



PRESIDENT'S COLUMN

Worldwide Learning Opportunities

John Reid from Austraffic has kicked off a new era for the ITEANZ. As mentioned previously their generous sponsorship is providing new opportunities for young transport professionals. Two awards have already been made: Sam Linke will be travelling to Toronto to attend the Annual ITE meeting and Exhibit and Manuel Lawrence is off to the ITS Asia Pacific Forum in Hong Kong.

ITEANZ has been inspired to jump on the bandwagon and offer some support to those over 35 years old. We are helping David Nash to attend the Annual ITE Meeting and Exhibit in Toronto and made an offer to a Rehan Shaikh a PhD student at the Victoria University in Wellington but alas in the end he was unable to take up the offer. However Rehan's work will be displayed at Annual ITE Meeting and Exhibit.

If you'd like to apply for either of these awards their details can be found [here](#).

Australian guidelines for automated vehicles

[Guidelines for trials of automated vehicles in Australia](#) is a joint publication of the National Transport Commission (NTC) and Austroads. I think this is a very useful document. It looks at safety management plans that addresses risks, and appropriate insurance.

However I think it misses the real challenge to motoring in Australia. You may have heard me talking about the uncrashable vehicle. I believe that we need guidelines for the introduction of vehicle safety features before we need guidelines for autonomous vehicles. The former is here now and being drip fed to us by vehicle manufacturers. The latter is still several decades away.

There is a long list of vehicle technologies that are available in various high-end vehicles today which could reduce the road toll enormously if they were to be mandated for all vehicles: Lane maintenance technology could obviate the need for TAC's wire rope barrier program and autonomous emergency braking, pedestrian systems, intelligent speed adaption, Adaptive Cruise Control, Adaptive Headlights with cornering, Backup Cameras, Blind Spot Warning / Lane Change Assistant, Cooperative Intersection Safety Systems, Curve Speed Warning, Emergency Call / Mayday – Ecall, Front & Rear Side View Cameras and Night Vision Applications.

I believe **we need high level guidance for government to mandate such safety improvements** and we need it urgently. The urgency for automated vehicle trials is a marketing ploy in my opinion. I was pleased to read John Merritt suggesting that fully autonomous cars that can go anywhere seem a lot further away than 10 years.

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



Corporate Supporters



ITE COMMUNITY

New South Wales

More Trains, More Services

The NSW Government will invest more than \$1.5 billion over the next three years on the More Trains, More Services program which will boost capacity through hundreds of extra services, better infrastructure and new trains for Sydney.

Over the next three years the More Trains, More Services program will deliver:

- Hundreds of extra services across the network, starting with peak hour express services between Parramatta and Sydney CBD.
- New trains added to the suburban network that will spend less time in maintenance and more time on the tracks.
- Upgraded rail infrastructure allowing our complex network to operate at an even greater capacity, including better signalling systems, power supply upgrades and station improvements.
- 750 new train services to weekend timetable by late 2017.

Find out more [here](#).

CBD and South East Light Rail Light Rail stops unveiled



The new Barangaroo Ferry Wharf opened on Monday 26 June, increasing Sydney's ferry capacity and servicing the thousands of residents, visitors and workers travelling to the Barangaroo commercial and residential district.

The Barangaroo Wharf will help to unlock capacity constraints on Sydney's ferry network with commuters able to easily connect with the CBD via the Wynyard Walk. The Wharf has facilities for customer safety and comfort including seating, lighting, passenger information display screens, weather protection, ticketing pods, 20 CCTV cameras on each wharf, fully accessible for prams / wheelchairs and 20 bicycle parking spaces.

Customers will also benefit from more than 30 additional weekly services on the F3 Parramatta River route, and customers from the Eastern Suburbs will be able to catch direct services to Barangaroo when the new cross Harbour ferry route is introduced later this year.

Find out more [here](#).

Sahan Wijayaratna

Victoria

2017-2018 State Budget

The 2017-18 Victorian Budget was handed down on 2 May 2017. Key transport infrastructure initiatives included:

- Over \$1.5 billion for the Regional Rail Revival that includes major upgrades on all regional lines
- \$700 million to complete the last three sections of the M80 Ring Road Upgrade
- \$300 million to construct the Mordialloc Bypass
- \$218 million to purchase 10 additional E-Class trams, bringing the total to 80 trams
- \$100 million to develop the North East Link business case

Comparatively speaking, it was a smaller budget for transport. But one would think that our industry probably has enough on its plate at the moment with the Metro Tunnel, Level Crossing Removal Program, CityLink-Tulla Widening and West Gate Tunnel all under construction or about to commence in the next 12 months. This is even before considering the other competing projects along the Australian east coast.

