

Report No: L0411 Item 4

Subject: UPDATE ON TRANSPORT PLANNING FOR THE M5 CORRIDOR

File Ref: 6836-03/15921.11

Prepared By: Kendall Banfield - Transport Planner

SYNOPSIS

This report discusses the progress of a number of interrelated transport plans, policies and actions relevant to the future of the M5 Corridor, all of which have the potential to significantly affect the Marrickville LGA and region into the future. There are currently opportunities for Council to express its position on M5 Corridor planning through the Australian Government's *National Land Freight Strategy* discussion paper, the NSW Government's proposed *Airport/Port Access Plan* and the position paper being developed by the M5 Taskforce. This report recommends that Council make written submissions on these draft policies, outlining Council's support for a regional approach to freight transport planning, its concerns in relation to local freight impacts and Council's preference for public transport and rail freight options over motorway-only options for the M5 Corridor. These options include complete removal of the Airport Link station fee, light rail from Dulwich Hill to Coogee via Sydenham, accelerated implementation of the *Sydney Airport Ground Travel Plan*, car-train interchange facilities at Kingsgrove and a freight rail link from Maldon to Dombarton associated with an enhanced freight role for Port Kembla. Consideration of these options is consistent with Council's position expressed in its 2010 submission to the Road and Traffic Authority (RTA) in response to the *M5 Corridor Expansion Feasibility Study*.

RECOMMENDATION

THAT Council:

1. receives and notes this report;
 2. makes a written submission to the Federal Department of Infrastructure and Transport in response to the public exhibition of the *National Land Freight Strategy* discussion paper, outlining the issues in this report;
 3. writes to the NSW Minister for Transport requesting that the issues discussed in this report be considered in the development of the *Airport/Port Access Plan*, and requesting that a draft of this plan be released for public comment at the earliest opportunity;
 4. writes to the M5 Taskforce secretariat requesting that the issues discussed in this report be considered in the development of a position paper for the Taskforce, and requesting that the Lord Mayor of Sydney be invited to join the Taskforce; and
 5. forwards a copy of these submissions and letters to the Lord Mayor of Sydney and the President of the Southern Sydney Regional Organisation of Councils (SSROC).
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BACKGROUND

The M5 Corridor

The M5 Corridor is one of Sydney's key east-west transport corridors, extending 32km from the East at General Holmes Drive at Kyeemagh to the Hume Highway at Casula in the West, forming a connecting route to Canberra. It is a key link between three of Australia's major cities – Sydney, Canberra and Melbourne. The Sydney-Melbourne Corridor is recognised by the Australian Government as a vital artery of the national transport system. The M5 Corridor also connects the economic centres of the Sydney CBD, Sydney Airport and Port Botany with Greater Western Sydney, which is Australia's third largest economy after the Sydney CBD and South East Queensland.

The M5 Corridor directly serves a population of around 1.5 million people, which is one third of Sydney's population and almost 8% of Australia's population. There are around 1 million jobs located along the corridor, representing 45% of all jobs in Sydney and 10% of all jobs in Australia. Forecasts for 2026 indicate that population in the M5 Corridor will increase by around 300,000 to around 1.8 million and jobs will increase by 100,000 to 1.1 million. The Corridor currently operates at or near capacity each day and faces immense pressure from impending freight infrastructure.

The new terminal at Port Botany, Australia's second largest import/export facility, will be operational in 2012, increasing the number of containers handled by the expanded port from 1.8 to 3.2 million a year. Federally-funded work on the Port Botany rail yards and the Enfield yard staging capacity is coming to completion. The Metropolitan Freight Network, which connects Port Botany to the Chullora and Enfield intermodals and the Southern Sydney Freight Line are also being upgraded.

Despite these rail upgrades, rail will only carry around 18% of containers from the port, leaving 80% of this container traffic to use the M5 Corridor. The M5 in its current form is congested and cannot handle the increased freight traffic predicted. Currently there is only a funding commitment from the NSW Government for duplication of the M5 West, with no funding for the M5 East.

The M5 Expansion Feasibility Study

In late 2009, the Roads and Traffic Authority (RTA) released the *M5 Corridor Feasibility Study*. Marrickville Council and the Tempe community expressed strong opposition this study, largely because of the proposed Southern Sydney Connection link road through Tempe Reserve. Council also expressed its long-standing opposition to inner-city motorways and its preference for public transport and rail freight solutions over motorway-only solutions to traffic congestion. Council's position was expressed a written submission to the RTA in early 2010.

In mid-2010, the RTA announced it had deleted the Southern Sydney Connection, and was investigating other route options. It would appear from recent RTA project information that the expanded M5 will retain its current connection to General Holmes Drive and Southern Cross Drive. This is consistent with Council's preference for this alignment (should the project be approved), as was stated in its 2010 submission to the RTA.

Council is not aware that any further planning work has been undertaken by the RTA for the M5 East. In September/October 2010, planning for the M5 West expansion proceeded to public exhibition of an Environmental Assessment (EA). The RTA is now preparing a Submissions Report for the Department of Planning (consent authority) on this project.

The M5 Taskforce

In October 2010 a bi-partisan Task Force was formed from councils and Regional Organisations of Councils along the M5 Corridor to lobby the Australian Government to fund the M5 East duplication. Its stated aim is to *"... advocate for action and integrated transport solutions to address the economic, environmental and social issues associated with the M5 Corridor"*.

The Taskforce comprises predominantly mayor or councillor representation from the following councils: Bankstown; Liverpool; Rockdale; Botany; Canterbury; Campbelltown; Hurstville; Camden; and Marrickville. It also includes officer representation from: Southern Sydney Regional Organisation of Councils (SSROC); Western Sydney Regional Organisation of Councils (WSROC); Macarthur Regional Organisation of councils (MACROC); and Infrastructure Australia.

Stated Taskforce aims and actions are:

- *"operate as a non-partisan group seeking the best economic, transport environmental and social outcomes for the corridor;*
- *seek a timing commitment to co-ordinated expansion of the entire M5 Corridor;*
- *seek a commitment to wider freight and public transport strategies to complement the M5 expansion;*
- *seek a funding commitment from the Commonwealth Government due to the importance of the corridor to the national economy;*
- *arrange for representatives to meet with the NSW Roads Minister, Federal Transport Minister and relevant Opposition Shadow Ministers;*
- *combine resources to prepare detailed briefing information; and*
- *meet monthly where practical."*

The M5 Taskforce held its inaugural meeting at Bankstown Council on 13 October 2010, and minutes of this meeting were reported to a meeting of Marrickville Council on 16 November 2010. At this meeting, Council resolved that: *"... the Mayor of Marrickville writes to the Mayor of Bankstown to: nominate the Mayor of Marrickville as Council's representative on the M5 Task Force; to nominate Council's Transport Planner as the Council officer contact; and to recommend that the Lord Mayor of Sydney be invited to join the Task Force."*

The letter from the Mayor of Marrickville to the Mayor of Bankstown (cc Lord Mayor of Sydney) was sent in November 2010. The letter explained the rationale behind the request to invite the Lord Mayor of Sydney onto the Taskforce, i.e. that Marrickville Council considers the City of Sydney to be an important M5 corridor stakeholder. Along with the Mayor of Marrickville, the Lord Mayor of Sydney had in early 2010, raised concerns about traffic impacts from an expanded M5 in a joint submission on the *M5 Corridor Feasibility Study*. The Taskforce secretariat has recently confirmed that the Lord Mayor of Sydney has not been invited to join the Taskforce.

