



FREIGHT AND LOGISTICS COUNCIL OF WESTERN AUSTRALIA INC

2017 – 2018 Annual Report

Message from the Chair

The Freight and Logistics Council of Western Australia Inc. (FLCWA) was established in 2009 to provide a high level conduit between industry and Government to facilitate improved strategic policy outcomes relating to supply chain efficiency.

When issues are raised with the Council, they are progressed through a process of research and discussion. The research being progressed through the resources of our membership and the discussion through our broad network of contacts in industry and government at both State and national levels. This dialogue allows a useful exchange of views during policy formulation and encourages industry ownership of subsequent Government positions.

2017 – 2018 was a successful year for the Council, a year in which we embedded our new organisational structure and developed and commenced implementation of our collaborative work program. We also continued our engagement with industry, government and stakeholders on issues critical to the freight and logistics sector, in particular long-term integrated planning and the protection of freight corridors.

This report highlights the key activities of the Council during 2017 – 2018, a number of which we will carry forward in to 2018 – 2019 in our continued efforts to advocate for improved policy outcomes for the sector.

I would like to make special mention of Mark Brownell. Mark retired at the end of the year after managing the Council since its inception. I thank Mark for his generous support and guidance since my commencement in the role of Chair and wish him all the best for the future, and congratulate Kellie Houlahan who has taken on the Executive Officer role from July 2018.

I look forward to continuing to work with our members and industry to deliver even greater things in 2018 – 2019.

A handwritten signature in blue ink, appearing to read 'Nicole Lockwood'.

Nicole Lockwood

July 2018



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Organisational Changes

Incorporation

2017 – 2018 was the first full year in which the FLCWA operated as an incorporated association under the *Associations Incorporation Act 2015*. While funding is still provided by the State Government, incorporation has given the Council greater independence in advising the Minister on policy issues.

Incorporation has brought new requirements, including the establishment of a Board, who meet three times per year. The Board is comprised of the FLCWA Chair, Executive Officer and a representative from the Department of Transport (as the association's funding agency).

An Annual General Meeting will be held in the commencement of each new financial year, to provide Council members with a summary of activities and to present the Council's financial statements.

Council Structure

In January 2018, a workshop was held with Council members, along with broader representatives from the freight industry and local government. The outcomes from the workshop discussion provided the input into the development of the Council's 2018 Work Program. Based on the work program, a new structure was identified, along with revised Council membership.

The restructuring of the Council has involved the consolidation of membership in terms of numbers and seniority, the formal appointment of members by the Minister, the adoption of the 2018 Work Program and the institution of bi-monthly meetings. All of these arrangements were put in place in early 2018.

Working groups of relevant experts have also been established to provide input into FLCWA projects and provide recommendations to the Council. Having reviewed recommendations, the Council can then provide advice to the Minister.

The Secretariat has also undergone change, with the retirement of Mark Brownell at the end of June 2018 and Kellie Houlahan being appointed to the position of Executive Officer.



What we delivered in 2017 – 2018

Protection of Freight Corridors (SPP 5.4)

Industry members provided financial support to engage planning specialists and acoustic experts in the preparation of a comprehensive submission on behalf of the Council's industry members on the State Government's Draft State Planning Policy 5.4 Road and Rail Noise (SPP 5.4).

The Council met with numerous stakeholders, including with staff from the Minister for Transport's office, the Minister for Housing's office and the Minister for Environment's office, to discuss and explain the research behind the recommendations in our submission, promoting the need to protect freight corridors in order to provide for effective supply chains now and into the future. As the Government considers State Planning Policy 5.4, the Council has continued to promote its position with key stakeholders to better understand and address any concerns with our suggested approach.

In addition, in recognition of the lower level of understanding of freight among land use planning decision-makers, the Council has engaged with Curtin University and the University of Western Australia to seek freight content and discussion in their tertiary planning courses. The process is ongoing and early signs are highly encouraging.

Freight Rail Noise

There has been an increasing number of complaints from residents who live alongside or in the vicinity of freight rail lines in developed areas not covered by land use policy. The Council led a project with stakeholders from industry and Government to assess existing noise levels and to identify options to moderate noise peaks.

The results of the monitoring exercise examining noise and vibration impacts associated with freight rail operations on the metropolitan network have been collated and analysed and an industry working group established to progress related actions. These actions include the creation of a central repository for community complaints, the introduction of regular monitoring exercises, the establishment of a community information portal, particular consideration of level crossing noise, an early warning system for homebuyers, operational improvements at 'hot spots' and the launch of a related communications strategy. It should also be noted that the results of the monitoring exercise have also been used to inform and support the Council's position on State Planning Policy 5.4 in related discussions.

Inner Harbour Efficiencies

The Council is represented on the Inner Harbour Steering Group (with representatives from Fremantle Ports, Department of Transport and Main Roads) whose role it is to examine and introduce initiatives to improve the efficiency of the container supply chain and reduce the impact of trucks on the community. Fremantle Port Authority engaged consultants to examine the system and provide recommendations and the Council has been an active participant in the workshops and engagement with the consultants. The Council continues to discuss the issues with industry representatives to inform a Council position, on behalf of industry, to the proposed solutions.



