Moving Freight

A strategy for more efficient freight movement

Great state. Great opportunity.

Queensland
Government

Foreword

Queensland's freight network is fundamental to our economy. The State's future economic growth and prosperity will be built on the safe, efficient and effective movement of goods created and supported by the resources, agriculture, construction and tourism industries.

There are many challenges confronting the freight task across the state. The cost of infrastructure, geographical distances, transport hub bottlenecks, and managing the impact of extreme weather events all affect our freight network.

Freight volumes are estimated to increase from 871mt in 2010–11 to 1643–1741mt by 2026. Therefore, it is critical the Queensland Government provides a clear freight direction and proactively works with industry to overcome current and future constraints. This strategy will inform and deliver better freight outcomes for Queensland.

Moving Freight outlines the Queensland Government's 10 year strategy to develop a multi-modal freight network that is sustainable and productive. It will support the Queensland Plan and the Queensland Government's *Governing for Growth* framework by providing direction to business and industry for managing freight. It will also contribute to the Government's broader commitment to developing a four pillar economy.

The strategy will inform and complement a range of state government initiatives such as:

- the Queensland Ports Strategy

- statutory regional plans

- Queensland's Agriculture Strategy

- the Bruce Highway Action Plan

- future rail and road developments.

Importantly, *Moving Freight* identifies a broad range of freight, supply chain and logistics issues confronting the industry. The strategy outlines short, medium and long-term actions to move freight onto rail and improve the efficiency of road freight. This will ensure Queensland's freight system is receptive and responsive to customer needs and the changing requirements of a growing economy.

The strategy acknowledges the importance of freight in Queensland to the national economy and will ensure that Queensland's freight system needs are well positioned to respond to emerging national and international markets and opportunities.

Honourable Scott Emerson MP
Minister for Transport and Main Roads

Holmview livestock facility, Brisbane

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Executive summary

Queensland's future economic growth will be built on the ability to move freight to support the resources, agriculture, construction and tourism sectors. An efficient freight system will provide the backbone for facilitating this growth.

With freight volumes estimated to increase from 871 million tonnes (mt) in 2010–11 to 1643–1741mt by 2026, clear direction is necessary to develop a more integrated multi-modal freight system. *Moving Freight* provides this direction by outlining actions to move freight onto rail and support the agricultural sector whilst improving the efficiency of the road freight task.

Priority one: expand the use of rail freight

Summary of key actions

- Develop the North Coast Line, Western and South Western rail systems and Mount Isa to Townsville rail corridor.
- Provide appropriate priority for rail freight.
- Improve regional rail for agricultural and general freight.

Priority two: increase road freight network access

Summary of key actions

- Deliver improved heavy vehicle access for industry.
- Promote strategic road freight routes for higher productivity vehicle access.
- Provide an oversize overmass (OSOM) network.
- Expand heavy vehicle access for the agricultural sector.

Priority three: facilitate greater freight infrastructure investment

Summary of key actions

- Enable greater industry investment in the freight network.
- Promote multi-modal investment needs.
- Release upgrade strategies for the Flinders and Barkly, Peak Downs and Capricorn highways.
- Deliver a heavy vehicle action plan to improve access.

Priority four: support future freight growth

Summary of key actions

- Support an inland rail freight strategy.
- Enable better industry coastal shipping services.
- Map freight network flood immunity.

Priority five: better freight policy and information

Summary of key actions

- Support National Land Freight Strategy.
- Support National Heavy Vehicle Regulator and national law.
- Develop better freight data and information systems.
- Employ technology to manage heavy vehicles.

Priority six: engage industry for better and safer freight outcomes

Summary of key actions

- Support freight research and development.
- Deliver heavy vehicle rest areas with industry.
- Work with freight industry councils.

Introduction

Moving Freight outlines Queensland's 10 year overarching strategy and policy direction for the freight system. Its objective is, 'to facilitate the efficient movement of freight.'