On 23 February 2011, the Taskforce met via a telephone conference seeking endorsement of the following three matters to be discussed with the relevant Federal Ministers, i.e.:

- *"a timing commitment for coordinated expansion of the entire M5 Corridor;*
- *a commitment to wider freight and public transport strategies to complement the M5 expansion; and*
- *a funding commitment from the Commonwealth Government commensurate with the importance of the Corridor to the national economy."*

At the teleconference meeting, Council's Transport Planner explained Council's long-standing preference for public transport and rail freight solutions over motorway solutions in dealing with M5 corridor traffic congestion. This view was acknowledged by the Taskforce, although it was apparent that most Taskforce members were seeking immediate expansion of the M5 Motorway. Minutes of the teleconference are at **ATTACHMENT 1**.

At this time, the Taskforce secretariat also circulated a draft position paper for comment by members. It was intended that an updated version of this paper be taken to a planned meeting with relevant Federal Ministers, and a final version form the basis of a submission by the Taskforce on the *Our Cities* discussion paper. The paper argued for immediate expansion of the M5 Motorway as a priority action. A 17 March 2011 final version of the position paper is at **ATTACHMENT 2**.

The Mayor of Marrickville was soonafter briefed on the teleconference and position paper, and determined that Marrickville Council's name should not be included on the paper. This position was on the basis of the paper's differing position on motorways from Council's long-standing position. The Taskforce secretariat was informed, and Marrickville Council's name was removed. SSROC subsequently removed its name from the paper. The Taskforce secretariat has since indicated verbally that as a result of these developments, the Taskforce has discussed the possibility of raising funds to commission consultant transport planners to investigate all transport options, including public transport and rail freight options.

On 2 March, 2011, a group of Task Force members met with the shadow Federal Transport and Infrastructure Minister Warren Truss, as planned. Minutes of that meeting are at **ATTACHMENT 3**.

The Sydney Airport Ground Travel Plan

A number of transport actions are outlined within Sydney Airport Corporation Limited's (SACL's) 2006 *Sydney Airport Ground Travel Plan*. Council considered this plan at a meeting in July 2007 and expressed support for this plan and a willingness to assist SACL and other stakeholders in its implementation where relevant. In doing so, Council noted that the plan's success depended on the policies and actions of a multitude of businesses within the airport and a number of external stakeholders, including councils the NSW Government.

A key *Sydney Airport Ground Travel Plan* action is removal of the Airport Link station access fee, an action that SACL has continued to advocate for some years. It is an action that not only has support from Marrickville Council, but also the City of Sydney and a range of other stakeholders. The fee means the fare to Airport Link stations is four times higher than the normal CityRail fare. Removing the fee is considered to be a quick, easy and cost-effective means of reducing traffic and increasing public transport use in and around the airport and M5 corridor.

SACL has estimated that removing the station access fee would result in an immediate increase of 1.5 million rail journeys per year, equivalent to an increase of 26%. 400,000 additional journeys would be made from Green Square and Mascot stations, equivalent to an estimated increase of about 17%. Although in March 2011 the NSW Government removed the fee on Green Square and Mascot stations, it still applies to the Domestic and International Airport stations. A media release from SACL responding to the NSW Government's March 2011 announcement to remove the fee from the two Airport Link stations is at **ATTACHMENT 4**.

A further key *Sydney Airport Ground Travel Plan* action is improving bus connections to the airport. This involves creation of new routes as well as realigning and augmenting existing routes and services. Improved north-south bus connections will better link the Airport to the CBD and southern suburbs, while improved east-west connections will better link the Airport to

rail services at Sydenham Station. Other specific actions include express buses along the M5 East, introduction of Night Ride buses, extension of the existing M20 service to the airport and route improvements which focus on Strategic Bus Corridors 21 and 30.

Other *Sydney Airport Ground Travel Plan* actions include: improved travel signage and trip planning information; more flexible public transport ticketing arrangements; enhancing walking and cycling networks around and within the airport precinct; end-of-trip cycling facilities at the airport terminals; and various workplace initiatives to encourage a mode shift to public transport, walking and cycling by Airport staff.

Several of the above matters have been raised by SACL and Council in various submissions, including those made in relation to the NSW Government's 2010 *Metropolitan Transport Plan*.

Ecotransit/ACF M5 Corridor proposals

It was reported in the media in December 2010 that public transport and environmental advocacy groups Ecotransit and the Australian Conservation Foundation (ACF) were proposing a set of public transport actions at a total cost of \$1.3B that could provide a public transport alternative to the proposed \$4B M5 expansion. This plan has the support of The City of Sydney, SACL, the University of NSW, the Sydney Cricket Ground Trust and Randwick Racecourse.

There are two main actions within this plan. The first is removal of the Airport Rail Link station tax, estimated to cost \$100M. As stated above, the NSW Government has recently removed the tax on Green Square and Mascot Stations, but not the two airport terminal stations. The second is construction of a new light rail link from the soon-to-be-constructed Dulwich Hill terminal light rail stop to Coogee via Sydenham Station and Sydney Airport. This link would involve construction of light rail tracks adjacent to the existing Port Botany Freight Line and along existing roadways. This link is estimated to cost \$1.2B. Such a link is consistent with Council's request to Transport NSW in its 2010 submission to the *Environmental Assessment* for the Inner West Light Rail Extension to consider a future light rail connection from Dulwich Hill Station to Sydenham Station.

An interchange at Sydenham Station would allow passengers from the Illawarra and Bankstown train lines to transfer to light rail for direct services to the airport, the Mascot industrial area, the University of NSW, Prince of Wales Hospital, Randwick Racecourse and Moore Park. These two actions, combined with the abovementioned Maldon to Dombarton freight rail link, estimated to cost \$0.8B, could avert the need to widen the M5 Motorway.

Other elements of the Ecotransit/ACF plan are an additional Airport Link station midway between the existing Mascot and Green Square stations to serve the Southern Industrial Area and a park/ride, kiss/ride and bus turnaround facility at Kingsgrove Station. The extra Airport Link station would serve this rapidly growing employment area, whilst the Kingsgrove facility would allow for an easy car/train interchange, reducing traffic accessing the airport and Southern Industrial area via the M5 East.

Proposed Airport/Port Access Plan

In April 2010 Transport NSW wrote to Council inviting initial comments for a proposed *Airport/Port Access Plan*. All councils within a 10 kilometre radius of Sydney Airport and Port Botany were invited to make initial comment and to nominate a contact officer to work with Transport NSW on this plan. Council sent an officer's submission in May 2010 which listed key traffic and transport issues for Council in relation to Sydney Airport and Port Botany. Most of these issues have been raised previously in various Council policies, reports and resolutions. Key relevant policies, reports and resolutions were attached to the submission.

