



The Strategy sets the scene

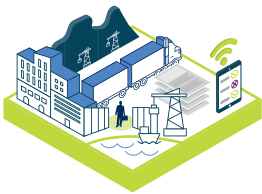
The National Freight and Supply Chain Strategy and National Action Plan provide the platform to position Australia to meet its freight future.

Through the Strategy and Action Plan, all jurisdictions have come together and committed to tangible future freight outcomes under four critical action areas:

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



Smarter and targeted infrastructure investment



Australia's growing freight task is straining existing infrastructure and affecting service levels along the supply chain. Australia's widely dispersed population and climatic vulnerabilities exacerbate this challenge. To accommodate expected growth of the freight task, Australian governments will need to build capacity through targeted infrastructure investment and the efficient use of existing assets across all modes. Examples of actions underway include:

- The Commonwealth Government's \$4.5 billion Roads of Strategic Importance initiative to connect regional businesses to local and international markets, and better connect regional communities.
- The Commonwealth and South Australian Governments' \$5.4 billion upgrade of the North-South Corridor, connecting the Port of Adelaide, Adelaide Airport, the Islington intermodal terminal and other freight terminals and precincts to enhance freight productivity in Adelaide.

Case study: Inland Rail

In 2017, the Australian Government committed to deliver the Inland Rail project that would see a 1,700km freight rail line directly connecting Melbourne and Brisbane in under 24 hours, bypassing the heavily congested Sydney network. In traversing Victoria, New South Wales and Queensland, Inland Rail will provide the infrastructure backbone for Australia's mainland eastern regions. Inland Rail also connects to the high performance east-west trans-continental line, providing access to the ports of Melbourne, Port Kembla, Sydney, Newcastle, Brisbane, Adelaide and Perth.

The Commonwealth Government is working with the New South Wales, Victoria and Queensland Governments to ensure the opportunities arising from this \$9.3 billion project are fully realised. An additional \$44 million was committed in the 2019-20 Federal Budget to an Inland Rail Interface Improvement Program to maximise connections to the national freight rail network – integrating regional lines and connecting local communities to the benefits that flow from Inland Rail. The Program will enhance the capacity of regional communities to identify, plan and capture the long-term benefits of Inland Rail.

The 2019-20 Federal Budget also allocated funding for business cases with the Victorian and Queensland Governments (\$10 million each) to consider the development plans and needs for Inland Rail-related intermodal terminals in Melbourne and Brisbane. In Brisbane, the Commonwealth and Queensland Governments are also jointly engaged in a study to examine the feasibility of options for improved rail freight connections to the Port of Brisbane.

For further information visit: <https://www.inlandrail.gov.au/>

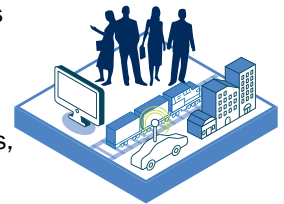


- The Victorian Government's \$15.8 billion investment in North East Link, the missing connection between the Eastern Freeway and the M80 Ring Road, which will cut travel times by up to 35 minutes and take 15,000 trucks off local roads a day.
- The Commonwealth Government's \$224.9 million investment towards developing a world-leading satellite positioning capability for Australia that will enable innovation and efficiency in transport and logistics.

Enable improved supply chain efficiency

Although individual supply chain efficiency is largely the responsibility of industry, governments have a role to play in ensuring policy settings support industry action.

This can include leading the development and adoption of standards that facilitate interoperability, ensuring workforce training and development is meeting freight industry needs, and educating the community about the importance of freight operations.



Examples of actions underway include:

- Implementing the Queensland Transport and Logistics Workforce Strategy and Action Plan 2018-2023, which sets the direction for workforce reform and addresses industry-wide and sector-specific issues by government and industry.
- Governments collaborating with industry to ensure Australia is prepared for the pending arrival of automated vehicles and other transport innovations – such as through the South Australian Government's Future Mobility Lab Fund and the Australian Government's Office of Future Transport Technologies.
- The Australian Government investing \$70 million (including \$20 million through the government-owned Australian Rail Track Corporation) in the development of an advanced train communication and signalling system. The Advanced Train Management System is expected to deliver increased rail capacity, improved reliability, efficiency and flexibility, and increased rail safety.
- Integrating community engagement as key elements in the planning and construction of major transport infrastructure, including the Western Sydney Airport, Westconnex and Inland Rail.

Case study: NSW Freight Signal Priority Trial



In June 2018, the NSW Government announced the commencement of a trial to tackle congestion by using connected technology to reduce the number of times trucks stop at traffic lights. The trial ran for three months across 40 kilometres of well-used freight routes in Pennant Hills, Parramatta and along King Georges Road and included more than 100 heavy vehicles.

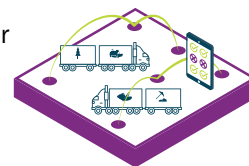
The heavy vehicles were equipped with technology that allows them to communicate with traffic lights, allowing coordination of trucks and lights to give trucks priority, or more green time, with the aim of improving traffic flow for all road users. The trial was an extension of an existing connected vehicle system which grants priority to Sydney buses.

NSW is also committing to investigating the potential for automation of freight movements between ports and inland ports as part of its Connected and Automated Vehicles Plan.

