



Australian Government



National Freight and Supply Chain Strategy

2019 Commonwealth Implementation Plan

Introduction

On 2 August 2019, the Transport and Infrastructure Council endorsed the 20 year National Freight and Supply Chain Strategy and associated National Action Plan.



The Strategy aims to position Australia to meet its freight and supply chains challenges, including growing freight volumes; plateauing freight productivity and costs; new technologies like digitalisation, automation, electrification; and resilience to natural disasters, climate risks, cyber security and other threats.

**The Strategy commits
all Australian
governments to action.**

**Each jurisdiction has a
role to play...**

The Strategy commits all Australian governments to action. Each jurisdiction has a role to play in the four critical areas: smarter and targeted infrastructure investment; improving supply chain efficiency; better planning, coordination and regulation; and better freight location and performance data.

This document presents the Commonwealth's current actions towards implementing the Strategy and Action Plan. Some of the actions will provide the foundation for further work.

The Commonwealth will report on progress on these actions through the Freight Jurisdiction Working Group's annual report to Council and the five yearly reviews of the National Action Plan. By monitoring progress, the Council aims to ratchet up action and ambition from all governments and industry over the life of the 20 year Strategy.

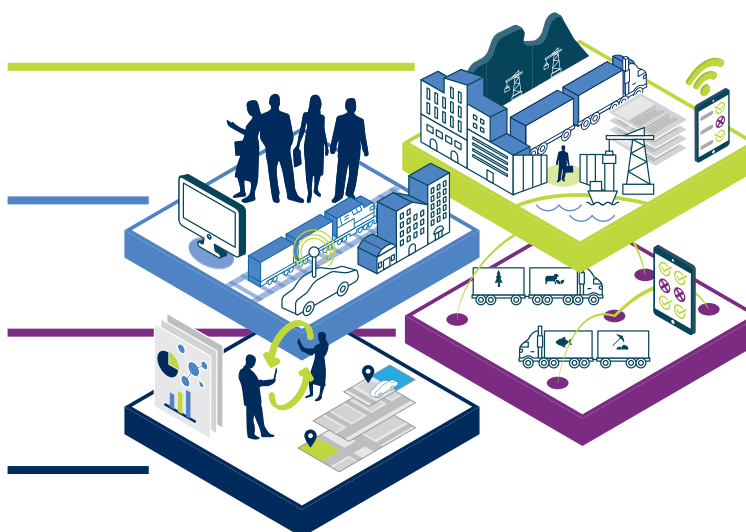
The Strategy outlines four critical action areas

1. Smarter and targeted investment

2. Enable improved supply chain efficiency

3. Better planning, coordination and regulation

4. Better freight location and performance data





Action Area 1: Smarter and Targeted Investment

This action area is about ensuring sufficient investment in Australia’s freight-related infrastructure assets to support growing freight needs, and ensuring freight is moved in the most efficient and effective manner. It covers investment in physical and digital infrastructure in urban and regional areas, as well as advancing a cost-reflective infrastructure user charging system.

Action 1.1: Ensure that domestic and international supply chains are serviced by resilient and efficient key freight corridors, precincts and assets

Action	Aim	Timeframe
Australian Government Infrastructure Investment Program (IIP) (Cth)	<p>The Australian Government is investing more than \$100 billion over 10 years from 2019-20 in transport infrastructure across Australia, with \$23 billion in new funding committed in the 2019-20 Budget to improve urban and regional rail and roads, freight rail and public transport systems. Projects funded through the IIP will improve freight productivity, either by directly addressing freight routes or by reducing congestion, improving safety and better connecting regions. The IIP is designed to meet the needs of a growing population, including by addressing the increasing freight task.</p> <p>Information about individual projects can be found at: https://investment.infrastructure.gov.au/projects/index.aspx</p>	2019 - 2030
National Disaster Risk Reduction Framework - Freight resilience pilot project (Cth)	A one-year pilot demonstrating the benefits of establishing a national disaster risk information capability for Australia. The pilot will use Australia’s freight network to help identify cost-effective measures to build resilience to disruptions from high impact climate hazards.	2019 -
Port Botany Rail Line Duplication \$400 million (Cth)	<p>This project will improve rail connection efficiency, freight transit times, and service reliability to and from Port Botany.</p> <p>In the 2018-19 Federal Budget, the Australian Government allocated \$400 million towards the project.</p>	2019 - 2024
Melbourne Port Rail Shuttle \$58 million (Cth: \$38 million; Vic: \$20 million) (Cth; Vic)	A project that will develop or upgrade rail access to metropolitan intermodal terminals in Melbourne to improve the movement and distribution of containerised freight in and out of the Port of Melbourne.	2017 -

Action	Aim	Timeframe
Development of Inland Rail terminals in Melbourne and Brisbane \$20 million (Cth)	<p>The project seeks to develop a joint business case to consider the development of intermodal terminals in Melbourne and Brisbane to support Inland Rail.</p> <p>The Australian Government will jointly (50:50 funding) undertake detailed business cases on the agreed terminal locations, considering matters including market access/operating models, financing options and value capture opportunities.</p>	2019 - 2020
Urban Congestion Fund (UCF) \$4 billion (Cth)	Targets congestion in a range of critical road corridors and by increasing uptake of public transport by providing up to 25,000 extra car parking spaces at train stations.	2019 - 2030
Roads of Strategic Importance (ROSI) \$4.5 billion (Cth)	To ensure our key freight roads efficiently connect agricultural and mining regions to ports, airports and other transport hubs.	2018 - 2030
Bridges Renewal Program (BRP) \$640 million (Cth)	To upgrade bridges to enhance access for communities and improve the freight network.	2015 - 2023
Heavy Vehicle Safety and Productivity Program (HVSPP) \$508 million (Cth)	To deliver improved safety and productivity outcomes of the heavy vehicle industry and the community by providing safer roads for trucks and more opportunities for drivers to rest.	2013 - 2023
Western Sydney International (Nancy-Bird Walton) Airport Up to \$5.3 billion in equity (Cth)	<p>A new airport in Western Sydney to meet Sydney's growing aviation needs and connect businesses to national and international markets. The Western Sydney International (Nancy-Bird Walton) Airport will operate without a curfew, ensuring 24/7 connectivity.</p> <p>Announced as part of the 2017-18 Budget.</p>	2017 - 2026
Western Sydney Infrastructure Plan \$3.3 billion (Cth)	<p>Upgrades to major road and transport linkages in the Western Sydney region. The investment will relieve pressure on existing infrastructure, ease congestion and decrease travel times.</p> <p>Announced as part of the 2014-15 Budget. \$405 million additional funding provided for the M12 Motorway in the 2019-20 Budget.</p>	2014 - 2025
Major Project Business Case Fund \$250 million (Cth)	Fund the development of major project business cases through which the Australian Government can engage early on the next phase major priority projects that will be required to keep the country moving. The Fund will support the development of future major land transport infrastructure projects the Australian Government considers to have strategic merit.	2019 - 2030

Action	Aim	Timeframe
Moorebank Intermodal Terminal (Cth)	<p>The Moorebank Intermodal Terminal (currently in development) will provide an intermodal facility that will transform the way containerised freight moves through Port Botany and deliver a faster, simpler and more cost-effective service for businesses and consumers. The development will provide an Import-Export Terminal with capacity of up to 1.05 million twenty-foot equivalent units (TEU) a year, an Interstate Terminal with capacity of up to 500,000 TEU a year, and up to 850,000 square metres of integrated high specification warehousing.</p> <p>The project is being funded by both the Moorebank Intermodal Company, an Australian Government Business Enterprise, and the Sydney Intermodal Terminal Alliance (SIMTA), wholly owned by Qube Holdings, with SIMTA building and operating the terminal.</p>	2012 - 2030

