

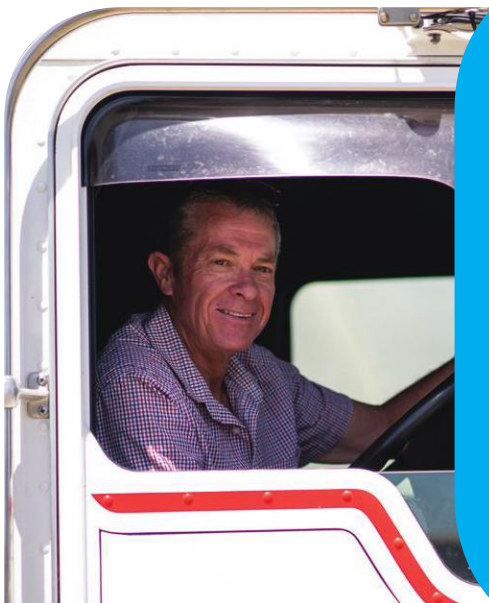
Riverina And Murray Joint Organisation

Improving Transport Connectivity

RAMJO

Freight Priorities

May 2022





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EXECUTIVE SUMMARY

The Riverina and Murray Joint Organisation (RAMJO) is a voluntary association of 11 local government bodies, located in the Southern Riverina and Murray region of NSW. The region runs from Albury City westward to Murray River Council and north to Carrathool Shire. The members of RAMJO are the Councils of Albury, Berrigan, Carrathool, Edward River, Federation, Murray River, Griffith, Hay, Leeton, Murrumbidgee and Narrandera.

The RAMJO region covers an area of some 82,868 sq km and contains some of NSW's most heavily utilised road and rail transport corridors, including the Hume Highway, Mid-Western Highway, Sturt Highway, Newell Highway, Riverina Highway and Cobb Highway. The principal population centres are Albury and Griffith with a mix of regional centres, medium sized towns and urban shires through to rural shires large in area but small in population.



Image (above): The RAMJO region and included local government areas.

During 2021 the RAMJO Group initiated a project to prioritise the regional freight networks and facilities within our region. The foundation for this project was the adopted RAMJO Regional Freight Plan (November 2020) where freight routes/facilities were identified, and constraints detailed and mapped. RAMJO has utilised this Plan to agree on seven priorities from a regional perspective, acknowledging each member Council will have their own individual local priorities they will pursue.

RAMJO will utilise this document as a strong advocacy tool for lobbying government agencies (state and regional roads) and accessing any available external funding. Identified regional priorities identified include:

- Sturt Highway Corridor
 - Major highway running East West through five RAMJO LGA's. There are nine listed constraints totalling \$12M, with the removal of the constraints would allow higher productivity vehicles improved access as well as reduced flooding impacts.

- Cobb Highway Corridor
 - Major highway running North South through four RAMJO LGA's. There are 15 listed constraints totalling \$27M, with the removal of the constraints would allow higher productivity vehicles improved access as well as remove load restrictions on major bridges and structures.

- Federation Way Corridor
 - Highway running North South through Federation Council, which provides alternative access to both Hume and Newell Highways. There are nine listed constraints totalling \$10M, with the removal of the constraints would allow higher productivity vehicles improved access as well as remove load restrictions on major bridges and structures.

- Kidman Way Corridor
 - Highway running North South through three RAMJO LGA's and major link with Irrigation Way incorporating an additional two LGA's. There are nineteen list constraints totalling in excess of \$60M, with the removal of the constraints would allow higher productivity vehicles improved access as well as remove load restrictions on major bridges and structures.

- Ettamogah Intermodal Hub
 - The Nexus Industrial Precinct (Nexus) is a 450 hectares site in Albury's industrial growth area at Ettamogah, 10kms north of Albury CBD. The precinct includes the Ettamogah Rail Hub, an open access road/rail intermodal facility supporting the transport and logistics needs of tenants of the industrial precinct and businesses in the Southern New South Wales and North East Victoria regions, with three listed constraints totalling \$29M.

- Tocumwal Intermodal Freight Strategy
 - The Tocumwal Intermodal Freight Terminal is located in the Berrigan Shire of the Southern Riverina region of New South Wales. The Tocumwal station precinct is bounded by the Newell Highway, Tuppal Road and Silo Road and is managed in part by VicTrack and in part by New South Wales Country Regional Network (CRN). There are six listed constraints totalling \$25M.

- WRConnect Intermodal Freight Terminal
 - WRConnect at Wumbulgal provides a transport efficient logistics hub with a rail centerpiece with the site located on Irrigation Way (MR80) on the boundary of Leeton Shire and Griffith City Council and is centrally located within the Western Riverina food bowl, servicing many key large industries. There are nine listed constraints totalling \$31M.

INTRODUCTION

The Murray and Southern Riverina region is situated along the Murray River. The region is known for its agriculture and food sector, having both rich alluvial soil and leveraging the irrigation opportunities presented by the Murray River. The region produces approximately one third of NSW's grapes, a quarter of its citrus and over half of Australia's rice crop. The region is also home to third largest vegetable growing areas in NSW. Livestock is important to the region as well having a strong presence in manufacturing and retails.

The region encompasses the Murray, Murrumbidgee, and Lachlan Valley Catchment areas.

The Regional Freight Transport Plan (the Plan) was initiated by RAMJO to investigate the freight infrastructure network from a regional perspective. The implementation of integrated transport solutions for the region is an overriding goal of the Plan and to that end RAMJO has reviewed the rail, road and air transport networks that service the region. The Plan can be found in the following link: [The Regional Freight Transport Plan](#).

During 2016, there was 482 million tonnes of freight moved within New South Wales. This is forecast to increase to 618 million tonnes of freight moved by 2036.¹ Regional NSW accounts for 30 per cent of NSW's Gross State Product (GSP) and 33 per cent of goods manufactured in NSW. Regional NSW's freight task is forecast to grow around 12 per cent by 2036, from 255 million to 286 million tonnes.²

The forecasted growth will add significant pressure to road and rail networks in the RAMJO region. It will also bring opportunities for the growth of logistics based enterprises such as the Ettamogah Rail Hub, WR Connect (Leeton) and the Tocumwal intermodal facility. Constraints on freight corridors hinder growth and inhibit economic activities, costing industry time and money and in some instances acting as a barrier to the establishment of new or expansion of existing industries.

Consistent with the objective of removing physical constraints from the freight transport network is a desire to ensure adequate route support infrastructure is in place and a future focussed approach is undertaken to route and system planning. This will promote innovation and ensure we maximise freight efficiencies. For example, innovation in freight transport is developing at an accelerated rate and by 2030 it is estimated that up to 30% of heavy vehicles will be powered by alternate fuel sources such as electricity and hydrogen. In accordance with the regulatory requirements and benefits to reduced emissions, eTrucks will become more prevalent in our national freight landscape and as technology improves (e.g., battery range and cost), the total cost of ownership for eTrucks models will be similar to or better than internal combustion models. It is therefore critical that RAMJO advocate and plan for appropriate support infrastructure to maximise future opportunities. The location of existing charging stations can be found in the following link: [Charging map | Transport for NSW](#).

¹ NSW Freight and Port Plan 2018 – 2023 p18

² Ibid p 36

RAMJO will utilise this document as a strong advocacy tool for lobbying government agencies (state and regional roads) and accessing any available external funding.

Identified regional priorities include:

- Sturt Highway Corridor
- Cobb Highway Corridor
- Federation Way Corridor
- Kidman Way Corridor
- Ettamogah Intermodal Hub
- Tocumwal Intermodal Freight Strategy
- WRConnect Intermodal Freight Terminal

STURT HIGHWAY CORRIDOR

Sturt Highway (HW14)

- RAMJO LGAs on route: Murray River, Hay, Murrumbidgee, Leeton, Narrandera.
- Major NSW towns on route: Wagga Wagga, Narrandera, Hay, Balranald.
- Major Industries serviced: General freight.

From the Hume Highway approximately 9km north of Tarcutta, via Wagga Wagga and Collingullie to the Newell Highway (eastern intersection) south of Narrandera; then from the Newell Highway (western intersection) south of Narrandera at Gillenbah, via Waddi, Hay, Balranald, Euston and Buronga to the bridge over the Murray River at Mildura.

The Sturt Highway is 611kms in length running from the Hume Highway east of Wagga Wagga to the New South Wales/Victorian Border at Buronga.

It is the major east-west link for all traffic originating or travelling to and from Adelaide and major regions such as the Barossa and Riverland along the route for both heavy traffic and tourism.



CONSTRAINT IDENTIFICATION

The following are identified constraints through the region.

STURT HIGHWAY CORRIDOR						
ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
Sturt Highway (HW14)	Hay	3.2.1	Glencoe Road Intersection.	Improvements to allow road train access.	No progress at this stage.	\$1M
		3.2.2	Glenhope Road Intersection.	Improvements to allow road train access.	No progress at this stage.	\$1M
		3.2.3	Romani Road Intersection.	Improvements to allow road train access.	No progress at this stage.	\$1M
		3.3	Moama Street.	Lack of truck parking.	Initial discussions held with TfNSW.	\$3M
	Leeton	3.4	Innisvale Lane Intersection.	Realign intersection to 90 degrees. Construct CHL/CHR turning treatments.	TBA, needs to be flagged with TfNSW.	\$0.5M
	Narrandera	3.5	South of Gillenbah.	Road pavements need to be raised.	No progress at this stage.	TBC
		3.6	Poison Creek.	Road pavements need to be raised.	No progress at this stage.	TBC
	Newell Highway (HW17)	Narrandera	4.4	South of Sturt Highway.	The culvert capacity needs to be increased and road pavement need to be raised.	No progress at this stage.

ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
Carrathool Road	Carrathool	39.7	Murrumbidgee Road/Carrathool Road Intersection.	Widen to cater for B-Double and road train movements.	WIP – To be completed Dec 2022.	\$250K

STURT HIGHWAY CORRIDOR CONSTRAINT MAP

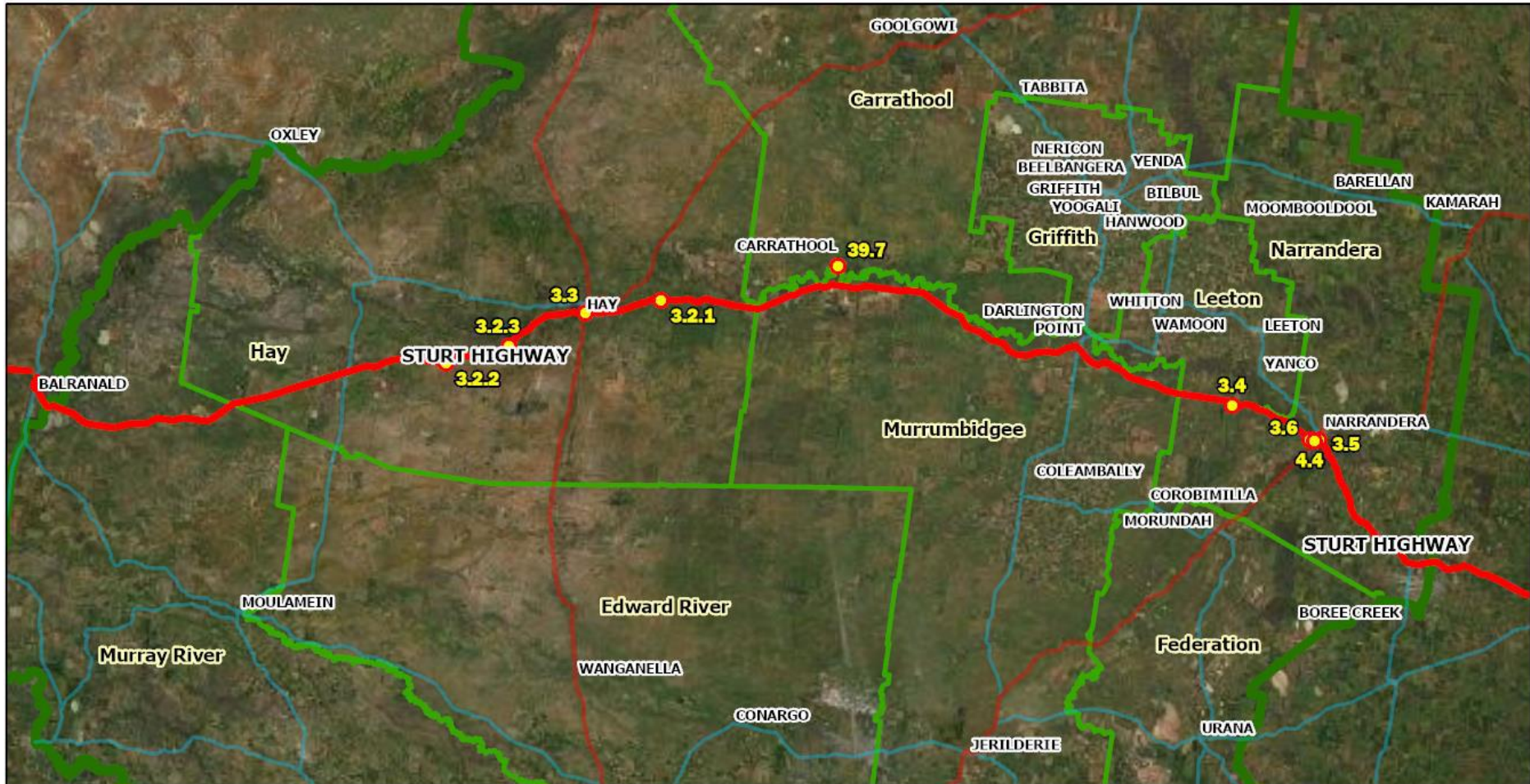


Image (above): Sturt Highway (HW14).



