



## Sydney is Central to Steps to Improving Logistics Efficiency in NSW

The Australian Logistics Council (ALC) has called on the NSW Government to prioritise measures that will improve freight logistics efficiency in Sydney when implementing the [NSW Freight and Port Strategy](#), released today in Parkes.

That Duncan Gay, NSW Minister for Roads and Ports, chose to release the strategy in Parkes is poignant given the key role Parkes will play in the iconic [Inland Rail project](#).

“With an expected doubling of NSW’s freight task by 2031 to nearly 800 million tonnes, a ‘business as usual’ approach simply will not work and so ALC looks forward to working with the Government in implementing the long term plan to deal with future freight growth,” said Michael Kilgariff, ALC Managing Director.

“When Sydney doesn’t work, Australia doesn’t work, so it is important that the implementation of this plan delivers on the objectives of the National Land Freight Strategy with a focus on improving freight efficiency in Sydney.

“Sydney often acts as a bottleneck in the national freight network which restricts economic growth and adds to costs along the supply chain, a point which was highlighted in the recent ALC publication [Stronger Supply Chains: A Stronger Australia](#).

“A multi modal supply-chain approach to dealing with Sydney’s freight challenges is required and ALC commends the Government for setting out a number of practical measures which acknowledge this fundamental point.

“The proposed development of a *Defined Freight Network* aimed at minimising connectivity constraints along the supply chain is a must and we look forward to its timely development.

“ALC also commends the work done to develop the concept of a NSW Cargo Movement Coordinator and looks forward to further detail on how this reform will improve freight efficiency across the network and in particular, how it will work with NSW Ports given the expected increase in container movements at Port Botany to 7 million TEU (twenty foot equivalents) by 2030.

“ALC notes the NSW Government’s support for the development of the [Moorebank](#) intermodal site precinct, the efficient operation of which will be critical in meeting the nation’s future freight needs.

“We also note the intention to increase the rail effort moving freight in and out of Port Botany which is timely, given NSW Ports’ annual report shows container traffic at the port grew 4.4 percent in 2012-2013 to 2.13 million TEUs.

“With current rail mode share at just over 14.2 per cent, at 278,005 TEU’s, ALC notes and supports the NSW Government’s goal to double rail mode share. Getting more intermodal freight onto rail has been identified by all governments as a key priority and ALC looks forward to action taken to deliver on these commitments.

“The investment decisions by all levels of government across all modes of transport need to be geared towards maximising the efficient operation of Port Botany.

“ALC also acknowledges the Government’s renewed focus on collecting improved freight data which we hope will underpin improved decision making by all levels of government.”

Mr Kilgariff said the release of the NSW Freight and Port Strategy also highlighted areas where further work was required to make NSW the ‘Premier State for Freight’.

“While the strategy notes a second airport site is a matter for the Australian Government but agrees that the NSW Government has a key role to play in supporting freight arrangements, ALC is very supportive of [Badgerys Creek](#) and believes planning must be undertaken now to ensure it is an efficient multi-modal air, road and rail facility,” he said.

“ALC notes the Government’s commitment to preserve strategic road corridors but we would have liked to have seen more concrete measures to fund the preservation required to secure permanently the land necessary to maintain corridors or to locate or buffer port and intermodal facilities.

“We also note that the business case for the Hume Highway trial of High Productivity Vehicles will be completed in 2013 and we look forward to its timely publication.

“The Government’s support for the National Heavy Vehicle Regulator is also welcome, but given its services will be funded by the industry through charges, service level agreements need to be published so industry is fully aware of the services that are to be provided and to what standard,” he said.

Ends 7 December 2013

Further information: Duncan Sheppard on 0412 340 934