

INLAND FREIGHT + LOGISTICS HUB + CORRIDOR

RESEARCH + RECOMMENDATIONS REPORT

PREPARED FOR:
INLAND FREIGHT AND LOGISTICS MEMBER COUNCILS
(Cities of Belmont, Canning, Kalamunda + Swan)

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PREPARED IN PARTNERSHIP WITH:

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PLANNING FREIGHT FRIENDLY CITIES + REGIONS



EXECUTIVE SUMMARY

The Cities of Belmont, Canning, Kalamunda and Swan, formed the Inland Freight and Logistics Member Councils (IFLMC), to work together to gain an understanding of the role local government plays in promoting freight and logistics in the region. Recognising the opportunities and challenges for the retention and continued growth of the freight and logistics industry within the region, the IFLMC share a vision to:



“Be a ‘best practice’ freight and logistics precinct addressing the region’s predominant role in meeting Western Australia’s growing freight needs for the benefit of local ratepayers, industry and the State overall.”

In working to achieve the vision, the IFLMC sought to understand:

- the scale and impact of the freight and logistics industry within the region;
- the existing and future freight transport network within, and impacting on, the region;
- priority issues to be addressed from the perspective of industry and government;
- the desire of industry to engage, and collaborate, with the IFLMC to deliver and manage an “Inland Freight and Logistics Hub + Corridor”; and
- key considerations for Local Government,

as the first step towards supporting and strengthening the growth and development of a burgeoning freight and logistics hub and wider corridor that will deliver long term sustained economic growth for the IFLMC and whole of supply chain productivity.

The IFLMC have an enviable reputation for driving investment, growth and development through a proactive, innovative and collaborative approach to governance and community building. This approach will be fundamental to the success of the project to drive transformational change and investment within the freight and logistic industry in the Inland Freight and Logistics Region (‘the Region’), comprising the four local government areas.

The four Councils have a long-established history with freight and logistics, pre-dating the 1955 Stephenson Hepburn Plan for Perth, which mapped the established and future form of the Perth metropolitan region and continues to shape the growth of our city today. The 1955 Plan left a legacy for the establishment and growth of freight and logistics infrastructure and activities within the Region.

Today the Region functions as Western Australia’s key freight and logistics hub for local, regional, national and international freight movements, providing WA business, producers and industries with access to national and global markets, supporting economic growth and job creation and maintaining our enviable standard of living.

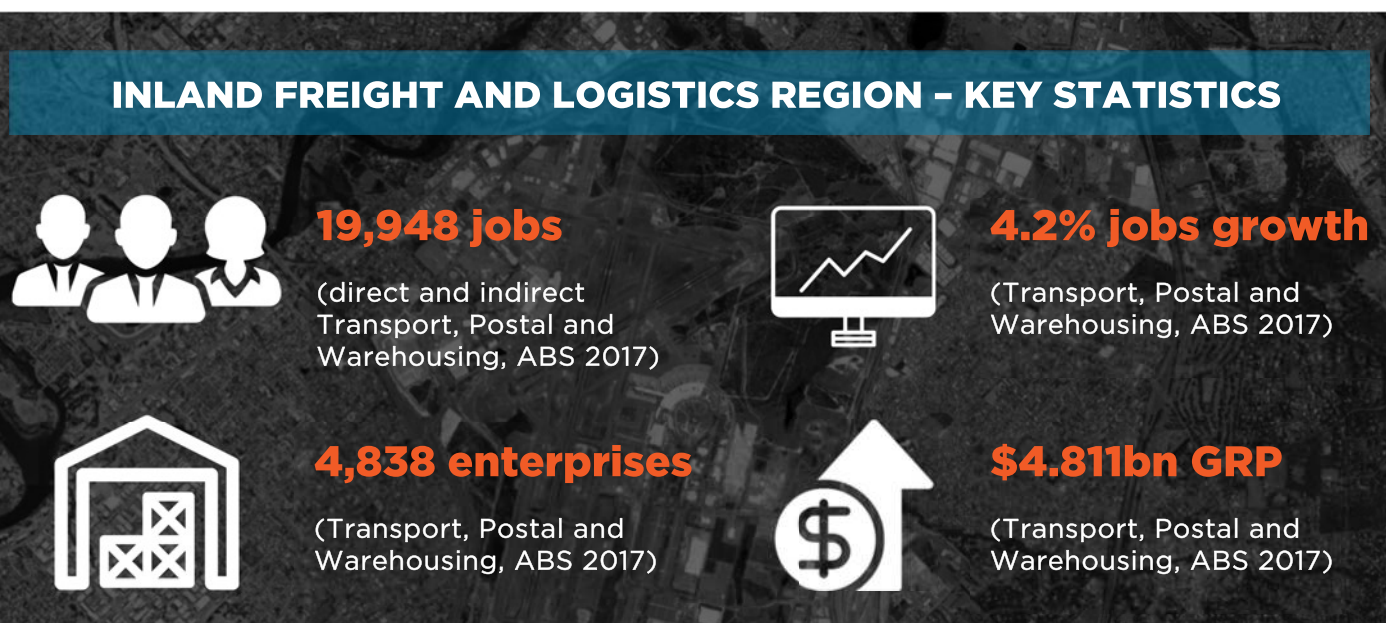
The Inland Freight and Logistics Hub + Corridor project (‘the Project’) acknowledges the Region’s unparalleled local and regional competitive advantage in freight and logistics with:

- established infrastructure across all four modes of transport (air, road, rail and a rail shuttle to sea ports);
- established freight infrastructure providing direct access to the wider Perth metropolitan region, road and rail connection to the State’s productive regions (producing grain, fresh and processed food products, livestock, alcohol, raw material and timber), road and rail connections to the east coast of Australia and rail/sea and air connections to global producers and consumers;
- established industries and operations, comprising leading local, national and global freight and logistics operators, together with second tier supporting and complementary operations and activities;
- the availability of vacant land for future industrial development;
- proposed additions and upgrades to the freight transport network; and
- access to a skilled and unskilled workforce.

The freight and logistics industry make a significant contribution to the local, regional, State and national economies and is a primary driver for substantial infrastructure projects that ultimately benefit the wider community through increased transport efficiency and reduced road congestion.

The Key Statistics summary below, highlights the value and scale of the freight and logistics industry to the Inland Freight and Logistics Region and the IFLMC, and demonstrates the importance of strategic and integrated planning that supports and strengthens its role and function for the long term.

FIGURE 1 INLAND FREIGHT AND LOGISTICS REGION - KEY STATISTICS



With the national freight task forecast to double in the next 20 years¹, the growth of the industry will deliver several opportunities and challenges for government and communities. A well-planned and integrated strategy to manage and facilitate the forecast growth in freight volumes and traffic movements, informed by government and industry, can provide a solid foundation for local government to plan for, and manage, the often-competing objectives of freight supply chain efficiency and urban amenity.

With the forecast growth in the freight task, many of the land use planning and transport governance, policy and infrastructure decisions that are made today and over the coming years will determine the efficiency, productivity and competitiveness of our freight supply chains and thus: the liveability of our communities and the prosperity of the State for decades to come. The freight and logistics industry and urban communities need smart, strategic and integrated land use and transport planning outcomes delivered by informed planning and transport professionals, working with all tiers of government, industry and stakeholders.

The economic benefits generated by the industry, coupled with the forecast growth in the national freight task, highlight the challenge and opportunity for local and State governments to:

- provide governance and regulatory frameworks that provide greater certainty, in turn supporting increased property and capital investment that converts into growth in gross regional product and local employment;
- undertake strategic and integrated land use and transport planning to streamline regulatory and statutory approvals processes to support the delivery of shovel-ready/plug-and-play sites that maximise the productivity and value of land for these high value industries; and
- play a greater role in advocating, influencing and informing Government and the community on the role and function of the industry.