Image (above): Constraint 3.2.1 Glencoe Road Intersection.



Image (above): Constraint 3.2.2 Glenhope Road Intersection.



Image (above): Constraint 3.2.3 Romani Road Intersection.



Image (above): Constraint 3.3 Moama Street.



Image (above): Constraint 3.4 Innisvale Lane Intersection.



Image (above): Constraint 3.5 South of Gillenbah.

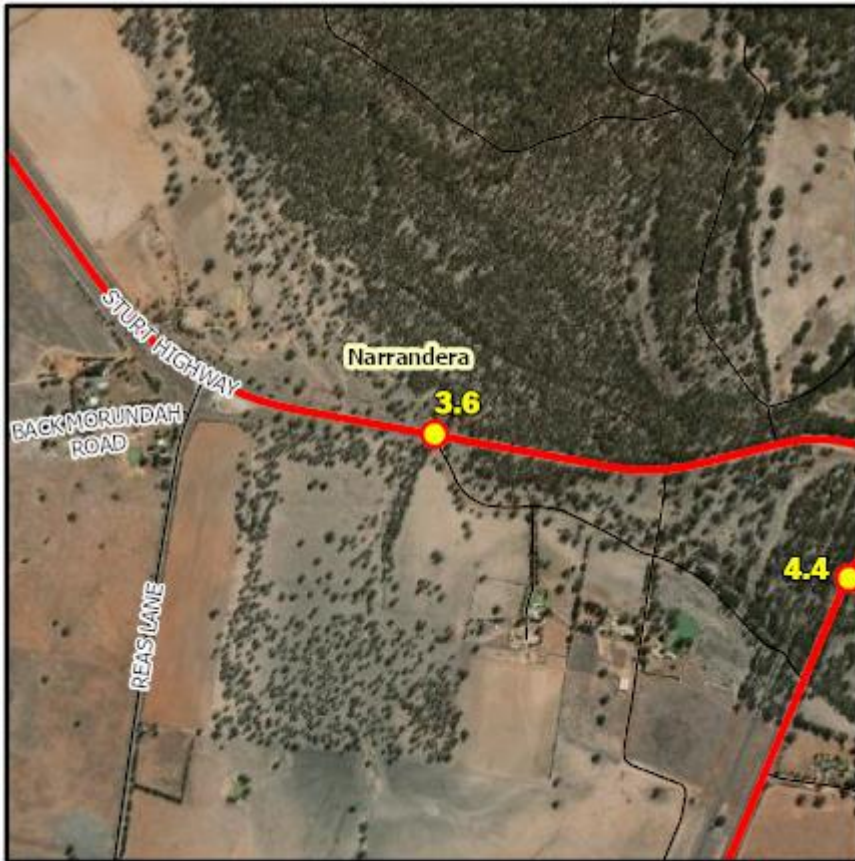


Image (above): Constraint 3.6 Poison Creek.

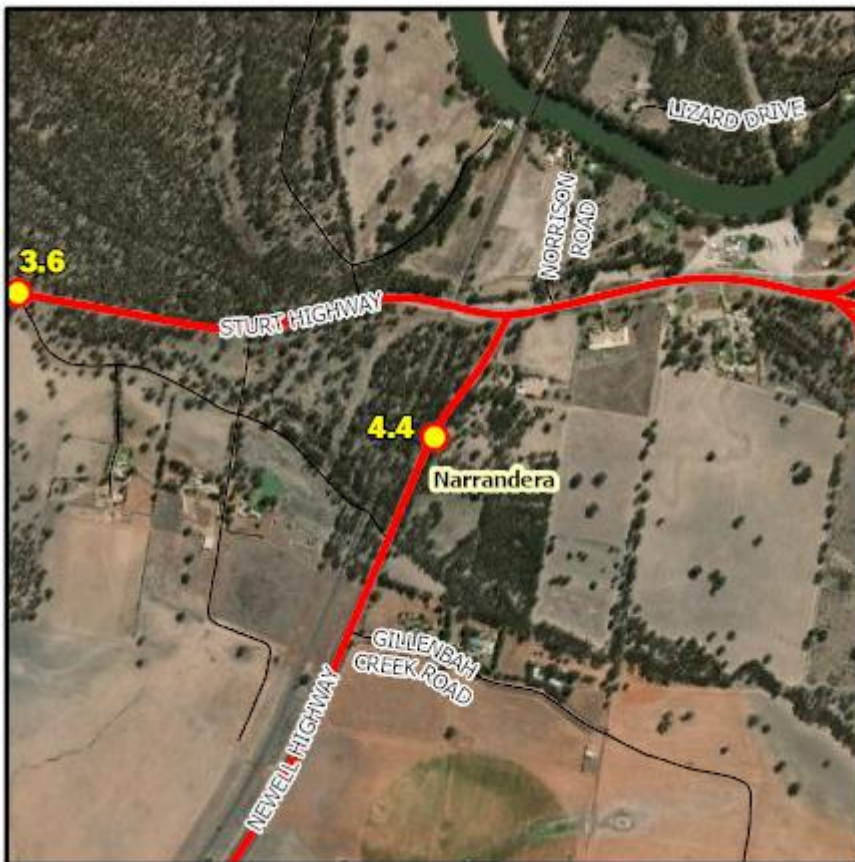


Image (above): Constraint 4.4 Narrandera – South of Sturt Highway.



Image (above): Constraint 39.7 Murrumbidgee Road/Carrathool Road intersection.

COBB HIGHWAY CORRIDOR

Cobb Highway (HW21)

- RAMJO LGAs on route: Murray River, Edward River, Hay, Carrathool.
- Major NSW towns on route: Moama, Deniliquin, Hay, Ivanhoe, Wilcannia.
- Major Industries serviced: General freight, livestock, grain, cotton.

From the bridge over the Murray River at Moama, via Deniliquin, Wanganella, Hay, One Tree, Booligal and Ivanhoe to the Barrier Highway (HW8) near Wilcannia.

The Cobb Highway commences at Moama and extends generally in a northerly direction for 610km to meet the Barrier Highway approximately 20km east of Wilcannia.

This route is the main north south link to/from inland western New South Wales.



CONSTRAINT IDENTIFICATION

The following are identified constraints through the region.

COBB HIGHWAY CORRIDOR						
ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
Cobb Highway (HW21)	Hay	6.2.1	Intersection of Cobb Highway and Corrong Road.	Improvements to allow road train access.	No progress at this stage.	\$1M
		6.2.2	Intersection of Cobb Highway and Boxyards Road.	Improvements to allow road train access.	No progress at this stage.	\$1M
		6.2.3	Intersection of Cobb Highway and Daisy Plains Road.	Improvements to allow road train access.	No progress at this stage.	\$1M
		6.2.4	Intersection of Cobb Highway and Mutherumbung Road.	Improvements to allow road train access.	No progress at this stage.	\$1M
		6.2.5	Intersection of Cobb Highway and Jerilderie Road.	Improvements to allow road train access.	No progress at this stage.	\$1M
		6.2.6	Intersection of Cobb Highway and Ti Tree Road.	Improvements to allow road train access.	No progress at this stage.	\$1M
		6.2.7	Intersection of Cobb Highway and West Burrabogie Road.	Improvements to allow road train access.	No progress at this stage.	\$1M

ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
Cobb Highway (HW21)	Hay	6.2.8	Intersection of Cobb Highway and Lara Road.	Improvements to allow road train access.	No progress at this stage.	\$1M
		6.3	Bridge over Murrumbidgee River.	Widen the pavement. Requires upgrade for HPV loading.	Held initial discussions with TfNSW.	\$12M
Pretty Pine Road (MR296)	Edward River	16.3.2	Dahwilly No. 4 Supply Channel Bridge (1950) Chainage 7.356km.	Widen and reconstruct bridge.	Bridge inspected by MIL but no plans to reconstruct in the near future.	\$1.5M
Barmah Road (MR391)	Murray River	22.1	Barmah Bridge not HML rated.	Widen and reconstruct bridge.	No progress at this stage.	TBC
		22.2	Pavement width.	Widen the pavement to 8.0m width.	Only the last 1.80km to the intersection with Cobb Highway needs to be widen. The rest are up to standard.	TBC
Conargo Road (MR552)	Edward River	26.5	Culvert over irrigation channel.	Widen and reconstruct bridges.	MIL structure. No progress at this stage.	\$1.5M
Barham Road (unclassified Regional Road 7605)	Edward River	28.4	MIL bridge not rated.	Bridge to be inspected for GML, HML loading.	MIL structure. No progress at this stage.	\$1.5M
Mooney Swamp Road	Edward River	41.4	Bridge structure over Blighty channel.	Widen and reconstruct bridges.	No progress at this stage.	\$1.5M

COBB HIGHWAY CORRIDOR CONSTRAINT MAP



Image (above): Constraint Cobb Highway (HW21).



Image (above): Constraint 6.2.1 Hay Intersection of Cobb Highway and Corrong Road.

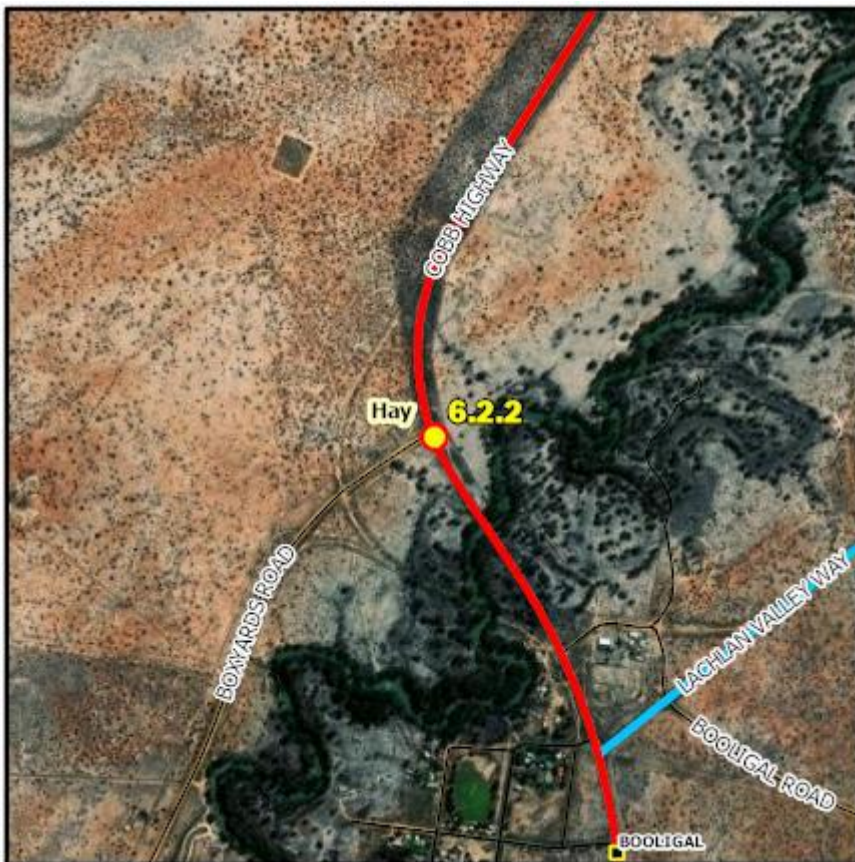


Image (above): Constraint 6.2.2 Hay Intersection of Cobb Highway and Boxyards Road.



Image (above): Constraint 6.2.3 Hay Intersection of Cobb Highway and Daisy Plains Road.

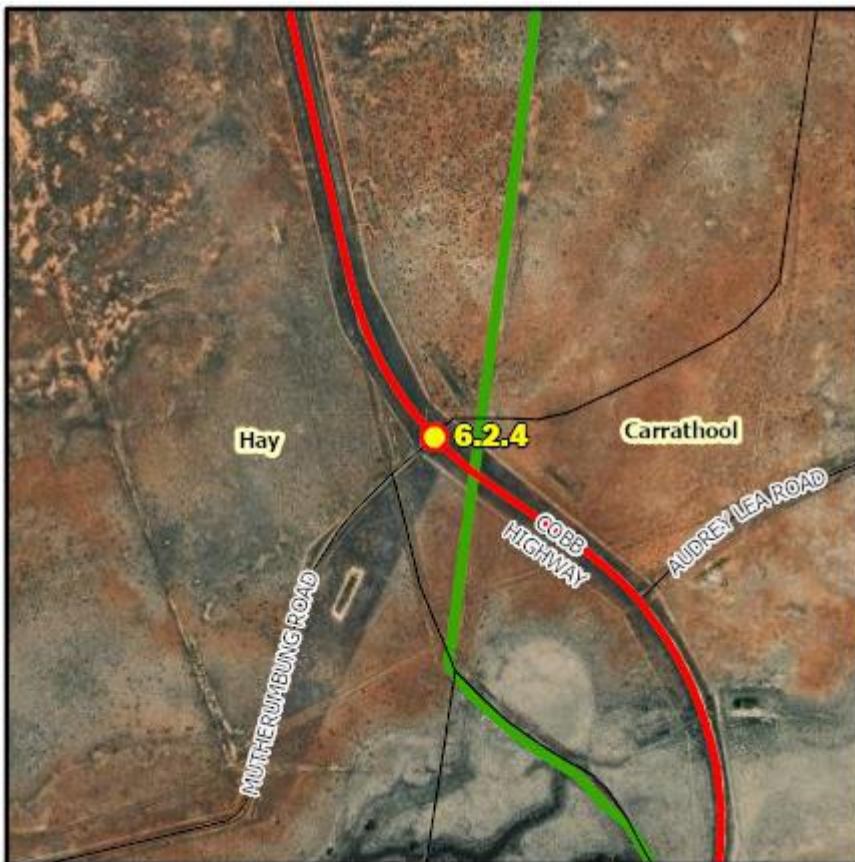


Image (above): Constraint 6.2.4 Hay Intersection of Cobb Highway and Mutherumbung Road.



