



**National Freight and Supply Chain Strategy**

# **Annual Report**

## **2020-21**



### QR Code

For the benefit of the reader, a QR Code has been applied to this document. If you have a smart phone, you can scan the code with your camera and you will be directed to the National Freight and Supply Chain Strategy website. The Strategy recognises the supply chain efficiencies to be gained if a common standard could be used to identify, capture and share information about the movement of freight. We are pleased to be able to use this valid GS1 supplied global document type identifier to give you greater visibility of the Strategy and its progress.

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# Infrastructure and Transport Ministers' Foreword

The past 12 months have been difficult for many. At a personal level, multiple lockdowns, fluctuating numbers of COVID cases, extensive contact tracing and inability to travel to be with family and friends are taking their toll. But we should take thought of those that work behind the scenes to keep Australia running. Our doctors, nurses, supporting staff and contact tracers are the heroes of the pandemic. But there are others, less well known or in the spotlight, that also deserve recognition.

Our transport operators, truck and train drivers, maritime and air cargo pilots, stevedores, intermodal workers, logistics planners, waste removers and shelf-stackers – everyone in the freight and supply chain industry plays a critical role in ensuring Australians get what they need, when they need it.

All levels of government have been working together to keep freight moving. From mid-2020, the National Cabinet's Freight Movement Code has been operational, aiming to balance the need for efficient movement of goods with the safety of both the workforce and broader community.

Although the spread of COVID-19 by inter-state freight operators made headlines in mid-2021, it is important to remember that very few of the outbreaks in Australia to date have been caused by supply chain activities. This is testament to the freight industry's and governments' ongoing and firm commitment to keeping Australia safe.

**Infrastructure and Transport Ministers**

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# Views from Industry

## Freight Industry Reference Panel Report

The main message we wish to give governments and industry in this year's progress statement is – “stay the course” and continue to work together to deliver the National Freight and Supply Chain Strategy which is so vital for Australia's future prosperity. In saying this, we recognise that significant investment is being made by all levels of government in transport infrastructure projects to deliver greater efficiency, productivity and safety for our freight sector.

### Data

To make the most of these investments and ensure we are all incentivised to “stay the course”, we strongly encourage industry and governments to continue improving their collection and use of freight data, particularly where there are currently gaps, and use this to set clear indicators or targets with which to measure progress against the Strategy. We welcome initial steps in this regard and fully support the proposed engagement with industry to refine the Strategy's key performance indicators. In the coming year our focus will be firmly on how the activities being undertaken in each jurisdiction contribute to the outcomes that the Strategy seeks to achieve.

We also call on the freight industry to look at how they can support governments' efforts in this space - data being the foundation for everything else. Data sharing helps both government and industry to direct their efforts to where it is most needed, and builds the case for regulatory or administrative reform to improve freight productivity and efficiency. There are already businesses doing their part and we congratulate Australia Post, Toll Group, Russell Transport and DGL Australia Ltd, among others, for their ongoing leadership in this space.

### International impacts

As we approach two years of living with COVID-19, ongoing and systemic freight issues are being drawn more into the spotlight affecting the lives of all Australians. Disruptions have been exacerbated by lockdowns, increased mandatory testing and vaccination efforts across the country, impacting the movement of people and goods. The industry is also grappling with international trade shocks and delays, such as those caused by the MV Ever Given in the Suez Canal and the COVID-19 outbreak in Yantian Terminal in southern China. The cost of international shipping and ongoing delivery delays due to disruptions in supply chains, upon which Australia is so dependent, has increased and is expected to persist and may become the new norm for the medium term. There is no immediate relief in sight.

Consequently, businesses are increasingly moving from a ‘just in time’ to a ‘just in case’ supply model to adapt to these influences. This will result in greater demand for warehousing, incurring both an actual cost in storage fees and hidden cost in pressure on urban planning systems. Likewise, the need to consider building local manufacturing capability in some sectors to address supply chain disruption will become increasingly important. This is one reason why the Freight Industry Reference Panel was pleased to see all Australian governments endorse the National Urban Freight Planning Principles in May 2021 and welcomed the Productivity Commission's inquiry into Vulnerable Supply Chains.



But there are other environmental, social and governance challenges emerging in the global freight scene. International mandates to lower pollution and decarbonise transport, and the increasing skills shortage brought about by a reduction in overseas migrants are presenting new challenges which governments and industry are yet to formulate adequate responses to. This is the reality of what the freight industry is facing.

## Action underway

While this may seem a gloomy outlook, Australia is well placed to meet these challenges. The National Freight and Supply Chain Strategy is very timely and gives us a solid foundation on which to build our future. Furthermore, it is important to acknowledge that real progress is being made.

- The transport infrastructure pipeline continues to deliver, with projects being completed (such as Adelaide's North-South Corridor Darlington Upgrade and Northern Connector Projects, and the Adelaide – Tarcoola Rail Upgrade) and new projects started (such as the Western Australian Regional Road Safety Program and the third tranche of the Tasmanian Freight Rail Revitalisation project);
- Governments and industry are working together to improve supply chain efficiency, including through the National Rail Action Plan and completion of Stage One of the Advanced Train Management System;
- Governments are planning and setting aside funding for intermodal terminals, such as a new terminal in Melbourne to leverage off the Melbourne to Brisbane Inland Rail project, showing they recognise the importance of efficient transfer of freight across modes and using the 'right mode for the right load';
- Ongoing work by the National Cabinet and Transport Ministers over the pandemic to streamline and update the Freight Movement Protocol and Code to ensure a more consistent approach to COVID-19 testing and vaccination in line with advice from the Australian Health Protection Principal Committee;
- The Australian Government's 2021-22 Budget commitment of \$16.5 million to establish a National Freight Data Hub is a welcome 'shot in the arm' for the freight sector, who have long called on governments to improve collection of freight data to inform policy decisions;
- Ongoing programs are continuing to support resilient and efficient transport networks, such as the Bridges Renewal Program, with an additional \$140 million in funding for 205 projects announced under Round 5; and
- The Australian Government continues to invest in telecommunications infrastructure, with \$380 million committed to date to the Mobile Black Spot Program, which, so far, is providing new and improved mobile coverage to more than 8,000km of major transport routes.
- The Panel congratulates governments on this progress and acknowledges the close industry partnerships that have helped get these 'on the ground'.

## Call to further action

However, we also see a real risk that divergent approaches to managing COVID-19 outbreaks and political pressure to address immediate issues could see efforts fragment or be counter-productive. We are calling on governments to stay the course with

the Strategy, adapting it as necessary but only in pursuit of the end goal – a safe, reliable and efficient freight and supply chain system that supports Australia.

Finally, the Panel encourages governments to see the progress they've made as a stepping stone, not a destination. For example, the National Urban Freight Planning Principles will only be as valuable as the real impact they have on planning systems. Our freight networks continue to grow, and so does the need for targeted government action.

## Industry survey

The Panel would like to thank those that completed the 'freight industry feedback survey' over July and August 2021, which helped inform this statement.

The survey highlighted that, of the four Strategy Action Areas, industry was most aware of government action to improve freight performance and location data. Respondents believed it was important for government to have timely data to inform decisions, and this was reflected in their willingness to share historical data with government provided appropriate protections were in place.

Industry had mixed views on the level of innovation within the sector, with some respondents urging governments to consider current and future administrative or regulatory processes to make sure they achieve their intended outcome without preventing innovation.

The survey also noted that community sentiment towards the freight sector had improved over 2020-21, as the COVID-19 pandemic has really highlighted how critical our freight networks are to the quality of life we enjoy in Australia.

The Panel would like to encourage everyone to contribute next year to ensure industry voices are heard.

## Freight Industry Reference Panel



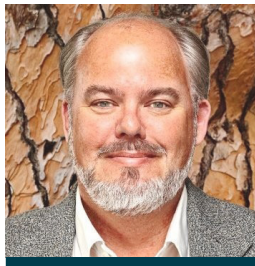
# The Freight Industry Reference Panel

Industry plays a critical role in helping implement the National Freight and Supply Chain Strategy. In recognition of this, Infrastructure and Transport Ministers agreed to set up a Freight Industry Reference Panel to provide industry a clear line of sight on implementation of the Strategy.

The Panel has an important role driving ambition for the Strategy. It acts as a vital conduit for industry views and provides independent advice on progress made.



**John Fullerton**  
**Chair**



**Brett Charlton**



**Nicole Lockwood**



**Peter Garske**



**Sophie Finemore**

# 1 Introduction





## 1.1 This report

When the Strategy was endorsed in 2019, all jurisdictions committed to report to Infrastructure and Transport Ministers annually on progress in delivering the Strategy and Action Plan. This provides a mechanism to discuss freight performance and challenges for supply chains, modes or jurisdictions, and to encourage further action from governments and industry to lift freight system performance.

This is the second annual progress report and covers progress made in the 2020-21 financial year. It features a look into Australia's freight performance over the year, using snapshots from each jurisdiction and progress updates against jurisdictional implementation plans.





# 2 The year that was





## At a glance

Australia's domestic air freight industry is slowly beginning to recover, with domestic movements showing great resilience after the initial detection of the Delta variant of COVID-19 in Australia in May. International air freight is taking longer to rebound. Air freight is surpassing the lowest trade volumes of 2020 but has not recovered to pre-COVID levels. A full recovery of international flights and capacity is not expected in the short term.

International sea freight is shaping up to be a long lasting issue, with shipping and container prices continuing to rise, while coastal shipping projections are stable.

The significant increase in e-commerce seen at the beginning of the pandemic is not slowing down. Consumers are choosing to buy from domestic suppliers, reportedly due to international shipping delays and to support local businesses.

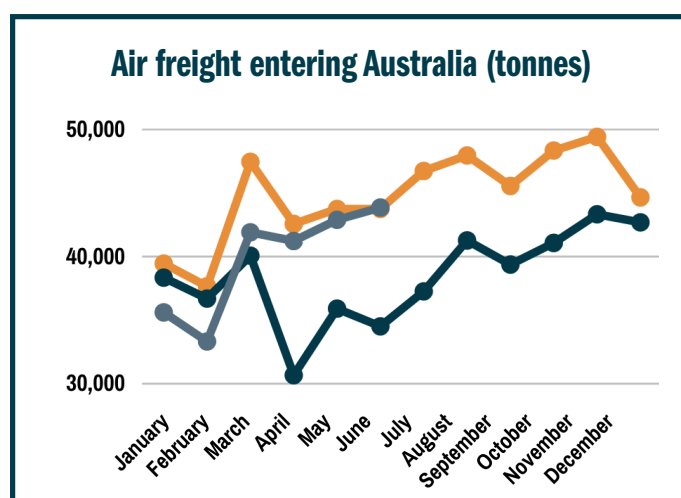
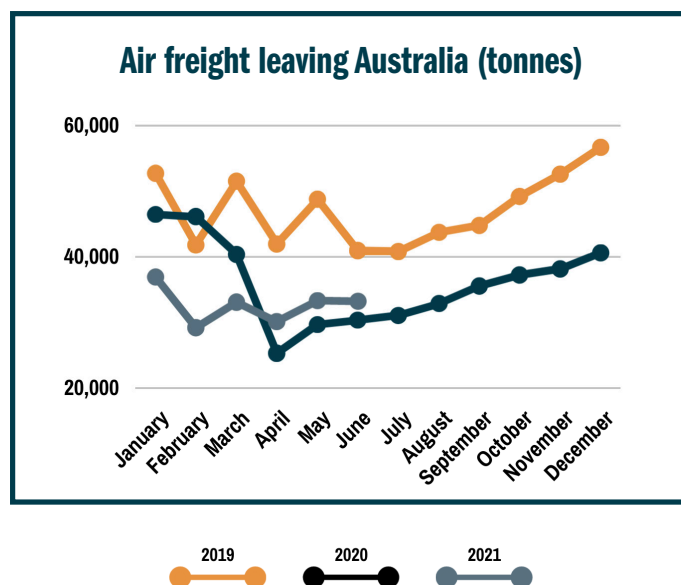
## 2.1 Air freight

### 2.1.1 International

Australia's air freight industry continues to struggle as international passenger flights remain at historically low levels. The COVID-19 pandemic has exposed the fragility of international air freight supply chains and the importance of a sovereign aviation capability.

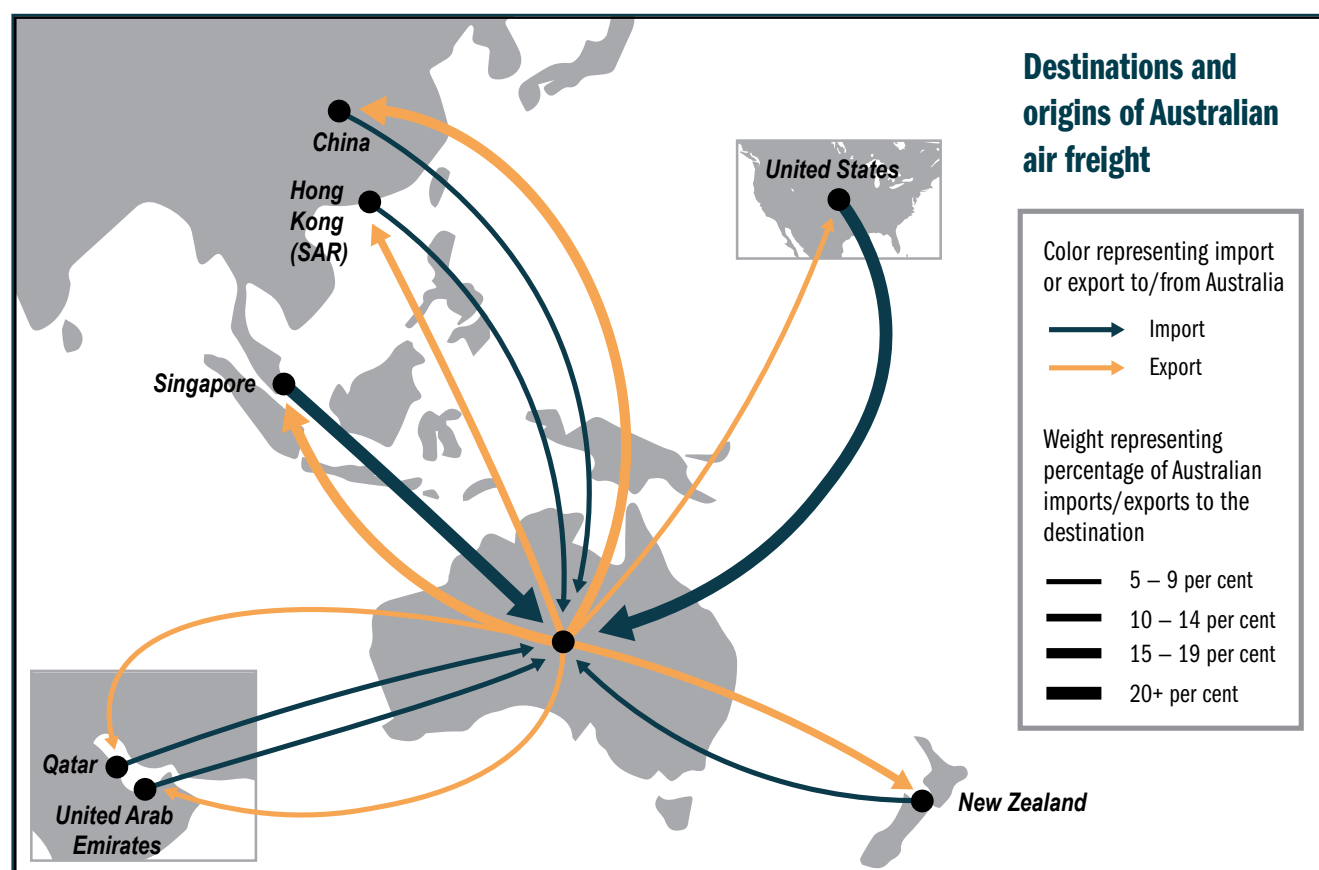
The Australian Government's International Freight Assistance Mechanism (IFAM) is a targeted, temporary emergency measure to keep global air links open in response to the ongoing effects of the COVID-19 pandemic.

Since April 2020, IFAM has reconnected nine Australian ports to 58 international destinations and helped maintain regular airfreight connections to Australia's existing export markets. The program has supported up to 85% of air freight exports of high-value and time sensitive perishable products to established markets, ensuring Australian businesses could continue to meet supply contracts with international customers. The program also supported the import of critical medical supplies,



equipment and other goods of national importance. IFAM complements other government support options, as businesses transition from reliance on emergency assistance and adjust to a recalibrated international trading environment. Alternative support measures for exporters will be important to ensure high-value goods continue to reach established markets as international air freight recovers.

The program's extension to 30 June 2022 brings total program funding to approximately \$1.04 billion and acknowledges the ongoing impact of international travel restrictions on airfreight supply chains.

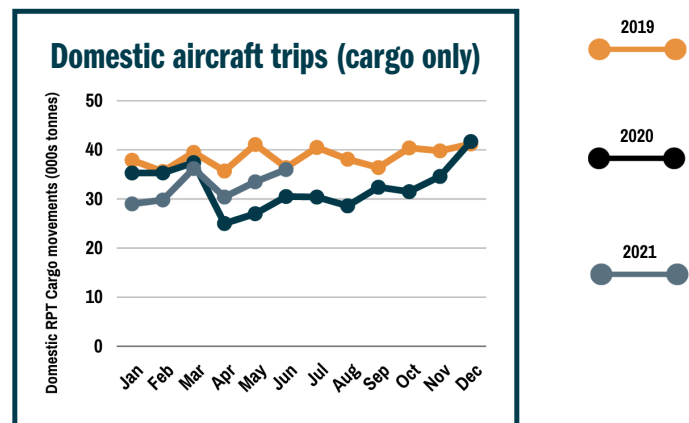
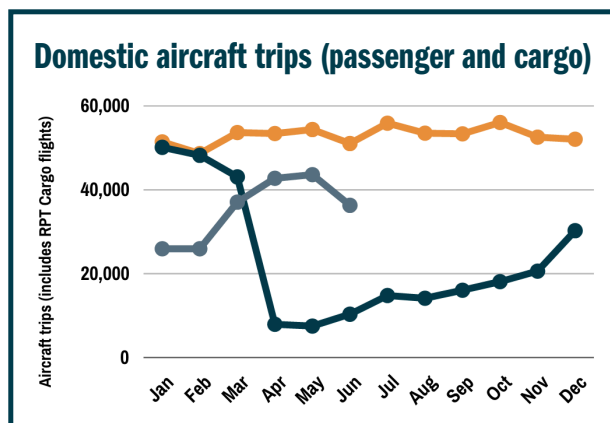


## 2.1.2 Domestic

Domestically, while aircraft trips fluctuate conversely on the number and severity of lockdowns, the outlook for domestic air freight is more positive.

Domestic air cargo movements are recovering, even briefly surpassing 2019 figures for the month of December 2020. While this may largely be driven by fewer people travelling for the holiday season and instead posting gifts, it is a hopeful sign that the domestic air freight situation is on track to full recovery – at least in terms of volume.





## 2.2 Sea freight

### 2.2.1 International shipping and trade

COVID-19 has driven a surge in demand for goods internationally. Government stimulus packages and low interest rates worldwide have boosted consumer and infrastructure spending, while lockdowns, border restrictions and limited travel opportunities have seen more consumers turning to shopping online, leading to an increase in containerised imports. The long-lead time involved in increasing supply – that is, building more vessels and shipping containers – means that it will be some time before new stock is available to meet the global surge in demand for shipping services and alleviate increases in shipping rates<sup>1</sup>.

Transport companies are prioritising those trade routes where demand (and hence transport prices) are highest. Some ports are being restricted or even removed from vessel calls due to congestion issues as vessels seek to minimise delays along priority routes, with high demand for shipping services causing shipping costs to rise globally. Price impacts have been significant in Australia and internationally, with the largest impacts seen in long distance routes, such as Shanghai to Rotterdam. Increased demand in a supply-constrained environment is not the only issue affecting international shipping and trade. When the MV Ever Given ran aground in the Suez Canal in March 2021, blocking one of the world's busiest freight waterways<sup>2</sup>, maritime became front page news in Australia. Although the vessel was freed within a week, the knock on impacts caused by the disruption were felt internationally for much longer, as ships were delayed and ports struggled to get through the backlog. Fortunately, any impacts to Australia's supply chain were relatively minor.

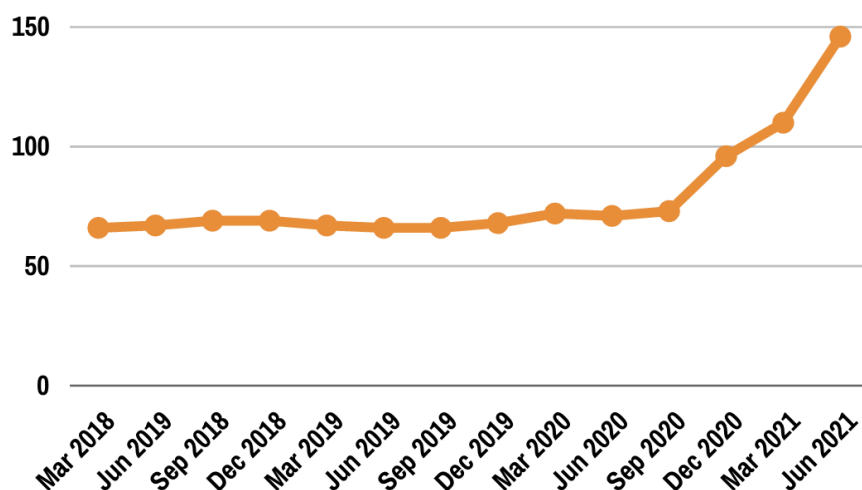
Closer to home there was a larger maritime backlog caused with the detection of the virulent Delta variant of COVID-19 at terminals at the Yantian and Ningbo ports in China. Restrictions introduced to combat the spread of the virus led to increased container congestion and delays to shipping schedules. From a port-handling perspective, these terminal closures impacted the movement of global shipping containers more than the Ever Given grounding in the Suez Canal<sup>3</sup>. The vulnerable nature of global shipping is increasing pressure on the traditional 'just in time' approach to freight and supply chains. Businesses are increasingly considering 'just in case' models which, while more reliable, incur greater cost due to the associated need for more storage.

1—Drewry's composite World Container index for 29 July 2021 increased by 4% or \$US344 to reach \$US9330.28 per 40ft container, which is 368% higher than the same week in 2020.

2—Approximately 12 per cent of global trade passes through the Suez Canal (The importance of the Suez Canal to Global Trade - 18 April 2021, report prepared by the New Zealand Embassy in Cairo).

3—Lars Jensen, CEO of Vespucci Marine (June 2021).

### Container Trade Statistics: Global Aggregated Price Index



**“It is not uncommon to hear of Australian companies absorbing higher costs... to maintain market share (for import and export) and one has to wonder at what point will the cost of supply chain eventually be passed on to the consumer...”**

— Brett Charlton, Freight Industry Reference Panel Member, speaking at the Regional Development Australia Forum in June 2021

## A closer look: Just in time versus Just in case

Just in time and just in case are different approaches to freight distribution. As the name implies, just in time models deliver freight when and where it is needed. When supply chains are running efficiently with minimal disruption, this approach helps to keep costs down by minimising the need for excess storage. Just in case models, on the other hand, seek to maintain a stockpile of goods for future use, limiting the business’ reliance on efficient supply chains.

Just in time processes are more vulnerable to supply chain shocks as they do not leave much room for error, such as if a supplier misses a shipment, transport is disrupted, or if the firm experiences a surge in demand. Just in time versus just in case represents the trade-offs between efficiency and resilience<sup>4</sup>.

## 2.2.2 Coastal shipping

Australia has a coastal trading regime that provides priority and unfettered operation to Australian vessels, and enables foreign-flagged vessels to carry domestic cargo under a temporary licence. Coastal shipping is important for a range of on-shore industries including mining, agriculture and refineries, moving a variety of freight including bulk commodities, petroleum and roll-on roll-off cargo. For much of this freight, coastal trading is the most efficient and sometimes the only way to move the volumes required without affecting the viability of Australian businesses and increasing costs for consumers.

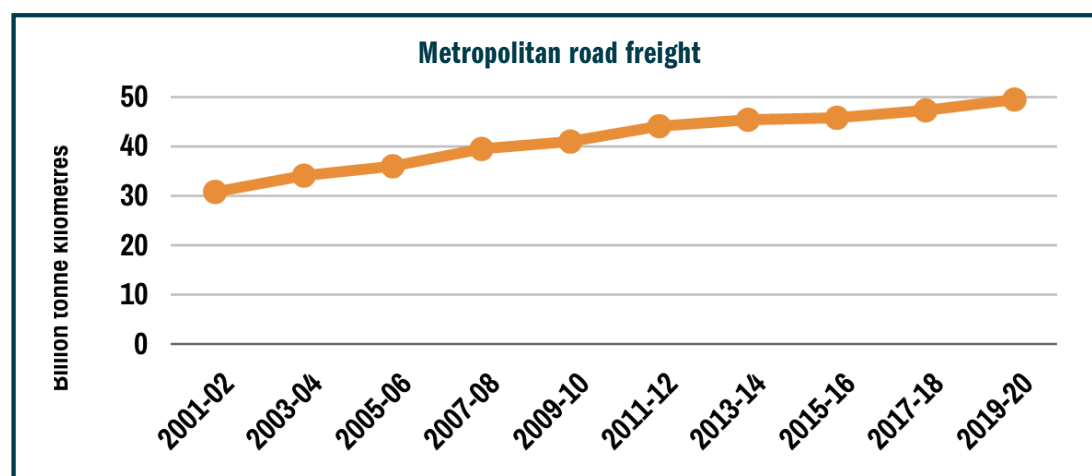
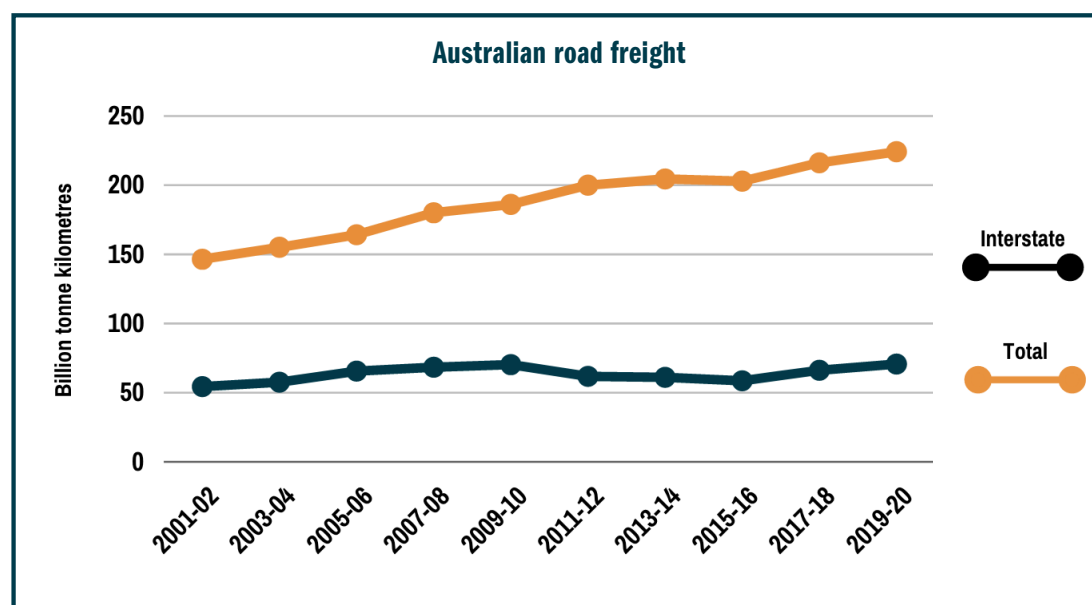
While data for Australian vessels operating under a General License is not yet available for 2020-21, data reported by Temporary License holders indicates that in 2020-21, foreign-flagged vessels moved approximately 25.8 million tonnes of domestic cargo between Australian ports<sup>5</sup>. Coastal shipping is approximately 15 per cent of Australia’s domestic freight task. From February to June 2020, as global responses to COVID-19 such as travel restrictions and the reduction of aviation services were being introduced, temporary license voyages fell by 7 per cent and volumes carried by around 11 per cent compared with the same period in 2019. However, coastal trading data indicates that overall cargo volumes have since recovered and remain

relatively stable, indicating that domestic shipping has remained an effective way of moving goods around the country during the COVID-19 pandemic. Consultation on coastal trading reform is continuing with key stakeholders to identify and refine reform options.

## 2.3 Land transport<sup>6</sup>

### 2.3.1 Domestic, interstate and urban road freight

Road freight continues to grow, with interstate road freight continuing to represent close to one third of all road freight movements in Australia. Metropolitan road freight also shows no sign of slackening, and remains one of the fastest growing areas in the freight sector. Urban freight is forecast to grow by nearly 60% over 20 years to 2040.



6—Since 2017, no consistent rail freight data providing a full picture of freight across Australia has been provided by industry

## Online shopping and domestic resilience

It is well known that COVID-19 restrictions have added fuel to the rise of online shopping and eCommerce. In the 12 months to 30 June 2021, Victoria experienced the highest online shopping growth, up 48.9% year-on-year – well above the national average of 31.8%. The state also had the highest number of days in lockdown<sup>7</sup>.


As 2020-21 progressed, this trend appears likely to be sustained well into the long term. According to an Australia Post consumer survey in December 2020, respondents indicated they are shopping online 55% more than before the pandemic and, while they expect their online shopping frequency to decrease by about half as the health crisis abates, this will still be 28% higher than pre-COVID-19 levels<sup>8</sup>.

Another interesting aspect of the growth in eCommerce from COVID-19 is the international versus domestic sourcing dynamic. As mentioned elsewhere in this report, international transport of goods experienced severe delays due to shipping congestion, decline in airfreight and general disruption in supply chains.

According to another Australia Post consumer survey, 52% of Australian online shoppers stated that delivery from overseas was taking far too long and that 57% of shoppers stated they wanted to support local businesses. Looking forward, a global survey found that 67% of participants agree that, 'In future, I will buy more online from e-retailers based in my country'. It is expected this local focus will help build resilience<sup>9</sup>.

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7—Inside Australian Shopping | eCommerce update July 2021, Australia Post  
8, 9, 10—Inside Australian Online Shopping | eCommerce Industry Report 2021



**“Due to COVID-19, we’ve seen about ten years worth of trends in ten months – this is phenomenal!”**

—Paul Zahra, CEO, Australian Retailers Association<sup>10</sup>

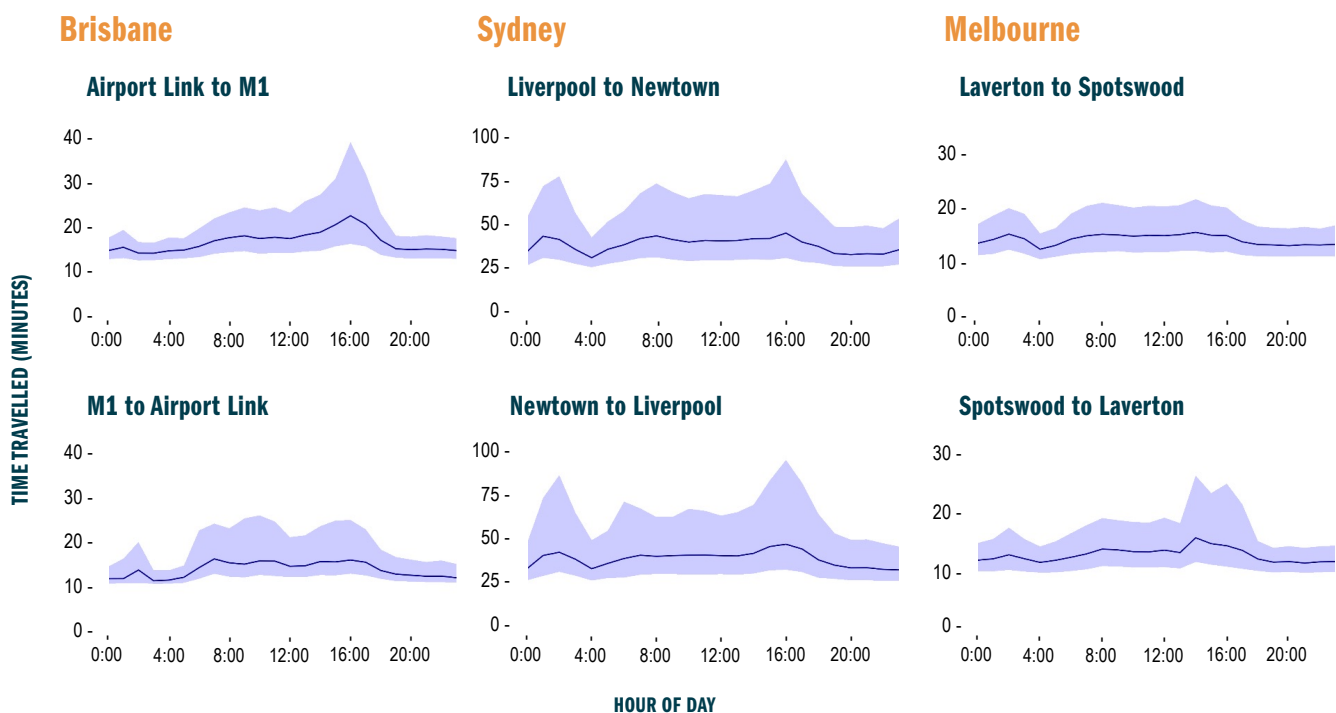
### 2.3.2 A third peak hour?

The Bureau of Infrastructure and Transport Research Economics will soon release the first of a new annual series of reports using vehicle telematics data to measure traffic congestion for freight vehicles. The first report looks at 53 selected routes across Australia's five mainland state capital cities—Sydney, Melbourne, Brisbane, Adelaide and Perth – and covers the calendar year 2019.

Unsurprisingly, the paper finds that peaks in average travel time are usually at times of high commuter flows, towards city centres in the morning peak from 7 to 9 in the morning, and away from them from 3 to 6 in the afternoon. Interestingly though, a number of routes in all cities exhibited a 'third' travel time peak, between midnight and 5am, unrelated to commuter traffic. The routes where this was most obvious were on major arterial surface (non-motorway) roads.

The reason for this third peak is unclear, although freight specific activity, construction and/or road works are potential reasons. It may be a function of interstate or regional travel times to meet market requirements, such as arrivals at produce markets.

### Route median and interquartile range travel times



In 2019-20, intermodal rail freight volumes on the interstate network were stable overall, with a slight increase on the Perth-Eastern State corridor and a slight decline on the Melbourne-Brisbane corridor.

### 2.3.3 Rail data

This report does not include an examination of rail freight performance as no consistent rail freight data providing a full picture of freight across Australia has been provided by industry since 2017.



# 3 Improving freight data





Further freight data is available at the online Freight Performance Dashboard. The Dashboard provides a holistic view of Australian freight sector's performance and, as it is tracked over time, will provide a strong foundation for measuring the success of the Strategy at a macro level.

A fundamental principle of the National Freight and Supply Chain Strategy is the importance of getting accurate, timely and comparable data to measure freight movements by mode through supply chains. Data is the critical enabler that will:

- show governments and industry where to act quickly versus where to focus longer-term efforts
- identify ways Australia lags behind our competitors or show how Australia can best use its competitive strengths in leading the way
- where current actions are yielding the best impact or if unintended consequences are arising.

For this reason, a primary goal for governments and industry this year was to improve the collection and use of national freight data.

## 3.1 National Freight Data Hub <https://datahub.freightaustralia.gov.au/>

Improving national freight data and establishing a National Freight Data Hub is a high priority for industry and a priority action under the National Freight and Supply Chain Strategy.

The National Freight Data Hub prototype website was launched in May 2021 as an early demonstration of the value of improved freight data. The website includes 125 datasets in the first curated and searchable national freight data catalogue.

The National Freight Data Hub prototype website provides better access to existing government data and existing freight data initiatives.

The prototype website is designed to be incrementally innovative, providing a practical and technologically advanced solution for insights into Australia's freight system. It features interactive insights with cutting-edge geospatial visualisation tools for industry and governments to gain a national picture of freight movements. It also showcases how to make better use of current data to answer enduring freight questions such as what freight is being moved, when, and where.

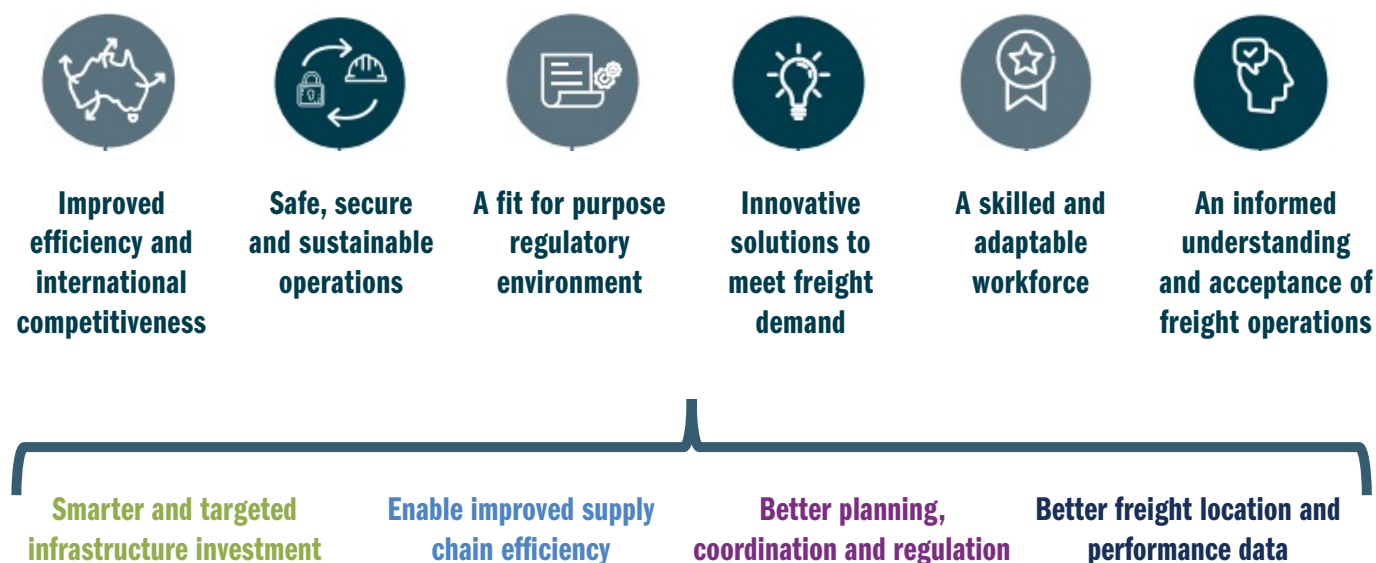
The Australian Government is investing \$16.5 million in the National Freight Data Hub over four years (from 2021-22 to 2024-25). This investment will build on and improve the prototype website, and the underlying data, across all freight modes and more supply chains. This work will include:

- setting up formal data sharing agreements and technology solutions, and joining complex datasets across all modes (including rail, which was not included in the prototype work),
- providing leadership and coordination to establish data standards to make it easier to compare and exchange freight data, and
- continuing to work with data owners and custodians to generate useful insights, and answer the 'enduring questions' for freight, which we established in close collaboration with stakeholders during the design stage.

## 3.2 Freight Performance Indicators

Current performance indicators were selected in late 2019 using existing indicators that predated the Strategy's agreement.

Australian governments are working to strengthen the performance monitoring framework with new indicators. The aim is to have 'outcome indicators' linked to the six intended outcomes under the Strategy and 'progress indicators' under each of the four critical action areas. These will allow us to track against 'outputs' and 'outcomes' – i.e. are we delivering what we said we'd deliver and is it getting us any closer to our ultimate goal?



The aim is to consult industry and the community more broadly in 2021-22 to ensure the measures are meaningful for industry and identify where more work needs to take place to gather and/or improve the quality of data. This will be an iterative process.

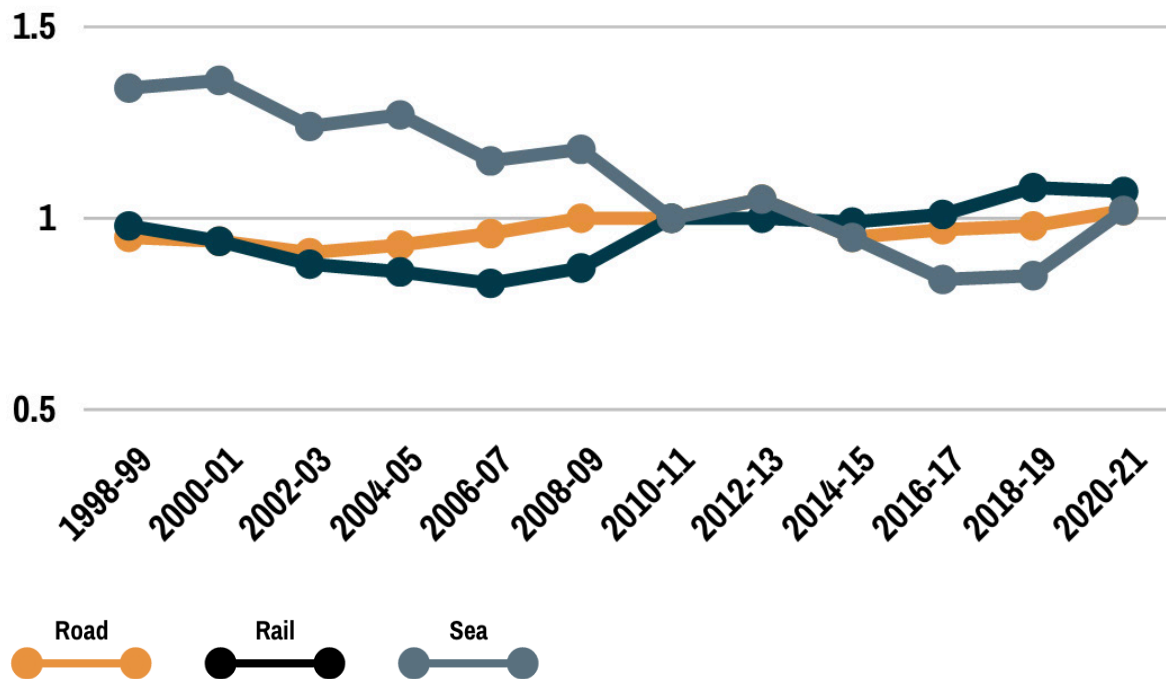
From 2021, new interim indicators will be added to the performance framework:

- Average freight-carrying truck age, as a proxy for measuring the safety of road freight vehicles
- A freight cost index across road, rail and sea
- Public sector expenditure on transport infrastructure.

