



National Freight and Supply Chain Strategy- Submission



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Acknowledgements

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Executive Summary

The Western Australian Road Transport Association (WARTA) is the recognised peak body for the state's road transport industry.

WARTA's submission has been prepared over 3 months. The process of development has been extensive and wide ranging, commencing with the largest ever dedicated freight and supply chain summit in May, then a series of consultations and discussions finally a detailed review of this submission by representatives of every segment of WA road transport and logistics.

At the time this submission is being sent, 20% of the total submissions received by the inquiry are from WA. This disproportionately high level of submissions reflects the wide spread understanding of the importance of effective supply chains to the state's economy.

WARTA is designed to provide the inquiry with a broad narrative and identification of issues that are considered to be important to the WA industry. Reflecting this the submission makes 16 recommendations.

1. Recognise that the Australian freight task is not homogenous. The National Freight and Supply Chain strategy must take account of unique differences to grow regional and remote Australia at a pace commensurate with global demands. The imperative of national regulation must be productive and safe facilitation of trade, not national regulation in and of itself.
2. A de-politicised and objective strategic framework must be developed to ensure the regional freight networks that underpin Australia's export income are properly funded in order to maintain the global competitiveness of our commodity exports. This recommendation correlates with the intent of the Freight and Logistic Council of WA submission.
3. A detailed audit of road maintenance and investment priorities be conducted and published of regional WA freight networks. This may involve the consolidation of data from different source organisations and/ or committees, such as the good work done on the Wheat belt regional freight networks and Road Safety Commission work on rest stop locations.
4. Consideration be given to developing regional freight networks as identified systems, with road funding allocated specifically to optimise the system for productivity.
5. Government engage with industry to access existing industry telematics data to assisting regional network planning. This data can be used to help model freight network activity (albeit based on the extrapolation of available telematic data). It should be noted that in consultation with members regarding data, if it is to be supplied it will only be to a trusted source, not a regulator.

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6. WARTA supports the Recommendations 3 to 7 of the Australian Trucking Association (ATA) submission to the National Freight and Supply Chain strategy.
7. That the current fragmented programs for funding local government roads be abolished and a simplified funding model be developed.
8. Consideration be given to developing a transparent and hypothecated model of benefit – cost sharing to enable productive investments in road freight infrastructure to be brought forward.
9. Consideration be given to evaluating the strategic value of transport operators holding fuel in order to mitigate supply risks. Examine the cost-benefit of introducing an incentive to transport operators to encourage the use of such tanks to meet our International obligations.
10. A national skills plan be developed in order to attract younger drivers in to the long distance driving task.
11. That continued productivity improvements in road freight connections to the port be pursued in conjunction with any policy targets to move to other modes such as rail.
12. That the National Freight and Supply Chain strategy include reference to the need to encourage greater collaboration between urban transport planners and the logistics industry.
13. That the National Freight and Supply Chain strategy include reference to the need for greater professional development within the freight and logistics industry.
14. That the National Freight and Supply Chain strategy include reference to developing a strategy to improve the public image and connection to the industry.
15. That the National Freight and Supply Chain strategy include consideration of how significant suppressed or lost economic activity due to supply chain issues could be captured and potentially valued in order to assist in future planning.
16. That the National Freight and Supply Chain strategy include a strong statement of support for the WA and NT proposal to develop export markets for our global expertise in long distance distribution.



Introduction

The Western Australian Road Transport Association (WARTA) welcomes the opportunity to provide a submission to the National Freight and Supply Chain Strategy.

WARTA (est 1911) is the recognised peak industry association of the WA Road Transport Industry. The WA road transport industry employs over 30,000 people and directly generates over \$9 billion annually. Importantly the industry connects nearly every business sector of the WA economy to suppliers and/or markets (or ports).

