

# EVANDALE COMMUNITY CENTRE AND MEMORIAL HALL MANAGEMENT COMMITTEE

COV 4(2)(i)

Minutes of General Meeting Tuesday 10<sup>th</sup> November 2015

Chairperson: Adrian Jobson

Meeting opened: 10.00am

1. Present: Chris Hurford, Ruth Tilsley, Frank Halliwell, Jenny Carter, Jennie Staal, John Lewis, Gillian Atherton (Minutes).
2. Apologies: Bronwyn Rigby, Peter Riley.
3. Minutes of Previous Meeting: read and confirmed: Jennie Staal/ Ruth Tilsley. Carried.

#### 3.1 Business Arising:

- Tear-off leaflets/maps. Ten positive replies have been received, so Jenny Carter will arrange to meet with the printer.
- Solar panel research (for Memorial Hall) - Beacon Solar will provide quotes for both the Centre and the Memorial Hall.
- Clarendon Up-date – situation is still difficult and frustrating for both visitors and the ECC. The recent newspaper article was misleading and it is difficult to get up to date advice. Visitors are able to visit the gardens, which are looking lovely at present, but all the outbuildings remain closed.
- NBN at Evandale – the roll-out will commence next month, December, and will take 12-18 months to connect. It will be ‘fibre to the node’ of which there will be three, and then use the existing copper wire. As the copper is worn in some areas this will also need to be replaced.

#### 4. Correspondence:

##### 4.1 Inwards:

- Volunteer Grants Program – as applications close 9<sup>th</sup> Dec. 2015, Jenny, Jennie and Ruth will discuss this.
- Rotary Evandale – reply to Ruth regarding request for financial help with display cabinet. May be able to assist early in the New Year.

##### 4.2 Outwards:

- M.Bricknell re NMC Webpage now uploaded to visitors’ computer, with link to developments and minutes.
- A.Mason – Risk Ass. Vol. Handbook, Minutes, Insurance etc.

## 1-2

General Income for October was \$964.30 which is 9.6% up on October 2014.

A number of generous contributions & donations have been received in October:

- \$400 from the Evandale History Society towards the cost of our last electricity account.
- \$110.00 from the Evandale Village Fair towards the cost of a new clothing display stand.
- \$50.00 from Roy Wotherspoon (\$50.00 was also donated to the Evandale History Society.)

Attached is a copy of our 2015 budget.

Donations were gratefully received. Cleaning will now be billed monthly.

It was moved that the Treasurer's Report be accepted: Chris Hurford/Frank Halliwell. Carried.

### 6. History report: Jenny Carter

The Society has donated \$400.00 towards electricity costs.

Life member of the Society, John Hart, had passed away, and will be sadly missed by everyone.

Guy Barnett's new book, 'Tasmanian V.C. Winners' was launched recently and copies available at the Centre.

A donation of \$5 per copy will go to the History Society in recognition of their work with the Harry Murray Room.

On Saturday, 14<sup>th</sup> November, Tony McCormack's book, 'Reaching Out From Trafalgar' will be launched.

Copies available at the Centre.

### 7. Centre Management: Jenny Staal

- Volunteers have been notified of procedures in place for emergency contacts and/or next of kin details (voluntary information).
- Key/Security system has been up-dated.
- Computer System etc has been up-dated by Colin Chessman with new modem, and is functioning better.
- Visitor numbers for the month had improved slightly from last year.
- Car Boot Sale had changed to an Open Day with Trade Table, mainly for insurance reasons.
- Maintenance – back door and removal of bees.

### 8. Community Hall report: Bronwyn Rigby

Bronwyn has reported that Hall bookings are quiet at present, although the celebration of Ben Plowright's life takes place on Saturday 14<sup>th</sup> November, and with the help of Rotary everything is well organized.

