



INFRASTRUCTURE AND TRANSPORT  
MINISTERS



**National Freight and Supply Chain Strategy**

# Annual Report

## 2019-20



### QR Code

For the benefit of the reader, a QR Code has been applied to this document. If you have a smart phone, you can scan the code with your camera and you will be directed to the National Freight and Supply Chain Strategy website. The Strategy recognises the supply chain efficiencies to be gained if a common standard could be used to identify, capture and share information about the movement of freight. We are pleased to be able to use this valid GS1 supplied global document type identifier to give you greater visibility of the Strategy and its progress.

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# Infrastructure and Transport Ministers' Foreword

The recent combination of natural disasters and the COVID-19 pandemic has made us, as a nation, acutely aware how important freight and supply chains are to our way of life.

It has brought home to each and every Australian the essential role of the freight and logistics industry.

The COVID-19 pandemic has shown that much can be done – and done quickly – when governments and industry work together.

All the work done by governments and industry on the National Freight and Supply Chain Strategy before COVID-19 put us in a good place to know where and how to act to keep our supply chains running. This has been vital to keeping food and essential supplies available across the nation. As demands rapidly changed we were in a good position to respond. We have been working together to:

- Remove or suspend curfews for heavy vehicle deliveries.
- Freeze heavy vehicle charges to support the operators of heavy vehicles, many of whom are small businesses.
- Grant a national exemption from border restrictions for non-cruise maritime crew for the safe movement of crew into Australia and across borders.
- Allow roadhouses, truck stop facilities and truck driver lounges to remain open.
- Establish national consistency for the movement of freight across domestic borders.

We have made great strides, but we cannot sit back and relax.

As we move into the economic recovery phase of our COVID-19 response, implementing the Strategy is now more relevant than ever.

The Strategy provides a strong foundation for continuing the excellent partnerships formed with industry and across governments.

We – the Australian, State and Territory Governments – together with industry are committed to making changes that last the long term.

**Infrastructure and Transport Ministers**

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# Views from Industry — Freight Industry Reference Panel Report

As governments and industry act to respond to the ongoing impacts of COVID-19, we need to maintain focus on delivering on commitments under the National Freight and Supply Chain Strategy. These commitments are critical to meeting our long-term freight challenges and helping Australia's economic recovery.

COVID-19 has shown that rapid gains can be made for the freight sector when industry, the community and all levels of government work together. However, this should not lead to complacency – governments and industry need to build on and cement gains made to date, identify and remove roadblocks as they arise, and continue to look for opportunities to help freight move more efficiently.

The Industry Reference Panel would like to thank industry for participating in its National Freight and Supply Chain Strategy Survey. The survey found that the majority of respondents were aware of government initiatives against all Action Areas and believed that these initiatives were well targeted. However, the majority were unaware of what progress was being made. A summary of some of the issues raised in each of the four Action Areas included:

1. Smarter and targeted investment – the need to ensure heavy vehicle road reform continues and access costs between road and rail are harmonised. Future proofing the transport sector in relation to a low carbon future was also raised as a key consideration.
2. Enable improved supply chain efficiency – community acceptance of freight, national harmonisation and inconsistent application of COVID-19 border restrictions.
3. Better planning, regulation and coordination – the disparity in the level of regulation and access charges across different transport modes as well as the need for a greater focus from government on land preservation for key corridors and intermodal terminals.
4. Better freight location and performance data – progress towards the establishment of the National Freight Data Hub and the need for industry to share data in a consistent manner.

We are pleased to see the progress being made across a range of initiatives and for all transport modes, such as:

- the release of the National Rail Action Plan and the fast tracking of the Port Botany rail line duplication
- Queensland's completion of two major upgrades on the Pacific Motorway and the completion of the third and final section of the NorthLink Western Australia road project
- the commencement of construction of Inland Rail and the steps being taken to accelerate the works
- the International Freight Assistance Mechanism which, while not specifically aligned to the Strategy, has kept Australia's air freight moving when it would otherwise have ground to a halt
- the planned commencement of construction of the North East Link in Victoria in early 2021
- detailed planning around the new Bridgewater Bridge as well as the early completion of the Perth Links Road as part of the Tasmanian Midland 10 year plan, and
- the release of the Westport Taskforce's plan for a new port in Perth and the Western Australian Government's commitment to progress with corridor protection and approvals.

Now that all jurisdictions have implementation plans in place, there is opportunity to leverage best practice across the country and reflect on the impact of initiatives on the action areas as they are delivered. From our consultation with industry counterparts and our own experience across different areas of the freight sector, one area where more action needs to be taken is in better freight data. With accurate, timely and comparable data, we will have greater certainty that current actions are the most effective to achieve the intended outcome – activity being no substitute for meaningful results.

All levels of government and industry need to work together ahead of the next Annual Report to develop performance indicators for the Strategy to provide a baseline against national action areas so that progress can be tracked over time. We also need consistent data collection that has the ability to measure freight movements by mode through supply chains – that is, a multi-modal approach to freight data. For this to be achieved, both governments and industry will need to ensure the task is well-resourced and that efforts are well-coordinated.

This is very important given the need for value for money infrastructure investment and policy settings across supply chains to drive the best and most economic use of a particular mode along the strategic transport corridors around Australia. Efficient use of capital and sound policy initiatives are now more important than ever in the post COVID-19 environment, and data-based decision-making is critical.

We are pleased to see initial steps in this direction, including through the different projects underway – the National Freight Data Hub project, the international supply chain benchmarking project, the freight telematics data collection project and individual jurisdictions' commitment to open data. The New South Wales Government should be commended on its commitment to create a 'Freight Hub' on the Transport for New South Wales website that links multiple sources of data to support evidence-driven decisions against the National Freight and Supply Chain Strategy Action Areas.

We encourage governments and industry to do more in this space, while continuing to meet their other commitments around infrastructure investment, streamlining regulation and improving planning. We look forward to continuing to work with governments and industry over the coming years to ratchet up ambition and deliver real results through the National Freight and Supply Chain Strategy.

## The Freight Industry Reference Panel

**John Fullerton**  
Chair



**Sophie Finemore**



**Peter Garske**



**Nicole Lockwood**



**Brett Charlton**



**Industry plays a critical role in helping implement the National Freight and Supply Chain Strategy. In recognition of this, Infrastructure and Transport Ministers agreed to set up a Freight Industry Reference Panel to provide industry a clear line of sight on implementation of the Strategy.**

**The Panel has an important role driving ambition for the Strategy. It acts as a vital conduit for industry views and provides independent advice on progress made.**

# 1 Introduction





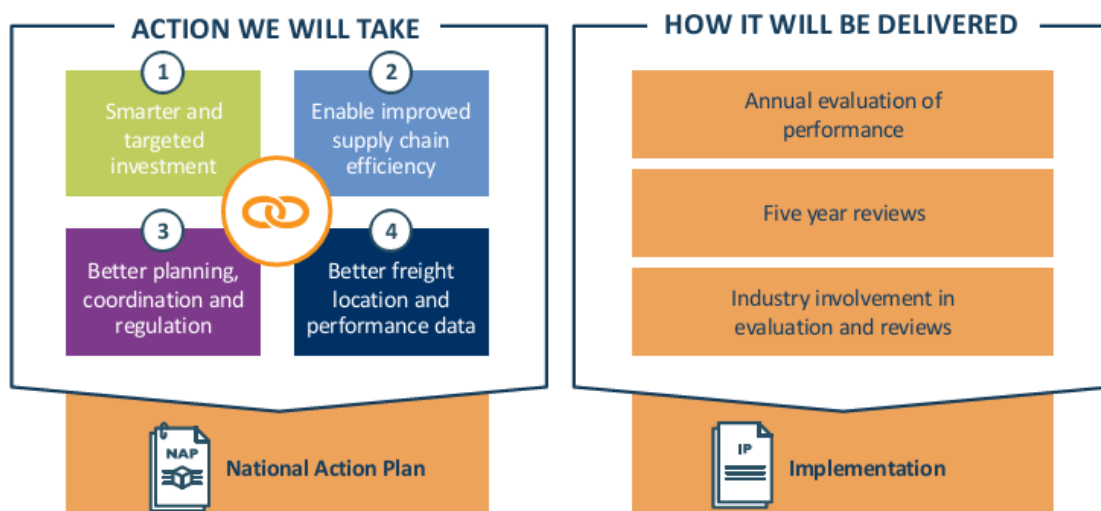
Over the past 12 months, unprecedented events have challenged Australia at local, regional and national levels.

The 2019-20 summer saw bushfires and other natural disasters close major highways, ground flights and devastate affected communities. The COVID-19 pandemic, which reached Australian shores as the bushfires were still burning, spread just as quickly and with terrible impact.

The Strategy provides a strong foundation for our economic recovery through its four critical action areas:

1. Smarter and targeted investment
2. Enable improved supply chain efficiency
3. Better planning, regulation and coordination
4. Better freight location and performance data

While working together to support industry's immediate needs arising from COVID-19, governments remain committed to the longer-term actions and reforms outlined in the National Action Plan, and continuing the excellent partnerships formed with industry across governments.



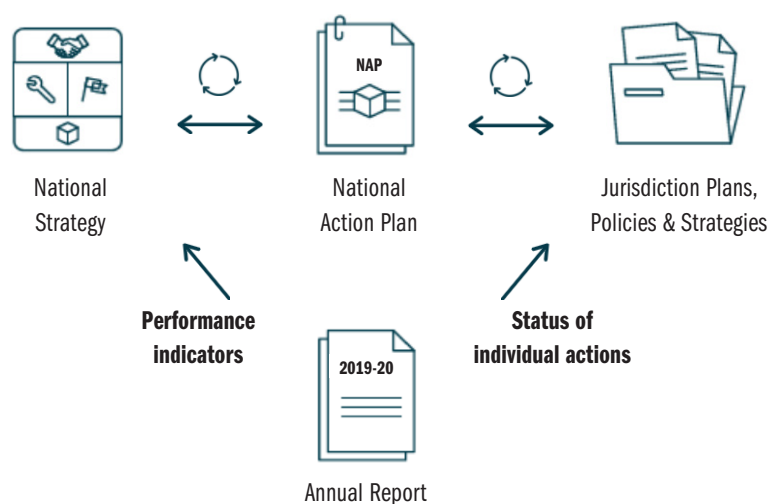
# 1.1 This report

When the Strategy was endorsed in 2019, all jurisdictions committed to report to Infrastructure and Transport Ministers annually on their progress in delivering the Strategy and Action Plan. This provides a mechanism to discuss freight performance and challenges for supply chains, modes or jurisdictions, and to encourage further action from governments and industry to lift freight system performance.

This is the first annual progress report – covering progress made against the National Action Plan to June 2020. It features a look into Australia's freight performance over the year, using snapshots from each jurisdiction on progress and challenges, as well as updates on each jurisdiction's implementation plan (Appendix A).

Performance measurement will be crucial to ensuring the Strategy delivers real change. As the Freight Industry Reference Panel pointed out in their independent statement on progress, the only way to tell with certainty that we are doing the right actions to achieve the intended outcome is through accurate, timely and comparable data. We will track delivery of the Strategy through:

- Industry's views on progress outlined in the Freight Industry Reference Panel's independent statement
- Quantitative performance metrics from various aspects of Australia's freight and supply chain networks
- Updates on jurisdictions' implementation arrangements outlining how they are delivering against the 13 actions in the National Action Plan.





## 2 The year that was



The first year of the Strategy was a new beginning in so many ways, not least for freight.

On the back of the significant impacts of bushfires, COVID-19 has drastically increased demand for supply chain performance information, while at the same time limiting insights we might derive from pre-2020 trends. While COVID-19 has touched every aspect of the freight and supply chain network in Australia, it has affected transport modes to differing degrees.

## At a glance

- **Increasing demand, coupled with reduced congestion arising from COVID-19 shutdowns, has increased the efficiency of freight movements.**
- **Air freight continues to be the most affected transport sector with a 74 per cent reduction in Regular Public Transport (RPT) domestic flights and an 83 per cent reduction in RPT international flights from July 2019 to July 2020. This has led to significant reductions in domestic and international air freight capacity.<sup>3</sup>**
- **International shipping has recovered quickly after experiencing a modest, initial slowdown caused by COVID-19, with some Australian ports now exceeding 2019 trade volumes and achieving record monthly throughputs.**
- **Online shopping continues to increase, with parcel volumes up 80 per cent compared to last year.<sup>4</sup>**

## 2.1 COVID-19 impacts on freight

### 2.1.1 Air freight

There was a drastic decline in international air passenger and air freight services as nations closed borders and introduced strict compliance requirements. From June 2019 to June 2020, international passenger services were down 98 per cent to 65,000 passengers carried, with international air freight volumes experiencing a decrease of 23 per cent over the same period. Domestic freight volumes on scheduled flights were also down 16 per cent over the same period and passenger numbers were down 92 per cent. By June 2020, the majority of international flights were freight-only.<sup>1</sup>

Figure 1: Passengers and freight carried on scheduled air services to and from Australia<sup>2</sup>

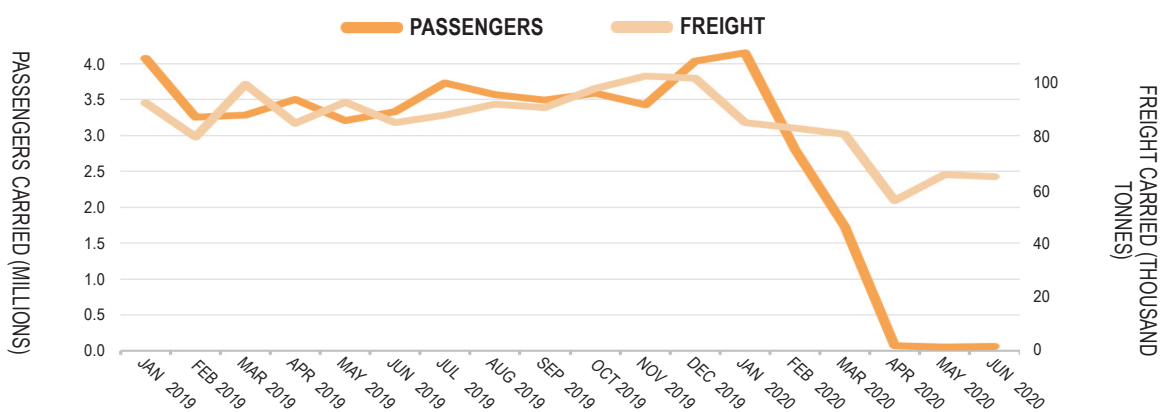
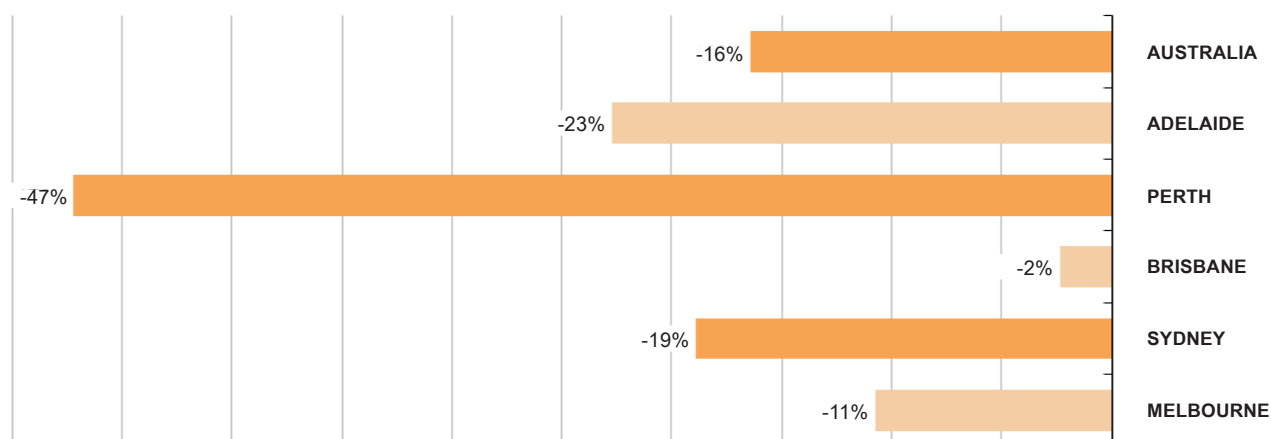


Figure 2: Decline in domestic air freight – top 5 cities<sup>6</sup>



### A Closer Look: International Freight Assistance Mechanism

The International Freight Assistance Mechanism (IFAM) was established on 1 April 2020 under the \$1 billion Relief and Recovery Fund to support regions, communities and industry sectors disproportionately affected by COVID-19. The Australian Government initially committed \$110 million to reconnect international air freight supply chains of high value perishable exports, and to ensure import of critical medical supplies and equipment needed for Australia's health response to COVID-19. It also re-established connections to international flights for producers and growers in regional and rural areas that rely on air freight to get their products to customers.

IFAM has supported flights from all capital cities, including air bridges for Tasmanian producers from Hobart to Sydney, and from Darwin to Brisbane for Northern Territory exporters to get access to international routes. IFAM is a temporary, emergency measure in response to an extraordinary situation. It gives Australian businesses more time to re-engineer their business models and adjust to a new and tougher trading environment created by COVID-19.



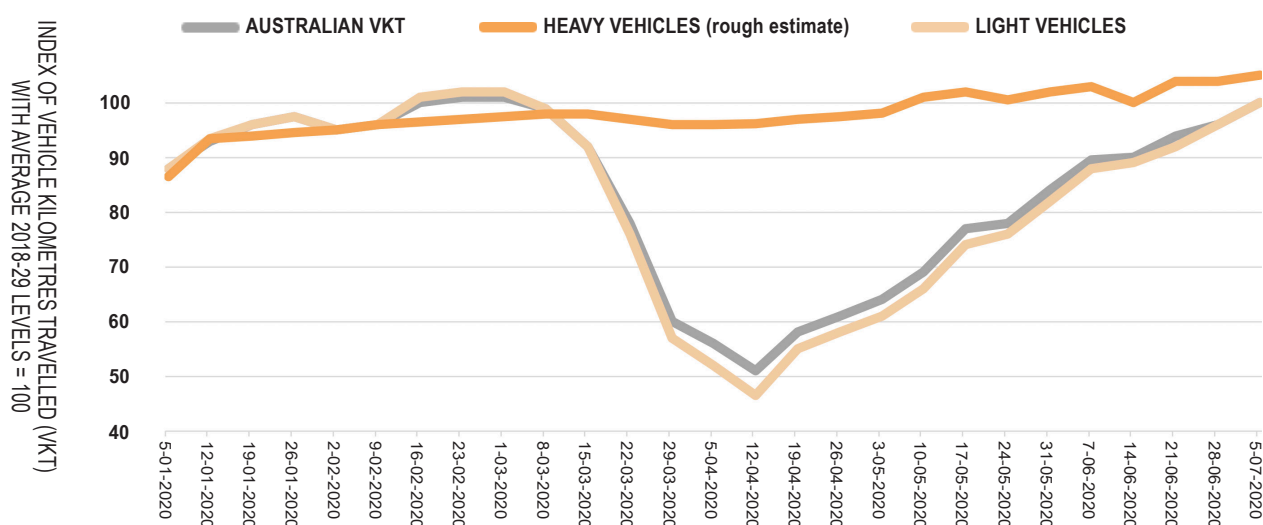
## 2.1.2 Surface transport

Road and rail freight has not seen the same levels of reduced activity as other sectors. The Bureau of Infrastructure, Transport and Regional Economics (BITRE) estimates that of national vehicle kilometres travelled (VKT) based on GPS-probe data, heavy vehicle VKT did not decline significantly during the peak of COVID-19 restrictions and is currently estimated to be above pre-COVID-19 levels.

Transurban toll road data between December and July also supports this, showing that truck activity on Sydney toll roads did not decline significantly, despite a significant drop and gradual recovery for car activity. This reflects road freight resilience through the pandemic, and the critical role it has played throughout the pandemic in keeping up supply.<sup>5</sup>

Similarly, the Australian Rail Track Corporation (ARTC) reported increases of as much as 13 per cent across its national rail network to meet increased consumer demand. Extra rail freight services ran across the Sydney network to service increased demand for essential supplies and exports, using infrastructure freed up by reduced commuter services during peak periods.

Figure 3: National vehicle travel<sup>9</sup>



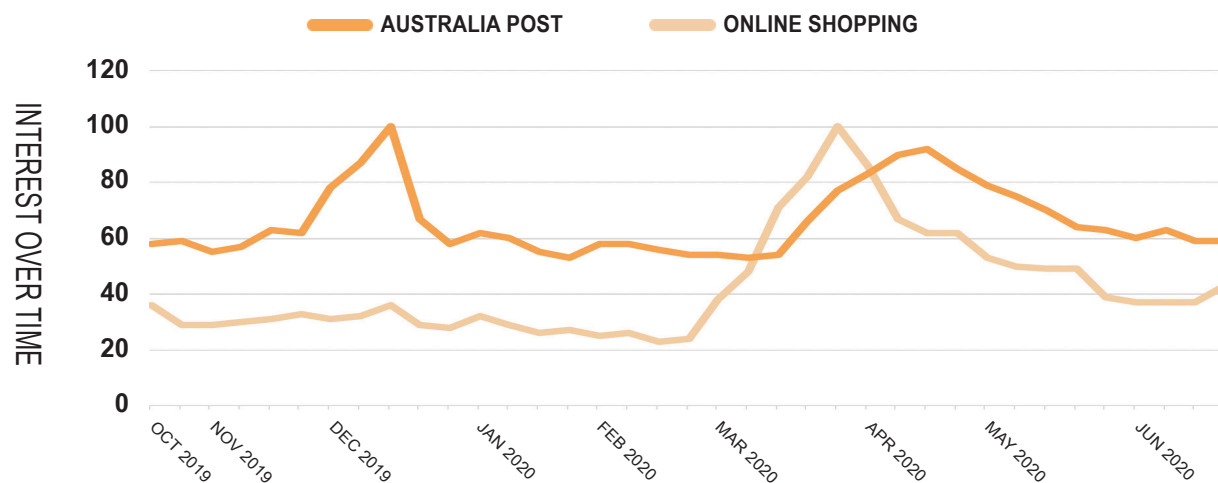
Since March 2020, the data has showed signs of increasing freight activity, ensuring that supplies were reaching Australian communities and keeping export supply chains open:

## Online shopping and home deliveries

Aside from disruptions due to border closures and increased health compliance requirements, COVID-19 has impacted the nature of freight by greatly accelerating the trend towards online shopping and home deliveries. Shifts in consumer behaviour are clear – spending on food delivery has increased 192 per cent<sup>7</sup> and with parcel volumes up 80 per cent compared to last year.<sup>8</sup> To meet the unprecedented parcels demand, Australia Post has established 16 new or recommissioned parcel processing facilities, has chartered additional freighter flights, is operating some of its processing facilities 24/7 and has created more than 600 new casual roles.

Woolworths doubled its home delivery capacity. Google searches for Australia Post and online shopping peaked in March/April in-line with increased restrictions to flatten the COVID-19 curve.

Figure 4: Online shopping and Australia Post Google search<sup>10</sup>





### 2.1.3 Telematics insights

Since early 2017, BITRE and the Australian Bureau of Statistics (ABS) have been liaising with industry and government agencies to develop an ongoing freight telematics data collection. This real-time data collection has allowed for some useful insights into the impact of COVID-19 on heavy vehicles and road traffic.

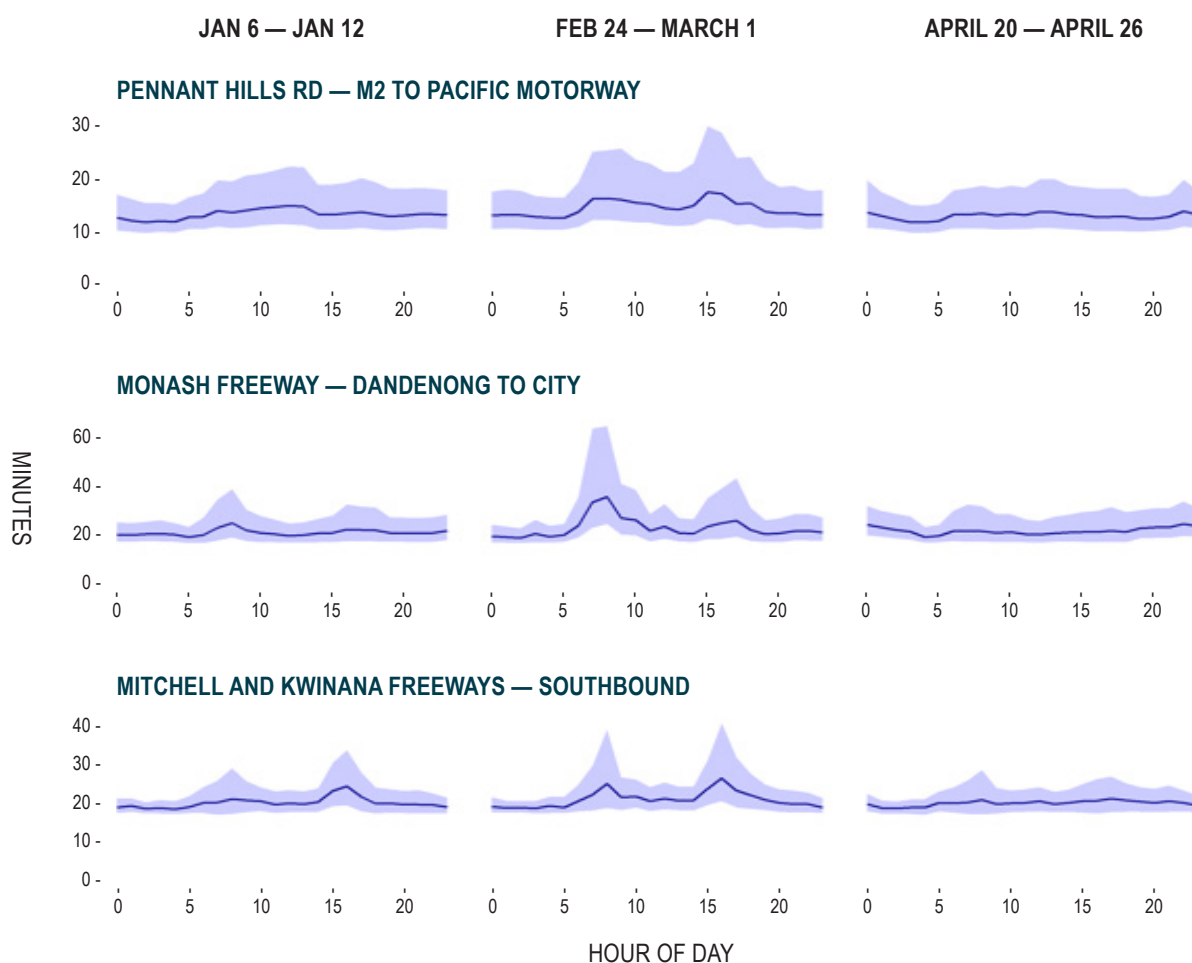
In the first four months of 2020, increasing home-based work and schooling drove large reductions in urban traffic. Freight traffic did not reduce but, due to reduced congestion, it experienced lower and more predictable travel times, helping to maintain supply chains during the pandemic.

BITRE analysis of telematics data found clear patterns in selected routes in the five mainland state capitals. In early January, travel times were relatively constant over the day and the interquartile range was relatively narrow, so there was a fair amount of certainty about how long a trip would take.

By late February, as holidays had ceased and students returned to school, distinct morning and/or afternoon peak periods had emerged, so the median trip took longer and the expected travel time was more uncertain.

By late April, following the closure of many schools and workplaces in late March, these peak periods had become less pronounced or had disappeared altogether, and expected times and uncertainty were either comparable with or improved relative to January.

**Figure 5: Examples of selected freight routes in Sydney, Melbourne and Perth (the blue line represents the median travel time and the shaded area represents the distribution of the middle 50 percent of vehicle travel times).<sup>11</sup>**





### 2.1.4 Ports and container movements by ships

Preliminary data from Lloyds List Intelligence showed that over the first half of 2020, the number of unique ships calling directly from China was down 12.3 per cent compared with the first half of 2019, but this had returned to normal levels in the second quarter.<sup>12</sup>

In February, imports from China were 3 per cent lower than the five-year average. Low levels persisted in March, but recovered in April by rising more than 50 per cent to 40 per cent above the five-year average.

Commodity trade has also remained stable since the COVID-19 pandemic. While some reductions in commodity trades were observed early in the COVID-19 pandemic (in the order of 10 per cent), many commodities' trading levels have returned to pre-COVID-19 levels.

An acute concern has been Australia's reliance on imports for some medical equipment and products needed to treat COVID-19. International transport networks and increasing global demand have meant a higher risk to Australian supply.

**Australia is reliant on imports for some of the medical equipment and products needed to treat COVID-19.**

**International transport networks will affect the level of risk but global demand is another key factor. For example, when the number of cases of COVID-19 globally is high, demand for these goods is also high, thereby increasing the risk index.**

**However, such risks continue to evolve, and some commodities have improved as other countries, such as the Philippines and Hungary, have made improvements in handling COVID-19.**

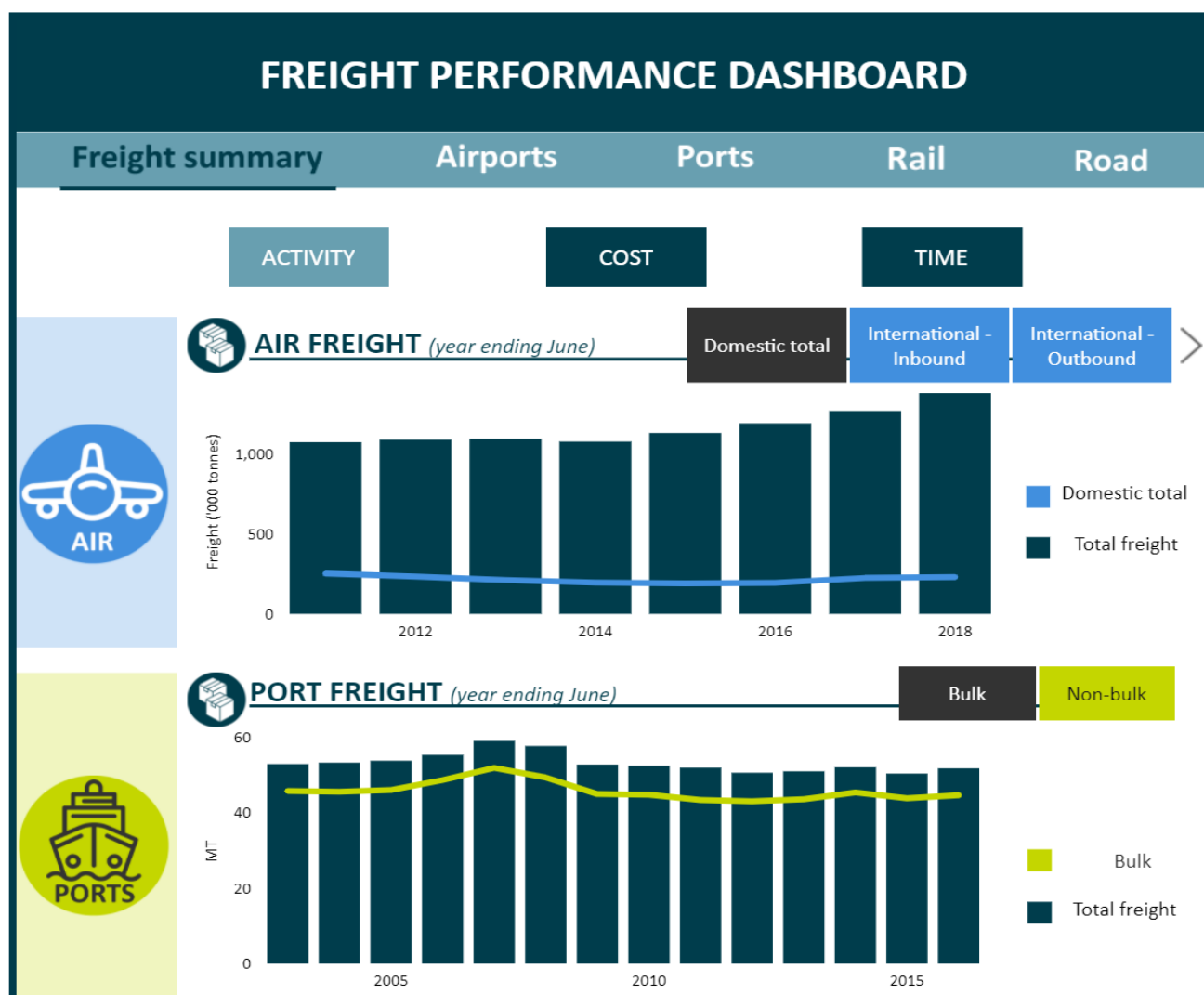
### 2.1.5 Domestic shipping

Domestic shipping volumes carried under the Commonwealth's Coastal Trading Licencing System experienced a slight decrease in the first half of 2020. From February-June 2020, when COVID-19 impacts were most acute, domestic voyage numbers fell by 7 per cent compared with the February-June 2019 period.<sup>13</sup>

During this same period, 54 coastal trading licences were issued compared with 61 from February-June 2019. Despite these modest decreases, cargo volumes have been relatively stable, indicating that domestic shipping has remained an effective way of moving goods during the COVID-19 pandemic.

## 2.2 Freight Performance Dashboard

The online Freight Performance Dashboard<sup>14</sup> provides a holistic view of Australian freight sector's performance and, as it is tracked over time, will provide a strong foundation for measuring the success of the Strategy at a macro level. While current dashboard data predates the Strategy's agreement, governments will continue to work together to update performance indicators as more current data becomes available. For additional freight data, refer to BITRE freight publications at [www.bitre.gov.au](http://www.bitre.gov.au).



## 2.3 International Supply Chain Benchmarking

As a key action under the Strategy, the International Supply Chain Benchmarking Project<sup>15</sup> seeks to establish freight performance benchmarks for Australia's key supply chains, allowing international comparison and to help identify best practice and areas for reform. Benchmarking will provide a baseline of supply chain performance which can be tracked over time to monitor the effectiveness of the Strategy at improving performance of supply chains at a micro level.

