Please note: Submissions close on 11 September 2020 at 17:00, and should be emailed to freightdatahub@infrastructure.gov.au.

We welcome all responses. You may use this template, or simply email your response. You may address all questions, or you may choose to respond to selected questions of interest to you.

Your submission will be published on the website unless you request otherwise. Information collected during this consultation process may be provided to persons making an application under freedom of information laws. Personal details will not be published in any report.

Respondent details

<table>
<thead>
<tr>
<th>Organisation name</th>
<th>Freight Victoria – Department of Transport (DoT)</th>
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| Contact details (to whom any correspondence in relation to this submission can be addressed) | |

| Why your organisation is interested in the National Freight Data Hub | Freight Victoria (FV) has been established to coordinate the development of an efficient freight and logistics system. It is the central point of contact for industry, local government and other stakeholders on freight and logistics matters and will coordinate existing industry engagement forums and harness private and public sector investment in Victoria’s freight network. For FV, data underpins much of its work in developing business cases seeking funding to drive the main goals of the Agency. |

Questions for discussion – Design Principles

1. Please share your organisation’s perspectives on the proposed design principles, including any which are not represented here.

Q1. The proposed design principles are sound and offer suitable incentives that provide a reasonable value-proposition for parties providing and receiving the data.
Questions for discussion – Data

2. What specific benefits would each data priority provide to your organisation?

3. What level of data fidelity (i.e. transaction level data or aggregated data) and frequency (i.e. near real-time, weekly, monthly, quarterly) would be required to make the data priorities you’ve identified be of value?

Q2.

For FV the five priorities can be split into two groups:

i. Directly assist - will provide benefits that go directly to FV’s goal of coordinate the development of an efficient freight and logistics system. The data will also facilitate strategic planning through the update and enhancement of DoT’s freight movement model.

   a. Consignment – origin, destination, type, tonnes,
   b. Vehicle – mode, type, volume
   c. Cost – total cost (Inco terms), cost/segment

ii. Indirectly assist – provide good information for DoT as a whole

   a. Container – size,
   b. Infrastructure – mode used,

Q3.

At this point in the process FV sees that delivering aggregated data at monthly intervals (maximum) would meet current needs and deliver benefits to critical planning. Although, the delivery of monthly data at a high-fidelity setting may prove more beneficial in some instances e.g., the extent to which FV can use the data to update strategy.

From a modelling perspective, the ‘medium change’ option would be most useful – we need aggregated data, but from sources not currently publicly available (i.e. industry data). Monthly or quarterly data would be beneficial as it would allow us to understand seasonal variations, but it could be provided as historical data less frequently, since model updates would be annually at best.

Questions for discussion – Technology

4. If a centralised or federated architecture model were pursued, what would be the benefits and challenges to your organisation to participate in the Hub?

5. What are the preferred methods and technologies to integrate with the data exchange platform?

Q4.

State based hubs that also feed into a central capture point would appear to best suit Freight Victoria given the specific aim of increasing efficiencies in the Victorian supply chain.

Q5.

Federated Architecture and Limited technology uplift.
Questions for discussion – Governance

6. Which governance structure could enable the Hub to be established quickly and generate quick wins, and should it change over time?
7. Which governance structure is most likely to facilitate the greatest use and participation?

Q6.
An Industry / Independent governance structure would best incentivise the capture of enough data that for all intents and purposes, emanates largely from the private sector to be statistically significant.

Q7.
A shared governance structure will ultimately have the best chance of succeeding given the origin of the data as per Q6 above.

Questions for discussion – Funding

8. What funding arrangements could ensure users gain the value they are seeking from the Hub?
9. What services could the Hub provide that could be paid for by users?

Q8.
Partial User Charges could ensure the greatest benefits as value is measured on the quality and volume of the data input, from an incentivised private sources.

Q9.

a. Origin, freight type and volumes made available to inform strategic decision making.
b. Least cost freight pathway information – mode and route information.
c. The Hub could perhaps provide specialised or more localised analysis or data aggregation/consolidation. For example, similar to the ABS, the user could pay for more detailed analysis / data than what would be standard outputs.

Questions for discussion – Regulatory

10. To support the Hub’s governance, ability to collect and share data, setting of standards and funding model, which regulatory option is best suited?
11. Would there be significant costs or benefits for your organisation associated with each of the regulatory options?
12. Are there additional circumstances to those outlined above, that may warrant a change, introduction or removal of a regulatory mechanism?

Q10.
Medium change is best suited to support Freight Victoria’s outputs from the Hub.
Q11.
Large change would lead to a loss of productivity due to the increased enforcement measures needed to ensure the submitting of mandatory data.

No change would mean little additional cost but also not deliver any additional benefits to the veracity and meaning of current data.

Medium change will cost but will the benefits should deliver a positive benefit.

Q12.
Nothing at this stage.