Metro Tunnel

In addition to a little rebranding (straight out of ABC's Utopia), things have been busy on the Metro Tunnel, with works sites popping up all along the alignment as the Early Works package steps into gear. This has necessitated changes to the road, tram and bicycle networks affecting thousands of travellers each day. Make sure you visit VicRoads' VicTraffic (<http://traffic.vicroads.vic.gov.au>) website to plan your journey.

Of course the biggest news is the announcement of Cross Yarra Partnership (CYP) as the preferred consortium to build the Metro Tunnel and Stations PPP; and CPB Contractors and Bombardier Transportation as the preferred proponent to deliver the associated Rail Systems Alliance. CYP is led by Lendlease Engineering, John Holland, Bouygues Construction and Capella Capital. ITEANZ congratulates all the winning tenderers. Visit www.metrotunnel.vic.gov.au for more information.

What do you think the rebrand of Melbourne Metro Rail to Metro Tunnel? Sources say the single lined and larger font text is symbolic of the High Capacity Metro Trains that will run through the new tunnel, with the entrances represented by the two coloured concentric rings. Send your comments to web@ite.org.au.

Jared Tan



Tasmania

Midland Highway Update

Major progress continues to be made on delivering safety upgrades through the \$500 million Midland Highway 10 Year Action Plan. Currently, 36km of roadworks - an estimated investment of almost \$120 million - are under construction. This includes the 5km section from Perth to Breadalbane.

Works covering 11km of highway have been completed with the community already enjoying the benefits of improved safety and efficiency such as increased overtaking opportunities and separation of opposing traffic where central flexible safety barriers have been installed. Further details can be found [here](#).

Aaron Hargraves



SA, WA, NT, ACT, QLD

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

This month has seen the opening of one of Auckland's largest infrastructure projects (mentioned in previous ITEANZ newsletters in relation to 'Alice' the tunnel boring machine), the longest road tunnel in NZ, and representing the completion of the Waterview Interchange. This project completes motorway to motorway connections of State Highways 20 and 16 (and further to the northwest State Highway 18), leading to the creation of the "Western Ring Route" giving traffic an alternative to travelling through the centre of Auckland city.

Around the rest of NZ, the winter weather continues to bite, closing roads and key South Island passes for days on end. Another recent slip in the Manawatu Gorge north of Wellington has lead the New Zealand Transport Agency to commission an investigation into an alternative route to improve resilience of this key North Island route. There has also been significant flooding throughout the middle and lower part of the South Island, so everyone is looking forward to some improving weather.

The road and infrastructure rebuilding after the Kaikoura earthquake is also stretching construction resources, with workers being accommodated in temporary camps to minimise the rebuild time. Works include six new bridges, seawalls, road construction and infrastructure. The train system along the coast is also working its way north, helping to bring much needed supplies to the area. At the same time the diversion of heavy transport traffic via the inland road and the Lewis Pass road places a growing strain on the roading infrastructure and some serious questions being posed about the future of the coastal and inland routes between Christchurch and the inter-island ferry terminal at Picton.



At the recent NZ Transport and Infrastructure Summit, resilience was one of the key topics raised. The other was the impending integration of technology with our cars, our roads and our cities to

move from smart cities to cognitive cities. While it's not part of our day to day thinking yet, it is clear that our industry is in for some big changes ahead in the coming years.....and we will look forward to working with the international industry to meet the challenge.

So all-in-all quite a varied range of transport projects involving many of ITE's members and somewhat reflective of the natural and climate-related challenges facing the transport system in New Zealand.

If any Australian-based ITEANZ members ever find themselves on the eastern side of the Tasman please take the opportunity to connect with fellow ITE members. I would be more than happy to put you in touch with colleagues here feel free to send me an email at any stage.

NZ Representatives

Don McKenzie (don.mckenzie@tdg.co.nz)

David Mitchell (D.Mitchell@harrisingrierson2.com)

David Mitchell



ITE Global District

The count-down is on – as I write it is just seven days until the ITE Annual Meeting in Toronto kicks-off. At last count nearly 1200 attendees are due to descend on the Sheraton Toronto Centre in downtown Toronto for three days of professional discovery, networking, learning and expanding horizons across all parts of the ITE family. For those ITEANZ members who will be joining us there (it's not too late you could turn on the day if you are able to) we have arranged to co-host the First Timers/Global District Members reception at the conference venue next Sunday evening. While our Global District numbers are not as great as other District's I'm sure that we will represent a much larger part of the ITE globe with representatives from Spain, Sweden, Australia, New Zealand, Hong Kong and Nigeria.



