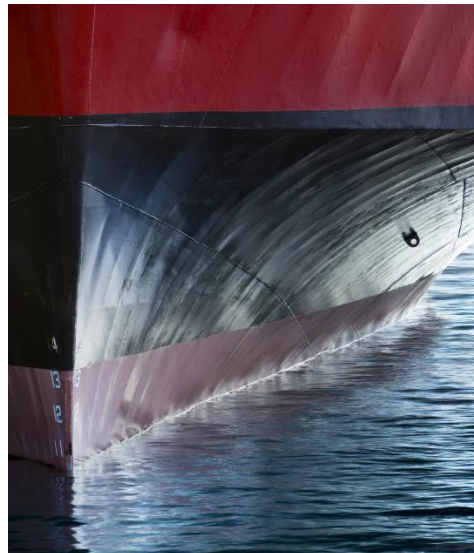




# FREIGHT AND LOGISTICS COUNCIL OF WA

CONNECTION, COLLABORATION, RESULTS



## Annual Report 2018 – 2019

## 2018 – 2019 Annual Report

### Message from the Chair

The Freight and Logistics Council of Western Australia (the Council) 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. Its charter is to provide the WA Minister for Transport with independent advice on strategic policy issues impacting the delivery of freight and logistics services in Western Australia.

The Council promotes the common interests of those who are engaged in, or interested in, strategic freight and logistics activities in or impacting on Western Australia. The Council's members represent all modes of transport from the freight and logistics industry, member organisations and Government.

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.

During the year, the Council's focus was on freight rail noise, container supply chain efficiency, the protection of freight corridors, local government access charges, inner city freight and social licence. In 2018 – 2019, the Council also embedded its approach to developing and delivering a collaborative work program.

This report highlights the key activities of the Council during 2018 – 2019, a number of which we will carry forward in to 2019 – 2020 in our continued efforts to advocate for improved policy outcomes for the sector.

I look forward to continued engagement with our members, industry and stakeholders in 2019 – 2020.



Nicole Lockwood

July 2019

## Council Membership

In January 2019, we repeated our new, collaborative process to developing the Council's annual work program (the process was initiated in January 2018). A planning workshop was held with Council members, along with broader representatives from the freight industry and local government. The outcomes from the workshop discussion provided input into the development of the Council's 2019 Work Program and the nature of the issues on the work program then influenced the composition of the Council, with the Minister formally appointing members for a twelve-month period. The Council continues to meet bi-monthly, with working groups of relevant experts providing input into Council projects and providing recommendations to the Council.

In 2018 – 2019, the Council also formed strategic partnerships with both the Australian Logistics Council (ALC) and Ports Australia. The mutually recognised partnership provides benefits through working together on common policy issues and having access to national discussions through membership on the ALC's Infrastructure and Regulation Committee.

## Branding and Communications

In November 2018 the Council launched its new brand, a new, contemporary look to complement the fact that the Council now operates under an independent business model and to assist in growing influence and recognition of the work of the Council. At this time, the Council also launched its new look website [www.freightandlogisticscouncil.com.au](http://www.freightandlogisticscouncil.com.au).

In addition, the Council established a social media presence, with the creation of a LinkedIn page. The page is used to share information on Council activities and the latest freight and logistics news, both locally and from across the globe. Since establishing the page in December 2018, the number of followers has grown to 175. A bi-monthly newsletter was also introduced in January 2019 to keep Council members and subscribers up to date on Council activities and news.

## Our Focus in 2018 – 2019

### Protection of Freight Corridors

Throughout the year, the Council continued to advocate for the recommendations outlined in the Council's submission on the Draft State Planning Policy 5.4 (SPP 5.4) Road and Rail Noise, to facilitate better outcomes for industry, in terms of transport corridor protection for supply chain productivity, efficiency and economic development, and better outcomes for the community, in terms of urban amenity and liveable neighbourhoods.

In addition, to ensure optimal land use planning outcomes for the protection of strategic freight corridors, the Council provided submissions on behalf of its industry members to local governments and the Western Australian Planning Commission. A summary of these submissions is at page 7 of this report.

Deputations were also provided on:

- City of Cockburn Scheme Amendment No 118 – in support of the proposed amendment, which was consistent with the Council's recommendations on SPP 5.4.
- City of Kalgoorlie Boulder Scheme Amendment No 96 – objecting to the proposal to reclassify lots abutting the freight rail corridor from “railways” reserve to “future urban” zone.

The City of Cockburn scheme amendment was not approved, however the Council understands that the City of Kalgoorlie Boulder's Scheme Amendment has been referred back to the local government for modification to rezone the area adjacent to the freight rail corridor to service light industry, rather than residential, which is a successful outcome in regards to the protection of this strategic rail corridor.