While any new indicators may not have much longitudinal data at the moment, we expect to derive greater insights as the Strategy progresses and more data is gathered.

It is governments' intention to use BITRE's new annual series of reports based on vehicle telematics data to, over time, measure reductions in travel times along corridors.

**Freight cost index, using 2010-11 as a base**



For additional freight data:

- Bureau of Infrastructure and Transport Research Economics (BITRE) freight publications: [www.bitre.gov.au](http://www.bitre.gov.au)
- The National Freight Data Hub prototype website: <https://datahub.freightaustralia.gov.au/>
- Supply Chain Benchmarking Dashboard: <https://benchmark.transit.csiro.au/>



# 4 Government reviews, strategies and plans





## Review into vulnerable supply chains

In 2021, the Australian Government requested the Productivity Commission undertake an independent review into supply chain vulnerabilities and risks to prepare Australia for possible supply chain disruptions.

The purpose of the review was to examine the nature and source of risks to the effective functioning of our economy, Australians' wellbeing associated with disruptions to global supply chains, identifying any significant vulnerabilities and possible approaches to managing them.

The interim report was released on 26 March 2021 and focused on imports. The interim report included a framework on how to identify supply chains that are vulnerable to disruption and also identified strategies to manage supply chain risks and circumstances under which government might intervene. The final report, which also looked at exports and was released on 13 August 2021, found that the vast majority of Australia's supply chains are not vulnerable to disruption.

## Strategic business case for a proposed Freight Community System

Transport for NSW has started consultation with freight industry stakeholders to help inform a Strategic Business Case for a proposed Freight Community System.

The Freight Community System would be a neutral and open digitised platform enabling freight supply chain participants to rapidly and securely exchange information to optimise, automate and manage logistics processes, by providing visibility of data across freight supply chains.

The Freight Community System would incorporate air, road, rail and sea supply chain networks, increasing productivity and efficiency across multiple intermodal points. It would aim to solve operational problems and visibility issues for freight supply chain operators throughout a product's entire journey.

To keep up to date with the latest progress, visit [www.transport.nsw.gov.au/projects/current-projects/freight-community-system](http://www.transport.nsw.gov.au/projects/current-projects/freight-community-system)

## Independent Review of the Victorian Ports System

The Independent Review of the Victorian Ports System was the first holistic review into the ports system in 20 years, and was released in September 2021 following extensive consultation across industry and stakeholders, including commercial port and local port operators. Overall, the Review made 63 recommendations together with long-term reforms that reinforce open market access to ensure the sustainable economic future of Victoria's ports.

The full Victorian Government response addresses these recommendations, while setting out the three main areas of action:

- Establishing Ports Victoria, including creating Ports Victoria's legislative charter, and outlining key reforms including to pilotage and towage services.

- Developing the Victorian Commercial Ports Strategy which will further define the government's stewardship role and articulating the key steps in ensuring the future of Victoria's ports.
- Local ports and waterway management reforms that will seek to effectively support the economic and social value of these assets.

The Victorian Government has delivered on the review recommendations by creating Ports Victoria - a new state port entity to lead the strategic management and operation of Victorian commercial ports and waterways. Ports Victoria is headquartered in Geelong, recognising the city's important role in Victoria's ports system through Geelong Port and the future relocation of the Spirit of Tasmania.

## Victorian Commercial Ports Strategy

Following completion of the Independent Review, the Victorian Government has commenced developing a new Victorian Commercial Ports Strategy as a key response to the Review of the Victorian Ports System, responding to industry's feedback for a state-wide vision for the commercial ports sector.

With a 30-year vision, the key themes and directions identified for the strategy include:

- Bay West: establishment of protections to ensure future capacity, refinement of landside and waterside port options, relationship with Port of Melbourne capacity, and baseline data collection.
- Trade demand: the port strategy will explore trade and industry trends impacting the sector and what infrastructure and policy responses may facilitate sector growth and resilience, including the role of ports in responding to changing energy trends.
- Transport network capacity: providing detailed analysis of each commercial port landside connectivity to ensure port capacity is not constrained.
- Port of Geelong channel optimisation: Geelong port competitiveness is currently constrained by its channel characteristics and depth.
- Commercial port land-use protection: clarify and strengthen planning protections to reduce ambiguity and prevent incompatible and sensitive land use development in and around the port environs.
- Other themes identified in the review, such as Corner Inlet and potential commercial opportunities.

These themes have been informed by extensive stakeholder consultation with the ports sector as part of the Independent Review of the Victorian Ports System. The new strategy will further define the Victorian Government's stewardship role, outlining the key steps in ensuring the future of Victoria's commercial ports.



## Freight and Logistics Toolkit

In March 2021, the Tasmanian Government released a Freight and Logistics Toolkit to support Tasmanian businesses to increase long-term competitiveness and viability through freight and logistics improvements.

The Toolkit, an initiative under the Trade Action Plan 2021, was developed in collaboration with the Tasmanian Logistics Committee and the Tasmanian Transport Association. It provides trading businesses with the knowledge and resources they need to transport their products globally.

Along with an overview of the Tasmanian freight and logistics environment, and considerations for moving products out of Tasmania, the Toolkit also includes a register of Tasmanian freight and logistics suppliers operating in the state.

The Freight and Logistics Toolkit is now available at [www.trade.tas.gov.au](http://www.trade.tas.gov.au).

## Victorian Heavy Vehicle Roadmap

The Heavy Vehicle Roadmap is a Victorian Government initiative to streamline the current permit processing system and remove the cost and delays to industry when obtaining permits for heavy vehicles on Victoria's road networks.

The Roadmap seeks to streamline the permit processing system and remove costs and delay to industry when obtaining permits. Its 30 short-, medium- and long-term initiatives were developed in response to:

- the significant increase in demand for heavy vehicles access due to Melbourne's population growth
- industry's move to High Productivity Freight Vehicles
- the roll-out of Victoria's Big Build and
- the Victorian Government's commitment to renewable energy.

The Victorian Government, via the State budget and Regulatory Reform Incentive Fund, has allocated \$7.5 million to delivering the medium- and long-term initiatives outlined in the Roadmap. This will fund:

- the addition of 700 kilometres of approved arterial roads to the High Productivity Freight Vehicle network
- the development and publication of pre-approved maps for 6,7,8 and 9 axle cranes (predominantly used for major projects) and Platform trailers operating at up to 200 tonnes and
- the development of specifications for an automated structural assessment system that will provide near real-time bridge assessments with no cost or delay to industry.

## Western Australian Revitalising Agricultural Region Freight Strategy

The final Revitalising Agricultural Region Freight Strategy sets the direction for future investment in freight infrastructure in the key agricultural regions of Western Australia. Western Australia's agriculture and food sector represents about 10 per cent of the States' economy and continues to grow. The Strategy identifies and prioritises specific infrastructure upgrades and suggests regulatory and policy measures that will help make freight transport in Western Australia's agricultural regions more productive, efficient and safer.

The Agricultural Supply Chain Improvements program is the implementation phase of the Strategy, which includes the compilation of business cases to attract funding, and the eventual delivery of construction works.

In May 2021, a joint State and Commonwealth funding contribution of \$200 million was announced for the first package under the Agricultural Supply Chain Improvements program. The funding has been committed for high priority freight projects, to be delivered over a four-year period.

## South Australia Regional Freight Productivity Project

The South Australian Department of Infrastructure and Transport has funded the SA Freight Council to undertake a Regional Freight Productivity Project to improve the transport and logistics efficiency of freight generating sectors. The Regional Freight Productivity Project provides an opportunity for councils to improve understanding of freight challenges in regional South Australia and to raise freight issues in their region.

The project will support future state infrastructure and sectoral planning activities by providing problem and opportunity statements that will define future regional freight challenges for South Australia.





# 5 Actions underway



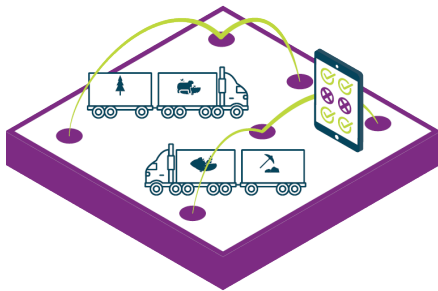


# Looking ahead over the coming year...



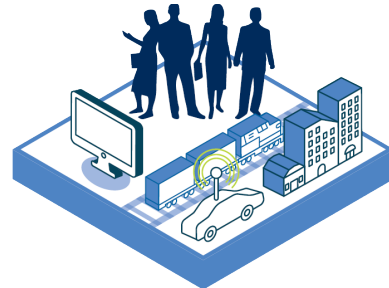
## Smarter and targeted infrastructure investment

- The first stage of construction to upgrade the Tasman Highway Sideling is scheduled to commence in 2022.
- Works on the Port of Burnie Shiploader Upgrade are expected to start in late 2021 and be completed in late 2022.
- Construction on the M12 Motorway project is expected to commence in early 2022.



## Better planning, regulation and coordination

- The multi-use bulk goods conveyor at the Port of Bundaberg will commence construction in late 2021/early 2022, and a pre-feasibility study on the future potential for an outer harbour will be completed in early 2022.



## Enable improved supply chain efficiency

- In July 2022, the Australian Government will launch the New Employment Services Model.
- The Queensland Government is developing the Zero Net Transport Emission Roadmap, expected to be finalised by early 2022.



## Better freight location and performance data

- Work on the Australian Government's survey of freight supply chain information management systems in use across Australian freight and related industries will commence in late June 2021 and be completed by end March 2022.

## A closer look: National Urban Freight Planning Principles

With urban freight volumes predicted to increase 60 per cent by 2040, pressures on freight networks will grow. Congestion, freight curfews and limits on heavy vehicle access are expected to worsen as Australia's increasing population drives competition for land and space on transport networks.

On 28 May 2021, Infrastructure and Transport Ministers endorsed the National Urban Freight Planning Principles to help meet this challenge. The Principles will guide land use decision-making across all levels of government to improve planning for freight in Australia's metropolitan areas.

The Commonwealth, together with states and territories and industry, developed the Principles in response to industry calls for improved consideration of freight in transport and land use planning. The Principles reflect outcomes from public consultation with over 60 organisations and individuals across the planning sector and freight industry.

From next year, each jurisdiction will report on their practical actions to implement the Principles through the National Freight and Supply Chain Strategy annual reporting process. Some early actions include:

- The Australian Government's commitment in the 2021-22 Budget of an additional \$12.1 million over three years for the National Heavy Vehicle Regulator to fund engineering assessments for local government owned road networks (Phase 2 of the Strategic Local Government Asset Assessment Project).
- The Western Australian Government proposes to use its strategic planning and policy exercises to encourage planning authorities to apply the principles, including the Perth and Peel @ 3.5M sub-regional planning frameworks; State Planning Policy 5.4 – Road and Rail Noise; draft State Planning Policy - 4.1 Industrial Interface and Development Control Policy 4.1 Industrial Subdivision.
- Queensland Government departments will review the State Planning Policy provisions to reflect the approved Urban Freight Planning Principles.

<https://www.freightaustralia.gov.au/what-are-we-doing/urban-freight-planning-principles>



## 5.1 Snapshots across the nation

### Australian Government

[www.infrastructure.gov.au](http://www.infrastructure.gov.au)

The Australian Government continues to partner with State and Territory Governments to ensure our freight moves efficiently across the nation and the freight industry and community are supported during this challenging period. The Freight Movement Protocol and Code, agreed by National Cabinet in July and August 2020 respectively, have been critical in ensuring freight continues to move across Australia during the pandemic. The Protocol and Code provide seek to maximise nationally consistency for industry in managing the risk of COVID-19 while keeping freight moving and protecting the Australian community.

In terms of practical industry support, the Australian Government has extended the International Freight Assistant Mechanism to 30 September 2021 to keep global air links open in response to the ongoing effects of the COVID-19 pandemic. Work continues on the Government's \$110 billion Infrastructure Investment Program to bust congestion, better connect our regions, improve safety on our roads and meet our national freight challenge. The National Freight Data Hub also enters a new phase, with the Australian Government's additional commitment of \$16.5 million over four years. The Hub will enhance the collection and access to freight data across all modes.

### New South Wales

[www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)

The New South Wales Government continues to progress delivery of the initiatives under the NSW Freight and Ports Plan in support of the national critical areas of smarter and targeted infrastructure investment; enable improved supply chain efficiency; better planning, coordination and regulation; and better freight location and performance data. Investment in infrastructure is being undertaken by the New South Wales Government to improve supply chain efficiency by increasing connectivity in the transport network through:

- Improving connectivity across NSW on the road and rail network through the delivery of the Fixing Country Bridges Program, Fixing Local Roads Program and Fixing Country Rail Program.
- Delivery of major road infrastructure projects across Greater Sydney and regional NSW, including duplication of the Pacific Highway between Hexham and the Queensland border as well as the opening of NorthConnex and M8 Motorway.

The New South Wales Government is undertaking planning to meet the needs of the growing freight task, including planning for Western Sydney Freight Line through progressing corridor preservation and the Lower Hunter Freight Corridor through consultation on corridor options. The New South Wales Government is also planning to maximise the benefits of Inland Rail through the designation of Special Activation Precincts at key locations along Inland Rail, such as Parkes and Moree, to support integration with intermodal and business development opportunities.

To improve supply chain visibility, a Freight Community System is being progressed through the development of a Strategic Business Case. The project aims to solve operational problems and visibility issues for freight supply chain operators through a product's entire journey. Consultation with the freight industry is being undertaken in the development of a Strategic Business Case. Local councils and industry are being supported in planning for freight and servicing demands of new buildings and precincts as part of the planning process through a new Last Mile Toolkit. It also promotes better management of freight and servicing for existing buildings.



Significant progress has continued on the Victorian Implementation Plan, despite increased freight demand due to the COVID-19 Pandemic. All three metropolitan intermodal terminals on the Port Rail Shuttle Network are now in development, and services are expected to be operational from 2022. Construction on a new on-dock rail terminal at the Port of Melbourne has also commenced and will provide significant efficiency gains to freight on rail at the Port of Melbourne. The Interstate Freight Terminal business case was completed, confirming Truganina as the preferred location, and access corridors to proposed terminals' locations are now protected.

The High Productivity Freight Vehicle (HPFV) network was expanded to 25 per cent of preapproved arterial roads, with HPFVs able to use them without permits. Government investment in road networks continued, with one metropolitan and four regional bridges strengthened along the Hume and Goulburn Valley Highways. The full Government Response to the Independent Review of the Victorian Ports System was announced in August 2021 and included the commitment to develop a Victorian Commercial Ports Strategy for 2022. The Voluntary Port Performance Model was implemented, and the National Transport Commission is considering introducing a similar national model.

In 2020-21, Queensland delivered the Queensland Freight Action Plan and 10 Regional Transport Plans that cover the entire state. The year saw the completion of construction of enabling infrastructure for the Central Queensland Inland Port (Yamala Hub) and the official opening of the Agtech and Logistics Hub in Toowoomba.

The Queensland Government also completed the \$635 million Warrego Highway Upgrade Program.

Building on these actions, the Queensland Government also announced joint funding of \$500 million for upgrades to the Inland Freight Route between Charters Towers and Mungindi on the New South Wales border. There have been significant increases in investment in freight related infrastructure and initiatives through:

- the Queensland Transport and Roads Investment Program (QTRIP) 2020-21 to 2023-24 - an increase of approximately \$3.9 billion on QTRIP 2019-20 to 2022-23.
- a jointly funded plan to upgrade sections of the Landsborough and Capricorn Highways and surrounding roads, as part of the Mount Isa to Rockhampton corridor upgrade.

South Australia continues to progress actions under the National Freight and Supply Chain Strategy. Key highlights for 2020-21 include:

- Northern Connector and Regency – Pym sections of North-South Corridor open to traffic creating a non-stop corridor from the Sturt Highway to the River Torrens.
- Commitment to tunnel solution for Torrens to Darlington section of North-South Corridor
- Funding secured for the capping and sealing of the Strzelecki Track and completion of 50km of sealing north of Lyndhurst.
- South Australia High Productivity Vehicle Network Access initiative added to Infrastructure Australia's 2021 Infrastructure Priority List. Development of a core PBS level 4A network across the State will maximise the efficiency of regional, intrastate and interstate supply chain connectivity to the north, south, east and western states and territories in Australia.
- Commencement of a Regional Bulk Export Supply Chain Study which will inform Government on efficient and sustainable solutions that support economic growth in South Australia.

The Western Australian Government is committed to supporting and enabling safe, efficient and sustainable freight supply chains, in line with the objectives of the National Freight and Supply Chain Strategy. Throughout 2020-21, the WA Government continued to work with all levels of government and industry to manage the impacts of COVID-19 on domestic freight supply chains. For example, as part of its Covid-19 Recovery Plan, the State Government committed \$6.1 million for a pilot Heavy Vehicle Driving Operations Skill Set training program. The training program, developed in consultation with the WA transport industry, is expected to train an estimated 1,000 skilled workers by 2023. It is designed to target a cross section of the current and potential workforce to attract, train and recruit drivers to enhance industry productivity and safety; and help deal with skills shortages across multiple industry sectors exacerbated by the pandemic.

An integral component of the initiatives is to promote Industry engagement and active participation from prospective employers and industry veterans to provide a holistic view of the career opportunities available as a result of the new or improved skills provided through the course.

The WA Government delivered several freight planning and operational projects in 2020-21, including the Westport Stage 2 report, which identified the location for a new container port; the Kwinana Northbound Smart Freeway project; and the Northern Australia Roads and Beef Roads program. The State and Commonwealth Government committed funding for several road and rail infrastructure projects to be delivered in the coming years, including \$200 million for the delivery of agricultural supply chain improvements; \$50 million for improvements to rest areas and facilities across the state to ensure better fatigue management; and an additional \$100 million for the Wheatbelt Strategic Freight Network.

The WA Government also engaged with university, industry and local government to help deliver digital infrastructure for the freight industry, including the FreightSync Roadmap project that aims to link road freight data and traffic management systems in real time.

As in other jurisdictions, Tasmania's supply chains continue to be affected by the impacts of COVID-19. Businesses are facing challenges in relation to increased international shipping costs and delays, market access, container availability, delays and shortages of some products and inputs, and restricted air freight options. The Tasmanian Government is working closely with businesses, across all sectors, to monitor and understand these impacts.

Investment in freight infrastructure is key to supporting more efficient freight supply chain operations. The Tasmanian and Australian Governments have committed a total of \$576 million to build a new Bridgewater Bridge north of Hobart. The Bridge is part of the key Burnie to Hobart Freight Corridor, which connects all of Tasmania's major ports, intermodal hubs, population and industrial centres. Construction will commence in 2022 with traffic on the Bridge by the end of 2024.

Investment elsewhere on the Burnie to Hobart Freight Corridor includes continued delivery of the Midland Highway and Bass Highway 10-year Action Plans, and tranches two and three of the Tasmanian Freight Rail Revitalisation Project. Recent commitments to major upgrades at Burnie and Devonport Ports will allow access by larger vessels, improve landside efficiency and facilitate higher volumes of freight, while upgrades at Launceston Airport will provide new purpose-built, freight facilities.

The Northern Territory Government continues to implement its Territory-Wide Logistics Master Plan which was released in June 2020. The purpose of the Master Plan is to facilitate increasing freight and logistics connections and capacity that captures both international and domestic trade for the Territory. The Master Plan includes actions to address the following priority areas:

- Targeted Infrastructure Investment;
- Integrated Logistics and Land Use Planning;
- Supply Chain Positioning; and
- Regulation and Safety Improvements.

The Master Plan complements and forms the Northern Territory's Implementation Plan under the National Freight and Supply Chain Strategy.

In addition, the Northern Territory Government is delivering initiatives to further support the freight and logistics sector, including the formation of an NT Logistics Advisory Council with representation from key transport and logistics industry representatives. The Council will act as an advisory body to the Territory Government on logistics issues, as well as providing a mechanism for collaboration to drive intermodal efficiencies and improve the Territory's transport and logistics supply chains.



The ACT Government continues to invest significantly in well planned and carefully delivered transport infrastructure to meet core service delivery needs, support our ongoing economic growth, while also driving Canberra's transition to a zero emissions future. Major infrastructure projects support an efficient, safe, and sustainable freight network and services for a growing ACT and regional economy.

The ACT keeps maintaining strong relationships with NSW Government, Canberra Region Joint Organisation local councils, regional producers and the Canberra Airport as a national and international freight hub. The top priority is developing research and delivering infrastructure for the key freight corridors such as the Monaro and Barton Highways, east-west and south-west freight corridors such as Parkes Way and Tuggeranong Parkway to ensure a resilient and effective road transport system for the ACT and region.



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# Appendix A:

# Completed actions



# Action Area 1

## Smarter and targeted infrastructure investment

Location	Description
National	Round 5 of the Bridges Renewal Program has committed more than \$140 million in funding for 205 projects.
National	Round 7 of the Heavy Vehicle Safety and Productivity Program has committed more than \$140 million in funding for 146 projects.
National	Under the Heavy Vehicle Safety Action Plan, the first of six Intelligent Transport Systems (ITS) enabled rest area sites (at Ogmores) were operational at the end of October 2020.
National	More than 1,270 base stations have been funded under the Mobile Black Spot Program, with over 946 now in operation. Completed base stations are providing new and improved mobile coverage to more than 8,000km of major transport routes.
National	The National Broadband Network is now fully operational.
New South Wales	Under the Western Sydney Infrastructure Plan: <ul style="list-style-type: none"> <li>• The Northern Road (upgrade): Stages 1, 2, 3, 4 and 6 have opened to traffic.</li> <li>• Bringelly Road (upgrade): Stage 2 opened to traffic in December 2020.</li> <li>• Local Roads Package (improvement works): Round 1 and Round 2 projects are complete.</li> <li>• The Werrington Arterial Road, intersection of Ross Street and Great Western Highway and Bringelly Road are complete.</li> </ul>
New South Wales	The Parkes to Narromine section of Inland Rail was completed in September 2020.
Queensland	The Toowoomba Wellcamp Trade Distribution Centre was officially opened in July 2021.
Queensland	Construction of enabling infrastructure for the Yamala Hub is complete and the Queensland Government's financial commitment to this project has been finalised.
Queensland	Major projects completed under the Bruce Highway Upgrade Program include Townsville Northern Access, Sandy Gully Bridge Upgrade, Cattle and Frances Creek upgrade (south of Ingham), Townsville Ring Road Stage 4, Mackay Ring Road – Stage 1, Yeppen Flood Plain Upgrade (Rockhampton), Cooroy to Curra Sections A and C and Boundary Road Interchange (Narangba).
Queensland	Safety improvements delivered as part of Bruce Highway Upgrade Program include hundreds of kilometres of wide centre line treatments, shoulder sealing and audio tactile line markings, 30 new rest areas/stopping places and various intersection improvements (such as protected right-hand turns) along the corridor.
Queensland	The \$635 million Warrego Highway Upgrade Program is complete.
Western Australia	Four telecommunications base stations were completed in 2020-21 under the Regional Telecommunications Project.
Western Australia	98 Route development and management plans for the rural WA network have been completed.
Western Australia	The Smart Freeway (Kwinana Northbound) became fully operational in August 2020.
Western Australia	The third and final section of the NorthLink WA road initiative, a 22km dual carriageway between Ellenbrook and Muchea, was completed in April 2020.



Location	Description
South Australia	Sturt Highway - Renmark to Gawler: Shoulder Sealing and curve widening works completed in June 2021 (Roads of Strategic Importance).
South Australia	Initial safety works under the Rural Roads Package have been completed with the full package of works expected to be open to traffic by December 2022.
South Australia	The upgrade to motorway standard under the North-South Corridor: Darlington Upgrade Project of approximately 3.3km of the existing Main South Road was open to traffic in July 2020.
South Australia	The six-lane, 15.5km Northern Connector Project motorway opened to traffic in March 2021.
South Australia	A new 1.8km section of non-stop motorway connects completed motorway sections of the North-South Corridor: South Road- Regency to Pym Street project, resulting in a 47km non-stop motorway between Gawler and the River Torrens. The Regency Road overpass opened to traffic in late March 2021.
South Australia	The Adelaide to Tarcoola re-railing project was completed in early 2021.
South Australia	Major construction works for the Main North/McIntyre/Kings Road intersection upgrade commenced in late January 2021 and the project opened to traffic in June 2021.
South Australia	<ul style="list-style-type: none"> <li>Thomas Foods Facility – Road construction commenced in June 2020 and completed in December 2020.</li> <li>Dublin Saleyards – Construction commenced March 2021, planned open to traffic July 2021.</li> <li>Kroemers Crossing – Construction/delivery completed August 2020.</li> <li>Naracoorte Roundabouts – Stage 1, roundabouts completed June 2020.</li> <li>Bratten Bridge – Completed July 2020.</li> </ul>
Tasmania	22 projects have been delivered to date to improve safety for passenger and freight users on the Midland Highway.
Northern Territory	In late 2020, the freight and cold storage facility at Darwin International Airport was completed under the NT Airports Expansion Program and is now fully operational.
Northern Territory	Under the Remote Telecommunications Co-investment Program, four sites have been completed to date.
Australian Capital Territory	The first project under the Monaro Highway and Pialligo Avenue Improvements Program, namely safety improvements on the Monaro Highway near the NSW border, was completed and opened to traffic in mid 2020.
Queensland, Western Australia, Northern Territory	13 projects under the Northern Australia Roads Program have been completed. Projects included upgrades and safety and productivity improvements, such as road widening, overtaking lane construction and pavement renewal.
Queensland, Western Australia, Northern Territory	The Northern Australia Beef Roads Program is in its final staged with 17 projects completed.
New South Wales	The Sydney Airport Road Upgrades have been completed.
New South Wales	Duplication of the Pacific Highway from Hexham to the Queensland border was completed in December 2020 following the completion of the Woolgoolga to Ballina section.
New South Wales	The NSW Heavy Vehicle Access Policy Framework initiative is complete. Transport for NSW has also published a Performance Based Standards (PBS) 2B Tier 1 network.



## Action Area 2

### Enable improved supply chain efficiency

Location	Description
National	The Australian Government's Your Career website was launched in October 2020 ( <a href="https://yourcareer.gov.au">yourcareer.gov.au</a> ). A dedicated freight and supply chain page has also been created on the Department of Education, Skills and Employment Jobs Hub ( <a href="https://www.dese.gov.au/covid-19/jobs-hub">https://www.dese.gov.au/covid-19/jobs-hub</a> ).
National	As at 30 June 2021, there has been more than \$22 million allocated to 89 projects across five rounds of the Heavy Vehicle Safety Initiative. In 2020-21, \$5.5 million was provided for round five of the program.
National	The National Urban Freight Planning Principles were endorsed by Infrastructure and Transport Ministers on 28 May 2021.
Western Australia	The campaign "Thank Freight for That!" resulted in an increased awareness of the role of freight by the community. The campaign ran 23 November 2020 to 20 December 2020 and had 600,000 views.
Western Australia	WA has established and implemented a Performance Based Standards policy that is supported by a suite of guidelines relating to the application process, assessment process, access arrangements and auditing regime.
Western Australia	The first Outback Way works package to seal the Great Central Road is well underway, with 20km of the first 40km now sealed.
Tasmania	Direct international flights between Hobart and Auckland re-commenced in April 2021 after more than 20 years.
Tasmania	The Time Traffic Congestion Management System is now fully operational and in use within the Traffic Management Centre.
Tasmania	Traffic Signal infrastructure upgrades and the installation of smart traffic management technology under the Launceston City Deal is complete.
New South Wales	The NSW Government's first smart motorway, the M4 Smart Motorway project, was permanently switched on in December 2020 to introduce intelligent technology to the M4 Motorway between Pitt Street, Mays Hill and Mulgoa Road, Penrith.

# Action Area 3

## Better planning, coordination and regulation

Location	Description
National	The Australian Transport Assessment and Planning urban freight modelling guidelines were finalised in April 2021. The guidelines will ensure consistency in modelling freight demand, or heavy vehicle movements, in urban transport models across jurisdictions. They are available at <a href="https://www.atap.gov.au/tools-techniques/index">https://www.atap.gov.au/tools-techniques/index</a> .
National	The National Heavy Vehicle Regulator (NHVR) Return of Delegations Project officially concluded on 30 June 2020 and the NHVR now processes all heavy vehicle road access applications and issues permits in all participating states and territories.
National	Under the Performance-Based Standards scheme, the revised Frontal Swing Standard was implemented in April 2020 and the Stability Under Braking (DSUB) standard was endorsed by Infrastructure and Transport Ministers in May 2021.
National	31 of the 38 recommendations of the Oversize Overmass (OSOM) Vehicle Access Arrangements Review have been completed. The remaining seven recommendations will be progressed through the National Transport Commissions proposed work plan for the Heavy Vehicle National Law review.
National	In 2020–21, the first phase of the Simplified Trade System (STS) agenda was completed. A whole of government STS Implementation Taskforce has been established in the Trade Portfolio.
National	The Productivity Commission released its final report on National Transport Regulatory Reform on 1 October 2020 ( <a href="http://www.pc.gov.au/inquiries/completed/transport#report">www.pc.gov.au/inquiries/completed/transport#report</a> ).
National	The National Emerging Aviation Technologies Policy statement was released in May 2021.
South Australia	The Planning and Design Code came into effect in the urban areas of South Australia from 19 March 2021.
New South Wales	Transport for NSW has published the Last Mile Toolkit.
New South Wales	Contract for the amplification of the Southern Sydney Freight Line has been awarded.

## Action Area 4

### Better freight location and performance data

Location	Description
National	Phase 1 of the Transport Network Strategic Investment Tool (TraNSIT) Supply Chain Benchmarking Dashboard has been complete and will be released on the National Freight Data Hub later in 2021.
National	The Inland Rail supply chain baseline mapping using TraNSIT was completed in 2021.
National	Since the 2019 International benchmarking of key import and export supply chains pilot, continued progress on developing and providing international benchmarking capability has included: <ul style="list-style-type: none"><li>· Publication of detailed International Supply Chain Benchmarking research into the grain and cement supply chains (2021)</li><li>· Development of a supply chain benchmarking dashboard</li><li>· Targeted and detailed international data collection and benchmarking analysis for containerised imports, seafood, dairy, timber products, fuel, and vehicles.</li></ul>
National	The National Freight Data Hub prototype website was launched in May 2021 as an early demonstration of the value of improved freight data. The website includes 125 datasets in the first curated and searchable national freight data catalogue.
New South Wales	A “NSW Freight Data Hub” on the Transport for NSW website that links multiple sources of data to support evidence-driven decisions has been completed.



# **Appendix B:**

## **Case studies and snapshots**



# Smart Freeway Kwinana Northbound

## Case study

### Project summary

Freeway congestion in Perth represents a growing barrier to the efficient and reliable movement of people and goods around our city. Main Roads WA has been undertaking short and long term planning on the Mitchell and Kwinana Freeways to ensure consistent, reliable and improved travel times for all road users. The Transforming Perth's Freeways strategic program has been developed to provide a holistic approach to transform Mitchell and Kwinana Freeways as Perth's population is expected to grow to over 2.7 million between 2031 and 2036.

The Smart Freeway Kwinana Northbound project was designed to reduce congestion, improve safety and make better use of existing infrastructure. This project was the largest Intelligent Transport Systems (ITS) project Main Roads WA has ever undertaken. More than 800 ITS devices were installed on the Kwinana Freeway northbound to create a Smart Freeway. The devices support smart technologies used to enable an All Lanes Running system between the Canning Highway and the Narrows Bridge, where the emergency lane was converted into an additional traffic lane. In addition, these technologies also enable adjustments to speed limits to facilitate more traffic during busy periods, open and close traffic lanes in the event of an incident and control the flow of traffic onto the freeway via the on-ramps.

A Smart Freeway was the best solution for the constrained section between Canning Highway and Narrows Bridge where the railway and Swan River prevented traditional widening. The project delivered greater journey reliability and improved travel times, enhanced safety and reduced construction costs.

### Project delivery

Despite the changes in travel patterns and increased traffic demand brought on by the ongoing impacts of COVID-19, this stretch of the Kwinana Freeway is achieving an average travel time saving of five minutes on a regular basis, while also accommodating on average a 13 per cent traffic increase across the Narrows Bridge during the morning peak hour. Servicing a greater volume of traffic with improved travel times, this section of Kwinana Freeway is now more productive and efficient than ever before.

Along with installing new technologies and traffic signals at five northbound on-ramps, Perth's first Smart Freeway involved converting the emergency lane into an additional traffic lane, from Canning Highway to the Narrows. With Main Roads WA trained staff managing traffic on the freeway and entry ramps, congestion has been reduced, safety increased, and travel times improved.



## Details at a glance

Action Area	Delivery	Location	Timeframe	Financial
Smarter and targeted infrastructure investment	Infrastructure construction, installation and road upgrades delivered by a Main Roads Alliance model.	WA across the cities of south Perth and Melville leading into the Perth City CBD.	2018 to 2020.	Funded between the Australian (\$51.3 million) and Western Australian (\$12.8 million) Governments.

## Closer look

### Impact on freight and supply chains

The Mitchell and Kwinana Freeways – Perth's north/south transport spine – was identified by Infrastructure Australia in its recent audits as needing attention to address congestion. The area between Canning Highway and the Narrows Bridge, nearly half of the 16.8km project, is a location where space precluded a traditional road widening approach, but ideally suited the installation of ITS technologies to assist the journeys of the 90,000+ vehicles who travelled this route daily.

The new smart technology allows Main Roads' Road Network Operations Centre to actively manage the freeway in real time by opening and closing traffic lanes and adjusting speed limits when required.

New traffic signals have also been installed on five northbound on-ramps from Farrington Road to Cranford Avenue. This helps regulate the number of vehicles entering and manage stop/start conditions on the freeway, improving congestion and make merging easier and safer during busy periods.

### Stakeholder engagement

There were pockets of stakeholders who were directly impacted by construction activities, but the introduction of the overhead gantries and LUS were largely restricted to areas without homes nearby. Several thousand households were targeted with information about the project through direct mail. At times when night construction noises were to impact homes, targeted communications were provided to key addresses.

All users of the Kwinana Freeway system were targeted through a \$1 million intensive education campaign to inform people of what to expect on the roads and how drivers should react. The campaign drove stakeholders to a purpose-built website which provided large volumes of easily explained and accessible information.

This campaign involved television, radio, outdoors and other advertising spending, as well as significant social and traditional media channels. Detailed project briefings were also provided to industry body groups throughout the project life to increase understanding of the new technology being introduced.



## Project delivery

The project was delivered as a Main Roads Alliance between BMD Constructions, Ventia, Arup and Main Roads WA.

Benefit	Extent realised	Description
<b>Travel reliability</b>	All benefits realised	Greater reliability of travel times and throughputs supporting the reliable movement of people and freight.
<b>Efficiency</b>	All benefits realised	<p>Greater efficiency of vehicle movement through improved operational control and optimised installation of ITS, resulting in reduced and more reliable journey times. Over the past ten months, the Smart Freeway has seen a significant increase in traffic volumes due to the impacts of the COVID-19 pandemic and a lower uptake of Public Transport.</p> <p>On a day-by-day basis, operation of the Smart Freeway on Kwinana Freeway Northbound are impacted by a number of factors but is now achieving an average travel time saving of five minutes on a regular basis while also accommodating on average a 13 per cent traffic increase across the Narrows Bridge during the morning peak hour, without building any new lanes on the bridge. Servicing a greater volume of traffic with improved travel times, this section of the Kwinana Freeway is now more productive and efficient than ever before.</p>
<b>Safety</b>	Most benefits realised	Improve safety through the implementation of solutions with a proven record in congestion management and incident response.
<b>Enhanced driver information services</b>	All benefits realised	Provide appropriate, clear and timely information to road users enabling informed and reliable decision-making.
<b>Exemplar</b>	Most to all benefits realised	Provide a successful example for future Smart Freeway initiatives, building upon existing standards and creating new best practice approaches. The ITS used on the Smart Freeway required technologies and equipment that were not readily available in the State. COVID-19 complicated the build during 2020 and, instead of consultants and technicians coming to Perth from overseas or over east, local technicians and companies had to step up, educate themselves and work remotely with the experts that could no longer get to Western Australia. This knowledge transfer and experience gained by Western Australian based providers will assist with the delivery of future Smart Freeways.
<b>Travel times</b>	All benefits realised	Savings of up to ten minutes for peak period travel from Roe Highway to the Narrows Bridge were regularly achieved during the first months of operation.

Input	Forecast	Actual	Description
Delivery time	2020	Mid 2020	This was the first Smart Freeway planned and constructed by Main Roads and consequently the delivery forecasts were very conservative in case of unknowns. This was important as COVID-19 impacted delivery of ITS components and interfered with travel plans of experts, and work schedules for Alliance personnel.
Indigenous employment and contract awards	3.5 per cent	5.7 per cent	The projects SmartWay Alliance (BMD Constructions, Ventia, Arup and Main Roads) exceeded the spending target with considerable expenditure going to Aboriginal businesses involved with electrical and technical services. As well, the project was able to reach employment levels of close to 10% across the life of the project.

## Lessons learned

Given this was the first “Smart Freeway” designed and constructed within Western Australia, Main Roads WA has been able to identify a range of improvements which can now be delivered through the next Smart Freeway project, “Smart Freeway – Mitchell Southbound”.

The constrained nature of the site tested and improved the knowledge around construction practices within Main Roads WA. This knowledge is now being applied to other Main Roads projects where land constraints come into play.

Other key learnings included managing technology commissioning during COVID-19 travel restrictions and the different tools to use; operational readiness trials with emergency services prior to opening proved exceptionally valuable in testing processes and technology; and a recognition of the importance of involving operations’ and asset owner teams throughout the design and delivery of construction projects.

# Pacific Highway Upgrade

## Case study

### Project summary

The Pacific Highway Upgrade program was a jointly funded Australian and NSW Government project to duplicate one of Australia's busiest transport corridors between Sydney and Brisbane. The Pacific Highway corridor is both a significant freight route and an important part of many Australian family driving holidays.

Commencing in 1996, the program constructed 600 bridges and upgraded 657km of road to a four-lane dual-carriageway from Hexham, near Newcastle to the Queensland border, with the final stage of duplicated highway opening to traffic in December 2020. It is one of the significant life-saving investments the Government is rolling out to deliver a more reliable and safe road network.

The program comprised four main sections, Hexham to Port Macquarie, Port Macquarie to Coffs Harbour, Coffs Harbour to Ballina and Ballina to the Queensland border. Within these sections more than 40 individual projects were delivered. All projects are now open to traffic with minor finalisation activities continuing on some projects such as landscaping, operational and environmental monitoring and defect rectifications.

The Program has delivered a safer, more efficient dual-highway which has reduced travel times, freight transport costs and the amount of fatal crashes along the corridor. It has also improved the amenity of many townships, and helped local tourism and other industries by better linking their businesses with the large market places of Sydney and Brisbane.





## Details at a glance

Action Area	Delivery	Location	Timeframe
Smarter and targeted infrastructure investment	Infrastructure construction	New South Wales	1996 to late 2020.

### Financial

Since the beginning of the program, the Australian and NSW Governments have invested more than \$15 billion. The total estimated Australian Government spend since 2013 has been \$5.63 billion.

## Closer look

### Impact on freight and supply chains

The Pacific Highway Upgrade program has increased freight efficiency and productivity for transport operators – reducing costs to business, including travel time, fuel and vehicle costs. Key highway upgrades such as this one support Australia's growing freight needs and will continue to do so in the future. They also increase Australia's international competitiveness by lowering freight input costs.

While the focus of the project was to deliver a safer journey for all road users on the 657km Pacific Highway, there have been immense benefits to the agriculture and tourism sector, as well as for local businesses and other sectors as a result of a smoother, faster and more reliable highway.

Over the project's life, the Pacific Highway Upgrade has been a major contributor to Australia's economic activity, delivering social, economic and employment benefits to regional areas. More than 100,000 direct and indirect jobs have been generated over the life of the program with more than 3,000 direct jobs supported during the peak of the Woolgoolga to Ballina project alone, injecting millions of dollars into local economies.



Benefit	Extent realised	Description
<b>Intended Strategy objective</b>		
Smarter and targeted infrastructure investment	All benefits realised	The Pacific Highway Upgrade has supported the strategy objective of smarter and targeted infrastructure investment on a key freight route throughout the life of the program by ensuring that Australia's growing freight needs are met and that freight is moved in a more economically and travel efficient manner.
<b>Project benefits</b>		
Improved freight efficiency and connectivity	All benefits realised	<p>The freight industry is the lifeblood of the NSW economy and worth \$66 billion to the state. Therefore, it is crucial that domestic and international supply chains are serviced by resilient and efficient key freight corridors. The upgrades on the Pacific Highway, one of the most critical links in the National Land Transport Network, have improved freight productivity and offered greater opportunities for regional local businesses to connect with the larger markets.</p> <p>Travel times have been reduced by an average of 2.5 hours across the length of the upgrade, which has reduced the operating costs for freight operators (and other road users) and improved freight efficiency and connectivity.</p>
Road safety benefits	All benefits realised	Since the commencement of the Pacific Highway upgrade in 1996, fatal crashes have more than halved, down from more than 40 per year prior to the upgrade commencing to fewer than 20 in 2019. With the entire route now upgraded to a four-lane divided highway, it is expected that over a 30-year period, 8039 crashes and 4218 injuries will be avoided and 565 lives saved. Improving road safety was achieved by separating traffic, providing more rest opportunities for drivers and including safer access for local residents who access their properties from the Pacific Highway.
Improved amenity	All benefits realised	The Pacific Highway upgrade has improved the amenity of many townships currently along the route. The upgrade has resulted in the highway bypassing more than 30 towns and villages which has generally been found to create positive social impacts as a result of the reduced noise, pollution and traffic and improved safety in these townships.

