maintenance

Transport continues to prioritise responding to priority flood damage across the network including heavy patching and road repairs across the Central West, Western Plains, North West and Far West.

Since February 2022:

- more than 6000 potholes repaired in the Orana region
- almost 8,000 potholes have been filled on the Newell Highway between Moree and Boggabilla



135,000

potholes repaired since February 2022



Key projects

Newell Highway Program Alliance

Delivery of about 40 new overtaking lanes and various safety upgrades along the Newell Highway to improve safety and freight efficiency.

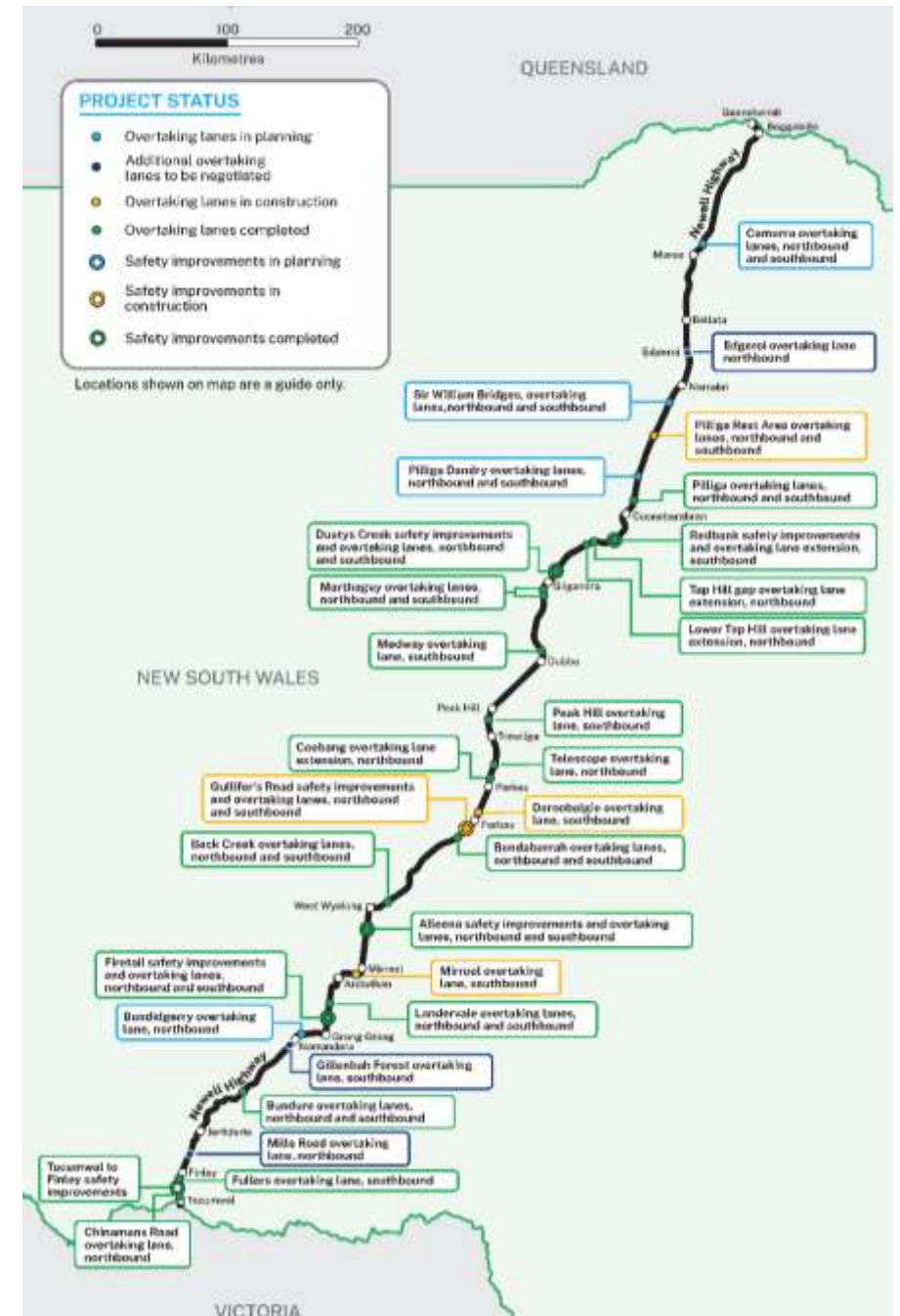
Projects in construction:

- **Pilliga** – two new overtaking lanes and rest area upgrade between Coonabarabran and Narrabri
- **Daroobalgie** – new southbound overtaking lane north of Forbes
- **Mirrool** – new southbound overtaking lane north of Ardlethan
- **Gullifers Road** – two new overtaking lanes and safety improvement work south of Forbes



27 overtaking lanes completed

6 overtaking lanes in construction



Key projects

Newell Highway upgrade, Parkes Bypass

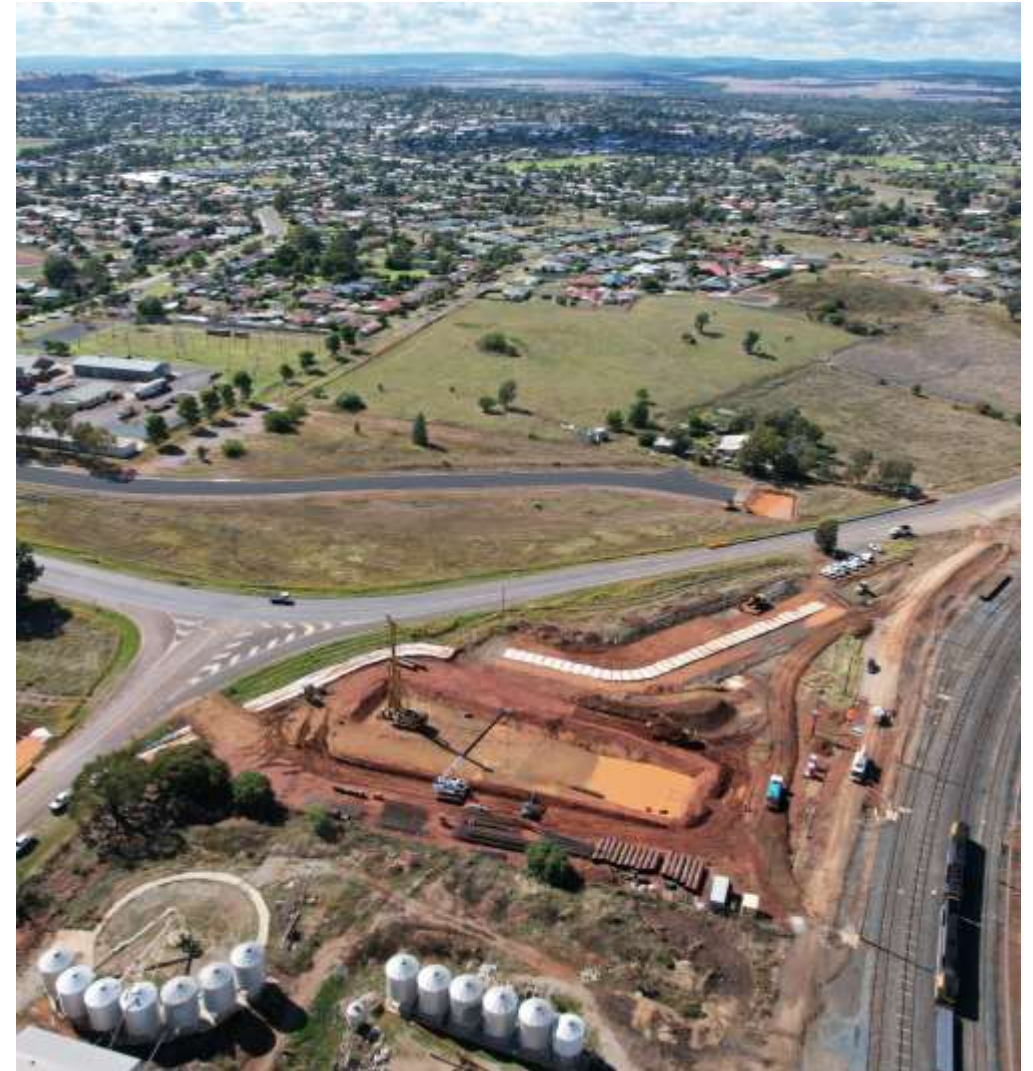
Funding: \$187.2 million – Australian and NSW governments

