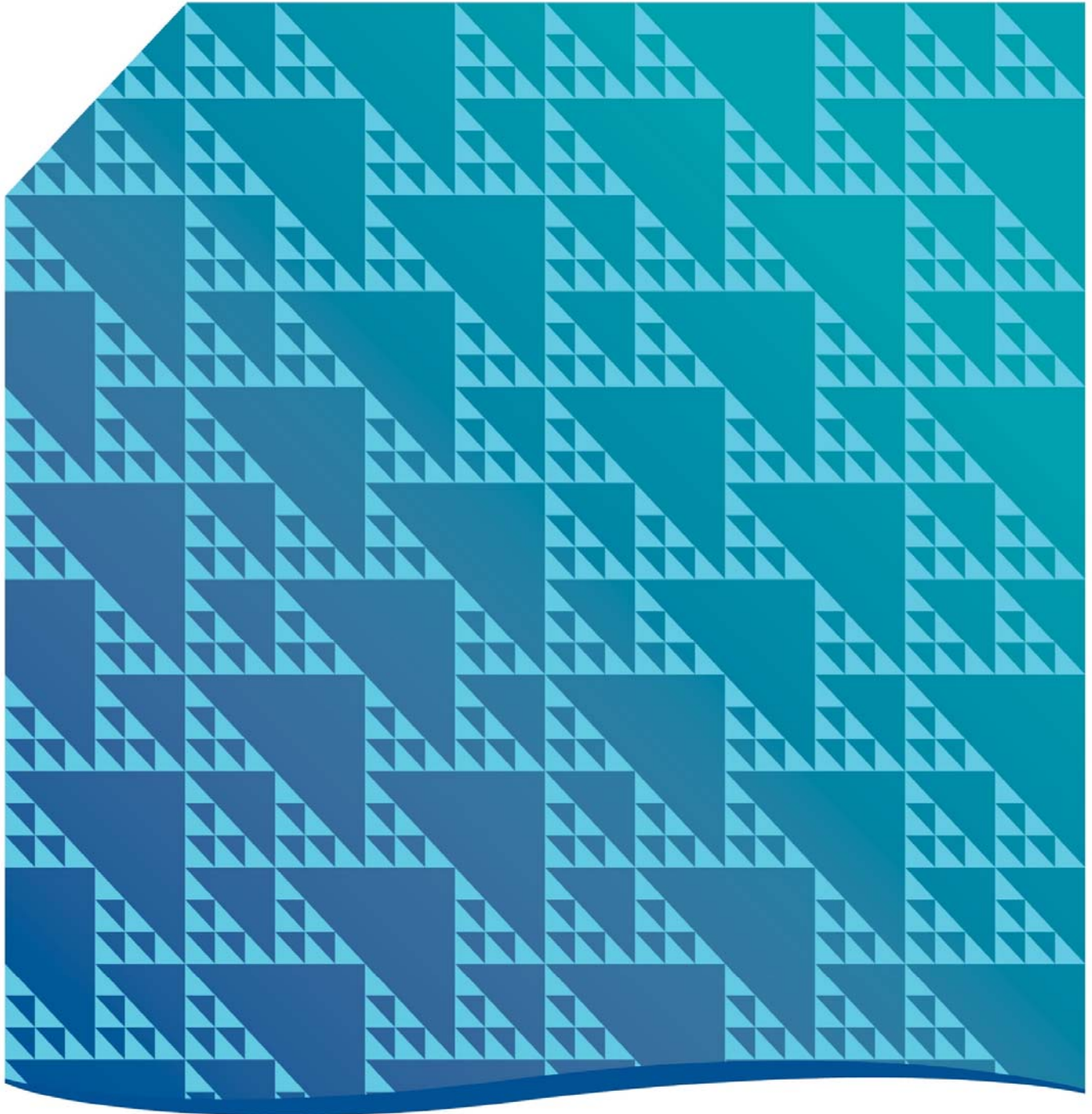


Summary of public
submissions,
*Draft Tasmanian Integrated
Freight Strategy*



Context

In November 2015, Infrastructure Tasmania released the *Draft Tasmanian Integrated Freight Strategy* (Draft Strategy) for public consultation. The Draft Strategy was informed by extensive consultation with industry and key stakeholders on freight issues and opportunities for Tasmania, and underpinned by a significant evidence base in relation to the operation of Tasmania's freight system.

Seventeen (17) public submissions were received during the consultation period from a range of stakeholders, including exporters, service providers, infrastructure owners, local government and peak bodies.

Feedback received indicates general support for both the development of a *Tasmanian Integrated Freight Strategy*, and the objectives, key themes and recommendations identified within the Draft Strategy.

Bass Strait shipping – domestic capacity and potential changes to Australia's coastal shipping framework – Tasmania's road freight network, and air freight attracted most comment.

