



How

will the Strategy help people in the
freight system?

The supply of products around the world relies on freight systems. These systems, in turn, rely on individuals in a range of jobs and roles.



MANAIA
Specialist Producer



"I need consistent, transparent and timely transportation of delicate products."



DAVE
Long Distance Trucker



"When you travel the distances I do, meeting delivery windows is an art. It's not helped by congestion and road works."



YUKI
Distribution Manager



"The most valuable commodity in this whole industry is trust."



ALINTA
Domestic Builder



"I subcontract dozens of people for trades and logistics, but at the end of the day if the client's build gets delayed it's me who wears it."

HARRY



Dock worker / Stevedore



"Loading cargo is demanding, and dangerous. It's my job to make it as efficient as possible."



MANAIA
Specialist
Producer



“I need consistent, transparent and timely transportation of delicate products.”

Infrastructure, Transport... X

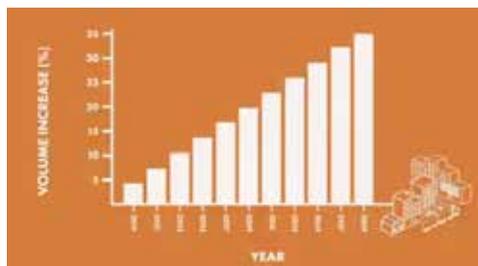


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Dept. Infra @infra_regional · 6:30 PM - 17 Dec 2019

Find out how we're preparing for a 35% increase in Australia's freight volumes at freightaustralia.gov.au



1



4



Manaia A @Manaia_SE · 23h

Replying to @infra_regional

Hi, I was just hoping to find more information about the national freight strategy and what it might mean for my business? I own a specialist engineering firm that makes aircraft parts and mods. Our clients are world-wide and rely on stringent...





Manaia A @Manaia_SE · 23h

Replying to @infra_regional

... airworthiness requirements to keep them operating. It's critical to get products from A to B quickly, but we also need verifiable information about the product's condition, quality & safety. Any breaches along the chain impact my business.



Manaia A @Manaia_SE · 23h

Replying to @infra_regional

I recently decided not to renew the contract with my current third-party logistics provider because I found other providers that can offer greater transparency on the product's condition in transit without greatly increasing transit times.



Dept. Infra @infra_regional · 19h

Replying to @Manaia_SE

Your question lies at the heart of the issue – how can we make Australia's freight systems more efficient, reliable and productive? The strategy has 4 critical action areas: smarter & targeted investment; improved supply chain efficiency; better planning...



Dept. Infra @infra_regional · 19h

Replying to @Manaia_SE

... coordination & regulation; and better freight location & performance data. The strategy is a long-term plan, but you will see improvements in digital infrastructure & communication services that support data sharing, like condition and location in transit.



Dept. Infra @infra_regional · 18h

Replying to @Manaia_SE

One of the actions governments have agreed to is to adopt and implement national and global standards, and support common platforms, to reduce transaction costs and support interoperability along national and international supply chains.



Manaia A @Manaia_SE · 16h

Replying to @infra_regional

That sounds great. I'll keep an eye on freightaustralia.gov.au for the latest developments.





DAVE
Long Distance
Trucker



“When you travel the distances I do, meeting delivery windows is an art. It’s not helped by congestion and road works.”

Dept. of Infrastructure, Tr... x



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Dept. of Infrastructure, Transport, Regional Development & Communications

22 September 2019 · 🌐

Our freight and supply chains move petrol, fresh food, and household waste and deliver essential medicine to our hospitals. 🚚 🍌 🗑️ 🏥 Find out more about how the National Freight and Supply Chain Strategy helps all Australians in our latest factsheet at <http://www.freightaustralia.gov.au> #freightfuture



50 views



Most relevant



Dave It's great to see freight being talked about! I own and operate a 6-axle articulated truck that I drive all across Australia. I work 80 hours a week, sometimes moving through five capitals in as many days, but I wouldn't have it any other way. I love the freedom of life on the highways and I get to pick and choose my own loads. The only part of my job I hate is paperwork. There are so many forms that could be pre-filled or removed altogether. Does the Strategy look at that?

