



Building on earlier strategies

Australia's 20-year National Freight and Supply Chain Strategy (the Strategy) has brought together all tiers of Government and industry to provide a national, multi-modal approach to address Australia's growing freight challenges and support Australia's long term international competitiveness.

The Strategy builds on the achievements of earlier strategies for ports and freight:

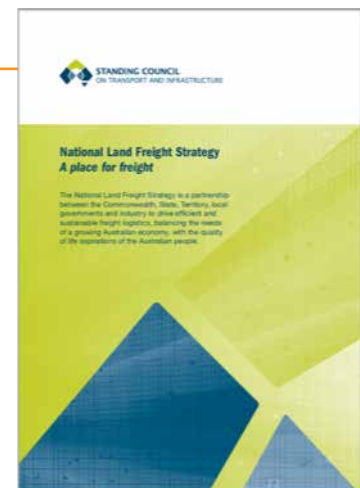
The National Ports Strategy, endorsed by the Council of Australian Governments in 2012, took a collaborative approach to drive more efficient, sustainable ports and related freight logistics, and featured four priorities:

- planning for relevant ports
- ensuring plans can be executed
- improving landside efficiency, reliability, security and safety of container ports, and
- promoting clarity, transparency and accountability

The National Land Freight Strategy, agreed by the COAG Standing Council on Transport and Infrastructure in 2013, provided a national approach to freight planning. It coordinated government and industry action across the major challenges of:

- ensuring there are long term and integrated plans in place for freight
- investment in the right infrastructure at the right time
- improving access, investment and charging arrangements for heavy vehicles
- creating better and more consistent regulation
- enhancing understanding of the freight task and its associated challenges, and
- building community understanding and support for the role of freight in society

The Strategy brings together the achievements of these earlier strategies (as shown in the attached table), to provide an integrated national strategy, as recommended in Infrastructure Australia's Australian Infrastructure Plan (2016) and the industry-led Inquiry into National Freight and Supply Chain Priorities (2018).



Key features of the Strategy



The Strategy integrates all freight modes – road, rail, air and maritime, encompassing all tiers of government and jurisdictions. The Strategy will guide government and industry planning and action to:

- take an ‘end-to-end’ supply chain thinking approach to address challenges
- focus on Australia’s international competitiveness and role in global supply chains
- take a long-term perspective – 20 years – with major reviews each five years
- set a national agenda for coordinated action across all levels of government, and
- involve industry in implementation.

Setting the agenda

The Strategy’s goal is for the freight system and supply chains to contribute to a strong and prosperous Australia through:

- improved efficiency and international competitiveness
- safe, secure and sustainable operations
- a consistent and integrated regulator environment
- innovative solutions to meet freight demand, and
- a more informed community understanding and acceptance of freight operations.



Putting it into Action

The Strategy’s commits to actions across four critical areas:

- Smarter and targeted investment
- Improve supply chain efficiency
- Better planning coordination and regulation
- Better freight location and performance data.



Making it happen

The Transport and Infrastructure Council endorsed the Strategy and Action Plan in 2019, with strong industry support.

Under the Strategy, all levels of government, in partnership with industry, will play an active role to:

- engage locally to improve freight access, integrate land use planning along freight corridors and ensure their protection from urban encroachment
- commit to delivery of implementation plans and detailed performance reporting against the Plan
- improve community acceptance of the value of freight operations, contributing data for decision-making and data sharing, and investing in and developing the freight industry workforce.

