

APPENDIX

B

Strategic planning review

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT

ARTC

INLAND
RAIL
An Australian Government Initiative

Strategic planning review

A summary of the strategic plans that are relevant to the need for, and development of, the Albury to Illabo (A2I) section of the Inland Rail—program (the proposal) is in Table B-1.

TABLE B-1 CONSISTENCY WITH NATIONAL PLANNING POLICIES AND STRATEGIES

Policy	Description
National	
<i>Australian Infrastructure Plan</i> (Infrastructure Australia, 2021)	Infrastructure Australia's 2021 <i>Australian Infrastructure Plan</i> (and its supporting documents) sets out the road map for infrastructure reform, and identifies the key challenges and opportunities facing infrastructure over the next 15 years. It is intended to deliver infrastructure for a stronger Australia, and to support Australia's national recovery from the still-unfolding COVID-19 pandemic; as well as the bushfires, drought, floods and cyber-attacks that have tested Australia's resilience in recent years. With respect to transport, the plan identifies the need to improve the liveability and economic sustainability of regional, rural and remote areas by developing, maintaining and operating integrated freight and passenger transport networks that meet end-to-end access needs. Prioritising the shift from road to Inland Rail and other freight services for targeted commodities is identified as a key activity that would deliver local, environmental and economic benefits for regional, rural and remote communities. The plan also identifies the connectivity benefits of Inland Rail for certain commodities and the need to take advantage of these benefits to support business and economic growth.
<i>State of Australian Cities 2014–2015</i> (Department of Infrastructure and Regional Development, 2015)	The <i>State of Australian Cities</i> reports bring together current research and data to present a comprehensive picture of how Australia's cities are evolving, to strengthen the knowledge base used to develop policy. The 2014–2015 report observed that there is more demand for transport in Australia, including freight, than ever before. Inland Rail provides a response to some of the issues raised in this report, as it aims to: ▶ provide a step-change improvement in rail service quality in the Melbourne to Brisbane corridor to deliver a freight rail service on the east coast that is competitive with road ▶ improve road safety, ease congestion and reduce environmental impacts by moving freight from road to rail ▶ bypass bottlenecks on the congested metropolitan rail networks on the east coast and free up train paths for other services on the coastal route.
<i>Urban Transport Strategy</i> (Infrastructure Australia, 2013)	The <i>Urban Transport Strategy</i> acknowledges that road congestion has an impact on national productivity and economic activity, and that public transport systems do influence the performance of urban roads and the national freight systems. An aim of the <i>Urban Transport Strategy</i> is to promote the best use of capacity on high-use roads. Inland Rail is consistent with the relevant elements of this strategy, as it aims to: ▶ improve road safety, ease congestion and reduce environmental impacts by moving freight from road to rail ▶ bypass bottlenecks on congested metropolitan rail networks on the east coast, and free up train paths for other services on the coastal route.
<i>National Land Freight Strategy</i> (Standing Council on Transport and Infrastructure, 2013)	The <i>National Land Freight Strategy</i> is a partnership between the Australian Government, state and territory governments, local governments, and industry to drive efficient and sustainable freight logistics—balancing the needs of a growing Australian economy with the quality-of-life aspirations of the Australian people. Inland Rail is included on the map of key freight routes developed by the strategy, based on the route provided in the <i>National Land Freight Strategy Update Paper</i> (Infrastructure Australia, 2012). The map shows a single new national network to reflect the emphasis on potential future freight flows, freight (vehicle) connectivity, ports and settlements.
<i>National Freight and Supply Chain Strategy</i> (Transport and Infrastructure Council, 2019)	The <i>National Freight and Supply Chain Strategy</i>, and its supporting action and implementation plans, set the agenda for an integrated national action across all freight modes over the next 20 years and beyond. This strategy identifies the need to improve regional and remote freight links, to improve the supply chain and network performance through investment, including Inland Rail.
<i>National Ports Strategy</i> (Infrastructure Australia and the National Transport Commission, 2011)	The Council of Australian Governments (COAG) endorsed the <i>National Ports Strategy</i> in July 2012 as part of a collaborative approach to the future development and planning of Australia's port and freight infrastructure. The strategy identifies future infrastructure requirements of Australia's ports, including road and rail links, to meet future demand. Inland Rail would connect key production areas in Queensland, NSW and Victoria with export ports in Brisbane and Melbourne.

