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Friday 18 December 2020

Principal Freight Network – Submission to consultation

Via: PFN.Review2020@transport.vic.gov.au

To whom it may concern

The Committee for Geelong provides strategic leadership and influence to leverage the economic and social prosperity of our city-region.

An independent, non-partisan, membership-based, not for profit organisation, the CfG works collaboratively with an authoritative group of stakeholders and influencers to design Geelong's best future.

Please consider this document as the Committee for Geelong's submission to the consultation regarding the Principal Freight Network development process.

If you have any questions please contact me on jennifer.cromarty@committeeforgeelong.com.au or M: 0413241033

Kind regards

Jennifer Cromarty, CEO
Committee for Geelong



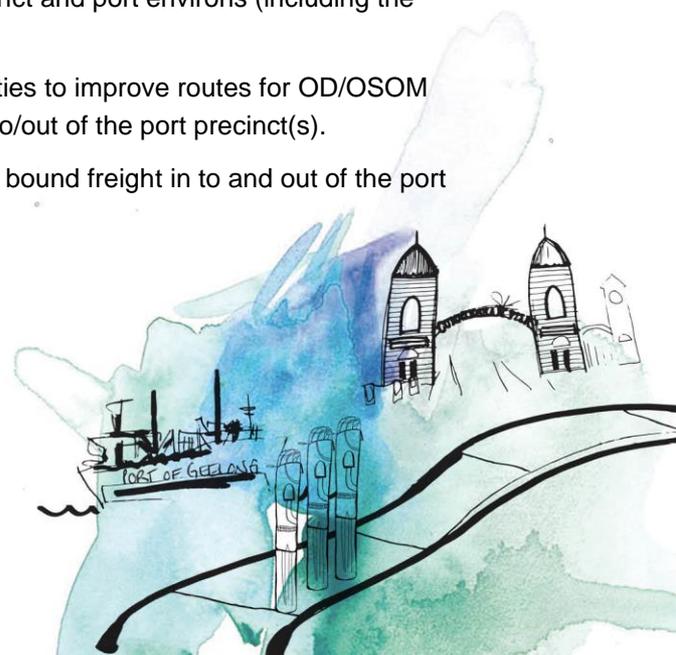
Recommendations

1. There is a need to undertake integrated transport planning in Geelong that considers longer term needs with consideration of current and future transport modes, noting that such study will provide a sound foundation for a whole of G21 integrated transport strategy undertaken at a later date.
2. **Note** that two Integrated Transport Plan (ITP) studies should be undertaken.
 - a) One ITP focussing on the Geelong Port precinct (including associated industrial areas), led by the Department of Transport / Victorian Regional Channels Authority (VRCA), and
 - b) The other focussed on the CBD and urban/regional environs led by the Dept of Transport / City of Greater Geelong.
3. That both ITP's will be overseen and supported by a steering committee led by State Government to ensure integration, alignment and consistency of the ITP inputs and outputs. As noted above, the outputs would be key inputs into a (next stage) G21 Integrated Transport Strategy to provide a cohesive transport and land use planning framework for the entire G21 region.

Overview

An integrated transport plan focused on the Geelong Port and port Industrial Precincts

4. The Port of Geelong Port Development Strategy released in July 2019 identified the need to undertake a port precinct ITP which considers:
 - a) An evaluation of current deficiencies and opportunities in the transport network, and identify optimal solutions in response to future trade scenarios.
 - b) Improvements to freight efficiency, including interventions to maximise safety of transport network users across the port precinct and port environs (including the GREP).
 - c) port customer business needs and opportunities to improve routes for OD/OSOM vehicles to create dedicated freight routes into/out of the port precinct(s).
 - d) a preferred strategy for accommodating west bound freight in to and out of the port precinct.

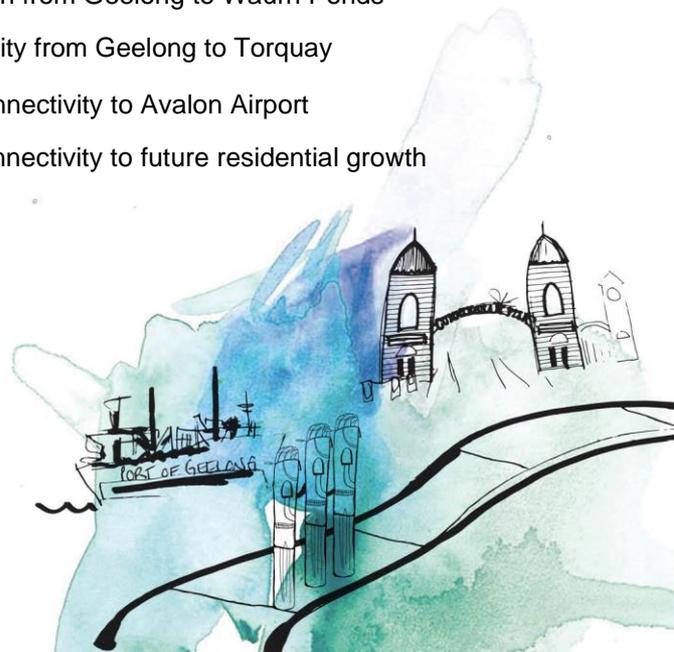


- e) A review of the route for the strategic cycling corridor through the central area of the port precinct is required.
- f) The demand and benefits for establishing designated amenity, truck servicing and rest stop facilities in the port precinct.
- g) Options to unlock rail connectivity and rail capacity constraints to increase the volume of freight on rail.