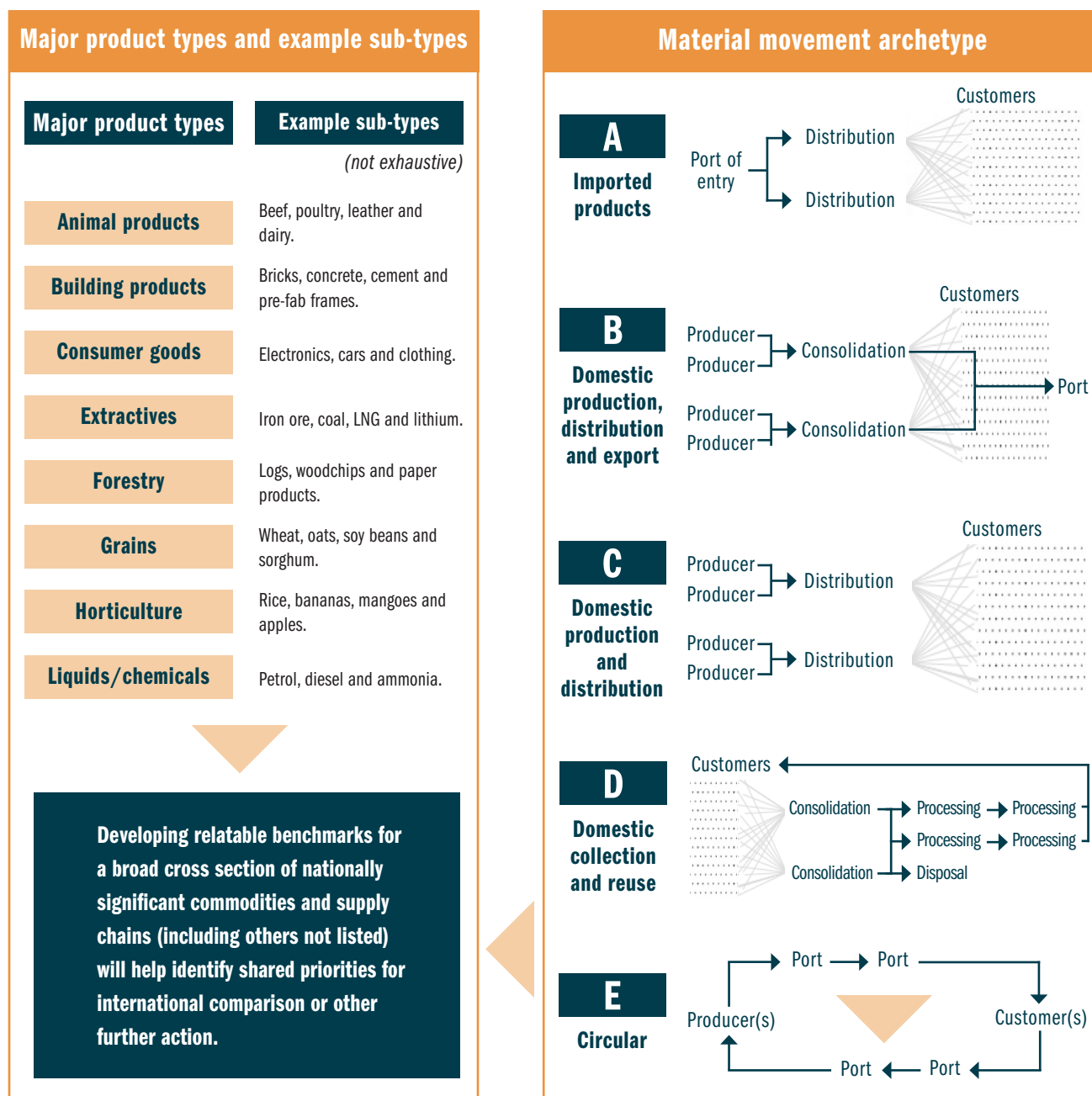
Coinciding with the agreement of the Strategy in August 2019, work began on a pilot benchmarking study. The Australian Government engaged LEK Consulting to develop a methodology by conducting detailed supply chain benchmarking studies of Australian waste and wine supply chains with relevant international comparators.<sup>16</sup> Australia generates a significant amount of waste per capita, with around 10 per cent of heavy vehicles on the road carrying waste. The freight component is relatively efficient, through long distances to landfill and waste system design impact the trade-off between efficient freight handling and achieving desired environmental outcomes.

Australia exports two-thirds of its 1.4 billion litres of wine produced. The study compared the Australian wine supply chain against California and Bordeaux, regions which – despite some differences – are reasonable comparators in terms of volume, price and export competitiveness. The comparison showed the Australian wine supply chain is relatively efficient. For finished goods, especially exports,

general container freight efficiency is a greater influence on this than wine specific factors.

The full pilot study report provides the benchmarking methodology and in-depth analysis of both supply chains, and suggests a number of nationally significant supply chains for future benchmarking. Work in the coming two years will involve engagement on the design of benchmarks for a broad set of import and export commodities, review of post-COVID-19 benchmarking priorities, and more detailed analyses of key commodities like grain, cement, red meat and steel.

**Figure 6: Towards a broad set of Australian supply chain benchmarks<sup>17</sup>**



## 2.4 Environmental scan: Freight-related views

### NSW Empty Container Study

A key goal of the NSW Freight and Ports Plan 2018-2023 is to improve the flow of freight through trade gateways and specifically improve the movement of empty containers into and out of Port Botany. Empty containers make up the majority of export containers from Port Botany. Current inefficiencies in the NSW empty container supply chain result in an estimated additional cost to the supply chain of \$49 million per year.

The Empty Container Supply Chain Study, released in May 2020, explored issues impacting the supply chain, which include empty container redirections as a consequence of empty container park capacity constraints, redirections given without minimum notice periods, and inconsistencies in the use of Electronic Data Interchanges by shipping lines which add unnecessary cost and complexity to operations. The Study contains key actions to improve the efficiency of the empty container supply chain, including technology upgrades, improved data sharing, increasing empty container park capacity and the greater utilisation of rail.

### Productivity Commission Review of National Transport Regulatory Reform

The Productivity Commission delivered its final report to the Australian Government in April 2020. The Productivity Commission considered the impacts of transport regulatory reforms to heavy vehicle, rail and maritime safety and productivity as agreed by the Council of Australian Governments in 2008-09, and identified opportunities for further reform. The Australian Government will consult with jurisdictions and regulators in consideration of the report's recommendations, to further improve safety, efficiency and productivity outcomes in transport regulation.

### Updates to Jurisdictions' Implementation Plans

Following submission of the implementation plans provided by each jurisdiction in November 2019, Western Australia released an updated Plan in April 2020<sup>18</sup> outlining more government and industry actions following industry consultation. This annual progress report includes progress on actions identified in this latest implementation plan.

The Northern Territory released its Territory-wide Logistics Master Plan<sup>19</sup> in June 2020 following extensive industry consultation, identifying 53 actions to improve its freight and supply chains. However, this annual progress report uses the Northern Territory's November 2019 implementation plan as its base, as the report aims to reflect progress in the 2019-20 financial year. Progress against actions in the Northern Territory's Logistics Master Plan will be reported on in the next annual progress report. Meanwhile, Queensland is developing its Freight Action Plan to implement the Queensland Freight Strategy and form Queensland's plan for the implementation of the National Freight and Supply Chain Strategy National Action Plan.

### Victoria's Port Pricing Access Review

The Port of Melbourne is an economic asset for Victoria, contributing \$6 billion each year to the state's economy. To make sure the Port of Melbourne works well for exporters and continues to grow, the Victorian Department of Transport asked Deloitte Economics to look at the efficiency of pricing and access at the Port of Melbourne. It is the first state-based review of the stevedore infrastructure charges and gives a comprehensive picture of pricing and access at the Port of Melbourne from the wharf to the port gate.

The review shows cost pressures across the landside supply chain, and that pricing and lack of transparency is hurting regional export cargo owners the most. While costs have risen as a result of increases in stevedore charges, the costs being levied by others, particularly shipping lines, are arguably having a bigger impact on increasing costs. The Victorian Government is considering the findings and recommendations in the report.

## A Closer Look: temporary regulatory relief for Australia Post

COVID-19 has accelerated long-term trends in the postal sector. The greatly increased demand for online shopping and home deliveries has created an unprecedented surge in demand for parcel deliveries for Australia Post, while at the same time more and more traditional communications are shifting online away from letters.

In response to a request from Australia Post to relax its performance standards, the Australian Government has temporarily adjusted elements of the Australian Postal Corporation (Performance Standards) Regulations 2019. The changes provide Australia Post flexibility to manage its network more efficiently and consistently with current consumer demand. For example, in metropolitan areas it can deliver letters every second business day, meaning it can redeploy 2,000 motorbike posties to deliver parcels in vans. The changes are in effect from 16 May 2020 until 30 June 2021, subject to Government review.



## 2.5 Things we have learned

The disruption to the 'old normal' way of doing things has provided a great opportunity for learning lessons. Some of the highlights over 2019-20 included:

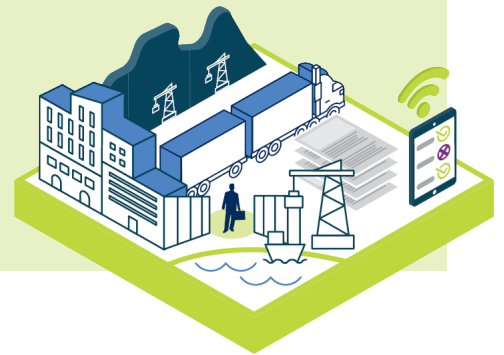
- Changes to process or procedures can happen quickly where there is united will, open sharing of best practice, and understanding by the community – such as the lifting of curfews to help freight move better in urban areas.
- Timely and reliable data is critical to understanding pressures in supply chains and knowing when and how to act, but the capture of data varies across modes and regions, which made it difficult to assess the immediate impacts of COVID-19 beyond anecdotal evidence.
- Disruptions also bring the opportunity to make things better. This happened in some northern Queensland towns which had their grocery deliveries disrupted by COVID-19 restrictions. Through engaging with industry, they were able to make changes and get locally sourced produce rather than having produce that travelled thousands of kilometres.



## Highlights from the year that was in...

# Smarter and Targeted Infrastructure Investment

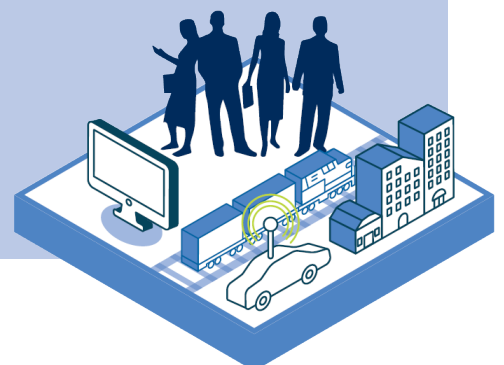
- The Australian Government is designing a Round '5A' of the Mobile Blackspots Project to include a focus on major transport corridors and in disaster-prone regions.
- Queensland completed two major upgrades on the Pacific Motorway (M1/M3 Merge and Mudgeeraba to Varsity Lakes).
- The third and final section of the NorthLink WA road project was completed in April 2020.
- ACT completed its Transport Corridors Study.
- The Australian Government is developing a Ports Management Strategy for Norfolk Island. The Strategy will consider the full scope of feasible options for ports management, including location, freight solutions and ports infrastructure.



## Highlights from the year that was in...

# Enabling Improved Supply Chain Efficiency

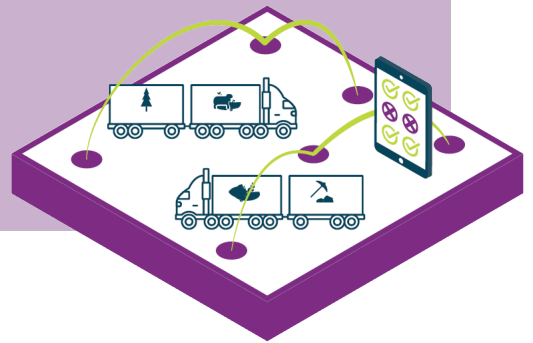
- Infrastructure and Transport Ministers endorsed the National Rail Action Plan, which focuses on interoperability, common standards/harmonisation, skills and labour.
- The Australian Government is developing a dedicated freight and supply chain page on the recently created Jobs Hub ([www.dese.gov.au/covid-19/jobs-hub](http://www.dese.gov.au/covid-19/jobs-hub)).
- Western Australia launched a pilot Heavy Vehicle Advanced Skills Driver Training Program.
- The National Heavy Vehicle Regulator commenced a trial of fatigue safety related technologies.



Highlights from the year that was in...

## Better Planning, Coordination & Regulation

- National Cabinet agreed to the Freight Movements Protocol in response to the COVID-19 pandemic to ensure freight continues to flow across borders safely.
- Corridor Strategies for the Princes Highway corridor and Newell Highway corridor were completed to inform future investment in the short, medium and long term.
- The National Heavy Vehicle Regulator issued new notices to improve consistencies across participating jurisdictions and reduce the need for permits to move specified heavy vehicles.
- The Australian Government launched a 'congestion busting' project to reduce unnecessary delays in environmental approvals.
- Northern Territory launched its Logistics Master Plan following extensive industry consultation.



Highlights from the year that was in...

## Better Freight Location & Performance Data

- The Australian Government consulted with a wide range of potential users of the National Data Hub, including through a public discussion paper and interviews, to settle the detailed design of the Hub. Outputs for the end of 2020 will include a detailed business case for government consideration and prototype Hub website that will showcase important and improved freight data, insights and projects.
- The Australian Government commissioned a pilot study to develop a methodology for benchmarking our supply chains against international competitors.
- New South Wales published its updated Freight Data Hub that links multiple sources of data to support evidence-driven decisions.



# 3 Freight Outlook



**Governments at all levels will continue to work together and with industry to keep freight moving.**

National consistency in freight access will be critical and, where COVID-19 hotspots may emerge, all parties will need to be on the same page to balance safety of both the workforce and broader community while ensuring critical supplies continue to move freely.

Another key focus will be on improving data under Action Area 4 of the Strategy. Better freight location and performance data is critical for governments and industry to know when and how to act. It informs immediate interventions, but is in itself a long-term commitment. It is likely to take years to build a solid, consistent data baseline from which to measure, but the first steps have been taken in designing the Freight Data Hub and this work will continue.

COVID-19 recovery will take time. It will be our nation's supply chains that underpin our recovery, both physically and economically. Supply chains will again be front and centre when a COVID-19 vaccine becomes available, as the vaccine is delivered across the nation, and it will be our supply chains that will help our economy recover and make it stronger than ever.



## Looking ahead over the coming year...

### Smarter and targeted infrastructure investment

- The business case for a Melbourne Inland Rail terminal will be completed.
- Construction will be underway, or projects completed, across half of the 26 Roads of Strategic Importance corridors.
- Major construction works for North East Link will have started.
- The Western Australia's Kwinana Northbound smarter freeway will be operational.
- Construction for the Parkes to Narromine section of Inland Rail will be completed and construction for the Narrabri to North Star section started.
- Construction of the NT Airport's cold storage, freight and training facility will be completed.
- The Tasmanian Great Eastern Drive Mobile Coverage Program, which involves the construction of 15 greenfield macro base stations, will be completed.
- The Ports Management Strategy for Norfolk Island will be completed.

### Enable improved supply chain efficiency

- The first assessment under the National Hydrogen Strategy will have commenced.
- The National Heavy Vehicle Regulator will have launched its Fatigue Monitoring pilot program of work.
- The iMove CRC research project to accelerate uptake of Cooperative Intelligent Transport Systems (known as C-ITS) will be complete.
- The Hydrogen Refuelling Station at the Queensland University of Technology Kelvin Grove campus, Brisbane, will be operational.

### Better planning, regulation and coordination

- The Western Sydney Aerotropolis Planning Package, along with the precinct plans, will be in place.
- The Preliminary Evaluation of the Port of Brisbane Rail Access Corridor Preservation will be released.
- The Australian Transport Assessment and Planning Urban Freight Modelling Guidelines will be finalised.
- Public forums will be held to assist the development of National Urban Freight Planning Principles.
- Queensland will undertake a state-wide freight strategy.
- The Productivity Commission report on transport regulatory reforms will be made public.

### Better freight location and performance data

- The National Transport Commission will have published a policy paper containing recommendations around frameworks for collection and use of C-ITS and automated vehicle data.
- The Western Australia Commercial Vehicle Survey will have commenced.
- The National Freight Data Hub detailed business case will be prepared for Government consideration and a prototype Hub website will showcase important and improved freight data, insights and projects.
- Phase two of the international supply chain benchmarking project.



## 3.1 Snapshots across the nation

### 3.1.1 Australian Government

[www.infrastructure.gov.au](http://www.infrastructure.gov.au)

The Australian Government continues to deliver on its commitments under the National Freight and Supply Chain Strategy. In response to COVID-19, the Australian Government has worked closely with industry, regulator, state, territory and local governments to facilitate the ongoing movement of freight into, out of and around Australia while lockdowns and border closures are in place. This includes actions from negotiating border permits for essential freight and transport workers to the unprecedented International Freight Assistance Mechanism.

The Government is also adapting ongoing programs to address recent natural disaster and COVID-19 impacts, such as fast tracking major transport infrastructure projects and designing a Mobile Blackspots Program round to target mobile connectivity along major transport corridors and in disaster-prone regions.

While working to support industry's immediate needs arising from COVID-19, the Government continues to progress longer-term reform priorities. Actions ranging from heavy vehicle road reform, implementing the National Rail Action Plan, reviewing the Heavy Vehicle National Law, designing a freight data hub and benchmarking our supply chains against international competitors will help place Australia in good stead to recover and thrive in the post-COVID world.

### 3.1.2 New South Wales

[www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)

The New South Wales (NSW) Government continues to progress initiatives outlined under the NSW Freight and Ports Plan (2019-2023). Key highlights for 2019-20 include:

- Transport for NSW (TfNSW) continues to build on the Freight Data Hub launched in 2019, with ongoing dialogue across road, rail, ports and air freight stakeholders to facilitate greater sharing of data to provide benefits across supply chains. This includes the movement of rail freight to ports and a better understanding of the evolving land use needs of the freight industry. NSW is also working to improve access to data to interrogate daily freight movements and the performance across its networks and around critical trade hubs for freight.
- The first stage of the Western Sydney Freight Line has been preserved as one of three new transport links to the Western Parkland City to Western NSW. This will protect the corridor for a dedicated freight line between the future Outer Sydney Orbital at Luddenham, through to the M7 at Horsley Park. Stage 2 of the Western Sydney Freight Line is currently under investigation and will be identified to provide a link to the Southern Sydney Freight Line and Port Botany. Once completed, the Western Sydney Freight Line will provide a dedicated and direct rail link all the way from St Marys near the foothills of the Blue Mountains all the way to Port Botany. More information can be found via: [www.transport.nsw.gov.au/corridors](http://www.transport.nsw.gov.au/corridors).
- The NSW Government has rezoned the Mamre Road precinct, protecting the site of an intermodal terminal near the Western Sydney Freight Line. This gives TfNSW concurrence rights for the private haul road (or automated guided vehicle) network in the precinct, supports development in Western Sydney, addresses landside issues at Port Botany and will enable future rail mode share targets to be met. This planning decision was accelerated in response to COVID-19.

- The impacts of COVID-19 on the efficient movement of goods created the need for a specific freight focus as part of the NSW Government response. Support to the freight and logistics network was increased by enabling increased higher productivity vehicles access to improve road freight efficiency, prioritisation of rail freight services on the Sydney Trains network, negotiation of exemptions to Maritime Quarantine Order for essential activities at ports in NSW, and the exploration of opportunities for exporting high value NSW produce by air and ensuring the air freight sector is recognised for its role in the import of urgent medical supplies for NSW. As part of the NSW Government's response to COVID-19, a number of deliverables in the NSW Freight and Ports Plan have been accelerated, including the rezoning of Mamre Road as well as the acceleration of safety initiatives such as the resurfacing of the Kings Highway and Snowy Mountains Highway to support our bushfire-affected communities.

### 3.1.3 Victoria

[www.transport.vic.gov.au](http://www.transport.vic.gov.au)

Significant progress has been made through 2019-20 on delivering the Victorian Implementation Plan. In January, the Port of Melbourne announced the on-dock rail project. Positive progress continues to be made on the Port Rail Shuttle Network. In the commercial ports space, the Department of Transport (the Department) has completed the Port Pricing and Access Review, which investigated options for the future role of government in regulating pricing/charges, and access to and from the Port of Melbourne. Following the recommendations of the review, the Victorian Government will introduce a Port of Melbourne Voluntary Port Performance Model. This will comprise of a Voluntary Pricing Protocol which provides guidance for stevedores to notify the Department and industry of impending price changes and the development of a Voluntary Performance Monitoring Framework to report on a range of meaningful metrics on performance of the landside supply chain at the Port of Melbourne.

In response to the impacts of COVID-19, the Department worked closely with the Department of Health & Human Services (DHHS) and transport operators to implement a range of measures to slow the spread of the virus and mitigate impacts to the freight supply chain. The Department engaged with the Port of Melbourne Operations, the Victorian Transport Association and other stakeholders regarding the ability of businesses in freight supply chains to keep freight moving and to help fast-track responses to any questions and address issues as they arose.

While Victoria did not close its borders during the pandemic, the Victorian Government worked very closely with other states and territories as well as the transport and logistics industry to ensure consistency of requirements for essential freight workers where border controls were in place.

With workforce reductions in the distribution and warehousing areas, the Victorian Government has established a dedicated Industry Coordination Centre set up within the Department of Jobs, Precincts and Regions (DJPR) to support businesses and to determine if and how businesses can safely operate under Stage 4 restrictions. Significant work was undertaken in partnership with DJPR (responsible for supply chain management throughout the pandemic) to ensure limited movement of people across these industries.

To maintain the safe movement of freight in commercial ports during COVID-19, the Department helped secure personal protective equipment (PPE) supplies and negotiated the ability of ships to exchange crews. Safety and operational risks were assessed through a working group on Maritime Border Entry Coordination. This working group was chaired by DHHS, with members from the Australian Maritime Safety Authority, the Department and Port operators.

### 3.1.4 Queensland

[www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

Queensland's Transport and Roads Investment Program (2019–20 to 2022–23) underpins the State's strategic direction for freight, and includes \$23 billion of works over the coming four years. Around \$14.5 billion of this funding is allocated to projects in regional Queensland, with communities benefiting from both tailored investment in the transport network and the continued development of Regional Transport Plans. In late 2019-20, the Queensland Government and Australian Government announced over \$1 billion in road infrastructure stimulus works, a \$400 million state funded package, a \$415 million jointly-funded package, and \$185 million in early works as part of the Roads of Strategic Importance initiative.

As a key strategic link in the National Land Transport Network, the Toowoomba Bypass plays a key role in accelerating the growth of regional Australia. With almost half of all exports from the Port of Brisbane originating from regions accessed via the existing Warrego Highway Toowoomba Range section, the Toowoomba bypass is designed and built to accommodate larger heavy and high productivity vehicles, resulting in increased freight efficiencies and significant cost savings for operators along this key regional freight route.

The Queensland Freight Strategy (QFS - released 2019) and Queensland Freight Action Plan (QFAP - under development) are Queensland's key mechanisms for delivery of the National Freight and Supply Chain Strategy. The QFAP's two-year rolling program of actions have been developed to implement the shared stakeholder commitments and critical enablers outlined in the QFS. With the advent of COVID-19, the QFAP has been revised to reflect freight and supply chain disruptions and include deliverables supporting the Queensland Government's economic recovery plan. Regular Queensland Ministerial Freight Council teleconferences have also been held and continue to be an important part of Queensland's COVID-19 response and recovery efforts.

### 3.1.5 South Australia

[www.dpti.sa.gov.au](http://www.dpti.sa.gov.au)

South Australia remains focused on supporting improved supply chain efficiency through the delivery of increased levels of High Productivity Vehicle access and the delivery of targeted road infrastructure investment. Highlights included the development of a 30 metre road train network and reaching agreement with the National Heavy Vehicle Regulator and the Local Government Association of South Australia to co-fund a Heavy Vehicle Access Liaison Officer to deliver proactive approaches to heavy vehicle access matters. The role will be filled in July 2020 and will assist local government road managers in performing their functions under the Heavy Vehicle National Law in the facilitation of heavy vehicle access whilst protecting investment in public infrastructure.

Flinders Ports completed an \$80 million channel widening project, receiving the first Post – Panamax container ship at Outer Harbour in November 2019. T-Ports Lucky Bay bulk transshipment facility commenced commissioning in March 2020, supporting new landside infrastructure and activating a new export pathway for Eyre Peninsula grain producers.

### 3.1.6 Western Australia

[www.transport.wa.gov.au](http://www.transport.wa.gov.au)

Western Australia (WA) continues to implement actions relating to the National Freight and Supply Chain Strategy and to ensure the State's unique location and operational freight transport environment are considered at a national level. In 2019-20, the WA Government continued to engage with industry to improve freight supply chain outcomes. This included working with industry to develop two regional freight strategies aimed at improving freight efficiencies and progressing an investigation into the location of a new container port.

Since the start of the COVID-19 pandemic, the WA Government has been working with industry to keep freight supply chains moving and to carefully manage all critical international and domestic access points to WA. The challenges brought about by the COVID -19 pandemic led to reprioritisation of effort in relation to implementing the National Freight and Supply Chain Strategy actions, with some of the local actions being deferred and new actions introduced.

One of the new projects was the creation of a Supply Chain Intelligence Data Hub (the Hub) by Fremantle Port Authority to capture trade and supply chain information. In addition, the Western Australia and Federal Governments have invested \$223 million in road construction projects, including on critical freight routes such as the Bussell Highway, Great Eastern Highway and Toodyay Road.

### 3.1.7 Tasmania

[www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)

The Tasmanian Government has commenced detailed planning to deliver a new Bridgewater Bridge. The Bridgewater Bridge is part of the key Burnie to Hobart Freight Corridor, providing a critical freight link between southern Tasmania and northern regions, and within the Greater Hobart metropolitan region. The \$576 million project represents the single largest investment in a transport project in Tasmania's history.

The Government also continues to deliver upgrades to the key Burnie to Hobart Freight Corridor to improve efficiency and safety. Key initiatives include early completion of the Perth Links Road, part of the Midland Highway 10 Year Action Plan, which has improved travel times and efficiency for heavy vehicles travelling between the north west and southern regions and ongoing investment under Tranche Two of the Tasmanian Rail Revitalisation Project, contributing to fewer safety issues and reduced maintenance costs.

COVID-19 has highlighted the value of government, industry and business working together to better understand and respond to freight challenges. The crisis has brought key stakeholders from the freight industry together, with government, to develop effective strategies to respond to the challenges of COVID-19, including securing sea and air freight links to national and international markets.



### 3.1.8 Northern Territory

[www.dipl.nt.gov.au](http://www.dipl.nt.gov.au)

In June 2020, the NT Government has released the Territory-Wide Logistics Master Plan 2020. The Master Plan provides the Northern Territory Government's vision for the transport and logistics sector – a safe, reliable and efficient freight and logistics network, which underpins and drives the Territory's future economic and social development. The purpose of the Master Plan is to facilitate increasing freight and logistics connections and capacity that capture both international and domestic trade for the Territory.

53 actions have been identified to address the following priority areas for the Northern Territory:

- Targeted Infrastructure Investment;
- Integrated Logistics and Land Use Planning;
- Supply Chain Positioning; and
- Regulation and Safety Improvements.

These actions will ensure that the Northern Territory can deliver resilient freight and logistics networks through long-term infrastructure planning and investment, and provide an evidence base for policy and regulatory framework development.

The Master Plan complements and forms the Northern Territory's Implementation plan under the Infrastructure and Transport Ministers' National Freight and Supply Chain Strategy.

### 3.1.9 Australian Capital Territory

[www.act.gov.au](http://www.act.gov.au)

The ACT Government continues to invest significantly in transport infrastructure that is well planned and carefully delivered to meet core service delivery needs, support our ongoing economic growth, and drive Canberra's transition to a zero emissions future. These major infrastructure projects support an efficient, safe and sustainable freight network and services for a growing ACT and regional economy.

The ACT has become the regional services hub for some of the fastest growing communities in south east NSW and gains considerable economic and community benefits from being part of it. To harness the region's growth potential, the ACT Government has established productive cross border working arrangements with the NSW Government and Canberra Region Joint Organisation local councils. While strengthening connectivity between regional producers and the Canberra Airport as a national and international freight hub is among our top priorities, investing in and protecting our key freight corridors such as the Monaro and Barton Highways is equally important to ensure a resilient and effective road transport system, especially during the pandemic.







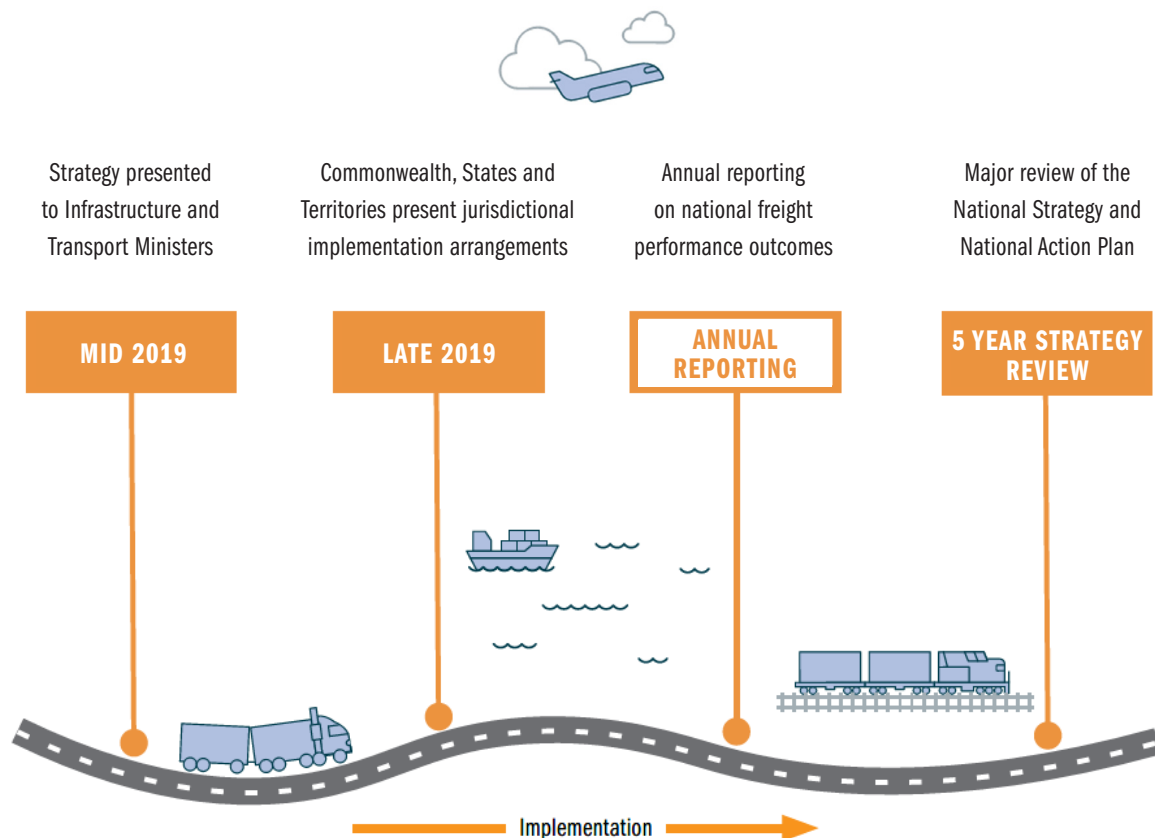
# 4 Next Steps





All levels of government, together with industry, will continue to deliver on their commitments under the National Freight and Supply Chain Strategy.

As agreed by Infrastructure and Transport Ministers when they endorsed the Strategy in 2019, the Strategy and National Action Plan will be reviewed every five years to maintain its currency and enable action areas to be updated and new ones developed. The first review will take place in 2024 and it will be our supply chains that will help our economy recover and make it stronger than ever.



The Freight Industry Reference Panel will continue to provide independent feedback and advice on progress and act as a lever to elicit more actions from all levels of government and industry more broadly.

You can find more information on the Panel at [www.freightaustralia.gov.au/freight-industry-reference-panel](http://www.freightaustralia.gov.au/freight-industry-reference-panel).

You can keep up to date on the latest Strategy news via [www.freightaustralia.gov.au](http://www.freightaustralia.gov.au).



# 5 Progress Report



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# Appendix Progress Report

## Introduction to this report

This report provides an update on initiatives identified in jurisdictions' National Freight and Supply Chain Strategy implementation arrangements, endorsed by Infrastructure and Transport Ministers in November 2019.\* Jurisdictional implementation plans are available at [www.freightaustralia.gov.au/what-are-we-doing/implementation-plans](http://www.freightaustralia.gov.au/what-are-we-doing/implementation-plans). The initiatives are grouped by action areas outlined in the Strategy and National Action Plan, namely:

Smarter and targeted investment	Enable improved supply chain efficiency	Better planning, regulation & coordination	Better freight location & performance data
1.1 Ensure that domestic and international supply chains are serviced by resilient and efficient key freight corridors, precincts and assets	2.1 Adopt and implement national and global standards, and support common platforms, to reduce transaction costs and support interoperability along supply chains	3.1 Ensure freight demand is integrated in transport and land use planning across and between jurisdiction boundaries and freight modes	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
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	2.2 Promote training and re-skilling of industry and government workforces appropriate to current and future needs	3.2 Strengthen the consideration of freight in all other government planning and decision-making	
1.3 Identify and support digital infrastructure and communication services necessary for improved and innovative supply chains	2.3 Facilitate new and innovative technologies that improve freight outcomes and understand the deployment, skills and workforce requirements for operators and infrastructure	3.3 Investigate policy, planning and operational solutions to improve freight access and movement along domestic and international supply chains	
1.4 Advance heavy vehicle road reform to facilitate efficient investment in infrastructure	2.4 Build community acceptance of freight operations	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	

Where initiatives span action areas, they are included in full in the first action area and then referenced in subsequent places. Where initiatives cover multiple jurisdictions, they are included in full in the first jurisdiction listed.

\* Western Australia released an updated plan in April 2020 outlining more government and industry actions following industry consultation. This annual progress report includes progress on actions identified in Western Australia's latest implementation plan.

