PLANNING INSTITUTE OF AUSTRALIA, NSW DIVISION – TRANSPORT PLANNING CHAPTER

NSW GRAIN FREIGHT REVIEW – Response to call for Submissions. March 2009

This submission has been prepared by members of the Transport Planning Chapter on behalf of the NSW Division of the Planning Institute of Australia (PIA NSW).

The Planning Institute is the peak body representing professionals involved in planning Australian cities, towns and regions. The Institute has around 4500 members nationally and 1300 members in New South Wales. PIA NSW plays a key role in promoting and supporting the planning profession within NSW and advocating key planning and public policy issues. The Transport Planning Chapter represents transport planning professionals within the Institute.

The following comments are provided in relation to the question related to “enhancing the efficiency of grain transport, storage and handling.

What are the current deficiencies in the grain logistics chain?

- The impact of climate change, crop production, consumer demand and cost drivers on the sustainability of the existing grain logistics chain.
- Ability for grain rail services to access the main line rail network in moving goods across NSW and into Sydney. This ability is restricted by competing uses on rail lines, including coal services to Newcastle and freight service restrictions during the commuter peak hours within metropolitan Sydney.
- Availability of storage and transfer facilities within metropolitan Sydney to support the efficient export movement of grain by road or rail.

What changes to infrastructure, operations and/or management arrangements would overcome these deficiencies?

- Sufficient infrastructure to meet current and future demand requirements for the grain logistics chain. This requires a comprehensive and integrated approach between government, industry and the community to identify gaps and develop plans to overcome these gaps.
- Identification of strategic ‘hubs’ that would support the efficient storage and transfer of grain cargo within regional NSW and metropolitan Sydney. Located at key locations within regional NSW and metropolitan Sydney, the hubs would allow for the efficient road / rail access and provide opportunities for the consolidation of grain logistics and other cargo. These facilities would generate sufficient economies of scale for grain movements and therefore support the viability and sustainability of the grain logistics chain.
Are there any access, institutional or regulatory changes required to improve efficiency?

- Identifying opportunities for collaboration by industry participants to improve efficiency of the grain logistics chain. Provision of access and facilities for the grain logistics chain is often fragmented, with competitive pressures by participants in the industry inhibiting coordination of activities to support a collaborative approach in meeting the grain logistics chain requirements. Government should play a role in supporting and facilitating industry involvement in fostering a collaborative approach.

- Providing land use and design controls to support the planning and development of strategic hubs to support the grain logistics chain.

How should the costs of any proposed changes be met?

- Costs for changes should be shared between government and industry, with a strategic framework to identify the appropriate arrangements for distribution and recovery of costs by each party.

Thank you for the opportunity to provide comments. We look forward to the results of the review and would welcome any further opportunity to be involved in the process.

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