Bronwyn expressed her frustration with the NMC due to the lack of communication mainly over maintenance

- John Lewis asked that he can know the numbers for the Christmas Party by the end of November for catering purposes.
- Opening Hours: to use discretion regarding closing time if visitors are about.
- Ruth has been able to purchase a second-hand display cabinet which will fill the need for the Gift Shop perfectly, at a cost of \$750. Ruth asked that this purchase be ratified, and everyone agreed. Laurie Wotherspoon from the History Society offered the Centre the cabinet that was given by the Evandale Agricultural Society, who made it clear that it could be put to any use in the Centre.
- Christmas Closure: the Centre will close at 1.00pm on Christmas Eve, re-opening on 27<sup>th</sup> December. It will close at 1pm on 31<sup>st</sup> December and re-open on 2<sup>nd</sup> January.
- Card Payment Facility: Chris had been exploring various ways to provide card facilities, which more visitors expect these days. An App. For the iPad costs \$30 per month and allows \$1500.00 of purchases before 1.5% interest is charged. This is through the Commonwealth Bank.  
Adrian Jobson moved that we go ahead with this, seconded Jenny Carter, carried.
- IT Training for volunteers: the above point brought up the question of up-dating computer literacy skills for volunteers. After discussion it was decided to hold a brief meeting during the Christmas function when volunteers would be asked for their views on the subject.
- The meeting expressed concerns regarding the lines of communication with the N.M.C. especially regarding tourism activities, and agreed to invite the Tourism Officer to discuss these concerns.
- Certificate of Appreciation: it was with great pleasure that John Lewis presented a Certificate to Jenny Carter, for her work as Secretary of the ECC.

The meeting closed at 11.30am.

Next meeting Tuesday 1<sup>st</sup> December at 10.00am

**Correspondence Inward October 2015**

<b>No.</b>	<b>Correspondence IN</b>	<b>Date</b>	
1	Email from P Ford re enquiry fuel station	3/10/2015	Email sent advising info
2	Email from M Bricknell re NMC website	5/10/2015	Website placed on Website
3	Email from A Mason re Risk Assess & Handbook	6/10/2015	Email sent advising folio
4	Email from A Mason re Risk Assess & Handbook	7/10/2015	Nil Action
5	Email from L Green re Signage Clarendon	7/10/2015	Email acknowledging re
6	Email from M & B Lawson re roster & welcome	7/10/2015	Nil Action
7	Email from L Scrvin re Heritage Walk	9/10/2015	Copy sent
8	Email from M Warner re accommodation	10/10/2015	Email reply
9	Email from Ricoh re photocopy reading	12/10/2015	Email sent re reading
10	Email from J Carter re Open Day	12/10/2015	Nil Action
11	Email from Grant Alert re current grants	12/10/2015	Copy distributed
12	Email from Hotkey re information	14/10/2015	Email sent enquiring re
13	Email from A Mason re various queries	15/10/2015	Email reply re Next of Kin
14	Email from C Bryant re brochures	15/10/2015	Nil Action
15	Email from B Rigby re Pioneer Park	15/10/2015	Noted in diary
16	Email from Hotkey Support re phishing	16/10/2015	Acknowledgement sent
17	Email from A Mason re Committee Minutes	19/10/2015	Nil Action
18	Email from M Bricknell re vandalism Dr Surgery	19/10/2015	Acknowledgement sent
19	Email from A Mason re Car Boot Sale	20/10/2015	Acknowledgement sent
20	Email from C Cox re Car Display Clarendon	21/10/2015	Acknowledgement sent
21	Email from M Hochman re Our Heroes launch	22/10/2015	Distributed
22	Email from Volunteering Tas eNews	23/10/2015	Nil Action
23	Email from A Mason re Open Day fundraiser	23/10/2015	Acknowledgement sent
24	Email from G Raffin re quote H Murray	26/10/2015	Handed History Society
25	Email from F Dewar re TVIN information	27/10/2015	Distributed committee

