



National Freight and Supply Chain Strategy

Annual Report

2021-22



QR Code

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Foreword

The freight logistics industry has experienced yet another difficult year, with natural disasters, diesel exhaust fluid shortages and other disruptions continuing to demonstrate the importance of resilient and reliable freight networks.

We would like to thank our freight, logistics and supply chain workers, who have been doing an incredible job keeping supplies moving for all Australians during such challenging times.

Implementation of the National Freight and Supply Chain Strategy (Strategy) requires a high degree of coordination and collaboration across all levels of government, as well as active involvement from the freight industry.

This collaboration has seen great strides made in the right direction over the past year. We will maintain this momentum and continue to deliver initiatives that bring us closer to meeting the Strategy's objectives.

Australia's growing freight task is bringing many opportunities for increased productivity and economic growth – we look forward to taking these opportunities and continuing implementation of the Strategy to deliver positive improvements for all Australians.

Infrastructure and Transport Senior Officials Committee

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Views from industry

Times have changed.

The importance of effective and efficient supply chains to improving Australia's productivity and supporting positive economic outcomes has never been so critical. The disruptive events experienced across Australia and internationally over the past three years have exposed vulnerabilities and increased the focus on our transport networks and supply chains. Now is an opportune time to reflect on whether the Strategy is still fit for purpose and hitting the mark in a post-COVID-19 world.

All levels of government and industry need to continue to work together to deliver actions under the Strategy. The Panel would like to see a greater focus on the freight and logistics industry as a whole, to ensure that all parts of our industry can benefit.

Supply chain disruptions and resiliency

Resilient supply chains make for a resilient Australia. Challenges from the COVID-19 pandemic, workforce skill and labour shortages, natural disasters and increased geo-political instabilities have highlighted the importance of building resilience into our supply chains.

The growing demand for freight is straining existing infrastructure and affecting service levels along the supply chain. Australia's widely dispersed population and climate exacerbate this challenge. To accommodate the expected growth of the freight task, Australia will need to build capacity through both infrastructure investment and the efficient use of existing assets across all modes.

The Panel welcomes actions taken towards improving resilience, including the establishment of the Office of Supply Chain Resilience on 1 July 2021. The Office monitors critical supply chains and coordinates whole-of-government responses to improve ongoing access to critical goods and services.

It is encouraging to see all the other work underway by governments and industry to build new freight gateways and hubs, strengthen existing freight corridors and improve our freight systems. Throughout the next year, we would like to see greater coordination across governments, including infrastructure bodies, to build on existing progress and to continue making Australia's freight and supply chains resilient.

In particular the Panel encourages greater consideration of the national impact on freight and supply chain performance whenever transport infrastructure projects are considered and approved by governments.

Workforce skill and labour shortages

As we emerge from the pandemic, we must keep a strong and skilled workforce as a high priority. Australia's growing freight task will only continue to test our workers, especially with a projected higher level of automation and shifting business models.

Like many areas of our economy, the freight sector is having difficulties in attracting skilled workers across its various functions. Shortages for transport sector roles have increased during the COVID-19 pandemic, reaching the highest level in 12 years. This has primarily been driven by economy-wide factors, including tight labour markets, increased freight demand, and reduced migration while international borders have been closed.

The Panel consulted with industry this year on workforce issues and the key recurring themes were the poor perception of the sector by prospective employees and the low supply of appropriately skilled workers. A range of initiatives are already underway in this space, but we need to see more progress, particularly in the short term. We strongly encourage government and industry to work together in strengthening our workforce.

The need for better freight data

Data plays a huge role in the Strategy. We are calling on all areas of the freight industry to consider how they can participate in projects under the Strategy, and share data with governments in a mutually beneficial way.

Tracking performance under the Strategy is key to its success. Work is underway to update the current Freight Performance Dashboard and to develop a new Freight and Supply Chain Strategy Dashboard, closely aligned to the Strategy's six overarching outcomes. This work will help improve progress reporting under the Strategy and will provide new opportunities to track performance. The Panel is encouraged by this work and would like to seek continued focus and commitment over the coming year.

By improving the availability, consistency and security of freight location and performance data, we can improve freight operations, make better investment decisions and monitor and evaluate freight performance. When it comes to data and technology, industry can and must help drive the way forward.

Accordingly, the Panel strongly urges industry and government to agree how to accelerate the collection of freight data to provide the factual basis on how our supply chains are functioning and to identify opportunities for improvement.

Action: underway and looking forward

As Australia works to recover from another challenging year, it is vitally important that all levels of government and industry continue to focus on delivering commitments under the Strategy. We are very pleased to see progress being made across the different action areas, including:

- 66 projects delivered in the 2021-22 financial year through the Bridges Renewal Program (Action Area 1)
- Increased investment in Victoria's Women in Transport Program (Action Area 2)
- The implementation of the NSW Heavy Vehicle Access Policy Framework completed (Action Area 3)
- Accessibility and usability improvements made to the Data WA Portal, which currently provides over 2,500 discoverable datasets (Action Area 4)

We thank jurisdictions and industry for their continued engagement and ambition in delivering results through the Strategy. We look forward to continuing these efforts.

Freight Industry Reference Panel



John Fullerton

Chair



Brett Charlton



Nicole Lockwood



Andrea Staines OAM



Sophie Finemore

1: Introduction



When the Strategy was endorsed in 2019, all jurisdictions committed to report on progress in delivering the Strategy and National Action Plan annually. 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.

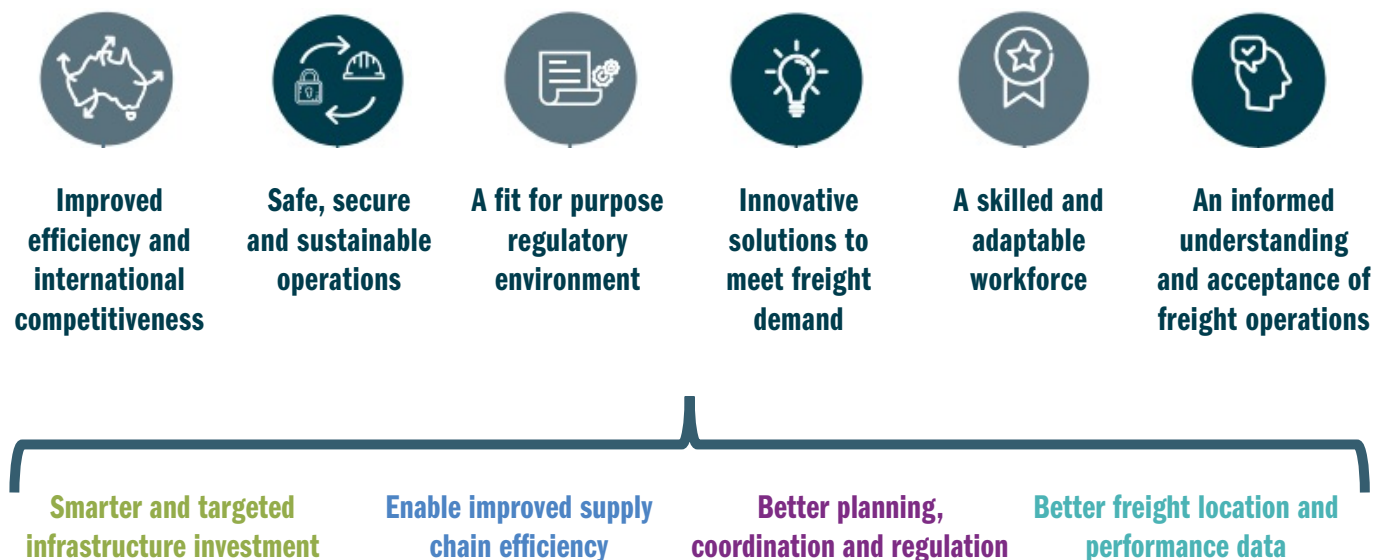
This is the third annual progress report and covers progress made in the 2021-22 financial year. It provides a look at Australia’s freight performance over the year, using snapshots from each jurisdiction on progress and challenges, as well as updates against jurisdictional implementation plans.

Delivery of the Strategy is tracked through:

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

Work is underway to develop quantitative key performance indicators to improve progress reporting of the Strategy. The indicators will be linked to the Strategy’s six intended outcomes (Figure 1) and allow improved tracking against key outputs and outcomes. Further information on the key performance indicators is at chapter 3.2.

Figure 1: Intended Strategy outcomes



Freight Community System Strategic Business Case

Project summary

The freight system is the backbone of the NSW economy, facilitating the movement of goods that all economy participants rely on, from large scale manufacturers to individual households. Each year, approximately 689 million tonnes of goods are delivered across the NSW freight network, equating to an annual contribution of about \$71 billion to the NSW economy. Improving efficiency, sustainability and productivity of the freight system is vital to maintaining a strong economy.

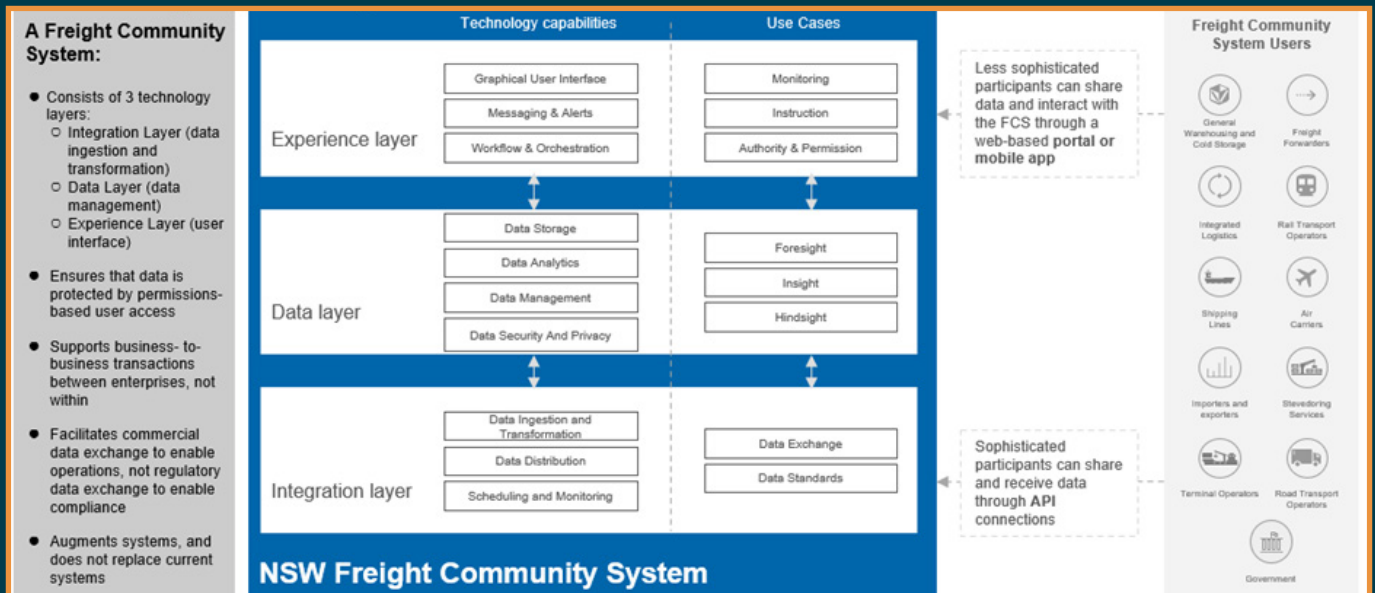
Closer look

A Freight Community System (FCS) for NSW will enable supply chain businesses to rapidly and securely exchange information through a common business-to-business interface. Businesses will be able to supply information once to be drawn upon by the many other businesses requiring that information. It will be neutral, secure, open and independent of supply chain interests. It will create a trusted environment for the supply chain to share information through the augmentation of existing systems.

It is an ambitious project with a lens to national scalability across the supply chain (sea, road, rail, air and intermodals), addressing all freight types (container, bulk, break bulk, non-containerised road freight and air cargo). This world leading capability will provide a trusted digital infrastructure backbone to existing and future hard infrastructure assets and enable industry collaboration for the optimisation of freight movements unseen in Australia to date.

A Strategic Business Case (SBC), informed through industry feedback and consultation on principles, problems, governance, regulation, functionality and technology, is in the final stages of assurance. The next stage of the project will be a Final Business Case and will involve further consultation with industry.

The technology capabilities, use case and potential users of an FCS are depicted on the following page.



Impact on freight and supply chains

The FCS aligns with the following actions in the National Freight and Supply Chain Strategy:

- Action 1.3 – Identifying and supporting digital infrastructure and communication services which are necessary for improved and innovative supply chains.
- Action 2.1 – The adoption and implementation of national and global standards, and the support of common platforms to reduce transaction costs and support interoperability along supply chains.
- Action 3.3 – Investigating policy, planning and operational solutions to improve freight access and movement along domestic and international supply chains.
- Action 4.1 – The development of an evidence base of key freight flows, supply chains and their comparative performance to help business and governments improve day-to-day freight network operations, make better investment decisions, and monitor and evaluate the performance of the freight system.

The project offers potential to work with other jurisdictions to expand to the project in the future, although the scope is limited to NSW.

Benefit	Description
Intended Strategy objective and how implementation of the FCS will meet it	
Smarter and targeted infrastructure investment	Analytical capability and visibility of freight data through an FCS will enable better planning decisions for the freight supply chain.
Enable improved supply chain efficiency	Due to visibility of products through an FCS, better real time decisions can be made regarding the movement of freight.
Better planning, coordination and regulation	Analytical capability and visibility of freight data through an FCS will enable better planning decisions for the freight supply chain and can work alongside planning for physical infrastructure.
Better freight location and performance data	An FCS will enable a view of real time data to enable real time decisions that can reduce processing time and duplication.
Future project benefits identified through the Strategic Business Case	
Administrative and operational efficiencies	Digitisation to reduce processing time and effort.
Economic activity	Enhanced business capabilities and growth of the data and analytics sector.

Project delivery

The SBC was completed by the project team in 6 months. The SBC was managed through a cross-functional governance structure consisting of a sponsor, Senior Responsible Officer, cross functional steering committee and subject matter experts across freight, technology, advanced analytics, investment, assurance, business case advisory, strategy and policy.

A lead consultant was appointed with expertise in the freight sector, technology and delivering business cases to partner with Transport for NSW in the development of the SBC. A project director was appointed to develop the project structure, implementation strategy and drive the outcomes.

75 stakeholders from a range of freight supply chain participants across the sector were consulted through public webinars and interviews through mid-2021. State and Federal Government departments have received briefings and all stakeholders were invited to provide submissions. Feedback has been incorporated into the development of the SBC.

Lessons learned

The level of feedback from external private sector and government stakeholders was very supportive of the NSW Government leading the development of the SBC. Identification of stakeholders and development of a comprehensive stakeholder strategy and plan prior to engagement of stakeholders will be important for the Final Business Case.

Although the scope of the project only relates to NSW, there was a strong stakeholder preference to building an approach that is nationally scalable. Scalability and interoperability are important in any future design.

Key learnings from overseas market scans show that stakeholder engagement and supporting the freight supply chain through identification of benefits and change management will be the single most difficult issue for the project.

2: The year that was



The international freight task is still being affected by the COVID-19 pandemic. Across sea freight, delays and costs remained high due to continuing demand and restricted supply. During 2021, container shipping costs reached historic highs. To address this, industry has made significant efforts to increase supply by acquiring and ordering more vessels and shipping containers. However, the long-lead time involved for new vessels to enter the market may mean that shipping freight rates remain high relative to pre-COVID-19 levels for some time.

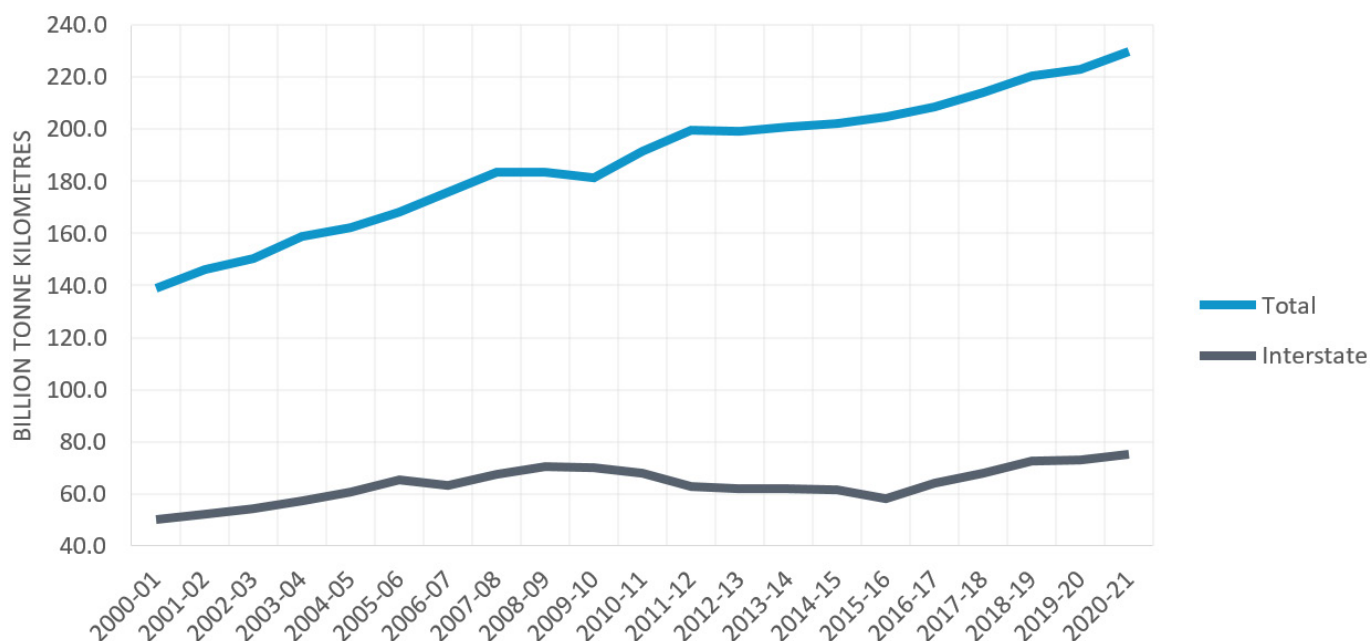
International air freight activity has fluctuated significantly with air freight entering Australia briefly surpassing pre-COVID-19 levels at the beginning of 2022, but a slight decline appearing by May 2022. The domestic freight task remains somewhat stable. Road and rail transport (tonnes by kilometres) increased during both the 2019-20 and 2020-21 financial years, while domestic air freight movement decreased substantially in both years.

2.1: Road freight

2.1.1: Domestic, interstate and urban road freight

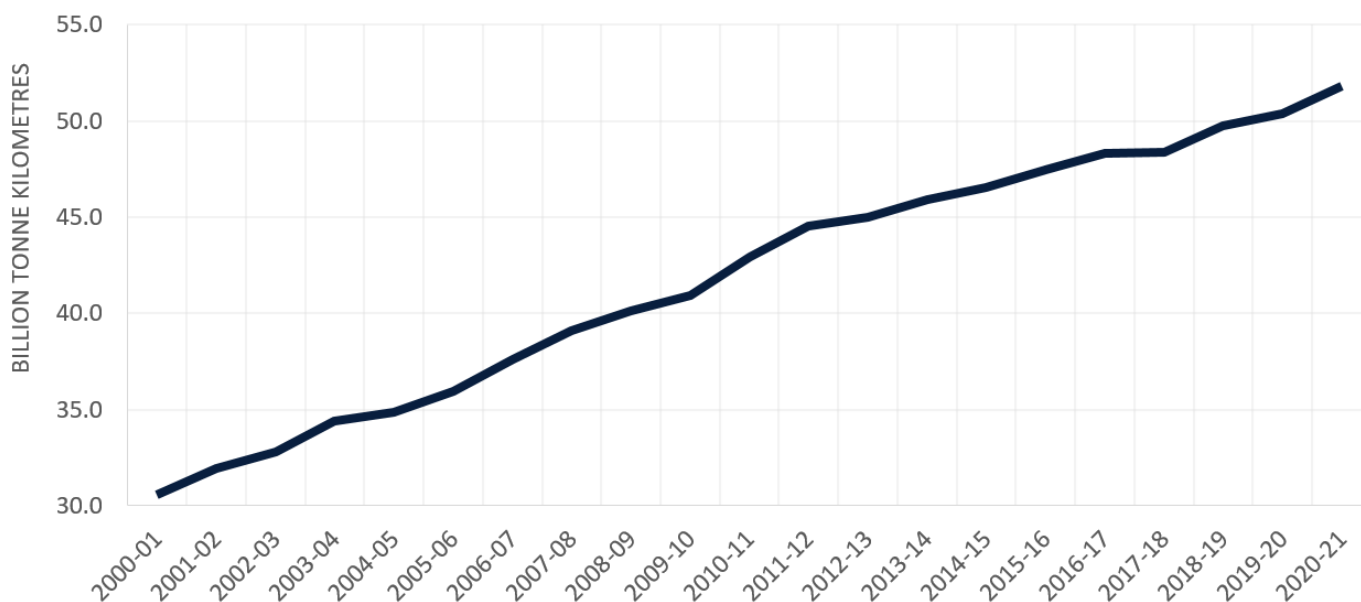
Similar to the 2019-20 financial year, the road freight task is showing no signs of slowing down, with growth across all categories. Metropolitan road freight has increased in line with forecasted growth. Interstate road freight still represents close to one third of the overall road freight task, which has increased at a slightly higher rate, compared to the previous year.

Figure 2: Australian road freight



Source: Australian Infrastructure and Transport Statistics Yearbook 2021, BITRE

Figure 3: Metropolitan road freight



Source: Australian Infrastructure and Transport Statistics Yearbook 2021, BITRE

2.1.2: Freight vehicle congestion

A relatively new report series produced by the Bureau of Infrastructure and Transport Research Economics in the Department of Infrastructure, Transport, Regional Development, Communications and the Arts tracks congestion of 71 selected routes from across Australia’s major cities by estimating travel times based on observed speeds of freight vehicles*. The selected routes comprise major motorways, highways and arterial roads within each city that service both passenger and freight vehicles and data is sourced from telematics devices from participating operators.

As expected, freight congestion has increased, following a decrease during COVID-19 lockdowns. Freight congestion increased overall in 2021 relative to 2020 across all cities with Melbourne and Sydney experiencing the largest increases in vehicle congestion. Unsurprisingly, congestion primarily occurred during daylight hours with peaks in freight vehicle average travel times coinciding with high commuter flows, being between 7-9am and 3-6pm. The best times to travel are usually in the early morning hours when networks traffic volumes are lowest and assumed to be close to free running conditions.

* Bitre-road-freight-congestion-report-2021.pdf

2.2: Sea freight

2.2.1: International shipping and trade

International shipping and port operations continued to be affected by the COVID-19 pandemic. Freight rates and delays – particularly in the container trade – remained high due to continuing demand and restricted supply. Container shipping costs reached historic highs in 2021. The Drewry's composite World Container Index (WCI) – a composite of eight major east-west trade routes weighted for volume – reached a peak of \$10,377 (USD) for a 40-foot container in September 2021 before falling to \$7,066 (USD) on 30 June 2022. By way of comparison, the WCI was \$1,832 on 2 January 2020.

While the WCI does not measure any Australian trade routes, it offers insight into global trends. Consistent with the trends illustrated by the WCI, container freight rates between Asia and Australia were up to 4 times higher compared to pre-COVID-19 levels at different stages during the pandemic.

Bulk shipping freight rates also increased but not to the same extent as container shipping. The Baltic Dry Index – a key global benchmark for moving raw materials by sea – rose from 1,600 in January 2021 to peak at 5,600 in October that same year before falling sharply to 1,418 in January 2022. The BDI was 2,240 on 30 June 2022.

Global container shipping schedule reliability reached a record low in January 2022, with around 30% of vessels arriving on schedule*. Some Australian ports reported poor sailing schedule reliability which created uncertainty for Australian shippers.

Industry has made significant efforts to increase supply by acquiring and ordering more vessels and shipping containers. However, the long-lead time involved for new vessels to enter the market may mean that shipping freight rates remain high relative to pre-COVID-19 levels for some time.

In 2021, Australia's commercial maritime vessel activity increased compared to the preceding year. Total foreign vessel arrivals to Australia increased 0.8% to 26,400 with the number of individual ships making those arrivals increasing 1.4% to 6,170.

Outbreaks of the Omicron variant of COVID-19 affected container terminal and transport operations both internationally and in Australia. Early in 2022, Australian stevedores reported significant absenteeism due to illness or requirements to isolate. However, Australia's ports were resilient dealing with temporary staffing challenges even as these created vessel berthing delays and reduced container handling capacity.

* Sea-Intelligence 28 February 2022, 'Schedule reliability drops to record-low in January 2022'

2.2.2: Coastal shipping

Australia has a coastal trading regime that provides priority and unfettered operation to Australian vessels, and enables foreign-flagged vessels to carry domestic cargo between Australian ports under a temporary licence. Coastal shipping is important for a range of on-shore industries including mining, agriculture, and refineries, moving a variety of freight including bulk commodities, petroleum and roll-on roll-off cargo. For much of this freight, coastal trading is the most efficient and sometimes the only way to move the volumes required without affecting the viability of Australian businesses and increasing costs for consumers. Coastal shipping is approximately 15 per cent of Australia's domestic freight task.

The importance of coastal shipping to Australia's freight task was underlined when the rail line to Western Australia was cut for 27 days due to severe flooding in early 2022. A temporary exemption to coastal shipping licensing requirements was introduced for container and roll-on roll-off vessels, facilitating expedited transport of essential cargo from the eastern states to Western Australia while the rail line was being repaired. 5,358 twenty-foot equivalent units (TEU) were moved via coastal shipping while the exemption was in effect.

While data for Australian vessels that operate under a General License is not yet available for 2021-22, data reported by Temporary License holders in voyage reports indicates that foreign-flagged vessels conducted 2,107 coastal voyages moving approximately 23.4 million tonnes of cargo, 51,548 twenty-foot TEU of containerised cargo, 2259 passengers, and 10,048 units of general cargo in 2021-22*.

2.3: Air freight

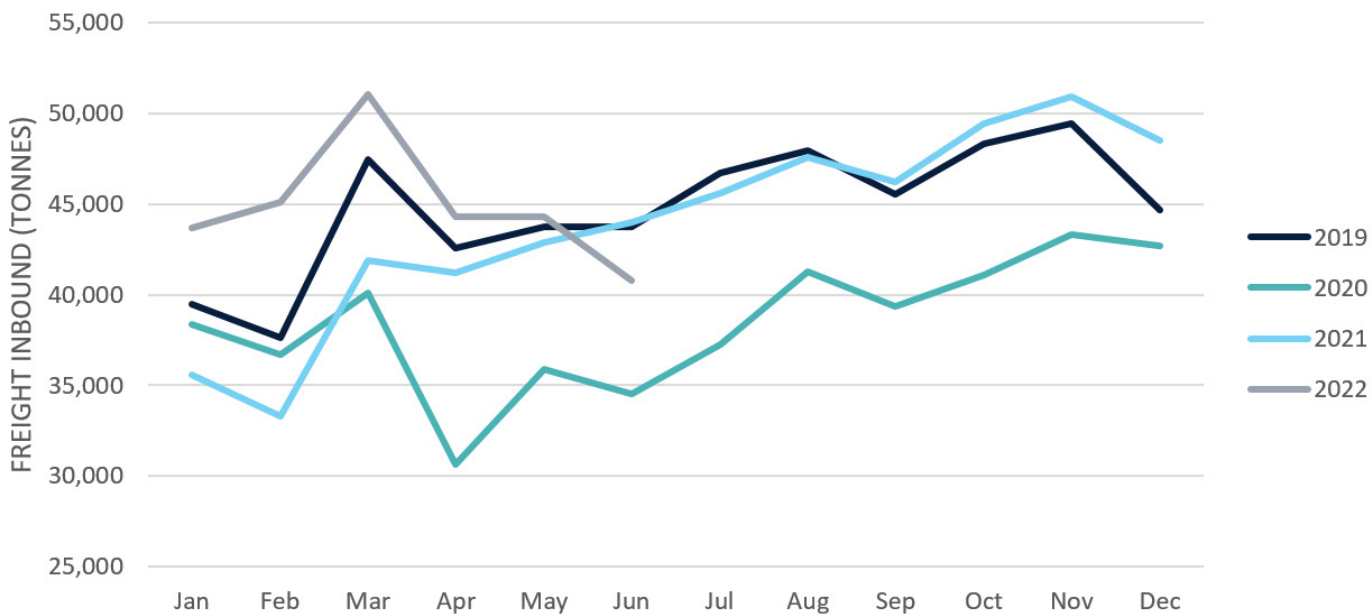
2.3.1: International air freight

International air freight activity has fluctuated over the past year. Air freight entering Australia briefly surpassed pre-COVID-19 levels at the beginning of 2022, with a decline starting in May 2022. Air freight leaving Australia was increasing in the second half of 2021, however has since started to decrease – it is currently at its lowest level since April 2020.

Freight carried on passenger flights in 2021-22 continued to be affected by the lower number of scheduled international passenger flights, however, the Australian Government's International Freight Assistance Mechanism was able to assist in maintaining the export supply chain, and the import of critical freight, through specific freight-only charters. International passenger traffic for 2021-22 was 6.5 million passengers, which is well below the pre-COVID-19 peak of 42.1 million passengers in 2018-19. However, there are signs of recovery, given passenger levels in 2020-21 were only 1.1 million passengers. Airlines expect the number of international flights to reach close to 70 per cent of pre-COVID-19 levels by the end of October 2022.

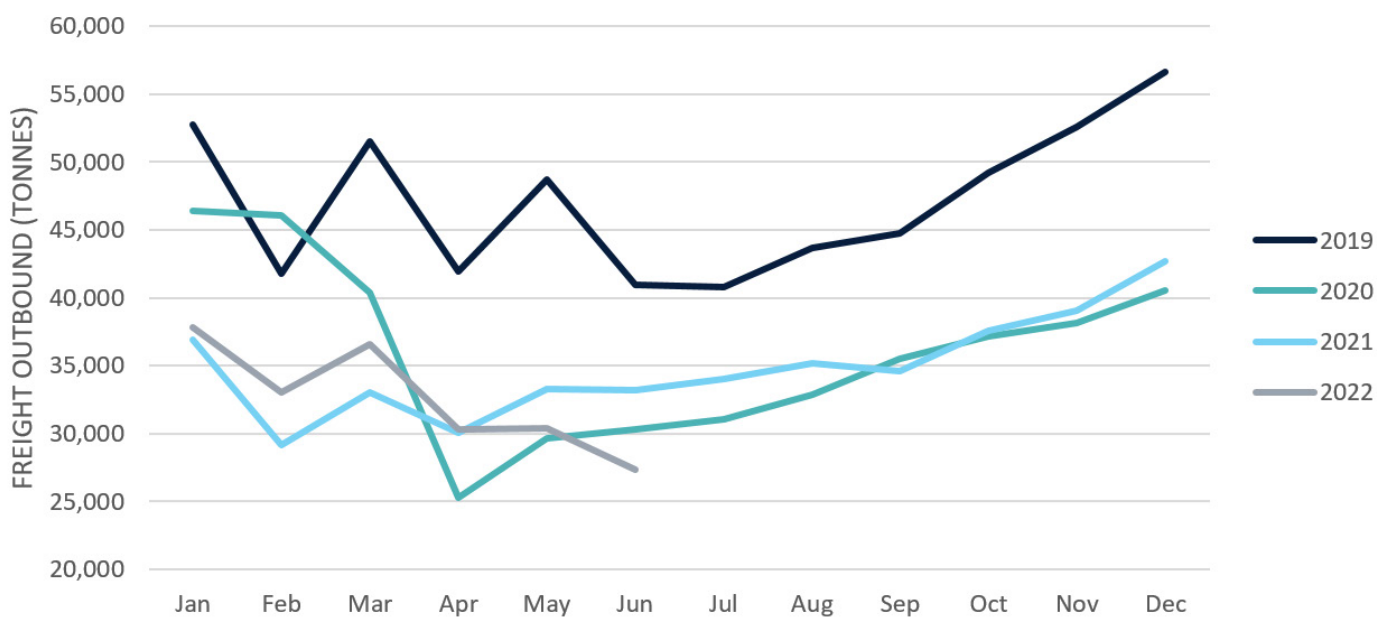
* Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Temporary Licence Voyage Reports.

Figure 4: Air freight entering Australia — monthly activity



Source: Australian International Aviation Activity Monthly Publications, BITRE

Figure 5: Air freight leaving Australia — monthly activity



Source: Australian International Aviation Activity Monthly Publications, BITRE

Table 1: Inbound and outbound freight — July 2021 to June 2022

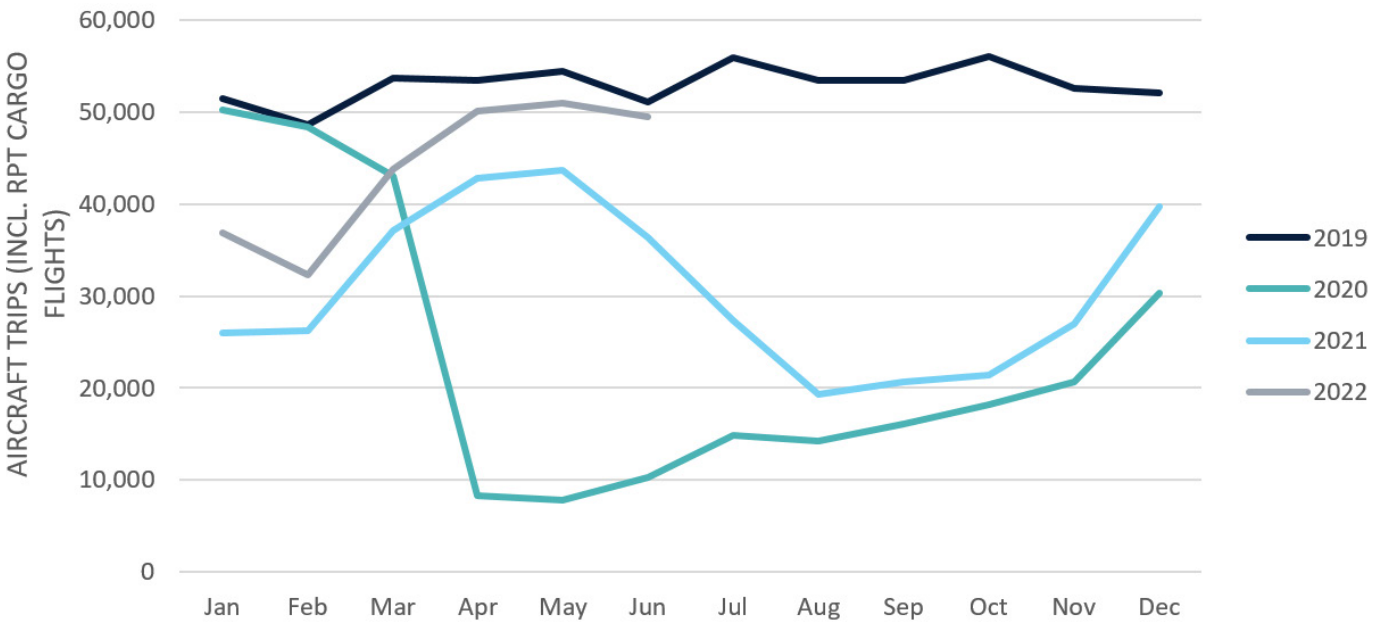
	Freight in (share and tonnage)	Freight out (share and tonnage)
Singapore	26 per cent (146,687)	23 per cent (94, 719)
USA	20 per cent (112,255)	8 per cent (33,443)
Hong Kong (SAR)	10 per cent (53,721)	9 per cent (39,614)
China	9 per cent (48,390)	13 per cent (54,521)
New Zealand	7 per cent (40,479)	14 per cent (56,854)
United Arab Emirates	6 per cent (34,175)	5 per cent (20,291)
Malaysia	5 per cent (27,122)	4 per cent (16,533)
Qatar	5 per cent (25,368)	6 per cent (23,408)
Taiwan	4 per cent (20,140)	6 per cent (25,651)
Japan	2 per cent (12,114)	3 per cent (11,863)

Source: Australian International Aviation Activity Monthly Publications, BITRE

2.3.2: Domestic air freight

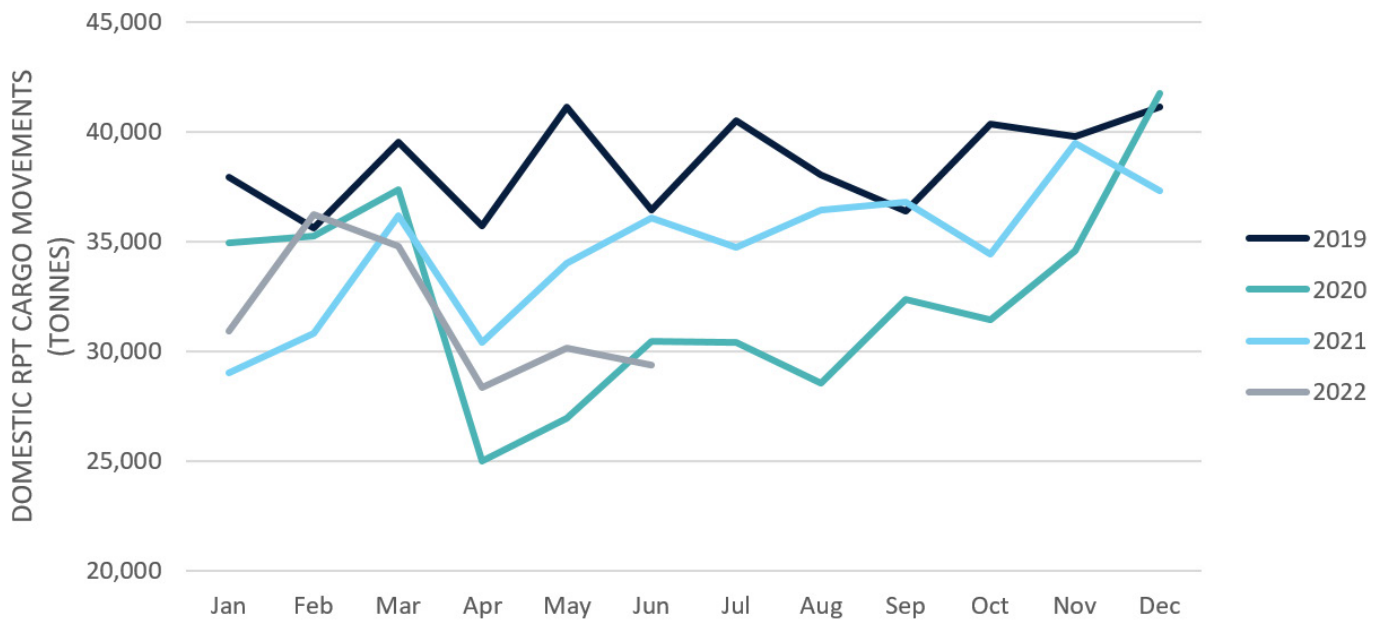
Domestic passenger flights have increased significantly in recent months, and some airports have recovered to pre-COVID-19 levels. With a significant portion of airfreight being carried in the belly of larger domestic aircraft, the increase in passenger flights has also led to an increase in airfreight capacity. Some airlines have responded to increasing fuel costs and operational challenges by reducing passenger capacity, but expect to return to pre-COVID-19 levels in early 2023. Dedicated domestic air cargo movements have continued to fluctuate, in a manner somewhat similar to pre-COVID-19 levels. While the sector has not fully recovered yet, this is a positive sign of its continued recovery.

Figure 6: Domestic aircraft trips (passenger and cargo) — monthly activity



Source: Australian Domestic Aviation Activity Monthly Publications, BITRE

Figure 7: Domestic RPT cargo movements (cargo only) — monthly activity



Source: Australian Domestic Aviation Activity Monthly Publications, BITRE

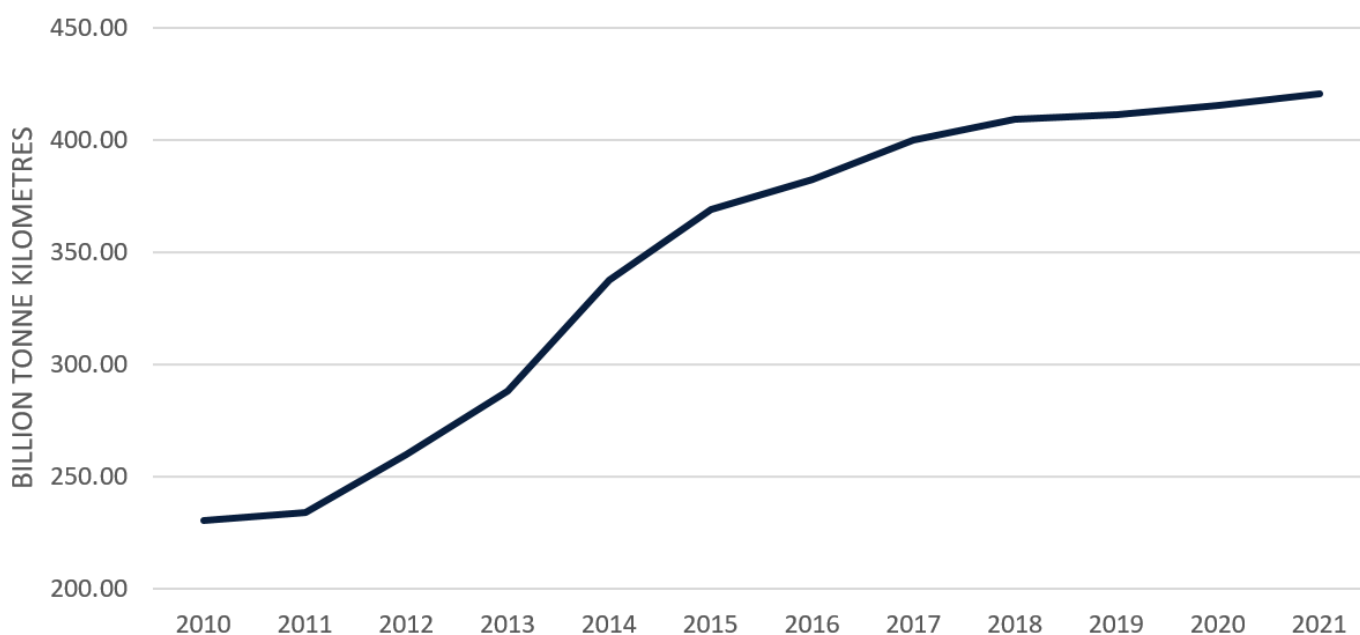
2.4: Rail freight

Rail freight saw growth through the COVID-19 pandemic, with non-bulk rail (primarily products transported within containers) growing an estimated 1.8 per cent from 2019-20 to 2020-21, and bulk rail (primarily iron ore and coal) growing 1.2 per cent.

Intermodal tonnages on all sectors of the North—South corridor increased between 2019-20 and 2020-21. This ranged from one per cent (Tahmoor to Macarthur and Moss Vale to Tahmoor), to 20 per cent (Albury to Tottenham). There were modest increases for westbound traffic on the East—West corridor, while eastbound tonnages remained largely unchanged.