The Annual Meeting/International Board of Direction Meeting will also see the official Oaths of Office taken by the incoming President and Vice President:



2018 ITE President Michael Sanderson



2018 ITE Vice President Bruce Belmore

Within the Annual Meeting event we will also be holding our International Board of Direction Meeting where we will continue to chart the forward direction of the organisation. I will be reporting on the early steps towards the formation of a Global District Board, including the initial global District 'Google Hangouts' call that spanned from Washington DC via Berlin, Hyderabad, Melbourne all the way here to Auckland. The ITEANZ President Nick Szwed joined us on the call and provided some helpful pointers towards how we here in the ITEANZ Section managed to overcome the time zones and geography in connecting our members. We will continue to work towards the formation of a District Board that will assist me as the District Director to serve existing and future ITE members within the Global District. Nick and I would appreciate any ITEANZ Section members with thoughts and ideas about how to develop the ITE brand and relevance across the over 80 countries within which ITE members currently resident and serve their communities. A truly Global District!



Over recent months I have been adding some of the global perspective to one of the LeadershipITE (see <http://www.ite.org/leadership/default.asp>) work groups comprised of some younger ITE members spread across North America (including one from Puerto Rico). Both their topic of study as part of the programme (Transportation and Health) as well as their outlook to incorporate global aspects in their work, has greatly inspired me and reassured me that the future transportation leaders within ITE are increasingly considering transportation in its widest possible context. I am also pleased to note that ITEANZ Vice President Sam Linke will be joining in the Toronto meeting and will join me in discussions with the LeadershipITE programme leaders to ascertain how we might be able to include ITEANZ and Global District participants in the programme over coming years. Look out for a report from Sam in a future newsletter.

In a similar vein the Town Hall Annual Business Meeting (aka AGM) of ITE will take place on the Monday afternoon of the Toronto meeting. The key topic of that meeting is the discussion and debate around a range of



proposed changes to the ITE Constitution. Possibly the most hotly-debated matter will be a proposed change to the membership entry requirements for admission to ITE membership. Whereas the current Constitution requires an applicant to have attended and passed a course of study within a recognised transportation engineering institution (e.g. university) the proposed amendments seek to widen the entry criteria to all 'transportation' professionals. Many current members have commented on these matters within ITE Community with some differing views as to the requirements and concerns that these changes might somehow reduce the quality and professionalism of ITE membership.

Please take the time to review the proposed amendments and if here are any comments or suggestions that you would like to contribute to the meeting please let me know and I will pass these onto ITE President Shawn Leight who will be chairing the Business Meeting. I will report back to you all via my Global District Director newsletter that should hit your email inbox later in August when I return from Toronto.

As always I am just a few clicks of the mouse or an email away - please get in touch with me (don.mckenzie@tdg.co.nz) if there is something I can do for you, on any issue of interest to you and if I can elevate this to consideration by the International Board I would be happy to do so.

Don McKenzie, ITE Global District Representative

UPCOMING EVENTS

Save the Date – September Seminar

Date: Tuesday, 12 September 2017

Venue: Swinburne University

On Tuesday 12 September at Swinburne University we will be presenting a seminar on examining how transport modes are developing. In the future what roles will be played by car sharing, podcars and autonomous vehicles? More details soon. Save the date!

More details will follow in the coming weeks via ITEANZ email and on the website [here](#).

2017 President's Dinner

Date: Wednesday, 15 November 2017

Time: Drinks at 7:00pm, Dinner at 7.30pm

Venue: Kew Golf Club, 120 Belford Road, Kew East

Registrations: [Click here](#)

Guest Speaker: Duncan Elliott – CEO North East Link Authority

Duncan will outline how planning is progressing for this major transport project in Melbourne. A number of ITEANZ awards will also be presented during the evening. This is a great opportunity to socialise with colleagues over a delightful meal.

