

SEATS Priority Project Strategic Statement – 2025

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.

SEATS Advocacy Item	
AIR	
Access for regional airlines to Sydney Airport - have the Australian Government finalise its reform regional access at Sydney Airport, including:	<ul style="list-style-type: none"> ✓ SEATS seeks that trapped slots be released so regional airlines can build consistent daily schedules, and to make the regional ring fence more usable ✓ SEATS seeks smooth, or average, preserved regional slots to ensure the same number of regional slots are available every day in the morning and evening peaks ✓ SEATS advocates that there needs to be the ability to retime regional slots by up to one hour to help with slot fragmentation
Improved regional RPT air services for Far South Coast of NSW	<ul style="list-style-type: none"> ✓ SEATS seeks enablement for a proposal to have RPT airline services hub overnight out of the Far South Coast of NSW (Merimbula/Moruya) ✓ SEATS seeks assistance for airport operators, where RPT services operate, to grow the passenger throughput. ✓ SEATS encourages State Governments to assist local Councils to fulfil their development plans for runway enhancements
RAIL	
South Coast Rail Line - (Freight div T4NSW)	SEATS seeks the following infrastructure improvements on the NSW South Coast Rail Line: <ul style="list-style-type: none"> ✓ Turnout required <u>between Unanderra and Coniston Junction</u> for train turnaround for trains >600m ✓ <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

	<ul style="list-style-type: none"> ✓ <u>Bomaderry Station Yard Extension</u> – extension of northern boundary & signally system (as per Fixing Country Rail application RNSW1392) is undertaken and available to enable freight trains more efficient access the Bomaderry rail/road intermodal for the expanding freight task ✓ <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
Illawarra Rail Resilience Plan	<p>SEATS seeks to have resilient and sustainable policies/practices to support freight train paths, as follows:</p> <ul style="list-style-type: none"> ✓ The IRRP include the significant freight movements along the Moss Vale to Unanderra rail line, and these long standing rail freight movements be recognised as forming an important interaction with the passenger services operated on the Sydney Trains network ✓ The IRRP include the significant freight movements between Bomaderry and Port Botany on the South Coast rail line, and these long standing rail freight movements be recognised as forming an important interaction with the passenger services operated on the Sydney Trains network in moving freight to the export rail/sea intermodals at Port Botany (and Port Kembla) ✓ Transport for NSW identifies specific scheduling time bands where freight trains can have priority pathing, (as occurs within Melbourne under Freight Victoria framework) ✓ Transport for NSW recognises that there may be inadequate road alternatives for freight as a backup to rail
Moss Vale to Unanderra Rail Line – (Freight div T4NSW)	<p>SEATS seeks that 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</p>
Southern Line (Goulburn to Canberra) – (Freight div T4NSW)	<p>SEATS seeks that 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</p>
Undertake the necessary works to deliver the outcomes of	<p>SEATS seeks the following rail infrastructure and policy upgrades to allow:</p> <ul style="list-style-type: none"> ✓ 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>

Victoria's Regional Network Development Plan	<ul style="list-style-type: none"> ✓ Freight services to utilise the Gippsland rail line efficiently between Bairnsdale and Melbourne by ensuring sufficient passing loops exist to provide schedules/pathways
Rail access to Victorian Export Centres for Port of Melbourne	SEATS seeks to ensure that provision for rail to/from Gippsland is made in the development of inland export centres for Port of Melbourne (at Lyndhurst)
ROAD	
Barton Highway (T4NSW)	<p>SEATS advocates for the Barton Highway that</p> <ul style="list-style-type: none"> ✓ Transport for NSW move to the construction of Stage 2 asap <u>between Yass and ACT Border</u> ✓ Establishment of a HML freight route <u>between Cooma and Yass (through ACT)</u> for access to Tumut via Hume Highway and Gocup Rd. Secure a funding commitment asap to allow completion of all stages of construction
Crossing the Illawarra Escarpment (T4NSW)	<p>SEATS advocates for Illawarra Escarpment road crossings to be improved as follows:</p> <ul style="list-style-type: none"> ✓ Mt Ousley Rd/Picton Rd – continuous improvements with regard to safety & resilience including works at Mt Ousley Interchange and Wilton Interchange to M31. ✓ The “Beyond Nerriga” East West Freight Route – provide a HV/HML route between Nerriga and the Hume Hwy at Goulburn via Tarago to create a HML freight route, based on MR92 escarpment crossing between Nowra and Nerriga ✓ Kings Hwy improvements to enable HML access ✓ Snowy Mountains Highway upgrade to address resilience issues caused by mountain pass instability to ensure GA vehicle paths. <p>SEATS advocates for T4NSW to work with Forests NSW to recognise both Imlay Rd and Edrom Rd as significant freight routes currently being used by HML vehicles.</p>
Identifying and Upgrading HML Crossings of the Illawarra Escarpment (T4NSW) to cater for existing and future road freight	<ul style="list-style-type: none"> ✓ SEATS requests that Transport for NSW undertake a “what if” investigation on the provision of road (and rail links) across the Illawarra Escarpment with the view to identifying and supporting a second east-west road freight route in the north which can satisfy future freight requirements in most natural disasters ✓ SEATS notes the recommendations of the NSW Freight Reform Plan and the Strategic Regional Integrated Transport Plans for the South East & Tablelands (and Illawarra