The main points listed in the submission to Transport NSW were:

- transport and traffic issues associated with Sydney Airport and Port Botany have significant implications for the Marrickville Local Government Area (LGA) – now and into the future;
- the Marrickville LGS is significantly negatively affected by air, road and rail traffic, and in some parts of the LGA, these overlap to create significant cumulative impacts;
- Council is pleased that preparation of the *Airport/Port Access Plan* has commenced, and supports the stated objectives of the plan “to integrate local and regional connectivity, facilitate jobs growth, preserve local amenity and improve access.”
- Council is however keen to ensure that these objectives are met in a balanced and sustainable manner, with negative impacts on the Marrickville LGA and region minimised;
- significant road and rail freight traffic passes through the Marrickville LGA, with a fair proportion this traffic generated by Sydney Airport, Port Botany - as such, Council opposes the continued expansion of Sydney Airport and Port Botany;
- whilst Council supports the NSW Government’s freight mode shift target toward rail, it remains concerned about freight train noise and vibration impacts from the Port Botany Freight Line, which passes through the Marrickville LGA;
- these concerns are heightened by the significant increase in train movements to be generated by the expansion of Port Botany and operation of the new Enfield Intermodal Freight Terminal and the fact that there is no curfew on the operation of the Port Botany Freight Line;
- Council would like to see a serious commitment by the NSW Government to addressing rail freight noise issues on the Port Botany Freight line;
- despite the rail freight mode shift objective, road freight traffic through the Marrickville LGA will also significantly increase as a result of the expansion of Port Botany;
- whilst Council recognises there is a need to address road congestion issues, Council prefers public transport and rail freight solutions to motorway-only solutions such as the M5 Motorway expansion;
- Council is of the view that expansion of road capacity in inner-Sydney is not a stand-alone solution to freight traffic congestion and will create unacceptable induced traffic impacts;
- most of the roads along which semi-trailers travel are lined by traffic-sensitive land uses, such as houses, schools and shopping centres;
- a number of streets across the LGA have 3-tonne weight restrictions, which have been imposed over several years on an as-needs basis, and some of the LATM treatments are designed to prevent intrusion into residential streets by semi-trailers;
- in addition to heavy freight, the Marrickville LGA experiences high levels of through commuter and light freight traffic, adding to overall traffic impacts; and
- Council is keen to participate in further development of this plan.

Council’s Transport Planner and Traffic Engineer met with a Transport NSW project officer on in June 2010 to discuss the issues raised in the submission. Transport NSW had proposed to again notify Council when it has prepared a draft plan, which was to be placed on public exhibition in late 2010. The draft plan has not yet been exhibited and Council has heard nothing further from Transport NSW on its progress.

The Maldon to Dombarton Freight Rail Link Feasibility Study

Relevant to freight movement along the M5 corridor is the proposed Maldon to Dombarton freight rail link. A pre-feasibility study for this link was completed in 2009, while a feasibility study was developed and publicly exhibited in late 2010. Completion of this study is expected in mid-2011. These studies have been funded by the Australian Government under the Nation Building Program.

The studies examine the economic viability of the line in the context of the growth in coal export demand, the growth of Southern Sydney as a freight and business hub and the expansion of Port Kembla following the transfer of vehicle imports from Port Jackson. The studies also determine the planning and engineering work necessary to obtain firm costings and determine whether this project ultimately proceeds. A map showing the route, taken from the 2010 feasibility study, is at **ATTACHMENT 5**.

The extension would consist of 15 kilometres of new dual standard gauge track from Port Kembla to Dombarton and completion of a partly-completed 35 kilometre section from Dombarton to Maldon, near Picton, to link the south-west of Sydney. The Maldon-Dombarton section was commenced by the NSW government in 1983 to improve access for coal trains to Port Kembla. However the contract for construction of the Avon tunnel was cancelled by the NSW Government in mid-1988 on the basis that the line was not economically viable.

In December 2010, Council made an officer-level submission which expressed support for the project. Support is based on the apparent benefits to the Marrickville LGA of providing an alternative route for coal trains currently travelling from the western coalfields to Port Kembla via the Port Botany Freight Line. The high number of Marrickville-LGA residents living near this line would benefit from reduced movements of coal trains. The submission also points out that the Maldon-Dombarton link offers the potential to further develop Port Kembla as a port and move freight to south-western Sydney via Picton. This would affect a much smaller number of residents than the existing route from Port Botany to Enfield through the Marrickville LGA. Importantly, the Maldon-Dombarton link would, in general terms, ease road and rail freight traffic pressures on the M5 Corridor.

The National Freight Strategy discussion paper

Also relevant to deliberations over the M5 Corridor is the Australian Government's *National Land Freight Strategy* discussion paper, released for public comment in February 2011. Two earlier Australian Government documents are also relevant, but to a lesser degree. The first is the December 2010 *National Ports Strategy*, while the second is the December 2010 *Our Cities* discussion paper. In all three documents, the Australian Government states its commitment to planning and resourcing upgrades to freight and port transport networks.

The *National Land Freight Strategy* discussion paper summarises the key national freight trends to the year 2030 as follows:

- truck traffic is predicted to increase by 50 per cent from 5.7 to 8.5 billion kilometres;
- rail freight is expected to jump 90 per cent from 235 to 445 billion tonne kilometres;
- the number of containers crossing the nation's wharves will increase by 150 per cent from 6.2 to 15.4 million; and
- the volume of freight flown into and out of Australia is expected to increase by almost 110 per cent from 5.5 to 11.4 billion tonne kilometres (air freight has more than doubled over the last twenty years).

The discussion paper states that, based on the identified weaknesses with Australia's existing infrastructure and regulatory regime, the following actions are proposed:

- *One national, integrated system:* Identify the existing and yet-to-be built roads, rail lines, intermodals, ports and airports which will link together to form a workable national freight network. As part of this process, consideration would be given to opening up more roads to bigger vehicles, establishing dedicated freight routes and separating passenger trains from freight trains;

- *Effective local planning:* Protect the network's land corridors from urban encroachment and make sure they are not lost to other activities. In the longer term, such preservation efforts will save money, ensure the timely delivery of new or upgraded infrastructure and minimise conflict within the local community;
- *Long-term, targeted funding:* Put in place a long term capital works program which prioritise projects of greatest strategic importance and draws on the financial resources of both the public and private sectors. The Strategy also highlights the benefits and cost-effectiveness of using new technology to get the most out of existing infrastructure;
- *Smarter regulations:* Reform the way Australia's \$61B transport industry is regulated, with the ultimate goal of replacing the existing state based arrangements with one set of nationwide laws. Based on our work to date, national regulators for maritime safety, rail safety and heavy vehicles will be in place by the beginning of 2013; and
- *More accountability:* Implement improved data collection and establish benchmarks to monitor performance and make international comparisons.

There is widespread acknowledgement in these documents that a successful and integrated road and rail transportation network along and around the M5 Corridor is essential to the success of the documents' goals. The documents also recognise that as the major feeder road to Sydney's Port Botany terminal, the M5 corridor faces increasing congestion of such major proportions that a range of desired local, state and national outcomes are being jeopardised.

An important issue raised in the *National Freight Strategy Discussion Paper* is that of commuter traffic growth along the M5 corridor. This is an issue that was raised by Council in its 2010 submission to the RTA on the *M5 Corridor Expansion Feasibility Study*, and is an issue which is acknowledged in the *National Freight Strategy Discussion Paper* and by the M5 Taskforce. It is further discussed below.

DISCUSSION

The following discussion is intended to form the basis of written submissions by Council to:

- *The Australian Government*, responding to the public exhibition of the National Land Freight Strategy Discussion Paper;
- *The NSW Government*, requesting for consideration of Council's issues in the development of the *Airport/Port Access Plan* and requesting release of a draft of that plan at the earliest opportunity; and
- *The M5 Taskforce*, requesting consideration of Council's issues in the drafting of a position paper for the Taskforce and requesting the Lord Mayor of Sydney be invited to join the Taskforce.