Work started: November 2021

Expected Completion: late 2024

The 10.4km Bypass to the west of Parkes seeks to improve connectivity, road transport efficiency and safety for local and interstate motorists.

- 1200 trucks per day would be removed from local streets
- Construction commenced January 2022
- Earthworks underway on more than 6.5kms of new highway road corridor
- Up to 350 local jobs supported during construction
- Interface and tie-ins with the Parkes Special Activation Precinct



Key projects

West Wyalong to Forbes Flood Reliability

Funding: \$200 million – NSW Government

Work has been ongoing to investigate and develop a number of potential options to improve flood reliability of the Newell Highway between West Wyalong and Forbes.

A flood model has been developed which is being used to inform which options can be used in each location.

Options being considered include improved drainage, raising of the road, bridges and pavement improvements.



Key projects

Forbes Iron Bridge upgrade

Funding: \$45 million – Australian and NSW Governments

Investigating options to improve heavy vehicle access and efficiency between the Lachlan Valley Way and the Newell Highway through Forbes.



Key projects

Great Western Highway Upgrade Program – Katoomba to Lithgow

Together, the Australian and NSW governments are investing **more than \$4.5 billion** towards the upgrade of the Great Western Highway between Katoomba Lithgow.

Benefits

- Improved regional economic development
- Resilience and future proofing
- Enhanced network performance
- Improved safety
- Enhanced liveability and amenity



Coxs River Road interchange
Little Hartley to River Lett Hill
River Lett Hill to Forty Bends
Forty Bends to Lithgow

Tunnel bypass of
Blackheath and Mount
Victoria

Medlow Bath upgrade
Katoomba to Medlow Bath
Medlow Bath to Blackheath

Key projects

Mandagery Creek Bridge Replacement,
Manildra

Funding: \$12 million – NSW Government

Work started: September 2022

Expected completion: by mid 2024

The bridge is an important link for road users travelling on the Henry Parkes Way between Orange and Parkes.

The new bridge will be wider, stronger and capable of taking higher mass limit loading.



Key projects

Inland Rail Grade Separating Road Interfaces Program

Funding: \$187.5 million – Australian and NSW Governments

This project aims to improve freight productivity and access on the road network as a result of the Inland Rail project by building road bridges over the railway line.

There are 22 sites being assessed with four priority locations currently being developed:

- Castlereagh Highway near Curban
- Tomingley Road near Narromine
- Newell Highway at Tichborne
- Olympic Highway at Harris Gates

Planning for the remaining 18 sites has started with strategic investigations occurring to prioritise each site.



Key projects

Country Rail Network – Strategy for Enhancement

Aims to create more efficient operations and greater resilience via:

- New and extended passing loops and sidings
- Improved signalling arrangements
- Heavier axle load capability
- Connectivity to new Inland Rail
- Intermodal freight connections

Potential enhancements in the next few years include:

- New passing loops – Kerrs Creek, Eulomogo (Dubbo), Borenore
- Longer passing loops – Parkes East
- Sidings – reconfiguration Manildra and Orange
- Higher axle loads – corridors connecting to Inland Rail
- Signalling - between Wallerawang and Orange (construction)
- Inland Rail – junction connection projects
- Higher speed turnouts



Integrated Freight Planning



Fixing Country Roads

Status at 18 Oct 2022

- Round 6 of Fixing Country Roads submissions now under assessment
- Successful projects to be announced by the end of 2022
- To date, \$462.3 million, has been committed to 323 projects, with 269 projects delivered with another 53 projects in delivery pipeline
- Completion of all current projects is expected to deliver over 1800 kilometres of upgraded road and over 200 bridges and culverts upgraded or constructed.



