

Explanatory Statement

National Land Transport Network Determination 2020

July 2020

Issued by the authority of the Minister for Infrastructure, Transport and Regional Development

1. LEGISLATIVE CONTEXT

Section 5 of the *National Land Transport Act 2014* (the Act) requires that the Minister for Infrastructure, Transport and Regional Development determine a National Land Transport Network (Network). The principal purpose of determining the Network is to support the construction and maintenance of nationally significant transport corridors.

This determination replaces the National Land Transport Network Determination 2014. The updated Determination will come into effect on 1 July 2020.

2. CONTENT AND EFFECT OF THE NEW DETERMINATION

2.1. Overview of the Network

The underpinning rationale for determining the Network is connectivity. The criteria outlined in section 5 of the Act emphasise the connectivity between capital cities and/or major centres of commercial activity and inter-modal transfer facilities.

The Network includes:

- Interstate and interregional road and railway links that are nationally important for trade and commerce or travel; and
- Local and urban road and railway links to ports, airports and other inter-modal transfer facilities, which also connect to interstate and interregional transport corridors.

2.2. Network Update

2.2.1. Major Additions

The Network has been updated to include major road and railway links, including projects recently completed, underway or proposed:

New South Wales

The Northern Road connecting the proposed Western Sydney Airport; the proposed Sydney Gateway project connecting Kingsford Smith Airport and Westconnex; access to Newcastle Port through John Renshaw Drive; and connecting the Princes Highway to Port Kembla.

Victoria

The West Gate Tunnel; Eastlink, North East Link, and Metropolitan Ring Road; connecting the Dynon Intermodal Terminal directly to the Network; access to Port of Melbourne via Webb Dock Drive; the Princes Highway from West of Colac to the South Australian border; and the standard gauge railway from Ararat Station to Maryborough Station.

South Australia

Connecting the Port of Whyalla to the Network via the Lincoln Highway; and increasing connectivity between Melbourne and Adelaide by adding the Princes Highway from the Victorian border.

Western Australia

Greater connectivity from Perth to the Port of Geraldton via the Brand Highway; connecting the Reid and Tonkin Highways in Perth; and the addition of the Bunbury Outer Ring Road.

Northern Territory

Access to Darwin Airport.

Queensland

The Mount Lindesay Highway to Bromelton Intermodal Terminal and the Cairns Ring Road Stage 1; and connecting the Bruce Highway to Gladstone and Mackay Ports.

Tasmania

Connecting the Port of Hobart to the Network via the Brooker Highway.

2.2.2. Major Deletions and amendments

The Network has been updated to remove several major road and rail links formerly listed on the Network:

New South Wales

New England Highway from Beresfield to Branxton and Weakleys Drive at Newcastle.

Victoria

The Goulburn Valley Highway at Shepparton has been amended to follow the Shepparton Alternative Route.

South Australia

Rosewater rail loop; and Port Wakefield Road between the Salisbury Highway and the Northern Expressway has been replaced by the completed Northern Connector.

Queensland

The Gore and Warrego Highways now follow the route of the new Toowoomba Second Range Crossing. The Network reflects this update.

2.2.3 Minor Amendments

A small number of amendments have been made to the Network to address issues identified in the National Land Transport Network Determination 2014. Some minor road connections have been added to the Network to ensure connectivity between the additions listed above and the existing Network.

Changes have also been made to style and nomenclature throughout the Determination. These include the revision of road names, and using consistent terminology throughout the document.

The structure has been streamlined through the removal of 'urban' and 'non-urban' designations. This restructure of the Determination has necessitated the introduction of a cross-jurisdictional section.

3. BEST PRACTICE REGULATION

3.1. Regulatory Assessment

This instrument does not involve any regulatory or quasi-regulatory measures.

4. CONSULTATION

State and territory transport agencies were consulted on updates to the Determination.