Immediately recognising the potential for very real gains through this initiative WARTA has taken an active role in both facilitating as well as driving industry consultations on the National Freight and Supply Chain Strategy. Actions include:

- Initiating and helping to lead the first ever WA Freight and Supply Chain Summit (May 2017), involving business, industry and government leaders. This summit stimulated wider conversations within WA and nationally.
- Participating and contributing to the development of:
 - WA Port Operations Task Force Submission;
 - Freight and Logistic Council of WA Submission; and
 - Australian Trucking Association Submission.
- Additionally, conversations with the National Transport Commission on WA specific issues, led to WARTA organising meetings between affected WA Supply Chain participants and the NTC. Meeting outcomes are to be included in the NTC's submission.
- WARTA attended the Australian Logistics Council workshop, which provided an opportunity to also make a contribution to their submission.

WARTA's high level of engagement reinforces its belief that this National Freight and Supply Chain Strategy is critical to our industry, our State and our nation's future prosperity.

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Western Australia Freight Task is Different

A key success factor in developing the National Freight and Supply Chain strategy will be to recognise that Australia is not a homogenous freight market. As such a one size fits all strategy has not, and will not work.

It is anticipated that the Freight and Logistics Council of WA, the Fremantle Ports and the CBH submissions will all emphasise a similar point, that WA has a different freight task to that of the eastern States of Australia

WA has a Globally Competitive Freight Sector

Western Australia generates nearly half of Australia's export income, predominantly through commodity exports originating in regional parts of the State.

These commodities produced in WA must compete in global markets, as such the WA freight and logistics sector that support these commodity exports must implicitly be globally competitive.

For example, in order to remain globally competitive, WA's wheat supply chains must be highly efficient and agile in order to meet the optimum global time window for profitable trade.

95% of WA wheat harvest is exported..... 42 shire councils in WA depend on a profitably traded wheat harvest to help underpin their local economy.

Last year, when forecasts identified a bumper harvest exceeding 17 million tonnes, the WA agricultural and road transport industries in conjunction with state and local government representatives were able to identify and implement a safe but substantive adjustment to mass allowances on the road network, that enabled the harvest to be delivered from paddock to receival point."

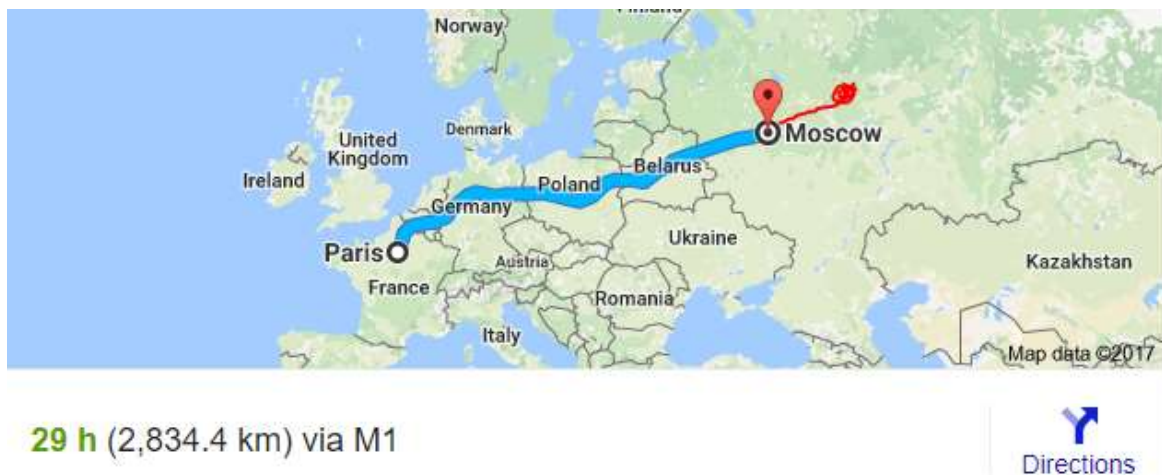
The value of this local collaboration and decision making cannot be underestimated. It demonstrated best practice principals of supply chain efficiency such as agility, timeliness, collaboration.



Whilst noting that the Pilbara Iron Ore Supply chains are regarded as world class, it should also be acknowledged that it is the WA road transport industry that carries the inputs to support these productive mines and facilities. Furthermore, most junior miners depend on WA's highly efficient and productive road transport industry.