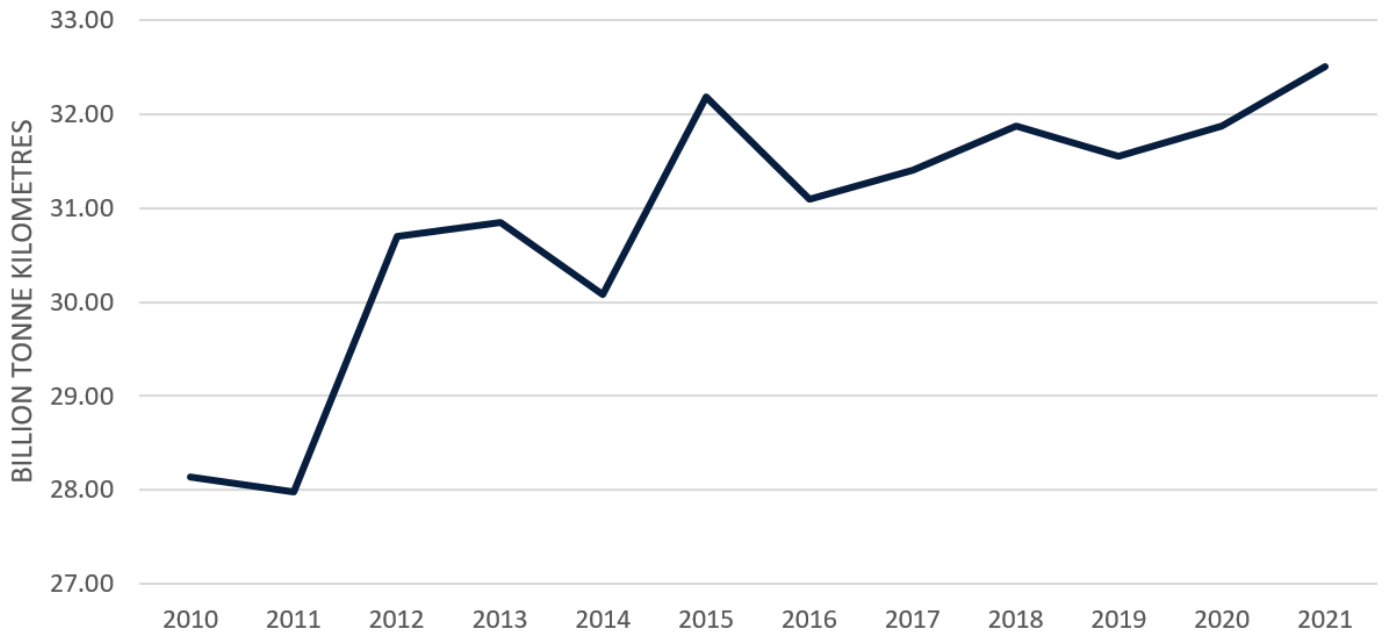
There were also major increases in non-intermodal tonnages on the network between 2019-20 and 2020-21, including as high as 220 per cent between Cootamundra and Parkes and as high as 133 per cent between Melbourne and Adelaide. There were strong grain and minerals volumes on the interstate network during 2021-22, however, rail services on the East-West and North-South lines have been disrupted over the last two quarters of 2021-22 due to significant weather events.

Figure 8: Bulk rail freight transport



Source: Australian Infrastructure and Transport Statistics Yearbook 2021, BITRE

Figure 9: Non-bulk rail freight transport



Source: Australian Infrastructure and Transport Statistics Yearbook 2021, BITRE

CLOSER LOOK: eCommerce

The way that Australians are shopping has shifted. The COVID-19 pandemic has accelerated trends towards online shopping with a record-breaking number of Australians buying products online. The 2021-22 financial year saw the highest number of households buying online in Australian history, with 5.4 million households making online purchases every month in the 2021-22 financial year (1.5 million more than the 2019-20 financial year)*. The ACT and NSW saw significant year on year growth in eCommerce purchases while Victoria saw a slight decrease despite experiencing more lockdowns than the previous year.

It is also clear the increased online shopping trend will continue. According to an Australia Post Consumer Parcel Receiver survey, the vast majority (93 per cent) of respondents said they'll maintain or increase their online shopping activity in 2022.

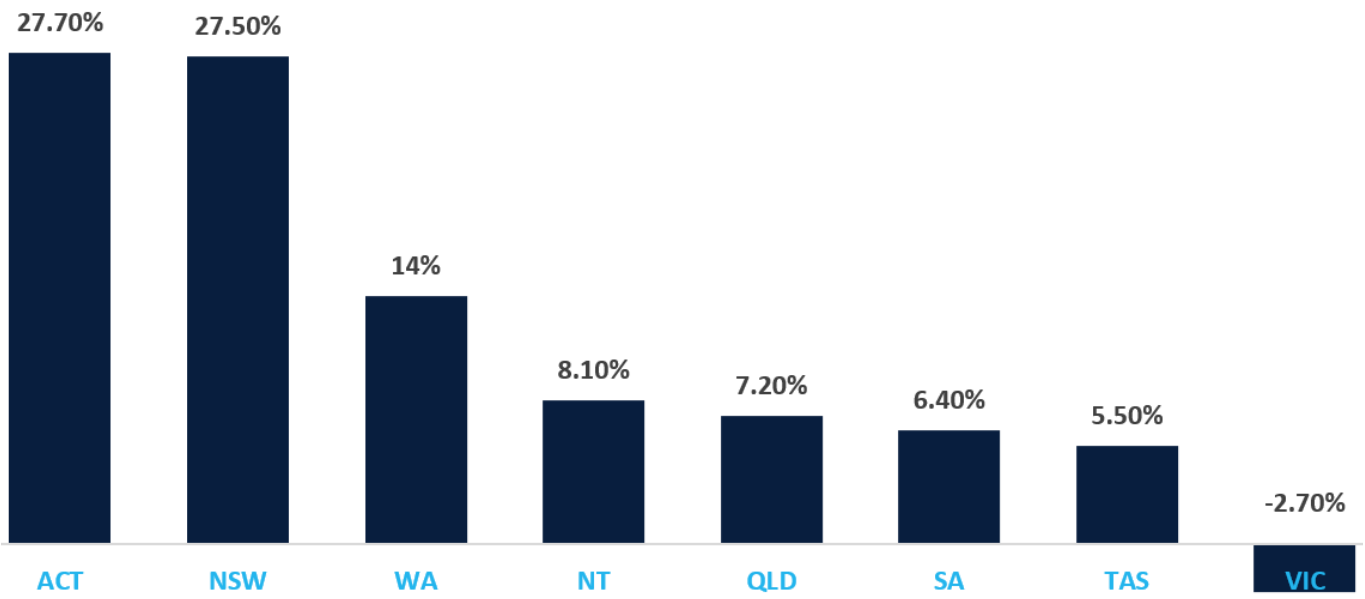
These changes in consumer behaviour are putting an immense amount of pressure on supply chains. These pressures are felt from the warehouse all the way through to the last mile delivery. While significant growth experienced over the last few years is expected to stabilise, supply chains are still facing a wide range of other challenges such as workforce shortages and costs increases.

In the 12 months to June 2022:

- National online purchases grew 11.9 per cent year-on-year
- 9.3 million households purchased online
- 1 in 3 purchases went to NSW.

* Inside Australian Online Shopping (auspost.com.au)

Figure 10: eCommerce purchases, year-on-year growth by state



Source: Inside Australian Online Shopping eCommerce Update, June 2022, Australia Post



Queensland Ministerial Freight Council

Project summary

The Queensland Ministerial Freight Council (QMFC) is an advisory body, established under Ministerial direction, to facilitate communication and consultation between industry peak bodies representing stakeholders in Queensland's significant economic supply chains the Department of Transport and Main Roads (TMR).

Details at a glance

Benefits	<ul style="list-style-type: none">• Provide quality and timely advice to the responsible Minister on matters affecting the freight industry• Liaise and collaborate with the freight industry to inform TMR's strategic direction• Consider ways to improve efficiency, innovation and technology development of freight operations• Contribute to achieving an appropriate balance between regulation and free enterprise and provide a focal point for major issues affecting industry• Promote efficient and safe freight operations and improved system outcomes• Identify, promote and encourage heavy vehicle industry safety initiatives
Delivery model	Face-to-face/teleconference meetings on a quarterly basis
Jurisdiction	Queensland Government, local government and industry
Timeframe	Ongoing – the QMFC has met a total of 20 times since its first meeting in 2016

Closer look

Impact on freight and supply chains

Since its inception in 2016, the QMFC has played a key role in shaping some of Queensland's key achievements which includes the implementation of the Queensland Freight Strategy – Advancing Freight in Queensland (QFS) and the Queensland Freight Action Plan (QFAP). The QMFC membership were key contributors to the development of both the QFS and QFAP 2020–2022.

The QMFC has also provided the vehicle for effective and efficient communication between government and industry during COVID-19. The QMFC met nine times through extraordinary meetings dealing specifically with COVID-19 impacts on the industry.

Benefit	Description
Intended Strategy objective	
Better planning, coordination and regulation	<p>The QMFC has been a key platform for government and industry to work together in identifying and addressing issues affecting the efficient movement of goods and materials around, and in and out of the state.</p> <p>Throughout COVID-19, the additional extraordinary QMFC meetings provided the Minister of Transport and Main Roads with an opportunity to hear directly from industry on matters that were impacting the freight industry.</p>

Lessons learned

During the height of COVID-19, where the freight and logistics sector has encountered significant disruption the QMFC facilitated effective and efficient communication between government and industry and contributed to effective solutions to these disruptions. These additional extraordinary meetings were invaluable in shaping Queensland's strategies to respond to the uncertainty and challenges of COVID-19.

3: Data



3.1: National Freight Data Hub

By making high quality and timely freight data more widely available, the National Freight Data Hub (the Hub) will enhance the collection of, and access to, freight data across all modes. This will improve the efficiency, safety and resilience of Australia's freight sector.

The Hub prototype website is an early demonstration of the value of sharing freight-related data. The initial focus is to link good quality, open freight data, with national coverage.

Currently, the prototype website provides open access to over 200 datasets from 24 organisations across Australia. These datasets provide insights across the road, rail, maritime and aviation sectors for various organisations, including freight stakeholders, and will provide the evidence base to support safety and efficiency initiatives.

Going forward, the Hub is focussed on improving the collection, quality and publication of freight data Australia-wide through the delivery of 13 Hub projects to fill high priority gaps. These projects are in direct response to the data priorities that have been identified by industry and other stakeholders.

The prototype website has enabled the Hub to quickly and flexibly release a website for industry and other stakeholders to test and engage with. A user experience review has been conducted and it will be used to inform the development of an enduring website. The enduring website is due for completion in early 2023. It will provide a better and richer user experience, more useful data and enable industry to better engage with the Hub.

The Hub will continue to work with governments and industry to deliver further targeted projects that will enhance the data available, to help unlock even more benefits for the freight sector over the coming year.

3.2: Freight performance indicators

As one of the National Freight Data Hub's key projects, Australian governments are working to strengthen the freight performance monitoring framework. As Australia's freight and logistics sectors evolve and adapt to shifts in environmental, economic and social conditions, it is important to ensure our performance monitoring remains fit for purpose.

Work is underway to update the current Freight Performance Dashboard and to develop a National Freight and Supply Chain Strategy Dashboard, based on the Strategy's six overarching outcomes:

1. Improved efficiency and international competitiveness
2. Safe, secure and sustainable operations
3. A fit for purpose regulatory environment

4. Innovative solutions to meet freight demand
5. A skilled and adaptable workforce
6. An informed understanding and acceptance of freight operations

By linking Strategy outcomes to freight performance indicators and improving progress reporting under the Strategy, this will increase understanding of the work by all tiers of government and industry to deliver nationally coordinated and well-planned freight systems.

The Freight and Supply Chain Strategy Dashboard will also provide new opportunities to track performance across different transport modes and jurisdictions. An improved understanding of our freight performance will support government and industry stakeholders' consideration of whether new actions are needed to keep the Strategy on track to lifting Australia's freight performance and efficiency. Creating and building on indicators will be an iterative process.

From 2021-22, new interim indicators were added to the performance framework. These included:

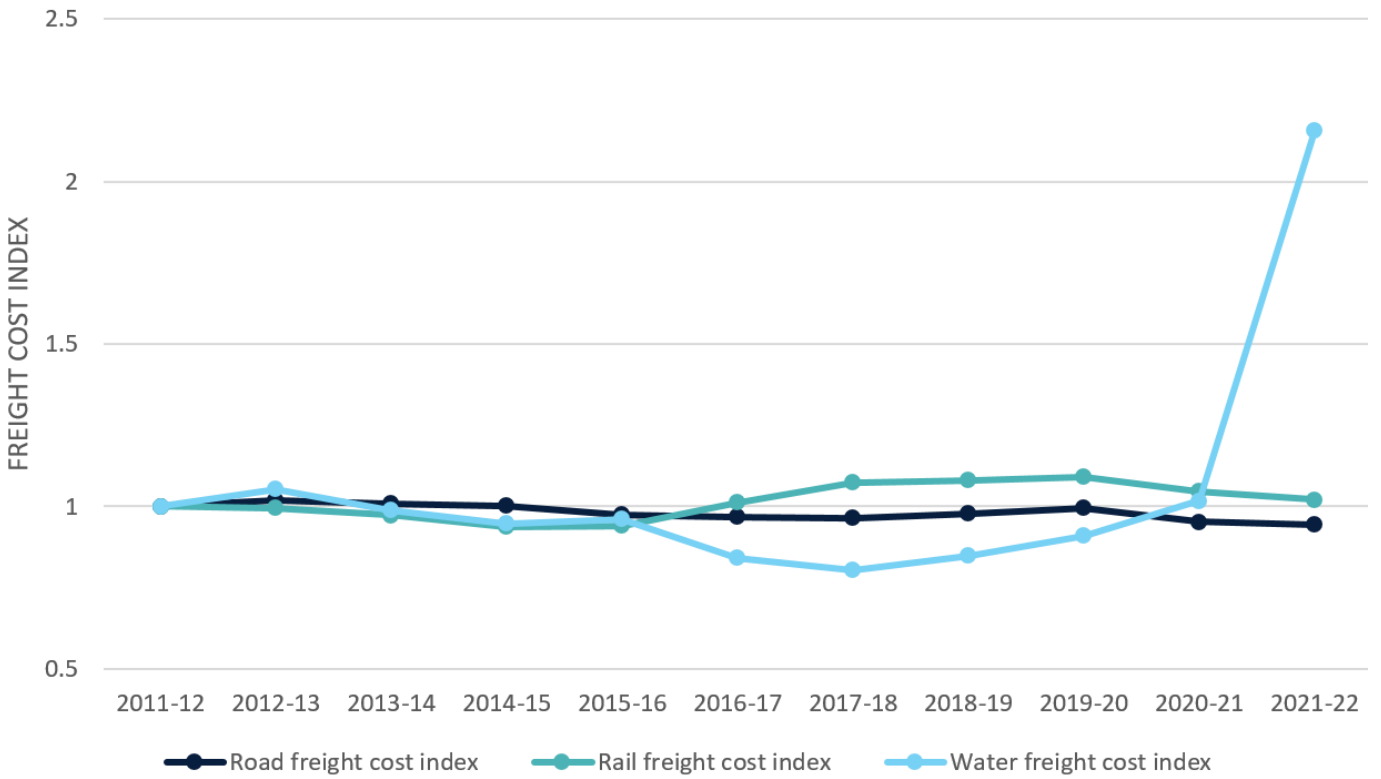
- a freight cost index across road, rail and sea, and
- public sector expenditure on transport infrastructure.

A third indicator was to be introduced – the average freight-carrying truck age, as a proxy for measuring the safety of road freight vehicles however, as the ABS Motor Vehicle Census has ceased, we are unable at this point to include this indicator.

Freight cost index

The freight cost index is derived from producer price index data, which measures the average change over time in the selling prices received by domestic producers for their output. These are given by industry to the Australian Bureau of Statistics. The figures have been annualised for road, rail and sea freight and then adjusted for inflation (given by the consumer price index). The rapid rise in the water freight cost index in 2021-22 was related to the unprecedented rise in shipping costs. These are broadly in line with international shipping cost rises that occurred during that time.

Figure 11: Freight cost index (using 2011-12 as a base)

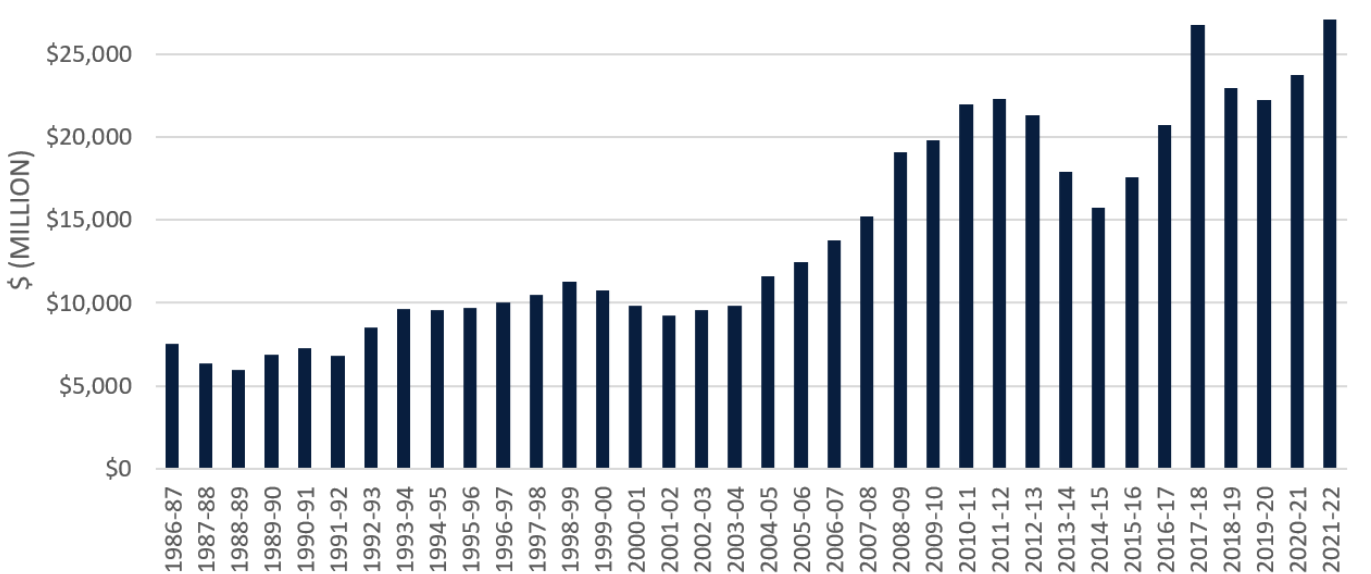


Source: ABS, 2022, Producer Price Indexes, Australia and ABS, 2022, Consumer Price Index, Australia

Public sector expenditure on transport infrastructure

Figure 13 displays the value of construction work done on roads, highways, subdivisions, bridges, railways, ports and harbours, as defined by the Australian Bureau of Statistics in their 2022 Engineering Construction Activity release. It includes work done by the public sector and by the private sector for the public sector.

Figure 12: Total value of public sector transport infrastructure engineering construction work done (adjusted by chain volume index, 2021-22 prices)



Source: ABS, 2022, Engineering Construction Activity, Australia

3.3: Supply Chain Benchmarking Dashboard

The Supply Chain Benchmarking Dashboard is a unique interactive tool providing insights on Australian supply chain performance. It was developed to provide industry and government with insights to the performance of Australian commodities from the perspective of logistics costs. The Dashboard is a collaborate effort between the Department and the CSIRO, and leverages CSIRO's Transport Network Strategic Investment Tool (TraNSIT) to derive models and insights along supply chains. It delivers a dynamic capability for industry and government to understand and compare freight values, costs, trips, and distances with over 170 different commodity supply chains across road and rail.

Since its release in October 2021, the Department has supported continued improvement, extending the content and scope of its functionality, including increasing the number of commodities, the geographical breakdowns available and introducing longitudinal comparisons. These improvements mean more businesses can make use of the Dashboard to maximise their supply chains.

Users can compare supply chain metrics across commodities, different transportation paths or segments in supply chains (such as producer to distributor, or distribution centre to port) and in different regions or locations (including Regional Development Areas, Local Government Areas, Statistical Area Levels 3 and 4, and States and Territories).

The Dashboard is the first opportunity for the public to make use of the modelling outputs by the powerful TraNSIT, a tool used by governments to inform infrastructure investments.



CLOSER LOOK: Freight and logistics workforce issues

There are a number of ongoing issues facing the transport and logistics sector, including difficulty attracting and retaining appropriately skilled workers to the industry and lengthy training and entry pathways. Workforce issues present an ongoing risk to both supply chain efficiency and resilience and continues to be exacerbated by the ongoing COVID-19 pandemic. A number of occupations in the freight and logistics industry are currently under pressure.

Governments are working with the freight and logistics industry to establish new recruitment and pre-employment pathways, creating new opportunities for all Australians looking for employment. This is done through a range of existing programs (including Launch into Work and the Local Jobs Program) as well as new initiatives such as the introduction of Workforce Australia.

As part of Workforce Australia (www.workforceaustralia.gov.au), workforce specialists will actively target identified industries and occupations to help meet their workforce needs, beginning in October 2022. It brings together more than 50 existing employment, education and skills initiatives to the one place, while providing support to both individuals and businesses.

Your Career

Separately, the Your Career website (www.yourcareer.gov.au) was designed to provide clear and authoritative information to assist people of all ages to better plan and manage their careers. Information on Your Career is underpinned by employment and education data from the National Skills Commission. There are more than 1,200 occupations available to search through on the platform, including current vacancies and related roles. It provides information on salary, vacancies, pathways and demand forecasting for each occupation.

Between 1 July 2021 and 30 June 2022, Your Career had 1,945,676 page views by over 891,136 users.

Women in Aviation

The Women in the Aviation Industry Initiative was announced in 2019-20 to encourage more women to pursue one of the many dynamic, rewarding and long-term career opportunities in aviation and improve diversity in the sector. The initiative has been extended for 4 more years to the end of 2025-26 and has an additional \$4 million of funding.

The initiative provides guidance, resources, mentoring support and networking opportunities to help young women identify and pursue a fulfilling career in aviation.

Research from the Workplace Gender Equality Agency (WEGA) shows that in 2020-21, women represented between 4.5% and 22.8% of employees in technical roles in the aviation sector, such as air traffic control, pilots, mechanics and engineers. The initiative aims to address this imbalance and alleviate skills shortages in the sector due to factors such as an ageing workforce and the impact of the COVID-19 pandemic.

The initiatives objectives are to:

- increase female representation across the aviation workforce
- attract and retain more women in careers such as aviation engineering, airport operations and pilots
- provide resources and strategies to help women build their careers in the industry and improve their economic security
- leverage the largely untapped pool of potential talent and skills and direct them to where they are needed within the industry.

National Rail Action Plan

The National Rail Action Plan (NRAP) involves ongoing collaboration between governments and industry to support longer term productivity and safety benefits for the rail sector. Skills is one of three priority work streams of the NRAP and will progress actions to meet the rail sector's future critical skills needs to support the unprecedented level of investment in the rail sector. During Phase 1 (2019-2021) of the NRAP, governments received a report on critical rail sector skills and labour needs, including the barriers to portability of key skills between jurisdictions and businesses and an audit of existing training programs and facilities.

Phase 2 is currently underway, with the National Transport Commission working with government and industry partners to establish the National Rail Skills Hub.

Governments are progressing a virtual National Rail Skills Hub to:

- coordinate state academies and industry initiatives
- improve access and pathways to current and future skills needed to build and operate the national network.

Victorian Container Storage Working Group

Project summary

The Victorian Government is committed to working with stakeholders, including shipping line operators, importers, exporters, stevedores, land transport operators and empty container parks to ensure Victoria's containerised freight supply chain continues to operate efficiently and effectively. Industry stakeholders were experiencing issues with container storage due to the impact of COVID-19 on international and domestic supply chains. To ensure the strength of Victoria's economy and to keep the supply chain moving, a time limited Container Storage Working Group (Working Group) was formed on the request of the Victorian Minister for Ports and Freight to provide an understanding of the current pressures on storage of full shipping containers and solutions that could be considered by industry, Port of Melbourne, and government and to identify emerging themes and possible solutions, and work towards implementation.

The Working Group developed a "Playbook" of short and longer term actions, including the development of performance indicators, to demonstrate when the container supply chain is under stress. The Department of Transport will progress these actions to deliver a Container Industry Guide, new performance indicators for inclusion in the Voluntary Port Performance Model, and ultimately a Voluntary Code of Practice. The Voluntary Code of Practice will outline the agreed actions industry stakeholders will take in response to supply chain disruption.

Details at a glance

Action areas	Enable improved supply chain efficiency & better planning, coordination and regulation
Delivery model	Collaboration with industry
Jurisdiction	Victoria
Timeframe	February to May 2022

Closer look

In early 2021, Freight Victoria undertook a review of the empty container supply chain in Victoria. The purpose of the review was to provide advice on how the empty container supply chain could be considered in work to develop the Voluntary Port Performance Model (VPPM) (the report). Industry engagement was integral to developing the report. 28 industry

stakeholders including empty container parks, stevedores, transport operators, shipping lines and industry bodies informed the final report.

Feedback from industry has identified a confluence of factors causing issues in the empty container supply chain. The Department of Transport is implementing the report's recommendations to expand the VPPM's Performance Monitoring Framework to include performance indicators on the empty container supply chain.

The load discharge ratio indicator was subsequently developed and included in the Performance Monitoring Framework's quarterly reports. This indicator reflected whether trade is generating or removing surplus empty containers and will help monitor the level of empty containers in Melbourne. This was a key indicator identified by the Container Storage Working Group to monitor for disruption in the container supply chain.

Benefit	Extent realised	Description
Intended Strategy objective		
Enable improved supply chain efficiency	All benefits realised	Industry agreement on measures that indicate a significant disruption is occurring in the container freight supply chain was achieved for the first time. Support was built for the industry to work towards a more coordinated approach to alleviating pressure on the container freight supply chain including solutions that could be implemented on a short-term basis.
Better planning, coordination and regulation	Most benefits realised	Supported improved understanding and relationships between key supply chain members that will ultimately improve collaboration and communication.
Better freight location and performance data	Most benefits realised	Agreement that the Department of Transport will commence development of agreed indicators of disruptions that can be ultimately added to the Voluntary Performance Monitoring Framework (VPMF), now published quarterly by the Department.
Project benefits		
Potential responses to be collaboratively developed and agreed in the case of supply chain blockage	Most benefits realised	The 'Playbook' developed by the Working Group identifies a range of potential responses that might be implemented by stakeholders in the event that disruption in the supply chain is identified. The indicators suggest a supply chain blockage is underway. The responses, which require agreement as a next step, seek to increase flexibility during times of supply chain pressure.
Agreement to work towards a Voluntary Code of Practice	All benefits realised	The Department of Transport will continue to work with industry to develop and implement a Voluntary Code of Practice which will outline industry and government actions in response to container supply chain disruptions.

Project delivery

The Minister for Ports and Freight announced the timelines for the Working Group discussions, which were extended by one month. The Working Group met 9 times between 25 February 2022 and 12 May 2022 and gave endorsement to a set of priority indicators showing when the container freight supply chain in Victoria will be under stress in future. These indicators were included in the 'Playbook' that was endorsed at the group's final meeting.

Chaired by Freight Victoria's Executive Director Praveen Reddy, the Working Group included representatives from across the shipping industry, stevedores, transport operators, peak bodies and government.

Lessons learned

A shared understanding of the challenges that all parties in the supply chain face was achieved. It was agreed that optimum outcomes for the supply chain will only be achieved if the siloed approach is broken down – this remains a work in progress.



4: National Urban Freight Planning Principles



4.1: The Principles

Urban freight volumes and needs are growing

With urban freight volumes predicted to increase by nearly 60 per cent over the 20 years to 2040, pressures on freight networks will grow. Our urban areas and their populations are also growing, increasing demand for residential land and driving competition with industrial land uses. This is particularly an issue for our urban ports and airports which handle a majority of freight by value.

Proper consideration of how freight integrates within the broader landscape can ensure necessary precautions and controls are put in place to balance freight efficiency and community amenity.

The Principles will guide freight planning across Australia

The Principles were developed by Commonwealth, State and Territory Governments, and industry in response to industry calls for improved consideration of freight in transport and land use planning. The seven Principles are:

1. Strategic freight movement planning
2. Safeguarding freight resilience
3. Facility planning
4. Efficient freight movements
5. Building and precinct design
6. Rest Stops
7. Emerging Technologies

They are designed to guide land use decision-making across all levels of Government to improve planning for freight in Australia's metropolitan areas. The Principles also draw on actions taken by governments during the pandemic to minimise unnecessary barriers to freight movement.

4.2: Progress to date

Principle 1: Strategic freight movement planning

Understand the value, needs and characteristics of freight movement and incorporate in strategic and statutory transport and land planning.



Actions under this principle include the development and implementation of strategic tools to improve understanding of economic contributions, vehicle movements, goods characteristics, and industry needs, to better inform planning and decision making.

Commonwealth

Work is currently underway to gather data for the potential development of an evidence-based tool to inform future city planning, regulation and charging associated with the current and emerging urban freight and commercial services vehicle trends.

New South Wales

Transport for NSW has undertaken numerous assessments of on-street and off-street demand for, and characteristics of, freight and servicing activity to develop an evidence-based approach to understanding the value, needs and characteristics of freight in urban centres. The information gathered from these real-world applications form the basis of engagement that Transport for NSW has with local and state governments, planning authorities, urban planners and consultants and freight and logistics operators.

Transport for NSW keeps a watching brief on emerging freight trends, advancements in last mile technology and best practices in urban centres around the world. This enables Transport for NSW to lead coordination and drive dialogue on innovative ways of conducting urban freight in increasingly congested areas into the state led strategic and land use plans, as well as encouraging forward thinking approaches.

Transport for NSW provides ongoing resources, support and engagement with consent authorities (local and state) to identify current and future freight and logistics requirements, enabling the land use requirements to consider the position and value of freight movements in strategic development statement, incorporate demand parameters in planning considerations, as well as, advocating urban freight principles and approaches into planning instruments.

Since the COVID-19 pandemic, Transport for NSW have been assessing the changing patterns of Last Mile Freight across Metropolitan Sydney. This has been done in conjunction with University of Melbourne and iMove. Initiatives and models to support changing practises are being developed as the output of these investigations.

Western Australia

The Perth and Peel @ 3.5 million land use planning and infrastructure frameworks recognise the importance of the freight network to the Western Australian economy and the need to provide an efficient and effective regional movement network, integrated with land use and key economic and employment opportunities. The frameworks support the freight and logistics industries, as well as industrial land uses by identifying key infrastructure priorities and timelines. Improved utilisation of industrial land through access to existing and proposed transportation infrastructure (including freight) is a key consideration.

The Industrial Land Steering Committee's 10 Year Industrial Land Strategy, developed in 2021, aims to provide recommendations on the priority infrastructure required to unlock industrial land across Western Australia over the next decade. The Strategy covers all types of industrial land — Strategic Industrial Areas (SIAs), General Industrial Areas (GIAs), and Technology Parks. Roads that cater for heavy vehicles and link industrial estates to existing freight routes play an important role in ensuring industrial and employment areas thrive. The Strategy identifies several short, medium and long-term road and rail upgrades across Perth and Peel that will enable constrained industrial land to be activated.

Australian Capital Territory

The ACT planning system is currently under review. When it commences in 2023, the reformed planning system will comprise a new Planning Act, a new Territory Plan, and district-level planning through the adoption of new district strategies. District strategies will focus on building communities, establish more detailed planning guidance and desired outcomes for development in each district and for the areas of growth and change, in line with the strategic directions of the ACT Planning Strategy. This includes consideration of new freight, industrial and employment development. The preparation of district strategies has commenced, and work is continuing on the Eastern Broadacre strategic assessment.

Tasmania

The Tasmanian Government undertakes a regular supply chain survey, the Tasmanian Freight Survey, which collects supply chain information, including freight movements between and through major sea and airports, and logistics hubs, mode, freight tonnage, commodity and vehicle type. Data from the Survey informs freight planning and investment.

Queensland

The role and significance of freight movements and urban freight tasks continues to be better understood, recognised and integrated into the Queensland Planning Framework. As an example, Queensland's last two statutory regional plans (ShapingSEQ 2017 and the North Queensland Regional Plan 2020) provide specific regional outcomes and policy responses on priority freight corridors and connections between significant industrial and employment areas (existing and planned). Both these regional plans also included specific delivery actions for regional freight, with ShapingSEQ identifying a series of region-shaping freight infrastructure projects that have since commenced.

Principle 2: Safeguarding freight resilience

Safeguard the resilience of all major freight handling facilities and freight corridors within and between neighbouring jurisdictions, including local government areas.



Actions under this Principle include identifying and protecting facilities including key freight corridors and appropriate zoning to avoid impacts on residential amenity.

New South Wales

The NSW Government Greater Cities Commission has completed a multi-agency review of the 'Industrial and Urban Services Lands Retain and Manage' Policy. The key outcomes of the Review are:

- A 'Retain and Manage' Policy is needed for the protection of industrial lands in Greater Sydney. The existing Policy will continue to apply.
- Draft Guiding Principles will strengthen and support the continued implementation of the 'Retain and Manage' Policy. The next Region Plan will consider the findings of this Review and include the vision, objectives and draft Guiding Principles for industrial lands.

On 30 June 2022, the Commission released the Industrial Lands Policy Review Findings Paper. The Review found that the Policy has been successful in providing certainty and a clear market signal for councils and landowners to invest in industrial developments, while reducing unproductive land speculation at odds with the strategic vision for Greater Sydney. Through the Review, however, the Commission identified the need to refine the Policy (by providing greater clarity as to what "manage" means) to respond to the changing nature of land use needs in Greater Sydney.

Further consultation and collaboration will occur on the holistic review of all three existing industrial land policy areas with stakeholders including government agencies, local councils and industry as part of the Region Plan process. The process will begin later in 2022.

Western Australia

Following the east-west freight rail disruption in early 2022 due to flooding, the Western Australian Government announced the formation of a Shipping and Supply Chain Taskforce to examine the state's shipping industry and supply chains that link WA with the east coast and international customers. Recent global and national events have sharpened the focus on supply chain risks and required responsiveness. This is a critical issue for WA given its relative isolation from eastern states and international trading partners. The Shipping and Supply Chain Taskforce will examine opportunities to develop multi-modal responsiveness to supply chain disruption, including freight on interstate routes and to remote WA regions, and opportunities to improve supply chain co-ordination and service quality at WA ports.

South Australia

The Metropolitan Adelaide Road Widening Plan was updated to ensure protection of property which is likely to be required for the development of the North-South corridor.

Tasmania

Tasmania's regional land use strategies identify key freight generating areas, including industrial centres, ports and intermodal hubs, across each of Tasmania's three regions. Planning schemes support the application of the regional land use strategies at a local level, including in relation to industrial zoning, buffer and attenuation areas, and the protection of freight corridors, facilities and activities.

Queensland

Queensland's State Planning Policy continues to require the identification and protection of key freight corridors, including those connected to strategic ports and airports. The Queensland Government also prepares guidance material for local governments ('Integrating state interests in planning schemes' – November 2021) with further detail on how mapping for these corridors should be incorporated into local planning schemes. Major freight corridors, captured in Regional Transport Plans and Regional Freight Strategies, are also reflected by statutory regional land use plans. Regional plans seek to ensure that these corridors are appropriately safeguarded from incompatible uses and their resilience strengthened from natural hazards and through enhanced network integration.



Principle 3: Facility planning

Identify and plan areas for new freight facilities and freight-intensive land uses.



Actions under this Principle include planning for future growth, expansion opportunities, potential sources of freight movement and adapting to emerging developments.

Commonwealth

The Commonwealth is working closely with the Victorian and Queensland Governments to plan for the delivery of intermodal terminals to support Inland Rail and to meet broader rail network objectives. The Moorebank Intermodal Company (a Government Business Enterprise) has been transformed into the National Intermodal Corporation to lead the planning and development of these terminals to ensure a networked approach across the east coast.

Progress at the Moorebank Intermodal Terminal Precinct in south-western Sydney is continuing, with construction commencing on the Interstate Terminal in April 2022.

In May 2022, the Australian Government announced \$3.6 billion towards the Melbourne Intermodal Terminal Package, including the delivery of terminals at Beveridge in Melbourne's north and Truganina in Melbourne's west, along with key connecting road and rail infrastructure.

New South Wales

Transport for NSW has developed and published the Delivery and Service Plan Guidance (the Guide) to better equip developers, consultants, urban planners and consent authorities to consider and proactively manage the impact of a new or changed development or precinct. The Guide provides practical methods and mechanisms for planning frameworks and facilities to remain adaptive and responsive to the changes in demand or use of a building or precinct, whereby supporting the outcomes of efficient freight movements and evolving urban needs.

Western Australia

Westport is the WA Government's long-term planning program to investigate, plan and build a future container port in Kwinana with integrated road and rail transport networks. The State Government is actively engaging with the community on the protection (through land use planning mechanisms) of the future road and rail freight network to support the future port.

Increased supply of freight intensive land uses and integration with freight infrastructure, such as intermodal terminals, are being progressed across Western Australia and the Perth Metropolitan Region. Recent milestones for implementation include:

- Consultation on the draft Bullsbrook Freight and Industrial Land Use Planning Strategy, which will support the future proposed Bullsbrook IMT

- Region scheme rezoning to commence implementation of the Waterloo District Structure Plan which has significant rail linkages
- Finalisation and release of the Muchea Industrial Structure Plan adjacent the Tonkin Highway and Muchea Road Train Assembly Area and accessible by RAV 10 vehicles.

Australian Capital Territory

Work is continuing on the Eastern Broadacre strategic assessment, a statutory environmental approval process under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). The process will identify locations for potential rezoning of land for new industrial and employment precincts in parts of the eastern side of Canberra, near Canberra Airport and along national freight routes. Freight requirements will be a key consideration in future, more detailed subdivision planning of the resultant precincts.

South Australia

The Plan SA Property and Planning Atlas (<https://sappa.plan.sa.gov.au/>) provides details of desired performance outcomes and deemed to satisfy criteria at the individual property level. As an example, for a Bulk Handling and Storage Facility this would inform management of air and noise impacts on sensitive receivers, establishment of buffer areas and control of emissions.

Queensland

More recent regional plans in Queensland seek to ensure land use planning capitalises on local and regional value chains (through industrial land use planning) supported by freight corridors. As an example, ShapingSEQ identifies regional economic clusters and major industry and enterprise areas, where industry and employment growth can be achieved through strengthened regional freight connections and investment in key future facilities. These include elements such as intermodal terminals, upgrades to port and airfreight facilities and through the provision of supporting infrastructure such as data and energy. Planning for the identification of regionally significant freight facilities will also be aided in Queensland by the introduction of Regional Infrastructure Plans (RIPs). These RIPs are intended to be integrated with regional land use plans and regional transport plans to ensure that infrastructure planning and investment are aligned with regional economic priorities, including freight movement.

Principle 4: Efficient freight movements

Plan for efficient freight movements and complementary land uses around freight facilities and precincts, including intermodal terminals.



Actions under this Principle include planning for complementary land uses around freight and increasing efficiency of freight movements.

Commonwealth

The National Heavy Vehicle Regulator's (NHVR) Strategic Local Government Asset Assessment Project (SLGAAP) is a federally-funded initiative to optimise heavy vehicle access on the local road networks across Australia. As there are more than 24,000 bridges and culverts on local government owned roads, road managers often need to assess whether specific heavy vehicle combinations can safely travel over these structures.

In the 2021-22 budget, the Australian Government committed an additional \$12.1 million over three years to fund engineering assessments for local government-owned road networks (SLGAAP Phase 2), bringing the total funding for this program to \$20 million. Phase 2 of SLGAAP will focus on:

- identifying assets on key routes for whole of-journey network improvement
- undertaking targeted asset assessments
- developing a framework for bridge family assessment
- further development of the NHVR Portal, and
- delivering additional road manager education and training.

New South Wales

The NSW Government continues to prioritise and deliver projects of strategic importance for improving efficient freight movements and complementary land uses around freight facilities and precincts, including intermodal terminals. Key current and future projects include:

- The Outer Sydney Orbital is a proposed 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 Western Sydney Freight Line and Intermodal Terminal, which will 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.

In March 2022, the NSW Government amended the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP), which relate to extended operating hours to retail premises. This change allowed extended trading hours and operation provisions in particular zones on a permanent basis. This also allowed businesses in those zones to stay open for longer and also enable extended delivery hours to retail premises in industrial and business zones which will improve freight efficiency and productivity.

In June 2022 the NSW Government Greater Sydney Commission published findings of their investigation in the 'Retain and Manage' policy of industrial land.

The findings establish a series of principles highlighting the importance of industrial lands and the necessity of a retain and manage policy. Protecting industrial land and the efficiency of freight and logistics networks in the city and minimising environmental impact features significantly in these principles.

Australian Capital Territory

This principle is being progressed through the preparation of district strategies as part of the ACT Planning Review and Reform Project. Particular consideration is being given to the future zoning of land near the Canberra Airport and along national freight routes through the Eastern Broadacre strategic assessment.

Tasmania

Preparatory work for the addition of gazetted networks for a range of higher productivity freight vehicles which meet the requirements of the Performance Based Standards Scheme has occurred during 2021-22. This work has involved analysis of bridge capacities and consideration of road suitability for PBS Level 2 A-double and quad axle vehicle designs on key parts of the State road network connecting major ports, freight hubs and major freight generation locations. It is intended that Tasmania will be added to the National Class 2 performance based standards (high productivity) authorisation notice 2022 in the near-term, with inclusion of these key routes and critical 'last-mile' connections managed by other road managers.

Tasmania introduced the Heavy Vehicle Access Management System (HVAMS) to the Over-size Over Mass (OSOM) industry in 2016, with great success. Since that time, development of the system has continued to ensure that consistent and greater benefits can be delivered to the heavy vehicle industry more broadly. HVAMS automates the road and structure assessment function of heavy vehicle access decisions under the Heavy Vehicle National Law (HVNL).

HVAMS is the established and accepted heavy vehicle access management system operating in Tasmania, uniting multiple road managers to effectively present one road network to the Heavy Vehicle Industry.

- HVAMS has been built with strong collaboration and alignment with the heavy vehicle industry and associations (CICA and TTA) and local road managers and their association (LGAT).

- HVAMS provides for 80% of OSOM access under a Notice, harmonised across all state and local roads since 2016, and is available in real time, self-serve 24/7. There is no permit requirement for 80% of OSOM activity.
- HVAMS provides for 95% of SPV access under a Notice, harmonised across all State and Local roads since August 2019, and is available in real time self-serve 24/7. There is no permit requirement for 95% of SPV activity.
- HVAMS provides real time self-serve 24/7 harmonised access for the ADF fleet across all state and local roads. This is particularly important to understand when considering the emergency management and disaster recovery role that the ADF can be called upon to fulfil, on an entire road network wide basis.

Over the next few years, HVAMS will provide harmonised networks under Notice (no permits) in real time, self-serve 24/7, considering all state and local roads, for all restricted heavy vehicles. This includes freight and PBS freight vehicles, and any future heavy vehicles yet to be manufactured (for example, designers/manufacturers of PBS vehicles or the introduction of electric heavy vehicles).

Queensland

Queensland's State Planning Policy continues to promote complementary land uses (particularly for strategic airports and ports as freight and logistics hubs) and the identification and protection of key transport corridors such as freight corridors. Local governments are also provided with guidance material (e.g. 'Integrating state interests in planning schemes' November 2021) that further details how best to consider freight routes when updating settlement patterns or changing land use intent in local planning schemes.

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GROSS	34000 KG
	74960 LBS
TARE	4620 KG
	10190 LBS
NET	29380 KG
	64770 LBS
CUBE	67.73 CUM
	2382 CUFT

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Principle 5: Building and precinct design

Promote building and precinct design and usage that takes freight needs into account.



Actions under this Principle include supporting planning controls and building design to consider freight demands, interactions with kerbside space and traffic flows, the safety needs of road users, and requirements for electric, connected and automated vehicle technologies.

