

Welcome to the October edition of the Transport Australia Society Newsletter.

It has been another eventful quarter for our nation as we navigate the COVID-19 pandemic, which has continued to present new challenges in many aspects of our lives as well as our transportation systems.

TAs has been fortunate to be able to increase its collaboration and engagement through this period, particularly with regard to discussion paper development on important industry topics, nationally attended webinars, university students, and committee development in the states and territories of Tasmania, ACT and Northern Territory.

We trust you will enjoy the latest updates from TAs and look forward to hopefully a more positive end to 2020 for all.

Federal Budget

The Federal Government Budget released on October 6 continues to address Australia's efforts to recover from the COVID-19 pandemic, with a stimulus strategy of a further \$7.5B for shovel-ready transport infrastructure projects around Australia. This brings the total investment in infrastructure projects to assist with COVID-19 economic recovery to \$11.3B.

The Budget also makes a significant investment in enhanced road safety, with \$2B being provided for shovel-ready road safety upgrades. \$5.5M has been allocated to set up a National Road Safety Data Hub that will provide the first nationally available road safety data collection to assess the effectiveness of road safety by all jurisdictions. An additional \$1B was allocated to the Local Roads and Community Infrastructure Program, which will support local councils to undertake immediate upgrades of local roads, footpaths and street lighting.

Infrastructure Australia has also been provided with additional resources to expand the 2021 Australian Infrastructure Plan to respond to COVID-19, and to lead new research on industry's capacity to deliver the infrastructure pipeline.

Collaboration

The TAs National Executive participated in EA discussions covering a review of the roles and responsibilities of societies, committees and colleges; and TAs is awaiting a report from EA engaged consultants on the findings of the review. We have also assisted EA in their collaboration with Infrastructure Australia through policy reforms in the areas of transport, cities and sustainability. TAs has partnered with the Federal Office of Road Safety and iRAP in a panel discussion on road safety, and we continue to assist with the preparation of the national road safety strategy and some state road safety plans.

Students

The student membership working group (SMWG) is formed with participation (involving students, recent graduates and TAs members) across Australia to focus on the needs and aspirations of TAs student members. The SMWG will establish strategies and actions, which will be implemented in a consistent manner through

engagement with our university partners (students and lecturers). We are encouraging our branch committee members to participate in guest lectures as well as answer any questions that students may have for their future careers in the transportation sector. We are pleased to feature undergraduates with their thoughts on transportation today and in the future.

Member

TAs membership continues to strengthen and we have recorded great attendances at our national CPD webinars. Our TAs LinkedIn Group membership is now exceeding 650 with some excellent discussion forums. We have Working Groups collaborating to prepare Discussion Papers on Climate Change & Transport, and Universal Access to Transport. National and branch webinars have been organised which continue to offer CPD for all members.

Conversations have commenced with Railway Technical Society of Australia to prepare a Railway Transport Infrastructure & Services Discussion Paper covering passenger and freight rail from a policy and strategy perspective. We have also progressed discussions with our EA colleagues with a National Transport Conference Committee in the planning of our 2022 conference.

Corporate Member

We have 17 corporate members who are participating in our working groups and assisting with advocacy tasks. TAs branch committees are also supported by colleagues from these corporate members. We intend to hold a virtual TAs Corporate Roundtable to check in our corporate and have a transport conversation looking at 2021 and beyond.

Branch Update

We are pleased to inform all that our ACT branch is settling in as a formal branch. We continue to work on conversations with potential TAs members in Tasmania and Northern Territory as well as plans for CPD and discussions on local transport issues. Later in this newsletter we introduce the ACT TAs Chair Dr. Jerome Catbagan.

We have formed working groups (10 to 15 transport interested colleagues) in Tasmania and the Northern Territory to progress local level conversations on transport issues, whilst at the same time providing members with access to transport networking and CPD opportunities.

As we progress towards the last quarter of 2020, I'd like to thank all our TAs committee members for the generous efforts to ensure the functions and activities of TAs continue to be rolled out at the branch and national levels.

