



ITEANZ NEWSLETTER Q3 2018



PRESIDENT'S COLUMN

In my column I try to provoke thought and discussion of issues contemporary. If you wish to respond I would always be happy to keep the discussion going.

Fish & Chip Vendors vs Engineers

Why are there occasional fish and chips vendors, many union leaders and lawyers in Parliament but not engineers? Why don't engineers get involved in politics? Surely the engineering profession which does so much good for society has a lot to offer at governmental level. Many people complain about the current standard of politics and ask how it can be improved. Could engineers fix it again?

North East Link

As part of community and stakeholder engagement for the North East Link Environment Effects Statement, North East Link Authority (NELA) chairs a Community Technical Discussion Group for those in the community with a deeper interest and level of technical understanding around walking and cycling. If you have an interest in active transport, here is your chance to influence the design of a major infrastructure project.

STOP PRESS!

Sorry, I was wrong. You cannot influence the design of this major infrastructure project. We have just had a North East Link meeting and we were told this was a ROAD Project and the brief for active transport was simply not to make conditions worse and the design criteria cannot be changed now. So the consultation meetings are a sham. This means that while motorists will have a direct, flat, uninterrupted route, cyclists will have a circuitous route with excessive grades and multiple traffic lights to traverse. Two people walked out of the meeting. I considered it but stayed. At the end of the meeting I told the Chair I was wasting my time at this meeting and asked: What would you do in our position? I was told that the only thing we could do was get political. What else do you think can we do?

Speed limits on Shared Paths

The biggest problem with shared paths is caused by the speed differential between the two groups sharing. Pedestrians are intimidated by speeding cyclists. Slow recreational cyclists like children can also be intimidated by speeding cyclists.

The ideal solution to this problem is to provide separate paths for pedestrians and children under 12 years of age just like our suburban footpaths.

Separate Bike paths should be provided on commuter routes. But this is a high cost solution and will take a long time to achieve. In the mean time we should do what we do on our road network: we need to impose speed limits on shared paths.

Corporate Supporters



SMEC

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Yes I know they can't be easily enforced but did that argument stop us introducing speed limits on our roads about 100 years ago? Set the law and the enforcement technology will follow. I'm sure some clever entrepreneur will invent a way of enforcing speed limits on shared paths.

Passive Autonomy

I recently saw an interviewer ask a Professor if manual mode would be available in autonomous cars for those who love the feel of accelerators and brakes. The Prof didn't answer it well, he hadn't thought of the concept of "passive autonomy". This is what we have with all current safety features. Air bags, seat belt tighteners, anti-skid brakes, electronic stability control, auto braking, lane keeping etc. are all sitting there passively waiting for an emergency to come into play. We are totally in control of our vehicle unless we misjudge or make a mistake.

That's where I'd like to see all the effort go – into make the car uncrashable with all the possible safety features sitting there passively in the background waiting for a mistake but we are required to be totally in control. This would provide the desired massive reduction in the road toll without full autonomy.

The autonomous car for those who want to take their hands off, will come a couple of decades later when all its problems have been ironed out properly.

Nick Szwed, ITEANZ President, President@ite.org.au



ITE COMMUNITY

New South Wales

NSW Budget



The NSW Government announced a \$14.4 billion budget for public transport and infrastructure in June, representative of the growth of the sector and continued development of landmark transport projects. Of this, a total of \$4.3 billion has been allocated for the Sydney Metro network, with passenger services expected to commence on the new Sydney Metro Northwest in the first half of 2019. Another \$278 million is set aside for the construction of Parramatta Light Rail Stage 1 and State 2 planning and \$110 million to deliver Newcastle Light Rail.

In addition to building new and enhanced transport networks, the Budget is also focused on delivering fleet enhancements with half a billion to continue delivering the Intercity Fleet for regional services and almost \$600 million on additional trains and buses to accommodate the growth in NSW.

Technological advancements are also at the forefront on the priority list with \$880 million committed for digital systems on the rail network to replace legacy signalling and train control with modern, intelligent systems which are expected to improve service reliability and resilience.

For more information, visit [here](#).

For the full 2018-2019 NSW Budget Statement, visit [here](#).

Connected Vehicle Technology Truck Trial

A new trial has been announced in the beginning of June to tackle congestion by using connected technology to reduce the number of times trucks stop at traffic lights. Over the three-month trial period, more than 100 heavy



vehicles will be equipped with technology allowing them to communicate with traffic lights along 40 kilometres of major freight routes in Pennant Hills, Parramatta and King Georges.

This technology will give participating freight vehicles priority at traffic lights using a new application of the Sydney Coordinated Adaptive Traffic System (SCATS). Currently operational for late-running buses in Sydney, the system detects heavy vehicles approaching traffic lights and extends the green time to enable them to pass through the intersection.

Heavy vehicles take a long time and distance to stop and start, causing delays for all road users. This trial aims to reduce congestion by shaping a more free-flowing traffic regime on Sydney's roads.