Isolated Market

According to the BITRE statistics over 95% of the WA freight task is contained within the state. Of the remaining 5%, nearly 80% now moves by rail along the east-west route. Given the investment being made in rail infrastructure it is reasonable to expect that the percentage of freight movement east-west will remain high.



The Perth to Kununurra (usually two-up drivers) transport route is 500 km further than Paris to Moscow (in red is indication of the extra distance), yet the drivers will not leave WA.

Whilst undertaking the trip, if they pass Port Hedland after 5:30 pm it may be a 1000 km before they find an open road house on the route. They will also use single lane bridges that still exist today on our NATIONAL route one.

Road Transport is critical in underpinning the horticultural production in the East Kimberley.

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Remote Communities

The WA freight distribution network is also required to support not just the most isolated capital city in the world (after Honolulu) but also some of the most remote communities in the world.



Matt Brann @MattBrannRURAL - Feb 19
Great Northern Highway remains closed - supermarket shelves in the East Kimberley starting look a bit bare @ABCRural pic.twitter.com/BaKogkgUFE

We need a modern safe effective road network to support our businesses as they build the national economy. The days of dirt roads that wash away in the rain are past we need fundamental all weather road networks to support and de risk the investment that the private sector are making. "

Rodger Kerr-Newell CEO

(source WARTA joint press release on

Crumbling Freight Networks Feb 17)

Recommendation One

Recognise that the Australian freight task is not homogenous. The National Freight and Supply Chain strategy must take account of unique differences to grow regional and remote Australia at a pace commensurate with global demands. The imperative of national regulation must be productive and safe facilitation of trade, not national regulation in and of itself.

According to the Minerals Council of Australia, WA accounts for almost 69% of Australia's gold production. Furthermore it identifies that Australia ranks as the world's second highest cost major gold producer (after South Africa). The key cost drivers are broad but significantly include transport and logistics.

(source: [Minerals Council](#))

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WA Regional Freight Networks Need Focus

The WA Road Transport industry primarily uses our state's road infrastructure consisting of over 180,000 kilometres of roads less than 30% of which is sealed.

2.5% of Australia's Population Generates over 40% of Export Revenue

The regional economy of WA generates over 40% of Australia's export income. The WA road transport industry not only supports these key drivers of the Australian economy, it also supports the surrounding communities and businesses.

To provide this support the road transport industry uses both state and local government funded road networks. The road quality varies but is increasingly considered to be poorly maintained both at the state and local level. The Local Government Association in WA, has advised WARTA that it has a \$100m a year short fall on road funding to maintain the "as is" state. At the State level, WARTA has been reliably informed that there is a \$750m back log of work, on the 18,000 km of State maintained roads.

There is a strong perception in the WA road transport industry that federal funds for roads are being directed towards the metropolitan areas, neglecting the needs of regional communities and the broader road freight industry. For example, it is estimated that of the \$2.3 billion joint federal and state funded projects announced in the May budget, over 90% went into the Perth metropolitan area. Some examples of WA regional roads issues are:

- The wet season regularly disrupts resupply on the Great Northern Highway (Perth to Darwin) in the Kimberley. Flooded roads and load restrictions prevent or delay the supply of goods and services into Kimberley communities and businesses. Low lying sections of the Great Northern Highway contribute to seasonal outages.
- The Goldfields Highway connecting Meekatharra to Wiluna is unsealed. This road provides a resupply connection for materials including oversize over mass loads from the South East of Australia to the Pilbara. Sealing the road would reduce the travel distance by 140 km. Furthermore the existing road is regularly cut by even light amounts of rain. Concerns are held that previously announced funding for this project is at risk. Hugh Gallagher from the Chamber of Commerce and Industry in Kalgoorlie, said:

"We produce nearly 70% of Australia's Gold yet the infrastructure needed to support our region's economy and communities has been neglected. Just 5mm of rain and some of our region's roads are closed. Road infrastructure maintenance and investment is a priority election for domestic and industry road users." (Source

WARTA joint press release on Crumbling Freight Networks Feb 17)

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- The Great Eastern highway connecting Perth to Kalgoorlie (and to the East) is in such a poorly maintained state around Westonia, that some transport operators' geo-fenced mandated lower speeds for their drivers.
- Truck rest areas with amenities for our industry's truck drivers are almost non-existent, with almost all requiring the driver to still carry a shovel for calls of nature.