Stay Safe & Kind Regards,



Shalendra Ram

Chair, TAs National Executive

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MEMBER UPDATE

Review of the Learned Society (LS) Framework: A Way Forward for Engineers Australia

TAs' National Executive have participated in EA's discussions covering a review of the roles and responsibilities of societies, committees and colleges; and TAs is awaiting a report from EA engaged consultants on the findings of the review. The review has discussed a fundamental shift in focus the Learned Society function of Engineers Australia. There is a need and ability for the Learned Society groups to influence EA's programs for maintenance of professional standards, technical leadership and informing community leaders and decision makers.

The review has brought about a focus on delivery of the EA's core purpose as a Learned Society, supported by a fit for purpose and sustainable organisation. To sharpen EA's engagement with the community there needs to be a strategy, at the national level, for the advancement of specific critical current and emerging issues for the benefit of the broader society.

The review discussions suggested consideration of LS functions, with adequate attention and resources allocated to achieve results in a planned time frame for critical issues. Current critical issues include:

1. Registration of engineers, including strategies for promoting consistency between states, and across practice areas;
2. Integration of new technologies within the learned function of EA;
3. Reliable delivery of complex engineered programs and projects;
4. Evolution of transport networks; and
5. Sustainability of current and proposed engineered activity.

CORPORATE MEMBER AND PARTNER UPDATE



Deloitte Access Economics

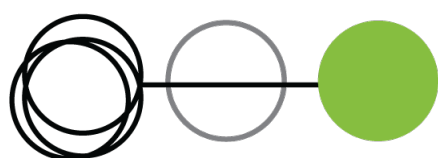
The key areas that Deloitte Access Economics are working on at present include the economic model development for Mobility as a Service (MaaS) for the Department of Transport & Main Roads, Queensland. This work aims to support the delivery of MaaS in the State.

This includes informing Government about potential investment pathways (including benefits and costs) to foster the development of a mobility ecosystem and understand the key features of such a system that includes MaaS beyond the use of the private vehicle.

Deloitte Access Economics are also finalising work for DoT in Victoria to 'refresh' the port rail shuttle network (PRSN) business case to reflect the Victorian government's agreement with the Federal Government to also consider a PRSN rail connection in Dandenong South (Salta).

Deloitte Access Economics recently finalised a detailed review of COVID-19 impacts on public transport use and revenue in South East Queensland as well as an assessment of the revenue impacts on the State's vehicle registration business. This work involved development of three Covid-19 scenarios and preparation of detailed forecasts over the next 3 to 5 years.

In addition, a number of freight and supply chain logistics assignments are being completed for clients such as Qube, DP World, Toowoomba & Surat Basin Enterprise and Transurban.



GTA consultants

GTA Consultants

As we have collectively navigated the coronavirus (COVID-19) pandemic, GTA Consultants continues to provide strong support of clients in their activities and delivery of projects, including a number of stimulus funded initiatives and adapting our transport networks to changing travel behaviours.

GTA is pleased to have been recognised as the Best Built Environment Firm with Revenue between \$30M and \$50M at the 2020 Financial Review Client Choice Awards. Announced in March, this marks the fifth consecutive year that GTA has been

recognised at the Client Choice Awards, following four years of winning the category for Best Engineering Firm with Revenue under \$50M.

Throughout 2020, GTA was working in partnership with Austroads to develop two key reports for the road and transport industry

- Building Transport Modelling Management and Capability in Australasian Road and Transport Agencies: Simulation and Intersection Models
- Classifying, Measuring and Valuing the Benefits of Place on the Transport System

GTA was proud to contribute to both publications and Austroads provision of professional guidance around the use of simulation and intersection models, as well as measuring and valuing 'place' qualities in the road transport system.

In recent months, GTA has been contributing to a range of industry webinars and discussion, as well the form's continuing program of Insights.

STUDENT MEMBER UPDATE

Introducing the Student Membership Working Group

In June of this year, a survey of university lecturers was undertaken to establish their level of engagement with TAs and identify areas for improvement.

To lead, focus, coordinate and monitor TAs' efforts in increasing engagement with student members, a national Working Group has been convened. The objectives of the Student Membership Working Group (SMWG) are outlined within an agreed Terms of Reference:

- A consistent approach to university engagement across all branches
- Create opportunities for increased student involvement in TAs
- Increase student membership

The SMWG is now fully supported with representation across all branches (including Northern Territory) and has established benchmarks for measuring success, including mapping the extent and effectiveness of current engagement.

The SMWG is working towards delivering an agreed engagement strategy and action plan. One of the early actions under consideration is enabling student representation on all branch committees.