For more information, visit [here](#).

Eric Ye

Victoria

Victoria continues to deliver on the path to transport infrastructure upgrade this quarter with improvements to all modes of transport. Transport for Victoria website provides a comprehensive list of ongoing and scheduled projects (read about the projects [here](#)). The timeline of various projects is available [here](#).

All major road projects will now be delivered by Major Road Projects Authority (MRPA – click [here](#)), which sits under the Office of Coordinator General, with Allen Garner as the Chief Executive.

Among the recently completed major upgrades, Stage 1 of the Monash Freeway has been recently completed as part of the Monash Freeway upgrade with early works for Stage 2 being fast tracked and the business case submitted to Infrastructure Australia for approval. An additional lane of traffic was recently installed on Hoddle Street at near the Eastern Freeway and was opened to traffic on the 16th of July as part of the Hoddle Street upgrade project.

As part of this year's upcoming election campaign, the Liberals have announced \$450m upgrade of the Frankston Line with a promise to extend the line by 8km to Baxter, and also \$487m extension of the Cranbourne line all the way to Clyde, with the support of the National Liberal Government. These are certainly exciting times for transport infrastructure in Victoria

Harsimran Bains

Tasmania

Bruny Island Ferry Service Contract



The Bruny Island Ferry links Bruny Island with mainland Tasmania. The ferry service transports freight, holiday makers, residents and commuters each day as the only transport link.

SeaLink Travel Group have won the contract to run the ferry service from 23 September 2018 for a period of 10 years.

With tourism exploding in Tasmania and Bruny Island being an area of such natural beauty, ensuring the stability and longevity of this essential transport service for the state is a big win!

Aaron Hargraves



South Australia

Autonomous Vehicles

As the sunset on South Australia's Holden vehicle manufacturing facility in the city's north at Elizabeth, could it be that SA could lead the way in the autonomous vehicle space?

Recent reports that an autonomous vehicle hub is planned for the northern Adelaide with Australian company Transit Australia Group and global electric driverless technology company EasyMile announcing a partnership and to be based at Edinburgh in Adelaide's north.

More details can be found [here](#).

And with South Australia looking for more projects and more employment opportunities to bring into the state, the Driverless car industry is likely to be a big positive for advanced manufacturing workers in the state!

More details can be found [here](#).

WA, ACT, QLD, NT

We are looking for correspondents from other jurisdictions to let everyone know what is happening. If you can help out please contact us via the contact details at the bottom of this newsletter.

New Zealand

The third quarter of 2018 finds NZ in the middle of a cold and wet winter, which is great if you're into snow sports, but not so good for some in the farming sector.

The transport industry has received confirmation of a major policy guide, with the Government Policy Statement (GPS) on Transport adopted on June 25 after a consultation period. The GPS sets out the government's objectives and all government projects need to be in line with the GPS. The four priorities set out in the GPS are a safer transport network free of death or injury, accessible and affordable transport, reduced emissions and value for money.

In Auckland, light rail investigations have started that will ultimately connect the Auckland CBD to the airport as a first stage of the light rail network development. Initially this will include bus rapid transit upgrades but then extend to light rail. Extensions and new lines are also being considered to serve the western suburbs of the city.

The EV revolution also continues to gain support around the country, with a 60% increase in EV registrations from January to March 2018 compared to the corresponding period in 2017. Currently there are around 7,500 EV's registered in the country, but over 1,000 of those occurred in the January to March 2018 period. NZ is also to get a vehicle charging database, so people can plan trips more effectively around the country using EV's. Auckland Council is also investing in EV's with the purchase of 57 new vehicles in addition to the 20 purchased last year.



In the nation's capital, Wellington, a new bus operator and routes have caused chaos for commuters with disrupted services not running to time and drivers not knowing the routes. This seems to be settling down after some high profile teething troubles and demonstrates the need for thorough planning of public transport services.

In the South Island and new scenic rail link is being investigated, in addition to existing freight route, to the South Island's west Coast to bolster the economy and encourage possible port developments. Greymouth, one of the larger cities on the West Coast, is also undergoing a new master-planning exercise to look forward to increased growth in this part of the country.



And from the deeper south, Dunedin is spending \$7M on a cycleway development from the city to Port Chalmers, continuing development of cycleways throughout the city. This will significantly extend the length and connectivity of cycleways around the city. This is in addition to a feasibility study for a major waterfront upgrade development and shows that planning for vibrant and liveable cities around the country remains strong.

David Mitchell

ITE Global District

As I make preparations to attend the forthcoming ITE Annual Meeting 2018 and our next meeting of the International Board Meeting being held in Minneapolis in the middle of August, I am reminded that one of the underlying principles of our membership of ITE is to share in the international community, to be open to hearing of new ideas, to help and guide others with the experiences both positive and negative from our own practise. As the activities of the ITEANZ within this newsletter show, our members are involved in all aspects of the transport system be it from cycle safety, to planning major airport developments to the guiding of public transport policy, ITE members are involved and influential – and this is not to say that ITE is the only organisation for the sharing of expertise and experience but the international focus of ITE helps us all to appreciate that while over on this side of the globe we tend to be involved in the development of our own transport solutions, we can (and should) assist our ITE colleagues elsewhere in the wider transport community with learning to improve our global community of transport professionals.