Building on the Ports and National Freight Strategies

Key Activities		Status and looking forward
1. Long-term, integrated planning - Integrated planning and evaluation processes that take fully into account all matters relevant to delivering improved freight outcomes.		
1.1	Identify and map the key freight routes.	Complete. Maps are hosted online on the Department of Infrastructure, Regional Development and Cities website. Continued enhancements will include intermodal terminals, ports, airports, and maritime and air corridors, as well as further information on secondary freight routes and significant freight places such as coal and iron ore mines.
1.2	States and Territories to identify funding, regulatory or corridor protection measures required for key freight routes.	Funding, regulatory or corridor protection measures are identified under the Infrastructure Working Group.
1.3	Develop long-term freight plans consistent with the Freight Strategy.	Complete. All states and territories have initial freight plans or transport/infrastructure strategies addressing freight-related objectives. The Strategy and Action Plan provides a framework for states, territories and local governments to develop and refresh long-term freight plans.
1.4	Review the National Guidelines for Transport System Management (NGTSM) to ensure a fully integrated approach.	Complete. The NGTSM are now the Australian Transport Assessment and Planning (ATAP) Guidelines and in use across Australia.
1.5	Develop long-term integrated master plans for ports, extending to landside transport infrastructure links and corridor protection considerations.	Ongoing. Industry led guidelines were finalised in August 2013. States and territories have measures to require master plans for state-owned ports, and in some cases, privatised ports. The Strategy and Action Plan will seek to expand this approach to other key freight infrastructure.
2. Better national data and performance measures - Improved understanding of the volume and value of freight supply chains to better inform planning and investment.		
2.1	Produce and publish nationally consistent port-related freight data and provide short publications.	Complete: see BITRE publications Freightline (2.1), BITRE 2014 (2.2), and Waterline (2.3); and ABS 2015 (2.5).
2.2	Publish forecasts of trade through ports by commodity, with scenario modelling.	The iMove Cooperative Research Centre's Freight Data Requirements Study and extensive industry consultation include work beyond ports and across freight modes on:
2.3	Review Waterline and develop KPIs to support improved ports and landside efficiency.	<ul style="list-style-type: none"> Establishing a central collection point for hosting, collecting and disseminating freight sector data Common data standards, and A freight data exchange pilot.
2.4	Publish road freight movement survey results (ABS).	
3. Community engagement - Community support is essential for the efficient movement of freight.		
3.1	Enhance community engagement on the value and importance of the freight task.	Ongoing. The Strategy and Action Plan will ensure continued effort to build community acceptance of freight operations, and encourage consideration of freight needs in land use planning and other decisions directly impacting communities.
4. Complementary regulatory, policy and investment initiatives - Specific initiatives to drive better freight outcomes.		
4.1	Include 'Moving Freight' as a core theme of the Nation Building 2 Program, for implementation from July 2014.	4.1 was overtaken by the Infrastructure Investment Program, while 4.3 is ongoing.
4.2	Government investments in freight infrastructure will be made in line with priorities in the freight plans outlined in 1.3.	The revised National Partnership Agreement on Land Transport Infrastructure Projects (the NPA) is scheduled for endorsement in 2019. Freight projects were a central theme of the Government's \$100 billion ten year infrastructure package announced in the 2019-20 Budget, which includes an additional \$1 billion for the Roads of Strategic Importance initiative and \$44 million to identify opportunities to enhance Inland Rail's benefits for regional Australia and the national freight network.
4.3	Progress specific freight place/route initiatives, including: trial of high productivity vehicles (HPV) on the Hume Highway; increasing HPV access to the Chullora rail terminal; and replacing the Kapooka Rail Bridge along the Olympic Highway in New South Wales.	The Kapooka Rail Bridge and Chullora Rail projects are complete. The Hume HPV trials reached the investigation stage. Jurisdictional implementation plans will identify specific corridors and initiatives for action.