Action 1.2: Provide regional and remote Australia with infrastructure capable of connecting regions and communities to major gateways, through land links, regional airports or coastal shipping

Action	Aim	Timeframe
Northern Australia Infrastructure Facility (NAIF) \$5 billion (NAIF)	<p>A lending facility that provides loans to infrastructure projects in northern Australia. Projects must involve the construction or material enhancement of northern Australia's economic infrastructure and be of public benefit. NAIF projects deliver infrastructure to increase the productive capacity of northern Australia that would otherwise not have been built.</p> <p>Announced in the 2015-16 Budget.</p>	2016 - 2021
Roads of Strategic Importance (ROSI) \$4.5 billion (Cth)	To ensure our key freight roads efficiently connect agricultural and mining regions to ports, airports and other transport hubs.	2018 - 2030
Northern Australia Roads Program \$600 million (Cth: \$480 million; State Governments: \$120 million) (Cth)	<p>Delivering upgrades to high priority roads in northern Australia essential to the movement of people and freight to support the North's economic development.</p> <p>Projects to be funded were announced in September and October 2016.</p>	2016 - 2021

Action	Aim	Timeframe
Northern Australia Beef Roads Program \$100 million (Cth: \$80 million; state, territory and local government: \$20 million) (Cth)	<p>Targeted upgrades to key roads necessary for transporting cattle to improve the reliability, productivity and resilience of cattle supply chains in northern Australia.</p> <p>Announced as part of the 2015-16 Budget. Projects to be funded were announced in September and October 2016.</p>	2016 - 2021
Bridges Renewal Program \$640 million (Cth; local government to match)	<p>Upgrading and replacing bridges to enhance access for local communities and facilitate higher productivity vehicle access.</p> <p>The Australian Government will provide \$640 million from 2015-16 to 2022-23, with an on-going commitment of \$85 million each following year.</p> <p>The Australian Government is committing an additional \$25 million per annum on an ongoing basis from 2019-20.</p>	2015 - 2023
Upgrades to port infrastructure in the external territories \$31.9 million (Cth)	<p>Upgrades will provide better support for cargo transfers on Norfolk Island and Christmas Island.</p> <p>The Cascade Pier upgrade and fisherman's crane (Norfolk Island) was opened on 21 April 2018.</p> <p>Proposed works on Christmas Island are to be delivered by late 2020, subject to parliamentary approval.</p>	2016 - 2020
Heavy Vehicle Safety and Productivity Program \$508 million (Cth)	<p>Upgrade road infrastructure to improve heavy vehicle safety and freight efficiency, saving lives and reducing travel times for freight on Australia's roads. State, territory and local governments are eligible for funding.</p> <p>The Australian Government will provide \$508 million from 2013-14 to 2022-23, with an ongoing commitment of \$65 million each following year.</p> <p>The Australian Government is committing an additional \$25 million per annum on an ongoing basis from 2019-20.</p>	2013 - 2023
Adelaide – Tarcoola Rail Upgrade Acceleration \$252 million (Cth; ARTC)	<p>Upgrading work will improve productivity of existing services and improve operating performance to allow heavier, more efficient freight trains to operate at faster speeds.</p> <p>Announced March 2016.</p>	2017 – 2020

Action	Aim	Timeframe
Inland Rail Interface Improvement Program \$44 million (Cth)	<p>In support of the National Freight and Supply Chain Strategy, the Inland Rail Interface Improvement Program (the II Program) will maximise the national benefits of Inland Rail by better connecting the national freight rail network with regional Australia. Feasibility studies and strategic business cases will be developed over two years with local communities, industry and government to assess projects that could potentially support more productive rail-based supply chains along the Inland Rail corridor, and build capacity on key country rail lines enabling heavier, faster and longer country freight rail services.</p> <p>Announced in the 2019-20 Budget.</p>	2019 - 2021
Tasmanian Freight Rail Revitalisation – Tranches 1-3 (Cth: \$187.6m; Tas: \$187.6m) (Cth; Tas)	<p>Raising the quality of the major lines on the Tasmanian rail network will reduce the operational costs of freight movements by providing additional rail capacity, improved reliability and reduced transit times. The funding contribution from each government to this project is 50:50.</p> <p>In the 2019-20 Budget, the Australian Government has committed \$68 million for Tranche 3 of the Program that will build on the upgrade work undertaken for Tranches 1 and 2.</p>	2015 - 2023
Roads of Strategic Importance initiative \$4.5 billion (Cth)	<p>To ensure key freight roads efficiently connect agricultural and mining regions to ports, airports and other transport hubs. The initiative also funds feeder roads critical to the productivity of the corridors.</p> <p>The 2019–20 Budget commits an additional \$1 billion to the Roads of Strategic Importance initiative bringing it to \$4.5 billion, helping connect regional businesses to local and international markets, and better connecting regional communities. Through this initiative, we are investing in over 25 key freight corridors (including feeder roads critical to the productivity of the corridor) to more efficiently connect agricultural and mining regions to our ports, airports and other transport hubs.</p>	2018 - 2028
Inland Rail (Cth: \$9.3 billion) (Cth; NSW; Vic; Qld)	<p>A 1,700km high-capacity freight link between Melbourne and Brisbane to better connect our cities, farms, mines via ports to domestic and international markets.</p> <p>Announced as part of 2017-18 Budget.</p>	2018 - 2025
Regional Aviation Access Program \$58.7 million (Cth)	<p><i>To enhance the safety and accessibility of remote aerodromes and facilitate improved delivery of essential goods and services.</i></p> <p><i>From 2015 to 2018, \$30.4 million was committed to projects across Australia. In the 2018-19 Budget, a further \$28.3 million was provided for further funding rounds.</i></p>	2015 -

Action	Aim	Timeframe
<i>Regional Airports Program (Cth)</i>	<i>In the 2019-20 Budget, the Australian Government committed \$100 million over four years to provide grants to upgrade infrastructure and deliver improved aviation safety and access at regional airports.</i>	<i>2019 - 2023</i>
<i>Roads to Recovery Program \$6.1 billion (Cth)</i>	<i>Supporting the maintenance of Australia's local road infrastructure assets. Funding is distributed to local councils, state and territory governments responsible for local roads in unincorporated areas and the Indian Ocean Territories. Each council's allocation is fixed for the life of the Program.</i> <i>\$6.1 billion in funding will be provided from 2013-14 to 2023-24. The Australian Government is contributing an additional \$1.1 billion over 11 years from 2019-20.</i>	<i>2013 - 2024</i>
<i>Black Spot Program (Cth)</i>	<i>Black Spot projects target road locations where crashes are occurring. By funding measures such as traffic signals and roundabouts at dangerous locations, the program reduces the risk of crashes.</i> <i>The Government will provide \$1.0 billion to the Black Spot Program from the 2013-2014 financial year to the 2022-23 financial year, with an on-going commitment of \$110 million each year following.</i>	<i>Ongoing</i>

Action 1.3: Identify and support digital infrastructure and communication services necessary for improved and innovative supply chains