	<p>Shoalhaven) Regions regarding Illawarra Escarpment crossings and should be addressed by Transport for NSW. (Note:SEATS advocates that the Illawarra Rail Resilience Plan should reach the same conclusion.)</p> <ul style="list-style-type: none"> ✓ SEATS advocates for T4NSW to work with Forests NSW to recognise both Imlay Rd and Edrom Rd as significant freight routes currently being used by HML vehicles. ✓ SEATS supports the increased provision of HV Rest Areas and where possible, and needed, to incorporate connections to allow changing of drivers.
<p>Princes Highway (NSW & Vic)</p>	<p>SEATS advocates for the following Princes Highway improvements to continue as planned:</p> <ul style="list-style-type: none"> ✓ <u>Mt Ousley Rd interchange</u> at UoW ✓ <u>Nowra Bomaderry Transport Strategy</u> – progress of studies and works ✓ Upgrade bridge capacity at Currambene Creek Nth (under construction) ✓ <u>PH Upgrade Project:</u> <ul style="list-style-type: none"> ○ Jervis Bay Rd intersection (under construction) ○ Jervis Bay Rd to Hawkens Rd upgrade (in planning/design) ○ Milton Ulladulla Bypass (in planning/design) ○ Moruya Bypass (in planning/design) ✓ Improvement of section <u>between Batemans Bay and Snowy Mountains Hwy to enable compliance for HML/PBS vehicles</u> (especially crossings at Wagonga Inlet & Brogo River). ✓ Continue the delivery of the Princes Highway upgrade program through the Gippsland region, including the <u>Sale Alternate Truck Route</u> moving to construction asap
<p>Emerging transport freight issues needing to be addressed in Victoria</p>	<p>SEATS advocates for the Princes Highway corridor through Gippsland to be improved and that funding allocations be made for planning as follows:</p> <ul style="list-style-type: none"> ✓ 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 through the Latrobe Valley Mine Rehabilitation Plan <ul style="list-style-type: none"> ○ Requires 2025/26 Vic budget allocation (\$5-10m) to determine scope, corridor definition and cost estimates for the Traralgon bypass construction over say 6-9 financial years ○ In 2027/28 the Victorian Govt approach Australian Govt for 50% funding for construction phases

