

# NATIONAL FREIGHT & SUPPLY CHAIN STRATEGY

## VICTORIAN IMPLEMENTATION PLAN 2019-2024

(as at October 2019)

### Action Area: 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.

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

Example Actions	Aim	Timeframe	Progress
<b>Melbourne Port Rail Shuttle</b> <b>\$58 million</b> <b>(Cth: \$38 million; Vic: \$20 million)</b>  <b>(Cth; Vic)</b>	A project that will improve the movement and distribution of containerised freight across Melbourne to the Port of Melbourne.	2017 -	
<b>West Gate Tunnel</b> <b>\$6.7 billion</b>  <b>(Vic; industry)</b>	The West Gate Tunnel Project will deliver a vital alternative to the West Gate Bridge. It will provide a second river crossing, quicker and safer journeys, and remove thousands of trucks from residential streets.  The project is a partnership between the Victorian Government and Transurban.	2018 - 2022	
<b>Western Interstate Freight Terminal (WIFT)</b> <b>\$TBA</b>  <b>(Vic)</b>	The proposed WIFT will include the construction of an interstate rail freight terminal(s) and warehousing precinct at Truganina in Melbourne's west and a rail link to the interstate rail freight network. The WIFT will move freight more efficiently by providing modern terminal facilities closer to the warehouse precincts in Melbourne's west, reducing the time and length of truck trips. It will also reduce freight traffic through the inner west by removing the need for trains and trucks to bring interstate freight to and from the Dynon precinct.  The WIFT will be key to the success of the Commonwealth's Inland Rail Project, as it will accommodate longer, double stacked trains.	2018 - 2025	

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Supporting actions	Aim	Timeframe	Progress
<p><b>North East Link</b> Cth: Up to 1.75 billion Vic: \$15.8 billion</p> <p>(Cth; Vic)</p>	<p>North East Link will connect an upgraded Eastern Freeway to the M80 Ring Road and deliver three major projects in one:</p> <ul style="list-style-type: none"> <li>North East Link: Completing the ring road between the Eastern Freeway and the M80 Ring Road, connecting the growing northern and south-eastern suburbs</li> <li>Eastern Freeway upgrades: Overhauling the Eastern Freeway with new lanes and new technology for up to 40% faster trips</li> </ul> <p>Doncaster Busway: Launching a new Doncaster Busway with dedicated express bus lanes along the Eastern Freeway from Doncaster towards the city.</p>	<p>North East Link Cth: Up to 1.75 billion Vic: \$15.8 billion</p> <p>(Cth; Vic)</p>	

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

Example Actions	Aim	Timeframe	Progress
<p><b>Murray Basin Freight Rail Project</b> \$440 million (Cth: \$240.2 million; Vic: \$199.8 million)</p> <p>(Cth; Vic)</p>	<p>The project will better connect primary producers in north-West Victoria with the ports of Portland, Geelong and Melbourne to promote competition and provide an incentive for investment in rail infrastructure facilities.</p>		
<p><b>Regional Rail standardisation</b></p> <p>(Vic)</p>	<p>Under the Victorian Freight Plan, <i>Delivering the Goods</i>, the Victorian Government will complete a study considering the costs and benefits of upgrading and/or standardising further corridors on the regional rail network and work to standardise and increase axle loads on other priority freight rail corridors.</p>	Ongoing	
<p><b>Murray Basin Rail Project</b> \$440 million</p>	<p>The Murray Basin Rail Project is driving economic growth, creating jobs and providing a major boost to the transport industry, agricultural sector and regional communities. Once</p>	Ongoing	

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<b>(Cth; Vic)</b>	<p>complete, it will improve rail freight services and reduce the costs of moving freight.</p> <p>By standardising and improving the rail network, the freight industry in the Murray Basin region will be able to deliver exports to Victoria's ports in a more efficient and cost-competitive way. An increased axle loading will allow higher volumes of product to be safely freighted across the network. Following the upgrade, rail freight transportation is forecast to capture approximately 20,000 journeys currently undertaken by trucks.</p>		
<b>Inland Rail (Cth: \$9.3 billion; NSW, Vic, Qld)  (Cth; NSW; Vic; Qld)</b>	<p>A 1,700km high-capacity freight link between Melbourne and Brisbane to better connect our cities, farms, mines via ports to domestic and international markets.</p> <p>Announced as part of 2017-18 Budget.</p>	2018 - 2025	