Commonwealth

In June 2022, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts convened a national forum on urban freight logistics education for urban planners with representatives from industry, academia, and all levels of government.

The forum highlighted key issues that cities and industry face, including increasing freight volumes, population growth, and demand for land, and presented relevant research into existing course offerings, educational gaps, and best practice programs for land use planners. The outcomes from the forum will be considered in 2022-23.

New South Wales

Transport for NSW has developed resources and tools that promote better building and precinct design. Complementary resources include:

- Guidelines for the development of Delivery and Servicing Plans (DSP). This proposes a globally recognised methodology for developing better freight and servicing management outcomes in relation to developments and precincts.
- Supporting the above, the Urban Freight Forecasting Model (UFFM), is an interactive web model to support those who design, operate and authorise buildings and precincts forecast urban freight activity generated by the development. The model takes an evidence-based approach from in-field surveys of various buildings and land uses to identify the scale of freight task and vehicle movements that buildings generate. The output is a forecast and simulation of demand for a development, and estimates utilisation and efficacy of the proposed development's loading facility.

The above resources support our Last Mile Toolkit approach for better planning and design for freight activity in building and precinct design. Together, these resources and tools servicing needs of a building or precinct can be better understood, planned and managed by those who design, operate, manage and control urban centres. The approaches support the changing nature of urban planning and the increasing focus on place-based approaches.

Australian Capital Territory

This principle is being progressed through the preparation of district strategies as part of the ACT Planning Review and Reform Project.

Western Australia

State Planning Policy 5.4 – Road and Rail Noise (SPP) applies to all stages of planning in Western Australia, where a noise-sensitive land use is proposed within the policy’s trigger distance of specified transport routes or when new or major upgrades of road and rail are proposed, for example because of their freight handling functions. The SPP includes noise avoidance and mitigation techniques to ensure transport infrastructure and urban development can mutually exist.

Current review of State Planning Policies include consideration of how the policies can be used to improve freight outcomes such as improving the freight movement through parking and precinct design. Consideration is also given to the quantity, type and size of vehicles required to service land uses as well as other transport modes, e.g. cyclists and pedestrians. State Planning Policy 7.2 - Precinct Design Guidelines implemented in 2021, provides that the design of the movement network should consider the role freight and service vehicles play in precincts and that the precinct be designed appropriately to balance the needs of these vehicles with other road users and sensitive land uses.

Tasmania

The Tasmanian Government has commenced a review of the State Planning Provisions (SPPs). The SPPs are the statewide set of consistent planning rules in the Tasmanian Planning Scheme, which are used for the assessment of applications for planning permits. The review will allow those provisions relating to or affecting the freight sector, including access to buildings for delivery vehicles and electric vehicle charging stations, to be considered for contemporary needs.

Principle 6: Rest stops

Realise the importance of rest and refuelling facilities.



Actions under this Principle include identifying and safeguarding appropriate locations for heavy vehicles to rest and refuel in urban settings for safety, health and wellbeing.

New South Wales

Transport for NSW is working to improve both the quality and number of heavy vehicle rest stops (including formal and informal) in NSW through the development of the Heavy Vehicle Rest Stop Implementation Plan. The plan will identify new opportunities for:

- new rest stop facilities for heavy vehicles
- improvements to existing rest stop facilities for heavy vehicles and improve suitability for innovative high-productivity vehicles
- maintenance of rest stop facilities
- wayfinding information on heavy vehicle rest stop areas
- opportunities to partner with the private sector to encourage and support development of service centres that cater for a range of customer needs, including dedicated heavy vehicle facilities.

Stakeholder engagement is designed to ensure industry input influences decision-making, the development of the implementation plan and its delivery.

Tasmania

The Tasmanian Government launched the Tasmanian Heavy Vehicle Driver Rest Area Strategy (Strategy) in November 2020. The Strategy includes principles and priorities for the upgrade of existing rest area infrastructure and the establishment of new facilities along key freight routes in Tasmania.

The Strategy will support heavy vehicle drivers to meet their needs for rest, breaks and vehicle checks and recognises that proactive management of heavy vehicle driver health, safety and wellbeing is a priority for Tasmanian road freight operators, and that providing infrastructure to support drivers is a key contribution to the effective risk management programs of the industry.

Queensland

The Intelligent Transport System enabled rest area trial was completed in December 2021. Four new stopping opportunities and seven existing sites were upgraded with data from the sites being released to open data (including the RestSpace app). An efficient regional rest stop network supports inter-urban distribution of freight.



Principle 7: Emerging technologies

Respond to changes in freight movements, including smaller scale freight movement and emerging technologies.



Actions under this Principle include adaptive planning to meet changing needs, such as: digitalisation, changes in consumer patterns, new trends in distribution, encouraging new vehicle technologies, and opportunities to mitigate noise and emissions.

Commonwealth

Work is underway to support the uptake of emerging aviation technologies through the development of an Infrastructure Planning Framework to make informed decisions about drone delivery services in local communities, including land use planning and noise considerations.

In February 2022, Infrastructure and Transport Ministers agreed to a nationally consistent Automated Vehicle Safety Law and in-service regulator, to be implemented through Commonwealth law. This will ensure consistent regulation and create a single Australian market for automated vehicles, making Australia a more attractive place to deploy these vehicles.

The Government has committed \$270 million towards the early stages of implementation of the Advanced Train Management System (ATMS). ATMS involves the use of on-train processing and advanced digital communications to manage train movements across the rail freight network.

The Office of Future Transport Technology, within the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, leads the Commonwealth's engagement on the National Land Transport Technology Action Plan 2020-2023 and underpinning National Policy Framework, which sets out a nationally consistent approach to policy, regulatory and investment decision-making for emerging land transport technologies.

The Action Plan is updated every three years and outlines national short to medium term priorities, focusing on the five key issues for Government identified in the framework:

- Safety, Security and Privacy
- Digital and Physical Infrastructure
- Data
- Standards and Interoperability
- Disruption and Change.

Progress against the Action Plan's key priorities is reported annually.

New South Wales

Transport for NSW has developed the Last Mile Toolkit to assist urban planners, developers and government to give greater consideration to freight and servicing demands for new buildings and precincts as part of the planning process, as well as methods for better management of existing buildings. The Toolkit includes:

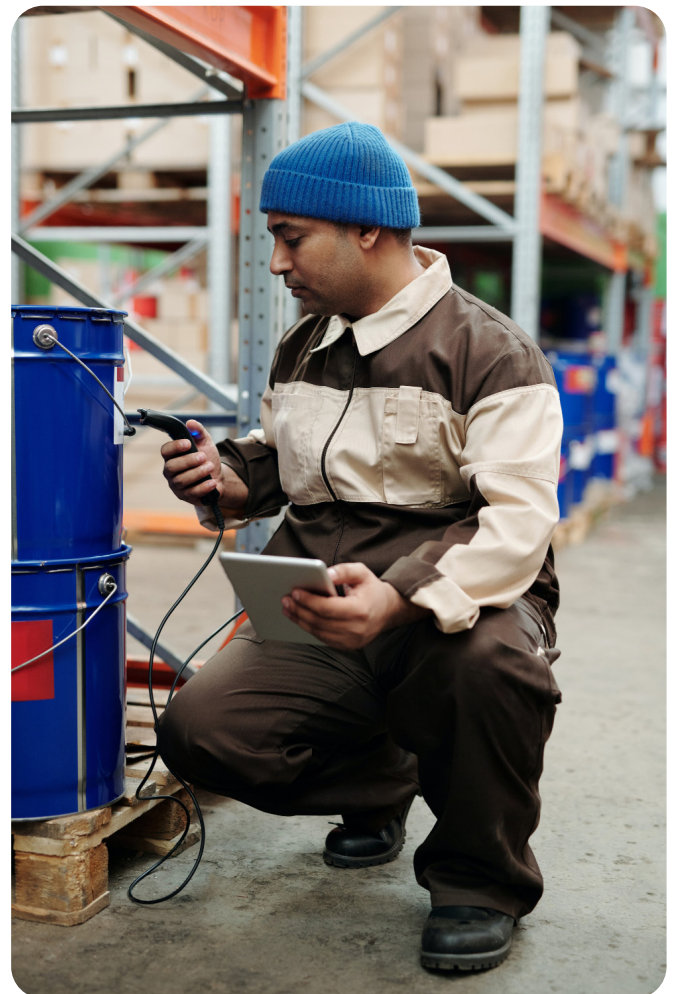
- principles that consider placemaking outcomes and broader benefits of broader benefits of efficient freight and servicing movements
- measures and forecasting tools for accurate quantification of future freight and servicing tasks
- design and management solutions that facilitate efficient practices, and
- future approaches from best practice from around the globe.

The Toolkit supports work undertaken with councils, developers, industry associations, universities, planning bodies and planning consultants. The recently launched Deliver Service Plan guidance and Urban Freight Forecasting Model are part of the resources under the Toolkit approach.

Through research and engagement, Transport for NSW maintains a watching brief on global predictions, trends and innovations in urban freight that can be explored and considered in a domestic context by industry, government (local and state) and within the transport agency.

Transport for NSW, in partnership with a local council, is running a digital smart kerb pilot. Part of the pilot explores the use of technology to oversee use and management of kerbside space for loading activity. Currently, the pilot is collecting baseline data on kerbside use.

To refine collection of freight and servicing activity data and analysis into the Urban Freight Forecasting Model, Transport for NSW have been developing AI techniques to classify 10 types of vehicles entering a building or precinct. This is improving and expediting the ability to undertake analysis of freight and servicing activity.



Australian Capital Territory

Changes in freight movements and emerging technologies are being considered in the preparation of district strategies and in the development of a new Territory Plan.

Tasmania

Over the last three years, Tasmania has introduced access for higher productivity freight vehicles which exceed 26 metres length or 68.5 tonnes. In addition, broad levels of access for Special Purpose Vehicles such as cranes and concrete pumps has been made available through Tasmania's advanced Heavy Vehicle Access Management System. In conjunction with the access provided for the above vehicle categories operators vehicles are fitted with telematics and smart on board mass (Smart-OBM) instrumentation, and agree to participate in data sharing schemes whereby road usage data is made available to road managers in Tasmania. This is administered Transport Certification Australia (TCA), and 2021-22 has been an active year in the development of this program and the analysis tools for road managers to utilise this data to better manage their infrastructure.

Queensland

Queensland has committed up to \$5 million through the Hydrogen Industry Development Fund, to Ark Energy H2 Pty Ltd to establish a renewable hydrogen production and refuelling facility at the Sun Metals refinery in Townsville, including a trial of five Hyzon hydrogen fuel cell electric trucks.



New skills for a zero emissions future

Transport Canberra has partnered with the Canberra Institute of Technology (CIT) to develop a skills and training package for workshop trades staff, enabling them to safely service and maintain battery electric vehicles. The General Electric Vehicle (GEV) training program consists of a two to four hour online pre-read, followed by a two-day on-site training course at CIT. The pre-read material is an interactive e-book with chunked learning that incorporates videos, animations and detailed diagrams to suit all learners. Once students have completed the online pre-read, they attend the two-day training course at CIT, broken down into two training modules:

- Depowering and reinitialising battery electric vehicles
- Servicing and maintaining battery electric vehicles.

Since December 2021, over 30 Transport Canberra trade staff have undertaken the GEV training at CIT, with more trade staff to undertake the training over the next 12 months. CIT are also developing a Certificate III in Automotive Electric Vehicle Technology course which is set to be rolled out for a delivery to Transport Canberra trade staff in semester 1, 2023. This qualification is currently being built and developed closely with CIT's industry partners. A strong focus has been put on the course to strive for being the best electric vehicle qualification available in Australia and ensure it meets the needs of industry now and into the future.

General 'in house' electric vehicle training will also be extended to the broader workforce including bus drivers, Transport Officers and other key depot staff by late 2022. The training package will be developed by Transport Canberra and CIT Working Group using a combination of the CIT outline and supplier specific material.



Agricultural Supply Chain Improvements

Project summary

Western Australia's agriculture and food sector represents approximately 10 per cent of WA's economy, with the state's agricultural export value worth \$8.5 billion, including several key export commodities such as wheat, barley, canola, wool and livestock. WA's agricultural products are sold to more than 30 countries throughout the world, against an increasingly competitive global market. The efficiency of agricultural freight transport supply chains needs to improve to ensure WA remains globally competitive.

The Agricultural Supply Chain Improvement (ASCI) program is a detailed program of targeted freight infrastructure upgrades which will provide a framework for industry to work closely with governments in optimising supply chain efficiencies, improve road safety and community amenity, and facilitate movement of greater volumes of grain by rail. The project commenced in 2021 with project benefits expected once operational.

Details at a glance

Action areas	Smarter and targeted infrastructure & enable improved supply chain efficiency
Delivery model	Infrastructure construction
Location	Western Australia state transport corridors and local council road network
Financial	\$200 million for Package 1
Timeframe	All projects within Package 1 to be completed by the end of 2025

Closer look

Impact on freight and supply chains

Benefit	Description
Intended Strategy objective	
Smarter and targeted infrastructure investment	The program aims to use a combination of community and industry demand as drivers, through consultation and qualitative analysis to determine a prioritised smarter and targeted approach to infrastructure upgrades.
Enable improved supply chain efficiency	ASCI aims to facilitate and collaboratively support industry infrastructure upgrades that will allow removal of current bottlenecks to enable improved supply chain efficiency.
Future project benefits	
Decrease in supply chain costs for producers	Providing infrastructure upgrades that allow greater movement of produce over rail, where rail freight mode was historically a lower price per tonne cost ratio.
Enhanced supply chain efficiency to allow higher economic prosperity	WA grain exports have high price windows between January to June, with current capacity bottlenecks in the supply chain freight network. Produce is unable to get to ports and to the export market in a timely manner and fail to capitalise on the price window. Infrastructure projects for ASCI will remove these obstacles for future economic prosperity.
Reduction in safety incidents	Regional freight by road is required in areas where rail is not readily available or cost prohibitive. Roads that are being used as part of the freight system are not designed for the purpose, degrading the road surface faster than anticipated. This creates potential safety risks through increased likelihood of potholes, cracking and uneven wear which can lead to potential road accidents. With the presence of road freight on the roads this also presents an increased likelihood of accidents with the consequences potentially greater due to the vehicle size and volume of product being transported. ASCI promotes mode shift from road to rail, removing freight vehicles from the road network where possible to improve safety benefits.
Public amenity	In regional WA, the main town centre is often located on the major thoroughfare used by grain trucks. This results in perceptions of poor amenity and the belief that this adversely affects tourism and opportunities for commercial and residential growth. ASCI promotes mode shift from road to rail, removing road trucks from the network where possible, facilitating community needs for amenity and assisting in allowing opportunities for economic growth of regional towns.

Project delivery

Projects included in Package 1 are currently under planning and are forecast to be completed before the end of 2025:

- Moora rail siding upgrade construction: 2023
- Brookton rail siding upgrade construction: 2023
- Cranbrook rail siding upgrade construction: 2023
- Konnongorring rail siding upgrade construction: 2024
- Broomehill rail siding upgrade construction: 2024
- Avon (Meenaar) rail siding upgrade construction: 2025
- Perenjori rail siding upgrade construction: 2025
- Dowerin rail siding upgrade construction: 2025
- Ballidu rail siding upgrade construction: 2025
- Kellerberrin rail siding upgrade construction: 2025
- Mingenew rail siding upgrade construction: 2025
- Midland Line upgrade Mingenew to Carnamah construction: 2025
- Tier 3 Investigative and design works to be completed: 2025

\$22 million has been allocated for four rail siding extensions for CBH grain bins at Moora, Brookton, Cranbrook, and Broomehill. \$46 million has been allocated for grain rail siding upgrades at Avon (Meenaar), Kellerberrin, Dowerin, Konnongorring, Ballidu, Mingenew, and Perenjori North. \$60 million has been allocated for Midland Main Line upgrade from 16 Tonne Axle Loading (TAL) to 19 TAL between Carnamah and Mingenew. \$72 million has been allocated for further studies and potential recommissioning of selected rail lines in the South Wheatbelt.

The following stakeholders were consulted: CBH Group (Co-operative Bulk Handling); Arc Infrastructure; Public Transport Authority; Shire of Moora; Shire of Broomehill-Tambellup; Shire of Brookton; Shire of Cranbrook; Shire of Northam; Shire of Kellerberrin; Shire of Dowerin; Shire of Goomalling; Shire of Wongan-Ballidu; Shire of Mingenew; Shire of Perenjori; Shire of Three Springs; Shire of Narrogin; Shire of Wickepin; and the Shire of Kulin.

5: Government reviews, strategies and plans



5.1: Road and Rail Supply Chain Resilience Review

A review into road and rail supply chain resilience (the Review) is being led by the Bureau of Infrastructure and Transport Research Economics in the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, and supported by independent advice as required.

The Review will:

- Define and determine key risks to critical supply routes – routes that transport large quantities of freight or are critical to supply of essential goods or services across Australia
- Identify key risks to critical supply routes in the short, medium and long term — including weather events or natural disasters, limited alternative routes, and limited and difficult to access alternative transport modes
- Assess the potential vulnerabilities in critical supply routes
- Complete a stocktake of recent relevant work by government and industry intended to identify and mitigate Australian domestic road and rail supply chain risks
- Identify data generation, capture and use requirements necessary to assess, inform best practice and improve road and rail supply chain resilience
- Determine the critical routes at highest risk of failure, and
- Develop and present pragmatic options for governments to mitigate or address risks to critical road and rail supply chains, in alignment with the Government-agreed framework to identify and mitigate critical supply chain risks.

Industry stakeholders, advocacy groups and government agencies are being engaged widely in a variety of meetings, interviews and information sessions on the work of the Review. The Review is being conducted closely with the Freight Industry Reference Panel and internal expertise. The Review will utilise CSIRO's Transport Network Strategic Investment Tool (TraNSIT) to undertake scenario modelling to identify and assess disruptions to critical supply chain routes across Australia's road and rail network.

For more information, visit <https://www.bitre.gov.au/road-rail-supply-chain-resilience-review>.

5.2: Review of the Western Australia Rail Access Regime

Progress continued on the review of the Western Australia Rail Access regime with draft amendments to the Railways (Access) Code 2000 (the Code) being completed and submissions on the amendments being sought. The purpose of the review was to identify improvements to the regime in order to better achieve its objective to 'encourage the efficient use of, and investment in, railway facilities by facilitating a contestable market for rail operations'.

For more information, visit <https://www.wa.gov.au/government/document-collections/review-of-the-western-australian-rail-access-regime>.

5.3: Australia's Maritime Logistics System Review

In December 2021, the Treasurer requested the Productivity Commission (Commission) undertake an inquiry into the long-term productivity of Australia's maritime logistics system. The purpose of the inquiry is to understand any long-term trends, structural changes, and impediments that impact the efficiency and dependability of Australia's maritime logistics system and connected supply chains. Identifying the constraints and opportunities facing the maritime logistics sector will help improve the sectors resilience and support Australia's productivity.

The inquiry will have regard to operational cost drivers including industrial relations, infrastructure constraints, data sharing and technology uptake in Australia's ports and related transportation networks in order to assess the overall competitiveness of Australia's ports. The inquiry will also look to identify mechanisms available to address any identified issues.

The Commission expects to consult broadly with the public, commonwealth, state and territory governments, infrastructure bodies and, industry stakeholders such as ports, unions, importers, exporters and shipping lines.

To keep updated with the latest progress, visit <https://www.pc.gov.au/inquiries/current/maritime-logistics#draft>.

5.4: Aviation White Paper

The Australian Government has committed to deliver a new aviation white paper to set the scene for the next generation of growth and development across the aviation sector, while also establishing effective mechanisms for consultation and management of issues like aircraft noise and airport development. The following areas will be prioritised:

- how to maximise the aviation sector's contribution to achieving net-zero carbon emissions, including through sustainable aviation fuel and emerging technologies
- the economic reforms needed to improve productivity across the sector, including addressing skills shortages, competition between airports and airlines, and charting a course out of the pandemic
- how to support and regenerate Australia's general aviation sector, and
- better mechanisms for consultation on and management of issues like aircraft noise, airport development planning and changing security requirements.

5.5: Review of Domestic Commercial Vessel Safety Legislation

Australia's maritime industry employs thousands of Australians and underpins the economies of regional coastal communities, while contributing to the overall growth and prosperity of our nation. Having effective safety regulations for vessels and seafarers – including across tourism, transport and fishing operations – will ensure the industry remains viable and successful into the future.

An independent review commenced in January 2022 and will consider whether the National System for Domestic Commercial Vessel Safety is fit for purpose, focusing on the capacity of the legislation to support safe vessel operations, minimise regulatory and administrative burden for industry, and transparency. It will also assess the costs and charges associated with the legislation. Additionally, the Government has tasked the independent review panel with specifically considering:

- whether the legislation interacts effectively with other Commonwealth and state and territory legislative frameworks, as well as with international maritime safety obligations, and
- whether expanding the Australian Transport Safety Bureau's role to include domestic commercial vessel safety could support substantially improved safety outcomes for industry, as well as regulators and policy-makers.

The Review released a Phase 1 Draft Interim Safety Report on 8 August 2022. Phase 2 will consider national system delivery costs and future funding options.

5.6: Heavy Vehicle National Law Review

At their meeting on 11 February 2022, Infrastructure and Transport Ministers emphasised the importance of close engagement with industry in developing options to deliver on the objectives of the Heavy Vehicle National Law Review (the Review) to produce a simpler, risk-based law that increases safety and productivity. Ministers agreed the need for further consultation before bringing back more detailed policy work to Ministers for consideration at their next meeting.

Ministers appointed an independent advisor, Mr Ken Kanofski, to lead stakeholder consultation and make recommendations to Ministers on the Review. Following his appointment, Mr Kanofski met with industry and jurisdictions, held industry forums engaging with heavy vehicle operators and drivers, and engaged with the National Heavy Vehicle Regulator and enforcement bodies, including police. Subsequently, Mr Kanofski presented his recommendations at the 5 August 2022 Infrastructure and Transport Ministers Meeting. Ministers agreed to progress this package of recommendations that will improve safety and productivity in the heavy vehicle sector.



CLOSER LOOK: National Intermodal Corporation

On 24 February 2022, Moorebank Intermodal Company Limited (MIC) was transitioned into National Intermodal Corporation Limited (National Intermodal). National Intermodal builds on MIC's foundations as an established Government Business Enterprise and will play an important role in ensuring genuine, independent open access to a network of terminals, driving efficiency, supply chain resilience and competition in the freight network.

National Intermodal will continue to develop the Moorebank Intermodal Terminal Precinct in Western Sydney and will assist in the delivery of a network of intermodal terminals along the east coast in Melbourne and Brisbane to support and service Inland Rail. In doing so, it will enable opportunities for private sector and state government investment in the development of the intermodal terminals and the wider precincts. For example, LOGOS Group Pty Ltd has invested in co-located warehousing facilities at the Moorebank Intermodal Terminal Precinct in Western Sydney.

National Intermodal will deliver on Government policy objectives and facilitate an integrated approach to Australia's interstate rail freight network by ensuring that Australia's east-coast interstate rail network is interconnected, modern and efficient. National Intermodal's network of intermodal terminals will maximise the utility and economic benefits of Inland Rail by ensuring the \$14.5 billion investment in Inland Rail will be accessible to all industry participants, regardless of size.

By leading the development of intermodal terminals, National Intermodal will provide rail operators with equitable open-access to terminal infrastructure at economically reasonable prices, thereby reducing barriers to entry, promoting competition, and encouraging modal shift from road freight to rail freight.



6: Snapshots across the nation



6.1: Australian Government

The Australian Government remains committed to making progress against outcomes under the National Freight and Supply Chain Strategy and continues to work with both industry and jurisdictions to progress long term initiatives.

Australian supply chains have faced a range of significant disruptions over the past two years. There were major global and domestic shortages of technical grade urea (TGU), the key component of Diesel Exhaust Fluid (DEF), commercially known as AdBlue, in late 2021 and early 2022. This affected Australia's trucking industry. The Australian Government has worked with industry to address the shortage and ensure a repeat does not reoccur. ABS data for April-May 2022 indicates that Australian import sources of TGU have diversified.

In early 2022, severe flooding affected several parts of Australia, disrupting supply chains across the country. The Australian Government worked closely with key stakeholders to ensure transport operators and supply chains continued to function.

The National Coordination Mechanism (NCM) brings together Australian Government, state and territory governments, industry and private sector stakeholders. The NCM is facilitated by National Emergency Management Australia and is a key tool for preparing for, responding to, and recovering from any crises. The NCM is a flexible tool to ensure that the full capabilities of the Australian, state and territory governments and, if required, the private sector are brought to bear during a crisis. The NCM will ensure coordination, communication and collaboration, but is not a mechanism for command and control.

Work is underway to maximise productivity and efficiency gains across the freight and logistics sector, including with the launch of the National Location Registry (a digital tool that provides accurate and reliable location data) in December 2021, through the National Freight Data Hub.

The Australian Government is committed to supporting the ongoing and improved resilience of supply chains. The impacts of COVID-19 and extreme weather events have highlighted the inter-connected nature of supply chains and the importance of their resilience to Australian communities. The Road and Rail Resilience Review was commissioned in March 2022, to consider key risks and potential vulnerabilities of critical supply routes. This work will help to inform action by government on how to effectively and efficiently mitigate risks in supply chains.

The 2021-22 financial year saw milestones met, including the finalisation of the National Road Safety Strategy and the completion of the Northern Australia Beef Roads Program. The Australian Government is continuing to invest in key initiatives, such as the Regional Airports Program.

6.2: New South Wales

The New South Wales Government's coordinated cross-jurisdictional response to COVID-19 and extreme weather events has promoted an integrated network approach, reducing impacts to the supply chain.

The New South Wales Government continues to progress actions and deliver outcomes that advance the safety, productivity and sustainability of the freight task. Network access for higher productivity vehicles has been enhanced with the publication of a Performance Based Standards (PBS) 2B Tier 1 network.

Upgrades to the Main West Rail Line provides more efficient access to market for producers, while progress has been made in development of the Great Western Highway upgrade, Western Sydney Freight Line and Intermodal Terminal, Lower Hunter Freight Corridor and North Sydney Freight Line to cater for future demand.

Work continues on the Freight Community System to enable delivery of neutral, open, and secure supply chain information that is independent of supply chain interest, with scalability and interoperability key considerations.



6.3: Victoria

Optimising the rail freight network is one of the five key priorities under the Victorian Freight Plan: Delivering the Goods, to make better use of our rail freight assets. This has been a key focus during 2021-22.

Investments in new track, new sleepers and new ballast on lines in the north and north-west of the state, mean Victoria's tracks are in the best condition they have been in generations, and are able to cater for higher axle loads.

Critical maintenance works are underway on rail freight through regional Victoria, which will improve safety, reliability and rail freight logistics of freight lines throughout regional Victoria. The Mode Shift Incentive Scheme, which removes the equivalent of 28,000 truck trips from Victorian roads every year, will continue to 30 June 2023.

The Port Rail Shuttle Network project is well underway to enable an integrated system of intermodal terminals linking the Port of Melbourne to the existing rail network. The Murray Basin Freight Rail project is also delivering a variety of upgrades to the freight rail network in western Victoria.

Planning for a new intermodal terminal at Truganina has been funded as well as for the Freight Industry Training for Jobseekers initiative, and further funding for the Women in Transport Program. The first Voluntary Performance Monitoring Framework Quarterly Report was published in early July 2021 and five quarterly reports have now been published with the number of performance metrics expanding.

6.4: Queensland

The Queensland Transport and Roads Investment Program (QTRIP) details the Queensland Government's commitments to improve road safety, freight productivity and transport network reliability. It also details projects that support local governments and indigenous communities to deliver local transport infrastructure upgrades. This year's QTRIP (2022–23 to 2025–26) outlines \$29.7 billion in investment over the next four years. This includes funding for major regional projects like the \$1.06 billion Rockhampton Ring Road, the \$1 billion Cooroy to Curra Bruce Highway upgrade, the \$481 million Cairns Southern Access Corridor Bruce Highway upgrade, the \$350 million Mackay Port Access road, the \$336 million Tiaro Bypass on the Bruce, the \$230 million Townsville Ring Road (Stage 5), the \$1 billion joint funding commitment with the Australian Government towards upgrades of the Inland Freight Route from Charters Towers to Mungindi and \$544.5 million, jointly funded with the Australian Government, for the Warrego Highway.

Other investments in infrastructure to benefit the freight industry, include the Haughton River Floodplain upgrades on the Bruce Highway between Ayr and Townsville and safety works on the New England Highway between Warwick and Wallangarra, widening and sealing works on the Burke Developmental Road between Cloncurry and Normanton and the replacement of the Roundstone Creek Bridge on the Dawson Highway and Banana Creek Bridge on the Leichhardt Highway. Delivering a safer freight transport network is a priority of the Queensland Government who developed, in partnership with government agencies, transport and logistics industries, and peak bodies, the Heavy Vehicle Safety Action Plan 2019–2021. The Heavy Vehicle Safety Action Plan 2019–2021 outlined targeted and practical heavy vehicle safety priorities and initiatives to support Queensland's broader road safety strategy to support achieving our vision of zero serious road trauma by 2050.

The Heavy Vehicle Safety Action Plan 2019–2021 leverages new technologies and data, including the Intelligent Transport System enabled rest area trial, completed in December 2021, along with four new stopping opportunities and seven existing sites being upgraded with data from the sites being released to the Queensland Government Open Data portal and the RestSpace app. On 16 March 2022, the Queensland Government released Queensland's Zero Emission Vehicle Strategy 2022–2032 and the first Zero Emission Vehicle Action Plan 2022–2024 which accelerate Queensland toward a cleaner, greener transport future while making sure our energy network supports the transition to zero emission vehicles. The Zero Emission Vehicle Strategy 2022–2032 reaffirms Queensland's commitment to shift to zero net emissions by 2050. Queensland has committed up to \$5 million, through the Hydrogen Industry Development Fund, to Ark Energy H2 Pty Ltd to establish a renewable hydrogen production and refueling facility at the Sun Metals refinery in Townsville, including a trial of five Hyzon hydrogen fuel cell electric trucks.

The Queensland Freight Action Plan also encourages industry led initiatives like the construction of livestock rail unloading facilities in Rockhampton through partnering with the beef processing sector, a new road and rail intermodal terminal at InterLinkSQ in Charlton near Toowoomba, facilitated through \$12.6 million in loan funding from the Queensland Jobs Fund and Watco East West commencing operations of cattle rail transport services in south-west and central-west Queensland.

6.5: South Australia

Following the commitment of \$215m by the Australian and South Australian Governments (80:20), upgrade and sealing of the Strzelecki track is underway with over 130km of the 472km track constructed.

Port Wakefield overpass opened to traffic in December 2021 with duplication works progressing with target completion late 2022. Works for Port Wakefield to Lochiel duplication commenced with target completion 2024.

Works on the Joy Baluch AM Bridge at Port Augusta saw the new bridge open to traffic in May 2022, the original bridge is undergoing upgrades and refurbishment for completion in late 2022.

Regency – Pym section of North-South corridor completed in late 2021 creating a a 47km non-stop roadway between Gawler and the River Torrens.

Torrens Road grade separation opened to traffic in June 2022, removing the previous at-grade crossing of the Gawler metropolitan line and the Australian Rail Track Corporation interstate line.



6.6: Western Australia

The Western Australian Government is committed to supporting and enabling safe, efficient and sustainably freight supply chains, in line with the objectives of the National Freight and Supply Chain Strategy.

Over the 2021-22 period, the WA Government endorsed the New Zero Emission Strategy, which is aimed at reducing the State emissions to net zero by committing to a whole-of-government 2030 reduction target of 80 per cent below 2020 levels. As part of the Net Zero Emission Strategy, the WA Department of Transport is leading the development of a Transport Sector Emissions Reduction Strategy. WA continues to participate in the National Low and Zero Emissions Working Group, which has largely completed the original works program and is currently developing a new work program factoring in the policy direction of the new Federal Government.

In late January 2022, a series of rain events in South Australia led to widespread flooding and interrupted the east-west freight rail traffic, between Adelaide and Tarcoola. To keep freight efficiently moving, the WA Government facilitated the establishment of alternate road freight services by granting temporary permits for triple road trains into Kalgoorlie, and double road trains into the Perth metropolitan area. In addition, the WA Government worked closely with industry on the prioritisation of containerised essential supplies. Following the east-west freight rail disruption, the WA Government has established a Shipping and Supply Chain Taskforce to examine the state's shipping industry and supply chains that link WA with the east coast and international customers.

The WA Regional Digital Connectivity program also commenced in 2022 and supports a broad range of connectivity solutions for regional businesses and communities which will facilitate more efficient freight movements. Furthermore, the Agricultural Supply Chain Improvement program, which developed from the completed Revitalising Agricultural Freight Network program, is being implemented and is focused on targeted freight infrastructure upgrades which will provide a framework for industry to work closely with State and Commonwealth governments in optimising supply chain efficiencies, improve road safety and community amenity, and facilitate the movement of greater volumes of grain by rail.

6.7: Tasmania

The Tasmanian Government has continued to progress actions under the National Freight and Supply Chain Strategy and is working to build resilience into the transport network and support Tasmanian businesses through current freight and supply chain challenges.

During 2021-22 the combined Tasmanian and Australian Government commitment of \$372 million to the State Roads Capital Investment Program represented a record level of investment in Tasmania's road network.

This has included planning and delivery of road infrastructure projects across the State, including the key Burnie to Hobart Freight Corridor.

The largest transport project in Tasmania's history, the new Bridgewater Bridge, met key milestones during 2021-22. This includes appointment of the project contractor and approval of construction by the independent Major Project Assessment Panel appointed by the Tasmanian Planning Commission. The Tasmanian and Australian Governments have committed \$712.5 million to the project, which is on track for construction to commence later in 2022.

New concept designs for the Port of Devonport were released, with development timed for the arrival of larger Bass Strait vessels set to enter service over the next few years.

Fabrication commenced on the new bulk minerals ship loader at the Burnie Port, with the project scope expanded to include expansion of the Bulk Minerals Export Facility at the Port.

In February 2022 the Tasmanian Government launched the Tasmanian Export Freight Logistics Advisory Service, a service dedicated to supporting businesses to optimise and realign their freight distribution channels.

Data collection for the Tasmanian Freight Survey commenced in mid-2022. The Survey will improve Tasmania's freight data, showing how freight has changed since the last survey was completed in 2017, and will be used to inform future investment decisions.

Going forward, the 2022-23 Tasmanian Government Budget represents an unprecedented level of investment in Tasmania's transport infrastructure, including:

- \$2.7 billion for roads and bridges over the forward estimates including \$712.5 million for 2022-23
- \$229 million over the forward estimates to TasRail for projects including Tranche 4 of the Tasmanian Rail Revitalisation Program, upgrade of bulk minerals Shiploader and upgrade of the Bulk Minerals Export Facility at the Port of Burnie, overhaul of TasRail's legacy locomotives, reconnection of the Bell Bay Line to the wharf and investment in the Melba Line Bulk Minerals Hub.

6.8: Northern Territory

The Northern Territory Government is continuing to implement its Territory-Wide Logistics Master Plan.

The Master Plan was released in 2020 and aims to facilitate increasing the Northern Territory's freight and logistics connections and capacity, and capturing international and domestic trade to support the Territory's economic growth. The Master Plan includes delivery of a number of actions to target priority areas, including infrastructure investment, integrated logistics and land use planning, supply chain positioning, and regulation and safety improvements. The Master Plan forms the Northern Territory's implementation plan under the National Freight and Supply Chain Strategy.

The Northern Territory has a large and diverse number of projects in the development pipeline across the mining and resources, agribusiness and renewable energy sectors. Each of these areas has a demand for freight to support their construction and operations, with existing supply chain capacity highlighted as a constraint to development. A supply chain database has been established to forecast freight demand and provide a detailed evidence base, providing a step change in terms of current operations and capacity over the short term. The database has identified that an increase in capacity is required across the entire freight network including road, rail, storage, warehousing and ports.

In May 2022, the Australian Government announced \$440 million for the Northern Territory to construct Regional Logistics Hubs and enhance capacity and resilience of the network. The Northern Territory Government is working to further define the business case, and an appropriate model for delivery, operations and infrastructure to deliver optimal outcomes for industry and the community.

The Northern Territory Government is also forming an NT Logistics Advisory Council, to act as an industry advisory body to the Territory Government on logistics issues. The Council, which will be made up of key transport and logistics industry representatives, will also provide a mechanism for collaboration to drive intermodal efficiencies and improve the Territory's transport and logistics supply chains.

6.9: Australian Capital Territory

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

The ACT maintains strong relationships with the NSW Government, Canberra Region Joint Organisation local councils, regional producers and the Canberra Airport as a national and international freight hub. The top priority is developing research and delivering infrastructure for the key freight corridors such as the Monaro and Barton Highways, east-west and south-west freight corridors such as Tuggeranong Parkway to ensure a resilient and effective road transport system.



Transfutures Internship Program

Project summary

Queensland's Transfutures Internship Program connects transport and logistics employers and university students. The program showcases careers in industry and highlights the wide variety of opportunities available. Students are hosted in the business for a minimum of 100 hours, where they can apply their knowledge to a real-world task or project. Students are studying a range of disciplines, including logistics and supply chain management, business, sustainability, international business and marketing.

Details at a glance

Action areas	Enable improved supply chain efficiency
Delivery model	Via partnerships with universities and transport and logistics employers
Jurisdiction	Queensland
Timeframe	Annual ongoing program with a new cohort of interns placed each semester/trimester

Closer look

Impact on freight and supply chains

This program is an opportunity to encourage emerging talent to bring their skills to the transport and logistics industry and to enable improved supply chain efficiency. Every placement also raises the profile of careers in transport and logistics amongst student cohorts and the university personnel supporting them – an important workforce marketing opportunity.

The program is an excellent way for industry employers to showcase their business to emerging talent, and to benefit from having a skilled intern working on a project in the business. Many employers have reported the value interns bring when they apply recently gained theoretical knowledge in the practical environment.

For students, the program is a great way for them to launch their careers and make their mark on the modern supply chain. They gain valuable work experience and internships can lead to ongoing employment in the industry.

Benefit	Description
Intended Strategy objective	
Enable improved supply chain efficiency	This program is one part of a suite of actions to promote careers in transport and logistics and the training opportunities available to the potential workforce.
Future project benefits	
Promote training and re-skilling of industry and government workforces appropriate to current and future needs	14 university students completed the program from July 2021 to June 2022, hosted across 12 different transport and logistics businesses. Students were from four different Queensland universities. Areas of the study included logistics and supply chain management, business analytics, marketing, economics, human resources, information technology and international business. Internship opportunities translated to a total of approximately 1400 hours of industry experience.

Project delivery

Participation in the Transfutures Internship Program is increasing each year, with more host employers, more universities and more interns becoming involved. The 14 placements completed from July 2021 to June 2022, represents healthy growth from a former average of six to seven.

Host employers continue to offer ongoing placements from year to year, demonstrating the value they see in the program for their business. The program is growing each year, with more universities and more host employers supporting the program.

Stakeholder engagement

Engaging with Transport and Logistics employers via the Transport and Logistics Workforce Advisory Committee and other industry connections, facilitates the provision of internship placements within the transport and logistics industry.

Working with the Work Integrated Learning teams at universities allows university students to be placed with transport and logistics employers for internship placements that complement their university studies.

Lessons learned

Taking time to match interns' strengths and interests, with employers' current business activities, is an important part of the program, ensuring a positive experience for all involved.

7: Completed actions in 2021-22



Action Area 1: Smarter and targeted infrastructure investment

Area	Completed project	Location
1.1	66 projects were delivered through the Bridges Renewal Program	National
	44 projects were delivered through the Heavy Vehicle Safety and Productivity Program	National
	Sydney Airport road upgrades were completed	NSW
	Under the Western Sydney Infrastructure Plan: <ul style="list-style-type: none"> The Northern Road Upgrade Stage 3 was completed M12 West and M12 Central contracts were awarded The Northern Road Upgrade was completed 	NSW
	Implementation of the NSW Heavy Vehicle Access Policy Framework was completed	NSW
	The Toowoomba Wellcamp Trade Distribution Centre was opened	QLD
	North-South Corridor (South Road-Regency to Pym Street) final works were completed	SA
	The Joy Baluch AM Bridge Duplication was opened to traffic	SA
	The Port Wakefield Overpass was opened to traffic	SA
	The Portrush Road/Magill Road intersection upgrade was completed	SA
	The Main North Road/Nottage Terrace junction upgrade was completed	SA
	Main North/McIntyre/Kings Road intersection upgrade was completed	SA
	The Bulk Export Supply Chain Study was completed	SA
	Stage 1 of the Strzelecki Track Upgrade was completed	SA
1.2	The Northern Australia Beef Roads Program was completed	National
	2,913 projects were delivered through the Roads to Recovery Program	National
	Projects were completed through the Fixing Country Roads Program	NSW
	Projects were delivered through the Saving Lives on Country Roads initiative	NSW
	Three major projects were completed under the Fixing Country Rail Program	NSW
	A number of projects under the Bruce Highway Upgrade Program were completed, including the Cairns South Access Stage 4, Haughton River Floodplain and the Caloundra Road to Sunshine Motorway upgrade	Qld
	The Warrego Highway Upgrade Program was completed	Qld
	Further projects under the Midland Highway 10 Year Action Plan initiative were delivered	Tas
	A feasibility study of a Canberra to Eden railway line was completed	ACT

Area	Completed project	Location
1.3	The Heavy Vehicle Safety Action Plan concluded	Qld
	The Intelligent Transport System enabled rest area trial was completed	Qld
	13 mobile base stations were completed under the Regional Telecommunications Project	WA
	The Freight Vehicle 'Smart Plate' Trial was completed	WA
	Six projects were completed under the Grainbelt Digital Enhancement Program	WA

Action Area 2: Enable improved supply chain efficiency

Area	Completed project	Location
2.2	The Queensland Transport and Logistics Workforce Marketing Strategy 2022 - 2024 was published	Qld
2.3	Development of Stage 2 of the Advanced Train Management System was completed	National
	The 10-year Zero Emission Vehicle (ZEV) Strategy and Action Plan was published	Qld
	The Real Time Traffic Congestion Management System was completed	Tas
2.4	The National Road Safety Strategy was published	National
	The Freight and Servicing Last Mile Toolkit was published	NSW

Action Area 3: Better planning, coordination and regulation

Area	Completed project	Location
3.1	The Delivery Service Plan and Urban Freight Forecasting Model were published	NSW
	The Dangerous Goods Transport Policy was completed	NSW
	Implementation of the NSW Heavy Vehicle Access Policy Framework was completed	NSW
	The Victorian Commercial Ports Strategy was approved	Vic
	The Roads 2040 Regional Development Strategies were endorsed by all Regional Road Groups	WA
3.2	The Rolling 10 Year Tasmanian Infrastructure Pipeline was released	Tas
3.3	The Le Fevre Peninsula Master Plan was completed	SA

Action Area 4: Better freight location and performance data

Area	Completed project	Location
4.1	The Inland Rail Freight Corridor Survey was completed	National
	The National Location Registry was launched	National
	Austrroads project Road Authority Data for Connected and Automated Vehicles was completed	National
	Data collection for the Commercial Vehicle Survey was completed	WA
	An improvement project was implemented on the Data WA Portal	WA

Inland Rail Interface Improvement Program

Project summary

The Commonwealths \$44 million Inland Rail Interface Improvement Program (the Program) is assisting industry, communities, and state and local governments to develop project ideas with the potential to enhance supply chain productivity through better connections between Inland Rail and existing/new freight infrastructure.

The Program allocates specialist advisors from an Ernst and Young Australia-led consortium to work with proponents to further develop their ideas into robust feasibility studies and strategic business cases.

The Australian Government has supported the development of 38 eligible project proposals through the Program.