# Action Area 1

# Smarter and targeted infrastructure investment



## Action 1.1

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

#### Where do we want to be by 2024? We aim for:

- Freight infrastructure planned and constructed to meet capacity requirements.
- Strategies put in place to make freight infrastructure and supply chains more resilient to disruption.
- Continued public and private investment in freight related infrastructure.
- Progress towards a more strategic and networked approach to freight related investment.
- A comprehensive infrastructure investment framework for freight that includes consideration of non-build options.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
1	National Disaster Risk Reduction Framework - Freight Resilience Pilot Project	Cth	Completed	The pilot project concluded in June 2020. The pilot validated the need for a national capability as a foundational element for implementing the National Disaster Risk Reduction Framework and showed a clear dividend from Australian asset owner, supply chain entities, communities and businesses having better decision-ready information and advice including to inform strategic infrastructure investment. Lessons learnt from the pilot will inform the design of a national capability to provide industry, government and the community with the information and guidance needed to make risk-informed decisions to improve Australia's resilience.
2	Australian Government Infrastructure Investment Program	Cth	2019 – 2030	The Australian Government is continuing to deliver the Infrastructure Investment Program. The program is a long-term commitment to build the transport infrastructure Australia needs to meet the challenges of a fast growing population, while improving safety and productivity. Over 160 major Australian Government funded projects are either underway or under construction, with the majority of these projects jointly funded by state and territory governments. These projects are expected to support up to 85,000 direct and indirect jobs over their lifetime.
3	Port Botany Rail Line Duplication – \$400 million	Cth; NSW	2019 – 2024	During the 2019-20 financial year, the Australian Rail Track Corporation sought expressions of interest and publicly exhibited its Environmental Impact Statement. Request for tenders are forecast to be issued mid-2020, construction site mobilisation mid-2021, and major works underway early 2022, with project completion scheduled for mid-2024.
4	Major Project Business Case Fund – \$250 million	Cth	2019 – 2030	Over \$220 million has been allocated to 23 business cases. The Australian Government is working closely with state and territory governments to progress these business cases.
5	Melbourne Port Rail Shuttle – \$58 million (Cth: \$38 million, Vic: \$20 million)	Cth; Vic	2017 – 2023	The full \$58 million has been awarded to Austrak, SCT Logistics and Salta Properties for works to upgrade rail access to their intermodal terminals at Somerton, Altona and Dandenong South respectively. The port rail shuttle network is expected to be



No.	Initiative	Jurisdiction	Timeframe	Progress
5	million)			operational in late 2023. The Australian and Victorian Governments are investing \$58 million to support the development of a Port Rail Shuttle Network in Melbourne. The network will connect freight terminals in Melbourne's north, west and south east to on-dock rail at the Port of Melbourne for moving freight on rail. The \$58 million budget is to support a program that will provide successful private sector freight operators and developers with capital contributions, which will be used to deliver capital works and rail infrastructure at their intermodal terminals to establish port rail shuttle operations. Capital works and rail infrastructure on public land will be funded by government grants while works on private land will be funded by private sector capital co-investments. Agreement has been reached on connecting the suburban intermodal terminals; these projects have commenced and are in the design phase. The port rail shuttle network is expected to be operational in late 2023.
6	Development of Inland Rail terminals in Melbourne and Brisbane – \$20 million	Cth; Vic; Qld	2019 - 2022	Joint business cases are underway with the Australian, Victorian and Queensland Governments for intermodal terminals to support Inland Rail in Melbourne and Brisbane respectively. The business cases are considering terminal locations, connections, market access/operating models, and financing options as well as value capture opportunities. The Melbourne business case is expected to be completed late 2020. The Brisbane business case is expected to be completed mid-2022.
7	Urban Congestion Fund – \$4.8 billion	Cth	2019 – 2030	As part of the 2019-20 Mid-year Economic Forecast and Outlook, the Australian Government made an administrative change to include eighteen projects (\$640 million), announced and funded earlier as part of the Urban Congestion Fund. Following this change, funding is \$4.8 billion with approximately \$3.8 billion already allocated to 185 projects. The Australian Government has been working with states and relevant local governments to progress projects. Construction is complete on eight projects, six projects are underway and planning is well advanced on a large number of projects.
8	Roads of Strategic Importance – \$4.5 billion	Cth; State Government	2018 – 2030	Following an initial period of analysis and consultation, the Australian Government is working closely with state, territory and local governments as the program enters the first phase of project prioritisation and construction focusing on: <ul style="list-style-type: none"> <li>• Early works to basic underlying road infrastructure that will deliver improvements to the transport corridor while more significant projects are planned, and</li> <li>• Priority projects that have been identified.</li> </ul> Three projects have been completed and six are currently under construction. Subject to the conclusion of planning processes and in some cases approval by government, 29 projects are expected to commence works before the end of December 2020. By the end of December 2020, construction is expected to be underway or have projects completed across half of the 26 Roads of Strategic Importance corridors.
9	Bridges Renewal Program	Cth	2015 – 2023	The Bridges Renewal Program continues to support resilient and efficient key freight corridors, precincts and assets through increased load limits on bridges and other improvements to freight movements. Since 2015, more than 500 projects have been supported. Round 5 proposals are currently being assessed and the Australian Government expects to fund up to \$150 million in bridge improvements.
10	Heavy Vehicle Safety and Productivity Program	Cth	2013 – 2023	The Heavy Vehicle Safety and Productivity Program directly targets investments in improved freight efficiencies. Since 2013, more than 220 projects have been supported. Round 7 proposals are currently being assessed and the Australian Government expects to fund up to \$150 million in safety and productivity improvements for heavy vehicle operations.
11	Western Sydney International (Nancy-Bird Walton) Airport – \$3.3 billion	Cth	2017 – 2026	Progress with construction of the airport is continuing with tenders being progressively let and contracts executed for earthworks, airside works, landside works and the building of the terminal. The airport will have capacity to handle 220,000 tonnes per annum

No.	Initiative	Jurisdiction	Timeframe	Progress
				of air freight. The airport is on track to open by December 2026.
12	Western Sydney Infrastructure Plan – \$3.3 billion	Cth; NSW	2014 – 2025	<p>The Western Sydney Infrastructure Plan is delivering major road infrastructure upgrades to support the Western Sydney International (Nancy-Bird Walton) airport. Upgrades are well underway with:</p> <ul style="list-style-type: none"> <li>• The Werrington Arterial Road and the intersection of Ross Street and Great Western Highway are completed.</li> <li>• Stage 1 (Old Northern Road to Peter Brock Drive) of The Northern Road opened to traffic in March 2018; with the remaining five stages to be completed by 2022.</li> <li>• Stage 4 of The Northern Road (Mersey Road to Eaton Road) commenced construction on 7 November 2018 and the recently completed new carriageway, has allowed major earthworks to commence at the Western Sydney Airport.</li> <li>• Stage 1 of the Bringelly Road upgrade opened in December 2018, with Stage 2 under construction and expected to be complete by late 2020.</li> <li>• Construction of the M12 Motorway is expected to commence in early 2022, with planning underway.</li> <li>• Delivery of the \$200 million package of local roads upgrades is continuing, with 14 projects complete, 4 close to finalisation and 12 in planning.</li> </ul>
13	Moorebank Intermodal Terminal	Cth	2012 – 2030	<p>Delivery of works to establish the Moorebank Intermodal Terminal Precinct, including planning for the Moorebank Avenue Realignment, continues to progress. The completion of the rail connection from the precinct to the Southern Sydney Freight Line allowed the commencement of operations at the Import-Export Terminal on 1 November 2019. This milestone also included the opening of the first warehouse, leased to retailer Target, which was followed in early 2020 with occupation by a range of other tenants, including iPlex and Caesarstone Australia. In June 2020, Qube announced that a major distribution centre for retailer Woolworths would occupy about 20 per cent of the available Moorebank Precinct West warehouse land.</p>

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
14	Southern Sydney Freight Line	NSW	0 – 2 years	This project involves the amplification of the Southern Sydney Freight Line through the construction of a passing loop at Cabramatta to support operations at Moorebank Intermodal Terminal. The project is currently in progress and is subject to final business case.
15	Outer Sydney Orbital	NSW	5 – 10 years	Outer Sydney Orbital is a freight rail line and motorway linking the North West and South West Growth Areas, connecting with the Western Sydney Airport Growth Area and future employment lands. The corridor protection project is currently in progress with the corridor being identified.
16	Western Sydney Freight Line	NSW	5 – 10 years	The project is about freight rail connections to serve the Western Sydney Airport Growth Area, connecting Port Botany to Western Sydney and Western NSW via the Southern Sydney Freight Line and supporting the movement of container and bulk freight by rail across Greater Sydney. The first stage has been preserved (gazetted in June 2020) and will protect the corridor for a dedicated freight rail line between the future Outer Sydney Orbital at Luddenham, through to the M7 at Horsley Park. Stage 2 of the Western

No.	Initiative	Jurisdiction	Timeframe	Progress
				Sydney Freight Line is currently under investigation and will be identified to provide a link to the Southern Sydney Freight Line and Port Botany.
17	Lower Hunter Freight Corridor	NSW	5 – 10 years	Transport for New South Wales is currently undertaking preliminary investigations to assess options for the Lower Hunter Freight Corridor which will enable a future dedicated freight rail line to be constructed between Fassifern and Hexham, bypassing Newcastle while improving regional and interstate links.
18	Sydney Airport Road Upgrades	NSW	0 – 2 years	This project will upgrade roads around Sydney's Kingsford Smith Airport and remove the General Holmes Drive level crossing by constructing a road underpass. The project is currently in progress.
19	Sydney Gateway	NSW	3 – 5 years	This project will develop a link between WestConnex at St Peters Interchange and the Sydney Airport and Port Botany precinct, improving freight connectivity between Port Botany and the strategic motorway network. The project is currently in progress with procurement activities currently underway for design and construction and the 'assessment' stage of planning prior to determination.
20	Pacific Highway Improvements	NSW	0 – 2 years	Complete the Coffs Harbour Bypass project on the Pacific Highway. This project is currently in progress with the Coffs Harbour bypass project Submissions Report and Amendment Report currently being available for public viewing. The NSW Minister for Planning and Public Spaces will then determine project approval and identify any conditions of approval which will apply to the project. Following the NSW decision, the Australian Government Minister for the Environment will need to issue a separate approval for the project. Geotechnical investigations and survey works are continuing. Early construction, including property noise treatments and utilities relocation, is expected to start late 2020.
21	Easing Sydney's Congestion	NSW	Ongoing	This action will deliver projects to improve freight flows and increase capacity across the Sydney Metropolitan Network. There are a number of key initiatives/programs that are currently in progress, including the Pinch Point program with the NSW Government committing over \$825 million to fixing pinch points across Sydney's road network. The Pinch Point Programs aim to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads, particularly during weekday peak periods.
22	Capacity upgrade to Foreshore Road at Port Botany and investigation of truck-only lanes in the port precinct	NSW	3 – 5 years	The federal and state funded large-scale investigation of a link from Port Botany to Kingsford Smith Airport has not yet commenced. The scope and extent of the work is currently under investigation.
23	Newell Highway Upgrades	NSW	5 – 10 years	This project involves upgrades to the Newell Highway including safety infrastructure upgrades and capacity improvements and investigation of where a Performance Based Standards (PBS) 3A vehicle access can be increased in the vicinity of the Newell Highway to support Inland Rail. Project is currently in progress and will be funded by the NSW Government (\$520 million) and the Australian Government (\$400 million). A further \$300 million of Australian Government Roads of Strategic Importance (ROSI) funding has been enlisted to assist with missing links to align the Newell Highway Corridor to freight and port hubs, which will ensure that key freight roads efficiently connect agricultural and mining regions to ports, airports and other transport hubs.
24	M1, Hexham, Raymond Terrace Upgrades	NSW	5 – 10 years	This project would upgrade strategic freight routes connections between the New England Highway, M1 Pacific Motorway through to the Pacific Highway at Black Hill and Raymond Terrace. It is currently in progress with funding received and planning continuing.
25	Developing and updating regional and District Plans	NSW	Ongoing	This initiative is ongoing as Transport for NSW will continue to ensure that freight and logistics are considered in land use discussions, particularly around important trade gateways such as Port Botany, Sydney Harbour, Sydney Airport, the Western Sydney Airport and Newcastle Port.

No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>The rezoning of the Mamre Road precinct was recently announced, protecting the Intermodal Terminal in Western Sydney.</li> <li>Further integrated freight planning is being undertaken with the Western Parkland City Authority.</li> <li>The Western Sydney Freight Line has been partially protected and further protection work is to be undertaken on the line and the Outer Sydney Orbital.</li> </ul>
26	Western Sydney Fuel Pipeline to the Western Sydney Airport	NSW	10+ years	The Western Sydney Fuel Pipeline to the Western Sydney Airport project includes evaluating options for transporting other bulk liquids by pipeline to maximise the value of proposed the infrastructure. Currently Transport for NSW is undertaking preliminary work to identify route options for the fuel pipeline corridor that will connect with Western Sydney Airport and surrounds. Transport for NSW has commissioned research to determine the most effective and sustainable approach in delivering the pipeline, while minimising the impact of construction on the community and the environment.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
27	West Gate Tunnel	Vic; Industry	2018 – 2023	Work is progressing on widening the West Gate Freeway, building the city connections and on the tunnel portals. Project parties are working on a solution for tunnel soil disposal ahead of tunnel boring commencing. Transurban has announced that is expecting to complete the project in 2023.
28	Western Interstate Freight Terminal	Cth; Vic	2018 – 2025	Development of a detailed business case co-funded by the Australian and Victorian Governments is underway and is expected to be completed by the end of 2020 for the consideration of governments on funding and next steps.  See also the Major Project Business Case Fund on page 41 (initiative 4).
29	North East Link	Cth; Vic	2019 – 2027	Major construction works for the North East Link are expected to start early in 2021 with the road opening to traffic in 2027. In 2020 construction begins to move around 100 above and below ground services including power, water, gas, sewer and telecommunications lines to enable development of the North East Link. The successful project design team and design proposal to expected to be announced in late 2020.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
30	Smart Motorways	Cth; Qld	Ongoing	Queensland continues to invest and deploy Smart Motorways technologies on key motorway road corridors in the south east Queensland road network. <ul style="list-style-type: none"> <li>The Pacific Motorway M1/M3 Gateway merge (construction completed in mid-2020).</li> </ul>



No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>The Bruce Highway between Caboolture – Bribie Island Road to Caloundra Road interchange (due for business case completion in October 2020).</li> </ul>
31	Toowoomba Wellcamp and Cairns Airports Regional Airport Distribution Centre Pilots	Qld	2018 – 2022	The Queensland Government sought expressions of interest offering \$10 million from the Jobs and Regional Growth Fund to support construction of regional trade distribution centres. Two proponents, Wagner Holdings Ltd and Air Freight Handling Services, were selected to receive initial funding to develop business cases for the Toowoomba Wellcamp and Cairns airports. Both business cases demonstrated viability and received offers of capital support. Support for construction is being provided under assistance agreements. The Toowoomba Wellcamp Trade Distribution Centre has received development approval and earthworks are underway. The facility is expected to be operational in 2021. Export volumes have increased during the COVID-19 emergency as the airport received increased dedicated freight flights to meet demand. Exporters in Far North Queensland have experienced significant business disruption since the beginning of the COVID-19 pandemic. Queensland is working closely with Air Freight Handling Services to position the distribution centre to respond quickly to economic recovery and demand for fresh exports.
32	Central Queensland Inland Port (Yamala Hub)	Qld	Ongoing	Central Highlands Regional Council received \$4.415 million in Queensland Government funding through the Building our Regions program towards the construction of a 1.5 kilometre rail siding, upgrade of the Bonnie Doon Road and Capricorn Highway intersection, upgrade to Bonnie Doon Road and an industrial access road within the area. The Council was recently approved a further \$290,000 under Round 5 of Building our Regions towards delivery of a business case and detailed design for the provision of raw and potable water to the area.
33	Queensland Transport and Roads Investment Program	Qld	2019 – 2023	The Queensland Transport and Roads Investment Program 2019-20 to 2022-23 ensures that a pipeline of projects continues in the future, particularly in regional Queensland. The Program includes \$23 billion of works over the coming four years and will support an estimated 21,500 direct jobs over the life of the program. Of this, approximately \$14.5 billion has been allocated to projects in regional Queensland that will support an estimated 13,720 direct jobs over the life of the program.
34	Toowoomba Bypass	Qld	Completed	In September 2019 the \$1.6 billion Toowoomba Bypass was commissioned. The Toowoomba Bypass is 41 kilometres long, connecting the Warrego Highway at Helidon Spa to the Gore Highway at Athol, via Charlton. The bypass is primarily a freight route which has been designed and built to accommodate larger heavy vehicles (type 1 road trains, B-Triples and PBS Level 3 heavy vehicles). It offers truck operators more options to configure their freight movements providing increased freight efficiencies and significant cost savings along this key regional freight route.
35	Agtech and Logistics Hub in Toowoomba	Qld	2020	As an immediate action of the Building our Innovation Economy – Advance Queensland Strategy, the Queensland Government is contributing \$3.3 million towards the establishment and operation of a new Agtech and Logistics Hub in Toowoomba. The hub will bring together industry, start-ups, small and medium-sized enterprises, researchers and training providers, and leverage the existing ecosystem and infrastructure, to solve industry's challenges and grow start up opportunities through innovation. Tenders for the opportunity to establish and operate the hub close on 23 July 2020, with the hub anticipated to commence operations in September 2020.
36	Bruce Highway Upgrade Program	Qld; Cth	2013 – 2028	The Bruce Highway Upgrade Program continues to be delivered by the Queensland Government. The program is a 15-year, \$12.6 billion program being delivered between 2013 and 2028. The program expenditure in 2019-20 was \$860 million. The Bruce Highway Upgrade Program continues to deliver major capital projects designed to improve flood immunity at key crossings. The Bruce Highway Link Flood Study, completed in 2020, has become a key document for future planning. With projects delivered to

No.	Initiative	Jurisdiction	Timeframe	Progress
				date, the Pine River to Gympie link has seen a 4 per cent reduction in annual exceedance probability.
37	Warrego Highway, Gateway Motorway and Pacific Motorway upgrades	Cth; Qld	Ongoing	Work continues to progress on projects committed on the Warrego Highway, Gateway Motorway and Pacific Motorway. The Gateway Upgrade North project was completed in early 2019, with a further \$1 billion committed by the Australian Government and Queensland Government (80:20 basis) to upgrade the section between Bracken Ridge and Pine River. The Queensland Department of Transport and Main Roads recently completed two major upgrades on the Pacific Motorway (M1/M3 Merge and Mudgeeraba to Varsity Lakes), with works now underway on the Varsity Lakes and Tugun upgrade and the Eight Plains and Daisy Hill upgrade.
38	Flood Link Study for Inland Rail Route	Cth; Qld	2021	The Queensland and Australian Governments have set up an independent international panel of experts to provide advice on the flood model and structural designs developed by the Australian Rail Track Corporation for Inland Rail in Queensland. The Panel is established and is currently reviewing the 21 flood models between the border and Kagaru.

## Western Australia

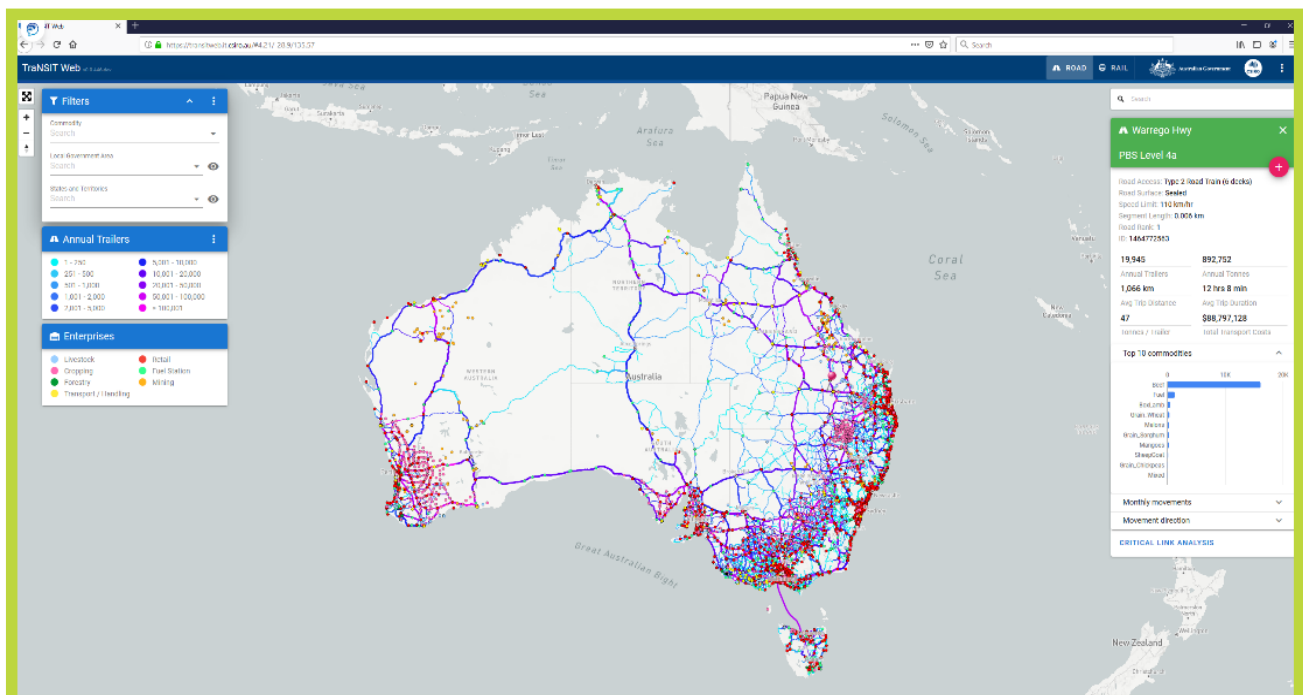
No.	Initiative	Jurisdiction	Timeframe	Progress
39	Development of the Kenwick Intermodal Terminal	WA	Short term	Arc Infrastructure has completed the reference design. The project has been fully costed and discussions are occurring with the Western Australian Government in relation to progressing the project.
40	NorthLink	Cth; WA	Short term	The third and final section of the NorthLink WA road project (a 22 km dual carriageway between Ellenbrook and Muchea) was completed in April 2020. Northlink WA stretches from Morley to Muchea providing a free flow link, doubling the road capacity and improving journey times and freight vehicle productivity. The NorthLink WA project was jointly funded with the Australian Government providing \$820.84 million and the Western Australian Government \$204.06 million.
41	Replacement of the Fremantle Traffic Bridge (road and rail)	WA; Cth	Short term	Planning and development work are ongoing. Main Roads WA is currently progressing procurement and the appointment of contractors, with the intent to commence construction work in late 2021 subject to environmental approval.
42	Commence road upgrades: Wheatbelt, Mid-West and Gascoyne Regions	WA; Cth	Medium term	Main Roads WA has developed a 'Route Strategy Operational Plan' which identifies 'ultimate' Restricted Access Vehicle access for State Roads across Western Australia.
43	Container Freight Staging Facilities	WA	Medium term	Investigation of a potential freight staging facility was delayed in early 2020 due to impacts of the COVID-19 pandemic. Initial discussions have occurred between Fremantle Ports, the Department of Transport and Main Roads WA, and a consultation meeting is scheduled for July to assess industry stakeholder views.

# Transport Network Strategic Investment Tool (TraNSIT) & TraNSIT Web

## Project Summary

The Transport Network Strategic Investment Tool (TraNSIT) has revolutionised the way Australia's transport-related infrastructure investments are prioritised. Developed by Australia's national science agency, CSIRO, TraNSIT is used by governments and industry to support decisions on road and rail investments. It does this by mapping millions of vehicle trips across thousands of supply chains between production and domestic and export markets. For each supply chain path, it outputs information on freight paths, detailed transport costs and critical link analysis, allowing users to highlight key areas where infrastructure investment would be most beneficial. These investments help reduce travel distance and time, save fuel costs and cut down on wear and tear to vehicles.

TraNSIT has informed our country's largest transport infrastructure projects and initiatives, reducing costs and increasing the resilience of our freight supply chains. More recently, the TraNSIT team have introduced their computer-based modelling program to the web, making it accessible from a home or office computer. TraNSIT Web provides the critical baseline data needed to analyse road rail freight tasks and identify bottlenecks to help inform road/rail infrastructure funding programs, their impact, and future direction.



## Details at a glance




Action Area	Delivery Model	Location/Jurisdiction	Financial	Timeframe
<ul style="list-style-type: none"> <li>Smarter and targeted infrastructure</li> <li>Enable improved supply chain efficiency</li> <li>Better planning, coordination and regulation</li> </ul>	CSIRO constructed TraNSIT Web through joint funding from the Australian Government, two states/territories and CSIRO co-investment.	TraNSIT Web covers road and rail across all of Australia, and is currently being used by the Australian Government, the National Heavy Vehicle Regulator and two states.	The total cost was \$640,000, with \$500,00 from the Australian Government and \$140,000 from the states and National Heavy Vehicle Regulator.	The project commenced in mid 2018 and was completed in late 2019. Ongoing improvements to TraNSIT Web are continuing in 2020.

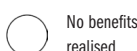
## Closer Look

### Impact on freight and supply chains

TraNSIT was designed to inform investments of transport related infrastructures, increasing the transport co savings compared to conventional methods of evaluating investments. By providing a supply chain map of all freight movements between enterprises, along with related transport costs, it can be used to test the sensitivity of changes. These changes may include road upgrades, higher productivity vehicles, intermodal facilities, rail links and regulatory changes.

Since TraNSIT captures over 650,000 supply chain paths between about 400,000 enterprises using historical data, it provides better information of freight moving along each road and rail segment as well as their supply chain paths. For each of the 135+ commodities currently contained in TraNSIT, it provides information that can be used to improve supply chain efficiency for specific commodities, across modes, and from paddock to plate.

Benefit	Extent Realised	Description
<b>Intended Strategy Objective</b>		
<b>Smarter and targeted infrastructure</b>		TraNSIT has been used to inform Inland Rail, Roads of Strategic Importance and the Beef Roads program. For the Beef Roads program, the road projects selected by TraNSIT and funded by the Australian Government achieved about a 70 per cent greater cost reduction compared to if TraNSIT was not used.
<b>Enable improved supply chain efficiency</b>		TraNSIT informed the Queensland Biosecurity Act for livestock transport through tick free zones, several regional freight strategies, and the use of road vs rail. These have been targeted towards specific commodities (e.g. livestock, grains, forestry etc.) and have helped reduce the end-to-end supply chain costs and improve reliability.
<b>Better planning, coordination and regulation</b>		TraNSIT has been used to inform revised tick lines in Queensland for livestock travel saving over \$2 million per year in transport costs. It has also helped prioritise the opening up of access routes for high productivity vehicles.





## Project Delivery

Input	Forecast	Actual	Description
<b>Delivery time</b>	TraNSIT Web was due to be completed in October 2019.	A working prototype was available in October 2019 with several major revisions continuing to March 2020.	There were a few technical challenges with TraNSIT Web: methods to implement the complex functionality and ensuring fast response time. TraNSIT Web has close to a billion records. Some functionalities were initially very slow and required additional research to improve efficiency. Another challenge is that the number of commodities in TraNSIT increased from 85 to 136 during the life of the project and TraNSIT Web performance needed to be future proof, particularly as the number of users increased.
<b>Project cost</b>	\$640,000	\$640,000	The original proposed budget was about \$240,000 higher (total \$880,000), but was reduced due to delays in co-investment into TraNSIT Web.
<b>Delivery Model</b>	TraNSIT Web was co-funded by the Department of Infrastructure, Transport, Regional Development and Communications and the Department of Agriculture, Water and the Environment with additional contributions from CSIRO. Queensland and NT governments also co-invested, which allowed additional functionality to be incorporated. The tool was delivered as a Web portal on a CSIRO server. This allowed the management of version control, as well as licensed and sensitive information. Staff from the participating departments were able to obtain accounts to use the tool. TraNSIT Web is not limited to the initial departments that co-funded its development, and other Australian Government departments are welcome to participate.		
<b>Stakeholder Engagement</b>	For TraNSIT Web, the key stakeholders were the participating departments. The project had a steering group with key staff from each department. The role of the steering group was to define the functionality and validate the tool at each stage of development. For the other major TraNSIT projects (e.g. Inland Rail), the project team liaised with more than 200 different stakeholders in the study region as part of data gathering, communicating the purpose of the project and validation. This helped gain their confidence in the credibility of outputs produced from TraNSIT.		

## Lessons Learned

A challenge in these types of projects is the data collection. Projects like TraNSIT require a considerable amount of data from industry and validation by stakeholders. While most organisations are willing to supply data, it often required more time than expected and there were restrictions (sensitivities) on how the data can be used.

It is often difficult to budget the time required for data collection and validation, due to the time required to contact the stakeholder and for them to provide information. When meetings or workshops are held with stakeholders, key people are often unavailable and require additional follow up. Initial meetings and workshops also often identify additional key stakeholders. While this was detrimental to TraNSIT, it is something to be mindful of when planning such projects.

Another challenge is data sensitivity. Freight movement and production data is commercially sensitive for most industry stakeholders. It is important to not request data beyond what is required for the project, and to be aware of what information would be too sensitive to request. For example, if the TraNSIT project only required monthly tonnages of freight between enterprises, there is no need to ask for daily information. Stakeholders are different and it is important to understand what they are comfortable to provide and how any sensitivities are going to be managed.

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
44	20 Year Infrastructure Strategy and 5 Year Capital Intentions Statement	SA	Ongoing	<p>Infrastructure South Australia released the inaugural 20-Year State Infrastructure Strategy on 13 May 2020. This inaugural Strategy sets the long-term strategic direction and initial priorities for infrastructure development in South Australia, which will be built upon in future iterations. The Strategy takes a state-wide view and aims to achieve the following objectives:</p> <ul style="list-style-type: none"> <li>• Sustained economic and jobs growth.</li> <li>• Planned population growth.</li> <li>• Connected and productive regions.</li> <li>• A vibrant, global Adelaide.</li> <li>• Envable liveability.</li> </ul> <p>It has been informed by broad consultation with industry, community groups and within government. Infrastructure SA participated in various interactive sessions with industry groups and key stakeholders as well as community consultation undertaken as part of the Government's regional development strategy.</p>
45	North South Corridor Business Case – remaining sections	SA; Cth	Ongoing	The North – South Corridor Program Delivery Office was established to progress assessment, funding and delivery of the remaining 10.5km River Torrens to Darlington stage, which will complete the 78 kilometre non-stop motorway linking the Northern and Southern Suburbs.
46	Kangaroo Island Ferry Service Tender	SA	1 July 2024	The SA Government has committed to undertake a competitive tender process for the Kangaroo Island ferry service. The procurement will seek to achieve a safe, efficient, reliable, and cost effective ferry service carrying passengers, freight and related vehicles.
47	North-South Corridor: Darlington Upgrade Project	SA; Cth	2014 – 2020	The upgrade to motorway standard of approximately 3.3 kilometres of the existing Main South Road was open to traffic in July 2020.
48	North-South Corridor: Northern Connector Project	SA; Cth	2016 – 2020	A six-lane, 15.5 kilometre motorway providing a vital freight and commuter link between the Northern Expressway, South Road Superway and Port River Expressway was completed and open to traffic 7 March 2020.
49	North-South Corridor: South Road-Regency to Pym Street	SA; Cth	2019 – 2022	A new 1.8 kilometre section of non-stop motorway along South Road will connect the completed motorway sections, resulting in a 47 kilometre non-stop motorway between Gawler and the River Torrens.
50	Penola Bypass	SA; Cth; Local Government	2019 – 2020	The bypass of the Penola Township was completed with the opening of the Northern section on 7 April 2020.
51	Joy Baluch AM Bridge Duplication	SA; Cth	2019 – 2022	The procurement and early works for the duplication of the critical bridge across the Spencer Gulf for commuter, commercial and freight vehicles in the northern region of South Australia is completed. Delivery is due to commence in the third quarter 2020.
52	Port Wakefield Overpass and Highway Duplication Project	SA; Cth	2020 – 2022	The procurement and early works for upgrading the Augusta Highway to improve traffic flow and reduce congestion for all road users, particularly during peak travel times and public holidays, and improve safety and freight productivity is completed. Delivery is due to commence in the third quarter 2020.
53	Main South Road Duplication Stage 1	SA	2020 – 2024	Procurement is anticipated to commence for the duplication of approximately 10 kilometres of Main South Road from south of Griffiths Drive in Seaford to Aldinga to improve access to the Fleurieu Peninsula in late September/early October 2020.
54	Portrush Road/Magill Road intersection upgrade	SA	2020 – 2022	Procurement is anticipated to commence shortly for part of the National Land Transport Network and the Outer Ring Route, which is a major traffic route and freight route. Construction is due to commence in early 2021.

No.	Initiative	Jurisdiction	Timeframe	Progress
55	Cross Road/Fullarton Road	SA; Cth	2020 – 2022	Procurement is anticipated to commence for part of Adelaide's Outer Ring Route connecting the South Eastern Freeway to the North South Corridor in December 2020. Construction is due to commence in early 2021.
56	Torrens Road (Ovingham) and Brighton Road (Hove) level crossings	SA; Cth	2020 – 2023	The grade separation of the level crossings will lead to improved travel times for motorists, increased freight productivity and safety for all road users. Construction of both projects is expected to commence in mid-2021.
57	Glen Osmond/Fullarton Road intersection upgrade	SA; Cth	2020 – 2022	Glen Osmond and Fullarton Roads are major traffic and primary freight routes. The intersection upgrade will improve travel times and network reliability. Procurement is anticipated to commence in December 2020, with delivery to commence in early 2021.
58	Main North Road/Nottage Terrace junction upgrade	SA; Cth	2020 – 2022	As part of the Inner Ring Route and key freight routes, upgrading this intersection will improve moving traffic from the north east to the south, bypassing Adelaide's CBD. Procurement is anticipated to commence in September 2020, with construction expected to commence late 2020.
59	Main North/McIntyre/Kings Road intersection upgrade	SA; Cth	2020 – 2021	This section is part of the major traffic and freight route servicing the northern suburbs. The Expression of Interest was released July 2020, with delivery expected to commence late 2020.
60	Grand Junction/Hampstead Road intersection upgrade	SA; Cth	2020 – 2022	This section is part of the Outer Ring Route providing important freight connectivity to the industrial areas of the northwest. Procurement is anticipated to commence in September 2020, with delivery due to commence in early 2021.
61	Victor Harbor Road duplication – Main South Road to McLaren Vale	SA; Cth	2020 – 2024	Duplication will accommodate growing traffic volumes and improve safety, and improve connectivity to the South Coast. Planning is advanced, with the procurement phase expected to commence late 2020. Major construction is expected to commence in early 2021.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
62	Roads of Strategic Importance – \$4.5 billion	Cth; Tas	2018 – 2030	<p>The Australian Government has committed \$530 million to a program of investment in Roads of Strategic Importance in Tasmania. Projects to receive funding through this investment program include:</p> <ul style="list-style-type: none"> <li>• Tasman Highway – Hobart to Sorell.</li> <li>• Bass Highway – Wynyard to Marrawah.</li> <li>• Murchison Highway.</li> </ul> <p>The Tasmanian Government has provided \$133 million as a 20 per cent contribution to this program. This is funded within the State Road Upgrades - North West and West Coast Regions, South East Traffic Solution and the Tasmanian Roads of Strategic Importance program.</p>
63	Tasmania Integrated Freight Strategy	Tas	Ongoing	The Tasmanian Integrated Freight Strategy is focused on delivering a contemporary framework that links freight demand and investment, integrates planning and investment across modes, prioritises freight assets and supports improved project evaluation and freight system information.

No.	Initiative	Jurisdiction	Timeframe	Progress
64	Burnie to Hobart Integrated Freight Corridor	Cth; Tas	Ongoing	The Burnie to Hobart Freight Corridor is the core of the Tasmanian land transport network, connecting all major population, industrial and export centres. The program initiatives include a range of road and rail improvements to the corridor, such as intersection upgrades and lane duplications.
65	Hobart Airport Interchange Upgrade	Cth; Tas	2020 – 2022	The Tasmanian and Australian Governments have committed \$50 million to construct a four-lane interchange that will replace the Hobart Airport roundabout. The new interchange will facilitate future traffic volumes, increased freight movements and improve safety.
66	Cooee Bottleneck	Cth; Tas	2020 – 2024	This action involves implementing priority projects identified in the Australian Government funded Cooee to Wynyard Planning study, including replacement of the Cam River Bridge.
67	Upgrade the Tasman Highway Sideling	Cth; Tas	2021/22 – 2023/24	The Australian and Tasmanian Governments have committed \$50 million to upgrade the Tasman Highway Sideling.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
68	ACT Transport Corridors Study	ACT	Completed	The ACT Transport Corridors Study was completed in 2019. Feasibility and design work for the Monaro Highway and Pialligo Avenue Improvements Program is progressing and a number of projects identified are now in the delivery phase.

## Northern Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
69	Katherine Logistics and Agribusiness Hub	NT	3 years	The Stage 1 external headwork's (power feeders, water distribution mains and road intersection) is within the Victoria Highway road reserve and is not constrained by the acquisition of the pastoral lease or native title, which is progressing. The power and intersection works are ready to be tendered immediately, and the water distribution mains is planned to be tendered on completion of the design in November 2020. The site for the Stage 1 water storage tanks and future Stage 2 sewer pump station are located on part of NT Portion 5043, owned by Katherine Town Council with agreement in place to transfer to the Northern Territory Government. The Stage 3 elevated water tank will be designed in conjunction with the Stage 1 water storage tank and can be brought forward for tender with the water storage tank in 2021.

## 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**

### Where do we want to be by 2024? We aim for:

- Better linkages from major regional and remote producer areas to freight corridors and trade gateways (ports and airports).
- Improved all weather access to export gateways, including in Northern Australia.
- All levels of government to improve and upgrade infrastructure in regional and remote areas to lift regional freight productivity, access and safety across all modes and delivery of essential goods and services to isolated communities.

### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
70	Northern Australia Infrastructure Facility – \$5 billion	Cth	2016 – 2026	<p>The Northern Australia Infrastructure Facility (NAIF) is a \$5 billion lending facility to provide loans to infrastructure projects in northern Australia. As at 20 July 2020, the NAIF has invested:</p> <ul style="list-style-type: none"> <li>• \$227.5 million in three airport projects across northern Queensland and the Northern Territory with a total project value of \$407.5 million, and</li> <li>• \$16.8 million in a port project in Western Australia, with a total project value of \$120 million.</li> </ul> <p>On 17 July 2020, it was announced that the NAIF will be extended for a further five years, allowing it to continue to provide finance to a strong pipeline of infrastructure projects in the north until mid-2026.</p>
71	Roads of Strategic Importance – \$4.5 billion	Cth; State Government	2018 – 2030	See initiative 8 under Action 1.1.
72	Northern Australia Roads Program – \$600 million	Cth; QLD; WA; NT	2016 – 2021	The Northern Australia Roads Program is well advanced with eight projects completed and 11 projects underway. A final project (Peak Downs Highway) is due to commence in Q4 2020. \$279.74 million has been committed to Queensland under the Northern Australia Roads Program, with \$223.80 million in federal funding and \$55.94 million state funding.
73	Northern Australia Beef Roads Program – \$100 million	Cth; QLD; WA; NT	2016 – 2021	The Northern Australia Beef Roads Program is in its final stages with 16 projects completed and one project underway. A final project (Gregory Developmental Road) is due to commence in Q4 2020. The works included road reconstruction, realignment and installation of passing lanes, resulting in improved freight capacity and connectivity, increased flood immunity and improvements to road safety. \$76.1 million has been committed to Queensland under the Northern Australia Beef Roads Program, with \$56.9 million in federal funding, \$19.2 million state funding and relevant local government contributions. The Australian Government also committed \$12.5 million and the Western Australian Government \$3.1 million for one West Australian project; and in the Northern Territory the Australian Government committed \$30.3 million and the Northern Territory Government \$7.6 million for



No.	Initiative	Jurisdiction	Timeframe	Progress
				two projects.
74	Bridges Renewal Program	Cth; Local Government	2015 – 2023	The Bridges Renewal Program has an emphasis on regional areas. More than 80 per cent of funding to date has been spent on projects outside of capital cities. See initiative 9 under Action Area 1.1 for more progress information.
75	Upgrades to port infrastructure in external territories – \$31.9 million	Cth	2016 – 2020	The Australian Government is currently finalising an Approach to Market for the replacement of the Christmas Islands Crane and Moorings systems to which \$26.2 million has been allocated. Should the Approach to Market be deemed successful and a contract signed, works are slated to begin in the second quarter of the 2020-21 financial year. Funding received for the Detailed Business Case creation have been expended and it is currently being worked into a Strategic Asset Management Plan to be put forward to the Australian Government to seek appropriate funding levels for asset management within the Territories for all asset classes, including the ports.
76	Heavy Vehicle Safety and Productivity Program – \$508 million	Cth	2013 – 2023	The Heavy Vehicle Safety and Productivity Program has an emphasis on regional areas. Since 2015, more than 90 per cent of funds have been spent on regional and rural projects. This particularly includes projects off the major highway network and includes primary producers. See initiative 10 under Action Area 1.1 for more progress information.
77	Adelaide to Tarcoola Rail Upgrade Acceleration – \$252 million	Cth	2017 – 2021	The Australian Government is fully funding the Australian Rail Track Corporation to undertake the Adelaide to Tarcoola re-railing project. The works will improve productivity of existing services and improve operating performance to allow heavier, more efficient freight trains to operate at faster speeds. The project is progressing well with only minor works (Gawler Rail Bridge) left to be completed in early 2021.
78	Inland Rail Interface Improvement Program – \$44 million	Cth	2019 – 2021	The Australian Government has announced 20 eligible proposals under the Interface Improvement Program, which will provide proponents with pre-feasibility, feasibility study and strategic business case support to study the benefits and costs of proposed ideas and make a case for further investment. Appropriate business case studies are underway between proponents and Ernst & Young-led business advisor teams, based on project plans that have determined the scope, required stakeholder consultation and gateway starting point information requirements for developing each proposal. Potential proponents have been invited to submit proposals for a second round of Expressions of Interest that is open from 10 August to 18 September 2020.
79	Tasmanian Freight Rail Revitalisation – Cth: \$187.6 million; Tas: \$187.6 million	Cth; Tas	2015 – 2023	<p>The three tranches of the Tasmanian Freight Rail Revitalisation Program include a range of upgrades such as sleeper and rail replacement, formation rectification, yard and terminal track work, level crossing upgrades, and rail corridor drainage improvements. These upgrades will reduce the operational costs of freight movements, improve reliability and reduce transit times. Upgrades under Tranches 1 and 2 commenced in 2015 and are expected to be completed by mid-2023. Upgrades under Tranche 3, which commenced in 2019, are also expected to be completed by mid-2023. Tranche 3 also includes the Port of Burnie Shiploader Upgrade. The existing shiploader will be replaced with a modern unit to improve productivity and support the Tasmanian mining industry. The new shiploader will be operational by mid-2022.</p> <p>Building on the benefits of Tranche 1, Tranche 2 is being delivered over four years and has resulted in mainline derailments reaching record lows, while maintaining downward pressure on Temporary Speed Restrictions and maintenance costs. Tranche 2 is being delivered on time and on budget, in partnership with Tasmanian civil contractors. Building on the benefits of Tranche 2, Tranche 3 will continue to replace near life expired rail and sleepers, upgrades bridges/drainage and focus on underlying formation issues. This will continue to apply downward pressure on single points of failure, speed restrictions and maintenance costs.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
80	Inland Rail	Cth; NSW; Vic; Qld	2018 – 2025	<p>Construction of the first section of the Inland Rail project is near completion and notable benefits for the community have been realised:</p> <ul style="list-style-type: none"> <li>Construction for the Parkes to Narromine (P2N) section was completed in September 2020, with construction for the Narrabri to North Star section commencing in coming months.</li> <li>Up to July 2020, 1834 people have worked on the P2N project so far, with 761 of these workers local to the region.</li> <li>Inland Rail's construction for P2N has already begun injecting significant dollars into local businesses and the local economy – the value of the spend in the local economy is greater than \$100 million so far, including a total of \$13.4 million spent with nine Indigenous businesses.</li> </ul> <p>Preconstruction works on other sections are well progressed. Field investigation and reference design for the other 11 project sections are near completion, with eight sections completing the reference design stage and five sections expected to progress to public exhibition of the Environmental Impact Statement in the second half of 2020. The last bilateral agreement was executed with Queensland in November 2019. The Australian Rail Track Corporation has been working with state governments to settle the enabling agreements for the delivery of the project.</p>
81	Regional Aviation Access Program – \$58.7 million	Cth	2015 – TBD	The Regional Aviation Access Program is comprised of the following components: the Remote Air Services Subsidy Scheme; the Remote Airstrip Upgrade Program; and the Remote Aerodrome Inspection Program. Two rounds of funding have been announced under the Remote Airstrip Upgrade Program, providing assistance of \$19 million to 79 projects for safety and access upgrades. A further funding round is anticipated later in 2020, which is expected to exhaust the funding allocation. The Remote Air Services Subsidy Scheme provides connectivity to 266 remote communities through weekly flights, conveying passengers, essential supplies, food and mail.
82	Regional Airports Program	Cth	2019 – 2023	The Regional Airports Program provides funding to assist operators of regional aerodromes to undertake safety and access works. On 13 June 2020, \$41.2 million in funding was announced for 60 regional airport projects under Round 1 of the Program. A further funding round is anticipated later in 2020, which is expected to exhaust the funding allocation.
83	Black Spot Program (road safety)	Cth	Ongoing	Under the Black Spot Program guidelines, 50 per cent of funding is to be allocated to regional and rural areas. Since 2013-14, 58 per cent of funding has been allocated to projects outside urban centres Australia-wide.
84	Roads to Recovery program – \$6.1 billion	Cth	2013 – 2024	The Roads to Recovery Program allocates funding to all councils Australia-wide to support the maintenance of the nation's local road infrastructure assets, which connects Australian regions and communities and improves safety and economic and social outcomes. Since 2013-14, \$4.15 billion has been paid to eligible funding recipients under the Roads to Recovery Program.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
85	Deliver and improve key freight programs and projects	NSW	3 – 5 years	This includes the Restart NSW funding committed from 2017-18 to 2022-23 for Fixing Country Roads (\$543 million) and Fixing Country Rail (\$400 million). Fixing Country Roads has made \$439.7 million available for 324 projects. Fixing Country Rail has made

No.	Initiative	Jurisdiction	Timeframe	Progress
				\$439.7 million available for 324 projects. Fixing Country Rail has made available up to \$210.9 million for 20 projects across the NSW network.
86	Implement the NSW Heavy Vehicle Access Policy Framework	NSW	0 – 2 years	This initiative is complete with further business as usual activities underway. The framework applies to higher productivity vehicles across the whole of NSW, reducing the need for operators of Performance Based Standards fleets to obtain permits on a case-by-case basis.
87	Fund infrastructure improvements to increase high productivity vehicle road access	NSW	Ongoing	The NSW Government will continue with the Fixing Country Roads, Bridges for the Bush and the Regional Road Freight Corridor Fund programs: <ul style="list-style-type: none"> <li>Fixing Country Roads - \$543 million program of which \$439.7 million has been made available for 324 projects. To date 184 projects or 57 per cent have been completed.</li> <li>Bridges for the Bush: of the 25 projects in the program, 14 bridges have been complete, and open to the public, seven bridges in delivery, three in concept/development and one currently on hold.</li> <li>Regional Road Freight Corridor Fund - five projects have been completed, 16 projects are on track for delivery and four projects are delayed but progressing.</li> </ul>
88	Provide funding under the Regional Road Freight Corridor Fund to upgrade key regional highways	NSW	Ongoing	Five projects have been completed, sixteen projects are on track for delivery and four projects are delayed but progressing. The Oxley Highway Safety and Realignment Works have delivered four of the five safety upgrade projects. The final project is scheduled to commence construction in 2020/2021.
89	Encourage coastal shipping through planning and other initiatives	NSW	Ongoing	The NSW Government will encourage coastal shipping by appropriate planning to support the continued operation of the port at Glebe Island and White Bay. This is currently in progress with discussions with industry underway.
90	Saving Lives on Country Roads Program	NSW	0 – 2 years	This initiative has been completed with projects in development and delivery. This will deliver safety upgrades on country roads, including flexible barriers to separate oncoming traffic and protect vehicles from roadside hazards. The total investment in reducing deaths and serious injuries on NSW roads over the next five years is \$1.9 billion.
91	Assist local councils to plan for freight needs	NSW	Ongoing	This initiative has been completed. Transport for NSW has provided guidance on freight needs and has worked with local councils in developing their strategic development statements. This will be an ongoing initiative to support local councils to plan for current and future freight and logistics requirements in their Local Government Area, and reflect priorities in their local strategic planning statements, including by providing assistance to identify current and future freight and logistics requirements.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
92	Regional Rail Freight Network Planning – <i>Note: Previously named 'Regional Rail Standardisation'</i>	Vic	Ongoing	The Victorian Department of Transport has completed a detailed assessment of the state of the existing regional rail freight network and is preparing further advice for the Government on a new approach for the future of the network.
93	Murray Basin Rail Project	Cth; Vic	Ongoing	A review of the project business case has been completed and is being considered by the Victorian and Australian Governments.



No.	Initiative	Jurisdiction	Timeframe	Progress
				The Victorian Government is in discussions with the Australian Government to agree funding to progress the project. Announcements regarding remaining works will be made once funding is finalised.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
94	Bruce Highway Action Plan	Qld; Cth	2013 – 2028	The Bruce Highway Upgrade Program continues to be delivered by Queensland. The program is a jointly-funded 15-year, \$12.6 billion program being delivered between 2013 and 2028. As at July 2020, major projects completed under the Bruce Highway Upgrade Program include Cattle and Frances Creek upgrade (Ingham), Townsville Ring Road Stage 4, Yeppoon Flood Plain Upgrade (Rockhampton), Cooroy to Curra Sections A and C and Boundary Road Interchange (Narangba). Major projects currently underway include Cairns South Access Stage 4 (Kate Street to Aumuller Street), Haughton River Floodplain, Mackay Ring Road – Stage 1 and Caloundra Road to Sunshine Motorway upgrade, with further major projects committed, such as Rockhampton Ring Road and Cooroy to Curra – Section D. As part of the 2017 state election, the Queensland Government committed to establishing the Bruce Highway Trust Advisory Council. The inaugural meeting of the Advisory Council occurred in July 2020. The Advisory Council's responsible for establishing a 15-year Vision and rolling five-year Action Plans to inform future investment priorities in this key road transport corridor (Brisbane – Cairns). \$10 million has been allocated over two years (2019–20 to 2020–21) for this purpose.
95	Warrego Highway Upgrade Program – \$635 million funded on an 80:20 basis by the Australian Government and Queensland Government	Qld; Cth	Ongoing	The Warrego Highway Upgrade Program is a package of 20 approved projects between Toowoomba and west of Miles (15 original projects and five additional approved projects). Eighteen projects are complete with the remaining projects scheduled to be completed by December 2020. In 2019, the Australian Government and Queensland Government committed a further \$400 million (on an 80:20 basis) towards the Warrego Highway. Project details and timing subject to further planning and negotiation with the Australian Government, noting the Queensland Government's initial priority is upgrading the Mount Crosby Road interchange.
96	Transport Infrastructure Development Scheme	Qld	Ongoing	The Queensland Government provides a \$70 million targeted investment in local government transport infrastructure each year through the Transport Infrastructure Development Scheme. The majority of Scheme funding is provided as an annual allocation to Regional Roads and Transport Groups (RRTG) across the state for the development and delivery of projects across the shared network. The Scheme is provided on a matched funding basis to local governments that have formed one of the 17 RRTGs. Representatives from each RRTG member council and the Queensland Department of Transport and Main Roads voluntarily work together to make road and transport infrastructure investment decisions based on their regional priorities. The Scheme model provides local government with funding certainty, which promotes good planning and best value delivery methods. It also assists to maintain local government employment in regional areas.
97	Bruce Highway Safety Package	Qld; Cth	Ongoing	The Bruce Highway Safety Package looks to improve the overall safety of the highway. To date, safety improvements delivered as part of Bruce Highway Upgrade Program include:

No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>• Hundreds of kilometres of wide centre line treatments.</li> <li>• Shoulder sealing and audio tactile line markings.</li> <li>• 27 new rest areas/stopping places.</li> <li>• Various intersection improvements (such as protected right-hand turns) along the corridor.</li> </ul>
98	Heavy Vehicle Safety Action Plan	Qld	2019 – 2021	Pre-construction activities have commenced to explore the installation of on-site technologies to provide timely rest area availability information along the Bruce Highway. The plan encourages the increased uptake of telematics and other safety technologies for business and/or regulatory purposes.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
99	Develop major route plans on major highways	WA	Completed	98 route development and management plans for the rural WA network have been completed. The subsequent network analysis identified network programs for widening, overtaking lanes, geometry improvements, bridge upgrades and rest area improvements.
100	Wheatbelt Strategic Secondary road freight network	WA; Cth	Short term	The Wheatbelt Strategic Freight Network identified 80 routes that create an efficient, sustainable and cost-effective integrated freight transport network. This has led to a \$70 million commitment by the Australian Government through the Roads of Strategic Importance initiative, matched by \$17.5 million of state funds.
101	Revitalising Agricultural Freight Strategy	WA	Short term	The final Revitalising Agricultural Region Freight Strategy, released in June 2020, includes a prioritised multi-modal project list. Discussions are currently occurring with industry in relation to progressing some of the key projects identified.

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
102	GlobeLink business case	SA	2018 – 2019	GlobeLink proposed a new freight rail bypass and road bypass of the Adelaide Hills from the southeast to enter Adelaide from the north, and a 24/7 freight-only airport and intermodal export park at the Murray bridge end of the corridor. \$2.4 million was invested to fund a Master Plan and business case. Analysis of road and rail bypass options identified that none were viable or likely to be justified based upon current population and employment projections. Preliminary cost estimates for the original GlobeLink road/rail proposals totalled \$7.3 billion, with other options ranging up to \$18.2 billion. The Benefit Cost Ratio of shortlisted options ranged from 0.08 to 0.21. With spare capacity at Adelaide Airport, a new competing freight airport is not justified. There is, however, a distinct opportunity to provide more direct air connections to new international destinations to open up additional export markets. Several road connectivity options are identified for future investigation to explore opportunities that could deliver upon the objectives of GlobeLink in the long term. <sup>20</sup>

No.	Initiative	Jurisdiction	Timeframe	Progress
103	Strzelecki Track Wider Economic Benefit Analysis	SA	2019 – 2020	Further work has been undertaken to understand the additional economic value of upgrading and sealing the Strzelecki track. The study focused on benefits that are additional to those captured by traditional transport infrastructure modelling methodologies and quantitatively measure the benefits specific to industry and the public via producer and consumer surplus created from supply chain efficiencies, production efficiencies, greater market access and the associated reduction in environmental externalities. As a result, an additional \$49.3 million in benefits was identified in present value terms. These outputs will now be used to update the business case.
104	Grain/minerals port on Eyre Peninsula	SA	Ongoing	Infrastructure South Australia have been tasked with the identification of the optimum location for a grain/minerals port on Eyre Peninsula as one of ten major infrastructure projects identified in the Government's Strong Plan for South Australia.
105	Roads of Strategic Importance - Port Augusta to Perth (SA section including Eyre Peninsula network) corridor; Cockburn to Burra corridor; Renmark to Gawler corridor; Onkaparinga Valley Road/Tiers Road/Nairne Road intersection upgrade	SA; Cth	2020 – 2024	South Australian projects funded through the Australian Government's Roads of Strategic Importance initiative aim to better connect businesses to national and international markets. <ul style="list-style-type: none"> <li>• Sturt Highway - Renmark to Gawler: Anticipated procurement for various packages to commence fourth quarter 2020 to second quarter 2022.</li> <li>• Barrier Highway - Cockburn to Burra: Anticipated procurement for various packages to commence fourth quarter 2020 to second quarter 2022.</li> <li>• Eyre Highway - Port Augusta to Perth (South Australian section only): Anticipated procurement for various packages to commence fourth quarter 2020 to third quarter 2022.</li> <li>• Lower Eyre Peninsula improvements: Anticipated procurement for various packages to commence third quarter 2020 to second quarter 2022.</li> <li>• Onkaparinga Valley Road/Tiers Road/Nairne Road intersection upgrade: Construction expected to commence in early 2021.</li> </ul>
106	Horrocks Highway improvements	SA; Cth	2020 – 2024	This project includes the installation of overtaking lanes and shoulder sealing, improvements to the Gladstone level crossing, and the replacement of a bridge north of Melrose. Procurement for various packages is anticipated to commence in the fourth quarter of 2020 to the first quarter of 2022. The delivery of various packages is due to commence during 2021.
107	Productivity improvements (Thomas foods facility, Dublin Saleyards, Bratten bridge, Naracoorte roundabouts, Kroemers Crossing)	SA; Cth	2020 – 2021	This project involves infrastructure upgrades facilitating improved access for high productivity vehicles. <ul style="list-style-type: none"> <li>• Thomas Foods Facility – Road construction commenced in June 2020 to be completed by late 2020.</li> <li>• Dublin Saleyards – Construction/delivery due to commence early 2021.</li> <li>• Kroemers Crossing – Construction/delivery completed August 2020.</li> <li>• Naracoorte Roundabouts – Stage 1, roundabouts completed June 2020, stage 2, sale yards access construction/delivery due to be completed mid 2021.</li> <li>• Bratten Bridge – Completed July 2020.</li> </ul>
108	Remote Areas Consultative Group	SA	Ongoing	South Australia is currently chairing the Remote Areas Consultative Group, which aims to improve the efficiency and productivity of transport in remote Australia.
109	Rural Roads Package – Safety Package (i.e. overtaking lanes, shoulder sealing, and pavement and intersection improvements)	SA; Cth	2020 – 2023	This project involves road infrastructure improvements aimed at increasing safety. The package of works is expected to be completed by Q1 2023.

No.	Initiative	Jurisdiction	Timeframe	Progress
110	Annual program works: <ul style="list-style-type: none"> <li>Rural and remote upgrades – Adventure Way, Oodnadatta Track, Strzelecki and Birdsville Track</li> <li>Heavy Vehicle Safety and Productivity Program – Lincoln Highway rest areas and Tod and Birdseye Highways shoulder sealing</li> </ul>	SA	Ongoing	Projects delivered under annual program works will assist freight network connectivity, reliability and safety. Sealing of the Adventure Way between the South Australian/Queensland border and Innamincka is scheduled to commence in July 2020. On 23 June 2020, the South Australian Government committed to seal 50 kilometres of the Strzelecki track north of Lyndhurst. The project is expected to commence in the third quarter of 2020, with completion expected in the last quarter of 2021, weather permitting. The Heavy Vehicle Safety and Productivity Program works are staged with ongoing procurement and delivery under the Roads of Strategic Importance initiative.
111	90 Day Project – Improving Road Transport for Primary Production	SA	2015 – 2019	Remaining actions have transitioned to current planning streams for further investigation or delivery as funding permits.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
112	Bass Strait Ferry Replacement Program	TT-Line	2020 – 2028	The Tasmanian Government is exploring local and national options and possibilities to support the replacement of TT-Line's two Spirit of Tasmania vessels. This policy direction reflects the impact of COVID-19 on Australian and Tasmanian industry and businesses, and the opportunity to explore how much of that investment could occur within Australia. A taskforce will be established to identify local procurement, purchasing and manufacturing options.
113	Midland Highway 10 Year Action Plan	Cth; Tas	2015 – 2025	The Australian and Tasmanian Governments have committed \$500 million funding for improving safety for passenger and freight movements on this key highway. The Australian Government's contribution is made under the Building Our Future Program.
114	Bridgewater Bridge Replacement	Cth; Tas	2019 – 2024	Replacement of the Bridgewater Bridge, north of Hobart, represents the largest ever investment in a single transport infrastructure project in Tasmania. Planning for the \$576 million project is underway, with the Government confirming the key design requirements and releasing two initial design options. The planning and environmental assessment and approvals process will commence later this year. An Early Contractor Involvement procurement process will also shortly commence, which will select two contractors to enter a competitive design and tender process to determine a final design. Construction is scheduled to start in 2022.
115	New bulk minerals ship loader at Burnie Port	Cth; Tas	2021 – 2022	A new bulk minerals shiploader at the Burnie Port will help secure the future of the Tasmanian mining industry. TasRail will build and operate the new shiploader, which is connected to the road and rail network. Construction of the new shiploader will occur in 2020-21 and 2021-22. The shiploader will significantly increase load rate per hour, increasing productivity for the mining industry.



## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
116	Prefeasibility analysis for upgrades to Canberra to Sydney rail infrastructure	ACT; NSW	Complete	The ACT Government has completed pre-feasibility studies for Sydney to Canberra rail upgrades under the 2018-19 ACT Budget allocations. These investigations complement those underway by the NSW Government. The ACT will continue to work with the NSW Government and Australian Government on upgrades to this corridor to support improved passenger services as well as infrastructure and track upgrades which support freight movements.
117	East-west Regional Freight Network	ACT	Ongoing	The submission to the 2020 Infrastructure Priority List was accepted in relation to the high priority initiative 'National Freight and Supply Chain Strategy'. The ACT will continue exploring Australian Government funding opportunities to support the submission.
118	Feasibility of Canberra to Eden railway line	NSW; ACT	Long term	The NSW Government is undertaking a feasibility study of a Canberra to Eden railway line. The ACT has supported the concept in principle, recognising the potential benefits to Canberra and the Canberra Region. The ACT participated in stakeholder consultation undertaken by the NSW Government during 2019 and awaits the next outputs from the investigation.

## Northern Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
119	Northern Territory Airports Expansion Program	NT	2 years	<p>Construction has commenced on the cold storage, freight and training facility. It is anticipated that construction will be completed in September 2020 and the facility will open in October 2020.</p> <p>Solar energy farms at Darwin, Alice Springs and Tennant Creek Airports: Investigations and due diligence activities have commenced; timing of the works has been largely contingent on the supply authority finalising the Generator Performance Standards. NT Airports are now targeting Solar - Phase 1 works commencement in 2020-21 subject to project viability and board approval.</p> <p>Resurfacing Alice Springs runway, taxiways, apron and new runway lighting: The works were practically completed in November 2019, with the final grooving works completed in March 2020.</p>
120	Development of a Darwin Ship Lift Facility	NT	3 years	The \$400 million Darwin Ship Lift Facility will be capable of servicing offshore petroleum, fishing, pearling and Defence and Border Force vessels. The Ship Lift will be a common user facility, which will operate on a commercial basis. There will be a legislated open access regime to ensure fair and equal use for all customers. Pricing and access will be overseen by the independent Utilities Commission. The Northern Territory Government is working to finalise a project development agreement with the Paspaley Group to operate the facility and attain all relevant environmental and development approvals. The Northern Territory Government engaged GHD to prepare a Procurement Strategy to deliver the project. It is envisaged that a contract(s) will be awarded in late 2020, with construction scheduled to commence in 2021 (subject to obtaining relevant approvals).

# Wheatbelt Secondary Freight Network

## Project Summary

The Wheatbelt Secondary Freight Network program delivers vital upgrades to roads that are key to movement of agricultural freight in the Wheatbelt region of Western Australia. It funds road upgrades to increase access for large heavy vehicles across the region, improving safety and opening new transport routes for heavy vehicles. It does this by funding road and bridge widening, rehabilitation and realignment, as well as shoulder sealing, overtaking lanes and road train assembly parking bays. This program is a part of the Australian Government's \$4.5 billion Roads of Strategic Importance initiative, a ten-year investment into the nation's key freight roads.

42 local governments in the Wheatbelt region have collaborated to form the Wheatbelt Secondary Freight Network Working Party to help identify 53 strategic freight routes to be upgraded. Upgrades are prioritised based on linkages to state and national roads, highways and the rail network, with consideration also given to links to ports, livestock centers and regional and metropolitan grain receival sites. This investment is expected to support local industry and create local jobs. Two initial projects with a value of \$4 million were delivered in the 2019-20 financial year – the upgrades of the Mogumber – Yarawindah Road and the Quairading – Cunderdin Road.

## Project Delivery

The Wheatbelt Secondary Freight Network: Mogumber – Yarawindah Road and Quairading – Cunderdin Road projects were approved for a maximum of \$3.2 million in Australian Government funding in November of 2019. The Mogumber – Yarawindah Road project commenced construction in February 2020 and remains under construction. The Quairading – Cunderdin project also commenced construction in February 2020 and was completed in May 2020. Program delivery targets also identified works to enable the development of projects in the following years. The estimated cost of development works is \$2 million and includes the collection of data to prioritise further routes, further develop route corridors including design of individual projects, and undertake environmental clearances, service relocations and land acquisitions, as required. This process has successfully identified 53 strategic freight routes requiring work.

### Details at a glance

Action Area	Delivery Model	Location/ Jurisdiction	Financial	Stakeholder engagement
Smarter and targeted infrastructure	Infrastructure construction and road upgrades. The projects will be delivered through a mixture of individual contractors or Council's own workforces.	42 local government areas in the Wheatbelt region of Western Australia.	Project is not fully costed. Initial estimate is \$87.5 million (\$70 million from the Australian Government, \$11.67 million from the WA Government and \$5.83 million from local government).	The Wheatbelt Secondary Freight Network Working Party brings together 42 local governments in the Wheatbelt region of Western Australia. The Working Party nominated six members to form a steering committee, which is working with Main Roads WA on project prioritisation.
<b>Timeframe</b>	2019-20 to 2027-28			

## Closer Look

### Impact on freight and supply chains

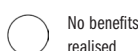
The Wheatbelt Secondary Freight Network comprises 4,400 kilometres of local government managed roads that connect with state and national highways. These roads are vital to the transport of products such as grain, livestock, oilseed, seafood, dairy, wool and horticulture from the place of production to strategic receival points. The program seeks to increase freight efficiency and productivity, reduce vehicle-operating costs, and improve road safety along these key freight routes. The program will also ensure consistent Restricted Access Vehicles ratings across the network, which will provide improved access for agricultural and mining regions to transport hubs. While the focus is on providing better connections between agricultural regions and ports to assist the agricultural sector, the program is also expected to improve access for tourism, mining and other sectors. It is expected to assist in delivering social, economic and employment benefits for the regional communities in the agricultural areas.

Benefit	Extent Realised	Description
<b>Intended Strategy Objective</b>		
<b>Smarter and targeted infrastructure</b>		The program allows governments to target investment on strategic freight routes critical to the Wheatbelt region that have been identified as requiring upgrade works.

### Project Benefits

<b>Increased access for larger heavy vehicles</b>	<i>To be assessed when projects are completed</i>	The program targets the most important freight routes for grain, hay, livestock, lime, fertiliser and diesel, and upgrades them to allow for larger heavy vehicles. This increases capacity and generates freight cost savings. The program also allows larger heavy vehicles to use roads previously unsuitable, connecting regions and communities to major gateways.
<b>Road safety benefits</b>	<i>To be assessed when projects are completed</i>	Safety will be improved by widening roads and providing overtaking lanes, among other upgrades. This will enable an increase in the size of vehicles used for the freight, reducing the number of trucks on the road. It is expected that this improve the 'Killed and Serious Injury' rate for the region, which is currently more than double the rate of any other region within WA.
<b>Improve freight efficiency, connectivity and travel time</b>	<i>To be assessed when projects are completed</i>	The Program will ensure that domestic and international supply chains are serviced by resilient and efficient key freight corridors via Western Australia's key ports, improving freight productivity and offering greater opportunities for business growth in the Wheatbelt region. It will also support local industries and the regional and remote communities located along the network, ensuring they have reliable access to essential services including healthcare and education.

Input	Forecast	Actual	Description
<b>Delivery time</b>	2019 – 2028.	N/A	The Wheatbelt Secondary Freight Network is on track to be completed by 2027-28.
<b>Project cost</b>	Estimated \$87.5 million	N/A	Dunding is for both the development and delivery phases of the projects.



No benefits realised



Minor benefits realised



Reasonable benefits realised



Most benefits realised



All benefits realised

## Lessons Learned

The Wheatbelt Secondary Freight Network has demonstrated an effective approach to stakeholder engagement through the cooperation between 42 local governments to establish priorities throughout the region. The approach has been recognised as one of the biggest local government collaborations in Australia. This will provide a template for effective stakeholder engagement for future projects to follow, particular those that have adopted a corridor approach.





## Action 1.3

### Identify and support digital infrastructure and communication services necessary for improved and innovative supply chains

#### Where do we want to be by 2024? We aim for:

- Improved mobile coverage along major freight corridors through initiatives such as the Mobile Black Spot Program.
- New infrastructure to be future-proofed.
- Digital infrastructure deployed to support innovative operations and technology improvements.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
121	Developing a world-leading satellite positional capability for Australia	Cth	2018 – 2025	<p>Geoscience Australia's (GA) Positioning Australia program is building a national positioning capability to provide all Australians with access to instant and reliable location data accurate to 3-5 centimetres in areas where there is mobile or internet coverage and 10 centimetres everywhere else – a significant improvement on the current 5-10-metre accuracy. An independent study shows that accurate, instant and reliable positioning will generate \$6.2 billion in the Australian economy over 30 years through new technologies and greater efficiencies.<sup>21</sup> To deliver this:</p> <ul style="list-style-type: none"> <li>GA has signed agreements with all states and territories to bring data from their Global Navigation Satellite System (GNSS) ground stations into the Positioning Australia GNSS network as part of GA's work to deliver a national positioning infrastructure capability. This led to a 400 per cent increase in the number of users of GA's positioning infrastructure.</li> <li>GA is continuing to upgrade its existing GNSS ground stations and install new ones in order to densify the GNSS network and improve performance.</li> <li>In partnership with New Zealand, GA is conducting a procurement process to deliver a Satellite-Based Augmentation System (SBAS) for Australia and New Zealand, delivering decimetre-level accuracy to both countries and the maritime zones between them, without the need for mobile phone or internet reception. GA expects the SBAS capability to be fully certified and operational by 2025.</li> <li>GA has released two geodetic reference frameworks that align Australian positioning information with world-leading applications, which improves access and efficiency of geodetic data to support centimetre level positioning.</li> <li>GA has released open source software that is capable of determining satellite orbits, positions and timing errors, and is capable of managing the acquisition, processing and delivery of multi-GNSS data and related products.</li> </ul>
122	Access to spectrum	Cth	Ongoing	The spectrum auction for the 3.6 GHz band concluded in late 2018. The Australian Communications and Media Authority has made a number of planning decisions relevant to freight applications such as connected and automated vehicles, including:

No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>Class licensing arrangements authorising the operation of intelligent transport systems, and</li> <li>Proposed arrangements to support Internet of Things applications in the VHF high band.</li> </ul>
123	Continue the Mobile Black Spot Program	Cth	2014 – 2023	The Australian Government has committed \$380 million to date to the Mobile Black Spot Program to invest in telecommunications infrastructure projects that improve mobile coverage and competition across Australia. To date, 1,229 base stations have been funded under the first five rounds of the program, with over 860 now in operation. Completed base stations are providing new and improved mobile coverage to more than 8,000 kilometres of major transport routes. The Government intends that the next step in the program will be to conduct a Round 5A, which will be used to test a range of different program designs. On 21 April 2020, the Government released a discussion paper seeking feedback from industry and community on options for the design of Round 5A, which includes a focus on improving mobile connectivity along major transport corridors and in disaster-prone regions, such as bushfire-prone areas, as well as the testing of new technologies that support shared mobile coverage in regional areas. Feedback received from industry and community on options for the design for Round 5A is currently being reviewed.
124	Rollout of the National Broadband Network	Cth	2020	11.7 million premises across Australia were ready to connect as at 30 June 2020, surpassing NBN Co's target of 11.5 million. NBN Co has around 100,000 premises, including 'complex connections' that will be completed after 30 June 2020 and expects that 80 per cent of these premises will have access to the National Broadband Network by 31 December 2020.
125	Internet of Things (IoT) and 5G uptake	Cth	2016 – TBD	<p>All three of Australia's major mobile network operators now have active 5G networks. 5G coverage is set to expand as carriers deploy their 5G networks across Australia. The 5G Working Group has met four times since 2018 and discussed the potential role for 5G in the transport, agriculture and healthcare sectors. In 2019, the Minister for Communications, Cyber Safety and the Arts asked the House of Representatives Standing Committee on Communications and the Arts to inquire into and report on the deployment, adoption and application of 5G in Australia. On 12 May 2020, the Committee tabled its report 5G - The Next Gen Future. The Australian Government is preparing its response to the recommendations of the report.</p> <p>A horizon-scanning project, initiated by the Chief Scientist and being undertaken by the Australian Council of Learned Academies, is investigating the opportunities and implications presented by the development and deployment of the Internet of Things (IoT) in the coming decade, including whether Australia can establish competitive advantage in particular IoT use cases. This report is due for release in the second half of 2020. In terms of networks that are being deployed to support the IoT, Telstra has approximately 3 million square kilometres of LTE M coverage and around 4 million square kilometres of Narrowband-IoT coverage. This coverage is already being used to connect around 3.8 million devices as at June 2020.</p>
126	Examination of technology models for deployment of Co-operative Intelligent Transport Systems (C-ITS)	Cth; QLD; NSW; Austroads	2020 – 2021	The Commonwealth, Queensland, NSW and Austroads have entered into a Memorandum of Understanding to undertake a project on the current and future capability of Cooperative Intelligent Transport Systems (C-ITS), including the various models for the deployment. This work may inform consideration of digital infrastructure that could be deployed to support innovative freight operations and technology improvements.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
127	Facilitate trials of emerging technology in heavy vehicles	NSW	Ongoing	Transport for New South Wales is continuing to look at the appropriate technologies for this initiative which will focus on heavy vehicle platooning and automation. Further work is to be carried out to provide a framework for trials and automated operations.
128	Improve data sharing	NSW	0 – 2 years	NSW has completed significant work in this area and has led the nation in publishing freight data in an open environment for customers and stakeholders to access. Whilst complete, Transport for NSW will continue its drive to make data available for better decision making by government agencies, local councils, road and rail operators and freight customers and communities.
129	Adopt new technologies to improve the efficiency of government infrastructure	NSW	Ongoing	A number of initiatives have been completed that will continue as 'business as usual' across ports, road and rail networks. Transport for New South Wales continues to explore technology solutions to improve the efficiency of administration and management of the network.
130	Foster trials of emerging technology by industry	NSW	Ongoing	Transport for New South Wales is currently engaging with industry and technology suppliers across a number of initiatives including heavy vehicle platooning and automation, vehicle-to-infrastructure systems to optimise traffic signal timing and reduce travel times for freight vehicles and last mile deliveries by aerial drones in urban areas across.
131	Support national reforms to investment in the freight network	NSW	5 – 10 years	While this initiative is complete it will continue as a business as usual initiative with the initial implementation to be considered by Infrastructure and Transport Ministers in November 2020 or May 2021.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
132	Heavy Vehicle Safety Action Plan	Qld	2019 – 2021	See initiative 98 under Action Area 1.2.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
133	Explore opportunities to apply new technology to manage transport networks	WA	Short term	Several initiatives are being investigated by the Western Australian Government, with industry and the research community to improve road traffic management. These include investigating on-board technology options and infrastructure-based technology options to link freight vehicle data with traffic management, and pathways to link freight vehicles and traffic management systems. WA has also adopted and refined the trial process to enable automated vehicle use through exemptions. Proponents wanting to use an automated vehicle on a public road in WA need to apply to the Department of Transport for an exemption from vehicle registration requirements.