	<ul style="list-style-type: none"> ✓ <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 \$3m be allocated towards the planning and development tasks to ensure future options are not built out with incremental development. <ul style="list-style-type: none"> ○ Longwarry to Nar Nar Goon(includes links into emerging employment precincts that support new residential and employment growth in Baw Baw & Cardinia Shires) <ul style="list-style-type: none"> ○ While delivering time savings, productivity gains & improved supply chains for time sensitive quality fresh food & produce freight tasks ○ While stimulating local employment precincts to address liveability & housing considerations ○ By recognising this significant part of Victoria’s urban growth ✓ 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
<p>Haulage routes on local roads for metropolitan infrastructure growth.</p>	<p>SEATS seeks for those areas in close proximity to metropolitan Melbourne and Sydney that for haulage routes utilising local roads to support metropolitan infrastructure construction be compensated maintenance offsets from metro growth budgets (or grants)</p> <ul style="list-style-type: none"> ✓ In the need to allow Melbourne’s urban & employment growth, Southern Gippsland Shire is experiencing new extractive industries opening up or expanding ✓ Adjacent to Sydney, Goulburn Mulwaree Council is experiencing establishment and expansion of extractive industries
<p>Heavy Vehicle Specific Routes</p>	<p>SEATS sees the following road initiatives as delivering freight productivity gains and safety improvements by adequately addressing the needs of Heavy Vehicle movements specifically:</p> <ul style="list-style-type: none"> ✓ Sale Alternate Truck Route ✓ Leongatha HV Alternate Route (Stage 2) ✓ The Hyland Highway in Gippsland to address the needs of Offshore Renewable Infrastructure requirements (roads & transmission) ✓ Gippsland linkages to freight assembly point(s) for Port of Melbourne (road & rail) suggested to be at Lyndhurst/South Dandenong ✓ Bridge strengthening programs in both Victoria and NSW on highways and major roads:

	<ul style="list-style-type: none"> ○ Undertake bridge strengthening as a rolling program over, say 10 years ○ Recognising that HVs are becoming larger (and heavier) configurations
<p>Continuous improvements to specific corridors in liaison with Local Government is required to identify local projects to enhance safety and improve productivity for delivering the freight task</p>	<p>SEATS sees the following road corridors as requiring upgrades to deliver freight productivity gains and safety improvements:</p> <ul style="list-style-type: none"> ✓ <u>Bass & South Gippsland Highways</u> – including access to the Gippsland Coast Offshore Wind Energy Zone support facilities ✓ Realignment of sections of the <u>Monaro Hwy from Cann River to NSW border</u> ✓ Realignment of sections of the <u>Princes Hwy from Cann River to NSW border</u>
<p>ROAD & RAIL ACCESS SUSTAINMENT</p>	
<p>Climate Change & impact on transport infrastructure</p>	<p>SEATS seeks that all levels of Government be aware that recent weather patterns of the East Coast Lows and the bushfire event of 2019/20 have brought about a new dimension to the Great Dividing Range escarpment issue. At some points during 2022 closures and restrictions on the all mountain passes placed imposts on hauliers and industry, including tradesmen.</p> <ul style="list-style-type: none"> ✓ Fires cause immediate disruption when key roads are blocked or utility services are severed and may take days/weeks to repair. ✓ Torrential rains can cause erosion/slippages above or below the road structure which may take months/years to repair ✓ Funding streams need to be made available for recovery works after these natural disasters. <ul style="list-style-type: none"> ○ Funding should allow for betterment to build more resilient infrastructure. ✓ Key strategies need to be developed within disaster management plans to address: <ul style="list-style-type: none"> ○ Short term issues: Utility disruption (water, sewer, electricity, telecommunications) ○ Medium term issues: Road/rail disruption to supply chains ○ Longer term issues: Repairs to mountain passes for road/rail ○ A longer term strategic solution needs to be determined to move HML Freight Vehicles in and around the region, including across the escarpment

SEA	
Seaport Access (NSW)	<p>To enable effective use of the regions ports, SEATS seeks to:</p> <ul style="list-style-type: none"> ✓ <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. ✓ <u>Ensure rail access between Bomaderry and Port Botany</u> is maintained and adequate paths are available to freight trains of up to 1200m. ✓ Ensure HML/PBS compliant road access into Port Eden (Edrom) via Imlay Rd and Edrom Rd (both Forests NSW assets) and Princes Highway, both north and south
Seaport Access (Vic)	<p>To enable effective use of the regions ports, SEATS seeks to:</p> <ul style="list-style-type: none"> ✓ <u>Ensure PBS compliant road access into Port Hastings and Port Melbourne</u> from National Hwy grid is available ✓ <u>Ensure freight rail access to export sea ports</u> ✓ Ensure HML/PBS compliant road access on Princes Highway, both north and south, to access Port Eden (Edrom) via Edrom Rd (Forests NSW assets).
TELECOMMUNICATIONS	
Telephony & Data Transfer in remote areas (Bairnsdale to Ulladulla on Princes Hwy and Queanbeyan on Monaro Hwy)	<p>SEATS has resolved to <i>strongly requests the Australian government ensure that within 5 years all national and state highways achieve a 95% mobile telephony reception coverage and that the rollout commence on the Monaro Highway and the Princes Highway between Sydney and Melbourne</i></p> <ul style="list-style-type: none"> ✓ The Victorian and NSW Governments should continue with the rollout of a Federally Funded program delivering outcomes in this regard. <ul style="list-style-type: none"> ○ 6/11/24 – Fed Minister announced \$8m for regional Victoria ○ 15/11/24 – Fed Minister announced \$48m for regional NSW