Action	Aim	Timeframe
<i>Developing a world-leading satellite positioning capability for Australia \$224.9 million (Geoscience Australia)</i>	<i>Funding of \$160.9 million supports the development of an Australian Satellite-Based Augmentation System, which will overcome current gaps in mobile and radio communications and deliver satellite positioning capability across all Australia and its maritime zones with decimetre accuracy. A further \$64 million is dedicated to upgrading Australia's ground Global Navigation Satellite System network through National Positioning Infrastructure.</i> <i>Funding announced in the 2018-19 Budget.</i>	<i>2018 -</i>
<i>Access to spectrum (Cth)</i>	<i>The 3.6 GHz band has been identified internationally as a pioneer band for 5G. The roll-out of 5G networks using this and other 5G suitable spectrum could enable freight applications such as connected and automated vehicles.</i> <i>Auction of all 125MHz of the available 3.6 GHz spectrum announced in August 2018.</i>	<i>Ongoing</i>

Action	Aim	Timeframe
Continue Mobile Black Spot Program (Cth)	<p>The \$380 million Mobile Black Spot Program invests in telecommunications infrastructure to improve mobile coverage and competition across regional and remote Australia, including along major transport routes and in small communities.</p> <p>The first four rounds of the Program are funding the delivery of 1047 new mobile base stations across Australia.</p> <p>Rounds 4 and 5 include a focus on targeting new coverage at Public Interest Premises, such as economic centres, emergency facilities, schools and tourist sites.</p>	2014 - 2023
Telecommunications Sector Security Reform (Cth)	The Telecommunications Sector Security Reforms establish a regulatory framework to better manage security risks in the telecommunications industry. The reforms create new security obligations for all telecommunications companies providing communications services in Australia.	2018
Rollout of the National Broadband Network (Cth)	The National Broadband Network is a government initiative to upgrade Australia's broadband infrastructure. The upgrade will enable all Australian homes and businesses access to affordable high speed broadband services.	Network construction complete by mid-2020
Internet of Things (IoT) and 5G uptake (Cth)	<p>The Australian Government is engaging with industry and potential users to identify and address barriers to IoT and 5G roll-out and uptake, including in the freight and logistics areas.</p> <p>This includes:</p> <ul style="list-style-type: none"> establishing a 5G Working Group to discuss 5G use cases and possible further actions, including in transport; and researching IoT's wider implications, with a particular focus on the interplay between smart transport, urban infrastructure and telecommunications systems. 	2016 -
Reforms to enable data collection from Cooperative Intelligent Transport Systems (C-ITS) (Cth; NTC)	<p>The NTC is assessing whether Australia's current information access framework applying to government collection and use of information is sufficient to protect privacy given the significant developments in transport technology. In particular, existing regulations in light of the types and amount of information that future transport systems could produce needs to be considered.</p> <p>If Australia's current information access framework applying to government collection and use of information is not sufficient to protect the privacy of users of C-ITS and automated vehicle technology, reform options will be proposed to the Transport and Infrastructure Council.</p>	2018 -

Action 1.4: Advance heavy vehicle road reform to facilitate efficient investment in infrastructure

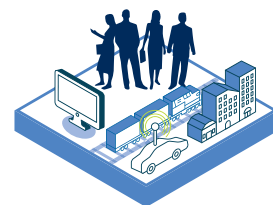
Action	Aim	Timeframe
Advance heavy vehicle road reform to facilitate efficient investment in infrastructure (all jurisdictions)	<p>Heavy Vehicle Road Reform aims to introduce stronger links between the charges paid, investment in the roads, and the services that heavy vehicle road users receive. The reform benefits are estimated at \$6.5 billion to \$13.3 billion over 20 years, including benefits such as improved heavy vehicle access to roads and reduced operating costs for industry from better quality roads.</p> <p>All levels of government are working together to develop advice on implementation options for heavy vehicle road reform. Jurisdictions publish road expenditure and investment plans on the Transport and Infrastructure Council website. This supports Heavy Vehicle Road Reform by providing greater information to industry on road expenditure and investment plans.</p> <p>The Transport and Infrastructure Council (the Council) has directed officials in all jurisdictions to prepare detailed advice on options to progress heavy vehicle road reform in 2019, and to develop nationally consistent service level standards for roads. The Australian Government is leading that collaborative work, which will include further consultation with industry.</p> <p>Planning is currently underway for the National Heavy Vehicle Charging Pilot.</p>	2015 -





Action Area 2: Enable improved supply chain efficiency

This action area is about taking a 'supply chain' approach to freight operations that recognises the need for coordination and collaboration between freight sector participants along the supply chain, and aims to build capacity and readiness to meet emerging challenges. It covers the adoption and implementation of national and global standards, freight workforce capability, the adoption of innovative freight technologies and building community acceptance of freight.



Action 2.1: Adopt and implement national and global standards, and support common platforms, to reduce transaction costs and support interoperability along supply chains

Action	Aim	Timeframe
National Rail Action Plan Work Program – Interoperability Standards Harmonisation (Cth)	The Rail Action Plan will include actions to harmonise rail industry (including rolling stock) standards. The Standards Harmonisation section of the Action Plan is being developed by the National Transport Commission and Victoria, and is subject to further consultation with jurisdictions and industry before submission to the Transport and Infrastructure Council in 2019 for approval.	2019
Modernising agricultural trade \$32.4 million (Cth)	Investment to improve the agriculture export systems that provide assurance to importing markets and protect Australia's reputation as a clean and green supplier of traded agricultural goods.	2018 – 2022
Ongoing harmonisation of national vehicle safety standards for freight vehicles (Cth)	The Australian Design Rules provide national standards for vehicle safety (including freight vehicles). The current standards reflect Australia's commitment to harmonise with the vehicle standards developed by the United Nations where possible.	Ongoing
Implementation of the International Maritime Organization's (IMO) mandate on electronic exchange of international maritime traffic information (Cth)	<p>The IMO has made mandatory the electronic exchange of certain international maritime traffic information. The transfer of this information through a maritime single window is also encouraged.</p> <p>The Department of Infrastructure, Transport, Cities and Regional Development is working with the Department of Home Affairs and Australian Maritime Safety Authority in relation to increasing the level of electronic reporting and considering a maritime single window. Consideration of an Australian maritime single window will need to occur in the broader context of ongoing work on a trade single window being progressed by Home Affairs and other agencies and consistent with the standards being developed by IMO.</p>	2019 -

Action 2.2: Promote training and re-skilling of industry and government workforces appropriate to current and future needs

