

Focus		NSW Manufacturing Current State in context of and supporting the National Rail Freight Strategy	
<b>NSW Rail Freight</b> <b>In context of the National Freight Strategy - and opportunity for revitalising rail sector manufacturing, maintenance, repair and auxiliary services</b>	About 80% of all National freight goes through NSW. Rail freight needs not just Sydney but importantly, Regional NSW support.		
	The Inland Rail and the opportunity to have NSW Regions and towns like Moree, Tamworth, MIA, Albury be inter-modal ports with distribution centres, will also demand manufacturing, maintenance, repair, emergency response, and sustainment services.		
	The NSW Manufacturing Sector has reflected the National decrease in manufacturing employment. However, with the exit of the automotive vehicle manufacturers, there are NSW firms being affected. It means another sector needs identified and supported to fill the gap and mitigate a manufacturing 'Valley of Death' (Department of Defence - Navy Shipbuilding and 2015 Defence Whitepaper).		
	The NSW 'Jobs First' and recently released NSW Government Defence Strategy Paper (2017) will have an Implementation Plan developed to support NSW manufacturing firms to participate in the maintenance and sustainment opportunities this sector is planned to deliver, similar to the Victorian Defence Supplier Development \$50m support.		
	One sector is the rail sector which has much in the way of manufacturing, maintenance and repair demands across the freight network for such operators like Pacific National, Downer EDI, UGL, RPC Technologies. The NSW Transport Plan identified NSW has good sea-side capacity but insufficient land-side capacity.		
		The Badgerys Creek Airport and Inter-modal ports there and in Moorebank, Cooks River and Enfield have know constraints and least of all access to local and regional manufacturing support. There are opportunities to link Badgerys Creek to the Inland Rail and relieve the land-side capacity constraints already identified in Port Kembla, Newcastle and Port Botany, least of all is having a dual track - standard gauge - double stack NSW, Inland Rail and National Freight Rail Network. With the Victorian Government flagging a 50 year horizon for moving Webb Dock to Geelong, it may transpire that the Inland Rail could go be connecting Geelong through the MIA Yamba or Gladstone QLD instead of Brisbane.	
		This is opportune for NSW as the previous 2009 NSW Manufacturing Council research by the IMIA / Australian Graduate School of Leadership for NSW Industry and Investment then Chaired by Dr Roy Green UTS, identified 3 growth industries to generate growth and hence jobs - Rail, Clean Energy and Sustainable Buildings. It is testament that the NSW Government has across various political administrations, been consistent and now wishes to be part of the National Rail Freight Strategy which McLean	
Strategy		NSW Freight Rail Infrastructure Strategiesto support the National Freight Strategy	
<b>Actions</b>	<b>NSW Rail sector within a National Context</b> The rail equipment manufacturing companies have delivered continued growth, healthy order books and profitability. IBIS World Report C2823 for 2015-2016 assessed the Australian Rail Sector revenue was over AU\$3 billion.		<b>How to get there:</b> 1. Appoint Australasian Railway Association and Industry Corporation to coordinate and liaise across all stakeholders to drive the COAG Agenda, Standardisation and levelling of Federal and State Government and Container, Coal, Mining, Grain, Smeltered and Process Metals, Livestock and Process Foods and other rail transport demand and tendering processes 2. NSW Department of Industry, and those with the remit for Ports and Transport, to coordinate rail, ports and roads infrastructure strategy to optimise all stakeholders' activities across Sydney and with the Inland Rail, Badgerys Creek and National Rail Freight Strategy 3. DoI consider similar on-going financial support for Lean Manufacturing implementation programs for NSW manufacturing sectors and those embedded and supporting the Ports, Passenger and Freight Rail linked the Department of IS Entrepreneurs' Programs which can provide up to co-funded \$20,000 Grants 4. DoI and Education be tasked with working with large rail entities to support their efforts in building trade/technical schools 5. DoI tasked with supporting the Rail Industry Suppliers Collaborative Project and Australasian Rail Association, to identify and scope capacity of the rail supply industry and advise development of policy settings and improvement initiatives, that build global competitiveness along with making a significant impact on reducing NSW and Australia's Greenhouse emissions and its Carbon Footprint 6. With Industry 4.0 and Internet of Things collaborations, the National Rail Freight Strategy should support industry, tertiary and TAFE education and productivity pathways to support both Freight and Transport for National Defence, Food and Export security and exports
	The Australian and New Zealand Market as being subject to cyclical government tenders and contracts, peak and troughs in mining sector rail demand, seasonal freight and commuter rail fluctuations and the perennial lack of national rail gauge standardisation and associated locomotives, passenger train sets, and freight wagons.		
Australian niche rail manufacturers can struggle to compete in the global market place due to price (Australian is a major influence) and delivery. The research identified in the rail sector that the major reason was the absence of local volume to create level demand and economies of scale.			
<b>The Opportunity:</b> It is within NSW's capability, competencies, capacities, ISO 9001 and IRIS Certifications, NSW could be the Rail Transport Manufacturing centre of excellence for Australia and its National Freight Strategy and Plans			