Some of the matters I summarise below point to ways in which we can play important parts in this global community of transportation professionals.

OneITE Project

As I wrote recently in my District Director's newsletter to all members across the Global District (I hope you all received it and read it with interest), the International Board of Direction (IBOD) is progressing with work around a project called OneITE. It's the IBOD's intention to progressively reviewing and update:

- The purpose and mission statements for each District, Section and Chapter's sub-units of ITE so as to clarify the connections with both ITE Headquarters and the various units of ITE. Here in ITEANZ we shouldn't see too much difference but as we move towards the development of possible city-based chapters (e.g. state capitals and major cities) to enhance the presence and activity within closer geographies we will need to consider the responsibility and expectations upon the District and Sections to work as "One ITE".



- Progressively remove the “Section Affiliate” membership class which was the class of membership for those individuals unable or unwilling to be part of ITE International. In ITEANZ we do not have many if any of this class of members so once again there will generally be little change here. We may establish “Friends of ITE” but this will not be one of the membership classes and will not carry with it any of the specific benefits of ITE membership we all enjoy.
- District, Section and Chapter charters and bylaws (with templates and models developed by IBO) to give effect to the enhanced structure of the OneITE programme.

Keep a look out for more information over coming months!

Annual Meeting, Minneapolis: August 20 – 23, 2018

It's not too late to register and attend the 2018 Annual Meeting in Minneapolis (details [here](#)). Visit the website and see what the Annual Meeting might provide you! The list of papers and presentations can be seen at via the Program tab on the conference website link above.



Student Leadership Summit and Traffic Bowl

As you will see from elsewhere in the newsletter and in other ITEANZ communications there are great things happening in the ITE Student Chapter world of ITEANZ. I would like to reinforce and reiterate the great work that Laura Aston and her group from Monash are putting into the student leadership activities both at Monash and in the wider activities of ITE. In conveying the advances that the Monash TEM Student Chapter are achieving to my colleagues on the IBO there is universal support and appreciation for these efforts. While the Student Leadership Summit model being developed for the Melbourne event in September draws on similar events helps in the US and Canada, the Melbourne event demonstrates the excellent work that our younger ITE members and student members are doing to develop not only leadership skills within the transportation professional, but also drawing together and enhancing the network of young professionals and students. An excellent combination of enthusiasm and dedication to growing the ITE network. Well done to all involved up to now, and we are all (including all of my fellow International Board member) looking forward to celebrating success with you after the September event.

Keep up the good work ITEANZ Executive Committee. Feel free to contact me to discuss anything at any stage.

(Note my new email address - don.mckenzie@stantec.com)

Don McKenzie, ITE Global District Representative

Student Activities

Monash Student Chapter Update

Transport Engineers at Monash and its student members have been busy this quarter! The first semester of 2018 was TEM’s first full semester as an ITE student chapter. Highlights included the mentoring program and a lunchtime career seminar.

Mentoring success

In response to high demand from mentees for a mentoring program, TEM has launched a second program. Mentors can still apply until Tuesday 31st July, so get in quick by expressing your interest [here](#). More information is available [online](#) and in the [program flyer](#). The induction night for the second mentoring cohort will be held on the 9th of August. The new participants will hear from a past mentors and mentees, highlighting how to get the



most out of the program. Testimonials from participants in the first program suggest that mentees felt they had grown their networks and developed important connections.

Career Talk

TEM also held a lunchtime talk, featuring Kenn Beer from Safe System Solution, and Cait Jones from Transport for Victoria. Kenn engaged a strong turnout of students with his instructive talk about designing for safer road systems. Cait gave insight to a diverse career pathway that demonstrated the many inroads to a career in transport (pun intended). The committee was very grateful to have two confident speakers take the time to share their experience with students.

Semester Two

In addition to the mentoring program, semester two will feature a second Lunchtime Industry talk, and a documentary screening. TEM also looks forward to sharing details of the Student Leadership Summit with its members. In September, TEM will also elect its 2019 committee. This is a milestone that the committee is very proud of, as it shows that TEM, through its partnership with the Monash Association of Civil Engineers (ACES) has strong and lasting foundations that will endure beyond the inaugural committee! The committee has enjoyed this busy first year and cannot wait for what the future brings!

Riddhi R. Kalra (Secretary, TEM)

Probing the Possible: The Future of Transport in Australia

The Inaugural ITE-ANZ Student Leadership Summit and Traffic Bowl - Coming to Melbourne in September 2018...

