



FREIGHT AND LOGISTICS COUNCIL OF WESTERN AUSTRALIA INC

Meeting 04 December 2017
Perth CBD

EXECUTIVE SUMMARY

Among the key issues discussed at the meeting were:

- State Planning Policy 4.1, which is designed to protect industry and infrastructure facilities such as ports;
- State Planning Policy 5.4, which is designed to protect strategic freight corridors;
- progress with container supply chain efficiencies;
- updates on Westport and the National Supply Chain Study; and
- organisation of FLCWA going forward.

ACTION SHEET

- Consider submission on draft State Planning Policy 4.1
- FLCWA planning forum on 25 January 2018



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NOTES OF MEETING

Those present included:

- Nicole Lockwood, Chair;
- John Oliver, Alcoa;
- Grant Thompson, WATCO;
- Paul Hamersley, Arc Infrastructure;
- Jason Holmes, Toll Group;
- Graeme Wilson, Port Operations Task Force;
- Cam Dumesny, Western Roads Federation;
- Chris Cain, Maritime Union of Australia;
- Tim Dawson, Transport Workers Union;
- Greg Martin, Independent;
- Ian Duncan, WA Local Government Association;
- Chris Leatt-Hayter, Fremantle Ports;
- Richard Sellers, Director General of Transport;
- Steve Beyer, Department of Transport;
- Craig Manton, Main Roads WA;
- Peter Metcalfe, Department of Primary Industry and Regional Development;
- David MacLennan, Department of Planning;
- Kellie Houlahan, Freight and Logistics Council; and
- Mark Brownell, Freight and Logistics Council.

Guest

- Kareena May, Site P+D

Agenda Item One: Opening Comments

Nicole Lockwood welcomed members, deputies and guest to the meeting, the last of the year. Apologies were noted from Sharon Biermann, Rob Delane, Nicolas Fertin, Ian Kent, David Capper, David Hay-Hendry, Justin Taylor and Paul Haigh, a number of whom were represented.

Agenda Item Two: Presentations

a) State Planning Policy 4.1

David MacLennan provided a presentation on the draft State Planning Policy 4.1 (SPP 4.1) which has just been released for comment. This policy is aimed at protecting industry and infrastructure facilities and was previously referred to as the industrial buffer policy. It is particularly relevant to



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freight facilities such as ports. In that respect, David commented that some regional ports had problems with impacts such as dust and noise and should be seeking greater protection under the policy. Other freight facilities such as rail/road depots and intermodals fall within the scope of the policy but would have to be declared. David said that the draft policy was open for comment until 21 February 2018. Nicole Lockwood said that the Council would most likely put a view forward and she would discuss the matter with Ports WA to see if a joint submission would be possible. (A copy of David's presentation is attached)

b) State Planning Policy 5.4

Kareena May from Site P+D discussed the FLCWA submission on the draft State Planning Policy 5.4 (SPP 5.4). She ran through the key areas where change to the policy would be sought. These included stronger definition of the strategic freight network, a more appropriate noise metric for freight rail, the inclusion of ground-borne vibration, higher construction standards in vulnerable locations, consideration of impacts at an earlier stage of the planning process, greater clarity and certainty in the language used in the policy, extensive training for those that make decisions using the policy and improved access to professional acoustic advice. Nicole Lockwood commented that the work being done on supply chains at a national level had concluded that both local and State Governments have to do more to protect strategic freight corridors. She added that an important part of the present exercise with SPP 5.4 was a comprehensive consultation programme involving a broad range of stakeholders to ensure the best chance of constructive change to the present policy.

Agenda Item Three: Updates

a) Container Supply Chain Efficiencies

Mark Brownell said that FLCWA continued to work on behalf of industry with Government departments and agencies seeking policy to fulfil the Minister's objective of containing truck impacts on the community. Three particular initiatives were being explored, incentives to encourage increased off-peak operations, greater transparency in the freight rail subsidy and the introduction of larger-capacity trucks. Further work, to be concluded early in the New Year, should allow decisions on these initiatives to be made.

b) Westport

Nicole Lockwood commented that there had been good progress with the Westport project including:

- meetings with forty stakeholder organisations;
- release of a discussion paper before Christmas for public comment;
- recruitment for Project Director underway with appointment expected by end of January;
- large team of experts from across Government assembled and working on the project;



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- a communications strategy to be finalised before Christmas;
- well advanced with analysis of the large body of previous work;
- met with relevant local government authorities;
- held a major public event in Fremantle that was well attended; and
- web-site nearing completion.

Nicole reminded members that industry could participate in the discussion through the Council in its role as industry representative, or directly with the Westport process if preferred.

c) National Supply Chain Study

Nicole Lockwood reported that a draft project report was about to be signed off which will form the basis of further consultation. Meetings with Transport and Planning Ministers in all States would be part of this process. It is expected that a final report will be available by November 2018.

Agenda Item Four: New Issues

a) Western Roads Federation

Cam Dumesny said that the long-standing WA Road Transport Association had been deregistered and replaced with a new body, the Western Roads Federation. The Federation has a broader membership base and is better placed to provide evidence-based policy advice. It would have strong links to the Chamber of Commerce and Industry in Perth, where it would be based, and also 44 regional chambers around the State.

b) FLCWA Structure

Nicole Lockwood noted that the higher profile of the FLCWA was attracting new members and the group was becoming too large for meaningful debate. There have been discussions with the Minister's office about addressing this concern. As a result, it has been decided that there will be a strategy session in January, where a broad range of stakeholders will be invited to contribute ideas for the annual work programme. It will be important that all relevant groups are represented at this event. Based on the identified issues, a smaller Council will be constituted with members appointed by the Minister for 12 months. Other stakeholders will be involved with associated project work streams. This process will be repeated annually to ensure that the Council remains topical to the issues at hand.



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c) Other Issues

Steve Beyer mentioned progress with the Government's port reform programme which will see private ports, for which the Department of Transport has responsibility, coming under the responsibility of the nearest regional port authority.

Cam Dumesny said that recent media comment had drawn attention to the poor state of sections of the Great Eastern Highway leading to the eastern states. He said that this was unacceptable, given the vital supply line the road provides. Cam also noted the growing practice of local councils charging for use of local roads and suggested that the end result if this spread would be to severely disadvantage road transport operators.

Chris Cain said that the MUA had raised the issue of interstate and north-west coastal shipping with the Government.

Agenda Item Five: Closing Comments

In closing the meeting, Nicole Lockwood farewellled retiring members John Oliver, Greg Martin and Peter Metcalfe. She thanked them all, particularly John as a very long-standing member, for their contribution. It was confirmed that the forum to shape the FLCWA work programme would occur on the morning of 25 January, and further details will be provided before this date. After Christmas wishes, the meeting was then closed.