

FUTURO INFRASTRUCTURE INNOVATION GROUP

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Submission South East and Tablelands Strategic Regional Integrated Transport Plan
28 February 2025

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EXECUTIVE SUMMARY TRANSFORMING THE SOUTHEAST & TABLELANDS A RESETTLEMENT PLAN POWERED BY RAIL

For and on behalf of

FUTURO INFRASTRUCTURE INNOVATION GROUP



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1.00 Introduction

- A Resettlement Plan has to have a connectivity network Powered by Rail
- Sydney is overcrowded, housing is unaffordable, and regional areas are underdeveloped. This particularly is one geographically located in the right spot with growth potential.
- However only A rail-driven resettlement plan can create sustainable, thriving communities.

“Overall if you look at existing supply chains and logistics, currently based on Road transport, in the greater Southern NSW and Snowy Regions, the impact both Canberra Airport and an upgraded Port of Eden for a start, will have on these networks, and how they may be reshaped it is crucial that any planner consider modern Railway Canberra, Cooma and – Eden and across to Albury. This could touch on new import/export options for NSW, ACT and northern Victorian businesses.

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This would affect in a major positive way the supply and support of major regional infrastructure developments, in the region and beyond”

It must include Fast Freight Rail network built to a high standard that would allow HSR trains to run on it as well.

2.00 The Vision

- Developing regional hubs with strong rail connections to drive population growth, economic prosperity, and quality of life.
- Extended connectivity: Integrating Port Melbourne & Port Eden for trade and logistics efficiency.
- At first via Albury, Jindabyne, Cooma Canberra, off shoot to Port Eden, then Eden Canberra and later to Bairnsdale.

3.00 Why Fast Freight Rail?

- Reduces travel time and congestion of Large Road trucks on the Roads.
- Boosts regional economies and allow HSR and regional trains access to otherwise rail transport desert areas of this plan.
- Environmentally sustainable
- Supports housing affordability by marked availability of area for urban development.

4.00 Case Studies

- Japan’s Shinkansen revitalized regional cities
- France’s TGV expanded economic opportunities
- Lessons for NSW: Connectivity drives development
- European line Norway to Genoa Italy, with very long tunnel Gotthard and Brenner. Where max. Velocity for containerised freight of 160-180 km/hr max. To achieve 120km/hr avg. are practiced.

5.00 Proposed Resettlement Strategy based on Fast Freight Railway.

- Key locations: Goulburn, Yass, Cooma, Bredbo, Michelago, Jindabyne, Bega, Eden, Albury. The South Coast areas Batemans Bay, Narooma Bermagui, which are only a short drive or bus access to rail service for intercity access.
- Phased development and urban planning
- Integrated housing, business, and infrastructure investments

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- Key Freight Routes: Efficient rail links to Port Melbourne and Port Eden to support regional exports. Closer links to accessible Port Eden than Port Brisbane or Port Melbourne, Port Kembla or Botany.

6.00 Economic Impact

- Thousands of jobs created in construction and rail
- Stimulus for regional businesses
- Increased property values and investment by value capturing to be put into play, that can pay for the infrastructure.
- Economic Boost: Improved freight logistics enhancing trade through Port Melbourne and Port Eden. that can relieve the congestion in Sydney, Newcastle and Brisbane

7.00 Sustainability & Liveability

- Lower emissions compared to road transport
- Reduced urban sprawl in Sydney, Melbourne
- High-quality regional living with services and amenities and efficient accessibility to major cities amenities.

8.00 Challenges & Solutions Funding:

- Funding: Public-private partnerships, increased proportion from value capturing, for the underdeveloped region.
- Land use: Strategic zoning and planning
- Infrastructure: Coordinated state and federal investment

9.00 Call to Action

- Advocate for policy support
- Engage communities and stakeholders
- Secure funding and partnerships to make this vision a reality

10.00 Conclusion

Due to its geographic location the SE and Tablelands region is of strategic value to the national transport network that has not been recognised to date by the TfNSW, nor the state of NSW itself.