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

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

Example Actions	Aim	Timeframe	Progress
<b>Advance heavy vehicle road reform to facilitate efficient investment in infrastructure  (all jurisdictions)</b>	<p>Heavy Vehicle Road Reform aims to introduce stronger links between the charges paid, investment in the roads, and the services that heavy vehicle road users receive. The reform benefits are estimated at \$6.5 billion to \$13.3 billion over 20 years, including benefits such as improved heavy vehicle access to roads and reduced operating costs for industry from better quality roads.</p> <p>All levels of government are working together to develop advice on implementation options for heavy vehicle road reform.</p>	2015 -	

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	<p>Jurisdictions publish road expenditure and investment plans on the Transport and Infrastructure Council website. This supports HVRR by providing greater information to industry on road expenditure and investment plans.</p> <p>The Transport and Infrastructure Council has directed officials in all jurisdictions to prepare detailed advice on options to progress heavy vehicle road reform in 2019, and to develop nationally consistent service level standards for roads. The Australian Government is leading that collaborative work, which will include further consultation with industry once options have been developed.</p> <p>Planning is currently underway for the National Heavy Vehicle Charging Pilot. Proposals are being considered for Location-Specific Heavy Vehicle Charging Trials.</p>		
<p><b>Port infrastructure pricing and access review</b></p> <p><b>(Vic)</b></p>	<p>The Victorian Government has asked the Department of Transport to commence a review into infrastructure charges, pricing and access to and from the Port of Melbourne.</p> <p>The review is currently being progressed and is expected to conclude mid-2019.</p>	<p>2019</p>	

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### Action Area: Enable improved supply chain efficiency

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

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

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

Example Actions	Aim	Timeframe	Progress
<b>Women in Transport program</b> <b>\$2 million</b>  <b>(Vic)</b>	The Women in Transport program is a package of 15 initiatives to encourage more women to enter and stay in the transport sector. It aims to increase the number of women working in transport from 16 per cent to 25 per cent by 2020 and senior role representation to 50 per cent by 2020.	2017 - 2020	
<b>Conduct a review of the licensing of heavy vehicle drivers in Victoria</b>  <b>(Vic)</b>	As part of the Victorian Freight Plan <i>Delivering the Goods</i> , the Victorian Government will conduct a review of licensing of heavy vehicle drivers. Following the review, the Victorian Government will continue to work with industry to raise the standards and competencies of freight professionals to meet changing industry demands.	TBC	
<b>Heavy Vehicle Driver Employment Pathways Review</b>  <b>(Vic)</b>			
<b>Review of licensing of heavy vehicle drivers</b>  <b>(Vic)</b>			

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<p><b>Heavy Vehicle Driver Employment Pathways Review</b></p> <p><b>(Vic)</b></p>	<p>The review will evaluate career pathways into professional heavy vehicle driving within Victoria. The streams of work align with national and strategic priorities as well as heavy vehicle industry concerns with employment opportunities. The review will examine pathways for heavy vehicle drivers, identifying barriers and opportunities to address industry concerns about attracting and retaining drivers.</p>	<p>2019</p>	
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Action 2.3: Facilitate new and innovative technologies that improve freight outcomes and understand deployment, skills and workforce requirements for operators and infrastructure

<b>Example Actions</b>	<b>Aim</b>	<b>Timeframe</b>	<b>Progress</b>
<p><b>Austrroads Connected and Automated Vehicle Program</b></p> <p><b>(all jurisdictions)</b></p>	<p>The next generation of motor vehicles are planned to include an increased level of wireless connectivity and automated driving capability. The convergence of these technologies has given rise to the term Connected and Automated Vehicles (CAV).</p> <p>The potential societal benefits from these emerging technologies are significant, particularly with regard to road safety, transport efficiency and productivity, and environmental outcomes. To support deployment and optimise the benefits from these technologies, there is a need for regulatory and operational frameworks to be in place.</p> <p>The Austrroads CAV program is working closely with key government and industry stakeholders towards establishing the required supporting frameworks.</p> <p>Key focus areas in scope of the CAV program include:</p> <ul style="list-style-type: none"> <li>Automated vehicles</li> </ul> <p>Cooperative Intelligent Transport Systems (C-ITS)</p>	<p>Ongoing</p>	

