

Parkes National Logistics Hub

Parkes is a thriving town located within the Central West of New South Wales. Strategically situated at the cross roads of the Newell Highway, connecting Brisbane and Melbourne, and the transcontinental railway linking the eastern seaboard to Perth, Parkes is at the logistics centre of Australia. This unique characteristic has made Parkes one of the most strategically significant locations in the future of transport and logistics in Australia.

Parkes Shire Council with approval from the State Government has rezoned 516 hectares of agricultural and industrial land on the western edge of the town for the development of a national transport hub with an additional reserve of over 100 hectares. The Parkes National Logistics Hub has been specifically designed for the 24 hour, 7 days per week operation of a multi-modal transport facility.

Parkes is universally recognised as a strategically significant location for transport and logistics. From Parkes, 16 million people or over 80% of the Australian population can be reached in less than 12 hours. All capital cities in mainland Australia are readily accessible by road and rail with good access to Australia's largest ports.

This transport hub has received interest from several of Australia's largest and most successful transport and logistics companies which have recognised the immense strategic importance of the development. Transport companies with large landholdings and operations in the hub include SCT Logistics, Asciano and Linfox. SCT Logistics currently operates an intermodal terminal which includes a 10,000 sqm warehouse facility and is actively looking to develop new operations across almost 300 hectares of land. Asciano has concept approval from the NSW State Government for the development of a \$150 million multi-modal terminal on their 327 hectare site.

Major investment opportunities are available to businesses looking to take advantage of what Parkes has to offer as there is significant potential for logistics, manufacturing and distribution companies to relocate to the Hub to centralise their national warehousing and distribution operations.

The Parkes National Logistics Hub represents one of the most important developments for the future of Parkes and the Central Western region of New South Wales. Transport and logistics offers regional Australia an opportunity to diversify the economy away from the traditional strengths of agriculture and mining. The industry represents one of the key growth opportunities for Parkes with potential for over 1,000 people to be employed at the Hub during full operation.

To ensure the timely and successful development of the Parkes National Logistics Hub, significant infrastructure investment is required. This includes the construction of the Australian Inland Railway which would allow for the north-south and east-west transport of rail freight to be facilitated through the Hub at Parkes. The Parkes National Logistics Hub will greatly enhance the transport efficiency gains resulting from the development of the Australian Inland Railway. Other infrastructure projects with the potential to improve the efficiency of the Hub include the:

- Construction of the Ring Road;
- Road improvements between Parkes and Sydney;
- Rehabilitation and development of the Parkes Regional Airport;
- Telecommunication infrastructure;
- AQIS binding areas; and
- Power generation infrastructure.





Australian Inland Railway

The Australian Inland Railway is a project of National significance addressing one of Australia's greatest competitive disadvantages, the tyranny of distance. It is a planned railway linking the Port of Melbourne to the Port of Brisbane. The vast majority of freight in this corridor is currently carried by road due to the limited rail infrastructure, significant transit times and prohibitive costs. The development of the Australian Inland Railway would have many benefits of national significance including:

- Improving the efficiency of transport and logistics throughout Australia;
- Reducing the economy's reliance and demand for oil;
- Significantly reducing the emission of pollution and greenhouse gases;
- Reducing road congestion and improved safety on major highways; and
- Providing the catalyst for modal-shift to rail.

The 2006 Ernst and Young, "North-South Rail Corridor Study 2006" indicates a transit time of 20.4 hours is possible for an investment of \$3.1 billion. A 20.4 hour transit time is below the 27 hour door-to-door transit time recognised as the driver for competition between road and rail.

The proposed Inland Railway will logically accommodate 1,800 metre trains, which are now setting new efficiency benchmarks for the freight industry. The Australian Inland Railway must have strategically placed multi-modal facilities to optimise freight distribution to the nation. Inappropriate location or configuration of multi-modal facilities has the potential to adversely effect transit times as currently occurs with many existing facilities which are unchanged since their establishment often up to century ago.