Key Activities		Status and looking forward
4.4	Allow continued Commonwealth funding of first and last mile projects with State or Territory government and industry contributions to improve HPV access, under the Nation Building 2 Program from July 2014.	Overtaken by the Infrastructure Investment Program in July 2014. This allows for funding of first and last mile projects, including the Bridges Renewal Program, the Heavy Vehicle Safety and Productivity Program, the Northern Australia and Beef Roads Program and the Urban Congestion Fund. The Strategy and Action Plan will continue to focus on improving first and last mile access for HPVs, particularly by promoting a corridor and end-to-end supply chain approach to investment.
4.5	Heavy vehicle road reform: Following the conclusion of the Heavy Vehicle Charging and Investment Reform process (30 June 2014), the Transport and Infrastructure Council has agreed to implement initial measures by 2015-16 including: asset registers and agreed service level standards; data and demand forecasting; expenditure plans; ways for industry to negotiate and pay for improved access; and demonstration projects.	Ongoing. Indicative road map for the roll out of Heavy Vehicle Road Reform agreed in May 2015. The Strategy and Action Plan will have strong linkages with the Heavy Vehicle Road Reforms being undertaken through the Council. Phase two of the reform process, which is focused on implementing independent price regulation and a forward looking cost base, is currently underway. Phase one reforms that have been completed include: <ul style="list-style-type: none"> publication of detailed asset registers and expenditure plans measuring delivery of heavy vehicle road infrastructure; development of a framework for negotiating improved heavy vehicle access.
4.6	Local government roads access: Undertake a national trial of the Performance Based Standards (PBS) Route Assessment Tool to assist local governments to make informed decisions on increased high productivity vehicles access to their areas.	Complete. National trials undertaken in 2013 (4.6), and Queensland assessed the identified routes and more than 7500km of road overall for PBS Class 2B access (4.7). The Strategy and Action Plan aims to improve freight access to road and rail networks, including through better coordination and decision-making at the local government level.
4.7	The Queensland Government will be assessing identified routes to potentially expand access for high productivity vehicles.	The 2019-20 Budget committed \$8 million for the National Heavy Vehicle Regulator streamline the approval process for road access by heavy vehicles.
4.8	Review of national transport regulation: Review the overall economic impact of the national transport regulation reforms (a COAG agreed commitment in the National Partnership Agreement for a Seamless National Economy).	Review of national transport regulation is to commence in 2019. The Productivity Commission's review of the overall economic impact of national transport regulation is currently underway, and The National Transport Commission's review of the Heavy Vehicle National Law, scheduled for completion in November 2019.
4.9	National Heavy Vehicle Regulator: Improve access for heavy vehicles, especially HPVs, and work closely with local, state and territory governments in managing access applications.	The NHVR was established on 10 February 2014.
4.10	Further work in response to the Productivity Commission Infrastructure Investment review (2014).	Complete. Commonwealth response released in 2014. The Strategy and Action Plan will progress reforms highlighted in the Productivity Commission's final report, including an action area to ensure adequate investment in freight-related infrastructure assets to support economic growth, covering the Productivity Commission's concerns on project selection, prioritisation and governance, as well as a focus on improving land use and transport planning across all levels of government.
4.11	Access objectives for heavy vehicles on key freight routes: <ul style="list-style-type: none"> Consideration by jurisdictions of gaps in minimum baseline 'as of right' B-double access across all key freight routes. Increased access above the baseline for high productivity vehicles, especially on inter-urban routes. Ongoing monitoring and annual publication by the National Heavy Vehicle Regulator of gaps in access and anomalies across state and territory borders. 	Ongoing. In the two years between 2015 and 2017, the National Key Freight Route Map update has identified the removal of a total of six gaps for B-Doubles and PBS Level 2A combinations. Work is underway to better utilise the NHVR's Portal data to reduce inefficiencies with granting heavy vehicle access on key freight routes.
4.12	Short-medium haul rail: Analysis of key factors affecting the success or failure of short and medium haul rail connections to ports.	Complete. BITRE report released in 2016. States and territories are moving forward with plans to increase rail connectivity from major freight hubs and businesses to ports in capital cities. The Victorian and Commonwealth Governments are jointly funding a series of rail freight shuttle initiatives on the existing rail network to the Port of Melbourne to increase rail mode share and reduce road congestion.
4.13	Develop a streamlined environmental management regime and strategic assessment process to achieve more timely and predictable approvals for port infrastructure.	Complete and incorporated in the port master planning guidelines (August 2013).
4.14	Investigating the potential benefits of enhanced end to end supply chain visibility	Complete. Austroads published a research report in 2017. The Strategy and Action Plan will support this in encouraging industry adoption of global data standards.