In September, ITEANZ will host its first Student Leadership Summit in Melbourne. The Summit is modelled on the highly successful SLS program founded by student chapters in America. 80 of Victoria's keenest and best students will be provided with a forum to network with like-minded peers and professionals, fostering discussions on current issues and trends. The Summit will run over one day with students presenting work and receiving constructive feedback in a supportive and unique environment, one that is not often extended to undergraduate students. The overall theme of the Summit is *Probing the Possible: The Future of Transport in Australia*, with the intent of inspiring students to follow a career in the transport industry and tackle issues that are discussed. To wrap the event up, there will be a pub quiz styled on the American "traffic bowl" concept. Participants will get to compete in teams and test their transport knowledge as well as general knowledge!

For more information on the Student Leadership Summit and Traffic Bowl, contact iteanzsls18@gmail.com, visit <http://www.ite.org.au/student-leadership-summit/>, or follow ITE ANZ on Facebook to stay up to date as details and registrations are announced. Information about sponsorship opportunities are available online, and can be requested by email.

Matthew Bennett

University of Sydney Student Chapter Update

On the 16th of May, forty students and a handful of academics and transport professionals came together for the Careers in Transport Seminar held at Sydney University. Guest speakers from both public and private sector provided their insight and experiences to a range of 2nd, 3rd, and 4th year Civil Engineering students following the introduction of the Transport Engineering major at Sydney University last year. This was a great opportunity for these students to learn more about various professions in transport.

The evening began with an introduction from Sam Linke, Vice President of ITEANZ, on the role of ITEANZ in the community and how students can explore a career in transport. Three guest speakers then shared their experiences working in transport and anecdotes from their various roles. Alison Lee, Team Leader of Transport



Planning and Traffic Engineering at GHD, kicked off the presentations with her experience in urban planning and passion for research in cycling and active transport. Aaron Hargraves, Systems Assurance Engineer at Metro Trains Sydney and ITEANZ Executive Board Member, followed with his learnings in the various roles he held throughout university and after graduating. Fraser Johnson, Manager of Network Performance Development at Roads and Maritime Services, concluded the speeches with his experience working in the government sector.

After the speeches, students had the chance to network with the guest speakers and ITEANZ representatives over pizza and drinks. This event also sparked the beginnings of the ITEANZ Sydney Student Chapter, a new initiative following the success of the student group TEM (Transport Engineers Monash) at Monash University. Over a third of the attendees expressed their interest, a great start for both the students for their professional careers and a great opportunity for ITEANZ to expand into New South Wales and broaden their student outreach.

The next meeting for the ITEANZ Sydney Student Chapter will be in early August. Stay tuned for updates



Eric Ye

RECENT EVENTS

Sustainable Transport – May 2018

A seminar on Sustainable Transport was held on the 1st of May 2018 at RMIT University. The presenters discussed how crowd-sourced data and multi-faceted travel demand management strategies are contributing to sustainable transport outcomes.

Presenters included:

- **Anthony Aisenberg** - Anthony from CrowdSpot presented on the WalkSpot project and demonstrated how a collaboration between Victoria Walks, CrowdSpot, and 15 Government organisations engaged the public to identify their walking safety hotspots
- **Penny Dillon and Andrew Parker** – Penny and Andrew from Optus spoke about the integral role of Optus' travel demand strategy to achieving sustainable and active transport targets together with a positive and engaged employee culture
- **Rose McArthur** – Rose from Mott MacDonald presented on behalf of Transport for New South Wales on the Travel Demand Management component of Tomorrow's Sydney Strategy.

A copy of the presentations can be found on the ITEANZ website [here](#).





Anthony Aisenberg



Penny Dillon



Andrew Parker



Rose McArthur



The Audience

Transport Pricing – June 2018

This event was held on Tuesday, 26th June 2018 at RMIT University in Melbourne. Three speakers discussed Road Pricing, Congestion Pricing and Transport Pricing in general.

Speakers were:

- **Dr Leslie Martin** – Dr Martin of the University of Melbourne discussed who wins and loses from how we currently pay for roads and how that is likely to change under congestion pricing.
- **Hugh Batrouney** – Hugh of the Grattan Institute research concluded that it was time that governments looked to introduce congestion pricing to better manage demand for road space
- **Catherine Rooney** – Catherine discussed Infrastructure Victoria 30-year strategy recommended transport network pricing be implemented in 5-15 years to better manage demand in the long term

A copy of the presentations can be found on the ITEANZ website [here](#).



Dr Leslie Martin



Hugh Batrouney



Catherine Rooney



MELBOURNE AIRPORT MASTER PLAN 2018

The *Airports Act 1996* (Cwth.) requires preparation of airport master plans every five years for 21 leased federal airports on Commonwealth land. In Victoria, there are three airports¹ affected – Melbourne, Essendon and Moorabbin.

The ***Melbourne Airport Master Plan 2018 Preliminary Draft*** (2018 Master Plan) is currently on public exhibition until Monday, 8 October 2018.