It is a tribute to the resilience and professionalism of the WA Road Transport industry that it is able to operate on much of the road network, yet still remain globally competitive.

Recommendation Two

A de-politicised and objective strategic framework must be developed to ensure the regional freight networks that underpin Australia's export income are properly funded in order to maintain the global competitiveness of our commodity exports.

This recommendation correlates with the intent of the Freight and Logistic Council of WA submission.

Disparate Information Sources

WARTA acknowledges that various government departments and joint industry/ government reports have identified regional road freight issues. However despite good work, it is perceived that much of the effort is fragmented undermining efforts to efficiently build on previous bodies of knowledge.

Recommendation Three

A detailed audit of road maintenance and investment priorities be conducted and published of regional WA freight networks. This may involve the consolidation of data from different source organisations and/ or committees, such as the good work done on the Wheat belt regional freight networks and Road Safety Commission work on rest stop locations.

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Systems Approach To Freight Network Investment

Regional freight networks can be a combination of multiple local government roads and state roads. This is particularly the case in the wheat belt.

From a road freight industry perspective the road network needs to be maintained to the same standard and access levels. The road freight industry views the network as part of the supply chain system, whereas road asset owners view it in terms of who owns each section.

Road funding needs to be applied based on optimisation of the road network. Current road funding models and programs are not perceived as meeting this requirement. WARTA notes the work being undertaken in developing a Wheat belt freight network, this provides a potential solution to a network approach to funding.

Similarly the highly developed RAV network in Western Australia, could also be a recipient of a network approach to road funding to improve connections across the network.

Recommendation Four

Consideration be given to developing regional freight networks as identified systems, with road funding allocated specifically to optimise the system for productivity.

Industry Data for Planning and Information

Increasingly transport companies of all sizes are using fleet management tools to track and monitor vehicles. Such data, when aggregated can provide a potential source of information to aid infrastructure planners, with decisions on choke points, locations for rest stops etc.

Additionally, a number of WA transport companies are using spatial tools such as geo-fencing to identify risks along infrastructure corridors as well as enhancing driver training to increase fuel efficiency, enhance brake life and reduce maintenance costs by driving to the conditions and the environment. Such spatial data, if shared, could assist in identifying maintenance priority areas, particularly in regional areas.

During consultation and discussions with members, it was identified that such data if shared must be via trusted party and be “washed” to remove commercial sensitivities. Members were particularly adamant that such data must be used to improve infrastructure planning and maintenance, not for use by regulatory authorities.



Recommendation Five

Government engage with industry to access existing industry telematics data to assisting regional network planning. This data can be used to help model freight network activity (albeit based on the extrapolation of available telematic data).

It should be noted that in consultation with members regarding data, if it is to be supplied it will only be to a trusted source, not a regulator.

Regional Road Funding Investment Reform

WARTA is strongly advocating that there be a fundamental reform of regional road funding. Poor infrastructure maintenance on regional roads costs road transport operators substantially increased maintenance and operating costs.

A WA triple road train supplying the North West, will each year pay over \$100,000 in road user contribution via registration and fuel excise. BUT operators will also pay approximately \$21,000 twice a year for full sets of tyres given the often poor maintenance standards of regional roads.

The ATA has detailed a strong argument for road funding investment reform in its submission to the National Freight and Supply Chain strategy. WARTA supports this argument as the current means of funding roads is failing. As the RAC WA report in June 2016 identified,

“...the Federal Government will collect about \$2.4 billion in motor vehicle-related taxes from WA motorists but just \$1.1 billion will be returned in Federal funding for local roads.” (source: *The West Australian* 30 June 2016 – article *Billions of dollars in WA fuel tax go east*)

Additionally the decision of WA to remain outside of the road user funding model applied in the east has been vindicated, as the Eastern States Heavy Vehicle and Bus operators continue to be over charged by nearly \$250 million dollars per annum. Funding models would be impacted by any move toward the introduction of toll roads in the future.

