



Our freight supply chains get:



petrol to service stations



fresh food to supermarket shelves



household waste to the tip



construction materials on site



essential pharmaceuticals to
our hospitals

Each year, our infrastructure operators, transport companies and logistics experts deliver about

4 billion tonnes of goods across Australia.

That's **163 tonnes** of freight for **every Australian.**

Governments and industry are improving planning and educating our communities to help create an appropriate balance that recognises our need for flexible freight movements without overly impacting our communities.

e-Commerce is growing rapidly

Online spending in Australia reached 10% of total retail sales in 2018, with Australians spending \$27.5 billion for online goods.

Growth in e-Commerce and demand for imports and exports have resulted in expectations for same day and around-the-clock delivery.



Freight is vital to our way of life

- Noise and odours produced by freight vehicles can make freight difficult to live with.
- Conversely, restrictions on where and when freight movements can happen can make freight difficult to deliver.

There needs to be a balance.

What are we doing?

The National Freight and Supply Chain Strategy and its National Action Plan show for the first time the actions all governments and industry are taking to meet our freight challenges.

Through the Strategy and Action Plan governments and industry are committing to:

- Ensuring freight demand is integrated in transport and land use planning across and between state and council boundaries and the different freight modes
- Building community acceptance of freight operations
- Strengthening government's consideration of freight in their planning and decision making

Ensuring freight demand is integrated in transport and land use planning across and between state and council boundaries and the different freight modes

Currently, our freight planning is different across our governments. This causes confusion, avoidable costs to industry, and makes consistent community outcomes difficult to secure.

A consistent and coordinated approach between state, territory and local governments will go a long way towards improving freight productivity and its impacts on communities.

We aim for:

- All levels of government having coordinated, long-term strategic freight plans, strategies and initiatives that link to the National Strategy and relevant land use and planning documents
- Identification and protection of current and future freight corridors and precincts from incompatible urban development
- Coordinated and integrated planning for freight across jurisdictional boundaries

What are we doing?

- **The National Airports Safeguarding Framework is a national land-use planning framework that aims to strike an appropriate balance between community amenity and aviation safety by minimising aircraft noise-sensitive developments near airports and recognising aviation safety requirements in land use planning decisions.**
- **The ACT Planning Strategy supports the freight network by seeking to limit inappropriate development and protect direct access points along key national freight routes, particularly the Monaro, Federal and Barton Highways.**
- **The NSW Government is identifying and protecting freight and logistics land and corridors from sensitive land uses, including land around important trade gateways such as ports and airports.**

Case study - NSW Freight and Ports Plan 2018-2023

To support and inform freight planning at state, regional and local government levels, state governments are releasing freight plans and strategies.

Released in September 2018, the NSW Freight and Ports Plan, outlines the NSW Government's priorities for the freight network, many of which depend upon collaboration with local governments.

The NSW Government has also committed to building local government capability including through:

- Assisting local councils to make timely access decisions for High Productivity Vehicles that are more efficient and safe by providing information to assist in identifying key freight corridors, assessing road infrastructure capacity and understanding the impacts of these vehicles on local roads
- Supporting local councils to improve the planning for last mile deliveries by providing guidelines on understanding the impacts of new developments on freight, understanding best practice in designing delivery vehicle access, parking, storage and waste removal, promoting the inclusion of logistics facilities in mixed use developments and identifying ways to improve the management and use of loading zones

Building capability will allow councils to make better informed decisions about freight, leading to improved productivity and liveability outcomes in local communities.

Other states with freight, transport or planning strategies include Victoria, Western Australia and South Australia.

Building community acceptance

Educating our communities on freight's importance and benefits will help build acceptance of freight operations as communities are able to understand why freight operations are necessary in their residential areas.

Increased understanding can decrease pressure to place the undue restrictions on freight movements.