Student Member Transport Q&A

Student	What are students looking for in transport education in Australia?	Which transport issues do students think are priorities for Australia?
Allison Ma Civil & Structural	I do not think I am qualified to speak for the entire student community. However, from my personal experience, there is a potential lack of	Australia is very dependent on traveling in vehicles compared to other major cities in Asia and Europe. This is due to the low

Engineering, CDU, NT	<p>connection to industry knowledge in engineering courses at universities that presents a barrier for students adjusting smoothly to the practical work environment, unless they choose to become academics in their future career.</p> <p>The same goes with transport education. Theoretical/technical knowledge is important as it builds the foundation of understanding, however, it would be better to combine that with practical activities, which is my personal opinion in regard to engineering courses in university, including transport education.</p>	<p>density of population distribution in Australia and the historical reasons of urban development. Unlike cities with a long historical background, such as Copenhagen and Rome, Australia was established during the influence of industrial revolution, which made cities designed to be more vehicle friendly.</p> <p>The impact on the environment regarding the emission from traffic is obvious, which brings the priority of developing an access-friendly and efficient public transport system, both in developed cities such as Melbourne, and regional cities such as Darwin, in order to slowly shift from the use of private vehicles to public transport.</p> <p>It is very challenging in terms of planning, funding, time, and other relevant reasons, but this shall be our responsibility as young engineers for future generations.</p>
Nabeel Ahmed Civil Engineering Swinburne University	<p>As a current Engineering student in Australia with an interest in transport engineering, I believe that we aren't yet covering all the sectors of transport engineering. There has been a focus road engineering, and briefly on using SIDRA as well as some content on rail engineering.</p> <p>Students would benefit more from learning more about rail engineering as trains are becoming the more efficient method of transport in big cities. We would also benefit more from more industry based experience in terms of what software is used in the workforce.</p>	<p>Currently in the major cities in Australia, there is a lot of roadwork infrastructure happening, which is causing a lot of traffic congestion and mainly during peak hour traffic period. To reduce such congestions, I believe we need to focus on upgrading the public transport systems. In areas of Melbourne there is very limited public transport availability, mostly bus routes and low frequency of buses can lead to traffic jams near train stations and also major parking issues.</p>

COLLABORATION ACTIVITIES

Advice to EA's Chief Engineer with Deputy PM Meeting

TAs provided the following points of discussion for the above proposed meeting:

- Engineering related education and professional development should continue to be important to the industry.
- Pass all our engineering projects and programs through the lens of "does this help or harm a goal to minimise the negative impact of transport projects and programs on our climate?"
- Given all governments are convinced they need to invest a lot of tax payers money to get past the impacts of COVID, there is a danger that we brush over the value for money, environmental impact and overall benefit to society screens in their desire to "announce, invest and build"

With Infrastructure Australia (IA) on Transport Policy Reform

TAs national executive and some TAs branch members have assisted EA in the collaboration with Infrastructure Australia (IA) on policy reforms in the areas of transport, cities and sustainability. Policy reform recommendations discussed and shared with IA covered Transport Demand Management; road pricing and transport; infrastructure funding; road safety; accessibility and mobility revolution.

With Federal Office of Road Safety

TAs has partnered with the Federal Office of Road Safety and iRAP in a panel discussion on road safety, and we continue to assist with the preparation of the national road safety strategy and some state road safety plans.

UPCOMING AND RECENT EVENTS

The planned webinar events over the next few months at the national level will have a focus on presenting the insights and outcomes from the recently produced Discussion Papers. These include the following:

- Maritime Transport Infrastructure – TAs NSW (Early 2021)
- Climate Change & Transport – TAs SA (Nov-Dec 2020)
- Lessons Learnt Light Rail in NSW & ACT – TAs NSW & ACT (Early 2021)
- Universal Access to Transport – TAs Vic (early 2021)

National Road Safety Strategy Development – Transport Australia Society (TAs) Webinar (8th September 2020)

Due to popular demand, this webinar can be viewed at [**EA OnDemand**](#).