## Project delivery

The Pacific Highway Upgrade program comprised of over 40 individual projects over the last 24 years. The Coffs Harbour to Ballina section was completed in 2020 and saw seven new rest areas, 198 bridges and 17 interchanges being built. This 204km section comprised of six projects, most notably the 155km Woolgoolga to Ballina project, which is the largest single project undertaken as part of the Pacific Highway Upgrade.

The Woolgoolga to Ballina Project was the final link in the Pacific Highway being fully transformed into a four-lane dual carriageway, resulting in a continuous four-lane divided road between Brisbane and Melbourne.

## Project management

During the delivery, a monthly Management Review Group was convened, with attendees from the Department, TfNSW and the project Delivery Partner, as well as independent advisors. This mechanism provided effective oversight of the progress on the delivery of the project, and a forum to discuss risks/stakeholder concerns, including environmental impacts, monitoring of costs, production trends and commercial issues.

## Stakeholder engagement

As many communities along the Pacific Highway Upgrade route were impacted during the construction phases of the projects, the project team worked closely with local communities, as well as other stakeholders with a strong interest in the projects. A mixture of technology-based activities and conventional engagement activities (e.g. face-to-face community information sessions) were utilised, with social media playing a more critical role in the later years of the upgrade. In the delivery of the Pacific Highway upgrade program, the NSW Government worked with Aboriginal communities to ensure impacts on Aboriginal cultural heritage was minimised and committed to supporting the employment of Aboriginal and/or Torres Strait Island workers.

## Delivery model

The Pacific Highway Upgrade projects were delivered through a mixture of models. Certain projects were designed and constructed by contractors, whereas other projects used designs completed by internal NSW Government staff, with construction contracts awarded to external contractors.

Input	Forecast	Actual
Delivery time	Mid 2016 – late 2020	Planning and preconstruction started in late 2010. Construction commenced in mid-2015 and opened to traffic in December 2020.
Project cost	Final cost is estimated to be \$5.30 billion, including \$4.03 billion of Australian Government funding.	These costs include a planning and preconstruction cost of \$564.6 million, with both the Australian and the NSW Governments contributing \$282.3 million each.

## Lessons learned

The Pacific Highway Upgrade program demonstrated an effective approach to stakeholder engagement through the long collaboration and cooperation between the Australian and NSW Government, as well as with local governments and local and Aboriginal communities. As the program progressed, robust procedures and processes were developed, helping to deliver better outcomes in subsequent projects. For example, informed by previous projects, the construction management plan for the large and complex Woolgoolga to Ballina project was approved by the NSW Department of Planning, Industry and the Environment in only three months.



# Backing Queensland Maritime Jobs

## Snapshot

### Project summary

The Backing Queensland Maritime Jobs initiative is comprised of \$21 million to revitalise and strengthen coastal shipping and create maritime jobs in Queensland. The initiative includes:

- the development of a new coastal shipping service between Brisbane and Townsville
- conversion to a local crew for existing operators
- training and job creation to ensure a sustainable local workforce that will support the new coastal shipping service
- investment in landside infrastructure which has the potential to facilitate coastal cargoes, in collaboration with the publicly owned ports
- the formation of a maritime group that will inform the process

Coastal shipping has the potential to be a vital cog in our state, with 7000km of coastline and 16 trading ports. There are significant opportunities to improve our resilience by revitalising the maritime sector.

### Details at a glance

Action Area	Location	Timeframe
Smarter and targeted infrastructure investment and enable improved supply chain efficiency	Queensland’s coastline from Brisbane to Townsville.	2021-22 to 2023-24 (currently in inception phase).
<b>Financial</b>		
\$21 million (includes funding for infrastructure investment, training for the Queensland maritime sector, incentives for a coastal shipping service, and converting crewed vessels to local crews).		
<b>Delivery</b>		
Work with publicly owned ports to invest in landside infrastructure for a coastal shipping service. Provide incentives to new and existing shipping operators to commence a new coastal shipping service between Brisbane and Townsville. Fee relief and training and wage subsidies for Queensland maritime workers.		

## Closer look

### Impact on freight and supply chains

With freight forecast to grow 26 per cent more in the decade to 2026, a coordinated end to end supply chain approach is required to ensure the movement of the growing freight task. All transport modes will need to work collaboratively to achieve this. Coastal shipping will have a role as a transport option in the future and can offer greater supply chain resilience in the event of disruptions.

A coastal shipping service would also deliver broader benefits to society in the form of regional development, more sustainable and liveable cities, reduced social and environmental externalities, future maritime skill development and greater resilience to the freight industry.

Anticipated benefits	Description
<b>Intended Strategy objective</b>	
Smarter and targeted infrastructure investment	The Queensland Government, in partnership with publicly owned ports and working collaboratively with privately operated ports, will invest in landside port infrastructure that has the potential to facilitate a coastal shipping service.
Enable improved supply chain efficiency	The initiative will supplement traditional road and rail-based forms of transport along the east coast of Queensland, which are typically prone to closures arising from natural disasters.
<b>Project benefits</b>	
Supply chain resilience	Reinvigorating a coastal shipping industry will help build Queensland's capacity and resilience to respond to any future pandemic that disrupts international supply chains, as well as natural disasters like cyclones and floods.
Skilled workforce into the future	Backing the local maritime sector will increase the skills pipeline for Queensland so that there is capacity to respond to crises like the COVID-19 pandemic. This includes growing skills through maritime cadetships and training, with funding committed to support Queenslanders to enter the maritime industry or upskill. The Queensland Government will also continue investment in the publicly owned 'Smartship' facility to support the delivery of more training for pilots who are critical to the Queensland trade supply chain.
Regional development	An expanded coastal shipping service would also increase the number of jobs available in regional areas through increased activity in regional ports and the areas around the ports.
Environment, safety and congestion benefits	Coastal shipping also potentially generates fewer costs than road transport in terms of accident costs and greenhouse gas emissions.

## **Project delivery**

### **Delivery model**

The Queensland Government will provide financial incentives to a successful proponent/s to establish a coastal shipping service between Brisbane and Townsville.

The Queensland Government will work in cooperation with the port network and industry to provide cadetship programs for seafarers and will also invest \$1 million to support maritime companies and registered training organisations to deliver cadetships and to support maritime training for Queenslanders.

### **Stakeholder engagement**

The actions proposed in the Backing Queensland Maritime Jobs initiative were formulated based on extensive consultation across the broad maritime sector by the Maritime Jobs Taskforce. The consultation process was very inclusive and allowed a wide array of issues to be identified that affected different sectors within the maritime industry, and for possible solutions to be explored.

The Maritime Industry Consultation Group (MICG) brings together representatives from the employer sector, employee sector, training organisations and other relevant government agencies. The MICG will work through the best options for commencing a new Brisbane to Townsville shipping service and consider what training schemes and incentives are needed to support the new service with Queensland crews.

## **Lessons learned**

The Backing Queensland Maritime Jobs initiative, while still in its inception phase, has been supported by strong stakeholder engagement. It is anticipated that consultation with stakeholders will inform the progression of the initiative and be a component when evaluating the initiative's success.



# Victorian Heavy Vehicle Roadmap

## Snapshot

### Project summary

The Victorian Heavy Vehicle Roadmap (the Roadmap) is a Victorian Government initiative delivered by the Department of Transport (DoT) to streamline the current permit processing system and remove the cost and delays to industry when obtaining permits for heavy vehicles on Victoria’s road networks. In response to the significant increase in demand for heavy vehicles access due to Melbourne population growth, industry’s move to High Productivity Freight Vehicles (HPFVs), the roll-out of Victoria’s Big Build and the Government’s commitment to renewable energy, the 30 short-, medium- and long-term initiatives outlined in the Roadmap seek to streamline the permit processing system and remove costs and delay to industry when obtaining permits.

The Victorian Government, via the State budget and Regulatory Reform Incentive Fund, has allocated \$7.5 million to delivering the medium- and long-term initiatives outlined in the Roadmap.

This will fund:

- The addition of 700km of approved arterial roads to the High Productivity Freight Vehicle (HPFV) network;
- The development and publication of pre-approved maps for 6,7,8 and 9 axle cranes (predominantly used for major projects) and Platform trailers operating at up to 200 tonnes; and
- The development of specifications for an automated structural assessment system that will provide near real-time bridge assessments with no cost or delay to industry.

### Details at a glance

Financial	Location	Timeframe	Delivery
\$7.5 million	Victoria	2021 - 2023	Regulatory and systemic reform, and technological investment.
<b>Action Area</b>			
Smarter and targeted infrastructure investment; Enable improved supply chain efficiency; Better planning, regulation and coordination; and, Better freight location and performance data.			

## Closer look

### Impact on freight and supply chains

#### Smarter and targeted infrastructure investment

Development is planned for an automated bridge assessment system that will automate DoT's vehicle impact assessment process and provide the same level of heavy vehicle permit access without increasing exposure to infrastructure asset risk. It will remove DoT's \$1.5 million per year cost pressure and reduce the cost recovery needed from industry while reducing structural assessment processing times, providing time and cost reduction for industry.

DoT will enhance asset knowledge by developing and implementing a bridge utilisation and renewal strategy, along with a research and investigation program to underpin capacity increases. A pipeline of structural renewal will be established for ongoing long-term investments. These will apply innovative probabilistic analysis to better predict bridge loading demands, and better understanding the safe capacities of DoT's older structures to uplift the baseline constraints of the network. A holistic pipeline of asset renewal requirements over the medium to long term will help the State plan for the ongoing renewal of bridge assets.

#### Enable improved supply chain efficiency

Adding a further 3000km to the Victorian HPFV network and allowing HPFV access to the majority of the Principle Freight Network for the first time, representing 27 per cent of arterial roads, will reduce the number of HPFVs that will require a bridge assessment, further reducing time and cost for industry.

Publication of the A-Double Milk Tanker Network will reduce the number of A-Double milk tankers that require a bridge assessment, saving time and money for industry, encouraging investment in new tanker fleets and support the dairy supply chain.

#### Better planning, regulation and coordination

Use of data analytics provided by the National Heavy Vehicle Regulator (NHVR) to determine which local government roads generate the most access requests from industry will enable engagement with local governments in order to pre-approve or gazette these roads, and enable DoT to take a pro-active approach in expanding last mile local government access for industry.

The publication of Performance Based Standards (PBS) and crane industry guides will address frequently asked operational and policy questions from industry in relation to the PBS Scheme and the access arrangements and conditions that apply to large mobile cranes. This supports industry in navigating the complexity of the different access options available to them.

By transitioning the Over-Dimensional Loads (ODL) Team responsible for OD access across rail to the Heavy Vehicle Consent (HVC) Team, DoT is streamlining the heavy vehicles permit consent process for industry through the removal of an additional touch point and process within government to obtaining a permit in Victoria. The planned move to an online portal will further simplify the process for industry.

The development of a program to manage the pipeline of upcoming Superloads (including Victoria's Big Build and windfarms) and the implementation of project-based permits including high frequency and high volume Over Size Over Mass (OSOM) permits is facilitated more easily for industry. DoT is able to move from being reactive to taking a strategic and proactive approach by optimising movements, establishing preferred routes, and prioritising infrastructure development and upgrades.

A new Moving More With Less strategy site consolidates announcements on upcoming bridge strengthening initiatives and links to new map updates, providing the industry with improved access to up to date information regarding freight access and infrastructure improvements, and DoT's network maps have been transitioned to the National Heavy Vehicle Regulator.

An independent expert will review the technical basis of DoT's current assessment process and test whether the current approach to freight accessibility could be improved.

### **Better freight location and performance data**

The implementation of the Telematics Access Portal (TAP) will enable DoT to conduct research with the real-time data gathered from mobile cranes and HPFVs, and benefit industry by increasing mass and reducing trips and permits. It will also ensure a more streamlined and evidence-based approach to asset investment.

Mobile cranes and HPFVs are currently fitted with IAP, however the cheaper and more user-friendly form of telematics – the Telematics Monitoring Application (TMA) – that DoT will support the transition to, saving industry money while improving the quality of data gathered by the TAP.

DoT's rollout of TAP will empower local Government to make smarter last kilometre access decisions further reducing number of permits, saving both time and cost for industry and pay the first-year subscription for all Victorian local government associations.

On-Board Mass Monitoring (OBMM) has been implemented, with data delivered through TAP that will not only ensure our infrastructure is protected, but allow DoT's structural assessment team to refine their methodology, potentially increasing mass across the network and reducing the need for costly bridge assessments.

As part of the larger Drive Easy project, DoT plans to use real-time telematics to communicate important, time critical information to the heavy vehicle industry, whether it's the introduction of heavy vehicle detours or awareness of an incident or emergency event by 2023. This will provide the heavy vehicle industry with up to date road information to reduce congestion, improve road safety outcomes and supply chain efficiencies, by minimising disruptions and delays.

### **Project benefits**

<b>Anticipated benefits</b>	<b>Description</b>
Heavy Vehicle Licence Review	The Roadmap recognises that Victoria is leading the third and final stage of the Austroads Review of the National Heavy Vehicle Driver Competency Framework (SRL6259) which will address key government and industry concerns around licence categories and training, and is engaging closely with and collaborating across jurisdictions effectively and equitably implement change and alignment. The delivery timeframe for this review is planned for 2022/23.



Anticipated benefits	Description
Expanded access for High Productivity Freight Vehicles	<p>As of January 2021, there are 921 registered HPFV combinations operating on the State's network. GPS data provided by Transport Certification Australia also shows that Victoria registers more HPFVs than other jurisdictions.</p> <p>The expanded access reform has achieved:</p> <ul style="list-style-type: none"> <li>• The addition of 3,000km of pre-approved roads to Victoria's HPFV network, increasing the total percentage of approved arterial roads from 18% to 27%.</li> <li>• A dedicated milk tanker network for the innovative 26.0 metre HPFV combinations that increasingly transport the bulk of Victoria's raw milk (62% of the milk produced in Australia).</li> </ul> <p>Mandating On Board Mass Monitoring (OBMM) technology on all HPFVs by November 2021 will better protect Victoria's bridge infrastructure by providing dynamic data on the mass of a HPFV, and will allow DoT to Gazette the State's HPFV networks, removing the need for permits and further reducing red tape.</p>
Clarity around the movement and charging regime for Superloads	<p>With a significant increase from just two Superload permits issued in Victoria in 2012, to over 400 hundred Superload movement applications for the West Gate Tunnel Project alone, and the West Winds Golden Plain windfarm expected to require 14 Superload movements of potentially unprecedented size in 2022, DoT is committed to reform delivery in this area. There is no consistent model for Superload permit applications across jurisdictions due to the uniqueness of each move, and each state's network, protocols and structures. DoT, with in-principal support from some other states, is proposing Austroads conduct a review of Superload assessment charging models</p> <p>In support of the Austroads work, the Roadmap reforms include the development of a Whole-of-Government Superload industry pricing and engagement strategy to be delivered by the end of 2021. The strategy will also address third party issues, particularly the delays and costs involved when a Superload needs to travel across a rail level crossing, with reforms to include the ability for operators to obtain a project wide permit that can be issued upfront to a transport operator and their contractors for the duration of the project, and provide certainty of movements and pricing during the planning phase.</p>
Streamlining the Structural Assessment Process	<p>DoT commissioned an expert provider to evaluate DoT's bridge assessment methodology. The internal report made several key findings, including that:</p> <ul style="list-style-type: none"> <li>• DoT's methodology is comparable to international standards and more permissive than some, including the US and New Zealand</li> <li>• DoT's bridge formula is applied in a similar way to other jurisdictions</li> <li>• DoT uses historic structural assessments where appropriate to determine access for OSOM loads; and</li> <li>• DoT's knowledge of its assets and capacity needs to improve in order to reduce the proportion of permit applications requiring structural assessment.</li> </ul> <p>DoT will be tackling these recommendations, in the short to medium term to encourage the expansion of the current pre-approved networks for HPFV combinations, OSOM configurations and All-Terrain Mobile cranes, as well as the need to reduce permit and assessment-related costs, with consideration being given to a subsidies-based program. In the longer term, the Roadmap proposes the development and implementation of a Heavy Vehicle Structural Assessment Permit System (HV-SAP System), that will automate the current structural assessment process and provide a real-time response to customers. This will significantly reduce delays as the assessment will be almost immediate, and fundamentally reduce costs to the customer and the State.</p>

Anticipated benefits	Description
Bridge Strengthening, Remediation and Renewal	<p>35 million has been allocated over the next two years on bridge strengthening and renewal works, including \$13 million to strengthen key bridges on the Hume Highway in order to accommodate Superloads. A further \$17.4 million will be invested in priority roads that support the Barwon South West Dairy Supply Chain, strengthening and replacing bridges for HPFV combinations. It is anticipated that the Roadmap will require significant funds for bridge strengthening and renewal over the coming years</p> <p>DoT proposes to include FiBridge in 22 bridge strengthening projects. FiBridge technology is expected to revolutionise the management of bridge assets. Through the installation of advanced fibre-optic sensing technology, FiBridge can determine any changes in the performance and the health of a structure in real-time, enabling research and analysis for a better understanding of the capacity of the State's assets.</p>
Engagement in the Review of the Heavy Vehicle National Law	<p>In responding to the 2018 Review, the Roadmap is being used as a guiding instrument. In particular, DoT has sought changes to the Law that would:</p> <ul style="list-style-type: none"> <li>• Recognise that Major Projects take more time to coordinate than the 28-day period allowed for under the Law;</li> <li>• Take a more technology adept approach to Telematics, such as recognising the roll-out of OBMM and other advanced and more cost-effective telematics solutions; and</li> <li>• Recognise Third Parties, such as rail franchisees, as important players in the Road Manager consent process.</li> </ul>

The Roadmap reforms will see freight transported by rail in a more efficient manner for operators, significantly reducing the delays that heavy vehicles and High Productivity Freight Vehicles (HPFVs) have been experiencing, due to the need to protect ageing infrastructure from the risk that larger and heavier vehicles pose.

Investment in new technologies, such as FiBridge, has the potential to significantly cut the cost to customers and to the State of manual assessments and permitting, as will the reduction in last mile costs due to the rollout of telematics to LGAs.

The Victorian economy and community will benefit from more efficient, safer and cost-effective freight, in conjunction with the protection, remediation and renewal of essential state infrastructure, including roads and bridges.

# Project delivery

## Stakeholder engagement

Development phase – DoT engaged with with Class 2, Crane and Windfarm and Superloads industry segments and will deliver on communications opportunities across specifically designed channels.

A Heavy Vehicle Consultation Group will be created with peak body stakeholders to complement the Rail Freight Working Group.

Benefit	Extent realised	Description
<b>Intended Strategy objective</b>		
Enable improved supply chain efficiency	Reasonable benefits realised	Completed: <ul style="list-style-type: none"><li>· An increased 3000km of approved HPFV routes</li><li>· A further 700km of approved HPFV routes (Aug 21)</li></ul> On track for delivery 2021/22: <ul style="list-style-type: none"><li>· A telematics access portal for each Victorian local government</li><li>· The official beginning of Smart On-Board Mass (OBM) and the introduction of the Telematics Monitoring Application (TMA)</li><li>· The publication of multiple new Platform maps for the heavy haulage industry</li><li>· The publication of multiple new maps for 6&amp;7 and 8&amp;9-axle cranes</li><li>· Two new low loader maps (59.5 tonnes and 78.5 tonnes)</li></ul>
Better planning, coordination and regulation	Minor benefits realised	Completed: <ul style="list-style-type: none"><li>· Gazetted Notice will streamline access for HPFV operators by removing the need to obtain a permit to access Victoria's HPFV networks (Sep 21)</li></ul> On track for delivery 2021/22: <ul style="list-style-type: none"><li>· A Superload Policy Fact Sheet to be published on the VicRoads / DoT website.</li><li>· Publication of a Heavy Haulage Strategy</li></ul>
Better freight location and performance data	Minor benefits realised	On track for delivery 2021/22: <ul style="list-style-type: none"><li>· A telematics access portal for each Victorian local government</li><li>· The official beginning of Smart On-Board Mass (OBM) and the introduction of the Telematics Monitoring Application (TMA)</li></ul>



# ACT Parkes Way Upgrade and south-west corridor improvements

## Snapshot

### Project summary

Parkes Way is Canberra's central east-west corridor for freight movement and passenger travel. Congestion along Parkes Way is a major concern due to high traffic volumes, as commuters from the outer suburbs travel to the job centres in the east including the Canberra Airport/Brindabella Business Park, freight precincts in Fyshwick and Hume, and through to Queanbeyan – Palerang industrial areas beyond the ACT border.

With the increase in population, through land releases in the west of Canberra and the densification of our city centres - traffic on Parkes Way is anticipated to keep increasing.

The South-West Corridor includes the Tuggeranong Parkway, which is part of the ACT Orbital Freight Network and connects the northern and southern suburbs of Canberra. The Glenloch Interchange, where the Parkway meets with Caswell Drive, William Hovell Drive and, Parkes Way is one of the most significant strategic transport interchanges in the ACT transport network, facilitating both north-south and east-west movements.

Both these projects will identify strategies for improving accessibility, connectivity and safety along the relevant corridor, and promote more efficient freight connections within the ACT and the Canberra region. Subject to planning outcomes, the Canberra South West Corridor upgrade package is also expected to deliver upgrades to the Parkway, as well as improvements to intersections and feeder roads along the corridor.



## Details at a glance

### Financial

\$5 million for Parkes Way Upgrade – Planning and Design (\$2.5 million Australian Government; \$2.5 million ACT Government). \$100 million for Canberra – South West Corridor Upgrade Package (\$50 million Australian Government; \$50 million ACT Government)

### Location

ACT

### Timeframe

Parkes Way Upgrade – Planning and Design: 2021-2031.

Canberra – South West Corridor upgrade package: Project timeframe is 2020 – 2032 and construction timeframe is 2025 – 2031.

### Delivery

Road infrastructure upgrade (design and construction). Undertake Traffic modelling (microsimulation) and option study (Parkes Way and south west corridor).

### Action Area

Smarter and targeted infrastructure investment; Enable improved supply chain efficiency; Better planning, regulation and coordination; and, Better freight location and performance data.

## Closer look

### Impact on freight and supply chains

The Parkes Way Upgrade – Planning and Design Project will support freight in the Canberra Region by considering improving east-west connectivity through Parkes Way (one of four potential secondary east-west freight corridors to be assessed as part of the corridor plan). Freight will be further supported through any enhancements that improve travel times and reduce congestion on the south west corridor as this route is part of the B-double network in the ACT.

The ACT East-West Regional Freight Network is listed on the Infrastructure Australia Priority List as part of the National Freight and Supply Chain Strategy initiative.

Anticipated benefits	Description
Smarter and targeted infrastructure investment	The initiatives identified and/or delivered will improve the resilience of the freight network and ensure that domestic and international supply chains are serviced by efficient east-west key freight corridors.
Enable improved supply chain efficiency	The projects aim to improve supply chain efficiency by identifying preferred freight movement options while optimising the connection with the airport and the orbital freight network.
Better planning, coordination and regulation	Both projects contribute to planning and maintaining the nationally significant freight routes in the ACT and endeavour to enhance both freight capacity and network resilience
Better freight location and performance data	A microsimulation traffic model will provide clarity on traffic and community impacts because of delivering the future construction projects.

## Project delivery

### Delivery model

The project will have multiple components including:

- Corridor study including traffic modelling and feasibility study
- Traffic and road safety incident data
- PSP design development
- Stormwater catchment study (cross drainage)

Open tender and single select are both feasible delivery options and the determination will be dependent on the estimated value of each component.

### Stakeholder engagement

Public consultation is considered to inform selected components to address community concerns.

This project includes a high level of inter-Directorate and utility authority liaison to ensure appropriate interface with adjacent development and utility services requirements. As partial asset owner and the approving authority, the National Capital Authority (NCA) is involved at all decision-making points of the project.



# Queensland Ministerial Freight Council

## Case study

### Project summary

The Queensland Ministerial Freight Council (the Council) is an advisory body, established under Ministerial direction, to facilitate communication and consultation between industry peak bodies representing stakeholders in Queensland's significant economic supply chains and the Department of Transport and Main Roads (TMR).

A single multi-modal and multi-sectorial council with a focus on the growing demands of the freight task in Queensland. The Council works toward gaining efficiencies through strategy and a holistic approach to managing the movement of freight in a way that supports economic prosperity and jobs growth in a safe and sustainable manner.

Action Area	Delivery	Jurisdiction	Timeframe	Financial
Better planning, regulation and coordination	Face to face/ teleconference meetings on a quarterly basis.	Queensland Government, local government and industry	Ongoing. The Council has met a total of 14 times since its first meeting in 2016.	N/A

### Intended outcomes

- Provide quality and timely advice to the responsible Minister on matters affecting the freight industry.
- Liaise and collaborate with the freight industry to inform TMR's strategic direction.
- Consider ways to improve efficiency, innovation and technology development freight operations.
- Contribute to achieving an appropriate balance between regulation and free enterprise and provide a focal point for major issues affecting industry.
- Promote efficient, safe freight operations and improved system outcomes.
- Identify, promote and encourage heavy vehicle industry safety initiatives.

## Closer look

### Impact on freight and supply chains

Since its inception in 2016, the Council has played a key role in shaping some of Queensland's key achievements, which include the review of the Moving Freight Strategy and the subsequent development of the Queensland Freight Strategy – Advancing Freight in Queensland which was released in March 2019. Council members were key contributors to the development of the Queensland Freight Action Plan 2020–2022.

Benefit	Extent realised	Description
Better planning, coordination and regulation	All benefits realised	<p>The Council has been a key platform for government and industry to work together in identifying and addressing issues affecting the efficient movement of goods and materials around, and in and out of the state especially during the height of the novel coronavirus (COVID-19) where the freight and logistics sector has encountered significant disruption.</p> <p>At the height of the COVID-19 pandemic, additional special Council meetings provided the Minister for Transport and Main Roads with an opportunity to hear directly from industry on matters that were impacting the freight industry. These additional meetings have been invaluable in shaping Queensland's strategies to respond to the uncertainty and challenges of the COVID-19 pandemic.</p>

# International Supply Chain Benchmarking

## Snapshot

2020-21 was a big year for international supply chain benchmarking project, completing deep dives into the grain and cement supply chains, and development of the CSIRO supply chain benchmarking dashboard. Benchmarking insights help evaluate performance, identify areas of opportunity to improve competitiveness, and help assess the potential impacts of disruptions. Building on the 2019 pilot study, L.E.K. Consulting completed deep dive benchmarking studies into cement and grain (wheat) supply chains. The studies collected and analysed domestic and international benchmarking data, as well as insights from consultation with Australian industry stakeholders.

For grain, key issues included rail freight capacity, receival site efficiency and low port utilisation, which were contributing towards higher supply chain costs. These costs are close to 40 per cent of the delivered cost of wheat, with, Western Australia more competitive than other Australian states due to its streamlined and predominantly export-oriented supply chain, which has benefited from ongoing rail, road and port infrastructure investment.

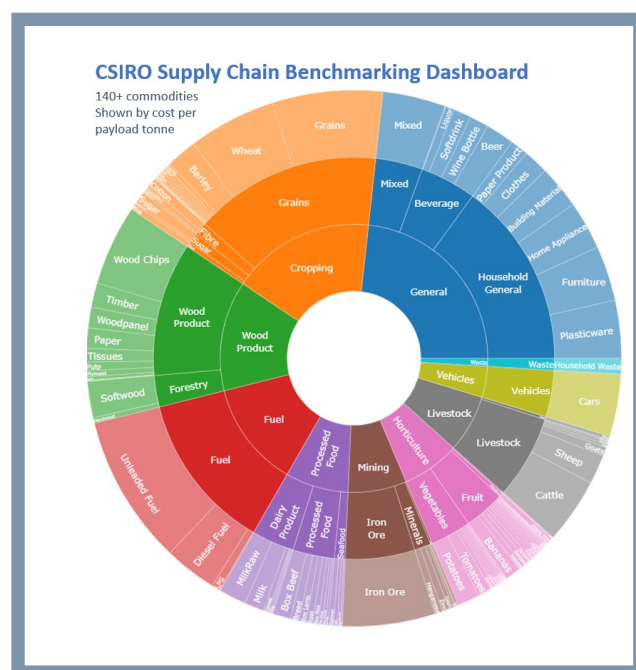
For cement, key issues included road transport driver supply, coastal shipping legislation and regulation, and port capacity and loading efficiency, which were contributing towards higher supply chain costs. Supply chain costs – of which 55 per cent is freight – comprise up to 35 per cent of the price of cement (\$470-\$660m yearly). Australia has a higher reliance on cement imports than the US and France, and makes extensive use of intermediate storage (depots). This contrasts with more direct delivery models employed in the US (shorter haulage distances) and France (extensive plant network). The reports are available at [www.freightaustralia.gov.au/a-closer-look/International-supply-chain-benchmarking](http://www.freightaustralia.gov.au/a-closer-look/International-supply-chain-benchmarking).

## Interactive benchmarking tool

In December 2020, work commenced on the CSIRO Supply Chain Benchmarking Dashboard, to deliver a comprehensive evidence base for Australian supply chain performance and further international comparisons.

The prototype dashboard – now available for use at <https://benchmark.transit.csiro.au> – provides insights on over 100 Australian commodity supply chains across the road and rail networks. The project leverages CSIRO's Transport Network Strategic Investment Tool (TraNSIT) to derive models and insights across a range of measures including supply chain costs and volumes, and trip distances and segments. In developing the prototype, the project team engaged with over 100 organisations to demonstrate the prototype, validate data, and get feedback on content, design, and functionality. To date, feedback has been overwhelmingly positive.

Further dashboard enhancements are underway, including the incorporation of coastal shipping models, new commodities, and improved geographic filtering and user interface. Such enhancements aim to provide best value to industry, research, and government at all levels.



# National Freight Data Hub

## Case study

### Project summary

Improving national freight data and establishing a National Freight Data Hub is a high priority for industry and reflecting that, a priority action under the National Freight and Supply Chain Strategy.

Every Australian, everywhere, every day relies on freight, and the freight task is growing. Improved access to robust freight data will improve strategic planning, support day-to-day operations and enable evaluation of the freight system. A National Freight Data Hub will play a critical role in ensuring our freight sector is as efficient, productive, safe and resilient as possible so we can meet Australia’s growing freight task and keep Australia’s businesses globally competitive.

The National Freight Data Hub prototype website was launched in May 2021 as an early demonstration of the value of improved freight data. The website includes 125 datasets in the first curated and searchable national freight data catalogue.

Action Area	Delivery	Jurisdiction	Financial
Better freight location and performance data	Prototype website developed and launched May 2021. Two Discussion Papers to inform the design of the Hub.	National  <b>Timeframe</b> 2019 - 2021	\$5.2 million to date

The Australian Government is investing \$16.5 million from the 2021-22 Budget (over four years to 2024-25) in the National Freight Data Hub. This investment will build on and improve the prototype website, and the underlying data, across all freight modes and more supply chains. This work will include:

- setting up formal data sharing agreements and technology solutions, and joining complex datasets across all modes (including rail, which was not included in the prototype work),
- providing leadership and coordination to establish data standards to make it easier to compare and exchange freight data, and
- continuing to work with data owners and custodians to generate useful insights, and answer the ‘enduring questions’ for freight, which we established in close collaboration with stakeholders during the design stage.



The prototype website demonstrates how the front end of the National Freight Data Hub will make data available to industry, government and others to improve the efficiency, safety, productivity and resilience of the freight sector.

Feedback and lessons learnt on the prototype will help inform the next steps on delivering a National Freight Data Hub.

Data has been provided by industry and governments: industry has provided telematics and container data to the Bureau of Infrastructure and Transport Research Economics (BITRE); state and territory governments have provided truck count, road closure, road roughness and rest areas data, and the Australian Government has provided customs and road investment data, as well as Transport Certification Australia (TCA) telematics data.

## Insights

Explore new and existing freight data through interactive maps and graphs to identify trends and patterns.

[View Insights >](#)



## Catalogue

Find data using the first curated and searchable national freight data catalogue for Australia. While the initial focus is on freight data with a national coverage you can help us to improve the catalogue by nominating high-quality open datasets for future updates.

[View Data >](#)

## Projects



## Closer look

### Impact on freight and supply chains

The National Freight Data Hub prototype website provides better access to existing government data and existing freight data initiatives.

The prototype website is designed to be incrementally innovative, providing a practical and technologically advanced solution for insights into Australia's freight system. It features interactive insights with cutting-edge geospatial visualisation tools for industry and governments to gain a national picture of freight movements. It also showcases how to make better use of current data to answer enduring freight questions such as what freight is being moved, when, and where.

Benefit	Extent realised	Description
<b>Intended Strategy objective</b>		
Better freight location and performance data	Minor benefits realised	The National Freight Data Hub will enhance collection of and access to freight data, across all transport modes, to <ul style="list-style-type: none"> <li>· support day-to-day operations,</li> <li>· improve infrastructure and transport network investment decisions, and</li> <li>· enable end-to-end performance evaluation for Australia's freight system.</li> </ul> This will build on achievements to date with the prototype website.
<b>Project benefits</b>		
New Insights and project information	Most benefits realised	The National Freight Data Hub prototype website showcases new interactive insights responding to stakeholders' priorities, using new and existing freight data sources.
Data catalogue	Reasonable benefits realised	The National Freight Data Hub prototype website also provides the first curated, searchable freight data catalogue for Australia, including more accessible links to the Bureau of Infrastructure, Transport and Research Economics freight data, and a new release of Customs data prepared by the Australian Bureau of Statistics.

## Project delivery

To settle the design of the National Freight Data Hub, the Department of Infrastructure, Transport, Regional Development and Communications (the Department) worked with industry and other governments over a number of years to understand their needs and data priorities. To inform the design of the Hub, the Department developed a prototype National Freight Data Hub website to demonstrate early benefits and build momentum, and undertook a business case to make the case to government.

Input	Forecast	Actual	Description
Delivery time	Business case: December 2020 Prototype website: Q1 2021	Business case: February 2021 Prototype website: Q2 2021	The design of the National Freight Data Hub has been informed by close collaboration between industry and government over two years and with the development of a business case. Over this period, use cases were assessed, together with options across five design elements: data, technology, governance, regulation and funding.
Project cost	\$5.2 million	\$5.2 million	The 2019-20 Budget provided \$5.2 million to settle the design of the Hub. The funding has been used as follows: <ul style="list-style-type: none"> <li>· to establish the data priorities for the Hub as well as technology, governance and funding arrangements, and to develop a prototype Hub website, and</li> <li>· detailed design work and development of high priority use cases.</li> </ul>

## Delivery model

1. Design, construct and release a prototype website.
2. Pilot data projects to enhance the collection, harmonisation and publication of freight data and methods and protocols for data exchange.
3. Development of a business case for government consideration.

## Stakeholder engagement

Extensive stakeholder consultation and engagement has been vital to understand the needs of the freight industry in settling the design of the National Freight Data Hub. This included workshops, webinars, discussions with the Hub's Industry Advisory Panel and submissions to two discussion papers. Through this process, industry and research stakeholders told us that they want:

- governments to make their data more accessible,
- information on all freight modes, infrastructure capacity and conditions,
- solutions to barriers such as dealing with raised include commercial confidentiality and trust; the cost and complexity of sharing data across systems; the need for data standards; and clear value propositions for sharing industry data, and
- leadership in establishing a sharing culture by building the relationships, establishing governance, standards, systems and value propositions needed to increase data sharing and act as a catalyst for innovation.

## Lessons learned

**Resourcing:** The program benefited from working with contracted specialist business and technical consultants to rapidly develop the prototype website.

**Governance:** Internal governance and external advisory groups were important to the development process.

**Communications and engagement:** Industry engagement and consultation with stakeholders was key to successfully achieving the program outcome. Industry responded positively to both the demonstrations of the prototype website and consultation on the final design.

**Data:** Bringing historic data together is not always possible, with differences in time series, geography, categories and units. Developing data standards and promoting their use through the National Freight Data Hub will help to minimise data processing and reduce the manual steps for industry and governments alike.



# Appendix C:

## Progress report





# Introduction to this progress report

This progress report provides an update on initiatives identified in jurisdictions' National Freight and Supply Chain Strategy implementation arrangements, endorsed by Infrastructure and Transport Ministers in November 2019. Jurisdictional implementation plans are available at [www.freightaustralia.gov.au/what-are-we-doing/implementation-plans](http://www.freightaustralia.gov.au/what-are-we-doing/implementation-plans). The initiatives are grouped by action areas outlined in the Strategy and National Action Plan, namely:

Smarter and targeted investment	Enable improved supply chain efficiency	Better planning, regulation & coordination	Better freight location & performance data
1.1 Ensure that domestic and international supply chains are serviced by resilient and efficient key freight corridors, precincts and assets	2.1 Adopt and implement national and global standards, and support common platforms, to reduce transaction costs and support interoperability along supply chains	3.1 Ensure freight demand is integrated in transport and land use planning across and between jurisdiction boundaries and freight modes	4.1 Develop an evidence-based view of key freight flows and supply chains and their comparative performance to drive improved government and industry decision-making, investment and operations
1.2 Provide regional and remote Australia with infrastructure capable of connecting regions and communities to major gateways, through land links, regional airports or coastal shipping	2.2 Promote training and re-skilling of industry and government workforces appropriate to current and future needs	3.2 Strengthen the consideration of freight in all other government planning and decision-making	
1.3 Identify and support digital infrastructure and communication services necessary for improved and innovative supply chains	2.3 Facilitate new and innovative technologies that improve freight outcomes and understand the deployment, skills and workforce requirements for operators and infrastructure	3.3 Investigate policy, planning and operational solutions to improve freight access and movement along domestic and international supply chains	
1.4 Advance heavy vehicle road reform to facilitate efficient investment in infrastructure	2.4 Build community acceptance of freight operations	3.4 Improve regulation to be more outcomes focused and risk-based to support innovation and reduce regulatory burden whilst maintaining safety, security and sustainability	

Where initiatives span action areas, they are included in full in the first action area and then referenced in subsequent places. Where initiatives cover multiple jurisdictions, they are included in full in the first jurisdiction listed.

# Action Area 1

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Action Area 1.1 77

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Action Area 1.2 92

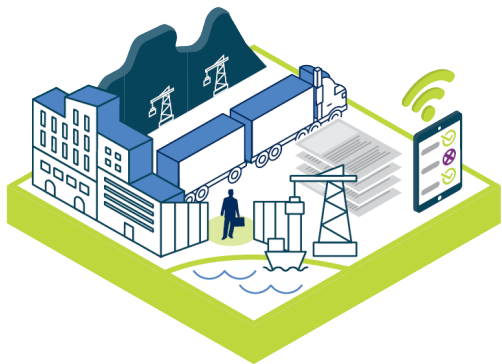
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Action Area 1.3 106

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Action Area 1.4 113

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# Smarter and targeted infrastructure investment



## Action 1.1: Ensure that domestic and international supply chains are serviced by resilient and efficient key freight corridors, precincts and assets.

### Where do we want to be by 2024? We aim for:

- Freight infrastructure planned and constructed to meet capacity requirements.
- Strategies put in place to make freight infrastructure and supply chains more resilient to disruption.
- Continued public and private investment in freight related infrastructure.
- Progress towards a more strategic and networked approach to freight related investment.
- A comprehensive infrastructure investment framework for freight that includes consideration of non-build options.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
1	Infrastructure Investment Program	Cth	Completed	<p>The Australian Government is continuing to deliver through its record \$110 billion 10-year Infrastructure Investment Program. These investments will support and secure jobs, drive growth and help rebuild Australia's economy from the COVID-19 pandemic by delivering nation-building infrastructure projects, meeting our national freight challenge and getting Australians home sooner and safer. Once completed, these projects will significantly improve the efficiency and safety of land transport infrastructure in Australia and help meet our growing freight task. Australian Government funded road and rail projects currently underway are expected to support up to 100,000 direct and indirect jobs over the lifetime of the projects. As at 30 June 2021 there are more than 290 major Australian Government funded projects either underway or under construction, including strategic investments in Australia's freight future. Through the Infrastructure Investment Program, the Australian Government is, for example:</p> <ul style="list-style-type: none"> <li>· Improving the efficiency of the National Land Transport Network between Brisbane and the Gold Coast through the \$680 million Commonwealth commitment to the M1 Pacific Motorway – Varsity Lakes to Tugun in Queensland, which will improve</li> </ul>

No.	Initiative	Jurisdiction	Timeframe	Progress
				<p>travel-time reliability by implementing smart motorway technologies; and via its \$70 million commitment to the Mitchell Freeway in WA, building on the success of the smart technology used on the Kwinana Freeway. This project will implement Coordinated Ramp Signals and associated Intelligent Transport Systems on all southbound on-ramps on the Mitchell Freeway between Hester Avenue and Vincent Street.</p> <ul style="list-style-type: none"> <li>Improving landside access to major freight gateways by committing almost \$4.6 billion to upgrading the North-South Corridor in South Australia and over \$10 billion towards the Bruce Highway Upgrade Program in Queensland.</li> <li>Developing new major freight gateways and hubs, including the \$359 million Cairns Ring Road project to upgrade the Captain Cook Highway from the Cairns CBD to Smithfield which will improve connectivity between key activity hubs in the region by increasing freight access to ports and other access points.</li> </ul>
2	Port Botany Rail Line Duplication – \$400 million	Cth	2019 - 2024	The Australian Government is fully funding the Australian Rail Track Corporation (ARTC) to duplicate the remaining section of the Port Botany Rail Line between Mascot and Botany and construct a passing loop between Cabramatta and Warwick Farm on the Southern Sydney Freight Line. The project is expected to improve rail connection efficiency, capacity and service reliability to and from Port Botany. In July 2021, ARTC announced that two separate contracts had been awarded for the Botany Rail Duplication and Cabramatta Loop, with construction works expected to commence in the first quarter of 2022.
3	Major Project Business Case Fund – \$250 million	Cth, participating jurisdictions	2019 - 2030	The Major Projects Business Case Fund initiative funds the development of business cases and planning studies for the next phase of major priority projects that will ensure that domestic and international supply chains are serviced by resilient and efficient key freight corridors, precincts and assets. Over \$250 million has been allocated to 25 business cases. The Australian Government is working closely with State and Territory Governments to progress these business cases.
4	Melbourne Port Rail Shuttle – Govt: \$58 million (Cth: \$38m; Vic: \$20m), Private sector: \$80.8m	Cth, Vic	2017 - 2023	The Port Rail Shuttle Network project will construct railway infrastructure to enable an integrated system of intermodal terminals to link to the Port of Melbourne by the existing rail network. The Project will allow more freight to be moved by rail instead of by road. The Australian and Victorian Governments are investing \$58 million to provide successful private sector freight operators and developers with capital contributions, which will be used to deliver capital works and rail infrastructure at their intermodal terminals to establish port rail shuttle operations. Capital works and rail infrastructure on public land will be funded by Government grants (from the \$58 million) while works on private land will be funded by private sector capital co-investments. Agreement have now been reached on connecting three suburban intermodal terminals, located at Altona, Dandenong South and Somerton, and are progressing, with leases and track permit arrangements underway. The development of an on-dock terminal at the Port of Melbourne will remove the current internal road leg that containers still require within the Port when using rail – a significant efficiency gain. The commencement of major site works is expected to commence in August 2021 and includes building the new rail connection to the Dandenong South Salta Terminal.