The Parkes National Logistics Hub is situated at the confluence of the proposed Inland Railway and the Sydney-Perth transcontinental railway with direct higher mass limit vehicle access to the Newell Highway. The Parkes National Logistics Hub has over 500 hectares of land zoned for 24 hour, 7 day per week operation of multi-modal facilities. The opportunity to consolidate, double stack and reconfigure freight, shift freight to and from road and rail freight direct to any capital city is optimised only at this location. The Parkes National Logistics Hub will be highly synergistic with the Inland Railway and is already a demonstrable driver of modal shift.

The Parkes National Logistics Hub is poised to expand if the Inland Railway proceeds. Significant development applications have been approved for multi-modal facilities of national significance. Discussions with major landholders within the Hub including Asciano and SCT Logistics indicate that certainty in regards to the future of the Australian Inland Railway is needed to inform investment decisions. Confirmation of the development of the Australian Inland Railway through Parkes would be the catalyst for over \$200 million of private investment within Parkes in the transport and logistics industry. This would be a major contribution to meeting the nation's freight task and an enormous benefit to the economy of Parkes and that of Regional New South Wales as a whole.



Road Developments

Parkes Ring Road

Considerable planning has been undertaken to develop a strategic road transport plan for Parkes. The plan provides a clear strategy for the development of an efficient road network, that both meets the access needs of the Parkes National Logistics Hub while simultaneously protecting the amenity of the residential areas of Parkes.

The Newell Highway is the major freight route between Melbourne and Brisbane and currently carries 1,400 heavy vehicles per day, 40% of which are B-Doubles. A fourfold increase in freight on this corridor is forecast by 2020 requiring new road infrastructure to manage the extensive growth.

The quintessential elements of the transport strategy are a Western ring road and a Southern ring road. The Western ring road will provide direct heavy vehicle access from the Newell Highway to the Hub from either direction. The Southern ring road similarly provides convenient heavy vehicle access from the Hub to the main Sydney route. Together the ring roads will provide highly effective access and separate the heavy vehicles from the residential/ commercial areas of Parkes, thereby providing highly effective access while protecting residential amenity.

This will also include an overpass across the rail line to reduce the traffic conflicts between road and rail. For a successful multi-modal logistics hub, there needs to be a smooth integration of both road and rail infrastructure.

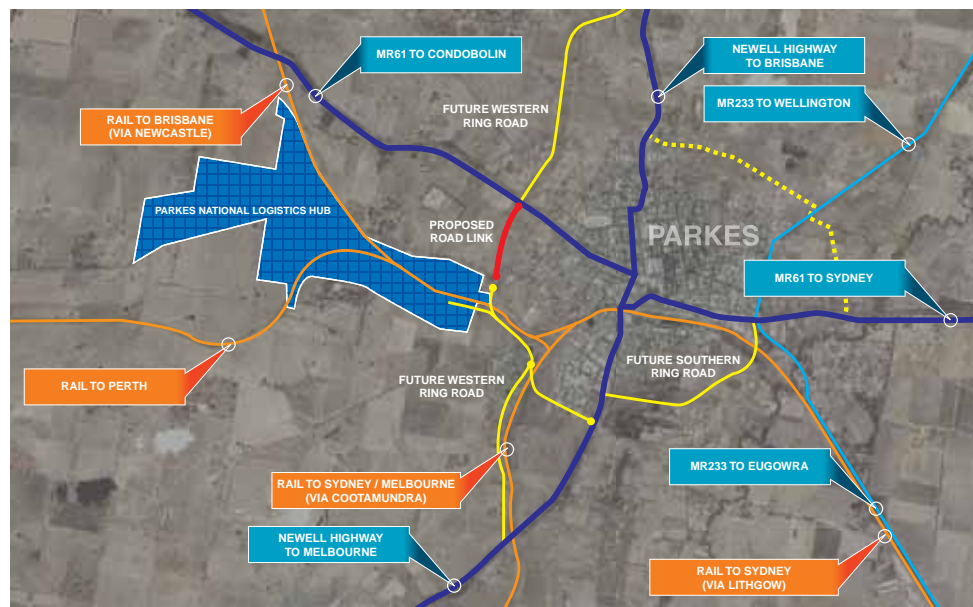
Parkes – Orange – Sydney Road Connection

