

EXECUTIVE SUMMARY

The key issues discussed at the meeting included:

- developing a Council submission to the review of the State Planning Policy on road and rail noise;
- progress with the Westport Task Force;
- a watching brief agreed on emerging online freight carrier brokerage services;
- commencement of monitoring in the freight rail noise project;
- profile of prosecutions under Chain of Responsibility legislation to be raised;
- need for greater consistency and transparency in local governments charging for access to local roads; and
- progress with National Freight and Supply Chain Study.

ACTIONS

- Scope and cost a comprehensive response to draft SPP 5.4 and progress funding support for work with members.
- Further discussion of container supply chain efficiencies following recent work on levy/rebate model proposal.
- Code of practice for online freight services be examined.
- Chain of Responsibility prosecutions to be given higher profile to encourage compliance with legislation.
- An examination by key stakeholders of local councils charging for access to local roads.

NOTES OF MEETING

Those present included:

- Nicole Lockwood, Chair;
- Ian Ross, DP World;
- Paul Larsen, Arc Infrastructure;
- Grant Thompson, WATCO;
- John Oliver, Alcoa;
- Justin Taylor, Linfox;
- Paul Haigh, Aurizon;
- David Capper, CBH Group;
- Cam Dumesny, WA Road Transport Association;
- Tim Dawson, Transport Workers Union;
- Sharon Biermann, PATREC;
- Chris Leatt-Hayter, Fremantle Ports;
- Greg Martin, Independent;
- Ian Duncan, WA Local Government Association;
- David MacLennan, Department of Planning, Lands and Heritage;
- Craig Manton, Main Roads WA;
- Steve Beyer, Department of Transport;
- Rob Delane, Department of Jobs, Tourism, Science and Innovation;
- Peter Metcalfe, Department of Primary Industries and Regional Development;
- Kellie Houlahan, Freight and Logistics Council of Western Australia; and
- Mark Brownell, Freight and Logistics Council of Western Australia.

Guests

- Kareena May, SITE Planning + Development
- Jamie Townend, Department of Planning, Lands and Heritage

Agenda Item One: Opening Comments

Nicole Lockwood welcomed members, deputies and guests to the meeting. Apologies were noted from Jason Holmes, Nicolas Fertin, Gail McGowan, Stephen Strange, Richard Sellers, Graeme Wilson, Peter Woronzow, David Hay-Hendry, Ian Kent and John Ward, most of whom were represented.

Agenda Item Two: State Planning Policy 5.4

Jamie Townend from the Department of Planning, Lands and Heritage presented on the current review of State Planning Policy 5.4 (SPP 5.4), the Government's land use policy governing road and rail noise impacts. Jamie discussed the background to the review, its scope, the key changes being recommended (clearer mapping, revised noise exposure forecast and noise contour mapping), the exclusion of Lamax/vibration and the review timetable, key milestones being public comment by

mid-December and introduction of new policy by mid-2018. (A copy of Jaimie's presentation is attached to these notes.)

In subsequent discussion, a number of important points were made, including:

- the issue is as much a political issue as it is a technical one;
- the review is seen as necessary because of the increasing urban encroachment of freight corridors;
- too much discretion is used in application of the policy because its wording is seen as weak;
- industry believes that Lamax and vibration should each be in new policy;
- there is evidence that the policy has not been applied correctly or consistently because of its complexity;
- there are concerns about the policy in the road sector as well as rail;
- there are concerns about the visibility of the planning approval process;
- State Planning Policy 4.1 on industrial buffers is relevant and should be progressed beyond its present draft status;
- the draft SPP 5.4 attempts to account for growth in freight movements, but does not consider the impact of future freight technology; and
- WA does not have a regulatory regime governing rail and road noise as do some other States.

Kareena May from SITE Planning + Development summarised the concerns of the freight industry with SPP 5.4. She was doubtful that the redrafted policy adequately addresses these concerns.