### Correspondence Outward October 2015

No.	Correspondence OUT	Date	
1	Email to P Ford re accommodation Evandale	3/10/2015	Nil Action
2	Email to M Bricknell re NMC webpage	5/10/2015	Uploaded on Visitor Comp
3	Email to M & B Lawson -welcome + roster	7/10/2015	Nil Action
4	Email to L Green re Clarendon signage	7/10/2015	Noted
5	Email to A Mason re Risk Ass & Vol Booklet	7/10/2015	Nil Action
6	Evandale Booklet posted to L Scrvin	7/10/2015	Nil Action
7	Email to M Warner re accomm Evandale	10/10/2015	Nil Action
8	Email to Volunteers re Car Boot Sale	11/10/2015	Ongoing
9	Email to Ricoh re reading Photocopier	13/10/2015	Nil Action
10	Email to A Mason re Minutes + Emerg Cont	15/10/2015	Ongoing
11	Email to Central High Council re brochures	15/10/2015	Advised F Halliwell
12	Email to B Rigby re Maint Report Hall	15/10/2015	Report sent A Mason
13	Email to Volunteers re Pioneer Park	16/10/2015	Noted in Diary
14	Email to Hotkey re account	14/10/2015	Nil Action
15	Email to C Cox re Flyer for Clarendon	22/10/2015	Flyer displayed in Centre
16	Letter to Village Fair re thank you Clothes Rack	22/10/2015	Nil Action
17	Newsletter sent to Volunteers by Gillian	22/10/2015	Nil Action
18	Email to A Mason re Open Day Insurance	24/10/154	Advised Executive
19	Email to Volunteers re Emergency Contacts	27/10/2015	Ongoing
20	Email to Committee re Meeting date change	27/10/2015	Nil Action

**Minutes of the meeting of the Ross Community Sports Club Inc.**  
**held on Tuesday November 10th 2015 Clubrooms 7.00 p.m**

PRESENT-: Pat Kirk, Karen Donlon, Graeme & Pat Lewis, Owen & Sue Kay, Rose Goss, Dennis Rule and Sally Langridge.

APOLOGIES-: Pete Kirk, M. Jones, Keven Donlon, Tania Woodard and Eddie Goss.

MINUTES -: 'Moved by Sue Kay and seconded by Pat Lewis that the minutes be accepted.' CARRIED

BUSINESS ARISING -: Chairman spoke with Damian Wilson re pool kiosk and he suggested we work out what we want and organise for it to be done after the season. Items still to be listed for sale and carpet will disposed of this weekend. Bus and Lake Leake Chalet booked for next Friday night, bus departs outside Sally's place in High Street at 6 p.m.

FINANCIAL REPORTS -: 'Moved by Sally Langridge and seconded by Pat Kirk that the Treasurer's Reports be accepted and that accounts be passed for payment.' CARRIED

CORRESPONDENCE -:

- IN - 1. NMC – Re pool interviews.
- 2. Maintenance Systems – re works at paddling pool.
- OUT - Nil

'Moved by Graeme Lewis and seconded by Dennis Rule.' CARRIED

GENERAL BUSINESS -:

Committee held discussion on organising the Vintage Motorcycle day.

'Committee resolved to purchase 6-8 wheelie bins.'

NORTHERN MIDLANDS COUNCIL					
Location					
File No.					
Property					
Attachments					
REC'D 16 NOV 2015					
GM	J	A	GM	J	A
P&DM			CLS		
CSM			PLAN		
P&DM			BLD		
WM			HT		
GR			AM		

Gov 4(2)(ii)

MINUTES OF MEETING OF MORVEN PARK MANGEMENT &  
DEVELOPMENT ASSOCIATION INC.

HELD ON WEDNESDAY 11 NOVEMBER, 2015  
MORVEN PARK FACILITY, EVANDALE.

The Chairman declared the meeting opened 19-32pm.

PRESENT: Carmel Oates (Secretary/Cricket Club), Ian Pease (Light Rail & Steam), Brendon Crosswell (Chair,) Charmaine Whyman (Cricket Club), Stephen Baldock (Penny Farthing /EAC Rep), David Houghton (Rotary), Brendan Chapman (Skate Park), Deputy Mayor Richard Goss (NMC), Jeremy Cunningham (Football Club), Patrick Davey (Football Club), John Hughes (Tennis Club/Treasurer)

APOLOGIES:

Scott Hill (Primary School) Di Guilbert (EPS),

MINUTES PREVIOUS MEETINGS [14 Oct 2015]

Moved Carmel Oates/seconded. Ian Pease that minutes are accepted as true and correct. CARRIED.