Image (above): Constraint 6.2.5 Hay Intersection of Cobb Highway and Jerilderie Road.



Image (above): Constraint 6.2.6 Hay Intersection of Cobb Highway and Ti Tree Road.



Image (above): Constraint 6.2.7 Hay Intersection of Cobb Highway and West Burrabogie Road.



Image (above): Constraint 6.2.8 Cobb Highway Intersection of Cobb Highway and Lara Road.



Image (above): Constraint 6.3 Cobb Highway Bridge over Murrumbidgee River.



Image (above): Constraint 16.3.2 Dahwilly No. 4 Supply Channel Bridge (1950) Chainage 7.356km.



Image (above): Constraint 22.1 Barmah Road (MR391).



Image (above): Constraint 22.2 Barmah Road (MR391).



Image (above): Constraint 26.5 Conargo Road (MR552).



Image (above): Constraint 28.4 Barham Road (unclassified Regional Road 7605).



Image (above): Constraint 41.4 Mooney Swamp Road.

FEDERATION WAY CORRIDOR

Federation Way (MR131 and MR385)

- RAMJO LGAs on route: Federation.
- Major NSW towns on route: Urana.
- Major Industries serviced: Grain, livestock, general freight.

MR385 – From the Lockhart-Jerilderie Road (MR59) at Urana via Widgiewa to the Newell Highway (HW17) near Morundah.

CONSTRAINT IDENTIFICATION

The following are identified constraints through the region.

FEDERATION WAY CORRIDOR						
ROAD	LGA	PLAN REFERENCE	CONSTRAINT	PROPOSED TREATMENT	PROGRESS	ESTIMATED COST
Riverina Highway (HW20)	Federation	5.2	Wangamong Creek Bridge.	Construction of new bridge.	Enquires made by TfNSW regarding wanting to detour traffic off the Riverina Hwy while this structure is replaced. No further details at this stage.	TBC
Cocketgedong/ Brookong Creek/Urana Rd (MR59)	Federation	11.3	Urana township intersections.	Pavement reconstruction and possible realignment.	Survey works complete; design being undertaken.	TBC
Federation Way (MR131 and MR385)	Federation	21.1	Bridges across Billabong Creek.	Replacement of Bridges.	Funding applied for under 2020/21 Fixing Country Bridges Program. Funding received with a contract in place.	\$3.6M
		21.2	Pavement strength.	Rehabilitation of Pavement.	Rehabilitation works continuing to be undertaken; expected five years to complete.	TBC
		21.3	Bridge over Urangeline Creek.	Replacement of Bridges. Curve realignment required.	Funding applied for under 2020/21 Fixing Country Bridges Program.	\$2.5M
		21.4	Tight turn in Urana.	TBC	No progress at this stage.	TBC
		21.5	Powerlines in Urana.	TBC	No progress at this stage.	TBC
		21.6	Line marking required.	TBC	No progress at this stage.	TBC

ROAD	LGA	PLAN REFERENCE	CONSTRAINT	PROPOSED TREATMENT	PROGRESS	ESTIMATED COST
Federation Way (MR131 and MR385)	Federation	21.7	Intersection improvement unsealed roads.	Rehabilitation of Pavement at Intersections.	Included in above works.	TBC

FEDERATION WAY CORRIDOR CONSTRAINT MAP

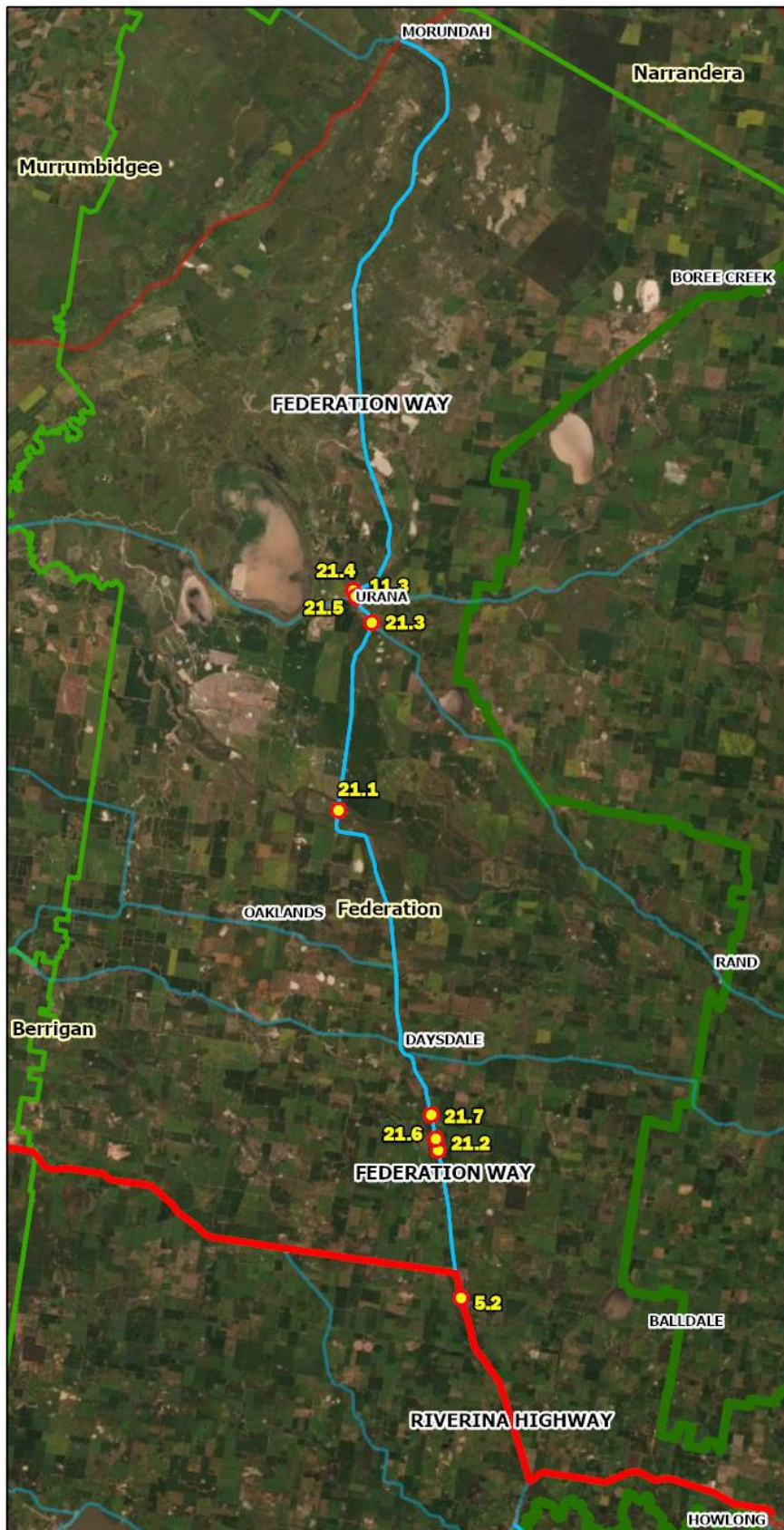


Image (above): Constraint Federation Way (MR131 and MR385).



Image (above): Constraint 5.2 Riverina Highway (Wangamong Creek Bridge).

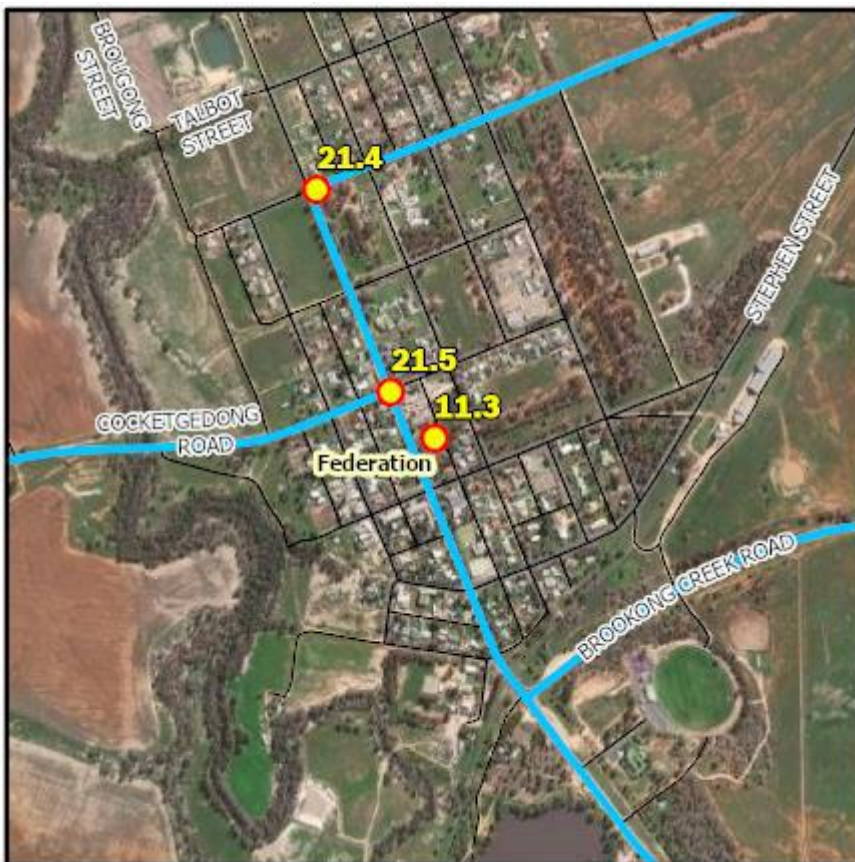


Image (above): Constraint 11.3 Cocketgedong/Brookong Creek/Urana Rd (MR59) (Urana township intersections).

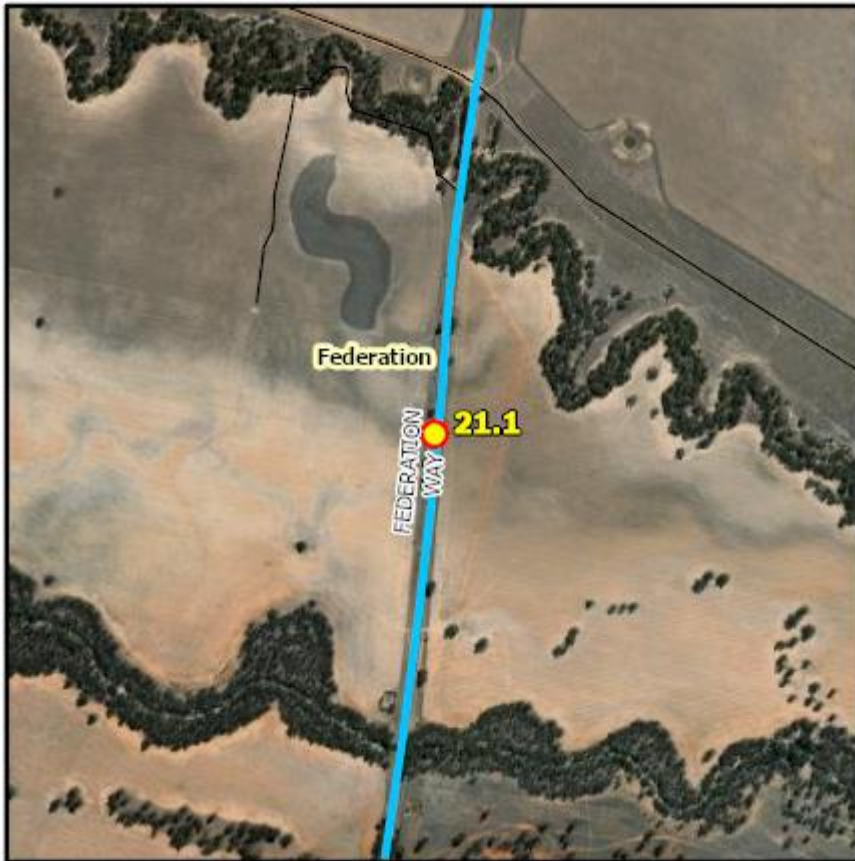


Image (above): Constraint 21.1 Federation Way (MR131 and MR385) (Bridges across Billabong Creek).