No.	Initiative	Jurisdiction	Timeframe	Progress
134	Smart Freeway – Kwinana Northbound	WA	Short term	The project is on track for delivery in mid to late July 2020.
135	Regional Telecommunications Project: National Strategy Integration	WA	Short term	Additional funding of \$20 million has been secured for the Regional Telecommunications Project Continuation to further expand mobile coverage in regional WA, including along freight corridors and designated Main Roads WA primary and secondary routes. A mobile base station at Bannister, addressing a black spot on Albany Highway, will be completed shortly. Three more base stations are required to provide continuous coverage from Perth to Albany. The next round of the Commonwealth Mobile Black Spot Program Round 5A is due to open around September 2020 and will specifically target freight routes.
136	Fremantle Ports real time data project	WA	Short term	The initiatives under the Fremantle Port Authority real-time data gathering project achieved the following: <ul style="list-style-type: none"> <li>Freight Vehicle 'Smart Plate' Trial – The Port engaged the Sustainable and Built Environment national research centre to develop a Road Map to guide the conduct of a trial. The Road Map outlines the trial and evaluation methodology and articulates possible achievements resulting from industry, academia and government collaboration. The final draft Road Map is currently being reviewed.</li> <li>Container Tracking Trial – Conversations have progressed with some potential stakeholders to ascertain willingness to participate in such a trial.</li> <li>Develop and implement video analytics to gather real-time locational and fine-detail classification data – Service provider capabilities are currently being explored.</li> </ul>
137	Grainbelt Digital Enhancement Program	WA; Industry	Medium term	Under the Digital Farm Grant Program Round 1, a total of 11 projects are being rolled out, delivered by five telecommunication providers. The WA Supernet Request for Proposal response is being assessed. <sup>22</sup>

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
138	Great Eastern Drive Mobile Coverage Program	Tas	2019 – 2021	This project is to improve coverage to at least 95 per cent of the Great Eastern Drive, between Buckland and Binalong Bay. The Great Eastern Drive is a major Tasmanian transportation route and currently has significant areas of negligible or no mobile coverage. A total of \$11 million will be invested by the Tasmanian Government and Optus to construct 15 greenfield macro base stations. The project is currently underway and completion is expected in 2021.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
139	Low and Zero Emissions Vehicles (LZEV's)	ACT	Ongoing	The ACT's Transition to Zero Emissions Vehicles (ZEV) Action Plan 2018-2021 sets a clear direction for the ACT to accelerate and support the uptake of ZEVs, including battery electric vehicles, plug-in hybrid electric vehicles, hydrogen fuel cell vehicles and electric



No.	Initiative	Jurisdiction	Timeframe	Progress
				<p>bikes. The plan includes a range of actions, including a government commitment to all newly leased ACT Government fleet passenger vehicles being ZEVs from 2020-21 (where fit for purpose). As identified in the ACT's Climate Change Strategy 2019-25, the ACT Government will also identify new actions to support the uptake of zero emissions vehicles from 2021 onwards and will explore opportunities to promote investment in public charging infrastructure.</p> <p>The ACT continues to co-lead with Queensland and participate in the national work program to accelerate the uptake of LZEVs. Under the national LZEVE work program the ACT, along with Tasmania, is leading the development of the fleet managers guidelines. This will ultimately support vehicle fleet managers across Australia transition to LZEVs. Additionally, the ACT is supporting the coordination of responses for reporting on progress with the action "Consider developing LZEVE fleet targets: (a) For the overall Australian vehicle fleet and (b) For each jurisdiction for their government owned and managed fleet." Updates on progress of the national work program are expected to be reported to the Infrastructure and Transport Ministers meeting later in 2020 or early 2021.</p>

## Northern Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
140	Remote Telecommunications Co-investment Program	NT	4 years	Fourteen remote sites have been identified to date for the 2019 program. Thirteen sites are being designed and one site is complete. Five sites will provide coverage on a transport corridor, with one on the Stuart Highway and the balance on secondary roads. All sites are expected to be completed by end of 2022.

## Action 1.4

### Advance heavy vehicle road reform to facilitate efficient investment in infrastructure

#### Where do we want to be by 2024? We aim for:

- Stronger links between heavy vehicle road user charges and investments into road infrastructure services.
- Increased transparency to road users regarding levels of service and investments.
- Increased funding certainty for road managers, helping to deliver optional road maintenance.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
141	Advance heavy vehicle road reform to facilitate efficient investment in infrastructure	All	Ongoing	The Australian Government commenced public consultation on reforms to the way heavy vehicle charges are set and invested (supply side reforms) in June 2020, delayed due to the COVID-19 pandemic. As part of the consultation, the Government is holding online workshops with stakeholders to discuss the measures and hear feedback. State and territory governments continue to participate in the national Heavy Vehicle Road Reform discussions through the national Steering Committee, including the development of national Service Level Standards. Information from consultation together with implementation details of the proposed reform measures will be provided to Infrastructure and Transport Ministers in 2020-21 for their decision.

#### Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
142	Port infrastructure pricing and access review	Vic	Completed	The Victorian Government has completed the Port Pricing and Access Review (PPAR), which investigated options for the future role of Government in regulating pricing/charges, and access to and from the port of Melbourne. The PPAR was developed in response to industry concerns regarding increasing infrastructure charges by stevedores at the port of Melbourne and the associated flow-on cost to industry. The findings of the PPAR were released to the industry on 30 January 2020. The PPAR provided a comprehensive picture of pricing and access at the Port of Melbourne from the wharf to the port gate, and that while costs have risen as a result of increases in stevedore charges, costs being levied by others, particularly shipping lines, are arguably having a bigger impact on increasing costs. The PPAR found that whilst there is not a case for economic regulation at this stage, it recommended putting in place new voluntary standards around how port charges are changed in consultation with the industry. As a result of the recommendations, there is an intention to introduce a Voluntary Port Performance Model to improve pricing transparency and access coordination (see Action Area 2.1).

# Darwin Ship Lift Facility

## Project Summary

The Northern Territory (NT) Government has committed \$100 million to developing ship lift infrastructure. The Northern Australia Infrastructure Facility is investing \$300 million via a concessional loan to enable development of this sovereign infrastructure.

Key design features of the ship lift include:

- 103 metre in length ship lift capable of lifting vessels up to 5000 tonnes
- additional hardstand for ship and maintenance works
- additional wet berth (wharves) to enable in-water repairs, maintenance and loading.

The NT Government is working to finalise a project development agreement with the Paspaley Group to operate the facility and are attaining all relevant environmental and development approvals. SMEC has been engaged as Owners Engineer; providing technical advice across a range of disciplines, including civil and structural design engineering as well as general strategic advice and risk reduction. GHD has been awarded the Commercial and Procurement Advisor contract; developing a procurement strategy for the design and construction of the facility and will undertake market engagement on the procurement model. AECOM has been engaged as the project's Environmental Consultant, undertaking investigative studies for the preparation of the Environmental Impact Statement.

## Details at a glance

Action Area	Delivery Model	Location/Jurisdiction	Financial	Timeframe
Smarter and targeted infrastructure	Infrastructure construction.	East Arm, Darwin, Northern Territory	\$400 million	Construction to commence 2021 (pending relevant approvals being obtained) and completed in 2023.





## Action Area 2

# Enable improved supply chain efficiency





## Action 2.1

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

#### Where do we want to be by 2024? We aim for:

- Stronger links between heavy vehicle road user charges and investments into road infrastructure services.
- Increased transparency to road users regarding levels of service and investments.
- Increased funding certainty for road managers, helping to deliver optional road maintenance.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
143	Modernising agricultural trade – \$32.4 million	Cth	2018 – 2022	The Australian Government is progressing a second pass business case to modernise our export supply chain, digitising government assurance and verification systems to better align with current industry capabilities, needs and expectations. These enhancements will streamline regulatory interfaces, improve access to information and provide digital infrastructure to support Australia's agricultural trade.
144	National Rail Action Plan Work Program – Interoperability Standards	All	2019 – 2021	Infrastructure and Transport Ministers endorsed the National Rail Action Plan in November 2019. The National Transport Commission is leading work on the National Rail Action Plan and has established three working groups of government and industry representatives to deliver on the key themes of interoperability, commons standards/harmonisation, and skills and labour. A priority of the Interoperability working group is to deliver network business cases for the implementation of interoperable systems. The Common Standards working group is working in the first instance to develop six standards for rolling stock components and a plan for developing standards for other key components. The Common Standards and Harmonisation Steering Committee is preparing its first report to Infrastructure and Transport Ministers, which will include details of an industry survey undertaken by the Rail Industry Safety and Standards Board. The Committee is prioritising areas for development of common standards, along with developing a three-year plan to progress standardisation. Work on the skills and labour stream is reported under Action 2.2.
145	Ongoing harmonisation of national vehicle safety standards for freight vehicles	All; Industry	Ongoing	The Australian Government continues to review, maintain, deregulate, and harmonise national road vehicle standards to align with Australia's commitments outlined in United Nations arrangements relating to international vehicle standards. The Government continues to balance these harmonisation commitments against outcomes listed in the National Road Safety Strategy and the need for unique local vehicle standards. The Government is currently progressing the simplification of vehicle lighting requirements to realign with United Nations regulations, reduce regulatory costs and provide the safest freight vehicles to the Australian market at the lowest practicable cost to businesses and consumers. Jurisdictions participate at a national level with the Australian Government's actions to harmonise and where possible adopt international regulations.

No.	Initiative	Jurisdiction	Timeframe	Progress
146	Implementation of IMO mandate on electronic exchange of international maritime traffic information	Cth	2019 – TBD	<p>The Australian Government continues to engage in International Maritime Organization (IMO) negotiations on the Facilitation (FAL) Convention, including through participation in the correspondence group on the review and update of the Annex to the FAL Convention. The inclusion of the single window concept in the Annex will result in improved efficiency of international maritime traffic, simplifying through minimising the formalities, documentary requirements and procedures associated with the arrival, stay and departure of ships engaged in international voyages.</p> <p>The 43rd meeting of the FAL Convention (FAL 43) approved the revised guidelines for setting up a maritime single window including internationally recognised standards that are available for use. FAL 44, scheduled for April 2020 but postponed due to COVID-19 travel restrictions, will consider this work for inclusion in the Annex to the FAL Convention and will review and revise the IMO Compendium on Facilitation and Electronic Business, including additional e-business solutions. The Australian Government is working to ensure Australian trade related information frameworks will be interoperable with international maritime single window standards.</p>

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
147	M4 Smart Motorway Project	NSW	Ongoing	The NSW Government is investing \$600 million to build the M4 Smart Motorway project, which will introduce intelligent technology to the M4 Motorway between Pitt Street, Mays Hill and Mulgoa Road, Penrith. Stage 1 of this initiative has been completed with Stages 2 and 3 currently underway with the target to be completed by 2020.
148	Optimise freight train cycle times	NSW	0 – 2 years	This initiative is ongoing as Transport for NSW continues to work with rail network owners and rail freight operators to optimise freight train cycle times, as the freight rail timetable on the shared Sydney network is continuously evolving and NSW seeks to implement a regional rail corridor strategy.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
149	Voluntary Port Performance Model	Vic	2020 – 2022	The Victorian Department of Transport hosted a Ports Roundtable in January 2020 as part of the Port Pricing and Access Review. As outlined at that time, the Victorian Government does not intend to regulate stevedore terminal charges at this time. However, the Victorian Minister for Ports and Freight announced her intention to introduce a Voluntary Port Performance Model to improve pricing transparency and access coordination. The first stage of implementing the Voluntary Port Performance Model involves development of a Voluntary Pricing Protocol, providing guidelines for stevedores to notify the department and industry of impending landside access price increases or introduction of new access charges, and provide suitable transparency and

No.	Initiative	Jurisdiction	Timeframe	Progress
				rationale for such changes. A final Protocol has been presented to the stevedores and will be published more widely in August 2020. The second stage involves development of a Voluntary Performance Monitoring Framework to monitor performance of the container landside supply chain at the Port of Melbourne. A set of indicators which both industry and government agree are consistent, measurable and meaningful will be developed. Work has commenced on the scoping of a 12-month trial starting in early 2021.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
150	Heavy Vehicle Safety Action Plan	Qld	2019 – 2021	See initiative 98 under Action Area 1.2.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
151	Trade Community System	WA; NSW; Qld	Medium term	Following a successful Proof of Concept phase conducted by the Port of Brisbane, significant progress has been made with Australian and New Zealand ports, including the Fremantle Port Authority, to progress a Trade Community System (TCS) pilot. This is intended to validate the commercial proposition in support of a TCS. However, the Australian port-led initiative has been placed on hold due to a failure to secure required funding, which was exacerbated by the COVID-19 emergency. Instead, Transport for New South Wales has progressed the concept through a consultancy.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
152	ACT Transport Strategy (Moving Canberra)	ACT	Medium term	The ACT Government is developing a long-term Strategy for the Future of Transport in the ACT and the Capital Region (the ACT Transport Strategy), building on community feedback on the draft Transport Strategy (Moving Canberra) and acknowledging the impact of COVID-19 on transport and travel in the ACT going forward. The Transport Strategy carries forward the vision of the ACT Freight Strategy 2016 to deliver an efficient, safe and sustainable freight network and services for a growing ACT and regional economy while protecting urban amenity. It will further implement the ACT Freight Strategy 2016 by providing a plan for freight

No.	Initiative	Jurisdiction	Timeframe	Progress
				movement to be prioritised on key orbital routes connecting the Canberra region, NSW and Victoria to industrial areas. Additionally, it recognises that freight hubs will provide an opportunity for the city to capitalise on the potential for freight in the Canberra region, opened by Canberra Airport as an international gateway. It also further explores the uptake of zero-emissions freight in the ACT as a way to reduce carbon emissions from transport.
153	Exploring how telematics and other intelligence transport systems can be used to optimise operations and planning	ACT	Ongoing	The ACT continues to work with Transport Certification Australia and participate in the National Telematics Framework working group to explore how telematics and other intelligence transport system can be utilised for freight operations and planning.



# Drone Delivery Operations — Wing Aviation Pty Ltd (Wing)

## Project Summary

Wing, a subsidiary of Alphabet, is a drone delivery company that has built an autonomous fleet of small, lightweight delivery drones that can transport small packages directly to homes in minutes. Wing has been operating a drone delivery service in the ACT since April 2019 and has delivered thousands of packages on behalf of 15 local businesses to residents in Crace, Franklin, Harrison and Palmerston. The facility that Wing has built in Mitchell, ACT is the first of its kind in the world, and Wing has since launched a second facility in Logan, Queensland.

Drone delivery can improve the way cities operate by supporting efficient small package transport using drones as a last mile delivery solution, reducing road congestion, carbon emissions and creating new economic opportunities for local businesses. Wing has delivered smart city infrastructure in Canberra without the need for investment from the government. According to AlphaBeta Economics, using drones to deliver small goods has the potential to reduce traffic congestion in the ACT by 35 million vehicle kilometres each year by 2030.



## Details at a glance



Action Area	Delivery Model	Location/ Jurisdiction	Financial	Timeframe	Stakeholder Engagement
<ul style="list-style-type: none"> <li>Smarter and targeted infrastructure</li> <li>Enable improved supply chain efficiency</li> </ul>	The ACT Government has provided land use permission approval for the establishment of the Wing drone operational base in Mitchell.	Mitchell, ACT	Nil to government. Private investment only.	Completed – service has been operating for over a year.	Wing operates with all required permissions and continues to work collaboratively with the Civil Aviation Safety Authority (CASA), and the Department of Infrastructure, Transport, Regional Development and Communications. Wing works closely with local stakeholders including the ACT Government, local community groups, aviation community, industry bodies, trade associations and chambers of commerce.

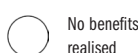
## Closer Look

### Impact on freight and supply chains

Drone delivery can address last mile delivery costs by providing a fast, affordable and green option. Drone delivery has many societal benefits including those for the elderly, families or homebound delivering a wide range of items including food and over the counter medicine. Drone delivery is becoming an increasingly important part of Australia's delivery sector and supporting efficient last mile transport.

Drones will play an important role in the shift towards online delivery. Delivery drones allow more local businesses to offer last mile delivery, giving them a new way to reach customers. This can allow more specialised businesses to thrive and enable new businesses to engage in e-commerce. Customers in north Canberra can use the Wing platform to order a range of goods such as fresh bread, hot coffee, and other household essentials directly to homes from 15 local businesses.

Benefit	Extent Realised	Description
<b>Intended Strategy Objective</b>		
Smarter and targeted infrastructure		Expanding product variety and reach. The speed of drones allows retailers to offer instant or same-day delivery to a larger geographical area, and customers potentially have a wider range of products to choose from.
Enable improved supply chain efficiency		<p>Delivery drones can support last mile delivery efforts by reducing emissions and traffic congestion, saving time and reducing costs. Since the start of COVID-19, Wing has completed thousands of deliveries in Canberra for residents working or schooling from home. Wing's technology can provide access to critical supplies, food, and other necessities when limiting human-to-human contact is important.</p> <p>The current Canberra experience has seen a niche role for drones in fulfilling small size, medium-range deliveries with the greatest contribution of drone delivery coming from takeaway food and beverages.</p>



No benefits realised



Minor benefits realised





Reasonable benefits realised



Most benefits realised



All benefits realised

Benefit	Extent Realised	Description
<b>Project Benefits</b>		
<b>Reducing emissions and traffic congestion</b>		Drones can help reduce emissions and traffic congestion on our roads. Flying a drone emits the equivalent of about 25 grams of greenhouse gas when delivering a small package in comparison with the 296-728 grams emitted by delivery trucks.
<b>Saving time, convenience and costs</b>		Drones travel faster than all other forms of last mile delivery, potentially shortening delivery times by 60-70 per cent.

## Lessons Learned

The ACT experience has highlighted a broader issue for state and territory governments. Although airspace regulation, including aircraft noise emission regulations, is a responsibility of the Australian Government, most complaints from residents about drone operations are directed in the first instance to local authorities. This issue will become more prominent if drone operations increase in frequency or geographic coverage and could be improved by better communication strategies from Australian Government regulators.

## Action 2.2

### Promote training and re-skilling of industry and government workforces appropriate to current future needs

#### Where do we want to be by 2024? We aim for:

- Freight industry education and training programs that deliver a freight workforce with the right skills and capabilities to meet current and future workforce needs.
- Enhanced capability of government planners and decision makers to understand freight and supply chain benefits and needs and have the resources to make informed decisions related to freight.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
154	Engage, inform and attract potential new workforce entrants (e.g. retrenched workers and other job seekers) to the freight and logistics industry	Cth	2019 – 2021	Work is under way to develop content for a dedicated freight and supply chain page on the recently created Department of Education, Skills and Employment Jobs Hub . It will include tailored job search and employment planning information to build understanding of and connections to employment opportunities in the sector. The Australian Government has commenced working with relevant stakeholders to inform the development of resources for a wide range of job seekers looking for entry-level work.
155	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	Ongoing	The Australian Government has made connections with NatRoads, the Supply Chain and Logistics Association of Australia, the Australasian Railway Association and the Australian Logistics Council to promote the opportunities available for employers to work with the Commonwealth to establish recruitment and pre-employment pathways for entry-level workers into the supply chain and logistics industry. Work is currently underway with an organisation in the trucking industry to deliver a pre-employment project, which creates an entry pathway for women committed to taking on a career as a truck driver. The Australian Government will continue to work with employers with the aim of rolling out more of these opportunities.
156	Boosting aviation training through increased VET loans	Cth	2020	Implemented – students undertaking eligible aviation courses, with census dates after 1 January 2020, that lead to a commercial pilot license qualification will be able to access an increased Higher Education Loan Program (HELP) loan limit of \$152,700. Currently, the HELP loan limit for students studying medicine, dentistry, veterinary science and eligible aviation courses is \$152,700 and \$106,319 for all other students. The eligible aviation courses are listed in the FEE-HELP Guidelines 2017. The initiative was announced in the 2019-20 Federal Budget and legislation received passage through parliament on 14 November 2019.
157	jobactive	Cth	2018 – 2022	jobactive is the Australian Government's initiative to get more Australians into work. Providers connect job seekers with employers, including the placement of job seekers into roles in the Transport, Postal and Warehousing industry. jobactive providers can use the Employment Fund to assist job seekers into work by providing financial support for employer-required accredited training,



No.	Initiative	Jurisdiction	Timeframe	Progress
				work clothing, safety equipment, work-related licensing and transport. The Commonwealth will continue to develop the capability of providers in placing job seekers into supply chain and logistics roles, through the development of tailored job search and employment planning information for the industry.
158	Employment Facilitators	Cth	Ongoing	Employment Facilitators provide a local presence for the Australian Government in identified regions. There are currently Employment Facilitators operating across 11 regions. They help to facilitate government initiatives such as the Regional Employment Trials program. They also work directly with companies retrenching workers, retrenched workers and other job seekers to connect them with training, job opportunities and other existing support. The Employment Facilitators activities complement jobactive services. The Employment Facilitators' work alongside a range of stakeholders in their regions – this can include freight and supply chain stakeholders.
159	Development of competency standards for vocational education	All	Ongoing	The Australian Industry Skills Committee provides advice to governments on the skill standards and competencies needed by all Australian industries, now and into the future. The Transport and Logistics Industry Reference Committee has responsibility for the Transport and Logistics Training Package for Road Transport, Logistics, Warehousing and Ports. A number of projects (including Fuel Storage Dangerous Goods Contractor, Logistics and Warehousing Operations, Naval Shipbuilding Integrated Logistics Support, Rail Infrastructure Skills, Rail Network Fault Support, Rail Passenger Train Guard and Rail Train and Network Control Operations Review) are currently underway to improve the quality of qualifications and competency standards within the Training Package. Further Transport and Logistics Industry projects are also scheduled to commence in late July and August 2020.
160	National Rail Plan Work Program – Skills	Cth	TBC	In late 2020, Infrastructure and Transport Ministers will consider analysis on skills shortages across the rail industry and potential skills pathways to address critical skill gaps. See initiative 144 under Action 2.1 for more information.
161	Attracting women into aviation careers	Cth	2019 – 2022	The program encourages women to pursue careers across all aspects of the aviation sector. Activities contracted under the program include seminars and events, mentoring and a range of careers events.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
162	Women in Transport Program	Vic	2017 – 2020	The Women in Transport program aims to increase the number of women working in the public transport sector from 16 to 25 per cent by the end of 2020. As at the end of December 2019, the representation of women within the public transport operators has increased by 5 per cent, from 16 to 21 per cent. Investment in the Women in Transport program now totals \$3.2 million; an increase of \$2.1 million since its launch in March 2017. The program is now being reviewed and new initiatives being developed to continue to improve gender equality in the transport sector.
163	Victorian Heavy Vehicle Licensing and Employment Pathways Review	Vic	TBD	<p>The Victorian Heavy Vehicle Licensing and Employment Pathways Review has been conducted to investigate:</p> <ul style="list-style-type: none"> <li>• The extent to which the current heavy vehicle licensing system is producing safe and competent drivers</li> <li>• Employment pathways into professional heavy vehicle driving in Victoria.</li> </ul> <p>The licensing stream has considered areas for improvement in the Victorian heavy vehicle licensing system, heavy vehicle licence</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
				progression and the adequacy of current training and assessment. The employment pathways component has considered barriers and opportunities to attracting drivers to the industry and retaining them. Both streams of work align with national and Victorian strategic priorities and transport and logistics industry concerns with heavy vehicle driver licensing and employment pathways. The draft report is currently under review by Freight Victoria.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
164	Queensland Transport and Logistics Workforce Strategy and Action Plan	Qld	2018 – 2023	Queensland is supporting industry to undertake initiatives as identified under nine strategies in the action plan to build the industry brand, attract new talent, and strengthen the skills of the existing workforce to meet the emerging needs of the transport and logistics sector.
165	Development of future-skills standards for the transport and logistics, aviation and maritime sectors	Qld	Ongoing	The Queensland Government continues ongoing engagement with the Transport and Logistics Workforce Advisory Committee and broader industry to identify emerging skills and required changes to training and qualification needs.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
166	Development of future-skills standards for the transport and logistics, aviation and maritime sectors	WA	Short term	Research has been undertaken by the WA Department of Training and Workforce Development and Logistics Training Council into suitable skills pathways, including mentoring and cadetships, in industries such as logistics. However, the advent of COVID-19 has put on hold all work in this area while industries re-define their future skill needs. WA is participating in a national working group set up through the National Transport Commission to develop an Action Plan aimed at addressing rail industry skill shortages. Specific to WA, a Metronet rail skills academy is being established, led by North Metropolitan TAFE with support from the WA Department of Training and Workforce Development, the Public Transport Authority and the WA rail industry.
167	State Aviation Training Strategy	WA	Short term	A draft training strategy was prepared at the beginning of 2020, following extensive consultation with key stakeholders by the WA Department of Training and Workforce Development and Logistics Training Council. However, due to COVID-19, the project has been suspended until further notice.
168	Heavy Vehicle Driver Training Programs and Facilities	WA	Short term	The WA Premier launched the pilot Heavy Vehicle Advanced Skills Driver Training Program to operate from the South Regional TAFE Collie Campus commencing in July 2020.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
169	Tasmanian Transport and Logistics Workforce Action Group	Tas	Ongoing	Through Skills Tasmania, the Tasmanian Government works with the Tasmanian Transport and Logistics Workforce Action Group. Projects have included developing resources to support recruitment to top occupations in the sector, attracting women to work in the sector, and workforce planning through development of the Tasmanian Transport and Logistics Workforce Plans 2015-2018 and 2020-2023.
170	Industry Training Hub	Cth; Tas	Ongoing	\$58 million has been allocated across Australia for Industry Training Hubs and scholarships to deliver future pathways for young Australians for jobs of the future. Burnie in North West Tasmania has been identified as a location for one of the Industry Training Hubs. Young people aged 15-24 in training hub areas will also be eligible to apply for a scholarship to undertake an eligible VET Program of study.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
171	Participation in the truck driver skills and shortage working group	ACT		The ACT participated in the working group looking at truck driver skills and shortage when it was established in June 2019. Following a break arising from the COVID-19 pandemic, the ACT will continue to participate when the working group reconvenes. Hosted by NatRoad, the working group also focuses on consistency of driver competencies and licensing conditions across jurisdictions to underpin a solid road transport network system that supports the freight supply chain.

## Action 2.3

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

#### Where do we want to be by 2024? We aim for:

- A national coordinated approach between governments and industry to researching and trialling new freight technologies.
- The right enabling regulatory environment, infrastructure, data streams and workforce skills to deploy emerging freight technologies.
- Introduction of ready to deploy technologies to the Australian market in a manner that is technology neutral and maximises economic and social benefits while meeting community expectations of safety, security and privacy.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
172	Smart Truck Rating Pilot	Cth	2019 – 2020	The Smart Truck Rating Pilot, which developed and tested an energy performance rating system for heavy vehicles, has been completed. The project succeeded in demonstrating the practicality and effectiveness of the rating system to quickly and accurately identify the energy performance level of difficult truck configurations and duty cycles. The Australian Government is considering the future of the rating system beyond the Pilot.
173	Development and implementation of the National Hydrogen Strategy	All	2019 – 2030	<p>The National Hydrogen Strategy was agreed by Australian Governments in November 2019. The Strategy outlined nationally coordinated government actions for the development of an Australian hydrogen industry. One action is the completion of National Hydrogen Infrastructure Assessments. The national assessments will take a country-wide approach to mapping and understanding infrastructure needs for an Australian hydrogen industry, and will help the government and investors in their decision-making on hydrogen industry investment and development.</p> <p>The first assessment is expected to commence in 2020, with completion by the end of 2021. In early 2020, the WA Renewable Hydrogen Unit was formally established at the Department of Jobs, Tourism, Science and Innovation. The Unit regularly liaises with the National Hydrogen Project Team on a range of topics and themes to ensure continued alignment and information sharing on transport related matters. The Unit is facilitating proposals for hydrogen refuelling stations. Rounds have now closed for WA's Renewable Hydrogen Fund. The WA Government has announced funding for two hydrogen transport feasibility projects, with more announcements to come.</p> <p>The Queensland Government continues to monitor hydrogen developments, including transport trials underway and to understand how these can integrate into freight. Examples include the Sun Metals Group in Townsville, who received \$5 million from the</p>



No.	Initiative	Jurisdiction	Timeframe	Progress
				Queensland Government to build Queensland's first renewable hydrogen facility and monitoring developments in Gladstone, including how hydrogen production can be used in the transport sector. Gladstone's initial focus is on using hydrogen as an energy source to export.
174	A National Strategy for Electric Vehicles	Cth	2019 – 2020	The National Strategy for Electric Vehicles is on track for completion by the end of 2020.
175	Advanced Train Management System – \$70 million	Cth	2014 – 2022	The Australian Government is providing \$50 million in funding to the Australian Rail Track Corporation for the implementation of the Advanced Train Management System (ATMS). ATMS is an advanced train communication and signalling system that will improve the safety of rail operations as well as delivering reliability and network resilience. In July 2020, the ATMS was fully commissioned and became the primary signalling system between Port Augusta to Whyalla (Stage One). Stage Two is currently underway and is progressing to build capacity for a large-scale deployment on the Tarcoola to Kalgoorlie rail corridor. The project is scheduled for completion in mid-2022.
176	Driver fatigue monitoring technology trials – \$250,000	Cth; Industry; National Heavy Vehicle Regulator (NHVR)	2018 – TBD	<p>The NHVR commenced a trial of fatigue safety related technologies to gain a greater understanding of how they work and are used. The trial was to be conducted in five phases between January 2019 and June 2020. Based on the research findings from Phase 2 of the trial and further interviews with industry the NHVR is transitioning the trial into a pilot program of work. An industry user working group has been established to work with the NHVR to deliver the pilot commencing in late 2020.</p> <p>Other fatigue initiatives:</p> <ul style="list-style-type: none"> <li>• The NHVR has established a Fatigue and Distraction Technology Detection program to proactively work with industry and the police to realise the safety and productivity benefits offered by consistent use of the technology.</li> <li>• The NHVR is soon to commence a Fatigue Safety Strategy, which will set out how the NHVR will partner with industry, governments and the police to identify and support innovative safety practices that will help relieve driver fatigue as a cause of heavy vehicle crashes in Australia.</li> <li>• The NHVR commenced a Fatigue Choices campaign in March 2020 as a multifaceted approach to increase the uptake of formal fatigue risk management systems in the industry (predominately moving from Basic Fatigue Management to Advanced Fatigue Management).</li> </ul>
177	Advanced Safe Truck Concept – \$6.5 million	Cth	Completed	Seeing Machines was awarded \$2.25 million over three years under the first round of the Australian Government's Co-operative Research Centre Projects Program (a stream of the CRC Program) for the Advanced Safe Truck Concept. The Advanced Safe Truck Concept has been completed and a report has been provided to the Department of Industry, Science, Energy and Resources.
178	Austrorads' Connected and Automated Vehicle Program – <i>Note: Program has been renamed to 'Future Vehicles and Technology Program'</i>	Austrorads	Ongoing	<p>The Australian Government participates in Austrorads' Future Vehicles and Technology Program. The work of the program is focused around four key themes: connected and automated vehicles; low and zero emission vehicles; digital and physical infrastructure; and capability building. The program recently published research on infrastructure readiness and changes needed to support automated vehicles on rural and metropolitan highways and freeways. Main Roads WA holds membership on Austrorads Future Vehicles and Technology Taskforce and actively participates in the existing program of works which includes the following projects:</p> <ul style="list-style-type: none"> <li>• FCA6239 - Vehicles and technology further state 2030 project;</li> <li>• FDI6216 - Road authority data for connected and automated vehicles; and</li> <li>• FPI6119 - Automated steering functions.</li> </ul>

No.	Initiative	Jurisdiction	Timeframe	Progress
				Queensland is commencing a capability gap analysis of internal technology governance capabilities that are likely to be invested in to enable a potential “no regrets” Cooperative Intelligent Transport Systems deployment in Queensland. The gap analysis will inform an action plan in order to seek to align Queensland’s internal near-term business investments in such corporate capabilities. The Victorian Government has been an active participant in the Connected and Automated Vehicle Program, which has been re-established recently as the Future Vehicles and Technologies Program. The Victorian Department of Transport provided technical endorsement and guidance to the program of work, and linkages to jurisdiction projects and initiatives. Five projects have been approved in the 2020-21 work program.
179	Road Safety Innovation Fund	Cth	2019 – TBD	Round 1 (2020-21 financial year) identified two heavy vehicle road safety innovative projects: <ul style="list-style-type: none"> <li>• Testing automated thermographic tools and their effectiveness in assisting on road heavy vehicle inspections, and</li> <li>• Development of a virtual rail concept to reduce corner cutting by semi-trailers in order to protect vulnerable road users.</li> </ul>
180	iMove Cooperative Research Centre (CRC)	Cth	2017 – 2027	The Australian Government continues to partner with a range of universities, researchers and industry experts on projects coordinated through the iMove Cooperative Research Centre. Following the completion of the Freight Data Requirements study in 2018, the Government has initiated a Freight Consignment Data Aggregation pilot through iMove that is assessing the feasibility and utility of aggregating freight consignment event/message data to produce outputs that help inform infrastructure planning and freight policy. Other projects the Australian Government has collaborated on recently include a research project to accelerate uptake of Cooperative Intelligent Transport Systems (known as C-ITS), which will be completed in the second half of 2020. The Government is continuing to consider a number of potential future projects, in consultation with iMove and potential research partners.
181	Establishment of the Office of Future Transport Technologies	Cth	Complete	The Office of Future Transport Technology was established in 2018 to coordinate the Australian Government’s work to prepare for emerging transport technology, such as connected and automated vehicles. The Office works closely with state and territory road agencies to position Australia for the early and safe deployment of transport technology, to enable Australians to experience safety, productivity and accessibility benefits. A key piece of work the Office is involved in is developing vehicle safety standards to set safety arrangements that automated vehicles must meet when they are first supplied to the Australian market.
182	Implement Key Priority 5.1 (Identify and facilitate emerging technologies that improve freight outcomes) of the National Land Transport Technology Action Plan 2020 – 2023	All	2020 – 2023	An updated National Land Transport Technology Action Plan (2020-23) under the National Land Transport Technology Policy Framework was agreed by Australian Infrastructure and Transport Ministers in August 2019. Priority 5.1 is related to the National Freight Strategy. Further detail on progress of this action and others will be progressing and will be included in future annual reporting cycles on the National Land Transport Technology Action Plan, commencing in November 2020. The Australian, State and Territory Governments continue to collaborate to develop more projects to meet the Action Plan’s priorities over the next three years.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
183	Heavy vehicle platooning on major freight corridors	NSW	Ongoing	Transport for New South Wales is currently engaging with industry and technology suppliers looking at what technology is available for heavy vehicle platooning on major freight corridors.
184	Intelligent Congestion Management Program	NSW	Ongoing	The Intelligent Congestion Management Program was re-planned and a revised schedule agreed in January 2020. Release one was delivered on 20 July 2020 and is now in use. Release two is scheduled for March 2021 and release three in November 2021.
185	Support electric vehicles in high density areas	NSW	3 – 5 years	Electric vehicle trials are currently on hold to allow for further consultation with all stakeholders.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
186	Strategies to enable wider deployment of low emission vehicles	Qld	Ongoing	The Queensland Government is making progress towards developing a Net Zero Transport Emission Road Map. Consultation across Queensland Government agencies occurred throughout June 2020. Actions to identify emissions reduction in the freight sector are being considered as part of the final Roadmap. Queensland completed an internal desktop review of its climate risk management approach as part of a broader whole-of-government project to improve climate resilience. Further work to improve the Queensland's management of climate risk on the transport system to improve climate resilience is underway including evaluation of the XDI (cross dependency initiative) platform to identify, rate and plan for increase natural hazard impacts to Queensland's assets.
187	Drone Network Impact Analysis	Qld	Ongoing	Queensland has conducted modelling to identify plausible situations in which delivery drones could provide a service to the community and business that replaces existing small freight transport services. These did not include emergency response or monitoring functions for drones, although it is recognised that these could be important roles for drone technology. Use cases identified are: <ul style="list-style-type: none"> <li>• Local courier services.</li> <li>• Local food takeaway delivery.</li> <li>• Shopping centre delivery to customers.</li> <li>• Direct distribution from warehouse to customer.</li> <li>• Internal business supply-chain logistics.</li> <li>• Supply-chain logistics between businesses.</li> <li>• Health industry service between hospitals and clinics.</li> </ul>
188	Undertake kick-start projects to scope the potential for building hydrogen refuelling stations in every state and	Qld	Ongoing	The Queensland Government has committed to trial five Fuel Cell Electric Vehicles in the government fleet. This commitment is supporting the establishment of a Hydrogen Refuelling Station (HRS) at the Queensland University of Technology Kelvin Grove campus, Brisbane. The HRS is expected to be operational in early 2021. The Queensland Government has conditionally offered

No.	Initiative	Jurisdiction	Timeframe	Progress
	territory			financial assistance to the University of Queensland to support a project which will see installation of a HRS at the university's Gatton campus and the purchase of two Fuel Cell Electric Buses for the St Lucia to Gatton inter-campus service. The project is aiming to have the buses operating in early 2022.
189	Implement the National Land Transport Technology Action Plan	Qld	2020 – 2021	Queensland continues to liaise with and participate in activities facilitated by the National Heavy Vehicle Regulator around the introduction and deployment of technologies and initiatives, and to work closely with Transport Certification Australia (TCA) and other jurisdictions to provide input into the development of new telematics schemes and applications for heavy vehicles. The TCA has recently established a national working group to facilitate discussions and input into the National Telematics Framework of which Queensland is a member. Queensland is currently working in partnership with TCA on a proof of concept that aims to deliver greater visibility of Oversized and Overmass vehicle movements on the Queensland road network.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
190	Performance-Based Standards Policy for Restricted Access Vehicles	WA	Short term	WA has established and implemented a Performance Based Standards policy that is supported by a suite of guidelines relating to the application process, assessment process, access arrangements and auditing regime.
191	Contribute to the national low and zero emission vehicle action plan	WA	Medium term	The WA Public Sector is participating in the Low and Zero Emission Vehicle (LZEV) Working Group. The University of Western Australia was commissioned to undertake research to understand the need for electric vehicle (EV) infrastructure across Western Australia and the report Electric Vehicle Strategic Planning has since been released, recommending a state-wide grid of EV charging stations. A pilot trial of an EV quota for major construction projects is being implemented. If successful, a policy for an EV quota for all major projects will be developed.
192	Investigate low emissions policy levers	WA	Medium term	Through the Western Australian Electric Vehicle Strategy, the Renewable Hydrogen Unit and the Department of Transport are collaborating on the most suitable way to include hydrogen fuel cell electric vehicles into strategies to increase the use of low emission vehicles. The Department of Transport has consulted with transport industry stakeholders on potential policy options to increase the use of low and zero emission vehicles, including specific consideration for freight vehicles. Policy recommendations have been made through the Electric Vehicle Working Group and will be considered by the WA Government later in 2020.
193	Western Australian Renewable Hydrogen Strategy	WA	Long term	The WA Hydrogen Strategy has been developed and released. An Interagency Working Group comprising of key agencies including the Department of Transport is implementing the WA Renewable Hydrogen Strategy.



## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
194	Real Time Traffic Congestion Management System	Tas	Ongoing	As part of the Greater Hobart Traffic Solution and measures to combat traffic congestion, the Tasmanian Government is delivering a new information management system to provide better information for traffic managers and road users through the use of traffic monitoring technology. The system will support improved monitoring and analysis of urban traffic movements.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
195	Participation in intergovernmental working groups – energy savings and reduction in greenhouse gas emissions	ACT; Qld		The ACT continues to co-lead with Queensland and participate in the national work program to accelerate the uptake of low and zero emissions vehicles.
196	Work with Wing's World-First-Urban-Based drone delivery services	Cth; ACT; Wing	Short term	Wing has been operating a drone delivery service in the ACT since April 2019 and has delivered thousands of packages on behalf of 15 local ACT businesses to residents in the Gungahlin area of north Canberra. The facility Wing is operating from in Mitchell is the first of its kind in the world. Deliveries from that facility are ongoing.

## Action 2.4

### Build community acceptance of freight operations

#### Where do we want to be by 2024? We aim for:

- Implementation of communication and education programs for the importance of freight.
- Forums that bring together representatives from the community, industry and governments for all key freight precincts, such as ports and intermodal terminals.
- Implementation of programs to mitigate freight's physical impacts on community amenity through planning or practices.
- Increasing community awareness of the importance and benefits of freight.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
197	Integrating community engagement as a part of freight related projects	Cth	2017 – TBD	Community engagement is a key part of multiple freight related projects. The Heavy Vehicle National Law Review, which will impact all people involved in the movement of road freight, has involved significant public consultation. The National Transport Commission has released seven issues papers and a Consultation Regulation Impact Statement as part of the community engagement of this project.
198	Safety Truck Campaign – \$400,000	Cth; Industry	2018 – TBD	In 2018-19, the Australian Government provided \$400,000 in funding as a one-off grant to the Australian Trucking Association (ATA) to support the ATA Safety Truck's redesign and refit. The ATA Safety Truck specifically targets 16 to 25-year-old drivers and vulnerable road users to develop awareness of how to safely share the road with heavy vehicles. The ATA Safety Truck attends career expos, high schools, TAFE and universities across Australia. The NHVR provides \$5,000 per year over four years to support the Safety Truck directly engaging with schools across the country and educating students about sharing the road safely with trucks. <sup>23</sup>
199	Inland Rail Regional Liaison Offices	Cth	2018 – TBD	The Australian Government established three regional offices in March 2018 in Wodonga, Dubbo and Toowoomba. A further office was opened in Moree in December 2019, prior to the commencement of construction on the Inland Rail Narrabri to North Star section. Building and maintaining a presence in regional areas has enhanced the Government's connections with local communities, businesses, industry and local and state governments. This increased connection has been, and will continue to be, pivotal to building community awareness and acceptance of freight operations. Regional Officers have worked within their respective regions to: <ul style="list-style-type: none"> <li>· Maximise community and industry understanding of the benefits and long-term opportunities of Inland Rail.</li> <li>· Provide on the ground support to the Australian Rail Track Corporation (ARTC) as sections of Inland Rail transition from reference design to construction.</li> </ul>

No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>Communicate business and employment opportunities to local government, industry and community.</li> <li>Provide a locally based point of contact for local government, state government, businesses and industry to respond to enquires improving connectivity and building key relationships.</li> <li>Support social licence approaches to better understand and engage with communities along the Inland Rail alignment.</li> </ul>
200	Establishment of the Office of Road Safety	Cth	Ongoing	The Office of Road Safety was established on 1 July 2019 to provide leadership and national coordination on road safety. Development of the National Road Safety Strategy 2021-2030 is underway with policies to reduce fatal and serious injuries involving heavy vehicles under consideration.
201	Heavy Vehicle Safety Initiative – \$22.1 million	Cth; Industry	Ongoing	The Heavy Vehicle Safety Initiative program has provided \$17.3 million to fund 62 grants over the past four years. In 2020-21, the Australian Government is providing \$5.484 million to the National Heavy Vehicle Regulator for round five of the Heavy Vehicle Safety Initiative program. Heavy Vehicle Safety Initiative funding for Rounds 1-4 has been delivered and funding for Round 5 (2020-21) was recently announced. <sup>24</sup>

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
202	Research into noise impacts of freight operations and effectiveness of mitigation measures to inform future initiatives	NSW	3 – 5 years	Consultation with key government agencies will be undertaken in 2020.
203	Ensure planning accommodates the growth of the freight task and protects community amenity	NSW	Ongoing	The NSW Government is working across a number of initiatives that are investigating how best to address noise issues from ports and intermodal terminals, as well as considering amendments to the Three Ports State Environmental Planning Policy. Further consultation is required with key government agencies for later in 2020-21.
204	Improve planning for last mile deliveries	NSW	Ongoing	The NSW Government is working on a set of guidelines and a toolkit to assist local councils to understand the impact of new developments on the movement of freight, to understand best practice in designing delivery vehicle access, parking and loading space, freight and parcel storage, and waste removal facilities. The guidelines will also promote the inclusion of logistics facilities in mixed use developments and work with local councils to identify the potential of lifting delivery curfews in highly congested areas, where noise impacts can be appropriately addressed.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
205	Working with councils on access for after-hours freight deliveries	Vic	2020 – 2023	The Victorian Government has partnered with the Municipal Association of Victoria on a two-year program to assist with engagement of local councils to deliver or contribute to a range of freight projects. Freight access issues will be considered as part of this work. The Municipal Association of Victoria has commenced early scoping and consultation with local councils to understand local freight issues and establish a Freight Policy Reference Group.
206	Cleaner Freight Initiative	Vic		This initiative has been superseded with other Inner West Land Use Planning initiatives with the Victorian Department of Environment, Land, Water and Planning.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
207	Heavy Vehicle Safety Action Plan	Qld	2019 – 2021	The Queensland Government updates and circulates road rule, driver distraction education and awareness and road safety messaging via social media, truckie toolbox talks, variable message signage and websites. It promotes and supports heavy vehicle safety initiatives led by industry such as trialling SmartCap fatigue monitoring technology. See also initiative 98 under Action 1.2.
208	Integrating community engagement as a part of freight related projects	Qld	2017 – TBD	Queensland continues to work with government and industry stakeholders to promote the importance of freight through government and industry councils and forums including the Queensland Ministerial Freight Council and the Queensland Transport and Logistic Council. Broad consultation was undertaken during development of the Queensland Freight Strategy under the guidance of the Queensland Ministerial Freight Council. Consultation was also undertaken with representatives from the industry, unions and wider community. Queensland facilitated nine regional industry and government Queensland Freight Action Plan (QFAP) workshops during August to November 2019. The QFAP, once developed, will outline a range of actions to deliver on Queensland Freight Strategy commitments. Regular extraordinary Queensland Ministerial Freight Council teleconferences, which included the membership, other key freight stakeholders and union representatives, have been held and are an important part of Queensland's response and recovery efforts to COVID-19.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
209	Improve the social license of freight	WA	Short term	Research and campaign development into the social license for freight was undertaken in 2019. The Campaign was reviewed by industry in March 2020 and is currently being updated as a result of COVID-19. A campaign launch is anticipated before the end of 2020.

No.	Initiative	Jurisdiction	Timeframe	Progress
210	Research travel demand management programs	WA	Medium term	The WA Government continues to implement a range of travel demand management measures, including development of the long-term cycle network for Perth and Peel, conducting travel behaviour programs in various parts of Perth and Peel to optimise active and public transport, and administering the Perth Parking Policy to reduce car use in the Perth CBD. Further policy levers and initiatives will be considered in consultation with stakeholders to continue to influence travel choices and reduce congestion, where possible, through decreasing private vehicle use in Perth and Peel regions.
211	Community engagement on issues of freight	WA	Ongoing	The Freight and Logistics Council of WA's Freight Rail Working Group continues to implement the freight rail communication and engagement plan to assist with noise mitigation and provide information relating to rail noise.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
212	Tasmanian Planning System	Tas	Ongoing	<p>The Tasmanian Planning System provides an integrated framework to manage land use and development across Tasmania, at both a strategic and statutory level. The importance of Tasmania's freight system, together with provisions to protect its operation, is recognised at a number of levels, including:</p> <ul style="list-style-type: none"> <li>• Regional land use strategies, which identify key regional freight networks and assets.</li> <li>• Planning schemes, which provide for the protection of key freight corridors and assets from encroachment.</li> <li>• Tasmanian Planning Policies, which will provide whole-of-state principles to recognise and protect the State's key freight networks and assets.</li> </ul>

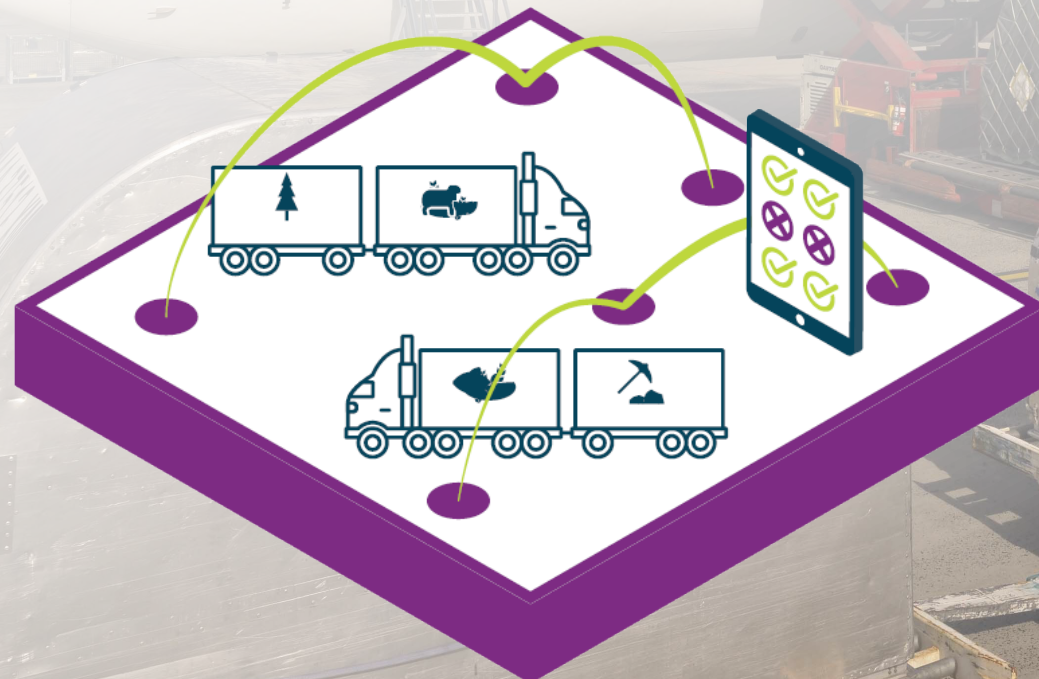
## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
213	ACT Freight Strategy	ACT	Ongoing	The ACT Freight Strategy promotes strategic road freight routes within the ACT and, in accordance with the ACT's Performance Based Standards, certain heavy vehicles are only authorised to drive on particular Canberra roads. The ACT actively engages the community through community consultations during the planning and delivery of all road infrastructure projects. Roads ACT also works closely with road freight operators and the affected community to ensure trucks are operating safely in urban areas and to address any necessary noise, parking or amenity mitigation measures on a case-by-case basis.



## Action Area 3

# Better planning, regulation and coordination



## Action 3.1

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

#### Where do we want to be by 2024? We aim for:

- All levels of government to have coordinated, long-term strategic freight plans, strategies and initiatives that link to the National Strategy and relevant land use and transport planning documents.
- The identification and protection of current and future freight corridors and precincts from incompatible urban development.
- Coordinated and integrated planning for freight across jurisdictional boundaries, particularly in regional areas.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
214	Norfolk Island Freight Planning	Cth	2018 – 2020	The Australian Government supports air freight to Norfolk Island by continuing to subsidise air freight to and from, which is essential due to the very thin sea freight supply chain and the current COVID-19 pandemic climate, to ensure supply chains are maintained. The Ports Management Strategy continues to be developed and has broadened in scope to examine all options that may deliver a sustained supply chain for freight. In the last 12 months the sea freight supply chain has been further eroded by the decommissioning of another break bulk supply vessel. 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.
215	Launceston City Deal	Cth; Tas; Local Government	2017 – 2027	Originally a five-year plan between the Australian and Tasmanian Governments and the City of Launceston, the Launceston City Deal has now been extended to 10 years. An initiative of the Launceston City Deal is the Regional Economic Development Strategy for Northern Tasmania. Priorities identified within the draft document include better integration of regional transport and land use planning to ensure efficient supply chain connections, and leveraging road, rail and air infrastructure investment to grow freight and warehousing related businesses. The Greater Launceston Transformation Project is a nation-leading \$10.3 million collaborative smart cities project, focused on initiatives to improve service delivery and increase innovation across Greater Launceston. The Project includes the Launceston Traffic Signal Upgrade Project, involving the installation of a traffic management system and use of live data from a traffic monitoring network (travel-time sensors and CCTV cameras). The traffic management system will optimise traffic flows and minimise congestion. The Launceston Smart City Mobility Project, which began in March 2020, uses data from the sensors installed for the Launceston Traffic Signal Upgrade Project as well as the installation of additional sensors and trials of smart mobility technology. The project will support the development of a strategic multi modal transport model for Greater Launceston, which will inform the development of a transport plan and supporting transport strategies for the city.

No.	Initiative	Jurisdiction	Timeframe	Progress
216	Albury Wodonga Regional Deal	Cth; Vic; NSW; Local Government	TBD	A formal commitment by the Australian, Victorian and NSW Governments and the Albury City and City of Wodonga Councils to develop the deal was announced on 10th July 2020. The Australian Government has provided funding of \$3.2m to support councils in developing the deal.
217	South East Queensland (SEQ) City Deal	Cth; Qld; Local Government	TBD	Negotiations on the Deal have been extended to 2021.
218	Hinkler Regional Deal	Cth; Qld; Local Government	TBD	On 30 January 2020, the Hinkler Regional Deal Implementation Plan was signed by the Australian Government along with Fraser Coast and Bundaberg Regional Councils. The Australian Government is working with deal partners and the Queensland Government to progress the land transport infrastructure projects tied to the Hinkler Deal. A business case for new port infrastructure is underway which will inform the design of the multi-use conveyor. A transport strategy is underway to inform the Quay St upgrade.
219	Inland Rail corridor preservation	Cth; Qld	2017 – 2023	Queensland is negotiating the finalisation of a Land Acquisition Deed to enable the acquisition of the Inland Rail corridor with all costs funded by the Australian Rail Track Corporation. Investigation and planning are underway to enable extensive resumptions to commence in 2020–21, but this is subject to agreements and the Environmental Impact Statement approval. Since execution of an Inland Rail Acquisition Protocol Deed in 2019, the Australian Rail Track Corporation and Transport for NSW have been working together on the resumption of land required on multiple sections of the Inland Rail project. The substantive corridor for the Inland Rail project via the North East Rail Line in Victoria already has sufficient protections in place. Small amounts of additional land may be required outside the existing corridor in order to deliver Inland Rail. These additional parcels will be considered on an as-needs basis as the project is delivered. The Victorian and Australian Governments are also jointly developing business cases for the Interstate Freight Precinct and Outer Metropolitan Ring corridor.
220	Highway Corridor Strategies - \$5 million	Cth	2018 – 2019	<p>The Princes Highway Corridor Strategy was published in October 2019. The Strategy examined the full length of the Highway corridor and identified opportunities for informed investment in the short, medium and long term that align to the shared priorities of the Australian and state governments. The Corridor Strategy is informing future investment decisions by the Australian and Victorian Governments. In August 2018, the Australian Government committed up to \$2 million to develop a Newell Highway Corridor Strategy. The Australian Government fully funded the Strategy and it was published on 19 August 2019. The Strategy is informing future investment on the Newell Highway between the Queensland and Victorian borders to maximise productivity gains for freight users on the corridor. To date, the following projects identified in the Strategy are in planning or delivery phase:</p> <ul style="list-style-type: none"> <li>• Bypasses and heavy vehicle alternate routes <ul style="list-style-type: none"> <li>- Parkes Bypass – in planning – Australian Government (committed \$100 million) – NSW</li> <li>- Dubbo Bridge/Bypass – in planning – NSW</li> <li>- Coonabarabran heavy vehicle alternate route – in planning – NSW</li> </ul> </li> <li>• Heavy duty pavement <ul style="list-style-type: none"> <li>- North Moree – in planning – NSW</li> <li>- Narrabri to Moree – in planning – NSW</li> </ul> </li> <li>• East-west connection upgrades <ul style="list-style-type: none"> <li>- Mitchell Highway – construction underway – NSW</li> <li>- Kamilaroi Highway – construction underway – NSW</li> </ul> </li> </ul>



No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>Flooding mitigation</li> <li>Forbes to West Wyalong – in planning – NSW (committed \$200 million)</li> </ul>
221	Townsville City Deal	Cth; Qld; Local Government	2016 – 2031	On 21 February 2020, the Deal's third annual progress report was released. A formal review of the first three years of the Deal is also currently underway. Work on City Deal projects including widening the approach channel to the Port of Townsville and the preservation of the Townsville Eastern Access Rail Corridor is underway. The Townsville Industrial Development Board was established in 2019 and meets quarterly to identify opportunities for industrial development in Townsville, including in the State Development Area southeast of the city.
222	Western Sydney City Deal	Cth; NSW; Local Government	2018 – 2038	Planning for the Aerotropolis, including an agribusiness precinct and other relevant land uses is continuing. It is anticipated that the Western Aerotropolis Planning Package, along with the precinct plans, will be in place by the end of 2020.
223	Hobart City Deal	Cth; Tas; Local Government	2019 – 2029	<p>The Hobart City Deal is a 10-year plan between the Australian and Tasmanian Governments and the Clarence, Hobart, Glenorchy and Kingborough councils.</p> <p>Key freight-related initiatives include:</p> <ul style="list-style-type: none"> <li>\$82.3 million for border services that enhance Hobart Airport's role as a direct international gateway;</li> <li>\$576 million to replace the Bridgewater Bridge, a key part of the Hobart to Burnie freight corridor;</li> <li>A range of projects to reduce traffic congestion around Greater Hobart; and</li> <li>Ongoing strategic collaboration and governance between the Tasmanian Government and four councils through the Greater Hobart Act 2019, including enhanced integration of transport and land use planning.</li> </ul> <p>Projects to reduce road congestion on the southern, northern and eastern inlets are progressing in line with the Hobart City Deal Implementation Plan. Work continues on the commencement of international flights from Hobart Airport, which will include significant freight between Tasmania and overseas markets.</p>
224	National Airports Safeguarding Framework	All	Ongoing	The Australian Government continues to work with jurisdictions to influence issues through the National Airports Safeguarding Advisory Group. This work has been continuing with lower than normal resources to enable redeployment in support of the response to COVID-19. The WA Government is undertaking a policy review to holistically address all matters in relation to land use planning and development in the vicinity of airports throughout Western Australia, including matters of noise and safety. This work will have regard to the National Airports Safeguarding Framework and its application to regional airports. Queensland's State Planning Policy requires key transport corridors and precincts, including ports and airports, to be identified and protected in planning instruments. The State Planning Policy is Queensland's primary mechanism for implementing the National Airports Safeguarding Framework and is generally regarded as national best practice. The Victorian Minister for Planning appointed the Melbourne Airport Environs Safe guarding Standing Advisory Committee in December 2019. The Committee's Terms of Reference include advice to the Minister on further implementation of National Airports Safeguarding Framework through the Victoria Planning Provisions and Planning Scheme.
225	Geelong City Deal	Cth; Vic; Local Government	2019 – 2029	A Geelong City Deal Implementation Plan has been developed and published. The Australian Government, Victorian Government and City of Geelong have collectively committed \$370 million of funding to deliver actions under the Plan to revitalise Geelong and unlock the potential of the Great Ocean Road visitor economy. The Geelong City Deal is piloting new technologies across central Geelong to optimise public safety and reduce congestion.

No.	Initiative	Jurisdiction	Timeframe	Progress
226	Adelaide City Deal	Cth; SA; Local Government	2019 – 2029	The Adelaide City Deal partners are implementing planning reforms and strategies so that the growing population is supported by accessible housing, infrastructure and services. The Infrastructure South Australia 20 Year State Infrastructure Strategy was released in March 2020.
227	Perth City Deal	Cth; WA; Local Government	TBD	Negotiation on the Perth City Deal is now focused on the CBD, not the METRONET investment. WA is in ongoing discussions with the Commonwealth Government regarding a City Deal for Perth. Transport elements are being considered as part of this deal, but nothing has been finalised as yet.
228	Darwin City Deal	Cth; NT; Local Government	2018 – 2028	The Darwin City Deal is progressing well and recently released its first annual report on 9 July 2020.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
229	Deliver initiatives to improve the efficiency of urban freight	NSW	Ongoing	The NSW Government is working on a set of guidelines and a toolkit to assist local councils to understand the impact of new developments on the movement of freight, to understand best practice in designing delivery vehicle access, parking and loading space, freight and parcel storage, and waste removal facilities. The NSW Government is working with local councils to identify the potential of lifting delivery curfews in highly congested areas, where noise impacts can be appropriately addressed. This item ties in with initiative 204 under Action 2.4.
230	Support local councils to improve the amenity of key urban centres through good planning for freight and servicing in new developments	NSW	Ongoing	The NSW Government is working on a set of guidelines and a toolkit to assist local councils to understand the impact of new developments on the movement of freight, to understand best practice in designing delivery vehicle access, parking and loading space, freight and parcel storage, and waste removal facilities. Transport for NSW has also reviewed and commented on freight considerations for more than 100 Local Council Local Strategic Planning Statements in NSW in both Sydney and regional locations.
231	Ensure that freight and logistics land and corridors are identified and protected from sensitive land uses	NSW	Ongoing	This initiative is ongoing as Transport for NSW will continue to ensure that freight and logistics are considered in land use discussions, particularly around important trade gateways such as Port Botany, Sydney Harbour, Sydney Airport, the Western Sydney Airport and Newcastle Port. <ul style="list-style-type: none"> <li>• The rezoning of the Mamre Road precinct was recently announced, protecting the Intermodal Terminal in Western Sydney.</li> <li>• Further integrated freight planning is being undertaken with the Western Parkland City Authority.</li> <li>• The Western Sydney Freight Line has been partially protected and further protection work is to be undertaken on the line and the Outer Sydney Orbital.</li> </ul>
232	Review and update State planning policies to address issues around freight and port noise	NSW	Ongoing	The NSW Government is currently investigating how best to address noise issues from ports and intermodal terminals and are working with key agencies involved like the Environment Protection Authority's Noise Management Working Group.



No.	Initiative	Jurisdiction	Timeframe	Progress
233	Investigate options to amend the State Environmental Planning Policy (Three Ports) 2013	NSW	Ongoing	The NSW Government is currently considering amendments to the Three Ports State Environmental Planning Policy. Further consultation with key agencies will be undertaken in 2020/21.
234	Review and update the Development Near Rail Corridors and Busy Roads – Interim Guideline to ensure it reflects the latest evidence and practices	NSW	Ongoing	The NSW Government will do further consultation with key agencies in 2020/21.
235	Amplification of the Southern Sydney Freight Line	NSW	0 – 2 years	This initiative is in progress and is subject to a final business case. Project will be delivered by the Australian Rail Track Corporation and is funded through the Australian Government.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
236	Victorian Ports Strategy	Vic	2020 – 2021	The Victorian Department of Transport has an independent review underway to examine the function and performance of Victoria's port system and make recommendations to ensure Victoria's ports are best positioned to meet future needs. The Review of the Victorian Ports Sector is a crucial early step in the development of a Victorian Ports Strategy. The review will make recommendations to Government for consideration and response. A discussion paper has been released as part of the consultation process to help inform the review, which is expected be finalised late-2020. Following the consideration of review recommendations, it is expected that the Victorian Port Strategy will be developed to coordinate a response.
237	Identify and reserve sites for new freight terminals and precincts	Vic; Local Government	Ongoing	The Victorian Department of Transport has partnered with the Municipal Association of Victoria on a two-year program to assist with engagement of local councils to deliver or contribute to a range of freight projects. This project may be included in the two-year program of work. The Municipal Association of Victoria has commenced early scoping and consultation with local councils to understand local freight issues and establish a Freight Policy Reference Group.
238	Green Triangle Freight Action Plan	Vic; SA	2009 – Present	A steering committee has been established and meets regularly to progress the actions under the updated Green Triangle Freight Action Plan. \$4 million of funding has been previously committed, and a further \$80 million has been committed by the Australian Government under the Roads of Strategic Importance program. This funding will be invested in asset renewal of road corridors critical for the Green Triangle freight task, including bridge strengthening for high productivity freight vehicles, and further planning work to cater for future renewable energy freight activities.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
239	Townsville Eastern Access Rail Corridor	Qld	Ongoing	In 2018-19, the Queensland government completed a review of land requirements for the Townsville Eastern Access Rail Corridor to determine the extent of required land acquisitions. In 2019-20, stakeholder engagement with impacted landowners commenced and will be ongoing during the land acquisitions. Planning for environmental-approval requirements of the infrastructure corridor is in progress. \$10 million has been committed to preserve the corridor, with the Australian and Queensland Governments each committing \$5 million. The Queensland Government has expended \$0.6 million to date.
240	Port of Brisbane Rail Access Corridor Preservation	Qld; Cth	2022	A Preliminary Evaluation has been completed and two potential corridors have been identified. The findings of the Preliminary Evaluation will be released publicly. Initial planning and the Preliminary Evaluation cost \$1.5 million. The Australian Government has committed \$20 million to do further planning to refine the findings of the Preliminary Evaluation and to progress towards a Business Case. The further planning will include market sounding. Scoping and Procurement documentation is being prepared in anticipation of approval for the project to commence in August 2020. The market sounding report and draft further planning report are scheduled for the end of 2021 with the final report and project completion by mid-2022.
241	Supply Chain Strategy for the North West Minerals Province	Qld	2019 – 2023	To support key enabling infrastructure for the North West Minerals Province, the Queensland Government is providing through the Mount Isa Line Incentive Scheme \$80 million over four years (\$20 million each year) to incentivise more freight on rail on the Mount Isa Line and encourage a shift from road to rail.
242	National Freight and Supply Chain Strategy National Action Plan implementation arrangements	Qld	2020	The Queensland Freight Action Plan is being developed to implement the Queensland Freight Strategy and forms Queensland's plan for the implementation of the National Freight and Supply Chain Strategy National Action Plan. Queensland's commitments to the national freight agenda expressed in the National Freight and Supply Chain Strategy National Action Plan are elements of the Queensland Freight Action Plan.
243	Regional Transport Plans	Qld; Local Government	Ongoing	The Queensland Government is working with state and local government and other key stakeholders throughout Queensland to develop a suite of Regional Transport Plans (RTP). These plans will guide the planning of an efficient and responsive transport system in Queensland over the next 15 years. The delivery of the plans is a requirement of the <i>Transport Planning and Coordination Act (1994)</i> . The plans provide a bridge between local, Queensland and Australian Government planning, drawing from and supporting the region's goals. RTP are developed with key stakeholders, including representatives from state and local government, business and industry to prioritise and manage the transport system so that it effectively supports regional communities, growth and productivity. RTP have been published for nine regions in Queensland and a draft RTP for South East Queensland. Every RTP includes an action to develop a Regional Freight Plan.
244	Ensure existing and future freight corridors and intermodal terminals are identified and protected during land use planning decision making processes	Qld	Ongoing	As part of the Transport System Planning Program under the Queensland Transport and Roads Investment Program, Queensland undertakes a range of transport planning for freight. Completed transport planning that is endorsed for protection under the Queensland Government's Approved Planning Policy is then mapped and made publicly available via the State Planning Program and development assessment mapping system. This mapping informs plan making and development assessment, including which applications are referred to the state for assessment. Approved planning is also used to inform the Queensland Department of Transport and Main Roads' Property Search Service results.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
245	Identify and protect freight and logistics land, corridors and precincts	WA	Short term	The WA Government is committed to participating in national forums and assisting in the identification and protection of WA freight and logistics, land, corridors and precincts. The WA Department of Transport continues to advocate for the protection of freight and logistics land, corridors and precincts through participation in various working groups and forums.
246	Reviews Strategies (Roads 2030)	WA; Local Government	Short term	In September 2019, Main Roads WA commenced its review of ROADS 2030. The aim of the review is to create new documents for each Regional Road Group (or Sub-Group) for identifying regional strategies for Regionally Significant Local Government Roads. Main Roads WA has partnered with the Western Australian Local Government Authority to deliver the review and it is expected to be completed in 2021.
247	Implement State Planning Policy 5.4 (road and rail noise)	WA	Short term	State Planning Policy 5.4 has been implemented since September 2019. It is supported by road and rail noise guidelines and state-wide mapping of strategic freight routes, significant freight/traffic routes, and proposed strategic freight routes.
248	Review Perth and Peel @3.5 million frameworks	WA	Short term	The WA Government is currently reviewing planning investigation areas identified in the Perth and Peel @3.5 million frameworks. The current review will feed into a broader review of the frameworks, scheduled to commence in 2021.
249	Publication of research investment decision making report	WA	Short term	iMOVE Project 2.001, Planning intermodal and general logistics infrastructure for the future needs of Perth, has been completed. <sup>25</sup>
250	Outback Way - Upgrade and Seal	WA	Medium term	The Outback Way project is underway. In May 2020, funding and a contract were awarded for progressing sealing (41 kilometres) of the Great Central Road (Outback Way).

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
251	Planning reform – ( <i>Planning, Development and Infrastructure Act 2016</i> )	SA	Ongoing	The Planning and Design Code came into effect in the outback regions of South Australia in July 2019, rural areas from April 2020 and urban areas from July 2020. A process has been established to work with councils and stakeholders to identify areas for improvement. All issues are logged within a register and a governance structure is in place to recommend changes to the State Planning Commission.
252	Green Triangle Freight Action Plan	SA, Vic	Ongoing	The South Australian Department for Infrastructure and Transport continues to work with the Green Triangle Region Freight Action Plan Implementation Monitoring Group to progress initiatives as they are identified.

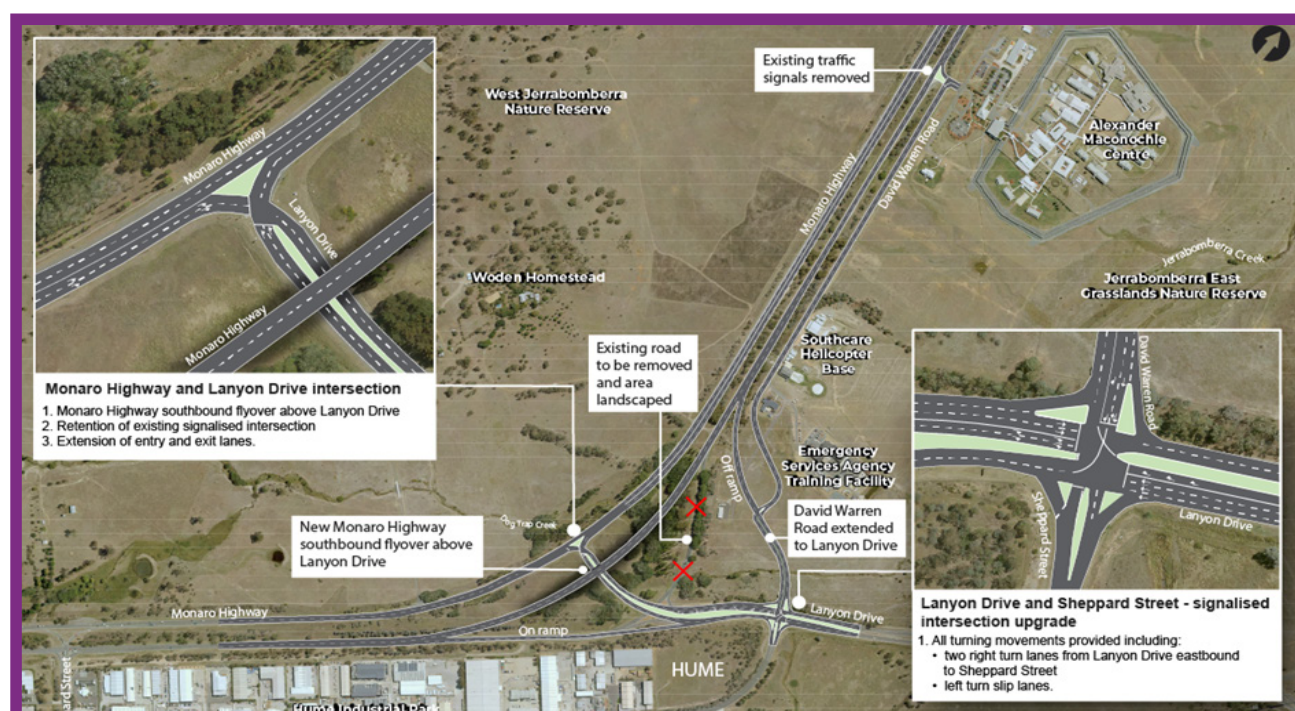
## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
253	ACT Planning Strategy	ACT	Short term	In accordance with the ACT Planning Strategy 2018, decisions regarding the strategic location of growth continue to have regard to existing freight networks and requirements. Through the Environment Planning and Sustainable Development Directorate, the ACT Government has also engaged across jurisdictional boundaries by providing input to the NSW Government and surrounding local councils on strategic planning matters concerning freight. For example, the Directorate provided detailed input to the Local Strategic Planning Statements prepared by the Snowy Monaro Regional Council and Queanbeyan Palerang Regional Council during 2020.
254	Progressing a planning and statutory environmental approval process	ACT	Short term	The ACT Government continues to progress a statutory strategic assessment approval processes under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) for the Eastern Broadacre area. This process will determine the locations for future rezonings of land for new industrial and employment precincts on the eastern side of Canberra, near Canberra Airport and along national freight routes. Freight requirements and opportunities will be a key consideration in the future as will more detailed planning of precincts in Eastern Broadacre. Due to COVID-19, public notification of the draft strategic assessment documentation is on-hold.

