



AITPM National Traffic and Transport Conference

31 July to 2 August 2013

Notes prepared by Director South West Group

DAY 1 – TRANSPORT PLANNING

Reece Waldock – Director General of Transport

- Congestion becoming a major factor in most cities, including Perth, with vehicle kilometres travelled and travel time being key indicators of congestion
- Public transport expected to grow at 6-7% per year, suggesting an 150% increase over the next 20 years
- PTA manages congestion through increase in capacity (build infrastructure, improve operations, mode shifts) and managing demand (behaviour change, charging, regulation)
- Mass transit (light rail and bus rapid transit) will form part of the mix of public transport initiatives over the coming years, however their application will be heavily influenced by financial viability
- SmartRoads, Transpriority and appropriate road hierarchy will feature in future transport solutions to address congestion

Michael Deegan – Coordinator Infrastructure Australia

- The National Infrastructure Plan and Priority List outlines where investment in infrastructure will be occurring over the coming years
- Applications for funding have been categorised in the National Infrastructure Plan as
 - Early stage
 - Real potential
 - Threshold; and
 - Ready to Proceed
- Continued growth in Asia will be important in terms of Australia's economy and enabling conditions that facilitate ongoing investment in infrastructure.
- Infrastructure Australia (IA) has set growth targets such as increasing national productivity by 2% per year, growing the economy by greater than 3% per year and eliminating avoidable costs of city congestion
- IA is planning to consolidate the many disparate infrastructure funding programs and set up a single infrastructure funding shopfront covering transport, water, energy and telecommunications
- Implementing the National Ports Strategy and National Land Freight Strategy will play an important role in guiding infrastructure investment over the coming years
- The Chairman of the South West Group, Chair of the CEOs Forum and Director South West Group met with Michael Deegan separately over dinner

to discuss Infrastructure Australia priorities and pending applications with the following outcomes:

- The current suite of projects and funding applications submitted to IA will consume funding up until 2014/15
- Funding beyond 2014/15 will be dependant upon level of funding, with significant new projects requiring adequate budget surpluses
- The WA priority projects recommended for funding are mainly regional projects, with the Leach Highway/High Street Upgrade the only project from the South West Metropolitan Region recommended for funding and identified as “Threshold”, being subject to the provision of further cost benefit analysis in order to proceed.
- The Leach Highway/High Street Upgrade and the Fremantle Traffic Bridge were the only IA funding applications submitted by the State Government from the region
- Fremantle Traffic Bridge business case was submitted by Main Roads, but requires further work to be considered for funding. The Director South West Group has requested further advice regarding the IA assessment of the Fremantle Traffic Bridge proposal to determine further information requirements

Alix Rhodes - Planning Director, Department of Planning

- Directions 2031 establishes targets to manage growth and strategic centres throughout the Perth Metropolitan Region
- Targets include employment self sufficiency, infill, Greenfield developments and other key factors
- Specialised centres outside the Perth CBD are also identified and will be important for providing jobs into the future
- Congestion was estimated to incur costs of \$1.2 billion in 2010 in terms of lost productivity in the Perth Metropolitan Area, with an estimated \$2.1 billion by 2020
- DoP currently identifying the boundary of identified activity centres and developing activity centre plans – Consolidation Plans
- The Consolidation Plans will be assessing activity centres and activity corridors to determine performance, gaps and improvements

Emmerson Richardson, SKM

- Declining car use has been experienced in all Australian capital cities since 2004/05 and since then there has been an increase of 100 kilometres per person using public transport per year
- Some of the factors that are leading to declining car use include cost (oil price effect, licence fees) and congestion, particularly amongst the younger generation (25 years of age and less)
- The table below shows forecasted change in journey to work transport modes over time

Transport Mode	2011	2031	2051
Car (as driver)	58%	52%	46%
Car (passenger)	22%	18%	14%
Walking	11%	13%	15%
Public Transport	6%	8%	10%
Cycling	2%	6%	10%
Other	1%	1%	1%

- Some of the factors leading to increased use of public transport include induced demand (building infrastructure and increased services), attractiveness as an alternative to car travel, use of productive time during travel (social media, administrative tasks) and car trips not taken
- Cycling to work has increased by 21.5% between 2010 to 2012, with a further 15.2% increase from 2012 to 2013 based on nine permanent counters on Principle Shared Pathways (PSP) in central metropolitan area
- Pilot projects to review routes that people take to TOD and licence plate survey of cars in car park at Cockburn Central underway, aimed at determining the effectiveness of infrastructure provision and behaviour change programs (e.g. Travelsmart)
- Trends expected to increase public transport use included:
 - Car use is expected to reduce from 3.5 to 3.0 trips per day
 - Increased urban travel by public transport, walking, cycling and at the same time reduced car use
 - Increased demand for transit orientated developments in areas closer to the CBD, with lesser change in the outer areas where public transport is less developed

Ryan Falconer – ARUP

- There is a lack of a comprehensive scheme that sets out aspired urban forms in activity centres to achieve identified density targets
- A detailed examination of opportunities and constraints needs to be undertaken at each station precinct in Perth
- Greater investment linked to a broader agenda for exploiting transit proximity is required to develop a strong value proposition
- The Perth TOD Opportunities Review Study undertaken by ARUP for the Public Transport Authority is an important first step in understanding the potential for TOD and activity centres development