The 2018 Master Plan is a strategic document detailing planning initiatives for the airport and builds on the Melbourne Airport Master Plan 2013, previous master plans prepared since the airport was leased in 1997, and the ultimate development concepts address in the Melbourne Airport Strategy and its associated Environmental Impact Statement (Melbourne Airport Strategy EIS) approved by the Commonwealth in December 1990.

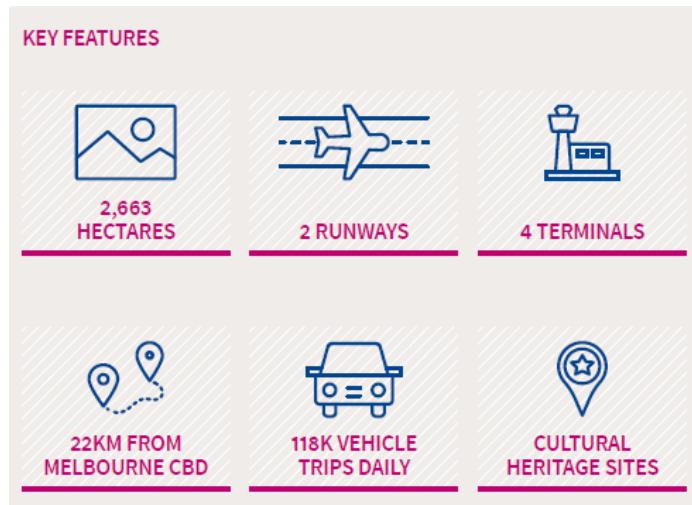
The 2018 Master Plan provides detailed plans for the continued development of the airport over the next five years. These plans align to a 20-year strategic direction for the airport that considers the changes needed to ensure the airport is best positioned for future growth and as an airport of choice for travellers, air freight, airlines and logistics companies.

The 2018 Master Plan addresses the demand for aviation facilities, ground transport, utilities infrastructure, non-aviation development and environmental measures, in the context of airport growth forecasts, development concept plans, aircraft noise and flight paths.

This article focuses on elements that members of ITEANZ should be particularly aware of in their day-to-day work in transport and urban planning and even in any submissions to the 2018 Master Plan.

More information and downloadable documents is available [here](#).

1. Melbourne Airport today



Source: 2018 Master Plan, p28

Melbourne Airport operates curfew-free 24-hours per day, seven days per week using a two-runway system and integrated terminal complex. The airport is located some 22 kilometres from the Melbourne CBD, is well-connected to the metropolitan road network and has large areas of rural green wedge land to its north and west.

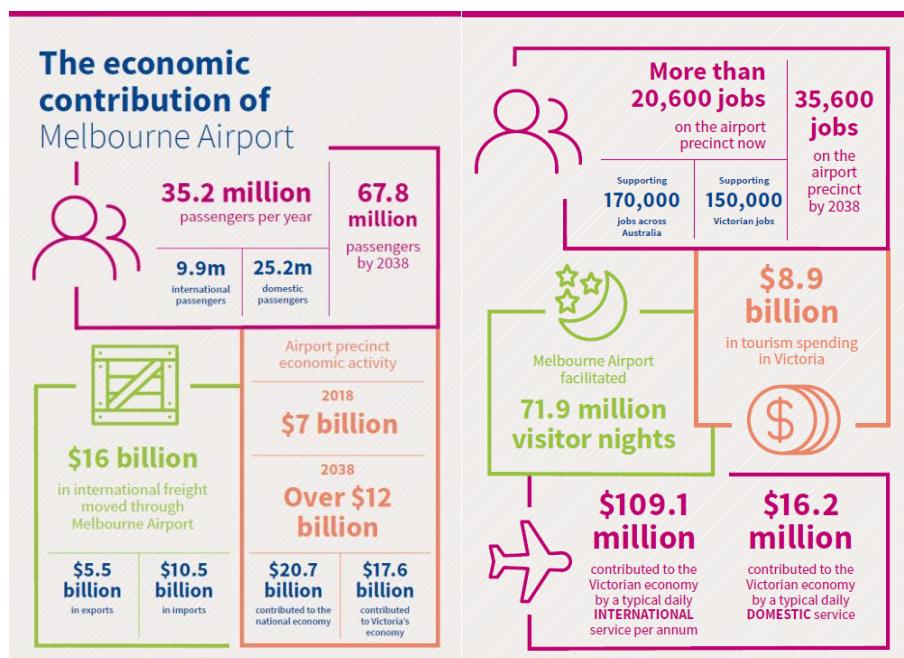
Melbourne Airport's physical and locational advantages, together with its 24-hour curfew-free operations, have reinforced its position as Australia's second busiest airport by passenger numbers and as a freight hub for Australasia as recognised in Victorian² and national³ freight strategies.



