

The NSW Farmers' Association over the years has developed numerous policies relating to the sustainable future of rail branch lines for the benefit of growers, rural and regional NSW. As with all policies developed by the Association, the following motions have been democratically debated and passed by our members at numerous policy setting forums over time.

The current policy that the Association represent has been listed chronologically below:

AC – Annual Conference

EC – Executive Council (formerly GC – General Council)

Transport

AC09 That the Association opposes the mandatory fitting of effluent tanks to trucks.

AC09 That the Association lobby the Roads and Traffic Authority to make allowances for wool bales which are pressed to the specifications of the wool press so they can be transported without oversize restrictions being imposed.

AC08 That the Association lobby the State and Federal Governments to implement the harmonisation of state transport laws and regulations, as recommended by the 2020 summit, by January 2009.

AC08 That the Association engage the State Government and RTA to recommend practical removal of draconian penalty for the interpretation of NTC driver fatigue recommendations.

AC05 That the Association lobby for:

- (a) the onus be taken off farmers for the responsibility for loads of grain and livestock on trucks leaving their property;
- (b) the introduction of a livestock loading scheme in NSW; and
- (c) wider tolerances on load weight limits.

05 Feb EC That the Association lobby for the introduction of a deck area livestock loading scheme based on a consideration of gross vehicle mass, subject to further consultation with livestock transporters.

03 Apr EC That the Association seek the implementation of concessional loading schemes, including “volumetric livestock loading” and “harvest loading”, and an industry “Code of Practice” for the agriculture industry to increase farmers’ compliance with road transport legislation.

AC04 That the Association support the transport industry’s push for volumetric loading as opposed to weight loading in the livestock industry.

AC93 That the Association seek adoption of volumetric loading of livestock trucks in NSW.

Grain Harvest Management Scheme

AC 07 In view of the recent RTA campaign to enforce the Chain of Responsibility legislation, the NSW Farmers’ Association will urgently endeavour to bring in a Harvest Mass Management Scheme in NSW that is acceptable to members.

AC 05 That the Association reject the RTA Grain Harvest Loading Protocol proposal in its current form given that:

- (a) it provides negligible truck weight flexibility for growers under chain of responsibility legislation;
- (b) it will leave growers arguably more exposed to penalty for overloaded trucks given the capture and provision of extensive weighbridge data at no expense to the RTA; and
- (c) it would be unjustifiably expensive for the Association to implement and administer.

04 Oct EC That the Association offer to administer any future Grain Harvest Management Scheme in NSW.

AC 04 That the Association lobby the NSW Transport Minister to implement a Grain Harvest Management Scheme similar to the Queensland system.

Road Funding

AC 05 That the Association lobby to have:

- (a) extra funds allocated to rural councils for maintenance and upkeep of rural roads; and
- (b) this funding for shire rural roads conditional of transparency and accountability of disbursement of these funds.

04 Oct EC That the Association forge an alliance with the NRMA to lobby for improved road and infrastructure funding in rural NSW.

AC 04 That the Association seek local, state and federal governments to provide a more equitable share of the road funding "cake", and ensure a continuation and expansion of "roads to recovery" programme and not "roads to potholes".

AC 04 That the Association seek to have the NSW Government restore the \$300million funding for the Timber Bridge Replacement Programme.

AC 04 That the Association make representations to the Federal Minister for Transport requesting the reinstatement of the Commonwealth Aid Roads grants to allow more rural roads to be bituminised

AC 03 That the Association seek that the State Government provide further funding both to the RTA and local government authorities to repair roadways especially those damaged due to the drought.

01 May GC That the expenditure under the Federal Governments "Roads to Recovery" Program be clearly identified and advised at a local level.

93 Oct GC That the Association request Federal and State Governments to:

AC 00 (a) make sufficient money available to address the deplorable state of rural roads;

(b) commission the ARRB Transport Research to undertake a study of road design and construction with a view to recommending cost effective standards, taking into account capital cost versus maintenance costs;

(c) change funding programs so that roads are brought up to these standards progressively over the next 5 years;

(d) LP gas automotive vehicles pay a contribution to road maintenance and construction which is in line with that paid by other vehicles; and

AC 00 (e) fund the replacement of the approximately 874 timber bridges on classified roads in NSW within the next 10 years.

Infrastructure

AC09 That the Association lobby the NSW Government to place greater emphasis on the use of rail as against road for the movement of freight and produce and to improve current rail infrastructure with particular reference to the construction of the proposed North South Rail Line (Melbourne to Brisbane).

AC09 That the Association lobby the NSW Government for the upgrade of roads to cater for the increased heavy vehicle traffic as a result of suspended rail lines.

AC09 That the Association become actively involved in the consultation process by gaining representation on the Consultative Committee regarding an alternate route over the Blue Mountains.

AC08 That the State Government assist private operators by any means necessary to provide essential infrastructure including loco motors and rolling stock to move grain on branch lines, and from there to port.

EC06 That the Association in partnership with other key industry stakeholders, negotiate with the NSW and Federal Governments to achieve a sustainable grain logistics network solution.

AC06 That the Association lobby the NSW Government to provide a long term funding commitment to all rail branch lines as part of a integrated transport system in NSW and as part of this process ensure that broad acre agreement funds are invested in grain rail infrastructure in this state.

AC05 That the Association: (a) continue to seek immediate funding to maintain and upgrade all 15 restricted rail branch lines to a standard that enables their long term operation until alternative or mutually supportive infrastructure initiatives such as the Brisbane to Melbourne rail track are implemented; and

(b) seek recognition by the State Government of the capacity for the 15 restricted branch lines to carry commodities other than grain.

AC04 That the Association: (a) oppose any branch line closures and support the upgrading of all rail lines where grain is transported,
(b) continue to support the maintenance of adequate rail services in NSW country areas,
(c) ensure that the decision making process involves public participation, including with individual branch line committees and local communities,
(d) lobby the NSW Transport Minister to ensure that the Rail Corporation controls all weeds in railway corridors.

AC03 That the Association seek urgent commitment from the Government to upgrade and maintain all rail, roads and bridges that underpin the supply chain of the grains industry in NSW.

AC02 That the Association lobby the State Government to ensure that rail infrastructure spending is adequate to allow for the upgrading of the States grain line network to an economically sustainable standard.

AC98 That the Association support the establishment of a standard gauge railway line between Moree and the Port of Brisbane.

AC97 That the Association: (a) continue to reject the closure of branch railway lines where there is no other cost effective means to move grain;
(b) encourage private rail enterprises to move grain on branch lines which are no longer being used by FreightCorp.