DAY 3 – FREIGHT FORUM

Steve Beyer - Department of Transport

- The Regional Freight Network Plan recently released by the State Government sets a reference for investment in freight
- Port master planning is underway to identify and manage urban interface issues
- The network is potentially impacted upon by changes in the future related to new supply chain commodities (e.g. grains), inbound freight to the Pilbara and LNG moving offshore
- Protecting the freight network and the development of new ports in Cockburn Sound and the establishment of a network of intermodal terminals and their connection to industrial areas are significant issues for freight in the metropolitan area
- In the longer term, it is expected that the outer harbour will manage 3 million containers per year, which highlights the importance of the role of the intermodal terminal in managing empty containers
- An investment model for new ports facilities, as well as road and rail assets, is currently high on the State Government's agenda, with the expectation that the private sector will fund \$billions of capital and operations costs
- A governance and business model across the Fremantle Inner Harbour and proposed Outer Harbour is also required, particularly as the State

Government is not interested in acquiring land and assets that stays idle for long periods of time.

- Metropolitan Freight and Intermodal Network Plan expected to be released in late 2013

David Hartmann – Transport NSW

- The NSW Government has prepared a Freight and Ports Strategy which considers network efficiency, capacity and sustainability
- Freight and ports are worth \$58 billion to the NSW economy or 13.8% of GDP
- The mapping of volume vs value is an important consideration in freight movements
- Network efficiency considers a freight network model, connectivity and funding models
- Network capacity involves the protection of freight corridors, corridor and intermodal terminal planning and increased competition from passenger rail
- Network sustainability considers a range of issues, with noise featuring as a key issue in the community

Sal Petrocchio – Department of Transport and Main Roads, Queensland

- The Queensland Moving Freight strategy covers construction, mining, agriculture and tourism sectors.
- There are 15 ports and 3 intermodal terminals in Queensland, with assets valued around \$55 billion
- Key policies in the draft strategy includes:
 - Priority for rail outside peak passenger hours
 - Rail as the preferred mode of transport
 - High performance vehicles (HPV) where road transport is the only option
 - Common user facilities and rail shuttles

John Begley, Ministerial Freight Council Victoria

- The Ministerial Freight Advisory Council Victoria took over the powers from the Freight and Logistics Council of Victoria
- Victoria Freight and Logistics Plan pending
- New port at Hastings (85 kms south east of Melbourne) planned
- Passenger rail occupies around 30% of rail movements and the network is shared with freight
- Three new intermodal terminals are planned north, west and south east of Melbourne
- Freight and logistics communication strategy under development to raise awareness on freight issues, engage media and public and get out messages regarding the importance of the freight industry
- A freight technologies investigation survey is also underway, noting there has been a significant uptake of technologies since 2004
- Queensland Government can designate State Development Areas to develop intermodal terminals and negotiate lease/ownership arrangements for facilities such as empty container parks
- The intermodal terminals can be international or multi-purpose and operate similar to a port

John Dudgeon – Peko Traffic and Transport

- SmartRoads can be a useful tool for planning priority freight routes
- Freight task in Australia by tonnage is as follows:

- WA and Qld – 25%
- NSW – 23%
- Vic – 17%
- SA, NT and Tas – 10%
- No freight routes are identified on the MRS or Local Planning Schemes here in WA, with local government zoning industrial land with varying consideration on access issues
- Network operating plans are becoming increasingly important to support freight, including Priority Freight Route designations (PFR 1, 2, 3 and 4)

Michael Lambert – Heavy Vehicle Charging and Investment Forum

- Freight doubles every 20 years
- Productivity has increased markedly over the last decade, but has plateaued recently
- Improved access, higher truck productivity and targeted and effective investment in road infrastructure is required
- Reforms put forward by COAG are being progressed
- Customer orientated approach to providing heavy vehicle services freight is required

Doug Brindal – Fremantle Ports

- Innovation in the form of automotive loading systems has improved productivity
- Fremantle Inner Harbour manages 80% imports and 12% exports by value
- Fremantle Port handled 670,000 TEU in 2012/13 at a value of \$60 million and has a capacity of 1.2 million TEUs
- The growth of freight is 5.5% pa, which suggests that 1.8 million TEUs are likely to be handled in 2029/30
- 90% of containers are packed and unpacked in the Perth metropolitan area, which limits the feasibility of increasing freight on rail
- There is a mismatch of working hours across the supply chain
- Fremantle Port is constrained by costs, community pressures and the capacity/congestion impacts of the road transport network
- It is estimated that the cost of the Fremantle Outer Harbour will be around \$1.5 billion
- Measures to reduce delays and improve productivity associated with road transport to and from the port include:
 - More containers/load (HPV)
 - Online booking system to streamline orders
 - Reduce truck turn around through improved operating systems, KPIs for lease hold land and port infrastructure developments
 - Manage congestion
 - Reduce the number of unladen containers (currently 30%)
 - Staging depots (on-port, off-port)
 - Better understanding of commercial drivers and responsiveness to needs
- Measures to improve supply chain are required to address mismatch in working hours, out of hours access, better use of off peak periods, changing industry mindset, establishment of “freight villages”
- Perth moves 65% of freight during normal working hours compared to Sydney (40%) and average across Australia (47%)