Details at a glance

Action areas	Smarter and targeted infrastructure investment
Delivery model	The Program positions Government as a platform for local infrastructure planning that can capitalise on national network enhancements. The administered funding for the Program enabled the Department of Infrastructure, Transport, Regional Development, Communications and the Arts to contract specialised business case development services. The expertise of the specialised business case advisors was matched with project proponents to support the development of business cases and feasibility studies for eligible project proposals.
Jurisdiction	Eligible proposals were supported in Queensland, New South Wales and Victoria. A list of project proposals is available online from Inlandrail.gov.au
Financial	\$44 million
Timeframe	2019 – 2023

Closer look

Impact on freight and supply chains

In 2022, five proposals had progressed through the gateway assessment process and completed a strategic business case including proposals from:

- Transport for New South Wales (NSW) – investigating whether an improvement to the axle load limit on the NSW country rail line between Stockinbingal and Griffith could enhance interoperability – supporting freight rail operations through to the regional hubs of Griffith and Temora.
- Narrabri Shire Council – to consider connections between the Northern NSW Inland Port and Inland Rail and determine whether these enhanced connections, including an upgrade to the Walget Branch line, could support supply chain efficiencies.
- Wagga Wagga City Council – investigating whether upgrades to the Riverina Freight and Logistics (RiFL) Hub that will transfer containers between road and rail at that Special Activation Precinct could increase Inland Rail freight coming on and off the line.
- Transport for New South Wales – investigating whether an improvement to the axle load limit on the NSW country rail line between Narromine and Dubbo could enhance interoperability – supporting freight rail operations through to the regional hubs of Dubbo, Narromine, Nyngan and Cobar.
- Warrumbungle Shire Council – to consider opportunities to enhance market access and encourage more freight on rail by reinstating 10km of rail line connecting the Baradine Grain Silos to Inland Rail.

While the Program does not guarantee or provide funding for projects to progress to a design and construction phase, working with special advisors during the development of business cases has reportedly uplifted capability and enabled skills transfer for local governments. The development of a strategic business case for a proposal has also helped local organisations, governments and communities to make a case for further investment.

What the program has meant for local councils

Council appreciated being a part of the original fast-tracked Interface Improvement Program (IIP)... I felt that the depth of resourcing, staffing and contacts provided through the Program ultimately produced a detailed, qualified and professional final Strategic Business Case document. Council is resolute in its vision to develop its Northern NSW Inland Port to maximise the strengths of the area and act as a catalyst for a future diversity of industry. Council believes that a critical component of the success of the Northern NSW Inland Port is this Interface Connection to the nation building Inland Rail Infrastructure and that this document is an important part of this process.

— Bill Birch, Manager Economic Development, Narrabri Shire

Benefit	Extent realised	Description
Intended Strategy objective		
Smarter and targeted infrastructure investment	Most benefits realised	More than 38 eligible proposals for enhanced freight connections and local upgrades to capture efficiencies through national rail infrastructure are being developed and tested through best practise infrastructure gateway assessment.
Enable improved supply chain efficiency	Reasonable benefits realised	Through support from the Program, potential supply chain efficiencies are being considered and quantified at the local level. Realising the potential benefits of these proposals is contingent on the proponents attracting and securing capital funding.
Better planning, coordination and regulation	Most benefits realised	The process of undertaking feasibility studies and developing strategic business cases through the Program demands consideration of transport and land use planning within a region and proposals largely seek to identify and facilitate movements between modes.

Freight productivity and enhancement proposals under investigation

As at 30 June 2022, 11 proposals outlined below had progressed through the program's gateway assessment process:

- 5 proposals had finalised at the completion of a strategic business case
- 6 proposals were finalised at the completion of a pre-feasibility study

27 proposals continue to progress through the gateway process.



RAIL NETWORK NATIONAL ROAD RAIL NETWORK
 not to scale. 4 May 2021.

Appendix A: Progress report



Introduction

This progress 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. The initiatives are grouped by action areas outlined in the Strategy and National Action Plan, namely:

Smarter and targeted infrastructure investment	Enable improved supply chain efficiency	Better planning, coordination and regulation	Better freight location and 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.

Action Area 1: Smarter and targeted infrastructure investment

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Action Area 1.1

97

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Action Area 1.2

111

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Action Area 1.3

126

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Action Area 1.4

133



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	Infrastructure Investment Program	Cth	2022-23 - 2031-32	Under the Infrastructure Investment Program (IIP), the Australian Government has committed \$84.8 billion towards land transport infrastructure across Australia over the 10 years from 2022-23. Under the Infrastructure Investment Program, as at July 2022, there are currently more than 300 projects underway totalling more than \$34 billion in Australian Government funding. The IIP also provides more than \$7 billion over 10 years from 2022-23 for smaller projects in programs such as Roads to Recovery, Black Spots, Bridges Renewal and the Heavy Vehicle Safety and Productivity Program, which support over 10,000 active projects.
2	Urban Congestion Fund	Cth	2022-23 - 2031-32	The Urban Congestion Fund (UCF) is a \$3.5 billion component of the Infrastructure Investment Program which supports upgrades to the urban road network and reducing congestion. Under the UCF, a total of \$2.7 billion has been allocated to specific projects, and the UCF currently has 143 projects with 181 separately identifiable packages of work.
3	Roads of Strategic Importance	Cth	2022-23 - 2031-32	Roads of Strategic Importance (ROSI) is a \$4.67 billion initiative delivered under the Infrastructure Investment Program. Funding has been allocated to 29 significant freight and tourist routes (corridors) across Australia, and 33 other ROSI initiatives (comprising of 47 individual projects). As at 29 March 2022, 47 projects are under construction, with seven scoping and development projects underway. A further 43 projects are expected to commence shortly. These figures include projects identified from consultations that are in early stages of planning with delivery partners and some will be expected to commence construction in 2022, including on corridors in South Australia, Victoria and New South Wales.

No.	Initiative	Jurisdiction	Timeframe	Progress
4	Bridges Renewal Program	Cth	Ongoing	The Australian Government is committing at least \$85 million per year to this ongoing program. Projects funded include replacing old bridges with new bridges, bridge strengthening, bridge widening and replacement of existing water crossings. In 2021-22, 66 projects were delivered through the Bridges Renewal Program.
5	Major Project Business Case Fund	Cth	2022-23 - 2031-32	The Major Project Business Case Fund is part of the Infrastructure Investment Program, which is currently investing in over 780 active major projects, which represent more than \$76 billion over 10 years from 2022-23.
6	Heavy Vehicle Safety and Productivity Program	Cth	Ongoing	The Australian Government is committing at least \$65 million per year to this ongoing program. Projects funded under the program include rest areas, parking/decoupling bays, road enhancements including overtaking lanes, and technology trials, public road-related livestock transport industry proposals, and livestock collection/treatment facilities associated with public roads. In 2021-22, 44 projects were delivered through this program.
7	Western Sydney Infrastructure Plan	Cth, NSW	5 - 10 years	The Australian and NSW Governments jointly funded a \$4.4 billion road investment program for Western Sydney that will provide better road linkages within Western Sydney, deliver a quality surface transport network and ensure the efficient movement of passengers, employees and freight, when the Western Sydney International (Nancy-Bird Walton) Airport opens in 2026. Progress includes: <ul style="list-style-type: none"> • June 2022 – The Northern Road Upgrade Stage 3 was completed. • April 2022 – M12 West and M12 Central contracts awarded. • November 2021 – The opening to traffic of the Stage 5 upgrade marks full completion of The Northern Road Upgrade, almost a year ahead of schedule. • August 2021 – Tenders issued for M12 Motorway West and Central packages. • Local Roads Package – Round 1 (7 projects) and Round 2 (12 projects) are complete. In Round 3, 6 projects are underway and 6 are complete. In Round 4, 13 projects will commence construction in late 2022 and be complete by June 2024. • M12 Motorway – construction to commence in August 2022 and be complete by December 2025.
8	Port Botany Rail Line Duplication	Cth	2019 - 2024	Following an announcement by the Australian Rail Track Corporation in July 2021 that it had awarded two major contracts, site mobilisation works for construction of both the Port Botany Rail Duplication and Cabramatta Loop commenced in September 2021. Construction completion is forecast to occur in the third quarter of 2024.
9	Southern Highlands Overtaking Opportunities	Cth	2021 - 2024	The project will allow 1,800 metre freight trains to be overtaken by faster services, improve the reliability and efficiency of freight rail between Melbourne and Sydney, reduce transit times, and encourage a mode share shift from road to rail. The main contract award is expected in the second quarter of 2023, with construction works forecast for completion by late 2024.
10	Western Sydney International (Nancy-Bird Walton) Airport	Cth	2017 - 2026	The delivery of the Western Sydney International (Nancy-Bird Walton) Airport is 33 per cent complete (end June 2022), and on track to commence operations in late 2026. As part of the airport development, WSA is progressing early work on a potential cargo precinct, including a market expression of interest process in 2021 to inform the precinct.

No.	Initiative	Jurisdiction	Timeframe	Progress
11	Development of Inland Rail terminals in Melbourne and Brisbane	Cth, Vic, Qld	2019 - 2027	In May 2022, the government announced \$3.1 billion towards the Melbourne Intermodal Terminal Package. This supports both a terminal in Beveridge (commitment of \$1.2 billion) and Truganina (commitment of \$740 million), as well as the required road connections (commitment of \$1.2 billion). The Queensland Intermodal Terminal detailed business case has been drafted, including the preferred location, operating models and financing options however further work is required to finalise the business case. An option to purchase land at Beveridge has been executed by the Commonwealth while negotiations with the Victorian Government continue on the intermodal terminals strategy.
12	Moorebank Intermodal Terminal	Cth	2012 - 2025	The Import-Export Terminal at the Moorebank Logistics Park has been delivered and is operating. Despite earlier delays relating to development approvals and design work, a number of issues have now been resolved and progress continues to be made, with 51 percent of the precinct complete. Construction of the Moorebank Intermodal Terminal has also commenced and the project remains on track for delivery by March 2025.
13	Upgrades to port infrastructure in the external territories	Cth	2016 - 2023	In 2021-22, the Australian Government worked with the Norfolk Island Regional Council and lighter crew to source two modern vessels that will enhance the safety and efficiency of lighterage operations. The Australian Government has committed \$10.1 million in 2022-23 towards infrastructure that will support the delivery of shipping containers to Norfolk Island. For the Indian Ocean Territories, the Australian Government continues to support the replacement of aging infrastructure to ensure the delivery of freight to the Islands.
14	Inland Rail intermodal terminals planning	Cth, Vic	Ongoing	The Australian and Victorian governments are currently undertaking further work considering intermodal terminal requirements in Melbourne including to support Inland Rail. See Western Interstate Freight Terminal and Development of Inland Rail terminals in Melbourne and Brisbane under Action 1.1 and the Inland Rail Interface Improvement Program under Action 1.2.
15	Southern Sydney Freight Line	ARTC, NSW	0 - 2 years	This project, delivered by the Australian Rail Track Corporation, 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 underway and is due to be delivered in 2024.

New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
16	Outer Sydney Orbital	NSW	5 - 10 years	The Outer Sydney Orbital is a proposed 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 next stage of the project involves Transport for NSW working with the NSW Department of Planning and Environment as part of the ongoing planning for the Greater Macarthur Growth Area.

No.	Initiative	Jurisdiction	Timeframe	Progress
17	Western Sydney Freight Line	NSW	5 - 10 years	<p>The Western Sydney Freight Line will provide for a future transport link, and will benefit local communities and industry by:</p> <ul style="list-style-type: none"> • Providing for a dedicated freight rail connection between Port Botany and the Western Parkland City. More than 80% of import containers from Port Botany have an origin or destination in the Western Parkland City. • Supporting the movement of containers and bulk freight by rail across Greater Sydney. • Providing for freight rail connections to serve employment lands and future industries across the Western Parkland City. • Freeing up capacity on the Main West Line to accommodate more passenger rail services. • Connecting the Eastern Harbour City, Central River City and Western Parkland City through improved freight rail services. • Reducing the growth in road congestion on the Sydney Road Network with more options to move goods. • Creating access to the future Western Sydney Intermodal Terminal in the Mamre Road Precinct. <p>A strategic business case (SBC) is currently being developed which is jointly funded by the New South Wales Government and Australian Government. The SBC is expected to be completed by late 2023, with the final business case forecast to be completed in late 2025. These business case activities will allow further development of project justification and project scope to inform a decision on funding and delivery timeframes.</p>
18	Lower Hunter Freight Corridor	NSW	5 - 10 years	<p>Transport for NSW is consulting on a recommended corridor option for the Lower Hunter Freight Corridor which will provide for a future dedicated freight rail line between Fassifern and Hexham, bypassing the Newcastle urban area. Separating rail freight from the passenger rail line is a NSW Government initiative to reduce network congestion on the rail network across Newcastle, and improve travel times and reliability for both rail freight and passenger rail services.</p>
19	Sydney Gateway	NSW	3 - 5 years	<p>This project will link St Peters Interchange to Sydney Airport's International and Domestic Terminals. Sydney Gateway will provide a new route for around 10,000 trucks a day. This will divert trucks from local streets in Mascot by providing an alternative route, reduce travel times and congestion, and return local streets to the community. Sydney Gateway will help to ease congestion and improve journey times for freight to and from Port Botany. The new flyover into the domestic terminals will provide dedicated access to Sydney Airport, separating vehicles heading to the airport from traffic travelling to Port Botany. Construction is underway for completion by end 2024.</p>
20	Pacific Highway Improvements	NSW	0 - 5 years	<p>The 14-kilometre Coffs Harbour bypass project is a priority for the Australian and NSW governments as the Pacific Highway is a major contributor to Australia's economy. The project's objectives of improving road safety, delivering road freight efficiency for heavy vehicles and easing congestion all meet the NSW Government's Future Transport Strategy 2056. The NSW Government has announced the contract is awarded to Ferrovial Gamuda Joint Venture. Major construction will start next year with the bypass being delivered using a single design and construct contract to ensure innovation, efficiency and value for money in the delivery of the project. The project includes the three tunnels at the major ridgelines, as per the environmental planning approval. The Australian and NSW Governments have committed \$2.2 billion, for one of the biggest projects in the Coffs Harbour region ever. Important early work for the bypass has been completed over the last 18 months, including at-house noise treatments, relocating essential</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
				utilities, structural removals and environmental work so major construction can hit the ground running. Major work is expected to start around March 2023, weather permitting, with site establishment and construction. The bypass is expected to be open to traffic from late 2026, with construction complete in late 2027.
21	Easing Sydney's Congestion	NSW	Ongoing	<p>The NSW Government is continuing to deliver projects to improve freight flows and increase capacity across the Sydney Metropolitan Network. Key initiatives currently in progress include the NSW Government's commitment of over \$825 million to Pinch Point programs, which aim to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads, particularly during weekday peak periods. The Australian Government has contributed \$120 million towards the Pinch Point Program, with key works on intersection upgrades underway. Since 2016, the Easing Sydney's Congestion Program has delivered:</p> <ul style="list-style-type: none"> • The \$225m Pinch Point Program, which has delivered 163 projects and initiatives, comprising of 62 Pinch Points intersection upgrade projects, 33 variable message signs and 68 closed circuit televisions. • The \$300m Urban Road Pinch Point Program, which has delivered over 40 projects, comprising of 28 Pinch Points projects, 15 variable message signs and 6 closed circuit televisions. There are two remaining Pinch Points Projects which will be completed in the 2022-23 financial year. • The \$300 million Gateway to the South Program, which has delivered 14 of 15 intersection upgrades with the final project to be completed in the 2022-23 financial year.
22	Capacity upgrade to Foreshore Road at Port Botany	NSW	3 - 5 years	Investigations have commenced at key international gateways to improve access and freight efficiency between Port Botany, Kingsford Smith Airport and the Sydney motorway network.
23	Newell Highway Upgrades	NSW	5 - 10 years	<p>This project involves upgrades to the Newell Highway including safety infrastructure upgrades and capacity improvements (overtaking lanes and town bypasses), flood immunity upgrades and investigation of where Performance Based Standards 3A vehicle access can be increased in the vicinity of the Newell Highway. The project is funded by the NSW and Australian Governments. Works completed include:</p> <ul style="list-style-type: none"> • Newell Highway and Mitchell Highway Intersection Upgrade Dubbo • Grong Grong Realignment • West Wyalong Heavy Vehicle Alternate Route • Trewilga Realignment • Mungle Back Creek Heavy Duty Pavement Upgrade <p>Further works underway and in planning include:</p> <ul style="list-style-type: none"> • Parkes Bypass – underway expected completion by 2024 • Overtaking lanes – delivering about 40 additional overtaking lanes and various safety upgrades • New Dubbo Bridge • Narrabri to Moree Heavy Duty Pavement Upgrade • North Moree Heavy Duty Pavement Upgrade • Newell Highway and Oxley Highway Upgrade • West Wyalong to Forbes Flood Immunity

No.	Initiative	Jurisdiction	Timeframe	Progress
24	M1, Hexham, Raymond Terrace Upgrades	NSW	5 - 10 years	This project will upgrade the efficiency of strategic national freight route connections between the New England Highway, Hunter Expressway, M1 Pacific Motorway at Black Hill, and the Pacific Highway at Raymond Terrace. In June 2022, Transport for NSW published a Submissions Report in response to submissions made on the Environmental Impact Statement during public exhibition in July and August 2021, and project approval is expected in late 2022. Additionally, tenders for construction were called in April 2022, with construction expected to commence in mid-2023.
25	Developing and updating regional and district plans	NSW	Ongoing	This initiative is ongoing as Transport for NSW continues 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, Western Sydney Airport and Newcastle Port. Key projects include: <ul style="list-style-type: none"> • The rezoning of the Mamre Road precinct, protecting the Intermodal Terminal in Western Sydney • Further integrated freight planning with the Western Parkland City Authority • Partial protection of the Western Sydney Freight Line. Further protection work is due to be undertaken on the line and the Outer Sydney Orbital.
26	Western Sydney Fuel Pipeline to the Western Sydney Airport	NSW	10+ years	The Western Sydney Fuel Pipeline to the Western Sydney Airport project will evaluate options for transporting other bulk liquids by pipeline to maximise the value of the proposed infrastructure. A multi-agency approach is being developed for this project.

Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
27	Melbourne Port Rail Shuttle	Cth, Vic	2017 - 2023	The Port Rail Shuttle Network project is underway to construct railway infrastructure to enable an integrated system of intermodal terminals to link the Port of Melbourne by the existing rail network. The Project will allow more freight to be moved by rail instead of by road. The Australian and Victorian Governments are investing \$58 million to 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 (from the \$58 million) while works on private land will be funded by private sector capital co-investments. Work to construct three suburban intermodal terminals, located at Altona, Dandenong South and Somerton, is well underway. The development of an on-dock terminal at the Port of Melbourne will remove the current internal road leg that containers still require within the Port when using rail – a significant efficiency gain. By 2050, the Port Rail Shuttle Network is planned to be moving 30 per cent of containers from the Port of Melbourne by rail, avoiding millions of truck trips on roads each year. Port rail shuttles are expected to progressively start running from late 2022.

No.	Initiative	Jurisdiction	Timeframe	Progress
28	West Gate Tunnel	Vic, Industry	2018 - 2025	Work is progressing on the widening the West Gate Freeway, building the city connections and on the tunnel portals. The West Gate Tunnel Project will deliver a vital alternative to the West Gate Bridge. In December 2017, Victoria and the Transurban Group entered a public private partnership contract for the Transurban Group to build, operate and maintain the West Gate Tunnel project. Commercial settlement on the West Gate Tunnel Project was executed on 23 March 2022, resolving a number of matters in relation to the project. The commercial settlement revised the project completion date to late 2025.
29	Western Interstate Freight Terminal	Vic	Ongoing	The Victorian Government has contributed \$6.1 million output funding in 2022-23 to progress further planning and development activities for the Western Interstate Freight Terminal (WIFT) and its associated rail connection to the interstate rail freight network via the Outer Metropolitan Ring Southern corridor. In parallel the Victorian Government continues to engage with the new Commonwealth Government to advocate for Commonwealth funding which supports the development of WIFT. The current delivery timing for WIFT is expected to be in the late 2020's, subject to Government decision timings and funding allocations. The timing may also be influenced by any outcomes of the Inland Rail review that the Commonwealth Government has committed to.
30	North East Link	Cth, Vic	Ongoing	<p>North East Link will take thousands of vehicles off local roads and deliver significant travel time savings, increasing the capacity of Melbourne's freight network. North East Link will connect with Melbourne's existing freeways, providing continuous traffic flow conditions for long distance travel across and through Melbourne, with links to key parts of the arterial road network. Construction is underway and two giant tunnel boring machines have been ordered to help build North East Link's 6.5km road tunnels, which will be ready for tunnelling in 2024.</p> <p>In addition to providing a safe and efficient freeway connection, North East Link will:</p> <ul style="list-style-type: none"> • Build Victoria's longest road tunnels to connect Melbourne's north and east • Complete the M80 Ring Road • Upgrade the Eastern Freeway with additional lanes and new technology, resulting in considerably faster trips • Deliver a new busway with dedicated express bus lanes along the Eastern Freeway, resulting in up to 30 per cent faster trips from Doncaster towards the city • Deliver 34 kilometres of walking and cycling paths.

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
31	Smart Motorway	Qld, NSW	Ongoing	<p>Queensland continues to invest and deploy Smart Motorways technologies on key motorway road corridors in the South East Queensland road network. Notable Queensland examples include:</p> <ul style="list-style-type: none"> • The Pacific Motorway (M1) Varsity Lakes to Burleigh upgrade (construction completed) using Smart Motorways technologies help to reduce 'stop-start' travel, improve safety and provide more predictable travel times for motorists. • The Bruce Highway – Pine River to Caloundra Road Smart Motorways (Stage 2): <ul style="list-style-type: none"> • the business case was completed in November 2020. Detailed design activities are now underway for the Smart Motorways Stage 2 project • as part of the design phase, some preliminary early works activities have commenced. These works include the installation of Wireless Traffic Sensors (WTS) at priority locations along the 60-kilometre stretch of the Bruce Highway and at other locations of the adjoining network. WTS use Bluetooth technology that anonymously identify individual cars as they pass a sensor location, and are used to monitor travel times, traffic flow and speed. These additional sensors will provide the coverage and resolution necessary to accurately monitor the performance of the highway in real time.
32	Toowoomba Wellcamp and Cairns Airports Regional Airport Distribution Centre Pilots	Qld	Completed	<p>The Toowoomba Wellcamp Trade Distribution Centre was officially opened on 27 July 2021 by the Treasurer and Minister for Investment. The 4000 square metre facility comprises of 1500 square metres of state-of-the-art refrigerated storage, freezer rooms and temperature-controlled transit areas, as well as large ambient transit and covered external storage areas. The facility opens up international markets for graziers and growers, exporting premium goods including, beef, dairy products, fresh fruit and vegetables, pork and packaged nuts.</p>
33	Yamala Hub	Qld	Ongoing	<p>Construction of enabling infrastructure is complete and the Queensland Government's financial commitment to this project has been finalised. Containerised grain and cotton grown in Central Queensland (CQ) is expected to be flowing to the Port of Brisbane on regular, and direct, rail services when the CQ Inland Port opens in September 2022. Two train services per week from the intermodal facility at Yamala near Emerald will run to the Port of Brisbane from the rail terminal and packing plant, and each rail service will have the capability to carry 78 20-foot containers.</p>
34	Bruce Highway, Warrego Highway, Gateway Motorway and Pacific Motorway upgrades	Qld	2013 - 2028	<p>Work continues to progress projects committed on the Bruce Highway, Warrego Highway, Gateway Motorway and Pacific Motorway.</p> <ul style="list-style-type: none"> • The 2020–21 State Budget and the 2021–22 Federal Budget confirmed a jointly-funded \$500 million (80% Federal:20% State) additional commitment for Bruce Highway upgrades. • The 2021–22 State Budget also confirmed an additional \$200 million Queensland Government contribution commencing in 2024–25 towards proposed joint investment on the Bruce Highway of \$1 billion per annum (80:20 federal:state funding basis).

No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> Planning is underway for upgrades to Gateway Motorway and the Bruce Highway, from North Brisbane to Moreton Bay Region. The jointly-funded \$2.1 billion (80:20) project includes upgrading of the Gateway Motorway (Bracken Ridge to Pine River), Bruce Highway (Gateway Motorway to Dohles Rocks Road), Gympie Arterial Road (Strathpine Road to Gateway Motorway), north-facing ramps at Dohles Rocks Road and North South Urban Arterial between Dohles Rocks Road and Anzac Avenue. The \$5.22 billion Pacific Motorway M1 upgrade program is underway, including Coomera Connector Stage 1, Daisy Hill to Logan Motorway, Eight Mile Plains to Daisy Hill and Varsity Lakes to Tugun upgrades. Action 1.2 provides advice regarding the Warrego Highway and Bruce Highway upgrade programs.

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
35	Development of the Kenwick Intermodal Terminal	WA	Short term	Arc and IMG have agreed commercial terms in principle for IMG to become the operator of the Kenwick Intermodal Terminal (IMT). Arc and IMG will now work towards a final commercial agreement, enabling Arc to commence the design and construction of Kenwick IMT. Completion is targeted for July 2023. Funding contributions are being made by the State and Federal Governments.
36	Swan River Crossings, Replacement of the Fremantle Traffic Bridge (road and rail)	WA	Medium term	The Swan River Crossings project design and construction is being delivered through an alliance made up of Arup, Laing O'Rourke, WSP and Main Roads Western Australia. The Alliance Contract was awarded in January 2021, and detailed design development and pre-construction work is underway. A new concept design for the southern landing of the new Fremantle Traffic Bridge and where it connects to the existing transport network is being developed. A final bridge design is anticipated in late 2022 with construction estimated to go from 2022 to 2025. Additional funding of \$50 million was granted from the 2022-23 State and Federal budgets.
37	Commence road upgrades: Wheatbelt, Mid-West and Gascoyne Regions	WA	Medium term	WA has identified improvements to key supply chain networks to support freight efficiency and improved Restricted Access Vehicles and Performance Based Standards vehicle access. The Federal and State Governments have committed \$50 million under the Freight Vehicle Productivity Improvements Program to implement freight improvements on the State road network commencing in 2021/22, with \$20.32 million in Phase 1 (2021-22 and 2022-23) and \$29.68 million in the following years.
38	Plan for Container Freight Staging Facilities	WA	Medium term	The WA Government continues to work with road transporters to identify allowable vehicle combinations and approved heavy vehicle routes. A scoping paper is currently in development with the Freight and Logistics Council to consider the use of larger vehicle combinations for the port freight task. The scoping paper will be progressed with industry in 2022-23 to determine the parameters to a potential trial. Further work is being undertaken to increase the capacity of the metropolitan freight rail network through the development of new intermodal terminals. This work is closely aligned with work being undertaken by Westport on landside logistics.

No.	Initiative	Jurisdiction	Timeframe	Progress
39	State Infrastructure Strategy (new)	WA	2020 - 2023	Infrastructure Western Australia has released Foundations for a Stronger Tomorrow, Western Australia's first State Infrastructure Strategy. The Strategy outlines the State's significant infrastructure needs and priorities over the next 20 years and addresses a broad range of sectors and cross-cutting themes to identify both build and non-build solutions, such as policy reforms and priority projects and programs.
40	Heavy Vehicle Safety and Productivity Program	WA	Ongoing	The Heavy Vehicle Safety and Productivity Program (HVSPP) is an Australian Government initiative to fund infrastructure projects that improve productivity and safety outcomes of heavy vehicle operations through the provision of driver fatigue management rest areas and enhancement of heavy vehicle networks across Australia. The HVSPP is continuing to provide funding from the Australian and Western Australian Government in delivering projects in improving heavy vehicle safety and productivity by mostly constructing rest areas and Road Train Assembly Areas. From Round 1 to Round 7 and current ongoing HVSPP program a total of \$75.50 million has been allocated for 70 projects to improve the State road network. All 63 projects funded up to round 6 have been completed. Two round 7 projects are in progress. Another 5 projects have been recently approved under the ongoing HVSPP.

South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
41	20 Year Infrastructure Strategy and 5 Year Capital Intentions Statement	SA	Ongoing	The following items from 2021 Capital Intentions Statement are now listed as follows: <ul style="list-style-type: none"> • Truro Bypass, action 1.2 Roads of Strategic Importance • Augusta Highway, new item actions 1.1 and 1.2 • Infrastructure development on Le Fevre Peninsula, new item action 1.1
42	North-South Corridor Business case - remaining sections	SA	Ongoing	Reference design for remaining section from Torrens to Darlington developed and under review. Project cost estimates will be finalised on completion of the final business case.
43	Kangaroo Island Ferry Service Tender	SA	Ongoing	Following completion of a competitive market tender a 25-year contract has been awarded to SeaLink Marine & Tourism commencing in mid-2024. The new contract will see the delivery of two larger, 59.7m vessels and will support fare reductions for Island residents and an anticipated 37% reduction in freight cost per lane metre.
44	North-South Corridor: South Road-Regency to Pym Street	SA	Completed	Final works were completed in late 2021.

No.	Initiative	Jurisdiction	Timeframe	Progress
45	Joy Baluch AM Bridge Duplication	SA	2019 - 2022	New bridge opened to traffic in May 2022. The original bridge is undergoing upgrades/refurbishment with a target completion of late 2022.
46	Port Wakefield Overpass and Highway Duplication Project	SA	2020 - 2022	The overpass opened to traffic in December 2021 and the Port Wakefield southbound bypass opened to traffic in March 2022. The target completion of the Port Wakefield duplication is late 2022. Further Augusta Highway duplication north of Port Wakefield will be reported under the Augusta Highway duplication Port Wakefield to Lochiel initiative.
47	Main South Road Duplication Stage 1	SA	2020 - 2024	Major construction works commenced April 2022.
48	Portrush Road/Magill Road intersection upgrade	SA	Completed	Opened to traffic in November 2021.
49	Cross Road/Fullarton Road	SA	2020 - 2022	Major construction works commenced with a target completion of late 2022.
50	Torrens Road (Ovingham) level crossings	SA	2020 - 2022	New bridge opened to traffic in June 2022, target completion March 2023.
51	Glen Osmond/ Fullarton Road intersection upgrade	SA	2020 - 2022	Service relocation commenced with a target construction completion of late 2022.
52	Main North Road/ Nottage Terrace junction upgrade	SA	Completed	Opened to traffic in November 2021.
53	Main North/ McIntyre/Kings Road intersection upgrade	SA	Completed	Opened to traffic in September 2021.
54	Victor Harbor Road duplication – Main South Road to McLaren Vale	SA	2020 - 2024	Major earthworks commenced with a target completion of mid-2024.

No.	Initiative	Jurisdiction	Timeframe	Progress
55	Bulk Export Supply Chain Study	SA	Completed	Completed
56	Commodity Supply Chain Study (new)	SA	2021 - 2022	This will build on learnings from the Bulk Export Supply Chain Study to investigate livestock, dairy, wine, timber and fruit and vegetable supply chains. Studies complete, outputs will inform development of freight strategy, High Productivity Vehicle access development and future investment programs.
57	Augusta Highway Duplication, Port Wakefield to Lochiel (new)	SA	2021 - 2024	The duplication of the Augusta Highway will correct deficiencies in road geometry, improve safety and operational efficiency and maximise freight vehicle productivity. Design progressing and earthworks commenced. Target completion in 2024.
58	Augusta Highway Duplication, Port Pirie to Crystal Brook (new)	SA	2021 - 2024	The duplication of the Augusta Highway will correct deficiencies in road geometry, improve safety and operational efficiency and maximise freight vehicle productivity. Draft business case prepared for submission.
59	Infrastructure development on Le Fevre Peninsula (new)	SA	Ongoing	Develop road infrastructure to support committed defence sector growth while maintaining freight efficiency and supporting future increases in High Productivity Vehicle Access. The Australian and South Australian Governments committed a total of \$100 million for works (50:50 funding split) in the 2022 Budget process. Road projects involve installation of two sets of traffic signals at Victoria Road intersections with Veitch Road and Pelican Point Road (including realignment to support future Performance Based Standards Level 4A access). Planning and design commenced.
60	Strzelecki Track Upgrade (new)	SA	Ongoing	Upgrade and seal the Strzelecki Track to improve the reliability of the route and reduce the impact of inclement weather events. The Australian and South Australian governments have jointly funded (80:20 funding split) the \$215 million upgrade and sealing of the Strzelecki Track. Stage 1 of the upgrade, which upgraded the sections between Lyndhurst to Yeralina Creek (74km) and Innamincka to Dillon's Highway (10km) was completed in late 2021. The first section of Stage 2, which stretches from Moomba heading south to Strzelecki Creek Crossing (93km), is currently under construction with completion of this section expected in late 2022, weather permitting. The section of the Strzelecki Track, locally known as Dillon's Highway (41km) is also under construction and is also expected to be completed in late 2022, weather permitting. The remaining section, locally known as Della Road (50km) is currently in the design phase. Stage 3 of the upgrade, which incorporates the section between Cobblers Sandhills to Yeralina Creek (153km) is currently in the planning phase. This process includes undertaking environmental and heritage studies and investigations. Once plans have been finalised for this stage, more information will be released.

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
61	Tasmanian Integrated Freight Strategy	Tas	Ongoing	The Tasmanian Integrated Freight Strategy delivers 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. Initiatives are ongoing.
62	Burnie to Hobart Freight Corridor Strategy	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. Consultation has been finalised on improvements to the Bass Highway between Launceston and Devonport. The Australian Government has committed \$40 million and the Tasmanian Government has committed \$10 million, to the upgrades between Launceston and Devonport. See below for updates on the New Bridgewater Bridge and delivery of the Midland Highway 10 Year Action Plan.
63	Hobart Airport Interchange Upgrade	Cth, Tas	2017 - 2023	The Tasmanian and Australian Governments have committed \$30 million to construct a four-lane interchange to replace the Hobart Airport roundabout. The new interchange will support future growth in traffic volumes and freight movements and improve safety. Construction of the interchange has progressed and is due for completion in Autumn 2023.
64	Urban Congestion Fund	All	Ongoing	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 include the Hobart Congestion Package, with priority given to the Northern Suburbs Transit Corridor and Hobart Intelligent Transport Solutions. A transport mode study for the Northern Suburbs Transit Corridor was completed in 2020. A condition assessment and corridor growth strategy are currently underway.
65	Roads of Strategic Importance	All	Ongoing	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 • Murchison Highway • Lyell Highway – Queenstown to Strahan The Tasmanian Government has provided \$133 million in matching funding.
66	Cooee Bottleneck	Cth, Tas	Ongoing	The Tasmanian Government is implementing priority projects identified in the Australian Government funded Cooee to Wynyard Planning study, including replacement of the Cam River Bridge. The Bridge replacement, together with road realignment and overtaking facilities, commenced in early 2022 and works are forecast to be complete in late 2023.
67	Tasman Highway Sideling	Cth, Tas	Ongoing	Planning to upgrade the Tasman Highway Sideling is underway, with first stage construction scheduled to commence in 2022.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
68	Parkes Way and Tuggeranong Parkway improvements	ACT	Medium term	A study has commenced to develop corridor studies for Parkes Way and the South West corridor, which consists of Tuggeranong Parkway and Drakeford Drive. The corridor study will seek to develop and assess infrastructure upgrade options in order to develop short-term, medium-term and long-term priorities for each corridor and this will form the corridor plans. The development of the corridor plans will consider all objectives for the road network, such as traffic, public transport, active travel and freight connectivity. The corridor study is expected to be completed by the end of 2022 and it is expected that the agreed high priority infrastructure upgrade options will progress to preliminary design phase. Delivery of any such infrastructure upgrade options is subject to acquisition of further funding.
69	Monaro Highway Upgrade Program	ACT	Medium term	A corridor 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. The first of these projects, safety improvements on the Monaro Highway near the NSW border, was completed and opened to traffic in mid- 2020. Early utility relocation works are nearing completion on the next major package of works, a grade separated partial interchange at Lanyon Drive/Monaro Highway. Main civil works are expected to commence in mid-2023 and continue through to early 2026.

Northern Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
70	Katherine Logistics and Agribusiness Hub	NT	3 years	The development of the Katherine Logistics and Agribusiness Hub (Hub) is progressing with a masterplan for Stage 1 drafted, comprising 14 lots with an average size of 1.8 ha. The Hub is strategically positioned at the intersection of the key freight routes of the Victoria and Stuart Highways and the Tarcoola to Darwin rail line and will support the current and future strategic industrial and logistics needs of Katherine and the Territory. Native title negotiations are ongoing. Infrastructure works have commenced to the site with the construction of external power feeders expected to be completed in late 2022. The construction of water head works is also underway and is expected to be completed in April 2023. Detailed design for the internal subdivision works is currently in progress. The detailed design of the intersection with the Victoria Highway is completed.

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 Northern Australia

Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
71	Northern Australia Roads Program	Cth, Qld, WA, NT	2016 - 2026	<p>The \$600 million Northern Australia Roads Program targets upgrades to high priority roads within Queensland, WA and the NT to support economic development in northern Australia. This program has 21 projects in total and is well advanced with 14 projects completed and seven underway.</p> <p>Queensland A total of \$279.7 million in joint funding has been committed under the Northern Australia Roads Program in Queensland, with \$223.8 million in Australian Government funding.</p> <p>Western Australia A total of \$209.7 million in joint funding has been committed under the Northern Australia Roads Program in Western Australia, with \$167.6 million in Australian Government funding.</p> <p>Northern Territory A total of \$240.3 million in joint funding has been committed under the Northern Australia Roads Program in the Northern Territory, with \$192.2 million in Australian Government funding.</p>
72	Northern Australia Beef Roads Program	Cth, Qld, WA, NT	Completed	<p>The \$100 million Northern Australia Beef Roads Program targeted upgrades to key roads within Queensland, WA and the NT for cattle transport in northern Australia to improve the reliability, productivity and resilience of supply chains.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
				<p>Queensland Complete – A total of \$77.1 million in joint funding has been committed under the Northern Australia Beef Roads Program in Queensland, with \$57.7 million in Australian Government funding.</p> <p>Western Australia Complete – A total of \$15.6 million in joint funding has been committed under the Northern Australia Beef Roads Program in Western Australia, with \$12.5 million in Australian Government funding.</p> <p>Northern Territory Complete – A total of \$38.7 million in joint funding has been committed under the Northern Australia Beef Roads Program in the Northern Territory, with \$30.2 million in Australian Government funding.</p>
73	Northern Australia Infrastructure Facility	Cth, Qld, WA, NT	2016 - 2026	<p>As at 1 July 2022, the NAIF has invested:</p> <ul style="list-style-type: none"> • \$227.5 million in three airport projects across northern Queensland and in the Northern Territory with a total project value of \$407.5 million • \$176.8 million in two port projects in Western Australia, with a total project value of \$320 million. <p>Investment in infrastructure supporting supply chains includes \$321 million in two projects located in northern Queensland and in the Northern Territory, with a total project value of \$430 million.</p>
74	Regional Aviation Access Program	Cth	2021 - 2024	The Remote Airstrip Upgrade Program has operated since 2011, with eight rounds conducted to date. Round nine, with grant funding of up to \$15 million closed for applications in March 2022. Applications are under consideration.
75	Regional Airports Program	Cth	2019 - 2025	In June 2020, 61 projects worth \$41.2 million in grant funding were announced under round one of the Program. Under round two, 89 projects worth \$29.6 million in grant funding, were announced in July 2021. Round three with up to \$29 million closed in May 2022. Applications are under consideration.
76	Bridges Renewal Program	Cth	Ongoing	See Action Area 1.1
77	Tasmanian Freight Rail Revitalisation – Tranches 1 – 3	Cth, Tas	2015 - 2024	Tranche 1, 2 and 3 are well underway and are expected to be complete mid-2024. The Port of Burnie Shiploader Upgrade is currently in planning with construction expected to commence in late 2022. In May 2021 the Australian Government committed \$96 million to the \$120 million jointly funded Tasmanian Freight Rail Revitalisation Program – Tranche 4 project.
78	Roads to Recovery Program	Cth	Ongoing	The Roads to Recovery Program supports the maintenance of the nation's local road infrastructure assets, which facilitates greater accessibility and improves safety, economic and social outcomes for Australians. In 2021-22, 2913 projects were delivered through this program.
79	Black Spot Program	Cth	Ongoing	Projects funded under the Program include implementation of roundabouts, lighting, signage, road markings and pedestrian crossings at dangerous locations. In 2021-22, 170 projects were delivered through this program.

No.	Initiative	Jurisdiction	Timeframe	Progress
80	Inland Rail Interface Improvement Program	Cth	2019 - 2023	<p>The program continues to provide an evidence base for potential future complementary investments. As at 30 June 2022, 11 of the 38 eligible proposals, supported by specialist business case consultants, have progressed through the program's gateway assessment process:</p> <ul style="list-style-type: none"> • five proposals have been finalised at the completion of a strategic business case • six proposals have been finalised at the completion of a pre-feasibility study • 27 proposals continue to progress through the gateway process.
81	Narrabri to Turrawan Line Upgrade	Cth	2021 - 2023	<p>The Australian Government is fully funding the Australian Rail Track Corporation to upgrade 35 km of rail line between the Hunter Valley Coal Network at Turrawan and the future Inland Rail line at Narrabri North, which will enhance freight train rail services to a consistent 25 tonne axel load offering between Northern NSW and the Port of Newcastle. The main contract award is expected in the fourth quarter of 2022, with construction works forecast for completion by late 2023.</p>
82	Melbourne to Brisbane Inland Rail	Cth, NSW, Vic, Qld	2018 - 2027	<p>Australia's largest freight rail infrastructure project commenced in 2018 and is anticipated to be completed in 2027. Connecting Melbourne and Brisbane via regional Victoria, New South Wales and Queensland, the 1,700km rail project announced by the Commonwealth Government seeks to better connect producers to markets whilst creating new opportunities for businesses, industries and regional communities. The project is being delivered through the Australian Rail Track Corporation, in partnership with the private sector and State governments. The project will deliver a step change in the capacity, capability and interoperability of the national freight rail system. With an increased reliability of travel time, the project is expected to take 200,000 truck movements (5.4 billion net tonne kilometres of freight) from roads each year. The Commonwealth Government has committed to a review of the Inland Rail business case. The timing of the review and process for dealing with any outcomes is not known. The project is 10% complete. As each section of Inland Rail is constructed and transitioned to the national network, rail operators can access the enhanced capability and capacity that the infrastructure provides. Trains now run along the completed Parkes to Narromine section, which has enhanced the freight connection through to Sydney in the east and as far west as Perth and Adelaide. Construction continued to progress on the second section between Narrabri and North Star (N2NS) in New South Wales throughout 2021-22. In November 2021 the first 29km of N2NS track was complete and became operational in time for the NSW grain season – providing improved connectivity to NSW Ports.</p>

New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
83	Deliver and improve key freight programs and projects	NSW	3 - 5 years	<p>The NSW Government is funding key infrastructure programs including Fixing Local Roads, Fixing Country Bridges and Fixing Country Rail to improve freight connectivity:</p> <ul style="list-style-type: none"> • Fixing Local Roads has included three rounds of funding since June 2020 with Round 1 allocating a total of \$243 million to 253 projects across 84 local government areas, Round 2 allocating a total of \$150 million to 108 projects across 90 local government areas and Round 3 allocating a total of \$153 million to 138 projects across 94 local government areas. • The Fixing Country Bridges Program is a \$500 million NSW Government program, enabling councils to replace hundreds of timber bridges in poor condition and better connect regional and rural communities, which will assist 53 councils to replace 419 bridges in the first round of funding which was accelerated in February 2021. • The Fixing Country Rail Program includes \$400 million in funding and has seen the completion of three more major projects. The construction of a siding at the Riverina Intermodal Freight and Logistics Terminal worth \$14m and two track upgrades on the Junee to Griffith and Berry to Bomaderry Lines worth \$60m and \$40m respectively. • The Fixing Country Roads program includes \$543 million of targeted infrastructure funding for regional freight projects. 325 selected projects have now been completed.
84	Implement the NSW Heavy Vehicle Access Policy Framework	NSW	Completed	This initiative is completed with further business as usual activities underway. The Framework has enabled improved access for Higher Productivity Vehicles with a focus on improved network access. Transport for NSW has now published a Performance Based Standards 2B Tier 1 network.
85	Fund infrastructure improvements to increase high productivity vehicle road access	NSW	Ongoing	The NSW Government continues to make investments through road infrastructure programs across state and council roads to improve the road network and make it more accessible for higher productivity vehicles. Funding programs include the Fixing Country Roads, Bridges for the Bush, the Regional Road Freight Corridor Fund, Fixing Local Roads and Fixing Country Bridges.
86	Provide funding under the Regional Road Freight Corridor Fund to upgrade key regional highways	NSW	Ongoing	The NSW Government continues to provide funding under the Road Freight Corridor Fund to upgrade key regional highways, ensuring that investment targets freight productivity upgrades on key east-west routes linking the National Land Transport Network via a top-down strategic approach, supported by completed corridor strategies and business cases. Multiple upgrade and bypass projects are in the planning and delivery stages.
87	Encourage coastal shipping through planning and other initiatives	NSW	Ongoing	The NSW Government will encourage coastal shipping with appropriate planning to support the continued operation of the port at Glebe Island and White Bay.