BUSINESS ARISING PREVIOUS MINUTES. 9 September 2015.

- *Switchboard tripping – Damien Wilson (NMC) made contact with Pat Davey in relation to problem. To be monitored when football season starts again. If appliances are being brought in and out of facility for use, ensure all have been tagged and tested.*
- *Floor resurfacing. Michael Higginson (NMC) has taken photos of area. Hazard form has been completed. Michael Higginson has recommended that the floor be resurfaced to prevent potential slips, trips and falls. Council advised whilst this needs to be completed it is not urgent provided that users are made aware of the potential hazard. Council has made the point that they have allocated \$2000 to Morven Park towards the installation of gas and the floor repairs this financial year. Morven Park received \$2000 for the installation of gas to the kitchen. We asked for money towards floor repairs but no money wasn't*

- *Letter of thanks have been sent to Susie and Lyndon at Incitec Pivot Longford and David Cunningham in regards to fertiliser and spreading on grounds.*
- *Dump Point Signage – Works Manager (Wayne Chellis) advised as all of the information requested is available on Council’s website he is of the view a sign is not required. In relation to landscaping there are no formal plans prepared but Council is planning to tidy up area sometime this financial year. Committee not satisfied with response. Needs to be readdressed with Council again.*

CORRESPONDENCE IN

Brendan Chapman – Meeting agenda items  
Airservices Australia – Ground booking  
NMC – Minute follow-ups.

CORREPENDENCE OUT

NMC – NMC – Facility safety checklist  
David Cunningham – Letter of Thanks  
Incitec Pivot – Susie & Lyndon re donation of fertiliser.  
Moved Carmel Oates 2<sup>nd</sup> Brendon Crosswell that correspondence IN/OUT is accepted. CARRIED

TREASURER’S REPORT

O/Balance \$2909.66  
C/Balance \$2582.10

Moved John Hughes 2<sup>nd</sup> Patrick Davey. CARRIED

REPORTS

SCHOOL: Thanks to committee for allowing school to use ground for cricket. In relation to gravel lodging on asphalt road at Morven Park the school has arranged for their groundsman Wayne Lodge to check the road once a week to see if needed sweeping where parents are flipping bits of their car tyres. Last



- ***Would like a direction sign erected to advise whereabouts of toilets. Still waiting on response from Council to this request.***
- Graffiti problem on the back of old toilet block near rail and Skate Park. Morven park committee member Brendan Chapman to purchase eco friendly removal product to remove graffiti from toilet block as well as Skate Park. ***For NMC information that MPC are attending to this matter.***

ROTARY:

All good, nothing to report.

SKATE PARK

- Speeding vehicles entering Morven Park. Requested that all user groups police within their user groups. Area is signposted 10kph.
- Moved Brendan Chapman 2<sup>nd</sup> Ian Pease that we recommend to Council that the speed limit sign be moved from present location to further along road on the opposite side and that it be a back to back sign showing speed limit both directions. CARRIED
- If speeding continues to be a problem record registration and report to police to handle.

PENNY FARTHING: All ok. Nothing to report.

NMC - All good. Nothing to report.

GROUND REPORT

- Patrick Davey has fit new cover for irrigator.  
Need new washers for hose fittings. Jeremy Cunningham to attend.  
Watering- No replacement groundsman been found. Watering to be done by local committee people.

EVANDALE CRICKET CLUB.

- Milo cricket started Sun 25 October 9-30am. Numbers down on last year. Perth and Longford clubs are now also holding Milo Cricket.

**GENERAL BUSINESS:**

- Brendan Chapman has sent council a request for table to be placed under tree near skate park via online.
- Chair is concerned about the bad relationship between football and cricket clubs. Need to get together to sort out their differences. He feels it may reflect on him as a person.
- Christmas BBQ 9 December 2015 (Wednesday) 6pm start

**RECOMMENDATION FOR COUNCIL TO CONSIDER**

1. Dump Point Site Signage at Morven Park, Barclay St, Evandale.  
That an additional sign be erected at site showing telephone number to report any problems with site and advising nearest alternative site, even though this information can be obtained from Council's website, some users may not have access readily available to them to access this information.
2. That we recommend to Council that the speed limit sign be moved from present location inside the main entrance to Morven Park to further in along road on the opposite side and that it be a back to back sign showing speed limit both directions.
3. That we recommend to Council that consider funding from Council's mid year budget be allocated to rectify the problem with floor surface in change rooms at Morven Park, Evandale i.e. Resurfaced in accordance to the recommendation from Michael Higginson (NMC OH&S Officer) before the next football season.