Action	Aim	Timeframe
National Rail Action Plan Work Program – Skills Gap Analysis (Cth)	The Rail Action Plan will map out a forward work program relating to skills and labour supply in the rail sector, to support the unprecedented level of investment in the rail sector. The Skills section of the Action Plan is being led by the Commonwealth, and is subject to further consultation with jurisdictions and industry before submission to the Transport and Infrastructure Council in 2019 for approval.	2019
Engage, inform and attract potential new workforce entrants (e.g. retrenched workers and other job seekers) to the freight and logistics industry (Cth)	Increase awareness of employment opportunities in the sector to job seekers through strategies developed and delivered in consultation with industry, employment service providers (e.g. jobactive, Disability Employment Services and Transition to Work) and Employment Facilitators (in the 10 Regional Employment Trial regions). Strategies could include delivery of career information (e.g. industry and job descriptions and career pathway maps), screening and selection tools and information days or workshops.	2019 - 2021
Work with freight and logistics industry employers to establish new recruitment and pre-employment pathways that place retrenched workers and other job seekers into jobs in the sector (Cth)	Use the variety of supports already available (e.g. Launch Into Work program, PaTH internships, state and territory subsidised training and jobactive recruitment assistance) to establish new recruitment channels that meet the needs of freight and logistics industry employers, while also creating opportunities for Australian workers and job seekers.	Ongoing
Attracting women into aviation careers (Cth)	<i>The Australian Government has committed \$4 million towards programs to attract more women into aviation careers.</i>	2019 -
Boosting aviation training through increased VET loans (Cth)	<i>The Australian Government will increase the lifetime loan limit available to aviation students studying at a VET Student Loans (VSL) approved provider to \$150,000, up from \$104,440. The higher limit will come into force from January 2020.</i>	2020 -
jobactive (Cth)	<i>The Australian Government's mainstream employment service to help Australians into work. Employers can access jobactive through a network of contracted service providers. Recruitment services are at no cost to employers. Basic service includes finding, screening and shortlisting candidates. Providers can also support job seekers by funding transport, tickets and licences, work clothing and pre-employment checks such as police checks and by connecting them with the training they need to develop the skills required by employers. Providers can facilitate short-term work experience for potentially suitable job seekers where there is the likelihood of a job with the business.</i>	2018 - 2022

Action	Aim	Timeframe
Employment Facilitators (Cth)	<p>As part of the Regional Employment Trials program, Employment Facilitators work across ten regions, liaising with the wider community to:</p> <ul style="list-style-type: none"> connect job seekers with employment and training opportunities and work with employers and local stakeholders to identify strategies that take advantage of local employment opportunities. <p>These regions also have access to a Local Employment Initiative Fund which provides grants of between \$7,500 and \$200,000 to local stakeholders for employment related projects. Activities are expected to better connect employers with regional Australians looking for work, identify future employment, training or work experience opportunities, and help address local skills gaps.</p>	2018 – 2020
Development of competency standards for vocational education (Cth)	The Training Product Development Program funds the development of national competency standards for the vocational education and training system in consultation with industry. Qualifications are developed and maintained for the transport, logistics, maritime, aviation and rail sectors by Industry Reference Committees. Training package development projects will ensure training meets emerging skills requirements for industry reflecting new technologies and regulatory changes.	Ongoing
Transport Sector Skills Strategy (Cth)	Work has commenced within the Department of Infrastructure, Transport, Cities and Regional Development on an analysis of the skill and workforce challenges facing the transport sector (Phase 1). The Deputy Prime Minister will consider the development of a transport sector skills strategy as part of his consideration of the Phase 1 report.	Ongoing

Action 2.3: Facilitate new and innovative technologies that improve freight outcomes and understand deployment, skills and workforce requirements for operators and infrastructure

Action	Aim	Timeframe
Smart Truck Rating pilot (Cth)	The Smart Truck Rating tool has the potential to help freight operators and investors identify better technology choices and operational practices. The pilot will test the tool's effectiveness for comparing truck efficiency and environment impacts, and provide information on steps to broad implementation (e.g. training requirements).	2019 - 2020

Action	Aim	Timeframe
<p>Advanced Train Management System (ATMS)</p> <p>\$70 million</p> <p>(Cth: \$50 million; ARTC: \$20 million)</p>	<p>Developing an advanced train communication and signalling system that will improve the safety of rail operations as well as delivering reliability and network resilience.</p>	2014 - 2022
<p>Driver fatigue monitoring technology trials</p> <p>(Cth:\$302,000; NHVR: \$250,000; industry) (Cth, NHVR, industry)</p>	<p>Field trials of technologies that can improve driver fatigue monitoring, which can enhance heavy vehicle safety outcomes.</p> <p>The Commonwealth Government and the National Heavy Vehicle Regulator (NHVR) announced their funding of the trials on 3 October 2018.</p>	2018 -
<p>Advanced Safe Truck Concept</p> <p>\$6.5 million</p> <p>(Cth: \$2.25 million (Cth, industry)</p>	<p>The Government has invested \$2.25 million towards a \$6.5 million pilot program bringing together Seeing Machines, Monash University Accident Research Centre, Ron Finemore Transport Services and Volvo Trucks Australia to prevent fatigue and distraction-related crashes. This pilot is testing Seeing Machines' driver-monitoring technology, which actively detects and intervenes against driver fatigue and distraction through real-time.</p>	
<p>Austroads Connected and Automated Vehicle (CAV) Program (all jurisdictions)</p>	<p>The next generation of motor vehicles are planned to include an increased level of wireless connectivity and automated driving capability. The convergence of these technologies has given rise to the term Connected and Automated Vehicles (CAV).</p> <p>The potential societal benefits from these emerging technologies are significant, particularly with regard to road safety, transport efficiency and productivity, and environmental outcomes. To support deployment and optimise the benefits from these technologies, there is a need for regulatory and operational frameworks to be in place.</p> <p>The Austroads CAV program is working closely with key government and industry stakeholders towards establishing the required supporting frameworks.</p> <p>Key focus areas in scope of the CAV program include:</p> <ul style="list-style-type: none"> Automated vehicles and Cooperative Intelligent Transport Systems (C-ITS). 	Ongoing
<p>Road Safety Innovation Fund</p> <p>\$12 million</p> <p>(Cth)</p>	<p>The Road Safety Innovation Fund will support road safety research and the development of new road safety technologies and products.</p> <p>Announced in the 2019-20 Budget.</p>	2019 -

Action	Aim	Timeframe
iMove Cooperative Research Centre (CRC) \$55 million matched with \$178.8 million in cash and in-kind participant contributions (Cth; NSW; Vic; Qld; WA; SA; industry)	The iMove CRC seeks to exploit digital and evolving vehicle technologies to enable traffic to flow more smoothly, creating more efficient intermodal connections and offer real time choice to travelers and freight operators. The outcomes are reduced congestion, fuel use and emissions and improved national productivity and competitiveness.	2017 - 2027
<i>Establishment of the Office of Future Transport Technologies (Cth)</i>	<i>The Office of Future Transport Technologies will help prepare Australia for automated vehicles and other transport innovations that could disrupt the freight sector.</i>	2018 -
<i>Development and implementation of the National Hydrogen Strategy (Cth)</i>	<i>The development and implementation of a national hydrogen strategy has the potential to support industry development and facilitate Australia's freight sector transitioning to a low emissions future. The National Hydrogen Strategy is due to be presented to COAG Energy Council Ministers by the end of the year.</i>	2019 -
<i>A National Strategy for Electric Vehicles (Cth)</i>	<p><i>The development of a National Strategy for Electric Vehicles will ensure the transition to electric vehicle technology and infrastructure is planned and managed. The Strategy will coordinate action across government, industry and the community to address barriers to uptake and ensure those Australians who choose to adopt new technologies are supported in doing so.</i></p> <p><i>The development of the Strategy was announced as part of the Australian Government's 'Climate Solutions Package' in February 2019.</i></p>	2019 - 2020
<i>Implement the National Land Transport Technology Action Plan (all jurisdictions)</i>	<p><i>The National Land Transport Technology Action Plan 2020-23 is structure around the key issues identified in the National Policy Framework for Land Transport Technology. The 2020-23 Action Plan is structured around the key issues identified in the Policy Framework:</i></p> <ul style="list-style-type: none"> <i>• Safety, Security and Privacy</i> <i>• Digital and Physical Infrastructure</i> <i>• Data</i> <i>• Standards and Interoperability</i> <i>• Positioning for Disruption and Change.</i> <p><i>The 2020-23 Action Plan's Priority 5.1 is a new priority to 'identify and facilitate emerging technologies that improve freight outcomes'.</i></p>	2020 - 2023