In its submission to the RTA in early 2010 on the *M5 Corridor Expansion Feasibility Study*, Council had clearly expressed its opposition to the Southern Sydney Connection link road. The RTA's response has been to delete this link road from its plans, with current plans showing the expanded M5 linking to General Holmes Drive at Kyeemagh, away from the Marrickville LGA, as is presently the case. This is consistent with Council's stated preferred alignment (should the project proceed).

Although on this basis it may appear that Marrickville Council now has no issues with expansion of the M5 East Motorway, this is not the case. In the 2010 submission, Council also clearly expressed a preference for public transport and rail freight solutions to solve M5 Corridor traffic congestion issues over motorway-only solutions. Council was concerned at the time that the motorway expansion plans had been developed by a road building agency (the RTA) prior to the release of the then proposed *Metropolitan Transport Plan*. Given the subsequent release of this plan, Council would like the NSW Government to re-examine the

M5 Corridor Expansion project, taking into account the *Metropolitan Transport Plan* and the full range of transport options, including those discussed in this report.

In its 2010 submission, Council had also expressed its concerns about the problem of motorway-only solutions to improving freight movements leading to induced commuter traffic. This would result in congestion problems on an expanded M5 within a short timeframe. It would also lead to problems of traffic growth across the region, a mode shift away from existing public transport and redirection of funding that would otherwise flow to public transport infrastructure improvements.

The *National Freight Strategy* discussion paper points out that freight traffic (trucks) represent around 10% of the traffic stream on Australian urban roads, with around 20% being light commercials (small trucks and vans) and 70% commuter traffic (cars). Duplication of the M5 motorway for the primary purpose of relieving congestion for the 30% of freight and light commercial vehicles will induce new commuter trips that would otherwise be made by public transport or would not be made at all. This will lead to congestion of the expanded motorway, along with traffic growth and reduced public transport use along the corridor and across the metropolitan area. In addition to this induced commuter traffic, further commuter traffic will be generated by the forecast population and job growth along the corridor.

As was argued in Council's 2010 submission, the problem of commuter traffic growth cannot be addressed by motorway-only solutions to freight congestion as it is technically difficult, if not impossible, to separate the freight, light freight and commuter traffic streams. Public transport and rail freight solutions offer a more sustainable and cost-effective means of diverting existing and future freight and commuter traffic from the M5 motorway, obviating the need for its expansion. In requesting a re-examination of transport options for the M5 Corridor, Council would like to see how the issue of induced commuter traffic can be addressed.

Council's 2010 submission was also concerned that the *M5 Corridor Expansion Feasibility Study* has not considered the impact of declining global oil supplies leading to substantially increased petrol prices and reduced traffic. Under this scenario, an expanded M5 would be underutilised and demand for public transport increased. Notwithstanding future oil supplies, Council is of the view that the public transport alternatives suggested in this report represent better value for money than an expanded motorway, and are necessary to ensure a sustainable transport future for Sydney.

It has become apparent since Council made its 2010 submission that most the M5 Motorway's commuter traffic stream is generated in car-dependent areas of South-West Sydney and has, as its destination, the major employment precinct comprising the airport, Southern Industrial Area and the Randwick education/health precinct. Public transport options for these trips are currently limited or non-existent, and there is much scope for their provision and improvement. Several of the public transport options described in this report are intended to serve these trips.

When Council had, in its 2010 submission to the RTA, expressed a preference for public transport and rail freight solutions to M5 Corridor congestion, there had been little consideration at that time by any government, business or community stakeholder of the full range of M5 Corridor transport options. Throughout 2010 and into 2011, these options have begun to emerge. Some of these options have been advocated previously, whilst others are new. Until recently, the options had not been presented as a 'package'.

The beginnings of this 'package' of options are within:

- the 2006 SACL *Sydney Airport Ground Travel Plan*;
- plans proposed in 2010 by Ecotransit and the ACF; and
- the Australian Government's 2010 *Maldon to Dombarton Freight Rail Link Feasibility Study*.

Details of these options are described above in the Background section of this report. In summary, the options are:

- complete removal of Airport Link station fees;
- light rail link from Dulwich Hill Station to Coogee via Sydenham Station;
- accelerated implementation of a range of actions within the *Sydney Airport Ground Travel Plan*, including bus service improvements;
- Kingsgrove Station car-train interchange facilities; and
- freight rail link from Maldon to Dombarton and enhanced port role Port Kembla.

These options are not inconsistent with the general aims of the Australian Government's recent discussion papers - *National Land Freight Strategy*, the *National Ports Strategy* and *Our Cities* paper. Although the package of options is at an early stage of development, it should to be developed further and deserves to be considered in any further planning for the M5 Corridor Expansion.

At the NSW Government level, the most appropriate current policy for consideration of these options is the proposed *Airport/Port Action Plan*. Although Council was informed in early 2010 that a draft of this plan was to be released for public comment before the end of 2010, no such plan has been released. This report recommends that Council writes to the NSW Government to request completion and release of a draft version of the *Airport/Port Access Plan*, and that this Plan considers the abovementioned package of public transport and rail freight options.

At a regional level, the most appropriate current policy for consideration of these options is the M5 Taskforce's position paper. This report recommends that Council writes to the Taskforce Secretariat requesting the Taskforce give further consideration to public transport and rail freight alternatives in addressing M5 Corridor congestion issues. Such a request is consistent with the Taskforce's stated aim to: "... seek a commitment to wider freight and public transport strategies to complement the M5 expansion ...". In writing to the Taskforce, Council should argue that these wider freight and public transport options be "instead of" rather than "to complement" the expansion of the M5 Motorway.

At the national level, the most appropriate current policy for consideration of the abovementioned package of transport options is the *National Land Freight Strategy* discussion paper. This report recommends that Council makes a submission on this discussion paper before the close of exhibition on 27 April 2011 that includes the above discussion and requests that this strategy further consider the local impacts of regional freight movements.

This report also recommends that all of the above letters and submissions include background information on freight issues as they apply to the Marrickville LGA and key prior Council resolutions on road and rail infrastructure matters. It also recommends that copies of these submissions be forwarded to the Lord Mayor of Sydney and the President of the Southern Sydney Regional Organisation of Council (SSROC).

CONCLUSION

Marrickville Council has been, and continues to be, significantly affected by rail and road freight movements through the LGA. Given the current range of interrelated transport plans, policies and actions underway that are relevant to the future of freight movements in the region, and in particular along the M5 Corridor, it is important that Council expresses its position on these plans and policies at every opportunity. Opportunities currently exist for Council to state its position in relation to the Australian Government's *National Land Freight Strategy* discussion paper, the NSW Government's proposed *Airport/Port Access Plan* and the position paper being developed by the M5 Taskforce. It is appropriate and timely that Council make written submissions on all of these draft policies. These submissions will outline Council's concerns in relation to freight impacts and express a strong preference for public transport and rail freight solutions to road congestion problems over road-only solutions. These submissions are consistent with Council's prior submissions, including the 2010 submission to the RTA in response to the *M5 Corridor Expansion Feasibility Study*.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

A draft of this report was circulated to relevant staff for comment and no comments were received or issues raised by staff.