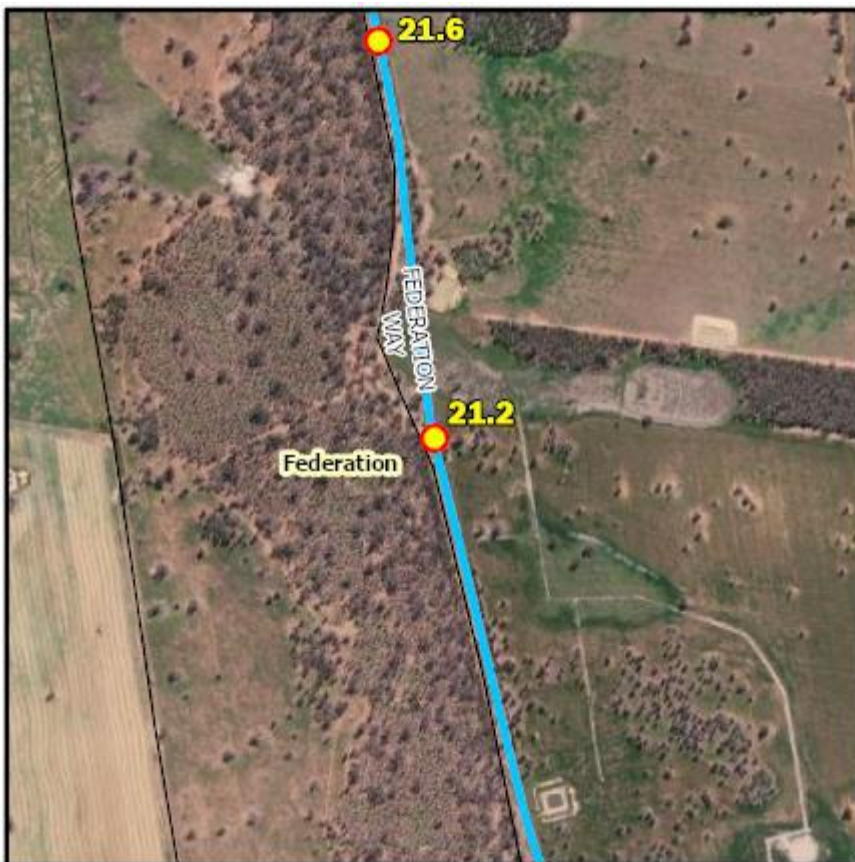


Image (above): Constraint 21.2 Federation Way (MR131 and MR385).



Image (above): Constraint 21.3 Federation Way (MR131 and MR385) (Bridge over Urangeline Creek).



Image (above): Constraint 21.4 Federation Way (MR131 and MR385).

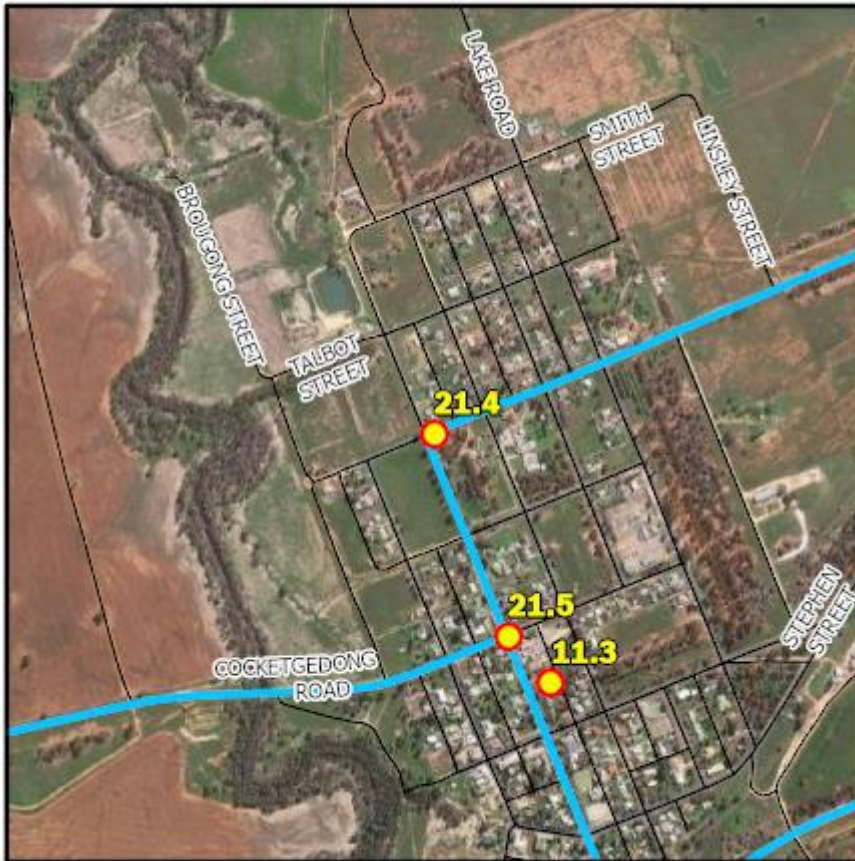


Image (above): Constraint 21.5 Federation Way (MR131 and MR385).



Image (above): Constraint 21.6 Federation Way (MR131 and MR385).



Image (above): Constraint 21.7 Federation Way (MR131 and MR385).

KIDMAN WAY CORRIDOR

Kidman Way is a State Road in the western Riverina and western region of New South Wales. The 644 km highway services the MIA and outback communities of Cobar, Mount Hope, Hillston, Goolgowi and links to Griffith, Darlington Point, Coleambally and Jerilderie (via the Newell Highway). It connects MR80 Irrigation Way, MR84 Burley Griffin Way, Newell, Mid-Western, Barrier, Mitchell and Kamilaroi Highways.

Irrigation Way is a State Road commencing at the intersection of MR321 Kidman Way (Jondaryan Avenue) and MR80 (Banna Avenue and Mackay Avenue) continuing through Leeton culminating at (Newell Highway) Narrandera. The Irrigation Way is a major regional highway that runs approximately 88 kilometres through the Murrumbidgee Irrigation Area in South Western New South Wales, Australia. Irrigation Way runs through three local government areas of Griffith, Leeton and Narrandera.

Burley Griffin Way is a State Road located in the western riverina in New South Wales commencing at the intersection of MR80 Seg 130 (Mackay Avenue) and Kurrajong Avenue. The 289km highway links Griffith, Wallendbeen, Ardlethan, Temora to the Hume Highway at Bowning.

CONSTRAINT IDENTIFICATION

The following are identified constraints through the region.

KIDMAN WAY CORRIDOR						
ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
MR321 Seg 730 Kidman Way Intersection Mirrool Branch Canal Road	Griffith	7.4 & 7.8	History of accidents Restricted sight distance Restricted turning movements at the intersection. Narrow turning lanes Narrow bridge. Location of Entry and Exit to rest area.	Widen pavement and bridge structure Intersection treatment.	Not Funded.	\$2M
MR80 Seg 80 Irrigation Way, Widgelli	Griffith	7.5 & 7.7	Curves at railway crossing are unsuitable for Road trains. History of accidents i.e., truck rollovers.	Road widening and realignment.	Not Funded.	\$3M
MR321 Seg 655 Kidman Way Willbriggie (<i>MI bridge channel structure and redundant rail corridor crossing</i>)	Griffith	-	History of accidents Narrow lanes on approach to and over bridge structure. Uneven pavement levels.	Widen pavement and bridge structure.	Not Funded.	\$5M

ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
Kidman Way (MR80)	Carrathool	7.9	Intersection The Springs Road.	TBC	TBC	TBC
Kidman Way MR321	Murrumbidgee	7.12	Irrigation crossing Argoon Channel.	Construction of new bridge.	No progress at this stage.	\$850K
MR84 Seg 1110 Burley Griffin Way/Mirrool Avenue (Intersection MR84 Burley Griffin Way & Twigg Road, YENDA)	Griffith	8.2	Narrow pavement at intersection. Super Elevation of road surface. Unsuitable for Road Train or HML vehicles. No turning lanes.	Intersection treatment and pavement widening.	Not Funded.	\$5M
Mossgiel Road (MR80)	Carrathool	13.1	Bridge over Lachlan River.	Replace old wooden bridge with new 2 – span concrete bridge, 10m wide.	Project at an advanced stage, expected completion date Jan 2022.	\$2.3M
The Springs Road (MR368)	Carrathool	19.1	Railway Crossing in Hillston.	Construct asphalt pavement to cater for highway movements.	Not started – Awaiting funding options.	\$100K

ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
Hillston Highway Bypass	Carrathool	53.1	Proposed New Intersection – Springs Road.	Standard BAR/BAL to cater for highway through Hillston.	Not Started – Applying for HVSPF funding.	\$10M
		53.2	Upgrade of Intersection Kidman Way – New roundabout.	Standard roundabout to cater for highway through Hillston.	Not Started – Applying for HVSPF funding.	\$10M
Hillston Highway Bypass	Carrathool	53.3	Upgrade of Intersection. Milton St/Lachlan River Road.	Standard BAR/BAL to cater for Hy through Hillston.	Not Started. Applying for HVSPF funding.	\$10M
Lachlan River Road	Carrathool	56.1	Insufficient Width/Part. Dry Weather Road only.	Widen and seal 5.5km to cater for B-Double and road train movements.	Not started. Awaiting funding options.	\$1.6M
Griffith Southern Industrial Link GSIL Stage 3 – Kurrajong Avenue <i>(Between MR80 Irrigation Way intersection and Old Willbriggie Road (Bagtown Roundabout))</i>	Griffith	59.1	Narrow pavement. Unsuitable for road trains. No turning lanes at intersections.	Widen and rehabilitation of Pavement. Intersection treatments.	Not Funded.	\$3.5M
Lakes Road <i>(Between MR80 Kidman Way & Mallinson Road)</i>	Griffith	60.1	Deformed and narrow pavement. Unsuitable for HML and overpass vehicles.	Upgrade & Widen pavement. Intersection treatments.	Not Funded.	\$2.1M

ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
Griffith Southern Industrial Link GSIL Stage 4a – Thorne Road (Between MR321 Kidman Way and Murrumbidgee Avenue)	Griffith	61.1	Narrow pavement Unsuitable for road trains. No turning lanes at intersections.	Widen and rehabilitation of Pavement. Intersection treatments.	Not Funded.	\$1.5M
Bringagee Road Between RR7606 and Murrumbidgee River Road	Griffith	-	33.55kms of unsealed, dusty, (restricted vision), corrugated road. Limited access from farm gate of major primary producers to transport hubs.	Upgrade and construct to Sealed Road, including upgrade of MI bridge and culvert structures to make suitable for HML vehicles.	Application submitted under Remote Roads Upgrade Pilot Program Feb 2022.	\$35M
Rifle Range Road (Annie's Lane RR321 Rankins Springs Road)	Griffith	-	Narrow pavement. Not suitable for Road Trains.	Widen and rehabilitation of pavement.	Not Funded.	\$2.1M

KIDMAN WAY CORRIDOR CONSTRAINT MAP

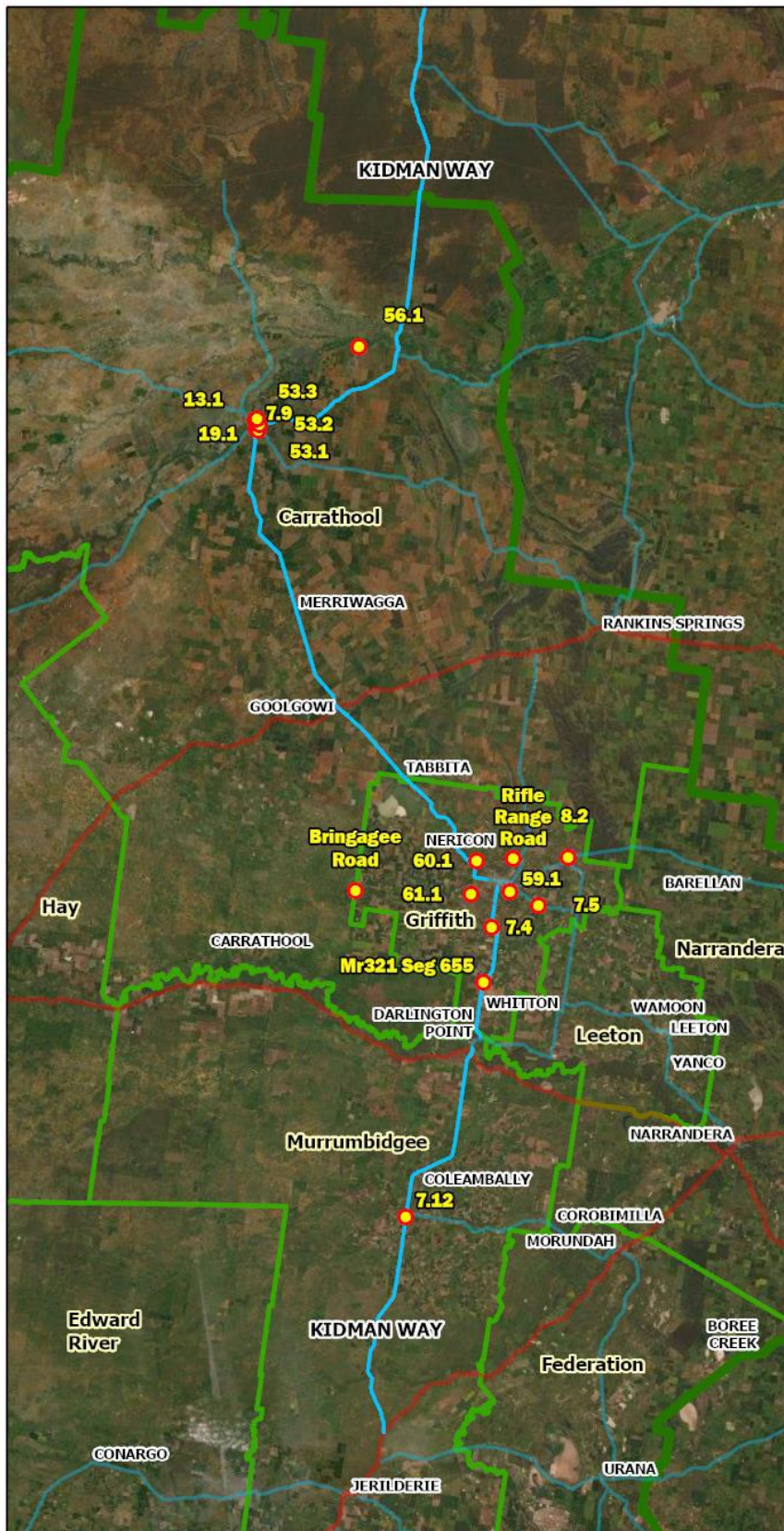


Image (above): Constraint Kidman Way Corridor.