Prices (including GST):

- ITEANZ members \$90
- Non members \$120
- Students \$35
- Table of 10 (includes Table Sponsorship) \$990



RECENT EVENTS

Saving Lives in Victoria

A very informative seminar was held on 28 June 2017, kindly hosted by RMIT with Richard Tay as MC. Speakers for the seminar included:

- **Mr Michael Batten** is the senior sergeant in the Road Policing Command in Victoria Police. Lives lost on the roads in Victoria have been steadily reducing from over 1000 in the early 1970s down to 243 in 2013 but have increased slightly to 291 in 2016. Michael talked about the road policing strategies in Victoria and the importance of enforcement and achieving lower speeds.
- **Mr Daniel Mustata** is a team leader in road safety and network improvement at VicRoads North West Region. Daniel discussed some of the road safety projects that VicRoads is undertaking, including some innovative ideas for improving safety on Sunbury Road, Eltham-Yarra Glen Road, in the Footscray area and along the Preston to CBD cycling corridor.
- **Mr David Williamson** is a professional engineer with Safe System Solutions Pty Ltd. He has more than 30 years experience as a road safety and traffic engineer. David discussed the safe system concept and a newly developed Safe System Assessment Framework.



Michael Batten



Daniel Mustata



David Williamson



Richard Tay



The Audience

Liveability, Health and Harm Minimisation

This seminar was held at RMIT University on 31 May 2017, with Sam Linke as MC.

Melbourne is the most liveable city but won't stay that way unless we actively pursue this goal. What can we as transport professionals do?

Four expert speakers presented on these topics:

- Professor Billie Giles-Corti – Liveability and health
Are we developing walkable suburbs through urban planning policy?
- Dr Bruce Corben – Harm minimization
How can we minimize harm to people using the transport

- Ms Jane Waldock (City of Yarra) – The role of Local Government
Bicycle and pedestrian paths and facilities; speed limits
- Mr Andrew Wall (VicRoads) – The role of State Government
Movement & Place and the SmartRoads concepts – recognising the increasing importance of sustainable transport modes



Billie Giles-Corti



Bruce Corben



Jane Waldock



Andrew Wall



Sam Linke

Federal Government's Role in Transport

The special guest speaker at this seminar was the Hon Anthony Albanese, Shadow Minister for Infrastructure, Transport, Cities and Regional Development.

The seminar was held on Monday 15 May 2017, kindly hosted by RMIT University – School of Business IT and Logistics.

A video of the presentation is on [YouTube](#).



Hon Anthony Albanese



Hon Anthony Albanese



The Audience

MELBOURNE AIRPORT RAIL LINK

A catalyst for integrating public transport and land use planning for Melbourne and regional Victoria

Melbourne Airport is a busy key air transit gateway for Victorian and national transport networks.

Rail to Melbourne Airport was planned by the then Premier, Sir Henry Bolte, in 1963, well before the new airport even opened in 1970. The 1990 Melbourne Airport Strategy identified the need for passenger rail. Land was reserved in May 2005 for an airport rail link via Albion. The dual-carriageway Airport Drive extension which opened mid-2015, linking the M80 Western Ring Road and the airport passenger and freight terminals, allows for elevated rail in the median strip.

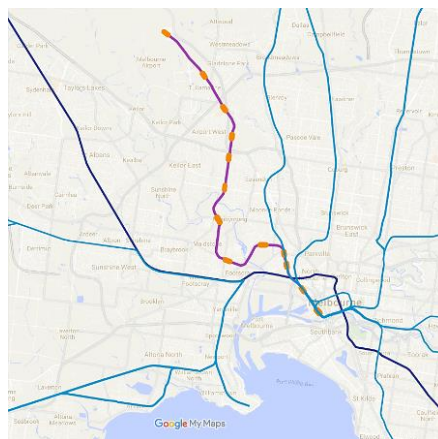
The Melbourne Airport Master Plan 2013 forecasts passenger numbers to near double to 64 million by 2033. Airport access and egress will be deadlocked. An enhanced SkyBus Maxi service on dedicated freeway lanes will help meet the shorter term airport travel demand. The Tullamarine Freeway will be unable to serve the projected increases in airport demand and in general development growth forecast in Plan Melbourne 2017-2050 for Melbourne's north-west. Rail is an essential component to meet Victoria's tourism and business growth for international, interstate and intrastate markets.

In this year's budgets, the Australian Government has announced \$30 million and the Victorian Government \$10 million to undertake a joint state-federal planning study for this connection with relevant private sector organisations, including identifying an appropriate route, determining the cost and developing a funding and financing strategy.

While Infrastructure Victoria considers that the rail link will be not required for some time – its 30-year infrastructure strategy for Victoria recommends it be operational in 15 to 30 years – its CEO, Michael Masson, has stressed that the planning work needs to begin now.¹

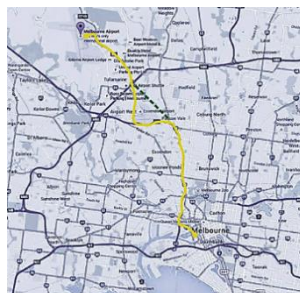
The airport rail link is more than getting travellers between their aircraft and their city hotel. It has the potential to open up new possibilities for the rest of Melbourne and for regional Victoria. By directly investing in rail infrastructure, the federal and State governments would reap the benefits of the land they own and unlock the potential of many other locations.