No.	Initiative	Jurisdiction	Timeframe	Progress
5	Development of Inland Rail terminals in Melbourne and Brisbane – \$20 million	Cth, Vic, Qld	2019 - 2022	Joint work is underway with the Australian, Victorian and Queensland Governments for intermodal terminals to support Inland Rail in Melbourne and Brisbane respectively. This work is considering terminal locations, connections, market access/operating models, and financing options as well as value capture opportunities. In the 2021-22 Budget, the Australian Government committed up to \$2 billion to deliver a new intermodal terminal in Melbourne and also committed \$61.8 million for further planning and design development of a new Melbourne Intermodal Terminal at two potential sites: one at Truganina and the other at Beveridge which would connect to Inland Rail. This investment by the Commonwealth towards the Melbourne Intermodal Terminal project is contingent on a matching contribution by the Victorian Government. A decision on the terminal location is subject to further planning and negotiations between the Australian and Victorian governments. The Brisbane business case is expected to be completed mid-2022.
6	Urban Congestion Fund – \$4.8 billion	Cth, participating jurisdictions	2019-20 - 2029-30	<p>The Urban Congestion Fund, a sub-program of the Infrastructure Investment Program, aims to reduce congestion, increase network efficiency for commuter and freight movement, and improve traffic safety in urban areas. Of the \$4.8 billion the Australian Government has committed to the Urban Congestion Fund, \$3.9 billion has been allocated to 144 projects representing 177 individual packages of work.</p> <p><b>Tasmania</b></p> <p>The Tasmanian Government has received \$38 million in allocations under the Australian Government's Urban Congestion Fund, with the Tasmanian Government committing \$11.5 million to congestion improvement initiatives. Projects include the Hobart Congestion Package, with priority given to the Northern Suburbs Transit Corridor and Hobart Intelligent Transport Solutions. A transport mode study for the Northern Suburbs Transit Corridor was completed in 2020. A condition assessment and growth strategy for activation of urban renewal is currently underway.</p>
7	Roads of Strategic Importance – \$4.9 billion	Cth, participating jurisdictions	2018 - 2030	<p>The Australian Government has committed \$4.9 billion to upgrade key freight routes through the Roads of Strategic Importance initiative. This commitment progresses projects on 27 corridors, as well as 45 standalone projects, connecting businesses to domestic and international markets.</p> <p><b>South Australia</b></p> <p>South Australian projects funded through the Roads of Strategic Importance initiative aim to better connect businesses to national and international markets. Corridor analysis has identified a proposed program of works for each corridor.</p> <ul style="list-style-type: none"> <li>Sturt Highway - Renmark to Gawler: Procurement for various packages commenced fourth quarter 2020 to second quarter 2022. Works commenced February 2021 with Shoulder Sealing and curve widening works completed in June 2021. Planned all works open to traffic March 2023.</li> <li>Barrier Highway - Cockburn to Burra: Procurement for various packages commenced fourth quarter 2020 to second quarter</li> </ul>

No.	Initiative	Jurisdiction	Timeframe	Progress
				<p>2022. Construction commenced for pavement and rehabilitation works. Planned all works open to traffic June 2023.</p> <ul style="list-style-type: none"> <li>Eyre Highway - Port Augusta to Perth (South Australian section only): Multiple work packages for design and delivery awarded with initial work packages commenced. Planned all works open to traffic October 2022.</li> </ul> <p><b>Tasmania</b></p> <p>The Australian and Tasmanian Governments have provided \$786 million to a program of investment in Roads of Strategic Importance in Tasmania. Projects to receive funding through this investment program include:</p> <ul style="list-style-type: none"> <li>Tasman Highway - Hobart to Sorell</li> <li>Bass Highway - Wynyard to Marrawah</li> <li>Murchison Highway</li> <li>Lyell Highway - Queenstown to Strahan</li> </ul> <p>The Tasmanian Government has committed \$214.3 million in matching funding.</p>
8	Bridges Renewal Program – \$760 million	Cth	2015 - 2025	The Bridges Renewal Program continues to support resilient and efficient key freight corridors, precincts and assets through increased load limits on bridges and other improvements to freight movements. Since 2015, more than 710 projects have been supported. Five rounds have been completed under the Program, with Round 5 announced 29 September 2020. Under Round 5 the Government committed more than \$140 million in funding for 205 projects. This initiative is also reported on under Action 1.2.
9	Heavy Vehicle Safety and Productivity Program – \$607 million	Cth	2013 - 2025	The Heavy Vehicle Safety and Productivity Program directly targets investments that improve freight efficiencies. Since 2013, more than 370 projects have been supported. Seven rounds have been completed under the Program, with Round 7 announced 29 September 2020. Under Round 7 the Government committed more than \$140 million in funding for 146 projects.
10	Western Sydney International (Nancy-Bird Walton) Airport – up to \$5.3 billion in equity	Cth	2017 - 2026	Western Sydney International (Nancy-Bird Walton) Airport (the Airport) is being delivered by WSA Co Limited (WSA) and is on track for commencement of flights by the end of 2026. The first stage of the Airport Cargo Precinct will include a dedicated cargo vehicle access point off the Northern Road with approximately 75,000m <sup>2</sup> of cargo terminal space. Upon opening, the Airport will have the capacity to process around 220,000 tonnes of cargo annually from both the holds of passenger aircraft and in dedicated air freighters, with potential to grow to handle 1.8 million tonnes of air cargo annually in the future. On 6 May 2021, WSA released a registration of interest process to seek submissions from the air cargo industry to collaborate with WSA on the development of the Cargo Precinct. Further information on the Airport Cargo Precinct can be found at <a href="https://westernsydney.com.au/cargo">https://westernsydney.com.au/cargo</a> .
11	Western Sydney Infrastructure Plan – \$3.5 billion	Cth	2014 - 2025	The Western Sydney Infrastructure Plan will provide better road linkages within western Sydney, deliver a quality surface transport network and ensure the efficient movement of passengers, employees and freight, when Western Sydney International (Nancy-Bird Walton) Airport opens in 2026. Progress includes:

No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>• M12 Motorway: The project is currently in the planning stage, with construction expected to commence in early 2022.</li> <li>• The Northern Road (upgrade): The project is being delivered in six stages. Stages 1, 2, 3, 4 and 6 have opened to traffic, with stage 5 to be completed by late 2021.</li> <li>• Bringelly Road (upgrade): Stage 1 opened in December 2018 and Stage 2 opened to traffic in December 2020.</li> <li>• Local Roads Package (improvement works): Round 1 and Round 2 projects are complete, Round 3 projects are in planning, underway or complete and Round 4 is under assessment.</li> <li>• The Werrington Arterial Road, intersection of Ross Street and Great Western Highway and Bringelly Road are complete.</li> </ul>
12	Moorebank Intermodal Terminal	Cth	2012 - 2030	Delivery of works to establish the Moorebank Intermodal Terminal Precinct, including planning for the Moorebank Avenue Realignment, continues to progress. Construction and design work to connect the Southern Sydney Freight Line to the Import-Export Terminal at Moorebank was commissioned in November 2019 and further work is in progress to connect the existing Moorebank rail link to the site of the future Interstate Terminal. There has been significant progress in the development of the Moorebank Logistics Park, with Woolworths to establish national and regional distribution centres occupying about 20 per cent of the available Moorebank Precinct West warehouse land. The development of the Moorebank Logistics Park offers the first integrated greenfield precinct which combines co-located warehousing with intermodal rail, paving the way for the future of intermodal terminals that support an efficient, resilient multi-modal supply chain.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
13	Southern Sydney Freight Line	NSW	0 - 2 years	This project involves the amplification of the Southern Sydney Freight Line through the construction of a passing loop at Cabramatta to support operations at Moorebank Intermodal Terminal. The contract for the project has been awarded and early works have commenced.
14	Outer Sydney Orbital	NSW	5 - 10 years	Outer Sydney Orbital is a freight rail line and motorway linking the North West and South West Growth Areas, connecting with the Western Sydney Airport Growth Area and future employment lands. The corridor protection project is currently in progress with the corridor being identified.
15	Western Sydney Freight Line	NSW	5 - 10 years	The project is about freight rail connections to serve the Western Sydney Airport Growth Area, connecting Port Botany to Western Sydney and Western NSW via the Southern Sydney Freight Line and supporting the movement of container and bulk freight by rail across Greater Sydney. The first stage was gazetted in June 2020 and will protect the corridor for a dedicated freight rail line

No.	Initiative	Jurisdiction	Timeframe	Progress
				between the future Outer Sydney Orbital at Luddenham, through to the M7 at Horsley Park. Stage 2 of the Western Sydney Freight Line is progressing with early planning to identify corridor options for discussion with stakeholders.
16	Lower Hunter Freight Corridor	NSW	5 - 10 years	Transport for NSW is consulting on a recommended corridor option for the Lower Hunter Freight Corridor which will provide for a future dedicated freight rail line between Fassifern and Hexham, bypassing Newcastle urban area. Separating rail freight from the passenger rail line is a NSW Government initiative to reduce network congestion on the rail network across Newcastle, and improve travel times and reliability for both rail freight and passenger rail services.
17	Sydney Airport Road Upgrades	NSW	0 - 2 years	This project has been completed. The upgraded roads around Sydney's Kingsford Smith Airport and the General Holmes Drive level crossing removed by constructing a road underpass.
18	Sydney Gateway	NSW	3 - 5 years	This project will develop a link between West-Connex at St Peters Interchange and the Sydney Airport and Port Botany precinct, improving freight connectivity between Port Botany and the strategic motorway network. Transport for NSW has awarded the design and construction contract while the project has also received planning approval. The project is planned for completion by 2026.
19	Pacific Highway Improvements	NSW	0 - 2 years	Duplication of the Pacific Highway from Hexham to the Queensland border was completed in December 2020 following the completion of the Woolgoolga to Ballina section. The Coffs Harbour Bypass commenced early works in December 2020 in preparation for the start of major construction.
20	Easing Sydney's Congestion	NSW	Ongoing	This action will deliver projects to improve freight flows and increase capacity across the Sydney Metropolitan Network. There are a number of key initiatives/programs that are currently in progress, including the Pinch Point program with the NSW Government committing over \$825 million to fixing pinch points across Sydney's road network. The Pinch Point Programs aim to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads, particularly during weekday peak periods.
21	Capacity upgrade to Foreshore Road at Port Botany and investigation of truck-only lanes in the port precinct	NSW	3 - 5 years	The federal and state funded large-scale investigation of a link from Port Botany to Kingsford Smith Airport has not yet commenced. The scope and extent of the work is currently under investigation.
22	Newell Highway Upgrades	NSW	5 - 10 years	This project involves upgrades to the Newell Highway including safety infrastructure upgrades and capacity improvements (overtaking lanes and town bypasses), flood immunity upgrades and investigation of where a Performance Based Standards (PBS) 3A vehicle access can be increased in the vicinity of the Newell Highway. The project is currently in progress and will be funded by the NSW Government (\$720 million) and the Australian Government (\$400 million). A further \$300 million of Australian Government Roads of Strategic Importance (ROSI) funding has been enlisted to assist with missing links to align the Newell Highway Corridor to freight



No.	Initiative	Jurisdiction	Timeframe	Progress
				and port hubs, which will ensure that key freight roads efficiently connect agricultural and mining regions to ports, airports and other intermodal hubs.
23	M1, Hexham, Raymond Terrace Upgrades	NSW	5 - 10 years	This project would upgrade strategic freight routes connections between the New England Highway, M1 Pacific Motorway through to the Pacific Highway at Black Hill and Raymond Terrace. An environmental impact statement (EIS) was developed to identify potential impacts associated with the project. The Department of Planning and Environment placed the EIS on exhibition between 28 July and 24 August 2021.
24	Developing and updating regional and District Plans	NSW	Ongoing	<p>This initiative is ongoing as Transport for NSW will continue to ensure that freight and logistics are considered in land use discussions, particularly around important trade gateways such as Port Botany, Sydney Harbour, Sydney Airport, the Western Sydney Airport and Newcastle Port.</p> <ul style="list-style-type: none"> <li>· The rezoning of the Mamre Road precinct was announced in 2020, protecting the Intermodal Terminal in Western Sydney.</li> <li>· Further integrated freight planning is being undertaken with the Western Parkland City Authority.</li> <li>· The Western Sydney Freight Line has been partially protected and further protection work is to be undertaken on the line and the Outer Sydney Orbital.</li> </ul>
25	Western Sydney Fuel Pipeline to the Western Sydney Airport	NSW	10+ years	The Western Sydney Fuel Pipeline to the Western Sydney Airport project includes evaluating options for transporting other bulk liquids by pipeline to maximise the value of proposed the infrastructure. Currently, Transport for NSW is undertaking preliminary work to identify route options for the fuel pipeline corridor that will connect with Western Sydney Airport and surrounds. Transport for NSW has commissioned research to determine the most effective and sustainable approach in delivering the pipeline, while minimising the impact of construction on the community and the environment.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
26	West Gate Tunnel	Vic, Industry	2018 - 2023	Work is progressing on the widening the West Gate Freeway, building the city connections and on the tunnel portals. Project parties are working on a solution for tunnel soil disposal ahead of tunnel boring commencing. Transurban has announced that it is expecting to complete the project in 2023.
27	Western Interstate Freight Terminal	Vic, Cth	2018 - 2025	A detailed business case co-funded by the Australian and Victorian Governments to consider a new Interstate Freight Terminal is now completed. The business case considered two locations – Beveridge and Truganina – and was provided to the Australian Government

## Action 1.1

No.	Initiative	Jurisdiction	Timeframe	Progress
				for funding consideration. The proposed terminals' access corridors have been protected in the Principal Freight Network, which will be included in an update of sections of the Victorian Planning Scheme that is currently nearing completion. The Australian Government's 2021-22 Budget committed \$2 billion to deliver the Western Interstate Freight Terminal, and an additional \$61.8 million to progress development of this terminal. Discussions are continuing in relation to Victorian Government funding contributions.
28	North East Link	Vic, Cth		The project will construct a new motorway between the M80 Ring Road at Greensborough and the Eastern Freeway at Bulleen Road. It will also widen and upgrade the existing Eastern Freeway. Early works are underway, with main construction expected to commence in December 2021.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
29	Smart Motorways	Qld, NSW	Ongoing	Queensland continues to invest in and deploy Smart Motorways technologies on key motorway road corridors in the south east Queensland road network. Notable Queensland examples include: <ul style="list-style-type: none"> <li>The M1 Pacific Motorway Varsity Lakes to Tugun upgrade: Construction is underway on Package A (Varsity Lakes to Burleigh) and expected to be completed in mid to late-2022. The project will use smart motorway technologies help to reduce 'stop-start' travel, improve safety and provide more predictable travel times for motorists.</li> <li>The Bruce Highway - Pine River to Caloundra Road Smart Motorways (Stage 2): Construction is expected to start from early-2022.</li> </ul>
30	Toowoomba Wellcamp and Cairns Airports Regional Airport Distribution Centre Pilots	Qld	2018 - 2022	The Toowoomba Wellcamp Trade Distribution Centre is nearing completion and will be officially opened on 27 July 2021. The facility will deliver over 4000m2 in gross floor area comprising of 1500m2 of state-of-the-art refrigerated storage, freezer rooms and temperature-controlled transit areas as well as large ambient transit and covered external storage areas. The facility will open international markets for graziers and growers and will export
31	Yamala Hub	Qld	Ongoing	Construction of enabling infrastructure is complete and the Queensland Government's financial commitment to this project has been finalised. GrainCorp has relocated its Emerald grain handling facility to Central Queensland Inland Port. In June 2021, Seaway Logistics was announced as the operator of the freight terminal.

No.	Initiative	Jurisdiction	Timeframe	Progress
32	Bruce Highway, Warrego Highway, Gateway Motorway and Pacific Motorway upgrades	Qld, Cth	2013 - 2028	<p>Work continues to progress on projects committed on the Bruce Highway, Warrego Highway, Gateway Motorway and Pacific Motorway. The 2021-22 Australian and Queensland Budgets confirmed a jointly funded \$500 million (80:20) additional commitment for Bruce Highway upgrades. The 2021-22 Queensland Budget also confirmed an additional \$200 million Queensland Government contribution towards proposed joint investment on the Bruce Highway of \$1 billion per annum (80:20 federal:state funding basis).</p> <p>Major projects currently underway include:</p> <ul style="list-style-type: none"> <li>· M1 Pacific Motorway upgrades between Varsity Lakes and Tugun, Eight Mile Plains and Daisy Hill, and Daisy Hill and Logan Motorway.</li> <li>· Coomera Connector Stage 1 (Coomera to Nerang).</li> </ul> <p>See Warrego Highway Upgrade Program and Bruce Highway Upgrade under Action 1.2 for updates on those projects.</p>

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
33	Development of the Kenwick Intermodal Terminal	WA, Arc Infrastructure	Short term	The Kenwick Intermodal Terminal is a key part of Arc Infrastructure's intermodal strategy to increase inland capacity and support additional container volumes on rail. Arc remains committed to the project, but has deferred it while the container market continues to recover from COVID-19 impacts.
34	NorthLink	WA, Cth	Short term	<b>Complete.</b> The third and final section of the NorthLink WA road initiative, a 22km dual carriageway between Ellenbrook and Muchea, was completed in April 2020. NorthLink WA stretches from Morley to Muchea providing a free flow link, doubling the road capacity and improving journey times and freight vehicle productivity. The NorthLink WA project was jointly funded.
35	Swan River Crossings, Fremantle Replacement of the Fremantle Traffic Bridge (road and rail)	WA, Cth	Medium term	The Swan River Crossings project design and construction is being delivered through an alliance made up of Arup, Laing O'Rourke, WSP and Main Roads Western Australia. The Alliance Contract was awarded in January 2021, and detailed design development and pre-construction work is underway. The bridge construction will commence in 2022.
36	Commence road upgrades: Wheatbelt, Mid West, Gascoyne, Pilbara	WA, Cth	Medium term	WA has identified improvements to key supply chain networks to support freight efficiency, improved Restricted Access Vehicles and Performance Based Standards access. The Australian and Western Australian Governments have committed \$50 million under the Freight Vehicle Productivity Improvements Program to implement freight improvements on the State road network

No.	Initiative	Jurisdiction	Timeframe	Progress
	and Goldfields Regions			commencing in 2021/22.
37	Plan for Container Freight Staging Facilities	WA	Medium term	A private proponent has expressed interest in developing a staging facility in Perth's northern suburbs, which would allow for more efficient use of the road network using larger vehicles from the port and smaller vehicles to complete the last mile journey. The WA Government continues to work with road transporters to identify allowable vehicle combinations and approved heavy vehicle routes.

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
38	20 Year Infrastructure Strategy and 5 Year Capital Intentions Statement	SA	Ongoing	<p>Infrastructure SA released the 2021 Capital Intentions Statement released on 26 March 2021, which recommended the following projects to be prioritised for further planning study and/or business case development.</p> <p><b>Sturt Highway and Truro Bypass</b></p> <p>Infrastructure Australia endorsed the proposed South Australian Highway High Productivity Vehicles Freight Network Access project as a priority initiative on the Infrastructure Priority List. This project forms a key part of that initiative. A planning study is underway to determine the precise realignment of the Sturt Highway through the Truro Hills, including a bypass of the town of Truro. This will inform development of a full business case. The Australian and South Australian Governments committed \$202 million in the 2021-22 Budget process to fund delivery of the Truro between late 2022 and 2026.</p> <p><b>Augusta Highway</b></p> <p>This project also forms part of the South Australian Highway High Productivity Vehicles Freight Network Access project listed on the Infrastructure Priority List. It includes the Joy Baluch AM Bridge Duplication and Port Wakefield Overpass and Highway Duplication Project initiatives which are reported on below. The duplication of the Augusta Highway will correct deficiencies in road geometry, improve safety and operational efficiency and maximise freight vehicle productivity. The Australian and South Australian Governments committed \$180 million in the 2021-22 Budget process to fund the next stage of the duplication of the Augusta Highway from near Nantawarra to Lochiel, which will result in the corridor being fully duplicated from Adelaide through Port Wakefield to Lochiel. A further \$5 million was committed to develop a business case which will undertake planning and designing for duplication from Port Pirie to Crystal Brook, including upgrades to intersections.</p>



No.	Initiative	Jurisdiction	Timeframe	Progress
				<p><b>Hydrogen export facility</b></p> <p>Detailed analysis has been undertaken to determine the potential to develop a new hydrogen industry. Based on the State's competitive position, South Australia is forecast to capture 25 per cent of the national hydrogen exports. There is significant potential for the growth of the local industry, provided appropriate hydrogen port infrastructure is in place. This is aligned with the South Australian Government's Growth State agenda. Infrastructure SA recommended further analysis be undertaken to determine the required infrastructure solution. Infrastructure SA's 2020 Capital Intentions Statement recommended the following projects to be prioritised for further planning study and/or business case development.</p> <p><b>Infrastructure development on LeFevre Peninsula</b></p> <p>The formulation of a coordinated and integrated plan to inform further transport infrastructure development along the peninsula and its surrounding areas is currently underway and an important step in supporting pragmatic, well considered infrastructure investment decisions. Infrastructure SA will review individual projects when business cases are available. An Integrated Planning Partner has been engaged to undertake a study of transport infrastructure requirements on Le Fevre Peninsula focussing on key freight routes and interaction with the development of Osborne Naval Shipyard. Preliminary findings will be delivered in third quarter 2021.</p>
39	North-South Corridor Business Case – remaining sections	SA, Cth	Ongoing	The North-South Corridor Program Delivery Office was established to progress assessment, funding and delivery of the remaining 10.5km River Torrens to Darlington stage, which will complete the 78km motorway providing a non-stop traffic-light-free connection between Gawler and Old Noarlunga. The Australian and South Australian Governments have committed \$5.422 billion to Stage 1 of this project from Darlington to Anzac Highway. A Reference Design is being progressed, informed by updated traffic modelling projecting increased traffic volumes. Project cost estimates will be finalised on completion of the final business case.
40	Kangaroo Island Ferry Service Tender	SA	1 July 2024	Three companies have progressed to the Invitation to Supply phase for an initial 15-year contract. The Invitation to Supply process will run until September/October and the contract is aimed to be awarded by the end of the year. The current agreement expires on 30 June 2024.
41	North-South Corridor: Darlington Upgrade Project	SA	2014 - 2020	<b>Complete.</b> The upgrade to motorway standard of approximately 3.3km of the existing Main South Road was open to traffic in July 2020.
42	North-South Corridor: Northern Connector Project	SA	2016 - 2020	<b>Complete.</b> The six-lane, 15.5km motorway opened to traffic in March 2021. It provides a vital freight and commuter link between the Northern Expressway, South Road Superway and Port River Expressway.

No.	Initiative	Jurisdiction	Timeframe	Progress
43	North-South Corridor: South Road- Regency to Pym Street	SA	2016 - 2020	A new 1.8km section of non-stop motorway connects completed motorway sections, resulting in a 47km non-stop motorway between Gawler and the River Torrens. The Regency Road overpass opened to traffic in March 2021. Full project completion which includes landscaping, Intelligent Transport System commissioning and final asphaltting is scheduled to be complete by the end of 2021.
44	Joy Baluch AM Bridge Duplication	SA	2019 - 2022	Duplication of the critical bridge across the Spencer Gulf in the northern region of South Australia commenced in late 2020 and is due to open to traffic in mid-2022. Completion will facilitate expansion of Performance-Based Standards level 4A access south of Port Augusta.
45	Port Wakefield Overpass and Highway Duplication Project	SA, Cth	2020 - 2022	The Australian and South Australian Governments have committed \$124.5 million (Australian Government: \$99.6 million   South Australian Government: \$24.9 million) for the Port Wakefield Overpass and Highway Duplication Project. Construction commenced on late 2020 and it will be open to traffic in mid-2022.
46	Main South Road Duplication	SA, Cth	2020 - 2024	The Australian and South Australian Governments have jointly committed \$453 million in funding for Main South Road Duplication Project between Seaford and Sellicks Beach. The project has been defined in two stages. Stage 1 includes duplication from south of Griffiths Drive in Seaford to Aldinga; approximately 10km in length. Stage 2 extends from Aldinga to Sellicks Beach; approximately 6km in length. The concept design has been developed for Stage 1, following initial community consultation. Further feedback from the community on proposed scenarios informed delivery outcomes in conjunction with the Victor Harbor Road Duplication Project. The project is planned to commence in mid-2021, and open to traffic in mid-2024.
47	Victor Harbor Road duplication – Main South Road to McLaren Vale	SA, Cth	2020 - 2024	The Australian and South Australian Governments have jointly committed \$92 million in funding for the Victor Harbor Road Duplication Project. The Australian Government has committed an additional \$15 million towards other safety improvements. The project will involve the duplication of a 4.5km section of Victor Harbor Road between Main South Road and Main Road, McLaren Vale. Concept design developed following initial community consultation. Further feedback from the community on proposed scenarios informed delivery outcomes in conjunction with the Main South Road Duplication Project. The project is planned to commence in late-2021 and open to traffic in mid-2024.
48	Portrush Road/Magill Road intersection upgrade	SA, Cth	2020 - 2022	The Australian and South Australian Governments have announced \$98 million joint funding for the upgrade of the Magill and Portrush Roads intersection with major construction commencing in April 2021. It is planned to open to traffic in February 2022.
49	Cross Road/Fullarton Road	SA, Cth	2020 - 2022	The Australian and South Australian Governments are jointly funding the \$61 million upgrade of the Cross Road and Fullarton Road intersection. Stakeholder consultation commenced in December 2020, and concluded in June 2021. Major construction works are scheduled to commence in mid-2021 and the intersection is planned open to traffic in October 2022.
50	Torrens Road (Ovingham) level crossings	SA, Cth	2020 - 2032	The Australian and South Australian Governments have committed \$196 million towards the removal of the level crossing at Torrens Road, Ovingham. Major construction works commenced March 2021 and it is planned to open to traffic in January 2023.

No.	Initiative	Jurisdiction	Timeframe	Progress
51	Glen Osmond/Fullarton Road intersection upgrade	SA, Cth	2020 - 2022	The Australian and South Australian Governments have jointly committed \$35 million to upgrade the Glen Osmond Road and Fullarton Road intersection. Stakeholder consultation commenced in December 2020 and concluded in June 2021. Project design work has commenced with major construction works scheduled to commence in late 2021. The project is expected to be open to traffic by September 2022.
52	Main North Road/Nottage Terrace junction upgrade	SA, Cth	2020 - 2022	The Australian and South Australian Governments are jointly funding the \$19 million upgrade of the Main North Road and Nottage Terrace intersection. Service relocation and early investigation works are now complete and major works on the intersection are underway. The project is planned to open to traffic in March 2022.
53	Main North/McIntyre/Kings Road intersection upgrade	SA, Cth	2020 - 2021	The Australian and South Australian Governments have committed \$13 million in joint funding to upgrade the Main North Road, Kings and McIntyre Roads Intersection. Major construction works for the intersection upgrade commenced in late January 2021 and the project opened to traffic in November 2021.
54	Bulk Export Supply Chain Study <b>(new)</b>	SA	2021	<p>The South Australian Department for Infrastructure and Transport will complete a supply chain study for regional bulk export commodities. The study will:</p> <ul style="list-style-type: none"> <li>• Examine end to end supply chains for key mineral and primary production sectors, including potential emerging opportunities.</li> <li>• Examine the existing transport network and identify the options for development of efficient and productive transport network solutions; and the appropriate government strategy and policy settings to optimise investment in each link in the supply chains.</li> <li>• Take account of the next 10-30 years, as well as nearer term issues and opportunities to be addressed.</li> <li>• Examine both land-based transport infrastructure and ports.</li> <li>• Identify the latent capacity in current infrastructure; and the incremental investments that would balance the demands for support to optimisation of supply chain efficient for individual sectors or producers; and the need to ensure efficient and sustainable solution that best serves the state's interests.</li> </ul> <p>KPMG have been engaged to assist the Department and commenced stakeholder engagement and initial analysis. A report will be delivered to the South Australian Government in third quarter 2021.</p>

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
55	Tasmanian Integrated Freight Strategy	Tas	Released 2016	The Tasmanian Integrated Freight Strategy delivers a contemporary framework that links freight demand and investment, integrates planning and investment across modes, prioritises freight assets and supports improved project evaluation and freight system information. Initiatives are ongoing.
56	Burnie to Hobart Freight Corridor Strategy	Tas, Cth	Ongoing	The Burnie to Hobart Freight Corridor is the core of the Tasmanian land transport network, connecting all major population, industrial and export centres. The program initiatives include a range of road and rail improvements to the corridor, such as intersection upgrades and lane duplications. Consultation has commenced on improvements to the Bass Highway between Launceston and Devonport. The Australian Government has committed \$80 million to the upgrades, with the Tasmanian Government's contribution to be confirmed once the outcomes of the Bass Highway Corridor Strategy – Launceston to Devonport are known. See Action 1.2 for updates on the New Bridgewater Bridge and delivery of the Midland Highway 10 Year Action Plan.
57	Hobart Airport Interchange Upgrade – \$46 million	Tas, Cth	Expected completion 2023	The Tasmanian and Australian Governments have committed \$46 million (\$37 million Australian Government and \$9 million Tasmanian Government funding) to construct a four-lane interchange to replace the Hobart Airport roundabout. The new interchange will support future growth in traffic volumes and freight movements and improve safety. Construction of the interchange has commenced.
58	Cooee Bottleneck – \$50 million	Tas, Cth	Commencing early 2022	The Tasmanian Government is implementing priority projects identified in the Australian Government funded Cooee to Wynyard Planning study, including replacement of the Cam River Bridge. The Bridge replacement, together with road realignment and overtaking facilities, are due to commence in early 2022.
59	Tasman Highway Sideling \$50 million	Tas, Cth	Commencing 2022	Planning to upgrade the Tasman Highway Sideling is underway, with first stage construction scheduled to commence in 2022.



## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
60	Monaro Highway Upgrade Program	ACT	Medium term	This project, which will deliver a package of safety works and targeted intersection upgrades along the Monaro Highway in the ACT, is being delivered over a six year period in four parts. The first part, safety improvements on the Monaro Highway near the NSW border, was completed and opened to traffic in mid 2020. Main construction on the next intersection upgrade at Lanyon Drive is expected to commence in 2022.
61	Parkes Way upgrade project and the Canberra South-West Corridor upgrade package	ACT	Medium - long term	The scoping phases of these two projects is being progressed together, ensuring that proposed improvements can be considered in parallel. A flood modelling study has already been released for tender, and a traffic modelling tender is completed. These will identify constraints and problems in the network, develop options to treat these problems, and establishes a priority for delivery, and inform the assessment of primary freight routes. Identified projects will subsequently be progressed to the development and then delivery phases (with the project funded for both planning and delivery).

## Northern Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
62	Katherine Logistics and Agribusiness Hub	NT	3 years	Development is progressing on a fully operational, multi-disciplined Katherine Logistics and Agribusiness Hub which will meet the current and future needs of Katherine, the Top End and Northern Australia. The Hub is strategically positioned at the intersection of the key freight routes of the Victoria and Stuart Highways and the Tarcoola to Darwin rail line. Some areas of the site are subject to native title, a pastoral lease, or are owned by the Katherine Town Council. Native title negotiations, acquisition of the pastoral lease interest and the transfer of Council land to the NT Government is continuing. The draft plan for Stage 1 provides for 14 lots with an average lot size of 1.8ha. The design of external power feeders has been completed and construction is underway and is expected to be completed in late 2021. External water infrastructure and Victoria Highway intersection detail design is complete and is ready to be tendered on resolution of tenure. Detailed design for the internal subdivision works is underway.

## Action 1.2: Provide regional and remote Australia with infrastructure capable of connecting regions and communities to major gateways, through link links, regional airports or coastal shipping

### Where do we want to be by 2024? We aim for:

- Better linkages from major regional and remote producer areas to freight corridors and trade gateways (ports and airports).
- Improved all weather access to export gateways, including in Northern Australia.
- All levels of government to improve and upgrade infrastructure in regional and remote areas to lift regional freight productivity, access and safety across all modes and delivery of essential goods and services to isolated communities.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
63	Northern Australia Infrastructure Facility - \$5 billion	Cth	2016 - 2021	<p>The Northern Australia Infrastructure Facility (NAIF) is a \$5 billion lending facility to provide loans to infrastructure projects in northern Australia. As at 20 July 2021, the NAIF has invested:</p> <ul style="list-style-type: none"> <li>• \$227.5 million in three airport projects across northern Queensland and the NT with a total project value of \$407.5 million, and</li> <li>• \$16.8 million in a port project in WA, with a total project value of \$120 million.</li> </ul> <p>In May 2021, the Australian Government extended the NAIF's investment period to 30 June 2026, allowing it to continue to provide finance to a pipeline of infrastructure projects in northern Australia.</p>
64	Northern Australia Roads Program \$600 million	Cwth, Qld, WA, NT	2016 - 2023	<p>The \$600 million Northern Australia Roads Program targets upgrades to high priority roads within Queensland, WA and the NT to support economic development in northern Australia. This program has 20 projects in total and is well advanced with 13 projects completed and seven underway. The final project within this program (Peak Downs Highway) commenced in May 2021.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
	(Cwth: \$480m; State Governments: \$120m)			<p><b>Queensland</b> A total of \$279.74 million in joint funding has been committed under the Northern Australia Roads Program in Queensland, with \$223.8 million in Australian Government funding and \$55.94 million state funding. The Queensland Government and relevant local governments are progressing the delivery of jointly funded projects under both the Northern Australia Roads Program and Beef Roads Program, with a total of 21 projects having reached practical completion.</p> <p><b>Western Australia</b> Complete. Projects funded included upgrades and safety and productivity improvements, such as road widening, overtaking lane construction and pavement renewal for Great Northern Highway Bow River Bridge and approaches; Great Northern Highway Upgrade Maggie Creek and Wyndham Spar, Marble Bar Road – Coongan Gorge (completed 2019) and Broome Cape Leveque Road (completed 2020).</p>
65	Northern Australia Beef Roads Program (Cwth: \$80m; state, territory and local government: \$20m)	Cwth, Qld, WA, NT	2016 - 2024	<p>The \$100 million Northern Australia Beef Roads Program targets upgrades to key roads within Queensland, WA and the NT for cattle transport in northern Australia to improve the reliability, productivity and resilience of supply chains. The program is in its final stages with 17 projects completed. The final project (Gregory Developmental Road) is due to commence in 2021.</p> <p><b>Queensland</b> A total of \$77.06 million in joint funding has been committed under the Northern Australia Beef Roads Program in Queensland, with \$57.67 million in Australian Government funding, \$19.39 million state funding and relevant local government contributions. The Queensland Government and relevant local governments are progressing the delivery of jointly funded projects under both the Northern Australia Roads Program and Beef Roads Program, with a total of 21 projects having reached practical completion.</p> <p><b>Western Australia</b> Complete. The Great Northern Highway - Ord and Turkey Creek - Stage 1 - Road Improvements were completed in late 2019. The works included road reconstruction, realignment and installation of passing lanes, resulting in improved freight capacity and connectivity, increased flood immunity and improvements to road safety.</p>
66	Bridges Renewal Program – \$760 million	Cth, local govt	2015 - 2025	The Bridges Renewal Program provides funding for the upgrades of road bridges that will enhance access for local communities and facilitate vehicle access to boost the local economy. Around 85 per cent of funding under the Program has gone to projects located in rural and regional areas. This initiative is also reported on under Action 1.1.

No.	Initiative	Jurisdiction	Timeframe	Progress
67	Upgrades to port infrastructure in the external territories – \$31.9 million	Cth	2016 - 2023	The Australian Government is currently finalising an Approach to Market for the replacement of the Christmas Island Wharf Crane. Should the Approach to Market be deemed successful and a contract signed, works are slated to begin in the second quarter of the 2021-22 financial year. Funding received for the Port Infrastructure Detailed Business Case has been expended and the resulting Detailed Business Case was incorporated into the 2021-22 Budget as part of the Strategic Asset Management funding bid for the territories for all asset classes, including the ports.
68	Heavy Vehicle Safety and Productivity Program – \$607 million	Cth	2013 - 2025	Reported under Action 1.1.
69	Adelaide – Tarcoola Rail Upgrade Acceleration \$252 million	Cth	2017 - 2021	<b>Complete.</b> The Australian Government fully funded the Australian Rail Track Corporation to undertake the Adelaide to Tarcoola re-railing project, which was completed in early 2021. The works improve the productivity of existing services and the operating performance to allow heavier, more efficient freight trains to operate at faster speeds.
70	Inland Rail Interface Improvement Program \$44 million	Cth	2019 - 2022	The Australian Government is supporting 38 eligible proposals under the Interface Improvement Program (Round 1 and 2), which will provide proponents with pre-feasibility, feasibility study and strategic business case support to study the benefits and costs of proposed ideas and make a case for further investment. Business case studies are underway between proponents and Ernst & Young-led business advisor teams, based on project plans that have determined the scope, required stakeholder consultation and gateway starting point information requirements for developing each proposal.
71	Tasmanian Freight Rail Revitalisation – Tranches 1-3 including Port of Burnie Shiploader Upgrade – (Cth: \$211.6m; state: \$187.6m)	Cth, Tas	2015 - 2024	The three tranches of the Tasmanian Freight Rail Revitalisation Program include a range of upgrades such as sleeper and track replacement, formation rectification, yard and terminal track work, level crossing upgrades, and rail corridor drainage improvements. These upgrades will increase efficiency, improve safety and reliability, and on-time running. Upgrades under tranches 1 and 2 commenced in 2015 and are expected to be completed by mid-2023. The Australian Government has contributed a combined \$28 million to the Network and Off Network projects under tranche 3. Both of these projects are under construction having started in June 2021 and are expected to be completed by mid-2024. In addition to this, the Australian Government has committed \$64 million to the Port of Burnie Shiploader Upgrade which is expected to start works late in 2021 and be completed in the first half of 2023.
72	Inland Rail – \$14.5 billion	Cth, NSW, Vic, Qld	2018 - 2027	Through the 2020-21 Budget, the Australian Government invested an additional \$5.5 billion in equity for the Australian Rail Track Corporation (ARTC) to deliver an enhanced Inland Rail – with more construction that supports another 5,800 jobs at the peak of construction. Significant milestones were reached in the delivery of Inland Rail during 2020-21, including completion of the Parkes to Narromine section in September 2020 and commencement of early construction works on the Narrabri to North Star section in November 2020. The 104km section of Parkes to Narromine track commenced operations in September 2020 and the upgrades have



No.	Initiative	Jurisdiction	Timeframe	Progress
				<p>provided a more reliable service for freight moving along that line. The enhanced service offering of Inland Rail is available now between Parkes and Narromine, with freight efficiencies flowing through supply chains that reach from Sydney in the east as far as Perth and Adelaide in the west.</p> <p><b>Victoria</b> Victoria is supporting the ARTC in its delivery of Inland Rail. Discussions with ARTC and local councils regarding development opportunities along the North East corridor are ongoing.</p>
73	Regional Aviation Access Program – \$72.7 million	Cth	2021 - 2024	<p>The Regional Aviation Access Program is comprised of the following components:</p> <ul style="list-style-type: none"> <li>• the Remote Air Services Subsidy Scheme</li> <li>• the Remote Airstrip Upgrade Program</li> <li>• the Remote Aerodrome Inspection Program.</li> </ul> <p>Round 8 of the Remote Airstrip Upgrade Program was announced in May 2021, providing \$8.2 million to 46 safety and access upgrades. The Remote Air Services Subsidy Scheme provides connectivity to 268 remote communities through weekly flights, conveying passengers, essential supplies, food and mail.</p>
74	Regional Airports Program – \$100 million	Cth	2019 - 2023	<p>The Regional Airports Program provides funding to assist operators of regional aerodromes to undertake safety and access works. On 13 June 2020, \$41.2 million in funding was announced for 61 regional airport projects under Round 1 of the Program. Successful projects under Round 2 will be announced in the second half of 2021.</p>
75	Black Spot Program – \$1.2 billion	Cth	Ongoing	<p>The Black Spot Program targets road locations where crashes are occurring, reducing the risk of crashes through funding safety measures such as traffic signals, roundabouts, turning lanes, safety barriers and lighting at locations with a history of at least three casualty crashes in five years. Programs of this sort are very effective, saving the community many times the cost of the relatively minor road improvements that are implemented. In line with national road safety policy objectives, approximately 50 per cent of Black Spot funds in each state (other than Tasmania, ACT and the NT) are reserved for projects in non-metropolitan areas. More than 360 projects were funded in the 2020-21 program year.</p>
76	Roads to Recovery Program – \$6.2 billion	Cth, local govt	2013 - 2024	<p>The Roads to Recovery Program allocates funding to all councils Australia-wide to support the maintenance of the nation's local road infrastructure assets, which connects Australian regions and communities and improves safety and economic and social outcomes. More than 2,370 projects funded under Roads to Recovery were completed in 2020-21.</p>

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
77	Deliver and improve key freight programs and projects	NSW	3 - 5 years	The NSW Government is funding key infrastructure programs including Fixing Local Roads, Fixing Country Bridges and Fixing Country Rail to improve freight connectivity. The NSW Government announced accelerated funding for the Fixing Country Bridges Program in February 2021, with more than \$290 million shared across 54 councils to replace 424 bridges in round one. In 2020, the Australian Government committed an additional \$191 million to the Fixing Local Roads Program, this increased the total funding for the Fixing Local Roads Program to \$691 million. Round 1 of the Fixing Local Roads Program saw \$243 million of joint funding allocated to 253 projects in 84 Local Government Areas, and it was announced in June 2021 that Round 2 will see \$150 million allocated to 108 road projects in 90 Local Government Areas. Additional projects have also been announced under the \$400 million Fixing Country Rail Program, including upgrading the Junee – Griffith line and the Berry-Bomaderry Line.
78	Implement the NSW Heavy Vehicle Access Policy Framework	NSW	0 - 2 years	This initiative is complete with further business as usual activities underway. The Framework has enabled improved access for Higher Productivity Vehicles with a focus on improved network access. Transport for NSW has now published a Performance Based Standards (PBS) 2B Tier 1 network.
79	Fund infrastructure improvements to increase high productivity vehicle road access	NSW	Ongoing	The NSW Government continues to make investments through road infrastructure programs across state and council roads to improve the road network and make it more accessible for higher productivity vehicles. These funding programs include the Fixing Country Roads, Bridges for the Bush and the Regional Road Freight Corridor Fund, Fixing Local Roads and Fixing Country Bridges.
80	Provide funding under the Regional Road Freight Corridor Fund to upgrade	NSW	Ongoing	The NSW Government continues to provide funding under the Road Freight Corridor Fund. Examples of regional projects to be delivered from across the program include Singleton Bypass on the New England Highway and heavy duty pavement from Narrabri to Moree.
81	Encourage coastal shipping through planning and other initiatives	NSW	Ongoing	The NSW Government will encourage coastal shipping by appropriate planning to support the continued operation of the port at Glebe Island and White Bay. Transport for NSW has commenced development of a Port Efficiency Strategy.
82	Saving Lives on Country Roads Program	NSW	0 - 2 years	This initiative has been completed with projects in development and delivery. This will deliver safety upgrades on country roads, including flexible barriers to separate oncoming traffic and protect vehicles from roadside hazards. The total investment in reducing deaths and serious injuries on NSW roads over the next five years is \$1.9 billion.