11w

Author

Department of Infrastructure, Transport, Regional Development & Communications

Absolutely. Better regulation is one of the four critical action areas. Commonwealth, State and Territory Governments are working together to improve regulation to make it more outcomes-focused and reduce regulatory burden while maintaining safety, security and sustainability.

But we can't do this without industry's help. We need people in the industry to remain engaged with the Strategy, such as through the annual reports and five yearly evaluations, to ensure we remain on track and ratchet up actions.

You can help by pointing out where paperwork can be streamlined or made easier. Contact your state transport authority to share your insights.

11w

Dave Will do. Another thing... there's a lot of pressure on us truckies to cut a few corners to turn a decent profit. Some drivers leave hours out of their log book to avoid being pulled up for excessive hours, when in fact a lot of their time is wasted in queuing to dock or sitting in traffic. It's also a pain when road works or closures happen without notice.

10w

Author

Department of Infrastructure, Transport, Regional Development & Communications

We hear you. Congestion and lack of visibility were some of the issues raised in the 2018 Industry-led Inquiry into National Freight and Supply Chain Priorities, which informed the Strategy's development. There's no quick fix for congestion, but governments are working on a number of actions to tackle the problem from multiple sides.

We are looking at ways to improve the link between heavy vehicle charging and road use to help align infrastructure investment to where you and other truck operators need it most.

We are also facilitating the uptake of new technologies that will help smaller operators like yourself to reap the efficiency and safety benefits of technology without prohibitive costs. It will allow greater visibility of the state of the road network, improving your ability to make informed decisions to prevent delays, particularly in urban areas where you encounter the most congestion.

9w

Dave 🙌



YUKI
Distribution
Manager



“The most valuable commodity in this whole industry is trust.”

National Freight and Supply Chain Strategy - Message (HTML)

Ignore Delete Reply Reply All Forward Quick Steps Move Assign Mark Categorize Follow Up Translate Zoom

From: Yuki K [mailto: redacted]
Sent: Monday, 25 November 2019 9:10 AM
To: FreightStrategy@infrastructure.gov.au
Subject: National Freight and Supply Chain Strategy

Good morning,

I read today that Australian governments have agreed to a National Freight and Supply Chain Strategy. I am curious about how this strategy will affect me.

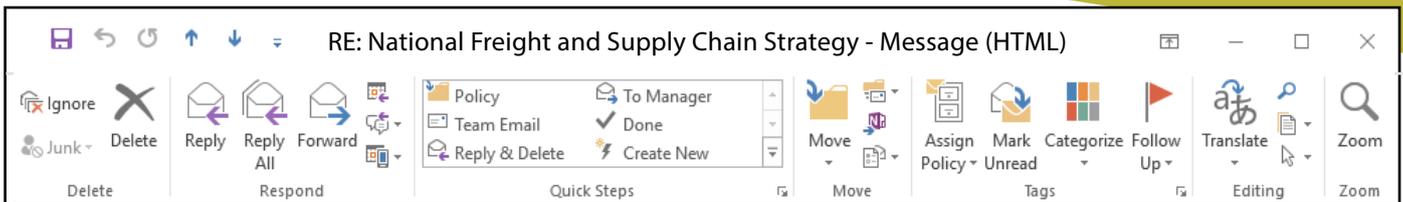
I am a logistics expert and have been working as a Distribution Manager for a major supermarket for the past 15 years.

In a typical day I oversee the storage, transportation and delivery of thousands of product lines across 200 supermarkets. This means negotiating with store managers, freight companies and regulatory bodies to optimise storage and transportation for a whole range of consumables. A single shipment may need coordination of drivers, contract negotiations, detailed scheduling and exacting paperwork, but my years of experience generally allow me to keep all the stakeholders happy.