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Recommendation Six

WARTA supports the Recommendations 3 to 7 of the Australian Trucking Association (ATA) submission to the National Freight and Supply Chain strategy.

Changing Local Government Funding Programs

In regards to local government road funding, WARTA proposes that the current ad hoc programs from black spots to roads to recovery and others be consolidated. The effort required and availability of resources of small regional councils to prepare submissions for the plethora of funding programs often means that local government roads that need the most maintenance investment have the least probability of getting it. As the CEO of Westonia Shire Council Jamie Criddle said,

“The disjointed approach to road maintenance and capital improvements by the State and Federal government agencies and programs is appalling. We should not be pitting one region against another for funding – we need a co-ordinated approach by all levels of Government.”

(source WARTA joint press release on Crumbling Freight Networks Feb 17)

Recommendation Seven

WARTA recommends that the current fragmented programs for funding local government roads be abolished and a simplified funding model be developed.

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Productivity Benefit Sharing

Consideration should be given to developing a financial model that brings forward road infrastructure investment that delivers a defined road freight productivity benefit.

Regional road freight investment has to compete for public funds with publicly popular infrastructure. This means that even modest cost investments that may deliver significant productivity benefits may be deferred or delayed.

Examples include Great Eastern highway upgrades to expand the road train network, expansion of the triple road train network by 440 km from Carnarvon to North Hampton. Even the Tanami road has been identified as a potential candidate for shared productivity benefits.

Main Roads WA, developed and tested a productivity benefit sharing model, with the 36.5m Kwinana trial. Furthermore early stage technology was developed by Main Roads WA.

If benefit sharing is developed it must be both transparent and hypothecated.

Recommendation Eight

Consideration be given to developing a transparent and hypothecated model of benefit – cost sharing to enable productive investments in road freight infrastructure to be brought forward.



Freight and Supply Chain Risks

WARTA has identified two freight and supply chain risks that need to be considered in preparing the National Freight and Supply Chain strategy.

Strategic Fuel Risk

WARTA is extremely concerned at the strategic vulnerability to the state of its fuel reserves. The WA road freight network carries the bulk of the distribution task to service the community and economy. To do this, the road freight industry needs fuel.

The oil refinery at Kwinana depends on crude oil imports. Additionally though refinery stocks are supported by directly imported refined products from Chennai (15 days sailing) and Singapore (9 days sailing).

It is confidently believed from advice received that at the low point of the overseas fuel resupply cycle, WA may have as little as a few days fuel in both the refinery and retail site tanks.

Industry analysis has identified that if the WA supply lines are cut for whatever reason, then rail resupply from Adelaide can only deliver 5% of WA's needs.

For security reasons Australia is meant to hold 90 days stocks according to its obligations with the International Energy Agency.

Increasing numbers of WA transport operators are using self-bunded fuel storage tanks on their sites. Consideration could be given to including such tanks in the national obligation to meet the IEA agreements as well as mitigating WA's fuel risk.

Recommendation Nine

Consideration be given to evaluating the strategic value of transport operators holding fuel in order to mitigate supply risks.

Examine the cost-benefit of introducing an incentive to transport operators to encourage the use of such tanks to meet our International obligations.



Aging Long Haul Drivers

WA like the NT is particularly dependent on long distance road transport drivers. However, as has been recognised in other research, the average age of long distance drivers is now thought to be well over 50 years old.

Unless new drivers can be attracted to the industry there will inevitably be a shortage of drivers.

Recommendation Ten

A national skills plan be developed in order to attract younger drivers in to the long distance driving task.



Port Landside Connections

WA Port Operations Task Force has correctly identified that we should not speak of ports in terms of capacity rather throughput.

From WARTA's perspective throughput hence productivity is impacted not just by on port operations but the landside road network connections to the port.

Protecting Freight Corridors

WARTA has participated in detailed discussions with the Freight and Logistics Council of WA and WA port operations task force, both of whom are providing submissions.

Furthermore, WARTA supports the views of the Australian Logistic in ensuring the freight corridor is a major strategic objective.

WARTA supports the recommendations of all three organisations in the need to protect our urban freight corridors.