Road freight planning

Beyond Fixing Country Roads

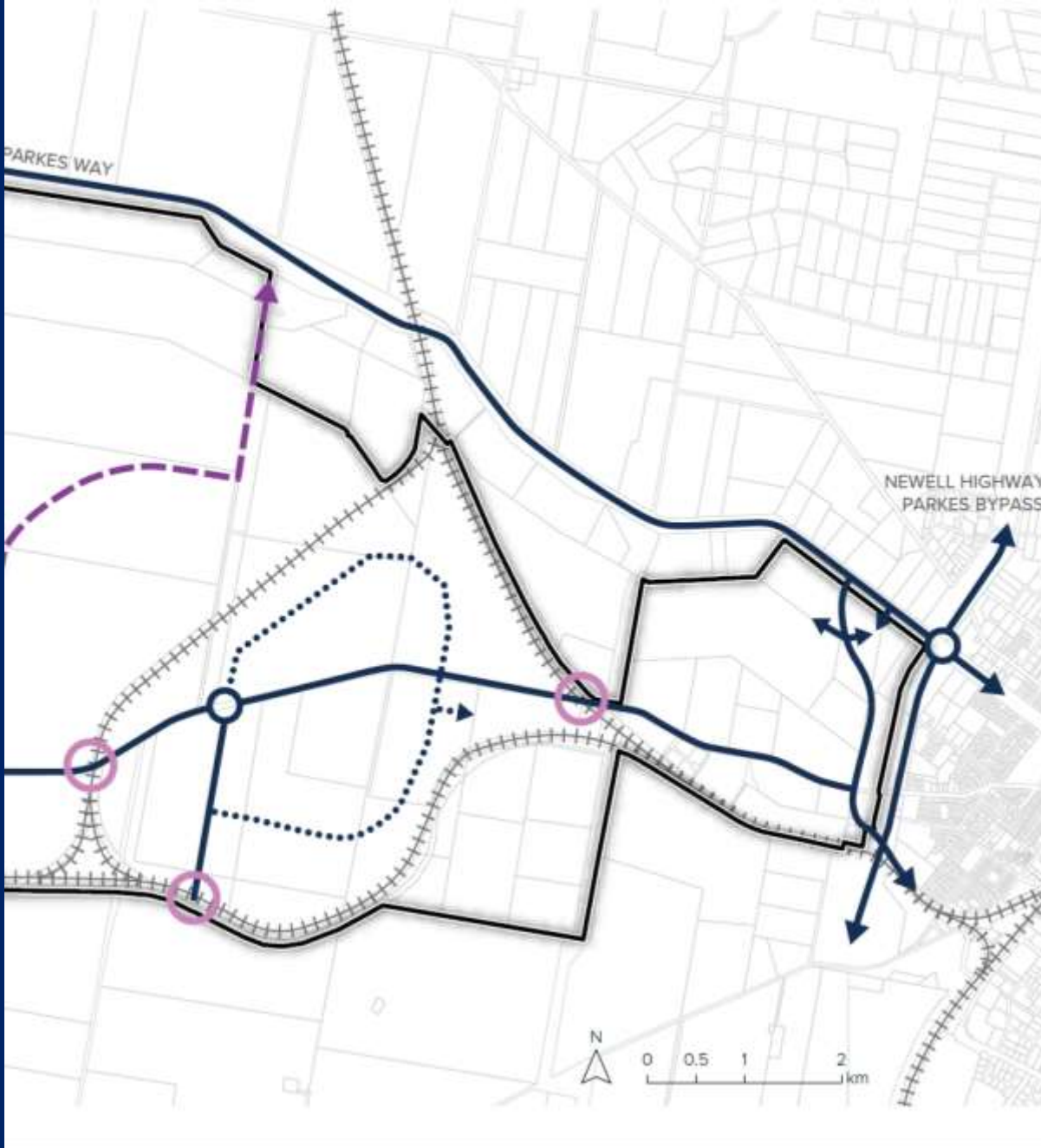
- Planning has recently commenced for the next phase beyond Fixing Country Roads
- Priority problems, review desired outcomes