During the year, the Council Secretariat has also provided input into the development of the Bullsbrook District Structure Plan, as a member of the stakeholder reference group, and input into the planning process for the development of the Muchea Industrial Park Structure Plan.

In 2018, the Council introduced its inaugural Curtin University Urban and Regional Planning Scholarship for Freight, Logistics or Supply Chain related research. Marius Minnaar was the recipient of the scholarship, with the focus of his research being on the potential of a social licence to operate for Urban Ports. The aim of his research was to understand how a social licence to operate can be established for urban port operations through exploring global cases studies that reflect best practice in stakeholder management and drawing on expert knowledge. To do this he visited Rotterdam and Antwerp Ports and his consideration of best practice was then examined in the context of the Fremantle Port (current Port operations) and the Westport Taskforce (future Port operations). His research findings will be shared with Council members at the July 2019 Council meeting.

In 2019, the Council continued to work with Curtin University's urban and regional planning students, to share the importance of freight and logistics considerations in planning. Following a presentation on WA's freight and logistics activity and the importance of protecting strategic freight corridors and logistics land, the students undertook a field trip to Fremantle Port, where they learnt about urban port planning and its challenges, and North Coogee, where students saw firsthand the proximity of residential development to freight rail operations. To close out the topic, the students held a freight related debate and participated in a futuristic freight planning activity.

### Freight Rail Noise

In recent years 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's Freight Rail Noise Working Group continued to meet throughout the year to discuss and progress actions related to freight rail noise concerns and achieved a number of milestones during the year, including:

- Establishment of a central complaints repository, which will enable the Council and rail operators to monitor and review trends in complaints data.
- Development of a Communication and Engagement Strategy, along with a freight rail website (<https://www.transport.wa.gov.au/freight-ports/freight-on-rail.asp>), and freight rail information sheets (<https://freightandlogisticscouncil.com.au/resource-library/?Title=&Type=InformationSheet>).

The Minister for Transport was briefed on the group's work, including options which have been identified as potential mitigations for freight rail noise.

The Council also engaged with the Australian Centre for Rail Innovation (ACRI) on their research on train horn usage at level crossing approaches. Two driver focus groups will be held in early July with drivers from local rail operators and field observations will be conducted in South Fremantle and Fremantle in late 2019. This research will assist in validating train horn effectiveness and identifying potential improvements from both a general public and rail safety perspective.

#### Inner Harbour Efficiencies

Inner harbour efficiencies continued to be a focus for the Council in 2018 – 2019 with discussion with members and industry stakeholders considering constraints and opportunities related to the effectiveness of the land transport supply chain in and out of Fremantle Port.

In consultation with members, an Inner Harbour Road and Rail Issues Paper was developed, which reflected industry members' positions on the opportunities to improve efficiencies. The Issues Paper was endorsed by Council members and presented to the Minister for Transport and the Minister for Ports for their consideration in early 2019.

With the Westport Taskforce considering short, medium and long term options for the Inner Harbour, a number of the opportunities identified in the Issues Paper are now being reviewed as part of the Westport process. The Council continues to engage with the Westport project team in regards to their work on the inner harbour operational efficiencies for road and rail.

#### 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.



In 2018 – 2019, industry concerns were raised with the Council in regards to the manner in which some local governments were looking to recover costs associated with the use of local roads. This issue was discussed at a number of Council meetings, with discussion as to the appropriate level of charges for the use of local roads and the best mechanisms by which they might be applied.

Main Roads WA and the Western Australia Local Government Association (WALGA) are considering proposals to address the issue.

#### Inner City Freight

A new area of focus for the Council in 2019 has been to ensure that freight and logistics interests are represented in inner city transport planning and that constraints within current inner city freight operations are addressed.

The Council Secretariat is a member of the External Reference Group for the development of the Department of Transport's CBD Transport Plan and has participated in discussions and workshops with the City of Perth, City of Canning and Western Roads Federation in regards to urban freight movements.

#### Social Licence for Freight

An ongoing area of focus for the Council is to develop and build a social licence for the freight and logistics industry. An industry, business or project has a social licence when it has ongoing support and approval from local community and other affected stakeholders. The term 'social licence' has become more commonplace, as community expectations for business and industry to operate in a socially responsible manner continue to grow.

A lack of social licence derives from a generally poor level of community understanding in respect of freight. Council members have identified the importance of building a social licence for the freight industry and during the year the Council's Social Licence Working Group continued to progress work in this area. Interest in the topic from across industry is also increasing and the Council's Chair and Executive Officer provided a number of presentations during the year on the importance of social licence, sharing the Council's work in this space.