No.	Initiative	Jurisdiction	Timeframe	Progress
88	Saving Lives on Country Roads	NSW	0 - 5 years	The Saving Lives on Country Roads initiative is part of the NSW Government's Safer Roads Program. The NSW Government has invested \$640 million into the initiative, and has delivered 469 projects in regional NSW to help prevent the serious injuries and deaths of country drivers. The final round of the program in 2022 will see \$89 million invested into funding 24 new regional projects as well as ongoing projects in regional NSW. The Safer Roads Program is delivered in partnership with local councils and is funded through the Community Road Safety Fund.
89	Assist local councils to plan for freight needs	NSW	Ongoing	Transport for NSW provides ongoing support to council planning for freight needs in longer-term strategic directions and shorter-term operational plans. Specialised resources have been developed to guide councils (as well as other consent authorities and urban planners) responsible for developing planning approaches, creating strategic future visions and assessing developments and infrastructure. One such resource is the Delivery and Service Plan Guidance. The Guidance aids councils in review and monitoring of building servicing design and operational measures put forward by developers, consultants and operators. It provides a methodology, and guidance on steps herein, for better, progressive and more innovative approaches to manage the freight and servicing activity created by developments. Together with the Last Mile Toolkit (explained further in Action 2.4) and Urban Freight Forecasting Model (explained further in Action 3.1), these resources provide direction on best-practice, principles, evidence-based tools and methods of evaluation that equip and support local councils in planning and managing the freight and servicing task to achieve successful place outcomes.

Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
90	Murray Basin Freight Rail Project	Cth, Vic	2016 - 2023	<p>Delivery of the revised package of works is currently focused on progressing the detailed planning and design work for each package of upgrades. These include:</p> <ul style="list-style-type: none"> • Track upgrades from Ararat to Maryborough are underway, with re-railing in this 88 km section targeted for completion before the end of 2022. • Construction is continuing on a 300-metre siding in the Donald Yard to provide additional options for freight trains and wagons to be stored when not in use. • The Merbein siding extension works will begin in the coming months, allowing for the stabling of a 1200m train off the mainline. • V/Line has been appointed to deliver signalling upgrades at Ararat Junction, with works underway. • Significant and complex signalling design is underway on further upgrades including new passing loops and sidings and improvements to Maryborough and Dunolly junctions. <p>Ongoing consultation with industry remains a critical element in planning delivery of the project, to identify opportunities for works to be delivered as quickly as possible while minimising the impacts of construction over peak grain seasons. The project is currently anticipated to be completed by the end of 2023.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
91	Regional Rail Freight Network Planning	Vic	Ongoing	<p>The 2022-23 Victorian Budget contains an investment in freight rail designed to deliver a gold-class rail freight network tailored to the fast and efficient movement of exports to port. An \$181 million investment will boost the capacity of a number of freight-only lines to increase the volume, mass and speed of freight carried per train. The work will include:</p> <ul style="list-style-type: none"> • Rail replacement on high-use trunk lines • New rail-joint works and/or welding to remove stress points at rail ends • Extra ballast to lift lines to the required ballast depth to distribute heavier loads • Assessment and upgrade of culverts and bridges to withstand higher loads <p>An 800-metre-long grain train can transport 2000 tonnes of grain, equal to 50 B-double trucks. Lifting axle loads from 19 to 21 tonnes will allow trains of an equivalent length to carry 3000 tonnes of grain. This builds on the investment that was announced two years ago by the Victorian Government, for a \$83 million freight improvement package focused on replacing sleepers, replacing ballast, and renewing level crossing equipment along almost 400 kilometres of critical freight-only rail lines. That investment reduced the number of temporary speed restrictions to its lowest level since data has been collected.</p>

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
92	Bruce Highway 15-year vision and three rolling five-year plans	Qld	2018 - 2033	<p>The Bruce Highway Trust Advisory Council (BHTAC) is overseeing the development of a 15-year vision for the Bruce Highway, three, five-year rolling action plans and the Safer Bruce 2030 Action Plan to assist both federal and state governments in identifying future priority upgrades between Brisbane and Cairns to unlock economic growth, build flood resilience and improve road safety for all road users. The BHTAC brings together all levels of government, leaders from Queensland's peak transport and industry bodies and six regionally-based members, who reside within the vicinity of the highway north of Gympie. The identification of future priorities on the Bruce Highway is being informed by technical analysis and the customer research outcomes from interviews with key stakeholders, focus group sessions and an online customer survey to identify regional priorities. The BHTAC has met on four occasions, with its next meeting scheduled to be held in Cairns in August 2022 to consider a draft of the Bruce Highway Vision and three, rolling five-year action plans and the Safer Bruce 2030 Action Plan.</p>
93	Warrego Highway Upgrade Program	Qld	Ongoing	<p>Noting completion of the jointly-funded \$635 million Warrego Highway Upgrade Program, the Australian and Queensland Governments have committed a further \$543.9 million (80% Federal:20% State funding split) for Warrego Highway Future Priorities, with Mount Crosby interchange upgrade identified as a key priority for the Queensland Government. Planning is underway to determine upgrade priorities between Dinmore and Helidon Spa, with safety treatments to be delivered in the interim.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
94	Bruce Highway Upgrade	Qld	Ongoing	The Bruce Highway Upgrade Program, established in 2013, was initially underpinned by a \$8.5 billion 10-year program of upgrade works on the highway. In 2021, the Bruce Highway Upgrade Program was expanded to a \$13 billion, 15-year program (2013–2014 to 2027–2028) following additional funding from the Australian and Queensland Governments (80% Federal:20% State funding split). As at end of June 2022, key major projects completed over the previous 12 months under the Bruce Highway Upgrade Program include Cairns South Access Stage 4 (Kate Street to Aumuller Street), Haughton River Floodplain and the Caloundra Road to Sunshine Motorway upgrade. Major projects nearing completion or underway include Cairns Southern Access Stage 3 (Edmonton to Gordonvale), Townsville Northern Access, Townsville Ring Road (Stage 5), Mackay Northern Access Upgrade, Saltwater Creek upgrade, Cooroy to Curra – Section D, Maroochydore Road and Mons Road Interchanges, Deception Bay Road Interchange, Caboolture–Bribie Island Road to Steve Irwin Way upgrade and Pine River to Caloundra Road Smart Motorways (Stage 2), with further major projects committed such as Cairns Southern Access Stage 5 (Foster Road upgrade intersection), Mackay Port Access, Rockhampton Ring Road and Tiaro Bypass.
95	Northern Australia Roads and Beef Roads Programs	Cth, Qld, WA, NT	Ongoing	Northern Australia Roads Program and Northern Australia Beef Roads Programs were developed to deliver upgrades to high priority roads in Northern Australia essential to the movement of people and freight to support the North's economic development. A total of \$356.8 million in joint funding has been committed under these programs in Queensland: <ul style="list-style-type: none"> Northern Australia Roads Program \$279.74 million in total, with \$223.8 million in federal funding and \$55.94 million state funding Northern Australia Beef Roads Program is \$77.06 million in total, with \$57.67 million in federal funding, \$19.39 million state funding and relevant local government contributions. The Queensland Government and relevant local governments are progressing the delivery of jointly-funded projects under each program with a total of 22 projects having reached practical completion.
96	Transport Infrastructure Development Scheme	Qld	Ongoing	Transport Infrastructure Development Scheme funding is delivered as an annual grant allocation to Regional Roads and Transport Groups.
97	Bruce Highway Safety Package	Qld	Ongoing	The Bruce Highway Safety Package continues to be delivered as part of the overall \$13 billion, 15-year (2013–2014 to 2027–2028) Bruce Highway Upgrade Program. The Bruce Highway Safety Package looks to improve the overall safety of the highway. As at the end of June 2022, safety improvements delivered as part of Bruce Highway Safety Package include over 200 kilometres of wide centre line treatments, 88 overtaking lanes, 145 kilometres of shoulder widening and 330 kilometres of audio tactile line markings, 31 new rest areas/stopping places, 370 kilometres of safety barriers and various intersection improvements (such as protected right-hand turns) along the corridor.

No.	Initiative	Jurisdiction	Timeframe	Progress
98	Queensland (Qld) Roads of Strategic Importance (ROSI) corridor upgrades	Cth, Qld	2018 - 2028	To ensure key freight roads (identified by the Australian Government) efficiently connect agricultural and mining regions to ports, airports and other transport hubs through works, such as road sealing, flood immunity, strengthening and widening, pavement rehabilitation, bridge and culvert upgrades and road realignments. The Australian Government has allocated \$1.2 billion towards seven designated Qld ROSI corridors and key state and local government feeder roads, plus specific projects on both state and local government-controlled road networks in Qld. ROSI is jointly funded by the Australian and Queensland Governments (80% Federal:20% State). In April 2020, the Australian and Queensland Governments announced a \$185 million package of ROSI Early Works projects. In January 2022, the remaining funding for five ROSI corridors was allocated to 29 priority projects across the state-controlled network (15 projects) and local government-controlled roads (14 projects). Priority projects for the remaining funding for two ROSI corridors (Toowoomba to Seymour and Toowoomba to Ipswich) have yet to be determined. To inform future investment decisions the Queensland Government will work in partnership with the Australian Government to develop 10-year investment strategies, which will identify short-, medium- and long-term priorities for the designated ROSI corridors.
99	Inland Freight Route (IFR) Investment Strategy and program of works	Cth, Qld	Long term	Queensland's 1184 IFR, from Mungindi to Charters Towers in the state's north, forms part of the nationally accredited Key Freight Network servicing key inland supply chains and value adding freight nodes. The IFR provides an alternative north-south route to the Bruce Highway and North Coast rail line, particularly during extreme weather events. In 2020, as part of its A Real Bruce Plan, the Queensland Government committed \$200 million towards a \$1 billion upgrade of the IFR between Mungindi and Charters Towers, based on an 80:20 federal:state funding arrangements, to establish a viable north/south alternative to the Bruce Highway – the Second Bruce. Following successive federal budgets in 2021 and 2022, the Australian Government has now fully committed \$800 million towards upgrading the IFR between Mungindi and Charters Towers.

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
100	Develop major route plans on major highways	WA	Ongoing	Funding of \$455m was secured to deliver road safety improvements through the Regional Road Safety Program. The Program includes installation of audible edge lines and widening the road surface by sealing of road shoulders to provide a more forgiving road environment. These much-needed road safety treatments are being delivered across the state to upgrade up to 7,000 kilometres of roads by July 2022. When complete, up to 50 per cent of the State's regional road network will be upgraded, helping to prevent up to 2,000 fatal or serious injury crashes. The program is funded 20:80, State and Federal respectively.

No.	Initiative	Jurisdiction	Timeframe	Progress
101	Wheatbelt Strategic secondary road freight network	WA	Short term	The Wheatbelt Strategic Freight Network identified 45 strategic road routes that connect with state and national highways and enable an efficient, sustainable and cost-effective integrated freight transport network. From 2020, this has resulted in a \$150 million commitment by the Federal Government, through the Roads of Strategic Importance initiative, matched by \$37.5 million of State funds for road upgrades. The construction commenced in 2019-20 and is expected to be completed by December 2026. The delivery and development of projects are in progress.
102	State Infrastructure Strategy (new)	WA	2022 - 2023	See Action 1.1
103	The Agricultural Supply Chain Improvement program (new)	WA	2022 - 2025	The Agricultural Supply Chain Improvement program is a detailed program of targeted freight infrastructure upgrades which provides a framework for industry to work closely with State and Commonwealth governments to optimise supply chain efficiencies, improve road safety and community amenity, and facilitate movement of greater volumes of grain by rail. Package 1 of the program is expected to be delivered by the end of 2025. This project is an implementation action from the completed Revitalising Agricultural Freight Network Strategy.
104	Formation of the Shipping and Supply Chain Taskforce (new)	WA	2022 - 2023	Following the east-west freight rail disruption in early 2022, due to flooding, the WA Government announced the creation of a Shipping and Supply Chain Taskforce to examine the state's shipping industry and supply chains that link WA with the east coast and international customers. The Taskforce is currently considering submissions from industry and relevant State and national agencies.

South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
105	Strzelecki Track Wider Economic Benefit Analysis	SA	Completed	Completed
106	Grain/minerals port on Eyre Peninsula	SA	Ongoing	On 5 March 2022 Peninsula Ports announced that funding had been secured to develop a new grain export facility at Port Spencer, on western Eyre Peninsula. 800,000 tonnes of storage capacity will be developed targeting first receipts in the 2023 harvest.

No.	Initiative	Jurisdiction	Timeframe	Progress
107	Roads of Strategic Importance – Port Augusta to Perth (SA section including Eyre Peninsula network) corridor; Cockburn to Burra corridor; Renmark to Gawler corridor	SA	2020 - 2026	Truro bypass, reference design complete, construction expected to commence 2023 for completion by 2025. Sturt Highway (Renmark to Gawler). Shoulder sealing completed, remaining design and works ongoing. Target completion late 2023. Eyre Highway (Port Augusta to Border Village). Shoulder sealing underway, 2 overtaking lanes between Port Augusta and Lincoln Highway open to traffic June 2022. Design complete for Kimba realignment. Target program completion mid-2024. Barrier Highway (Cockburn to Burra). Ongoing target completion in late 2023.
108	Horrocks Highway improvements	SA	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 commenced in January 2021. Following the commitment of an additional \$50 million (80:20 Australian/South Australian Governments) to further bridge and safety improvements all works are planned to be open to traffic by June 2023.
109	Productivity improvements (Dublin Saleyards, Naracoorte freight access)	SA	2022 - 2023	Dublin Saleyards was opened to traffic in September 2021. Naracoorte Roundabouts – Stage 2, creation of two new junctions on Wimmera Highway to provide safe access for Performance Based Standards Level 3A vehicles to the abattoir and logistics depot. Upgrades will include new asphalt along the Wimmera Highway through the section between Teys Australia Abattoir and QUBE Logistics. Improved street lighting, upgraded drainage and new safety barrier installation. Procurement underway with due to be completed mid-2023.
110	Remote Areas Consultative Group	SA	Ongoing	South Australia participated in the Remote Areas Consultative Group, which aims to improve the efficiency and productivity of transport in remote Australia. Members focussed on COVID-19 response and the Heavy Vehicle National Law review during the year.
111	Rural Roads Package – Safety Package (i.e. overtaking lanes, shoulder sealing and pavement and intersection improvements)	SA	2020 - 2024	This project involves road infrastructure improvements aimed at increasing safety. Works include shoulder sealing and overtaking lanes in multiple works packages. The initial works packages have been completed with the full package of works expected to be open to traffic by December 2024.

No.	Initiative	Jurisdiction	Timeframe	Progress
112	Regional Access Improvements – Kangaroo Island Roads	SA	2021 - 2024	The Australian and South Australia Governments committed \$40 million in their 2021-22 Budgets (on an 80:20 funding split) to upgrade key Kangaroo Island road corridors. Roads to be upgraded include the Playford Highway (west of Kingscote) and Hog Bay Road. The road upgrades will improve tourism routes, enhance bushfire resilience and improve freight access to ports. Shoulder sealing work commenced on Playford Highway in Feb 2022 to upgrade 14kms of road near Pardana township including safety barrier, shoulder sealing, drainage extensions and reseal of pavement. Detailed design and scoping for other elements underway, target completion mid-2023.
113	Restricted Access Vehicle Network Development Study	SA	2021 - 2022	The Study will inform strategic development of the Restricted Access Vehicle network in South Australia through a combination of targeted stakeholder engagement and freight data analysis. The Study was completed in March 2022.
114	Strategic Freight Studies (new)	SA	2021 - 2023	A package of strategic freight studies will support progress on the Infrastructure Priority List proposal 'South Australia High Productivity Vehicle network access'. This will provide a Performance Based Standards Level 4A network from the Riverland and Bordertown to Border Village. A contractor has been engaged to undertake planning studies and develop business cases for: <ul style="list-style-type: none"> • The Greater Adelaide Freight Bypass • Murray Bridge to South East Links • Eyre Highway Upgrades Target completion of business cases is late 2022.

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
115	Midland Highway 10 Year Action Plan	Cth, Tas	2015 - 2025	The Australian and Tasmanian Governments have committed \$565 million to improve safety for passenger and freight users on this key intra-state highway. The Australian Government's contribution is made under the Building Our Future Program. Significant progress has been made, with 21 projects delivered to date, and several others under planning and construction.
116	Bridgewater Bridge Replacement	Cth, Tas	2019 - 2023	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 \$786 million to build a replacement bridge. Key milestones met in 2021-22 include McConnell Dowell being appointed as the chosen contractor to deliver the project, approval of construction by the independent Major Project Assessment Panel appointed by the Tasmanian Planning Commission and early site investigations. Construction will commence in 2022 with traffic to be on the bridge by the end of 2024.

No.	Initiative	Jurisdiction	Timeframe	Progress
117	Tasmanian Rail Revitalisation Project: Tranche Two	Cth, Tas	2019 - 2023	A program of upgrades targeting the replacement of sleepers, replacement of near life expired rail, bridge and culvert upgrades, formation and drainage works, focusing on the Burnie to Hobart Freight Corridor. The project is on track for completion mid-2023.
118	Tasmanian Rail Revitalisation Project: Tranche Three	Cth, Tas	2021 - 2024	Construction has commenced to deliver a program of upgrades targeting the replacement of sleepers, replacement of near life expired rail, bridge upgrades, formation and drainage works. Tranche Three is being delivered over four years between 2020-21 and 2023-24 and focuses on the Burnie to Hobart Freight Corridor.
119	Devonport upgrades	Tas	Ongoing	Devonport Port carries high volumes of container and trailerised freight and is Tasmania's key passenger port. The existing Port is unable to support longer and larger vessels, including those of the existing operators, or meet forecast freight and passenger volumes. There are also landside operational inefficiencies and capacity constraints for operators. The upgrades will deliver two reconfigured and upgraded terminals (Terminal 2 and 3) at Devonport East, accommodating new and larger vessels and supporting increased freight capacity and passenger numbers. It will also deliver a smaller refurbished Terminal 1. New concept designs for the Port of Devonport have been prepared, with the development timed for the arrival of a new fleet of larger Bass Strait ships set to enter service over the next few years. Early works and the first main package procurement has commenced.
120	Port of Burnie capacity upgrades	Tas	Ongoing	Existing port capacity and infrastructure at the Port of Burnie is limiting export opportunities, particularly within the mining and mineral sector. The project will examine options to better support higher export volumes and in-port efficiencies, including additional berth and terminal capacity to support larger ships, channel works to accommodate Panamax vessels, new ship-loading infrastructure and transport access improvements. The project has been identified as a Priority Initiative by Infrastructure Australia. TasPorts is currently assessing options under Stage 2 of IA's Assessment Framework, including preliminary engineering designs, master plan modelling and an expression of interest process with the market to get a better understand of volume forecasts and levels of service required within the Port.
121	Hobart Port precinct capacity improvements	Tas	Ongoing	The Port of Hobart is a major Tasmanian deep-water port, supporting a range of industries, including bulk log exports, container exports, bulk fuel imports, commercial fishing, Antarctic exploration and cruise ships. The current condition of major wharves limit growth opportunities, with existing wharf assets approaching end of life and requiring significant annual maintenance. The Port is a critical link in delivering the Australian Antarctic program and developing the Antarctic and Science Precinct at Macquarie Point. Potential options include wharf improvements, supporting infrastructure to increase exports, and a potential terminal and other visitor facilities for tourists. TasPorts is currently assessing options under Stage 2 of IA's Assessment Framework.
122	New bulk minerals ship loader at Burnie Port	Cth, Tas	2021 - 2022	The new bulk minerals ship loader at Burnie Port will help secure the future of Tasmanian mining exports. COVA-Haywards has commenced fabrication of the shiploader, with the new unit planned to be commissioned in mid-2023. The project scope has now been extended to include the expansion of the Bulk Minerals Export Facility (that stores material prior to shiploading campaigns).

No.	Initiative	Jurisdiction	Timeframe	Progress
123	Bass Strait Ferry Replacement program	TT-Line	2020 - 2028	TT-Line has contracted Finnish shipbuilder RMC to deliver two vessels to replace the existing Spirit of Tasmania vessels. The replacement vessels are due to arrive in Tasmania in late 2023 and 2024. The vessels will deliver a significant increase in freight and passenger capacity.
124	Launceston Airport Infrastructure Upgrades	Cth, Tas, Launceston Airport	Ongoing	The Tasmanian Government has committed \$5.15 million, and the Australian Government \$1.3 million, for upgrades at Launceston Airport. The project will see an upgrade of the passenger terminal, improved security screening and construction of a new freight handling facility. The first stage of the project is currently being delivered.
125	Hobart Airport Infrastructure Upgrades	Tas	2021 - 2022	The Tasmanian Government has committed \$10 million toward infrastructure works to deliver facilities for border force, quarantine and border security functions to support a trial of direct international passenger flights between Tasmania and Auckland. As part of its election commitment, the Australian Government has also announced \$60 million to upgrade Hobart Airport to service long-haul aircraft, supporting widebody freight and passenger flights.
126	Tasmanian Freight Rail Revitalisation Project: Tranche 4 (new)	Cth, Tas	Ongoing	This project will build on earlier tranches of the Tasmanian Freight Rail Revitalisation program. Tranche 4 will install new rail/sleepers, replace or upgrade points, replace formation, upgrade level crossings and renew structures (bridges and culverts) across the South, Western, Bell Bay, Melba, Derwent Valley and Fingal Rail Lines. The Tasmanian Government will contribute \$24 million in addition to Australian Government funding (TBC).
127	Bell Bay Line – Reconnection to the Bell Bay Wharf (new)	Cth, Tas	Ongoing	Due to land slip issues (triggered by major flooding in 2016), a new rail alignment needs to be constructed to reconnect the Bell Bay Line back onto the Bell Bay wharf. The Tasmanian Government will contribute \$6 million in addition to Australian Government funding (TBC).
128	Melba Line Bulk Minerals Rail Hub (new)	Cth, Tas	Ongoing	To create additional minerals storage capacity on the Melba Line. The Tasmanian Government will contribute \$3.6 million in addition to Australian Government funding (TBC).
129	Freight Capacity Upgrade Program (new)	Cth, Tas	Ongoing	The Tasmanian Government has committed \$20 million and the Australian Government has committed \$80 million to a program of works under the 5-year Freight Capacity Upgrade Program. The works will include bridge strengthening and pavement strengthening and rehabilitation, with assessment and design commencing in 2022.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
130	Upgrades to Canberra-Sydney rail infrastructure	ACT, NSW	Medium term	The ACT will continue to work with the NSW Government and Commonwealth Government on upgrades to this corridor to support improved passenger services as well as infrastructure and track upgrades which support freight movements.
131	East-west Regional Freight Network	ACT	Ongoing	The ACT Government lodged a submission to the 2020 Infrastructure Priority List for this project, which was accepted in relation to the high priority initiative 'National Freight and Supply Chain Strategy'. A study has commenced to assess existing and potential new east-west freight links through the ACT. This study is expected to culminate in a set of recommendations to improve east-west freight connectivity through the ACT which will inform future updates to the ACT Freight Strategy. This study is expected to be completed by the end of 2022.

Northern Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
132	NT Airports Expansion Program	NT	2 years	Airport Development Group's (ADG) existing holdings include 3 airports – Darwin International Airport (DIA), Alice Springs Airport (ASA) and Tennant Creek Airport (TCA), 2 hotels – the Mercure and Novotel adjacent to DIA, utilities, and an extensive property portfolio. The freight and cold storage accredited facility at DIA was completed in 2020 and includes a vapour heat plant capable of treating 18 tonnes of produce per day, chiller capacity for 1200 pallets chiller and freezer capacity for 1000 pallets. The facility has direct airside access and in 2021 air freight services to transport high value produce commenced. Extensive redevelopment of the two on-airport hotels at DIA is well underway and will transform the properties into a single world-class tropical resort offering 423 rooms, resort pools, conference facilities and extensive tropical gardens. Work is expected to continue until mid-2023. Significant road improvements have been made to Henry Wrigley Drive, including construction of two new roundabouts and the realignment of Sir Norman Brearley Drive, which have improved safety and access to DIA and surrounding on precinct businesses. Solar rooftop arrays, providing an additional 4 megawatts, have been installed on the DIA terminal and roofs of on precinct businesses. In the DIA terminal, a new automatic bag drop system, the first of its kind in Australia, and which will allow for multi-airline check-in, is in the final planning stage and expected to commence in Q2. The first of three new aerobridges have been installed at DIA, with pre-conditioned air units using the airport's generated solar energy to pump cool air into parked aircraft. In late 2021, ADG announced plans to build a jointly funded \$60 million project with the Federal Government. The project will see a fuel storage facility built at East Arm, providing local industries with competitively priced and secure access to this critical resource.

No.	Initiative	Jurisdiction	Timeframe	Progress
133	Development of a Darwin Ship Lift Facility	NT	3 years	<p>Clough-BMD Joint Venture was announced as the Darwin ship lift facility's preferred design and construct contractor in July 2022. It is anticipated the ship lift will be operational by the end of 2024 and will provide key enabling infrastructure as a part of the future Darwin marine industry park. The ship lift will be capable of servicing large vessels of up to 5500 tonnes, and will be used for multiple industries including offshore petroleum, fishing, pearling, Border Force and Defence. The ship lift's infrastructure will provide:</p> <ul style="list-style-type: none"> • a ship lift that is 26 m wide, 103 m long and accommodating vessels with a 6 m draft • wet berths, similar to wharves that allow vessels to undertake in-water maintenance • hard stand areas for ship repair and maintenance works • a wash down bay • a blast and paint building, to allow vessels to be sand blasted and repainted in a controlled environment • self-propelled modular transporter units that transport the ships around the facility once they are out of the water • an administration building • utilities upgrades to support the ship lift and broader marine industry park development. <p>The facility will feature two separate areas, one of which will be privately operated. The other area will be designated as a common user facility, which will enable vessel owners to choose and manage their own services and maintenance providers on the site.</p>

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
134	Access to spectrum	Cth	Ongoing	The Australian Communications and Media Authority is continuing to monitor developments internationally relevant to freight applications such as connected and automated transport, and plans to progress investigation into permanent arrangements to support cooperative intelligent transport systems.
135	Continue the Mobile Black Spot Program	Cth	Ongoing	To date, the Mobile Black Spot Program has awarded funding to deliver over 1270 new mobile base stations across Australia. As at 30 June 2022, 1035 new base stations have been completed and are now on air. Base stations completed to date under the program are providing new mobile coverage to more than 9,000 kms of major transport routes across the country.
136	Rollout of the National Broadband Network	Cth	Ongoing	The Australian Government has committed to expanding full-fibre broadband access to a further 1.5 million premises (over a third of which are in regional areas) and providing free broadband for up to 30,000 unconnected families with school aged students. The Australian Government has already contributed \$480 million in 2021-22 towards an upgrade of the NBN fixed wireless network, which is also enabling improvements to NBN satellite services, and will examine the feasibility of further reducing congestion on the NBN satellite network to provide higher data allowances to users.
137	Internet of Things (IoT) and 5G uptake	Cth	Ongoing	Australia's major mobile network operators continue to expand their active 5G networks. Telstra's network now covers 3,200 suburbs, offering 5G services to 75 per cent of the population. Optus has deployed over 1,200 5G sites, while TPG Telecom's 5G network has achieved 85% population coverage in the 10 largest cities and regions. The

No.	Initiative	Jurisdiction	Timeframe	Progress
				Australian 5G Innovation Initiative has supported the demonstration of 5G use cases to showcase the productivity boosting applications of 5G, including Internet of Things (IoT) applications. Nineteen trials were funded at a cost of \$19.5 million. Telstra has approximately 3 million square kilometres of LTE-M coverage and around 4 million square kilometres of Narrowband-IoT coverage. As of June 2021, this coverage is already being used to connect more than 4 million devices. Both Optus and TPG Telecom also operate IoT networks.
138	Reforms to enable data collection from Cooperative Intelligent Transport Systems (C-ITS)	Cth	Ongoing	The National Transport Commission has established a National Vehicle Data Working Group including members from governments, industry and state-based road agencies. The Group will lead the development of the vision and principles for the future exchange of vehicle and road operator data. It is currently developing use cases in areas such as road safety, freight planning and network operation to understand the data requirements, challenges and solutions for each use case. Recently completed Austroads C-ITS data projects include: 'Agency Business Capability to Support Connected Vehicles', and 'Road Agency Data for Connected and Automated Vehicles'. An ongoing project 'Agency Vehicle-generated Data Exchange Pilot' is looking to create a testbed for the flow of data to and from vehicles to road agencies. A new 2022-23 project, 'Guidance for Developing Standardised Transport Data Exchange for Australia and New Zealand' will provide guidance to road agencies on standardising data formats. Further information on Austroads projects is available at www.austroads.com.au/projects .
139	Developing a world-leading satellite positioning capability for Australia	Cth	Ongoing	<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 satellite positioning will generate at least \$6.2 billion in the Australian economy over 30 years through new technologies and greater efficiencies. To deliver the national positioning capability:</p> <ul style="list-style-type: none"> GA has signed agreements with states, territories and commercial providers 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 (NPIC). This has led to a significant expansion of positioning infrastructure across regional Australia, improving the access, coverage and reliability of precise positioning services. GA is continuing to expand and densify its network of GNSS ground stations by upgrading existing stations and installing new ones in order to improve performance. The data streams from these stations are openly available and create an even stronger national positioning network. This is on track for completion by June 2023. As a key component of NPIC, GA is continuing to develop Ginan, a GNSS analysis centre software that delivers real-time correction services and positioning products to enable precise point positioning for Australian industry and users. A developmental version of the software has been made available on GitHub, an open-source platform.

No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> In partnership with New Zealand, GA is progressing the procurement process to deliver a Satellite-Based Augmentation System for Australia and New Zealand. This system, known as SouthPAN, will provide augmented and corrected satellite navigation signals directly from the satellite. Precise positioning from SouthPAN will offer accuracy at as little as 10 centimetres to both countries and the maritime zones between them, overcoming gaps in mobile, internet and radio communications. GA expects early SouthPAN Open Services to be available in 2022.
140	Continue the Regional Connectivity Program (new)	Cth	Ongoing	Round 1 of the Regional Connectivity Program is providing \$117 million in Commonwealth funding for more than 130 place-based telecommunications infrastructure projects across Australia, providing regional communities with significant upgrades to voice and data services. Round 2 is providing \$137 million, including \$69 million of dedicated funding for projects in Northern Australia under the Connecting Northern Australia Initiative.

National Transport Bodies

No.	Initiative	Jurisdiction	Timeframe	Progress
141	Examination of technology models for deployment of Co-operative Intelligent Transport Systems	Austrroads	Completed	This was a joint project to develop strategies to support cooperative intelligent transport systems deployment models. The project was delivered in collaboration with the Australian, Queensland and NSW Governments and Austrroads, with research delivered by WSP. Austrroads project NEF6023 studied how Co-operative Intelligent Transport Systems provide efficiency and productivity benefits for heavy vehicles. The output of this project was an Austrroads Internal report.

New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
142	Facilitate trials of emerging technology in heavy vehicles	NSW	Ongoing	Transport for NSW 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.
143	Improve data sharing	NSW	0 - 2 years	Transport for NSW continues to make available data on the NSW Freight Data Hub and the Open Data Hub. Transport for NSW has continued to work with industry to make data sets available, such as publishing de-identified information on utilisation of operational capacity at selected Empty Container Parks in Sydney on the Transport for NSW Open Data Hub in early 2022.

No.	Initiative	Jurisdiction	Timeframe	Progress
144	Adopt new technologies to improve the efficiency of government infrastructure	NSW	Ongoing	Transport for NSW is currently investigating opportunities to improve efficiencies of the freight supply chain (all modes) through the development of a Freight Community System. A Strategic Business Case has been developed to explore the potential benefits of the system and is in its final stages of review. In addition, Transport for NSW is exploring the use of an innovative approach to provide automated access approvals for heavy vehicles on the Road Network through the Automated Access Assessment Program.
145	Foster trials of emerging technology by industry	NSW	Ongoing	Transport for NSW 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.
146	Support national reforms to investment in the freight network	NSW	Ongoing	Transport for NSW will continue to work with the Australian Government and other jurisdictions on national reforms, such as the Heavy Vehicle Road Reform, to support investment in the freight network.

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
147	Explore opportunities to apply new technology to manage transport networks	All	Ongoing	Heavy Vehicle Safety Action Plan (concluded 31 December 2021) The Intelligent Transport System enabled rest area trial was completed with data from the sites being released to open data (including the RestSpace app). Four new stopping opportunities and seven existing sites were upgraded within the current Bruce Highway Program Safety Package.

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
148	Regional Telecommunications Project: National Strategy Integration	WA	Medium term	Western Australia has continued to invest in improving mobile coverage along highways and arterial roads linking primary producers and other regional businesses with customers, distribution points and suppliers. The project timeframe has slipped by 12-18 months due to COVID-19-related deployment and supply chain constraints. Thirteen mobile base stations were completed in 2021-22 at a cost of \$6.038 million (including State funding of \$1.861 million and Commonwealth and industry co-investment of \$4.177 million). A further 19 mobile base stations are expected to be completed in 2022-23.

No.	Initiative	Jurisdiction	Timeframe	Progress
149	Fremantle Ports Authority real time data project	WA	Short term	<p>The initiatives under the Fremantle Port Authority (FPA) real-time data gathering project achieved the following:</p> <p>Freight Vehicle 'Smart Plate' Trial FPA engaged the Sustainable and Built Environment national research centre (SBEnc) to develop a road map to guide a 'smart plate' trial (Refer to Action 4.1 - FreightSync Roadmap). The trial has now been completed. Rebranded as the Freight-Sync project</p> <ul style="list-style-type: none"> • Road Map funded and completed by FPA • MRWA working with BGC (large construction organisation) to obtain their transport telematic data and conduct desktop analytics of truck movements and locations • Data is accessed through Transport Certification Australia (TCA) <p>Container Tracking Trial Initial discussions have taken place with potential stakeholders to assess willingness to participate in a container tracking trial.</p> <ul style="list-style-type: none"> • Proof of concept (POC) being considered with potential service provider using active RFIDs • RFID tag "Xiot" which is the size and thickness of a business card, with a 2-3-year battery life and connects to a Bluetooth network • In principle agreement with Maersk prior to COVID-19 and now in negotiation with MSC/Medlog allowing the tracking and tracing of up to 100 containers straight off the vessel. <p>Truck & Train Video Analytics project This project focuses on video analytics to gather real-time truck and train locational and fine detail classification data. It has progressed through a POC stage, identifying potential vendors and demonstrating the capabilities and confidence level of the proposed technologies. The next stage is to finalise a Business Case, business requirements and procurement process.</p> <ul style="list-style-type: none"> • Currently seeking project partners to share the proposed funding model spread over 3 - 4 years • Scope almost complete (awaiting funding partners) • Potential vendors identified. <p>Live vessel tracking</p> <ul style="list-style-type: none"> • Using the FPA Digital Twin, there is now real-time live vessel tracking for Fremantle ports and all other Australian ports • The Data is sourced from 40Geo based in Houston Texas, which is refreshed every minute • The Data is visualised on the Fremantle Ports ESRI GIS Digital Twin.
150	Grainbelt Digital Enhancement Program	WA	Medium term	<p>The Digital Farm Grants Program has awarded grants for 20 projects across three funding rounds to deliver affordable farm-scale broadband to regional WA. When completed, the project will provide fixed wireless connectivity across 110,000 square kilometres of the Grainbelt and around Kununurra, Carnarvon, and parts of the South West, representing 55% of the State's total grain growing areas. Six projects were completed in 2021-22. The remaining 14 projects will be finalised by mid-2024. Western Australia and industry have contributed \$13.1 million each, bringing the total program value to \$26.2 million.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
151	WA Regional Digital Connectivity Program (new)	WA	2022 - 2026	The WA Government has allocated new funding of \$48.6 million over four years from 2022-23 to support a broad range of connectivity solutions for regional businesses and communities, including mobile and fixed line broadband, fixed wireless, fibre extensions, community-scale Wi-Fi and new technology pilots. The new funding is targeting co-investment of \$100 million under complementary Commonwealth and industry programs.

South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
152	South Eastern Freeway – Managed Motorway Measures Project	SA	2020 - 2026	Stage 1, jointly funded by the Australian Government and South Australian Government, commenced in May 2020 and was completed in February 2021. The project converted the existing emergency lane into a third full time travel lane and implemented a Managed Motorway on both the up and down tracks between Crafers and Stirling. The three lane Managed Motorway includes an Intelligent Transport System, with variable speed limits and a Lane Use Management system. Following commitments in the Australian and South Australian Governments 2022 budgets for a total of \$75 million under an 80:20 arrangement, Stage 2 will comprise installation of a Movable Centre Barrier System at nominated locations, along with Intelligent Transport Systems (gantries with cameras, sensing equipment dynamic signage); other on-road infrastructure and Traffic Management Centre systems upgrades. Installation is expected to start late 2023 and be completed mid-2026.

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
153	Great Eastern Drive Mobile Coverage Program	Tas	2019 - 2022	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, with 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. Eight of the 15 sites are now on-air.
154	King Island Telecommunications Upgrade (new)	Cth, Tas, King Island Council, Telstra	2021 - 2023	To improve telecommunications transmission capacity between Victoria and King Island, this project will deliver several new mobile sites and upgrade existing mobile network facilities across the Island. The project has been funded under the Australian Government's Regional Connectivity Program Round 1 which targeted investment in telecommunications projects that respond to local priorities and maximise economic and social benefits for regional communities and businesses.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
155	Low and Zero Emissions Vehicles	ACT	Ongoing	<p>The ACT's Zero Emissions Vehicles (ZEV) Strategy 2022-2030 sets a clear direction for the ACT to accelerate and support the uptake of ZEVs, including battery electric vehicles, plug-in hybrid electric vehicles and hydrogen fuel cell vehicles. The Strategy includes 28 actions, including a government commitment to all newly leased ACT Government fleet passenger vehicles being ZEVs (where fit for purpose) and changing the definition of ZEV for the government target to exclude plug in hybrid vehicles in acknowledgement of their role as a transition technology.</p> <p>The ACT Government has also committed to explore opportunities to replace government commercial and heavy vehicles with ZEVs as models become available. The Strategy supports investment in public charging infrastructure including an aim to have at least 180 public chargers in the ACT by 2025. The ACT has among the most generous financial incentives for ZEVs including 2-year's free registration for new and used light passenger and commercial vehicles first registered in the ACT to 30 June 2024, zero-interest loans up to \$15,000 for the purchase of a ZEV or charging infrastructure in the home and an exemption from motor vehicle duty for new and used zero emissions vehicles.</p>

Northern Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
156	Remote Telecommunications Co-investment Program	NT	4 years	<p>In addition to the 18 remote sites identified for the 2015-18 program, an additional 14 remote sites were identified for the 2019-22 program. Of the 14 new sites, five sites are completed and seven sites are currently in construction, one is in design and one is on hold pending land negotiations. Five of the new program sites will provide greater coverage on key transport corridors, including one on the Stuart Highway and the other four on key regional and remote roads. All sites are expected to be completed by the end of 2022.</p> <p>In July 2022, an additional telecommunication program commenced, The Remote Small Cell program will deliver up to 20 4G small cell mobile phone services to homeland communities. The Kakadu Connect Program is a co-investment between the NT Government, Telstra and Parks Australia commencing in 2022 and will provide improved telecommunications capability across Kakadu National Park. It is due for completion in 2023-24.</p>

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 optimal road maintenance

Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
157	Advance heavy vehicle road reform to facilitate efficient investment in infrastructure	All	Ongoing	There are four heavy vehicle road reform elements: National Service Level Standards (SLS) for roads; independent reviews of expenditure plans; independent setting of heavy vehicle charges; and dedicating heavy vehicle revenue to roads (hypothecation). In March 2022, Infrastructure and Transport Ministers (ITMM) agreed a framework for National Service Level Standards for Roads. The framework establishes nationally-consistent road categories for the first time, and also describes the things that will be measured in reporting on the level of service of different roads. In 2022, a sample of initial data is being collected and tested in preparation for reporting against this framework. This is an important step in the pathway towards implementation of Heavy Vehicle Road Reform. Other gateway decisions to be taken on specific reform elements over the next three years are set out in ITMM's published Heavy Vehicle Road Reform pathway. Further detail to support those decisions is being developed collaboratively across all levels of government, and will be subject to further public consultation planned for 2022-23.

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
157	Advance heavy vehicle road reform to facilitate efficient investment in infrastructure	All	Ongoing	<p>Detailed advice on options to progress Heavy Vehicle Road Reform (HVRR)</p> <ul style="list-style-type: none"> • Queensland continues to participate in HVRR and is a member on the national Steering Committee. Queensland continues to work with the federal, states and territories, key statutory agencies and Treasuries to progress key elements of the reform, in line with the 'pathway to implement HVRR' which was agreed by Infrastructure and Transport Ministers in May 2021.

No.	Initiative	Jurisdiction	Timeframe	Progress
				<ul style="list-style-type: none"> At the February 2022 Infrastructure Transport Ministers' Meeting (ITMM), Transport Ministers agreed to the continue work on the framework for National Service Level Standards. This involves allocating the road network to the National Service Level Standard road categories, and data requirements to measure performance against the metrics included in the framework. The HVRR Working Group continues to progress key policy discussions on the identification of suitable bodies to perform expenditure review functions, and the principals for heavy vehicle charge setting and revenue distribution. <p>Improvement of road expenditure and investment plans and heavy vehicle asset registers</p> <ul style="list-style-type: none"> Queensland continues to participate in HVRR and is a member on the National Steering Committee. Transport Ministers have been further considering policy options in relation to a model of governance for reviewing road expenditure and setting of vehicle charges. The HVRR Steering Committee recently finalised a five-week series of Policy Prints to develop the next level of detail of the expenditure review proposal under HVRR. The HVRR Steering Committee is continuing to progress key policy discussions on the identification of suitable bodies to perform expenditure review functions, and the principals for heavy vehicle charge setting and revenue distribution. <p>Revenue Modelling and the Forward-Looking Cost Base The Queensland Department of Transport and Main Roads (TMR) is working with Queensland Treasury, the Australian Government and the National Transport Commission to model revenue impacts of HVRR.</p> <p>Framework for National Service Level Standard</p> <ul style="list-style-type: none"> In support of ITMM's endorsement of the Framework for National Service Level Standards, Queensland continues to work with the and Jurisdictions on the next phase of development. The Australian Government has engaged consultants Aurecon and Australian Road Research Board to progress work on key areas including the Data Requirements, a Priority Subset of Metrics, and the allocation of the road network within the framework. <p>TMR has established an internal working group and commenced work regarding the Priority Subset of Metrics. Work continues to progress.</p>

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
159	Continue to participate in the national efforts to further develop Heavy Vehicle Road Reform	WA	Long term	At the May 2021 Infrastructure and Transport Ministers' Meeting, Ministers agreed to a pathway of reforms. The Department of Transport and Main Roads WA are actively participating in the development of the framework for National Service Level Standards for roads and the development of a heavy vehicle (forward looking) cost recovery model but have abstained from endorsing changes to the Heavy Vehicle Road Reform to focus on the elements of the reform that could provide benefits to WA.