Road safety is a critical issue for transport and is a major focus of TAs. The new National Road Safety Strategy (NRSS) is currently being developed and considered by

Australian Governments. This webinar explored the background, status, basis and content for the NRSS and was coordinated by David Wilkins (TAs WA branch). The presenters were:

- Dr Brett Hughes (Chair – Transport Australia Society Road Safety Discussion Paper), who provided an introduction to road safety in Australia and a short summary of historical road safety strategy development before presenting the basis of TAs road safety discussion paper and its recommendations
- Rob McInerney (CEO, International Road Assessment Programme iRAP), who summarised some international developments in road safety strategies and described iRAP as an example.
- Gabby O'Neill (Head of the national Office of Road Safety), who outlined the current status of the NRSS and its approach including the Social Model.
- The webinar duration was 60 min including 20 min of Q&A and was attended by more than 300 people and received a high survey score of 4.4 out of 5. The responses to the questions have been sent to participants and are being posted on the Transport Australia Society LinkedIn page.

Travel Post COVID-19 – Alternative views from leading academics (9th October 2019 joint event with ATRF, ITE, AITPM)

As more travel impacts emerge through the COVID-19 pandemic, research has commenced in academia on analysing travel data, surveying behaviour changes and comparing impacts to relevant historical events.

This work is providing effective insights and guidance on how to best plan future transport in response to the COVID-19 pandemic. At the forefront of this research is Professor Graham Currie, Director of Monash University's Public Transport Research Group and Professor David Hensher, Director of Sydney University's Institute of Transport Logistics Studies who presented their recent findings and offered their views of potential future outcomes in travel behaviour change.

Bridges: – Transport and Social Aspects – Have we met all the Objectives? Transport Australia Society NSW Branch Webinar (13th October 2020)

The webinar was very well attended with 250 attendees with positive feedback received from speakers, other divisions within EA and more broadly across industry.

The moderator David Brown flawlessly conducted the webinar, equally allowing each speaker to provide their point of view based on questions also being raised by the audience. The Q&A chat channel received strong engagement throughout in parallel with the presenters.

Jan Fallding focused on providing an overview of the SIA (Social Impact Assessment) while Michael Hromek touched on the importance of activating existing culture (Aboriginal) in the surrounds of bridges. John Hilton brought his design background to explain how some bridge features not only contribute to the structural aspect but also how it enhances the settings.

UPDATE ON DISCUSSION PAPERS

Universal Access Transport Discussion Paper

Currently, one in five people in Australia have a disability, and this will increase as the population ages. Providing a network which caters to the needs of people with different ways of moving, including children, young people, aging people, people with shopping, prams or luggage and those with a range of disabilities, not just those with physical mobility needs, will benefit all.

We hope the discussion paper will promote the important societal benefits of universally accessible transport and will advocate for those with a range of accessibility needs rather than focusing solely on compliance for required legislation on disability access. It will promote international and national best practice while encouraging the transport planning, engineering and related professions to engage, improve and innovate.

TAs are in the drafting stages of this paper and have had a number of sessions to determine the scope, purpose and development timeframe of the paper. We are currently looking for great examples of innovation in the accessibility field for inclusion in this paper. Please join in the discussion on LinkedIn [here](#).

We aim to have a National Webinar on this topic once the paper is finalised.

Aviation Transport Discussion Paper

Transport Australia Society/Engineers Australia has taken an initiative to prepare a Discussion Paper (DP) that will identify the key issues faced by Australia's airport sector and investigate any opportunities in the Post-COVID aviation market. The DP will be future-focused and forward-thinking to ensure that Australia has a more resilient, healthy, and competitive aviation sector post-COVID. The DP is being prepared by a working group of TAs professionals representing each of the State/Territory branch, and the Paper will have independent reviewers.

The Aviation working group is still drafting the DP and the aim is to have the first draft ready sometime in late November for identified reviewers to comment.

Maritime Transport Infrastructure Discussion Paper

This Discussion Paper (DP), dated June 2020, has been on the TAs website for a few months now. We have received excellent feedback about it and always planned to build an TAs EA Webinar around it. To have the right people on a panel who were associated with the preparation of the DP, it now appears a webinar needs to be deferred to February 2021.

This delay may actually be useful, as the Cruise Ship Industry in particular, plans to make a comeback by then. World Maritime Freight movements may also stabilise to some extent. In the "new world order," Maritime Transport Infrastructure in Australia will probably be more important than ever before – watch this space!