A CBD and region wide integrated transport plan

5. The region wide integrated transport plan will focus on:

- a) An evaluation of current deficiencies and opportunities in the transport network and identify the future requirements in response to forecast population and economic growth. This will consider
 - i. Strategic and policy frameworks.
 - ii. The challenges facing a growing Geelong and region, particularly around population targets, changes in industry and freight, and catering for local, daily and commuter traffic.
- b) Developing a plan that better integrates the CBD with urban centres and the wider region to address active transport modes, public transport, ferry linkages, roads, rail, and connections to Geelong Port, the GREP and to Avalon airport and beyond.
- c) The ITP will also consider Geelong's new growth areas at Lovely Banks and Batesford South and look at the implications of future connectivity needs arising from urban development at Boral's quarry site in Waurn Ponds.
- d) Current and future rail infrastructure to identify future needs and priority actions (inclusive of heavy rail, light rail and trackless trams / new technology options). This will consider:
 - i. Timing and features for rail duplication from Geelong to Waurn Ponds
 - ii. Timing and features for rail connectivity from Geelong to Torquay
 - iii. Timing and features for future rail connectivity to Avalon Airport
 - iv. Timing and features for future rail connectivity to future residential growth areas



- v. Options and preferred solutions for enabling 'faster' rail services between Geelong and Melbourne in the longer term
 - e) ensuring intermodal freight synergy (with the specific port precinct ITP being a key input)
 - f) Providing a network that can accommodate future transport systems and solutions.
6. With regards current deficiencies, the CBD and regional ITP will include specific focus on the inadequacies and gaps that exist currently with:
 - a) public transport route extents and bus timetables,
 - b) Melbourne CBD and Geelong CBD commuter needs and incentives for switching to active transport modes,
 - c) local user needs including people who don't/can't drive, people with disabilities, people on errands, trades and time shift workers.
 - d) Tourist and visitor needs including infrastructure and systems to accommodate TT line visitors / passengers in the CBD and waterfront and encourage further use of the strategic cycling corridors.
 - e) transport and land use / city planning that encourages car use over alternative modes
 - f) The ability of the current network to accommodate future transport systems and solutions.

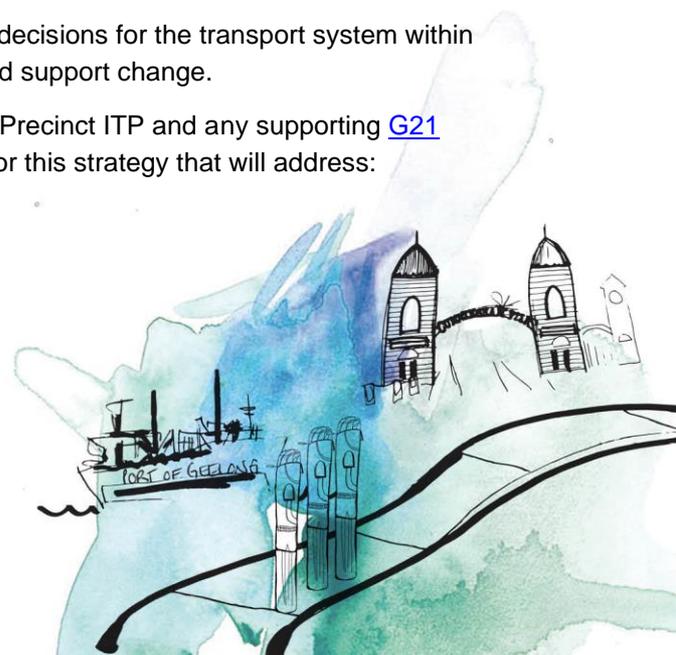
The G21 Integrated Transport Strategy

As set out in the G21 Transport Pillar and advocated for by the Committee for Geelong, the development of a G21 Integrated Transport Strategy is proposed to provide a cohesive transport and land use planning framework for the G21 Region. The two ITP's referenced above will support this initiative.

The G21 Integrated Transport Strategy will guide investment decisions for the transport system within the G21 region, allowing the region to sustainably develop and support change.

The Geelong CBD and urban areas ITP, the Port of Geelong Precinct ITP and any supporting [G21 focused Transport Plans](#) will become key foundation pieces for this strategy that will address:

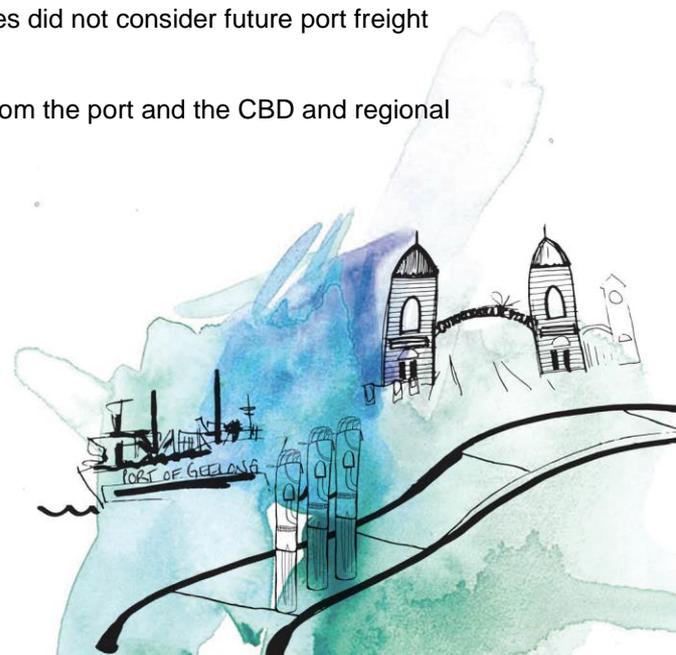
- supporting intracity commuting needs



- improving intermodal freight synergy across the G21 region
- access to sustainable and active transport in growth areas
- innovative transport solutions.

Why two integrated transport plans and how will they be integrated?

7. Funding commitments and a scope of work has already been broadly defined for the Port of Geelong ITP study, which is a specific action recommendation arising from the 2019 Port of Geelong Port Development Strategy.
8. The Geelong port precinct ITP has a specific focus on freight interactions, and failure to separate this important study from a single ITP study for the region would result in a more generalised outcome for the port and freight movement needs, which may effectively result in a failure.
9. Freight Victoria has an action from its 'Delivering the Goods' policy around reviewing the Principal Freight Network. Nominating for the integration of a Geelong Port precinct (freight) transport plan with the state principal freight network reinforces the need to undertake it as a specific piece of work. The port is a strategic freight asset for Victoria and needs to be considered at both the local and state level
10. The outputs of the Geelong Port precinct ITP will become key inputs into any subsequent business case work undertaken by RRV/DoT in future years to substantiate the investment decisions in west bound ring road connections. This will consider appropriate solutions against time and/or trade triggers.
11. It is recommended that the two ITP's be overseen by a central steering committee led by State Government to ensure integration, alignment and consistency of the inputs and outputs of each ITP and any subsequent ITP's.
12. The key interactions of the CBD and regional ITP and the Geelong Port precinct ITP, include:
 - a) Current and future freight movements in/around the GREP (Heales Road) – it is understood that the recent growth area studies did not consider future port freight growth scenarios or future road connections,
 - b) TT Line passenger and freight flows to and from the port and the CBD and regional areas

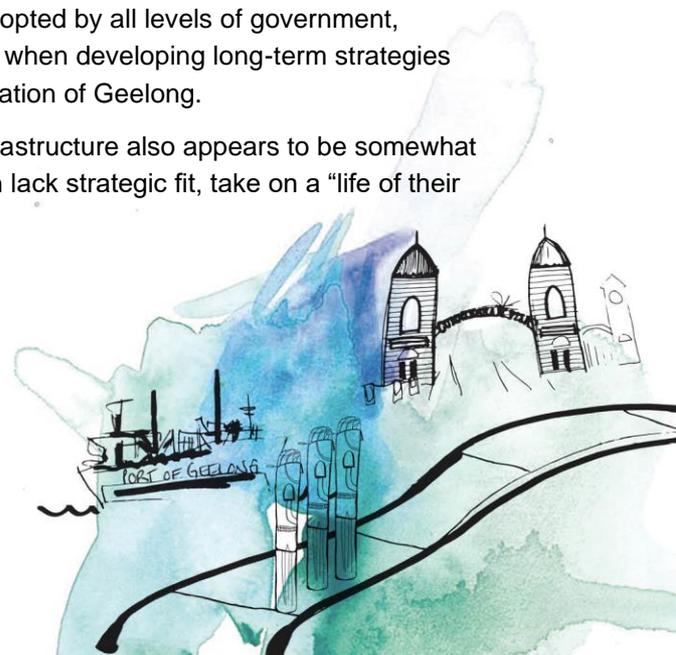


- c) Corridor improvement recommendations for trucks moving around and through the port precinct, considering future passenger vehicle movements as a result of TT Line implementation.
13. The Integrated Transport Plans will have the same timelines and adopt consistent policy settings

Background and issues relevant to Regional Integrated Transport Planning

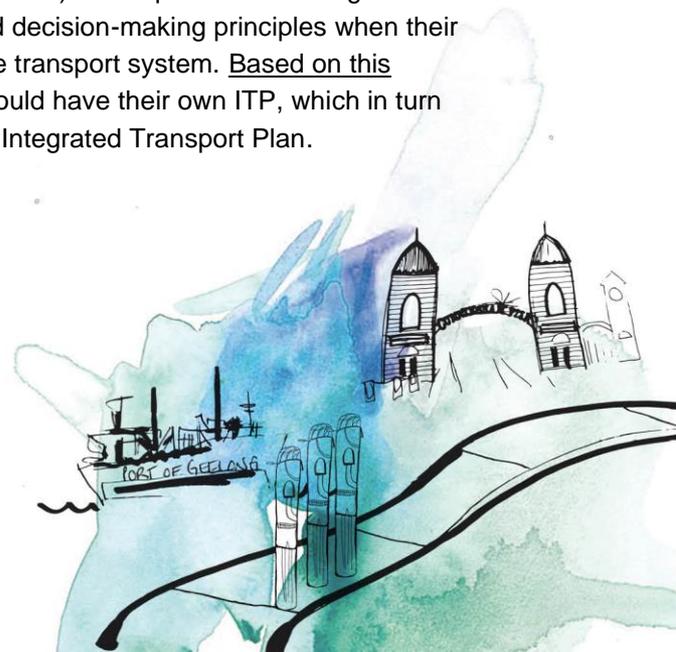
The status of integrated transport planning now?