Port Landside Connectivity

WARTA supports the submissions of the Freight and Logistics Council of WA and the WA Port Operations Task Force, both of whom have given significant focus to this issue.

Multi-modal solutions are required and supported by WARTA as a means of ensuring productivity and long term effective connectivity to the ports.

However in the pursuit of a multi-modal solutions, WARTA advocates that restricting further productivity improvements by road transport is not in the national interest.

For example, the arbitrary target at Fremantle port is to move 30% of all containers by rail. To achieve this target the WA Government has provided a subsidy to rail operators. WARTA itself has been positively supportive of actions being undertaken by the rail industry in delivering improved productivity.

But it also needs to be remembered that at the 30% target rate, 70 % of containers will still move by road. Therefore it is WARTA's contention that we should still continue to pursue road freight productivity improvements, such as higher productivity vehicles.

Recommendation Eleven

WARTA recommends that continued productivity improvements in road freight connections to the port be pursued in conjunction with any policy targets to move to other modes such as rail.



Port Landside Charges

There is a recognised disconnect between contractual and operational relationships within port container movements, as well as the disparity of supply chain power between stevedores and container park operators and port road transport operators.

Recent charges that have been imposed in port side transport operators have highlighted the need to have independent price oversight. Regardless of whether the charges were justified or not, the port road transport operators are price takers.

The ATA recommendation 2 of their submission calls landside toll road and port charges for heavy vehicles to be regulated under a future heavy vehicle economic regulator, and this reform objective should be reflected in the National Freight and Supply Chain Strategy.

WARTA strongly supports this recommendation by the ATA.



The Urban Freight Task

Perth is the most isolated capital cities in the world, as such the challenge for the freight and logistics industry, is to ensure a highly efficient system is maintained in order to control costs of living and doing business.

Whilst national freight and supply chain strategy will most likely focus on the major arterial movements of freight, it should not be forgotten that the freight task does not actually end until it is at the point of consumption or use.

In the case of urban areas even this is not the case, as the freight task also includes the commencement of urban mining (waste collection), removals and relocations, cash delivery, construction and demolition movements, retail and grocery delivery plus much more.

Urban Transport Planning Needs Two Pillars

There is a strategy in Perth to infill the city in order to reduce the urban sprawl. In pursuing this strategy it has become very popular to focus transport planning just on the movement of people (roads, buses, cycles etc).

What is ignored is the second pillar of transport planning and that is the efficient movement of logistics services to support the increased inner city population.

Evidence of this can be demonstrated in the [Perth City Strategic Transport plan](#). This is a 38 page document that identifies many strategies to improve the movement of people. But they have identified in one paragraph that they do not know what freight is moved in and out of the city.

It should be noted that WARTA members are increasingly identifying soft barriers to the efficient resupply and logistics servicing of the city and its surrounding areas.

Recommendation Twelve

WARTA recommends that the National Freight and Supply Chain strategy include reference to the need to encourage greater collaboration between urban transport planners and the logistics industry.



Urban Freight Logistics Simulation Project

WARTA and its members have taken a proactive approach and offered to work with Perth City Council, PATREC and others to develop a simulation of a day in the life of Perth logistics.

WARTA members have offered to provide telematic data from waste, couriers, removals and other logistics services to a trusted third party, PATREC. Such that a simulated visualisation of a day in the life of Perth logistics can be created using aggregated data from these multiple transport segments.

Of itself this simulation will not solve the urban freight problem, but what it is hoped to do is to visually highlight the level of activity, time and frequency and scope of logistics services. Such that a greater collaborative focus can be achieved between our freight industry and the City.

The most important aspect is that it demonstrates leadership by the freight and logistics industry in its willingness to collaborate in order to achieve productivity outcomes.

General Comments

Aiding Productivity Growth

WARTA recognises that the level of technology and automation is increasing, as are disruptive business models.

The concern of WARTA is that many small to mid-sized road freight companies are ill prepared to meet these changes. Education and awareness of these emerging technology threats and opportunities has been identified as very low amongst small to mid-sized companies.