Road planning priorities

PARKES

- Parkes Special Activation Precinct (collaborate)
- Overtaking Lanes (Newell, Great Western and Mitchell Hwy)
- Orange Northern Distributor handover
- Collaborate on freight bypass planning for:
 - Bathurst
 - Cowra
 - Dubbo



Rest stop planning



Heavy Vehicle Rest Stop Quick Wins Program

A series of low-cost small projects to deliver initial benefits:

- Industry engagement took place between September 2021 and April 2022
- Lighting, toilets, picnic benches
- Green reflector sites mapping and checking status
- Better signage for rest stops and a trial for tonnage restricted parking signage



Heavy vehicle rest stop improvement program

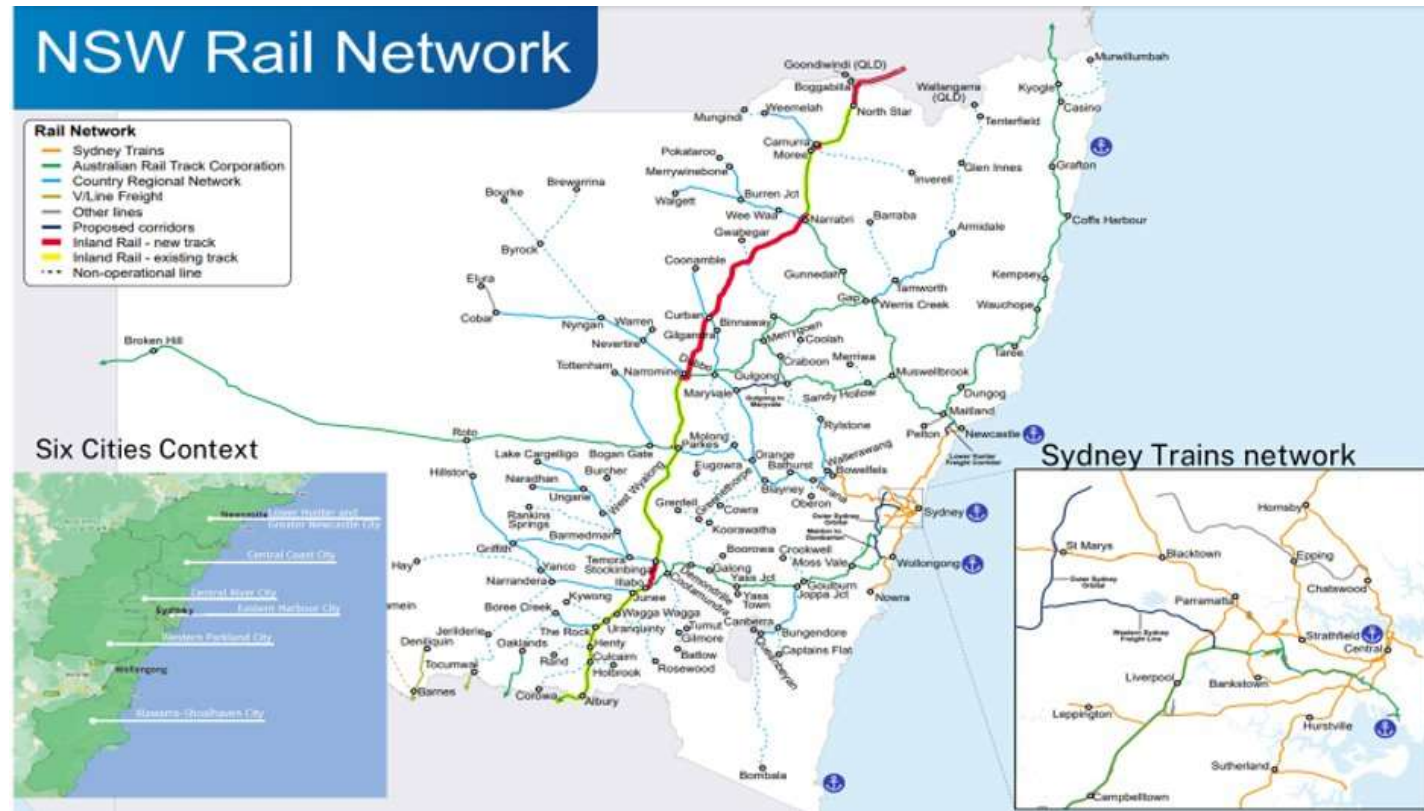
Early analysis has been completed

- Considered improvements to both formal and informal rest stops,
- Austroads -Provision of HVRS Facilities Guidelines 2019
- Identified gaps in the network and where new provisions may be required
- Upgrades to existing rest stop facilities for heavy vehicles, including high productivity vehicles
- Better signage and maps for rest stops
- Stakeholder engagement to validate the research and inform the scope and type of rest stops and improvements required - 1st round completed.