Action 2.4: Build community acceptance of freight operations

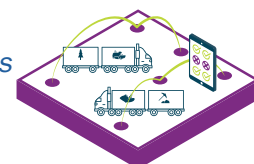
Action	Aim	Timeframe
Integrating community engagement as a part of freight related projects (Cth)	<p>Community engagement to form part of the development of new infrastructure projects, in particular for the Australian Government's three equity funded projects:</p> <ul style="list-style-type: none"> • Inland Rail • Western Sydney Airport • Moorebank Intermodal Terminal. 	2017 -
Safety Truck Campaign \$20,000 (NHVR; industry)	<p>The NHVR has joined forces with the Australian Trucking Association Safety Truck to drive children to become more aware of safety around heavy vehicles.</p> <p>The Safety Truck participates in road safety education programs, industry led community events and other public events across Australia. The NHVR will provide \$5,000 per year over 4 years to support the Safety Truck directly engaging with schools across the country and educating students about sharing the road safely with trucks.</p>	2018 -
Inland Rail Regional Liaison Offices (Cth; ARTC)	<p>Regional offices have been established with departmental staff, to work with stakeholders to maximise local procurement and employment opportunities arising from the construction of Inland Rail, as well as preparing industries and communities to take advantage of the opportunities arising from the operation of Inland Rail.</p> <p>Offices are currently located in Wodonga, Dubbo and Toowoomba. Departmental staff in regional offices work within their regions to:</p> <ul style="list-style-type: none"> • Build stakeholders' understanding of Inland Rail • Guide regions and communities to information and supporting networks to enable them to self-determine how they can capitalise on the economic and social opportunities of Inland Rail • Engage with local government, industry and communities about opportunities including local content, procurement and employment associated with Inland Rail • Undertake horizon scanning to identify emerging issues and develop strategies for addressing them in consultation with other areas of the department, other government agencies and ARTC. 	2018 -

Action	Aim	Timeframe
Establishment of Office of Road Safety (Cth)	<p>The Australian Government announced the establishment of the Office of Road Safety (the Office) in April 2019 to provide greater leadership and coordination of road safety efforts at a national level.</p> <p>The Office commenced on 1 July 2019 within the Department of Infrastructure, Transport, Cities and Regional Development. The key objective of the Office of Road Safety is to provide national leadership in eliminating road trauma in Australia.</p>	Ongoing
Heavy Vehicle Safety Initiative \$22.1 million (Cth; NHVR)	The Heavy Vehicle Safety Initiative (HVSİ) program supports implementable, value-for-money projects that deliver tangible improvements to heavy vehicle safety. It is administered by the NHVR on behalf of the Commonwealth Government.	Ongoing
Trident Joint Taskforce Additional \$4 million funding in February 2016 (Cth; Vic)	<i>The Taskforce is targeting serious and organised criminal activity in the Victorian maritime sector and related supply chain industries.</i>	2012 -



Action Area 3: Better Planning, Coordination and Regulation

This action area recognises the critical impact government regulation and decision-making, across all levels of government, often with the legitimate aim of meeting community expectations for safety, security and environmental sustainability, has on freight productivity and efficiency. It covers land use planning, transport network access and management and regulation.



Action 3.1: Ensure freight demand is integrated in transport and land use planning across and between jurisdiction boundaries and freight modes

Action	Aim	Timeframe
Norfolk Island Freight Planning (Cth)	<p>A Norfolk Island air freight roundtable was held in June 2018 to discuss improvements to freight services to Norfolk Island. Following on from this session, the Government supported several freight flights to Norfolk Island in 2018-19. In the 2019-20 Budget \$600,000 was allocated for subsidised freight flights to and from Norfolk Island from 1 July 2019 to 30 June 2020.</p> <p>A Ports Management Strategy is in development for the two-Commonwealth-owned ports on Norfolk Island. Ports are vital infrastructure for the Norfolk Island community as the remote nature of the Island means that it is heavily reliant on sea and air freight.</p>	2018 - 2020
Launceston City Deal (Cth; Tas; local government)	<p>A ten-year plan to between the Australian and Tasmanian Governments and the City of Launceston to maximise Launceston's potential as a liveable and innovative regional city.</p> <p>A key freight-related initiative is the preparation of a Regional Economic Development Plan for Northern Tasmania, which is likely to highlight the importance to freight dependent industries such as agriculture and forestry.</p> <p>The Launceston City Deal was signed on 20 April 2017, and the second Annual Progress Report was delivered in August 2019.</p>	2017 - 2027
Albury Wodonga Regional Deal (Cth; Vic; NSW; local government)	<p>On 20 March 2019, the Australian Government announced its intention to pilot a Regional Deal in Albury Wodonga.</p> <p>The Regional Deal is expected to be a joint partnership between the Australian Government, New South Wales and Victorian Governments, Albury City Council and the Wodonga Council to support the development of the region, subject to the agreement of all levels of government. The Regional Deal will focus on ensuring that the region prospers over the next decade by supporting population growth and economic development, while also ensuring it remains nationally-significant, liveable and prosperous.</p>	TBC

Action	Aim	Timeframe
South East Queensland (SEQ) City Deal (Cth; Qld; local government)	<p>On 15 March 2019 the three levels of government (through the Minister for Cities, Urban Infrastructure and Population, the Queensland Deputy Premier and the Lord Mayor of Brisbane, on behalf of participating local governments) signed a Statement of Intent outlining their shared vision for the SEQ City Deal.</p> <p>The Statement of Intent centres on six priority areas which are consistent with the themes in Transforming SEQ: Connecting Infrastructure, Jobs and Skills, Liveability and Sustainability, Housing and Planning, Digital, and Governance and Leadership.</p> <p>Key freight related initiatives may include:</p> <ul style="list-style-type: none"> identifying and prioritising the next wave of region shaping transport investment including through opportunities under the National Freight and Supply Chain Strategy exploring opportunities to improve connectivity to growth centres and realise the SEQ Trade and Enterprise spine concept. 	Mid-2020
Hinkler Regional Deal (Cth; Qld; local government)	<p>The Bundaberg and Hervey Bay region will pilot a Regional Deal. The Australian Government will work with state and local governments to identify regional development opportunities.</p> <p>On 1 April 2019, the Australian Government announced it will provide an investment of up to \$172.9 million for the Hinkler Regional Deal. Funding commitments are yet to be confirmed from the Queensland Government and the Bundaberg and Fraser Coast Regional Councils.</p> <p>Key freight-related initiatives include:</p> <ul style="list-style-type: none"> Quay Street upgrade, Bundaberg (\$32 million commitment) to divert heavy vehicle and commuter traffic from to around the CBD Bargara Road, Bundaberg (\$8 million commitment) to improve the connection between Bargara and Bundaberg, alleviating the congestion and improving access for heavy vehicles travelling to the Port of Bundaberg Multi-use conveyor for Port of Bundaberg (\$10 million commitment) to facilitate the development of multi-commodity loading and unloading at the Port of Bundaberg. 	TBC
Inland Rail corridor preservation (Cth; Vic; NSW; Qld)	<p>Bilateral agreements between the Commonwealth and State governments will outline high-level commitments to preserve Inland Rail Corridors from future incompatible developments. These high-level commitments will be formalised by state planning approvals sought by the Australian Rail Track Corporation.</p>	2017 - 2019

