

EXECUTIVE SUMMARY

Among the issues discussed at the meeting were:

- the implications for metropolitan freight rail from the Government's Metronet project;
- emerging opportunities and challenges for freight from the land use planning system;
- progress with the National Supply Chain Study;
- the need for a Fremantle Port development narrative;
- an action plan for progressing container supply chain efficiencies;
- recent developments with Aurizon's intermodal operations;
- the chance to get WA freight research projects onto the national Austroads work programme; and
- the Minister's requests in respect of Council membership.

ACTIONS

- Council to receive six monthly updates on Metronet progress.
- Freight Rail Noise Working Group to be focal point for monitoring potential freight impacts from Metronet.
- Chair to contact members about support for ongoing involvement in land use planning issues impacting freight.
- Regular Council updates on container supply chain work.
- Explore opportunity to include Council projects on Austroads freight research programme.

NOTES OF MEETING

Those in attendance included:

- Nicole Lockwood, Chair;
- Ian Kent, Sadliers;
- Paul Haigh, Aurizon;
- Jason Holmes, Toll Group;
- John Oliver, Alcoa;
- John Ward, Australian Wool Handlers;
- Owen Davies, CBH Group;
- Justin Taylor, Linfox;
- Simon Beresford, Linfox;
- Paul Hamersley, Arc Infrastructure;
- David Hay-Hendry, Office of Hon Rita Saffioti
- Greg Martin, Independent;
- Stephen Strange, WA Local Government Association;
- Ian Duncan, WA Local Government Association;
- Ali Coates, Fremantle Ports;
- Craig Manton, Main Roads WA;
- Steve Beyer, Department of Transport;
- David MacLennan, Department of Planning;
- Peter Metcalfe, Department of Primary Industry and Regional Development;
- Kellie Houlahan, Freight and Logistics Council of Western Australia; and
- Mark Brownell, Freight and Logistics Council of Western Australia.

Guests:

- Owen Thomas, Public Transport Authority;
- Kareena May, Site Planning + Development; and
- Tom Carroll, Site Planning + Development.

Agenda Item One: Opening Remarks

Nicole Lockwood welcomed members, deputies and guests to the meeting. She particularly noted those attending for the first time. Apologies were noted from Paul Larsen, Sharon Biermann, Rob Delane, Nicolas Fertin, Chris Leatt-Hayter, Gail McGowan, Grant Thompson, Richard Sellers, Peter Woronzow, David Capper and Cam Dumesny, the majority of whom were represented.

Agenda Item Two: Presentations

- a) Metronet: Implications for Rail Freight

Owen Thomas, from the Public Transport Authority, described the governance arrangements for the Metronet project which saw him and a number of others being seconded from Government agencies

and departments to comprise the team driving the project. Owen said that his comments would be focussed on locations where Metronet will interface with rail freight operations, being the Thornlie line extension, the Midland line extension and the movement of Midland station. The main one of these is the Thornlie line extension, which involves the relocation of two existing freight lines, some 17.5 km of new dual track and two new passenger stations. Noise and vibration assessments were occurring with a view to appropriate mitigation measures being built into the new stations, especially that at Nicholson Road which was likely to have a greater residential presence in the area. The business case for the project has been endorsed by Cabinet and is with Infrastructure Australia for initial assessment. The tender phase is set for 2018-19, with construction occurring 2019-2021.

Owen said that at Midland, the passenger station was being moved east and the line extended to Bellevue, where a new station was planned. The new station requires the relocation of the current Arc Infrastructure engineering and maintenance facility and this will be shifted to Kenwick. Noise and vibration assessment of freight rail activity is presently occurring across the impacted areas and potential mitigation measures will be identified.

In answer to a question, Owen confirmed that the relocation of the freight rail lines on the Thornlie-Cockburn line would trigger a new noise examination under State planning policy. Metronet planners were in discussion with policy regulators about this issue and were pleased with the reaction to date. Owen noted that the ballast matting being put down for the new passenger lines would also be provided for the freight lines and that designs would allow for double-stacking of freight trains in the longer term. He also said that a particular learning for the two new stations from the Forrestfield North experience was that planning policy needs to be applied far earlier in the development process so that all precautions can be taken to protect freight.