I am particularly interested in what the Strategy hopes to accomplish in the realms of data, automation and general logistics regulation.

My job is made harder whenever a critical supply chain partner fails to deliver or does not keep me updated on developments. Congestion near a port or intermodal facility can cause major delays with knock-on consequences, as can errors in paperwork (e.g. it can cause regulatory hold ups or see increased surcharges/requirements).

Regards,
Yuki



From: Katherine on behalf of FreightStrategy@infrastructure.gov.au
Sent: Monday, 25 November 2019 11:17 AM
To: Yuki K [mailto:redacted]
Subject: RE: National Freight and Supply Chain Strategy

Hi Yuki,

Thanks for getting in touch.

The Strategy seeks to improve the reliability and efficiency of the supply chains that you rely upon across a number of areas. The Strategy and Action Plan, for the first time:

- Integrate the different transport modes - road, rail, air and maritime;
- Coordinate actions across and between all levels of government; and
- Take a long term perspective - 20 years - with major reviews every five years.

Over the next 20 years, Australian governments will improve access and connectivity between ports and intermodals and distribution centres located in major cities by seeking to protect key freight corridors and precincts from urban encroachment pressures.

Our work to adopt global and national standards, including for data, will ensure you can work seamlessly with your various supply chain partners, minimising your costs and the duplication of effort.

Finally, more outcomes-focused regulation that delivers safe working conditions without overly onerous rules or paperwork requirements will ensure that you can focus on doing what needs to be done.

But we can't do all this without industry's help. It is only by governments and industry working together that Australia can meet its freight needs into the future. We need industry to remain engaged with the Strategy, such as through the annual reports and five yearly evaluations, to ensure we remain on track and ratchet up actions.

You can find more information and stay up to date by visiting www.freightaustralia.gov.au.

Regards

Freight and Supply Chain Strategy Implementation Unit



HARRY
Dock worker /
Stevedore



“Loading cargo is demanding and dangerous. It’s my job to make it as efficient as possible.”

Infrastructure, Transport... X



twitter.com/infra_regional



Dept. Infra @infra_regional · 4:01 PM - 25 Nov 2019

We're getting ready for Australia's #freightfuture with the National Freight and Supply Chain Strategy. Visit the website to find out actions that states, territories and Australian Government are committed to taking to deliver the strategy. freightaustralia.gov.au



2



5



Harry M @Harry_Mclaryfic · 10h

Replying to @infra_regional

Hey guys, what would this mean for me? I'm a port dock worker. It's a full on job. We move heavy cargo between ships, trucks and trains, working at heights and in enclosed spaces and in all types of weather. We have to meet big targets each day while not risking safety.



6



7



Dept. Infra @infra_regional · 9h

Replying to @Harry_Mclaryfic

Hi Harry, the Strategy shows Govts. commitments to improve the safety and efficiency of key freight infrastructure, like ports. It includes actions like making sure regulations achieve real safety outcomes rather than being tick-a-box.



2



3



Dept. Infra @infra_regional · 9h

Replying to @Harry_Mclaryfic

The Strategy is also looking at ways to address congestion, particularly around key freight hubs like ports. This will help truck/train movements to be on time, meaning less pressure on you to move goods more quickly to make up for late deliveries.



Harry M @Harry_Mclaryfic · 6h

Replying to @infra_regional

Have you thought about the future of jobs like mine? My mates are concerned that technology (esp. more automation) will put us out of a job.



Dept. Infra @infra_regional · 4h

Replying to @Harry_Mclaryfic

Our people are key to meeting Australia's future freight challenge. Under the Strategy's National Action Plan, Actions 2.2 and 2.3 are all about training and re-skilling industry workforces to meet future needs, including around technology.



Harry M @Harry_Mclaryfic · 4h

Replying to @infra_regional

It sounds good, but I guess it won't be happening over night. How can I see what's going on?



