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MEDIA STATEMENT

A win for moving produce from paddock to port in NSW

A group representing Australia's largest rail freight operators and infrastructure owners today congratulated the Australian Government for committing \$400 million to duplicate the remaining single-track section of Sydney's Port Botany Rail Line.

Freight On Rail Group (FORG) of Australia Chair Dean Dalla Valle said farmers, exporters and rail freight operators can now look forward to getting their freight to international cargo ships at Port Botany quicker, cheaper and free of unnecessary network disruptions.

"Australian farmers and exporters operate in fiercely competitive global markets – our rail freight networks must be efficient so the price of our products and commodities appeal to buyers and consumers around the world," said Mr Dalla Valle.

Mr Dalla Valle said it was no longer acceptable for Australia's second largest container port – and the international gateway 'to and from' NSW – to be serviced by a sub-standard railway line.

"Moving produce from country towns like Bathurst, Orange, Dubbo, Parkes and Manildra to Port Botany by rail should be efficient and cost-effective; not an exercise in battling 20th century freight bottlenecks," said Mr Dalla Valle.

Mr Dalla Valle said a duplicated rail line in and out of Port Botany would also greatly benefit intermodal freight terminals in western and southwestern Sydney like Chullora, Enfield, Minto, Cooks River and the future Moorebank Logistics Park.

"A duplicated rail line will allow frequent train shuttles to service Port Botany, helping to shift the haulage of freight from road to rail, in turn easing traffic congestion on busy Sydney motorways and roads," said Mr Dalla Valle.

Mr Dalla Valle said regions like North America and Western Europe have a long history of investing heavily in rail freight infrastructure to shift the haulage of bulk commodities like coal, grain, cotton, steel, timber, fuel and fertiliser from road to rail.

"Moving bulk freight by rail is safer, more efficient and cleaner than road – a typical freight train hauling cargo containers takes up to 60 B-doubles off the road, while rail freight produces 16 times less carbon pollution per tonne kilometre than road," said Mr Dalla Valle.

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About Freight On Rail Group (FORG) of Australia

FORG members contribute more than \$11 billion to Australia's economy each year, employ almost 20,000 people, operate 1,600 freight locomotives and manage 23,000 kilometres of rail track.