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
160	Heavy Vehicle Road Reform	All	Ongoing	All levels of government are working together to develop advice on implementation options for heavy vehicle road reform. Draft national Service Level Standards have been developed, and work has commenced to collect data against the standards and to map roads to NSLS categories. Tasmania is a participant at a national level.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
161	Collaborative work with the Transport and Infrastructure Council to shape key decisions on heavy vehicle road reform	ACT	Ongoing	The ACT Government is working as a collaborative member of the National Land Transport Management Steering Committee (LTMR) to progress recommendations on Heavy Vehicle Road Reform. This includes participating in Commonwealth consultation on the development of the National Service Level Standards for roads and low and zero emission with a heavy vehicle focus road user charging.

Action Area 2: Enable improved supply chain efficiency

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Action Area 2.1

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Action Area 2.2

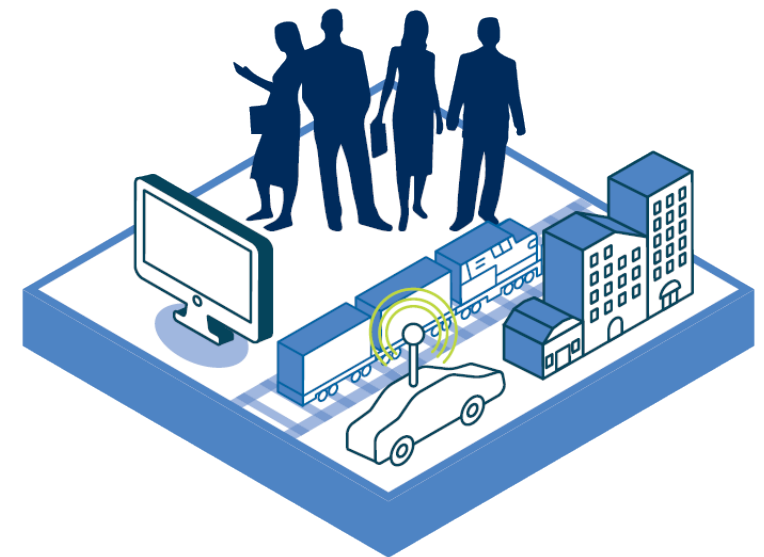
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Action Area 2.3

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Action Area 2.4

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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:

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

Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
162	Modernising agricultural trade	Cth	2018 - 2022	The Department of Agriculture, Fisheries and Forestry (DAFF) continues to implement reforms to benefit exporters including Manual of Importing Country Requirements (Micor), Regional Assurance Managers for Plant Exporters, and electronic certification to the EU. Micor informs Australian agricultural exporters what requirements their products must meet to be accepted by trading partners. Improvements to date have made it easier for exporters to be notified of updates or view updates made to a commodity. Regional Assurance Managers establish and maintain effective and productive relationships with clients and work with them to ensure that plant export policies are understood and adhered to. Electronic certification to the EU commenced in the last quarter of the 2021-22 financial year initially for the export of seafood, meat and dairy. Exporters can now be certified in less time and also save money on the cost of couriers to collect hard copy certification. There are plans to extend to further markets. These reforms expedite the regulatory processes needed to get products to market and reduce administrative effort. DAFF continues to modernise its export ICT services through implementing contemporary and connected digital service.
163	National Rail Vision and Work Program	All	Short term	Western Australia The Public Transport Authority continues to attend the National Rail Action Plan Common Standards and Harmonisation Steering Committee meetings. The Rail Industry Safety and Standards Board has developed a three plan to produce/update standards that have been identified as a priority. The initial focus is on rolling stock standards and a national rolling stock register.

No.	Initiative	Jurisdiction	Timeframe	Progress
164	National Rail Action Plan Work Program – Interoperability and Standards	Cth	2021 - 2024	<p>Phase 1 has been achieved, including:</p> <ul style="list-style-type: none"> A number of common standards completed by the Rail Industry Safety and Standards Board (RISSB), now available to its members. RISSB has also completed stage 1 of its National Rules Project, under the interoperability stream, publishing 24 rail operating rules for its members. <p>Phase 2 is currently ongoing. In May 2021, Infrastructure and Transport Ministers agreed further NRAP work and funding to 2023-24. RISSB will develop priority rolling stock and infrastructure standards, and a national rolling stock register. Further consideration will also be given to taking a collective approach towards radio communications. An interoperability framework is also being developed that will assist the compatibility between the different technological and communications systems across the national network.</p>
165	Implementation of International Maritime Organisation mandate on electronic exchange of international maritime traffic information	Cth	Ongoing	The Department is undertaking a data mapping exercise to map the information flows of data across Government and maritime industry stakeholders. This exercise will inform the development of a Maritime Single Window Business Case to be presented to Government for consideration.

New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
166	Optimise freight train cycle times	NSW	Ongoing	<p>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. Current initiatives to optimise freight train cycle times include:</p> <ul style="list-style-type: none"> Developing a specified Freight Level of Service that will form part of the Customer Service Standard required under the Rail Operations Agreement. This is being pursued through a Requirements Management process with Transport for NSW working collaboratively with Sydney Trains to identify current and future freight capacity needs on the shared network. Importantly, for the first time this work will see these identified capacity requirements contractually secured in the Rail Operations Agreement between Sydney Trains and Transport for NSW, and subsequently operationalised through the Standard Working Timetable. The Freight Community System which would fundamentally improve trusted data sharing, exchange and storage for freight movements in NSW. <p>Additionally, Transport for NSW is developing a specific Freight Rail Strategy, which will build on the Freight and Ports Plan review, identify and develop strategic directions and further initiatives to enable increased rail modal share in and out of Port Botany.</p>

Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
167	Voluntary Port Performance Model	Vic	Ongoing	The Voluntary Port Performance Model arose from the Port Infrastructure Pricing and Access Review, completed in the 2019-20 annual progress report. The Model consists of a Voluntary Pricing Protocol which governs notification processes and timing for stevedore landside fees and charges, as well as the development of quarterly performance metrics to provide transparency to industry and Government on the performance of the Port of Melbourne landside container supply chain. The first Voluntary Performance Monitoring Framework Quarterly Report was published in early July 2021 to widespread positive media coverage. Since then, five quarterly reports have been published and the total number of performance metrics has expanded. New metrics are aggregated across the three stevedore terminals for the number of TEUs moved via bulk runs, number of containers moved via bulk runs and number of direct returns of empty containers. The report is available at transport.vic.gov.au/ports-and-freight/commercial-ports/voluntary-port-performance-model/performance-indicator-dashboard . In March 2022, the National Transport Commission, also published voluntary national guidelines for applying stevedore infrastructure and access charges at Australia's container ports. The national guidelines were based on Victoria's Voluntary Pricing Protocol.

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
168	Heavy Vehicle Safety Action Plan	Qld	Completed	The Intelligent Transport System enabled rest area trial was completed in 2021. Four new stopping opportunities and seven existing sites were upgraded with data from the sites being released to open data (including the RestSpace app).
169	National Rail Plan and Work Program	Qld	Ongoing	Queensland continues to participate in the relevant working groups as part of the implementation of the National Rail Action Plan being led by the National Transport Commission. The working groups include Common Standards, Interoperability, Skills and Labour. Queensland is represented on all of the working groups.

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
170	Trade Community System	WA, NSW, Qld	Medium term	Following a successful proof-of-concept phase, conducted by the Port of Brisbane in 2019-20, progress was made with Australian and New Zealand ports, including Fremantle Ports, to progress a Trade Community System (TCS) pilot. This was intended to validate the commercial proposition in support of a TCS. However, the Australian port-led initiative has been delayed due to a lack of funding, which was exacerbated by the COVID-19 emergency. Transport for NSW has taken the lead on the project and WA will provide input as required.

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
171	National Rail Plan Work Program – Interoperability	All	Ongoing	Progress under the National Rail Action Plan is addressing interoperability, skill shortages and national harmonisation. Tasmania is a participant at a national level but is not connected to the national rail network. However, Tasmania is supporting the principles of the Plan by investing in rail infrastructure/equipment, which allows for coordination and interoperability across the total supply chain. For example: <ul style="list-style-type: none"> • Trialling unitising bulk logs so they can be transported by road, rail and sea on a common platform. • Investing in truck weighbridges at rail heads to integrate modes (road and rail) across the supply chain. • Expanding common facilities that integrate rail/road and sea.
172	Ongoing harmonisation of national vehicle safety standards for freight vehicles	All	Ongoing	The Australian Design Rules provide national standards for vehicle safety (including freight vehicles). Tasmania is a participant at a national level.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
173	ACT Transport Strategy 2020	ACT	Medium term	<p>The vision of The ACT Transport Strategy 2020 is transport for a world class system that supports a compact, sustainable and vibrant city. At a strategic level, we will employ four main avenues to bring about the transport system of the future:</p> <ul style="list-style-type: none"> • A future-focused investment framework which supports long-term sustainable benefits of transport to the ACT. • Refocused network planning and design which will focus on building a single transport network where movement will reflect location and be better integrated with land use. • We will collaborate with partners across Government and the community to employ the Movement and Place framework to weave transport and places together; improving the social and urban fabric of our city. Importantly, we will work to improve safety on our roads for all road users by employing the Safe Systems Approach. • Optimising our infrastructure by embracing the opportunities created through new technology to better manage our network and increase capacity to accommodate future demand and emerging transport modes. <p>The ACT Transport Recovery Plan will lead efforts to set transport once again on a healthy and sustainable path as the ACT manages the impacts of COVID-19 and transitions beyond this. The plan will focus on harnessing this opportunity to adapt, improve and innovate, for the benefit of all Canberrans, now and in the future.</p>
174	Exploring how telematics and other intelligence transport systems can be used to optimise operations and planning	ACT	Ongoing	<p>The ACT recently commenced access to Transport Certification Australia Telematics Analytics Platform and continues to participate in the National Telematics Framework working group to better understand heavy vehicle movements and how telematics and other intelligence transport system can be used to inform and support transport impact assessments, infrastructure planning and freight operations.</p>

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
175	Engage, inform and attract potential new workforce entrants (e.g. retrenched workers and other job seekers) to the freight and logistics industry	Cth	Ongoing	This action seeks to address people and skills shortages in the freight and logistics industry. The 'Your Career' website, a platform of the National Careers Institute, supports this as it has been designed to provide clear and authoritative careers information and to help people of all ages and circumstances better plan and manage their career. Information on 'Your Career' is underpinned by employment and education data from the National Skills Commission, translating it into clear careers information and guidance for people to plan their career or transition to new careers. There are more than 1200 Australian occupations available to search through the Your Career Platform, including current vacancies and related roles. Freight related roles covered on the platform include freight handlers, train drivers, supply and distribution managers and truck drivers. Between 1 October 2020 and 1 January 2022, Your Career had over 2.2 million-page views by 954,896 users.
176	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 aims to use the variety of supports already available (e.g. employment services and state and territory subsidised training) to establish new recruitment channels that meet the needs of freight and logistics industry employers, while also creating opportunities for all Australians looking for employment. Through existing programs (including Employer Liaison Officers, Launch into Work and the Local Jobs Program), the Australian Government continues to support various industries, including the Transport, Postal and Warehousing industry. Employment Facilitators have been appointed to oversee delivery of the Local Jobs Program over 2022-2025, having been rolled to all 51 Employment Regions on 1 July 2021. The Transport, Postal and Warehousing industry is one of the targeted industries. One example of the collaborative approach is a project in Western Australia (WA) that came about following a Local Jobs Taskforce discussion in late 2020. As a result, a free fast-tracked skillset course for heavy vehicle licensing has been introduced in WA. The project was supported by the Department of Employment and Workplace Relations State Office, Employer Liaison Officer and Local Jobs Program.

No.	Initiative	Jurisdiction	Timeframe	Progress
177	jobactive (Workforce Australia from July 2022)	Cth	2018 - 2022	jobactive was the Australian Government's initiative to get more Australians into work. Providers connected job seekers with employers, including the placement of job seekers into roles in the Transport, Postal and Warehousing industry. jobactive providers could use the Employment Fund to assist job seekers into work by providing financial support for employer-required accredited training, work clothing, safety equipment, work-related licensing and transport. In July 2022, the Australian Government launched Workforce Australia. Workforce Australia introduced improvements for providers, individuals and businesses and will help all Australians become job-ready and move into suitable, secure employment, including the placement of individuals into roles in the Transport, Postal and Warehousing industry. Workforce Australia also includes a number of complementary supports for business or industry.
178	Development of competency standards for vocation education	Cth	Ongoing	The national training system is the Australian system for vocational education and training (VET). The system is based on occupations skills standards, which are set out in units of competency within training packages. A number of projects in the TLI Transport and Logistics Training Package, including updated training products for Rail Customer Service, Customs Brokering, Rail Traffic Pilots and Electric Heavy Vehicle Operations and Rail were approved in the first half of 2022. A number of updates are currently underway and due to be finalised in the second half of 2022 including training products to support Driving Instruction, Rail Safety Management, Mobile Crane Operations and Material Logistics. In October 2021, Skills and Training Ministers agreed to new industry engagement arrangements for the VET system to enhance the role of industry and embed improved governance. New arrangements include establishing Industry Clusters from early 2023, giving industry a broader, more strategic role ensuring Australia's VET system addresses skills and workforce challenges across the economy. In addition, building on the existing strengths of the VET system, Commonwealth, state and territory governments have agreed to qualifications reform to modernise training products. The proposed qualifications reform agenda will consider new approaches to training package development to better meet the needs of employers and learners now and in the future.
179	National Rail Action Plan – Skills	Cth	2021 - 2024	Phase 1 has been achieved. Governments received a report on critical rail sector skills and labour needs, including the barriers to portability of key skills between jurisdictions and businesses and an audit of existing training programs and facilities. Phase 2 is ongoing. The NTC is currently working with government and industry partners to establish the National Rail Skills Hub. Governments are progressing a virtual National Rail Skills Hub to coordinate state academies and industry initiatives, improve access and pathways to current and future skills needed to build and operate the national network.
180	Attracting women into aviation careers	Cth	2019 - 2026	In December 2021, it was announced that the Women in the Aviation Industry initiative would be extended for a further four years and provided an additional \$4 million in funding. The first phase of the initiative ended on 30 June 2022. A formal evaluation of the first four years is underway, with outcomes and recommendations being addressed in the strategic action plan for the next four years. It is anticipated that both the evaluation and the action plan will be finalised before the end of 2022.

Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
181	Women in Transport Program	Vic	2017 - 2024	The Women in Transport (WiT) program aims to increase the number of women working in the public transport sector to 30 percent by the end of 2024. Investment in the program has grown from an initial \$1.2 million to more than \$6 million in 2021, with more members of the transport industry signing up to participate in the program. The WiT Strategy 2021-24 continues to be implemented with 21 initiatives to continue to improve gender equality in the transport sector.
182	Training of Heavy Vehicle Drivers	Vic	2020 - 2023	The Victorian Government has allocated \$500,000 per year to the Victorian Transport Association for the delivery of the Transport and Logistics Industry Based Training Program. This funding will provide for 60 new heavy vehicle drivers into the transport and logistics sector each year until 2022-23, or a total of 240 new heavy vehicle drivers over 4 years. \$1.5 million has been allocated to Road Safety Victoria to accelerate the implementation of the Austroads work on the National Heavy Vehicle Driver Competency Framework, which is being led by Victoria on behalf of all jurisdictions. This work focuses on ensuring that drivers are equipped with the knowledge, skills, competence and experience to safely drive heavy vehicles – the benefits of which will extend beyond 2023.
183	Freight Industry Training Project (new)	Vic	Ongoing	The Victorian Government is fast-tracking 125 jobs in the freight and logistics sector in partnership with the Victorian Transport Association (VTA), filling workforce shortages with freight companies over the next two years. The Freight Industry Training Project will train candidates to secure long-term job opportunities. A target of 50% for women over 45 years old has been set, however, other priority groups such as women, young people under 25 years old, Aboriginal and Torres Strait Island People or migrants from non-English speaking backgrounds will be given the opportunity to pursue permanent employment in this targeted job creation project. The \$3 million employment project through Jobs Victoria will deliver freight industry-specific training programs in critical areas such as heavy vehicle driving, forklift driving and warehousing. Upon completing at least two of these programs, job seekers will be job-ready for a career in the transport and logistics sector and will be placed in roles. The VTA will provide ongoing support to both employees and transport companies to ensure they are set up for long-term success.

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
184	Queensland Transport and Logistics Workforce Strategy and Action Plan	Qld	2021 - 2024	Promoting careers in transport and logistics is key priority under the Queensland Transport and Logistics Workforce Strategy and Action Plan 2021–2024, particularly with the workforce challenges presented by COVID-19. In 2022, the Queensland Transport and Logistics Workforce Marketing Strategy 2022–2024 was published to assist employers to promote careers in transport and logistics (https://www.tmr.qld.gov.au/tlconnect). A suite of resources has been developed to support promotion and engagement with young people and job seekers, including a careers flyer linking to online information via a QR code. This has been useful for school engagement (https://www.tmr.qld.gov.au/t-and-l-careers). From July 2021 to June 2022, 14 university students completed the Transfutures Internship Program, where they are hosted in a Transport and Logistics business to learn about the industry and roles available.
185	Development of future-skills standards for the transport and logistics, aviation and maritime sectors	All	Ongoing	The Queensland Transport and Logistics Workforce Advisory Committee (TLWAC) includes representatives from a cross-section of industry modes and sectors, industry associations and the Department of Employment, Small Business and Training. The committee meets quarterly and has ongoing engagement and input around skills and training, at a state and national level. TLWAC established a dedicated Education and Training Working Group in August 2021. The group meets monthly and is pursuing several opportunities for additional engagement via education and training pathways into industry. Maritime Safety Queensland is continuing to promote the creation of maritime employment and maritime training opportunities including skills development through course subsidies, facilitation of sea-time and creation of cadetships.

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
186	Development of future-skills standards for the transport and logistics, aviation and maritime sectors	WA	Short term	The WA Department of Training and Workforce Development (DTWD) created the WA Jobs, Education and Training Survey (WAJET) as a mechanism to engage with industry about their specific skill needs and to identify opportunities to develop specific products (i.e. Job Ready programs, State skill sets) or to prioritise training in nationally recognised qualifications. The Logistics and Defence Skills Council (LDSC) represents the logistics and freight supply industry in Western Australia and provides advice to DTWD on suitable skills pathways, including mentoring and cadetships, in the logistics industry.
187	State Aviation Training Strategy	WA	Completed	The State Aviation Training Strategy (Strategy) was intended to cover the future skill needs of the aviation industry in WA. Following extensive consultation with key stakeholders by the DTWD and the Logistics Training Council (LTC), a draft Strategy was prepared at the beginning of 2020. However, due to COVID-19, the project was suspended. The WA Aviation industry is recovering from the impacts of COVID-19 disruption, DTWD will work with key stakeholders and the LTC to revisit future skill needs. The current action on the draft Strategy is considered complete and any future strategy development will be included in annual reporting as a new action.

No.	Initiative	Jurisdiction	Timeframe	Progress
188	Heavy Vehicle Driver Training Programs and Facilities	WA	Short term	In February 2021, the WA Government committed \$6.1 million to train more Western Australians in heavy vehicle driving. The Job Ready Heavy Vehicle Driving Operations Skill Set and driver training will train an estimated 1000 skilled workers needed by the transport industry and remove barriers to entry in Heavy Rigid, Heavy Combination or Multi Combination heavy vehicle driving courses. The program is offered at South Regional TAFE and Central Regional TAFE. To date, 179 participants have been through the program.

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
189	Industry Training Hub	Cth, Tas	Ongoing	Funding of \$58 million is being provided 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: Delivering Skills for Today and Tomorrow.
190	Tasmanian Transport and Logistics Workforce Action Group	Tas	Ongoing	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. In 2022 the Tasmanian Transport Association have been funded \$140,000 to engage a Workforce Development Project Officer to implement the recommendations from the Transport and Logistics Workforce Development Plan 2020-2023.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
191	Participation in the truck driver skills and shortage working group	ACT	Ongoing	The ACT is committed to supporting the green economy including through the implementation of skills to support a transition to ZEVs. Skilled to Succeed, the ACT's skills and workforce agenda explicitly identifies the importance of training and upskilling in ZEV technologies as a key growth opportunity for our local skills sector and economy. The Canberra Institute of Technology is collaborating with Tesla to design tailored training for ZEVs auto mechanics. This will ensure that as the number of ZEVs on Canberra's roads increases, the auto service industry is skilled up to meet the demand.

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
192	iMove Cooperative Research Centre (CRC)	Cth	2017 - 2027	<p>The Australian Government continues to partner with universities, researchers and industry experts on projects coordinated through the iMove Cooperative Research Centre. Freight-related projects the Australian Government has collaborated on through iMove include:</p> <ul style="list-style-type: none"> • Stakeholder consultations through the Inquiry into National Freight and Supply Chain Priorities has identified the need for a course on urban freight planning to ensure future planners will have a firm understanding of the Principles and how to incorporate freight concerns into urban land use planning. This is supported by research into the future needs of urban freight providers in order to service the growth in freight volumes. • The impact of high-risk weather events and the COVID-19 pandemic on the road and rail routes connecting Australia's nationally significant places for freight, such as ports, airports and intermodal terminals, has led to the updating of the key Australian freight routes to help identify the critical routes and inform research into the resilience of the freight network. The investigation into international best-practice use of digitisation in transport and freight identified barriers and opportunities for Australia. This included the emerging concern of current skill challenges across automated freight transport systems, and opportunities to open-up new industry sectors and occupations that were not present previously. <p>The Government is continuing to consider potential future projects in consultation with iMove and potential industry and research partners. This includes commencing a new project on decarbonising freight transport in Australia.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
193	Road Safety Innovation Fund	Cth	2019 - 2023	<p>The program was announced in the 2019-20 Budget and two funding rounds have been held. As at 30 June 2022:</p> <p>Round One (Open Round) – \$2 million was committed to 13 successful projects.</p> <ul style="list-style-type: none"> • One project is complete and 12 remain in delivery. • \$1.424 million paid as at 30 June 2022. <p>Round Two (Open Round) – \$10 million was committed to 40 successful projects.</p> <ul style="list-style-type: none"> • One project is complete and 39 projects remain in delivery. • \$6.289 million paid as at 30 June 2022. <p>Of the \$12 million, there are five projects directly related to heavy vehicles:</p> <ul style="list-style-type: none"> • Heavy Vehicle Safety: Developing and Evaluating a Systems-thinking Crash Investigation Tool (\$349,609). • Heavy Vehicle Wheel End Fire and Mechanical Failure Prevention Device (\$346,830). • In-depth No-blame Investigations of Crashes Involving Trucks (\$297,835). • Heavy Vehicle Auto Thermographic Inspection (\$193,954). • Forestry Log Haulage Safety Initiative: Restraint Innovation (FLHSI) (\$249,000)
194	Advanced Train Management System	Cth	2014 - 2024	<p>Stage 2 (Port Augusta to Kalgoorlie): development work was completed February 2022 and delivery works commenced in February 2022. Stage 3 (detailed design plus trainborne units Melbourne/Parkes to Perth): Planning works are progressing as scheduled.</p>
195	Implement the National Land Transport Technology Action Plan	All	Ongoing	<p>In August 2019 Australian Infrastructure and Transport Ministers agreed an updated National Land Transport Technology Action Plan (2020-23) under the National Land Transport Technology Policy Framework. Priority 5.1 (identify and facilitate emerging technologies that improve freight outcomes) is related to the Action Plan of the National Freight and Supply Chain Strategy. Australian, State and Territory Governments have been collaborating to develop projects to meet the Action Plan's priorities. Progress of actions, including priority 5.1, is included in annual reporting on the National Land Transport Technology Action Plan provided to Infrastructure and Transport Ministers each November.</p>
196	Implement Key Priority 5.1 (Identify and facilitate emerging technologies that improve freight outcomes) of the National Land Transport Technology Action Plan 2020-2023	Cth	2020 - 2023	<p>In August 2019 Australian Infrastructure and Transport Ministers agreed an updated National Land Transport Technology Action Plan (2020-23) under the National Policy Framework for Land Transport Technology. Key Priority 5.1 (identify and facilitate emerging technologies that improve freight outcomes) in the National Land Transport Technology Action Plan relates to the Action Plan of the National Freight and Supply Chain Strategy. To support the implementation of Key Priority 5.1, a new Supply Chain Benchmarking Dashboard was publicly launched on 15 October 2021. Developed by the CSIRO, the Dashboard models Australian supply chains and provides a comprehensive set of benchmarks to assist performance evaluation and comparison. To find out more about other progress being made, visit the Freight Australia website at https://www.freightaustralia.gov.au/. Progress of actions, including priority 5.1, is included in annual reporting on the National Land Transport Technology Action Plan and published on the Department of Infrastructure, Transport, Regional Development, Communications and the Arts' website.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
197	Freight Energy Productivity Program	Cth	2021 - 2024	A report by independent consultant Mov3ment was commissioned to assist with policy development and program direction, and the associated consultation required to ensure ongoing industry input and participation. The report was delivered in October 2021 and provides a comprehensive appraisal of the freight industry context in Australia.
198	Implementation of the National Hydrogen Strategy	Cth, NSW, Vic, WA	Ongoing	State governments have several initiatives that are progressing the introduction of hydrogen as an alternative fuel source. These include Hume hydrogen highway initiative from NSW and Victoria, and Western Australia has a Hydrogen Fuelled Transport Program. The Commonwealth has funded some project through ARENA and the CEFC in Townsville and Geelong.
199	Future Fuels and Vehicles Strategy (formerly a National Strategy for Electric Vehicles)	Cth	2022 - 2029	Through the development of Australia's first National Electric Vehicle Strategy, the Australian Government will coordinate action across government, unions, industry and the community to address barriers to uptake, take advantage of opportunities and manage the challenges of the transition to electric vehicles. These actions will ensure Australia secures the benefits of new vehicle technology and provide certainty to consumers. The strategy will consider all viable options to build on the policy announcements already made and being implemented including the Electric Car Discount. The government will deliver a fast charging network, committing an additional \$250 million to the new Driving the Nation Fund, doubling the investment to \$500 million. The fund will support the installation of electric vehicle charging and hydrogen refuelling technology across metropolitan, regional and rural areas. This will aid the uptake of electric vehicles and encourage the use of new vehicle technologies across freight and logistics supply chains.

National Transport Bodies

No.	Initiative	Jurisdiction	Timeframe	Progress
200	Future Vehicles and Technology Program	Austrroads	Ongoing	Austrroads' Future Vehicles and Technology Program is delivering a range of projects relating to vehicle automation and connectivity. The Program continues to support organisations to understand how future vehicles and technology can be used to improve the capacity of organisations and delivery of services that improve the lives of the communities they serve.
201	Driver fatigue monitoring technology trials	NHVR	Ongoing	Throughout 2021-2022, the NHVR undertook one-on-one fatigue sessions with more than 100 industry operators to better understand the challenges and opportunities to increasing industry uptake of the Advanced Fatigue Management (AFM) module as part of the National Heavy Vehicle Accreditation Scheme (NHVAS). Based on this feedback, the NHVR is undertaking a targeted project focusing on developing pre-approved industry sector specific work and rest hour templates, digitising manual AFM administrative processes and publishing implementation guides to support operators and drivers in their use of Fatigue/Distracted Detection Technology (FDDT). To further support the safety benefits of FDDT, the NHVR is working with a small group of operators to share FDDT data and insights. Through this work, the NHVR has been able to provide analysis back to operators on trends and insights of the

No.	Initiative	Jurisdiction	Timeframe	Progress
				prevalence of fatigue to enable improved management of individual driver fatigue within their business. This work will continue with industry, with a view to expand the sharing data with more operators. As part of the work on the HVNL Review, the NHVR is working with the NTC to develop a performance-based Fatigue Risk Management Standard (to ensure less prescription) that will better support the heavy vehicle industry in managing safer fatigue outcomes.
202	Austroads Future Vehicles and Technology (FVaT) Program (formerly Austroads Connected and Automated Vehicle Program)	Austroads	Ongoing	Recently completed FVaT projects include: 'Agency Business Capability to Support Connected Vehicles'; 'Road Agency Data for Connected and Automated Vehicles'; and 'Supporting Cloud Connected Road Users'. An ongoing project is the 'Agency Vehicle-generated Data Exchange Pilot', which is looking to create a testbed for the flow of data to and from vehicles to road agencies.

New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
203	Heavy vehicle platooning on major freight corridors	NSW	Ongoing	Transport for NSW is currently engaging with industry and technology suppliers looking at what technology is available for heavy vehicle platooning on major freight corridors.
204	Intelligent Congestion Management Program	NSW	Ongoing	Release 1 and Release 2 of the Intelligent Congestion Management Program has been delivered in July 2020 and May 2021 respectively. Release 3 testing is ongoing and will be delivered in 2 phases, the first phase will be in October 2022 and the second in February 2023.
205	Support electric vehicles in high density areas	NSW	3 - 5 years	Transport for NSW continues to work with state and local authorities and industry to encourage and support uptake of electric vehicles for the delivery of goods in built up areas to reduce the noise and emissions impact of freight.

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
206	Austroroads Connected and Automated Vehicle Program	All, Qld	Ongoing	The strategic context of the project changed significantly during 2020–2021, prompting a significant change in focus and scope. TMR has completed the project but it is tightly focused on developing a change framework for an internal business unit. It has no direct relationship to freight or freight stakeholders. Queensland remains actively engaged in the program and continues to work with other jurisdictions and the Australian government to identify opportunities for its application.
207	Undertake kick-start projects to scope the potential for building hydrogen refuelling stations in every state and territory	All, Qld	Ongoing	The Queensland Government has committed (through QFleet) to trial five Fuel Cell Electric Vehicles (FCEVs) in the government fleet. This commitment is supporting the establishment by BOC Limited of a Hydrogen Refuelling Station in Brisbane. Construction is anticipated to commence in the 2022-23 financial year. The \$10 million second round of the Hydrogen Industry Development Fund (HIDF) included a focus on transport applications. The fund closed on 2 June 2021. Under the HIDF, Queensland has committed up to \$5 million to Ark Energy H2 Pty Ltd to establish a renewable hydrogen production and refuelling facility at the Sun Metals refinery in Townsville, including a trial of five Hyzon hydrogen fuel cell electric trucks. In March 2022, the Queensland Government announced it had signed a Memorandum of Understanding with the NSW and Victorian Governments to collaborate on the development of an East Coast Renewable Hydrogen Refuelling Network along key freight corridors.
208	Drone Network Impact Analysis	All, Qld	Ongoing	Queensland has published its findings on the plausible impacts of drone transport services – Drone Network Impact Analysis. These are available at https://www.tmr.qld.gov.au/Community-and-environment/Planning-for-the-future/Emerging-technologies-and-trends . TMR is working with other agencies to review and provide input to Australian Government proposals for regulation of drone and urban air mobility operations.
209	National Land Transport Technology Action Plan	All, Qld	Ongoing	The Queensland Department of Transport and Main Roads (TMR) continues to liaise with and participate in activities facilitated by the National Heavy Vehicle Regulator around the introduction and deployment of technologies and initiatives. Queensland is also an active participant in national automated vehicle regulatory reforms, facilitated by the National Transport Commission and the Australian Government. These reforms aim to ensure Australia is ready for the deployment of automated vehicles, which are predicted to bring many benefits. The heavy vehicle industry may be amongst the first adopters of automated vehicle technology.
210	National Hydrogen Strategy	All, Qld	Ongoing	On 11 March 2021, the Queensland Government announced the establishment of a Hydrogen Taskforce to deliver on the Queensland Government's vision for a sustainable hydrogen industry. The Hydrogen Taskforce is being supported by a Hydrogen Delivery Unit (HDU) to deliver on the Queensland Hydrogen Industry Strategy 2019–2024. The Queensland Government is working to identify opportunities for hydrogen use by heavy vehicles (for instance in road freight, public transport) and the principles for required for supporting infrastructure. In 2020–21 the Queensland Government partnered with the University of Queensland to develop a Feasibility Assessment of Transitioning to Low or Zero Emission Truck Technologies in Queensland report that assessed possible pathways for decarbonising Queensland's road freight task, in line with the state's ambition to achieve net-zero emissions by 2050.

No.	Initiative	Jurisdiction	Timeframe	Progress
211	Strategies to enable wider deployment of low emission vehicles	All, Qld	Ongoing	The Queensland Government is continuing to develop a Zero Net Transport Emission Roadmap. The Queensland Government released the 10-year Zero Emission Vehicle (ZEV) Strategy and two-year Action Plan in March 2022 with a \$55 million investment across ZEV purchase incentives (\$45 million) and ZEV charging infrastructure (\$10 million). The Queensland Government supported the Queensland Transport and Logistics Council to develop the Addressing Barriers to Zero Emission Trucks in Queensland 2025 report, released in early 2022.

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
212	Contribute to the National Hydrogen Strategy	WA	2020 - 2025	The Western Australian Renewable Hydrogen Unit within the Department of Jobs, Tourism, Science and Innovation is liaising with the National Hydrogen Project Team on a range of topics and themes to ensure continued alignment and information sharing on transport related matters, with the objective of facilitating the utilisation of hydrogen for transport, including for freight.
213	Low Emission Strategy development	WA	Medium term	DoT is representing WA in the National Low and Zero Emission Vehicle (LZEV) Working Group. WA continues to contribute to the various actions that underpin the National LZEV action plan. The new initiative, Transport Sector Emissions Reduction Strategy (TSERS) (under ACTION 2.3) will cover all parts of the transport sector, which generated some 15 million tonnes of greenhouse gas emissions in 2019, or 16% of the total emissions in Western Australia. The Strategy will be developed over 2022, and DoT will be engaging with industry stakeholders in considering policy options to support the transition to low and zero emissions for the sector.
214	Develop a kick start investment fund relating to hydrogen	WA	2022 - 2025	The Renewable Hydrogen Unit is administering the delivery of the WA Renewable Hydrogen Fund that aligns and supports the WA Renewable Hydrogen Strategy. In 2020, Round 1 of the Fund announced up to \$10 million of grant funding for four capital works projects, and seven feasibility studies. Two capital works projects and four feasibility studies with a transport strategic focus area received grant funding. In the second round of funding in August 2020, \$300,000 was awarded to BP for a feasibility study for Kwinana Clean Fuels Hub. In October 2021, \$10 million funding was announced to be provided to successful projects from a two-staged Hydrogen Fuelled Transport Program targeted at the transport and freight end users. The applications are now in their final stage of review.
215	Investigate low emissions policy levers	WA	2022 - 2025	Under the Western Australian Electric Vehicle Strategy, hydrogen fuel cell electric vehicles have been included within the definition of electric vehicles in WA policies. The Department of Jobs, Tourism, Science and Innovation and the Department of Transport are collaborating and consulting with transport industry stakeholders on potential policy options to stimulate demand for low and zero emission vehicles, including specific consideration for freight vehicles. In May 2022, the WA Government announced 10,000 rebates of \$3,500 that would be available for electric and hydrogen vehicles priced below \$70,000.

No.	Initiative	Jurisdiction	Timeframe	Progress
216	Western Australian Renewable Hydrogen Strategy	WA	2022 - 2030	<p>The WA Renewable Hydrogen Strategy and Roadmap identifies transport as a strategic focus area with the 2030 goal that renewable hydrogen will be a significant fuel source for transportation. An Interagency Working Group comprising of key agencies including the Department of Transport is continuing to collaborate with Western Australian Renewable Hydrogen Unit to implement the WA Renewable Hydrogen Strategy that identifies Transport as one of the four key Strategic Focus Areas. Future actions/projects in 2022-23 related to Hydrogen:</p> <ul style="list-style-type: none"> • Develop a kick start investment fund relating to hydrogen and Western Australian Renewable Hydrogen Strategy in Action 2.3 • Announce successful applicant for the Hydrogen Fuelled Transport Program. Manage the proponent for anticipated delivery of the project within the next three years. • Oversee commissioning of the Hydrogen Refueller in Jandakot (Perth) and Christmas Creek Mine Hydrogen Mobility Project, and • Continue to collaborate with the freight and transport stakeholders, local governments and port authorities, to investigate potential hydrogen use cases in heavy vehicles for support.
217	Transport Sector Emissions Reduction Strategy (new)	WA	2022 - 2025	<p>The Department of Transport is leading the Transport Sectorial Emissions Reduction Strategy (TSERS) as part of the WA Government commitment to reach net zero greenhouse gas emissions by 2050. The TSERS will cover all parts of the transport sector, develop pathways for emissions reduction over the next three decades to 2050 and evaluate a range of initiatives that can be harnessed across all parts of government and by the private sector. Research findings will enable the WA Government to make informed decisions to develop policy levers to stimulate the uptake of low and zero emissions vehicles in the freight sector.</p>

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
218	Real Time Traffic Congestion Management System	Tas	Ongoing	<p>To combat traffic congestion, the Tasmanian Government has introduced a real Time Traffic Congestion Management System to provide better information for traffic managers and road users through the use of traffic monitoring technology. The System is now fully operational and in use within the Traffic Management Centre. This system is continuously being upgraded to introduce new functionality. Further, the Tasmanian Government has recently launched its 'Traffic Tas' app which provides road users with real-time information on traffic delays on the road network.</p>

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
219	Participation in intergovernmental working groups – energy savings and reduction in greenhouse gas emissions	ACT	Ongoing	The ACT continues to actively participate in the multiple national, state/territory and local government forums to accelerate the uptake of low and zero emissions vehicles.
220	Work with Wing's World-First-Urban-Based drone delivery service	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
221	Inland Rail Regional Liaison Offices	Cth	Ongoing	<p>Regional Liaison Officers continued to provide on the ground support the Australian Rail Track Corporation as sections of Inland Rail transition from reference design to construction and become operational. Through-out the year, Regional Liaison Officers observed, participated and presented at more than 220 meetings, roundtables and events to promote the strategic value of Inland Rail and connect stakeholders with information about complementary government programs, initiatives and freight data projects. Officers in Wodonga, Dubbo, Toowoomba and Moree were engaged locally in their communities through:</p> <ul style="list-style-type: none"> • 58 meetings with State Government agencies working in transport, skills and land planning • 52 council meetings and briefings • 30 industry events and business tours • and more than 50 community events, field days and shows.
222	Leading development and implementation of the National Road Safety Strategy 2021-30 and accompanying Action Plan	Cth	2021 - 2030	The Strategy was published in December 2021. The Strategy was developed in consultation with states, territories and the Australian Local Government Association. A National Road Safety Action Plan to support the implementation of the Strategy is currently under development.

No.	Initiative	Jurisdiction	Timeframe	Progress
223	Integrate community engagement as part of freight-related projects	All	Ongoing	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 (QMFC) and the Queensland Transport and Logistic Council. The QMFC has met a total of 20 times since its first meeting in 2016. The QMFC has been a key platform for government and industry to work together in identifying and addressing issues affecting the efficient movement of goods and materials around, and in and out of Queensland. The QMFC met a further nine times in response to the impacts of COVID-19 and was pivotal in delivering significant investment into Queensland's freight system through several initiatives which have kept Queensland moving during COVID-19. The Queensland Freight Strategy – Advancing Freight in Queensland (QFS) and Queensland Freight Action Plan (QFAP) was released on 5 March 2019. The QFS is accompanied by the Queensland Freight Action Plan (QFAP) which is a rolling two-year program of actions informed by industry stakeholder consultation. The 2020–2022 QFAP was publicly released on 28 September 2020 and is currently under review with the 2023–2025 QFAP, in development for release in early 2023. The QFAP identifies actions to contribute to achieving the Queensland Freight Strategy vision ensuring Queensland's freight system continues to adapt to the evolving and expanding freight environment.
224	Safety Truck Campaign	Cth, NHVR	Completed	In 2018-19, the Australian Government provided \$400,000 in funding as a one-off grant to the ATA to support the ATA Safety Truck's redesign and refit. The Safety Truck attends industry-led community events, career expos, high schools, TAFE and universities and other public events across Australia to educate 16- to 25- year old drivers on how to safely share the roads with heavy vehicles. The National Heavy Vehicle Regulator provided \$5,000 per year from 2018-19 to the SafetyT360 program.
225	Heavy Vehicle Safety Initiative	Cth	Ongoing	To date, the Heavy Vehicle Safety Initiative has run six annual funding rounds, with 117 projects funded. Examples of successful initiatives include those to support improved mental health and individual wellbeing in the heavy vehicle industry, educate young drivers on sharing the road with heavy vehicles, and increase driver awareness of roles and responsibilities under the Chain of Responsibility. The Government committed \$5.6 million for Round 7 of the HVSI, taking the total funding committed to the HVSI to approximately \$33.6 million. Applications opened for Round 7 on 26 November 2021 and closed 14 February 2022.

New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
226	Research into noise impacts of freight operations and effectiveness of mitigation measures to inform future initiatives	NSW	On hold	Transport for NSW will continue to work with the NSW Department of Planning and Environment on appropriate mitigation of noise impacts of freight operations in developing revised noise guidelines.
227	Ensure planning accommodates for the growth of the freight task and protects community amenity	NSW	Ongoing	<p>The Greater Cities Commission has completed a multi-agency review of the 'Industrial and Urban Services Lands Retain and Manage policy'. Key outcomes of the Review are:</p> <ul style="list-style-type: none"> • A 'Retain and Manage' Policy is needed for the protection of industrial lands in Greater Sydney. The existing Policy will continue to apply. • Draft Guiding Principles will strengthen and support the continued implementation of the 'Retain and Manage' Policy. The next Region Plan will consider the findings of this Review and include the vision, objectives and draft Guiding Principles for industrial lands. <p>The Commission will implement the draft Guiding Principles in the Six Cities Region Plan and City Plans when completed in late 2023 and 2024. Further consultation and collaboration will occur on the holistic review of all three existing industrial land policy areas with stakeholders including government agencies, local councils and industry as part of the Region Plan process. The process will begin later in 2022. The NSW Government is also continuing to plan for the growing freight task through freight strategies that focus on port efficiency and rail freight productivity.</p>
228	Improve planning for last mile deliveries	NSW	Ongoing	The Freight and Servicing Last Mile Toolkit was published publicly in July 2021 and provides best-practice guidance to assist urban planners, developers and government in consideration of freight and servicing demands for new buildings and precincts as part of the planning process. It also promotes better management of freight and servicing for existing buildings.

Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
229	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. The Municipal Association of Victoria has worked with the Department of Transport to establish a Freight Policy Reference Group, this group is collaborating on access issues, including after-hours freight deliveries. The Municipal Association of Victoria has also delivered a first and last kilometre action plan, informed by a range of engagements during late 2021, including with

No.	Initiative	Jurisdiction	Timeframe	Progress
				the Freight Policy Reference Group, the DoT Heavy Vehicle Consultation Group and the National Heavy Vehicle Regulator. An action plan has been developed and agreed with responsible stakeholders to achieve improved outcomes. More information is available at https://www.mav.asn.au/what-we-do/policy-advocacy/transport-infrastructure/heavy-vehicle-and-freight-management .