For further information visit: <https://www.transport.nsw.gov.au/news-and-events/media-releases/connected-vehicle-technology-to-keep-traffic-flowing>

Better planning, coordination and regulation

Direct funding is not the only way that governments can improve supply chain productivity. Better planning, coordination and regulation are other levers available that can be as effective as new infrastructure projects.



Examples of actions underway include:

- City and Regional Deals bringing together the three levels of government to partner on bespoke planning, investment and governance for Australia's cities and regions. These Deals provide an opportunity for better planning and coordination around key freight corridors and precincts.
- The Productivity Commission inquiry into national transport reforms to investigate whether they are delivering national productivity and safety benefits, and further reform opportunities to improve productivity and safety. The inquiry commenced in May 2019 and a final report will be provided to the Australian Government by April 2020.
- 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.
- The NSW Government's Heavy Vehicle Access Policy Framework, released in September 2018, which outlines a strategic approach opening up heavy vehicle access in NSW for both state and council roads. It aims to deliver greater national harmonisation, foster take up of more modern and safe heavy vehicles, and achieve better safety and efficiency outcomes for industry and the community.
- In South Australia, the 'Improving Road Transport for the Agriculture Industry' project identified opportunities to improve efficiencies in the state's agriculture sector and has already delivered over \$80m of benefits to primary producers and transport operators across the State. As the approach taken in this project continues to be applied, industry is expected to realise further productivity and efficiency benefits.

Case study: National Heavy Vehicle Regulator streamlining access approval processes

The National Heavy Vehicle Regulator is a prime example of Australian governments working together to harmonise regulations between jurisdictions. The National Heavy Vehicle Regulator is an independent regulator for all vehicles over 4.5 tonnes gross vehicle mass. It was established to minimise compliance burden and reduce duplication and inconsistencies in heavy vehicle registration across state and territory borders.

In the 2019-20 Budget, the Australian Government committed \$8 million for the National Heavy Vehicle Regulator to streamline the approval process for road access by heavy vehicles, with \$6 million to fund engineering assessments for local government owned road network infrastructure. The data collected will significantly improve local government capability to boost road access for oversize overmass vehicles.

In addition, \$2 million was provided for the National Heavy Vehicle Regulator to build an asset information collection, storage and sharing system. The system would allow real-time updating of heavy vehicle access and mapping tools and would also facilitate access and sharing of asset data with governments for access, planning, policy and infrastructure build purposes.

The National Heavy Vehicle Regulator has also established the National Harmonisation Program to improve heavy vehicle regulation consistency in some states by minimising the compliance burden on industry, reducing duplication and inconsistencies across state and territory borders. This includes the development of a notice for agricultural vehicles and a streamlined notice for B-double vehicles.

For further information visit: <https://www.nhvr.gov.au/>



Better freight location and performance data

It is often said that 'data is the new oil'. For Australia's freight system, better location and performance data can be used to improve day-to-day operations, help businesses and governments plan and make better investment decisions, and to improve the measurement of freight performance.



Examples of actions underway include:

- The Commonwealth Government providing \$5.2 million in the 2019-20 Budget to settle the design of a National Freight Data Hub, including arrangements for data collection, protection, dissemination and hosting.
- For the Inland Rail Supply Chain Mapping Study, CSIRO using its Transport Network Strategic Investment Tool to model potential transport cost savings for supply chains should they use Inland Rail. An average transport cost saving of \$76 per tonne was found for horticulture products and post-processed food road trips shifted onto Inland Rail.
- The Western Australian Government's open data portal that allows access to a range of freight-related data, including location data for the heavy vehicle restricted access network and road stopping places.
- Transport for NSW's Freight Performance Dashboard that shows strategic targets from the NSW Freight and Ports Plan 2018-2023 as well as key road, rail and other performance measures. This includes measures and statistics regarding delivery of freight infrastructure, land zoned for industrial usage in Greater Sydney, sustainability and Port Botany efficiency.

Case study: Tasmanian Freight Survey

The Tasmanian Freight Survey is a regular survey of heavy vehicle and rail freight movements across Tasmania. Last conducted in 2016-17, the survey provides reliable and robust data at a state-wide level on Tasmania's heavy freight land transport task.

The survey collects information about commodities moved by heavy vehicles and rail for Tasmania's major companies, providing a summary of large freight movements across the major parts of Tasmania's land transport network. Since 2002-03, the survey has collected consistent data on the operation of Tasmania's freight system, including origin and destination; commodity mass and type; frequency of trips; and transport mode and vehicle type.

The Tasmanian Government uses the data gathered through the survey to inform planning for Tasmania's future freight transport system, including:

- Informing strategic infrastructure policy and planning such as the Tasmanian Integrated Freight Strategy and Burnie to Hobart Freight Corridor Strategy
- Individual infrastructure projects and funding submissions
- Strategic frameworks, including the State Road Hierarchy and regional integrated transport plans
- Analysis and forecasting of potential impacts of freight-related developments on Tasmania's freight network.

For further information visit: https://www.stategrowth.tas.gov.au/infrastructure_tasmania/freight/data/tasmanian_freight_survey2



This is only the beginning

The Strategy and Action Plan released in August 2019 are the starting point to achieve the desired outcomes, not the end game. Australian governments will report annually on their progress. The annual report will provide an opportunity to discuss freight performance, emerging issues and challenges for particular supply chains, modes or jurisdictions.

There will also be major reviews of the Strategy and Action Plan every five years. These reviews will ensure continuous improvement in supply chain performance, help identify gaps in government or industry actions, and ratchet up efforts to meet Australia's freight challenge.