PUBLIC CONSULTATION

Nil.

RECOMMENDATION

THAT Council:

1. receives and notes this report;
2. makes a written submission to the Federal Department of Infrastructure and Transport in response to the public exhibition of the *National Land Freight Strategy* discussion paper, outlining the issues in this report;
3. writes to the NSW Minister for Transport requesting that the issues discussed in this report be considered in the development of the *Airport/Port Access Plan*, and requesting that a draft of this plan be released for public comment at the earliest opportunity;
4. writes to the M5 Taskforce secretariat requesting that the issues discussed in this report be considered in the development of a position paper for the Taskforce, and requesting that the Lord Mayor of Sydney be invited to join the Taskforce; and
5. forwards a copy of these submissions and letters to the Lord Mayor of Sydney and the President of the Southern Sydney Regional Organisation of Councils (SSROC).

Ken Hawke
Director, Planning & Environmental Services

ATTACHMENTS

1. Minutes of M5 Taskforce teleconference held on 23 February 2011 (2 pages)
2. Final March 2011 M5 Taskforce position paper (7 pages)
3. Minutes of 2 March 2011 M5 Taskforce meeting with Federal Shadow Minister for Infrastructure and Transport (4 pages)
4. March 2011 media release by Sydney Airport Corporation Limited (SACL) re Airport Link station fee (2 pages)
5. Map showing proposed Maldon to Dombarton freight rail link (1 page)

M5 TASK FORCE MEETING

Minutes of the Meeting held 23 February 2011
by teleconference

Present :

- | | |
|-------------------------------|------------------------------------------|
| Bankstown City Council | • Clr Tania Mihailuk :Mayor (Chairman) |
| | • Linda Perrine : Manager City Strategy |
| Liverpool City Council | • Clr Wendy Waller : Mayor |
| | • Farooq Portelli :GM |
| | • Milan Marecic : Director City Planning |
| Botany Council | • Clr George Clinatsis, Deputy Mayor |
| Camden Council | • Clr Fred Anderson |
| Campbelltown Council | • Clr Paul Tozi, General Manager |
| Marrickville Council | • Kendall Bamfield, Transport Planner |
| SSROC : | • Gina Ross, Program Officer |
| Brian Dale, | • Consultant for BCC |

Apologies :

Marrickville City Council : Clr Fiona Byrne, Mayor

Meeting Opened : 11: 10 am.

WELCOME AND UPDATE ON MINISTERIAL DELEGATIONS:

Clr Mihailuk (Chair) welcomed those present and provided an update on arrangements for a delegation from the Task Force to meet with relevant State and Federal Ministers and Shadow Ministers:-

- Hon Warren Truss MP, Federal Shadow Minister for Infrastructure and Transport - agreed to meet representatives of the Task Force on Wed 2 March 2011 at Parliament House in Canberra
- Hon Anthony Albanese MP, Federal Minister for Infrastructure and Transport - hoping to meet with him or his advisor on 2 March if possible or arrange another date
- Minister David Borger State Minister for Roads and Western Sydney - declined through correspondence from Michael Bushby Chief Executive of the RTA stating that *"until submissions have been assessed and sufficient work on options undertaken, any meeting with representatives of the Task Force would be of limited value."* (correspondence attached)
- Mr Andrew Stoner, Shadow Minister for State Development, Shadow Minister for Roads and Ports - indicated that his advisor will meet with the Task Force on a date to be arranged

UPDATE BRIAN DALE : CONSULTANT

Brian referred to recent major press coverage in the Sydney Morning Herald and Australian re National Freight Strategy and National Ports Strategy in which the Federal Government acknowledges the need to move forward and address issues of integrated transport, port expansion, rail expansion, and traffic congestion.

M5 TASK FORCE MEETING

Minutes of the Meeting held 23 February 2011
by teleconference

Brian stated that the Commonwealth had acknowledged its primary role and that the role of local government is to highlight issues and begin debate. He stated that the Task Force had formed at the right time and is in a good position to accomplish this.

Those present agreed that well planned, integrated solutions are needed *"not just now but in the future"*. Options for improved traffic movement, for freeing up freight, for moving to light rail, for providing viable car options, and for public transport all need to be included when considering the future of the M5 Corridor.

Brian stressed that only the national government had the resources and the drive to address these issues and stated that planned delegations to Federal Ministers should make this clear.

DELEGATIONS : It was agreed that:

Delegations should emphasis 3 main points:-

1. Need for a timing commitment
2. Need for a commitment to wider public transport solutions
3. Need for funding commitment at Commonwealth and State levels

NEXT STEPS

The meeting stressed the need for integrated transport solutions stating the M5 was a catalyst which allows us to look at broader strategies. It was acknowledged that member councils should continue to push for their own local needs but that they should combine where there are issues of common ground.

Clr Mihailuk stressed the importance of joint submissions stating *"One strong voice will be better than lots of small voices"*. She added that the Task Force will require good, strong commitment from all members and that it will be important to ensure that its issues have a voice at delegations and in relevant submissions.

Gina Ross (WSROC) referred to the Federal Government's *Our Cities Discussion Paper* and stated that a Task Force submission would be appropriate.

Resolved

That the Task Force prepare a joint submission to the Federal Department of Infrastructure and Transport's *Our Cities Discussion Paper*

1st Clr Wendy Waller, 2nd Kendall Bamfield:
Carried

REGULAR UPDATES

Clr Mihailuk stated the importance of regular contact, updates and emails and of making efforts to meet bi monthly either physically and or via teleconference.

The Meeting closed at 11.50 am

Submission :

M5 Corridor

A joint submission from combined councils and Regional Organisations of Council's along the M5 Corridor: -

- Bankstown City Council
- Botany Bay City Council
- Camden City Council
- Campbelltown City Council
- Canterbury City Council
- Hurstville City Council
- Liverpool City Council
- Rockdale City Council
- MACROC
- SSROC
- WSROC

Mar 2011

In October 2010 a bi-partisan Task Force was formed from councils and Regional Organisations of Councils along the M5 Corridor to:-

"advocate for action and integrated transport solutions to address the economic, environmental and social issues associated with the M5 Corridor"

The Australian Government has acknowledged in its recently released National Freight Strategy (Feb 2011) and National Ports Strategy (Dec 2010), that it has a primary role to play in planning and resourcing upgrades to freight/port transport networks. Both strategies also state that transport infrastructure – road, rail, intermodals, ports, airports and distribution/warehousing facilities – must be linked, planned and integrated.

In addition, the *Our Cities Discussion Paper* released in December 2010 (p70) acknowledges the need for comprehensive planning at national and state level to:

- reduce truck queues at ports
- minimise the potential for urban encroachment and
- improve and sustain the competitive position of our international trade gateways.

A successful, integrated road and rail transportation network around the M5 Corridor is essential to the success of these goals.

Only national involvement can fix this vital transport issue, as only the national government has the financial capacity to fund the necessary work for this much needed piece of national infrastructure.

As the major feeder road to Sydney's Port Botany terminal, the M5 corridor faces impending congestion of such major proportions that desired local, state and national outcomes are jeopardised.

Expansion of the M5 Corridor is needed not just for Sydney or NSW or the communities along the corridor; it is needed for the nation's economic future.

The absence of a firm commitment to address congestion and inefficient transport networks will not only cost this nation economically, but also cost its communities any improvement in quality of life and positive environmental outcomes.