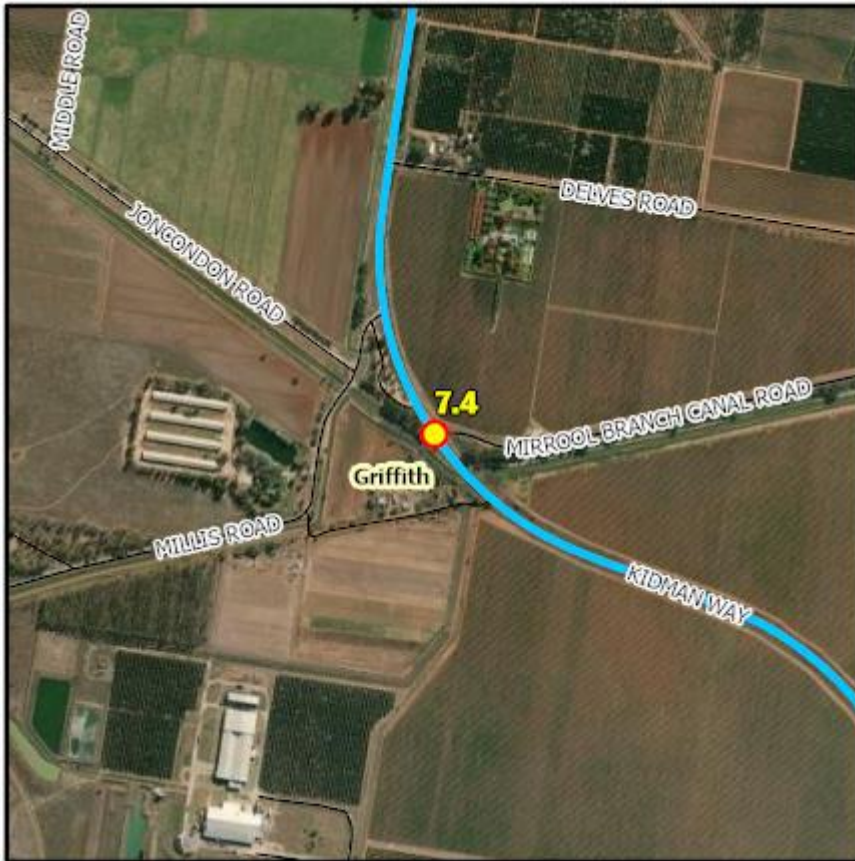


Image (above): Constraint 7.4 MR321 Seg 730 Kidman Way Intersection Mirrool Branch Canal Road.



Image (above): Constraint 7.5 MR80 Seg 80 Irrigation Way, Widgelli.



Image (above): Constraint MR321 Seg 655 Kidman Way Willbriggie (MI bridge channel structure and redundant rail corridor crossing).



Image (above): Constraint 7.9 Kidman Way (MR80).



Image (above): Constraint 7.12 Kidman Way MR321.

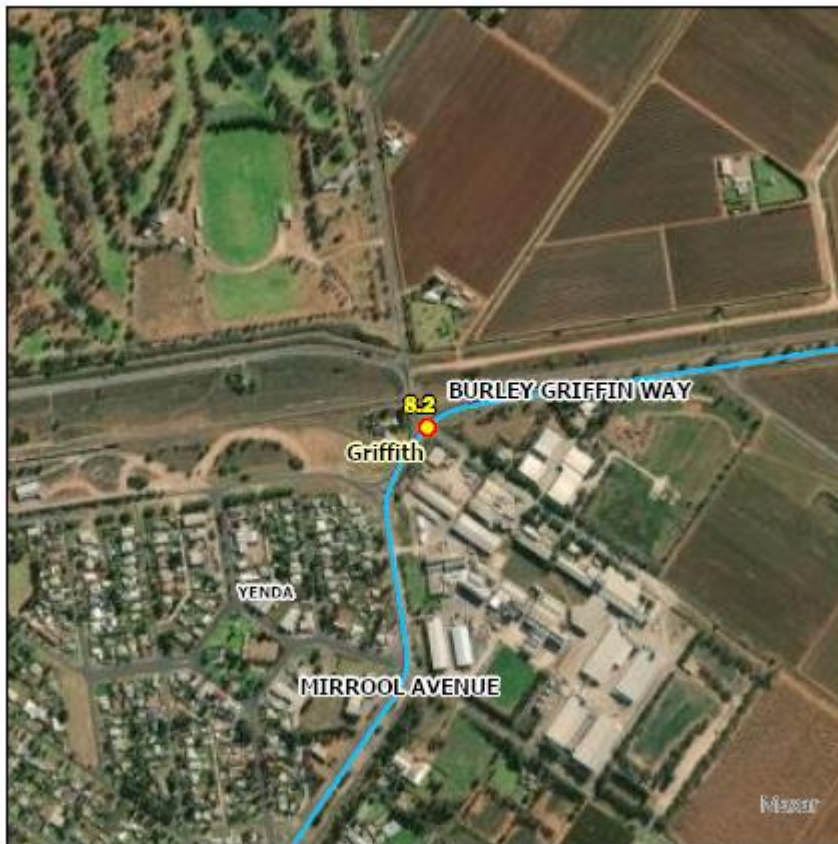


Image (above): Constraint 8.2 MR84 Seg 1110 Burley Griffin Way/Mirrool Avenue.

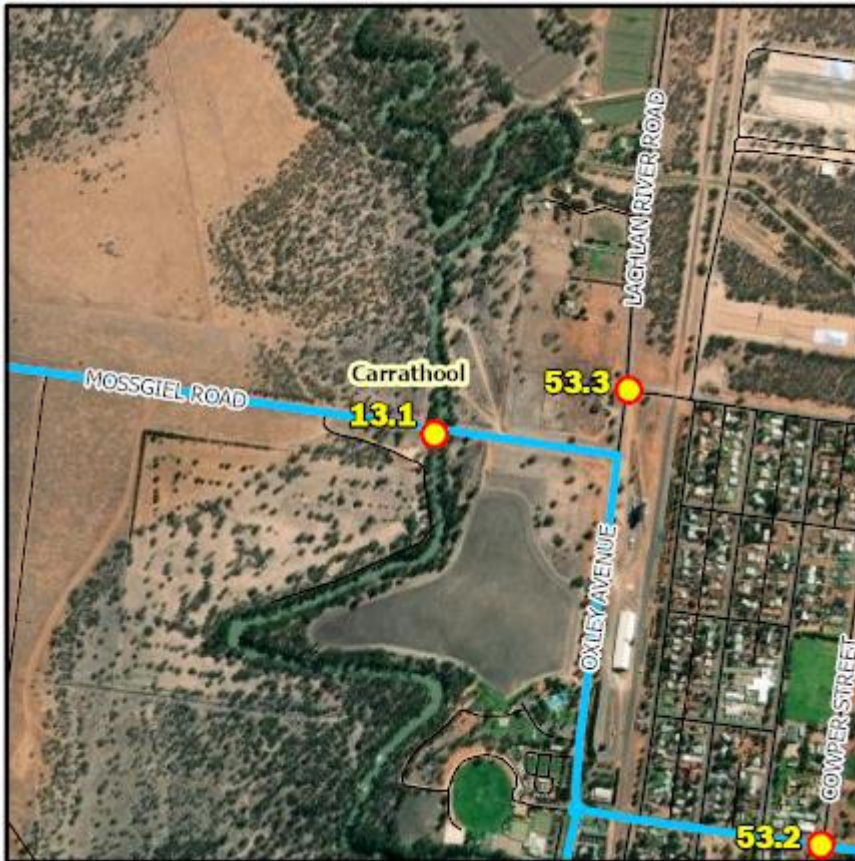


Image (above): Constraint 13.1 Mossgiel Road (MR80).



Image (above): Constraint 19.1 The Springs Road (MR368).



Image (above): Constraint 53.1 Hillston Highway Bypass.

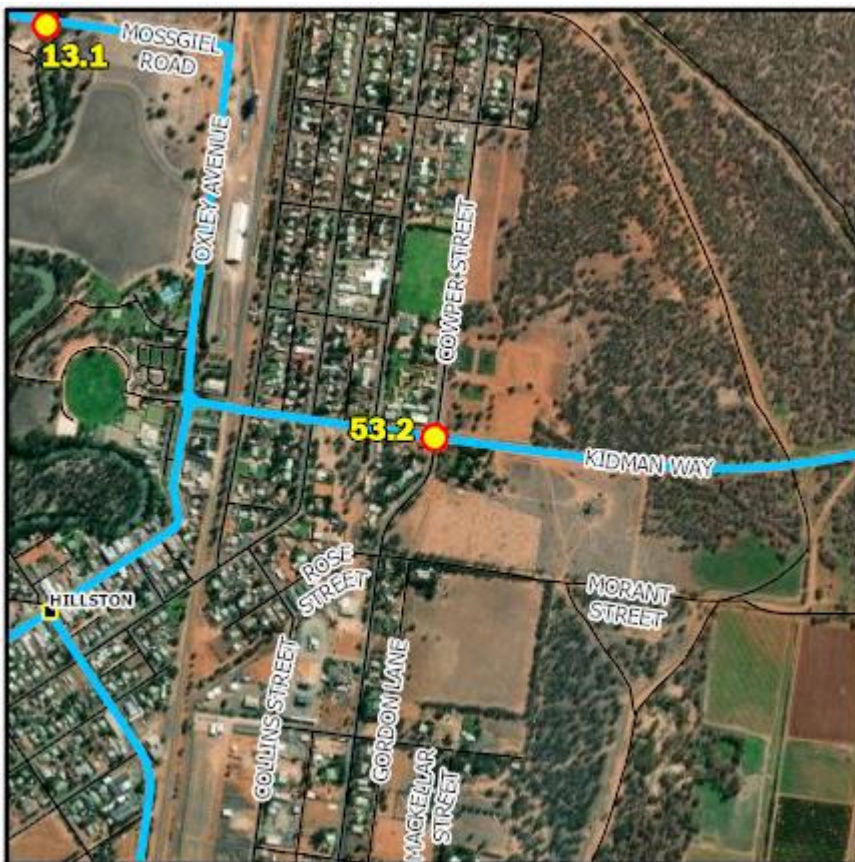


Image (above): Constraint 53.2 Hillston Highway Bypass.



Image (above): Constraint 53.3 Hillston Highway Bypass.



Image (above): Constraint 56.1 Lachlan River Road.



Image (above): Constraint 59.1 Griffith Southern Industrial Link GSIL Stage 3 – Kurrajong Avenue.

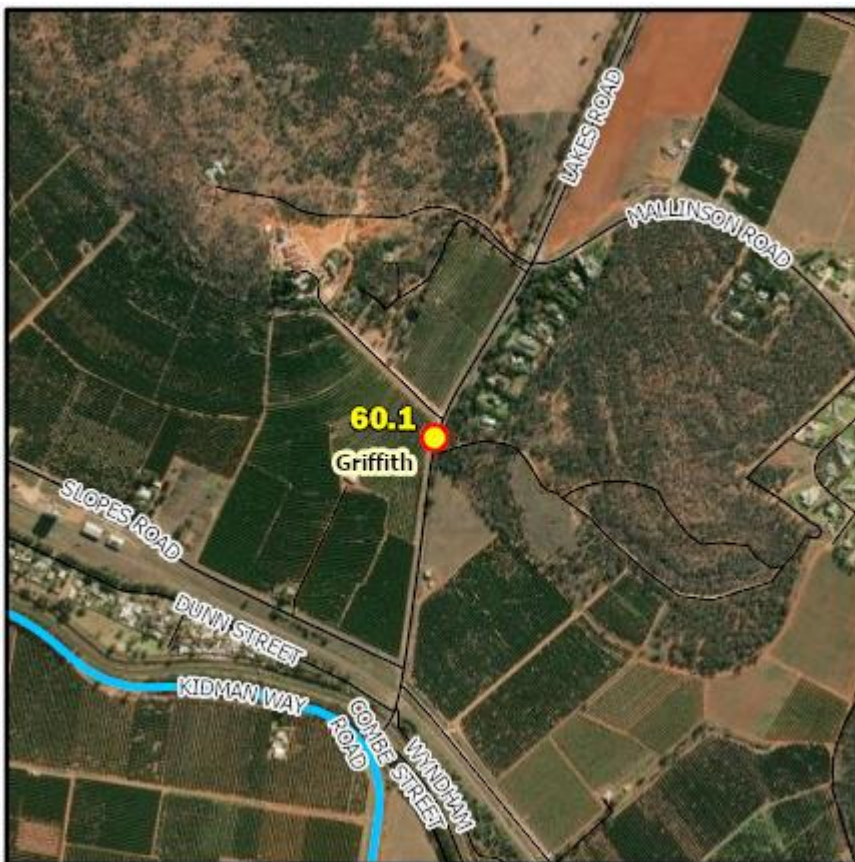


Image (above): Constraint 60.1 Lakes Road (Between MR80 Kidman Way & Mallinson Road).

