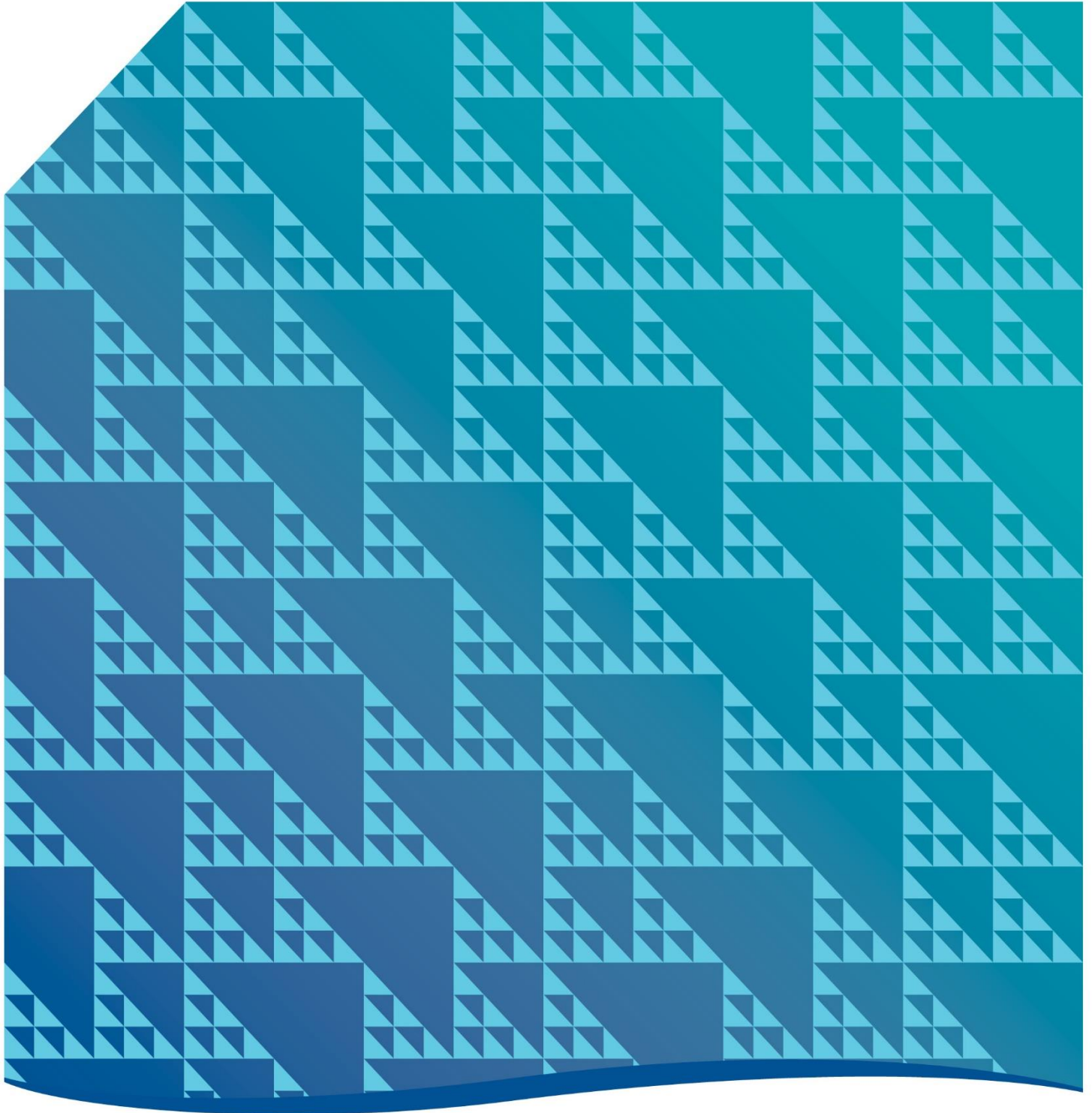


National Freight and Supply
Chain Strategy: National Action
Plan 2019-2024

Tasmania – Implementation Plan



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Introduction

The National Freight and Supply Chain Strategy (the Strategy) and the accompanying National Action Plan were endorsed by the Transport and Infrastructure Council in August 2019. The Strategy and National Action Plan were developed collaboratively by all jurisdictions, and with significant input from industry.

The Strategy and National Action Plan seek to address the considerable challenges facing Australia's freight and supply chain networks over the next two decades.

This Implementation Plan sets out the actions being taken in Tasmania to address the identified critical action areas. The Implementation Plan will be updated annually to track progress against the National Action Plan, alongside progress updates from all jurisdictions and reported to the Transport and Infrastructure Council.

Action Area I: Smarter and targeted infrastructure investment

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

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

Action	Aim	Timeframe
Tasmanian Integrated Freight Strategy (Tas)	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.	Released 2016, initiatives ongoing.
Burnie to Hobart Freight Corridor Strategy (Tas & Cmth)	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 or lane duplications.	Strategy released 2017, initiatives and investment ongoing.
Hobart Airport Interchange Upgrade \$30 million (Tas & Cmth)	The Tasmanian and Australian Governments have committed \$30 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.	Announced in November 2017. Expected completion 2020.