The purpose of this submission is to seek:-

1. a firm timing commitment for coordinated expansion of the entire M5 Corridor
2. commitment to wider freight and public transport strategies to complement the M5 expansion
3. Commonwealth funding commitment due to the importance of the Corridor to the national economy

The M5 Corridor

The M5 Corridor is one of Sydney's key east-west corridors. Spanning 32 km from the east at General Holmes Drive at Botany Bay to link with the Hume Highway connecting route to Canberra, it forms a key link between three of Australia's major cities – Sydney, Canberra and Melbourne. The Sydney-Melbourne Corridor is recognised by Auslink as a vital artery of the national transport system. The M5 Corridor also connects the economic centres of Sydney CBD, Sydney Airport and Port Botany with Greater Western Sydney which is Australia's third largest economy after Sydney CBD and South East Queensland.

The M5 Corridor directly serves a population of around 1.5 million: one third of Sydney's population and almost 8% of Australia's population.

There are around 1 million jobs located along the corridor; 45% of Sydney's jobs and 10% of Australia's jobs.

Forecasts for 2026 indicate that population in the M5 Corridor will increase by around 300,000 to around 1.8 million and jobs will increase by 100,000 to 1.1 million.

If the freight is life blood of the national economy, then the M5 Corridor is a major artery. The Corridor currently operates at or near capacity each day and faces immense pressure from impending freight infrastructure.

M5 Task Force Goals

A firm timing commitment for coordinated expansion of the entire M5 Corridor

The new terminal at Port Botany, our nation's second largest import/export facility, will be operational in 2012 increasing number of containers handled by the expanded port from 1.8 to 3.2 million a year.

Funded under the Australian Government's Nation Building Program, work on the Port Botany rail yards and the Enfield yard staging capacity are coming to completion. The Metropolitan Freight Network, which connects Port Botany to the Chullora and Enfield intermodals and the Southern Sydney Freight Line are all being increased in efficiency.

And yet rail only carries around 18 per cent of containers from the port.

This leaves over 80% of this container traffic to use the M5 Road Corridor to access regional, intra and interstate connections effectively making the M5 Corridor the core of the current transportation network.

East and west of King Georges Road, two lanes each way cannot handle the amount of current traffic much less that envisaged in the future. If it started today, expansion of the Corridor will not be complete in time for the opening of the Port Botany terminal.

Freight networks are national networks. While work on the rail network has defined timelines, the same cannot be said for the expansion of the M5 Corridor. To date a funding commitment only exists at state level to duplicate the M5 west.

The Australian Government alone has the ability to link both rail and road upgrades with any implementation of its freight and port strategies.

That is why defined timelines (and a firm funding commitment) from the national government for an expanded M5 Corridor is needed.

Commitment to wider freight and public transport strategies to complement the M5 expansion

Planning is the key to the development of transport networks, for freight and for public transport. Forecasts for 2026 indicate that population in the M5 Corridor will increase by around 300,000 to around 1.8 million, and jobs will increase by 100,000 to 1.1 million. This growth will result in vastly increased commuter traffic competing for space on the M5 Corridor.

If the M5 is to be a major national route for freight, wider options for commuter traffic need to be considered. This includes upgraded public transport and bicycle networks to provide a suitable alternative for commuter traffic.

This approach must be part of proposals for the M5 Corridor upgrade; to ensure that the expansion will have positive outcomes public, freight and commuter transport as well as the environment.

Commonwealth funding commitment due to the importance of the Corridor to the national economy

Sydney and New South Wales have both the largest population concentrations in the nation as well as being the largest market. NSW generates more of the economy and national tax revenues than any other state.

Expansion is needed not just for NSW, or the communities along the corridor, it is needed for the nation's economic future.

Only the national government, in line with its National Freight Strategy, its National Ports Strategy and its economic policies, has the revenue sources to expand and upgrade the entire M5 Corridor, from Campbelltown to the gates of Port Botany.

Pressures for Action

The Corridor is at or near capacity.

Average annual daily traffic along the corridor is over 110,000 vehicles per day, making it one of the most heavily trafficked roads in Australia.

Approximately eight percent of this traffic comprises heavy vehicles transporting local, regional and interstate freight. In 2007, measured travel speeds indicated that a trip in the morning peak along the M5 South West Motorway from Casula to King Georges Road was calculated to take 36 minutes to drive 18.6 kilometres, a travel speed of 55 kilometres per hour. This compares to a sign posted speed of up to 110 km/hour (Source: RTA M5 West Widening Preliminary Environmental Assessment, March 2010 p 12&21).

And, existing populations of key centres along the corridor are expected to increase by 30% by 2031 to 1,092,000.

Air Freight set to more than double

Sydney Airport passengers are forecast to grow in numbers by approximately two and half times (from 31 million to 79 million per year), and air freight to more than double (from 471,000 tonnes to 1,077,000 tonnes) by 2029.

The nature of air freight is that it is typically perishable, high value and/or time dependent and therefore serviced by road based movements. (Source: RTA M5 West Widening - Preliminary Environmental Assessment, March 2010 p 14).

The mode split for access to Sydney Airport is currently around 88 per cent per cent by road based modes, including car, taxi and bus, with 11 per cent gaining access by rail (SACL, 2006).

Port Botany Terminal 3 on track to open in 2012

The Port Botany Terminal 3 is on track to open in 2012, and will be fully operational in 2013. Container trade is expected to nearly double (from 1.8 million Twenty-foot Equivalent Units (TEUs) to three million TEUs per year) by the early 2020s.

At present, under 20 per cent (17 per cent on latest Sydney Ports Corporation statistics) of these containers are moved by rail with the remaining 80 per cent on road.

State and Federal Government

November 2009 : M5 Transport Corridor Feasibility Study

RTA published the M5 Transport Corridor Feasibility Study - Preliminary Overview. The Study was included as part of the State Government's submission to Infrastructure Australia to seek funding under the Building Australia Fund. The Study was subject to further consultation and environmental assessment.

February 2010 : Metropolitan Transport Strategy

March 2010 : Preliminary EA and Funding Commitment of \$340m for M5 West

RTA published a preliminary Environmental Assessment for the M5 Corridor Expansion. The NSW Minister for Planning also accepted a \$340m major infrastructure proposal (Project MP 10-0052) for the purposes of M5 West widening generally involving

- An additional westbound lane on sections of the existing M5 South West Motorway from approx King Georges Rd Beverly Hills to Camden Valley Way Casula
- An additional eastbound lane on sections of the existing M5 South West Motorway from approx Camden Valley Way to Fairford Rd Padstow

August 2010 : NSW Transport asked to review M5 East options

- The NSW Government asked the RTA to look at alternative corridor options for the new four lane arterial road from the M5 East tunnels that minimise the impact to the Tempe area. The alternatives being developed will improve the links from the M5 to the Sydney Airport and Port Botany areas without building a road through Tempe Reserve.