Within NSW, the Great Dividing Range has historically motivated development to its west, due to overall distances between the two major cities, Sydney and Melbourne, which is currently served by

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railways between Melbourne and Sydney and now with the advent of the IR between Melbourne and Brisbane. It's all, antiquated, either too congested or no capacity in the system to favour Rail Transport.

It is important that such existing networks be in tune with other State Transport, Economic Policy, which in our opinion, they are not. As they do not consider Potential Growth areas, particularly the SE and Tablelands, with its connectivity assets for future growth. Southern NSW, Snowy Regions, Northern Victoria, Gippsland, all connected to the northern sections inclusive of Canberra, Wollongong and Port Kembla.

With the very recent announcement by the NSW Planning, increasing housing supply and identification of 171 centres between Newcastle area and Nowra, it is a no brainer that the apparent N/S expanse of the locations works in nicely with the FUTURO corridor for the dedicated HSR between Newcastle and Melbourne. See page xxx of our slide and the page xxx with our corridor overlayed on mapping of the 171 centres. Of which the most important is the Homebush TOD and announcement of the Sydney Olympic Park recently.

So as new dedicated rail corridor is warranted, as the Federal Government is calling for in the HSRA-HSR aspirations.

As a first , a main rail line Albury Canberra via a Kosciuzko tunnel to Jindabyne Cooma and Canberra. Future connections are then also possible we would be calling for a rail connection between Albury and Port Eden, that could take place in the future as an extension also to the Gippsland and Melbourne as well.

This could be classified as one of the options of the 1990 VFT but via Gippsland to Melbourne with a twist that a marriage between the two options happens via an albury to Jindabyne connection. Which was also put to the VFT joint venture in 1996 and was favoured by them.

The region is a top candidate for a Resettlement policy as there is largely undeveloped and undervalued between the coast towns and the Great Divide in the east and the connectivity required with the west containing towns like Wagga and Albury. Which would allow higher populations and permanent non seasonal job growths.

Advocate for policy support for use of a Fast Freight Rail for trunk transfers and not Road Transport. In the future it is also foreseen by the State that Port Eden can sustain a complete redevelopment for increased utilisation. This could Augment Port Kembla. Our concept also connects Port Kembla with Sydney intermodal hubs. Please refer to our slide on page 16 of the proposed Century21 corridor. That is closely aligned with NSW freight and Ports Strategy.

We believe that a dedicated HSR/FFR rail line is the solution for the SE and Tablelands area. With its connectivity to adjoining growth areas made possible by investment into a major Kosciuszko tunnel between Jindabyne and the Khancoban area. Please see slides on page 20, 21 and 22 outlining great potential of connectivity for the existing endowments of otherwise non connected regions.

The Region needs rail transport and rail intermodal. The Century 21 corridor has potential for instigating the resettlement plan with a strategic future Port Eden possibility. See page 26 it does this by connecting Sydney, SW Sydney Wollongong Port Kembla, Nowra, Canberra Cooma Jindabyne Albury. Natural extensions to the housing supply of the 171 centres housing strategy.

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It has the potential to largely Engage communities and stakeholders, east of and west of the great divide connected to Sydney, Melbourne and Brisbane with a future strategic Port Eden.

To secure funding and partnerships to make this vision a reality we have done assessments and estimates that result in BCR in advance of the preferred route which we can present

We can give a presentation and need about 2 to 2.5 hrs.