Nicole Lockwood concluded the discussion in saying that nationally, protection of freight corridors is seen as the key issue confronting industry, and that if the opportunity is not taken now to get proper policy in place in Western Australia, it will be many years until the chance arises again. Nicole said that the Council should develop a comprehensive submission to the current review and use this to advocate the freight industry's views widely. She said that the work could be scoped and costed which would allow funding support from members to be progressed. This approach was agreed to.

Agenda Item Three: Updates

a) Inner Harbour Action Plan

Mark Brownell reported that the levy/rebate proposal recently put to the Council by some on-port operators had now been examined by an independent expert. His report would be available at the next meeting. It is helpful that the work includes discussion not only of the proposed model, but also feedback from a wide range of stakeholders on a broad range of initiatives to improve logistics along the container supply chain. There will be discussion on these as well at the next meeting.

b) Westport Task Force

Nicole Lockwood confirmed her appointment by the Government to head this initiative. In that context, she would chair a Task Force comprising heads of relevant Government departments and agencies. A multi-skilled project team is being assembled to provide support. Nicole said that the Minister was especially keen that there be industry input to the process and that she would be the conduit for that to occur.

c) Freight Carrier Brokerage

Kellie Houlahan said that discussions had been held with three companies in Perth providing an online facility linking the movement of goods with drivers and trucks able to provide the service. She noted that all of these companies were at an early stage of development and were evolving with different markets and different models. None of them were handling containers at this stage, but it was worth maintaining a watching brief as online services do have the potential to address unused truck capacity. Kellie noted that one of the criticisms of online brokerage is the potential to lead to price undercutting and the erosion of safety standards. David Capper suggested that a code of practice might be appropriate. This suggestion was agreed and the Council will conduct further inquiries.

d) Freight Rail Noise Project

Mark Brownell reminded members that this project was about freight rail noise in developed areas not subject to Government noise policy. It involves examining the need for operational measures to address rail noise. A programme of monitoring has commenced to establish current noise patterns. When the data from the present monitoring has been collected and analysed, a decision will be made on the next stage of the project. This should be possible by the beginning of the New Year.

e) RuralNet

Nicole Lockwood confirmed earlier advice to the Council that this project was focussed on regional connectivity to ensure adequate capacity for communities outside of the metropolitan area. Progress has been made with key players in CBH and Arc Infrastructure. The Government position is now being clarified.

Agenda Item Four: Other Issues

a) Chain of Responsibility

Against a background of comment from industry that the standards required by this legislation were slipping because of its low profile, Craig Manton said that Main Roads WA intended to start publishing information about successful prosecutions as a reminder of the large penalties involved for non-compliance. He said that last year there had been over 50 prosecutions involving some \$400,000 of fines and currently there were nine investigations progressing. These developments needed to be published as a deterrent to poor practice.

b) RAV Network Wheatbelt

Craig Manton confirmed that Main Roads WA is working with the Department of Transport examining a more strategic approach to RAV networks in the Wheatbelt. A funding strategy is being developed to support the initiative.

c) Charging for Use of Local Roads

Craig Manton reported that there was an increasing practice among local councils of charging for access to local roads. There was some doubt about the legality of the practice, but in any case, it was undesirable if it resulted in different charging regimes across different councils. Moreover, some of the arrangements were not transparent as to how the proceeds of access charging were spent. Ian Duncan agreed that the practice was increasing and said that the WA Local Government Association (WALGA) was trying to provide guidance to its members on the issue. It was decided that further

discussion should occur in response to the concerns that had been raised. The Council would bring together Main Roads, WALGA and the WA Road Transport Association to examine.

d) National Freight and Supply Chain Study

Nicole Lockwood said that all the research associated with this project had now concluded and that a number of national scenario workshops were being conducted to round out the knowledge base for related policy. The Perth workshop is to occur on 18 October and Nicole urged all members, if they were not already attending, to consider doing so. She said that after discussion with the Federal Minister, it was decided that the resultant strategy would be discussed with State Transport and Planning Ministers.

Agenda Item Five: Concluding Remarks

Nicole Lockwood thanked members, deputies and guests for their time and input. She said that the next meeting was scheduled for the same time and place on 26 October. The meeting concluded at that point.