

The integrated port and rail facilities in Melbourne's inner west are a major competitive advantage.



Among other things, *Freightway Melbourne* recommends:

- identifying strategic development areas and making them a focus for private and public sector investment
- upgrading and developing connecting urban and rural roads, rail, port, airport and intermodal infrastructure
- upgrading the Victorian Rail Terminal at Dynon and South Dynon
- identifying and appraising outer suburban sites on major transport routes for advanced intermodal freight terminals
- alerting industry to the new opportunities that will spring from integrated land-use and transport planning.

Improving links to national and international markets

Melbourne exports goods to the world by road, rail, air and sea. However, services and ideas are increasingly transported by electronic means. Today's communications and information technologies are not only overcoming any remaining disadvantages associated with Australia's distance from world business centres; they are totally transforming our capacity to access, process and exploit knowledge.

Metropolitan Melbourne already possesses Australia's main concentration of telecommunications and information technology firms and research centres. Many major corporate users of these services are also located here. By building on this foundation, the city can enhance its logistical capabilities and its competitive position as a national centre for related commercial services. This will be done by:

- promoting the benefits and encouraging the use of electronic data interchange (EDI), removing barriers to the adoption of EDI and establishing Melbourne's reputation as a centre for electronic commerce equal to the world's best

- developing a world-class electronic trading hub featuring high-technology systems to plan freight movements as proposed in *Freightway Melbourne*.

The City Link project will facilitate connections to the Port of Melbourne and Melbourne Airport. It will divert through-traffic from the commercial, recreational, sporting, cultural and residential areas in and around the central city. This will improve access to, movement along and transfers between the Tullamarine and south-eastern corridors.



The Western Ring Road is opening up new opportunities in Melbourne's north and west.

The Government is also weighing up the advantages of establishing an orbital corridor integrating transport with transport-intensive land uses as part of its metropolitan transport strategy, *Transporting Melbourne*, which will be released shortly. The Western Ring Road – already well advanced – would constitute the orbital route's western arc. Environmental studies are currently being undertaken along what would be its eastern arc – the northern part of the Scoresby bypass reservation. The South Eastern Freeway, City Link and Westgate Freeway would connect these two sectors and form the orbital route's southern arc. Existing transport connections would provide the link between the Western Ring Road at Greensborough and the Eastern Freeway for the foreseeable future. In the meantime, the Government will:

- complete the City Link to allow through-traffic to bypass the central business district and improve connections to the port and airport
- complete the Western Ring Road and link it to the port, the airport, the Hume and Western Freeways and adjoining manufacturing growth areas
- improve road access to the Port of Hastings and the manufacturing areas around it
- improve road access to the Princes Highway east of Melbourne for better communications with the La Trobe Valley
- investigate the transport and economic opportunities arising from new investment at the Port of Geelong, Point Lillias, Avalon Airport and the Western Ring Road
- investigate ways to improve east-west transport links for industries and communities in the western half of Melbourne
- actively encourage an increase in international flights to Melbourne.

Investing in public transport to increase personal mobility, reduce congestion and make Melbourne's assets more accessible

The relative ease with which people can get to, from and around a city for business and pleasure has significant implications for competitiveness and livability. Melbourne offers residents and visitors an abundance of transport options – road, rail, tram, taxi, bicycle, bus. In addition to developing a world standard goods movement system, Melbourne needs to maintain and extend its already impressive people movement systems.

The Government will continue to invest in public transport infrastructure. Existing links will be upgraded and new ones will be considered. All investment proposals will have to meet appropriate cost-benefit criteria and fit in with the Government's overall spending priorities. However, the Government will not close the door on proposals which can't be justified now but might be at some time in the future. It will use its land-use planning powers to keep as many options open as possible.

Flinders Street Station is already the hub of the suburban passenger network, and a key to the efficient operation of the metropolitan transport system. The Government will explore the feasibility of relocating some or all of the intercity and long distance terminals and linking these with the metropolitan public transport system. This would create one integrated rail passenger terminal and interchange and strengthen Melbourne's position as the national rail passenger hub.

The old Dandenong Railway Station and the new one opened in 1995.