The need for integrated and collaborative freight planning, and for improved freight data and information was widely endorsed.

A summary of submissions received is outlined below.

Infrastructure Tasmania would like to thank all parties for their interest and effort in providing a submission.

Supporting competition and service choice across Bass Strait and beyond

Capacity, service offerings and potential changes to national coastal shipping regulations affecting the Bass Strait container market formed the focus of many submissions.

The close alignment between TT-Line, the time sensitive freight market and trailerised freight was highlighted by a range of stakeholders. Recent capacity constraints have been real for exporters with one business identifying the need for greater certainty regarding future Bass Strait container capacity in order to support its expansion plans. There was some support for the triaging of freight by TT-Line and the introduction of a slot reservation system, as well as suggestions to introduce freight-only sailings and peak period leasing of vessels.

Investment in additional container shipping capacity by the private sector will provide much needed additional container capacity, however there was concern that associated service offerings may not meet the needs of time sensitive freight supply chains.

The opportunities and impacts associated with changes to Australia's coastal shipping regulations attracted a high number of comments, with most stakeholders supporting the relaxation of existing regulations to encourage expanded service choice for Tasmanian businesses. Bulk freight and freight that requires a lower frequency shipping service were noted as key beneficiaries of any change. While there was widespread support for changes to existing regulations, the need to understand the impact on existing Bass Strait operators was also noted.

Continued engagement between the Tasmanian and Australian Governments on this issue was supported.

The importance of the Tasmanian Freight Equalisation Scheme (TFES) to shippers was reiterated, with the recent extension to eligible transhipped freight, welcomed. From a modal perspective, the application of TFES to sea freight only was identified as a disincentive to the greater use of air freight, and a potential market distortion.

A number of submissions discussed the role of air freight in Tasmania's freight system. Tasmania's existing air freight volumes are low, and understanding impediments to the greater use of air freight services by Tasmanian businesses, as well as the potential size and nature of the air freight market, were identified as necessary actions. The contribution of private sector investment in airport infrastructure was noted in the context of Tasmania's largely publicly-funded freight infrastructure network.

The need for more detailed information on the time sensitive freight market, including volumes, future growth rates and supply chain needs by commodity type, will support improved planning for both sea and air freight, and was supported by stakeholders involved in both sectors.

Efficient freight gateways

The majority of submissions in relation to ports focused on the need to maintain flexibility across ports to support new or expanded international container shipping services. These services could theoretically be provided into any of Tasmania's four major ports, depending on freight demand. The opportunity for Tasmanian exporters to directly access a larger number of Australian ports was also identified as a benefit associated with changes to Australia's coastal shipping regulations.

Very few submissions directly addressed the future planning of Tasmania's ports. Of those submissions that did, there was general support for the development of Burnie Port as Tasmania's primary domestic container port. However, it was noted that this should not come at the expense of any lessening in competition across Bass Strait, and should also consider investment made at Devonport Port.

The benefits of the recent Burnie Port Optimisation project in delivering improved intermodal connections at this port, was noted.

High standard, responsive land freight connections

Many submissions reinforced the significance of the Burnie to Hobart freight corridor to Tasmania's freight system, and supported development of the corridor as Tasmania's premier interstate freight connection.

A number of submissions noted the need to better integrate road and rail planning, particularly between Burnie and Hobart. This includes better understanding freight contestability between the two modes to inform future planning.

The majority of submissions in relation to Tasmania's land freight network focused on the critical role of regional, rural and last mile access roads in Tasmania's freight system. One exporter highlighted the importance of this network to its supply chain, connecting primary production areas to processing centres. Addressing bridge constraints which limit heavy vehicle access on regional and rural roads, and sustainable funding for local government roads, were identified as issues. Recent planning in relation to heavy vehicle access on regional and rural roads between the Department of State Growth and local government, was noted as a positive collaborative exercise.

Understanding the land transport impacts of changing supply chains (i.e. from sea to air) or the increased use of a supply chain (i.e. investment in airport infrastructure) was identified as important.

Greater engagement with local government to better align land use planning decisions with the strategic freight system, and to involve local government in key freight planning initiatives, was identified as important by a number of stakeholders.

Delivering a single, integrated freight system

Comments received reinforced the importance of integrated and collaborative freight planning. Key points included -

- Maintain ongoing engagement between Government, industry and key stakeholders in relation to freight planning and the resolution of freight system issues
- Better understand future freight demand, particularly for time sensitive commodities
- Develop a standard project evaluation methodology to guide investment in publicly-owned freight infrastructure
- Work directly with local government to -
 - plan and sustainably manage an integrated road freight network
 - better align major industrial areas with the strategic freight network
 - ensure appropriate linkages between statewide, regional and local level freight plans



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