Dept. Infra @infra_regional · 2h

Replying to @Harry_Mclaryfic

Our website freightaustralia.gov.au has the latest info. It also links to each state & territory govt implementation plan, so you can see what's planned near you.



Dept. Infra @infra_regional · 2h

Replying to @Harry_Mclaryfic

The Strategy is a long term, 20 year vision. You can help us to make progress and ratchet up more action by staying engaged with your representatives in the local, state and federal level.



Harry M @Harry_Mclaryfic · 2h

Replying to @infra_regional

Thanks mate, will do. 👍





ALINTA
Domestic
Builder



“I subcontract dozens of people for trades and logistics, but at the end of the day if the client’s build gets delayed it’s me who wears it.”

Dept. of Infrastructure, Tr... X



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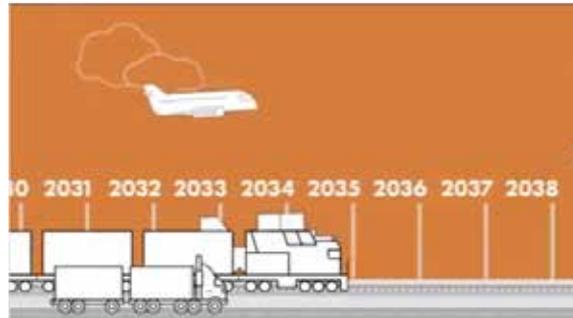
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Dept. of Infrastructure, Transport, Regional Development & Communications

3 October 2019 · 🌐

The National Freight and Supply Chain Strategy builds on the work of previous freight & port strategies. It brings together Australian governments to respond to our growing freight need. Find out more at <http://ow.ly/kYN350wBjp4> #freightfuture



54 views



Like



Comment



Share

Most relevant



Alinta This will be good if it can fix congestion, but to do that you’ll need to build lots more infrastructure. What does the Strategy say about it?

9w

Author

Dept. of Infrastructure, Transport, Regional Development & Communications

Congestion is a big issue. Infrastructure Australia estimated road congestion will cost our economy \$39.8 billion a year by 2031...

... To fix it, we need both new infrastructure investment and more efficient use of our existing infrastructure assets. Smarter and targeted infrastructure investment is the first of the Critical Action Areas.

The Strategy is supported by a five-year National Action Plan that shows actions governments are taking, like:

- developing new major freight gateways and hubs
- targeting investment to improve freight access and safety
- investigating digital infrastructure to support emerging technologies that can make transport more efficient.

The Action Plan is available online at www.freightaustralia.gov.au.

9w

Alinta Thanks, I've read the action plan now. I'm a building site manager, so it's good to see new infrastructure planned. I've been in the construction trade all my working life, starting as a carpenter's apprentice and working my way up to site manager. I'm now training my son up to take over from me when I retire.

One issue I've seen is around community expectations. Everyone wants quick travel times or having online goods delivered to their door, but no one wants infrastructure built near them. I've seen the backlash in my time and only expect the issue to get bigger after my son takes over my business.

I saw one of the action areas mentioned the need to build community acceptance of freight operations. Can you tell me more about that?

8w

Author

Department of Infrastructure, Transport, Cities and Regional Development

Community acceptance is crucial. Along with construction sites, residents' concerns about noise, emissions and safety can restrict heavy vehicles' ability to access roads, or see curfews introduced.

Part of the solution is to make sure developments plan for freight needs up front. Australian Governments are looking at how to better integrate freight into land use planning (Action 3.1 in the Action Plan).

This will complement a range of other government actions, like improving the safety and reducing the pollution of freight vehicles, and increasing community engagement in freight projects (Action 2.4).

If you have other ideas about how we can improve this, get in touch with your state government department. You can find links at www.freightaustralia.gov.au.

Disclaimer

The personas used in this document are fictional and presented as examples of how outcomes of the National Freight and Supply Chain Strategy may be seen when realised. No identification with actual persons (living or deceased) is intended or should be inferred.