Action	Aim	Timeframe
Highway Corridor Strategies \$5 million (Cth; NSW; Vic; SA)	<p><u>Princes Highway Corridor Strategy</u></p> <p>To develop an evidence base to underpin a ‘whole of corridor’ perspective of the current and future role of the Princes Highway. Objectives include promoting better access and connectivity, improving efficient movements and activating the corridor as a means of driving regional development and industry performance.</p> <p>The Australian Government is delivering the Princes Highway Corridor Strategy in partnership with the NSW, Victorian and SA Governments. Funding for the development of the Princes Highway Corridor Strategy was announced on 15 December 2017.</p> <p><u>Newell Highway Corridor Strategy</u></p> <p>To develop an evidence base to enable the Government to be an informed decision-maker and ensure the Newell Highway corridor continues to serve the needs of its users over the long-term. The Strategy will outline the current performance and model current and future demand along the Newell Highway. The Strategy will also consider the relationship of the Newell Highway and Inland Rail in delivering efficient freight outcomes, and will identify priority investments that improve road safety and resilience.</p> <p>The Australian Government is developing the Newell Highway Corridor Strategy in consultation with the NSW Government and key stakeholders. Funding for the development of the Newell Highway Corridor Strategy was announced on 14 August 2018.</p>	2018 - 2019
Townsville City Deal (Cth; Qld; local government)	<p>A 15-year commitment between the Australian and Queensland Government and the Townsville City Council to a collective program of planning, reform and investment. The Townsville City Deal was announced on 13 June 2016 and signed on 9 December 2016.</p> <p>Key freight-related initiatives that will enhance supply chain opportunities in north Queensland include:</p> <ul style="list-style-type: none"> the delivery of the business case for the Townsville Eastern Access Rail Corridor (TEARC) including preservation for future construction, as demanded by economic conditions and port activity, to improve landside port connectivity the establishment of the Townsville Industrial Development Board (TIDB) to attract freight and port-related business and services to Townsville’s industrial areas and upgrading channel capacity at the Port of Townsville, as the first stage of a broader port expansion project, to more than double the size of cargo ships that can enter the Port and to ensure the Port’s critical role in the north Queensland supply chain is maintained. 	2016 - 2031

Action	Aim	Timeframe
Western Sydney City Deal (Cth; NSW; local government)	<p>A 20-year partnership between the Australian and NSW Governments and eight local governments in Western Sydney that leverages the Australian Government's decision to build the Western Sydney International (Nancy-Bird Walton) Airport.</p> <p>Key freight-related initiatives in the City Deal include:</p> <ul style="list-style-type: none"> • creating the Western Sydney Aerotropolis, including establishing a Western City and Aerotropolis Authority as a master planner and developer of the Aerotropolis • undertaking a feasibility study into an agribusiness precinct • delivery of a Land Use and Infrastructure Implementation Plan and associated state planning policy to set a planning framework for the area, including identifying freight and logistics precincts and safeguarding Airport operations and • creating a Western Sydney Planning Partnership between the NSW Government and local councils. <p>The Western Sydney City Deal was announced on 20 June 2016 and signed on 4 March 2018.</p>	2018 - 2038
Hobart City Deal (Cth; Tas; local government)	<p>A 10-year plan between the Australian and Tasmanian Governments and four local councils. The Hobart City Deal was signed on 24 February 2019.</p> <p>Key freight-related initiatives include:</p> <ul style="list-style-type: none"> • \$82.3 million for border services that enhance Hobart Airport's role as a direct international gateway • \$461 million to replace Bridgewater Bridge, a key part of the Hobart to Burnie freight corridor and • Strategic collaboration and governance between the three-tiers of government through legislative and cooperative governance arrangements. 	2019 - 2029
National Airports Safeguarding Framework (all jurisdictions)	<i>The National Airports Safeguarding Framework is a national land use planning framework that aims to improve community amenity by minimising aircraft noise-sensitive developments near airports and improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.</i>	Ongoing
Geelong City Deal (Cth; Vic; local government)	<i>A 10-year plan between the Australian and Victorian Governments, together with the City of Greater Geelong will revitalise Geelong and unlock the potential of the Great Ocean Road visitor economy, supporting Geelong's continued economic diversification and a thriving city centre. The Geelong City Deal was agreed on 11 March 2019.</i>	2019 - 2029

Action	Aim	Timeframe
<i>Adelaide City Deal (Cth; SA; local government)</i>	<i>A 10-year plan between the Australian and South Australian Governments, together with the City of Adelaide, to support long-term growth and better manage population growth and city planning. The Adelaide City Deal was signed on 19 March 2019.</i>	<i>2019 - 2029</i>
<i>Perth City Deal (Cth; WA; local government)</i>	<i>The Perth City Deal will leverage joint Commonwealth and state investment in METRONET and will investigate opportunities to improve planning, governance and coordination across Perth.</i>	<i>TBC</i>
<i>Darwin City Deal (Cth; NT; local government)</i>	<i>A 10-year plan between the Australian and Northern Territory Governments, together with the City of Darwin to revitalise and support the future growth of Darwin.</i> <i>The Darwin City Deal was signed on 16 November 2018.</i>	<i>2018 - 2028</i>

Action 3.2: Strengthen the consideration of freight in all other government planning and decision-making

Action	Aim	Timeframe
Development of Australian Transport Assessment and Planning (ATAP) urban freight modelling guidelines (all jurisdictions)	National guidance in the practice of urban freight demand modelling to ensure consistency in modelling freight demand, or heavy vehicle movement, in urban transport models across jurisdictions. Part of the ATAP package For TISOC consideration at its March 2020 meeting.	March 2020
National Urban Planning Forum (Cth)	TBC	TBC
<i>Liquid Fuel Security Review (Cth)</i>	<i>The Australian Government is undertaking a review of liquid fuel security, The review will:</i> <ul style="list-style-type: none"> <i>consider how liquid fuel is used and supplied in Australia now and into the future, including the high demand that freight has for diesel</i> <i>consider pricing and our resilience to disruptions and</i> <i>inform our plan to return to compliance with the International Energy Agency's emergency stockholding obligations by 2026.</i> 	<i>2018 -</i>
<i>National Disaster Risk Reduction Framework - Freight resilience pilot project (Cth)</i>	<i>A one-year pilot demonstrating the benefits of establishing a national disaster risk information capability for Australia. The pilot will use Australia's freight network to help identify cost-effective measures to build resilience to disruptions from high impact climate hazards.</i>	<i>2019 -</i>

Action 3.3: Investigate policy, planning and operational solutions to improve freight access and movement along domestic and international supply chains

