



Our regions are critical to Australia's economic growth and living standards



Agriculture, forestry, fishing and mining make up

63%

of the value of Australia's merchandise exports



65%

of Australia's agriculture produce is exported, to more than

100 countries



75%

of exports are destined for Asian markets

Regional Australia supplies Melbourne with much of the

15,000 tonnes

of food it requires delivered each day



A Strategy for the regions

A national approach for freight in Australia must have the regions at its heart.

The Strategy will assist regional producers by:

- improving freight efficiency
- supporting better access to markets
- facilitating emerging export opportunities

Long-term view (20 years)

Mode neutral

Government & industry

Through four critical action areas:



Smarter and targeted infrastructure investment

Enable improved supply chain efficiency




Better planning, coordination and regulation

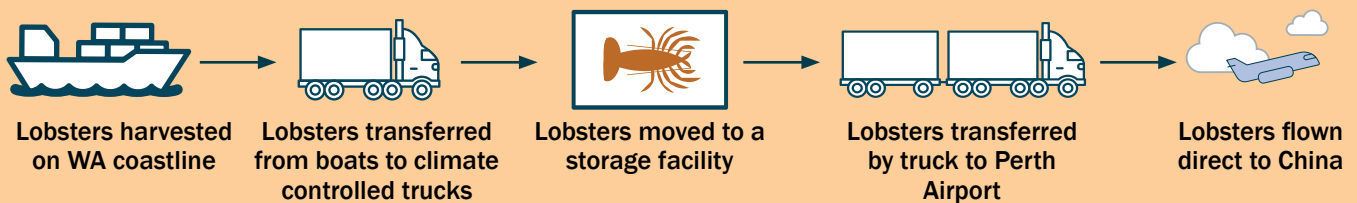
Better freight location and performance data



Our regional producers are already some of the best in the world

Case study - Western Rock Lobsters

Overview: The western rock lobster fishery is Australia's most valuable wild harvest fishery, generating over \$500 million in economic output for the Western Australian economy each year. Around 98 per cent of live catch is exported by air to China where each lobster sells for approximately \$100. The China-Australia Free Trade Agreement has made this easier by opening direct access to Chinese markets. Western rock lobsters represent the trade potential of Australia's 'clean and green' primary produce as well as the challenges faced by exporters of high value, perishable goods.



Process: Live lobsters can survive for only 32 hours out of water. For lobsters to reach China alive, each component of the supply chain must be efficient and high quality. Following harvest on the WA coast, lobster fishermen land at remote sites where lobsters are transferred onto climate controlled trucks that house recirculating seawater systems. Trucks are fitted with tracking technologies that monitor movements and storage conditions, enabling seamless handling that minimises spoilage. Processing facilities located in close proximity to Perth Airport allow timely transfer to international flights to China.

Key issues: Key challenges include regulatory requirements that may extend processing timeframes at airports, congestion during transit and around terminals, the reliability of air transport and road network access and connectivity.

Putting the four action areas into practice

Smarter and targeted infrastructure investment in regional transport networks will support regional industries and improve freight efficiency and safety.



We aim to:

- improve regional freight links
- improve access to major trade gateways
- develop Northern Australia's freight infrastructure.



Examples of actions underway:

- Connecting regions and remote areas to markets through the Australian Government's \$4.5 billion Roads of Strategic Importance initiative, the \$9.3 billion Inland Rail and the NSW Government's international air freight pre-feasibility study.
- Investing in Northern Australia's freight infrastructure through the \$5 billion Northern Australia Infrastructure Facility and the \$600 million Northern Australia Roads and \$100 million Northern Australia Beef Roads Programs.
- Providing better GPS for regional Australia, which will enable safer and more efficient transport and innovation in mining and agriculture.
- Improving regional and remote freight access and safety, such as through the Queensland Government's \$1.2 billion Bruce Highway Safety Package.
- Developing investment frameworks and plans for key regional freight corridors, such as Tasmania's Burnie to Hobart Freight Corridor Strategy and the WA Government's upcoming Revitalising Agricultural Region Freight Strategy.

Case study - Newell Highway

The Newell Highway is a significant artery traversing regional NSW and performs an important role in the movement of road freight. The highway contributes to the competitiveness of Australia's agricultural and mining sectors, opening up access to essential freight networks in NSW, Queensland and Victoria.