NEXT MEETING: 9 December 2015

MEETING CLOSED: 21-10

MINUTES

Gov 4(2)(iv)

**MEETING OF THE CRESSY LOCAL DISTRICT COMMITTEE HELD AT THE CRESSY MEMORIAL HALL ON WEDNESDAY, 25 NOVEMBER 2015 COMMENCING AT 7:00 PM**

**1 PRESENT**

Mrs Fae Cox (Chairperson), Mrs Helen Howard, Mrs Ann Green, Mrs Angela Jenkins, Mr Daniel Rowbottom, Mr Andrew Turnham, Mr Peter Goss, Mrs Maurita Taylor, Mrs Helen Williams

**2 IN ATTENDANCE**

Miss Amanda Mason

**3 APOLOGIES**

Deputy Mayor Richard Goss, Mr David Bassett, Mr Des Jennings

**4 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL**

In accordance with the provisions of the *Local Government Act 1993*, Part 5, S48A – S56, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

*\*It should be noted that any person declaring an interest is required to notify the general manager, in writing, of the details of any interest declared within 7 days of the declaration.*

**5 CONFIRMATION OF MINUTES**

**Mr Andrew Turnham/Mrs Helen Howard**

*That the minutes of the Cressy Local District Committee meeting held on Wednesday, 30 September 2015 be confirmed as a true and correct record of proceedings.*

## 6.2 Customer requests

Council has decided not to replace the scraper at the BBQ as this has been replaced several times and keeps being stolen.

## 6.3 Halfway school sign

Council noted to investigate the motion to install a sign for the halfway school on Cressy Road at its meeting of 16 November 2015.

Clarification was sought about what was wanted on the sign, whether it be an information panel or just a sign saying Halfway School. It was noted that a sign simply saying Halfway School would lack significance to those who did not know the story.

Request to be considered further.

## 7 MATTERS IN PROGRESS

### 7.1 Telstra Pits

Remaining pits for repair by Telstra are:

- Macquarie Street;
- Opposite the park in Church Street;

### 7.2 Cressy History Project

#### 7.2.1 Green Plaque

Plaque delivered, Works Department looking at construction of plinth.

Mrs Cox has spoken with Tim Green who has suggested a number of people to open the plaque. To be discussed further and finalised when plaque in place.

#### 7.2.2 Information Brochure

Mrs Cox presented a mock up brochure for Cressy with information on the town. It was suggested that the brochure reference back to the History Board where possible.

#### *Action*

Mrs Howard to write piece on history of Cressy.

Miss Mason to obtain information on industries in Cressy.

**8 NEW BUSINESS**

**8.1 Heated pool sign**

*Action*

Miss Mason to follow up request to install heated pool sign.

**8.2 AED Unit**

Unit is at the Pool for the summer. Tasmanian Fire Service did not agree to storing the unit there during the winter months.

*Action*

Miss Mason to investigate AED Unit being placed on register.

**8.3 Works requests**

- Update on installation of new bus shelter was sought. No update available other than remains on works program.
- 113 Main Street, kerb & gutter needs looking at.
- Capeweed on Macquarie Street and around cenotaph.

**8.4 Rabbits**

*Mrs Helen Howard/Mr Peter Goss*

*That Council request DPIPW release the calicivirus at the Cressy Recreation Ground in 2016.*

*Carried unanimously*

*Mrs Helen Howard/Mr Peter Goss*

*That Council investigate involvement in research regarding release of K5 (a strain of calicivirus) in Tasmania.*

*Carried unanimously*

**8.5 Rubbish bins**

It was requested that Council replace all public rubbish bins in Cressy to match the new bins that have been installed in some areas.