Climate Change Discussion Paper

A draft of the Climate Change and Transport Discussion Paper has been completed and forwarded to EA for internal review. Independent reviewers have responded, and their comments have been addressed. A webinar on the DP will be organised once EA advise the DP has been accepted. The authors have already agreed to speak.

SPECIAL MENTION

**Jerome Catbagan, Chair
TAs ACT Branch**



Education	Doctor of Engineering (Civil Engineering – Transportation), Nagoya University, Japan Master of Science in Civil Engineering (Transportation), University of the Philippines Bachelor of Science in Civil Engineering, University of the Philippines
Other Qualifications	Chartered Professional Engineer (CPEng), Engineers Australia Registered Professional Engineer of Queensland (RPEQ) Professional Certificate in Asset Management Planning, IPWEA
Biography	Jerome is a Chartered Professional Engineer with 25 years of combined industry and research experience. He works for Transport Canberra and City Services (TCCS) as the Deputy Senior Director Infrastructure Planning, although he is currently in an acting position as the Infrastructure Specialist that leads the Major Project Support team. Prior to joining TCCS, he has worked in Canberra as a transportation engineering consultant, providing specialist technical advice and managing transport infrastructure planning, assessment and design projects. He has worked overseas in both consulting and academic environments before coming to Australia.
History with EA and TAs	Jerome has been an EA and TAs member since 2015. He assisted in organising the initial Transport Australia Society (TAs) core group in the ACT and is one of the founding members of the TAs ACT Branch,

which was formally established just recently. He is currently the TAs ACT Branch Chair.

Q&A with Jerome Catbagan

These comments are personal views and not those of the respondent's employer or TAs.

What is your view on the current transport system?

The current land transport system in Australia is still very car-centric.

While most jurisdictions have established strategies and policies that promote and encourage the use of more sustainable modes of transport, there is more work to be done to put these into practice.

The adoption of Movement and Place principles, acknowledging the dual function of streets in the transport network, will play a key role in delivering great outcomes for the community. However, translating these principles into standard and practical applications that can be used by traffic engineering and transport planning practitioners have made limited progress and remains a challenge. This is perhaps due to the long-established practice of 'Predict and Provide', which is primarily a car-based planning approach of predicting future traffic demand and increasing road network capacity to support the demand forecasts, resulting in unsustainable outcomes that requires the network to continuously expand.

With cities having limited space, which is often at a premium, transport planners need to adopt more innovative approaches that deviate from the 'congestion-expansion' planning cycle. Movement and Place is a great initiative that sets the foundation for a more sustainable transport future and practitioners, both in the public and private sectors, need to work together to ensure that the place-based vision that it espouses is properly applied in practice.

What would you like to see addressed in the future of transport?

I would like to see transport planning evolve from a process that looks backwards to a more forward-looking and vision-led approach. If we carry on with traditional methods, which generally follow the 'Predict and Provide' model, we will continue to plan for an unsustainable future network that would still be largely car-based. With rapidly advancing transport technologies (e.g. Connected and Automated Vehicles, Electric Vehicles) and innovations (e.g. Mobility-as-a-Service, ride-hailing/ride-sharing, car sharing), we simply cannot keep on using past trends to predict our transport future. Forecasting future travel patterns and behaviour based on historical data is not only going to be inaccurate but could also introduce considerable transport infrastructure investment risks.

Using past information to plan the future may have worked decades ago but this approach is fast becoming irrelevant. We need to quickly move away from the old practice of predicting future traffic demand and providing additional network capacity because this is mainly based on the premise that what happened in the past will continue to happen in the future. Our transport plans, especially the longer-term ones, should not be based on single future scenarios because there is still a lot of uncertainty on factors that influence travel behaviour in the future.

Apart from disruptions caused by technology and innovation, the current global pandemic has introduced additional layers of complexity that further adds to

the uncertainty. Transport planning should therefore advance into a more flexible process that considers various future scenarios, decides on the most suitable one that closely aligns with the strategic direction, and provides the necessary transport solutions to achieve the city's transport vision. Having investigated other scenarios, this process also builds in some level of resilience in future transport plans because alternative pathways can be considered in case the preferred one does not work out as initially planned. I believe that scenario planning and a 'Decide and Provide' model would result in a much better outcome for the community as it is more likely to deliver an optimal and sustainable transport network.