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
230	Heavy Vehicle Safety Action Plan	Qld	Completed	The Heavy Vehicle Safety Action Plan concluded on 31 December 2021. The Intelligent Transport System enabled rest area trial was completed in 2021, with data from the sites being released to open data (including the RestSpace app).

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
231	Improve the social license of freight	WA	Complete	A renewed social licence campaign as a result of COVID-19 was developed in 2020. The campaign "Thank Freight for That!" was social media based and highlighted the role freight played during COVID. The social media campaign resulted in an increased awareness of the role of freight by the community. The campaign ran from 23 November 2020 to 20 December 2020 and had 600,000 views. The Freight and Logistics Council WA is currently considering the next stage of the campaign.
232	Research Travel Demand Management Programs	WA	Medium term	<p>The following projects are currently underway:</p> <ul style="list-style-type: none"> • Ongoing development of the long-term cycle network for Perth and Peel • Your Move Stirling is a travel behaviour program to provide people who live, work and learn in the City of Stirling with information and support to live an active and connected lifestyle. • Ongoing administration of the Perth Parking Policy to reduce car use in the Perth CBD. <p>Allocated government funding:</p> <ul style="list-style-type: none"> • Perth City Deal currently allocates up to \$3m of State/federal funding for a Travel Demand Management (TDM) program in Perth • Over \$8m in WA bicycle grants has been committed for 2023-24. <p>Planned for 2022 – 2023:</p> <ul style="list-style-type: none"> • Implementation of a TDM program in central Perth. • Responsibility: Department of Transport

No.	Initiative	Jurisdiction	Timeframe	Progress
233	Community engagement on freight issues	WA	Ongoing	The WA's Freight Rail Working Group, which is part of the Freight and Logistics Council (FLC), continues to provide information and engage on issues relating to rail noise. The FLC is also working to identify skills shortages within the freight sector and high performance vehicle access to the Fremantle Inner Harbour.

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
234	Tasmanian Planning Scheme	Tas	Ongoing	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. More significant projects may be assessed under major projects legislation which also provides for community input. The Tasmanian Planning Policies project will provide an opportunity for the community to be part of setting planning priorities including protecting infrastructure.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
235	ACT Freight Strategy	ACT	Ongoing	The ACT Freight Strategy, as incorporated in the ACT Transport Strategy implementation, continues to engage the community in addressing challenges of freight operations. The strategy supports a clear road hierarchy for freight and passenger movements that promotes a strategic orbital freight network for heavy vehicle traffic around the city that is augmented by b-double network to access freight locations within the city. 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 to ensure safety in design. Roads ACT also works closely with road freight operators and the affected community on a case-by-case basis to ensure heavy vehicles are operating safely in urban areas and address any noise, emissions, parking or amenity mitigation measures.

Action Area 3: Better planning, regulation and coordination

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Action Area 3.1

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Action Area 3.2

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Action Area 3.3

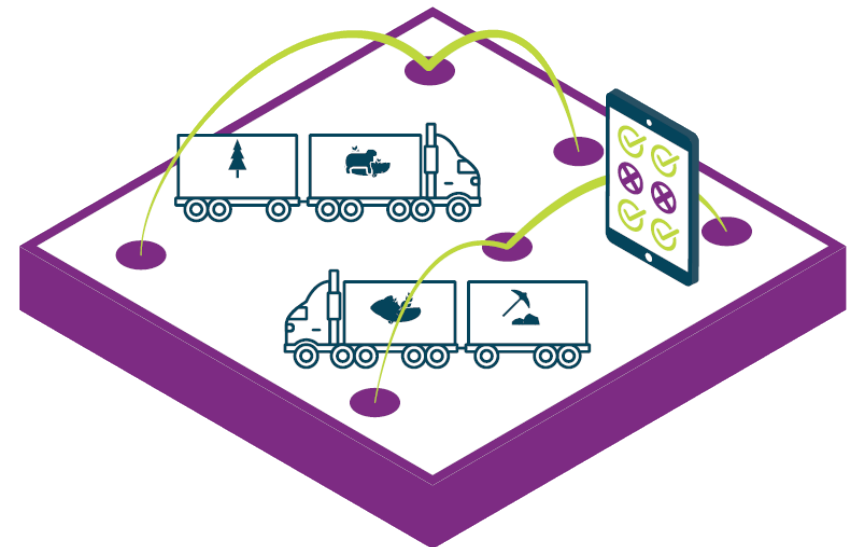
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Action Area 3.4

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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 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

Note: progress on implementating the National Urban Freight Planning Principles is reflected in chapter 4 of this report.

Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
236	National Airports Safeguarding Framework	All	Ongoing	<p>The Principles and Guidelines included in the National Airports Safeguarding Framework are intended to ensure the ongoing safe and efficient operation of aviation facilities across Australia, including the movement of airfreight. The Australian Government, along with jurisdictions, continue to promote implementation of the Framework through the National Airports Safeguarding Advisory Group. The Commonwealth and jurisdictions are currently working on embedding the Framework into land use planning regimes across the state and territories.</p> <p>Victoria The Melbourne Airport Environs Safeguarding Standing Advisory Committee continues to advise the Minister for Planning on further implementation of the National Airports Safeguarding Framework through the Victoria Planning Provisions and Planning Scheme.</p> <p>Western Australia The State Government is preparing a policy framework which will holistically address airport safeguarding matters in relation to land use planning and development in the vicinity of airports throughout Western Australia. This work will integrate the National Airport Safeguarding Framework as a consideration within the Western Australian planning system.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
237	Liquid Fuel Security	Cth	Ongoing	<p>The Government is delivering a range of measures to support our domestic fuel security, improve fuel quality and protect consumers and our economy from supply disruptions. These measures focus on:</p> <ul style="list-style-type: none"> • establishing a domestic fuel reserve through a minimum stockholding obligation • maintaining sovereign refining capability through the Fuel Security Services Payment • building additional storage capacity through the Boosting Australia's Diesel Storage Program • improving Australia's fuel quality by reducing the sulfur content in petrol, and supporting refiners in this transition through the Refinery Upgrades Program • modernising Australia's liquid fuels legislative framework • modernising the collection, management and reporting of official data on Australia's liquid fuel supply and use by establishment of online reporting for industry through the Liquid Fuels Gateway • working with industry to strengthen resilience of critical inputs to our fuel market through secure supply of diesel exhaust fluid.
238	Launceston City Deal	Cth, Tas	2017 - 2027	<p>The Launceston City Deal is progressing well with most commitments either on track or already complete. Specific projects under the deal include the Inveresk precinct redevelopment, the Launceston apprenticeships pipeline projects and the City Heart project.</p>
239	Albury Wodonga Regional Deal	Cth, NSW, Tas	2021 - 2031	<p>In May 2022, the Australian Government announced funding of \$80 million for projects under the Albury Wodonga Regional Deal. The associated announcement also acknowledged a local financial commitment by the Albury City and City of Wodonga Councils. Arrangements are being negotiated for next steps that may inform investments. Freight related projects proposed under the Deal are:</p> <ul style="list-style-type: none"> • Heavy Vehicle Technology Program at Wodonga TAFE (\$22 million) – this Program will upgrade facilities to offer skills of the future, particularly in Heavy Vehicle Technology training, testing and research. This aligns with road safety, job creation and also provides a major source of Defence training in the region. • Albury Airport Extension (\$5 million) – Albury Airport supports business and community connectivity to the rest of Australia and beyond. The expansion will deliver a range of benefits to the regional community and the economy, delivering enhanced freight and transport capacity.
240	South East Queensland (SEQ) City Deal	Cth, Qld	2022 - 2042	<p>As a part of the Deal, the Australian Government will contribute \$0.7 million, equally matched by the Queensland Government and the Council of Mayors (SEQ), to deliver a Regional Freight Movement Study. The study will consider the requirements of the region to cope with the projected growth in freight and identify key priority freight corridors and priorities for investment to enhance supply chain logistics. The study will be developed in the context of the 2019 National Freight and Supply Chain Strategy and associated National Action Plan and will help support a more seamless supply chain that can integrate the outcome of Inland Rail and capital work on major transport routes. Deal partners are developing the Implementation Plan for delivery by the end of 2022, which will include detail regarding the planned delivery of all 31 commitments.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
241	Hinkler Regional Deal	Cth, Qld	2020 - 2025	The Australian Government is working with deal partners (Fraser Coast Regional Council and Bundaberg Regional Council) and the Queensland Government to progress the land transport infrastructure projects tied to the Hinkler Regional Deal, which will connect the region to new opportunities. Funding of \$39.7 million has been provided for the de-maining of Quay Street and Urraween to Boundary Road extension commitments.
242	Townsville City Deal	Cth, Qld	2016 - 2031	The Australian Government is working with deal partners to progress the transport infrastructure projects tied to the Deal, which are the Port of Townsville channel upgrade, and preservation of the Townsville Eastern Access Rail Corridor (TEARC). Funding of \$80 million provided for the Port of Townsville channel upgrade and preservation of the TEARC.
243	Western Sydney City Deal	Cth, NSW	2018 - 2038	Freight-related initiatives in the Western Sydney City Deal include: <ul style="list-style-type: none"> • The establishment of a Western Parkland City Authority (formerly the Western City and Aerotropolis Authority) to better enable collaboration between federal, state and local government across the entire Western Parkland City. • Support for the Agribusiness Precinct which adjoins the Western Sydney International (Nancy-Bird Walton) Airport enabling NSW fresh produce to reach international customers through a 36-hour farm gate-to-plate global airfreight supply chain. • The Western Sydney Planning Partnership between the NSW Government and nine local councils in Western Sydney has been in effect for three years as a forum to develop common solutions to planning issues and help deliver the Western Sydney Aerotropolis Plan. The Partnership has been extended to 2024. • The establishment of the Western Sydney Investment Attraction Office to attract domestic and international investment. Freight and logistics have been identified as a key priority sector that can build on current strengths and of national economic significance.
244	Hobart City Deal	Cth, Tas	2019 - 2029	Key freight-related initiatives include: <ul style="list-style-type: none"> • Funding of \$786 million for the New Bridgewater Bridge, a key part of the Hobart to Burnie freight corridor; design and construction contracts were signed in July 2022, with the bridge to be open to traffic by the end of 2024. • A range of projects to reduce traffic congestion around Greater Hobart • Return of international passenger flights to Hobart International Airport with the support of Border Services • Strategic collaboration and governance between the three levels of government through legislative and cooperative governance arrangements.

New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
245	Deliver initiatives to improve the efficiency of urban freight	NSW	Ongoing	Transport for NSW continues to work with local councils and industry to consider and develop measures that improve servicing and delivery efficiency in congested urban areas, such as exploring off-peak delivery opportunities and consolidation concepts. Efficient urban freight is underpinned by good building and precinct design and management. Transport for NSW has delivered a suite of resources to improve urban freight efficiency. The Last Mile Toolkit, Delivery and Service Plan (DSP) Guidance and Urban Freight Forecasting Model (UFFM) embed best practice, evidence-based and future thinking approaches to improve the way current and future servicing needs and characteristics of buildings and precincts are understood, designed and managed. The Toolkit was published in July 2021. The DSP and UFFM have been formally published in July 2022.
246	Support local councils to improve the amenity of key urban centres through good planning for freight and servicing in new developments	NSW	Ongoing	Transport for NSW supports local councils in planning freight and servicing for new developments by providing ongoing input and guidance in new developments. Input and guidance are also ongoing for state led developments that have a broader impression in urban centres, such as Sydney Metro City & Southwest, Parramatta Light Rail and Department of Planning & Environment place strategies. The Urban Freight Forecasting Model (in association with other resources mentioned above and in Actions 2.4 and 3.2) is developed to equip local councils (and urban planners) with an interactive, evidence-based and self-service application to estimate delivery and servicing requirements of a new development to inform and support better decision making. The Model is in beta testing with select councils, with imminent publication planned. Together with the Delivery and Service Plan Guidance and Last Mile Toolkit, the resources and tools support local councils to embed best-practice thinking, principles and evidence-based decision making into the design, planning and management of new developments and precincts.
247	Ensure that freight and logistics land and corridors are identified and protected from sensitive land users	NSW	Ongoing	Transport for NSW supports the long-term protection and retention of lands for industrial uses, to ensure urban commercial and residential areas are supported by a safe efficient freight task. These lands are integral to supply chain functions and strategies such as the NSW Freight and Ports Plan and National Supply Chain Strategy highlight the importance of retaining and protecting industrial lands for freight and logistics purposes. The Greater Sydney Commission are leading the review and assessment of potential changes to the existing retain and management policy. Other approaches to managing industrial land (Review and Manage and Plan and Manage) will be considered in the 2023 update to the Greater Sydney Region Plans. Transport for NSW will continue to provide advice and support.
248	Review and update state planning policies to address issues around freight and port noise	NSW	Ongoing	The NSW Government is continuing work on addressing noise issues from ports and intermodal terminals. Transport for NSW will continue to work with other NSW agencies, particularly the Department of Planning and Environment, in developing a Ports and Intermodal Noise Guideline.

No.	Initiative	Jurisdiction	Timeframe	Progress
249	Investigate options to amend the State Environmental Planning Policy (Three Ports) 2013	NSW	Completed	The NSW Government made permanent amendments to the State Environmental Planning Policy to allow greater flexibility regarding shipping container stacking heights.
250	Review and update the Development Near Rail Corridors and Busy Roads Interim Guideline to ensure it reflects the latest evidence and practices	NSW	Ongoing	Transport for NSW will continue to work with the NSW Department of Planning and Environment and other agencies in updating this Guideline.
251	Amplification of the Southern Sydney Freight Line	NSW	0 - 2 years	See Action 1.1

Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
252	Albury Wodonga Regional Deals	Cth, Vic, NSW, Local Government	2021 - 2031	The Australian, Victorian and NSW Governments and the Albury City and City of Wodonga Councils are progressing the package of projects that will deliver for the community over the ten-year life of the deal. The Australian Government has provided funding of \$3.2m to support development of the deal.
253	Highway Corridor Strategies	Cth, Vic, NSW, SA	Ongoing	The Victorian Government is collaborating with key stakeholders and interest groups in the preparation of several Transport Corridor Strategies to help guide future investment requirements, including for efficient freight movement, in regional Victoria. Corridor planning is continuing across regional Victoria, including the Murray Valley Highway, Western Highway, Goulburn Valley Highway, Calder Highway and Sunraysia Highway. The Princes Highway West corridor planning has been completed, with the first tranche of investment being delivered and planning for additional tranches underway. Industry specific studies such as the Western Victoria Grain Industry Supply Chain Study are also occurring. A previous study funded by the Victorian Government into the Barwon South West Regional Dairy Supply Chain has also been completed. These strategies will feed into each region's Regional Integrated Transport Plans and the broader pipeline of investment opportunities for funding consideration by governments.

No.	Initiative	Jurisdiction	Timeframe	Progress
254	Inland Rail corridor preservation	Cth, Vic, NSW, Qld	Ongoing	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.
255	Victorian Ports Strategy	Vic, SA	Ongoing	The Independent Review of the Victorian Ports System was completed in November 2020 and a full government response to the review was released by the Victorian Government in 2021. The Victorian Commercial Ports Strategy was approved by the Victorian Government in June 2022. Navigating our Port Futures: The Victorian Commercial Ports Strategy is the Victorian Government's 30-year strategy, vision and action plan to position our ports system to grow and thrive.
256	Identify and reserve sites for new freight terminals and precincts	Vic, SA	Ongoing	See Western Interstate Freight Terminal
257	Green Triangle Freight Action Plan	Vic, SA	Ongoing	A steering committee has been established and meets regularly to progress the actions under the updated Plan. \$40 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. See similar item under South Australia.

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
258	Supply Chain Strategy for the North West Minerals Province	Qld	2019 - 2023	<p>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.</p> <p>The Queensland Government has allocated \$50 million to the Mount Isa Line specifically for capacity and resilience improvements over the next four years. Projects include:</p> <ul style="list-style-type: none"> • increased structural gauge (one and half stacking of containers on trains) • waterway resilience • track renewal (sleeper replacement)

No.	Initiative	Jurisdiction	Timeframe	Progress
259	Development of National Planning Principles	All	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 National Planning Principles. Priority port master planning continues to 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.
260	Action Plan implementation arrangements	All	Ongoing	The 2020–2022 Queensland Freight Action Plan (QFAP) identifies actions and activities for implementation against the five Shared Commitments and two Critical Enablers outlined in the Queensland Freight Strategy. Currently under review, the next iteration of the 2023–2025 QFAP is scheduled for release in early 2023. The QFAP aligns with several, broader state transport and infrastructure plans and is the mechanism for the implementation of the National Action Plan in Queensland.
261	Inland Rail Corridor Preservation	Cth, Vic, NSW, Qld	Ongoing	The Land Acquisition Deed was signed in November 2020. The State of Queensland has declared as future railway, and therefore protected, two sections of the proposed Inland Rail route. Protection of additional corridors is being considered and will be subject to agreements and Environmental Impact Statement approvals. Investigation and planning are underway to enable extensive resumptions to commence in 2022–2023 but this is subject to planning and environmental approvals.
262	National Airports Safeguarding Framework	All	Ongoing	Protecting key freight corridors and precincts is business as usual with key ports and airports and connecting road and rail corridors mapped and protected. Additional corridors/precincts can be added as planning is undertaken and the corridor/precinct is approved for protection. Queensland Government departments are reviewing the State Planning Policy provisions to reflect the Urban Freight Planning Principles. A potential focus for this work is intermodal freight terminals. Queensland's implementation of the National Airports Safeguarding Framework is ongoing. In 2022–2023 Queensland will be undertaking a review of its current template approach to Public Safety Areas to align with Guideline I and reflect contemporary practice.
263	Townsville Eastern Access Rail Corridor	Qld	Ongoing	In 2018–2019, the state government completed a review of land requirements for the Townsville Eastern Access Rail Corridor (TEARC) to determine the extent of required land acquisitions. In 2019–2020, 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. A Significant Impact Assess has been submitted to the Australian Government to determine if the project constitutes a Controlled Action under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC). Funding of \$12.5 million has been committed to preserve the TEARC, with the Australian and Queensland Governments each committing \$6.25 million. The Queensland Government has expended \$1.05 million to date.
264	Port of Brisbane Rail Access Corridor Preservation	Qld	2023	Initial investigations to provide for an improved freight connection to the Port of Brisbane were completed through the \$1.5 million Australian and Queensland Government funded Port of Brisbane Strategic Rail Access Study. The findings of the Port of Brisbane Strategic Rail Access Study are being considered by the Australian and Queensland Governments. As part of the Inland Rail Bilateral Agreement, the Australian Government has committed \$20 million to undertake further investigations for an improved freight connection to the port. The Queensland Government is

No.	Initiative	Jurisdiction	Timeframe	Progress
				providing an in-kind contribution to these studies, which are underway. The current phase of work includes an analysis of freight capacity on the rail network, including the implications of Inland Rail, to inform the planning and further evaluation of options for improving the existing line to the Port of Brisbane. It is expected this current phase of work will be completed by mid-2023 and will provide more certainty on the need and timing for when a dedicated connection will be required.

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
265	Identify and protect freight and logistics land, corridors and precincts	WA	Short term	The WA Department of Planning, Lands and Heritage continues to undertake planning and protection of identified freight and logistics land, corridors and precincts, including those identified within the Perth and Peel @ 3.5 million suite of land use planning and infrastructure frameworks (such as the Bullsbrook industrial investigation and expansion area) and to support Westport, the State Government's long-term project to investigate, plan and build a future port in Kwinana with integrated road and rail transport networks.
266	Review of Roads Strategies (Roads 2040)	WA	Completed	The Roads 2040 Regional Development Strategies documents were endorsed by all Regional Road Groups by early 2022 and are now complete from Main Roads' perspective. They have been published on the Western Australian Local Government Association (WALGA) website in Draft format, replacing Roads 2030 as the current working documents for all Local Governments and the WALGA reference.
267	Implement State Planning Policy 5.4 (road and rail noise)	WA	Short term	Ongoing implementation of State Planning Policy 5.4 is informed by road and rail noise guidelines and state-wide mapping of strategic freight routes, significant freight/traffic routes, and proposed strategic freight routes. Mapping is reviewed to ensure that it remains updated to latest planning and road construction.
268	Review Perth and Peel @3.5 million frameworks	WA	Short term	The Perth and Peel @3.5 million Strategy provides a spatial plan for metropolitan Perth, including freight corridors. Review of Planning Investigation Areas identified in the Perth and Peel @ 3.5 million suite of land use and infrastructure frameworks continues.
269	Outback Way – Upgrade and Seal	WA	Medium term	The first Outback Way works package to seal the Great Central Road is well underway, with 20 km of the first 40 kms now sealed and earthworks complete for the next 20 km section. Main Roads is also planning for delivery of a future work package near the Cosmo Newberry Community, 84 kms east of Laverton. In 2022, a Federal Budget announcement committed another \$400 million, plus \$100 million co-contribution from the WA Government, towards sealing the remaining 736 kms in WA by 2030. Works are expected to resume in late 2022.

No.	Initiative	Jurisdiction	Timeframe	Progress
270	Perth City Deal	Cth, WA	Short term	The Perth City deal is currently being implemented under the guidance of the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts and State agencies, the Department of the Premier and Cabinet, Department of Local Government, Sport and Cultural Industries and Department of Transport. The project also has private sector involvement particularly from Edith Cowan University. The Transport projects under the agreement are currently in final planning or delivery, with most expected to be complete by the end of 2023.

South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
271	Green Triangle Freight Action Plan	SA	Ongoing	A steering committee has been established and meets regularly to progress the actions under the updated Plan. \$40 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. See similar item under Victoria.
272	Development of transport analytics, data analysis and application	SA	Ongoing	A Transport Analytics Directorate has been established to provide core leadership and specialist expertise on data, analytics and modelling. Data visualisation tools and new strategic and tactical transport models have been established.

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
273	Launceston City Deal	Cth, Tas	2017 - 2027	The Launceston City Deal is a ten-year initiative between the Australian and Tasmanian Governments and the City of Launceston. An initiative of the 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. In 2021, the Greater Launceston Transport Vision was released. The Vision establishes a framework for the sustainable and accessible growth of Greater Launceston's transport system to facilitate the city's future growth. The objective of the Vision is to ensure people are connected to their place of work, shopping, schools, essential services and leisure activities. All levels of government are now considering how the implementation of the Vision can be supported under the City Deal framework.
274	Hobart City Deal	Cth, Tas	2019 - 2029	A 10-year plan between the Australian and Tasmanian Governments and Clarence, Hobart, Glenorchy and Kingborough councils. Key freight-related initiatives include: <ul style="list-style-type: none"> • \$82.3 million for border services that enhance Hobart Airport's role as a direct international gateway • \$786 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.
275	Greater Hobart MetroPlan	Tas	Ongoing	The Greater Hobart Act 2019 provides a legislated governance framework to better align strategic land use and infrastructure planning within the Greater Hobart Area (Clarence, Glenorchy, Hobart and Kingborough councils). The Greater Hobart MetroPlan will provide a high-level spatial representation to guide future growth and development in Hobart over the next 30 years, considering forecast population and dwelling growth, and the location of major new residential development, commercial centres and industrial hubs. Importantly the Plan will seek to ensure that key infrastructure providers are involved in development of the Plan to better align infrastructure planning with future growth. It is expected that the Greater Hobart Plan will be reviewed every 3-5 years and updated as required.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
276	ACT Planning Strategy	ACT	Short term	<p>The ACT Planning Strategy 2018 contains a number of specific actions relating to freight, new employment and industrial areas:</p> <ul style="list-style-type: none"> • Action No. 2.5.2 – Continue investigations into the establishment of new employment areas and other land uses including the Eastern Broadacre area and other potential areas. • Action No. 2.4.1 – Investigate planning measures to: protect the role and function of the existing industrial areas at Hume, Fyshwick and Mitchell; manage competing demands on industrial and service trades areas adjoining town centres, in order to recognise the valuable contribution that these areas make to the ACT economy; recognise our key freight routes and adjoining land uses. • Action 2.6.5 – Support the development of the freight network by limiting inappropriate development (e.g. sensitive uses) and direct access points along national freight routes, particularly the Monaro, Federal and Barton Highways. <p>All these actions are continuing. Through the Environment Planning and Sustainable Development Directorate, the ACT Government continues to engage across jurisdictional boundaries by providing input to the NSW Government and surrounding local councils on strategic planning matters concerning freight.</p>
277	Progressing a planning and statutory environmental approval process	ACT	Short term	<p>The ACT Government continues to progress a statutory strategic assessment approval process under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) for the Eastern Broadacre area. This process will identify the locations for future rezonings of land for new industrial and employment precincts in parts of the eastern side of Canberra, near Canberra Airport and along national freight routes. Freight requirements will be a key consideration in the future, more detailed subdivision planning of the resultant precincts.</p>
278	Implementing the National Urban Freight Planning Principles	ACT	Ongoing	<p>Refer to Chapter 4 of this report for ACT progress against this initiative.</p>

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

Note: progress on implementing the National Urban Freight Planning Principles is reflected in chapter 4 of this report.

Australian Government

No.	Initiative	Jurisdiction	Timeframe	Progress
279	National Urban Freight Planning Principles	Cth	Ongoing	On 28 May 2021 Infrastructure and Transport Ministers endorsed the National Urban Freight Planning Principles. Jurisdictions report their progress on implementing the Principles through the Strategy's annual reporting process, starting this year.

New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
280	Assist local councils to plan for freight needs	NSW	Ongoing	See Action 1.2

Victoria

No.	Initiative	Jurisdiction	Timeframe	Progress
281	Review and enhance protection of the Principal Freight Network	Vic	Completed	<p>The Principal Freight Network (PFN) will enable the future growth of the freight task on the Victorian transport network by:</p> <ul style="list-style-type: none"> • Guiding future transport network and land use planning and infrastructure investment to ensure consideration and prioritisation of freight • Protecting the Principal Freight Network and future capacity of this network through appropriate legislation, planning scheme and policy provisions; and • Integrating multi-modal supply chains and end-to-end supply chains to achieve productivity gains and industry competitiveness. <p>The PFN gives certainty to industry and communities on the preferred routes for freight movements, and significant freight places now and in the future to support land-use planning. The PFN is recognised as part of the State Transport System at Clause 18: Transport of the Victorian Planning Provisions.</p>
282	Dynon Freight Precinct Master Planning	Vic	Ongoing	<p>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. The process to finalise a proponent is ongoing. DoT is working with VicTrack and V/ Line on a long-term strategic plan for the site.</p>

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
283	Reviewing and updating state and territory planning policies relating to freight	Qld	Short term	<p>Queensland has commenced development of integrated multimodal Regional Freight Plans (RFP) to identify and prioritise freight network improvements to support supply chain efficiency across the region. Queensland is currently developing the North Queensland RFP, with consultation and engagement activities expected to be completed in late-2022. This is the first RFP which will be achieved under the Queensland Freight Action Plan 2020-2022. Three medium and longer-term RFPs have already been scheduled to commence as follows:</p> <ul style="list-style-type: none"> • Central Queensland RFP – scheduled to commence 2023–2024 financial year • Southern Queensland RFP – scheduled to commence 2024–2025 financial year • SEQ RFP – scheduled to commence 2025–2026 financial year

No.	Initiative	Jurisdiction	Timeframe	Progress
284	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. Final port overlays for the ports of Gladstone and Townsville came into effect on 1 February 2021. The port overlays operate alongside existing planning instruments to guide future development and achieve the long-term visions of the master plans. Master planning for the priority ports of Hay Point/Mackay and Abbot Point has formally commenced with a notice of proposal issued to the port authority and local governments on 5 May 2021, in accordance with the Sustainable Ports Development Act 2015. Preliminary master planning processes are underway to support the preparation of a draft master plan and port overlay that will be released for public consultation.
285	Bundaberg State Development Area Development Scheme	Qld	Ongoing	Hinkler Regional Deal implementation support provided to Gladstone Ports Corporation Limited (GPC) and Sugar Terminals Limited (STL) for the Multi-User Conveyor project (construction beginning July 2022 at the Port of Bundaberg with project delivery expected early-mid 2023) with \$17 million contribution from the Australian Government (subject to approvals) and additional funding from GPC and STL. GPC is undertaking a pre-feasibility study into the potential and viability for an outer-harbour development at the Port of Bundaberg with \$750,000 provided by the Australian Government under the Hinkler Regional Deal. Funding of \$1 million provided through Unite & Recover State funding and implementation support for GPC to deliver common use bulk storage and trial shipment facilities involving remediation of the old Stolthaven site and case management of proposed private sector investors at Port of Bundaberg. The facilities will support the new multi-user conveyor. Pacific Tug Group is commencing construction of Stage 1 of its proposed Pacific Marine Base at the Port of Bundaberg. Stage 1 of the project (\$17 million) will deliver a 97-metre-long wharf and berth pocket to accommodate barges and small cargo vessels. Stage 2 (\$35 million - currently unfunded) proposes an over-size, over-mass port facility with an increased wharf size of 200 metres, a large premium hardstand, crane and ramp shore access. This facility could support more sea freight transport and break bulk for renewables project cargoes.

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
286	Reviewing and upgrading state and territory planning policies relating to freight	WA	Short term	The Department of Planning, Lands and Heritage (DPLH) is committed to participating in national and local forums and assisting in reviewing and upgrading planning policies. SPP 5.4 – Road and Rail Noise has been in operation since September 2019 with the objective to protect strategic and other significant freight transport corridors from incompatible urban encroachment.

No.	Initiative	Jurisdiction	Timeframe	Progress
287	Ports Master Plan	WA	Short term	<p>The details of Port Master Plans for WA's five Port Authorities are as follows:</p> <ul style="list-style-type: none"> • Kimberley Ports – The Port of Broome Strategic Master Plan was published in 2017. The plan will be updated in 2023 and will include other ports that have recently been transferred to Kimberley Ports being Derby, Yampi Sound and Wyndham. • Mid-West Ports – The Port Master Plan for the Port of Geraldton was released in June 2020. • Pilbara Port Authority (PPA) – The Port Development Strategy 2030 was published in 2016. • The Port of Ashburton Land Use Master Plan 2050 was released in 2017. • The Port of Port Hedland Land Use Master Plan 2050 is currently in development. It is expected to be completed in 2022. • The Port of Dampier Land Use Master Plan 2030 was released in 2021. • The Port of Varanus Island does not include land areas and a Land Use Plan is not required. PPA's role and responsibilities in managing the Port will be incorporated in the updated Port Development Strategy. • Fremantle Ports – The overarching port Master Planning is to be progressed in conjunction with, and integrating, the Westport planning outcomes. • The Southern Port Authority's Master Plans for the Ports of Albany (completed 2022), Bunbury (completed 2022) and Esperance (Completed 2021) are published on its website: https://www.southernports.com.au/.
288	Westport: Ports and Environs Strategy	WA	Long term	<p>Planning is now underway to identify design options for a new container port in Kwinana and associated transport corridors that are sustainable and meet operational requirements; identify potential land requirements; and determine when and how the new infrastructure should be delivered. The program is halfway through its current planning phase and some of the key achievements include:</p> <ul style="list-style-type: none"> • The Landside Logistic Opportunities Study, which worked with more than 50 stakeholders from the freight sector to shortlist conceptual designs for the supply chain system. This work looked at identifying innovative solutions, new technologies and opportunities to move freight more efficiently, reliably, and safely. The results will be tested and refined through the Supply Chain Integrated Design project in 2022-23. • In late March 2022, Westport released the early concept for the Anketell-Thomas Road Freight Corridor. The concept provides for uninterrupted east-west movement for freight vehicles and enhanced safety for local road users. Westport has been sharing the design with impacted landowners and the community, to capture initial feedback before the design is refined. • Though the Kwinana Outer Harbour is already heavily used by industry, it is also recognised as a unique marine environment. As part of Westport, the WA Government is heavily investing in research programs to fill knowledge gaps for this marine environment. A three-year, \$13.5 million partnership with the Western Australian Marine Science Institution (WAMSI) will employ more than 100 scientists and technical staff to work on more than 30 different research projects, across nine themes, including seagrass health and restoration, and social values research and mitigation strategies. The findings will ensure Cockburn Sound's environment, recreation and cultural history are well understood to minimise impacts and identify opportunities to improve the management of Cockburn Sound for generations to come and inform an Environmental Impact Assessment (EIA). <p>State Government Funding</p> <ul style="list-style-type: none"> • \$99.4m for program development with 9 agencies over 5 years

No.	Initiative	Jurisdiction	Timeframe	Progress
288	Westport: Ports and Environs Strategy	WA	Long term	<ul style="list-style-type: none"> • Plus \$400m for the Enabling Fund over the next 5 years Planned for 2022-23 <ul style="list-style-type: none"> • Progressing the Supply Chain Integrated Design and modelling for the new container terminal in Kwinana • Noongar Opportunities Strategy • Progressing the Commercial Framework development • Priority land acquisition • Technical environmental and metocean studies
289	Review of Perth inner city freight movements	WA	Ongoing	The review of freight movements is undertaken as part of the Perth Greater CBD Transport Plan, which included a study and survey conducted by the City of Perth. Action in 3.3 Improve management and use of loading ones in key urban centres outlines findings from the plan that are currently being progressed.

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
290	Rolling 10 Year Tasmanian Infrastructure Pipeline	Tas	2020 - 2030	The pipeline maps out planned infrastructure development for the next decade, with projects totalling an estimated \$25 billion – an estimated \$3.9 billion of these are forecasted to road and bridge projects. The Pipeline was released in February 2021 as an online database and is updated twice a year.
291	30 Year Infrastructure Strategy	Tas	2019 - 2049	As part of the Government's long-term planning for Tasmania's future, a draft 30-year Infrastructure Strategy was released in 2019 for consultation. This work is now being reviewed so that the next steps can be confirmed and ensures the next phase in this strategy is sound, practical and fit for purpose. There is also a need to ensure this effort allows for more recent challenges and opportunities, including the adverse impact of COVID-19 on strategic infrastructure planning. This work is expected to include a framework that will inform the Government's infrastructure investment decisions, given their large cost and long-term nature. The final Infrastructure Strategy will be informed by work done by Infrastructure Australia and will help unlock further economic development in the State.
292	Tasmanian Planning Policies	Tas	Ongoing	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. More significant projects may be assessed under major projects legislation which also provides for community input. The Tasmanian Planning Policies project will provide an opportunity for the community to be part of setting planning priorities including protecting infrastructure.
293	Review of Regional Land Use Strategies	Tas	Ongoing	Protection of freight corridors and assets are considered in each of the three Regional Land Use Strategies in Tasmania. A review of these strategies over the next 3 years has been funded by the Tasmanian Government.

No.	Initiative	Jurisdiction	Timeframe	Progress
294	Tasmanian Planning Scheme	Tas	Ongoing	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.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
295	ACT-NSW MoU for Regional Collaboration	ACT, NSW	Ongoing	The ACT-NSW MoU 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 (CRJO) to develop a Canberra Region Economic Development Strategy. This Strategy is expected to include joint priorities to support growth and diversification in the Canberra Region economy, including consideration of issues such as freight in government planning and decision-making as it relates to the Canberra Region. The MoU also commits to the development of a regional infrastructure priority list. Freight considerations will be a key input into this work.
296	Canberra Region Joint Organisation's Transport and Freight Infrastructure Prospectus	ACT	Ongoing	The ACT continues to participate as an Associate Member in the 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
297	Inland Rail intermodal terminals planning	Cth, Vic, Qld	2019 - 2022	See Action 1.1
298	Territories air freight services (formerly Norfolk Island Freight Planning)	Cth	2018 - 2023	The Australian Government subsidises air freight services to Norfolk Island and the Indian Ocean Territories to support the delivery of critical supplies such as fresh groceries, food and medicine. Territory air freight services are regularly evaluated to ensure they operate as effectively as possible in support of local communities on Norfolk Island and the Indian Ocean Territories.
299	Funding to the National Heavy Vehicle Regulator (NHVR) to undertake road access assessments for heavy vehicles	Cth	2019 - 2024	The Government provides funding to the NHVR for the Strategic Local Government Asset Assessment Project, which assists local governments to undertake engineering assessments of their road network infrastructure and the NHVR to build an asset collection database. Stage 1 of the program (\$8.0 million) finished in 2021 and assessed 394 assets across 74 councils. Stage 2 (\$12.1 million) is currently underway.

No.	Initiative	Jurisdiction	Timeframe	Progress
300	Encourage use of the Restricted Access Vehicle Route Assessment Tool	Cth	Ongoing	<p>The NHVR has engaged with local government to better understand their requirements to perform road manager duties under the Heavy Vehicle National Law. Given the HVNL is undergoing reform, further consideration and potential scope modification may be required to support the new HVNL.</p> <ul style="list-style-type: none"> • The NHVR have developed a Road Manager Toolkit (previously Local Government Asset Assessment Toolkit), which contains a suite of free resources to assist road managers to make heavy vehicle access decisions across bridges and culverts. The resources include: webinars, fact sheets, decision processes, templates, and an Asset Assessment Framework. • As part of the Strategic Local Government Asset Assessment Project, the prototype Asset Rapid Assessment Tool (ARAT) is currently being developed in the NHVR Portal with the initial build planned for mid-2022. Further testing with participating road managers will then occur followed by a staged release from early-2023. The ARAT, will allow road managers to enter in specific details of the vehicle requesting access and compare it to a reference vehicle – providing bridge assessment results in minutes. This enables road managers to make more informed and consistent decisions, and deliver more timely access turnaround times for industry. • The NHVR has commenced the development of new online modules similar to the Approved guideline for granting access eLearning module. These new modules will provide comprehensive information to road managers on the different types of vehicles, coupling types, mass limits, the PBS Scheme, access objectives, access management, vehicle standards, and the Australian Design Rules. • The NHVR has also continued their program of online training sessions for local government. Some of the topics we have delivered this year include: Basic Vehicle/ Bridge Interactions; Tier 1 Assessments; Vehicles and Route Assessment; Applying Conditions for Heavy Vehicle Access. • In partnership with the Australian Trucking Association and Safe System Solutions Pty Ltd, the Road Design for Heavy Vehicles training course has been developed and delivery has commenced. The course provides practical training for those working in road design, to assist them to understand and best manage heavy vehicle needs on the road network. Course topics include: swept paths, sight distances, geometric design elements, rollover prevention and other road safety issues.
301	Tasmanian Freight Equalisation Scheme	Cth, Tas	Ongoing	<p>The Australian Government announced in the 2021-22 Budget that TFES assistance is being extended to imported goods that do not have an Australian equivalent, as an ongoing component of the Scheme. Lodgement of imported goods TFES claims for assistance commenced on 1 October 2021, for eligible shipments from the mainland to Tasmania on or after 1 July 2021.</p>
302	Reforming the Performance-Based Standards scheme	All	Ongoing	<p>The NHVR are continuing to implement the remaining standards in Phase 1 of the review of PBS Scheme standards. This includes Pavement Horizontal Loading (PHL), which will provide an updated performance standard that introduces a new method to assess and limit the impacts of the horizontal forces applied to the pavement from PBS vehicles. The NHVR are undertaking the final engineering exercises to support implementation (anticipated to be completed in mid-2022). The revised Directional Stability Under Braking Standard is planned to be implemented in-line with the PHL standard. The NHVR have commenced Phase 2 of the review of the PBS Scheme standards. This includes the review of Low Speed Swept Path (LSSP) and Tail swing (TS). The NHVR are currently developing options and consultation with external stakeholders will</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
				commence in 2022. The Generic Tyre Data Approach is now in the implementation phase. Key stakeholders have been engaged and the NHVR are currently working through the proposed method of assessment, which includes a flexible scaling method for tyre assessment. This work is anticipated to be finalised in 2022. The NHVR have commenced the phased delivery of PBS 2.0, the NHVRs vision for a revamped PBS scheme that focuses on flexibility and continued innovation. Work to develop a discussion paper, that explores potential options (including NHVR's preferred approach), is underway and is anticipated to be ready for external consultation in 2022.

National Transport Bodies

No.	Initiative	Jurisdiction	Timeframe	Progress
303	Contemporary Heavy Vehicle access decision making for road managers (formerly Options evaluation for a National Heavy Vehicle Access Assessment System)	Austroroads	Ongoing	The system will build on the Tasmanian HVAMS system and integrate National Telematics Framework/NEVDIS data. It will improve access certainty for industry, and support road managers to effectively manage the tradeoff between access certainty and access optimization. This project is underway.
304	A national framework for high productivity vehicles	NHVR	Ongoing	The NHVR published the National Class 2 PBS (Performance Based Standards) Tier 1 Authorisation Notice (No.1) in October 2021. This notice provides the many common PBS vehicle types with permit-less access to a wide network. In November 2021, the NHVR published the National Class 2 Performance Based Standards (High Productivity) Authorisation Notice 2021 (No.1) (previously PBS Tier 3 notice). This notice provides permit-less access on a specialised network, to a much broader variety of PBS vehicles at higher payloads. This notice complements the Tier 1 notice. In June 2022, a New South Wales schedule was added to the notice. One of the biggest benefits for operators is that there are now shared vehicle templates between New South Wales and Victoria. The NHVR have developed a Class 3 Truck and Dog Notice and started the road manager consent process. This notice will provide similar access to the existing PBS Truck and Dog Notice, but will reduce regulatory and administrative burden for industry by eliminating some PBS Scheme processes from eligibility requirements. The NHVR and road managers partnered to deliver two national notices that allowed increased freight capacity on alternative road networks, during a period when regular rail and road freight routes were cut by unforeseen natural disasters. These priority notices demonstrated our collective responsiveness and commitment to enabling supply chain resilience. The National Class 3 Supplementary Access (Western Australia Assistance) Exemption Notice 2022 (No.1) provided access for Class 3 vehicles that are road trains up to 53.5 metres in length and the equivalent of Higher Mass Limits. The notice supported a number of routes, including from Port Augusta west, via the Eyre Highway and also the Lincoln Highway

No.	Initiative	Jurisdiction	Timeframe	Progress
				connecting to the Eyre Highway. The National Class 2 Supplementary Access (Northern Territory Assistance) Authorisation Notice 2022 (No.1) provided access for road trains up to 53.5m long to specified routes from South Australia to Queensland via New South Wales, to join the Road Train Type 2 Network through Queensland to Darwin.
305	National Harmonisation Program	NHVR	Ongoing	<p>In 2021-2022, the NHVR delivered 17 national and 14 state and territory notices in partnership with state and territory transport agencies and road managers.</p> <p>The NHVR are now producing more intuitive, user-friendly operator's guides online for access notices.</p> <ul style="list-style-type: none"> • Incorporating feedback from key industry stakeholders, the mobile-responsive, electronic version has replaced the previous PDF version – but it can still be printed if operators want to carry a paper copy in their trucks. • This provides industry and road managers improved confidence that restricted access heavy vehicles are operating on approved networks and in accordance with any conditions of access. <p>The NHVR delivered two national notices that allowed increased freight capacity on alternative road networks, during a period when regular rail and road freight routes were cut by unforeseen natural disasters. These priority notices demonstrated the NHVR's responsiveness and commitment to enabling supply chain resilience.</p> <ul style="list-style-type: none"> • The National Class 3 Supplementary Access (Western Australia Assistance) Exemption Notice 2022 (No.1) provided access for Class 3 vehicles that are road trains up to 53.5 metres in length and the equivalent of Higher Mass Limits. The notice supported a number of routes, including from Port Augusta west, via the Eyre Highway and also the Lincoln Highway connecting to the Eyre Highway • The National Class 2 Supplementary Access (Northern Territory Assistance) Authorisation Notice 2022 (No.1) provided access for road trains up to 53.5m long to specified routes from South Australia to Queensland via New South Wales, to join the Road Train Type 2 Network through Queensland to Darwin. <p>The NHVR is continuing to work with government and industry to develop priority national notices for the livestock, grain and transport of baled commodities sectors. We published a Discussion Paper on the Review of Livestock Mass, Dimension and Loading Arrangements in June 2022:</p> <ul style="list-style-type: none"> • Working with the Australian Defence Force (ADF) to develop a notice for ADF vehicles, to provide access enabling logistical support in response to civic emergencies (e.g. natural disasters). • Published the National Class 2 PBS (Performance Based Standards) Tier 1 Authorisation Notice (No.1) in October 2021. This notice provides the many common PBS vehicle types with permit-less access to a wide network. • In November 2021, published the National Class 2 Performance Based Standards (High Productivity) Authorisation Notice 2021 (No.1) (previously PBS Tier 3 notice). This notice provides permit-less access on a specialised network, to a much broader variety of PBS vehicles at higher payloads. This notice complements the Tier 1 notice. In June 2022, a new South Wales schedule was added to the notice. One of the biggest benefits for operators is that there are now shared vehicle templates between New South Wales and Victoria. • Developed a Class 3 Truck and Dog Notice and started the road manager consent process. This notice will provide similar access to the existing PBS Truck and Dog Notice, but will reduce regulatory and administrative burden for industry by eliminating some PBS Scheme processes from eligibility requirements.