SEATS Priority Project Strategic Statement for New South Wales/Australian Capital Territory - 2025

AIR	
<p>Access for regional airlines to Sydney Airport</p> <ul style="list-style-type: none"> - have the Australian Government finalise its reform regional access at Sydney Airport, including: - 	<ul style="list-style-type: none"> ✓ SEATS seeks that trapped slots be released so regional airlines can build consistent daily schedules, and to make the regional ring fence more usable ✓ SEATS seeks smooth, or average, preserved regional slots to ensure the same number of regional slots are available every day in the morning and evening peaks ✓ SEATS advocates that there needs to be the ability to retime regional slots by up to one hour to help with slot fragmentation
<p>Improved regional RPT air services for Far South Coast of NSW</p>	<ul style="list-style-type: none"> ✓ SEATS seeks enablement for a proposal to have RPT airline services hub overnight out of the Far South Coast of NSW (Merimbula/Moruya) ✓ SEATS seeks assistance for airport operators, where RPT services operate, to grow the passenger throughput. ✓ SEATS encourages State Governments to assist local Councils to fulfil their development plans for runway enhancements
RAIL	
<p>South Coast Rail Line - (Freight div T4NSW)</p>	<p>SEATS seeks the following infrastructure improvements on the NSW South Coast Rail Line:</p> <ul style="list-style-type: none"> ✓ Turnout required <u>between Unanderra and Coniston Junction</u> for train turnaround for trains >600m ✓ <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 ✓ <u>Bomaderry Station Yard Extension</u> – extension of northern boundary & signally system (as per Fixing Country Rail application RNSW1392) is undertaken and available to enable freight trains more efficient access the Bomaderry rail/road intermodal for the expanding freight task ✓ <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

<p>Illawarra Rail Resilience Plan</p>	<p>SEATS seeks to have resilient and sustainable policies/practices to support freight train paths, as follows:</p> <ul style="list-style-type: none"> ✓ The IRRP include the significant freight movements along the Moss Vale to Unanderra rail line, and these long standing rail freight movements be recognised as forming an important interaction with the passenger services operated on the Sydney Trains network ✓ The IRRP include the significant freight movements between Bomaderry and Port Botany on the South Coast rail line, and these long standing rail freight movements be recognised as forming an important interaction with the passenger services operated on the Sydney Trains network in moving freight to the export rail/sea intermodals at Port Botany (and Port Kembla) ✓ Transport for NSW identifies specific scheduling time bands where freight trains can have priority pathing, (as occurs within Melbourne under Freight Victoria framework) ✓ Transport for NSW recognises that there may be inadequate road alternatives for freight as a backup to rail
<p>Moss Vale to Unanderra Rail Line – (Freight div T4NSW)</p>	<p>SEATS seeks that 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</p>
<p>Southern Line (Goulburn to Canberra) – (Freight div T4NSW)</p>	<p>SEATS seeks that 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</p>
<p>ROAD</p>	
<p>Barton Highway (T4NSW)</p>	<p>SEATS advocates for the Barton Highway that</p> <ul style="list-style-type: none"> ✓ Transport for NSW move to the construction of Stage 2 asap <u>between Yass and ACT Border</u> ✓ Establishment of a HML freight route <u>between Cooma and Yass (through ACT)</u> for access to Tumut via Hume Highway and Gocup Rd. Secure a funding commitment asap to allow completion of all stages of construction

