

MEDIA RELEASE

ALC Applauds Fast Track of Port Botany Rail Duplication

The [Australian Logistics Council](#) (ALC) has applauded the NSW Government's announcement that planning approvals have been granted for the Port Botany Rail Line Duplication and Cabramatta Passing Loop projects.

Both projects are essential to enhancing the efficiency and long-term resilience of supply chains in NSW and will help to alleviate congestion on the Sydney road network.

"ALC has been a [longstanding](#) advocate for duplication of the freight rail line at Port Botany, which will support continued growth in domestic and international freight at this key trading gateway," said ALC CEO Kirk Coningham.

"Around 18 per cent of TEUs are currently moved to and from Port Botany each year via rail, and [NSW Ports](#) is committed to a long-term strategy to move 3 million TEU by rail, which will help to take pressure off the road network and deliver enhanced environmental outcomes for the community."

"Duplicating the remaining 2.9-kilometre single track section of the Botany Line between Mascot and Botany and constructing a new passing loop on the Southern Sydney Freight Line at Cabramatta will inject greater efficiency and capacity into the freight network and help to meet NSW's growing freight demands."

"The delivery of these projects by the [Australian Rail Track Corporation](#) will further encourage freight owners to transport more containers by rail and will build on [significant investments](#) NSW Ports has already made to increase port-side rail capacity."

"Rail will play a vital part in meeting continued growth in NSW's freight task, thanks to an expanding network of intermodal facilities, including the Moorebank Intermodal Terminal and the Enfield Intermodal Logistics Centre."

"The NSW Government's decision to fast track planning approvals for these critical projects will also assist with economic recovery in the wake of COVID-19 by creating hundreds of jobs during the construction phase and stimulating further investment in complementary freight infrastructure in the years ahead."

ENDS

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