Action	Aim	Timeframe
Grant funding to the National Heavy Vehicle Regulator (NHVR) to undertake heavy vehicles' road access improvements \$8 million (Cth, NHVR)	\$8 million for the NHVR to streamline the approval process for road access by heavy vehicles comprising \$6 million to fund engineering assessments for local government owned road network infrastructure and \$2 million to build an asset information collection, storage and sharing system.	2019 - 2021
Encourage use of the Restricted Access Vehicle Route Assessment Tool (all jurisdictions; NHVR)	The Restricted Access Vehicle Route Assessment Tool has been developed as an expert tool for local government practitioners and is intended to allow heavy vehicle route assessments to be completed in line with Performance-Based Standards (PBS) route classification guidelines. Use of this expert system results in the consistent application of a heavy vehicle route assessment process across local governments, this facilitates certainty of operations for industry and ensures that the heavy vehicles that are granted access to local roads are able to safely operate in that environment.	Ongoing
Tasmanian Freight Equalisation Scheme (Cth)	<p>Provides financial assistance for costs incurred by shippers of eligible non-bulk goods moved by sea between Tasmania and mainland Australia and between the main island of Tasmania and King Island or Furneaux Group. Amount of assistance is based on difference between the freight costs of moving goods by sea and notional freight costs of moving goods by road over an equivalent distance. The Scheme aims to reduce freight costs for Tasmanian industries that do not have the option of transporting goods interstate by road or rail.</p> <p>In January 2016, the scheme was expanded to provide an additional \$202.9 million assistance to shippers over the four years from 2015-16 to 2018-19. \$147.3 million in assistance was provided under the TFES in 2017-19; this represents an increase of approximately \$9.7 million from the previous year.</p>	Ongoing
A national framework for high productivity vehicles (Cth)	<p>PBS vehicles will be critical for unlocking further road freight productivity and improving road safety. Progress is being made on several fronts (e.g. development of national notices for some vehicle classes) but considerable red tape remains. Industry needs greater certainty about where PBS vehicles will be allowed to operate in the future and a plan for reducing the need to obtain permits. Some jurisdictions have high-productivity vehicle access frameworks, but more could be done in other states and a nationally consistent approach is needed.</p> <p>Working group to share information regarding PBS vehicles and to encourage the development of nationally consistent PBS vehicle network access/investment plans.</p>	

Action	Aim	Timeframe
National Harmonisation Program (Cth; NHVR)	The NHVR has established the National Harmonisation Program to improve heavy vehicle regulation consistency. The key objectives of this program are to minimise the compliance burden on the heavy vehicle transport industry, reducing duplication and inconsistencies across state and territory borders.	Ongoing
Delegations project (Cth; NHVR)	The NHVR coordinates a range of access applications from start to finish, liaising directly with industry and road managers to manage applications and issue permits. While the NHVR processes all Class 2 and Class 3 permit applications, it is assisted by state and territory governments in processing some Class 1 permit applications made under the Heavy Vehicle National Law (HVNL). The National Operational Strategy and Policy Advisory Group has endorsed the return of all access permit delegations and processing back to the NHVR.	Ongoing
Reforming the PBS scheme (Cth; NTC)	<p>The National Transport Commission (NTC) has evaluated the PBS scheme to identify:</p> <ul style="list-style-type: none"> • whether the PBS scheme is meeting its original policy intent • whether the PBS scheme's design and associated approval processes contain barriers to operating as an effective marketplace • how access decisions affect the effectiveness of the PBS scheme and • whether there are modifications that could improve the effectiveness and efficiency of the PBS scheme. <p>The results of this evaluation have informed recommendations put forward to the Transport and Infrastructure Council.</p>	2018 -
Inland Rail intermodal terminals planning (Cth; NSW; Vic; Qld)	<p>The project seeks to develop a joint business case to consider the development of intermodal terminals in Melbourne and Brisbane to support Inland Rail.</p> <p>The Australian Government will jointly (50:50 funding) undertake detailed business cases on the agreed terminal locations, considering matters including market access/operating models, financing options and value capture opportunities.</p>	TBC
Build local government road network asset management and maintenance capability (Cth; ARRB)	The Australian Road Research Board (ARRB), was allocated \$2.55 million in the 2019-20 budget to deliver key activities that will support local governments across the nation to build their capabilities and capacity to better assess their road management and maintenance requirements.	TBC

Action	Aim	Timeframe
Streamline the heavy vehicle road access approval process (Cth; NHVR)	The NHVR continues to work closely with state road transport authorities to support local governments and streamline processing of local road access permits, particularly for urgent applications in the heavy haulage sector.	Ongoing
<i>Road Vehicle Standards legislation implementation (Cth)</i>	<i>The main provisions of the Road Vehicle Standards Act 2018 (Cth) will come into effect on 10 December 2019. The Road Vehicle Standards Act 2018 (Cth) will replace the Motor Vehicle Standards Act 1989 (Cth) and deliver an updated and modernised system to regulate the first provision of road vehicles to the Australian market.</i>	2019 -

Action 3.4: Improve regulation to be more outcomes focused and risk-based to support innovation and reduce regulatory burden whilst maintaining safety, security and sustainability

Action	Aim	Timeframe
Review of national transport reforms (Cth)	In 2019 the Productivity Commission is undertaking a review into national transport reforms to ensure they are delivering national safety and productivity benefits. Reflecting the increased focus on the role freight plays in supporting Australia's living standards, the Productivity Commission will undertake a comprehensive analysis of Australia's transport reforms, with the review expected to be completed in early 2020.	2019 - 2020
Review of the Heavy Vehicle National Law (NTC)	<p>Ministers have asked the National Transport Commission (NTC) to lead the review of the Heavy Vehicle National Law (HVNL) and its supporting regulations.</p> <p>The HVNL Review will result in performance-based and outcomes-focused regulation that will:</p> <ul style="list-style-type: none"> • improve safety for all road users • support increased economic productivity and innovation • simplify administration and enforcement of the law • support the use of new technologies and methods of operation, and • provide flexible, outcomes-focused compliance options. 	2018 - 2020

Action	Aim	Timeframe
Review of regulatory telematics (NTC)	<p>The purpose of this project is to improve safety, productivity and uptake of telematics in the heavy vehicle industry by optimising current telematics systems whilst also developing the best-practice model for the future.</p> <p>The project implements six recommendations that will clarify the use of telematics for regulatory purposes.</p> <p>In May 2017, the Transport and Infrastructure Council approved the NTC's review of regulatory telematics and six recommendations.</p> <p>These recommendations include:</p> <ul style="list-style-type: none"> • TCA will examine the feasibility of improving the Intelligent Access Program (IAP). • The NTC will develop national guidelines to assist agency decision-making when assessing new IAP applications. • The NHVR will develop a compliance and enforcement policy for regulatory telematics. • The NHVR will monitor the implementation of electronic work diaries and report on their effectiveness. • The NTC, in consultation with relevant stakeholders, will develop a best practice model for regulatory telematics. • The NTC, in consultation with relevant stakeholders, will assess whether the best practice model should be legislated and included in the HVNL. 	Ongoing
Trade modernisation agenda (Cth)	<p>To transform and modernise international trade flows that cross Australia's borders. This involves a multi-phased approach to exploratory work, design and delivery of reform initiatives, and will include delivery of enhanced single window capabilities. A scoping study for an Australian single window was completed in November 2018.</p> <p>A Business Case for Trade Modernisation and Single Window is under development for consideration in the 2020-21 Budget context.</p>	2018 -
Priorities for Australia's Biosecurity System \$313 million (Cth)	<p>As international trade continues to grow Australia is facing increasing biosecurity risks. Australia is free from many of the world's worst pests and diseases. Preventing the entry of pests and diseases into Australia is fundamental to protecting our unique environment and way of life.</p> <p>The investment in our biosecurity system will help us detect, identify and respond to exotic pests and diseases earlier and ensure we can move people and goods into Australia safely and more efficiently.</p> <p>The Australian Government announced the investment on 29 June 2018.</p>	2018 - 2023

