

New South Wales

By SHIPPING AUSTRALIA

The big policy development(s) in New South Wales were the ongoing reviews of NSW Freight Policy. Believe it or not, the NSW Freight Policy Review was announced at the very beginning of the year, back in January 2024, by the Hon Jo Haylen MP, Minister for Transport and Member of the NSW Legislative Assembly.

Shipping Australia spent considerable time reviewing and providing input to this consultation process, and attending briefings.

The key finding was that the NSW State Government ought to drop its support for a container terminal at Kembla and also not provide additional infrastructure to assist the development of container terminals at either Newcastle or Kembla.

Industry's main concern is that the State needs to keep investing in infrastructure now to ensure an efficient supply chain in the future. Designing a supply chain after Port Botany is busting at the seams sacrifices an optimal supply chain (and all the long-term benefits that would entail) not to mention the ongoing costs of the inevitable disruptions that will occur as Botany approaches capacity. And then there's the issues as to what land would be available – given the Australian approach to supply chain related industrial lands, we'd suggest that whatever land is left over (if any) wouldn't exactly be optimal. We only need look at the proposals to do away with the port at Glebe Island and replace it with housing. We get it that housing is a vitally important matter for the state. But transforming one of the few deep water bulk commodity ports on the Australian South East Coast, and one which also provides massive support to major infrastructure projects such as WestConnex or the Metro, into apartments is not going to alleviate the housing crisis and will aggravate the ongoing industrial-lands / supply chain crisis.

Arguably, if the ports and land logistics systems in NSW are not optimised now then we can likely expect adverse effects on schedule reliability and instability in the supply chain.

Incidentally, we appear to have jumped over an important, long-running, development. As is by now well known, any potential future developments at the Port of Newcastle were squashed by some pretty onerous restrictions imposed during privatisation. Back in April 2024, the NSW Government body, IPART, ruled that the Port of Newcastle need only make a one-off compensation payment of AUD\$13m to rid itself of the restrictions on any potential container terminal. The Board of the Port of Newcastle voted in favour of paying the compensation. So that particular privatisation issue is now in the past.

Staying in Newcastle, global towage giant, Svitzer, completed a state-of-the-art training simulator that will provide advanced training for pilots, tug masters, and other personnel. There are two simulation suites – one set up as a tug bridge (with 360 degree vision) and the other a 180 degree ship's simulator. Different weather conditions, ships and tidal conditions – among many other factors can be loaded – and personnel interact with simulated vessel through replica physical controls. It is an astonishing, amazing and excellent facility!

Facilitating networking and helping the industry re-connect through our events is an important function of Shipping Australia and the NSW branch organised several top quality events throughout the year.

It was a fantastic turnout at our Port Kembla Luncheon in March 2024. Shipping Australia was honoured and privileged to host the Hon Paul Scully, MP, NSW Minister for Planning & Public Spaces and Member for Wollongong. Minister Scully spoke about Port

Kembla's great past as an industrial port and his hopes for the port's shipping future.

In October our events returned to Newcastle. We were delighted that Ms Sharon Claydon MP, Member for Newcastle and Deputy Speaker of the House of Representatives, accepted our invitation to be our guest of honour. She paid tribute to the role that coal has played in the local area while also looking forward to the three major projects: the container terminal, a clean energy project and a passenger vehicle import terminal.

We also held events in Sydney. In August we were privileged and honoured to receive a speech from the Hon. Natalie Ward MLC, Shadow Minister for Transport & Roads, Shadow Minister for the Illawarra and South Coast, and Deputy Leader of the Liberal Party in NSW, who told the sector that her office is listening to industry.

And, finally, of course, we rounded off the year with our signature State-based event, the NSW Christmas Luncheon. We were honoured and privileged that our guest speaker this year was Senator the Hon Bridget McKenzie, who gave an important and insightful policy speech to our guests. Our kind sponsors were ONESTOP, AMS Group and Linx Port Services. Over 300 hundred guests attended and enjoyed a speech by top-rated corporate comedian, and the were many prize winners from our Lucky Door Raffle!

We would like to thank everyone in Shipping Australia's NSW Branch who contributed – whether that's attending meetings, hosting us for meetings, chairing committees, providing expertise, or generally being around and lending a hand. We will looking forward to working on behalf of members, for the industry as a whole, and for the interests of the nation in NSW in this coming year. ▲



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