Its four main functions are to:

1. provide clear direction about government's policy for the freight system.

2. deliver actions to target freight investment and the safe and efficient movement of freight over the short term (1–2 years), medium term (3–5 years), and long term (6–10 years).

3. facilitate development of key transport infrastructure to support seamless modal integration.

4. inform the safe movement of freight on the transport system.

Vision

Efficient freight movement contributes positively to improving the competitiveness of Queensland industry in the national and world economy.

Queensland's vision for freight is, 'to ensure the freight system is continually receptive and responsive to customers needs, changing industry requirements and growing economic activity.'

Transport and Main Roads Strategic Framework

Queensland's transport system is a large and complex mix of users, infrastructure, regulation, services and network operations, that requires multiple strategies and plans. Transport and Main Roads Strategic Framework (refer **Figure 1, Page 7**) is a clear structure for these strategies and plans, and focuses on decision making for consistency with government priorities and integration across modes, users and regions.

The Transport Coordination and Delivery Plan (TCDP) is at the apex of the framework with its vision of 'Connecting Queensland – delivering transport for prosperity'. Supporting this vision are the TCDP goals of:

• an efficient and reliable transport system

• an integrated transport system

• a safe and secure transport system.

Moving Freight is one of five core strategies which translate the TCDP goals into strategic priorities and actions. Each of the five core strategies focuses on a different system component. They inform each other and together reflect the key strategic directions for the transport system for the next 10 years.

Moving Freight focuses on the efficient movement of freight while *Moving People* focuses on how people access and use different modes of transport. Together *Moving Freight* and *Moving People* seek to balance the transport needs of freight and people. The Road System, Rail and Maritime System strategies will provide the strategic direction for the planning, management and operation of their respective modes.

Action Plans provide more detail on how specific priorities and actions will be pursued. They might be for a particular region, purpose (for example the *Bruce Highway Action Plan*) or mode.

The core strategies and action plans inform the program priorities and ultimately the delivery of infrastructure, services, regulation and compliance projects to achieve the three TCDP goals.

Investment principles and policy choices

In order to deliver the vision for the freight system, policy decisions and investment in infrastructure and services are prioritised to ensure delivery of the right project at the right time, and reflect the investment principles set out in the TCDP to:
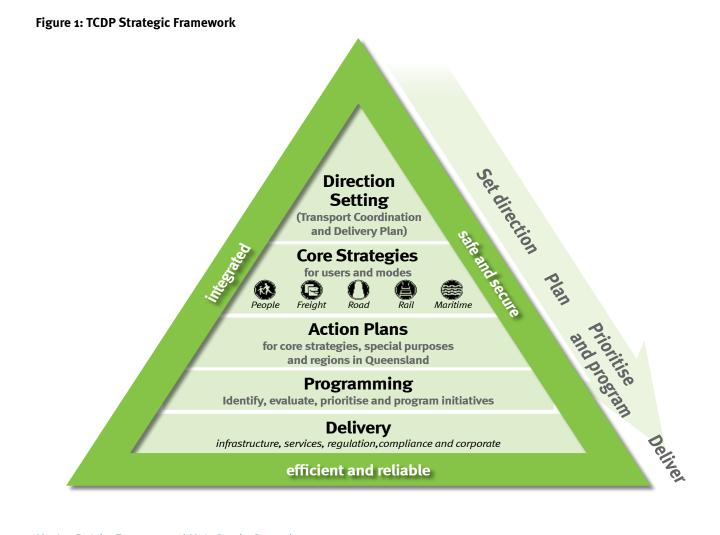
1. run the system – sufficient funding will be provided to operate infrastructure and services to ensure an appropriate level of access and safety.

2. maintain the system – maintain existing assets, focusing on repair or rehabilitation of networks, rather than replacement, where this reduces the whole-of-life costs of transport infrastructure.

3. build and expand the system – after sufficient funding has been allocated to run and maintain the system, investments to expand the system and improve services will be balanced to meet growing demand.