The anticipated success of the Parkes National Logistics Hub will require improved road networks to Sydney. This will be to accommodate the expansion of the traffic generated by the Hub and the growing community of Parkes. The Great Western Highway and the Bells Line of Road are the main roads linking Central Western NSW to Sydney. These roads are characterised by very steep grades, tight curves and limited overtaking opportunities and limit the growth of freight transport to the west.

The preferred option is for the development of the Bells Line Expressway comprising a high standard 100-110 kph four lane highway with a gradient generally less than 7%. This type of road would be suitable for all types of vehicles including B-Doubles. The Bells Line Expressway would significantly improve the integration of the Parkes National Logistics Hub with Sydney.

Parkes – Wellington – Golden Highway Connection

The anticipated success of the Parkes National Logistics Hub will require improved road networks to Newcastle. This will be to accommodate the expansion of the traffic generated by the Parkes National Logistics Hub. Newcastle is one of Australia's largest ports and it is important that it has good access to Parkes. The Parkes to Wellington Road (Renshaw-McGirr Way) provides an important freight route to Newcastle and also an alternate scenic tourist route to the Newell Highway. Government investment in road improvements is required to ensure a high-quality road network to and from Parkes.





Artist impressions of the ultimate stage development.



Other Infrastructure

Parkes Airport

The Parkes National Logistics Hub aims to provide the efficient multi-modal freight distribution of freight to and from the Sir Henry Parkes International Airport and provide the freight logistics solutions for the market driven agriculture demands.

The majority of major airports in Australia are primarily focussed on passenger travel and congestion is inhibiting the growth of airfreight. The Parkes International Airport aims to facilitate direct export and consequential imports without the transport costs and transshipment delays through Sydney, Melbourne or Brisbane airports.



Concept design of the Parkes International Airport.

Parkes Council has committed \$2 million in loan funding to upgrade the airport pavement to consolidate the long term future of the facility. The Buldev Group currently hold options over the airport and are actively seeking partnership opportunities with the public and private sector to develop this major infrastructure.

Telecommunications

High speed and reliable telecommunications infrastructure is important to the transport and logistics industry which requires heavily on the transmission of information.

Parkes is extremely fortunate in having extensive fibre optic telecommunications infrastructure. Twin fibre optic cables pass through Parkes joining Brisbane and Melbourne and a third fibre optic cable connects Parkes with Sydney. This provides Parkes with a high level of redundancy as there is an instant alternative to replace a failed cable so that no communication linkage is lost.

The continued development of telecommunications infrastructure is needed so that Parkes remains competitive with the rest of the nation. This includes ensuring that the existing Next G Mobile network is maintained and expanding access to ADSL2 broadband across the entire Parkes National Logistics Hub.

AQIS Binding Areas

Provision of bond stores at the Parkes National Logistics Hub would provide added efficiencies to the logistics chain and increase freight logistics competitiveness. The development of an Australian Quarantine and Inspection Service (AQIS) facility in Parkes would allow freight to be moved directly to and from ships underbond to the Parkes National Logistics Hub. This would avoid the costly delays that often occur at some of Australia's largest ports, allow for the more cost effective storage of containers and reduce traffic congestion in metropolitan areas around the ports.

Power Generation

The operation of the Parkes National Logistics Hub will require significant power generation. The NSW Government has approved the development of a \$50 million gas-fired power station 5km north-west of the Hub. It is important that the Hub is connected to the new power network.

Contacts and Support

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