14. The Geelong region is facing present day challenges in delivering a transport system that is integrated across all transport modes, geographic levels of governance and across programs of private and public investment.
15. The current network will be challenged by future urbanisation, population growth and industry change.
16. There are gaps and disconnects in decision making processes, strategic and policy settings, and program/project responses commonly occurring. Transport planning extends across multiple levels of government and departments, and there is no central guidance in place for Geelong currently.
17. There are examples where Geelong appears to have failed in its ability to successfully integrate transport strategy with land use planning, population forecast, economic, industry, and community planning in the Geelong region – particularly for the long term.
18. Equally there are opportunities to bridge these gaps, make better connections, and improve strategy and policy, and to find synergies in the existing project pipeline and the existing transport delivery framework in the region. The objectives of an ITP are to identify these opportunities.
19. Geelong can be seen as a potential 'Gateway to Growth' for the South West Region, but there is no unified vision (Plan) for Geelong that is adopted by all levels of government, industry and interest groups. This creates challenges when developing long-term strategies and policies that will lead and influence the transformation of Geelong.
20. State and local pipeline of investment in transport infrastructure also appears to be somewhat disconnected from a common strategy. Projects often lack strategic fit, take on a "life of their own" or suffer from the "tail wagging the dog" effect.



21. The Geelong Regional Plan, and its transport pillar, help drive the strategic and policy settings and the ongoing program of transport investment, to retain integration across the region and with surrounding regions, particularly metropolitan Melbourne. A range of governance challenges and political considerations have contributed to this framework not reaching its full potential to date.
22. Although the Geelong Regional Plan sets a framework for full integration, this has not always translated into integrated transport planning, land use, economic and community planning when implementing local responses to the framework.
23. There is evidence of ongoing transport planning work using inconsistent datasets, timelines and objectives, which aggravates the gaps and disconnect between projects and outcomes. Examples include:
 - a. The fact that PTV/DoT currently schedule the bus timetables and routes for the Geelong region, and these appear to be based on getting people from Geelong to Melbourne not for the purpose of serving Geelong. Eg the bus from Portarlington gets you to Geelong to get the train to Melb in time for a business workday, and then home again. It does not service local needs outside of this.
 - b. Bus routes / timetabling is set by PTV/ DoT with limited local context.
 - c. Bus routes and timetables do not appear to be integrated with ferry times, schools start times, popular tourist destinations (e.g. Eastern Beach)
24. Many strategies and policies focus on commute traffic (to Melbourne) and do not consider commuting to Geelong (from Melbourne's West), or community transport needs which may contribute to community building and city shaping objectives, including Transit Oriented Development. Examples include:
 - a. Public transport connections for Deakin University students,
 - b. public transport connections for the users of the trial ferry system running from Cunningham Pier
 - c. support for electric bikes / scooters as alternative future transport modes
25. CoGG recently proposed a 10-year transport operating plan, which was rejected by Council. Key issues were noted to include:

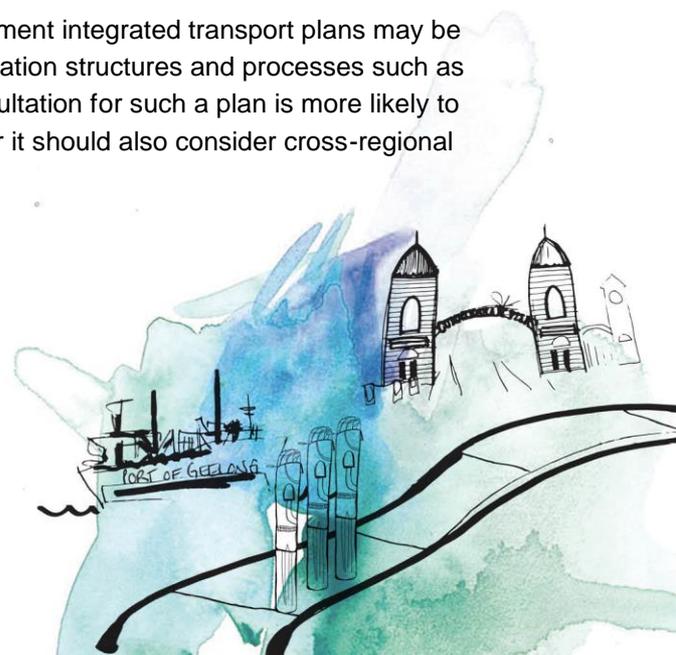
- a) The TNOP only considered the CBD, and did not consider or recognise the port, industries, Deakin, Geelong Region, connections to adjacent LGA's, growth and the impact this has on CBD.
 - b) The only freight consideration was assigning CBD street routes
 - c) Even within CBD, the TNOP did not include Public Transport (buses and trains mentioned, but were passed off as a DoT responsibility and bus routes were not mapped on the CBD layout)
 - d) The TNOP appeared only to align transport modes to street network and not account for growth and what infra/land use changes are required for this to work in the future.
 - e) It did not obviously consider future or alternative transport modes and future mode shift scenarios.
26. Future proofing appears to be lacking in local and regional transport planning. There is limited exploration and understanding of the impact of emerging technologies, environment, sustainability and high population projections/targets. Examples include a lack of consideration for emerging technologies or active transport modes in the recent TNOP draft.
27. The Transport Integration Act (TIA) highlights six legislated objectives that are applicable for transport planning:
- a) social and economic inclusion;
 - b) economic prosperity;
 - c) environmental sustainability;
 - d) integration of transport and land use; efficiency,
 - e) coordination and reliability;
 - f) safety, health and wellbeing
28. Accordingly, interface bodies (including municipal councils) are required to have regard to the TIA vision statement, transport system objectives and decision-making principles when their decisions are likely to have a significant impact on the transport system. Based on this principle, CoGG as a significant player in Victoria, should have their own ITP, which in turn should be integrated and aligned to a wider Victorian Integrated Transport Plan.
29. As per the TIA, an ITP must:



- a) set the planning framework within which transport bodies are to operate;
- b) set out the strategic policy context for transport;
- c) include medium to long term strategic directions, priorities and actions;
- d) be prepared having regard to the TIA vision statement, transport system objectives and decision-making principles;
- e) be prepared having regard to national transport and infrastructure priorities;
- f) demonstrate an integrated approach to transport and land use planning;
- g) identify the challenges that the transport plan seeks to address;
- h) include a short-term action plan that is regularly updated.

Who should be consulted and how should consultation be delivered?

30. The development of a good city in which to live and conduct business is about more than just creating a transport system to service certain activities and land uses. It is essential to identify key stakeholders and involve them in the integrated transport planning process from the very beginning. There may be many interested stakeholders and it is best to include as many people or groups that want to be involved as possible
31. Community involvement in integrated transport planning has an important role in identifying and understanding important transport issues from the perspective of those directly affected by them, and in developing agreed transport solutions for implementation programs.
32. The consultation process should be tailored to the scale and needs of the particular integrated transport plan. Effective consultation gives credibility to the process and the final stages of an integrated transport plan, but the required level and form of consultation will vary depending on the nature and scale of the plan. For example:
 - Small scale local area or issue-specific integrated transport plans lend themselves to direct consultation with residents and businesses directly affected by the plan.
 - Larger local area, but still single local government integrated transport plans may be able to use existing local government consultation structures and processes such as precinct or rate payer groups; however, consultation for such a plan is more likely to focus on local area transport issues, however it should also consider cross-regional transport matters.

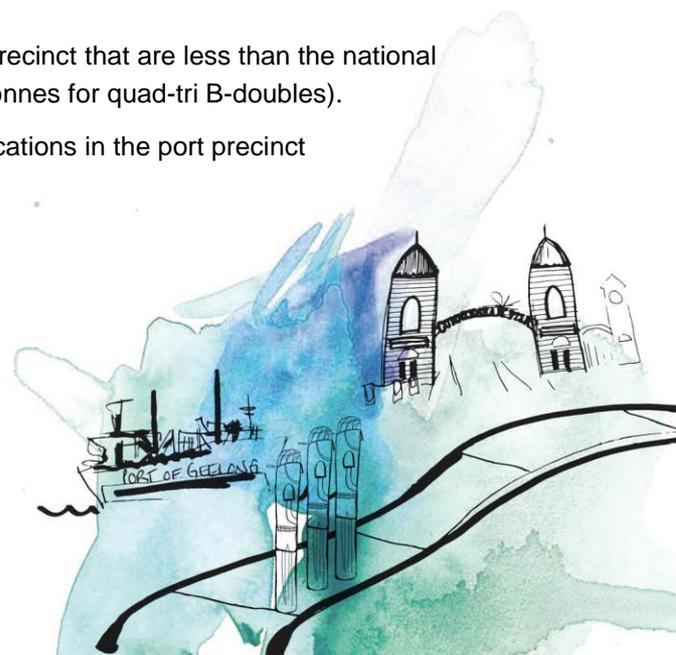


- Integrated transport plans or strategies for partnerships and local governments groups involve more complex (cross-regional and regional) transport and broader strategic issues. This may require options for public input and direct consultation with identified key stakeholder groups

Background to Geelong Port

Transport systems at the Port of Geelong

33. The transport of dry bulk and break-bulk commodities to and from the port of Geelong is typically by road, except for bulk grain, for which around 50% of volumes that arrive in bulk come by rail through the Corio Grain Loop. Further development of rail connections is also progressing.
34. Liquid bulk products such as refined petroleum is processed at the ViVA refinery located at the port and are transported into Victoria using pipelines and truck distribution.
35. Geelong is connected to the arterial road network via state route M1 Princes Freeway West, connecting Melbourne to the north and Colac and South Australia to the east.
36. Primary arterial roads connect Geelong to surround townships, including Colac, Hamilton, Ballarat and Torquay. The region is interlaced with secondary arterial roads in a general grid pattern, supporting vehicle movements of the primary routes.
37. Key corridors have been identified to provide a higher level of service options for bicycles, pedestrians and buses. In the port precinct area, the Northern Strategic Cycle Corridor is an existing alignment along Corio Quay Road and Shell Parade, connecting Geelong to Lara.
38. The gazetted HPFV routes around Geelong Region are limited to Princes Freeway (as a State connection) and Shell Parade for the Geelong Port connection. The Geelong Port connection only provides a link from the Port of Geelong to Melbourne. With regards HPFV connectivity around Geelong:
 - d. There are no westbound HPFV connections from Geelong Port. HPFV's can only head north to Melbourne
 - e. Bridge capacity constraints exist in the port precinct that are less than the national network limits (80 tonnes for A doubles, 71 tonnes for quad-tri B-doubles).
 - f. Swept path constraints exist at some road locations in the port precinct