Urban Congestion Fund (Tas & Cmth)	To date, the Tasmanian Government has received \$35 million in allocations under the Australian Government's Urban Congestion Fund, which is being matched by the Tasmanian Government's congestion improvement initiatives. Projects to be commenced will include the Hobart Congestion Package, with priority given to the Northern Suburbs Transit Corridor and Hobart Intelligent Transport Solutions.	Intelligent Transport Solutions project to commence 2020.
Roads of Strategic Importance (Tas & Cmth)	The Australian Government has provided \$530 million to a program of investment in Roads of Strategic Importance in Tasmania. Projects to receive funding through this investment program include: <ul style="list-style-type: none"> • Tasman Highway - Hobart to Sorell; • Bass Highway - Wynyard to Marrawah; and • Murchison Highway. The Tasmanian Government has provided \$133 million of matching funding to this program. This is funded within the State Road Upgrades - North West and West Coast Regions and South East Traffic Solution, with the remaining \$76.3 million from the Roads of Strategic Importance program.	
Coose Bottleneck \$40 million (Tas & Cmth)	Implement priority projects identified in the Australian Government funded Coose to Wynyard Planning study, including replacement of the Cam River Bridge.	Announced 2018. Timeframes Scoping for bridge and road realignment to commence 2020.
Upgrade the Tasman Highway Sideling \$50 million (Tas & Cmth)	Upgrade the Tasman Highway Sideling to value of \$50 million.	TBA.

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

Action	Aim	Timeframe
Midland Highway 10 Year Action Plan \$500 million (Tas & Cmth)	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.	2015-25.
Bridgewater Bridge Replacement \$576 million (Tas & Cmth)	The Bridgewater Bridge is a critical part of the transport and freight link between the northern and southern regions of Tasmania. The current Bridgewater Bridge is reaching the end of its serviceable life and does not meet contemporary loading and design standards of the National Land Transport Network. The Tasmanian and Australian Governments have committed a total of \$576 million to build a replacement bridge.	2019-24.
Tasmanian Rail Revitalisation Project: Tranche Two \$119.6 million (Tas & Cmth)	Tranche Two of the Tasmanian Rail Revitalisation Project will involve investment of \$119.6 million to improve the quality of the Tasmanian rail network through selective replacement of steel sleepers, replacement of life expired rail, bridge upgrades, along with formation and drainage works. Tranche Two of the Tasmanian Rail Revitalisation Project will build on Tranche One, which has which has delivered \$119.6 million on priority works on the Tasmanian rail network over four years between 2015/16 and 2018/19.	2019-23.

Tasmanian Rail Revitalisation Project: Tranche Three \$119.6 million (Tas & Cmth)	Tranche Three of the Tasmanian Rail Revitalisation Project will involve a further investment of \$136 million in the Tasmanian rail network delivering improved network outcomes.	2021-23
TasPorts 15 Year Port Master Plan	TasPorts manages Tasmania's major public port facilities. The TasPorts Port Master Plan establishes the future of Tasmania's port facilities, ensuring that port infrastructure meets future demand and supports economic growth.	2018-2033.
New bulk minerals ship loader at Burnie Port \$40 million (Cmth)	A new bulk minerals ship loader at Burnie Port will help secure the future of Tasmanian mining exports. \$40 million funding provided by the Australian Government.	TBA.
Bass Strait Ferry Replacement Program (TT-Line)	TT-Line (a State Owned Company), is procuring new replacement ferries for its Bass Strait passenger and freight service. New vessels will deliver additional freight capacity.	2021

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

Action	Aim	Timeframe
Great Eastern Drive Mobile Coverage Program (Tas)	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.	2019 -2021.

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

Action	Aim	Timeframe
Heavy Vehicle Road Reform (Tas and all jurisdictions)	All levels of government are working together to develop advice on implementation options for heavy vehicle road reform. A COAG Regulation Impact Statement on independent price regulation has been developed. The Transport and Infrastructure Council will consider the advice on implementation options and the Regulation Impact Statement on independent price regulation in 2019. Tasmania is a participant at a national level.	2019 – TBA.

Action Area 2: Enable improved supply chain efficiency

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

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

Action	Aim	Timeframe
National Rail Plan Work Program – Interoperability (Cmth with all jurisdictions)	The Draft National Rail Plan Work Program will include Reform Priorities to remove barriers to effective supply chain coordination and interoperability including in relation to harmonisation of standards and regulations. Tasmania is a participant at a national level.	TBA.
Ongoing harmonisation of national vehicle safety standards for freight vehicles (Cmth with all jurisdictions)	The Australian Design Rules provide national standards for vehicle safety (including freight vehicles). Tasmania is a participant at a national level.	Ongoing.