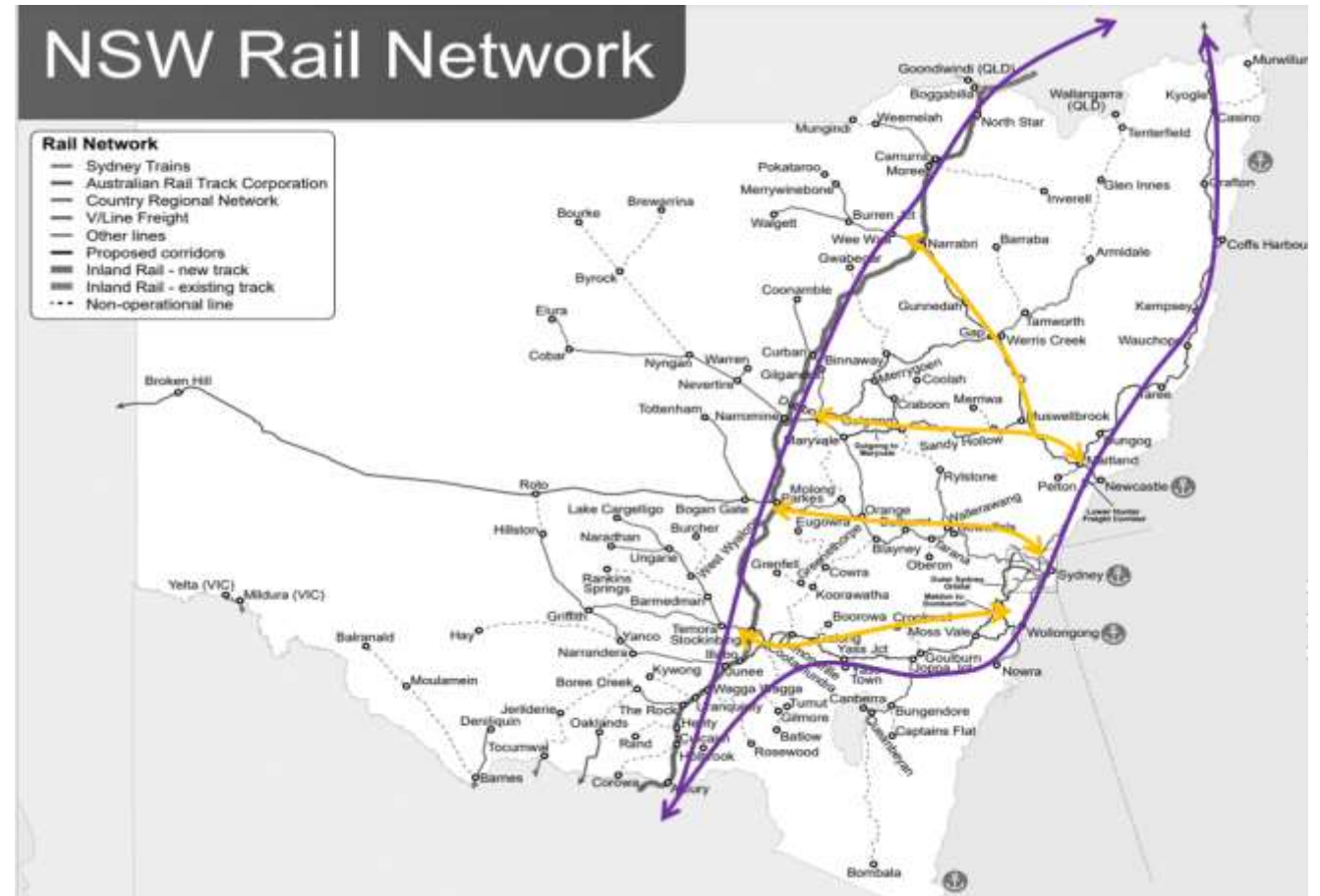
Rail freight planning

- Fixing Country Rail in final stages (Country Rail Network)
- TfNSW turning to next cycle of planning
- Changing needs and a refocus to reflect adapting to a new normal



Rail freight planning

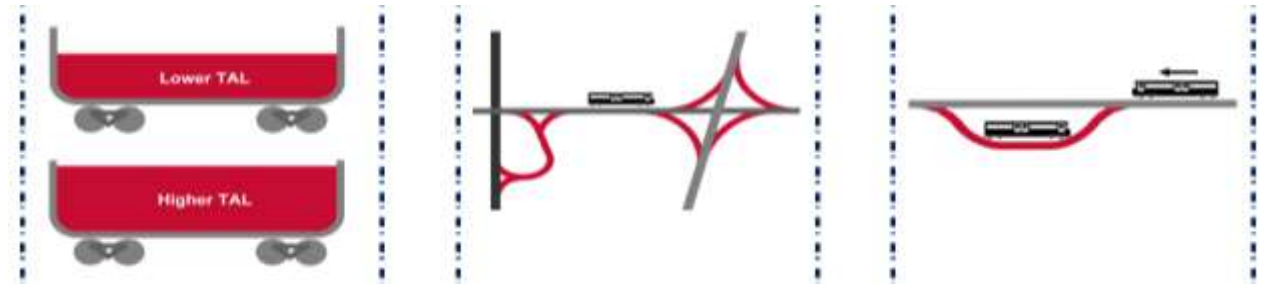
- Weather patterns and climate – Resilience
- New supply chain considerations and changing dynamics in some industries
- Change in population - travel and transportation needs are shifting



Fixing country rail

Status at 30 June 2022

- 26 projects completed so far
- 472 kilometres of upgraded rail, eight new loops or sidings and the reduction of 73,483 truck movements per annum.
- Business cases in conclusion to deliver final phases of the program
- There is a pipeline of approved projects moving into delivery
- Junee to Griffith 174km rail replacement Completed
- Connection to Riverina Intermodal Freight Logistics Hub Completed