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Supporting Actions	Aim	Timeframe	Progress
<b>Implement the National Land Transport Technology Action Plan</b>  <b>(all jurisdictions)</b>	<p>The National Land Transport Technology Action Plan 2020-23 is structure around the key issues identified in the <i>National Policy Framework for Land Transport Technology</i>. The 2020-23 Action Plan is structured around the key issues identified in the Policy Framework:</p> <ul style="list-style-type: none"> <li>• Safety, Security and Privacy</li> <li>• Digital and Physical Infrastructure</li> <li>• Data</li> <li>• Standards and Interoperability</li> <li>• Positioning for Disruption and Change.</li> </ul> <p>The 2020-23 Action Plan’s Priority 5.1 is a new priority to ‘identify and facilitate emerging technologies that improve freight outcomes’.</p>	2020-23	

## Action 2.4: Build community acceptance of freight operations

Example Actions	Aim	Timeframe	Progress
<b>Educate community on sharing the road with trucks</b>  <b>(Vic)</b>	Education program focused on increasing the awareness of heavy vehicles and their interaction with passenger road vehicles.	TBC	
<b>Working with councils on access for after-hours freight deliveries</b>  <b>(Vic)</b>	Support trials to remove and monitor restrictions on after hour freight delivers, implement findings of trials and continue to remove regulatory impediments or find appropriate alternatives to ensure efficient freight delivery.	TBC	
<b>Cleaner Freight Initiative</b>  <b>(Vic)</b>	<p>The Smarter Freight Initiative is a project to incentivise lower-emission truck use by decreasing access to certain roads within Melbourne’s inner west for older trucks unable to meet newer emissions standards.</p> <p>The project is a collaboration between the Victorian Government, VicRoads, the Victorian Transport Association, Maribyrnong Truck Action Group and the Maribyrnong City</p>	TBC	

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	Council and aims to deliver quiet, safer and cleaner streets. The initiative encourages uptake of cleaner vehicles to counteract restrictions.		
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Supporting Actions	Aim	Timeframe	Progress
<b>Trident Joint Taskforce</b> <b>Additional \$4 million funding in February 2016</b>  (Cth; Vic)	The Taskforce is targeting serious and organised criminal activity in the Victorian maritime sector and related supply chain industries.	2012 -	

### Action Area: Better planning, coordination and regulation

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

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

Example Actions	Aim	Timeframe	Progress
<b>Albury Wodonga Regional Deal</b>  (Cth; Vic; NSW; local government)	The Albury Wodonga region will pilot a Regional Deal. The Australian Government will work with state and local governments to identify regional development opportunities.  Announced on 20 March 2019.		
<b>Highway Corridor Strategies</b> <b>\$5 million</b>  (Cth; NSW; Vic; SA)	<u>Princes Highway Corridor Strategy</u>  To develop an evidence base to underpin a 'whole of corridor' perspective of the current and future role of the Princes Highway. Objectives include promoting better access and	2018 - 19	



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	<p>connectivity, improving efficient movements and activating the corridor as a means of driving regional development and industry performance.</p> <p>The Australian Government is delivering the Princes Highway Corridor Strategy in partnership with the NSW, Victorian and SA Governments.</p> <p>Funding for the development of the Princes Highway Corridor Strategy was announced on 15 December 2017.</p> <p><u>Newell Highway Corridor Strategy</u></p> <p>To develop an evidence base to enable the Government to be an informed decision-maker and ensure the Newell Highway corridor continues to serve the needs of its users over the long term. The Strategy will outline the current performance and model current and future demand along the Newell Highway. The Strategy will also consider the relationship of the Newell Highway and Inland Rail in delivering efficient freight outcomes, and will identify priority investments that improve road safety and resilience.</p> <p>The Australian Government is developing the Newell Highway Corridor Strategy in consultation with the NSW Government and key stakeholders.</p> <p>Funding for the development of the Newell Highway Corridor Strategy was announced on 14 August 2018.</p>		
<p><b>Inland Rail corridor preservation (Cth; Vic; NSW; Qld)</b></p>	<p>Bilateral agreements between the Commonwealth and State governments will outline high-level commitments to preserve Inland Rail Corridors from future incompatible developments. These high-level commitments will be formalised by state planning approvals sought by the Australian Rail Track Corporation.</p>		

