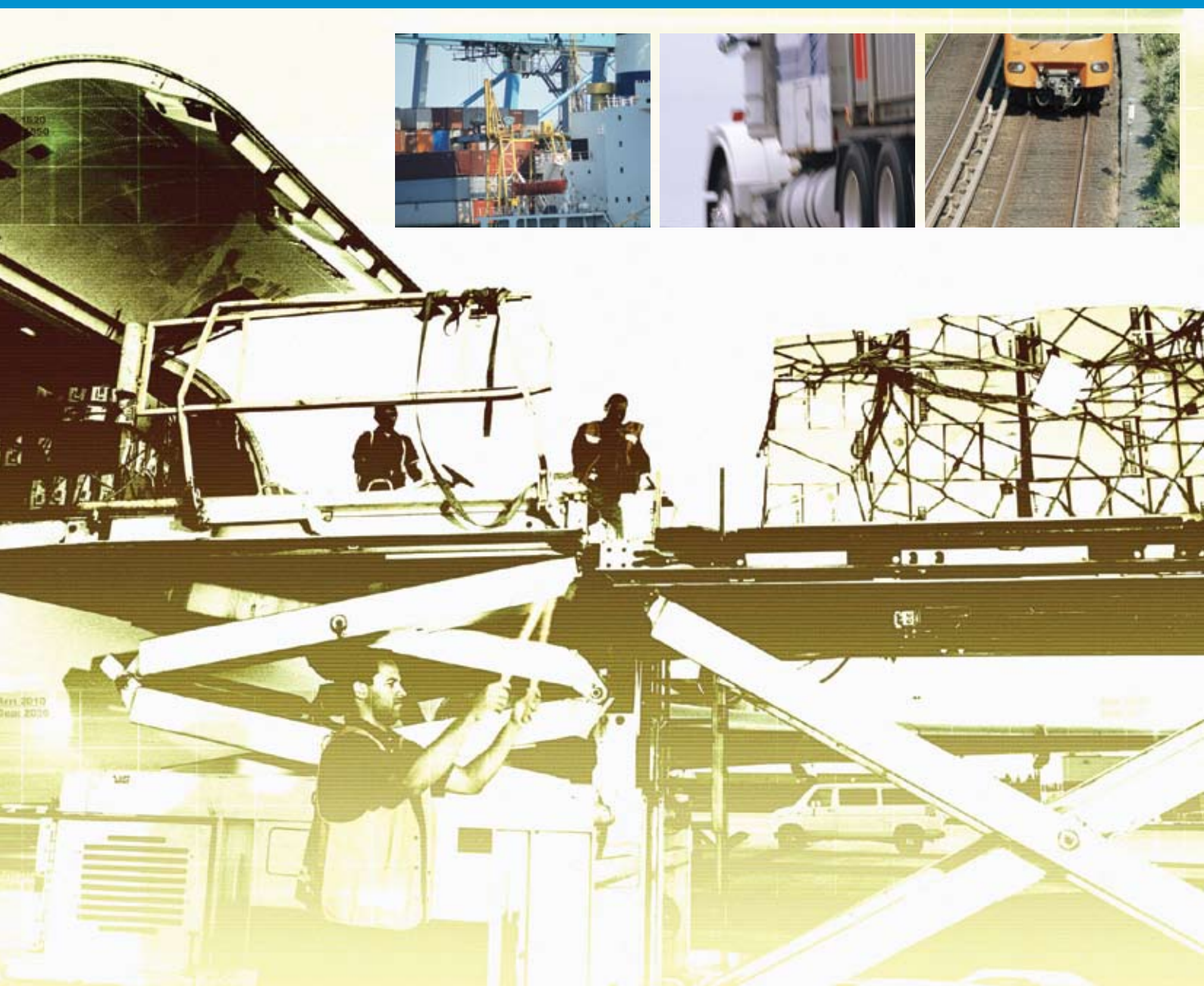


# AUSTRALIA'S SUPPLY CHAINS - FIXING THE BLOCKAGES

Advancing Australia's Competitiveness



# INFRASTRUCTURE PRIORITY ACTION AREAS



The Australian Logistics Council, through its industry led Infrastructure Steering Group, has identified the top four infrastructure priority action areas to improve supply chain efficiency. Those action areas are:

- preparing the rail system for future challenges
- corridor access to ports, airports and intermodal terminals
- clearly articulated freight transport plans
- regulatory consistency

These action areas were identified because they are considered to be the most critical issues needing attention and they offer the greatest potential to add value to the supply chain.

The following pages outlines the 23 supply chain blockages and how they relate to the four infrastructure priority action areas, including the steps involved to alleviate these blockages. These 23 supply chain blockages should be central to the decision making processes of Governments and their agencies, including Infrastructure Australia.

# SUPPLY CHAIN BLOCKAGES

## PREPARING THE RAIL SYSTEM FOR FUTURE CHALLENGES

**Blockage 1 - Resources Rail Network:** Develop the rail network that is needed to serve a rapidly growing resources sector.

