

**Submission  
No 14**

## **INLAND RAIL PROJECT AND REGIONAL NSW**

**Organisation:** Bayside Council

**Date Received:** 4 February 2021

3 February 2021

Our Ref: 20/338449  
Contact: Clare Harley – [REDACTED]

The Honourable Justin Clancy MP  
Chair Investment, Industry and Regional Development  
Committee on Investment, Industry and Regional Development  
Parliament House, Macquarie Street  
SYDNEY NSW 2000

Dear Mr Clancy,

**Re: Bayside Council Submission – Parliamentary Inquiry into Inland Rail Project and Regional NSW**

Bayside Council appreciates the opportunity to provide a submission to the Parliamentary Inquiry into the Inland Rail Project and Regional NSW. Council supports the planning for major infrastructure projects such as the Inland Rail Project to accommodate our nation's future freight demands through a safe and sustainable freight solution.

Bayside Council supports the continued investment in major projects that will redistribute freight away from Port Botany's local roads to the freight rail network aligned to the *2018 NSW Freight and Ports Plan*. Bayside Council supports the key objectives of the Freight and Ports Plan for Economic Growth, Efficiency, Capacity, Safety and Sustainability.

Bayside's *Local Strategic Planning Statement (LSPS)*, adopted in March 2020, outlines a number of planning priorities that aim to protect and grow the international trade gateways at Port Botany and Sydney Airport and to align with the Eastern City District Plan.

Bayside's LSPS also contains many initiatives aimed at protecting and enhancing liveability, especially as our resident population continues to grow. Reducing the volume of containers transported by road is key to achieving a balance between productivity and liveability.

Along with these planning priorities, Bayside Council also raises the following issues the Committee may find applicable to the Terms of Reference and considered for further discussion and investigations within the inquiry.

**1. Greater Rail Uptake of (TEU) Container Freight**

Bayside Council suggests that the inquiry to investigate future opportunities to develop the freight mode share to have greater reliance on rail infrastructure than road.

With container movements set to triple from 2.3 million in 2015 to 7 million by 2040, the *NSW State Infrastructure Strategy 2018-2038* forecasts that container freight rail mode share will increase from 17% (2018) to up to 40% by 2040 via the Port Botany freight rail line.

Despite this increase in rail uptake, truck movements are predicted to increase significantly over that same time. This vast growth of total container freight volumes and subsequent road freight movements within the Bayside Council LGA is an outcome the current road network and ancillary facilities surrounding the Port are not suited for. Inland Rail have stated the benefits this project will have to the efficiency and enhanced capacity of the coastal networks, particular around Sydney's busy rail network. Council seeks further review of the operations and systems of Port Botany and the rail network to enable greater uptake of containers to freight by rail than what is currently forecast, in order to relieve pressure on road networks.

## **2. Intelligent Transport Systems (ITS)**

Bayside Council suggests that the inquiry to investigate automated smart systems to support further efficiency in freight handling and dwell time.

*Future Transport 2056* acknowledges that network inefficiency, poor planning decisions, particularly around trade gateways, and freight land will impact the competitiveness of the state's businesses. With NSW freight forecast expected to increase 28% from 2016 to 2036, transport systems across the state need an efficient 'smart' freight network and more effective freight corridor planning, including physical separation where appropriate, and support for intelligent transport systems (ITS).

*Transport NSW Freight and Ports Plans 2018-2023* recognises there are opportunities to improve long distance freight efficiency by shifting some commodities away from road transport to rail, such as agricultural exports and construction materials. Objective 2 highlights the importance of improving the efficiency of existing infrastructure and ensuring greater connectivity and access along key freight routes.

Council seeks further review of intelligent transport systems for the Inland Rail Project that would support improvements in the efficiency of the existing system and infrastructure and relieve pressure on the road network.

Bayside Council supports measures taken in future Inland Rail integration projects to prioritise functionality of the rail freight and its integration at the port of origin/destination. As a local government area heavily impacted by the presence of container freight and dangerous goods on suburban roads, Council advocates for the further development of rail freight as a dominant freight mode share both as sustainable infrastructure, and to minimise the impact on residents and visitors to Bayside.

If you have any queries regarding this submission, please do not hesitate to contact Clare Harley, Manager of Strategic Planning at [REDACTED]

Yours sincerely,

[REDACTED]

Meredith Wallace  
**General Manager**