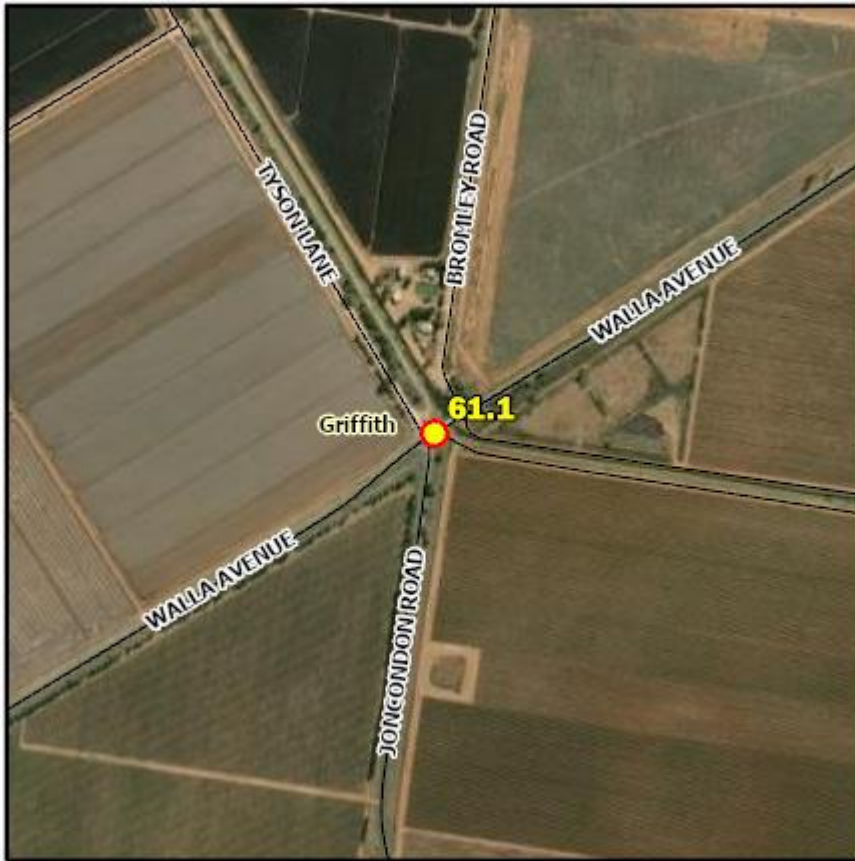


Image (above): Constraint 61.1 Griffith Southern Industrial Link GSIL Stage 4a.



Image (above): Bringagee Road Between RR7606 and Murrumbidgee River Road.



Image (above): Rifle Road (Annies Lane and Rankins Springs Road).

ETTAMOGAH INTERMODAL RAIL HUB PRECINCT

Ettamogah Rail Hub (Albury)

- RAMJO LGAs on route: Albury.
- Major NSW towns on route: Albury.
- Major Industries serviced: Manufacturing, agriculture.

The Nexus Industrial Precinct (Nexus) is a 450 hectares site in Albury's industrial growth area at Ettamogah, 10kms north of Albury CBD. It is zoned to support large scale 24/7 industrial development and offers expansion capacity of an additional 780 hectares as required in the future. The precinct includes the Ettamogah Rail Hub, an open access road/rail intermodal facility supporting the transport and logistics needs of tenants of the industrial precinct and businesses in the Southern New South Wales and North East Victoria regions.

CONSTRAINT IDENTIFICATION

The following are identified constraints through the region.

ETTAMOGAH INTERMODAL RAIL HUB PRECINCT						
ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
Hume Highway (HW2)	Albury City	1.3	Thurgoona Dr Interchange.	Widen interchange to increase travel lanes and capacity.	Transport model undertaken to identify future demands. Overall Transport Strategy to be completed during 2022/23.	\$15M
Gerogery Road	Albury City	46.1	Wagga Road Intersection.	Construction of roundabout.	Unsuccessful in securing funding as part of Fixing Country Roads funding.	\$3.5M
Ettamogah Rail Hub	Albury City	63.1	Rail Sliding capacity.	Extend associated warehousing and access improvements.	No progress at this stage.	\$10M

ETTAMOGAH INTERMODAL RAIL HUB PRECINCT CONSTRAINT MAP

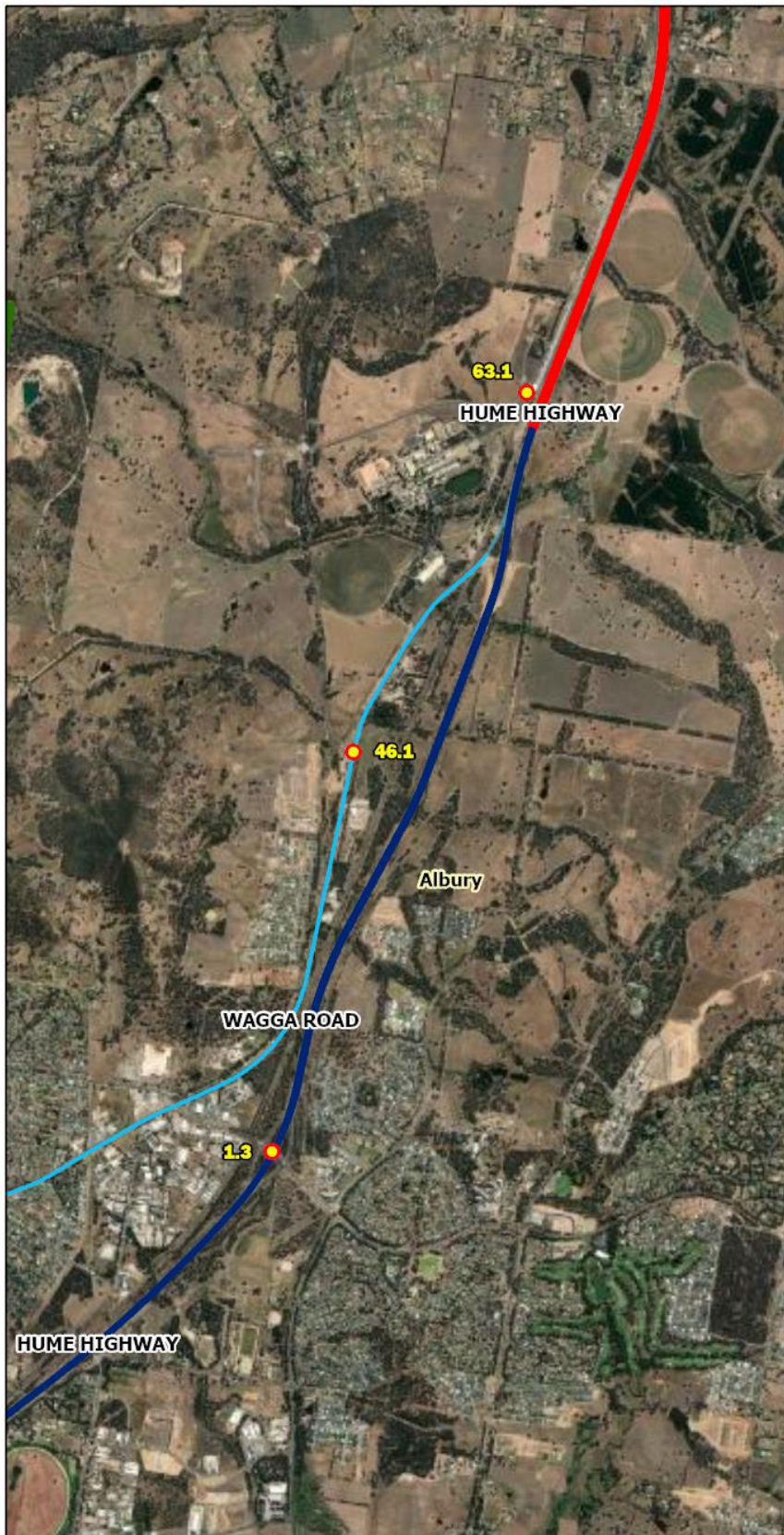


Image (above): Constraint Ettamogah Rail Hub (Albury).

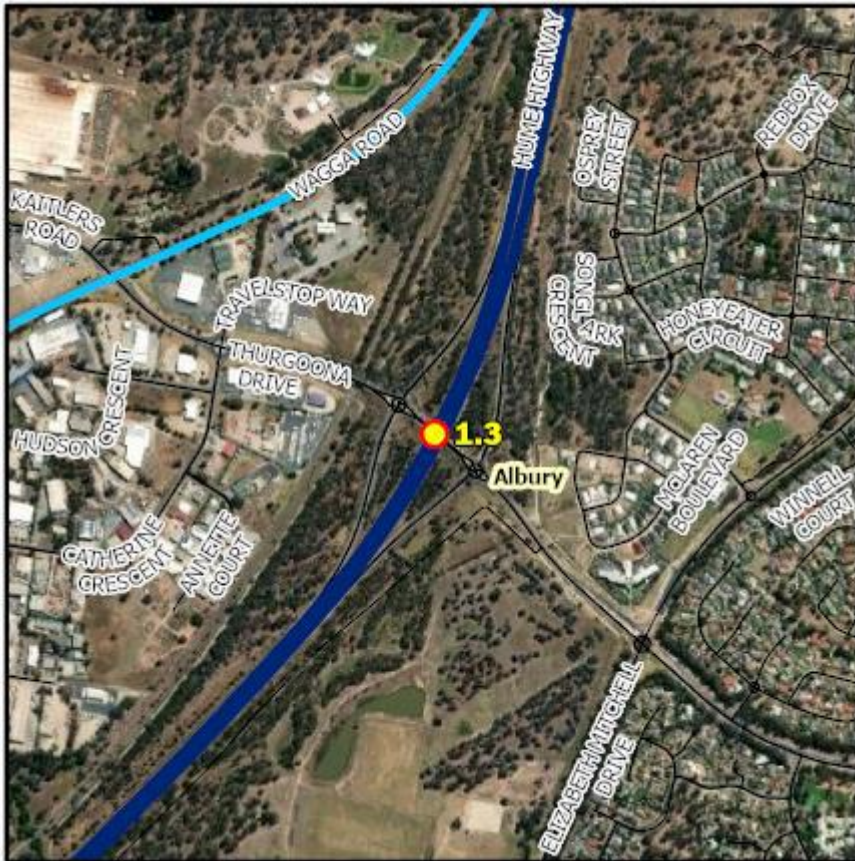


Image (above): Constraint 1.3 Thurgoona Dr Interchange.

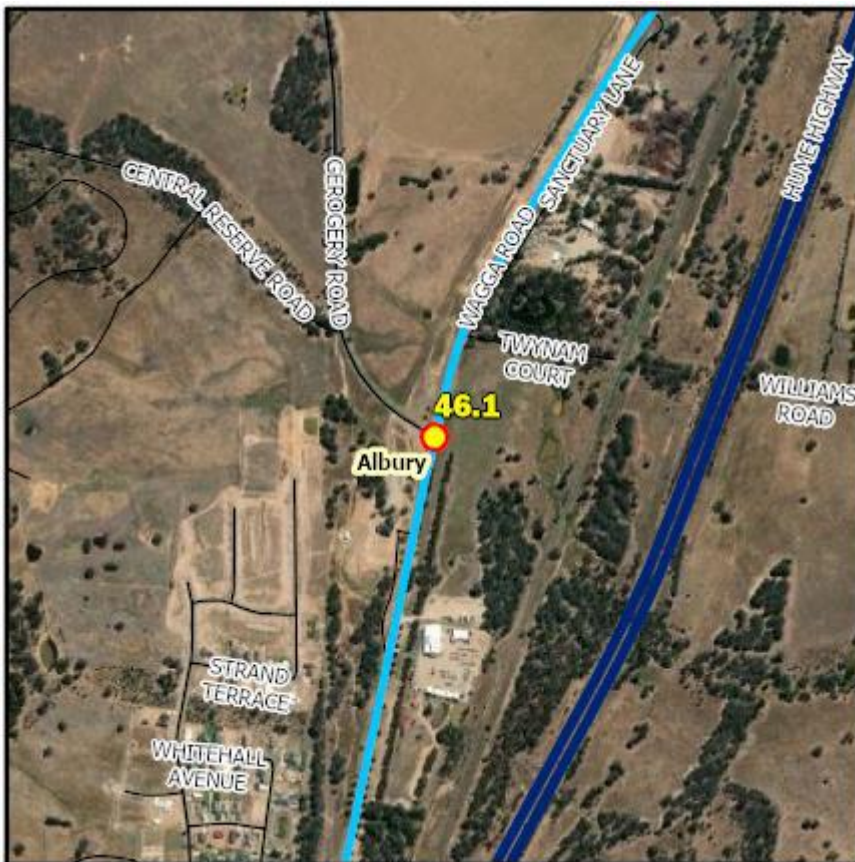


Image (above): Constraint 46.1 Wagga Road Intersection.