The Australian Government is developing a Newell Highway Corridor Strategy in consultation with the NSW Government and key stakeholders. The Strategy will provide a comprehensive picture of the current performance and future challenges along the highway, including:

- identifying operational constraints;
- considering the relationship between the Newell Highway and Inland Rail;
- developing a shared set of federal and state government objectives for the corridor;
- informing future investment decisions along the corridor.

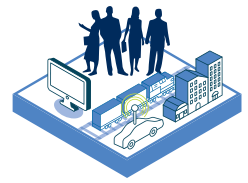
The Newell Highway Corridor Strategy will inform the Australian Government's \$400 million commitment to upgrading the highway in the 2019-20 Federal Budget and the \$300 million under the Roads of Strategic Importance initiative for the NSW section of the Toowoomba to Seymour corridor, focusing on the Newell Highway.

In addition, the NSW Government has committed \$500 million towards upgrades along the Newell Highway, and an additional \$200 million towards flood immunity improvements.

The Newell Highway's integration with rail transport options along the Inland Rail will be supported by the Australian Government's \$44 million Inland Rail Interface Improvement Program, announced in the 2019-20 Federal Budget, which will support the development of strategic business cases to remove logistical bottlenecks at major regional centres along the corridor.

For further information visit: <https://www.infrastructure.gov.au/roads/newell-highway/>

Enabling improved supply chain efficiency will drive productivity gains and improve freight's social outcomes.



We aim to:

- increase standardisation, interoperability and the uptake of innovative freight technologies
- ensure our freight workforce is trained and skilled to meet our needs
- build community acceptance of freight.

Examples of actions underway:

- Modernising our agricultural export systems through the Australian Government's \$32.4 million investment in improving information sharing with farmers on exporting requirements and streamlining export certification processes.
- Trialling innovative freight technologies, such as connected vehicle technologies that provide drivers warnings about road conditions and speed limits in the Cooperative Intelligent Transport Initiative in the Illawarra region of NSW.
- The Victorian Government is examining heavy vehicle licencing and employment pathways to reduce barriers to entry and address industry concerns about attracting and retaining drivers.

Case study - Community engagement for the Inland Rail project

The Inland Rail is one of the largest infrastructure projects being undertaken in Australia, crossing three states between Melbourne and Brisbane, stretching 1,700km. It will have significant local and regional impacts from construction through to operation.

One of the key features of this project is how local communities and businesses are being engaged in building Inland Rail. Construction is providing training and employment for many regional Australians who have previously had limited opportunities, and construction spending is going to local businesses and building a local workforce.

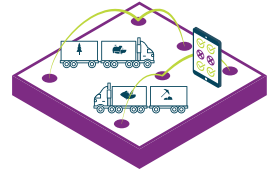
It is critical also that we genuinely engage with landowners and community members to mitigate individual impacts where possible. Local information supports better design, reduces impacts and creates opportunities. To make this happen we have staff in Albury-Wodonga, Dubbo, Moree and Toowoomba. Our staff provide information on programs and initiatives designed to assist communities and businesses to make the most of Inland Rail, both now, during construction, and in the future when Inland Rail will connect the regions to cities and ports.

Inland Rail is therefore more than just a long term freight solution for the nation: it will breathe life into regional communities and transform the way freight is moved around the country.

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



Better planning, coordination and regulation to improve the competitiveness of Australian producers



We aim to:

- adopt region or supply chain based approaches to freight planning
- improve freedom of movement for freight vehicles across regions
- ensure regulation impacting freight is outcomes-focused.

Examples of actions underway:

- Taking a place-based approach to regional planning, investment and reform with Regional Deals that bring together all levels of government and the community.
- Identifying opportunities to improve agricultural sector efficiencies, such as through South Australia's Improving Road Transport for the Agricultural Industry project, which has already delivered over \$80 million of benefits to primary producers and transport operators.
- Supply chain studies, such as Freight Victoria's study into extractive industries in South Gippsland.
- Reviewing freight-related regulation, such as the National Transport Commission's review of the Heavy Vehicle National Law to deliver regulation that will improve safety, support increased productivity and innovation and simplify administration.