<p>Crossing the Illawarra Escarpment (T4NSW)</p>	<p>SEATS advocates for Illawarra Escarpment crossings to be improved as follows:</p> <ul style="list-style-type: none"> ✓ <u>Mt Ousley Rd/Picton Rd</u> – continuous improvements with regard to safety & resilience including works at Mt Ousley Interchange and Wilton Interchange to M31. ✓ <u>The “Beyond Nerriga” East West Crossing</u> – provide a HV/HML route between Nerriga and the Hume Hwy at Goulburn via Tarago to create a HML freight route, based on MR92 escarpment crossing between Nowra and Nerriga ✓ <u>Kings Hwy improvements</u> to enable HML access ✓ <u>Snowy Mountains Highway upgrade</u> to address resilience issues caused by mountain pass instability to ensure GA vehicle paths. <p>SEATS advocates for T4NSW to work with Forests NSW to recognise both Imlay Rd and Edrom Rd as significant freight routes currently being used by HML vehicles.</p>
<p>Identifying and Upgrading HML Crossings of the Illawarra Escarpment (T4NSW) to cater for existing and future road freight</p>	<ul style="list-style-type: none"> ✓ SEATS requests that Transport for NSW undertake a “what if” investigation on the provision of road (and rail links) across the Illawarra Escarpment with the view to identifying and supporting a second east-west road freight route in the north which can satisfy future freight requirements in most natural disasters ✓ SEATS notes the recommendations of the NSW Freight Reform Plan and the Strategic Regional Integrated Transport Plans for the South East & Tablelands (and Illawarra Shoalhaven) Regions regarding Illawarra Escarpment crossings and should be addressed by Transport for NSW. (Note: SEATS advocates that the Illawarra Rail Resilience Plan should reach the same conclusion.) ✓ SEATS advocates for T4NSW to work with Forests NSW to recognise both Imlay Rd and Edrom Rd as significant freight routes currently being used by HML vehicles. ✓ SEATS supports the increased provision of HV Rest Areas and where possible and needed to incorporate connections to allow changing of drivers.
<p>Princes Highway (NSW)</p>	<p>SEATS advocates for the following Princes Highway improvements to continue as planned:</p> <ul style="list-style-type: none"> ✓ <u>Mt Ousley Rd interchange</u> at UoW ✓ <u>Nowra Bomaderry Transport Strategy</u> – progress of studies and works ✓ Upgrade bridge capacity at Currambene Creek Nth (under construction) ✓ <u>PH Upgrade Project:</u> <ul style="list-style-type: none"> ○ Jervis Bay Rd intersection (under construction) ○ Jervis Bay Rd to Hawkens Rd upgrade (in planning/design) ○ Milton Ulladulla Bypass (in planning/design)

	<ul style="list-style-type: none"> ○ Moruya Bypass (in planning/design) ✓ Improvement of section <u>between Batemans Bay and Snowy Mountains Hwy to enable compliance for HML/PBS vehicles</u> (especially crossings at Wagonga Inlet & Brogo River).
Haulage routes on local roads for metropolitan infrastructure growth.	<p>SEATS seeks for those areas in close proximity to metropolitan Melbourne and Sydney that for haulage routes utilising local roads to support metropolitan infrastructure construction be compensated maintenance offsets from metro growth budgets (or grants)</p> <ul style="list-style-type: none"> ✓ Adjacent to Sydney, Goulburn Mulwaree Council is experiencing establishment and expansion of extractive industries
Heavy Vehicle Specific Routes	<p>SEATS sees the following road initiatives as delivering freight productivity gains and safety improvements by adequately addressing the needs of Heavy Vehicle movements specifically:</p> <ul style="list-style-type: none"> ✓ Bridge strengthening programs in both Victoria and NSW on highways and major roads: <ul style="list-style-type: none"> ○ Undertake bridge strengthening as a rolling program over, say 10 years ○ Recognising that HVs are becoming larger (and heavier) configurations
ROAD & RAIL ACCESS SUSTAINMENT	
Climate Change & impact on transport infrastructure	<p>SEATS seeks that all levels of Government be aware that recent weather patterns of the East Coast Lows and the bushfire event of 2019/20 have brought about a new dimension to the Great Dividing Range escarpment issue. At some points during 2022 closures and restrictions on the all mountain passes placed imposts on hauliers and industry, including tradesmen.</p> <ul style="list-style-type: none"> ✓ Fires cause immediate disruption when key roads are blocked or utility services are severed and may take days/weeks to repair. ✓ Torrential rains can cause erosion/slippages above or below the road structure which may take months/years to repair ✓ Funding streams need to be made available for recovery works after these natural disasters. <ul style="list-style-type: none"> ○ Funding should allow for betterment to build more resilient infrastructure. ✓ Key strategies need to be developed within disaster management plans to address: <ul style="list-style-type: none"> ○ Short term issues: Utility disruption (water, sewer, electricity, telecommunications) ○ Medium term issues: Road/rail disruption to supply chains