In addition to these investment principles, there are a number of policy choices specific to the freight system, which will give better direction to decision makers when making trade-offs in relation to the delivery of freight priorities and actions. These include:

- Freight movement will be afforded appropriate priority on the rail network outside peak commuter periods.

- Rail is the preferred mode for freight movement, particularly for commodities in bulk (such as coal) and most long haul freight tasks.

- Higher productivity road vehicles are supported where road is the only viable freight mode.

Transport and Main Roads Strategic Plan

The Transport and Main Roads Strategic Plan 2013–2017 outlines the priorities and business objectives of the department over the next four years. It is designed to support the vision and goals in the TCDP. It therefore enables the direction, priorities and actions outlined in *Moving Freight*.

Figure 1: TCDP Strategic Framework

Set direction

Plan

Prioritise and program

Deliver

integrated

safe and secure

Direction Setting
(Transport Coordination and Delivery Plan)

Core Strategies
for users and modes

People   Freight   Road   Rail   Maritime

Action Plans
for core strategies, special purposes and regions in Queensland

Programming
Identify, evaluate, prioritise and program initiatives

Delivery
infrastructure, services, regulation,compliance and corporate

efficient and reliable

Government policy

State government

Queensland Plan

Moving Freight will have an important role in supporting the direction of the *Queensland Plan*. The efficient movement of freight will be critical to economic growth and realising opportunities in Queensland's long-term future. This will be achieved through the development of a more efficient and responsive freight system that supports industry productivity and economic performance.

Governing for Growth: enabling a stronger Queensland
Governing for Growth sets out the Queensland Government's commitment to provide pro-growth policies and tackle barriers to business opportunities. *Moving Freight* has a vital role in contributing to this commitment by supporting freight movement that enhances business and industry opportunity, productivity and development. It also supports key aspects of the Governing for Growth framework, such as Infrastructure for Economic Development (IfED), by encouraging better utilisation of existing transport infrastructure, greater supply chain integration and more consistent and transparent transport asset management.

Queensland Ports Strategy

Moving Freight has a significant relationship with the *Queensland Ports Strategy*. Ports have a key role in facilitating the movement of freight and provide a critical gateway to domestic and international freight markets. As such, *Moving Freight* depicts the supply chains connecting to Queensland's ports as well as emerging freight growth areas and corridors essential to port growth. It will therefore support the direction of the *Queensland Port Strategy* in relation to future port planning and strategic management.

Broader government policy and strategy

Moving Freight will inform, and complement, a range of broader state government frameworks and initiatives that inform freight movement such as:

- statutory regional plans
- government strategy (for example *Queensland's Agriculture Strategy 2040*)
- supply chain planning (for example *Central Queensland Transport Supply Chain Study*)
- economic development plans (for example *Galilee Basin Coal Infrastructure Framework* and North Queensland and Central Queensland Resources Supply Chain projects)
- strategic infrastructure programs
- economic development direction statements (for example *Queensland Airports 2013–2023*).

Other levels of government

National agenda

Moving Freight responds to, and supports the objectives of, the National Land Freight Strategy (NLFS). It achieves this by providing a state context for NLFS objectives. It also respects the Australian Government's role in managing and developing the national transport system for:

- regulating shipping and air transport
- national competition policy
- national transport pricing and charging regimes
- coordinating national transport reforms (for road and rail) across jurisdictions.

Local networks

Often the local government transport network provides a crucial role in connecting industrial areas to strategic state and national freight networks. *Moving Freight* will inform the management and development of local transport networks, inform local planning activities and assist in supporting road access issues.

Cargo handling, Port of Brisbane

Snapshot of the freight system

The current freight system

The freight system includes a number of separate but inter-dependent components comprising:

- The freight network – includes transport infrastructure (for example key roads, rail lines, ports, airports and terminals) that support freight movement (refer **Map 1, page 11**).