Case study - Oversize Overmass vehicle access

Following the release of the Australian Government funded independent Review of Oversize Overmass Vehicle Arrangements in November 2018, Australian transport ministers agreed to implement 12 of the recommendations as short-term priorities.

As part of implementation of the review, the Australian Government invested \$8 million toward improving the capabilities of remote and regional local governments to better manage their road infrastructure assets. Of this \$6 million will fund engineering assessments for local government owned road network infrastructure, while \$2 million will build an asset information collection, storage and sharing system which will allow asset data to be updated in real time.

These projects will improve freedom of movement for the oversize overmass vehicles commonly required for long distance freight across regions and agricultural vehicles and equipment needed during peak harvest periods.

States are also progressing work on implementation of the Review's recommendations.

Case study - Oversize Overmass vehicle access (cont.)

In June 2019, the Queensland Government announced it will extend permit durations for oversize overmass vehicles to 12 months, saving industry more than \$1 million in fees and 3,300 hours in paperwork.

In addition, road managers and local governments have agreed to a new national notice for agricultural vehicles, administered by the National Heavy Vehicle Regulator, which will harmonise mass and dimension limits and operating conditions, and reduce duplication and inconsistencies across state and territory borders.

The improvement of the regulatory environment governing oversize overmass vehicle access operation, including agricultural vehicles, will improve the productivity of Australia's regional industries, provide increased support for drought-affected communities, and improve road safety and infrastructure protection.

For further information visit: https://www.infrastructure.gov.au/vehicles/vehicle_regulation/ris/index.aspx



Better freight location and performance data will increase our international competitiveness



We aim to:

- improve how we collect and use data on what is moving where, how much it costs and how long it takes
- use this data to measure performance and improve government planning, investment and reforms
- share this data with industry so they can improve their planning, investment and operations.

Examples of actions underway:

- Improving freight data collection and sharing through establishment of a National Freight Data Hub, which the Australian Government has provided \$5.2 million to settle the design.
- Making existing data more available, such as road asset and restricted access network data through the WA Open Data Portal.
- Projects to develop freight performance indicators, better match data sets and collect data generated by new technologies, through the National Infrastructure Data Collection and Dissemination Plan.

Case study - CSIRO's Transport Network Strategic Investment Tool (TraNSIT)

In 2013, CSIRO developed TraNSIT to provide a uniquely detailed map of routes and costings across Australia's entire agricultural supply chain.

TraNSIT currently maps 75 commodities representing more than 8 million vehicle and 160,000 rail trips per annum, across thousands of supply chains between production and domestic and international markets.

TraNSIT works by analysing every possible combination of transport route and mode across Australia and determining those that optimise vehicle movements between enterprises in the supply chain.

This information can be used to inform infrastructure investment, supply chain optimisation, freight access decisions, network resiliency assessments and regulatory changes.

TraNSIT has been used to:

- Inform the prioritisation of projects in the Australian Government's Northern Australia Beef Roads Program.
- Inform the Australian Government's \$4.5 billion Roads of Strategic Importance initiative.
- Assist the planning of 'future freight' at a regional scale for different locations in Australia.
- Identify capacity constraints to air freight for horticulture.
- Determine cost reductions of up to \$10 per tonne in grain transport in NSW from upgrades to intermodal freight facilities combined with road upgrades, rail track upgrades and new train combinations.
- Estimate transport costs for all Australia's plantation forestry over the next 25 years.
- Estimate that shifting horticulture and processed agriculture from road to Inland Rail could reduce transport costs for the agricultural industry by \$70 million per year.

For further information visit: <https://www.csiro.au/en/Research/LWF/Areas/Landscape-management/Transport-logistics-TRANSIT>





How we will deliver on the Strategy's promise for the regions

The Strategy and Action Plan released in August 2019 are the starting point to achieve the desired outcomes for regional Australia, not the end game.



Annual reporting

by all governments, providing opportunities to discuss freight performance in our regions and emerging challenges for particular supply chains or modes.



Five yearly major reviews

that allow evaluation of supply chain performance, help identify where we can do more, and ratchet up efforts to support the freight needs of our regional industries and communities.



Ongoing consultation

with regional stakeholders to ensure the Strategy and Action Plan continue to address their freight issues.

More information about the Strategy and Action Plan can be found at FreightAustralia.gov.au