Image (above): Constraint 63.1 Rail Sliding capacity.

TOCUMWAL INTERMODAL FREIGHT TERMINAL

Tocumwal Intermodal Freight Terminal (Berrigan)

- RAMJO LGAs on route: Berrigan.
- Major NSW towns on route: Tocumwal.
- Major Industries serviced: Agriculture.

The Tocumwal Intermodal Freight Terminal is located in the Berrigan Shire of the Southern Riverina region of New South Wales, 257kms from Melbourne near the Victorian and New South Wales border. Tocumwal railway station was once the "break of gauge" between the Victorian Railways broad gauge (BG) line from the south and the New South Wales standard gauge (SG) line from the north, but now only the line from Victoria remains operational.

Traffic ceased over the New South Wales standard gauge line south of Jerilderie to Tocumwal in 1986 and the entire NSW line was closed in December 1988.

The line to Melbourne is currently open for freight trains that convey container and bulk products between Tocumwal and Melbourne via Shepparton and Seymour. The line crosses the Murray River (border) at Tocumwal via a three span, steel truss bridge that for many years has required regular monitoring and attention and recently underwent extensive strengthening works.

The Tocumwal station precinct is bounded by the Newell Highway, Tuppal Road and Silo Road and is managed in part by VicTrack and in part by New South Wales Country Regional Network (CRN). There are four businesses operating in the precinct, namely Gray's Container Terminal (Gray's), Wilson Stockfeeds (Wilson), GrainCorp, and Kelly and Sons Grain Merchant (Kelly). Another grain handling business, Goulburn Enterprises, has acquired a site at the northern end of the precinct.

Rail access is currently provided to Gray's, GrainCorp, and Kelly, with Gray's being the major rail user. Approximately 3 – 5 trains per week currently service the terminal.

CONSTRAINT IDENTIFICATION

The following are identified constraints through the region.

TOCUMWAL INTERMODAL FREIGHT TERMINAL						
ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
Newell Highway – Tocumwal	Berrigan	4.1	Newell highway has road train access to Victorian border, but no facilities provided for trailer interchange or truck parking/servicing. This results in significant amenity issues for town of Tocumwal with trucks parking along.	The purpose of these projects is to ensure the Tocumwal Intermodal Freight Terminal is operating effectively and efficiently.	Council is in discussions with VicTrack and Services NSW to get details of these projects and understand the project requirements.	\$10M
Murray River	Berrigan	65.1	Ongoing maintenance of the Rail Bridge is critical to the continued success and growth of the intermodal. There is concern that as it is managed by VicTrack and services New South Wales that it does not get a high priority in their budget considerations.			

ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
Tocumwal Intermodal Freight Terminal	Berrigan	65.2	The extension and modification to the lines servicing the grain handling businesses contained within the intermodal would allow for greater efficiency in loading and the use of longer trains as there is currently a lack of storage space for rail cars and shunting.	The purpose of these projects is to ensure the Tocumwal Intermodal Freight Terminal is operating effectively and efficiently.	Council is in discussions with VicTrack and Services NSW to get details of these projects and understand the project requirements.	\$10M
Tocumwal Intermodal Freight Terminal	Berrigan	65.3	Standardisation of the railway line gauge would also be critical to improving efficiency of transportation along this line in the future.			
Western Riverina Rail Network	Narrandera	66.1.1	Restoration of the disused Tocumwal to Narrandera standard gauge rail line in NSW gauge rail line in NSW.	TBC	TBC	TBC
Western Riverina Rail Network	Narrandera	66.1.2	Standardisation of the broad-gauge Mangalore to Tocumwal rail line in Victoria.	TBC	TBC	TBC

TOCUMWAL INTERMODAL FREIGHT TERMINAL CONSTRAINT MAP



Image (above): Constraint Tocumwal Intermodal Freight Terminal (Berrigan).

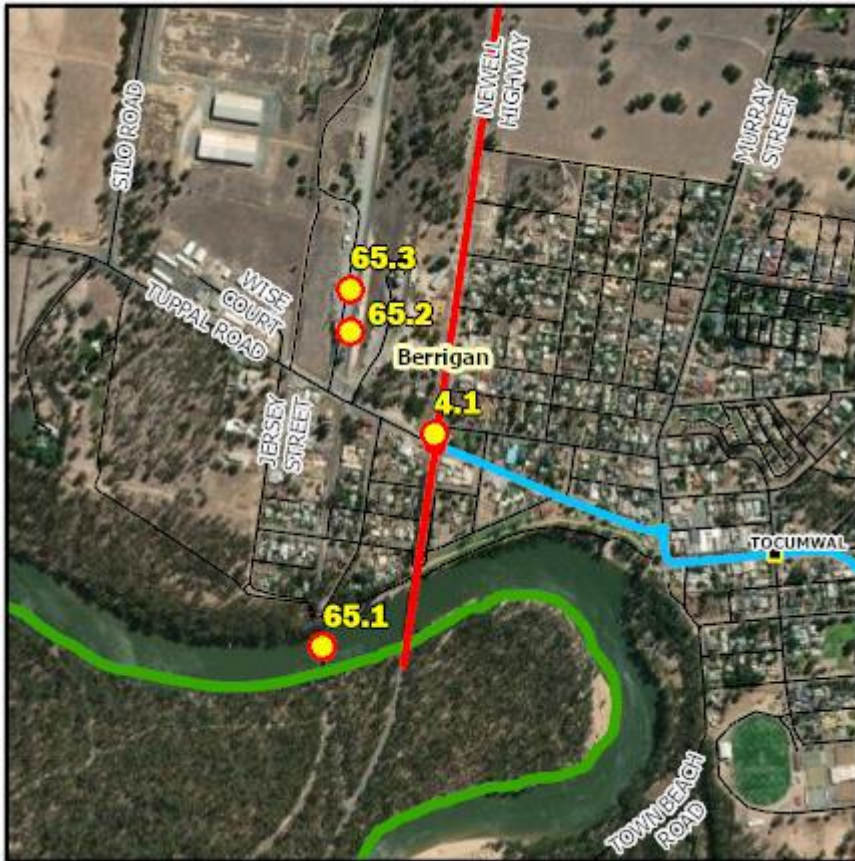


Image (above): Constraint 4.1 Newell Highway – Tocumwal (Berrigan).



Image (above): Constraint 65.1 Western Riverina Rail.



Image (above): Constraint 65.2 Western Riverina Connect – Berrigan.



Image (above): Constraint 65.3 Western Riverina Connect – Berrigan.



Image (above): Constraint 66.1.1 Western Riverina Rail Network.



Image (above): Constraint 66.1.1 Western Riverina Rail Network.

WRCONNECT INTERMODAL FREIGHT TERMINAL

WRConnect (Leeton)

- RAMJO LGAs on route: Leeton, Griffith, Carrathool, Murrumbidgee and Narrandera.
- Major NSW towns on route: Leeton, Griffith, Carrathool, Murrumbidgee and Narrandera.
- Major industries serviced: Cotton, Grains (including Rice), Vegetables, Wine, Chicken and Fish.

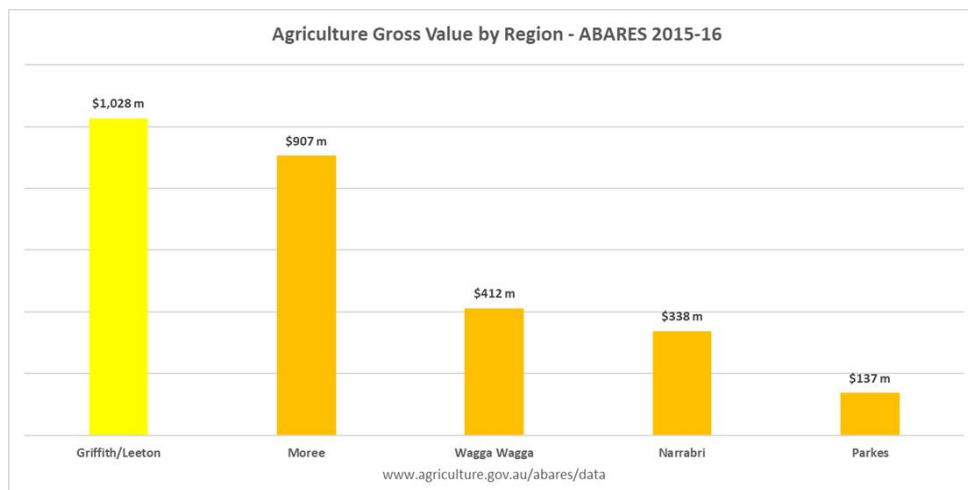
WRConnect at Wumbulgal provides a transport efficient logistics hub with a rail centerpiece, surrounded by effective road networks. It provides our agricultural, Aquicultural, and food and wine producers with world-competitive export industries through connectivity of road and rail.

The site is located on Irrigation Way (MR80) on the boundary of Leeton Shire and Griffith City Council and is centrally located within the Western Riverina food bowl, servicing many key large industries. WRConnect provides the least-cost pathway to domestic and export markets for goods produced in Griffith, Carrathool, Leeton, and parts of Murrumbidgee and Hay Council areas with the majority of containers delivered to Port of Melbourne and commodities to Port Kembla.

The main site currently consists of Grainlink and Linx, with an additional grain trader and hay exporter also located at the site. WR Connect is the only site in Australia that allows loading of both containers and bulk freight, resulting in increased flexibility, reliability, and volume for producers/processors and end-users.

The current site masterplan gives way to subsequent related industries to make it a significant logistics and industrial hub which will boost employment in the region. Located on a site of 350 ha, WRConnect allows for expansion into the future to meet the expected demand and increase in production of the region. WRConnect will be the main logistics hub for Wine/Beer, Grain, and Cotton from the Western Riverina with an expected 714,000 tonnes of freight expected to be loaded at the site by 2029, reducing the number of truck movements required to get produce to port.

WR Connect is a strategically important to the delivery of products from Australia’s leading agribusiness “food bowl” and manufacturing area. WR Connect will provide a strategic link to Inland Rail as well as leveraging the Junee to Griffith rail upgrade (\$60.4m) that was completed in early 2022.



WR Connect provides access to Irrigation Way (MR80) with close links to Burley Griffin Way (B94), Newell Highway (A39) and Sturt Highway (A20). Importantly the site is 15km from Casella Family Brands via the Whitton Stock Route, who export approximately 50% of area's products. The relocation of the Griffith freight terminal to Wumbulgal will remove approximately 9,000 trucks per year from the Griffith CBD.

CONSTRAINT IDENTIFICATION

The following are identified constraints through the region.

WRCONNECT INTERMODAL FREIGHT TERMINAL						
ROAD	LGA	PLAN REFERENCE	CONSTRAINT	TREATMENT	PROGRESS	ESTIMATED COST
Cobb Highway (HW21)	Hay	6.3	Bridge over Murrumbidgee River.	Widen the pavement. Requires upgrade for HPV loading.	Held initial discussions with TfNSW.	\$1M
Whitton Stock Route Road	Griffith	33.1	Upgrade from Irrigation Way to Burley Griffin Way.	Widen the pavement.	Road gazetted as road train route.	\$1.7M
Euroley Road	Leeton	30.1, 30.2	Causeway renewal, bridge loading and shoulder widening.	Renew concrete causeway, undertake bridge loading assessment, widen the pavement	None.	\$1M
McQuillan Road, Poplar Avenue, Canal Street	Leeton	7.1, 31.1	Proposed Western Bypass.	Gazette as road train route and Leeton heavy vehicle bypass road. Renew Canal St.	Applied for road swap to TfNSW. Awaiting response.	\$2.1M
Irrigation Way (MR80)	Narrandera	7.10	Narrow bridge.	Realign bridge and approaches.	None.	\$5M
WRConnect	Leeton	67.1	Services.	Upgrade power, water and telecoms to the facility.	None.	\$45M
WRConnect	Leeton	67.2	Rail and road access.	Upgrade rail siding. Upgrade intersection with Irrigation Way.	None.	\$20M rail siding. Intersection TBC.