# ACT Transport Corridors Study and Monaro Highway Upgrade

## Project Summary

The ACT Transport Corridors Study was commissioned in 2018 to prioritise road transport infrastructure investment in the Capital Region and guide improvements to the transport network over the coming decade. The prioritised road infrastructure investment list is underpinned by a transport modelling and the appraisal of potential benefits from investment such as productivity increases and economic growth, alignment to government policy and strategies, connectivity and liveability and project feasibility. Corridor selection and option testing involved a two staged multi criteria analysis process to identify seven priority transport corridors and ultimately prioritise 22 improvement options. Each corridor and improvement option was assessed against 39 qualitative and quantitative assessment criteria measures. Monaro Highway was one of the seven priority transport corridors identified for the development and assessment of upgrade options. This reflected its key strategic importance for facilitating freight movement, commuters, tourism and access to and from the ACT. Following the recommendation of the ACT Transport Corridors Study, the \$200 million Monaro Highway Upgrade Package was jointly funded by the Australian and ACT Governments on a match-funding basis. The project involves the investigation, design and delivery of a series of upgrades to the Monaro Highway near Hume in the ACT.








## Closer Look

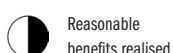
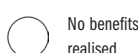
### Impact on freight and supply chains

The objective of ACT Transport Corridors Study was to develop a prioritised road infrastructure investment list informed by understanding the Capital Region's economic and social dynamics and transport requirements. The investment list will ensure that supply chains are serviced by resilient and efficient key freight corridors, precincts and assets. The study effectively demonstrated the key linkages between analysis and infrastructure project assessment with government policy objectives and other key funding drivers. The Monaro Highway Upgrade project will reduce congestion, travel times, and improve the reliability of the Monaro Highway corridor. The project will also increase the productivity of freight movements, particularly interstate freight moving between NSW and the ACT. A design of heavy vehicle rest area is also part of the project scope.

### Details at a glance

Action Area	Delivery Model	Location/ Jurisdiction	Financial	Timeframe
<ul style="list-style-type: none"> <li>Smarter and targeted infrastructure</li> <li>Enable improved supply chain efficiency</li> <li>Better planning, coordination and regulation</li> <li>Better freight location and performance data</li> </ul>	The ACT Government has provided land use permission approval for the establishment of the Wing drone operational base in Mitchell.	ACT	\$200 million (Australian Government and ACT Government)	To be completed over six years.

Benefit	Extent Realised	Description
<b>Intended Strategy Objective</b>		
Smarter and targeted infrastructure		The project has provided a streamlined list of infrastructure investments targeting key corridors across the ACT region.
Enable improved supply chain efficiency	<i>To be assessed when construction is fully complete.</i>	The infrastructure identified by this project has strong potential to improve supply chain efficiency, particularly the Monaro Highway, which is a key link between the industrial area of Hume and the Canberra Airport.
Better planning, coordination and regulation		The study outcomes are intended to be a transport infrastructure road map for potential investments in the region over the coming 5-10 years. By assessing corridors, complimentary projects could be identified and the synergies of these considered in project prioritisation.
Better freight location and performance data		The project captured and mapped freight movements on the regional road network to inform the prioritisation of infrastructure upgrades for all road users including freight operators.



## Project Delivery

### Delivery Model

The corridors study was delivered as a single consultancy following a public tender process.

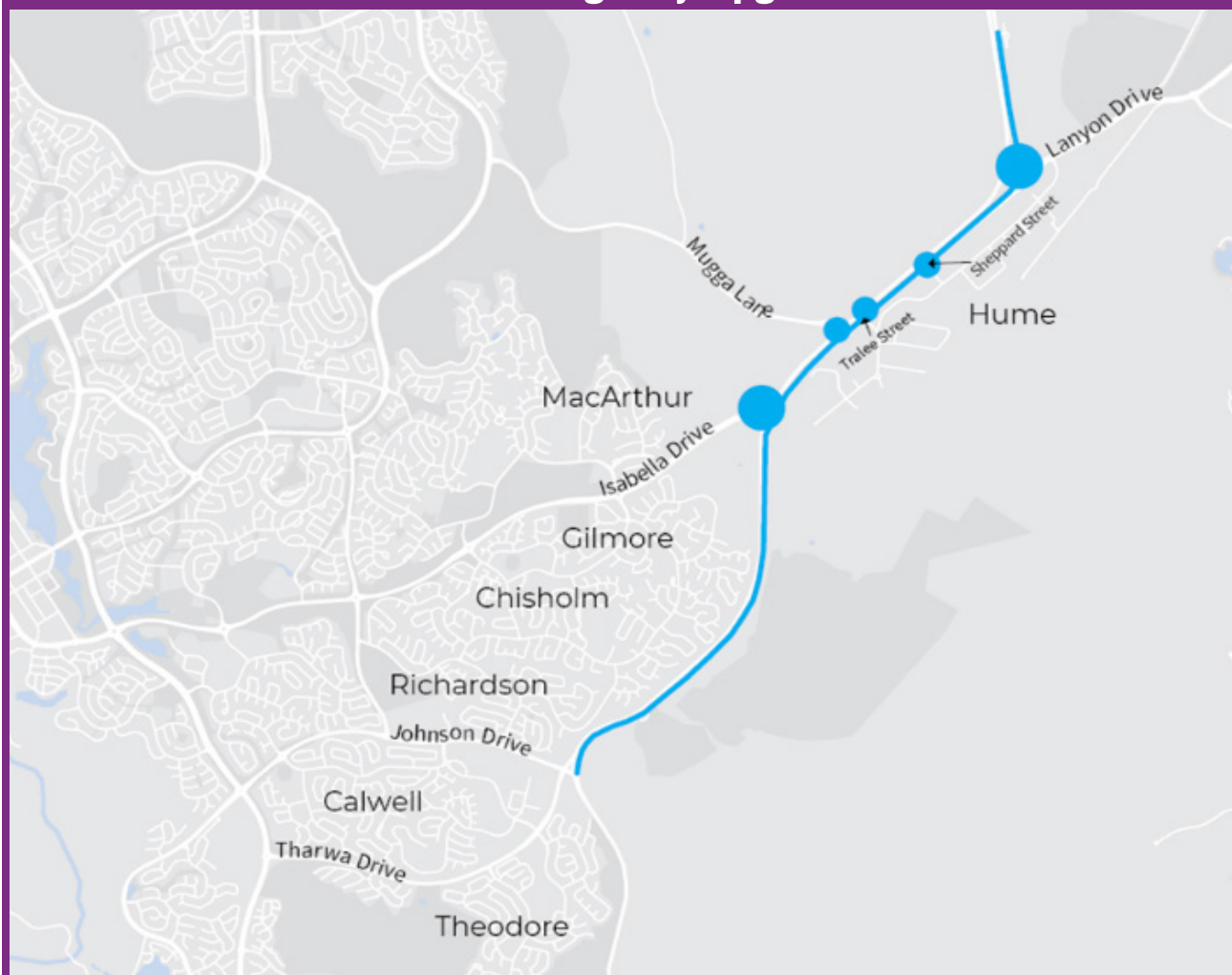
### Stakeholder Engagement

The project has a steering committee that included both ACT Government and regional stakeholder representation. This allowed for engagement with relevant government entities from the region to ensure that outcomes considered benefits to the wider region.

## Lessons Learned

The transport modelling conducted required updated traffic counts as an input. The ACT separately engaged the services of a traffic count supplier to compress the project timeframe. Unfortunately, there were data quality issues with this approach, which necessitated the consultant undertaking further counts. In future, the ACT will likely require the modelling company to secure relevant counts to avoid such data issues.

### Monaro Highway Upgrade



## Action 3.2

### Strengthen the consideration of freight in all other government planning and decision-making

#### Where do we want to be by 2024? We aim for:

- All levels of Australian government to become 'freight aware'.
- Freight considerations to form part of all relevant government decision-making.
- Australia's freight network operators and users to be aware of their vulnerabilities and be developing strategies to manage their climate and disaster risks.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
255	National Disaster Risk Reduction Framework – Freight Resilience Pilot Project	Cth	Completed	See initiative 1 under Action 1.1.
256	Liquid Fuel Security Review	Cth	2018 – Present	On 15 June 2020, the Minister for Energy and Emissions Reduction announced a package for enhancing Australia's Fuel Security, which included: <ul style="list-style-type: none"> <li>• Purchasing Australia's first government-owned stock to store in the United States' Strategic Petroleum Reserve;</li> <li>• Working with interested parties to increase Australia's domestic fuel storage capacity; and,</li> <li>• Working with the refining sector to secure Australia's future refining capability.</li> </ul> The Australian Fuel Security package has been informed by the work done under the Liquid Fuel Security Review. The review is being updated in light of the bushfire and COVID-19 crises of this year.
257	Development of Australian Transport Assessment and Planning Urban Freight Modelling Guidelines	All	2020 – 2021	The development of the urban freight modelling guidelines had been delayed but is now underway. The project is being led by Queensland on behalf of the ATAP Steering Committee. All states and territories will contribute to the project through the ATAP Steering Committee. The guidelines will be finalised by March 2021.
258	National Urban Freight Planning Principles (formerly <i>National Urban Planning Forum</i> )	Cth	TBD	The Australian Government has drafted proposed National Urban Freight Planning Principles in consultation with state counterparts. Ongoing consultation on the principles with industry and related stakeholders will culminate in public forums to be held in late 2020 to early 2021, before endorsement is sought from the Infrastructure and Transport Ministers in late 2021. States and territories are assisting in the development of national planning principles through the National Freight and Supply Chain Strategy Jurisdictional Working Group.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
259	Assist local councils to plan for freight needs	NSW	Ongoing	See initiative 91 under Action 1.2.

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
260	Bay West Container Port	Vic	2021 – TBD	The Victorian Government is progressing with the development of a Victorian Ports Strategy. The development of the Victorian Port Strategy will incorporate next steps for planning and securing Bay West as Victoria's second container port. A business case will be developed for funding Bay West planning and will be coordinated with the Victorian Port Strategy business case development (see initiative 236 under Action 3.1).
261	Review and enhance protection of Principal Freight Network	Vic	TBD	The Victorian Government has progressed work on the Principal Freight Network review, conducting a detailed assessment to recommend changes to the Principal Freight Network. Preparations are being made to conduct external stakeholder consultation to enable finalisation of the changes to the updated network maps. The Government is currently reviewing options for how best to integrate proposed strengthened planning protections for the Principal Freight Network into the Victoria Planning Provisions, as part of a wider review of the provisions.
262	Dynon Freight Precinct Master Planning	Vic	TBD	A program of work to establish a strategic policy position on the long-term use of the Dynon precinct is underway. The Victorian Planning Authority has developed a Dynon Framework Plan, which is a land use strategy that helps integrate and coordinate the precincts various port, freight, transport and urban renewal opportunities. The Framework is an internal Victorian Government document which confirms governments' intentions for the area and will guide the next phase of detailed precinct planning and investment. In late 2019, VicTrack undertook an Expression of Interest market process for the lease of land at Melbourne Market/ South Dynon rail precinct between Dynon Road and Footscray Road. The Expression of Interest sought proposals regarding the use of the site in the short-, medium- and long-term. Further strategic planning work is underway to inform the next stage Request for Proposal.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
263	Reviewing and upgrading state and territory planning policies relating to	Qld	Short term	Queensland has commenced development of integrated multi-modal Regional Freight Plans to identify and prioritise freight network improvements to support supply chain efficiency across the region. The plans will consider current and emerging freight demands

No.	Initiative	Jurisdiction	Timeframe	Progress
	freight			including future resource and agricultural sector freight requirements; access and movement requirements for oversize over-mass and high productivity vehicles; first and last mile links; and the role of the of the regional ports, airports, rail terminals, and key freight routes. Development of the North Queensland Regional Freight Plan commenced in late July 2020 as an action for the North Queensland Regional Transport Plan.
264	Protecting land for freight and logistics in metropolitan areas	Qld		See Master Planning for Priority Ports (initiative 275, Action Area 3.2), Bundaberg State Development Area (initiative 276, Action Area 3.2), Townsville Eastern Access Rail Corridor (initiative 239, Action Area 3.1), Port of Brisbane Rail Access Corridor Preservation (initiative 240, Action Area 3.1) and Queensland Transport and Roads Investment Program (initiative 33, Action Area 1.1).
265	Master Planning for Priority Ports	Qld	Ongoing	Priority port master planning will support the sustainable development of critical economic infrastructure, the state's priority ports, in a way that will balance growth, job creation, environmental values and community interests. A final master plan for the Port of Gladstone was released on 5 November 2018 and a final master plan for the Port of Townsville was released on 4 November 2019. On 4 November 2019, draft port overlays for the Ports of Gladstone and Townsville were released for public consultation until 16 December 2019. The draft port overlays clearly define the regulatory and developmental considerations in the master planned areas for those two ports. The next steps in the master planning process is the consideration of submissions and the preparation of final port overlays.
266	Bundaberg State Development Area Development Scheme	Qld	Ongoing	The Bundaberg State Development Area (SDA) was declared in February 2017 to provide land for port-related and industrial activities around the Port of Bundaberg. A development scheme for the Bundaberg SDA was approved in December 2017. The SDA is intended to provide a location for regionally significant industrial development, support the continued growth of the port, and coordinate the provision of freight, energy and other critical infrastructure to these areas.
267	Development of Australian Transport Assessment and Planning urban freight guidelines	Qld	Ongoing	Queensland is an active member of the National Freight and Supply Chain Strategy Jurisdictional Working Group and is engaged in the development processes for the Australian Transport Assessment and Planning urban freight guidelines. Priority port master planning will support the sustainable development of critical economic infrastructure, the state's priority ports, in a way that will balance growth, job creation, environmental values and community interests.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
268	Reviewing and upgrading state and territory planning policies relating to freight	WA	Short term	The WA Government is committed to participating in national forums and assisting in reviewing and upgrading planning policies. State Planning Policy 5.4 - Road and Rail Noise has been implemented from September 2019, and has objectives that include: <ul style="list-style-type: none"> <li>Protecting strategic and other significant freight transport corridors from incompatible urban encroachment; and</li> <li>Ensuring that transport infrastructure and land-use can mutually exist within urban corridors.</li> </ul>
269	Protecting land for freight and logistics in metropolitan areas	WA	Short term	The WA Department of Planning, Lands and Heritage is committed to participating in national forums and assisting in protecting freight corridors. The Perth and Peel @3.5m Frameworks that identify industrial land and transport corridors are scheduled for review in 2021.



No.	Initiative	Jurisdiction	Timeframe	Progress
270	Ports Master Plan	WA	Short term	<p>Six port master plans have been completed, one is in progress, two are about to be developed, and one is on hold. Of the six that are complete, three are very current (2020), two are dated 2017, and one is dated 2014. The following Port Master Plans are in place:</p> <ul style="list-style-type: none"> <li>Port of Geraldton Master Plan – endorsed by the Minister for Ports in 2020.</li> <li>Port of Port Hedland (Land Use) Master Plan 2030 – completed and approved for internal use. Currently awaiting corporate approvals to release externally. It will replace the Port of Port Hedland Port Development Plan 2012-16.</li> <li>Port of Dampier (Land Use) Master Plan 2030 – Completed and available for internal use. Awaiting corporate approvals to release externally (replaces Port of Dampier Port Development Plan 2010-20 &amp; Port of Dampier Land Use and Infrastructure Plan published in 2014).</li> <li>Port of Broome Master Plan – current Master Plan was prepared in 2017. The plan will not be updated until 2022 and will include other Kimberley Ports (Derby, Yampi Sound and Wyndham).</li> <li>Port of Ashburton Port Master Plan 2050 – current Master Plan was prepared in 2017. The plan is scheduled for an update and review in late 2020, following recent commissioning of the port.</li> <li>Proposed Port of Anketell Port Master Plan – latest Master Plan was prepared in 2014. The Pilbara Ports Authority will review and update the master plan following the port and infrastructure corridor being transferred to Pilbara Ports Authority and the port proclamation.</li> </ul> <p>The Port of Esperance Master Plan is currently in progress. Work is expected to commence sometime in August, following award of the project to a consultant. Development of the Port of Bunbury and Port of Albany Master Plans has not yet commenced. The scope of work for both the master plans are currently being prepared, with work on both scheduled to commence in 2020-21. The Port of Fremantle Master Plan is on hold, awaiting completion of the Westport: Ports and Environs Strategy.</p>
271	Westport: Ports and Environs Strategy	WA	Long term	The Westport Taskforce has completed Stage 2 Outcomes Report which is currently being considered by the WA Government.
272	Review of Perth inner city freight movements	WA	Medium term	Completion of the Perth CBD Transport plan has been split into two phases. Phase 1 is due for completion around mid-2020, with Phase 2 in December 2020. Work has been conducted to produce the draft Perth CBD Transport Plan, which included an examination of inner-city freight movements including a study and survey conducted by the City of Perth. Based on these findings, several projects to support freight movements have been identified. These include: a project looking to improve deliveries to the mall super block; a study of kerbside access (including loading zones); and the exploration of technological efficiencies which could assist in optimising movement of freight vehicles.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
273	Tasmanian Planning Policies	Tas	2019 – 2021	Tasmanian Planning Policies will provide an integrated and coherent suite of land use planning policies, principles and strategies, organised under key themes (e.g. transport, housing, extractive industries). The Tasmanian Planning Policies will articulate the importance of protecting the capacity, safety and efficiency of Tasmania's major freight transport networks and assets.
274	Updated 10 Year Tasmanian Infrastructure Pipeline	Tas; Cth	2019 – 2029	The pipeline maps out planned infrastructure development for the next decade, with projects totalling an estimated \$15.2 billion. This includes a 2019-20 Federal Budget investment of \$3.6 billion and \$300 million investment in roads and bridges for 2019-20 alone.

No.	Initiative	Jurisdiction	Timeframe	Progress
				A 2020 pipeline update is under development.
275	30 Year Infrastructure Strategy	Tas; Cth	2019 – 2049	As part of the Tasmanian Government's long term planning for Tasmania's future, a 30-year Infrastructure Strategy will establish a framework to inform the Government's infrastructure investment decisions, given their large cost and long-term nature. The Strategy will help unlock further economic development in Tasmania. A draft Strategy was released late in 2019.
276	Review of Regional Land Use Strategies	Tas	2021 – TBD	Regional land use strategies set the medium to longer-term strategic directions for each of Tasmania's three regions. The existing strategies identify key regional freight networks and assets, and outline principles to protect their operation. The existing regional strategies will be reviewed once the Tasmanian Planning Policies now under development are finalised.
277	Tasmanian Planning Scheme	Tas	Ongoing	The State Planning Provisions provide consistent planning rules for use and development under the Tasmanian Planning Scheme. The Provisions were developed in consultation with key industry stakeholders to ensure appropriate consideration was afforded to industry and the transport sector's interests. Key protections such as appropriate attenuation and buffer areas along major freight transport corridors and assets are provided for under the State Planning Provisions. The implementation of the Tasmanian Planning Scheme across the State over the coming years will deliver greater consistency of decision-making and protection of key freight infrastructure.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
278	ACT-NSW Memorandum of Understanding for Regional Collaboration	ACT; NSW	Ongoing	The ACT-NSW Memorandum of Understanding for Regional Collaboration was re-signed in 2020 by the ACT and NSW. It includes in its priority work areas a commitment to work together and with the Canberra Region Joint Organisation to develop a Canberra Region Economic Development Strategy. This Strategy is expected to include joint priorities to strengthen the consideration of freight in government planning and decision-making as it relates to the Canberra Region. The Memorandum of Understanding also commits to the development of a regional infrastructure priority list. Freight considerations will be a key input into this work.
279	Canberra Region Joint Organisation's Transport and Freight Infrastructure Prospectus	ACT	Ongoing	The ACT continues to participate as an Associate Member in the Canberra Region Joint Organisation (CRJO). Through the CRJO, the ACT has supported the development of the CRJO Transport and Freight Infrastructure Prospectus. The ACT will continue to work with the CRJO to identify and promote the key regional infrastructure needs to support the growth of the region.

## Action 3.3

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

#### Where do we want to be by 2024? We aim for:

- The length of the national road network approved for access-by-notice or as-of-right access for restricted access vehicles to be increased as appropriate.
- Pricing and access to infrastructure that encourages efficient movement of freight.
- Increased consistency and predictability of access for supply chain operators, by reducing the administrative burden related to route approval processes.
- More reliable rail freight movement on mixed use networks, particularly in metropolitan areas.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
280	Grant funding to the National Heavy Vehicle Regulator to undertake road access improvements for heavy vehicles – \$8 million	Cth	2019 – 2021	<p>The 2019-20 Budget allocated \$8 million over two years to the National Heavy Vehicle Regulator to fund engineering assessments for local government owned road network infrastructure, and to build an asset collection database. The National Heavy Vehicle Regulator Strategic Local Government Asset Assessment Project team has now been established and is progressing with the initial phases of work.<sup>26</sup> There are two phases in the Strategic Local Government Asset Assessment Project:</p> <ul style="list-style-type: none"> <li>• Phase 1 - the Pilot Phase tests the assessment principles with pilot councils and jurisdictions (in progress).</li> <li>• Phase 2 - the Delivery Phase will roll out the Project to a larger number of councils (commencing soon).</li> </ul>
281	Encourage the use of the Restricted Access Vehicle Route Assessment Tool	All; NHVR	Ongoing	<p>The Restricted Access Vehicle Route Assessment Tool is a cutting edge online tool capable of performing route assessments for restricted access vehicles. The tool provides local governments with a consistent assessment methodology, providing a defensible position when responding to access requests. The tool is now free for local governments from participating jurisdictions through the support of the National Heavy Vehicle Regulator and local government associations. The National Heavy Vehicle Regulator, the Australian Road Research Board (ARRB) and local government associations partnered to deliver the tool. Funding is ongoing until 2022 and will be reviewed at that time. The National Heavy Vehicle Regulator has worked with ARRB to further enhance the tool with new assessment modules (e.g. implementation of a swept path tool as requested by local governments). New developers at ARRB have been on-boarded to progress development of the tool.</p>
282	Tasmanian Freight Equalisation Scheme	Cth	Ongoing	<p>On 23 August 2020, the Australian Government announced improvements to the Tasmanian Freight Equalisation Scheme to modernise its operation and enhance its efficiency and effectiveness. The first three elements were implemented on 1 October 2019:</p> <ul style="list-style-type: none"> <li>• to increase assistance for high-density goods to 100 per cent;</li> <li>• reduce the claim processing time from 35 to 30 days; and</li> <li>• introduce interest on late payments beyond the 30 days.</li> </ul> <p>As at 3 July 2020, the fourth element - to implement assistance for the shipment from the mainland to Tasmania of eligible imported goods that do not have an Australian equivalent - is under consideration by the Australian Government.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
283	A national framework for high productivity vehicles	Cth	Ongoing	<p>On 1 August 2020, the National Heavy Vehicle Regulator issued the National Class 2 Road Train Authorisation Notice 2020 (No. 2). This Notice expands the road network available to road trains, including:</p> <ul style="list-style-type: none"> <li>• a new Victorian road network for 36.5m A-doubles;</li> <li>• access for the first time (under notice) in South Australia for 30m A-doubles, 36.5m B-triples and AB-triples, and rigid trucks towing two dog trailers; and</li> <li>• simplified and more nationally consistent conditions for road trains supporting more seamless cross-border access.</li> </ul> <p><b>Heavy Vehicle Productivity Plan 2020-2025</b></p> <p>The NHVR has developed a Heavy Vehicle Productivity Plan 2020-2025, with two key goals to improve Performance Based Standards (PBS) vehicles access and the PBS scheme. The Plan and actions related to PBS were developed through extensive consultation with governments at all levels and industry and include:</p> <ul style="list-style-type: none"> <li>• provide greater access certainty for PBS vehicles, and</li> <li>• deliver PBS 2.0 – a modern approach to the PBS scheme.</li> </ul>
284	National Harmonisation Program	Cth	Ongoing	<p>The National Heavy Vehicle Regulator is leading 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. The National Heavy Vehicle Regulator has delivered significant national access reforms<sup>27</sup> including the:</p> <ul style="list-style-type: none"> <li>• National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice</li> <li>• The National Class 2 B-double Authorisation Notice</li> <li>• The National Class 2 Road Train Notice</li> </ul> <p>The NHVR is continuing the National Harmonisation Program and has commenced a review of:</p> <ul style="list-style-type: none"> <li>• National Grain Harvest Management Schemes</li> <li>• National Livestock Loading Schemes</li> </ul> <p><b>National Notice Advisory Group</b></p> <p>The NHVR established a National Heavy Vehicle Notice Advisory Group in 2020 to provide a forum in which the NHVR and state and territory government members may discuss notice development – ensuring that national outcomes are supported as much as possible with input accounting for local needs and knowledge.</p>
285	Delegations project	Cth; Industry	Ongoing	<p>On 1 June 2020, the National Heavy Vehicle Regulator began processing Class 1 Oversize Overmass permit applications within New South Wales, marking the official completion of the Return of Delegations Project. The processing of Class 1 Oversize Overmass permit applications within Queensland also transferred to the Regulator during the year, with effect from 16 December 2019. Since April 2017, a total of 12 delegated approval responsibilities have returned to the National Heavy Vehicle Regulator, and it now issues heavy vehicle access permits in all Heavy Vehicle National Law-participating states and territories. Heavy vehicle operators requiring an access permit to travel on roads in participating jurisdictions have a single point of contact through the National Heavy Vehicle Regulator Portal for the entire route, including all state, territory and local council roads. The National Heavy Vehicle Regulator Return of Delegations Project officially concluded on 30 June 2020 and the Regulator now processes all heavy vehicle road access applications and issues permits in all participating states and territories.<sup>28</sup></p>
286	Reforming the Performance-Based Standards scheme	Cth	2018 – TBD	<p>The National Transport Commission is reviewing the Heavy Vehicle National Law, including the provisions dealing with Performance Based Standards design approvals. Separately, the National Heavy Vehicle Regulator is progressively reviewing specific standards</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
				contained in the Performance Based Standards scheme, such as frontal swing requirements to ensure the PBS scheme reflects the highest standards of safety and provides further opportunities to improve productivity.
287	Inland Rail intermodal terminals planning	Cth; Qld; Vic	2019 – 2022	The Australian Government and the Queensland Government are currently progressing an intermodal terminal business case that will look at intermodal needs to support Inland rail within South East Queensland. The Australian and Victorian governments are currently undertaking a business case considering intermodal terminal requirements in Melbourne including to support Inland Rail. See further updates at Development of Inland Rail terminals in Melbourne and Brisbane (initiative 6) at Action 1.1 and Inland Rail Interface Improvement Program (initiative 78) at Action 1.2.
288	Build local government road network asset management and maintenance capability	Cth	TBD	In the 2019-20 Budget, the Australian Government provided \$2.6 million funding to the Australian Road Research Board to work with local governments to improve road asset management and maintenance to support improved road safety and enhanced productivity outcomes for freight. In addition, the 2019-20 Budget allocated \$8.0 million over two years to the National Heavy Vehicle Regulator to fund engineering assessments for local government owned road network infrastructure, and to build an asset collection database.
289	Streamline the heavy vehicle road access approval process	All	Ongoing	<p>On 9 November 2018, Infrastructure and Transport Ministers agreed to the release of the Oversize Overmass Vehicle Access Arrangements Review Report. The Australian Government has been progressing the recommendations from the review. This includes streamlining the access approval process by encouraging the development of pre-approvals and notices to replace permits, where possible. The National Heavy Vehicle Regulator and jurisdictions will continue to develop pre-approvals and notices to reduce permit volumes as opportunities arise, noting that volumes will be driven by outside factors such as economic conditions.</p> <p><b>Expansion of pre-approved and gazetted networks</b></p> <p>Expansion of pre-approved and gazetted networks provides industry with greater efficiency and certainty, through reducing permit issue timeframes or removing permit requirements respectively. The National Heavy Vehicle Regulator has enhanced its data-sharing capabilities, and consulted with jurisdictions to develop reporting and heat mapping capabilities of data collected from historic access permit applications through the National Heavy Vehicle Regulator Portal. This is currently undergoing further consultation, testing and refinement, with estimated release to road managers at the end of 2020. This will greatly improve transparency, and provide the evidence base to further expand pre-approved and gazetted networks, including identifying network opportunities not previously considered.</p> <p><b>Heavy Vehicle Productivity Plan 2020-2025</b></p> <p>The National Heavy Vehicle Regulator has developed a Heavy Vehicle Productivity Plan 2020-2025, in partnership with governments at all levels and industry. The process included workshops with all local government associations in participating jurisdictions, and consultation with over 50 local government road managers in participating jurisdictions. The Plan has 'Partner with local government to build capability' as one of its three objectives. Goals under this objective include:</p> <ul style="list-style-type: none"> <li>• Develop an education and support program on heavy vehicle performance and route assessments</li> <li>• Equip road managers with route assessment products</li> <li>• Deliver digital and data solutions to enable improved government and industry decision-making</li> </ul> <p><b>Approved Guidelines for Granting Access</b></p> <p>The National Heavy Vehicle Regulator published the revised Approved Guidelines for Granting Access in November 2019. It</p>



No.	Initiative	Jurisdiction	Timeframe	Progress
				contains guidance and clarity on aspects of heavy vehicle access decision making under the Heavy Vehicle National Law.
290	Road Vehicle Standards legislation implementation	Cth	2019 – TBD	Applications for testing facility approvals under the Road Vehicle Standards legislation went live from 6 May 2020. This will allow sufficient time for applicants for component type approvals, which are relied upon by the heavy vehicle industry, to ensure that any test results submitted in support of their application are from an approved testing facility. Applications for component type approvals are expected to be made available from late September. All applications made under the Road Vehicle Standards legislation can be made online via a new IT system, ROVER, which will streamline the application process for industry. The Road Vehicle Standards legislation, which strengthens the regulatory framework and reduces regulatory burden on industry, is expected to be fully implemented by 1 July 2021.
291	Road Domestic Border Controls – Freight Movements Protocol and Code	All	2020	National Cabinet agreed to the Freight Movements Protocol on 24 July 2020, as part of its response to the COVID-19 pandemic and to ensure freight continues to flow across borders in a COVIDSafe manner. National Cabinet agreed to the Freight Movement Code for the Domestic Border Controls–Freight Movement Protocol on 7 August 2020. The enforceable measures in the Freight Movement Code will deliver greater consistency between states and territories when implementing their border controls.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
292	Fund infrastructure assessment and upgrades to increase heavy vehicle road access	NSW	Short term	See initiative 87 under Action 1.2.
293	Progressing freight and export opportunities identified in the economic analysis of direct international air-freight options and Future Transport 2056	ACT; NSW		<p>The NSW Government commissioned an independent, pre-feasibility study to improve international air freight connectivity in regional NSW and identify ways to get NSW's perishable produce to international markets sooner. The study assessed:</p> <ul style="list-style-type: none"> <li>• Key international markets for export</li> <li>• High-value perishable export commodities (such as beef, lamb, summerfruits, aquaculture, pork and dairy)</li> <li>• Production regions in NSW</li> <li>• 60 potential regional airport locations</li> <li>• Supply chain including existing infrastructure and operational requirements</li> </ul> <p>Initial findings from the report show that investments in improving regional air freight supply chains may be feasible, but further investigation is needed to ensure public money is committed to the areas that will produce the best results for NSW producers. The NSW Government will now focus on the next phase of investigation, which involves in-depth analysis of market demand and the supply chain, industry engagement and an economic, commercial and financial evaluation of the opportunity. This work is expected to be completed in 2020. See also ACT's update at initiative 320, below.</p>

## Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
294	Port of Melbourne Infrastructure pricing and access review	Vic	Completed	See initiative 142 under Action 1.4.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
295	Independent review of Oversize Overmass Access Arrangements Recommendations	Qld	2020 – 2021	Queensland will continue to engage with the National Heavy Vehicle Regulator, other state jurisdictions and the Australian Government to progress the remaining recommendations. Nineteen of the 38 recommendations from the National Oversize Overmass Review have been completed, with a further five currently in the process of being implemented. Queensland continues to work collaboratively with the National Heavy Vehicle Regulator to transition permitted access to nationally harmonised National Notices. Key examples of success with this initiative include: <ul style="list-style-type: none"> <li>• National B-double Notice,</li> <li>• National Road Train Notice,</li> <li>• National Agricultural Vehicle Notice,</li> <li>• National Performance Based Standards Notice (underway).</li> </ul>
296	Investigate scheduling and operating procedures to improve rail freight access and flows	Qld	Short term	The Rail Network Strategy has been completed and is awaiting government consideration to determine funding for implementation. This 10-year network-wide rail strategy has focused to date on the south-east Queensland region's passenger requirements. A 30-year strategy underpinning the Rail Planning Program is also being prepared to inform future pre-investment rail planning and coordination, in addition to sequencing of network improvements over the long-term. Freight is a critical component of the rail network with the freight strategy for the south-east Queensland region to be undertaken during the 2020–21 financial year. A further state-wide freight strategy will be undertaken in the second half of 2021.
297	South East Queensland Urban Freight Strategy	Qld	Ongoing	This will be addressed as part of the draft South East Queensland Regional Transport Plan and Regional Freight Plan.
298	Improve management and use of loading zones in key urban centres	Qld	Short term	The draft South East Queensland Regional Transport Plan recognises urban freight and goods delivery within the region and requires adequate physical space for loading and deliveries.
299	Fund infrastructure assessment and upgrades to increase heavy vehicle road access	Qld	Short term	See initiative 96 under Action 1.2.
300	Improve training and education programs for local road managers regarding restricted access vehicle permit processes	All	Short term	Queensland is actively conducting on-going technical training programs across the state to improve consistency in heavy vehicle access decision making and associated competence for local government engineers. A recent session was conducted in Roma in mid-July 2020.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
301	Independent review of Oversize Overmass Access Arrangements Recommendations	WA	2020 – 2021	<p>Of the remaining Oversize Overmass review recommendations, three packages of work have been defined:</p> <ul style="list-style-type: none"> <li>Implementing harmonised national standards, accreditation, and processes to remove layers of red tape for pilot and escort vehicle arrangements, as part of the Medlock review outcomes;</li> <li>Introducing a Heavy Vehicle Accreditation module; and</li> <li>Considering policy or regulations to boost the uptake of telematics in Oversize Overmass vehicles.</li> </ul> <p>The WA Government continues to retain its membership on the national working group and adopt recommendations where appropriate and relevant to the WA environment.</p>
302	Improve management and use of loading zones in key urban centres	WA	Short term	Consultation and research conducted as part of the development of the Perth CBD Transport Plan identified that growing demand and increasing competition for access to limited kerbside space made guidance a priority. The Plan proposes that a framework be developed to present potential solutions for management and prioritisation of kerbside space, including loading zones.
303	Investigate scheduling and operating procedures to improve rail freight access and flows	WA	Short term	The Public Transport Authority has recast maintenance requirements in the Fremantle area to provide additional pathways for one of the train operators. It will continue to review requests for additional or ad-hoc pathways which are actioned as capacity permits. Arc Infrastructure is implementing the Enhanced Network Control Program. This will transform how the rail freight network is managed and operated, as it moves from a conventional signal and voice authority-based train control system to a communication based train management system. The program is based on a phased implementation model to minimise risk, provide flexibility, and ensure interoperability as technology develops throughout the phases. Phase 1 of the program is currently being executed and will provide the platform for all future phases.
304	Fund infrastructure assessment and upgrades to increase heavy vehicle road access	WA	Short term	The WA Government continues to participate in national forums and undertake infrastructure assessments to upgrade access for restricted access vehicles.
305	Improve training and education programs for local road managers regarding restricted access vehicle permit processes	All	Short term	The WA Government continues to participate in national training and education forums for local road managers.

