

# Integrated Freight Strategy for Queensland

## Introduction

Queensland continues to grow at a rapid pace. We are consuming – and exporting – more goods than ever before. As Queensland grows, so too does the demand for the movement of freight. This is placing increasing pressure on our transport system and our way of life. To help manage these pressures, the Queensland Government is developing an integrated strategy for the movement of freight in Queensland. This will ensure the movement of freight meets the needs of our growing state, now and into the future.

The Queensland Government is seeking to work with industry and the community to plan and provide a sustainable and integrated approach to freight movement. This involves collaborating with other governments, industry and the community to ensure freight movement supports industry needs, minimises impacts on the community and responds to emerging issues and challenges.

The Department of Transport and Main Roads (TMR) is responsible for developing the Integrated Freight Strategy for Queensland (the Strategy) on behalf of the government, with the support of the Queensland Transport and Logistics Council (QTLIC).

## Background

Queensland has a diverse economic base largely comprising production oriented industries (i.e. mining and agriculture); and consumption driven industries (i.e. building and construction, hospitality and retail, accommodation and business services). These types of industries place significant pressure and demands on the transport system to support a broad range of freight movements that span across local urban areas or vast geographical distances.

A significant volume of freight is moved annually throughout Queensland via all modes of transport. Table 1 provides one illustration of the volume of freight moved by mode.

**Table 1**

Indicative Freight Movement in Queensland By Primary Mode (million tonnes p/a)					
	Road	Rail	Sea	Air	Total
<b>Total</b>	525	230	52	.03	<b>807</b>
<b>% of freight volume</b>	65%	28%	6%	<0.01%	<b>100%</b>
<b>5 year growth (to 2009)</b>	33%	15%	30%	minimal	<b>27%</b>

Source: Extract from Apelbaum, Queensland Transport Facts, 2009

Note: Air freight includes mail

It is anticipated that projected growth in population and international trade, and the associated economic growth, will generate a requirement by 2031 to move a greater volume of freight, which will increase in the order of:

- 500 million tonnes of general freight per annum;
- 300-340 million tonnes of mineral freight per annum; and

- 50 million tonnes of Liquefied Natural Gas per annum.

Growth in freight volumes will pose significant challenges for the transport system to support future freight movement.

The Integrated Freight Strategy for Queensland is intended to enhance Queensland's ability to respond to future freight growth and the associated issues, challenges and opportunities. The Strategy will primarily focus on the freight task and guide the development of informed, responsive and coordinated solutions for freight by providing:

- clear direction to "*move freight efficiently*" in Queensland
- a basis for enhancing coordination and collaboration across government and industry about freight
- direction for enhancing the transport system in Queensland to deliver sustainable freight solutions and
- direction for informing national transport planning and reform agendas for transport and freight.

### **Purpose**

The purpose of the Strategy is to drive and/or influence government policy, planning, regulation and investment, as well as industry operations and business decisions that impact on, or are impacted by, the efficient movement and storage of freight.

### **Aim**

The aim of the Strategy is to position Queensland to sustainably manage current and future freight demands across all modes to support industry and consumer needs as well as support broader economic, social, safety and environmental outcomes in Queensland.

### **Focus of objectives**

The objectives of the Strategy, which have been identified as the basis to "*move freight efficiently*", are to:

- Promote integrated freight movement solutions.
- Balance transport system capacity and performance for freight.
- Position Queensland for future freight needs.
- Promote sustainable freight movement.
- Promote cost effective investment for freight.
- Promote a cohesive freight environment.

### **What the Strategy is not.**

1. It is not an investment or infrastructure program.
2. It is not a funding allocation document. However, the actions arising from the Strategy will inform funding allocation and/or rationale for freight through the existing budget processes.
3. It is not a collection of modal strategies.

### **Developing the Strategy**

TMR has developed, with the support of the QTLC, a 'working draft' of the Strategy, which articulates the strategic policy context, current freight movement, drivers of freight, potential future freight generation, strategic influences and the key focus of objectives and priorities. However, further work is necessary to develop the priorities in further detail and to identify specific actions. Consequently, TMR is seeking to collaboratively develop and refine the priorities and actions of the Strategy with relevant government agency, industry and community representatives by mid 2010.

### **Further information**

Requests for further information about the Strategy or opportunities for input to its development can be directed to Mr Brad Hirn, Senior Advisor, Rail, Ports and Freight Division on (07) 3306 7207 or via email [brad.c.hirn@tmr.qld.gov.au](mailto:brad.c.hirn@tmr.qld.gov.au).