WRCONNECT INTERMODAL FREIGHT TERMINAL MAP

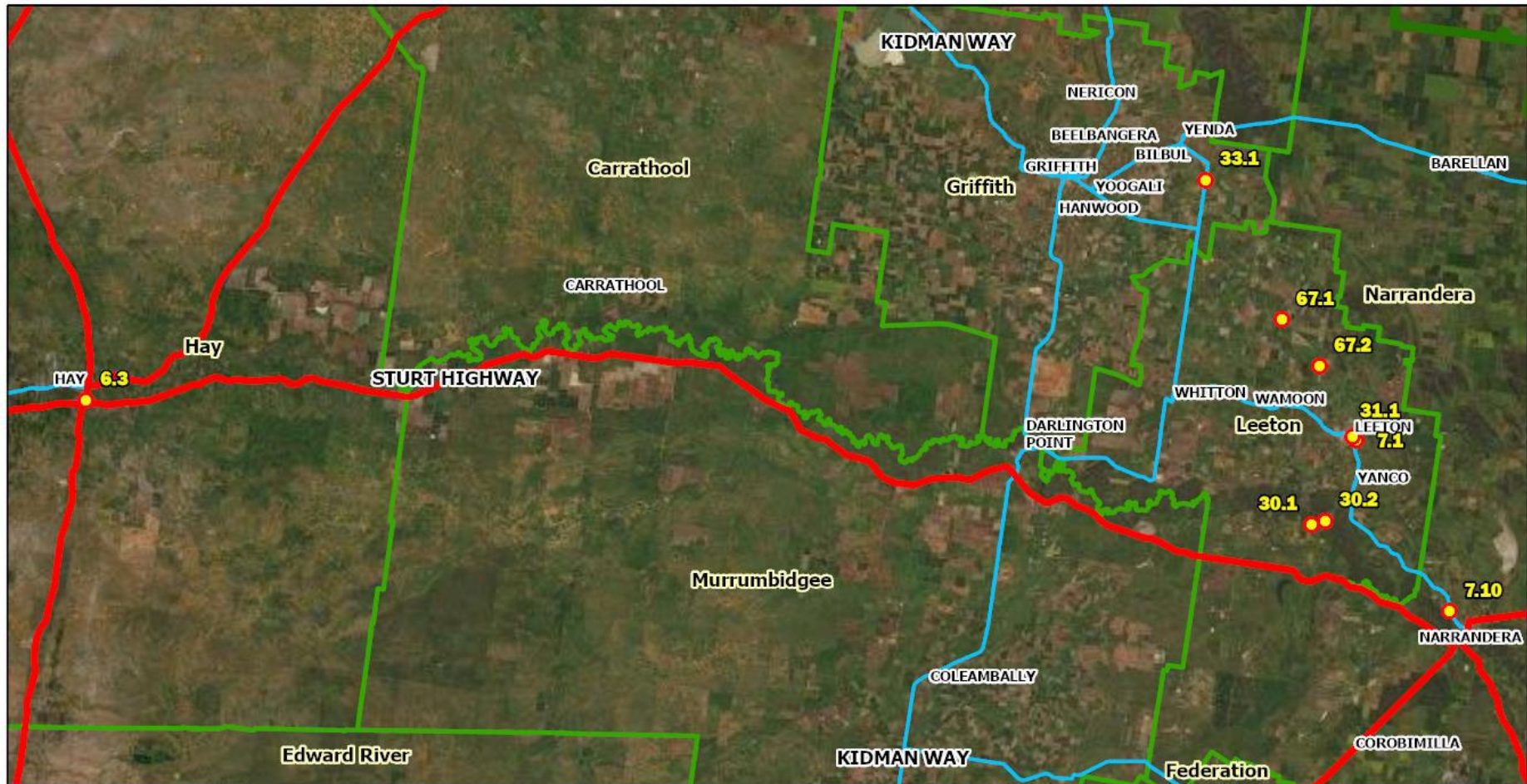


Image (above): Constraint WRConnect Tocumwal Intermodal Freight Terminal (Leeton).



Image (above): Constraint 6.3 Cobb Highway (HW21).

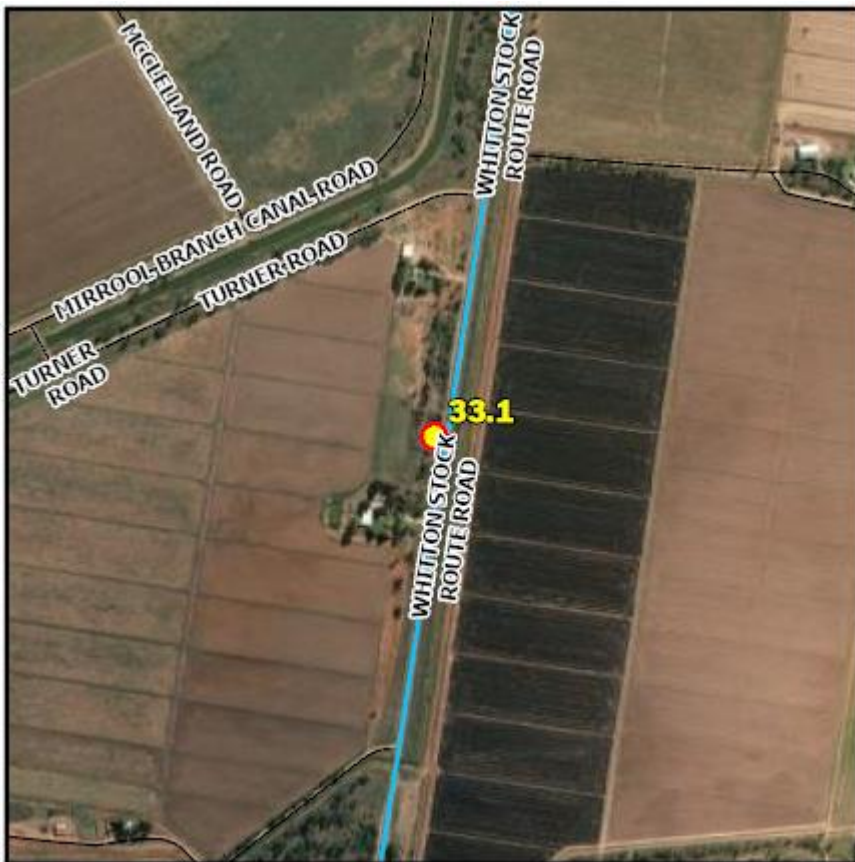


Image (above): Constraint 33.1 Whitton Stock Route Road.



Image (above): Constraint 30.1 Euroley Road.



Image (above): Constraint 30.2 Euroley Road.

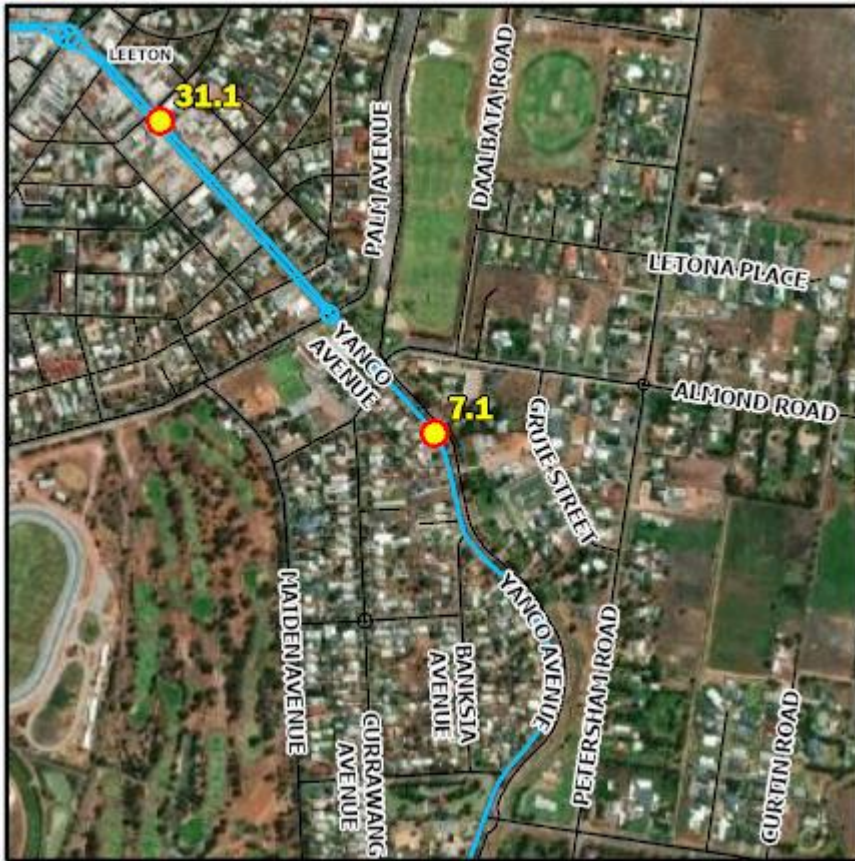


Image (above): Constraint 7.1 McQuillan Rd, Poplar Av, Canal St.

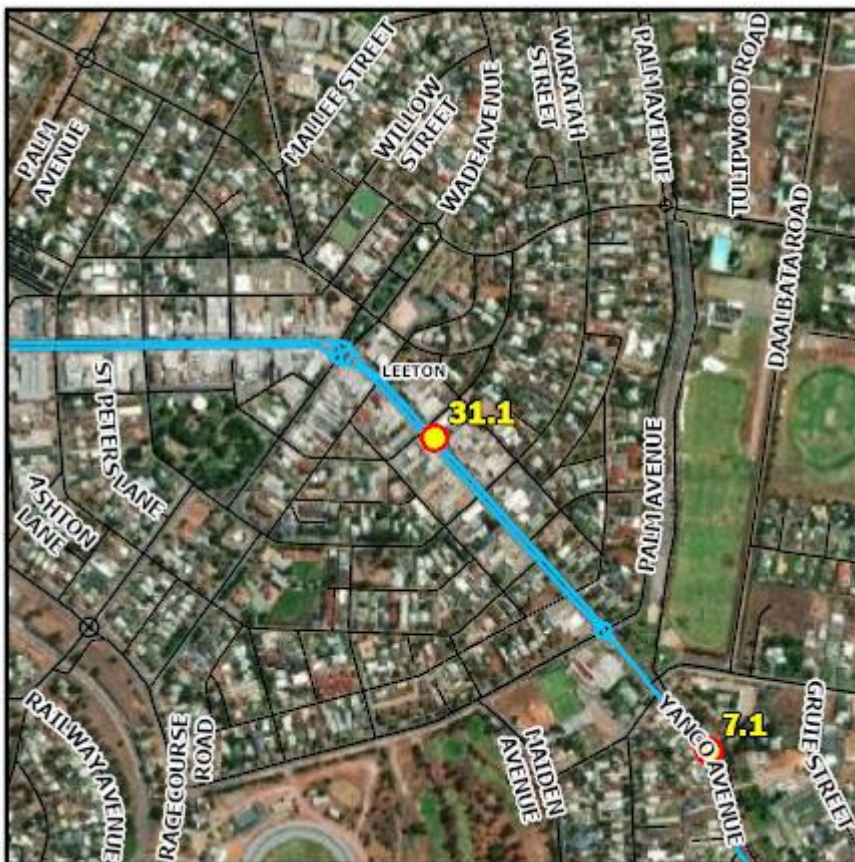


Image (above): Constraint 31.1 McQuillan Road, Poplar Avenue, Canal Street.

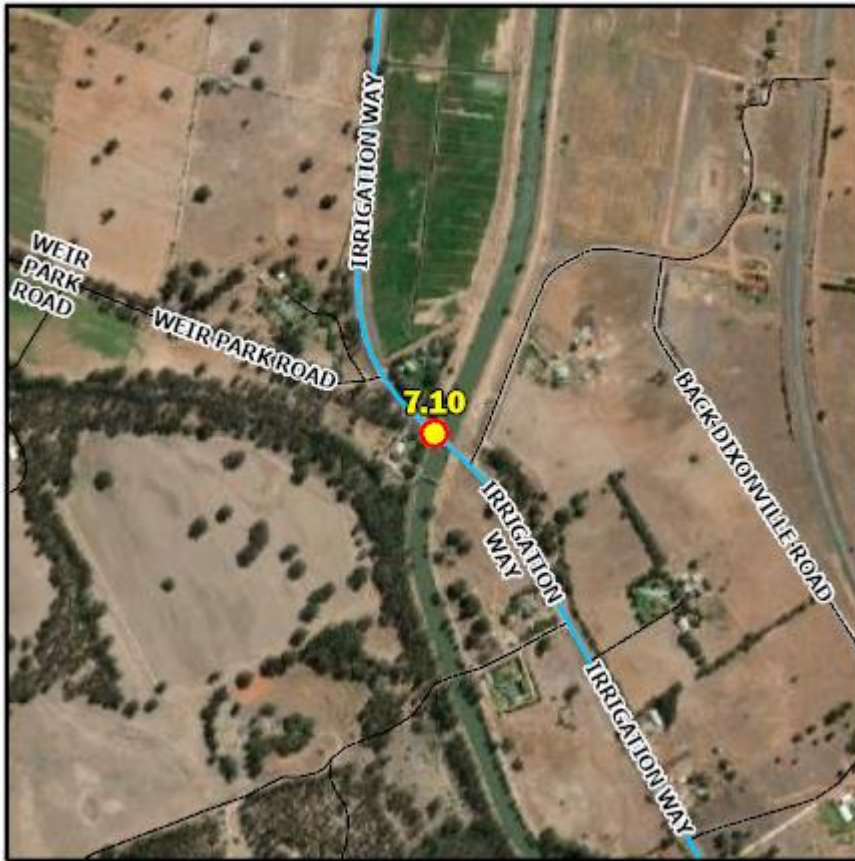


Image (above): Constraint 7.10 Irrigation Way (MR80).



Image (above): Constraint 67.1 WRConnect.



Image (above): Constraint 67.2 WRConnect.