No.	Initiative	Jurisdiction	Timeframe	Progress
83	Assist local councils to plan for freight needs	NSW	Ongoing	Transport for NSW has provided guidance on freight needs and has worked with local councils in developing their strategic development statements. This will be an ongoing initiative to support local councils to plan for current and future freight and logistics requirements in their local government area, and reflect priorities in their local strategic planning statements, including by providing assistance to identify current and future freight and logistics requirements. Transport for NSW has also published a Last Mile Toolkit to assist urban planners, developers and government to give greater consideration to freight and servicing demands for new buildings and precincts as part of the planning process. It also promotes better management of freight and servicing for existing buildings.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
84	Murray Basin Freight Rail Project	Vic, Cth	2016 - 2023	<p>The Murray Basin Freight Rail (MBFR) project is delivering a variety of upgrades to the freight rail network in western Victoria, including gauge standardisation, track upgrades, construction of new passing loops and the modernisation of signalling and scheduling infrastructure. Since 2016, the Australian Government has committed at total of \$440.4 million towards the \$689 million MBFR project. The current project scope and funding commitment will not fully standardise the Murray Basin Freight Rail network. In June 2019 the Victorian Government halted works on the project, citing significant project delivery issues and insufficient funds to deliver the full scope. Prior to the project being halted in 2019, the first two of four planned stages were delivered.</p> <p>From November 2019 to March 2020, the Victorian Department of Transport (DoT) undertook a review of the original 2015 business case. The 2020 Business Case Review was publicly released in October 2020. In December 2020, then Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development, the Hon Michael McCormack MP announced \$200.2 million of additional funding to progress with agreed works on an 80:20 basis. The Department receives regular progress updates through the monthly Murray Basin Freight Rail Steering Committee, held most recently on 10 August 2021. Delivery of the revised package of works is currently focused on planning, procurement and mobilisation with some early works underway. The project is currently anticipated to be completed by the end of 2023, with the most intense period of construction works occurring between Q2 2022 and Q4 2023</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
85	Regional Rail Freight Network Planning	Vic	Ongoing	The Victorian Department of Transport has completed a detailed assessment of the state of the existing regional rail freight network and is preparing further advice for the Government on a new approach for the future of the network. The Regional Rail Freight Framework has been completed and submitted for review in August 2021. Pending approval, funding will be considered in 2023. The Australian Government has offered \$7.5 million funding to develop an Import and Export (IMEX) rail shuttle business case to connect the Interstate Freight Precincts (Western and/or Beveridge) to the Port of Melbourne, which will form the basis of the next step in freight rail strategy development.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
86	Bruce Highway Action Plan	Qld	2013 - 2028	The Bruce Highway Trust Advisory Council is overseeing the development of a 15-year Vision for the Bruce Highway, three five-year rolling Action Plans and the Safer Bruce 2030 Action Plan to assist both Australian and Queensland Governments in identifying future priority upgrades between Brisbane and Cairns to unlock economic growth, build flood resilience and improve road safety for all road users. The inaugural meeting of the Council was held in July 2020, followed by a second meeting in November 2020. The Council is adding six additional regionally based members to include users and road safety and regional development experts, from along the Bruce Highway north of Gympie. The identification of future priorities on the Bruce Highway will be informed by the customer research outcomes and interviews with key stakeholders, focus group sessions and an online customer survey to identify regional priorities.
87	Warrego Highway Upgrade Program	Qld, Cth	Complete	The \$635 million Warrego Highway Upgrade Program is now complete. The program was jointly funded by the Australian and Queensland Governments on an 80:20 federal:state funding basis. Following the program's completion, the Australian and Queensland governments have committed \$543.9 million for Warrego Highway Future Priorities, with the Mount Crosby interchange upgrade identified as a key priority for the Queensland Government. Planning is underway to determine upgrade priorities between Dinmore and Helidon Spa, with safety treatments to be delivered in the interim.
88	Bruce Highway Upgrade	Qld, Cth	2013 - 2028	The Bruce Highway Upgrade Program, established in 2013, was initially underpinned by an \$8.5 billion 10-year program of upgrade works on the highway. In 2021, the Bruce Highway Upgrade Program was expanded to a \$13 billion, 15-year program (2013-14 to 2027-28) following additional funding from the Australian and Queensland Governments (80:20 federal:state funding basis). As at July 2021, major projects completed under the Bruce Highway Upgrade Program include Townsville Northern Access, Sandy Gully Bridge Upgrade, Cattle and Frances Creek upgrade (south of Ingham), Townsville Ring Road Stage 4, Mackay Ring Road - Stage 1,



No.	Initiative	Jurisdiction	Timeframe	Progress
				Yeppen Flood Plain Upgrade (Rockhampton), Cooroy to Curra Sections A and C and Boundary Road Interchange (Narangba). Major projects nearing completion or underway include Cairns South Access Stage 4 (Kate Street to Aumuller Street), Haughton River Floodplain and Caloundra Road to Sunshine Motorway upgrade, with further major projects committed, such as Rockhampton Ring Road and Cooroy to Curra – Section D.
89	Bruce Highway Safety Package	Qld	Ongoing	The Bruce Highway Safety Package continues to be delivered as part of the overall \$13 billion, 15-year (2013–14 to 2027–28) Bruce Highway Upgrade Program. The Bruce Highway Safety Package looks to improve the overall safety of the highway. As at the end of March 2021, safety improvements delivered as part of Bruce Highway Upgrade Program include hundreds of kilometres of wide centre line treatments, shoulder sealing and audio tactile line markings, 30 new rest areas/stopping places and various intersection improvements (such as protected right-hand turns) along the corridor.
90	Transport Infrastructure Development Scheme	Qld	Ongoing	Transport Infrastructure Development Scheme funding (\$70 million) is delivered as an annual grant allocation to Regional Roads and Transport Groups.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
91	Develop major route plans on major highways	WA	Short term	<b>Complete.</b> 98 Route development and management plans for the rural WA network have been completed. The subsequent network analysis identified network programs for widening, overtaking lanes, geometry improvements, bridge upgrades and rest area improvements.
92	Regional Road Safety Program <b>(new)</b>	WA, Cth, local govt	2020 - 2022	The \$455 million Regional Road Safety Program aims to deliver road safety improvements. It includes installation of audible edge lines and widening the road surface by sealing of road shoulders to provide a more forgiving road environment. These much-needed road safety treatments are being delivered across the state to upgrade up to 7,000km of roads by July 2022. When complete, up to 50 per cent of the State's regional road network will be upgraded, helping to prevent up to 2,000 fatal or serious injury crashes. The program is funded 20/80 State and Federal respectively.
93	Wheatbelt Secondary Freight Network	WA, Cth, local govt	Short term	The Wheatbelt Strategic Freight Network identified 80 routes that connect with state and national highways and enable an efficient, sustainable and cost-effective integrated freight transport network. This has led to a \$70 million commitment by the Australian Government, through the Roads of Strategic Importance initiative, matched by \$17.5 million of State funds for road upgrades. As at

No.	Initiative	Jurisdiction	Timeframe	Progress
				30 June 2021, 16 local governments had projects approved for funding to the amount of \$19.5 million. An additional \$100 million (Australian, WA and Local Governments) was approved for release over the next five years, taking the total funding amount to \$187 million.
94	Revitalising Agricultural Freight Strategy	WA	Short term	The final version of the Revitalising Agricultural Region Freight Strategy, released in June 2020, included a prioritised multi-modal project list. The WA Government is now progressing the Agricultural Supply Chain Improvements program. \$200 million in State and Commonwealth funding has been committed for high priority freight projects, to be delivered over a four year period. A broader list of road and rail projects are being assessed through a Stage 2 Infrastructure Australia submission, due for completion in September 2021.

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
95	Strzelecki Track Wider Economic Benefit Analysis	SA, Cth	2019 - 2020	A business case was commenced following completion of wider economic benefit analysis in March 2020. Options investigation lead to identification of a capping solution as the preferred treatment. As a result, the Australian and South Australian Governments have committed \$210 million to completion of the project. The business case will be finalised in third quarter 2021. Approximately 50km of the track was sealed by June 2021 and completion is due in mid-2024 subject to weather conditions.
96	Grain/minerals port on Eyre Peninsula	SA	Ongoing	This initiative will be informed by the Bulk Export Supply Chain Study (see item under Action 1.1).
97	Horrocks Highway improvements	SA	2020 - 2024	This project includes the installation of overtaking lanes and shoulder sealing, improvements to the Gladstone level crossing, and the replacement of a bridge north of Melrose. Procurement for various packages commenced in January 2021. All works are planned to be open to traffic by June 2023.
98	Roads of Strategic Importance	SA, Cth	2020 - 2024	See update on South Australian items under the Roads of Strategic Importance initiative under Action 1.1. These are Port Augusta to Perth (SA section including Eyre Peninsula network) corridor; Cockburn to Burra corridor and Renmark to Gawler corridor.
99	Remote Areas Consultative Group	SA	Ongoing	South Australia chaired the Remote Areas Consultative Group, which aims to improve the efficiency and productivity of transport in remote Australia. Members focussed on COVID-19 response and the Heavy Vehicle National Law review during the year.

No.	Initiative	Jurisdiction	Timeframe	Progress
100	Productivity improvements (Thomas foods facility, Dublin Saleyards, Bratten bridge, Naracoorte roundabouts, Kroemers Crossing)	SA	2020 - 2021	<p>This project involves infrastructure upgrades facilitating improved access for high productivity vehicles.</p> <ul style="list-style-type: none"> <li>• Thomas Foods Facility – Road construction commenced in June 2020 and completed in December 2020.</li> <li>• Dublin Saleyards – Construction commenced March 2021, planned open to traffic July 2021.</li> <li>• Kroemers Crossing – Construction/delivery completed August 2020.</li> <li>• Naracoorte Roundabouts – Stage 1, roundabouts completed June 2020, Stage 2, sale yards access construction/delivery due to be completed mid-2022.</li> <li>• Bratten Bridge – Completed July 2020.</li> </ul>
101	Rural Roads Package – Safety Package (i.e. overtaking lanes, shoulder sealing, and pavement and intersection improvements)	SA	2020-2023	<p>This project involves road infrastructure improvements aimed at increasing safety. Works include shoulder sealing and overtaking lanes in multiple works packages. Initial works packages completed with the full package of works expected to be open to traffic by December 2022.</p>
102	Kangaroo Island Road Safety and Bushfire Resilience Package – (new)	SA, Cwth	2021-2024	<p>The Australian and South Australia Governments committed \$40 million in their 2021-22 Budgets (on an 80:20 basis) to upgrade key Kangaroo Island road corridors. Roads to be upgraded include the Playford Highway (west of Kingscote) and Hog Bay Road. The road upgrades will improve tourism routes, enhance bushfire resilience and improve freight access to ports.</p>
103	Restricted Access Vehicle Network Development Study (new)	SA	April - October 2021	<p>The Study will inform strategic development of the Restricted Access Vehicle network in South Australia through a combination of targeted stakeholder engagement and freight data analysis. The contract has been awarded and stakeholder engagement commenced.</p>
104	Bulk Export Supply Chain Study (new)	SA		<p>See Bulk Export Supply Chain Study under Action 1.1.</p>

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
105	Midland Highway 10 Year Action Plan – \$565 million	Tas, Cth	2015 - 2025	The Australian and Tasmanian Governments have committed \$565 million to improve safety for passenger and freight users on this key intra-state highway. The Australian Government's contribution is made under the Building Our Future Program. Significant progress has been made, with 21 projects delivered to date, and several others under planning and construction.
106	Bridgewater Bridge Replacement – \$576 million	Tas, Cth	2019 - 2024	The Bridgewater Bridge is a critical part of the transport and freight link between the northern and southern regions of Tasmania. The current Bridgewater Bridge is reaching the end of its serviceable life and does not meet contemporary loading and design standards of the National Land Transport Network. The Tasmanian and Australian Governments have committed a total of \$576 million to build a replacement bridge. Construction will commence in 2022 with traffic expected to be on the bridge by the end of 2024.
107	Tasmanian Freight Rail Revitalisation Project: Tranche Two – \$119.6 million	Tas, Cth	2019 - 2023	See Tasmanian Freight Rail Revitalisation – Tranches 1-3 including Port of Burnie Shiploader Upgrade under Australian Government in Action 1.2.
108	Tasmanian Freight Rail Revitalisation Project: Tranche Three – \$96 million	Tas, Cth	2021 - 2024	See Tasmanian Freight Rail Revitalisation – Tranches 1-3 including Port of Burnie Shiploader Upgrade under Australian Government in Action 1.2.
109	Devonport Port upgrades – \$240 million	Tas	2021 - 2022	Devonport Port carries high volumes of container and trailerised freight and is Tasmania's key passenger port. The existing Port is unable to support longer and larger vessels, including those of the existing operators, or meet forecast freight and passenger volumes. There are also landside operational inefficiencies and capacity constraints for operators. The upgrades will deliver two reconfigured and upgraded terminals, accommodating new and larger vessels and supporting increased freight capacity and passenger numbers.
110	Hobart Port precinct capacity improvements – \$137 million	Tas	TBA	The Port of Hobart is a major Tasmanian deep-water port, supporting a range of industries, including bulk log exports, container exports, bulk fuel imports, commercial fishing, Antarctic exploration and cruise ships. The current condition of major wharves limit growth opportunities, with existing wharf assets approaching end of life and requiring significant annual maintenance. The Port is a critical link in delivering the Australian Antarctic program and developing the Antarctic and Science Precinct at Macquarie Point. Potential options include wharf improvements, supporting infrastructure to increase exports, and a potential terminal and other visitor facilities for tourists.



No.	Initiative	Jurisdiction	Timeframe	Progress
111	Port of Burnie capacity upgrades – \$145 million	Tas	TBA	Existing port capacity and infrastructure at the Port of Burnie is limiting export opportunities, particularly within the mining and mineral sector. The project will examine options to better support higher export volumes and in-port efficiencies, including additional berth and terminal capacity to support larger ships, channel works to accommodate Panamax vessels, new ship-loading infrastructure and transport access improvements. The project has been identified as a Priority Initiative by Infrastructure Australia. TasPorts is currently assessing options under Stage 2 of Infrastructure Australia's Assessment Framework, including preliminary engineering designs, master plan modelling and an expression of interest process with the market to get a better understand of volume forecasts and levels of service required within the Port.
112	New bulk minerals ship loader at Burnie Port – \$64 million	Tas, Cth	2021 - 2022	The new bulk minerals ship loader at Burnie Port will help secure the future of Tasmanian mining exports. The project is expected to commence construction in late 2021 and be completed by late 2022. See Tasmanian Freight Rail Revitalisation – Tranches 1-3 including Port of Burnie Shiploader Upgrade under Australian Government in Action 1.2.
113	Bass Strait Ferry Replacement Program	Tas	2023 - 2024	TT-Line has contracted Finnish shipbuilder RMC to deliver two vessels to replace the existing Spirit of Tasmania vessels. The replacement vessels are due to arrive in Tasmania in late 2023 and 2024. The vessels will deliver a significant increase in freight and passenger capacity.
114	Launceston Airport Infrastructure Upgrades – \$11.6 million	Tas, Cth, Launceston Airport	2020 - 2021	The Tasmanian and Australian Governments has committed funding (\$5.15 million and \$1.3 million respectively) for upgrades at Launceston Airport. The remaining funding (\$5.15 million) is being provided by Launceston Airport. The project will see the passenger terminal upgraded, improved security screening and construction of a new freight handling facility. The project is in the planning and design phase.
115	Hobart Airport Infrastructure Upgrades – \$10 million	Tas	2021 - 2022	The Tasmanian Government has committed \$10 million toward infrastructure works to deliver facilities for border force, quarantine and border security functions to support a trial of direct international passenger flights between Tasmania and Auckland.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
116	Feasibility study of a Canberra to Eden railway line	ACT	Complete	The NSW Government finalised a feasibility study of a Canberra to Eden railway line in May 2020. The feasibility study found that the project is not viable. The ACT has supported the concept in principle, recognising the potential benefits to Canberra and the Canberra Region. The ACT participated in stakeholder consultation undertaken by the NSW Government during 2019.

No.	Initiative	Jurisdiction	Timeframe	Progress
117	Upgrades to Canberra-Sydney rail infrastructure	ACT, NSW	Short - medium term	The ACT will continue to work with the Australian and NSW Governments on upgrades to this corridor to support improved passenger services as well as infrastructure and track upgrades which support freight movements.
118	East-West Regional Freight Network	ACT	Ongoing	The ACT Government lodged a submission to the 2020 Infrastructure Priority List for this project, which was accepted in relation to the high priority initiative 'National Freight and Supply Chain Strategy'. The ACT will continue exploring Australian Government funding opportunities to support the submission. NB: The 2021 Infrastructure Priority List no longer lists a separate 'National Freight and Supply Chain Strategy' initiative, as the initiative is now under delivery.

## Northern Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
119	NT Airports Expansion Program	NT	2 years	In late 2020, the freight and cold storage facility at Darwin International Airport was completed and is now fully operational. This accredited facility has direct airside access and includes a vapour heat plant capable of treating 18 tonnes of produce per day, chiller capacity for 1200 pallets chiller and freezer capacity for 1000 pallets. The Airport Development Group has also recently announced plans to build a jointly-funded \$60 million project with the Australian Government, which will see a diesel fuel storage facility built at East Arm, to provide local industry with competitively priced and secure access to this critical resource. In addition, the Airport Development Group is progressing with major redevelopment plans for the resort and hotels, major road upgrades to improve safety for all road users, and the installation of Phase 1 solar works comprising an additional 4 megawatt rooftop array across four businesses operating at the Airport. In the terminal, a new automatic bag drop system, the first of its kind in Australia, will allow for multi-airline check-in, and old technology is being replaced as new aerobridges are installed.
120	Development of a Darwin Ship Lift Facility	NT	3 years	The \$400 million Darwin Ship Lift Facility will be capable of servicing offshore petroleum, fishing, pearling, Defence and Border Force and other vessels. The Ship Lift will be a common user facility, which will operate on a commercial basis. There will be a legislated open access regime to ensure fair and equal use for all customers. Pricing and access will be overseen by the independent Utilities Commission. In June 2021, the NT Government finalised a project development agreement with the Paspaley Group to operate the facility. Government has continued to attain all relevant environmental studies to secure the requisite environmental and development approvals. The NT Government engaged GHD to prepare a Procurement Strategy to deliver the project and the

No.	Initiative	Jurisdiction	Timeframe	Progress
				Expression of Interest phase of the procurement was completed in June 2021. The next phase, Request for Proposal commenced in July 2021. It is envisaged that a Design and Construct Contract will be awarded in late 2021 or early 2022, with construction scheduled to commence mid-2022, subject to obtaining relevant approvals and the successful Contractor's design and procurement program and its progress.

# Action 1.3: Identify and support digital infrastructure and communication services necessary for improved and innovative supply chains

## Where do we want to be by 2024? We aim for:

- Improved mobile coverage along major freight corridors through initiatives such as the Mobile Black Spot Program.
- New infrastructure to be future-proofed.
  - Digital infrastructure deployed to support innovative operations and technology improvements.

## Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
121	Developing a world-leading satellite positioning capability for Australia – \$224.9 million	Cth	Ongoing	<p>Geoscience Australia's (GA) Positioning Australia program is building a national positioning capability to provide all Australians with access to instant and reliable location data accurate to 3-5 centimetres in areas where there is mobile or internet coverage and 10 centimetres everywhere else – a significant improvement on the current 5-10 metre accuracy. An independent study shows that accurate, instant and reliable satellite positioning will generate at least \$6.2 billion in the Australian economy over 30 years through new technologies and greater efficiencies. To deliver the national positioning capability:</p> <ul style="list-style-type: none"><li>GA has signed agreements with states, territories and commercial providers to bring data from their Global Navigation Satellite System (GNSS) ground stations into the Positioning Australia GNSS network as part of GA's work to deliver a national positioning infrastructure capability. This has led to a significant expansion of positioning infrastructure across regional Australia, improving the access, coverage and reliability of precise positioning services.</li><li>GA is continuing to upgrade its existing GNSS ground stations and install new ones in order to densify the GNSS network and improve performance.</li></ul>



No.	Initiative	Jurisdiction	Timeframe	Progress
				In partnership with New Zealand, GA is conducting a procurement process to deliver a Satellite-Based Augmentation System for Australia and New Zealand. This system, known as SouthPAN, will deliver decimetre-level accuracy to both countries and the maritime zones between them, without the need for mobile phone or internet reception. GA expects early Satellite-Based Augmentation System services will be available in 2022.
122	Access to spectrum	Cth	Ongoing	The Australian Communications and Media Authority is continuing to monitor developments internationally relevant to freight applications such as connected and automated vehicles, and plans to commence a review of its current arrangements for Intelligent Transport Systems in the July to September quarter of 2021.
123	Continue the Mobile Black Spot Program	Cth		The Australian Government has committed \$380 million to date to the Mobile Black Spot Program to invest in telecommunications infrastructure projects that improve mobile coverage and competition across Australia. More than 1,270 base stations have been funded under the program, with over 946 now in operation. Completed base stations are providing new and improved mobile coverage to more than 8,000km of major transport routes. \$80 million has been allocated for the next round of the program, Round 6, the process for which is expected to commence in late 2021.
124	Rollout of the National Broadband Network	Cth		On 11 December 2020, the Minister for Communications, Urban Infrastructure, Cities and the Arts of Australia, the Hon Paul Fletcher MP, declared that the National Broadband Network (NBN) is to be treated as built and fully operational under Section 48 of the National Broadband Network Companies Act 2011 (the Act). With the volume build of the network complete, NBN Co is focused on implementing a \$4.5 billion upgrade of the network and completing the small number of outstanding 'complex connections'. NBN Co has reduced the number of remaining 'complex connections' to less than 12,000 as of 30 June 2021. NBN Co provides quarterly progress reporting on the remaining complex connections in its weekly progress report available on the NBN Co website at <a href="http://www.nbnco.com.au/corporate-information/about-nbn-co/corporate-plan/weekly-progress-report">www.nbnco.com.au/corporate-information/about-nbn-co/corporate-plan/weekly-progress-report</a> .
125	Internet of Things (IoT) and 5G uptake	Cth		Australia's major mobile network operators continue to expand their active 5G networks. Telstra's network now covers 2,700 suburbs, offering 5G services to 75 per cent of the population. Optus has deployed over 1,300 5G sites covering 830,000 households, while TPG Telecom plans for its 5G rollout to cover more than 85 per cent of the population in the top six cities (Sydney, Melbourne, Brisbane, Perth, Adelaide, and Canberra) by the end of 2021. On 29 September 2020, the Australian Government announced the establishment of the \$22.1 million Australian 5G Innovation Initiative to support the demonstration of 5G use cases to showcase the productivity boosting applications of 5G. The Initiative is an open and competitive grants program with two rounds of funding over three years to support private sector investment in 5G testbeds and trials, including Internet of Things (IoT) applications, which will help build Australia's 5G ecosystem. The Australian Council of Learned Academies released its report into the opportunities and implications presented by IoT applications in November 2020. The report explored a range of applications across Australian cities and regions; to create an on-demand manufacturing sector, enhance telehealth to tailor patient care and support the monitoring

No.	Initiative	Jurisdiction	Timeframe	Progress
				and treatment of COVID-19 patients in their own homes. Telstra has approximately 3 million square kilometres of LTE-M coverage and around 4 million square kilometres of Narrowband-IoT coverage. As of June 2021, this coverage is already being used to connect more than 4 million devices. Both Optus and TPG Telecom also operate IoT networks.
126	Examination of technology models for deployment of Cooperative Intelligent Transport Systems	All, Austroads	2020 - 2021	A joint project to develop strategies to support Cooperative Intelligent Transport Systems deployment models is underway in collaboration with the Australian, Queensland and NSW Governments and Austroads, with research delivered by WSP.
127	Reforms to enable data collection from Cooperative Intelligent Transport Systems		Ongoing	A national working group to address government access to, and use of, vehicle generated data has been established. The National Transport Commission, Australian Government, industry stakeholders, state and territory governments and Austroads will participate and report back to Infrastructure and Transport Ministers annually on progress. In its 2021-22 work program, Austroads will undertake a project covering connected vehicle and road agency data exchange. This will support road agency assessment of organisational changes needed to enable effective data collection from Cooperative Intelligent Transport Systems. It will identify what vehicle-generated data manufacturers capture, then run a pilot testing the feasibility, and legal and operational requirements, of importing this data into road agencies' systems.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
128	Facilitate trials of emerging technology in heavy vehicles	NSW	Ongoing	Transport for New South Wales is continuing to look at the appropriate technologies for this initiative which will focus on heavy vehicle platooning and automation. Further work is to be carried out to provide a framework for trials and automated operations.
129	Improve data sharing	NSW	0 - 2 years	NSW has completed significant work in this area and has led the nation in publishing freight data in an open environment for customers and stakeholders to access. Whilst complete, Transport for NSW will continue its drive to make data available for better decision making by government agencies, local councils, road and rail operators and freight customers and communities. Transport for NSW is also undertaking a Strategic Business Case for a Freight Community System to rapidly and securely exchange information and provide visibility of data across freight supply chains.

No.	Initiative	Jurisdiction	Timeframe	Progress
130	Adopt new technologies to improve the efficiency of government infrastructure	NSW	Ongoing	A number of initiatives have been completed that will continue as 'business as usual' across ports, road and rail networks. Transport for New South Wales continues to explore technology solutions to improve the efficiency of administration and management of the network. Transport for NSW released in March 2021 the Future Technology Roadmap.
131	Foster trials of emerging technology by industry	NSW	Ongoing	Transport for New South Wales is currently engaging with industry and technology suppliers across a number of initiatives including heavy vehicle platooning and automation, vehicle-to-infrastructure systems to optimise traffic signal timing and reduce travel times for freight vehicles and last mile deliveries by aerial drones in urban areas across.
132	Support national reforms to investment in the freight network	NSW	5 - 10 years	Transport for NSW will continue to work with the Australian Government and other jurisdictions on national reforms, such as the Heavy Vehicle Road Reform, to support investment in the freight network.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
133	Explore opportunities to apply new technology to manage transport networks	All	2019 - 2021	Under the Heavy Vehicle Safety Action Plan, the first of six Intelligent Transport Systems (ITS) enabled rest area sites (at Ogmoo) was operational at the end of October 2020.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
134	Smart Freeway - Kwinana Northbound	WA	Completed	<b>Complete.</b> The smart freeway became fully operational in August 2020. Kwinana Freeway northbound, from Roe Highway to the Narrows Bridge, has saved drivers up to 10 minutes on journey time. Along with installing new technologies and traffic signals at five northbound on-ramps, Perth's first Smart Freeway involved converting the emergency lane into an additional traffic lane, from Canning Highway to the Narrows Bridge.

## Action 1.3

No.	Initiative	Jurisdiction	Timeframe	Progress
135	Regional Telecommunications Project: National Strategy Integration	WA	Short term	A has continued to invest in improving mobile coverage along highways and arterial roads. Four base stations were completed in 2020-21, with co-investment from the Australian Government and mobile network operators. A further ten sites are planned in 2021-22.
136	Fremantle Ports real time data project	WA	Short term	<p>The initiatives under the WA real-time data gathering project achieved the following:</p> <ul style="list-style-type: none"> <li>Freight Vehicle 'Smart Plate' Trial – WA engaged the Sustainable and Built Environment national research centre (SBEnc) to develop a road map to guide a trial (refer to FreightSync Roadmap under Action 4.1).</li> <li>Container Tracking Trial – initial discussions have taken place with potential stakeholders to ascertain willingness to participate in a container tracking trial.</li> <li>Truck &amp; Train Video Analytics project – this project focuses on video analytics to gather real-time truck and train locational and fine detail classification data. It has progressed through a proof of concept stage, identifying potential vendors and demonstrating the capabilities and confidence level of the proposed technologies. The next stage is to finalise a Business Case, business requirements and procurement process.</li> </ul>
137	Grainbelt Digital Enhancement Program	WA, Industry	Medium term	Rounds 1, 2 and 3 have been awarded and rollout of fixed wireless installations is under way across the Grainbelt. The Program will deliver enterprise-grade connectivity across 110,000km <sup>2</sup> representing 55 per cent of the Grainbelt.

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
138	South Eastern Freeway - Managed Motorway Measures Project ( <b>new</b> )	SA, Cth	2020 - 2021	The South Eastern Freeway - Managed Motorway Measures Project, jointly funded by the Australian Government and South Australian Government, commenced in May 2020. The project will convert the existing emergency lane into a third full time travel lane and implement a Managed Motorway on both the up and down tracks of the South Eastern Freeway between Crafers and Stirling. The three lane Managed Motorway will include an Intelligent Transport System, with variable speed limits and a Lane Use Management system. This will enable the allocation and control of lanes across the freeway to improve safety and traffic flow. Finishing, testing and commissioning works commenced late December 2020 and was completed in February 2021.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
139	Great Eastern Drive Mobile Coverage Program	Tas	2021 - 2022	This program aims to improve coverage to at least 95 per cent of the Great Eastern Drive, between Buckland and Binalong Bay. The Great Eastern Drive is a major Tasmanian transportation route, with significant areas of negligible or no mobile coverage. A total of \$11 million will be invested by the Tasmanian Government and Optus to construct 15 greenfield macro base stations.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
140	Low and Zero Emissions Vehicles	ACT	Ongoing	The ACT's Transition to Zero Emissions Vehicles (ZEV) Action Plan 2018-2021 sets a clear direction for the ACT to accelerate and support the uptake of ZEVs, including battery electric vehicles, plug-in hybrid electric vehicles, hydrogen fuel cell vehicles and electric bikes. The plan includes a range of actions, including a government commitment to all newly leased ACT Government fleet passenger vehicles being ZEVs from 2020-21 (where fit for purpose). As identified in the ACT's Climate Change Strategy 2019-25, the ACT Government will also identify new actions to support the uptake of zero emissions vehicles from 2021 onwards and will explore opportunities to promote investment in public charging infrastructure. The ACT has also introduced 2-year's free registration for new and used light passenger and commercial vehicles first registered in the ACT from 24 May 2021 to 30 June 2024. In 2020, the ACT has also released its Zero-Emission Transition Plan that outlines the pathway to achieve the Government's ambition of a zero-emission public transport system by 2040.



**Northern Territory**

No.	Initiative	Jurisdiction	Timeframe	Progress
141	Remote Telecommunications Co-investment Program	NT	4 years	In addition to the 18 remote sites identified for the 2015-18 program, an additional 14 remote sites were identified for the 2019-22 program. Of the 14 new sites, four sites are completed and 10 sites are currently being designed. Five of the new program sites will provide greater coverage on key transport corridors, including one on the Stuart Highway and the other four on key regional and remote roads. All sites are expected to be completed by the end of 2022.

## Action 1.4: Advance heavy vehicle road reform to facilitate efficient investment in infrastructure

### Where do we want to be by 2024? We aim for:

- Stronger links between heavy vehicle road user charges and investments into road infrastructure services.
- Increased transparency to road users regarding levels of service and investments.
- Increased funding certainty for road managers, helping to deliver optional road maintenance.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
142	Advance heavy vehicle road reform to facilitate efficient investment in infrastructure	All	Ongoing	There are four heavy vehicle road reform elements: National Service Level Standards (SLS) for roads; expenditure plan reviewing; independent setting of heavy vehicle charges; and dedicating heavy vehicle revenue to roads (hypothecation). Extensive public consultation in 2020 on reforms to the way heavy vehicle charges are set and invested (supply side reforms) was undertaken by the Australian Government on behalf of all governments. In November 2020, following the public consultations, Infrastructure and Transport Ministers noted industry and other stakeholders (including local government representatives) broadly supported the reforms. Ministers also endorsed progress on the first and foundational element of the reform package – a draft Framework for National Service Level Standards for Roads – with the aim of finalising this framework by November 2021. Infrastructure and Transport Ministers in May 2021 agreed a pathway towards implementation of these reforms, with a series of gateway decisions on specific reform elements to be taken over the next three years. The Heavy Vehicle Road Reform pathway is available at <a href="http://www.infrastructure.gov.au/infrastructure-transport-vehicles/transport-strategy-policy/ministers-meetings">www.infrastructure.gov.au/infrastructure-transport-vehicles/transport-strategy-policy/ministers-meetings</a> . New National Service Level Standards for roads will underpin road market reform. In November 2021, Infrastructure and Transport Ministers will consider a Standards framework establishing nationally-consistent road categories and setting out the different aspects of road performance that road users and managers value most – such as safety, reliability and efficiency.

# Action Area 2

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Action 2.1 115

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Action 2.2 120

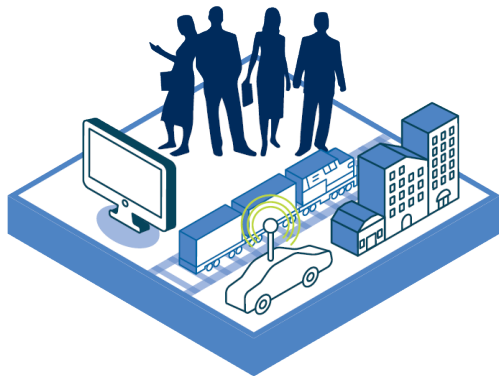
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Action 2.3 126

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Action 2.4 133

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**Enable  
improved  
supply chain  
efficiency**



## Action 2.1: Adopt and implement national and global standards, and support common platforms, to reduce transaction costs and support interoperability along supply chains

### Where do we want to be by 2024? We aim for:

- Increased transparency to road users regarding levels of service and investments.
- Increased funding certainty for road managers, helping to deliver optional road maintenance.
- Stronger links between heavy vehicle road user charges and investments into road infrastructure services.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
143	Modernising agricultural trade – \$32.4 million	Cth	2018 - 2022	Over the next three years the Department of Agriculture, Water and the Environment will continue implementing reforms to benefit our exporters. The changes will expedite the regulatory processes needed to get products to market and reduce administrative effort. Modernising the department's export ICT services through implementing a suite of contemporary and connected digital services is the most significant reform.
144	National Rail Action Plan Work Program – Interoperability Standards	Cth	Phase 1 2019 – 2021 Phase 2 2021-24	In May 2021, Infrastructure and Transport Ministers noted the successful delivery of the National Rail Action Plan and committed to further work and funding over the next three years to support initiatives including: <ul style="list-style-type: none"> <li>· priority rolling stock and infrastructure standards, a national rolling stock register and consideration of an approach to radio communications and</li> <li>· an interoperability framework to improve the productivity and safe running of the national rail network and assist the compatibility between different technological and communications systems.</li> </ul> The National Rail Action Plan involves ongoing collaboration between governments and industry to support longer term productivity and safety benefits for the rail sector.

No.	Initiative	Jurisdiction	Timeframe	Progress
				<p><b>Queensland</b> Queensland continues to participate in the relevant working groups as part of the implementation the National Rail Action Plan being led by the National Transport Commission.</p> <p><b>Western Australia</b> WA continues to attend the National Rail Action Plan Common Standards and Harmonisation Steering Committee meetings. The industry survey undertaken by the Rail Industry Safety and Standards Board has now closed and the committee will consider the results with regards to areas to prioritise for standardisation.</p> <p><b>Tasmania</b> Tasmania is a participant at a national level but is not connected to the national rail network. However, Tasmania is supporting the principles of the Plan by investing in rail infrastructure/equipment, which allows for coordination and interoperability across the total supply chain. For example:</p> <ul style="list-style-type: none"> <li>· Trialling unitising bulk logs so they can be transported by road, rail and sea on a common platform.</li> <li>· Investing in truck weighbridges at rail heads to integrate modes (road and rail) across the supply chain.</li> <li>· Expanding common facilities that integrate rail/road and sea.</li> </ul>
145	Ongoing harmonisation of national vehicle safety standards for freight vehicles	All	Ongoing	The Australian Design Rules provide national standards for vehicle safety (including freight vehicles). See National Harmonisation Program under Action 3.3.
146	Implementation of the International Maritime Organization's mandate on electronic exchange of international maritime traffic information	Cth	Ongoing	The Australian Government is working toward the establishment of a maritime single window, which would enable all information required by government in connection to the arrival, stay and departure of a ship to be submitted via a single online portal. The maritime single window will result in improved efficiency of international maritime traffic, simplifying through minimising the formalities, documentary requirements and procedures associated with the arrival, stay and departure of ships engaged in international voyages. A maritime single window is a requirement under the International Maritime Organization's (IMO) Convention on Facilitation of International Maritime Traffic (FAL Convention), of which Australia is a signatory. The Australian Government continues to engage in negotiations at the IMO on changes to the FAL Convention, amendments to the IMO Compendium on Facilitation and Electronic Business (the software tool to develop maritime single windows) and on international guidelines for the development of maritime single windows, including authentication and harmonisation of information exchanges. The maritime single



No.	Initiative	Jurisdiction	Timeframe	Progress
				window will be interoperable with other Australian Government digital portals under development such as the trade single window – the main element of the simplified trade system reform agenda, which will deliver harmonised, simplified and integrated regulation, data and systems at the border.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
147	M4 Smart Motorway Project	NSW	Ongoing	<b>Completed.</b> The NSW Government's first smart motorway, the M4 Smart Motorway project, was permanently switched on in December 2020 to introduce intelligent technology to the M4 Motorway between Pitt Street, Mays Hill and Mulgoa Road, Penrith.
148	Optimise freight train cycle times	NSW	0 - 2 years	This initiative is ongoing as Transport for NSW continues to work with rail network owners and rail freight operators to optimise freight train cycle times, as the freight rail timetable on the shared Sydney network is continuously evolving and NSW seeks to implement a regional rail corridor strategy.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
149	Voluntary Port Performance Model	Vic		The Voluntary Port Performance Model arose from the Port Infrastructure Pricing and Access Review, completed in the 2019 annual progress report. The Model consists of a Voluntary Pricing Protocol which governs notification processes and timing for stevedore landside fees and charges, as well as the development of quarterly performance metrics to provide transparency to industry and Government on the performance of the Port of Melbourne landside container supply chain. The first Voluntary Performance Monitoring Framework Quarterly Report was published in early July 2021 to widespread positive media coverage, and a data protocol is being prepared ahead of the next request to stevedores, with work planned to continue improving the reporting methodology over the next 12 – 18 months. The report is available at <a href="https://transport.vic.gov.au/ports-and-freight/commercial-ports/voluntary-port-performance-model/performance-indicator-dashboard">transport.vic.gov.au/ports-and-freight/commercial-ports/voluntary-port-performance-model/performance-indicator-dashboard</a> . An expert consultant has been selected to provide advisory support, including the production of the quarterly reports throughout 2021-22, and commenced in June 2021. The Voluntary Pricing Protocol was published in July 2020 and the Victorian Government has committed to continue to listen to stakeholder feedback.

## Action 2.1

No.	Initiative	Jurisdiction	Timeframe	Progress
				Work is currently being undertaken by the National Transport Commission, which is assessing the potential for introduction of a national version of the Voluntary Port Performance Model.

### Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
150	Heavy Vehicle Safety Action Plan	Qld	2019 - 2021	The first of six Intelligent Transport Systems (ITS) enabled rest area sites (at Ogmoo) was operational at the end of October 2020. A further five ITS enabled sites as part of the Bruce Highway rest area trial are due for completion during 2021.

### Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
151	Trade Community System	WA, NSW, Qld	Medium term	Following a successful proof of concept phase conducted by the Port of Brisbane in 2019-20, progress was made with Australian and New Zealand ports, including Fremantle Ports, to progress a Trade Community System pilot. This was intended to validate the commercial proposition in support of a Trade Community System. However, the Australian port-led initiative has been delayed due to a lack of funding, which was exacerbated by the COVID-19 emergency. New South Wales has taken the lead on the project and WA will provide input as required.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
152	ACT Transport Strategy 2020	ACT	Medium term	The ACT Government released a new Transport Strategy in 2020, building on community feedback on the draft Transport Strategy (Moving Canberra) and acknowledging the impact of COVID-19 on transport and travel in the ACT going forward. The ACT Transport Strategy carries forward the vision of the ACT Freight Strategy 2016 to deliver an efficient, safe and sustainable freight network and services for a growing ACT and regional economy while protecting urban amenity. It supports the implementation of the ACT Freight Strategy 2016 by providing a policy plan for freight movement to be prioritised on key orbital routes connecting the Canberra region, NSW and Victoria to industrial areas. Additionally, it recognises that freight hubs will provide an opportunity for the city to capitalise on the potential for freight in the Canberra region, opened by Canberra Airport as an international gateway. It also encourages exploration of the uptake of zero-emissions freight in the ACT as a way to reduce carbon emissions from transport.
153	Exploring how telematics and other intelligence transport systems can be used to optimise operations and planning	ACT	TBD	The ACT has initiated access to Transport Certification Australia's Telematics Analytics Platform for activation in the coming financial year. This will provide more detailed information of freight movements within the ACT including journey and speed maps of heavy vehicles.

## Action 2.2: Promote training and re-skilling of industry and government workforces appropriate to current future needs

### Where do we want to be by 2024? We aim for:

- Freight industry education and training programs that deliver a freight workforce with the right skills and capabilities to meet current and future workforce needs.
- Enhanced capability of government planners and decision makers to understand freight and supply chain benefits and needs and have the resources to make informed decisions related to freight.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
154	Engage, inform and attract potential new workforce entrants (e.g. retrenched workers and other job seekers) to the freight and logistics industry	Cth	2019 - 2021	The Australian Government's Your Career website was launched in October 2020 ( <a href="https://yourcareer.gov.au">yourcareer.gov.au</a> ). The Your Career website is a platform of the National Careers Institute. It is designed to provide clear and simple careers information and to help people of all ages and circumstances better plan and manage their career. A dedicated freight and supply chain page has also been created on the Department of Education, Skills and Employment Jobs Hub . It includes tailored job search and employment planning information to build understanding of and connections to employment opportunities in the sector. The Australian Government will continue to work with relevant stakeholders to inform the development of resources for a wide range of job seekers looking for entry-level work and explore the most appropriate mechanisms for promoting this information to job seekers and employment service providers
155	Work with freight and logistics industry employers to establish new recruitment and pre-	Cth	Ongoing	The Australian Government has in the past made connections with a range of peak bodies to promote the opportunities available for employers to work with the Commonwealth to establish recruitment and pre-employment pathways for entry-level workers into the supply chain and logistics industry. A pre-employment project was trialled in the trucking industry using the Launch into Work program. The Launch into Work program is the Australian Government's leading tool for directly engaging employers in trialling new

No.	Initiative	Jurisdiction	Timeframe	Progres
	employment pathways that place retrenched workers and other job seekers into jobs in the sector			recruitment methods. The project involved creating an alternative entry pathway for women committed to taking on a career as a truck driver. The Australian Government will continue to work with employers with the aim of rolling out more of these opportunities
156	jobactive	Cth	2018 - 2022	jobactive is the Australian Government's initiative to get more Australians into work. Providers connect job seekers with employers, including the placement of job seekers into roles in the Transport, Postal and Warehousing industry. jobactive providers can use the Employment Fund to assist job seekers into work by providing financial support for employer-required accredited training, work clothing, safety equipment, work-related licensing and transport. The Australian Government continues to develop the capability of providers in placing job seekers into supply chain and logistics roles. In July 2022, the Australian Government will launch the New Employment Services Model. Online servicing of job seekers who are most ready for work is a key feature of the model. The model seeks to better meet the needs of a wide range of employers and industries.
157	Employment Facilitators	Cth	Ongoing	The Local Jobs Program supports tailored approaches to accelerate reskilling, upskilling and employment. In the 2021-22 Budget, the Program was expanded from 25 Employment Regions to cover all 51 Employment Regions across Australia and extended to 30 June 2025. The Program provides an Employment Facilitator in each region; a Local Jobs and Skills Taskforce and Local Jobs Plan in each region; projects funded through a Local Recovery Fund; and a \$50 million National Priority Funding Pool. Employment Facilitators provide practical local support. For example, Perth South Employment Facilitator has been collaborating with the Western Roads Federation by supporting local linkages and referrals to the Heavy Vehicle Driving Operations Skill Set (funded other JobTrainer), including promoting the course to employment services providers and other stakeholders. The first course started 12 April 2021 with the first 12 participants and new intakes of 12 participants will start every two weeks thereafter.
158	Development of competency standards for vocational education	Cth	Ongoing	The national training system is the Australian system for vocational education and training. The system is based on occupations skills standards, which are set out in units of competency within training packages. The Australian Industry and Skills Committee currently provides advice to governments on the skills standards and competencies needed by all Australian industries, as well as leadership and guidance to ensure the national training system provides the qualifications, knowledge and skill sets that industry needs, now and into the future. In 2018, the Australian Industry and Skills Committee commissioned the development of cross-sector supply chain skill sets (i.e. nationally recognised short courses) and units of competency for use by multiple industry sectors. The objective was to meet core skills needs that are common across industries, improving the efficiency of the national training system and supporting individuals to move more easily from one related occupation to another. Industry Reference Committees made up of industry leaders from a variety of backgrounds – from big business to small enterprises and peak bodies to unions – provided the formal channel for considering industry skills requirements.



No.	Initiative	Jurisdiction	Timeframe	Progress
159	National Rail Plan Work Program – Skills	Cth	Phase 1 2019 – 2021 Phase 2 2021-2024	In May 2021, Infrastructure and Transport Ministers noted the successful delivery of the National Rail Action Plan and committed to further work and funding over the next three years to support initiatives including creation of a National Rail Skills Hub. The National Skills Hub is intended to co-ordinate between state academies and industry initiatives and improve access and pathways to current and future rail skills needed to build and operate the national rail network. The National Rail Action Plan involves ongoing collaboration between governments and industry to support longer term productivity and safety benefits for the rail sector.
160	Attracting women into aviation careers – \$4 million	Cth	2019 - 2022	The Australian Government has committed \$4 million over four years from 2018-19 for a range of initiatives to increase female participation in the aviation industry. Over the course of the initiative to date, over 6,500 face to face career conversations between young women, their parents and aviation industry representatives have occurred. While implementation of the program in 2019-20 and 2020-21 was impacted by the COVID-19 pandemic, a range of activities were undertaken including the promotion of aviation careers information at a range of conferences, workshops and careers events. Over the coming year, other events and activities are planned to occur in a number of states and territories.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
161	Women in Transport Program	Vic	2017 - 2020	The Women in Transport (WiT) program aims to increase the number of women working in the public transport sector to 30 percent by the end of 2024. As at the end of June 2021, the representation of women within the public transport operators has increased by 7 percentage points, from 21 in Dec 2020 to 28%. Investment in the WiT program now totals \$6.25m, including \$2.404m from the 2020 Budget. This is an increase of \$5.15m since the program began in March 2017. The new WiT Strategy 2021-24 is currently being implemented with 21 new initiatives to continue to improve gender equality in the transport sector.
162	Licensing of Heavy Vehicle Drivers Review	Vic	2020 - 2023	The Victorian Transport Association has been allocated \$500,000 per year over three years for the delivery of the Transport and Logistics Industry Based Training Program. This funding will provide for 60 new heavy vehicle drivers into the transport and logistics sector each year until 2022-23, for a total of 240 new heavy vehicle drivers. \$1.5 million from the funding program has been distributed to Road Safety Victoria to accelerate the implementation of Austroads work on the national heavy vehicle licensing standards and training, which is being led by Victoria on behalf of all jurisdictions.

No.	Initiative	Jurisdiction	Timeframe	Progress
163	Heavy Vehicle Driver Employment Pathways Review	Vic	TBD	<p>The Victorian Heavy Vehicle Licensing and Employment Pathways Review has been conducted to investigate:</p> <ul style="list-style-type: none"> <li>the extent to which the current heavy vehicle licensing system is producing safe and competent drivers and</li> <li>employment pathways into professional heavy vehicle driving in Victoria.</li> </ul> <p>The licensing stream has considered areas for improvement in the Victorian heavy vehicle licensing system, heavy vehicle licence progression and the adequacy of current training and assessment. The employment pathways component has considered barriers and opportunities to attracting drivers to the industry and retaining them. Both streams of work align with national and Victorian strategic priorities and transport and logistics industry concerns with heavy vehicle driver licensing and employment pathways. The draft report is currently under review by Freight Victoria. The Victorian Transport Association also runs Cadetship and Driver Delivery programs specifically target attracting and retaining younger employees in heavy vehicle driving and the transport sector.</p>

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
164	Queensland Transport and Logistics Workforce Strategy and Action Plan	Qld	2018 - 2023	The Queensland Transport and Logistics Workforce Strategy and Action Plan identified the need for the strategy to reflect the impact of COVID-19 on the industry. An update to the Queensland Transport and Logistics Workforce Strategy and Action Plan 2021-2024 was undertaken and published in July 2021 ( <a href="http://www.tmr.qld.gov.au/tliconnect">www.tmr.qld.gov.au/tliconnect</a> ).
165	Development of future-skills standards for the transport and logistics, aviation and maritime sectors	Qld	Ongoing	The Queensland Transport and Logistics Workforce Strategy and Action Plan 2021-2024 representatives are from a cross-section of industry modes and sectors, industry associations and the Queensland Department of Employment, Small Business and Training. The committee meets quarterly and has ongoing engagement and input around skills and training, at a state and national level.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
166	Development of future-skills standards for the transport and logistics, aviation and maritime sectors	WA	Short term	<p>Research had been undertaken by the WA Government and Logistics and Defence Skills Council (Council) into suitable skills pathways, including mentoring and cadetships, in the logistics industry. However, COVID-19 has put all work in this area on hold while industries re-define their future skill needs.</p> <ul style="list-style-type: none"> <li>As a response to COVID-19, the WA Government in partnership with the Council introduced skill sets/short courses to enable people to pivot to new employment opportunities. These skill sets include Heavy Haulage Driving Operations, Heavy Haulage Driver Operations with Heavy Rigid, Medium Rigid licence or Multi Combination Licensing and Logistics and Warehousing (including Forklift licence).</li> <li>Rail Signalling has been identified as an area of skill shortage in WA. To address this area of skill need, Stage 1 of the METRONET Trade Training Centre at North Metropolitan TAFE's Midland Campus was finalised in October 2020, with first students commencing in Semester 1 2021 to undertake the Certificate IV in Electrical Rail Signalling. The METRONET Trade Training Centre includes a rail signalling workshop and introduction of electrical rail signalling qualifications.</li> <li>WA is participating in a national working group set up through the National Transport Commission to develop an Action Plan aimed at addressing rail industry skill shortages. Specific to WA, the Bellevue METRONET Railcar Facility was opened in June 2021, which will see the manufacture of 246 METRONET railcars and six new Australind railcars by more than 200 local workers. Manufacture will commence in late 2021 with the first railcars expected on tracks in late 2022.</li> </ul>
167	State Aviation Training Strategy	WA	Short term	<p>The Strategy is intended to cover the future skill needs of the aviation industry in WA. A draft training strategy was prepared at the beginning of 2020, following extensive consultation with key stakeholders by the WA Government and the Logistics Training Council. However, due to COVID-19, the project has been suspended until further notice.</p>
168	Heavy Vehicle Driver Training Programs and Facilities	WA	Short term	<p>The WA Premier launched the pilot Heavy Vehicle Advanced Skills Driver Training Program to operate from the South Regional TAFE Collie Campus commencing in July 2020. In February 2021, the McGowan Government committed \$6.1 million to train more Western Australians in heavy vehicle driving. The Job Ready Heavy Vehicle Driving Operations Skill Set and driver training will train an estimated 1000 skilled workers needed by the transport industry and remove barriers to entry in Heavy Rigid, Heavy Combination or Multi Combination heavy vehicle driving courses. The program is an expansion of a regional pilot program in Collie and is delivered by Central Regional TAFE.</p>

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
169	Heavy Vehicle Access Liaison Officer <b>(new)</b>	SA	2020 - 2022	The SA Government in partnership with the National Heavy Vehicle Regulator are funding the appointment of a Heavy Vehicle Access Liaison Officer to work with the Local Government Association of South Australia for two years. The main aim of the role is to assist the Local Government Association's members in performing their road manager function under the Heavy Vehicle National Law and to work in partnership with the heavy vehicle freight industry and other stakeholders to undertake a holistic approach in the facilitation of heavy vehicle access whilst protecting investment in public infrastructure. The Heavy Vehicle Access Liaison Officer commenced in July 2020.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
170	Industry Training Hub	Cth	Ongoing	Burnie in North West Tasmania has been identified as a location for one of the Australian Government funded Industry Training Hubs, which aims to deliver future pathways for young Australians for jobs of the future. Young people aged 15-24 in training hub areas will also be eligible to apply for a scholarship to undertake an eligible vocational education and training program of study.
171	Tasmanian Transport and Logistics Workforce Action Group	Tasmania	Ongoing	Through Skills Tasmania, the Tasmanian Government works with the Tasmanian Transport and Logistics Workforce Action Group, which is supported by the Tasmanian Transport Association. Projects have included developing resources to support recruitment to the top occupations in the sector, attracting women to work in the sector, and workforce planning.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
172	Participation in the truck driver skills and shortage working group	ACT	Ongoing	The ACT participated in the working group looking at truck driver skills and shortage when it was established in June 2019. Following a break arising from COVID-19, the ACT will continue to participate when the working group reconvenes. Hosted by NatRoad, the working group also focuses on consistency of driver competencies and licensing conditions across jurisdictions to underpin a solid road transport network system that supports the freight supply chain.

## Action 2.3: Facilitate new and innovative technologies that improve freight outcomes and understand deployment, skills and workforce requirements for operators and infrastructure

### Where do we want to be by 2024? We aim for:

- A national coordinated approach between governments and industry to researching and trialling new freight technologies.
- The right enabling regulatory environment, infrastructure, data streams and workforce skills to deploy emerging freight technologies.
- Introduction of ready to deploy technologies to the Australian market in a manner that is technology neutral and maximises economic and social benefits while meeting community expectations of safety, security and privacy.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
173	National Hydrogen Strategy	All	2019 - 2030	<p>The National Hydrogen Strategy was agreed by Australian Governments in November 2019. The Strategy outlined nationally coordinated government actions for the development of an Australian hydrogen industry. One action is the completion of National Hydrogen Infrastructure Assessments which includes hydrogen refuelling infrastructure as a priority. The national assessments will take a country-wide approach to mapping and understanding infrastructure needs for an Australian hydrogen industry, and will help the government and investors in their decision-making on hydrogen industry investment and development. The professional services firm ARUP has been engaged to complete the first assessment which is on track to be completed by the end of 2021.</p> <p><b>Australian Government</b> Alongside the Strategy, the Australian Government has committed over \$1.2 billion funding to support development of the emerging hydrogen industry. Activities funded under this program may support use of hydrogen in mobility applications. This support is further</p>



No.	Initiative	Jurisdiction	Timeframe	Progress
				<p>backed by \$1.62 billion in the 2020-21 Budget for Australia's Renewable Energy Agency (ARENA) to support research and development for new technologies to cut emissions in agriculture, manufacturing, industry, and transport. This includes \$74.5 million for a Future Fuels Package, to take advantage of opportunities offered by hydrogen, electric, and bio-fuelled vehicles, including through providing funding to support electric vehicle refuelling infrastructure.</p> <p><b>New South Wales</b> The NSW government is currently developing a NSW Hydrogen Strategy, for release later in 2021. The strategy will include identifying strategic road freight corridors for hydrogen refuelling network. NSW will also publish a NSW refuelling network map with existing refuelling stations, including modelling results for station deployment staging based on freight and logistics traffic volumes.</p> <p><b>Queensland</b> On 11 March 2021, the Queensland Government announced the establishment of a Hydrogen Taskforce to deliver on the Queensland Government's vision for a sustainable hydrogen industry. The Taskforce is being supported by a Hydrogen Delivery Unit to deliver on the Queensland Hydrogen Industry Strategy 2019-2024. The Queensland Government is working to identify opportunities for hydrogen use by heavy vehicles (for instance in road freight, public transport) and the principles required for supporting infrastructure.</p> <p><b>Western Australia</b> The WA Renewable Hydrogen Unit within the Department of Jobs, Tourism, Science and Innovation is liaising with the National Hydrogen Project Team on a range of topics and themes to ensure continued alignment and information sharing on transport related matters, with the objective of facilitating the utilisation of hydrogen for transport, including for freight.</p>
174	Freight Energy Productivity Program <b>(new)</b>	Cth	2021 - 2024	The King Review Technology Co-investment Fund included a commitment of \$24.5 million for a Freight Energy Productivity Program to increase the use of more fuel efficient technology in the road freight sector, reduce fuel use, increase productivity and reduce emissions. The program will be delivered through competitive grants to support efficiency improvements for diesel fleets, and vehicle modifications or new vehicle technologies. The uptake, impact and lessons learned from truck and fleet energy rating systems or equivalents will inform the program.
175	Future Fuels Strategy, (formerly titled 'A National Strategy for Electric Vehicles')	Cth	2020 - 2021	The Future Fuels Strategy will support the deployment of a range of new vehicle technologies and fuels. Consultation on the Future Fuels Strategy: Discussion Paper closed on 2 April 2021. Feedback from the consultation will inform the final Strategy to be delivered by the end of 2021. The final strategy will set out the Australian Government's direction and practical actions that will enable the private sector to commercially deploy low emissions road transport technologies at scale.

No.	Initiative	Jurisdiction	Timeframe	Progress
176	Advanced Train Management System	Cth	2014 - 2023	The Australian Government is providing \$270 million in funding to the Australian Rail Track Corporation for the implementation of the first three stages of the Advanced Train Management System (ATMS). ATMS is an advanced train communication and signalling system that will improve the safety of rail operations as well as delivering reliability and network resilience. In September 2020, the ATMS was fully commissioned and became the primary signalling system between Port Augusta to Whyalla (Stage One). Stage Two (Tarcoola to Kalgoorlie) and Stage 3 (detailed design plus train-borne units Melbourne / Parkes to Perth) are currently underway and are progressing to build capacity for a large-scale deployment. The project is scheduled for completion in mid/late-2023.
177	Driver fatigue monitoring technology trials (NHVR: \$250,000; industry)	Cth	Ongoing	The National Heavy Vehicle Regulator's (NHVR) trial of fatigue safety related technologies was completed in 2019. The NHVR has transitioned the trial into a program of work to deliver key recommendations, including establishing of a policy for the potential use of Fatigue and Distraction Detection Technology and conducting an operational pilot to promote voluntary uptake of the technology by industry. An industry user working group has been established to work with the NHVR to deliver the new pilot commencing in mid-2021.
178	Future Vehicles and Technology Program	All, Austroads	Ongoing	<p>Austroads' Future Vehicles and Technology Program is delivering a range of projects relating to vehicle automation and connectivity. The program supports organisations to deliver an improved road transport network that leverages the benefits of emerging technologies whilst minimising some of the risks inevitably faced during a period of such rapid change. The program is focused on four key themes: connected and automated vehicles, digital and physical infrastructure, low and zero emission vehicles, and capability building. Active projects that could facilitate new and innovative technologies that improve freight outcomes include:</p> <ul style="list-style-type: none"> <li>• Connected vehicle agency business capability model</li> <li>• Road authority data for connected and automated vehicles</li> <li>• Guidance for road agencies supporting cloud connected road users</li> <li>• Guidelines to support the installation of low and zero emission vehicle charging and</li> <li>• Minimum physical infrastructure standard for the operation of automated driving.</li> </ul> <p>New projects that have been approved in the 2021-22 work program include:</p> <ul style="list-style-type: none"> <li>• Connected vehicle and road agency data exchange</li> <li>• Foundational research into the potential role of 5G technology in vehicle and infrastructure connectivity and</li> <li>• Consistent framework for evaluation and reporting of automated vehicle trials.</li> </ul> <p>Details are available at <a href="http://www.austroads.com.au/drivers-and-vehicles/future-vehicles-and-technology">www.austroads.com.au/drivers-and-vehicles/future-vehicles-and-technology</a>.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
179	Road Safety Innovation Fund – \$12 million	Cth	2019 - 2023	Two grant rounds for the Road Safety Innovation Fund have been undertaken with the full fund now allocated across 53 projects. Five of the projects funded directly benefit the heavy vehicle industry.
180	iMove Cooperative Research Centre \$55 million matched with \$178.8 million in cash and in-kind participant contributions	Cth, iMove	2017 - 2027	<p>The Australian Government continues to partner with universities, researchers and industry experts on projects coordinated through the iMove Cooperative Research Centre. Freight-related projects the Australian Government has collaborated on through iMOVE include:</p> <ul style="list-style-type: none"> <li>• A Freight Consignment Data Aggregation pilot, in which the Australian Government participated but did not financially contribute. The pilot assessed the feasibility and utility of aggregating freight consignment event/message data to help inform infrastructure planning and freight policy. This project was part of a three-project series– also including a Supply Chain Freight Data Trial and a Multimodal Supply Chain Trial. These two associated projects aimed to demonstrate capability for industry to access freight data in real time to improve supply chain freight visibility, contributing to increased productivity in supply chains.</li> <li>• An initial round of Freight Data Exchange pilot projects to investigate, develop and demonstrate the capability for supply chain partners to share freight consignment information in real time and assess the feasibility of aggregating freight consignment event/message data. The projects contributed to the National Freight Data Hub's purpose of supporting industry's day-to-day operational decisions and also provided information to help better inform transport infrastructure planning and freight policy. A follow-up pilot to survey the freight and supply chain industry sector is planned to be undertaken in 2021 (see Action Area 4.1, Freight Data Exchange Pilot).</li> </ul> <p>The Government is continuing to consider potential future projects in consultation with iMove and potential industry and research partners. This includes commencing a new project on exploring international best-practice use of digitisation in transport and freight, and identifying barriers and opportunities for Australia.</p>
181	Implement Key Priority 5.1 (Identify and facilitate emerging technologies that improve freight outcomes) of the National Land Transport Technology Action Plan 2020-2023	All	2020-23	In August 2019 Australian Infrastructure and Transport Ministers agreed an updated National Land Transport Technology Action Plan (2020-23) under the National Land Transport Technology Policy Framework. Priority 5.1 (identify and facilitate emerging technologies that improve freight outcomes) is related to the Action Plan of the National Freight and Supply Chain Strategy. The Australian, State and Territory Governments have been collaborating to develop projects to meet the Action Plan's priorities. Progress of actions, including priority 5.1, is included in annual reporting on the National Land Transport Technology Action Plan provided to Infrastructure and Transport Ministers each November.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
182	Heavy vehicle platooning on major freight corridors	NSW	Ongoing	Transport for New South Wales is currently engaging with industry and technology suppliers looking at what technology is available for heavy vehicle platooning on major freight corridors.
183	Intelligent Congestion Management Program	NSW	Ongoing	Release 1 and Release 2 of the Intelligent Congestion Management Program has been delivered on July 2020 and May 2021 respectively. Release 3 development is ongoing and is scheduled to be delivered in April 2022.
184	Support electric vehicles in high density areas	NSW	3 - 5 years	Electric vehicle trials are currently on hold to allow for further consultation with all stakeholders.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
185	Undertake kick-start projects to scope the potential for building hydrogen refuelling stations in every state and territory	All	Ongoing	The Queensland Government has committed (through QFleet) to trial five Fuel Cell Electric Vehicles in the government fleet. This commitment is supporting the establishment by BOC Ltd of a Hydrogen Refuelling Station in Brisbane which is scheduled to be operational in 2021. In December 2020, the Queensland Government allocated a further \$10 million for a second round of the Hydrogen Industry Development Fund. This round included a focus on transport applications. The Queensland Government has conditionally offered financial assistance to the University of Queensland (UQ) to support a project which will see installation of a Hydrogen Refuelling Station at the UQ Gatton campus and the purchase of two Fuel Cell Electric Buses for the St Lucia to Gatton inter-campus service. The project is aiming to have the buses operating in early-2022.
186	Drone Network Impact Analysis	All	Ongoing	Queensland has published its findings on the plausible impacts of drone transport services – Drone Network Impact Analysis. These are available at <a href="http://www.tmr.qld.gov.au/Community-and-environment/Planning-for-the-future/Emerging-technologies-and-trends">www.tmr.qld.gov.au/Community-and-environment/Planning-for-the-future/Emerging-technologies-and-trends</a> .
187	Strategies to enable wider deployment of low emission vehicles	All	2022	The Queensland Government is developing the Zero Net Transport Emission Roadmap, expected to be finalised by early-2022.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
188	Implementation of the Austroads Connected and Automated Vehicle Program	All	Short term	Main Roads WA is part of the Austroads Future Vehicles and Technology Taskforce and actively participates in the existing program of works, which includes the following projects: FCA6239 - Vehicles and technology further state 2030 project and FPI6119 - Automated steering functions, which are now closed; and FDI6216 - Road authority data for connected and automated vehicles (RADCAV). FDI6216 Austroads Road Authority Data for Connected and Automated Vehicles (RADCAV) project studied the provision of agency-owned data to CAVs addressing six high-priority data sets: roadworks, incidents, carriable speed limit signs and lane control signals, static speed limits, traffic signals, and heavy vehicle access restriction. Six data provision reports are produced to provide a general Data Provision Framework that can be used by an agency to build capability in providing data to vehicles for each of these data sets.
189	Performance-Based Standards Policy for Restricted Access Vehicles	WA	Short term	<b>Complete.</b> WA has established and implemented a Performance Based Standards policy that is supported by a suite of guidelines relating to the application process, assessment process, access arrangements and auditing regime.
190	Low Emission Strategy development	WA	Medium term	WA participates in the National Low and Zero Emission Vehicle Working Group and continues to contribute to the various actions that underpin the National Low and Zero Emission Vehicle action plan.
191	Develop a kick start investment fund relating to hydrogen	WA	Medium term	The Renewable Hydrogen Unit is administering the delivery of the WA Renewable Hydrogen Fund that aligns and supports the WA Renewable Hydrogen Strategy. In 2020, round 1 of the Fund announced up to \$10 million of grant funding for four capital works projects and seven feasibility studies. Two capital works projects and four feasibility studies with a transport strategic focus area received grant funding. Of these, two transport feasibility studies - Pacific Hydro's 'The Ord Hydrogen' and ATCO Australia's 'Clean Energy Innovation Park' were completed in early 2021. The second round of funding (\$5 million) was received in August 2020 under the WA COVID-19 Recovery Plan. This round of funding is currently being finalised with an announcement due in Q3 of 2021.
192	Investigate low emissions policy levers	WA	Medium term	Under the WA Electric Vehicle Strategy, hydrogen fuel cell electric vehicles have been included within the definition of electric vehicles in WA policies. The WA Government is collaborating and consulting with transport industry stakeholders on potential policy options to stimulate demand for low and zero emission vehicles, including specific consideration for freight vehicles. An Electric Vehicle Action Plan was released in May 2021. The plan aims to deliver power grid systems requirements to facilitate with the integration of electric vehicles.
193	Western Australian Renewable Hydrogen Strategy	WA	Long term	An Interagency Working Group comprising of key WA agencies including the Department of Transport is continuing to collaborate with WA Renewable Hydrogen Unit to implement the WA Renewable Hydrogen Strategy that identifies transport as one of the four key Strategic Focus Areas.



### Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
194	Real Time Traffic Congestion Management System	Tas	Complete	To combat traffic congestion, the Tasmanian Government has introduced a real Time Traffic Congestion Management System to provide better information for traffic managers and road users through the use of traffic monitoring technology. The System is now fully operational and in use within the Traffic Management Centre. This system is continuously being upgraded to introduce new functionality.

### Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
195	Participation in intergovernmental working groups – energy savings and reduction in greenhouse gas emissions	ACT	Long term	The ACT continues to actively participate in the national work program to accelerate the uptake of low and zero emissions vehicles.
196	Work with Wing's World-First-Urban-Based drone delivery services	ACT, Wing	Short term	Wing has been operating a drone delivery service in the ACT since April 2019 and has delivered thousands of packages on behalf of 15 local ACT businesses to residents in the Gungahlin area of north Canberra. The facility Wing is operating from in Mitchell is the first of its kind in the world. Due to increasing demand in Wing's delivery services, a potential expansion is likely to include services beyond residential areas with quieter drone aircrafts.

## Action 2.4: Build community acceptance of freight operations

### Where do we want to be by 2024? We aim for:

- Implementation of communication and education programs for the importance of freight.
- Forums that bring together representatives from the community, industry and governments for all key freight precincts, such as ports and intermodal terminals.
- Implementation of programs to mitigate freight's physical impacts on community amenity through planning or practices.
- Increasing community awareness of the importance and benefits of freight.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
197	Integrating community engagement as a part of freight related projects	All, Austroads	Ongoing	<p>Community engagement is a key part of multiple freight related projects at all levels of government.</p> <p><b>National Urban Freight Planning Principles:</b> The Principles, endorsed by Infrastructure and Transport Ministers on 28 May 2021, reflect outcomes from public consultation with over 60 organisations and individuals across the planning sector and freight industry. See National Urban Planning Forum under Action 3.2.</p> <p><b>Queensland industry engagement:</b> Queensland continues to work with government and industry stakeholders to promote the importance of freight through government and industry councils and forums including the Queensland Ministerial Freight Council and the Queensland Transport and Logistic Council. The Queensland Ministerial Freight Council has met a total of 14 times since its first meeting in 2016.</p> <p><b>Queensland Freight Strategy and Action Plan:</b> The Strategy was released on 5 March 2019 and the Action Plan released on 28 September 2020. The Action Plan is a rolling two-year program of actions informed by industry stakeholder consultation and is made up of five Shared Commitments, two Critical Enablers, 11 Delivery Statements, 21 Actions, 47 Activities and 128 Deliverables.</p> <p><b>Best Practice Approaches to Road Freight and Communities:</b> This Austroads project developed guidelines for best practice strategies and supporting materials for state, territory and local government road managers to communicate the importance of freight with a particular focus on road freight. This was undertaken within the concept of a 'social licence to operate' which refers to</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
				the fostering and maintenance of community and stakeholder support for projects and operations. It concluded in October 2020. <b>Inland Rail:</b> See Inland Rail Regional Liaison Offices under Action 2.4.
198	Safety Truck Campaign – \$400,000 (Cth) \$20,000 (NHVR provided)	Cth	2018 - 2021	In 2018-19, the Australian Government provided \$400,000 in funding as a one-off grant to the Australian Trucking Association (ATA) to support the ATA Safety Truck's redesign and refit. The ATA Safety Truck (SafeT360 Initiative) specifically targets 16- to 25-year-old drivers and vulnerable road users to deliver safety education programs that develop awareness of how to safely share the road with heavy vehicles. The Safety Truck attends industry led community events, career expos, high schools, TAFE and universities and other public events across Australia. The National Heavy Vehicle Regulator provides \$5,000 per year over four years to support the SafeT360 program in directly engaging with schools across the country and educating students about sharing the road safely with trucks. The National Heavy Vehicle Regulator has joined forces with the ATA initiative to help children to become more aware of safety around heavy vehicles.
199	Inland Rail Regional Liaison Offices	Cth	Ongoing	The Regional Liaison Officers continue to facilitate and enhance the Australian Government's connections with local communities, businesses, industry and local and state governments. This increased connection has been, and will continue to be, pivotal to building community awareness and acceptance of freight operations. Regional Officers have worked within their respective regions to: <ul style="list-style-type: none"> <li>• Maximise community and industry understanding of the benefits and long-term opportunities of Inland Rail.</li> <li>• Provide on the ground support to the Australian Rail Track Corporation as sections of Inland Rail transition from reference design to construction.</li> <li>• Communicate business and employment opportunities to local government, industry and community.</li> <li>• Provide a locally based point of contact for local government, state government, businesses and industry to respond to enquiries improving connectivity and building key relationships.</li> </ul> The presence of regional offices has also supported effective engagement with communities along the Inland Rail alignment to better understand concerns and optimise benefits for local and regional stakeholders. Offices are located in Wodonga, Dubbo, Toowoomba and Moree.
200	Heavy Vehicle Safety Initiative – \$22.1 million	Cth	Ongoing	As at 30 June 2021, there has been more than \$22 million allocated to 89 projects across five rounds of the Heavy Vehicle Safety Initiative. In 2020-21, \$5.5 million was provided for round five of the program. Round five projects included a range of initiatives designed to increase knowledge of safe system road design while others were aimed at improving mental health awareness in the heavy vehicle sector. Round six applications closed on 21 February 2021. Successful applicants will be announced mid-2021.

No.	Initiative	Jurisdiction	Timeframe	Progress
201	Leading development and implementation of the National Road Safety Strategy 2021-30 and accompanying Action Plan (new)	All	2021 - 2030	On 28 May 2021, Infrastructure and Transport Ministers supported the National Road Safety Strategy 2021-30, placing Australia on a path to achieve zero fatalities and serious injuries by 2050. The National Road Safety Strategy has been developed in consultation with states, territories and the local government association through a cross-jurisdictional working group. The draft National Road Safety Action Plan 2021-25 is undergoing a short, targeted consultation process with key road safety stakeholders prior to finalisation and release.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
202	Research into noise impacts of freight operations and effectiveness of mitigation measures to inform future initiatives	NSW	3 – 5 years	Transport for New South Wales is undertaking a project on key noise issues to inform future programs.
203	Ensure planning accommodates the growth of the freight task and protects community amenity	NSW	Ongoing	The NSW Government is continuing to plan for the growing freight task that improves productivity, safety and sustainability. Transport for NSW has commenced the development of a Port Efficiency Strategy and the Rail Freight Strategy.
204	Improve planning for last mile deliveries	NSW	Ongoing	Transport for NSW has published the Last Mile Toolkit to assist urban planners, developers and government to give greater consideration to freight and servicing demands for new buildings and precincts as part of the planning process. It also promotes better management of freight and servicing for existing buildings.

### Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
205	Working with councils on access for after-hours freight deliveries	Vic	2020 - 2023	The Victorian Government has partnered with the Municipal Association of Victoria on a two-year program to assist with engagement of local councils to deliver or contribute to a range of freight projects. Freight access issues will be considered as part of this work. The Municipal Association of Victoria has commenced early scoping and consultation with local councils to understand local freight issues and establish a Freight Policy Reference Group.
206	Cleaner Freight Initiative	Vic	Closed	This initiative has been superseded by other Inner West Land Use Planning initiatives within the Victorian Government.

### Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
207	Heavy Vehicle Safety Action Plan	Qld	2019 - 2021	See Explore opportunities to apply new technology to manage transport networks under Action 1.3.

### Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
208	Improve the social license of freight	WA	Short term	A renewed social licence campaign as a result of COVID-19 was developed in 2020. The campaign "Thank Freight for That!" was social media based and highlighted the role freight played during COVID. The social media campaign resulted in an increased awareness of the role of freight by the community. The campaign ran 23 Nov 2020 to 20 Dec 2020 and had 600,000 views. The Freight and Logistics Council of WA is currently considering the next stage of the campaign.
209	Research Travel Demand Management Programs	WA	Medium term	The WA Government continues to implement a range of travel demand management measures, including development of the long-term cycle network for Perth and Peel, conducting travel behaviour programs in various parts of Perth and Peel to optimise active and public transport, and administering the Perth Parking Policy to reduce car use in the Perth CBD. Further policy levers and initiatives will be considered in consultation with stakeholders to continue to influence travel choices and reduce congestion, where possible, through decreasing private vehicle use in Perth and Peel regions.



No.	Initiative	Jurisdiction	Timeframe	Progress
210	Community engagement on freight issues	WA	Ongoing	The Freight and Logistics Council of WA's Freight Rail Working Group continues to provide information and engage on issues relating to rail noise.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
211	Tasmanian Planning Scheme	Tas	Ongoing	The Tasmanian Planning Scheme affords opportunities for the community to engage in new development proposals. Advertisement of proposals creates awareness in the community and allows community members to raise concerns that need to be addressed by the planning authority. More significant projects may be assessed under major projects legislation which also provides for community input. The Tasmanian Planning Policies project will provide an opportunity for the community to be part of setting planning priorities including protecting infrastructure.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
212	ACT Freight Strategy	ACT	Ongoing	The ACT Freight Strategy promotes strategic road freight routes within the ACT and, in accordance with the ACT's Performance Based Standards, certain heavy vehicles are only authorised to drive on particular Canberra roads. The ACT actively engages the community, through community consultations, during the planning and delivery of all road infrastructure projects. Roads ACT also works closely with road freight operators and the affected community to ensure trucks are operating safely in urban areas and to address any necessary noise, parking or amenity mitigation measures on a case-by-case basis.

# Action Area 3

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Action 3.1 139

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Action 3.2 150

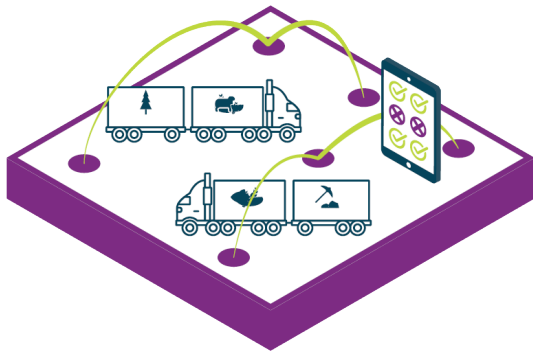
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Action 3.3 156

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Action 3.4 165

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## Better planning, regulation and coordination



## Action 3.1: Ensure freight demand is integrated in transport and land use planning across and between jurisdiction boundaries and freight modes

### Where do we want to be by 2024? We aim for:

- All levels of government to have coordinated, long-term strategic freight plans, strategies and initiatives that link to the National Strategy and relevant land use and transport planning documents.
- The identification and protection of current and future freight corridors and precincts from incompatible urban development.
- Coordinated and integrated planning for freight across jurisdictional boundaries, particularly in regional areas.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
213	National Urban Freight Planning Principles	All	Ongoing	<p>The National Urban Freight Planning Principles were endorsed by Infrastructure and Transport Ministers on 28 May 2021. From next year, each jurisdiction will report on their practical actions to implement the Principles through the National Freight and Supply Chain Strategy annual reporting process. Some early actions include:</p> <ul style="list-style-type: none"> <li>• The Australian Government allocating an additional \$12.1 million towards the National Heavy Vehicle Regulator's Strategic Local Government Asset Assessment Project</li> <li>• Queensland Government departments will review the State Planning Policy provisions to reflect the approved Urban Freight Planning Principles.</li> <li>• The WA Government proposes to use its strategic planning and policy exercises to encourage planning authorities to apply the principles, including the Perth and Peel @ 3.5M sub-regional planning frameworks; State Planning Policy 5.4 – Road and Rail Noise; draft State Planning Policy - 4.1 Industrial Interface and Development Control Policy 4.1 Industrial Subdivision. WA Planning Policies apply at all stages of the planning process and include policy measures for application at the strategic level through to site-specific development. It is also anticipated local planning strategies, prepared by local governments, will consider the principles where relevant to their jurisdictions.</li> </ul>

No.	Initiative	Jurisdiction	Timeframe	Progress
214	Norfolk Island Freight Planning	Cth, Norfolk Island	2018 - 2022	The remoteness of Norfolk Island means it is heavily reliant on sea and air freight. The Australian Government supports air freight to Norfolk Island by underwriting air freight services to and from the Island to ensure the continued delivery of critical supplies such as fresh groceries, food and medicine. This air freight service is essential due to the very thin sea freight supply chain. Through a Ports Management Strategy for Norfolk Island, the Australian Government is examining options that may deliver a more robust and reliable supply chain for sea freight. The Australian Government is also investigating the potential to enable a greater range of vessels to serve Norfolk Island with containerised freight and using roll-on-roll-off shipping in the short term, allowing development and implementation of the permanent solutions under consideration in the Ports Management Strategy.
215	Launceston City Deal	Cth, Tas, local govt	2017 - 2027	The Launceston City Deal is a 10-year initiative between the Australian and Tasmanian Governments and the City of Launceston. One of the initiatives of the Launceston City Deal is the 2019 Regional Economic Development Strategy for Northern Tasmania. It outlines strategic priorities for economic development within Northern Tasmania including better integration of regional transport and land use planning to ensure efficient supply chain connections throughout the region and inter-regionally, and leveraging road, rail and air infrastructure investment to grow freight and warehousing related businesses. The Greater Launceston Transformation Project is a nation-leading \$10.3 million collaborative smart cities project, focused on initiatives to improve service delivery and increase innovation across Greater Launceston. The project includes Traffic Signal infrastructure upgrades and the installation of smart traffic management technology which is now complete. This project was undertaken to enable development of a live traffic management system to manage traffic flows and provide the foundations for bus, freight and emergency vehicle prioritisation in the future. The Launceston Smart City Mobility Project, which began in March 2020, uses data from the sensors installed for the Launceston Traffic Signal Upgrade Project as well as the installation of additional sensors and trials of smart mobility technology. The project will support the development of a strategic multimodal transport model for Greater Launceston, which will inform the development of a transport plan and supporting transport strategies for the city. The Greater Launceston Metropolitan Passenger Transport Plan is a 10-year strategic document to guide future passenger transport development and investment in Greater Launceston. In 2021, the Greater Launceston Transport Vision was released. The Vision establishes a framework for the sustainable and accessible growth of Greater Launceston's transport system to facilitate the city's future growth. The objective of the Vision is to ensure people are connected to their place of work, shopping, schools, essential services and leisure activities. All levels of government are now considering how the implementation of the Vision can be supported under the City Deal framework.
216	Albury Wodonga Regional Deal	Cth, NSW, Vic, local govt	2021 - 2031	The Australian, Victorian and NSW Governments and the Albury City and City of Wodonga Councils are progressing the package of projects that will deliver for the community over the ten-year life of the deal. It is expected that the Deal will be signed in 2021. The Australian Government has provided funding of \$3.2m to support development of the deal.