Policy	Description
State	
State Infrastructure Strategy 2018–2038 (Infrastructure Australia, 2018)	The <i>State Infrastructure Strategy 2018–2038: Building Momentum</i> is a 20-year strategy that identifies and prioritises the delivery of critical public infrastructure to drive productivity and economic growth. The 2018 strategy switches the focus from preceding years of developing an infrastructure project pipeline to achieving sustainable growth in NSW. The strategy acknowledges that Inland Rail would benefit the state's primary industries by optimising the movement of freight in regional NSW to ports and gateways in NSW, Queensland and Victoria.
<i>Future Transport Strategy 2056</i> (Transport for NSW (TfNSW), 2018a)	The <i>Future Transport Strategy 2056</i> provides an integrated 40-year vision, directions and outcomes for transport in NSW. The strategy identifies that the freight sector will continue to grow, with the freight task in regional NSW expected to grow by around 12 per cent by 2036. This growth will require a higher capacity and efficient freight network. The strategy identifies that Inland Rail, in conjunction with other initiatives, will help cater for this forecasted growth. The strategy also identifies the need to maximise benefits of Inland Rail to NSW, and to improve rail and road connections to Inland Rail and intermodal facilities.
NSW Freight and Ports Plan 2018–2023 (TfNSW, 2018b)	The <i>NSW Freight and Ports Plan 2018–2023</i>, a supporting document to the <i>Future Transport Strategy 2056</i>, is a call to action for government and industry to work together to make the freight system more efficient, more accessible, safer and more sustainable for the benefit of producers, operators, customers and communities across NSW. One of the goals of the plan is to improve rail freight access and flows, with a key action to support the delivery of Inland Rail to ensure the project optimises the movement of freight in regional NSW, and to ports and gateways.
NSW Road Safety Strategy 2012–2021 (TfNSW, 2012)	The <i>NSW Road Safety Strategy 2012–2021</i> sets the direction for road safety in NSW for the next 10 years. The strategy notes that heavy trucks are often involved in serious road accidents in NSW. While they represent only 2.2 per cent of registered motor vehicles and 7 per cent of all motor vehicle travel, heavy trucks were involved in 17 per cent of fatalities on NSW roads. Nearly 30 per cent of fatal heavy vehicle crashes involved heavy vehicles from interstate. The proposal contributes to the strategy as it aims to improve road safety by moving freight from road to rail. The strategy is currently being delivered through the actions outlined in the <i>Road Safety Plan 2021</i> (TfNSW, 2018d), which has been developed to set priority areas.
<i>NSW State Priorities</i> (NSW Government, 2019)	The <i>NSW State Priorities</i> were announced to guide the ongoing actions of the NSW Government across the state, and guide resource allocation and investment in conjunction with the NSW Budget. Inland Rail particularly supports the priority of building a strong economy by creating jobs and increasing connectivity of regional markets.
Regional	
<i>Riverina–Murray Regional Plan 2036</i> (Department of Planning, Industry and Environment (DPIE), 2017b)	The <i>Riverina–Murray Regional Plan 2036</i> establishes a framework to grow the region's cities and local centres, support the protection of high-value environmental assets, and develop a strong, diverse and competitive economy in the region. Inland Rail is identified in the plan as providing an essential role in freight and logistic hubs within the Riverina–Murray region.
Regional NSW Services and Infrastructure Plan (TfNSW, 2018c)	The Regional NSW Services and Infrastructure Plan is a supporting document to the <i>Future Transport Strategy 2056</i> (TfNSW, 2018a). The plan identifies Inland Rail as an opportunity to provide for improved movements of freight to ports and provide relief for the coastal road and rail networks. It identifies Inland Rail to be a significant addition to the rail freight network and provides opportunities to realise a range of benefits for NSW industries, including growth in intermodal facilities. Key initiatives for investigation include rail and road connections to Inland Rail, and new intermodal facilities associated with Inland Rail.
<i>Regional Freight Transport Plan</i> (Riverina Eastern Regional Organisation of Councils, 2016)	The <i>Regional Freight Transport Plan</i> investigated the freight infrastructure network from a regional perspective to implement integrated transport solutions. The plan identifies the increasing freight demand between the Port of Melbourne and Port Botany, and associated heavy vehicle movements on the road network.
A 20-Year Economic Vision for Regional NSW (NSW Government, 2021a)	A <i>20-Year Economic Vision for Regional NSW</i> is a plan to drive sustainable, long-term economic growth in regional NSW. The plan identifies actions to drive the key enablers of economic growth, including freight networks that will increase the competitiveness of key regional sectors. Inland Rail would play a key role in increasing the capacity of the rail freight network servicing the region.

Policy	Description
<i>Economic Development Strategy for Regional NSW</i> (Department of Trade and Investment, Regional Infrastructure and Services, 2015)	The <i>Economic Development Strategy for Regional NSW</i> provides the framework for driving economic growth in regional NSW. Inland Rail is relevant to the following goals included in the strategy: ▶ drive regional employment and regional business growth ▶ invest in economic infrastructure and connectivity.
Murray–Murrumbidgee Regional Transport Plan (TfNSW, 2013)	The <i>Murray–Murrumbidgee Regional Transport Plan</i> outlines specific actions to address the unique transport challenges of the area and a strategic direction for the delivery of major projects over the next 20 years. The plan identifies examining options concerning rail freight and intermodal connections within the Murray–Murrumbidgee region, and its implications on further intrastate and interstate distributions systems.