- g. Load capacity constraints exist on the overbridge at Lara (68.8 t Quad-tri-B-doubles, 79 t A doubles, 72t Quad-quad B-doubles)
 - h. Load capacity constraints exist on the princes Freeway at Werribee (74 mass tonnes)
 - i. There are limited truck rest areas along the Portland – Melbourne corridor
 - j. The HPFV network does not extend into the Lascelles precinct
39. Geelong port is connected to two key rail networks which operate adjacent to the port providing access to the national standard gauge network and the Victorian broad-gauge network. To enable access directly to the port and to manage the interface between the two networks, dual gauge infrastructure provides the ability for both standard gauge and broad-gauge trains to operate on common track sections.
40. The broad gauge (bg) network is Victorian based with some links to southern NSW for agricultural products. Rail movements associated with the port of Geelong on the broad gauge are mainly grain trains from central and western Victoria
41. The standard gauge (sg) network links interstate networks from Perth to the port of Brisbane with an axle load of 23 tonne for the majority of the network. Approximately, 1000 km of the Victorian broad-gauge network in the north west of the state is currently being converted to standard gauge through the Murray Basin Project to further integrate rail traffic and uplift axle loads from 19 tonne to 21 tonne on these sections. As a result, there will be an increased use of standard gauge access to the port with increased efficiency and capacity in rail traffic Port related traffic on the standard gauge network currently includes grain trains from north eastern, and western areas of the state and the conversion of tracks in the north west will expand the rail volumes on this network
42. Key rail access to the port is provided on the dual gauge Grain Loop (CGL) south of Corio Quay where bottom dump facilities allow direct unloading of grains to GrainCorp for storage and loading to ship.
43. An independent dual gauge rail line (CiGL) also runs north from the Grain loop area to the east of North Shore station providing dual gauge access to:
- the current Midway site (woodchips)
 - Incitec Pivot sidings (not currently used), and



- five rail sidings (3 sg, 2 bg) between Walchs Road and St Georges Road. There are limited terminal facilities currently in this area for load/unload so these sidings are generally used for storage purposes.