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TELECOMMUNICATIONS	
Telephony & Data Transfer in remote areas (Bairnsdale to Ulladulla on Princes Hwy and Queanbeyan on Monaro Hwy)	<p>SEATS has resolved to <i>strongly requests the Australian government ensure that within 5 years all national and state highways achieve a 95% mobile telephony reception coverage and that the rollout commence on the Monaro Highway and the Princes Highway between Sydney and Melbourne</i></p> <ul style="list-style-type: none"> ✓ The Victorian and NSW Governments should continue with the rollout of a Federally Funded program delivering outcomes in this regard. <ul style="list-style-type: none"> ○ 6/11/24 – Fed Minister announced \$8m for regional Victoria ○ 15/11/24 – Fed Minister announced \$48m for regional NSW

SEATS Priority Project Strategic Statement for Victoria - 2025

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<p>Access for regional airlines to Sydney Airport</p> <ul style="list-style-type: none"> - have the Australian Government finalise its reform regional access at Sydney Airport, including: - 	<ul style="list-style-type: none"> ✓ SEATS seeks that trapped slots be released so regional airlines can build consistent daily schedules, and to make the regional ring fence more usable ✓ SEATS seeks smooth, or average, preserved regional slots to ensure the same number of regional slots are available every day in the morning and evening peaks ✓ SEATS advocates that there needs to be the ability to retime regional slots by up to one hour to help with slot fragmentation
RAIL	
<p>Undertake the necessary works to deliver the outcomes of Victoria's Regional Network Development Plan</p>	<p>SEATS seeks the following rail infrastructure and policy upgrades to allow:</p> <ul style="list-style-type: none"> ✓ 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> ✓ Freight services to utilise the Gippsland rail line efficiently between Bairnsdale and Melbourne by ensuring sufficient passing loops exist to provide schedules/pathways
<p>Rail access to Victorian Export Centres for Port of Melbourne</p>	<p>SEATS seeks to ensure that provision for rail to/from Gippsland is made in the development of inland export centres for Port of Melbourne (at Lyndhurst)</p>
ROAD	
<p>Princes Highway (NSW & Vic)</p>	<p>SEATS advocates for the following Princes Highway improvements to continue as planned:</p> <ul style="list-style-type: none"> ✓ 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> <p>SEATS supports the increased provision of HV Rest Areas and, where possible and needed, to incorporate connections to allow changing of drivers.</p>
<p>Emerging transport freight issues needing to be addressed in Victoria</p>	<p>SEATS advocates for the Princes Highway corridor to be improved and that funding allocations be made for planning as follows:</p> <ul style="list-style-type: none"> ✓ 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

	<p>involved to determine a way forward as soon as possible through the Latrobe Valley Mine Rehabilitation Plan</p> <ul style="list-style-type: none"> ○ Requires 2025/26 Vic budget allocation (\$5-10m) to determine scope, corridor definition and cost estimates for the Traralgon bypass construction over say 6-9 financial years ○ In 2027/28 the Victorian Govt approach Australian Govt for 50% funding for construction phases <p>✓ <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 \$3m be allocated towards the planning and development tasks to ensure future options are not built out with incremental development.</p> <ul style="list-style-type: none"> ○ Longwarry to Nar Nar Goon (includes links into emerging employment precincts that support new residential and employment growth in Baw Baw & Cardinia Shires) <ul style="list-style-type: none"> ○ While delivering time savings, productivity gains & improved supply chains for time sensitive quality fresh food & produce freight tasks ○ While stimulating local employment precincts to address liveability & housing considerations ○ By recognising this significant part of Victoria’s urban growth <p>✓ 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</p>
<p>Haulage routes on local roads for metropolitan infrastructure growth.</p>	<p>SEATS seeks for those areas in close proximity to metropolitan Melbourne and Sydney that for haulage routes utilising local roads to support metropolitan infrastructure construction be compensated maintenance offsets from metro growth budgets (or grants)</p> <ul style="list-style-type: none"> ✓ In the need to allow Melbourne’s urban & employment growth, Southern Gippsland Shire is experiencing new extractive industries opening up or expanding
<p>Heavy Vehicle Specific Routes</p>	<p>SEATS sees the following road initiatives as delivering freight productivity gains and safety improvements by adequately addressing the needs of Heavy Vehicle movements specifically:</p> <ul style="list-style-type: none"> ✓ Sale Alternate Truck Route ✓ Leongatha HV Alternate Route (Stage 2)