**9 CLOSURE & NEXT MEETING**

The Chairperson closed the meeting at 7:41 pm.

The next meeting to be held on 27 January 2016 at 7:00pm.

**AVOCA, ROYAL GEORGE & ROSSARDEN LOCAL DISTRICT COMMITTEE**

Notes from the Ordinary Meeting of the Avoca, Royal George & Rossarden Local District Committee held at the Avoca Community Centre on Thursday, 26 November 2015 commencing at 6.10pm

**1 IN ATTENDANCE**

Shirley Freeman, Jacinta Allen, Dalija Wells, Helen Reynolds, Cr Mary Knowles, Gail Eacher (Executive Assistant)

Guest: Susanne Jones

**2 APOLOGIES**

Gary Cobb

**3 BUSINESS ARISING FROM THE MINUTES****i) Monitoring Water Quality / Water Consumption**

Noted that Council officers had pursued the outstanding issues with TasWater, but no further information had been received prior to the meeting.

**ii) Rossarden issue - Vehicle wrecks**

Noted that vehicle wrecks at the back of Baker Street houses and on the nature strip on the street frontage in Baker Street, Rossarden continue to be an issue.

The committee noted that removal of vehicles from private property would be at the discretion of property owners.

Costing for removal of vehicles to be provided by Committee, following which Council to investigate further and correspond with property/vehicle owners.

**iii) 10 Year Plan**

The 10 year plan list to be discussed and prioritised at the January meeting.

**iv) RV Friendly Status**

The Committee has previously requested that Council pursue RV Friendly status for Avoca.

Noted that an alternate site had been identified. However, should that site be developed overnight parking on the river bank would no longer be permitted, and that this may discourage stopping in Avoca. Need to consider whether to pursue the matter.

**v) Policing**

Noted

- that speeding appeared to have reduced, possibly associated with the construction of

programme. Now noted that no new footpaths were planned for Avoca, plan was for maintenance only.

#### vii) Affordable Housing

Recommendation of the Committee had been noted Council and would be investigate by council officers was noted. Pointed out that were this to occur, it could lead to a boost in pupil numbers at the local school.

#### 4 CUSTOMER REQUESTS

The following requests have been issued – update to be provided:

Meeting Date	Customer Request	Detail	Status
8/2015	Disposal of rubbish at football field and river	Rubbish is being dumped at football field between railway line and river on river's edge, needs to be removed. (Request resubmitted).	Indicated that CR complete, however, garden waste, vinyl etc. still not removed.
8/2015	Boucher Park BBQ	Polycarbon cladding on BBQ vandalised and repaired, however, repairs are not satisfactory as sharp edges – polycarbon requires replacing.	Made safe until time permits to replace cladding. Requested that the polycarbon be replaced and that an alternate material not be utilised.
8/2015	Road Sign – Storys Creek Road	The Committee noted that a road sign was lying on the grass on Storys Creek Road in close proximity to Avoca.	TasRail notified.
8/2015	Tree stumps – Storys Creek Road	Requested that the stumps that were left behind when the trees were felled be removed.	Not considered urgent. Tree stump near Telstra cables will be removed when time permits.
9/2015	Speed Signage – Rossarden entrance	That a speed reduction sign be installed before the sharp bend at the entrance to Rossarden (approx 1km from the bridge on the Avoca/Rossarden approach (sign installed on the opposite side of the road facing other direction, may have been installed on the wrong side).	
9/2015	Rubbish at Walter Street Rossarden	Plaque in Walter Street turned down some time ago. Council to please pursue clean up of the property.	Complaints matter being pursued.
9/2015	Barbecues at St Pauls River Recreation area	Requested that the old barbecues at St Paul's river be removed and that an adequate fire pit be installed.	
9/2015	Directional sign – dog exercise area	Requested that a sign be installed at Boucher Park directing dog owners to the St Pauls River recreation area to exercise dogs.	
9/2015	Doggy Bag Dispensers	Requested that an alternative design doggy bag dispenser be sourced and utilised as some difficulties are encountered in accessing the bags if the bags are not protruding from the dispenser.	alternative dispensers have been sourced for next time we order
9/2015	Open Drain on Falmouth Street	Noted that there is a stench emanating from the open drain on the lower side of Falmouth Street (opposite) location of Church of St. John the Baptist.	