No.	Initiative	Jurisdiction	Timeframe	Progress
217	South East Queensland (SEQ) City Deal	Cth, Qld, local govt	TBC	City Deal partners are working closely together to consider priorities for the SEQ community in the context of recovery from COVID-19. The SEQ City Deal will seek to deliver a better connected region, create more jobs and support the region's livability.
218	Hinkler Regional Deal	Cth, Qld, local govt	2020 - 2025	The first annual progress report on the Hinkler Regional Deal is expected to be released in August/September 2021. The Australian Government is working with deal partners (Fraser Coast Regional Council and Bundaberg Regional Council) and the Queensland Government to progress the land transport infrastructure projects tied to the Hinkler Deal. The multi-use bulk goods conveyor at the Port of Bundaberg will commence construction in late 2021/early 2022, and a pre-feasibility study on the future potential for an outer harbour will be completed in early 2022. The Queensland Government is developing a transport strategy to inform the Quay St upgrade.
219	Inland Rail Corridor Preservation	Cth, Vic, NSW, Qld	Ongoing	<p><b>Victoria</b></p> <p>The substantive corridor for the Inland Rail project via the North East Rail Line in Victoria already has sufficient protections in place. Small amounts of additional land may be required outside the existing corridor in order to deliver Inland Rail. These additional parcels will be considered on an as-needs basis as the project is delivered. The Victorian and Australian Governments are also jointly developing business cases for the Interstate Freight Precinct and Outer Metropolitan Ring corridor.</p> <p><b>Queensland</b></p> <p>The Land Acquisition Deed was signed in November 2020. Queensland has protected two sections of the proposed Inland Rail route. Protection of additional corridors is being considered and will be subject to agreements and Environmental Impact Statement approvals. Investigation and planning are underway to enable extensive resumptions to commence in 2022-23 but this is subject to planning and environmental approvals.</p>
220	Townsville City Deal	Cth, Qld, local govt	2016 - 2031	The fourth annual progress report on the Townsville City Deal is expected to be released in conjunction with the findings of the three-year formal review in September 2021. The Australian Government is working with deal partners (the Queensland Government and Townsville City Council) to progress the transport infrastructure projects tied to the Deal. The Port of Townsville channel upgrade commenced construction in March 2020 and is expected to be completed in late 2023. Preservation of the Townsville Eastern Access Rail Corridor is ongoing. The Townsville Industrial Development Board was established in 2019 and meets quarterly to identify opportunities for industrial development in Townsville, including in the State Development Area southeast of the city.
221	Western Sydney City Deal	Cth, NSW, local govt	2018 - 2038	The Western Sydney City Deal is a 20-year partnership between the Australian and NSW Governments and eight local governments in the Western Parkland City that leverages the Australian Government's investment in the Western Sydney International (Nancy-Bird Walton) Airport. Key freight-related initiatives in the Western Sydney City Deal include:



No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>The establishment of a Western Parkland City Authority (formerly the Western City and Aerotropolis Authority) to better enable collaboration between federal, state and local government across the entire Western Parkland City.</li> <li>The Western Sydney Aerotropolis Planning Package (released in November 2020) which provides the framework for development of the Aerotropolis. An agribusiness precinct will be one of the six early release precincts for the Aerotropolis.</li> <li>The Western Sydney Planning Partnership between the NSW Government and nine local councils in Western Sydney has been in effect for three years as a forum to develop common solutions to planning issues and help deliver the Western Sydney Aerotropolis Plan. The Partnership will be extended to 2024.</li> </ul> <p>The third annual progress report on the Western Sydney City Deal was released in August 2021. A three-year evaluation of the Deal commenced in mid-2021.</p>
222	Hobart City Deal	Cth, Tas, local govt	2019 - 2029	<p>The Hobart City Deal is a 10-year plan between the Australian and Tasmanian Governments and the Clarence, Hobart, Glenorchy and Kingborough councils. Key freight-related initiatives include:</p> <ul style="list-style-type: none"> <li>\$576 million to replace the Bridgewater Bridge, a key part of the Hobart to Burnie freight corridor</li> <li>\$82.3 million for border services that enhance Hobart Airport's role as a direct international gateway</li> <li>A range of projects to reduce traffic congestion around Greater Hobart and support increased traffic volumes, particularly freight transport and</li> <li>Ongoing strategic collaboration and governance between the Tasmanian Government and four councils through the Greater Hobart Act 2019, including enhanced integration of transport and land use planning.</li> </ul> <p>Start of works on the Bridgewater Bridge Replacement project is expected to commence in 2022 with people driving on the new bridge by late 2024. Direct international flights between Hobart and Auckland re-commenced in April 2021 after more than 20 years. The flights will boost international tourism to Tasmania and provide Tasmanian businesses with greater access to international markets. Direct flights to Hobart will also assist in building the city's reputation as a gateway to Antarctica, which is another aim of the Hobart City Deal. Projects to reduce road congestion on the southern, northern and eastern inlets are progressing under the Hobart City Deal.</p>
223	Liquid Fuel Security Review	Cth	Ongoing	<p>The Interim Report of the Liquid Fuel Security Review was published in April 2019. The Liquid Fuel Security Review was created for the primary purpose of submission to Cabinet. Consideration about whether to release the Review is a decision for Government. The Government's fuel security package, announced through the 2021-22 Budget, takes into consideration the major changes in the fuel market following the release of the Interim Report of the Liquid Fuel Security Review.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
224	National Airports Safeguarding Framework	All	Ongoing	<p><b>Australian Government:</b> The Australian Government continues to promote the application of the National Airports Safeguarding Framework with jurisdictions through the Nationals Airports Safeguarding Advisory Group. The focus is on embedding the Framework into land use planning consistently across state and territory planning regimes.</p> <p><b>Victoria:</b> The Melbourne Airport Environs Safeguarding Standing Advisory Committee, established in December 2019, continues to advise the Minister for Planning on further implementation of the National Airports Safeguarding Framework through the Victoria Planning Provisions and Planning Scheme.</p> <p><b>Queensland:</b> Protecting key freight corridors and precincts is business as usual with key ports and airports and connecting road and rail corridors are mapped and protected. Additional corridors/precincts can be added as planning is undertaken and the corridor/precinct is approved for protection.</p> <p><b>Western Australia:</b> The WA Government is preparing a State Planning Policy to holistically address all matters in relation to land use planning and development in the vicinity of airports throughout WA, including matters of noise and safety. This work will have regard to the National Airports Safeguarding Framework and its application to regional airports.</p>
225	Other City and Regional Deals	Cwth, State Govt and local govts	Various	Australian, State and Local Governments partner in other City and Regional Deals, including Adelaide, Perth, Darwin and Geelong, which do not include actions directly targeting freight. Although they include supporting actions (e.g. intersection improvements), these items will no longer be included in the annual progress report on the National Freight and Supply Chain Strategy.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
226	Deliver initiatives to improve the efficiency of urban freight	NSW	Ongoing	Transport for NSW has published the Last Mile Toolkit to assist urban planners, developers and government to give greater consideration to freight and servicing demands for new buildings and precincts as part of the planning process. It also promotes better management of freight and servicing for existing buildings. Transport for NSW is also working with industry and local councils to develop solutions to enable off-peak deliveries to occur with appropriate mitigations to maintain community amenity and safety. This item ties in with initiative 204 under Action 2.4.
227	Review and update State planning policies to address issues around freight and port noise	NSW	Ongoing	The NSW Government is currently investigating how best to address noise issues from ports and intermodal terminals and are working with key agencies involved like the Environment Protection Authority's Noise Management Working Group.

No.	Initiative	Jurisdiction	Timeframe	Progress
228	Support local councils to improve the amenity of key urban centres through good planning for freight and servicing in new developments	NSW	Ongoing	Transport for NSW has published the Last Mile Toolkit to assist urban planners, developers and government to give greater consideration to freight and servicing demands for new buildings and precincts as part of the planning process. It also promotes better management of freight and servicing for existing buildings. Transport for NSW has also reviewed and commented on freight considerations for more than 100 Local Council Local Strategic Planning Statements in NSW in both Sydney and regional locations.
229	Ensure that freight and logistics land and corridors are identified and protected from sensitive land uses	NSW	Ongoing	<p>This initiative is ongoing as Transport for NSW will continue to ensure that freight and logistics are considered in land use discussions, particularly around important trade gateways such as Port Botany, Sydney Harbour, Sydney Airport, the Western Sydney Airport and Newcastle Port.</p> <ul style="list-style-type: none"> <li>• The rezoning of the Mamre Road precinct was in 2020, protecting the Intermodal Terminal in Western Sydney.</li> <li>• Further integrated freight planning is being undertaken with the Western Parkland City Authority.</li> <li>• The Western Sydney Freight Line has been partially protected and further protection work is to be undertaken on the line and the Outer Sydney Orbital.</li> </ul>
230	Investigate options to amend the State Environmental Planning Policy (Three Ports) 2013	NSW	Ongoing	The NSW Government temporarily amended the State Environmental Planning Policy (Three Ports) 2013 in November 2020 to allow greater flexibility regarding the storage of both full and empty containers.
231	Review and update the Development Near Rail Corridors and Busy Roads – Interim Guideline to ensure it reflects the latest evidence and practices	NSW	Ongoing	Transport for NSW will continue to work with other NSW Government agencies on any updates.
232	Amplification of the Southern Sydney Freight Line	NSW	0 - 2 years	Contract has been awarded and early works have commenced.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
233	Highway Corridor Strategies	Cth, Vic, NSW, SA	Ongoing	The Victorian Government is collaborating with key stakeholders and interest groups in the preparation of several Transport Corridor Strategies to help guide future investment requirements, including for efficient freight movement, in regional Victoria. These strategies will feed into each region's Regional Integrated Transport Plans and the broader pipeline of investment opportunities for funding consideration by governments. Corridor planning is under way across regional Victoria, including the Murray Valley Highway, Western Highway, Princes Highway West, Goulburn Valley Highway, Calder Highway and Sunraysia Highway.
234	Victorian Ports Strategy	Vic	2020 - 2022	The Independent Review of the Victorian Ports System was completed in November 2020 and a full government response to the review was approved by the Victorian Government in June 2021 and proposed for release in the second half of 2021. As a result, the Victorian Commercial Ports Strategy will be developed over the next 12 months and is expected to be released in mid-2022.
235	Identify and reserve sites for new freight terminals and precincts	Vic	Ongoing	The Victorian Government has partnered with the Municipal Association of Victoria on a two-year program to assist with engagement of local councils to deliver or contribute to a range of freight projects. This project may be included in the two-year program of work. The Municipal Association of Victoria has commenced early scoping and consultation with local councils to understand local freight issues and establish a Freight Policy Reference Group.
236	Green Triangle Freight Action Plan	Vic, SA	2009 - TBC	A steering committee has been established and meets regularly to progress the actions under the updated Plan. \$40 million of funding has been previously committed, and a further \$80 million has been committed by the Australian Government under the Roads of Strategic Importance program. This funding will be invested in asset renewal of road corridors critical for the Green Triangle freight task, including bridge strengthening for High Productivity Freight Vehicles, and further planning work to cater for future renewable energy freight activities. See similar item under South Australia.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
237	Supply Chain Strategy for the North West Minerals Province	Qld	2019 - 2023	To support key enabling infrastructure for the North West Minerals Province, the Queensland Government is providing \$80 million over four years (\$20 million each year) through the Mount Isa Line Incentive Scheme to incentivise more freight on rail on the Mount Isa Line and encourage a shift from road to rail. The Queensland Government has allocated \$50 million to the Mount Isa Line specifically for capacity and resilience improvements over the next four years. Projects include: <ul style="list-style-type: none"> <li>Increased structural gauge (one and half stacking of containers on trains) (subject to Business Case)</li> <li>Waterway resilience</li> <li>Track renewal (sleeper replacement).</li> </ul>
238	Action Plan implementation arrangements	All	Ongoing	The Queensland Freight Action Plan (QFAP) was publicly released on 28 September 2020 and is made up of five Shared Commitments, two Critical Enablers, 11 Delivery Statements, 21 Actions, 47 Activities and 128 Deliverables. The QFAP forms Queensland's plan for the implementation of the National Freight and Supply Chain Strategy's National Action Plan. Queensland's commitments to national freight agenda expressed in the National Action Plan are elements of the QFAP.
239	Townsville Eastern Access Rail Corridor	Qld, Cth	Ongoing	In 2019–20, following a review of land requirements for the Townsville Eastern Access Rail Corridor to determine the extent of required land acquisitions, the Queensland Government commenced stakeholder engagement with impacted landowners. This will be ongoing during the land acquisitions. Planning for environmental approval requirements of the infrastructure corridor is in-progress. The Australian and Queensland Governments have committed \$10 million (\$5 million each) to preserve the corridor. The Queensland Government has expended \$600,000 to date.
240	Port of Brisbane Rail Access Corridor Preservation	Qld, Cth	2022	The findings of the 2019 Port of Brisbane Strategic Rail Access Study are being considered by the Australian and Queensland governments. Subject to the findings of the Port of Brisbane Strategic Rail Access Study, the next phase aims to progress planning to investigate detailed options and timing for a potential dedicated freight corridor to the Port of Brisbane. The project is wholly funded by the Australian Government with the Queensland Government providing an in-kind contribution.



## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
241	Identify and protect freight and logistics land, corridors and precincts	WA	Short term	The WA Government is committed to participating in national forums and assisting in the identification and protection of WA freight and logistics, land, corridors, and precincts, including ongoing implementation of the Perth and Peel @ 3.5 million suite of land use planning and infrastructure frameworks.
242	City and Regional Deals	Cth, WA, local govt	Short term	A City Deal for Perth was announced in September 2020, including several active transport elements in the Perth CBD area. These projects are jointly funded by the Australian and WA Governments and local governments. A full implementation plan is expected to be available by the end of 2021. There has been no further discussion on regional deals.
243	Review of Road Strategies (Roads 2030)	WA	Short term	In September 2019, the WA Government commenced its review of ROADS 2030 Regional Development Strategies. The aim of the review is to create new documents (ROADS 2040) for each regional road group (or sub-group) for identifying regional strategies for regionally significant local government roads. The WA Government has partnered with the WA Local Government Authority to deliver the review and it is expected to be completed in the latter half of 2021.
244	Implement State Planning Policy 5.4 (road and rail noise)	WA	Short term	Ongoing implementation of State Planning Policy 5.4 is informed by road and rail noise guidelines and state-wide mapping of strategic freight routes, significant freight/traffic routes, and proposed strategic freight routes.
245	Perth and Peel @3.5 million frameworks	WA	Short term	The Perth and Peel @3.5 million Strategy provides a spatial plan for metropolitan Perth, including freight corridors. Review of Planning Investigation Areas identified in the Perth and Peel @ 3.5 million suite of land use and infrastructure frameworks continues.
246	Outback Way – Upgrade and Seal	WA	the	The first Outback Way works package to seal the Great Central Road is well underway, with 20km of the first 40km now sealed. Earthworks have started to prepare for sealing of the next 20km section, which is due for completion in October 2021. Project development for delivery of the next work package has started. This includes a 10km section near Warburton and a 3km section near Warakuna. Construction is expected to begin in late 2021. The WA Government is also planning for delivery of a future work package near the Cosmo Newberry Community, 84km east of Laverton.

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
247	Planning reform— (Planning, Development and Infrastructure Act 2016)	SA	Complete	The Planning and Design Code came into effect in the urban areas of South Australia from 19 March 2021.
248	Green Triangle Freight Action Plan	SA	Ongoing	The Implementation Monitoring Group meets regularly to progress the actions under the updated Green Triangle Freight Action Plan. The Australian Government allocated \$20 million to future priorities in Victoria within the Green Triangle in the 2021-22 Budget. See similar item under Victoria.
249	Development of transport analytics, data analysis and application <b>(new)</b>	SA	Ongoing	SA has established the Transport Analytics Directorate to provide core leadership and specialist expertise on data, analytics and modelling. Data visualisation tools are in development. SA has acquired access to CSIRO's Transport Network Strategic Investment Tool to improve level of freight data available to inform planning activities.
250	Restricted Access Vehicle Network Development Study <b>(new)</b>	SA	April - October 2021	See Restricted Access Vehicle Network Development Study under Action 1.2.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
251	Greater Hobart MetroPlan	Tas	2020 - ongoing	The Greater Hobart Act 2019 provides a legislated governance framework to better align strategic land use and infrastructure planning within the Greater Hobart Area (Clarence, Glenorchy, Hobart and Kingborough councils). The Greater Hobart MetroPlan will provide a high-level spatial representation to guide future growth and development in Hobart over the next 30 years, considering forecast population and dwelling growth, and the location of major new residential development, commercial centres and industrial hubs. Importantly the MetroPlan will seek to ensure that key infrastructure providers are involved in development of the MetroPlan to better align infrastructure planning with future growth. It is expected that the MetroPlan will be reviewed every three to five years and updated as required.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
252	ACT Planning Strategy	ACT	Short term	In accordance with the ACT Planning Strategy 2018, decisions regarding the strategic location of growth, particularly for new employment and industrial areas, continue to have regard to existing freight networks and requirements. The ACT Government continues to engage across jurisdictional boundaries by providing input to the NSW Government and surrounding local councils on strategic planning matters concerning freight.
253	Progressing a planning and statutory environmental approval process	ACT	Short term	The ACT Government continues to progress statutory strategic assessment approval processes under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) for the Eastern Broadacre area. This process will determine the locations for future rezoning of land for new industrial and employment precincts in parts of the eastern side of Canberra, near Canberra Airport and along national freight routes. Freight requirements will be a key consideration in the future, more detailed subdivision planning of resultant precincts.

## Action 3.2: Strengthen the consideration of freight in all other government planning and decision-making

### Where do we want to be by 2024? We aim for:

- All levels of Australian government to become 'freight aware'.
- Freight considerations to form part of all relevant government decision-making.
- Australia's freight network operators and users to be aware of their vulnerabilities and be developing strategies to manage their climate and disaster risks.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
254	Development of Australian Transport Assessment and Planning urban freight modelling guidelines	All	2020 - 2021	The Australian Transport Assessment and Planning urban freight modelling guidelines were finalised in April 2021. The guidelines will ensure consistency in modelling freight demand, or heavy vehicle movements, in urban transport models across jurisdictions. They are available at <a href="https://www.atap.gov.au/tools-techniques/index">https://www.atap.gov.au/tools-techniques/index</a> .
255	National Urban Planning Forum	Cth	2021	<b>Complete.</b> The National Urban Freight Planning Principles were endorsed by Infrastructure and Transport Ministers on 28 May 2021. The Principles reflect outcomes from public consultation with over 60 organisations and individuals across the planning sector and freight industry. The Department of Infrastructure, Transport, Regional Development and Communications held three online public focus groups to seek feedback on draft Principles on 18 December 2020, 19 January 2021 and 21 January 2021. These focus groups were supported by an online survey from 24 November to 18 December 2020.
256	National Urban Freight Planning Principles	All	Ongoing	See item of the same name under Action 3.1.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
257	Assist local councils to plan for freight needs	NSW	Ongoing	See item of the same name under Action 1.2.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
258	Bay West Container Port	Vic	2021 - TBD	The Victorian Government is progressing with the development of a Victorian Commercial Ports Strategy, due in mid-2022. The development of the Ports Strategy will incorporate next steps for planning and securing Bay West as Victoria's second container port. This item will be reported on under Victorian Ports Strategy under Action 3.1 in future reports.
259	Review and enhance protection of Principal Freight Network	Vic	TBC	The Victorian Government has progressed work on the Principal Freight Network review, conducting a detailed assessment to recommend changes to the network. Preparations are being made to conduct external stakeholder consultation to enable finalisation of the changes to the updated network maps. The Victorian Government is currently reviewing options for how best to integrate proposed strengthened planning protections for the network into the Victoria Planning Provisions, as part of a wider review of the planning provisions.
260	Dynon Freight Precinct Master Planning	Vic	TBC	A program of work to establish a strategic policy position on the long-term use of the Dynon precinct is underway. The Victorian Planning Authority has developed a Dynon Framework Plan, which is a land use strategy that helps integrate and coordinate the precincts various port, freight, transport and urban renewal opportunities. The Framework is an internal Victorian Government document which confirms governments' intentions for the area and will guide the next phase of detailed precinct planning and investment. In late 2019, VicTrack undertook an Expression of Interest) market process for the lease of land at Melbourne Market/ South Dynon rail precinct between Dynon Road and Footscray Road. The Expression of Interest sought proposals regarding the use of the site in the short-, medium- and long-term. Further strategic planning work is underway to inform the next stage Request for Proposal. The VicTrack Melbourne Market Request or Proposal is in progress and closed June 2021. Assessments will include probity management advice. Scoping for a final stage of Dynon Master planning is about to commence in consultation with VicTrack, with an extension of the agreement sought in June 2021 to enable work to continue through 2021-22.



## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
261	Reviewing and updating state and territory planning policies relating to freight	All	Short term	Queensland has commenced development of integrated multi-modal Regional Freight Plans to identify and prioritise freight network improvements to support supply chain efficiency across the region.
262	Master Planning for Priority Ports	Qld	Ongoing	Priority port master planning will support the sustainable development of critical economic port infrastructure in a way that will balance growth, job creation, environmental values and community interests. Final port overlays for the ports of Gladstone and Townsville came into effect on 1 February 2021. The port overlays operate alongside existing planning instruments to guide future development and achieve the long-term visions of the master plans. Master planning for the priority ports of Hay Point/Mackay and Abbot Point has formally commenced with a notice of proposal issued to the port authority and local governments on 5 May 2021, in accordance with Sustainable Ports Development Act 2015.
263	Bundaberg State Development Area Development Scheme	Qld	Ongoing	Investigation and planning for transshipping, bulk storage and trial shipment infrastructure, and planning for access to facilities including new port access road is ongoing. Hinkler Regional Deal implementation support has been provided to Gladstone Ports Corporation and Sugar Terminals Ltd for the common use conveyor business case development and associated commercial opportunities. \$1 million has been provided through Unite & Recover State funding and implementation support for common use bulk storage and trial shipment facilities involving remediation of the old Stolthaven site and case management of proposed private sector investors at Port of Bundaberg. Pacific Marine Base Bundaberg are commencing construction of Stage 1 of their proposed \$35 million Marine Industry Site at the Port of Bundaberg. Stage 1 of the project will deliver a 180m long land backed wharf and berth pocket which could see the facility support sea freight transport and break bulk for renewables project cargoes.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
264	Westport: Ports and Environs Strategy	WA	Long term	Planning is now underway to identify design options for a new container port in Kwinana and associated transport corridors that are sustainable and meet operational requirements; identify potential land requirements; and determine when and how the new infrastructure should be delivered.

No.	Initiative	Jurisdiction	Timeframe	Progress
265	Reviewing and upgrading state and territory planning policies relating to freight	WA	Short term	<p>The WA Government is committed to participating in national forums and assisting in reviewing and upgrading planning policies. SPP 5.4 - Road and Rail Noise has been in operation since September 2019, and has objectives that include:</p> <ul style="list-style-type: none"> <li>· protecting strategic and other significant freight transport corridors from incompatible urban encroachment; and</li> <li>· ensuring that transport infrastructure and land-use can mutually exist within urban corridors.</li> </ul>
266	Ports Master Plan	WA	Short term	<p>The details of Port Master Plans for WA's five Port Authorities are as follows:</p> <ul style="list-style-type: none"> <li>· Kimberley Ports – The Port of Broome Strategic Master Plan was published in 2017. The plan will be updated in 2023 and will include other ports that have recently been transferred to Kimberley Ports being Derby, Yampi Sound and Wyndham.</li> <li>· Mid-West Ports – The Port Master Plan for the Port of Geraldton was released in June 2020.</li> <li>· Pilbara Ports – The Port Development Plan 2030 was published in 2016. The plan will be reviewed in 2021.</li> <li>· The Port of Ashburton Land Use Master Plan 2050 was released in 2017.</li> <li>· The Port of Port Hedland Land Use Master Plan 2050 is currently in development. It is expected to be completed in 2022. The Port of Dampier Land Use Master Plan 2030 was released in 2021.</li> <li>· The Port of Varanus Island does not include land areas and a Land Use Plan is not required.</li> <li>· Fremantle Ports – The overarching Port Master Plan is to be progressed in conjunction with, and integrating, the Westport planning outcomes.</li> <li>· Southern Ports – The draft master plans for each port (Esperance, Albany and Bunbury) are expected to be completed by the end of 2021.</li> </ul>
267	Review of Perth inner city freight movements	WA	Medium term	<p>The Phase 2 report of the Perth Greater CBD Transport Plan is currently being finalised and is expected to be provided to the WA Minister for Transport and released later in 2021. Development of the Plan included the examination of inner-city freight movements, including a study and survey conducted by the City of Perth. Proposed projects to support urban freight that will be implemented between 2021 and 2024 include a project looking to improve deliveries to the mall super block; a study of kerbside access (including loading zones); and the exploration of technological efficiencies which could assist in optimising movement of freight vehicles. Detailed scoping of these projects is currently taking place.</p>

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
268	Rolling 10 Year Tasmanian Infrastructure Pipeline	Tas	2020 - 2030	The pipeline maps out planned infrastructure development for the next decade, with projects totalling an estimated \$17.4 billion – an estimated \$3.1 billion of these are expected to be delivered between 2020 and 2022, including an Australian Government investment of \$401 million in roads and bridges for 2020-21 alone. The Pipeline was released in February 2021 and will now move to six-monthly updates.
269	Release draft 30 Year Infrastructure Strategy for consultation	Tas	2019 - 2049	As part of the Tasmanian Government's long-term planning for Tasmania's future, a draft 30-year Infrastructure Strategy was released in 2019 for consultation. Following this, Tasmania will now develop a framework to inform the Government's infrastructure investment decisions, given their large cost and long-term nature. The final Strategy will be informed by work done by Infrastructure Australia and will help unlock further economic development in the State.
270	Tasmanian Planning Policies	Tas	2021 - 2022	The Tasmanian Planning Policies will acknowledge the importance of protecting the capacity, safety and efficiency of transport networks and assets. The policies will include specific strategies that seek to protect existing and future strategic transport infrastructure corridors and assets from encroachment by incompatible land use and development.
271	Review of Regional Land Use Strategies	Tas	2021 - 2023	Protection of freight corridors and assets are considered in each of the three Regional Land Use Strategies in Tasmania. A future review of these strategies will form part of a broader reform of the Tasmanian planning system.
272	Tasmanian Planning Scheme	Tas	2019 - 2022	The Tasmanian Planning Scheme was developed in conjunction with key industry stakeholders to ensure appropriate consideration was afforded to the industrial and transport sectors. Consequently, key protections such as attenuation and buffer areas are in place along key transport networks and other assets.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
273	Canberra Region Joint Organisation's (CRJO) Transport and Freight Infrastructure Prospectus	ACT	Ongoing	The ACT continues to participate as an Associate Member in the CRJO. Through the CRJO the ACT has supported the development of the CRJO Transport and Freight Infrastructure Prospectus. The ACT will continue to work with the CRJO to identify and promote the key regional infrastructure needs to support the growth of the region.

No.	Initiative	Jurisdiction	Timeframe	Progress
274	ACT-NSW Memorandum of Understanding for Regional Collaboration	ACT, NSW	Ongoing	The ACT-NSW Memorandum of Understanding for Regional Collaboration was re-signed in 2020 by the ACT and NSW. It includes in its priority work areas a commitment to work together and with the Canberra Region Joint Organisation to develop a Canberra Region Economic Development Strategy. This Strategy is expected to include joint priorities to support growth and diversification in the Canberra Region economy, including consideration of issues such as freight in government planning and decision-making as it relates to the Canberra Region. The Memorandum of Understanding also commits to the development of a regional infrastructure priority list. Freight considerations will be a key input into this work.

## Action 3.3: Investigate policy, planning and operational solutions to improve freight access and movement along domestic and international supply chains

### Where do we want to be by 2024? We aim for:

- The length of the national road network approved for access-by-notice or as-of-right access for restricted access vehicles to be increased as appropriate.
- Pricing and access to infrastructure that encourages efficient movement of freight.
- Increased consistency and predictability of access for supply chain operators, by reducing the administrative burden related to route approval processes.
- More reliable rail freight movement on mixed use networks, particularly in metropolitan areas.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
275	Funding to the National Heavy Vehicle Regulator to undertake road access improvements for heavy vehicles – \$20.1 million	Cth	2019 - 2024	The 2019-20 Budget allocated \$8 million over two years to the National Heavy Vehicle Regulator to fund the Strategic Local Government Asset Assessment Project (SLGAAP) which is undertaking engineering assessments for local government owned road network infrastructure, and to build an asset collection database. At 30 June 2021, almost 300 local government assets have been assessed across more than 60 local government areas as part of the SLGAAP. In addition to asset assessments, the project has delivered education and awareness to local governments and developed tools to support both local governments and heavy vehicle operators. In the 2021-22 Budget, the Australian Government has allocated a further \$12.1m over three years (2021–2024) to continue the SLGAAP.
276	Encourage use of the Restricted Access Vehicle Route Assessment Tool	All	Ongoing	The Restricted Access Vehicle Route Assessment Tool has been developed by the National Heavy Vehicle Regulator and the Australian Road Research Board. It is designed as an expert tool for local government practitioners and is intended to allow heavy vehicle route assessments to be completed in line with Performance-Based Standards route classification guidelines. The National Heavy Vehicle



No.	Initiative	Jurisdiction	Timeframe	Progress
				<p>Regulator actively promotes the use of the tool and it is free for local governments from participating jurisdictions.</p> <p><b>Victoria</b> The Victorian Government has partnered with the Municipal Association of Victoria on a two-year program to assist with engagement of local councils to deliver or contribute to a range of freight projects. Freight access issues will be considered as part of this work. The Municipal Association of Victoria has commenced early scoping and consultation with local councils to understand local freight issues and establish a Freight Policy Reference Group.</p> <p><b>Queensland</b> Queensland has recently undertaken technical heavy vehicle route assessment training in Rockhampton, Townsville and Roma. Local government engineers were present at these sessions, except where COVID-19 restrictions limited participation.</p>
277	Tasmanian Freight Equalisation Scheme	Cth	Ongoing	On 11 May 2021, the Australian Government announced the Tasmanian Freight Equalisation Scheme (TFES) was being extended to provide assistance for eligible imported goods, which are shipped to Tasmania via a mainland port and where there is no Australian equivalent good. Extending TFES assistance to the shipment of eligible imported goods further reduces the additional transports costs incurred by Tasmanian businesses that ship goods across Bass Strait, in the absence of the road and rail options available on the mainland. Claimants will be able to lodge their TFES imported goods claim online from 1 October 2021, for eligible imported goods shipped from the mainland to Tasmania on or after 1 July 2021.
278	A national framework for high productivity vehicles	Cth	Ongoing	Led by the National Heavy Vehicle Regulator (NHVR), a working group has been established to share information regarding Performance Based Standards (PBS) vehicles and to encourage the development of nationally consistent PBS vehicle network access/investment plans. Work is progressing and, on 1 August 2020, the NHVR issued the National Class 2 Road Train Authorisation Notice 2020 (No. 2), which expands the road network available to a broader range of road trains. The NHVR has partnered with state and territory transport agencies to deliver the national notices, including the development of a PBS Notice for Tier 1 PBS Vehicles. This enables lower-risk PBS vehicles that meet the PBS Tier 1 bridge formulae to access approved networks without a permit, providing access under notice for a more diverse range of PBS vehicles.
279	National Harmonisation Program	Cth	Ongoing	The National Heavy Vehicle Regulator (NHVR) is leading the National Harmonisation Program to improve heavy vehicle regulation consistency. The key objectives of this program are to minimise the compliance burden on the heavy vehicle transport industry, reducing duplication and inconsistencies across state and territory borders. The NHVR is continuing the National Harmonisation Program and has commenced a review of the National Grain Harvest Management and National Livestock Loading Schemes. In 2020, the NHVR established a National Heavy Vehicle Notice Advisory Group to provide a forum in which the NHVR and state and territory government members may discuss notice development – ensuring that national outcomes are supported as much as possible with input accounting for local needs and knowledge.

No.	Initiative	Jurisdiction	Timeframe	Progress
280	Delegations project	Cth	Completed	The National Heavy Vehicle Regulator (NHVR) coordinates a range of access applications from start to finish, liaising directly with industry and road managers to manage applications and issue permits. While the NHVR processes all Class 2 and Class 3 permit applications, it is assisted by state and territory governments in processing some Class 1 permit applications made under the Heavy Vehicle National Law. The National Operational Strategy and Policy Advisory Group has endorsed the return of all access permit delegations and processing back to the NHVR. The NHVR Return of Delegations Project officially concluded on 30 June 2020 and the NHVR now processes all heavy vehicle road access applications and issues permits in all participating states and territories.
281	Reforming the Performance-Based Standards scheme	Cth	Ongoing	The National Transport Commission is currently reviewing the Heavy Vehicle National Law, which includes provisions dealing with Performance Based Standards design approvals. Separately, the National Heavy Vehicle Regulator is progressively reviewing specific standards contained in the Performance Based Standards (PBS) scheme. The revised Frontal Swing Standard was implemented in April 2020 and the Stability Under Braking (DSUB) standard was endorsed by Infrastructure and Transport Ministers in May 2021. DSUB implementation will commence from 2021-2022. These updated standards will improve safety and productivity. In May 2021, Infrastructure and Transport Ministers also approved introducing a Generic Tyre Approach within the PBS Scheme. The NHVR will continue to review the administrative, regulatory, and procedural and policy aspects of the PBS scheme to determine how it can ensure the scheme is best positioned to support the next generation of innovative vehicles and further promote industry uptake.
282	Inland Rail intermodal terminals planning	Cth, Vic, NSW, Qld	2019 - 2022	The Australian Government and the Queensland Government are currently progressing an intermodal terminal business case that will look at intermodal needs to support Inland Rail within South East Queensland. To date a preliminary evaluation of several possible South East Queensland sites against Inland Rail's service requirements has taken place. This investigation remains ongoing with a detailed business case for a preferred site to be provided by June 2022. Ten of the 35 successful project proposals under the Australian Government's Interface Improvement Program are based in Queensland. Specialist advisors from Ernst and Young (EY) have been engaged by the Australian Government to review the proposals and to recommend whether they should proceed for further development as feasibility studies and strategic business cases. Queensland is assisting EY with information and data to support the evaluation of the proposals. The Australian and Victorian governments are currently undertaking further work considering intermodal terminal requirements in Melbourne including to support Inland Rail. See Western Interstate Freight Terminal and Development of Inland Rail terminals in Melbourne and Brisbane under Action 1.1 and the Inland Rail Interface Improvement Program under Action 1.2.
283	Build local government road network asset management and maintenance capability	Cth		This item will be reported on under Funding to the National Heavy Vehicle Regulator to undertake road access improvements for heavy vehicles under Action 3.3.

No.	Initiative	Jurisdiction	Timeframe	Progress
284	Streamline the heavy vehicle road access approval process	All	Ongoing	<p>The outcomes of the Oversize Overmass (OSOM) Vehicle Access Arrangements Review outlined 38 recommendations that the OSOM Working Group progressed. In January 2021, the Working Group agreed that 31 of the 38 recommendations have been completed. It was also agreed that the remaining seven recommendations would be progressed through the National Transport Commissions proposed work plan for the Heavy Vehicle National Law review. A key outcome of the OSOM review was a more streamlined access approval process that encourages the development of pre-approvals and notices to replace permits, where possible, providing industry with greater efficiency and certainty, through reducing permit issue timeframes or removing permit requirements respectively. In August 2020, the National Heavy Vehicle Regulator (NHVR) released its Heavy Vehicle Productivity Plan (the Plan) 2020-2025. One objective of the Plan is to partner with local government to build capability. This objective aims to deliver a program of online technical training sessions to improve local government knowledge and understanding of heavy vehicle mass and dimension, performance, and route assessment. Through the first round of the Strategic Local Government Asset Assessment Project (see Funding to the National Heavy Vehicle Regulator to undertake road access improvements for heavy vehicles, above), the NHVR has also developed a Local Government Asset Assessment Toolkit that is supporting road managers by standardising an approach to heavy vehicle assessments. The NHVR engagement hub includes a comprehensive interactive mapping tool that allows road managers and industry across Australia to identify bridges and culverts with restricted heavy vehicle access. Two further initiatives the NHVR has partnered with the Australian Government, state and territory transport agencies and Austroads to provide road managers with information and guidelines to improve understanding of heavy vehicles and road freight include:</p> <ul style="list-style-type: none"> <li>• The investigation of pavement assessment methodologies for PBS access project (Project Number: NEF6237 – see <a href="https://austroads.com.au/projects">https://austroads.com.au/projects</a>) (in progress). This project will develop guidelines and tools to assist local governments to determine when and how to undertake pavement assessments for PBS vehicles.</li> <li>• The extended Austroads-94 vehicle classification scheme project (Project Number: NTM6272 – see <a href="https://austroads.com.au/projects">https://austroads.com.au/projects</a>) (in progress). This project will develop an extended vehicle classification scheme, providing road managers with an improved understanding of heavy vehicles on Australian roads in traffic/transport surveys. This will enable road managers to make more informed decisions on transport and infrastructure planning, design and investment for heavy vehicles.</li> </ul>
285	Domestic Border Controls – Freight Movements Protocol	All	2020	<p>The Freight Movement Protocol and Code were agreed by National Cabinet in mid-2020. They provide a consistent national framework for cross-border land freight movements, including for heavy vehicle drivers and rail crew crossing domestic borders. The Protocol and Code have supported the movement of freight during border closures and lockdowns throughout the COVID-19 pandemic. On 23 July 2021, the National Cabinet agreed Infrastructure and Transport Ministers work with the Australian Health Protection Principal Committee to develop an updated nationally consistent testing regime for freight workers under the Code in light of recent developments with COVID-19.</p>

## Action 3.3

No.	Initiative	Jurisdiction	Timeframe	Progress
286	Road Vehicle Standards legislation implementation	Cth	Complete	See Road vehicle standards regulation reform under Action 3.4.
287	Options evaluation for a National Heavy Vehicle Access Assessment System <b>(new)</b>	All, Austroads	TBD	Building on a prior Scoping Study (Publication no: AP-R634-20 – see <a href="https://austroads.com.au/publications">https://austroads.com.au/publications</a> ) delivered in September 2020, this Austroads project is to confirm the rationale, define and evaluate options for a National Heavy Vehicle Access Assessment System that improves on network access transparency and certainty for PBS, other heavy vehicles, and oversize/overmass vehicle classes.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
288	Fund infrastructure assessment and upgrades to increase heavy vehicle road access	NSW	Short term	See initiative of the same name under Action 1.2.
289	Progressing freight and export opportunities identified in the economic analysis of direct international air-freight options and Future Transport 2056	NSW; ACT		The NSW Government has undertaken a Registration of Interest (ROI) process seeking nominations for potential enabling infrastructure projects that would improve supply chains to domestic and export markets. The ROI process closed in March 2021.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
290	Implementation of the Independent Review of Oversize Over mass Access Arrangements recommendations	All	2020 - 2021	Queensland has successfully contributed to the recent implementation and gazettal of the National Long Road Train Prime Mover Notice. Queensland is currently developing input to the Special Purpose Vehicle Notice, Special Purpose Vehicle Combination Notice and Tier 1 and Tier 3 PBS Notices.
291	Fund infrastructure assessment and upgrades to increase heavy vehicle road access	All	Ongoing	The Queensland Government's Transport Infrastructure Development Scheme (\$70 million) is delivered as an annual grant allocation to Regional Roads and Transport Groups.
292	Improve training and education programs for local road managers	All	Ongoing	Queensland has recently undertaken technical heavy vehicle route assessment training in Rockhampton, Townsville and Roma. Local government engineers were present at these sessions, except where COVID-19 restrictions limited participation.
293	Improvement management and use of loading zones in key urban centres	All	Short term	The South East Queensland Regional Transport Plan recognises urban freight and goods delivery within the region and requires adequate physical space for loading and deliveries.
294	Investigate scheduling and operating procedures to improve rail freight access and flows	All	2021	A long-term Rail Network Strategy is being prepared to inform future rail planning and coordination, in addition to sequencing of network improvements over the long-term.
295	South East Queensland Urban Freight Strategy	Qld	Ongoing	<p>The South East Queensland Regional Transport Plan 2021 identifies several actions to ensure goods and services move efficiently and reliably along supply chains to and between key economic areas and markets. These actions include:</p> <ul style="list-style-type: none"> <li>Commercial goods and services urban travel survey and model development: Undertake surveys to gather data regarding the movement of commercial goods and business services in urban areas of South East Queensland and develop a model to allow forecasts of future commercial demands.</li> <li>Freight data collection and demand modelling: Explore new technologies and services to support the Queensland Freight Model, and use it to identify, forecast, and analyse multi-modal freight flows across the state and South East Queensland.</li> </ul>



No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>Urban freight distribution hub planning: Investigate and quantify the impact of online retailing on the South East Queensland urban freight task, and the role of freight distribution centres for online retail.</li> <li>Regional freight plan: Develop an integrated multi-modal freight plan to identify and prioritise freight network improvements to support supply chain efficiency across the region.</li> </ul>

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
296	Independent review of Oversize Overmass Access Arrangements Recommendations	WA	2020 - 2021	<p><b>Complete.</b> The Oversize Overmass Working Group has completed its tenure and has been wound up by the Australian Government. Three packages of work have been defined based on the Oversize Over Mass review recommendations:</p> <ul style="list-style-type: none"> <li>Implementing harmonised national standards, accreditation, and processes to remove layers of red tape for pilot and escort vehicle arrangements, as part of the Medlock review outcomes;</li> <li>Introducing a Heavy Vehicle Accreditation module; and</li> <li>Considering policy or regulations to boost the uptake of telematics in OSOM vehicles.</li> </ul> <p>See Streamline the heavy vehicle road access approval process under Action 3.3 for more information.</p>
297	Fund infrastructure assessment and upgrades to increase heavy vehicle road access	WA	Short term	WA continues to participate in national forums and undertake infrastructure assessments to upgrade Restricted Access Vehicles access.
298	Improve training and education programs for local road managers regarding restricted access vehicle permit processes	WA	Short term	WA continues to participate in national training and education forums for local road managers. In 2020-21 WA reinvigorated its state-wide Heavy Vehicle workshops and information sessions. These sessions provide local road managers and industry an opportunity to meet face to face with WA heavy vehicle staff and discuss local heavy vehicle issues including the provision of training and education around heavy vehicle access.
299	Improve management and use of loading ones in key urban centres	WA	Short term	Consultation and research conducted as part of the development of the Perth CBD Transport Plan identified that growing demand and increasing competition for access to limited kerbside space made guidance a priority. The Plan proposes that a framework be developed to present potential solutions for management and prioritisation of kerbside space, including loading zones.