Aircraft noise is an unavoidable by-product of an airport's operation. While modern aircraft are relatively quiet compared with their predecessors, aircraft noise impacts still require attention with increasing numbers of aircraft movements and peak periods over any 24-hour period. Melbourne Airport recognises the need to assist in managing aircraft noise for surrounding communities and to work with Airservices Australia, all levels of government, aircraft manufacturers and airlines to manage aircraft noise.

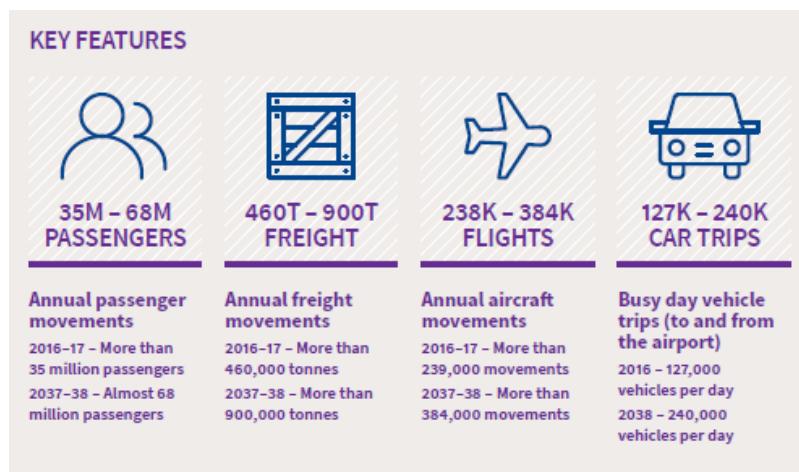
Melbourne Airport is the origin and destination for three of the five busiest domestic air routes and two of the five busiest international air routes in Australia. During 2016–17 there were 35.2 million passengers who passed through Melbourne Airport, up by 3.8 percent on the year before. Over the past decade, total passenger numbers have increased by almost 10 million up from 22.3 million in 2006–07.

Melbourne Airport makes a significant contribution to the Victorian economy. As a key driver of tourism and trade-based industries that support jobs and create economic growth, Melbourne Airport plays an important role in the lives of Victorians through job creation, and connects them with other parts of Australia and the rest of the world.



Source: 2018 Master Plan, pp65-66

2. Forecast growth



Source: 2018 Master Plan, p76



Over the next 20-year period to 2038, the 2018 Master Plan forecasts annual passenger numbers to almost double to more than 67 million. Annual aircraft movements (arriving and departing flights) during this period are also predicted to increase to more than 384,000 movements.

Total domestic and international air freight is predicted to almost double to 900,000 tonnes. The number of vehicles arriving at or departing from Melbourne Airport will reach 240,000 on a typical, busy day.

Forecasts for passenger numbers, aircraft movements and air freight volumes provide the fundamental basis for planning for future airport facilities. The 2018 Master Plan includes three development concept plans, outlining key development projects and initiatives for:

- 2023 Development Concept Plan (five-year plan)
- 2038 Development Concept Plan (20-year plan)
- Long Term Development Concept Plan (consistent with the Melbourne Airport Strategy EIS).

3. Ground Transport Plan

In 2016, Melbourne Airport generated an average weekday volume of 118,300 vehicle trips to and from the airport, providing access for passengers, employees, freight movements and other commercial traffic.

On a typical busy day in 2016, there were approximately 127,000 vehicle trips to and from the airport. Of these, passengers generated an estimated 71,200 vehicle trips (60%), airport based employees⁴ generated an estimated 31,800 vehicle trips (27%) and commercial vehicles associated with freight and logistics generated 15,300 trips (13%) to and from the airport each day.

In addition to these external trips, there are internal trips made by aviation support vehicles, emergency services, taxis (circulating from pick-up and drop-off) and rental vehicles.

The 2018 Master Plan continues the development of the long-term solutions identified in the 2013 Master Plan to address traffic congestion in peak periods. These include a new elevated connection into the T123⁵ ground transport hub and reconfiguration of freeway entry and exit arrangements.

A number of significant improvements to the metropolitan off-airport road network are proposed, which include the Bulla Bypass, Melbourne Airport Link and Outer Metropolitan Ring Transport Corridor. Melbourne Airport will continue to work with the Victorian Government and private operators to improve the road networks and access to the airport.

Melbourne Airport will also continue to work closely with the Commonwealth and Victorian governments in the planning and business case investigations for the proposed Melbourne Airport Rail Link. The 2018 Master Plan makes on-site provision for future rail access into the airport.

4. Airport Land Use Planning

Land use planning at Melbourne Airport is administered under the *Airports Act 1996*. The 2018 Master Plan proposes a Land Use Plan for Melbourne Airport to be used to guide all on-airport development and to assess non-aviation development proposals, ensuring;

- consistency and integration with the Victorian planning system,
- consistency with the National Airports Safeguarding Framework and its associated Principles and Guidelines A – H,
- planning for long-term aviation growth, and
- Melbourne Airport is recognised as one of the state's key activity centres.

