

Freight system actions

Priority	Actions	1-2 years	3-5 years	6-10 years	
1	Expand the use of rail freight	Identify with industry rail freight and broader supply chain requirements to inform rail planning and development for the North Coast Line, including the need for longer trains and supporting rail freight terminal.	✓		
		Identify with industry rail freight needs for the Western and South Western rail systems to inform future rail capacity and performance investment requirements to support mining and agricultural sectors.	✓		
		Identify freight requirements to inform long-term planning and development of the Mount Isa rail corridor, including contestability options to enhance supply chain integration.		✓	
		Review and clarify the intent of rail passenger priority and its impacts on freight.	✓		
		Undertake a pre-feasibility study for a new rail freight terminal on the northside of Brisbane.		✓	
		Undertake a pre-feasibility study with industry to inform the redevelopment of the Acacia Ridge Rail Terminal.	✓	✓	
		Assess opportunities to segregate the passenger and freight network in the metropolitan network.			✓
		Preserve train paths on regional rail lines for non-coal rail services in response to agricultural and broader community freight demands.	✓	✓	✓
		Work with the agricultural sector and rail service providers to develop options to enhance the efficiency of rail haulage for agricultural products, particularly grain and livestock.	✓		
		Review rail Transport Service Contracts supporting regional freight and livestock to ensure they align with industry and community needs and deliver value for money.	✓	✓	
		Work with industry to establish a rail shuttle to support a greater portion of container movements between Acacia Ridge and the Port of Brisbane.		✓	
		Identify with industry opportunities for rail to support container movements between the Toowoomba/Bromelton/northside of Brisbane and the Port of Brisbane.			✓
Identify suitable Inland Rail terminal sites that promote regional port throughput and development.	✓	✓			
2	Increase road freight network access	Work with local government and industry to identify and resolve first and last mile road access issues.	✓		
		Develop a planned PBS Level 2B route assessment programme for strategically significant road freight routes across Queensland.	✓	✓	
		Develop policy and guidelines for industry to undertake route assessments and associated works to inform road network owner access decisions for PBS Class B vehicles.	✓		
		Develop and implement improved heavy vehicle access systems and processes for OSOM and high productivity vehicle movements.	✓		
		Identify a strategic trunk network to support the movement of OSOM loads.	✓		
		Develop options to extend permitted heavy vehicle access to existing road networks for the agricultural sector.		✓	
		Work with industry to identify access requirements to support higher productivity heavy vehicle access to key places for freight such as ports and major industrial precincts and regions.		✓	

Priority	Actions	1-2 years	3-5 years	6-10 years	
3	Facilitate greater freight infrastructure investment	Develop policy that supports and facilitates voluntary industry investment in the development of the freight network.	✓	✓	
		Identify rail contestability opportunities that enhance rail freight operations and performance.	✓	✓	
		Facilitate opportunities for collaborative industry investment in common user freight terminals, trains and road services with respect to <i>Competition and Consumer Act 2010</i> provisions.		✓	
		Develop upgrade strategies for the Flinders/Barkly highways, Capricorn Highway and Peak Downs/Gregory highways to support freight reliability, connectivity and safety for agricultural and mining communities.	✓		
		Develop a list of multi-modal freight investment opportunities across the state to inform broader stakeholder funding contributions.	✓		
		Develop a heavy vehicle action plan that identifies specific road infrastructure needs to improve vehicle access and better support OSOM movements, particularly for the mining and agricultural sectors.	✓		
4	Support future freight growth	Ensure transport planning reflects future freight requirements.	✓	✓	✓
		Work with the Australian Government to develop an inland railway that maximises the benefits to Queensland.	✓	✓	✓
		Identify system integration requirements to support the viability of coastal shipping.		✓	
		Map flood immunity of the freight network to inform freight system development and resilience requirements.	✓		
		Identify and preserve future corridors and places for freight growth.	✓	✓	✓
5	Better freight policy and information	Actively contribute to the implementation of the NLFS to ensure alignment with Queensland's freight plans and priorities.	✓		
		Continue participating in the NHVR forward program including the introduction of the Heavy Vehicle National Law.	✓		
		Develop systems processes and models that facilitate freight data collection, analysis and system decision making.	✓	✓	
		Develop a framework that informs the use of innovative technology that enhances the use of the freight system and informs heavy vehicle safety and compliance activities.		✓	
6	Engage industry for better and safer freight outcomes	Contribute to the Austroads freight research program, projects and priorities.	✓	✓	✓
		Monitor and review freight councils needs and effectiveness to deliver coordinated industry representation and interests.	✓		
		Work with industry and interest groups to develop and implement a prioritised heavy vehicle rest area program.	✓		

Endnotes

1. Pekol Traffic and Transport.
2. Office of Economic and Statistical Research: *Exports by commodity, value, Queensland Ports(a) 2002-03 to 2012-13p*.
3. Department of Transport and Main Roads: *Trade Statistics for Queensland Ports*.
4. Office of Economic and Statistical Research: *Exports from Queensland and Australia to all countries by commodity, value 2011-12*.
5. Department of Agriculture, Fisheries and Forestry: *Queensland AgTrends 2012-13*.
6. Department of Transport and Main Roads: *Trade Statistics for Queensland Ports*.
7. Department of Transport and Main Roads: *Trade Statistics for Queensland Ports*.
8. Office of Economic and Statistical Research: *Overseas imports by commodity, value 1988-89 to 2011-12*.
9. Office of Economic and Statistical Research: *Overseas exports by goods by industry, value Queensland 1988-89 to 2011-12*.
10. Pekol Traffic and Transport.
11. Office of Economic and Statistical Research: *Local Government Areas by Statistical Divisions, 2011*.
12. Port of Brisbane: *Import/Export Logistics Chain Study – Final Report (2013)*
13. International Monetary Fund: *International Financial Statistics*.
14. Department of Transport and Main Roads aggregation, 2013.
15. Department of Transport and Main Roads aggregation, 2013.
16. Department of Transport and Main Roads aggregation, 2013.
17. Pekol Traffic and Transport.
18. Department of Resources, Energy and Tourism: *Liquid Fuels Vulnerability Assessment: October 2011 (prepared by ACIL Tasman)*.
19. Queensland Commission of Audit: *Final Report - February 2013 ('the Costello Report')*.
20. Port of Brisbane: *Import/Export Logistics Chain Study – Final Report (2013)*.
21. Department of Transport and Main Roads internal data, 2013.
22. Department of Transport and Main Roads, Heavy Vehicle Road Operations Program Office, 2013.
23. Department of Transport and Main Roads, Heavy Vehicle Road Operations Program Office, 2013.
24. Port of Brisbane: *Import/Export Logistics Chain Study – Final Report (2013)*.

Acknowledgements

A large number of individuals and organisations have contributed to *Moving Freight*. Although it is not possible to list all of these individually, their contributions are acknowledged and appreciated.

The contributions of the following groups are acknowledged:

- freight organisations
- freight interest groups
- state agencies
- local government
- industry representatives.

