13 August 2026

The Hon. Jenny Aitchison MP
Minister for Roads
Minister for Regional Transport

The Hon Penny Sharpe MLC
Minister for Climate Change and Energy

RE: REZ OSOM movements and rural transport

Dear Ministers,

I am writing on behalf of the Livestock, Bulk and Rural Carriers Association (LBRCA). TfNSW recently provided traffic advice regarding an increase in the frequency of REZ related Oversize Overmass (OSOM) movements. These superload movements are expected to carry wind turbine blades 80 metres in length, across a 400km road network from the Port of Newcastle, through to the Uungula Wind Farm (near Wellington in the Central West).

LBRCA recognises that significant freight movements will be required to deliver the NSW Government's renewable energy infrastructure plan. It is important that work is undertaken to ensure the transport task is properly planned and to avoid compromising on road safety, freight productivity or the operation of existing rural and regional road transport.

The commencement of more frequent movements of large wind turbines demonstrates the scale of the task now facing the road network and critical freight routes. These roads are already under strain, yet they are key to moving agricultural and mining commodities, livestock and rural freight. Many of these roads already require maintenance and uplift and the LBRCA has previously expressed our concern about the impact of these OSOM superloads. The capacity and maintenance of the network, particularly on the New England, Golden and Mitchell Highway's remain a priority concern.

Operators have raised concerns about the limited upgrades, incomplete road maintenance works on these corridors, the lack of new pullover bays and passing lanes. There is also cause for concern with broader network resilience, particularly where severe weather or other events may close roads or cause further deterioration. This was evident in 2025, when traffic was diverted from the Pacific Highway to inland routes.

These roads are our workplaces and ensuring they are in a safe and useable state is important. Practical operating arrangements for these regional highways and emerging renewable OSOM freight corridors can achieve positive outcomes.

For rural carriers, even relatively short disruptions can have substantial consequences. Operators work within regulated fatigue requirements, customer delivery windows, saleyard and terminal schedules, processing times and animal welfare obligations.

Unplanned delays can affect the transport task. Given the anticipated increase in OSOM movements, it is inevitable that these loads will intersect with other freight movements. The LBRCA is seeking for the NSW Government to establish a coordinated approach to managing REZ OSOM movements across the network, by:

- early coordination of REZ OSOM movements and communication of these schedules to the road transport industry, to better inform and optimise freight planning
- clearly defined OSOM movement windows that minimise interaction with peak agricultural freight periods, including livestock movements, harvest and other seasonal freight tasks
- investment in adequate pullover areas, overtaking infrastructure and traffic-management arrangements to enable safe overtaking of OSOM vehicles, noting that this infrastructure assists drivers to safely manage fatigue and regulatory obligations
- increased investment to maintain and restore the network (notably monitoring and rectification of potholes, road surface degradation and fractured road shoulders)

LBRCA acknowledges the role of OSOM movements in the delivery of projects and infrastructure. However, it is unclear how frequent movements of this scale are accessing the network, without further preparatory work.

The LBRCA wishes for the NSW government to facilitate a positive network legacy from the renewable energy build for roads and communities. The investment required to accommodate REZ OSOM movements should result in permanent improvements to intersections, pavement strength, shoulders, overtaking lanes, rest facilities and other infrastructure to support road safety.

The LBRCA would welcome further considerations of the impact these movements are having, including on social license. We will continue to provide feedback to TfNSW and government agencies on road safety and freight productivity.

Yours sincerely,



Wade Lewis
President
Livestock, Bulk and Rural Carriers Association Inc.