Summing up, Nicole Lockwood suggested that the Council receive a six monthly update on Metronet progress and that the current rail freight noise working group be the main focus of related discussion on an ongoing basis. This was agreed. (A copy of Owen's presentation is attached to these notes.)

b) Land Use Planning and Future Freight Development

Kareena May from Site Planning + Design, who has advised the Council for some years on land use planning issues, said that this discussion was timely given the growing emphasis on major freight developments such as the Outer Harbour. Industry needed to be part of related discussions and the Council was the best vehicle for that. By way of support, Kareena briefly reviewed the Council's work across a range of freight-related planning issues and its influence on subsequent outcomes. Going forward, she saw the Council continuing to strongly represent industry across the whole supply chain and commented that the current Minister's dual portfolios of transport and planning represented a unique opportunity to push for good freight outcomes. Kareena noted a number of emerging issues where the Council's involvement on behalf of industry was critical. They included:

- the review of State Planning Policy 5.4 on transport noise;
- ongoing land use development proposals that threaten freight efficiency;
- forthcoming planning for the Outer Harbour;
- encouragement of local government coalitions to work strategically with industry;
- continuing issues of industrial land supply for the freight industry;
- ensuring that Metronet outcomes are balanced with supply chain outcomes; and
- the need for new inland intermodal terminals.

Nicole Lockwood supported these views and suggested that key planning decisions will be made by the Government over the next two or three years that industry through the Council needed to be

part of. This will require specialist advice from the likes of Kareena and there needed to be a separate discussion with members about supporting that approach. Nicole said that she will approach member separately on the issue. (A copy of Kareena's presentation is attached to these notes.)

Agenda Item Three: Updates

a) National Supply Chain Study

Nicole Lockwood said that the public submission phase of the study had concluded with 120 submissions having been received. The industry panel, of which she is a member, was meeting regularly and drilling down on specific issues highlighted in the submissions and several key supply chains were being modelled. The panel would be discussing next steps with the Federal Minister during October.

b) Fremantle Port Development Narrative

Nicole Lockwood said that the Council was involved in considerable work on the Inner Harbour supply chain, as would be described in the following agenda item. But with major announcements expected shortly about the commencement of Outer Harbour planning, it was important to ensure that the two pieces of work were in sync. The steps that were taken to improve efficiency in the Inner Harbour would inevitably roll over to influence Outer Harbour operations. Similarly, it was vital to progress Outer Harbour planning to give an accurate context for Inner Harbour initiatives. Nicole added that there was a forthcoming business lunch on 12 September at which the Minister was expected to make some important announcements about the start of planning for the Outer Harbour. See

<http://www.ceda.com.au/events/eventdetails/2017/9/w170912?EventCode=W170912>

c) Container Supply Chain Efficiencies

Mark Brownell reported that the Council was working closely with related Government Departments and agencies on container supply chain efficiencies. A system-wide approach was being taken across a closely integrated set of freight activities including:

- identifying hot spots in the freight road network that need addressing;
- examining opportunities to make the freight rail system more attractive to the market;
- clarifying the need for, and the placement of, new inland intermodal terminals;
- exploring the rapidly growing potential of freight technology, especially in the road transport industry; and
- seeking change to traditional business practices in the freight industry that inhibit efficiency.

Mark said that members would be regularly updated on progress across this range of inter-related activities.

Agenda Item Four: New Issues

a) Aurizon Developments

Paul Haigh confirmed recent press reports that Aurizon had sold its national intermodal business to a Linfox/Pacific National consortium. He said that there would no longer be an Aurizon presence in the interstate services into Perth, but as the Company only had about 11 per cent of the business, the impact would be negligible as other operators moved to fill the void. Within the State, there would

be no changes to Aurizon operations although there will need to be decisions made about the Forrestfield Freight Yard.

b) Austroads

Kellie Houlahan said that Austroads is a national research organisation supported by road authorities across Australia. Its work programme includes freight and there is an opportunity to suggest research projects for inclusion on it. Kellie said that there would be a fuller briefing on Austroads shortly, but in the meantime, she would explore the opportunity to have Council projects included on the current programme.

c) Review of WA Rail Access Regime

Nicole Lockwood thanked the Department of Transport for the background note on the current review of the State's rail access regime. She said that from the Council's standpoint, the issue was whether a worthwhile submission was possible given the commercial interests around the table. After discussion in which it was acknowledged that the present regime had problems, it was agreed that it would be best if individual Council members progressed their own cases with the Review.

d) Council Membership

Nicole Lockwood commented that indicative of the Minister's growing engagement with the Council was her recent decision to formalise the membership by way of personal appointment. This will require some examination of the membership in the context of the Minister's expectations of the Council. Nicole said that she would progress this directly with affected members. She also added that the Minister wanted union representation on the Council in the form of the Transport Workers Union.

Agenda Item Five: Other Issues

Paul Hamersley said that Arc Infrastructure, together with the Department of Transport, was developing business cases for a number of metropolitan rail projects. These would be sent to Infrastructure Australia when complete.

Agenda Item Six: Concluding Remarks

Nicole Lockwood thanked members, deputies and guests for their time and input. She confirmed that the next meeting would be held on Friday 6 October at the same time and place. The meeting was closed at that point.