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Driving business success for consulting firms in the built and natural environment

Tuesday March 20, 2018

Mr Rodd Staples  
Secretary  
Transport for New South Wales  
18 Lee Street  
CHIPPENDALE NSW 2008

Dear Mr Staples,

**RE: NSW Draft Freight and Ports Plan**

I am writing to you in response to the Government's call for feedback on the *NSW Draft Freight and Ports Plan*. Consult Australia is pleased to broadly support the NSW Government's long-term strategic planning agenda as outlined in the *NSW Draft Freight and Ports Plan*.

In order to further support the strategic planning outlined in the draft, Consult Australia would like to see additional planning consideration and attention be given to the following:

- The impact of High Productivity Vehicles (HPV) on the planned and existing transport and intermodal corridors in Greater Sydney which link to Port Botany- the major issue is accommodating HPVs on the road network as they require more space when cornering and negotiating intersections, they also require larger rest and breakdown areas. Whilst the draft plan has identified HPVs with regards to regional NSW, we feel this should also be considered for Greater Sydney.
- The introduction of modern, safer HPVs should be investigated within 0-10 year period, opposed to the 10-20 year period- which will benefit the freight and wider industry.
- The Western Sydney Freight Line will be required before 2030 and it is recommended that in addition to the commitment to protect corridors, construction begins in the next 10 years.
- In addition to duplicating the Port Botany Rail Line, it is also suggested that Transport for NSW (TfNSW) collaborate with NSW Ports to investigate and plan for its on-dock rail capacity to handle increasing rail transport demand.
- It is recommended that the 20+ year vision for the freight separation initiative be brought forward to a 0-10 year initiative to allow for the planning of separate freight and passenger tasks on key shared networks.
- Consideration should be given to the construction of dedicated freight lines on selected corridors with high freight usage in the 0-10 year priorities.
- An investigation around potential automation of freight movements for Regional NSW with regular point-to-point routes in the 0-10 year priorities should also be considered.

These recommendations serve to support the already outstanding long-term strategic planning outlined in the *NSW Draft Freight and Ports Plan*, while providing additional projects which will allow regional and metropolitan NSW to meet the growth demands of the coming decades.

Your sincerely,

**Megan Motto**  
Chief Executive Officer