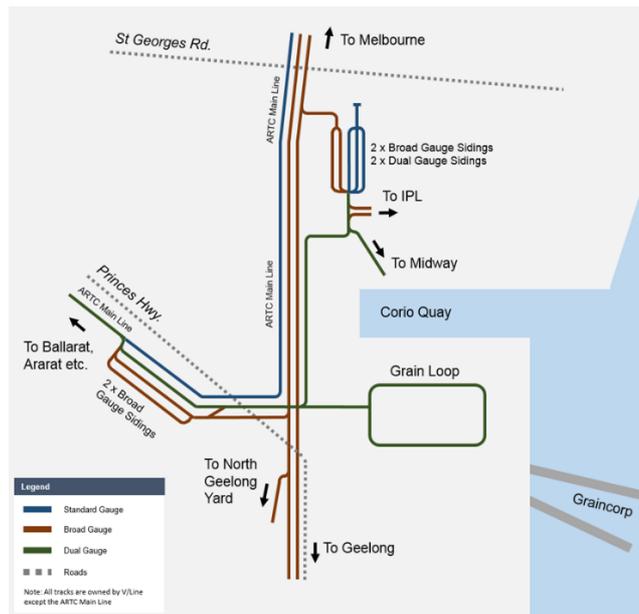


Figure 1 Rail infrastructure at the Port of Geelong



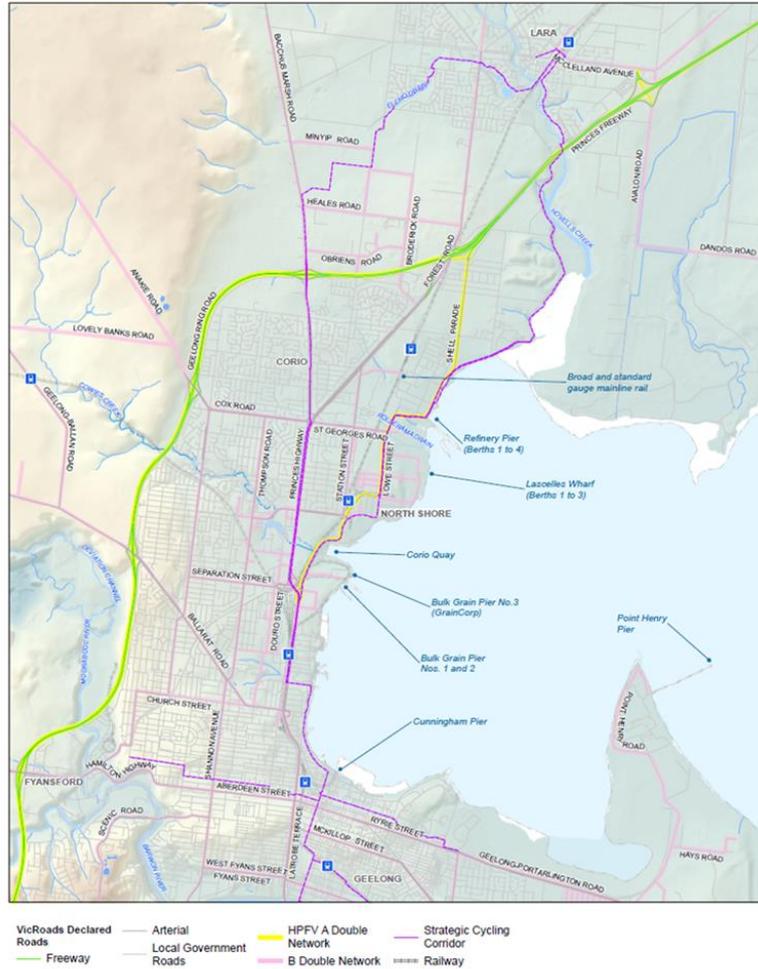


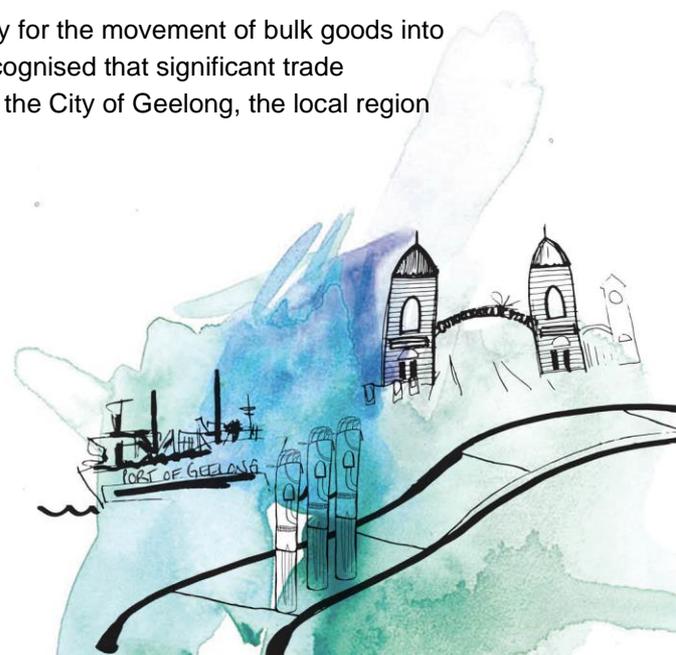
Figure 2 Road infrastructure at the Port of Geelong

The Victorian freight task and implications for Geelong

44. Victoria's freight task is expected to grow from about 360 million tonnes in 2014 to nearly 900 million tonnes in 2051. Much of this growth is expected to be in urban freight driven by continued strong population growth in Victoria (Freight Victoria – Delivering the Goods).



45. Victoria is only 3% of Australia's total land mass, but accounts for almost a quarter of Australia's total food and fibre exports. The value of annual exported goods is around \$26 billion.
46. State-wide strategic planning identifies the Port of Geelong as a key hub for freight in the longer term with a key focus on the movement of bulk goods into and out of Victoria.
47. In recent years, Geelong has strengthened its ability to help Victoria remain a successful international exporter, with annual goods exports of more than \$26 billion across a diverse range of industries, including many from regional areas. Looking forward it is essential that Geelong maintains and enhances its connections with traditional markets while also expanding into new markets allows businesses to grow and our economy to be more resilient.
48. Infrastructure Victoria has reported that Victoria's overall trade environment remains positive and exports will continue to grow. Asia's rapid industrialisation and urbanisation, including increased demand for high-value consumer goods, will create significant opportunities for Victorian businesses able to access and supply markets in this region and beyond.
49. This outlook is supported by Australia's comprehensive network of free trade arrangements, which are providing Victoria with a competitive edge in a number of key markets. Of relevance to Geelong, is the expectation that Victoria's food and fibre exports to China, Hong Kong and Taiwan will increase from current volumes by over 70 per cent, and by 30 per cent to both South East Asia and North Asia by 2026
50. Similarly, forecast commodity movements for the Port of Melbourne suggest that dairy, wheat, cereal and other agricultural products will almost double by 2060. This trend has the potential significantly impact regional Victoria and the Port of Geelong in future years and is a clear indication that Victoria (and Geelong) will benefit from and require a higher performing and efficient freight and logistics network. A prime example here is the well-established linkage that exists between fertiliser import (back-loading) and grain exports at Geelong, with the reach of such back-loading trends extending out as far to Riverina district in southern NSW currently
51. The Port of Geelong will continue to be a key gateway for the movement of bulk goods into and out of Victoria and over the next 30 years it is recognised that significant trade possibilities exist for the port and its environs as both the City of Geelong, the local region and Victoria grow.