A number of alignments for the broader metropolitan area have appeared in recent media items. Woodcock and Lawrie² note the significant urban renewal potential in Melbourne's west existing at Flemington, Footscray, Highpoint, the former Maribyrnong Defence site, Airport West, Tullamarine and at the airport itself.



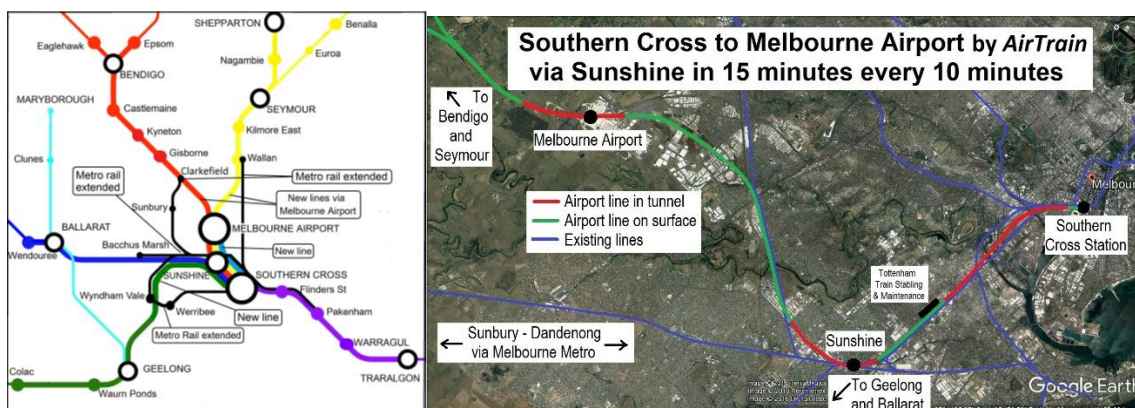
Source: Dr Ian Woodcock, RMIT University

The Airshuttle Consortium³ has started developing a proposal to evaluate, design, build and operate an express light rail rapid transit link from the Melbourne's CBD to Melbourne Airport and is initially considering the CityLink-Tullamarine Freeway corridor. It could use quiet, rubber wheeled, low energy-green powered monorail/light rail technology being rolled out for similar airport links overseas and operate on or above arterial roads, freeways and rail lines. The consortium believes that the technology could be used to serve other Melbourne locations, e.g. Chadstone, Monash-Mulgrave and Doncaster-Ringwood.



Source: Airshuttle - The Airport Express Train Project (<http://www.airshuttleaust.com.au/>)

The Rail Futures Institute InterCity⁴ report proposed a new fast 15-minute rail service from Southern Cross to Melbourne Airport, at 10-minute frequencies, with a single stop at Sunshine. The proposed InterCity airport rail route, provides comprehensive Statewide network connectivity to Melbourne Airport for Metro rail services as well as for V/Line services through Sunshine or Southern Cross.



Source: Rail Futures Institute (<http://www.railfutures.org.au>)

The proposal would connect the Melbourne Airport with:

- Key metropolitan nodes, including national employment and innovation clusters; and
- Regional Victorian networks to support regional development and Regional Growth Plans.

This is what integrating public transport and land use planning looks like

Marianne Richards

1 Airport rail: it won't happen overnight, but it will happen, Michael Masson, The Age Website, 4 July 2017
<http://www.theage.com.au/comment/airport-rail-it-wont-happen-overnight-but-it-will-happen-20170629-gx0zko.html>

2 Woodcock, I., RMIT University, and Lawrie, I., University of Melbourne, Airport rail link can open up new possibilities for the rest of Melbourne, The Conversation, 30 June 2017, and The Fifth Estate, 3 July 2017
<https://theconversation.com/airport-rail-link-can-open-up-new-possibilities-for-the-rest-of-melbourne-80203>
<http://www.thefifthestate.com.au/urbanism/infrastructure/airport-rail-link-can-open-up-new-possibilities-for-the-rest-of-melbourne/93099>

3 Airshuttle - The Airport Express Train Project. <http://www.airshuttleaust.com.au/>

4 InterCity: How Regional Rail Can Re-balance Population Growth and Create a "State of Cities" in Victoria, Rail Futures Institute, August 2016,
<http://www.railfutures.org.au>

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\$220 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.

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