Action	Aim	Timeframe
Air Cargo Security Reforms (Cth)	The Australian Government is working with industry to strengthen Australia's air cargo security settings.	2017 -
Regulating the maritime industry (Cth)	Creating a vibrant and efficient maritime industry by administering the range of tax incentives available to the Australian shipping industry, Part X of the Competition and Consumer Act 2010 and the coastal trading licencing regime.	Ongoing
Coastal trading reform (Cth)	To create a simpler and more flexible coastal shipping industry that carries an increased share of Australia's freight, the Australian Government introduced the Coastal Trading (Revitalising Australian Shipping) Amendment Bill 2017 into Parliament on 13 September 2017.	2017 -
Road vehicle standards regulation reform (Cth)	TBC	TBC
Audit of existing freight and supply chain regulation and reviews to identify areas of focus for future regulatory reform (Cth)	TBC	TBC
National regulatory framework for maritime regulation and service delivery \$10 million (Cth)	<p>Delivering a nationally consistent approach to maritime safety regulation and service delivery across Australia.</p> <p>The national system for the certification, equipment, design and operation of domestic commercial vessels will enable operators, seafarers and vessels to move seamlessly between jurisdictions.</p> <p>The Australian Government announced an additional \$10 million funding for the national system in July 2018.</p>	2018 - 2028
Streamlining environmental assessments (Cth)	<p><i>The Australian Government has taken significant steps to streamline environmental assessments and approvals, while maintaining the high environmental standards Australia is renowned for. Assessment bilateral agreements are in place with every State and Territory, and provide a single environmental assessment process conducted by the State.</i></p> <p><i>The Australian Government will continue to pursue opportunities for further streamlining including through strategic assessments of environmental impacts to be undertaken as part of broader planning processes.</i></p>	Ongoing

Action	Aim	Timeframe
<i>Regulatory activity regarding drones (Cth)</i>	<i>Regulation of remotely piloted aircraft systems (drones), including the undertaking of a review into aviation safety regulation of drones.</i>	<i>TBC</i>
<i>Development and implementation of maritime safety and marine environment protection regulation (Cth)</i>	<p><i>Giving effect to Australia's obligations under various international treaties and conventions on maritime safety and marine environment protection, which will directly affect the maritime freight sector.</i></p> <p><i>In 2018-19, minor treaty actions and changes to Marine Orders are being progressed to implement changes to the International Convention for the Safety of Life at Sea 1974 (SOLAS) agreed at the 98th and 99th meetings of the International Maritime Organization's (IMO) Maritime Safety Committee.</i></p> <p><i>Also in 2018-19, the then Department of Infrastructure, Regional Development and Cities influenced the IMO's establishment of the action plan for the initial shipping green house gas reduction strategy and closely consulted with industry on the implementation of the IMO fuel sulphur limits coming into force from 2020.</i></p>	<i>Ongoing</i>
<i>Reviewing the EPBC Act (Cth)</i>	<i>The Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act) requires an independent review at least once every 10 years to examine the operation of the Act, and the extent to which the objects of the Act have been achieved. The Commonwealth will start a statutory review of the EPBC Act in October 2019. It is expected to take 12 months to complete.</i>	<i>2020</i>
<i>Review regulations relating to airports (Cth)</i>	<p><i>On 24 August 2018, the Attorney-General agreed to align the sunseting date for a number of instruments relating to airports to 1 April 2024 to facilitate a 'thematic review'.</i></p> <p><i>The Australian Government has been reviewing the airport-related regulations through the sunseting process over the last 12-14 months. The Government is continuing the review process to remake the regulations and will work in partnership with airport-lessee companies and other relevant stakeholders to ensure best practice regulation is achieved.</i></p>	



Action Area 4: Better Freight Location and Performance Data



This action area addresses the critical need to measure and improve freight and supply chain performance and identify areas where action is required to maintain and improve productivity through capital expenditure and regulatory and governance reform.

Action 4.1: Develop an evidence-based view of key freight flows and supply chains and their comparative performance to drive improved government and industry decision-making, investment and operations

Action	Aim	Timeframe
Freight Data Exchange Pilot \$3.3 million (Cth)	Initiating a pilot freight data exchange for the sharing of real-time freight data, involving industry partners and funding a survey of national road vehicle freight volumes. Announced as part of the 2019-20 Budget.	2019 - 2023
National Freight Data Hub \$5.2 million (Cth)	The Australian Government's investment will fund the settling of the design of a National Freight Data Hub in response to industry calls for better freight data availability and sharing. This includes arrangements for data collection, protection, dissemination and hosting. Announced as part of the 2019-20 Budget.	2019 -
International benchmarking of key import and export supply chains (Cth)	TBC	TBC
Port of Brisbane Rail Access Study (Cth)	The Australian Government is working on a joint study with the Queensland Government to assess the options for improved rail freight connections to connect Inland Rail to the Port of Brisbane.	2018 - 2019
Port of Gladstone Prefeasibility Study (Cth)	The Prefeasibility Study is investigating the feasibility of extending Inland Rail to the Port of Gladstone. The Australian Government is currently considering the findings of the prefeasibility study.	2018

Action	Aim	Timeframe
Transport Network Strategic Investment Tool (TraNSIT) (Cth)	CSIRO have developed TraNSIT as a computer based tool with industry and government data input to map all agriculture, forestry and broader freight from origin to destination. It models current transport movements across all freight modes to analyse how infrastructure investment, and policy and regulatory changes can maximise supply chain efficiency, reduce costs and impact freight flows.	2015 -
Inland Rail Supply Chain Mapping Study (Cth)	<p>The Inland Rail business case projected that the full benefits of Inland Rail can only be maximised by unlocking complementary market-driven investment related to Inland Rail.</p> <p>The Australian Government is undertaking modelling work with CSIRO's TraNSIT and other entities in order to better understand, and promote to industry, complementary investment potential and the transport cost benefits of Inland Rail.</p> <p>Commencement of the study was announced in June 2018. The pilot study reported in March 2019, and the next phase commenced in July 2019.</p>	2018 - 2021
Inland Rail Freight Corridor Survey (Cth)	Undertaken by BIS Oxford and the University of Sydney – a project underway and fully funded by the Department of Infrastructure, Transport, Cities and Regional Development.	2019 - 2021
National Infrastructure Data Collection and Dissemination Plan (the Data Plan) (Cth)	<p><i>The Data Plan improves and coordinates information and data collection across key transport and infrastructure stakeholders, and provides improved and more timely information for infrastructure investment decisions and monitoring of the performance of Australia's infrastructure networks. The development of the Data Plan was led by the Bureau of Infrastructure, Transport and Regional Economics.</i></p> <p><i>The release of the final National Infrastructure Data Collection and Dissemination Plan was announced on 14 June 2018.</i></p>	2018 -
Research on road operator data for use by connected and automated vehicles (Austroads)	TBC	TBC
Frameworks for collection and use of C-ITS and automated vehicle data (NTC)	TBC	TBC



This is only the beginning

The national Strategy and Action Plan released in August 2019 and supporting jurisdictions' implementation arrangements are the starting point to achieve the desired outcomes, not the end game.

Along with other Australian governments, the Commonwealth will report annually on 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.