52. The emerging trade possibilities for the port of Geelong consequently include existing and new products and trades arising from a combination of the following market development scenarios:

- k. Growth in existing products and trades handled through the port and its environs in response to increasing international and domestic demand and other influencing market factors
- l. Prospective trade and products identified and/or have indicated that they may choose to use the Port of Geelong and the local region for their operations in the future
- m. Relocated bulk and break-bulk trade from the Port of Melbourne as the PoM focusses on the enhancement of its container handling capacity.

53. The 30-year forecast for existing commodities handled through Geelong Port indicates:

- n. A potential 25% increase in total trade (tonnes) on 2018 figures to 17.9M tonnes in 2048
- o. A potential 93% growth in dry bulk import volumes on 2018 figures
- p. A potential 37% growth in break bulk volumes on 2018 figures
- q. Around 5% growth in liquid bulk volumes on 2018 figures

54. Additional prospective trade forecasts have potential to push trade volumes to in excess of 30M tonnes in 2048. This includes:

- Renewable energy project cargo components over the next 2 to 3 years.
- The import of soda ash as a primary product feed into the Victorian glass manufacturing business. An international distributor of natural soda ash is expected to establish their business close to the Lascelles wharf precinct in 2018.
- Additional niche dry bulk and liquid bulk products that result from diversification of existing businesses in future years in response to domestic market consumption trends. Such products may be handled by existing port tenants or new entrants under leasehold or freehold arrangements.
- Potential future mineral concentrate products from sources in Gippsland and from north-western Victoria and potential future export of coal products (processed) originating from the LaTrobe valley.



- Possible Bass Strait shipping operators currently operating out of the port of Melbourne.
- All or a share of the automotive importers currently operating out of Webb Dock
- A number or share of the dry bulk and/or break-bulk trades that are currently handled across the Appleton or South Wharf precincts.
- A share of or all of the Coode Island chemicals storage operations



Figure 3 Port of Geelong trade projections (Source GHD)

55. Not all trade coming into the port environment goes across the Geelong berths. A significant share of trade coming into the port environment gets handled by, and moved between,



multiple businesses resident in the port precinct as part of value adding process. This also extends out to the expanding use of the Geelong Regional Employment Precinct (GREP)

56. The port of Geelong has a close and growing relationship with the port of Melbourne. Containers flow daily between the two ports on the landside network, and coastal transfers of liquid and dry bulk products occurs from time to time.

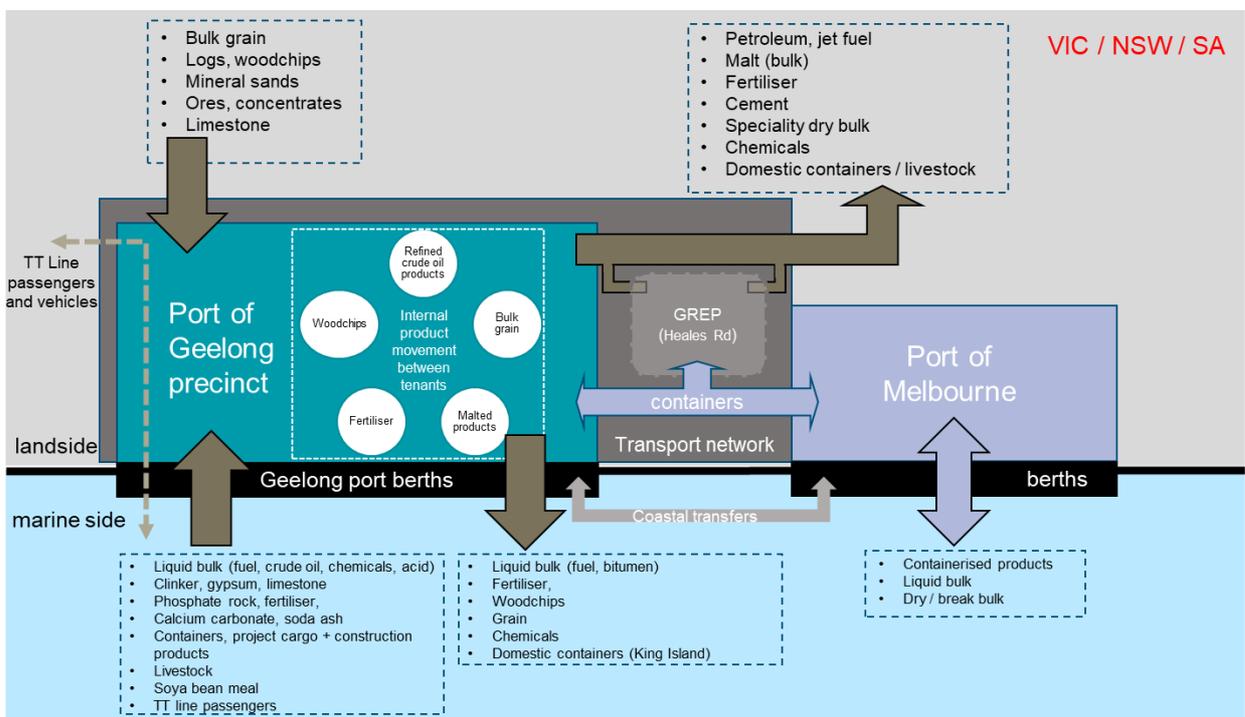


Figure 4 Overview of commodity movements through the Port of Geelong precinct and transport network (Source GHD)