No.	Initiative	Jurisdiction	Timeframe	Progress
306	Streamline the heavy vehicle road access approval process	NHVR	Ongoing	<p>In partnership with state and territory transport agencies and road managers, the NHVR delivered 17 national notices and 14 state and territory notices and over 300 pre-approvals. Notices and pre-approvals maximise the use of roads and reduce the response time for industry. They deliver significant productivity benefits for industry, and eliminate the need for road managers to undertake repeat route assessments for vehicles and movements they consider to be safe. Through the Strategic Local Government Asset Assessment Project, the NHVR has delivered an Asset Module (previously referred to as a Digital Assessment Management Tool). It has been released in the NHVR Portal with basic functionality, including:</p> <ul style="list-style-type: none"> • Asset icons displayed in the NHVR Portal Route Planner Map. • Provision of data for over 3,000 local government assets nationally. The information includes results of the bridge asset assessments undertaken by the SLGAAP (where relevant), along with existing asset information provided by local government. <p>This asset information will improve heavy vehicle access application processes, by enabling operators to better plan their routes and enhance the speed and consistency of road managers to make safe and productive access decisions. Key to improving permit efficiency and growing permit-less networks is capability building of road manager engineers:</p> <ul style="list-style-type: none"> • The NHVR has developed a Road Manager Toolkit which contains a suite of free resources to assist road managers to make heavy vehicle access decisions across bridges and culverts. The resources include: webinars, fact sheets, decision processes, templates, and an Asset Assessment Framework. • The NHVR has developed new online modules similar to the Approved guideline for granting access eLearning module. These new modules will provide comprehensive information to road managers on the different types of vehicles, coupling types, mass limits, the PBS Scheme, access objectives, access management, vehicle standards, and the Australian Design Rules. • The NHVR has continued its program of online training sessions for local government. Some of the topics delivered this year include: Basic Vehicle/ Bridge Interactions; Asset Assessment Framework; Tier 1 Assessments; Engineering Reports on Assets; Vehicles and Route Assessment; Applying Conditions for Heavy Vehicle Access; NHVR Portal Digital Asset Management; and pre-approvals for key routes. <p>As part of the Strategic Local Government Asset Assessment Project, the NHVR is building a prototype Asset Rapid Assessment Tool (ARAT) in the NHVR Portal. Testing with participating road managers will occur, followed by a staged release from early-2023. The ARAT, will allow road managers to enter in specific details of the vehicle requesting access and compare it to a reference vehicle – providing bridge assessment results in minutes. This enables road managers to make more informed and consistent decisions, and deliver more timely access turnaround times for industry. The NHVR is delivering the National Spatial Program, which will provide road managers self-service capabilities to update gazetted and pre-approved routes with local conditions in near real-time. This feature will enable road managers to apply insights obtained from the NHVR Portal's access permit data hub, to accelerate expansion of heavy vehicle networks.</p>

New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
307	Fund infrastructure assessment and upgrades to increase heavy vehicle road access	NSW	Ongoing	The NSW Government continues to make investments through road infrastructure programs across state and council roads to improve the road network and make it more accessible for higher productivity vehicles. These funding programs include the Fixing Country Roads, Bridges for the Bush and the Regional Road Freight Corridor Fund, Fixing Local Roads and Fixing Country Bridges.
308	Progressing freight and export opportunities identified in the economic analysis of direct international air freight options and Future Transport 2056	NSW	Ongoing	<p>The NSW Government continues to progress various major infrastructure projects and funding programs to improve airfreight and import/export opportunities.</p> <ul style="list-style-type: none"> • Significant upgrades have been made to the road infrastructure around Kingsford Smith Airport. • Major investment in key precincts and infrastructure are being planned and developed in and around the new Western Sydney International (Nancy-Bird Walton) Airport. Freight activity is anticipated to be a key user of the airports 24hr capability from its planned opening in 2026. <p>In partnership with the Australian Government, the NSW Government will continue to support the success of the existing and new airport by continuing to develop and improve intermodal freight corridors (see projects at Action 1.1) to ensure air freight can be efficiently transported to and from the airport/s.</p>

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
309	Implementation of the Independent Review of Oversize Over mass Access Arrangements recommendations	All	Ongoing	On 27 June 2019 Queensland announced permit durations for Class 1 Load Carrying OSOM vehicles was extended to 12 months.
310	Fund infrastructure assessment and upgrades to increase heavy vehicle road access	All	Short term	Transport Infrastructure Development Scheme funding is delivered as an annual grant allocation to Regional Roads and Transport Groups.

No.	Initiative	Jurisdiction	Timeframe	Progress
311	Improve training and education programs for local road managers	All	Ongoing	Queensland has recently developed an on-line training course to provide an introductory training into heavy vehicle route assessments. Queensland continues to provide advanced technical heavy vehicle route assessment training throughout the state to TMR districts, local governments are also invited to these training sessions.
312	Improvement management and use of loading zones in key urban centres	All	Short term	The South East Queensland (SEQ) Regional Transport Plan (RTP) recognises urban freight and goods delivery within the region and requires adequate physical space for loading and deliveries. Building on the success of the Queensland RTPs this item will be considered during the development of the SEQ Regional Freight Plan.
313	Investigate scheduling and operating procedures to improve rail freight access and flows	All	Short term	A long-term Rail Network Strategy is being prepared to inform future rail planning and coordination, in addition to sequencing of network improvements over the long-term.
314	Inland Rail Intermodal Terminals Planning	Cth, NSW, Vic, Qld	Ongoing	Queensland's TMR and the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) are currently developing a business case examining strategic transport needs and potential requirements for intermodal capacity and freight orientated developments in SEQ in support of Inland Rail. To date a preliminary evaluation of several possible SEQ sites against Inland Rail's service requirements has taken place. This investigation remains ongoing with a detailed business case for a preferred site to be provided by June 2022. Assessments of locations in the Ipswich, Logan, Moreton Bay, Scenic Rim and Toowoomba regions were undertaken based on key factors including the ability to meet the requirements of Inland Rail, the distance to major Brisbane freight markets, integration with the South East Queensland transport network and ability to support sustainable growth across the region. A Detailed Business Case is currently being prepared by the Queensland Department of Transport and Main Roads (TMR) and DITRDCA and is due for completion later in 2022.
315	South East Queensland Urban Freight Strategy	Qld	Ongoing	The South East Queensland (SEQ) Regional Transport Plan 2021 identifies several actions to ensure goods and services move efficiently and reliably along supply chains to and between key economic areas and markets. These actions include: <ul style="list-style-type: none"> • Commercial goods and services urban travel survey and model development. Undertake surveys to gather data regarding the movement of commercial goods and business services in urban areas of SEQ and develop a model to allow forecasts of future commercial demands. • Freight data collection and demand modelling. Explore new technologies and services to support the Queensland Freight Model (QFM), and use it to identify, forecast, and analyse multi-modal freight flows across the state and South East Queensland. • Urban freight distribution hub planning. Investigate and quantify the impact of online retailing on the SEQ urban freight task, and the role of freight distribution centres for online retail. • SEQ RFP – scheduled to commence 2025–2026 financial year.

No.	Initiative	Jurisdiction	Timeframe	Progress
316	Gladstone Inland Rail Extension	Qld	2022 - 2023	<p>Evaluate the merits of an extension of the Inland Rail project to connect directly to the Port of Gladstone. The Australian and Queensland Governments have committed to jointly undertake a business case on a Toowoomba to Gladstone extension of Inland Rail.</p> <ul style="list-style-type: none"> The Australian Government has committed \$10 million to deliver the business case. The Queensland Government is providing in-kind contribution in the form of project resource procurement, governance and executive oversight and supervision. Project Management and Technical Team procurement is underway in mid-2022 with the aim of completing the business case in 2023.

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
317	Independent review of Oversize Over mass Access Arrangements Recommendations	WA	Complete	<p>The Oversize Overmass Working Group has completed its tenure and has been wound up by the Commonwealth. Three packages of work have been defined based on the Oversize Over Mass review recommendations:</p> <ul style="list-style-type: none"> 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; Introducing a Heavy Vehicle Accreditation module; and Considering policy or regulations to boost the uptake of telematics in OSOM vehicles.
318	Fund infrastructure assessment and upgrades to increase heavy vehicle road access	WA	Short term	<p>WA continues to participate in national forums and undertake infrastructure assessments to upgrade Restricted Access Vehicle access.</p>
319	Improve training and education programs for local road managers regarding restricted access vehicle permit processes	WA	Short term	<p>WA continues to participate in national training and education forums for local road managers. In 2020-21 Main Roads re-invigorated its state-wide Heavy Vehicle workshops and information sessions. These sessions provide local road managers and industry an opportunity to meet face to face with Main Roads heavy vehicle staff and discuss local heavy vehicle issues including the provision of training and education around heavy vehicle access.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
320	Improve management and use of loading ones in key urban centres	WA	Short term	<p>Initiatives that have been proposed in the Perth Greater CBD Transport Plan to cater for freight and delivery vehicles in the city include:</p> <ul style="list-style-type: none"> • Corridor planning to prioritise modes • Service delivery improvements for the mall superblock • Development of kerbside space prioritisation framework • Clearway initiatives • Explore system efficiency from technology improvements. <p>No allocated government funding. Planned for 2022-2023:</p> <ul style="list-style-type: none"> • Finalisation and release of Phase II report of Perth Greater CBD Transport Plan • Further scoping of projects and tendering of contracts to deliver identified initiatives
321	Investigate scheduling and operating procedures to improve rail freight access and flows	WA	Short term	<p>The Public Transport Authority (PTA) will continue to review requests for additional or ad-hoc train pathways and action them as capacity permits. PTA have continued to provide input to the Swan River Crossing project to ensure that rail capacity into Fremantle Port is maintained due to the replacement of the existing river crossings at Fremantle. Arc Infrastructure is implementing the Enhanced Network Control Program (ENCP), which 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.</p>

South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
322	Le Fevre Peninsula Master Plan	SA	Completed	<p>Following the announcement of the Nuclear-powered Submarine Taskforce, transport planning has focused on medium-term activity to address identified needs which will not conflict with potential Submarine taskforce outputs. This will support local network treatments to support committed workforce increases while maintaining freight efficiency and supporting future increases in High Productivity Vehicle Access. The Australian and South Australian Governments committed a total of \$100 million for works (50:50) in the 2022 Budget process.</p>

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
323	Time Sensitive Freight – Understanding Tasmania's Market	Tas	Completed	<p>This Study is 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.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
324	Tasmanian Freight Equalisation Scheme	Cth, Tas	Ongoing	This Scheme provides financial assistance for cost incurred by shippers of eligible non-bulk goods moved by sea between Tasmania and mainland Australia. The amount of assistance is based on the difference between the freight costs of moving goods by sea and the 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. The Scheme has been extended to assist with freight of eligible imported goods with no direct Australian-made equivalent.
325	Tasmanian Export Freight Logistics Advisory Service (new)	Tas	Ongoing	The Tasmanian Trade Strategy 2019-2025 indicates that a Logistics Advisory Service will be established to assist Tasmanian businesses to optimise transport services, develop new freight channels and identify potential cost saving initiatives. In February 2022 the Tasmanian Government launched the Tasmanian Export Freight Logistics Advisory Service, for an 18-month pilot period.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
326	Maintaining National Freight Routes	ACT, NHVR	Ongoing	Planning and maintaining nationally significant freight routes in the ACT is ongoing and 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. 327The ACT continues to maintain up-to-date national freight maps, through the National Heavy Vehicle Regulator (NHVR), for existing approved routes for all restricted access vehicle networks (B-double, HML, Performance Based Standards Level 1 and Performance Based Standards Level 2, 14.5 tonne buses, Over dimension vehicles).
327	Progressing freight and export opportunities identified in the economic analysis of direct international air-freight options and the NSW Future Transport 2056	ACT, NSW	Ongoing	Canberra Airport released their 2020 Master Plan in early 2020, with a focus on freight and air freight opportunities including more direct international flights, a new runway, and an increased freight capacity. As initial air freight in Canberra has been exclusively transported on commercial passenger flights, this has meant that flight restrictions due to COVID-19 has limited implementation during 2020-2021. COVID-19 impacted both passenger and freight travel through Canberra Airport. International flights ceased and domestic flights were reduced significantly. There was a total of 251 aircraft movements at Canberra Airport in April 2020, compared with 3,301 in April 2019. The ACT Government will facilitate the safe return of flights to Canberra as travel restrictions ease.

No.	Initiative	Jurisdiction	Timeframe	Progress
328	Work with Canberra Airport, Qatar Airways, local businesses and councils	ACT	Ongoing	<p>The ACT Government continues to work closely with the NSW, the Canberra Region Joint Organisation (CRJO), PakFresh, Menzies and the Canberra Airport to deliver a region roadshow and to profile the growing capability and capacity of moving regional produce to international markets through Canberra</p> <ul style="list-style-type: none"> • PAK Fresh Handling has now established accredited handling capacity at Canberra Airport to support freight of a broad range of commodities including dairy, meat, seafood, premium packaged goods, fresh cut flowers to export out of Canberra Airport to Asia and the Middle East. PAK Fresh Handling is a specialist airfreight export business, which was established at Adelaide Airport in 2010. • Menzies Aviation is also investing in Canberra to supply under wing services to carriers in support of increasing freight capacity ex Canberra. Menzies Aviation is in advanced negotiations with airline partners to increase freight capacity ex Canberra. Menzies offers landside and airside services at more than 200 airport locations across 6 continents, with core services including Ground Handling, Cargo, Fuelling, Executive Services and Offline Services. <p>COVID-19 continued to impact implementation during 2021-22.</p>

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
329	Streamlining environmental assessments	All	Ongoing	<p>The Digital Environmental Assessment Program (DEAP) 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. DEAP is part of the Australian Government's deregulation agenda and includes three distinct outputs:</p> <ul style="list-style-type: none"> • Establishing a single online portal for proponents to interact with the environmental assessment process making the pathway clearer and simpler. • 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. • 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. <p>The pilot stage has finished, with the Commonwealth having implemented a new environmental assessment system, and online portals for industry proponents to engage with the process. A pilot of the Biodiversity Data Repository will go live in August 2022, bringing together high quality, reliable, defensible biodiversity data from throughout Australia, and make these data highly available to government, industry, researchers and the community. A second stage of work has commenced, expanding and enriching pilot project deliverables to enable national information sharing, and streamlined digital processes.</p>

No.	Initiative	Jurisdiction	Timeframe	Progress
				<p>Western Australia</p> <p>In November 2020, the WA Government passed amendments to the Environmental Protection Act 1986 to improve regulatory efficiency and to facilitate the implementation of bilateral agreements under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). Negotiations with the Commonwealth Government to draft an approval bilateral agreement were completed in late 2021. Further negotiations were suspended as the necessary Commonwealth legislation to facilitate the agreement was not passed. 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 projects. Release 1 of Environment Online is scheduled for August 2022. The project is scheduled for completion in 2024.</p>
330	Boosting Australia's Biosecurity System	Cth	2021 - 2025	Priority actions include working with key partners on a strong, future focussed national biosecurity system; rolling out enhancements in response capability, innovations in detection and business practices; and investing in skills such as the Biosecurity Training Centre. International efforts include expanding offshore assurance arrangements and intelligence; overseas supply chain integration; and partnership activities with our near neighbours in the region.
331	Regulatory activity regarding drones	Cth	2021 - 2024	<p>Progress has been made across a range of initiatives under the National Emerging Aviation Technologies Policy. This includes:</p> <ul style="list-style-type: none"> • On 14 December 2021, introduction of a new regulatory framework to better manage noise from drones and allow operators surety while operating in populated areas. Enforcement commenced on 1 July 2022. • The first round of the \$32.6 million Emerging Aviation Technology Partnerships Program closed on 31 March 2022, with the announcement of successful submissions anticipated for late 2022. • Developing draft Infrastructure Planning Guidelines for drone delivery services in close consultation with state, territory, and local governments to support the integration of operations in a safe and consistent manner. • Work is underway in consultation with state and territory governments to develop a Drone Rule Management System with nationally consistent rules relating to noise, privacy, security, environmental impacts and cultural sites. • Commissioning a project through the iMove Australia Cooperative Research Centre to research the benefits of increased drone uptake in Australia, including geographic, demographic and social insights. This will support policy decision making and provide an evidence base for use cases, including freight services.
332	Reform of the Environment Protection and Biodiversity Conservation Act 1999	Cth	Ongoing	The second ten-yearly independent review of the EPBC Act was completed in October 2020 and released on 28 January 2021. It is available at www.epbcactreview.environment.gov.au . The Samuel Review found that the EPBC Act required fundamental reform. The Australian Government has committed to delivering a full response to the Samuel Review by the end of 2022. This will outline the government's reform directions and consider reform options that will protect the environment and support economic growth across Australian sectors through faster, clearer decisions. The Government has highlighted some early priorities, including improving environmental data and regional planning. The Government has also committed to thorough consultation on new national environmental standards. The Government has committed to engaging with stakeholders on environmental law reforms.

No.	Initiative	Jurisdiction	Timeframe	Progress
333	Air Cargo Security Reforms	Cth	To be completed 1 July 2022	The Australian Government is strengthening Australia's air cargo security arrangements to ensure that the air cargo supply chain is secure from acts of unlawful interference. It is doing this by introducing piece-level examination requirements for all export and the vast majority of domestic air cargo. The final phase of the air cargo security reforms will commence on 1 July 2022, with the introduction of piece-level examination of domestic air cargo loaded at tier 2, Bankstown and Essendon airports. Previous phases of the reforms commenced on 1 March 2019 (all export air cargo), 1 July 2020 (domestic air cargo loaded at Adelaide, Brisbane, Melbourne, Perth and Sydney airports) and 1 July 2021 (domestic air cargo loaded at all remaining designated and tier 1 airports).
334	Protecting Critical Infrastructure and Systems of National Significance	Cth	2021 - 2022	<p>The Government is committed to protecting the essential services all Australians rely on. Amendments to the Security of Critical Infrastructure Act 2018 (the SOCI Act) have assisted in securing Australia's critical infrastructure. Amendments to the SOCI Act expanded the definition of critical infrastructure, including expanding the transport sector critical infrastructure asset classes from one (critical ports) to five, adding critical freight infrastructure assets, critical freight services assets, critical public transport assets and critical aviation assets. The amended SOCI Act also introduces a number of significant measures to enhance critical infrastructure security, including:</p> <ul style="list-style-type: none"> • the provision of operational and ownership information to the register of critical infrastructure assets for some newly defined asset classes (critical freight infrastructure, critical freight services and critical public transport); • Mandatory cyber incident reporting to the Australian Signals Directorate's Australian Cyber Security Centre (ACSC), with expedited reporting timeframes for incidents which impact the availability of essential goods or services (for all transport critical infrastructure asset classes (noting only some specified critical aviation assets)); • the power for the Minister of Home Affairs to direct asset operators to establish, maintain, and comply with a risk management program to identify and mitigate 'material risks'; noting that the risk management program obligation requires further consultation with industry before the relevant rule is finalised. • Government assistance measures, which enable the Government through the Australian Signals Directorate (ASD) to assist entities in responding to serious cyber security incidents that seriously prejudice Australia's social or economic stability, defence or national security as a measure of last resort; and • the power for the Minister of Home Affairs to declare Australia's most important critical infrastructure assets as Systems of National Significance (SoNS), which includes enhanced cyber security obligations, recognises the important role these assets play for Australia as a whole.
335	Simplified Trade System	Cth	2021 - 2024	The Simplified Trade System (STS) Implementation Taskforce (STS Taskforce) leads the Australian Government's efforts to simplify cross-border trade to improve the experience for business, while strengthening border and biosecurity protections. In 2021-22, the STS Taskforce built a comprehensive understanding of Australia's cross-border trade environment, including the first-ever baseline of trade regulations, processes, and digital systems. This work was completed with support from business as well as Commonwealth government agencies, including the Department of Agriculture, Water and the Environment, Australian Border Force, and the Department of Home Affairs. Working closely with Australian businesses and with strategic guidance from the STS Industry Advisory Council, the STS Taskforce also mapped the end-to-end journey for Australian importers and exporters. Over 800 businesses were engaged through user research, a Town Hall, roundtable, and a public consultation process. The

No.	Initiative	Jurisdiction	Timeframe	Progress
				work of the STS Taskforce informed co-design of a draft future state with business, provision of integrated advice to Government on cross-border trade reforms, and a First Pass Business Case for a 'tell us once' trade system (or Trade Single Window). This work is already delivering value to business, with reforms such as a biosecurity self-service portal, simpler customs rules, and real-time status information for customs systems being delivered, or well underway. The STS Taskforce's success can be attributed to working across all levels of government (28 Commonwealth agencies and state and territory governments), with Australian businesses, and with Australia's key international trading partners, to look across the full cross-border trade environment, facilitate meaningful collaboration and co-design, and provide integrated advice on trade-related reforms. The STS Taskforce will continue working closely with business and partner agencies to deliver the Government's cross-border priorities and support its broader trade diversification and digital agendas. This work will deliver regulatory, process and ICT system reforms which will deliver value to both business and Government over the short, medium, and longer terms.
336	Review of the Heavy Vehicle National Law	Cth	2018 - 2023	At their February 2022 meeting, Infrastructure and Transport Ministers agreed the need for further consultation on detailed HVNL reform options before bringing back more detailed policy work to Ministers for consideration at their next meeting. Ministers also agreed that Mr Ken Kanofski would lead stakeholder consultation covering the Program's six work areas and present his recommendations to Ministers at their next meeting. Since his appointment, Mr Kanofski has consulted with industry, and jurisdictional stakeholders individually and collectively.
337	Regulating the maritime industry	Cth	Ongoing	The Productivity Commission released its draft report titled 'Lifting productivity at Australia's container ports: between water, wharf and warehouse' on 9 September 2022. The draft report included draft recommendations and findings relating to regulation of the maritime industry, particularly regulation of ports and fees for container movements in and out of ports. The Productivity Commission's final report is expected to be provided to the Government in December 2022.
338	Coastal trading reform	Cth	Ongoing	The Australian Government's Strategic Fleet Taskforce will provide advice to the Government on any regulatory or legislative reform required to reinvigorate Australian shipping. As the establishment of a Strategic Fleet Taskforce is a new policy, it is too early to report on progress. It is expected that the Taskforce's advice will be delivered to the Government before the end of 2022 23.
339	Development and implementation of maritime safety and marine environment protection regulation	Cth	Ongoing	Australia participates in discussions at the International Maritime Organization to shape those treaties and conventions. Preparing legislative amendments to Protection of the Sea legislation and instruments to implement eight amendment to the Maritime Pollution Convention (MARPOL) – for assent before 1 January 2023.
340	Review regulations relating to airports	Cth	Ongoing	The Australian Government has been reviewing the airport-related regulations through the sunseting process. Work thus far has focussed on enhancing the risk-based oversight of airports, while reducing regulatory burden for airport-operator companies and businesses operating on airport sites in relation to reporting requirements and certain commercial arrangements. Future stages will focus on significant activities such as building control and airspace

No.	Initiative	Jurisdiction	Timeframe	Progress
				protection. While airfreight businesses are part of the aviation sector, the sunseting project is focused on airport regulation and has very limited connection to the National Freight and Supply Chain Strategy. Discussions with airport stakeholders have raised issues not currently within the scope of the sunseting work, which would involve more significant reforms and could impact aviation freight and supply chain processes. Consideration of the broader reforms could be included in the scope of the Government's Aviation White Paper.

National Transport Bodies

No.	Initiative	Jurisdiction	Timeframe	Progress
341	Review of regulatory telematics	NHVR	Ongoing	The NHVR has partnered with road managers to deliver a number of notices that provide industry with increased access and improved productivity, in return for their voluntary monitoring, using lower cost and lower assurance applications as an alternative to the Intelligent Access Program. A significant example includes the National Class 2 Performance Based Standards (High Productivity) Authorisation Notice in Victoria, which provides access for certain higher productivity PBS vehicles to roads and bridges at masses that they would not normally have been allowed. The benefits being provided to industry under these notices include: an expanded network covering over 3000 kilometres of Victorian state and local roads; an expanded list of eligible vehicles exempt from permit requirements (including at greater mass and dimensions); and reducing the regulatory burden from seeking consent from road managers to undertake route assessments. The data analytics and visualisations, which are being provided to road managers in a deidentified form, are assisting them to be aware of movements across their road network to support better decision-making, infrastructure planning, maintenance and funding applications.

New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
342	Review dangerous goods transport	NSW	Completed	The Dangerous Goods Transport Policy was completed early 2022 to establish strategic priorities (optimising a shared network and protecting life and assets) that promote an integrated multi-modal transport system to keep communities safe, goods moving, and shape the growth of our cities, centres and regions.

No.	Initiative	Jurisdiction	Timeframe	Progress
343	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	All heavy vehicle regulatory services and Heavy Vehicle Inspection Scheme (HVIS) services will transfer to the National Heavy Vehicle Regulator (NHVR) on Monday 1 August 2022. This includes the transition of staff who will be moving to their new employer, the NHVR. By assuming responsibility for HVIS, the NHVR will have a more complete view of the NSW heavy vehicle fleet, which will better enable an integrated risk-based approach to compliance.
344	Support reforms to transport laws and regulatory bodies	NSW	3 - 5 years	Transport for NSW continues to support the process led by the National Transport Commission to reform the Heavy Vehicle National Law. The reform package is likely to cover fatigue management, operator certification and encouraging the use of data and technology.
345	Implement the NSW Heavy Vehicle Access Policy Framework	NSW	Ongoing	Implementation of the Heavy Vehicle Access Policy Framework (the Framework) is completed. Expansion of the Heavy Vehicle Network based on the Framework is ongoing.
346	Independent review of the NSW Ports and Maritime Administration Act 1995 and Port Botany Landside Improvement Strategy	NSW	2021 - 2022	<p>The NSW Government commenced a comprehensive review of the Ports and Maritime Administration Act 1995 and the Port Botany Landside Improvement Strategy (PBLIS) on 12 November 2021. A Discussion Paper by independent reviewer Ed Willett was released on 15 December 2021, and was open for submissions until 4 March 2022. Stakeholder engagement sessions were held in February and March 2022. On 21 February 2022, a Cost Benefit Analysis of the PBLIS by Castalia Strategic Advisors was released. On 25 May 2022, external studies with analysis of the PBLIS were released, including:</p> <ul style="list-style-type: none"> • a study of international and national approaches to the management of port landside interfaces by Advisian • a study of the impacts of PBLIS on parties in the port supply chain by Deloitte Access Economics Options Paper on Thursday 16 June, 2022, and • on 16 June 2022, a Review Options Paper by independent reviewer Ed Willett was released, outlining a series of options for changes to the Act and PBLIS. <p>Stakeholder consultation with Ed Willett will continue in July 2022 with a final report due to the NSW Government in late 2022.</p>

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
347	Regulatory reforms to prepare for deployment of automated vehicles	All	Ongoing	Queensland's input to the Heavy Vehicle National Law Review is continuing along previous lines to foster and support the use of new technologies.
348	Legislative reform to ensure national harmonisation of laws	All	Ongoing	Queensland is an active participant in national automated vehicle regulatory reforms, facilitated by the National Transport Commission and Australian Government. These reforms aim to ensure Australia is ready for the deployment of automated vehicles, which are predicted to bring many benefits. The heavy vehicle industry may be amongst the first adopters of automated vehicle technology. Queensland interacts positively and pro-actively with the National Heavy Vehicle Regulator and other jurisdictions to foster safe, sustainable and productive outcomes for the road freight industry.
349	Streamline environmental assessments	All	Ongoing	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. In 2022-2023 Queensland Government will be reviewing the triggers for development proposals requiring referral to the state for assessment of transport impact on networks.

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
350	Review of WA Heavy Vehicle Accreditation Scheme	All	Medium 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 aimed at improving the accreditation process. Main Roads continues to work with the stakeholder reference group to address the outstanding (2) items. The second half will see the re-instatement of the formal Stakeholder Reference Group meetings to support delivery of the outstanding items in 2022-23. Consideration is being given to the direction of other Heavy Vehicle Accreditation Schemes that are included in the National Heavy Vehicle Law review and associated works.
352	Regulatory reforms to prepare for deployment of automated vehicles	All	Medium term	In 2021-22, governments (through ITMM) agreed that the Automated Vehicle Safety Law will be implemented through Commonwealth law under a complementary law approach. Work was commenced on the development of the intergovernmental agreement, ongoing progress on related Austroads projects, an assessment on readiness for commercial deployment of AVs and a review of existing enforcement powers. The WA government provided regular input through 2021-22 to discussions and papers from the National Transport Commission on the proposed

No.	Initiative	Jurisdiction	Timeframe	Progress
				in-service safety law for AVs, the complementary state and territory law changes and on-road enforcement. Existing AV shuttle trials by the RAC and Curtin University continue in accordance with trial protocols established for proponents in WA and in line with the NTC AV Trial guidelines. DoT continues to engage with proponents seeking to undertake trials and assist them with working through the protocols from feasibility to approval.
352	Legislative reform to ensure national harmonisation of laws	WA	Medium term	WA 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. New regulations were prepared for the Rail Safety National Law.

South Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
353	Infrastructure Corridors Initiative	SA	Ongoing	<p>This study will examine the barriers and opportunities for key industry, mineral/resources and agribusiness/primary production sectors, and provide that will support the following intentions:</p> <ul style="list-style-type: none"> Establish a Corridors Framework which: <ul style="list-style-type: none"> Determines current processes and requirements to establish an infrastructure corridor; Provides an improved pathway for provision of access to infrastructure; Identifies options to reduce complexity, cost and time for infrastructure development, including potential regulatory reform; Provides guidance on best methods for engaging with First Nations and native title holders; Provides guidance on contemporary approaches for engaging with landholders and communities of interest; and Develop a report that will identify corridor alignment options, and an evidence base for decision making on priority corridors. Develop a business case for a pilot corridor for funding consideration by the SA Government. A contractor has been engaged and completion is expected in late 2022.

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
354	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.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
355	Heavy Vehicle National Law	NTC, jurisdictions	Short term	ACT continues to engage in the review of the Heavy Vehicle National Law through the arrangements agreed by Ministers. Following concerns by industry in regard to a consultation Regulatory Impact Statement, further consultation was undertaken. The report on this engagement was released, and Ministers agreed to progress a package of recommended proposals that will improve safety and productivity in the heavy vehicle sector. Ministers resolved to consider further advice from officials on the best mechanism to efficiently deliver this package across all jurisdictions.

Action Area 4: Better freight location and performance data

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Action Area 4.1
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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
356	National Freight Data Hub	Cth	2021 - 2025	The design of the National Freight Data Hub was settled in late 2020, in close consultation with stakeholders. The prototype website was launched in May 2021, and is now averaging over 6,000 views per month, with over 200 data sets available in the catalogue. In 2022, work is on track delivering the 13 key data projects across all freight modes and implementing feedback and lessons learned on the prototype website to design and deliver the ongoing website. Looking forward to 2025, the Hub projects will increase the accessibility of freight data, harmonise and consolidate more data, build a better national understanding of the rail network, increase data exchange in the supply chain and support industry and government decision-making. In December 2021, the National Freight Data Hub also launched the National Location Registry (an address book of freight pick-up and delivery locations), and is now working with industry to ensure the registry is widely used to deliver maximum productivity and efficiency gains across the Australian freight and logistics sectors.
357	Freight Data Exchange Pilot	Cth	2019 - 2023	In late 2019, joint Freight Industry Data Exchange Pilot projects were commenced to improve the visibility and exchange of freight consignment event message information across several different product supply chains. In late 2021, the Department commissioned a survey of supply chain industry participants to gain a broader understanding of freight consignment information management systems and protocols in use. Next steps for the

No.	Initiative	Jurisdiction	Timeframe	Progress
				project will involve utilising lessons learnt to support a second generation of pilot initiatives, aimed at developing the solutions and frameworks to take the industry forward and enhance data sharing capability.
358	Supply Chain Resilience Initiative	Cth	2020-21 - 2023-24	In 2021 the Supply Chain Resilience Initiative (SCRI) conducted two rounds of analysis on products identified as vital for the wellbeing of Australians. Round 1 covered biopharmaceuticals (medicines), agricultural production chemicals and personal protective equipment; round 2 covered semiconductors, water treatment chemicals, and telecommunications equipment. Results were published in tranches 1 and 2 of the Sovereign Manufacturing Capability Plan (SMCP). Two funding rounds, offering matched grants of between \$50,000 and \$2 million, were made available for businesses with projects that could help address supply chain vulnerabilities identified as product categories of focus in a SMCP. The second SCRI grants round closed in early 2022 and contracting is currently underway for successful applicants.
359	Office of Supply Chain Resilience	Cth	Ongoing	To consolidate supply chain resilience expertise into one department, the Office of Supply Chain Resilience (OSCR) moved from PM&C to DISR through Machinery of Government changes in July 2022. OSCR provides regular advice to government, working with relevant agencies and stakeholders, on vulnerabilities and options for improving the resilience of supply chains.
360	Inland Rail Supply Chain Mapping Study	Cth	2022 - 2023	The Inland Rail Supply Chain Mapping Project, using the CSIRO's Transport Network Strategic Investment Tool (TraNSIT), provides the underlying data to assist industrial enterprises to improve the competitiveness of their supply chains. For this project, TraNSIT analysed more than 175,000 annual transport movements of 140 commodities associated with nearly 5,000 industrial enterprises and 11,000 supply chains. The project results provide evidence to inform future public or private complementary investments or operational changes to leverage the benefits of Inland Rail. Early results of the project were released 28 May 2021 and show that an average potential transport cost reduction of 39 per cent can be achieved by shifting freight from road to Inland Rail for part of a supply chain journey. Freight travelling the full length of Inland Rail between Melbourne and Brisbane could achieve a higher transport cost reduction of 44 per cent. The results of the project indicate that the benefits from Inland Rail will be widespread, with industrial enterprises as far as Townsville, Perth and Launceston potentially benefiting from its use. Final reporting of the reference case modelling of the potential transport cost reductions from Inland Rail was released on 15 March 2022.
361	Inland Rail Freight Corridor Survey	Cth	Completed	The Inland Rail Freight Corridor Survey was completed in the first quarter of 2022. It was developed in collaboration with BIS Oxford Economics and Sydney University's Institute of Transport and Logistics Studies. Phase 1 of the project was completed in 2019 and consisted of a stocktake and review of available data, research activities and potential supply of new data. Phase 2 quantified the current freight task between Queensland and Victoria through demand modelling based on existing data and primary data collection, including an estimation of total corridor freight volumes, an estimation of commodity flows and demand, and a forecast of the future freight task out to 2042.

No.	Initiative	Jurisdiction	Timeframe	Progress
362	Port of Brisbane Rail Access Study	Cth, Qld	2018 - 2022	A further \$20 million will be committed by the Federal Government for a further planning study that is expected to be matched by the Queensland Government. The further planning is expected to be delivered by late 2022.
363	Implementation of the Austroads Connected and Automated Vehicle Program	All	Completed	Main Roads Western Australia is part of the Austroads Future Vehicles and Technology Taskforce and actively participates in the ongoing program of works. Recent completed projects include FCA6239 Vehicles and technology further state 2030 project, FPI6119 Automated steering functions, FDI6216 Road authority data for connected and automated vehicles (RADCAV) and FDI6216 Austroads Road Authority Data for Connected and Automated Vehicles (RADCAV). Further information on the work of Austroads is available on their website: https://austroads.com.au/publications/connected-and-automated-vehicles/ap-r623-20 .
364	International benchmarking of key import and export supply chains	Cth	Ongoing	Indonesia freight movements for cattle, sugar and rice have been added to the Supply Chain Benchmarking Dashboard. The analysis is based on supply chain mapping during a DFAT funded project from 2017 to 2021. The dashboard with the international supply chain mapping will be released in November 2022.
365	Research road operator data for use by connected and automated vehicles	Cth	Ongoing	The Future Vehicles and Technology (FVaT) Program within Austroads has a stream of projects that relate to the supply of road agency data to connected vehicles and vice versa. This includes data flowing to and from heavy vehicles through increasingly sophisticated telematics systems, as well as C-ITS and other forms of vehicle connectivity. Further information on Austroads projects is available at www.austroads.com.au/projects . Progress towards improvements in data use and exchange have also been achieved through key priority 3.1 of National Land Transport Technology Action Plan (2020-23), 'Explore uses of C-ITS and AV data to improve network efficiency and investment'. This includes the establishment of the National Vehicle Data Working Group by the NTC, a joint industry-government working group on vehicle-generated data. Industry and government co-chairs have been appointed, and the first meeting was held in October 2021. The working group will have an initial two-year term to late 2023, with meetings to be held quarterly. The Working Group will lead the development of the vision and principles for the future exchange of vehicle and road operator data. An additional initiative in support of key priority 3.1 was the announcement in May 2021 by the Commonwealth of funding for the National Freight Data Hub. The Hub is intended to provide high quality, easily accessible data to make sure the freight sector is as efficient, safe, productive and resilient as possible.
366	Transport Network Strategic Investment Tool (TraNSIT) Supply Chain Benchmarking Dashboard	Cth	Ongoing	Since its release in October 2021, the Department has supported the Dashboards improvement, extending the content and scope of its functionality, including increasing the number of commodities, the geographical breakdowns available and introducing longitudinal comparisons. These improvements mean more businesses can make use of the Dashboard to maximise their supply chains. Users can compare supply chain metrics across commodities, different transportation paths or segments in supply chains (such as producer to distributor, or distribution centre to port) and in different regions or locations (including Regional Development Areas, Local Government Areas, Statistical Area Levels 3 and 4, and States and Territories). The Dashboard has been expanded to an additional 35 commodities (totalling 175), particularly in the construction sector and industry by-products. Longitudinal comparisons have been added to TraNSIT to allow comparisons between baselines created during different dates.

National Transport Bodies

No.	Initiative	Jurisdiction	Timeframe	Progress
367	Research on road operator data for use by connected and automated vehicles	Austrroads	Complete	Austrroads project FDI6216, Road Authority Data for Connected and Automated Vehicles (RADCAV), reported on the optimal model for provision of road authority data to map makers, connected and automated vehicle operators and other technology developers. The project was completed on 16 December 2021, with eight module reports released. Each report presents a Roadwork Data Provision Framework, a flexible tool to aid data provision capability planning, foster collaboration, and assist in the development of lower-level architectures, interoperability, standards and specifications for the provision of roadwork data to connected and automated vehicles.

New South Wales

No.	Initiative	Jurisdiction	Timeframe	Progress
368	Update freight forecasts and ongoing performance measurement data	NSW	Ongoing	Transport for NSW freight forecasts are publicly available on the Open Data Hub. Transport for NSW is continuing to revise freight forecasts and develop the methodology by which freight forecasting is undertaken.
369	Enhance freight data	NSW	3 - 5 years	Transport for NSW continues to develop and maintain the NSW Freight Data Hub and Open Data Hub to make available freight data publicly available, while also working with the Commonwealth Government in support of the development of the National Freight Data Hub.
370	Investigate productivity boosting technologies for Port Botany	NSW	5 - 10 years	While industry continue to invest in technology at Port Botany, such as automation of some activities, Transport for NSW is investigating opportunities for non-infrastructure solutions, such as technology, in the development of strategies to improve the movement of freight to and from Port Botany.

Queensland

No.	Initiative	Jurisdiction	Timeframe	Progress
371	Queensland Freight Model	Qld	Ongoing	The Queensland Freight Model (QFM) was constructed to assist in understanding the drivers of heavy vehicle traffic and the movement of commodities across Queensland. The model uses research-based supply chain data regarding commodity movements for Queensland's largest industries, economic growth forecasts, vehicle operating costs, and a heavy vehicle network to model movement of commodities on road. The QFM has recently undergone its second major development iteration and forms part of an on-going freight, goods and services modelling program of work. Potential applications for the QFM include regional transport planning, heavy vehicle planning, investment prioritisation, road asset management, and more. The QFM can be interrogated to report on aggregate statistics such as total tonne kilometres travelled or vehicle operating costs as well as very detailed select link analyses to better understand the movement of types of commodities along specific parts of the network.

Western Australia

No.	Initiative	Jurisdiction	Timeframe	Progress
372	Development of an open data portal	WA	Ongoing	The Data WA portal currently provides over 2,500 discoverable datasets. In 2021-22, an improvement project was implemented which increased the useability and accessibility of the portal for State and local government agencies. There is no further capital development for this program but a business case for a new sharing platform is being considered.
373	Compliance Automation Project	WA	Short term	WA continues to participate in national forums relating to the delivery of the Compliance Automation System. The project is due for deployment in the week beginning 18 July 2022.
374	Commercial Vehicle Survey	WA	Short term	Data collection for the commercial vehicle survey is now complete. The data is currently being audited and processed for analytical use. The auditing of the final data set is anticipated to be completed by September 2022.
375	Unified Digital Commercial Movements Program (UDCMP) Project	NSW, Freight and Logistics Council of WA, City of Canning	Short term	Work is underway to determine availability of data sources and assess if the project will move to the proof-of-concept stage.

Tasmania

No.	Initiative	Jurisdiction	Timeframe	Progress
376	Tasmanian Freight Survey	Tas	Ongoing	The Tasmanian Freight Survey is a regular survey of freight movements across Tasmania undertaken by the Tasmanian Government. The survey is unique in focusing on whole of supply chain data and information, capturing commodity type, volume, transport mode, route, packaging and end market. The survey has proven valuable in understanding how major freight supply chains across Tasmania operate. Data is collected direct from companies. The 2020 survey was delayed due to the impacts of COVID-19, however a new survey based on 2021-22 data has commenced, with a data report to be finalised by mid-2023.

Australian Capital Territory

No.	Initiative	Jurisdiction	Timeframe	Progress
377	Collection of video-based origin destination data, traffic count and classification data	ACT	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. Barton Highway is a Tier 1 National Freight Route connecting the ACT with NSW and Victoria and provides vital linkages for not only the ACT but also surrounding south-eastern regional NSW.
378	Understanding freight flows – ABS Road Freight Movement Survey, Austroads' Key Freight Routes Data Project and Cadence Economics Analysis of Air Freight Operations at Canberra Airport	ACT	Ongoing	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.
379	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 survey collected the views of industry drivers and road transport operators about heavy vehicle rest areas, their locational requirements, and the types of facilities. The need for a significant layover and rest facility on the 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.

No.	Initiative	Jurisdiction	Timeframe	Progress
380	National Australian Transport Assessment and Planning Guidance – urban freight demand modelling	All	Short term	The ACT is contributing to developing national Australian Transport Assessment and Planning (ATAP) 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. The ACT has contributed in reviewing the early drafts of the Urban Freight Demand Modelling guidance as part of the ATAP Steering Committee.



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