	<ul style="list-style-type: none"> ✓ The Hyland Highway in Gippsland to address the needs of Offshore Renewable Infrastructure requirements (roads & transmission) ✓ Gippsland linkages to freight assembly point(s) for Port of Melbourne (road & rail) suggested to be at Lyndhurst/South Dandenong ✓ Bridge strengthening programs in both Victoria and NSW on highways and major roads: <ul style="list-style-type: none"> ○ Undertake bridge strengthening as a rolling program over, say 10 years ○ Recognising that HVs are becoming larger (and heavier) configurations
<p>Continuous improvements to specific corridors in liaison with Local Government is required to identify local projects to enhance safety and improve productivity for delivering the freight task</p>	<p>SEATS sees the following road corridors as requiring upgrades to deliver freight productivity gains and safety improvements:</p> <ul style="list-style-type: none"> ✓ <u>Bass & South Gippsland Highways</u> – including access to the Gippsland Coast Offshore Wind Energy Zone support facilities ✓ Realignment of sections of the <u>Monaro Hwy from Cann River to NSW border</u> ✓ Realignment of sections of the <u>Princes Hwy from Cann River to NSW border</u>
<p>ROAD & RAIL ACCESS SUSTAINMENT</p>	
<p>Climate Change & impact on transport infrastructure</p>	<p>SEATS seeks that all levels of Government be aware that recent weather patterns of the East Coast Lows and the bushfire event of 2019/20 have brought about a new dimension to the Great Dividing Range escarpment issue. At some points during 2022 closures and restrictions on the all mountain passes placed imposts on hauliers and industry, including tradesmen.</p> <ul style="list-style-type: none"> ✓ Fires cause immediate disruption when key roads are blocked or utility services are severed and may take days/weeks to repair. ✓ Torrential rains can cause erosion/slippages above or below the road structure which may take months/years to repair ✓ Funding streams need to be made available for recovery works after these natural disasters. <ul style="list-style-type: none"> ○ Funding should allow for betterment to build more resilient infrastructure. ✓ Key strategies need to be developed within disaster management plans to address: <ul style="list-style-type: none"> ○ Short term issues: Utility disruption (water, sewer, electricity, telecommunications) ○ Medium term issues: Road/rail disruption to supply chains

	<ul style="list-style-type: none"> ○ Longer term issues: Repairs to mountain passes for road/rail ○ A longer term strategic solution needs to be determined to move HML Freight Vehicles in and around the region, including across the escarpment
SEA	
Seaport Access (Vic)	<p>To enable effective use of the regions ports, SEATS seeks to:</p> <ul style="list-style-type: none"> ✓ <u>Ensure PBS compliant road access into Port Hastings and Port Melbourne</u> from National Hwy grid is available ✓ <u>Ensure freight rail access to export sea ports</u> ✓ Ensure HML/PBS compliant road access on Princes Highway, both north and south, to access Port Eden (Edrom) via Edrom Rd (Forests NSW assets).
TELECOMMUNICATIONS	
Telephony & Data Transfer in remote areas (Bairnsdale to Ulladulla on Princes Hwy and Queanbeyan on Monaro Hwy)	<p>SEATS has resolved to <i>strongly requests the Australian government ensure that within 5 years all national and state highways achieve a 95% mobile telephony reception coverage and that the rollout commence on the Monaro Highway and the Princes Highway between Sydney and Melbourne</i></p> <ul style="list-style-type: none"> ✓ The Victorian and NSW Governments should continue with the rollout of a Federally Funded program delivering outcomes in this regard. <ul style="list-style-type: none"> ○ 6/11/24 – Fed Minister announced \$8m for regional Victoria ○ 15/11/24 – Fed Minister announced \$48m for regional NSW