Innovative strategic, statutory and integrated land use and transport planning outcomes are required, supported by streamlined approvals processes, clear governance structures, ongoing engagement frameworks, access to online data/tools and a branding and marketing strategy, to provide greater certainty for industry that will translate into investment.

The outcomes of this project have the potential to make a significant contribution and leave a legacy for the Region, including, but not limited to:

- investment in land, development and infrastructure;
- economic growth;
- job creation;
- supply chain efficiency and productivity;
- leadership and good governance across all three levels of government;
- prosperous industries and communities;
- promotion of the IFLMC region;

¹ *Inquiry into National Freight and Supply Chain Priorities Report March 2018*, Commonwealth of Australia, Department of Infrastructure, Regional Development and Cities.

- innovative financing models;
- smarter tools capitalising on big data and smart city principles; and
- education and awareness.

KEY MESSAGES

The following report provides a compelling evidence base to progress the delivery of a ‘best practice’ freight and logistics precinct addressing the Region’s predominant role in meeting Western Australia’s growing freight needs for the benefit of local ratepayers, industry and the State overall, which is best summarised as follows:

1. The national freight task is forecast to double over the next 20 years;
2. With the forecast growth in the freight task, many of the land use planning and transport governance, policy and infrastructure decisions that are made today and over the coming years will determine the efficiency, productivity and competitiveness of our freight supply chains and thus: the liveability of our communities and the prosperity of the State for decades to come.
3. The freight and logistics industry and urban communities need smart, strategic and integrated land use and transport planning outcomes delivered by informed planning and transport professionals, working with all tiers of government, industry and stakeholders
4. The freight and logistics industry make a significant economic contribution to the region, across employment, enterprises, gross regional product and productivity;
5. A 1% improvement in the efficiency of the sector generates \$2 billion of gains to the economy each year²;
6. The Region enjoys excellent access to established supply chain infrastructure, including freight roads and rail, Perth Airport, Kewdale and Forrestfield intermodal terminals, direct rail connections to Fremantle Port’s inner and outer harbours, truck assembly areas and industrial zoned land;
7. Leveraging existing infrastructure within the region will create substantial capital cost savings and a better return on investment for government;
8. Industry identified several challenges, opportunities and priorities that need to be addressed to support the growth of the industry; and
9. Industry are willing to work with the IFLMC to deliver the project.

² Australian Logistics Council, <http://www.austlogistics.com.au>



KEY CONSIDERATIONS FOR LOCAL GOVERNMENT

FIGURE 2 SUMMARY OF KEY CONSIDERATIONS FOR LOCAL GOVERNMENT

LOCAL GOVERNMENT - KEY CONSIDERATIONS



CLOSE NETWORK GAPS

IDENTIFY + PRIORITISE NETWORK GAPS
SOURCE FUNDING



STANDARDISE

REGULATION, PROCESS + APPROVALS TO RESPOND TO SUPPORT + PROTECT INDUSTRY



REMOVE ROAD BLOCKS

SHOVEL-READY / PLUG-AND-PLAY INDUSTRIAL SITES



STREAMLINE

REGULATION, PROCESS + APPROVALS TO REDUCE INVESTMENT DELAYS



RESEARCH + EVIDENCE

INDUSTRIAL AREA PROFILES
COMPETITIVE ADVANTAGE
BEST PRACTICE DESIGN



ENGAGE WITH INDUSTRY

AND GOVERNMENT TO RESOLVE CHALLENGES + EMBRACE OPPORTUNITIES



EMBRACE TECHNOLOGY

SMART CITIES, AUTOMATION + DRONE CAPABILITIES



BRANDING + MARKETING

MARKET THE INDUSTRY ADVANTAGES OF THE INLAND FREIGHT AND LOGISTICS REGION



ADVOCACY

LOBBY GOVERNMENT ON BEHALF OF INDUSTRY
ADVOCATE FOR FUNDING + UPGRADES



COMMUNICATION

ENABLE STRONG LINES OF COMMUNICATION BETWEEN INDUSTRY AND GOVERNMENT