We are also available as experts to be included in policy discussions to assist in the implementation

Prepared by FUTURO INFRASTRUCTURE INNOVATION GROUP



Paolo Giammarco

Appendix (i) DEFINITIONS/ACRONYMS

ACRONYMS

- HS High Speed 160 km/hr
- HSR High Speed Rail up to 320 km/hr
- VHSR Very High Speed Rail up to 420 km/hr
- FFR Fast Freight Rail up to max. 160 km/hr

Speeds

- Inland Rail that could be upgraded Split system
- The Inland Rail (IR) project presents a generational opportunity to modernize Australia's freight and passenger rail infrastructure. Current plans limit IR to a **maximum speed of 115 km/h**, which fails to align with global best practices in high-speed, dual-use rail systems. By upgrading IR to accommodate **passenger trains at up to 300 km/h during the day and high-speed freight at 160+ km/h at night**, Australia can achieve **greater economic efficiency, environmental benefits, and long-term infrastructure cost savings**.
- The Inland Rail project in Australia is designed to accommodate freight trains travelling at speeds up to 115 kilometres. The infrastructure will support trains up to 1,800 meters in length and double-stacked containers with a 7.1-meter clearance. The track is engineered for axle loads of 21 tonnes at 115 km/h and 25 tonnes at 80 km/h, with provisions for future upgrades to 30 tonnes at 80 km/h.
- The design aims to facilitate efficient freight movement between Melbourne and Brisbane, with scheduled transit times of less than 24 hours, offering a time saving of up to 10 hours compared to the existing coastal rail route.
- The **115 km/h** design speed for the **Inland Rail (IR) project** is the **maximum speed** for freight trains under optimal conditions. However, **average speeds** will be lower due to factors such as track conditions, gradients, curves, and scheduled stops.

For reference:

- **Max speed:** 115 km/h (with 21-tonne axle loads)
- **Max speed with heavier loads:** 80 km/h (with 25-tonne axle loads)
- **Projected transit time (Melbourne to Brisbane):** Under 24 hours
- To increase the maximum speed of the **Inland Rail (IR) project** from **115 km/h to 160 km/h**, significant upgrades would be required in **track design, infrastructure, and operational standards**.
- Containerised freight Aurizon definition : Container freight is the most fundamental aspect of shipping. Container freight is ideally where packages are stored while in transit. There are primarily two types of container freight: Full container load (FCL) – this is a type of container where one person owns all the container goods.

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Appendix (ii) References by Futuro Infrastructure Innovation Group

- Submission (This one) Executive Summary SUBJECT-Draft South East And Tablelands Strategic Regional Integrated Transport Plan 28 February 2025
- Submission To HSRA for HSR SYDNEY TO NEWCASTLE 24 JUNE 2024
- Submission to Homebush TOD IMPACTS ON HOMEBUSH TOD BY A PROPOSED HIGH SPEED RAIL TERMINUS 9 September 2024
- Submission To HSRA of the FUTURO PROPOSAL HSR SYDNEY TO WOLLONGONG -4 October2024

Other relevant references

- FUTURO Presentation (Slides) -**DRAFT SOUTH EAST AND TABLELANDS STRATEGIC REGIONAL INTEGRATED TRANSPORT PLAN** 16 Dec. 2024-TfNSW 28 February 2025 (Not Attached request organised meeting)
- FUTURO paper-South East and Tablelands Strategic Regional Integrated Transport Plan- Inland rail that could be connected 28 February 2025(Not Attached request organised meeting)
- Submission to Dept Planning NSW and Destination South NSW of Futuro Concept Jindabyne Precinct Kosciuszko Tunnel 10 MARCH 2021
- Submission to Snowy Development Conference 2018 of Futuro Concept Snowy Option Critique Short Version 15 November 2018
- Submission Tim Fisher (HSRAgency)on HSR2 2013 report VFT2013FUTURO 23 May 2013
- Submission to Hon. Angus TaylorHSR VFT PRIORITY No. 1 Sydney – Melbourne 5 MARCH 2015 At Parliament House.
- Submission to Minister for the Olympics Challenge 2000 1996
- Submission to BHP Joint Venture VFT Century- 21 July 1990

COMMUNITY Involvement

- ROTARY PRESENTATION FUTURO HSR/FFR CONCEPT 23 AUGUST 2017
- ROTARY PRESENTATION HSR A LIFE CHANGING EVENT”
The key note speaker Mr. Tim Parker (CEO of the HSRA) 23 November 2024