- Transport services – includes freight operators, freight forwarders, terminal operators and related businesses that facilitate freight movement.

- Government policy, regulation and legislation – includes the guidelines and controls that inform the development, use and management of the freight system.

- 'Enabling' systems – includes communication systems, information technology, utilities and other systems that support freight movement.

Freight system users

Industry and consumers (comprising households, businesses and government) are the primary generators of freight and hence major users or beneficiaries of the freight system.

Government is also an important freight system user as it provides critical and/or emergency services. For example, the Australian Defence Force must have access to major roads, railway, ports and airports, sometimes at short notice, to ensure the protection of national interests. This includes the provision of disaster assistance and humanitarian relief, training and defence operations.

Therefore, it is important that the development of Queensland's freight system is responsive to a broad range of user needs.

Overview of freight network

Queensland's freight network fulfils a critical role linking communities and local industry, regions and the state to the rest of Australia and overseas (see **Map 1, page 11**). The network comprises public and privately owned road, rail, port, airport and terminal infrastructure.

Responsibility for managing, maintaining and/ or developing the network is increasingly a shared responsibility between infrastructure owners, regulators, transport operators, and freight consumers.
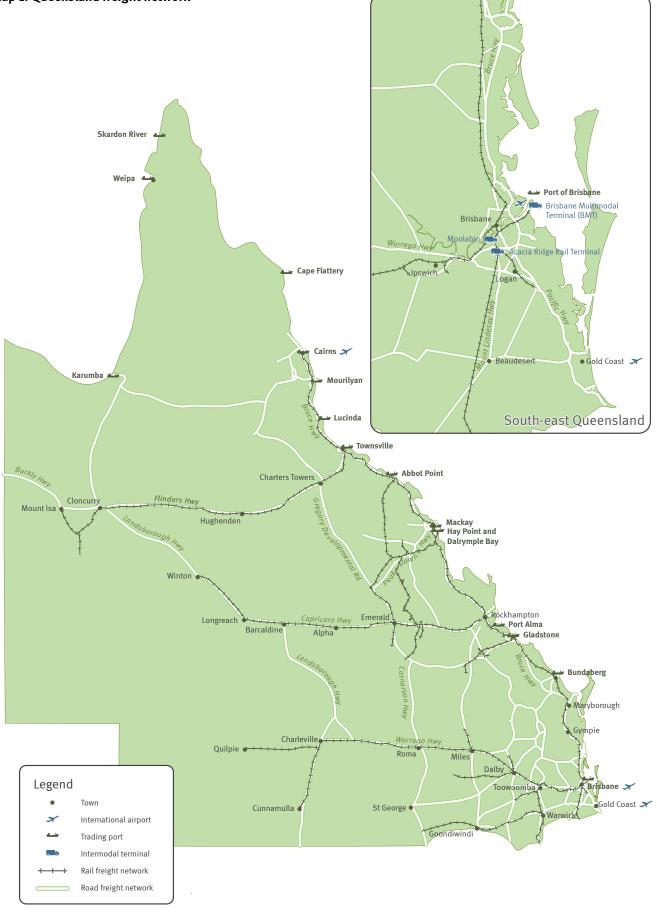
Quick Facts

The primary freight network comprises:

- 13,600km of road (which is supported by the broader state controlled, local and franchised road networks)

- 9,550km of rail line (including a combination of publicly and privately managed narrow, standard and dual gauge lines)

- 15 trading ports

- three international airports and multiple domestic airports

- three key intermodal rail freight terminals (located at Acacia Ridge, Moolabin and the Port of Brisbane) and multiple smaller freight terminals and rail sidings

Loading a C-130J Hercules, destined for flood-stricken Central Queensland 2011

Map 1: Queensland freight network

Legend

- Town
- International airport
- Trading port
- Intermodal terminal
- Rail freight network
- Road freight network

Source: Department of Transport and Main Roads (2013)