

15 September 2017

Ms Judith Zielke
Deputy Secretary
Department of Infrastructure and Regional Development
GPO Box 594
CANBERRA CITY ACT 2601

By email: judith.zielke@infrastructure.gov.au, freightstrategy@infrastructure.gov.au

Dear Judith,

Re: Submission to National Freight and Supply Chain Strategy Inquiry

Further to my review of submissions made in respect of the National Freight and Supply Chain Strategy Discussion Paper and as discussed at our Expert Panel meeting on 6 September 2017, I felt it would be a valuable addition to submit NSW Ports' 30 Year Master Plan to the Inquiry.

NSW Ports is the custodian of key NSW ports – Port Botany and Port Kembla, as well as the Cooks River Intermodal Terminal and the Enfield Intermodal Terminal. NSW Ports is a consortium of institutional investors, and are the managers and developers of the above assets under a 99-year lease from the NSW Government.

Navigating the Future: NSW Ports 30 Year Master Plan (Master Plan) was released in October 2015. This Master Plan acknowledges that an efficient and sustainable port supply chain will contribute to the success of Sydney, NSW and Australia. It complements the objectives of government-led plans and strategies designed to build a sustainable future for Sydney and NSW, and thus acts as an important contributing document to the development of the National Freight and Supply Chain Strategy.

The Master Plan identifies five objectives to sustainably cater for forecast trade growth in NSW. In summary, these are:

1. Provide efficient road connections to the ports and intermodal terminals

Efficient road connections to and from ports and intermodal terminals are vital to the efficient movement of freight and essential to be able to cater for the growing NSW freight task.

2. Grow rail transport of containers

Increasing the movement of containers by rail to and from Port Botany will assist the Port to maximise its throughput capacity. In this way, forecast container growth can be accommodated in a cost-effective, efficient and sustainable manner.

3. Use land and infrastructure efficiently

Land and infrastructure within our ports and at our intermodal terminals is finite and in demand. Optimising the utilisation and productivity of existing land and infrastructure before investing in new land and infrastructure is at the core of our approach to sustainable asset management.

4. Grow port capacity

Even with improved productivity and greater land utilisation, new infrastructure will be required to cater for forecast trade growth. The timing for increased capacity will depend on actual trade volumes, productivity improvements and wider market developments.

5. Protect the ports and intermodal terminals from urban encroachment

Ports and intermodal terminals require protection from urban encroachment and redevelopment to higher-value land uses such as residential, retail and commercial uses in order to operate efficiently

These five objectives are discussed in detail in the Master Plan, which outlines the priorities and the actions we believe are required for a sustainable and efficient port supply chain well beyond the 30 year horizon.

We have recognised that we cannot achieve the objectives that will ensure the ports and intermodal terminals can efficiently and sustainably cater for NSW's future needs on our own. Many stakeholders will need to work in a coordinated and collaborative manner if we are to successfully deliver on this Plan. A National Freight and Supply Chain Strategy will complement these objectives and assist industry stakeholders to achieve what is required to meet the future freight task.

A copy of the Master Plan is attached and is available on our website at www.nswports.com.au.

NSW Ports welcomes the development of a National Freight and Supply Chain Strategy, and looks forward to continuing to work with the Department to reach a positive outcome for industry and the nation.

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'Marika Calfas', with a horizontal line underneath.

Marika Calfas
Chief Executive Officer