Oct 2010 : \$8B needed for M5 East

NSW Transport publicly released their submission to Infrastructure Australia re transport priorities including \$8B for M5 East

Dec 2010 - Feb 2011

National Ports Strategy released recognising the central role of ports and freight to trade, and thus Australia's future

National Land Freight Strategy Discussion Paper acknowledges that "rail and road freight infrastructure planning and investment can no longer be undertaken in isolation"

Our Cities Discussion Paper acknowledges that the "avoidable cost of road congestion is currently in excess of \$10 billion per annum, and that this cost will continue to rise over the coming decade, reaching around \$20 billion nationally by 2020 if we continue 'business as usual'"

M5 Task Force

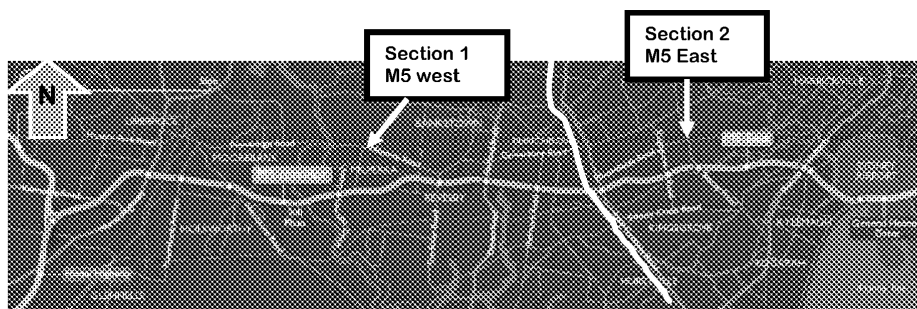
MEMBERSHIP

Bankstown City Council
 Convenor
 Tania Mihailuk: Mayor
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 Bankstown 1885
 Botany Bay City Council
 Camden City Council
 Campbelltown City Council
 Canterbury City Council
 Hurstville City Council
 Liverpool City Council
 Rockdale City Council
 MACROC
 SSROC
 WSROC

August 2010: M5 Task Force suggested
Media Releases
October 2010: Inaugural meeting M5 Task force
Nov- Dec 2010: Arrangements for Ministerial Delegations.
Member councils submissions re M5 West
Feb 2011: 2nd meeting Task Force
Delegation to Federal Government

The M5 Task Force will:

- Ensure that a focus is kept on the case to provide for urgent transport infrastructure and improvements in South Western Sydney, and in particular the M5 expansion;
- Prepare a common statement of the need for action on the M5 expansion; and
- Directly advocate to state and federal governments for a firm funding commitment and timetable for agreed outcomes.



Delegation to Parliament House Canberra – M5 Task Force

Date: 2 March 2011, 11.30am to meet with Hon Warren Truss MP, Shadow Minister for Infrastructure and Transport and Leader of The Nationals

Members of the delegation included

- Clr Tanya Mihailuk, Mayor - Bankstown City Council;
- Clr George Glinatsis; Deputy Mayor - Botany Bay Council;
- Clr Fred Anderson and Vince Capaldi, Manager Environmentally Sustainable Design - Camden Council;
- John Hely, Director City Works - Campbelltown Council;
- Brian Dale, Consultant.

Meeting Notes: Initial Pre Delegation Meeting.

Initial Meeting with M5 Task force representatives at 10.15 am to 10.55am to review approach for the meeting and background resources available for reference.

Noting three bound copies of the submission had been prepared.
Background resources included.

1. Federal Government. Media Release by the then Deputy Prime Minister, Minister for Transport and Regional Services and Leader of The Nationals, Hon John Anderson MP – Joint Media Statement with Hon Robert Hill MP the then minister for Defence, Leader of the Government in the Senate: **'A New Freight Hub for Sydney'**. 15 September 2004.
2. Freight Infrastructure Advisory Board. **'Railing Port Botany's Containers. – Proposals To Ease Pressure On Sydney's Roads'**. July 2005.
3. The Parliament of the Commonwealth of Australia, Parliamentary Standing Committee on Public Works, **'Holsworthy Program – Special Operations Working Accommodation and Base Redevelopment Stage 1'**. August 2005.
4. NSW State Government, Media Release by the Premier of NSW, Hon Morris Iemma and Transport Minister the Hon John Watkins, **'NSW Government freight plan to increase freight on rail, ease congestion'**. 31 May 2007.
5. Australian Government, Department of Infrastructure and Transport – 2007 Transport Colloquium. Paper presented by Greg Martin, Chief Executive. Sydney Ports Authority. **'Securing the lifeblood of the NSW economy'**. June 2007.
6. Australian Government, Department of Infrastructure and Transport – 2007 Transport Colloquium. Paper presented by Derick Harris, Manager, Infrastructure Strategy, Australian Rail Track Corporation Ltd, **'North-south rail freight growth opportunities and impediments'**. June 2007.
7. Australian Government, Department of Infrastructure and Transport – 2009 Transport Colloquium. Paper presented by Jeff Thomas General Manager – Logistics Woolworths Limited, **'Urban freight logistics – what are the priorities?'**. June 2009.

Delegation to Parliament House Canberra – M5 Task Force

8. Australian Government, Department of Infrastructure and Transport – 2009 Transport Colloquium. Paper presented by Garry Wells, Manager, Indygroup, '*Open access intermodal*'. June 2007.
9. Australian Government – Moorebank Project Office '*Moorebank Intermodal Terminal Project*'. February 2011.

Meeting Notes: Delegation Meeting.

The Meeting with M5 Task Force (Task Force) representatives and the Hon Warren Truss commenced at 11.15 am.

The meeting commenced with a welcome by Mr Truss and introduction of the Task Force representatives.

M5 Deputation Leader, Mayor Councillor Tania Mihailuk provided an overview to Mr Truss the objectives of the Task Force including:

- Reasons why the Task Force had been established
- The Councils and Regional Organisations that are involved in the Task Force meetings.
- The key concerns associated with the M5 Motorway, the Port expansion, Intermodals and the freight task to be addressed.

Bound copies of the Task Force submission were presented to Mr Truss.

Specialist Consultant to the Task Force Mr Brian Dale provided a more detailed outline of the issues, particularly the current and future commitment and projection of the Port Botany Container Terminal and the immediate, medium and long term consequences for the road and rail infrastructure.

Mr Dale referred to a number of the above historical references, highlighting that, since 2004, a number of studies have been undertaken by both State and Federal governments and organisations regarding the need for Intermodals (Inland Ports) to support and supplement the operation of the Port Botany Terminal, including road and rail infrastructure.

Mr Dale noted that each stage of the various studies the Moorebank Intermodal Site had been established as a key facility in the Freight Task anticipated to be encountered in coming decades. The importance of improving the capacity of the M5 and the freight line from Port Botany has been confirmed as vital to Freight Strategy.

Mr Truss acknowledged the studies and commitments referred to in the submissions and presentation by the Task Force. Mr Truss did outline the importance of the State and the Federal governments having a cohesive Freight Strategy, and noted that this has not been achieved to date. Mr Truss indicated that he considered that Coalition Governments invest more in infrastructure development, and consider this investment of vital importance.

Delegation to Parliament House Canberra – M5 Task Force

Mayor Mihailuk raised the issue of priority determination for major infrastructure projects that involve State and Federal funding commitments, with the particular example of nominated Epping to Parramatta Rail Project, suggesting the M5 Road and Freight Line Project would have a considerably higher and more effective cost/benefit to the Sydney and the NSW economies. Mayor Mihailuk outlined the current and potential population growth and employment zones that are adjacent to the M5 Corridor.

Mr Truss indicated that the Nation Building Program (previously known as the Auslink Program) analyse projects to be considered in the forward planning of Infrastructure requirements.