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<b>Green Triangle Freight Action Plan</b>  (Vic; SA)	A joint South Australian and Victorian Government action plan to improve freight movement in the Green Triangle, particularly for timber, woodchip and mineral sands.	2009 -	
<b>Identify and reserve sites for new freight terminals &amp; precincts</b>  (Vic)	With local councils, review existing, and identify and reserve sites for new freight terminals / precincts.	2019 -	
<b>Victorian Ports Strategy</b>  (Vic)	Prepare a comprehensive Victorian Ports Strategy that will outline how Victoria's future exports and imports could be handled across current (and future) commercial ports in Victoria.	TBC	

Supporting actions	Aim	Timeframe	Progress
<b>National Airports Safeguarding Framework</b>  (all jurisdictions)	The National Airports Safeguarding Framework is a national land use planning framework that aims to improve community amenity by minimising aircraft noise-sensitive developments near airports and improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.	Ongoing	
<b>Geelong City Deal</b>  (Cth; Vic; local government)	<ul style="list-style-type: none"> <li>- A 10-year plan between the Australian and Victorian Governments, together with the City of Greater Geelong will revitalise Geelong and unlock the potential of the Great Ocean Road visitor economy, supporting Geelong's continued economic diversification and a thriving city centre.</li> </ul> <p>The Geelong City Deal was agreed on 11 March 2019.</p>	TBC	

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

Example Actions	Aim	Timeframe	Progress
<b>Development of Australian Transport Assessment and Planning urban freight modelling guidelines</b>  (all jurisdictions)	National guidance in the practice of urban freight demand modelling to ensure consistency in modelling freight demand, or heavy vehicle movement, in urban transport models across jurisdictions  Part of the ATAP package For TISOC consideration at its March 2020 meeting.	TBC	
<b>Bay West Container Port</b>  (Vic)	Further investigate the feasibility of Bay West as a container port, including: <ul style="list-style-type: none"> <li>- Determining the location of the port site at Bay West;</li> <li>- Identifying preferred land transport corridors and the required land area</li> <li>- Commence a baseline environmental program for the Bay West port site</li> </ul>	TBC	
<b>Review and enhance protection of Principal Freight Network</b>  (Vic)	TBC	TBC	
<b>Dynon Freight Precinct Master Planning</b>  (Vic)	TBC	TBC	
<b>Victorian Ports Strategy</b>  (Vic)	The Victorian ports strategy will investigate and review the efficiency of Victoria's port operations, and linkages to the broader transport and distribution networks, that allow Victorian businesses to trade and thrive in the global marketplace.	TBC	

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

Example Actions	Aim	Timeframe	Progress
<b>Encourage use of the Restricted Access Vehicle Route Assessment Tool</b>  <b>(all jurisdictions; NHVR)</b>	The Restricted Access Vehicle Route Assessment Tool has been developed as an expert tool for Local Government practitioners and is intended to allow heavy vehicle route assessments to be completed in line with PBS route classification guidelines. Use of this expert system results in the consistent application of a heavy vehicle route assessment process across Local Government jurisdictions, this facilitates certainty of operations for industry and ensures that the heavy vehicles that are granted access to local roads are able to safely operate in that environment.	Ongoing	
<b>Inland Rail intermodal terminals planning</b>  <b>(Cth; NSW; Vic; Qld)</b>	TBC	TBC	
<b>Port of Melbourne infrastructure pricing and access review</b>  <b>(Vic)</b>	TBC	TBC	

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

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## Action Area: Better freight location and performance data

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

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

Example Actions	Aim	Timeframe	Progress
<b>Container Origin Destination Study</b> (Vic)	Measure, monitor and report on container origins and destinations via a study every five years in conjunction with the Port of Melbourne.	2019-20	

Supporting Actions	Aim	Timeframe	Progress
<b>National Rail Vision and Work Program</b> (all jurisdictions)	The National Rail Vision and Work Program will include consideration of rail data requirements to support improved investment and policy decision-making and reforms in relation to rail industry skills and capability. This is in recognition of the challenges decision-makers in both the public and private sectors can face sourcing high quality data to support improved policy and investment outcomes. The Work Program is still being developed and is subject to further consultation with jurisdictions and industry before it is submitted to TIC for approval.	TBC	