Increasing the level of professional development and technology comprehension is considered by WARTA to be instrumental in assisting small to mid-size road transport operators to identify productivity opportunities.

Recommendation Thirteen

WARTA recommends that the National Freight and Supply Chain strategy include reference to developing greater professional development within the freight and logistics industry.



Improving the Public Image of the Freight and Industry

The public image of the freight and logistics industry, particularly in urban areas is regarded as quite poor.

This poor image is seen as a barrier to advocating for freight and supply chain productivity related issues that may have some public resistance.

Furthermore, the poor public image inhibits the attraction of new people to the industry.

The highly successful Hackathon conducted by Main Roads WA involved nine competing teams of engineers from WA's universities. One of the winning team members stated that:

He never thought of a career in the freight sector, but having been exposed to it via the Hackathon, he considered it a genuine alternative to the mining and aviation sector.

Recommendation Fourteen

WARTA recommends that the National Freight and Supply Chain strategy include reference to developing a strategy to improve the public image and connection to the industry.

Suppressed or Lost Economic Activity

During the consultation period, WARTA identified that potential business opportunities fail to eventuate due to freight and supply chain limitations. The highest profile of these was Brickworks (Austral bricks) news campaign that identified that it cost twice as much to move bricks from Perth to Sydney, than from Spain to Sydney. Although movement of bricks to the east is a coastal shipping task, it impacted other modes in the chain, such as manufacturing jobs and road freight tasks to carry materials to the kilns to be lost. During a discussions with NTC, WA Farmers and WA Local Government Association it was felt that there were a number of such examples, but there was no method to capture them.

Recommendation Fifteen

WARTA recommends that the National Freight and Supply Chain strategy include consideration of how significant suppressed or lost economic activity due to supply chain issues could be captured and potentially valued in order to assist in future planning.

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Globally Brand WA and NT Freight and Logistics Sector

When it is considered that world class mining, resource and agricultural operations in WA are conducted in remote locations, it is a logical deduction to conclude that the freight and logistics industry that supports them must also be world class.

An international company who acquired a NT transport firm, identified that the IP used to run remote long distance transport operations was the best they had ever seen. It is now being used around the world.

Big road trains operating over rough outback roads is often the dominant image international freight operators have of Australia.

This is a brand strength that WARTA and the NTRTA intend to build upon to create business opportunities for our members and associated partners (manufacturers, technology developers, professional services, educators etc). The global expansion of trade particularly in Africa and Central Asia (stimulated in part by OBOR) offers potentially market opportunities for our industry.

It is estimated that there are over 30,000 people working overseas for Australian owned logistics companies or as service providers

Benefits of Global Branding

WARTA and NTRTA have identified that by building a global brand as the world leaders in long distance remote distribution, the following benefits can be generated:

- Transport and logistics operators could grow around the world to provide mining and agricultural logistics support. That means:
 - Potential new markets for our small to mid-operators, or
 - New employment opportunities for our skilled staff.
- Local equipment manufacturers could be assisted in growing global markets for their products and skills. That means manufacturing jobs for West Australians.
- Recognised by global manufacturers as “the market test bed”. That is if it is good enough to work in the WA and the NT, it strong enough to work anywhere. If achieved, this means some job opportunities for our best and brightest who may assist in local market testing as well as potential research partnerships for our Universities.
- Training and Educational providers could be assisted in growing international students coming to WA and NT to learn. The scope of learning is broad from:

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- High level remote long distance supply chain design and operation,
- WA and NT regulatory and asset management skills, and
- Scheduling, management, maintenance and safety systems designs.

Curtin University have announced the funding of a business case to support the establishment of the world's best supply chain management school in Perth.

- Finally the superb skills of WA and NT remote long distance drivers could be utilised to teach drivers in emerging and developing economies how to drive, maintain and operate effectively. The skills of WA and NT's drivers are incredibly under-valued.

Recommendation Sixteen

WARTA recommends that the National Freight and Supply Chain strategy include a strong statement of support for the WA and NT proposal to develop export markets for our global expertise in long distance distribution.

Contact Details

If the inquiry seeks clarification or further discussions on any aspect of this submission please contact:

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