Local Government Heavy Vehicle Access Charging

Freight users and road transport service providers seeking to operate more efficiently are increasingly transporting freight at concessional mass limits (vehicles operating at concessional mass limits are permitted to carry extra mass than that prescribed under the regulations). This efficiency reduces the number of trucks on the road and brings cost savings to communities and industry alike. However, it does increase wear and tear on the road network and associated maintenance. Many local government roads were not built in anticipation of current access arrangements and, as a result, Councils and Shires across the State are experiencing increased maintenance costs to maintain these roads to an appropriate standard. Local governments do not always have the funds to fulfil this task adequately and need to look elsewhere for related financial support.

Industry is concerned about the manner in which some local councils are looking to recover costs associated with the use of local roads. On behalf of industry, the Council is seeking consistency, equity and transparency in respect of related practices. The Council has been voicing industry concern on the matter, as a result of which a number of related discussions have commenced. These discussions go to the appropriate level of charges for the use of local roads and the best mechanisms by which they might be applied. The Council is monitoring the progress of these discussions and liaising directly with key stakeholders. It is expected that the Council will be in a position to formalise its position in the second half of 2018.

Social Licence for Freight

This is a key issue on the Council's Work Program which derives from a generally poor level of community understanding in respect of freight and the negative consequences that can result. The Council has approved work commencing on the issue and a Working Group has met several times to agree on a project approach. It is a project that in its final form may require resourcing in excess of that available from the Council and its members. Thus the adopted approach is to work towards a proposal that can be, if necessary, taken nationally to obtain the necessary funding. (Note that social licence for freight has been recognised as a priority in the recent national freight and supply chain inquiry report.) A communications consultancy has been engaged to undertake a program of market research and community liaison activities, the results of which will not only feed into the proposed campaign options, but also be of immediate benefit to the Council and its members. This preliminary work will be completed in the second half of 2018.

Westport

The Council is a member of the Westport Taskforce Stakeholder Reference Group. In January 2018, the Council provided a submission on behalf of our industry members to the Westport Discussion Paper and has engaged in further reference group meetings over the last six months. When required, the Council will establish a "Westport Working Group", which will consist of members and other industry representatives with an interest in the outcomes of the Westport project. This working group will report to the Council and will ensure that the Council is well placed to provide an informed response to the Westport Project team on behalf of the freight and logistics industry and our members.



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Australian Logistics Council Forum

In March 2018, Kellie Houlahan and Mark Brownell attended the Australian Logistics Council Forum. This was a well-attended event attracting senior people from across the country representing both industry and Government. There was a wide range of speakers covering many of the current freight issues confronting the country, including WA. The program covered topics such as: CBD and urban freight delivery; the need for freight movement to be given greater consideration in planning policy; preservation of freight transport corridors and employment lands so that they are protected from urban encroachment; moving freight onto rail; better use of data and new technology; intermodal strategies; and development of a forward-looking approach to road funding. The Council gained valuable information on how our policy issues are being addressed in other jurisdictions, while building national networks.

Research, Facilitation and Advocacy

In addition to the key initiatives described above, the Council is involved on a frequent basis with non-project work including brokering outcomes, maintaining and expanding networks, investigating issues of concern to Council stakeholders, providing industry advice to Government on request and ensuring that the Council is regarded across public and private sectors as a 'go to' organisation in respect of all freight and logistics policy issues.



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Submissions

The following submissions were lodged by the FLCWA during 2017 – 2018.

<i>July 2017</i>	Submission to the National Freight and Supply Chain Inquiry
<i>July 2017</i>	Submission on Waterloo Industrial Park District Structure Plan
<i>December 2017</i>	Submission on Draft State Planning Policy 5.4 – Road and Rail Noise
<i>January 2018</i>	Response to Westport Preparing for the Strategy Discussion Paper
<i>February 2018</i>	Submission on Draft State Planning Policy 4.1 – Industrial Interfaces
<i>March 2018</i>	Submission on Infrastructure WA Proposal
<i>March 2018</i>	Response to Local Profile Papers for City of Cockburn Local Planning Strategy
<i>April 2018</i>	Submission on Albany Waterfront Local Structure Plan
<i>June 2018</i>	Submission on Forrestfield North Local Structure Plan

Presentations

The following presentations were provided by the Chair or FLCWA secretariat during 2017 – 2018.

Date	Audience	Topic
<i>August 2017</i>	CEDA Trustee Luncheon	WA's future freight network
<i>August 2017</i>	Regional Ports Wollongong	Planning for ports and freight
<i>September 2017</i>	CEDA Luncheon	Future proofing Perth's freight network
<i>September 2017</i>	Ports WA Conference	Road, rail and corridor protection
<i>November 2017</i>	ALGA National Roads and Transport Congress	Improving freight productivity
<i>November 2017</i>	Westport Local Government Forum	Freight planning and protection of freight corridors
<i>April 2018</i>	Planning Institute of Australia Planners Forum	Sustainable supply chains, integrated planning and protection of freight corridors
<i>May 2018</i>	Curtin University Transport Planning Students	Perth's freight network