Safeguarding Melbourne Airport

The long-term and effective safeguarding of Melbourne Airport is critical to maintaining the airport's 24-hour curfew-free status. The capacity of an airport to operate curfew-free is dependent on and can influence what occurs on the land surrounding it.



The National Airports Safeguarding Framework (NASF)⁶ was agreed between the Commonwealth and states/territories in 2012 and has been updated from time to time since. Safeguarding the operations of Melbourne Airport is an ongoing and shared responsibility between all levels of government and the airport. Today, NASF comprises:

- Principles for the National Airports Safeguarding Framework
- Guideline A: Measures for Managing Impacts of Aircraft Noise
- Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports
- Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports
- Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation
- Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports
- Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports
- Guideline G: Protecting Aviation Facilities — Communications, Navigation and Surveillance (CNS)
- Guideline H: Protecting Strategically Important Helicopter Landing Sites.

A *Draft New Guideline I: Managing the Risk in Public Safety Zones at the Ends of Runways* is currently under consideration following a period of public consultation⁷.

The 2018 Master Plan describes the objectives of the airport's safeguarding strategy. It builds on the National Airport Safeguarding Framework, which aims to;

- improve community amenity by minimising aircraft noise-sensitive developments near airports including through the use of additional noise metrics and improved noise-disclosure mechanisms, and
- improve safety outcomes by ensuring aviation safety requirements are recognised in land-use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.

Chapter 17 of the 2018 Master Plan goes into some detail on the implications of the NASF on future development. Many of the NASF Guidelines are of relevance to the development and operations of the Victorian land transport networks and ITEANZ members need to ensure that they are familiar with the NASF Principles and all its Guidelines.

¹ Avalon Airport, although federally leased to the Linfox Group, remains a Department of Defence asset and its operation and development are subject to the Defence Act 1903.

² *Freight Futures* (2008), *Victoria: The Freight State* (2013) and *Delivering the Goods: Victorian Freight Plan 2018-50* (2018). <https://transport.vic.gov.au/ways-to-travel/ports-and-freight/freight-victoria/>

³ *National Land Freight Strategy – A Place for Freight* (Standing Council on Transport and Infrastructure, 2012) and in the *Report of the Inquiry into National Freight and Supply Chain Priorities* (2018). Further information on these national documents is available at:

- http://transportinfrastructurecouncil.gov.au/publications/files/National_Land_Freight_Strategy_CompRESSED.pdf
- <https://infrastructure.gov.au/transport/freight/index.aspx>

⁴ According to the 2016 ABS Census data, 87 percent of the total airport workforce travels to the airport for work on a typical weekday, with 88 percent of airport-based employees driving to work.

⁵ T123 – the Terminals Precinct for passenger terminals T1 (Qantas Domestic), T2 (International) and T3 (Virgin Domestic)

⁶ Department of Infrastructure, Regional Development and Cities. National Airports Safeguarding Framework. https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/nasf_principles_guidelines.aspx

⁷ Department of Infrastructure, Regional Development and Cities. Public Consultation – National Airports Safeguarding Framework. https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/public_consultation_nasf.aspx

Marianne Richards

Marianne Richards is a retired town planner with extensive experience in port, airport and freight network planning and land use planning. She sits on the ITEANZ Board and is also President of the Town & Country Planning Association Inc. (TCPA) <http://tcpa.org.au/>



MELBOURNE AIRPORT RAIL

"We just know that airports need rail links and it's a critical part of the passenger journey"

Ms. Lorie Argus, Chief of Parking and Ground Access, Melbourne Airport ([The Age, 22 July 2018](#))

On Sunday, 22 July 2018, Victorian Premier Daniel Andrews announced that a re-elected Labor Government would provide up to \$5 billion towards the construction of the long-awaited project, matching the commitment from the Federal Government.

A route options assessment undertaken by Transport for Victoria has shown that of the four routes considered, the Sunshine alignment – previously known as the Albion East alignment – is the Victorian Government's preferred route for this congestion-busting project. The Leader of the Opposition, Matthew Guy said that the Coalition would push ahead with the project if it won government in November, committing to use the federal money to make a start and saying the Sunshine Route was the obvious "common sense" option.

The Sunshine Route will see trains travel to the airport from the CBD via a new Sunshine Super Hub, which will connect regional and metro train lines – including the Metro Tunnel – to the new airport link. This new transport hub will also pave the way for fast regional rail services from Geelong and Ballarat, connected to Melbourne Airport, via just one change.

From Sunshine, trains will head north utilising both the Albion East rail reserve and sections of tunnel to protect homes and businesses, before connecting in to Melbourne Airport.

The rigorous new analysis produced as part of initial work on the Airport Rail Link Business Case shows that the Sunshine Route rated 4.3 out of 5 overall in the comparative analysis of routes, with a total cost in the range of \$8-13 billion.

Funding under a re-elected Andrews Labor Government will match funding from the Commonwealth, while private sector contributions will also play a part in the delivery of the project.