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

Action	Aim	Timeframe
Industry Training Hubs (Cmth)	\$58 million 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.	New Industry Training hubs and the associated scholarships were announced in the 2019-20 Australian Government Budget as part of the skills package: <i>Delivering Skills for Today and Tomorrow</i> .
Tasmanian Transport and Logistics Workforce Action Group (TTLWAG) (Tas)	Through Skills Tasmania, the Tasmanian Government works with the Tasmanian Transport Association’s TTLWAG. Projects have included developing resources to support recruitment to the top occupations in the sector, attracting women to work in the sector, and workforce planning.	Ongoing

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

Action	Aim	Timeframe
Real Time Traffic Congestion Management System (Tas)	As part of the Greater Hobart Traffic Solution and measures to combat traffic congestion, the Tasmanian Government will complete the rollout of the management system to provide better information for traffic managers and road users through the use of traffic monitoring technology.	Tranche 1 and 2 rollout complete. Tranche 3 (final) will be complete by December 2019.

National Action 2.4: Build community acceptance of freight operations.

Action	Aim	Timeframe
The Tasmanian Planning Scheme	<p>The Tasmanian Planning System affords opportunities for the community to engage in new development proposals. Advertisement of proposals creates awareness in the community and allows community members to raise concerns that need to be addressed by the planning authority.</p> <p>More significant projects may be assessed under major projects legislation which also provides for community input.</p> <p>The Tasmanian Planning Policies project will provide an opportunity for the community to be part of setting planning priorities including protecting infrastructure.</p>	Ongoing

Action Area 3: Better planning, coordination and regulation

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

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

Action		Timeframe
Launceston City Deal (Cmth and Tas)	<p>City Deals are partnerships between Australian, state/territory and local governments with an aim to align planning, investment and governance between the three levels of government. These Deals provide an opportunity for agreement between governments to consider freight planning and corridor protection as part of regional and urban development.</p> <p>The Launceston City Deal was originally a five-year plan between the Australian and Tasmanian Governments and the City of Launceston to maximise Launceston’s potential as a liveable and innovative regional city. The initial five-year commitment has now been extended to 10 years.</p> <p>An initiative of the Launceston City Deal is the Regional Economic Development Strategy for Northern Tasmania. Areas of identified strategic infrastructure priority within the current draft document include better integration of regional transport and land use planning to ensure efficient supply chain connections throughout the region and inter-regionally, and leveraging road, rail and air infrastructure investment to grow freight and warehousing related businesses.</p>	2017-2027.
Hobart City Deal (Cmth & Tas)	<p>A 10-year plan between the Australian and Tasmanian Governments and Clarence, Hobart, Glenorchy and Kingborough councils.</p> <p>Key freight-related initiatives include:</p> <ul style="list-style-type: none"> • \$82.3 million for border services that enhance Hobart Airport’s role as a direct international gateway; • \$576 million to replace Bridgewater Bridge, a key part of the Hobart to Burnie freight corridor; • A range of projects to reduce traffic congestion around Greater Hobart; and • Strategic collaboration and governance between the three levels of government through legislative and cooperative governance arrangements. 	2019-2029.

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

Action	Aim	Timeline
Updated 10 year Tasmanian Infrastructure Pipeline	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.	2019-2029
Release draft 30 Year Infrastructure Strategy for consultation (Tas)	As part of the 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 the State.	2019-2049
Tasmanian Planning Policies	The Tasmanian Planning Policies will acknowledge the importance of protecting the capacity, safety and efficiency of transport networks and assets. The policies will include specific strategies that seek to protect existing and future strategic transport infrastructure corridors and assets from encroachment by incompatible land use and development.	2019-2020
Review of Regional Land Use Strategies	Protection of freight corridors and assets are considered in each of the three Regional Land Use Strategies in Tasmania. A future review of these strategies will form part of a broader reform of the Tasmanian planning system.	Following the finalisation of the Tasmanian Planning Policies in 2020.
The Tasmanian Planning Scheme	The Tasmanian Planning Scheme was developed in conjunction with key industry stakeholders to ensure appropriate consideration was afforded to the industrial and transport sectors. Consequently, key protections such as attenuation and buffer areas are in place along key transport networks and other assets.	Implementation 2019 – 2020 – noting that similar measures are in place under existing planning schemes

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

Action	Aim	Timeline
Tasmanian Freight Equalisation Scheme (Cmth)	Provides financial assistance for cost incurred by shippers of eligible non-bulk goods moved by sea between Tasmania and mainland Australia. Amount of assistance is based on difference between the freight costs of moving goods by sea and notional freight costs of moving goods by road over an equivalent distance. The Scheme aims to equalise opportunities for Tasmanian industries that do not have the option of transporting goods interstate by road or rail.	Ongoing.
Time Sensitive Freight – Understanding Tasmania's Market (Tas)	Study to 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.	Study completed 2017 – actions ongoing.

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

Action		Timeline
Participation in national regulatory initiatives	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.	Ongoing

Action Area 4: Better freight location and performance data

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

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

Action	Aim	Timeline
Tasmanian Freight Survey (Tas)	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. Previous surveys have been held every three years from 2002/03 to 2014/15. The next survey is planned for 2020/21.



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