Australian Institute of Traffic Planning and Management
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AITPM Victorian Branch Technical Forum

**Delivering ‘Freight Futures’**

Tuesday 1st September 2009, 5:00pm – 6:30pm
Department of Transport Theatrette, 121 Exhibition Street, Melbourne

Our speakers this evening are...

**David Harris**  
Senior Policy Manager – Freight Network Building, Department of Transport

**Steven Wong**  
General Manager – Business Development, Transport Certification Australia

**Michael Brown**  
National Commercial Manager, CRT Group
Freight Futures
David Harris

Key goals:
- Maintain & improve **efficiency** of the freight network
- Ensure sufficient **capacity** in the freight network
- Enhance **sustainability** of the freight network
Policy context

• *Freight Futures* accompanies *The Victorian Transport Plan*
• *Growing Victoria Together*
• *Melbourne 2030*
• *Victorian Ports Strategic Framework* (now *Port Futures* – 28 Aug 2009)
• *Keeping Melbourne Moving* (2008)
• *Investing in Transport* (2008)

Objectives & Priorities

Objectives:
• Efficient movement of freight
• Improve supply chain reliability & costs
• Manage freight impacts on community & environment
• Optimise use of existing infrastructure
• Provide appropriate priority for freight on the network

Priorities:
• Proactive land-use planning
• Effective targeting of infrastructure investments
• Greater integration of the network
• Improved regulatory arrangements
• Effective management of freight on community & environment
• Continuous improvement of safety and security
Strategic Directions – New FLM structure

Planning and protecting the freight network
Building and maintaining the freight network
Managing and regulating use of the freight network

- Principal Freight Network
- Freight Corridors & Activity Centres
- Metropolitan Freight Terminal Network
- Regional freight growth
- ‘Last kilometre’ of freight journeys
- Next generation High Productivity Freight Vehicles (HPFVs)
- Port capacity, integration / governance
- Alleviate inner west truck impacts
- Increase take-up of freight ICT
- Minimise amenity, environment & climate impacts of freight transport
- Enhance safety and security of freight transport
- Regulatory reform & reduce burden
- Manage access for OD loads
- New freight data collection and analysis capability

Department of Transport

Prior to Freight Futures …

- The private sector determines the locations where freight is generated
- The private sector determines the way freight moves
- To date, there has been no strategy to determine where and how investment should be made in freight

Department of Transport
The Government will recognise freight-generating areas in the planning process.

The Government will encourage freight movement on those routes best equipped to handle them.

The Government will dedicate resources to the freight network to achieve these two aims.

What will change under Freight Futures?

Principal Freight Network

- Road
- Rail
- Port
- Airport
- Intermodal terminal

Department of Transport
Victoria’s total freight task is forecast to grow by more than 97 per cent between now and 2030.

The Government will concentrate freight movement on more efficient combinations on identified routes.
Impact of longer B-doubles in Victoria 2000-2020

Source: Freight Futures

Forecast number of semi-trailers and B-double trucks on the road
Forecast reduction with the introduction of Longer B-doubles

HPFV access for . . .

Vehicles servicing the Port of Melbourne

West Gate Freeway
West Gate Bridge
Western Ring Road
Hume Freeway
Mass limits for HPFV

Up to 77 tonnes

Support for rail users
High-capacity road and rail links
High-capacity road links
Local distribution

A Metropolitan Freight Terminal Network
Tighter controls on heavy vehicle noise emissions

Regulating port access
Background

- Building roads
- Network performance
- Demand management
- Traffic
- New roads

2000 2020
Background

- Australian road network has limited resource:
  - Increasing demand (population, transport and freight task)
  - constrained road budgets
  - pressure to permit larger and heavier vehicles
  - community expectations about the safety of the road network

Requires a paradigm shift in the way the regulators manage the road network and operators undertake their business

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Background

- National Reform Agenda
  - COAG (Council of Australian Government)
  - ATC (Australian Transport Council)
  - AustRoads
  - NTC (National Transport Commission)

Endorsed and agreed: Intelligent Access Program (IAP)

“Paradigm Shift”
The Model - IAP

▲ GPS driven national telematics platform

▲ Evidentiary level information – standardised

▲ The IAP helps ensure “the right vehicle is on the right place at the right time doing the right thing”

▲ Administered by Transport Certification Australia Limited (TCA)

Who is TCA Ltd?