We aim to:

- Bring together representatives from the community, industry and governments to partner on solutions
- Implement programs to mitigate freight's physical impacts on community amenity
- Increase community awareness of the importance and benefits of freight

What are we doing?

- A critical feature of the Australian Government's \$9.3 billion investment in the Inland Rail project is establishing regional offices where staff work with local businesses and communities to maximise opportunities from Inland Rail. These include new jobs and commercial opportunities, both during construction and when Inland Rail is operational.
- The Queensland Government's Heavy Vehicle Safety Action Plan 2019-21 includes activities to educate communities on driving safely around heavy vehicles. By engaging communities in improving heavy vehicle safety outcomes, the Action Plan will create safer interactions between passenger and freight vehicles.
- The NSW Government's Freight Noise Attenuation Program minimises impacts to homes affected by high levels of noise along rail corridors between Nowra and Newcastle by offering noise reduction treatments.
- The Victorian Government is supporting trials of after hour freight deliveries. The Government will use the findings of these trials to see how after hour freight deliveries can be introduced, resulting in more efficient deliveries and lower congestion.

Case study - Inner West Smarter Freight Initiative

The Smarter Freight Initiative is a project to incentivise lower-emission truck use by decreasing access to certain roads within Melbourne's inner west for older trucks unable to meet newer emissions standards.

The project is a collaboration between the Victorian Government, VicRoads, the Victorian Transport Association, Maribyrnong Truck Action Group and the Maribyrnong City Council and aims to deliver quiet, safer and cleaner streets. The initiative encourages uptake of cleaner vehicles to counteract restrictions.

The zone covers Somerville Road and Moore, Francis and Buckley Streets. Trucks manufactured on or after 1 January 2010 that meet approved emissions control standards will have increased hours of access to the zone, with older vehicles experiencing a reduction of two hours per day for the first two years, followed by a further two-hour reduction per day in subsequent years.

The project is an initiative of how communities and industries can work constructively together to achieve solutions that benefit residents and operators, and improve liveability in our urban areas.

Strengthening the consideration of freight in government planning and decision-making

As freight is so vital to our way of life – delivering the goods that we need for our cities and regions to thrive - governments must consider impacts that their decisions have on freight.

We aim to:

- Ensure all levels of Australian government are ‘freight aware’
- Bring consideration of freight needs into all relevant government decision-making
- Make sure that Australia’s freight network operators and users are aware of their climate and disaster vulnerabilities and are developing strategies to manage risk

What are we doing?

- The NSW Government is working with local governments to ensure they plan for current and future freight and logistics requirements in their local government areas by promoting, guiding and informing appropriate local responses to freight and logistics issues.
- The Victorian Government’s Victorian Ports Strategy will investigate and review the efficiency of Victoria’s port operations, and linkages to the broader transport and distribution networks, that allow Victorian businesses to trade and thrive in the global marketplace.
- The Westport Strategy is an integrated plan that will provide guidance to the Western Australian Government on the planning, development and growth of Perth’s freight needs for the next 50 years and beyond.

Case study -

Bundaberg State Development Area Development Scheme

The Bundaberg State Development Area (SDA) responds to growing demand for port-related and industrial land around the Port of Bundaberg.

Formed in February 2017, the SDA is an area of land totalling 6,076 hectares, divided into five precincts. The creation of the SDA ensures port-related industries and key infrastructure are appropriately located, and environmental needs are recognised and protected.

The SDA’s Development Scheme is a document that outlines how planning and development can occur in the SDA.

The framework ensures applications are compatible with the objectives of the SDA, assists in avoiding or minimising impacts to environmental, cultural heritage and community values, and ensures orderly development.

How will we deliver for communities:

- Annual reporting by all governments will track how governments are progressing towards achieving positive outcomes for communities
- Five yearly reviews will identify new actions and activities that governments and industry can take to help our communities
- Ongoing consultation with stakeholders will ensure the Strategy and Action Plan continue to address freight issues