Mr Truss also advised that both the current Federal Government and the Opposition had referred to a number of future projects, including the Parramatta to Epping Rail link. However, the timing of the indication of support by both parties was in the forward estimates i.e. beyond 2015 and were not part of a current funded commitment. Mr Truss advised that as a future Nation Building Program project (what was Auslink III), is yet to be determined by State and National Governments, many other projects that may be submitted for consideration are yet to be developed. Mr Truss indicated that if the State of NSW was to submit the M5 and Freight Line Project, then this project would be considered and possibly compete against other projects such as the Parramatta to Epping Rail link.

Mr Truss was questioned by the Task Force representatives, on the possibility of a group such as the M5 Task Force providing a direct submission to the Federal Government for consideration for inclusion in the Nation Building Program II (Auslink III). Mr Truss advised that there is an opportunity for this process. Mr Truss also indicated that a number of projects submitted by State Governments have been experiencing problems in the delivery of the project and cost management.

Mr Truss advised the Task Force representatives that if a submission was to be developed, it would be appropriate to consider opportunities including:

- Detailed costing
- Possible staging of the Project, based on priority and cost/benefit considerations
- Innovative funding approaches
- Developer contribution e.g. The Port, The Intermodals

Mr Truss noted that the Moorebank Intermodal did not appear to have the support of the Local Council, and suggested improved consultation will be necessary to address issues of concern.

On a separate issue, Mr Truss raised the concept of Bankstown Airport being used for commercial flights. Mayor Mihailuk noted that there is considerable freight activity currently operating from this Airport.

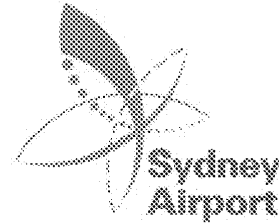
Formal meeting finished at 12.25pm, Mr Truss indicating his appreciation to the Deputation, the Task Force responded similarly.

Delegation to Parliament House Canberra – M5 Task Force

The Task Force representatives held a short post meeting discussion from 12.30 pm to 12.50 pm on the way forward, noting that the meeting with Mr Truss was of benefit.

MEDIA RELEASE

www.sydneyairport.com



Sydney Airport Welcomes Decision to Scrap Access Fees for Green Square and Mascot Stations

▪ Reform Should be Extended to Airport Stations

Sydney Airport has welcomed the NSW Government's announcement that the station access fee at Green Square and Mascot rail stations would be scrapped from Monday.

The CEO of Sydney Airport, Russell Balding, said that this decision represented important steps in the right direction.

"The access fees discourage people from using public transport to get to Green Square, Mascot and the Domestic and International Terminals, so the abolition of the fee for two of the four stations means that we are halfway to getting a fair deal for rail passengers.

"Sydney Airport has been a strong advocate for improved public transport to and from the airport so I welcome this announcement as a positive sign of progress. Promoting the use of public transport involves removing financial disincentives.

"I remain concerned that thousands of Sydneysiders who work at the airport will continue to pay high fares. The next reform priority should be to drop the access fee from the weekly and periodical fares for the estimated 12,000-15,000 people who work at the terminals.

"There is no public policy reason why workers at the airport are the only commuters in NSW who have to pay a surcharge for using public transport to get to work.

"Sydney Airport will continue to seek fair fares for public transport users who travel to the airport terminals.

"Encouraging public transport will help reduce congestion and pollution and provide people with more choice when travelling to the airport," Mr Balding said.

Currently, the rail fare from the International Terminal to Town Hall is \$15.80, while a weekly is \$49. With fair fares these would drop to \$4.00 and \$31.00 respectively.

Attached is a diagram which compares rail fares from Central to Sydney Airport with fares to other destinations.

Michael Samaras
Manager Media and Communications
(02) 9667 6470 or 0437 033 479

2 March 2011

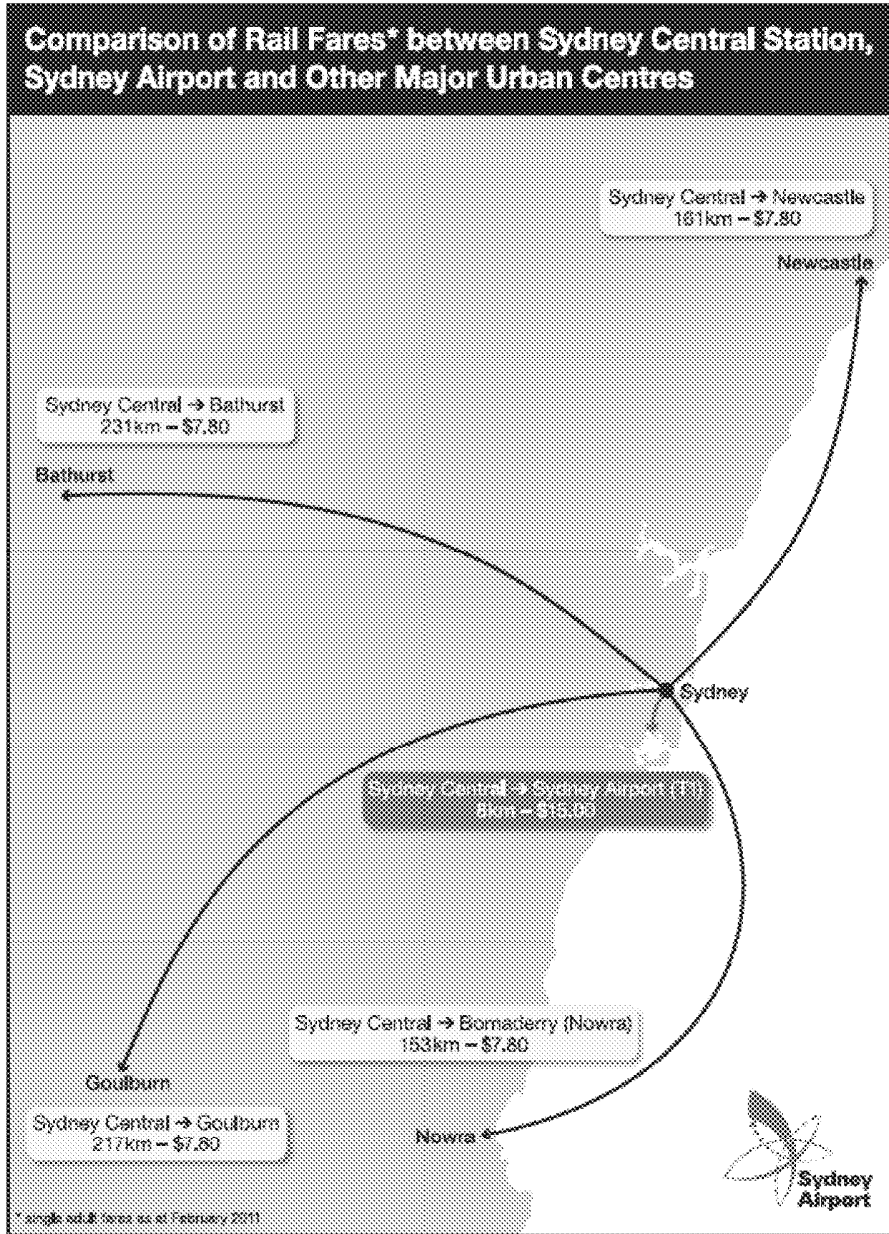


Figure 1 Location of Proposed Maldon-Dombarton Rail Line