▲ A fully owned government organisation
▲ Established 2005
▲ Owners (Members) are Australian, State & Territory governments
▲ TCA’s purpose is to:
  ─ administer the IAP
  ─ develop evidentiary standard regulatory telematics solutions
  ─ serve as an independent national certification & audit organisation
  ─ advisor - telematics industry
IAP is Live & Operational

- The IAP has entered its ‘live’ phase and is operational
- IAP Service Providers: Transtech Driven, Minorplanet Asia Pacific, OmniStar and TCS

Further IAP Service Providers on the way

IAP Applications

- IAP ‘Access’ Applications (Typical):
  - Higher Mass Limits (HML) route compliance application - NSW & QLD
  - Road Train Modernisation Program application - NSW
  - Mobile Cranes route compliance – VIC
  - PBS and HPFV vehicles – VIC

- Road authorities are free to develop tailored IAP Applications which meet their own policy needs

- Beyond IAP ‘Access’ application:
  - Route management, EWD, On-Board Mass, etc
Future Possible Applications

- On-board mass monitoring
- Fatigue management (EWD)
- Other including pricing or other forms of access or vehicle management

Conclusion

- IAP is a government backed evidentiary standard telematics program
- Administered by TCA Ltd
- It is a new national standard in GPS telemetry
- Gives access to regulatory programs
- Has the potential for many future regulatory and commercial applications
Freight Futures – An Industry Perspective

1 September, 2009

Presented by
Michael Brown
National Commercial Manager
CRT Group Overview

- CRT originally established in 1981 by Colin & Phil Rees
- Now a wholly owned subsidiary of Queensland Rail - acquired in 2005
- We are a national logistics services provider that has successfully incorporated the three primary modes of transport – road, rail and sea
- Our mission is to be a leader in providing specialised transport and logistics solutions to the Polymer, Food, Industrial and Specialty Chemical sectors throughout Australasia

Innovation – Containers and Tankers

CRT Group operates specialised tanker and container services for a range of customers and products.

Containers are designed and built for specific needs in industry, such as lightweight, large payload containers with polished interiors that meet food handling specifications.
Packaging Operations

CRT Group offers a range of packaging services for dry granulated and powdered products, including:

- Form, Fill and Seal 25kg packaging lines
- Semi-Bulk bag filling
- Export packing
- Import unpacking and storage

CRT Group Technology

Pod Trailer™

- The CRT Pod Trailer™ offers customers the advantage of delivering bulk powder directly from containers to a customer’s silo.
- This technology can also be used for granulated product giving delivery flexibility.
- Pod technology offers the following benefits:
  - Reduces total logistics costs.
  - Reduces steps in material handling.
  - Eliminates dust and contaminants.
  - No moving parts touch the product.
  - Safety in mode of operation
**Warehousing Operations**

Warehousing is part of CRT Group's specialised operations and services
- Radio Frequency tracking of inventory
- Integrated inventory management systems
- NSW, VIC, QLD, SA, WA, FNQ and Albury
- HACCP accreditation
- ISO 9001 accreditation
- AS/NZS 4801 accreditation

**Intermodal Division**

- International Import/Export
- Sea & Air freight
- Coastal Shipping
- Freight Forwarding
- Customs Clearance
- Overseas agent network
- Door to door services
Rail Capabilities

• CRT Group operates as a premium customer using QRN services

• QRN has a national footprint with integrated services ranging from North Queensland through Brisbane to Perth WA, Adelaide SA and Darwin NT

• Accredited rail terminal operator in Melbourne, Sydney, Townsville and Brisbane

• Short haul rail and road linkages to all container ports

A Proven Commitment to SH&E

• Vision to be world class in safety and our goal is to have zero injuries
  - Zero Harm program

• Quality Standard AS/NZS ISO 9001

• Safety Standard AS/NZS 4801

• Environmental Standard AS/NZS 14001

• HACCP – Food standard accreditation
Freight Futures – Industry Perspective

• We commend the Victorian Department of Transport for its initiative to focus on freight

• Emphasise importance of Consistency and Simplicity
  - Mass Management compliance
  - Chain of Responsibility legislation
  - Fatigue Management legislation
  - Euro 4/5 Emission Standards
  - PACIA Industry Codes of Practice
  - Eco driver training
  - Safety, Quality and Environmental Standards

Freight Futures – Industry Perspective

• Encourage understanding of Productivity and Efficiency Impacts
  - need to understand all supply chain elements
  - example of operating hours and cost penalties at Port of Botany (NSW)

• Importance of Communication and Consultation
  - industry operators
  - shippers
  - other stakeholders
  - engagement with operators via the VTA

• Freight Week Forum
  - 7 to 11 September, 2009