The Federal Government was briefed on the outcome of the route options assessment earlier this month and work is underway on the full business case which will be completed by Rail Projects Victoria next year. Construction is set to begin during the next term of a re-elected Andrews Labor Government.

Further information can be found [here](#).

Marianne Richards

2018 VICTORIAN FREIGHT PLAN – DELIVERING THE GOODS

The total Victorian freight task is about 360 million tonnes per annum and this is expected to more than double by 2050, led by strong growth in Victoria's population.

On 20 July 2018, the Victorian government;

- released a long term, state-wide freight plan, Delivering the Goods, to support Victorian industries reliant on the freight and logistics for the movement of goods and produce, and
- established Freight Victoria, a dedicated, specialist freight division within Transport for Victoria, to coordinate the development of an efficient freight and logistics system for Victoria.



The 2018 Victorian Freight Plan, *Delivering the Goods*

Delivering the Goods builds on the foundations of previous freight strategies, particularly *Freight Futures* (2008) and *Victoria: The Freight State* (2013). The plan identifies future challenges and opportunities that freight and logistics businesses, their employees and local government have raised and the initiatives needed to address these over the coming decades.

***Delivering the Goods* outlines:**

- Short, medium and long-term priorities to support the freight and logistics system through this period of growth and rapid change in the broader environment, while allowing flexibility to embrace new opportunities in the future.
- The initiatives needed over the next five years to improve movement of Victorian goods to their local, interstate and overseas markets.
- A long term plan to guide investment in the freight network and further strengthen Victoria's freight advantage.

Delivering the Goods builds on recent Victorian Government investment in major infrastructure projects, including the Murray Basin Rail Project, West Gate Tunnel and Port Rail Shuttle Network, as well as bridge strengthening and regional freight route upgrades. It includes actions to;

- shift more freight onto rail,
- develop new inland freight terminals, including the Western Interstate Freight Terminal in Melbourne's west,
- investigate a new integrated logistics hub adjacent to the Port of Melbourne, and
- review heavy vehicle driver training and licensing.

Freight Victoria

Freight Victoria will take the lead in driving and coordinating the delivery of the plan. It will;

- provide a central point of contact and consultation with the private sector, local government and other stakeholders,
- reporting on the plan's priorities and actions, and
- coordinate existing industry engagement forums and harness private and public sector investment in Victoria's freight network.

For more information about the Victorian Freight Plan, *Delivering the Goods*, and Freight Victoria visit [here](#) and [here](#).

Marianne Richards



ITEANZ AWARDS

Nominations are now open for three of the ITEANZ Annual Awards

- [Contribution to the Transport Profession Award](#) - for someone who has made a major contribution to the profession over a sustained period
- [Sustainable Transport Award](#) - for a person or organisation which has made a major contributions to sustainable transport
- [Emerging Professional of the Year Award](#) - for a young professional (less than 35 years old) who has made a valuable contribution to the profession

Further information and the guidelines for submissions are on our [website](#).

WEBMASTER

Read something interesting lately that you'd like to share with the wider transportation community? Laura Aston is the new ITEANZ webmaster and she is eager to share high quality and interesting news via the ITEANZ website. If you find something worth sharing, or would like to make an original contribution, email Laura at iteanz.monash@gmail.com

Laura Aston





ITEANZ NEWSLETTER Q3 2018

MEMBERSHIP

As a member of ITE, you join a dynamic, interactive group of more than 17,000 transportation professionals spanning more than 90 countries dedicated to solving today's transport challenges. Join ITE to increase your professional marketability and stand out from the crowd. ITE provides a wealth of resources for the transport professional.

Did you know that individual membership with ITE costs only US\$210 a year? For students, membership is free in the first year and then only \$30 per year! Young Members up to age of 30 now also receive reduced dues. We would like to have more young people on our ITEANZ management committee so why not join the ITE and then consider coming onto the committee! Further details of dues for young professionals can be found at this webpage - [Young Professionals](#).

The general rule for ITE membership is as follows. To be eligible for admission or transfer to the grade of Member, an applicant:

1. Shall be a graduate from a transportation related program at a school of recognized standing and in the active practice of transportation or traffic work; or shall have had:
2. If not a graduate from a transportation related program at a school of recognized standing shall have five years of professional experience and shall be in transportation or traffic engineering work.

You can join up directly online through this webpage - [ITE Membership](#).

ITEANZ NEWSLETTER

If you would like to contribute something of interest to transport professionals in a future newsletter, please send it to us at the contact details below.

If you do not wish to receive future newsletters, send an email with the subject "*Unsubscribe Newsletter*" to the email address below:

Registered Office:	ITE Australia & New Zealand Inc. PO Box 3016 Auburn, Victoria, 3123
ITEANZ Secretary:	David Nash
Telephone:	0400 395 132
Email:	secretary@ite.org.au
Website	www.ite.org.au
Newsletter editor	Aaron Hargraves

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