

## SEATS Priority Project Strategic Statement – 2024

This Priority Project Statement has been evolved by SEATS (South Eastern Australia Transport Strategy) over many iterations since 1995. This current list of projects represents both physical works required or government policy initiatives that will generate regional economic development through an improved freight network leading to increased productivity and carbon emission reduction.

Set out initially by mode of transport, a state by state statement is also shown below.

<b>AIR</b>	
Access for regional airlines to Sydney Airport - have the Australian Government reform regional access at Sydney Airport, including:	<ul style="list-style-type: none"> <li>✓ release trapped slots so regional airlines can build consistent daily schedules, and to make the regional ring fence more usable</li> <li>✓ smooth, or average, preserved regional slots to ensure the same number of regional slots are available every day in the morning and evening peaks</li> <li>✓ provide the ability to retime regional slots by up to one hour to help with slot fragmentation</li> </ul>
<b>RAIL</b>	
South Coast Rail Line - (Freight div T4NSW)	<ul style="list-style-type: none"> <li>✓ Turnout required <u>between Unanderra and Coniston Junction</u> for train turnaround for trains &gt;600m</li> <li>✓ <u>Dunmore Siding – Crossover</u> (as per Fixing Country Rail application RNSW1385) is undertaken and available to enable freight trains to have more efficient paths for an expanding freight task</li> <li>✓ <u>Bomaderry Station Yard Extension</u> – extension of northern boundary &amp; signally system (as per Fixing Country Rail application RNSW1392) is undertaken and available to enable freight trains to more efficient access the Bomaderry rail/road intermodal for the expanding freight task</li> <li>✓ <u>Toolijooa Passing Loop</u> – to progress the implementation of this project to create more efficient paths for freight (and passenger) trains on this single line route between Dapto and Bomaderry</li> </ul>

Moss Vale to Unanderra Rail Line – (Freight div T4NSW)	<ul style="list-style-type: none"> <li>✓ Ensure rail access <u>between the Main Southern Line at Moss Vale and the South Coast Line at Unanderra</u> is maintained and available to freight trains for an expanding freight task</li> </ul>
Southern Line (Goulburn to Canberra) – (Freight div T4NSW)	<ul style="list-style-type: none"> <li>✓ Ensure rail access <u>between the Main Southern Line at Goulburn and the rail/road intermodal at Tarago</u> is maintained and available to freight trains for an expanding freight task</li> </ul>
Undertake the necessary works to deliver the outcomes of Victoria’s Regional Network Development Plan to enable:	<ul style="list-style-type: none"> <li>✓ Passenger rail services between Traralgon and Melbourne of 20 min in peak times and 40 min off peak with additional trains <u>beyond Traralgon to Bairnsdale</u></li> <li>✓ Freight services to utilise the Gippsland rail line efficiently between Bairnsdale and Melbourne by ensuring sufficient passing loops exist to provide schedules/pathways</li> </ul>
<b>ROAD</b>	
Barton Highway (T4NSW)	<ul style="list-style-type: none"> <li>✓ Completion of section <u>between Yass and ACT Border</u></li> <li>✓ Establishment of HML route <u>between Cooma and Yass (through ACT)</u> for access to Tumut via Hume Highway and Gocup Rd</li> </ul>
Crossing the Illawarra Escarpment (T4NSW)	<ul style="list-style-type: none"> <li>✓ <u>Mt Ousley Rd/Picton Rd</u> – continuous improvements with regard to safety &amp; resilience</li> <li>✓ <u>MR 92 Beyond Nerriga</u> – providing a HV/HML route between Nerriga and the Hume Hwy at Goulburn</li> <li>✓ <u>Kings Hwy improvements</u> to enable HML access</li> <li>✓ <u>Snowy Mountains Highway upgrade</u> to address resilience issues caused by mountain pass instability to ensure HV access and over time HML access</li> </ul>
Princes Highway (NSW & Vic)	<ul style="list-style-type: none"> <li>✓ <u>Mt Ousley Rd interchange</u> at UoW</li> <li>✓ <u>Nowra Bomaderry Transport Strategy</u> – progress of studies</li> <li>✓ <u>PH Upgrade Project</u>: <ul style="list-style-type: none"> <li>○ Jervis Bay Rd intersection</li> <li>○ JB Rd to Hawkens Rd upgrade</li> <li>○ Milton Ulladulla Bypass</li> <li>○ Moruya Bypass</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>✓ Improvement of section <u>between Batemans Bay and Snowy Mountains Hwy to enable compliance for HML/PBS vehicles</u> (especially crossings at Wagonga Inlet &amp; Brogo River).</li> <li>✓ Completion of the <u>duplication of the Princes Highway from Traralgon to Sale</u> by the scheduled completion date of mid 2024</li> <li>✓ Continue the delivery of the Princes Highway upgrade program through the Gippsland region, including the <u>Sale Alternate Truck route moving to construction asap</u></li> </ul>
Emerging transport freight issues needing to be addressed in Victoria	<ul style="list-style-type: none"> <li>✓ To enable <u>resolution of the Traralgon bypass alignment</u>, this very important project for Gippsland, requires every effort to be made across all Victorian Government Departments involved to determine a way forward as soon as possible.</li> <li>✓ <u>Transport infrastructure planning within Baw Baw Shire</u> is important to this peri-urban area under the Victorian Government’s Metropolitan Planning Strategy “Plan Melbourne 2017-2050”. SEATS asks that the planning and development funding to ensure future options are not built out with incremental development.</li> <li>✓ Early planning and design for the PH <u>through Bairnsdale including across the Mitchell River to the eastern and northern town limits</u>, incorporating improved traffic management practices at the PH/Great Alpine Rd intersection, are required to set the agenda for the future duplication of the Princes Highway from Sale to and through Bairnsdale</li> </ul>
Continuous improvements to the following corridors in liaison with Local Government to identify local projects to enhance safety and improve productivity for delivering the freight task	<ul style="list-style-type: none"> <li>✓ <u>Bass &amp; South Gippsland Highways</u> – including access to the Gippsland Coast Offshore Wind Energy Zone support facilities</li> <li>✓ Realignment of sections of the <u>Monaro Hwy from Cann River to NSW border</u></li> <li>✓ Realignment of sections of the <u>Princes Hwy from Cann River to NSW border</u></li> <li>✓ <b>A new statement around Vic North South Access is required here</b></li> </ul>
<b>SEA</b>	
Seaport Access (NSW)	<ul style="list-style-type: none"> <li>✓ <u>Ensure PBS compliant road access into Pt Kembla</u> from National Hwy grid is available and that adequate height clearances under bridges are monitored and maintained between Picton Rd and Pt Kembla in both directions.</li> <li>✓ <u>Ensure rail access between Bomaderry and Port Botany</u> is maintained and adequate paths are available to freight trains of up to 1200m.</li> </ul>

Seaport Access (Vic)	<ul style="list-style-type: none"><li>✓ <u>Ensure PBS compliant road access into Port Hastings and Port Melbourne from National Hwy grid is available</u></li><li>✓ <u>Ensure freight rail access to export sea ports</u></li></ul>
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## Priority Project Strategic Statement for NSW

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