## South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
306	Growth State	SA	Ongoing	Nine priority sectors have been identified as focus areas because of their strong potential to meet increasing interstate and global demand, attract investors and leverage comparative advantages. These include Food, Wine and Agribusiness and Energy and Mining. Relevant state agencies are working with industry to develop sector plans.
307	Le Fevre Peninsula Master Plan	SA	Ongoing	A complementary transport study was completed in 2019, focussing on the impacts of development of the Osborne Naval Shipyard.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
308	Time Sensitive Freight – Understanding Tasmania's Market	Tas	Ongoing	This study will determine the size and value of Tasmania's time sensitive freight market to assist in the identification of reliable data sources by commodity and better understand potential future growth.

## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
309	Maintaining National Freight Routes	ACT; NHVR	Ongoing	Planning and maintaining nationally significant freight routes in the ACT is ongoing, as it endeavours to enhance both freight capacity and network resilience (bushfire hazard and natural disaster) in the ACT region. As this also closely relates to the adjoining cross border transport infrastructure priorities, this means that future policy and planning must increasingly be a shared responsibility between the ACT, adjoining jurisdictions, transport operators, freight bodies and other organisations advocating for these freight needs and anticipated growth. The ACT continues to maintain up-to-date national freight maps, through the National Heavy Vehicle Regulator, for existing approved routes for all restricted access vehicle networks (B-double, Higher Mass Limits, PBS Level 1 and PBS Level 2, 14.5 tonne buses, over dimension vehicles).
310	Progressing freight and export opportunities identified in the economic analysis of direct international air-freight options and the NSW Future Transport 2056	ACT; NSW		Canberra Airport released their 2020 Master Plan earlier this year, with a focus on freight and air freight opportunities including more direct international flights, a new runway and an increased freight capacity. PAK Fresh Handling, a specialist air freight export business, has established accredited handling capacity at Canberra Airport to support freight of a broad range of commodities including dairy, meat, seafood, premium packaged goods and fresh cut flowers to export out of Canberra Airport to Asia and the Middle East. COVID-19 has limited implementation during 2020. See also NSW's update, above.
311	Work with Canberra Airport, Qatar Airways, local businesses and councils	ACT		The ACT Government continues to work closely with the NSW, the Canberra Region Joint Organisation and the Canberra Airport to promote and deliver the growing capability and capacity of moving regional produce to international markets through Canberra. COVID-19 has limited implementation during 2020.

## 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

#### Where do we want to be by 2024? We aim for:

- Inefficient regulations impacting on productivity to be amended to support efficient freight supply chains and facilitate the adoption of new technology.
- A strengthened national laws approach for road and rail and its extension to dangerous goods.
- Regulatory reform to improve the viability of coastal shipping.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
312	Priorities for Australia's Biosecurity System – \$313 million	Cth	2018 – 2023	Measures under this investment are being implemented. Much of this investment is ongoing and measures have been embedded into the Department of Agriculture, Water and the Environment's enhanced biosecurity capability.
313	Trade Modernisation Agenda	Cth	Ongoing	The Australian Border Force is modernising trade processes to more efficiently manage cross-border trade, including by simplifying trade requirements and harnessing data and technologies. The Single Window Taskforce is streamlining trade-related regulation to underpin the development of a single window for international trade. A trade single window will capture enhanced supply chain information for customs risk management, which could also be made publicly available to increase visibility of supply chains. Together with the National Freight Data Hub and convergence in data standards, this will support new approaches to coordinating supply chains and managing cargo and logistics.
314	Air Cargo Security Reforms	Cth	2017 – 2021	From 1 July 2017, Australia's air cargo security regulatory framework has undergone a series of reforms to ensure that the air cargo supply chain is secure from acts of unlawful interference and is able to respond to an evolving threat environment. The program of work to reform air cargo security includes: <ul style="list-style-type: none"> <li>· 1 July 2017 – piece-level examination of all outbound air cargo destined for the United States of America. Introduction of the Known Consignor scheme as an alternative to piece-level examination by assuring secure origination of air cargo.</li> <li>· 1 March 2019 – piece-level examination of all outbound international air cargo or secure origination from a Known Consignor.</li> <li>· 1 June 2020 – domestic air cargo originating from Sydney, Melbourne, Perth, Brisbane or Adelaide requires piece-level examination prior to uplift or secure origination from a Known Consignor.</li> <li>· 1 June 2021 – domestic air cargo originating from any Australian airport requires examination prior to uplift or secure origination from a Known Consignor.</li> </ul>
315	Streamlining environmental assessments	All	Ongoing	<b>Digital Environment Assessment Program</b> The Digital Environmental Assessment Program is a key initiative to transform the Australian Government's environmental assessment and approval process to a user-focused digital platform that integrates systems and data across jurisdictions. The program is part of



No.	Initiative	Jurisdiction	Timeframe	Progress
				<p>the Australian Government's deregulation agenda and includes three distinct outputs:</p> <ul style="list-style-type: none"> <li>· Establishing a single online portal for proponents to interact with the environmental assessment process making the pathway clearer and simpler.</li> <li>· Developing a digital environment assessment system to deliver a streamlined, digital process for proponents and assessors that reduces the complexity and makes it faster and easier to compete the assessment process.</li> <li>· Building a biodiversity data repository to store and share information collected by proponents (e.g. wildlife surveys) to enable reuse of data and reduce costs.</li> </ul> <p>These projects will see a transition from unstructured reports and non-reusable data to data collected in standard formatted for sharing and reuse. The portal and assessment system will be co-designed with the Western Australian Government as a pilot, with a vision of national rollout if it is successful. The biodiversity repository will look at seeking a national approach to some biodiversity data standards and enable the different state or territory repositories to be linked, so data can be shared. The Australian Government allocated \$26.8 million over three years from 2019-20 for the program. The program is on track and projects commenced in April 2020. Project teams have been created and planning documents have been completed. The Department of Agriculture, Water and the Environment is commencing needs analyses involving consultation across a range of stakeholder groups (e.g. states, territories, research entities, etc.).</p> <p><b>Congestion Busting</b></p> <p>In November 2019, the Australian Government committed \$25 million (to June 2021) to reduce unnecessary delays in environmental approvals under the Environment Protection and Biodiversity Conservation Act 1999. The focus of this effort has been on improving service delivery, recruiting extra assessment officers, reducing the backlog of decisions and progressing assessment of major projects. Since the start of 'congestion busting' funding, performance has increased from 19 per cent of key decisions being made on time in the December 2019 quarter to 98 per cent on time in the June 2020 quarter. The backlog of decisions has reduced from 78 key decisions across 57 projects to 26 decisions across 22 projects (at 30 June 2020). These improvements have supported strong economic development while ensuring the protection of Australia's unique heritage and environment. In line with the Prime Minister's announcement on 15 June 2020, 15 major projects will be fast tracked in partnership with states and territories. This includes transport infrastructure projects such as Inland Rail from Melbourne to Brisbane, and rail and road projects in Western Australia. The assessment of major projects will occur under existing legislative frameworks.</p> <p><b>Queensland</b></p> <p>The Queensland State Infrastructure Plan identifies reforms to improve the service performance through an amendment of existing institutions and laws as the preferred approach to regulatory change, safety and environmental standards, land use planning controls, access regimes and licensing. Queensland has also developed dredging management plans for the Great Barrier Reef World Heritage Area Ports.</p> <p><b>Western Australia</b></p> <p>The WA Government is progressing amendments to the Environmental Protection Act 1986 to improve regulatory efficiency and to facilitate the implementation of bilateral agreements under the Australian Government's Environment Protection and Biodiversity Conservation Act 1999. Negotiations with the Australian Government to update the assessment bilateral agreement are currently underway. The WA Government's \$28 million commitment to establish Environment Online, a digital 'one-stop shop' for environmental assessments, approvals and compliance, will improve regulatory efficiency, including reducing assessment timeframes for major</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
				projects.
316	Reviewing the <i>Environment Protection and Biodiversity Conservation Act</i>	Cth	2020	<p>The independent statutory review of the Environment Protection and Biodiversity Conservation Act 1999 is on track and is due to be completed by 30 October 2020. The independent reviewer, Professor Graeme Samuel, will make recommendations to the Australian Government on how the Act can be modernised to help meet Australia's current and future challenges. The Interim Report was released on 20 July 2020. The Australian Government has announced that it will commit to the following priority areas on the basis of the interim report:</p> <ul style="list-style-type: none"> <li>• Lead development of national environmental standards which will underpin new bilateral agreements with states.</li> <li>• Commence discussions with willing states to enter agreements for single touch approvals (removing duplication by accrediting states to carry out environmental assessments and approvals on the Australian Government's behalf).</li> <li>• Commence a national engagement process for modernising the protection of indigenous cultural heritage, commencing with a round table meeting of state indigenous and environment ministers. This will be jointly chaired by the Minister for the Environment, the Hon Sussan Ley MP, and the Minister for Indigenous Australians, the Hon Ken Wyatt AM, MP.</li> <li>• Explore market based solutions for better habitat restoration that will significantly improve environmental outcomes while providing greater certainty for business. The Minister for the Environment will establish an environmental markets expert advisory group.</li> </ul>
317	Review of national transport reforms	Cth	2019 – 2020	The Productivity Commission delivered its final report to the Australian Government in April 2020. The Productivity Commission considered the impacts of transport regulatory reforms to heavy vehicle, rail and maritime safety and productivity as agreed by the Council of Australian Governments in 2008-09, and identified opportunities for further reform. The Australian Government will consult with jurisdictions and regulators, in consideration of the report's recommendations, to further improve safety, efficiency and productivity outcomes in transport regulation (the report is under embargo until tabled by the Australian Government).
318	Heavy Vehicle National Law	All	2018 – 2020	<p>The National Transport Commission is leading the Heavy Vehicle National Law (HVNL) Review, and released a Consultation Regulation Impact Statement in June 2020. In preparing the Consultation Regulation Impact Statement, the Commission was advised by a Jurisdictional Strategic Oversight Panel, chaired by Queensland and with representatives from the Commonwealth and all states and territories. Following the consultation period, the Commission will develop a Decision Regulation Impact Statement to be presented to Infrastructure and Transport Ministers in May 2021.</p> <p><b>Queensland</b></p> <p>Queensland is actively engaged with the review of the HVNL, in conjunction with the National Heavy Vehicle Regulator and industry. Queensland's input to the review of the HVNL will emphasise providing opportunities to maximise the safe application new heavy vehicle technologies, such as for automated vehicles.</p> <p><b>Australian Capital Territory</b></p> <p>The ACT applied all chapters of the HVNL without derogation on 1 July 2019 and transitioned services to the National Heavy Vehicle Regulator at the same time. The ACT has also applied all HVNL and regulation amendments scheduled for commencement. The ACT continues to engage in the review of the HVNL through the Jurisdiction Strategic Oversight Panel and is currently considering the National Transport Commission's Consultation Regulation Impact Statement and supports the National Heavy Vehicle Regulator through the National Policy and Strategy Group and the National Policy and Operational Forum.</p>
319	Review of regulatory telematics	Cth	Ongoing	The National Transport Commission prepared a Review of Regulatory Telematics Report in March 2018. The National Heavy Vehicle Regulator (NHVR) is progressing the Services Transition Assurance Review, at the direction of Infrastructure and Transport Ministers,

No.	Initiative	Jurisdiction	Timeframe	Progress
				endorsed in 2018. An element of this Review includes current and future compliance and enforcement activities by the NHVR, including data-led policies and operations. Significant work already undertaken by the NHVR in the development of the Safety and Compliance Regulatory Platform and NHVR intelligence capabilities and data analytics. A draft NHVR Data Science Strategy has been completed in response to the Services Transition Assurance Review, with movement data (e.g. through telematics) included in future targeted data acquisition activities, to assist decision-making relevant to compliance and enforcement and other NHVR regulatory activities. Since the 2018 completion and approval of NHVR's Electronic Work Diary standards, six technology companies have formally submitted applications regarding their devices. The NHVR continues to actively work with all technology providers who have submitted applications to ensure there are no regulatory barriers to their device development programs.
320	Regulating the maritime industry	Cth	Ongoing	Part X of the <i>Competition and Consumer Act 2010</i> (the Act) ensures that Australian shippers have continued access to adequate, frequent and reliable shipping services at internationally competitive freight rates while providing container shipping operators with exemptions from certain anti-competitive provisions of the Act. The Australian Government has responsibility for administering Part X of the Act. The Australian Competition and Consumer Commission (ACCC) is developing a shipping class exemption in consultation with the Australian Government and the shipping industry to provide more efficient and effective competition controls for container shipping. The ACCC released the discussion paper 'Proposed Class Exemption for Ocean Liner Shipping' in December 2019, which the Australian Government made a submission to in March 2020. The ACCC will now consider submissions and consult on a draft class exemption instrument once available. In 2019-20, the Australian Government also repealed the ANL Act 1956 and the ANL Guarantee Act 1994 to remove restrictions on Australian maritime businesses against the use of 'protected names' relating to the former Commonwealth-owned shipping line ANL Limited, as well as to remove outdated and unnecessary legislation.
321	Coastal trading reform	Cth	2017 – TBD	Consultation on coastal trading reform is currently underway. The Australian Government wrote to maritime industry members seeking input on coastal trading reform and approximately 50 submissions were received from a broad range of stakeholders. Further consultation is planned in the latter half of 2020. The form and timing of reforms will depend on the outcome of consultations.
322	Road vehicle standards regulation reform	Cth	2019 – 2021	See initiative 300 under Action 3.3.
323	Audit of existing freight and supply chain regulation and reviews to identify areas of focus for future regulatory reform	Cth	TBD	The Australian Government compiled an initial list of freight and supply chain related reviews completed over recent years. The next stage, which would involve industry consultation and regulation gap analysis, has been put on hold due to the need to respond to immediate freight industry concerns arising from COVID-19.
324	National regulatory framework for maritime regulation and service delivery – \$10 million	Cth	2018 – 2028	The Australian Maritime Safety Authority continues to deliver Australia's single national system for the safe design, construction, equipping, operation and crewing of domestic commercial vessels, which is supporting operators, seafarers and vessels to move safely and seamlessly around Australia. The Australian Government continues to deliver its funding commitments for the national system.
325	Regulatory activity regarding drones	Cth	TBD	The Australian Government is developing a whole-of-government drones policy framework. An emerging aviation technologies issues paper has been prepared and will shortly be released to begin a process of industry and community consultation on the development of the policy framework.
326	Development and implementation of maritime safety and marine environment protection regulation	Cth	Ongoing	This item gives 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. The Australian Maritime Safety Authority continues to deliver its program of work reviewing, consulting on, and updating Marine Orders and national standards to improve maritime safety and environmental outcomes, which directly affect the maritime freight sector. In 2019-20, the Australian Government, through

No.	Initiative	Jurisdiction	Timeframe	Progress
				amendments to the Protection of the Sea (Prevention of Pollution from Ships) Act 1989, implemented the International Maritime Organization's fuel Sulphur limit (0.5 per cent) that came into force on 1 January 2020. This included a ban on the carriage of non-compliant fuel from 1 March 2020. The Government also continued leading Australia's engagement in negotiations at the International Maritime Organization on measures under the initial shipping greenhouse gas reduction strategy.
327	Review regulations relating to airports	Cth		The Australian Government is continuing the sunset review of the 10 instruments under the <i>Airports Act 1996</i> , <i>Sydney Airport Demand Management Act 1997</i> and <i>Sydney Airport Curfew Act 1995</i> . The review has been expanded to encompass the broader aviation and airports reform agenda for the industry in context of the aviation COVID-19 response.
328	Regulatory reforms to prepare for deployment of automated vehicles	All	Medium term	In 2019-20, Infrastructure and Transport Ministers agreed to establish an automated vehicles national safety law and a single national regulator, and apply a general safety duty on Automated Driving System Entities. The WA Government has also contributed to the discussion papers on a review of the automated vehicles trials framework, compliance and enforcement, in-service safety for automated vehicles, and government access to vehicle-generated data. Queensland's input to the review of the Heavy Vehicle National Law will emphasise providing opportunities to maximise the safe application new heavy vehicle technologies, such as for automated vehicles.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
329	Review dangerous goods transport	NSW	0 – 2 years	Development of a dangerous goods network policy is in progress, including consultation with industry to identify and preserve fit-for-purpose transport networks for the movement of dangerous goods.
330	Support the transfer of regulatory functions under the Heavy Vehicle National Law from Roads and Maritime and other state-based agencies to the National Heavy Vehicle Regulator	NSW	3 – 5 years	The proposal to transfer heavy vehicle regulatory services to the National Heavy Vehicle Regulator is currently in progress.
331	Support reforms to transport laws and regulatory bodies	NSW	3 – 5 years	This initiative is in progress to support Infrastructure and Transport Ministers in reforming the Heavy Vehicle National Law through initiatives such as developing a national system for heavy vehicle registration and undertaking a national vehicle standards review relating to vehicle height and mass requirements.
332	Implement the NSW Heavy Vehicle Access Policy Framework	NSW	0 – 2 years	Completed. The NSW Government released the "NSW Heavy Vehicle Access Policy Framework" in September 2018 with an implementation plan completed.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
333	Review of WA Heavy Vehicle Accreditation Scheme	WA	Short term	WA completed its review of the WA Heavy Vehicle Accreditation Scheme in 2019. A Stakeholder Reference Group has been established to assist in the exploration and delivery of the recommendations.
334	Legislative reform to ensure national harmonisation of laws	All	Medium term	The WA Government has an ongoing commitment to collaborate on the development of national transport law and implement laws that enable national consistency in cases where the benefit to WA is clear.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
335	Participation in national regulatory initiatives	Tas	Ongoing	Tasmania will continue to support and participate in development and adoption of national standards and nationally consistent regulation, through existing legislative maintenance processes (road, rail, heavy vehicle and maritime), in order to enhance the safety and efficiency of freight task.



## Action Area 4

# Better freight location and performance data



## 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

#### Where do we want to be by 2024? We aim for:

- Improved freight data collection, sharing and analysis practices to enable industry and government freight sector participants to make better informed operational, planning and investment decisions.
- Consistent and regular data is made available to enable forecasting of freight movements and demand with high degrees of certainty.
- Performance benchmarking of Australia's key import and export supply chains against international competitors to identify best practices and areas requiring reform.
- Appropriate and fit-for-purpose approaches to data collection and use by emerging transport technologies, including connected and automated vehicles.

#### Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
336	Transport Network Strategic Investment Tool (TraNSIT)	Cth	2015 – 2021	<p>TraNSIT has been built to map road and rail freight movements for 136 commodities, and uses this supply chain mapping to test the transport benefits of infrastructure investments and regulatory changes. A TraNSIT Web has been constructed. TraNSIT has been used to inform major Australian Government initiatives including Inland Rail, Roads of Strategic Importance and Beef Roads.<sup>29</sup> Further work is planned between 2020 and 2022 to improve capability by:</p> <ul style="list-style-type: none"> <li>extending mapping to other key commodities such as waste, quarry materials, and small scale freight including small and medium-sized enterprises;</li> <li>extending to sea and air freight; and,</li> <li>expanding the capability of TraNSIT Web to allow users to test infrastructure investment scenarios.</li> </ul> <p>TraNSIT Supply Chain Mapping of the Inland Rail Parkes to Narromine pilot was completed in 2019 and announced by the Deputy Prime Minister at an event in Brisbane in March 2019.<sup>30</sup> The work is continuing in 2020 and 2021 by extending from the pilot.</p>
337	National Freight Data Hub – \$5.2 million	Cth	2019 – 2021	<p>The Department has been collecting input from the wide range of potential users for the National Freight Data Hub, including through a public discussion paper (October 2019) and interviews, to settle the detailed design of the Hub. Consultation has informed the three high-level functions of the Hub:</p> <ul style="list-style-type: none"> <li>leadership and innovation,</li> <li>open data and</li> <li>data exchange.</li> </ul> <p>Outputs for the end of 2020 will be:</p> <ul style="list-style-type: none"> <li>a detailed business case for Government consideration, and</li> </ul>



No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> <li>a prototype Hub website that will showcase important and improved freight data, insights and projects.</li> </ul>
338	Freight Data Exchange Pilot – \$3.3 million	Cth	2019 – 2023	<p>The Freight Data Exchange Pilot initiative is investigating and developing methods and systems to enable freight consignment event/message information to be shared, in real-time, across supply chain parties, and also with government to better inform transport operations, infrastructure planning and freight policy. Three Freight Data Exchange Pilot Projects are being undertaken between October 2019 and June 2020:</p> <ul style="list-style-type: none"> <li>Supply Chain Freight Data Trial</li> <li>Multimodal Supply Chain Trial</li> <li>Freight Consignment Data Aggregation Pilot Project</li> </ul> <p>Outputs completed to June 2020 include a summary report of trial project outcomes and a technical report covering the Freight Consignment Data Aggregation Pilot Project. Further work is planned between July 2020 and June 2023, working with additional supply chain operators to share consignment data between supply chain partners.</p>
339	International benchmarking of key import and export supply chains	Cth	TBC	<p>The pilot study report was published in November 2019.<sup>31</sup> Further work is planned between July 2020 and June 2022 in order to:</p> <ul style="list-style-type: none"> <li>establish freight performance benchmarks and indicators, enabling performance evaluation of Australia's supply chains, and</li> <li>benchmark key import and export supply chain performance to identify best practices and potential areas for reform.</li> </ul>
340	Port of Brisbane Rail Access Corridor Preservation	Cth; Qld	2018 – 2022	See initiative 240 under Action 3.1.
341	Port of Gladstone Prefeasibility Study	Cth	2018	The Inland Rail Gladstone Link Prefeasibility Study has been publically released. <sup>32</sup>
342	Inland Rail Supply Chain Mapping Study	Cth	2018 – 2021	<p>The Parkes to Narromine Pilot study, completed in March 2019, modelled potential transport cost savings for horticulture and post-processed food supply chains through the Parkes to Narromine corridor. CSIRO found that on average a \$76 per tonne saving may be achieved by specific agriculture supply chains from using Inland Rail. CSIRO is continuing to validate these preliminary results by investigating the potential transport cost savings from Inland Rail for a broader range of supply chains along the corridor. By July 2021, combined analysis of results for a southern corridor between Narromine in New South Wales and Seymour in Victoria, and a northern corridor between Narromine and Toowoomba in Queensland, is expected to be completed. Once finalised and reported, this work will provide estimates of the potential transport savings for all supply chains that are likely to, or have the potential to, use Inland Rail.</p>
343	Inland Rail Freight Corridor Survey	Cth	2019 – 2021	<p>Phase 1 of the Corridor Survey project was completed in 2019 for the Australian Government by BIS Oxford Economics and Sydney University's Institute of Transport and Logistics Studies, and consisted of a stocktake and review of available data, research activities and potential supply of new data. This work informed strategies for filling the identified data gaps. Work is underway by the Australian Government and its consultants on Phase 2 data collection and survey activities for major land transport corridors between Victoria and Queensland to inform an evidence-based view by the end of 2021 of key freight flows and supply chains and their comparative performance.</p>
344	National Infrastructure Data Collection and Dissemination Plan	Cth	2018	Complete. <sup>33</sup>
345	Research on road operator data for use by connected and automated	Cth	TBD	<p>Austrroads, a body that provides advice to transport agencies across all levels of government in Australia and New Zealand, undertakes a range of research in relation to connected and automated vehicles under its Future Vehicles and Technology</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
	vehicles			<p>research program (discussed in Action Area 2.3). This includes a project underway 'Road authority data for connected and automated vehicles', which is looking at the government-owned data road agencies may need to provide to map-makers, and to connected and automated vehicles and Cooperative Intelligent Transport System (C-ITS) providers. It also includes data sets like speed limits in particular parts of the road network, or temporary data like the existence, location and arrangement in relation to road works.</p> <p>Future bodies of work will build on this project. This work is intended to position Australia so that data provided to emerging vehicle technologies is nationally consolidated and consistent with developing international standards. This is essential in preparing for emerging vehicle technologies (including heavy vehicle technologies), and reducing the barriers to manufacturers bringing these technologies into Australia.</p>
346	Frameworks for collection and use of C-ITS and automated vehicle data	Subject to decision by infrastructure and transport ministers	Subject to decision by infrastructure and transport ministers	Work is underway to ensure appropriate and fit-for-purpose approaches to data collection and use by emerging transport technologies, including connected and automated vehicles. Australian Infrastructure and Transport Ministers have directed the National Transport Commission to undertake a project exploring government access to vehicle-generated data. The Commission recently released a discussion paper for public consultation, following a series of workshops involving industry, governments and peak bodies in the transport and roads sector, aimed at identifying the priority use cases and possible frameworks for exchanging data. A further policy paper containing recommendations to Australian Infrastructure and Transport Ministers is expected to be published in late 2020.

## New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
347	Publish and update freight forecasts and performance measure data	NSW	Ongoing	Completed – NSW has conducted significant work in publishing freight forecasts and models along with data sets and performance metrics, visualisations and reports.
348	Enhance freight data	NSW	3 – 5 years	Completed a “NSW Freight Data Hub” on the Transport for NSW website that links multiple sources of data to support evidence-driven decisions. Significant data sets have been made available at the NSW Open Data Hub along with freight metric visualisations. <sup>34</sup>
349	Investigate productivity boosting technologies for Port Botany	NSW	5 – 10 years	In progress.

## Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
350	National ATAP Guidance – urban freight demand modelling	All	Short term	See initiatives 267 and 277 under Action 3.2.
351	Queensland Freight Model	Qld	Ongoing – 2024	Queensland Freight Model is providing projects, investment prioritisation activities and planning studies with current and future freight demands. The model is continually being enhanced and the team is currently focused on development of a goods and services component with a preliminary state-wide model currently undergoing validation. The project is funded through the Transport System Planning Program and has a budget of approximately \$500,000 per annum until 2024.
352	Transport Analytics Project utilising the Transport Network Strategic Investment Tool (TraNSIT)	Qld; CSIRO	Ongoing	Eight collaborative organisations from Wide Bay Burnett and Central Queensland have partnered with CSIRO to assimilate freight data including filling commodity data gaps in the current TraNSIT data base. The project will progress to identify freight network pinch points and prioritise scenarios for future analysis utilising the TraNSIT model in the study area.

## Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
353	Development of an open data portal	WA	Short term	The Open Data portal, Data WA <sup>35</sup> , initiated in 2015 aims to make government data discoverable. This is an ongoing process with support and guidance provided through Landgate. In 2019-20, there was a net increase of 386 datasets discoverable via Data WA. Currently over 1900 datasets from 40 state and local organisations are discoverable via Data WA, with over 1,700 of these being openly accessible.
354	Compliance Automation Project	WA	Short term	The WA Government continues to participate in national forums relating to the delivery of the Compliance Automation System. The expected delivery date for the system is March 2021.
355	Commercial Vehicle Survey	WA	Short term	The consultant contract for the Commercial Vehicle Survey was awarded in September 2019. The methodology for the survey is well progressed. The pilot survey has been postponed to September 2020 due to disrupted freight demand patterns arising from COVID-19. The main survey is anticipated to commence in January 2021, subject to ongoing impact of COVID-19.

## Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
356	Tasmanian Freight Survey	Tas	Ongoing	The Tasmanian Freight Survey is a regular survey of freight movements across Tasmania undertaken by the Tasmanian Government. The results of the survey are used to inform planning for Tasmania's future freight transport system. The most recent survey, 2016-17, is the sixth survey conducted to date. While previous surveys have been held every three years, given the impacts of COVID-19 alternative approaches are being investigated to provide the required data.



## Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
357	Collection of video-based origin destination data, traffic count and classification data	ACT	Short – medium term	The ACT undertakes regular traffic counts and classification data on main freight routes to support planning and operation of the road network. The ACT has implemented a heavy vehicle camera on the Federal Highway as part of the National Safety Camera Network and is currently seeking funding to install another camera on Barton Highway, through the Heavy Vehicle Safety Initiative program, to improve heavy vehicle monitoring.
358	Understanding freight flows	ACT		<i>ABS Road Freight Movement Survey, Austroads' Key Freight Routes Data Project and Cadence Economics Analysis of Air Freight Operations at Canberra Airport</i> – The ACT utilises freight data to plan capital works across the network, identify infrastructure investment needs and inform funding applications for Australian Government match-funding programs under the National Partnership Agreement for Land Transport Infrastructure Projects.
359	Industry surveying to be factored in planning	ACT; NatRoad	Short term	The outcome of an industry survey undertaken in 2019, in collaboration with NatRoad, was considered in the planning of major road infrastructure projects. The need for a significant layover and rest facility on Monaro Highway was identified by the freight industry in the ACT. A design for a heavy vehicle rest area is currently included in the Monaro Highway upgrade project scope.

# Western Australia Supply Chain Intelligence Hub

## Project Summary

The Fremantle Port Authority has developed a central data hub, referred to as the WA Supply Chain Intelligence Hub (Hub), to inform government and industry action in response to the COVID-19 emergency. As the pandemic emerged, a lack of credible and coordinated information threatened to impede Western Australia's ability to manage the emergency and mitigate its impacts on the community. The pandemic heightened the need for technology-enabled real-time information to facilitate supply chain visibility and assist understanding, monitoring and prediction of current and future supply chain disruption and efficiency impacts.

The Hub is an extension of exploratory work undertaken by Fremantle Port Authority to develop and pilot a suite of Smart Port digital initiatives such as the 3-D Digital Twin and Trade Data Visualisation Tool. It is capable of analysing and integrating large data sets provided by government and industry stakeholders to deliver insight and intelligence to allow for the mitigation of COVID-19 impacts and future similar exceptional events. It identified essential commodities at risk and allowed governments and industry to anticipate the timing, location and nature of potential freight supply chain failure. The project involved the development of a central data hub, modelling capability and visual dashboards, including charts and heat maps, to support informed decision making within government. A comprehensive knowledge base has been built, with the flexibility to expand and include disparate sources of data, should it be required over time.






## Closer Look

### Impact on freight and supply chains

The Hub provides a landscape of new information, insights and intelligence. It enables carriers, shippers, transport operators and other supply chain participants to potentially improve their operational efficiency and capacity utilisation through better visibility and predictability. By working together to collaborate and share information in support of the Hub, supply chain stakeholders have the potential to recover faster post COVID-19 and build upon their resiliency.

## Details at a glance

Action Area	Delivery Model	Location/Jurisdiction	Timeframe
<ul style="list-style-type: none"><li>· Enable improved supply chain efficiency</li><li>· Better freight location and performance data</li></ul>	Rapid development and deployment of an intelligence hub in response to the pandemic crisis and associated State of Emergency.	42 Fremantle Ports, Western Australia. Local government areas in the Wheatbelt region of Western Australia.	Project concept, design, user acceptance testing and go-live were all completed within 6 weeks.

Benefit	Extent Realised	Description
<b>Intended Strategy Objective</b>		
Enable improved supply chain efficiency		The Hub's historical and predictive trade data provides trends and patterns enabling insights and intelligence about markets and commodities at risk (e.g. the Hub has informed import and export diversification strategies by identifying potential market opportunities to mitigate the impact of China's 80 per cent tariff on barley).
Better freight location and performance data		Selected Australian Bureau of Statistics (ABS) data enables scenario simulation to identify hot spots and contributes to resolving issues of major concern. It provides visibility of WA infrastructure, boundaries and demographic dispersion.
<b>Project Benefits</b>		
To inform Government and industry action in response to the COVID-19 emergency		Various supply chain stakeholders have access to the Hub and are analysing and interrogating the data to anticipate potential current and future supply chain failures, and inform strategic decision-making and day-to-day operations.
Connecting COVID-19 data and trade data		Visibility of affected regions and countries enables trade (imports and exports) impacts and potential shortfalls of essential commodities to be identified.
Trade prediction modelling		The current model uses historical data and applies simple mathematical, statistical and probability methods to the observed trends and patterns to predict future trade volumes. Potential exists to further evolve the Hub to include machine learning and deep neural network artificial intelligence to identify real-time economic, social and environmental shocks and refine accuracy of the predictions.

## Project Delivery

<b>Delivery Model</b>	The concept is an extension of existing digital initiatives developed by the Fremantle Port. Project concept, design, user acceptance testing and go-live were all completed within 6 weeks.
<b>Stakeholder Engagement</b>	<p>The following stakeholder engagement approach was taken:</p> <ul style="list-style-type: none"> <li>Identify key stakeholders and influencers (internal, external, state and federal)</li> <li>Consult and communicate early and often</li> <li>Build trusted and sustainable relationships</li> <li>Customer-centricity - creating a positive customer experience through value-add product offerings</li> <li>Compromise, collaborate and deliver.</li> <li>Some of the stakeholders involved in the project include Austrade, Ports Australia, Flinders Ports, Port of Melbourne, NSW Ports, Southern Ports (WA), Chamber of Commerce and Industry WA, City of Canning, Department of Transport, Department of Primary Industry and Regional Development, Freight and Logistics Council WA, Cooperative Bulk Handling, Premium Grain Handlers and Western Power.</li> </ul>



No benefits realised



Minor benefits realised



Reasonable benefits realised



Most benefits realised



All benefits realised

Input	Forecast	Actual	Description
<b>Delivery time</b>	5 to 6 weeks.	5 weeks.	Project concept, design, user acceptance testing, and go-live were all completed within 6 weeks.
<b>Project cost</b>	N/A	On track.	Project costs include initial Hub development, data preparation, uploading and creation of visual dashboards, and a monthly operations and maintenance cost. Priority datasets are incorporated, and dashboards developed, according to the value they add to the Hub, its users and WA's response to the current State of Emergency.
<b>Data governance</b>	4 weeks.	4 weeks.	External advice sought in developing "Data Access Agreements" and "Data Licensing Agreements". The purpose is to protect the licensor, licensee, data owners/custodians and data hub users.

## Project Summary

### Treat the crisis as an opportunity

The COVID-19 emergency has reduced traditional barriers between stakeholders, as supply chain participants have collaborated and adjusted in response to challenges posed by the crisis. This has been evident in the way the Hub has developed and evolved. There is potential for this experience to influence the way in which stakeholders interact in the future, including the opportunity to retain, maintain and further develop the Hub, and/or potentially pave the way for the development of a Trade Community System.

### The critical importance of data architecture

The data architecture guides how data is collected, integrated, enhanced, stored, and delivered to the users. It helps make data available, accurate, and complete so it can be used for rapid decision-making.

### Data integrity and privacy

For organisations, protecting data is an issue of risk and trust. Protecting privacy and ensuring integrity mitigates risks of costly incidents, reputational harm, regulatory penalties, and other harms.

### The value of data

People often over-estimate the value of their own data and under-estimate the value of pooled/federated data. This is reinforced by findings of a 2019 study as part of the national iMOVE project that concluded, while data is a unique commodity that can be used by multiple platforms along a supply chain, the real value is created when this data is aggregated and analysed.

### Resiliency and innovation

The Fremantle Port Authority discovered its ability and agility to respond to emergency situations; in this case, the COVID-19 pandemic. The capacity to effectively respond was enhanced by the early development work the Port had embarked upon in the digital space over the preceding 18-24 months. In an environment where the complexities of the current crisis and supply chain impacts were unknown, the simple philosophy - anticipate/optimize/automate - that had been developed and embraced through previous digital exploration, prepared the Port to innovate quickly and inexpensively. Port staff already had an existing method and mindset to understand and evaluate digital opportunities of a similar nature.

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