No.	Initiative	Jurisdiction	Timeframe	Progress
300	Investigate scheduling and operating procedures to improve rail freight access and flows	WA	Short term	WA will continue to review requests for additional or ad-hoc train pathways and action them as capacity permits. WA has provided input to the Swan River Crossing project to ensure that rail capacity into Fremantle port is not reduced due to the replacement of the existing river crossings at Fremantle. Arc Infrastructure is implementing the Enhanced Network Control Program, which will transform how the rail freight network is managed and operated, as it moves from a conventional signal and voice authority-based train control system to a communication-based train management system.

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
301	Growth State	SA	Ongoing	Nine priority sectors have been identified as focus areas because of their strong potential to meet increasing interstate and global demand, attract investors and leverage comparative advantages. These include food, wine and agribusiness and energy and mining. Relevant state agencies are working with industry to develop sector plans which inform SA infrastructure investment priorities to support the achievement of State economic growth targets.
302	Le Fevre Peninsula Master Plan	SA	Ongoing	A complementary transport study was completed in 2019, focussing on the impacts of development of the Osborne Naval Shipyard. Planning work is continuing to ensure that increased workforce movement in the area does not adversely impact bulk and container supply chains.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
303	Time Sensitive Freight – Understanding Tasmania's Market	Tas	Ongoing	The Tasmanian Government is undertaking a study to determine the size and value of Tasmania's time sensitive freight market to assist in the identification of reliable data sources by commodity and better understand potential future growth.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
304	Maintaining National Freight Routes	ACT, NHVR	Ongoing	Planning and maintaining nationally significant freight routes in the ACT is ongoing and endeavours to enhance both freight capacity and network resilience (bushfire hazard and natural disaster) in the ACT region. As this also closely relates to the adjoining cross border transport infrastructure priorities, this means that future policy and planning must increasingly be a shared responsibility between the ACT, adjoining jurisdictions, transport operators, freight bodies and other organisations advocating for these freight needs and anticipated growth. The ACT continues to maintain up-to-date national freight maps, through the National Heavy Vehicle Regulator, for existing approved routes for all restricted access vehicle networks (B-double, Higher Mass Limits, Performance-Based Standards Level 1 and Level 2, 14.5 tonne buses, over dimension vehicles).
305	Progressing freight and export opportunities identified in the economic analysis of direct international air-freight options and the NSW Future Transport 2056	ACT, NSW	Ongoing	Canberra Airport released their 2020 Master Plan in early 2020, with a focus on freight and air freight opportunities including more direct international flights, a new runway, and an increased freight capacity. As initial air freight in Canberra has been exclusively transported on commercial passenger flights, this has meant that flight restrictions due to COVID-19 has limited implementation during 2020-21.
306	Work with Canberra Airport, Qatar Airways, local businesses and councils	ACT	Ongoing	<p>The ACT Government continues to work closely with NSW, the Canberra Region Joint Organisation, PAK Fresh Handling, Menzies Aviation and the Canberra Airport to deliver a region roadshow and to profile the growing capability and capacity of moving regional produce to international markets through Canberra.</p> <ul style="list-style-type: none"> <li>PAK Fresh Handling has now established accredited handling capacity at Canberra Airport to support freight of a broad range of commodities including dairy, meat, seafood, premium packaged goods, fresh cut flowers to export out of Canberra Airport to Asia and the Middle East.</li> <li>Menzies Aviation is also investing in Canberra to supply under wing services to carriers in support of increasing freight capacity out of Canberra and is in advanced negotiations with airline partners. Menzies offers landside and airside services at more than 200 airport locations across six continents, with core services including Ground Handling, Cargo, Fueling, Executive Services and Offline Services.</li> </ul> <p>COVID has limited implementation during 2020-21.</p>

## Action 3.4: Improve regulation to be more outcomes focused and risk-based to support innovation and reduce regulatory burden whilst maintaining safety, security and sustainability

### Where do we want to be by 2024? We aim for:

- Inefficient regulations impacting on productivity to be amended to support efficient freight supply chains and facilitate the adoption of new technology.
- A strengthened national laws approach for road and rail and its extension to dangerous goods.
- Regulatory reform to improve the viability of coastal shipping.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
307	Priorities for Australia's Biosecurity System - \$313 million	Cth	2018 - 2023	Much of this investment is ongoing and measures have been embedded into the Australian Government's enhanced biosecurity capability. This is being supported by a \$400 million package of biosecurity measures, announced in the 2021-22 Budget, including a focus on expanding offshore assurance arrangements and overseas supply integration, improved regulatory tools and information, and rolling out advancements in detection technologies and business practice innovations.
308	Air Cargo Security Reforms	Cth	2022	Australia's air cargo security regulatory framework continues to be strengthened to ensure that the air cargo supply chain is secure from acts of unlawful interference. All export air cargo, and the vast majority of domestic air cargo, is now subject to piece-level examination. Examination at additional domestic airports will commence from 1 July 2022.

No.	Initiative	Jurisdiction	Timeframe	Progress
309	Simplified Trade System (STS) (new)  NB: replaces the Trade Modernisation Agenda	Cth	2024	In 2020–21, the Australian Border Force, in partnership with key border agencies, delivered the first phase of the Simplified Trade System (STS) agenda which led to the establishment of a whole of government STS Implementation Taskforce in the Trade Portfolio. The Taskforce, announced in the 2021–22 Budget, will lead the STS reform agenda across government to create a simpler, more efficient and digitised trading system which delivers benefits for Australian businesses and increases our international competitiveness and economic resilience. The STS Implementation Taskforce has superseded the Australian Border Force-led Trade Single Window Taskforce, under which the trade modernisation agenda now falls.
310	Regulatory reforms to prepare for deployment of automated vehicles	All	2020 - 2026	<p>In 2020-21, Infrastructure and Transport Ministers agreed to the roadmap and timelines for implementing a national safety framework for automated vehicles (AVs), with the aim to have the required legislation drafted by the end of 2023 and both legislation and a regulator in place by 2026, allowing pathways for commercial deployment of AVs on the road.</p> <p><b>Queensland</b> Queensland's input to the Heavy Vehicle National Law is continuing along previous lines to foster new technologies.</p> <p><b>Western Australia</b> The WA government provided regular input through 2020-21 to discussions and papers from the National Transport Commission on the proposed in-service safety law for AVs, regulatory framework for AVs and AV trial guidelines, and to the Australian Government on required Australian Design Rules for AVs. An agreement on the legislative approach, the scope of an intergovernmental agreement, progress on related Austroads projects, an assessment on readiness for commercial deployment of AVs and a review of existing enforcement powers are expected to be delivered in 2021-22. AV trials continue through existing protocols, with 2020-21 seeing a regional AV shuttle trial in Geraldton and the launch of an automated on-campus shuttle with software completely developed by students at the University of Western Australia. DoT continues to assist proponents in moving potential trials from feasibility to approval.</p>
311	Protecting Critical Infrastructure and Systems of National Significance	Cth	2021 - TBD	<p>The Australian Government is committed to protecting the essential services all Australians rely on. To achieve this, the Department of Home Affairs is progressing the Protecting Critical Infrastructure and Systems of National Significance reforms. The Security Legislation Amendment (Critical Infrastructure) Bill 2020 (SLA Bill) was introduced into Parliament on 10 December 2020. The SLA Bill seeks to amend the Security of Critical Infrastructure Act 2018 by expanding its coverage from four sectors (electricity, gas, water and ports) to the following eleven critical infrastructure sectors:</p> <ul style="list-style-type: none"> <li>communications</li> <li>financial services and markets</li> </ul>



No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>• data storage or processing</li> <li>• defence industry</li> <li>• higher education and research</li> <li>• energy</li> <li>• food and grocery</li> <li>• health care and medical</li> <li>• space technology</li> <li>• transport and</li> <li>• water and sewerage.</li> </ul> <p>The Government will also introduce positive security obligations requiring industry to consider the specific risks that impact on their operating environment and provide risk mitigation measures that ensure the continued operation of critical infrastructure assets. These will be progressed in phase two of the reforms, after further consultation with industry. While the SLA Bill provides definitions for asset classes across the 11 sectors, rules may be made to further define some of the asset classes. The Department of Home Affairs released a Critical Infrastructure Asset Definition Rules paper in April 2021 and engaged with the transport sector, including through roundtable discussions, to finalise definitions for critical freight infrastructure assets and critical freight services assets. The Department will provide the draft rules to the Minister for Home Affairs for their consideration. To reduce regulatory burden and build on existing frameworks, the Australian Government is also undertaking reforms to the Aviation Transport Security Act 2004 and the Maritime Transport and Offshore Facilities Security Act 2003 (the Acts) to implement an enhanced critical infrastructure regulatory framework for the aviation and maritime transport sectors. This will transition the Acts from a focus on unlawful interference (terrorism) to an 'all hazards' framework. This will support members of the aviation and maritime transport sector in protecting their critical operations from a broader range of risks through already established frameworks. The proposed amendments to the Acts are captured in the Transport Security Amendment (Critical Infrastructure) Bill 2021 (Transport Security Bill). It is anticipated that the Transport Security Bill will be released for exposure in late 2021.</p>
312	Reform of the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)	Cth	Ongoing	<p>The second ten-yearly independent review of the EPBC Act was completed in October 2020 and released on 28 January 2021. It is available at <a href="http://www.epbcactreview.environment.gov.au">www.epbcactreview.environment.gov.au</a>. The Australian Government is committed to consulting stakeholders on the recommendations of the review and undertaking a staged program of reforms informed by the EPBC Act Review. In June 2021, the Minister for the Environment released 'A pathway for reforming national environmental law' and a 'Proposed timeline for EPBC Act reforms' that together outline the reforms underway, the next steps and when the Government will engage with stakeholders.</p> <p>In the first stage of reform, the focus is delivering the National Cabinet commitment to single touch environmental approvals with states and territories underpinned by new National Environmental Standards with strong assurance. These reforms are aligned with the key findings of the review's Final Report. Amendments to the EPBC Act are currently before the Parliament to deliver these reforms.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
313	Streamlining environmental assessments	All	Ongoing	<p><b>Digital Environment Assessment Program</b></p> <p>The Digital Environmental Assessment Program is a key initiative to transform the Australian Government's environmental assessment and approval process to a user-focused digital platform that integrates systems and data across jurisdictions. The program is part of the Australian Government's deregulation agenda and includes three distinct outputs:</p> <ul style="list-style-type: none"> <li>Establishing a single online portal for proponents to interact with the environmental assessment process making the pathway clearer and simpler.</li> <li>Developing a digital environment assessment system to deliver a streamlined, digital process for proponents and assessors that reduces the complexity and makes it faster and easier to complete the assessment process.</li> <li>Building a biodiversity data repository to store and share information collected by proponents (e.g. wildlife surveys) to enable reuse of data and reduce costs.</li> </ul> <p>These projects will see a transition from unstructured reports and non-reusable data to data collected in standard formatted for sharing and reuse. The portal and assessment system will be co-designed with the WA Government as a pilot, with a vision of national rollout if it is successful. The biodiversity repository will look at seeking a national approach to some biodiversity data standards and enable the different state or territory repositories to be linked, so data can be shared. The Australian Government allocated \$26.8 million over three years from 2019-20 for the program. The program is on track and will deliver the new services by June 2022.</p> <p><b>Congestion Busting</b></p> <p>Since November 2019, the Australian Government has committed \$63.3 million (to June 2023) to reduce unnecessary delays in environmental approvals under the Environment Protection and Biodiversity Conservation Act 1999. The focus of this effort has been on improving service delivery, recruiting extra assessment officers, reducing the backlog of decisions and progressing assessment of major projects. Since the start of 'congestion busting' funding, performance has increased from 19 per cent of key decisions being made on time in the December 2019 quarter to 98 per cent on time in the June 2021 quarter. The backlog of decisions has reduced from 78 key decisions across 57 projects to 10 key decisions across 10 projects (at 30 June 2021). Of the 10 remaining decisions, none can be progressed further until the proponent takes action. These improvements have supported strong economic development while ensuring the protection of Australia's unique heritage and environment. In line with the Prime Minister's announcement on 15 June 2020, 15 major projects will be fast tracked in partnership with states and territories. This includes transport infrastructure projects such as Inland Rail from Melbourne to Brisbane, and rail and road projects in WA. The assessment of major projects will occur under existing legislative frameworks.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
				<p><b>Queensland</b></p> <p>The Queensland State Infrastructure Plan identifies reforms to improve the service performance through an amendment of existing institutions and laws as the preferred approach to regulatory change, safety and environmental standards, land use planning controls, access regimes and licencing.</p> <p><b>Western Australia</b></p> <p>In November 2020, the WA Government passed amendments to the Environmental Protection Act 1986 to improve regulatory efficiency and to facilitate the implementation of bilateral agreements under the Australian Government's EPBD Act. Negotiations with the Australian Government to draft an approval bilateral agreement are currently underway. The WA Government's \$28 million commitment to establish Environment Online, a digital 'one-stop shop' for environmental assessments, approvals and compliance, will improve regulatory efficiency, including reducing assessment timeframes for major projects. The procurement process is nearing completion and the digital build will start with environmental impact assessments under Part IV of the Environmental Protection Act 1986, which is scheduled for operation in January 2022. The rest of the build involves increments of approximately 5-8 months concurrently developing, building and bringing online remaining water and environmental business areas. The project is scheduled for completion in July 2024.</p>
314	Review of national transport reforms	All	2019 - 2020	<b>Complete.</b> The Productivity Commission released its final report on National Transport Regulatory Reform on 1 October 2020. The report was commissioned by the Australian Government in 2019 to assess the economic impact of reforms agreed by the Council of Australian Governments in 2008-09. The Government is currently considering all recommendations within the report and undertaking consultation with regulators, jurisdictions and industry stakeholders to prepare a response.
315	Review of the Heavy Vehicle National Law	All	2018 - 2023	The National Transport Commission (NTC) is leading the Heavy Vehicle National Law Review. On 28 May 2021, Infrastructure and Transport Ministers endorsed the NTC's program of work that will significantly progress final legislation to be presented to Ministers in mid-2023. The NTC will deliver more detailed advice to Ministers over the next 12 months on key areas of reform such as fatigue management, heavy vehicle access, increased use of higher productivity vehicles, assurance schemes, duties and driver health. Ministers agreed that options developed should be ambitious to realise productivity and safety benefits for industry and the economy more broadly.
316	Review of regulatory telematics	Cth	Ongoing	The National Heavy Vehicle Regulator (NHVR) has partnered with state and territory transport agencies to progress a consistent approach to the use of technology to provide more flexible solutions that increase access and productivity. For example, the NHVR has been working with Transport for NSW to deliver the NSW Class 3 Livestock Transportation Livestock Transportation Exemption Notice 2021 (No.3). This Notice allows industry to use the lower cost and lower assurance Telematics Monitoring Application,

No.	Initiative	Jurisdiction	Timeframe	Progress
				instead of the previous Intelligence Access Program, and at the same time providing greater access and productivity benefits to the livestock industry. The NHVR is also progressing forums such as the National Heavy Vehicle Access Policy Working Group, National Telematics Framework Working Group and National Notice Advisory Group which help develop policies and share information and solutions to provide road managers with a better understanding of access-related technologies and best-practice approaches to the application of telematics for access and productivity improvement reasons. The NHVR is also progressing telematics related activities as part of the Safety and Compliance Regulatory Platform and NHVR intelligence capabilities and data analytics. Since the 2018 completion and approval of NHVR's Electronic Work Diary standards, six technology companies have formally submitted applications regarding their devices and five have now been approved. The NHVR continues to actively work with all technology providers who have submitted applications to ensure there are no regulatory barriers to their device development programs.
317	Regulating the maritime industry	Cth	Ongoing	Part X of the Australian Government's Competition and Consumer Act 2010 (Part X) ensures that Australian shippers have continued access to adequate, frequent and reliable shipping services at internationally competitive freight rates while providing container shipping operators with exemptions from certain anti-competitive provisions of the Act. The Australian Competition and Consumer Commission is developing a class exemption for liner shipping in consultation with the Department of Infrastructure, Transport, Regional Development and Communications and the shipping industry to provide more efficient and effective competition controls for container shipping. The class exemption for liner shipping process has been paused by COVID-19 and recent decisions of the Senate Standing Committee for the Scrutiny of Delegated Legislation. Any decision to repeal Part X and to introduce a class exemption for liner shipping is a matter for Government.
318	Coastal trading reform	Cth	Ongoing	Consultation on coastal trading reform is continuing. Consultation efforts resumed in September 2020 after delays through much of 2020 due to COVID-19. Consultation efforts have been initially focused on potential cargo reforms, with passenger reforms to be considered at a later date. On 21 September 2020, the Australian Government released a discussion paper proposing changes to the coastal trading framework for cargo vessels, with 44 submissions received from a broad range of stakeholders. Since the release of the discussion paper, the Australian Government has continued to engage with key stakeholders to address issues raised throughout the consultation process. In June 2021, the Special Recreational Vessels Act 2019 was amended to extend the repeal date of this Act by a further two years until 30 June 2023, to allow more time for a permanent regulatory solution to be developed.
319	Road vehicle standards regulation reform	Cth	Complete	Over 2020-21 a range of approval types were opened for applications in order to allow industry to prepare for the full commencement of the Road Vehicle Standard Act 2018 and associated legislation on 1 July 2021. This include applications for: Testing Facility Approvals; Component Type Approvals; Approved Vehicle Verifiers; and entries onto the register of Specialist and Enthusiast Vehicles. As the transition period will commence on 1 July 2021, this item has been marked 'complete'.

No.	Initiative	Jurisdiction	Timeframe	Progress
320	Audit of existing freight and supply chain regulation and reviews to identify areas of focus for future regulatory reform	Cth	Closed	This project has been superseded by the Productivity Commission's National Transport Regulatory Reform Inquiry and the upcoming Australian Government response.
321	National regulatory framework for maritime regulation and service delivery – \$11 million	Cth	2018 - 2028	On 23 October 2020, the Australian Government announced it is providing an additional \$11 million to the national system for domestic commercial vessels. As domestic commercial vessels are largely non-freight related, this item will no longer be included in the annual progress report on the National Freight and Supply Chain Strategy.
322	Regulatory activity regarding drones	Cth	2021 - 2024	The National Emerging Aviation Technologies Policy statement was released in May 2021. The policy statement articulates the Australian Government's commitment to supporting the continued development of the sector and outlines the approach to managing and enabling this evolving market. Consultation with industry and government stakeholders has commenced to progress the key initiatives outlined in the policy statement.
323	Development and implementation of maritime safety and marine environment protection regulation	Cth	Ongoing	Australia has obligations under various international treaties and conventions on maritime safety and marine environment protection which directly affect the maritime freight sector. In June 2021, the International Maritime Organization adopted a global mandatory technical efficiency standard for international ships above 400 gross tonnage and an operational efficiency improvement measure for ships above 5000 gross tonnage for implementation from 2023. As a signatory to the International Convention on the Prevention of Pollution from Ships, the Australian Government will implement these mandatory measures in relevant domestic legislation to enforce compliance from 2023. The Government continues to lead Australia's engagement in the International Maritime Organization to revise long-term ambitions and develop future measures to reduce greenhouse gas emissions from international shipping. As the maritime regulator, the Australian Maritime Safety Authority also continues to deliver its program of work to review, consult on, and update Marine Orders and national standards to improve maritime safety and environmental outcomes, which directly impact the maritime freight sector.
324	Review regulations relating to airports	Cth	Ongoing	The Australian Government is continuing the sunset review of the 10 instruments under the Airports Act 1996, Sydney Airport Demand Management Act 1997 and Sydney Airport Curfew Act 1995. The review has been expanded to encompass the broader aviation and airports reform agenda for the industry in context of the aviation COVID-19 response. The Government has identified opportunities to work in partnership with airport lessee companies and other relevant stakeholders to revise current practices and ensure best practice regulation of airports. The Government will continue to work closely with the sector throughout the process of thematic review.



No.	Initiative	Jurisdiction	Timeframe	Progress
325	National Services Transition Program	Cth, NSW, Vic, SA, Qld, Tas, ACT	Complete	The Strategic Transition Assurance Review has been completed. SA, Tasmania, the ACT and Victoria have transitioned services to the National Heavy Vehicle Regulator, NSW has now passed legislation and is progressing its transition, and due diligence is under way to initiate the transition process for Queensland.

### New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
326	Review dangerous goods transport	NSW	0 - 2 years	Development of a dangerous goods network policy is in progress, and will identify strategic priorities and actions to support and guide network decisions on the movement of dangerous goods.
327	Support the transfer of regulatory functions under the Heavy Vehicle National Law from Roads and Maritime and other state-based agencies to the National Heavy Vehicle Regulator	NSW	3 - 5 years	The transfer of heavy vehicle regulatory services to the National Heavy Vehicle Regulator is currently in progress. The transition is expected to occur by mid-2022.
328	Support reforms to transport laws and regulatory bodies	NSW	3 - 5 years	This initiative is in progress to support Infrastructure and Transport Ministers in reforming the Heavy Vehicle National Law through initiatives such as developing a national system for heavy vehicle registration and undertaking a national vehicle standards review relating to vehicle height and mass requirements.
329	Implement the NSW Heavy Vehicle Access Policy Framework	NSW	0 - 2 years	<b>Completed.</b> The NSW Government released the “NSW Heavy Vehicle Access Policy Framework” in September 2018 with an implementation plan completed.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
330	Legislative reform to ensure national harmonisation of laws	All	Ongoing	Queensland interacts positively and pro-actively with the National Heavy Vehicle Regulator and other jurisdictions to foster safe, sustainable and productive outcomes for the road freight industry.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
331	Review of WA Heavy Vehicle Accreditation Scheme	WA	Short term	WA completed its review of the WA Heavy Vehicle Accreditation Scheme in 2019. A Stakeholder Reference Group has been established to assist in the exploration and delivery of the recommendations aimed at improving the accreditation process. Throughout 2020-21, WA has continued to work with the stakeholder reference group to explore the recommendations. To date, 12 recommendations have been addressed with a further five recommendations currently in hand.
332	Legislative reform to ensure national harmonisation of laws	WA	Medium term	WA has an ongoing commitment to collaborate on the development of national transport law and implement laws that enable national consistency in cases where the benefit to WA is clear.

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
333	Infrastructure Corridors Initiative	SA	TBD	<p>This Study will examine the barriers and opportunities for key industry, mineral/resources and agribusiness/primary production sectors, and provide that will support the following intentions:</p> <ul style="list-style-type: none"> <li>Establish a Corridors Framework which: <ul style="list-style-type: none"> <li>Determines current processes and requirements to establish an infrastructure corridor;</li> <li>Provides an improved pathway for provision of access to infrastructure;</li> <li>Identifies options to reduce complexity, cost and time for infrastructure development, including potential regulatory</li> </ul> </li> </ul>

No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>reform;</li> <li>Provides guidance on best methods for engaging with First Nations and native title holders;</li> <li>Provides guidance on contemporary approaches for engaging with landholders and communities of interest; and</li> <li>Develop a report that will identify corridor alignment options, and an evidence base for decision making on priority corridors.</li> <li>Develop a business case for a pilot corridor for funding consideration by the SA Government.</li> </ul>

### Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
334	Participation in national regulatory initiatives	Tas	Ongoing	Tasmania will continue to support and participate in development and adoption of national standards and nationally consistent regulation, through existing legislative maintenance processes (road, rail, heavy vehicle and maritime), in order to enhance the safety and efficiency of freight task.

### Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
335	Heavy Vehicle National Law (HVNL)	NTC, jurisdictions	Short term	The ACT applied all chapters of the HVNL on 1 July 2019 and transitioned services to the National Heavy Vehicle Regulator at the same time. The ACT has also applied all HVNL and regulation amendments scheduled for commencement. The ACT continues to engage in the review of the HVNL through the arrangements agreed by Ministers, following consideration of the Consultation Regulation Impact Statement, under which the National Transport Commission will lead a number of projects and work streams to develop a Decision Regulation Impact Statement to be considered by Ministers.

# Action Area 4

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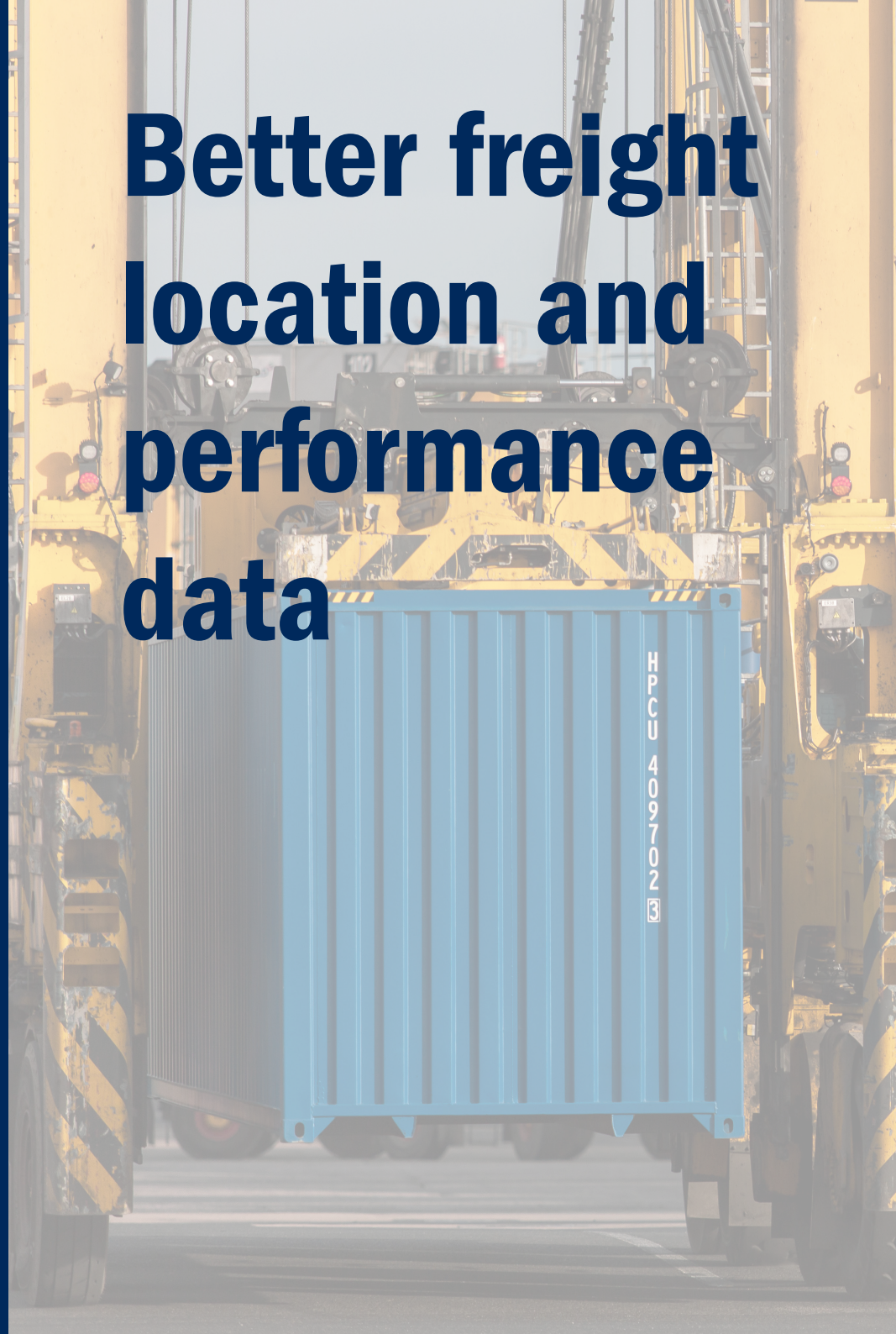
## Action 4.1

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**Better freight  
location and  
performance  
data**



## Action 4.1: Develop an evidence-based view of key freight flows and supply chains and their comparative performance to drive improved government and industry decision-making, investment and operations

### Where do we want to be by 2024? We aim for:

- Improved freight data collection, sharing and analysis practices to enable industry and government freight sector participants to make better informed operational, planning and investment decisions.
- Consistent and regular data is made available to enable forecasting of freight movements and demand with high degrees of certainty.
- Performance benchmarking of Australia's key import and export supply chains against international competitors to identify best practices and areas requiring reform.
- Appropriate and fit-for-purpose approaches to data collection and use by emerging transport technologies, including connected and automated vehicles.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
336	Transport Network Strategic Investment Tool (TraNSIT) Supply Chain Benchmarking Dashboard	Cth	Ongoing	Phase 1 of the Supply Chain Benchmarking Dashboard has been complete and will be released on the National Freight Data Hub later in 2021. The dashboard, which is based on the TraNSIT freight mapping for 140 commodities, allows users to interactively compare freight costs across commodities and regions for each stage of the supply chain. This allows identification of potential inefficiencies and bottlenecks that can be used to inform infrastructure investment.
337	National Freight Data Hub – \$5.2 million	Cth	2019 - 2025	In the 2021-22 Budget, the Australian Government committed \$16.5 million over four years to establish the National Freight Data Hub. This builds on the \$5.2 million provided in the 2019-20 Budget to settle the design of the Hub. The Hub will be a federated



No.	Initiative	Jurisdiction	Timeframe	Progress
				<p>data sharing network that has an initial focus on governments providing better access to their data; facilitates data exchange, including by establishing data standards; and promotes leadership and innovation. Over the last two years, extensive consultations have been undertaken with industry and other stakeholders to establish the data priorities for the Hub and the technology, governance and funding arrangements. As well, a prototype website has been developed to demonstrate the value of better access to freight data. The prototype Hub website was launched in May 2021. It includes:</p> <ul style="list-style-type: none"> <li>• eight insights exploring freight data through interactive graphs and maps</li> <li>• seven projects showing work underway to improve Australian freight data and</li> <li>• 125 datasets in the first curated and searchable national freight data catalogue.</li> </ul> <p>Over the next four years, the Hub will build on and improve the prototype website with additional datasets and visualisations across all freight modes and more supply chains.</p>
338	Freight Data Exchange Pilot – \$3.3 million	Cth	2019 - 2023	<p>The Bureau of Infrastructure and Transport Research Economics has contracted services to undertake a survey of freight supply chain information management systems in use across Australian freight and related industries. The work is due to commence in late June 2021 and be completed by end March 2022. The Freight Data Exchange team has liaised with a range of industry supply chain operators, including participants in selected horticultural supply chains and health-care product supply chains, with a view to establishing additional (real-time) freight data exchange case studies. No additional case studies have yet been agreed. The Australian Bureau of Statistics completed and released Survey of Motor Vehicle Use estimates of freight (and passenger) vehicle use for the 12 months ended 30 June 2020, on 23 December 2020.</p>
339	International benchmarking of key import and export supply chains	Cth	2020 - 2021	<p>Since the 2019 pilot, continued progress on developing and providing international benchmarking capability has included:</p> <ul style="list-style-type: none"> <li>• Publication of detailed International Supply Chain Benchmarking research into the grain and cement supply chains (2021)</li> <li>• Development of a supply chain benchmarking dashboard, providing insights on over 140 commodity supply chains, across modes locations. This collaboration with the CSIRO provides a comprehensive evidence base for international comparison, based on aggregated outputs from the Transport Network Strategic Investment Tool.</li> <li>• Targeted and detailed international data collection and benchmarking analysis for containerised imports, seafood, dairy, timber products, fuel, and vehicles.</li> </ul> <p>Work is underway to develop the next phase of the benchmarking project, which will be included in the Commonwealth implementation plan. For more information and to access the benchmarking resources, see: <a href="https://datahub.freightaustralia.gov.au/projects/supply-chain">datahub.freightaustralia.gov.au/projects/supply-chain</a>.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
340	Port of Brisbane Rail Access Study	Cth, Qld	2018 - 2022	A Preliminary Evaluation has been completed and two potential corridors have been identified. The findings of the Preliminary Evaluation will be released publicly. Initial planning and the Preliminary Evaluation cost \$1.5 million. The Australian Government has committed \$20 million to do further planning to refine the findings of the Preliminary Evaluation and to progress towards a Business Case. The further planning will include a market sounding process and is expected to be completed by late 2022.
341	Inland Rail Supply Chain Mapping Study	Cth	2018 - 2021	The Inland Rail Supply Chain Mapping Project, using the CSIRO's Transport Network Strategic Investment Tool (TraNSIT), provides the underlying data to assist industrial enterprises to improve the competitiveness of their supply chains. For this project, TraNSIT analysed more than 175,000 annual transport movements of 140 commodities associated with nearly 5,000 industrial enterprises and 11,000 supply chains. The project results provide evidence to inform future public or private complementary investments or operational changes to leverage the benefits of Inland Rail. Early results of the project were released 28 May 2021 and show that an average potential transport cost reduction of 39 per cent can be achieved by shifting freight from road to Inland Rail for part of a supply chain journey. Freight travelling the full length of Inland Rail between Melbourne and Brisbane could achieve a higher transport cost reduction of 44 per cent. The results of the project indicate that the benefits from Inland Rail will be widespread, with industrial enterprises as far as Townsville, Perth and Launceston potentially benefiting from its use. Final reporting of the reference case modelling of the potential transport cost reductions from Inland Rail is expected by October 2021.
342	Inland Rail Freight Corridor Survey	Cth	2019 - 2021	Phase 1 of the Corridor Survey project was completed in 2019 for the Australian Government by BIS Oxford Economics and Sydney University's Institute of Transport and Logistics Studies, and consisted of a stocktake and review of available data, research activities and potential supply of new data. This work informed strategies for filling the identified data gaps. Work is underway by the Australian Government and its consultants on Phase 2 data collection and survey activities for major land transport corridors between Victoria and Queensland to inform an evidence-based view of key freight flows and supply chains and their comparative performance. Due to the impacts of COVID-19, final reporting of Phase 2 results is expected by the first quarter 2022.
343	Research on road operator data for use by connected and automated vehicles	All, Austroads	TBD	Austroads will commence a project in 2021-22 entitled Connected vehicle and road agency data exchange. The project is expected to have a delivery time of three years and will investigate data exchange between vehicles and road managers. Another Austroads project, Road authority data for connected and automated vehicles, is looking at the government-owned data road agencies may need to provide to map makers, and to connected and automated vehicles and Cooperative Intelligent Transport Systems providers. This work is complementary to the recent National Transport Commission project looking at priority use cases and possible frameworks for exchanging data. This work is intended to position Australia so that data flowing to and from emerging vehicle technologies is nationally consistent and fits with developing international standards where necessary. This is essential in preparing for emerging vehicle technologies (including in the context of heavy vehicles) and reducing the barriers to manufacturers bringing these technologies into Australia.

No.	Initiative	Jurisdiction	Timeframe	Progress
344	Office of Supply Chain Resilience (OSCR)	Cth	Ongoing	In the 2021-22 Budget, the Australian Government announced it will establish an Office of Supply Chain Resilience from 1 July 2021 to monitor critical supply chains and coordinate whole-of-government responses to improve ongoing access to critical goods and services.
345	Supply Chain Resilience Initiative <b>(new)</b>	Cth	2020-21 - 2023-24	A first tranche of detailed analysis was completed in April 2021. The analysis involved extensive collaboration with industry and informed the development of the Sovereign Manufacturing Capability Plan and Supply Chain Resilience Initiative grant guidelines. A second tranche of analysis into semi-conductors, water treatment chemicals and telecommunications equipment will be completed in October 2021. Matched grants of between \$50,000 and \$2 million are available for businesses which can help address supply chain vulnerabilities identified as product categories of focus in a Sovereign Manufacturing Capability Plan.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
346	Publish and update freight forecasts and performance measure data	NSW	Ongoing	<b>Completed.</b> NSW has conducted significant work in publishing freight forecasts and models along with data sets and performance metrics, visualisations and reports.
347	Enhance freight data	NSW	3 – 5 years	Completed a “NSW Freight Data Hub” on the Transport for NSW website that links multiple sources of data to support evidence-driven decisions. Significant data sets have been made available at the NSW Open Data Hub along with freight metric visualisations.
348	Investigate productivity boosting technologies for Port Botany	NSW	5 – 10 years	Transport for NSW has commenced development of a Port Efficiency Strategy, with an initial focus on Port Botany that will identify initiatives.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
349	Queensland Freight Model	Qld	Ongoing - 2024	The Queensland Freight Model was constructed to assist in understanding the drivers of heavy vehicle traffic and the movement of commodities across Queensland. The model uses research-based supply chain data regarding commodity movements for Queensland's largest industries, economic growth forecasts, vehicle operating costs, and a heavy vehicle network to model movement of commodities on road. The model has recently undergone its second major development iteration and forms part of an on-going freight, goods and services modelling program of work. Potential applications for the model include regional transport planning, heavy vehicle planning, investment prioritisation, road asset management, and more. The model can be interrogated to report on aggregate statistics such as total tonne kilometres travelled or vehicle operating costs as well as very detailed select link analyses to better understand the movement of types of commodities along specific parts of the network.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
350	Development of an open data portal	WA	Short term	The Data WA portal continues to grow. It currently provides over 2,300 discoverable datasets compared to 1,900 datasets last year. An improvement project is underway to make it easier to discover authoritative data sources and access a wider range of data. This includes more advanced search capability and improved tools. A new look portal was launched May 2021 with easier navigation and emphasis on data collaboration through the community forum and public sector community (the Western Australian Land Information System (WALIS) community) working group pages. One WALIS project led by WA is the development of a business case for WA routable transport network digital infrastructure to service multiple public sector agencies.
351	Compliance Automation Project	WA	Short term	WA continues to participate in national forums relating to the delivery of the Compliance Automation System. The development of the WA Heavy Vehicle Compliance Automation System is on track for delivery in October 2021.
352	Commercial Vehicle Survey	WA	Short term	The commercial vehicle survey commenced in February 2021 and data collection is on track to be completed by September 2021, subject to COVID-19 restrictions. The final data set is anticipated to be delivered by March 2022.

No.	Initiative	Jurisdiction	Timeframe	Progress
353	Unified Digital Commercial Movements Platform (UDCMP) Project <b>(new)</b>	WA, Freight and Logistics Council of WA, City of Canning	December 2021	This proof of concept project is investigating the viability of a digital platform that can handle and analyse real time and historical freight vehicle data, while facilitating predictive analytics capability to determine optimal daily freight routes between the City of Canning local government area and the Fremantle Inner Harbour. Key project milestones were achieved in 2020-21, including securing proof of concept funding, engaging project developer, confirming data source partners and IT hosting and tenancy agreement.
354	FreightSync Roadmap: Linking Road Freight Data and Traffic Management Systems in Real Time for Mutual Benefit <b>(new)</b>	Sustainable Built Environment National Research Centre led by Curtin University, WA	2020 - 2021	<p>This proof of concept aims to demonstrate the mutual benefits for government and the freight sector to link road freight data and traffic management systems in real time, in pursuit of enhanced freight operations and improved transport network management outcomes. Two reports were completed in 2020-21:</p> <ul style="list-style-type: none"> <li>Investigating options to enhance freight and transport network management for mutual benefit.</li> <li>Implementation recommendations to enhance freight and transport network management.</li> </ul> <p>The project is now developing a pilot program with WA based partners including Main Roads WA, the Department of Transport, the Fremantle Ports Authority and a property developer.</p>

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
355	Development of transport analytics, data analysis and application <b>(new)</b>	SA	Ongoing	See Development of transport analytics, data analysis and application under Action 3.1.

### Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
356	Tasmanian Freight Survey	Tas	Ongoing	The Tasmanian Freight Survey is a regular survey of freight movements across Tasmania undertaken by the Tasmanian Government. The Survey is unique in focusing on whole of supply chain data and information, capturing commodity type, volume, transport mode, route, packaging and end market. The survey has proven valuable in understanding how major freight supply chains across Tasmania operate. Data is collected direct from companies. The 2020 Survey was delayed due to the impacts of COVID-19, however the Government is preparing to undertake a survey based on 2021-22 data.

### Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
357	Collection of video-based origin destination data, traffic count and classification data	ACT	Short - medium term	The ACT undertakes regular traffic counts and classification data on main freight routes to support planning and operation of the road network. The ACT has implemented a heavy vehicle camera on Federal Highway as part of the National Safety Camera Network. The ACT has also sought funding, albeit unsuccessful, to install another camera on Barton Highway, through the Heavy Vehicle Safety Initiative program, to improve heavy vehicle monitoring and to enable the ACT Government and more widely the National Heavy Vehicle Regulator to improve on-road compliance and safety. Barton Highway is a Tier 1 National Freight Route connecting the ACT with NSW and Victoria and provides vital linkages for not only the ACT but also surrounding south-eastern regional NSW.
358	Understanding freight flows	ACT	Ongoing	The ACT utilises freight data to plan capital works across the network, identify infrastructure investment needs and inform funding applications for Australian Government match-funding programs under the National Partnership Agreement for Land Transport Infrastructure Projects.
359	Industry surveying to be factored in planning	ACT, NatRoad	Short term	The outcome of an industry survey undertaken in 2019, in collaboration with NatRoad, was considered in the planning of major road infrastructure projects. The survey collected the views of industry drivers and road transport operators about heavy vehicle rest areas, their locational requirements, and the types of facilities. The need for a significant layover and rest facility on Monaro highway was identified by freight industry in the ACT. A design for a heavy vehicle rest area is currently included in the Monaro Highway upgrade project scope.



No.	Initiative	Jurisdiction	Timeframe	Progress
360	National Australian Transport Assessment and Planning Guidance – urban freight demand modelling	All	Short term	As part of the Australian Transport Assessment and Planning Steering Committee, the ACT had contributed to the development of the national guidance on urban freight modelling through review of the draft materials to ensure consistency in modelling freight demand, or heavy vehicle movements, in urban transport models across jurisdictions. The Urban Freight Modelling guidance would assist the ACT in developing an urban freight model to help inform transport infrastructure planning and policy decisions. Concurrently, the ACT has initiated a Commercial Vehicle Scoping Study that explores how a commercial vehicle/freight model would fit within the Canberra Strategic Transport Model and provides a roadmap and recommendations for future data collection and model development. See related item Development of Australian Transport Assessment and Planning urban freight modelling guidelines under Action 3.2.



