Regional NSW’s freight task is forecast to grow by around 12 per cent by 2036 - from 255 million tonnes to 286 million tonnes.

Growth coming from livestock, production & construction.

Freight supply chain dominated by coal, grain, steel, forestry.

92% of road network is local and regional roads.
- 1,700km in length, including 1,200km of enhanced and upgraded tracks and 500km of new sections via regional Victoria, New South Wales and Queensland. Where possible, existing rail infrastructure will be used.

- Enhances the National Land Transport Network by creating a rail linkage between Parkes and Brisbane, providing a connection between Queensland and the southern and western States.

- Expected to boost Australia’s GDP by $16 billion over the next 50 years.

- It will make it easier to connect our farms, mines, cities and ports to domestic and international markets. Two million tonnes of agricultural freight will switch from road to rail, with a total of 8.9 million tonnes of agricultural freight more efficiently diverted to Inland Rail.

- Rail costs for intercapital freight travelling between Melbourne and Brisbane will be reduced by $10 per tonne.

- Compatible and interoperable with high productivity train operations in the east-west corridor, to Adelaide and Perth.
Highlights of Future Transport Strategy, and Regional NSW Services & Infrastructure Plan

Future Transport Strategy
- Creation of regional hubs, connected by multi-modal networks, designed to improve access and liveability for our regional customers.
- Enable innovation across the freight network and encourage new service models.
- "The Inland Rail project...being delivered by ARTC will mean major infrastructure changes to rail track in regional NSW including 37km of new track from Illabo to Stockinbingal, 107km of upgraded track from Parkes to Narromine, 307 km of new track from Narromine to Narrabri, 83km of upgraded track and 3km of new track from Narrabri to North Star and 52km of new track from North Star to the NSW/Queensland border."
- The final Freight and Ports Plan will align with the Future Transport Strategy and Plans as well as plans and strategies across all levels of Government. In particular, the importance of Local Government involvement in last mile (final stage of freight journey) issues will be further explored.

Regional NSW Services & Infrastructure Plan
- Opening up inland regional NSW through improved east-west crossings of the Great Dividing Range;
  "Linking the Hunter Expressway with the Golden Highway and New England Highways will support the resource rich regions of the Hunter, Central West and Orana and New England and North West. Upgrading of these connections also supports and reinforces the global gateway status of Greater Newcastle through access to its port and airport. The development of the Golden Highway will provide an alternative route from Central West and Orana around Greater Sydney."
- "Over the next 20 years, rail freight growth is expected along the corridors in the Hunter, Illawarra and Sydney, with much related to accessing the three major ports. Road freight flows are expected to grow along the Pacific Highway, Hume Highway, Newell Highway corridors as well as the western half of the Sturt Highway."
- "To improve the reliability of connections between Greater Sydney and regional NSW, we will also investigate capacity improvements to the Northern Sydney Freight Corridor and Southern Sydney Freight Line and protection of a Lower Hunter Freight Corridor."
Improved Passenger Transport

- The New Regional Rail Fleet will replace the ageing XPT, Xplorer and Endeavour trains with new fleet expected to be rolled out progressively in the early 2020s.

- Transport Access Program (TAP) is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.
  - As part of TAP, a further $133 million was recently announced by the NSW Government in the 2018-19 NSW Budget to allow for planning at 15 more stations to receive accessibility upgrades. This takes the NSW Government’s total investment to over $2 billion since 2011.
  - Across 25 regional locations, TAP has a number of projects currently underway or completed. Interchange upgrades include a range of improvements such as pedestrian access, canopies, CCTV, help points, lighting, bicycle storage, drop off and pick up zones, amenities, seating and taxi zones.
Investing in Transport

2018/2019 Budget

- $10.7 billion in recurrent expenditure for transport in 2018/19.
- $9.8 billion in capital expenditure for road, maritime and freight infrastructure in 2018/19;
  - Fixing Country Rail Program: Junee to Griffith Line upgrade ($60 million); Berry to Bomaderry Rail upgrade ($40 million); Tarago Passing Loop Extension ($7.7 million); and the extension of rail sidings at the Ettamogah Rail Hub at Albury ($7.6 million).
  - $40 million will allow initial sealing of the last two unsealed State Highways in NSW - the Cobb and Silver City Highways - to be completed by 2023.
  - $119 million for road freight safety and productivity in regional New South Wales.

Growing Local Economies

- $500 million available for projects in regional NSW.
- Open to projects that have the capacity to deliver jobs and economic growth, help regional communities capitalise on their strengths or broaden and reposition their industry base.
- Delivering the common use enabling infrastructure that supports projects of regional economic significance and is expected to deliver long term growth benefits.
  - $7.4 million towards the repairing and re-instating the Barraba branch line to enable the Tamworth Intermodal project. This project is said to create 5,000 local jobs for this community.
Investing in Transport

Snowy Hydro Legacy Fund

- $4.2 billion to be spent in regional NSW.
- $40 million has been committed for scoping studies of big-picture, visionary regional infrastructure projects.
- The Parkes Activation Precinct will be the Government’s first investment action to implement priorities identified in this vision.

  “The Parkes National Logistics Hub is just one part of the vision, and as the first to be announced, it clearly signals the types of big-ticket projects we’re looking at investing in: Ones that will totally transform the regions for generations to come.”

  “The Parkes precinct will attract major employers, drive local economies and create jobs across the Central West, and is perfectly situated to take advantage of the Inland Rail project, which will allow products to be delivered across Australia and around the world.”

20 Year Economic Vision for Regional NSW

- Launched by Premier in Bathurst on 30th July.
- Promotes sustainable, long-term economic growth in regional NSW. It identifies priorities for investment which will guide the allocation from the new Snowy Hydro Legacy Fund.
- Will guide infrastructure, service provision and regulatory decisions across government by applying a set of principles for future investment which are based on the ‘economic enablers’ government can most effectively use to encourage growth.
- The principles address transport, freight, digital connectivity, access to resources, skills, education and regulation while capitalising on emerging industries that align with a region’s local strengths.
Road Safety Outcomes on Country Roads

Too many deaths & injuries

- Country people are a third of the NSW population, yet consistently account for more than two thirds of deaths on NSW roads.

- 392 deaths occurred on NSW roads in 2017, 70% or 272 of them on country roads.

What is the NSW Government doing?

- Launched The Road Safety Plan 2021 in February 2018 to reduce fatalities by 30 per cent by 2021;
  - $640 million for infrastructure upgrades, including safety barriers, tactile line markings, wide centre line, and safety upgrades of high risk curves.
  - $180 million for safety upgrades for pedestrians, cyclists and other road users.
  - $250 million for enhanced enforcement including 50 additional highway patrol officers in regional areas, roadside alcohol testing and a doubling of mobile drug testing.
Planning

Regional Plans

For the first time, the whole of NSW is covered by strategic land-use plans. The NSW Government has completed rolling out the nine strategic plans to provide for a sustainable future for the state’s regions to 2036;

Central Coast, Central West and Orana, Far West, Hunter, Illawarra-Shoalhaven, New England North West, North Coast, Riverina-Murray, South East and Tablelands

The responsibility for implementing the plans is shared between state and local government, with involvement from other stakeholders and the community.

Inland Rail and Special Activation Precinct

The location of Parkes at the intersection of the existing east-west rail line, the new inland rail line and the Newell highway creates opportunities for businesses that rely on the good connectivity to locate there and in so doing will create jobs and stimulate the local economy.

The concept of the Special Activation Precinct in Parkes will use the advantages of this location to provide certainly to businesses through a range of mechanisms including upfront impact investments, streamlined planning processes and investment in common-user infrastructure.