Meeting Date	Customer Request	Detail	Status
11/2015	Waste and Recycling collection	Re previous enquiries, waste and recycling appear to be collected simultaneously and mixed. Conflicting stories provided by different drivers. Council need to establish process; and whether the waste and recycling are being dealt with appropriately.	

## **5 ASSOCIATION REPORTS**

### **i) Rossarden**

- Aquatic Centre trip held on 7/11 – thanks to all who assisted, including Council.
- Rossarden & Friends Kids Xmas Group Christmas Party 13/12
- Rossarden Progress Association – darts competition at Union Hotel Avoca on 4/12

### **ii) Rossarden & Avoca Fire Brigade**

- Training dates for next 12 months set.
- Next training day at Avoca on 8/12

## **6 NEW BUSINESS**

### **i) 2016 Meeting Calendar**

Noted the following dates for the 2016 monthly meetings of the Committee. The meetings to be held on the last Thursday of alternate months at 6.00pm, as follows:

- 28 January
- 31 March (note Easter is 25-28/3) – date to be finalised at next meeting
- 26 May
- 28 July
- 29 September
- 24 November

### **ii) Christmas Social Function**

Noted that a Christmas Social Function would be held at 6pm at the Bowls Club, Campbell Town on Monday, 7 December 2015.

### **iii) Volunteer Registration**

Unregistered volunteer members present received volunteer handbooks and volunteer forms for completion.

### **iv) Airport Rates Campaign**

Noted that a letter would be sent to all residents re a campaign to get Launceston to pay \$1M

**MINUTES**

Gov 4(2)(vi)

**MEETING OF THE CAMPBELL TOWN DISTRICT FORUM HELD IN THE UPSTAIRS MEETING ROOM AT THE TOWN HALL, CAMPBELL TOWN ON TUESDAY, 1 DECEMBER 2015 COMMENCING AT 9:30AM**

**1 PRESENT**

Mrs Jill Clarke (Chairperson), Mr Bevis Perkins, Ms Sally Hills, Mr John Ashman, Mrs Jill Davis, Mr Owen Diefenbach, Mr Michael Roach

**2 IN ATTENDANCE**

Cr Leisa Gordon, Miss Amanda Mason, Mr Des Jennings (General Manager), Ms Laura Double (Guest)

**3 APOLOGIES**

Mayor David Downie, Mrs Judith Lyne, Mrs Debbie Thomas

**4 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL.**

In accordance with the provisions of the *Local Government Act 1993*, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

**5 CONFIRMATION OF MINUTES**

**Mr Bevis Perkins/Ms Sally Hills**

That the minutes of the meeting of the Campbell Town District Forum held on Tuesday, 6 October 2015 be confirmed as a true and correct record of proceedings.

Carried unanimously

**6 BUSINESS ARISING FROM THE MINUTES**

**6.1 Campbell Town Water Pressure**

Additional Matters To Water (in discussion) Residents are encouraged to report

**6.3 Motions to Council**

Meeting of 19 October 2015: Min Ref 287/15	Northern Midlands Council note and	That the signs for the museum are re-hung so they are more visible for passing cars.
	investigate the following recommendations of the Campbell Town District Forum	That council investigates Blackburn Park's suitability for free overnight camping for self contained vehicles and opportunities for relocation.
		That Council investigate installation of BBQs in Valentine Park.

All items have been actioned to the Works & Infrastructure Department, no update available as at 24 November 2015.

Discussion was had around the installation of coin operated shower and toilet facilities at Blackburn Park.

**7. MATTERS IN PROGRESS****7.1 Campbell Town Traffic Management Strategy and Entrance Statements**

Update to be provided in early 2016.

*Mrs Jill Clarke/Mr Davis Perkins*

That Council enquire with State Growth regarding the installation of signs on the Midland Highway for drivers to turn headlights on.