In August 2018, a consultant was appointed to conduct a desktop review to build a broader and deeper understanding of the challenges and opportunities facing the industry. The outcomes from the desktop review then informed the next stage of the project, which was to undertake community research across the Perth metropolitan area to understand community knowledge and sentiment towards the freight and logistics industry. In 2019 - 2020 the Council will continue with the project, with the next stage being to use the community research findings to inform the development of a social licence campaign.

In the first half of 2019, the Council has been working with the working with the National Maritime Museum, the Western Australian Museum and Fremantle Ports to bring the *Container* exhibition to Fremantle in October 2019. *Container* is a free, outdoor, interactive exhibition exploring the history and impact of containerisation and the Council is excited to bring the exhibition to Fremantle for six months from November 2019.

*Container* has been created by the Australian National Maritime Museum to demonstrate the importance and impact shipping containers have on the transportation of goods, through providing insight into how containers have changed the way we share, produce and consume goods. Housed entirely within specially modified 20-foot containers, the exhibition quite literally takes visitors inside the 'box' to explore the geographic, economic, technical, environmental, social, and cultural history and impact of containerisation. *Container* is an excellent opportunity for the community learn about container shipping through informative and interactive displays, sharing with them the importance of freight movements in our everyday lives.

### **Connection, Collaboration, Results**

The Council's new tag line "Connection, Collaboration, Results" was developed during the re-branding process and reflects the role of the Council in creating connections between industry and Government and facilitating collaborative approaches to issues to achieve results.

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.

In particular the Council has been closely involved in the Westport project, with the Council's Executive Officer and some Council members being representatives on the Westport Stakeholder Reference Group. Throughout the year we participated in reference group meetings and provided freight and logistics related input to the project. Members were kept informed on project updates and representatives from the Westport project team attended Council meetings to provide updates on the project and seek input from Council members.

Council members have also been closely watching the progress of Infrastructure WA and are keen to provide strategic input on freight and logistics infrastructure needs into the development of the State's twenty year Infrastructure Strategy.

In March 2019, the Council Chair and Secretariat 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: bipartisan commitment for the National Freight and Supply Chain Strategy; advocating for the greater uptake of electric vehicles in the freight sector; transforming Northern Australia's potential into reality; ensuring rigour and consultation on industry levies and charges; building a sustainable workforce for the industry; promoting greater certainty for infrastructure investment; working to move more freight by rail; pursuing opportunities for shipping to share in a growing freight task; and harmonising regulatory requirements around freight movement across jurisdictional boundaries. The Council gained valuable information on how our policy issues are being addressed in other jurisdictions, while building national networks.

### Submissions

The following submissions were lodged by the Council during 2018 – 2019.

<i>September 2018</i>	Submission on City of Kalamunda Draft Industrial Development Strategy
<i>October 2018</i>	Submission on City of Albany Draft Local Planning Strategy
<i>November 2018</i>	Submission on City of Albany Waterfront Development Application
<i>December 2018</i>	Submission on City of Kalgoorlie Boulder Local Planning Scheme Amendment 96
<i>December 2018</i>	Submission on Shire of Wagin Local Planning Scheme Amendment 6
<i>May 2019</i>	Submission on Draft Waterloo Industrial Park District Structure Plan
<i>June 2019</i>	Submission on Cardup Metropolitan Region Scheme Amendment
<i>June 2019</i>	Submission on Productivity Commission Issues Paper on National Transport Regulatory Reform

### Presentations

The following presentations were provided by the Chair or Council Secretariat during 2018 – 2019.

Date	Audience	Topic
<i>September 2018</i>	WA Freight and Logistics Symposium	Social Licence for Freight
<i>November 2018</i>	Port Operations Taskforce	Social Licence for Freight
<i>November 2018</i>	Container Transport Alliance Australia members	Freight and Logistics Council Work Program
<i>March 2019</i>	Australian Logistics Council Annual Forum	Urban and Regional Freight Planning
<i>April 2019</i>	Australian Trucking Association – Trucking Australia 2019	Planning for the Future of Freight and Logistics in Western Australia
<i>April 2019</i>	Innovate Australia – Transport 2030 Innovation Summit	Freight in 2030



<i>April 2019</i>	Curtin University Urban and Regional Planning Students	Freight and Logistics Overview and Protection of Freight Corridors
<i>May 2019</i>	Transafe Forum	Social Licence for Freight
<i>May 2019</i>	Port Operations Taskforce	2019 Work Program
<i>June 2019</i>	Western Roads Federation Metro Logistics Forum	Social Licence for Freight
<i>June 2019</i>	Netherlands Ambassador to Australia	Freight and Logistics Council Overview and Work Program