Rail freight planning

Commencement of planning for beyond Fixing Country Rail

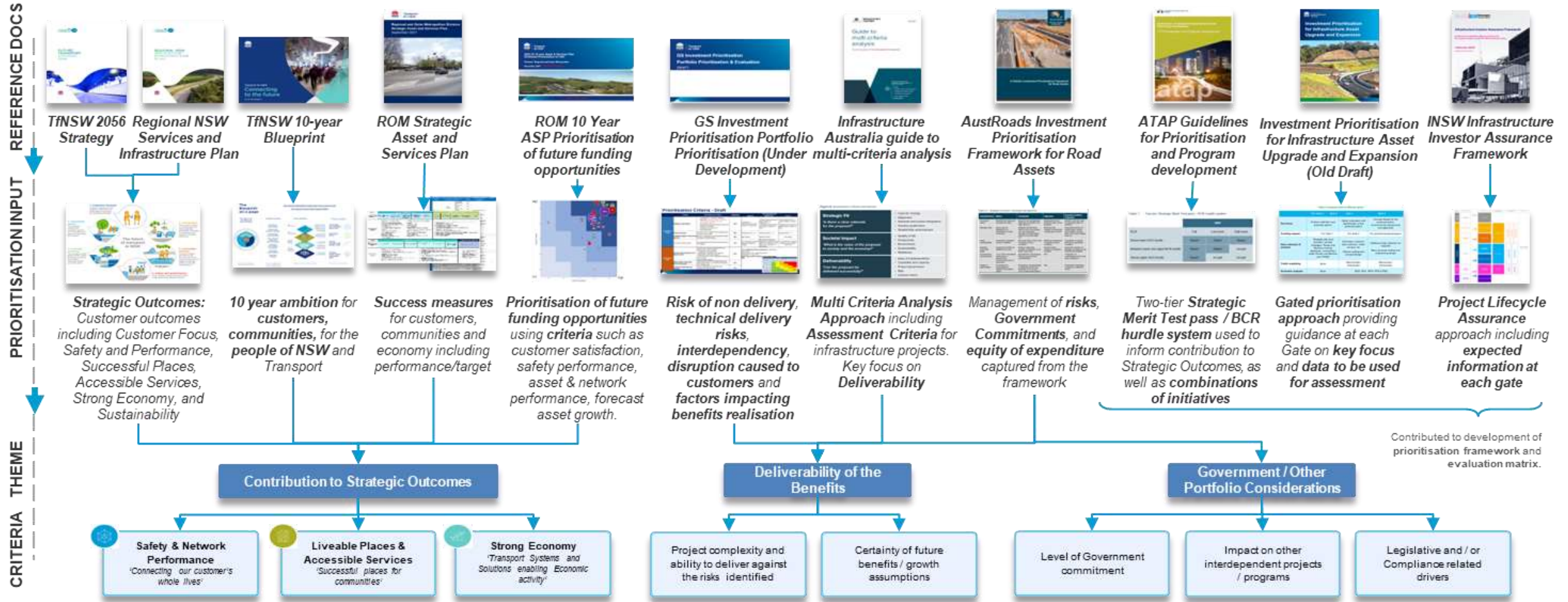
- CRN and inter-related networks
- Freight industry needs and expectations for the future - what are the best value projects for optimisation and efficiency on the network?
- What are the new needs and future forecasts for rail freight and local and regional communities?
- How can we strengthen E-W connections to improve network resilience?
- Needs of new renewable energy zones, minerals transportation



Planning investment & funding programs



Pipeline Prioritisation Criteria





Challenges

Growing theme is how to increase **journey resilience** of network

- Focus on the east-west crossings
- Developing communication strategies with our customers to provide information on disruptions / detours
- Working in partnership with local governments to consider whole of transport network, including increased investment in secondary routes to reconnect journeys

Challenges

Movement of **Over Size Over Mass** vehicles across network

- Investigating how we plan road investment to capture this
- In doing so, need to better understand what needs to be moved on network, and how industry can work with transport agencies to break down components where possible
- Acknowledge can be costly for projects as well as impacts to amenity in towns
- Renewable Energy Zone planning



Future funding programs

- Heavy Vehicle Rest Stops
- Regional Rail
- Regional Roads