**Blockage 2 - North-South Rail Network:** Improve the service standards on the main North-South rail corridor to permit it to operate at a level at which rail will be used for a greater share of the Melbourne–Brisbane freight task.

**Blockage 3 - East-West Rail Network:** Expand the capacity of the East–West rail network to ensure that future growth can be accommodated without a deterioration of service standards.

**Blockage 4 - Grain Networks:** Clearly define the role of rail in the future carriage of grain exports and upgrade grain networks to ensure that this role can be performed efficiently.

## CORRIDOR ACCESS TO PORTS, AIRPORTS AND INTERMODAL TERMINALS

**Blockage 5 - Shipping Channels:** Ensure that shipping channels serving all major ports are capable of serving the vessels of the size needed to carry our international trade efficiently.

**Blockage 6 - Identify IMT Sites:** Identify the sites for strategic IMT development in all major cities and ensure that these sites are protected for future development.

**Blockage 7 - Protect Access Corridors:** Define and protect the road and rail corridors to all significant ports and strategic IMTs.

**Blockage 8 - Concessional Limits:** Implement a programme of concessional limits for heavy road vehicles serving intermodal terminals to encourage the complementary use of road and rail modes.

**Blockage 9 - Short Haul Rail:** Develop short haul rail routes linking urban IMTs and container ports to allow efficient rail operation, including where possible freight only tracks and provision for double-stacking.

**Blockage 10 - Transport Plan:** Build on and integrate the AusLink corridor strategies and the Infrastructure Australia Agenda, to provide a clear and comprehensive plan for transport infrastructure of national importance, including port access links.

**Blockage 11 - Develop Comprehensive Strategies:** Develop comprehensive freight and logistics strategies covering both rural and urban freight movements in all states. Developing clearly articulated freight transport plans.

## CLEARLY ARTICULATED FREIGHT TRANSPORT PLANS

**Blockage 12 - B-Double & B-Triple Networks:** Accelerate the definition and implementation of a national B-Triple network and ensure that the B-Double network is extended to allow access from all significant production facilities to major freight routes.

**Blockage 13 - Fast Track Planning:** Effectively implement in each State fast-track planning processes for transport infrastructure of strategic economic significance.

**Blockage 14 - Rest Areas:** Provide sufficient rest areas on all major highways to allow effective fatigue management while minimising any impact on the productivity of road haulage operations.

**Blockage 15 - Climate Change:** Undertake a comprehensive national assessment of the effect of climate change on transport infrastructure and develop strategies for managing this effect to minimise the impact on infrastructure cost and reliability.

**Blockage 16 - Coastal Shipping:** Develop coastal shipping policies to accommodate environmentally sustainable and efficient freight transport growth.

## REGULATORY CONSISTENCY

**Blockage 17 - Open Access Regimes:** Ensure that, wherever practical, all significant new transport infrastructure is subject to an open access regime, and develop improved regulatory processes to reduce the delays and costs to both access seekers and access providers.

**Blockage 18 - Streamline PPP Approvals:** Develop streamlined PPP approval processes to facilitate private investment in transport infrastructure.

**Blockage 19 - Uniform Rail Standards:** Implement nationally uniform technical, safety and communications standards for rail operations.

**Blockage 20 - Road Pricing:** Reform road pricing to facilitate the efficient use of road vehicles and appropriate allocation of the freight task between road and rail.

**Blockage 21 - High Productivity Vehicles:** Reduce the regulatory barriers to the introduction of innovative high productivity vehicles.

**Blockage 22 - Over-dimension Vehicles:** Adopt nationally consistent and less burdensome regulation to reduce the costs associated with the movement of over-dimension vehicles.

**Blockage 23 - Harmonise Fatigue Management:** Harmonise legislative processes and regulatory arrangements associated with the implementation of the national fatigue management system.



# WHAT NEEDS TO BE DONE



The efficient transport of freight around Australia underpins our economy.

The T&L industry believes the 23 Supply Chain Blockages identified by the ALC should be used as criteria for investment decisions by all levels of government, including Infrastructure Australia's recommendations for the Building Australia Fund.

Focusing infrastructure upgrades to ensure our goods and exports are able to be delivered to markets, both domestic and international, is essential for Australia to remain internationally competitive.

- Improvements to urban congestion, including better public transport networks, are critical to the smooth delivery of freight.
- Investment decisions should be considered from a Supply Chain perspective so the best solution across modes is implemented.
- Regulatory reforms need to encourage the most efficient transportation of freight and people, whilst maintaining safety as a central priority.
- Long term plans must be developed and implemented.

The 23 Supply Chain Blockages should be central to the decision making and consideration of;

- Federal Government and its agencies including Infrastructure Australia and the Major Cities Unit.
- Australian Transport Council's National Transport Reform Agenda.
- State Governments.
- Local Governments.
- All Australian Industries dependent on infrastructure to deliver their goods.
- Private Construction and Infrastructure.
- Industry Associations advocating infrastructure and regulatory improvements.
- The community.



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