



Transport for NSW

Great Western Highway Upgrade Program

Road Freight in the Blue Mountains

Freight is moved across NSW every day on road and rail and through our ports and airports to support our communities and drive our economy.

The Great Western Highway is the key east west road freight transport connection between Sydney and NSW.

It currently carries around 6 million tonnes of road freight each year, with a further 7 million tonnes transported by rail. Forecasts indicate that by 2036 the Highway will carry 8.5 million tonnes of road freight each year.

Road freight moving through the mountains is made up of relatively small quantities, from a variety of industries, and most of it is moving relatively short distances.

The Great Western Highway is being upgraded alongside long-term rail and intermodal options. Upgrading the rail is no substitute for upgrading the Highway, as both are needed to meet future demand and address issues around safety, congestion and journey reliability.

Even with increased rail options and improved rail efficiencies, there will always be freight that suppliers will choose to move by road.



Nearly 40 per cent of road freight within the Blue Mountains is used or produced in the Mountains – starting or ending its journey between Lithgow and Katoomba.

Road freight on the Great Western Highway includes a large quantity of sand and gravel products produced from Mountain quarries

What freight moves by road?

Around half of freight in the Blue Mountains is carried on the road network; this includes refrigerated goods, livestock, commercial and retail goods. Much of this freight is in smaller amounts that require quick, direct access to many different retail precincts, light industrial areas or home deliveries on the same run.



Small amounts

Many drop off points

Fuel

Groceries

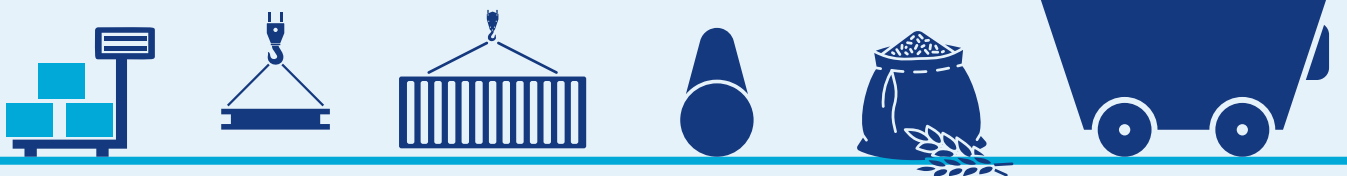
Building materials

Quick delivery

What freight moves by rail?

There are constraints around the type of freight that can travel by rail, including the large tonnage required to be cost effective, the speed of delivery, infrastructure for loading and unloading and the transportation required at either end of the journey.

90%
of containerised
freight already
moves by rail
through the Blue
Mountains



Bulk goods

Export goods

Containers

Steel

Grain

Coal

How do suppliers choose the right freight mode?

Like all of us, producers, manufacturers and suppliers make decisions based on cost and what helps them meet their needs – to have goods where they are needed, when they are needed. Volume, product type, delivery point, distance and cost effectiveness all influence choices on the best mode of freight. By choosing the most economical mode of freight, producers, suppliers and manufacturers keep costs low for consumers everywhere.

Great Western Highway road freight

	East to West	West to East
	'000 tonnes (2013-4)	'000 tonnes (2013-4)
Beverages And Tobacco	28	10
Cement And Concrete	99	125
Cereal Grains	0	53
Chemicals	134	5
Cork And Wood	193	577
Fertilisers, Manufactured	15	0
Food (Animal Or Human Consumption)	425	474
General Freight	593	610
Iron And Steel	179	13
Live Animals	0	31
Machinery And Transport Equipment	0	95
Miscellaneous Manufactured Articles	96	62
Other Commodity (NEI; incl container)	470	46
Other Manufactured Articles	104	168
Petroleum And Petroleum Products	255	58
Sand, Stone And Gravel	0	2,020
Grand Total	2,589	4,346

The type of freight transported by road along the Great Western Highway is diverse, and unique in relation to the rest of NSW.

Freight moving East to West is largely made up of manufactured products, food and general freight such as furniture and fuel.

Freight moving West to East includes timber, food and agricultural products and a large quantity of sand and gravel produced from Mountain quarries.

The volumes of freight across sectors are relatively small and are moving relatively short distances. Nearly 40 per cent of road freight within the Blue Mountains is used or produced in the Mountains – starting or ending its journey between Lithgow and Katoomba.

*Data drawn from the Australian Bureau of Statistics Freight Movements Survey. Analysis by Transport for NSW.

Modern Heavy Vehicles: Safer, quieter and less of them

The upgraded Highway will be designed to carry the newest, safest and most productive heavy vehicles. A modern 26-metre truck produces

46% fewer emissions



than a 19m semi-trailer

Modern 26-metre heavy vehicles have the highest safety standards and technology, including:

- Quieter and cleaner engines
- Lane and breaking assist
- Active cruise control

Because they can carry more, they result in fewer truck trips. This means:

- Fewer emissions
- Reduced congestion
- And lower transport costs, which makes goods more affordable for everyone

If there is no change to the capacity of trucks allowed on the Great Western Highway, by 2036 there will be 700 more large articulated trucks on the road each day.

Allowing modern, higher capacity vehicles could instead lead to a 15-20% reduction in articulated truck trips on the Highway between Katoomba and Lithgow.

NSW Freights and Ports Plan 2018-2023 is the NSW Government's critical strategic plan for freight. Please visit www.transport.nsw.gov.au/projects/strategy/nsw-freight-and-ports-plan for more information.

Producers, manufacturers, consumers and businesses throughout Sydney, the Blue Mountains and the Central West rely on different freight options to send and receive goods.

Christina



Christina runs a small supermarket in the Blue Mountains, which provides groceries like bread, milk, fruit, vegetables and meat.

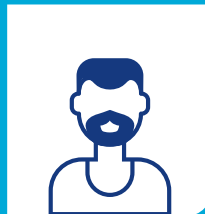
Part of a medium sized chain of supermarkets, Christina's supplies are delivered by truck once a day. This makes sure she has fresh stock for her customers. The amount she orders changes, depending on things like the weather and how many tourists are in town.

Her store is third on the truck's run from Sydney. The truck delivers to one more market before returning to Sydney to restock for the next day.

Road freight is the most cost and time effective way for Christine to get stock to her store.



Gary



Gary works at a quarry in the Blue Mountains, which is a major supplier of construction sand to the Sydney market and a key employer for the Mountains.

Approximately 50 trucks loaded with raw excavated materials leave the site each day to deliver to sites in Sydney.

There is no local rail infrastructure near the quarry, so it relies on road freight.

The choice of freight mode is further restricted by the fact that in Sydney, there is no rail infrastructure available for extra use, which would allow for unloading of the material.



John



John's farm is in Orange, NSW. He produces apples and stone fruit from his medium sized orchard.

John sells some of his fruit locally and transports some himself to locations and farmers markets in Sydney on his one truck, packed by his employees.

The last couple of years have been difficult, with drought in the area hitting his harvest hard.

All his farming supplies, fuel and groceries are freighted to Orange by truck. He relies on goods being available and reasonably priced. Any increases in cost are difficult to absorb.



Contact the Great Western Highway Upgrade team

Never miss an update

Please be sure to sign up to our distribution list. By signing up you'll never miss an update about the project. You can call, email or write to us to let us know your details.



nswroads.work/greatwesternhighway



gwhd@transport.nsw.gov.au



1800 953 777



Great Western Highway Upgrade Program
PO Box 2332, Orange NSW 2800



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 953 777**.