Carried unanimously

**7.2 Campbell Town War Memorial Oval**

Comments sought from Campbell Town District Forum regarding possible relocation of the War Memorial to Valentine Park (or alternative location if suggested).

Comment received at informal meeting of the Campbell Town District Forum in November that it is logical to retain the War Memorial at the Campbell Town War Memorial Oval.

It is anticipated report to be presented to the December Council meeting on the Financial & Economic Analysis.

*Mr John Ashman/Mr Michael Roach*

That the War Memorial / Cenotaph remains at the War Memorial Oval at Campbell Town.

Clock face	Requested the clock face be replaced immediately after 6 October meeting of the Campbell Town District Forum.	Awaiting crane for completion
Pump house	It is noted Council has allocated funding to repair the pump house (but not refurbish), time frame requested.	Has been made safe.
Seats in Valentine Park	Being completed this week.	
Bond Street	Concern re sealing - has been raised with Mayor, Cr Gordon, General Manager and Works Manager	
Southern entrance sign	Blocked with foliage	Customer request to be issued.

The Forum noted Council proposes to postpone installation of footpath on Bridge Street and use budget funds to complete footpath between Hamilton and Queen Streets, near the school. Forum agreed it was a sensible proposal as the need for a footpath near the school is greater than on Bridge Street.

## **8 GENERAL BUSINESS**

### **8.1 Lake Leake Water**

It was reported that Mayor Downie has advised he has met with TasWater and there is enough water in Lake Leake until next winter (if no rain received). TasWater has contingency plans in place.

### **8.2 Launceston Airport**

Mr Jennings gave a background into the campaign regarding non-payment of ex gratia rates by the Launceston Airport and encouraged the community to take up the issue with Eric Hutchinson.

### **8.3 Tyres**

The Forum was advised a working group has been established with the State Government, looking at ways to establish a regulated fee for tyre disposal, collection and service.

TyreCycle are shredding at the facility to dispose approximately 350,000 tyres at present.

**Cost:** \$220

**Pool Lifeguard Course**

**When:** Saturday, 12 December 2015 and Sunday, 13 December 2015

**Cost:** \$250 (for lifeguard course only)

**First Aid, Bronze Medallion and Pool Lifeguard Course**

**When:** Saturday, 5 December, Saturday, 12 December and Sunday, 13 December

**Cost:** \$430

For further information and bookings contact Royal Life Saving Tasmania on 6243 7558 or [tas@rlssa.org.au](mailto:tas@rlssa.org.au)

**8.5 Gatty Memorial**

Council has received a suggestion to relocate the Harold Gatty Memorial to Valentine Park. Miss Mason summarised the reason for the request and the Forum discussed the proposal.

General consensus of the Forum is it is not to be moved.

**8.6 Other business**

- Does the waste transfer station have a needle disposal facility? No.
- Wifi  
Council is waiting on the State Government to confirm where the rollout will occur.

- Sandwich boards on High Street.

**Action**

Customer request to be issued to compliance officer for investigation.

- Harold Gatty memorial sign viewed from the north requires painting.

**Action**

Customer request to be issued.

- Intersection of High Street and Cressy Road is deteriorating.

**Action**

- Redline bus stop

*Mrs Jill Clarke/Mrs Jill Davis*

That Council write to Redline and request the bus stop at the designated bus shelter on High Street, Campbell Town.

**Carried**

**Voting for the motion**

Mrs Clarke, Mrs Davis, Ms Hills, Mr Perkins, Mr Roach, Mr Diefenbach

**Voting against the motion**

Mr Ashman

- The Forum noted to ensure Christmas decorations occur in 2016.
- The Forum noted fire abatement notices in process of being issued.

#### **8.7 Thank you**

Mrs Clarke thanked everyone for their attendance and contribution throughout the year.

#### **9 CLOSURE**

Chairperson closed meeting at 11:00 am.

Next meeting to be held on **2 February 2016** at the Town Hall, upstairs meeting room.

**PERTH LOCAL DISTRICT COMMITTEE**

**ORDINARY MEETING MINUTES**

**TUESDAY, 1 DECEMBER 2015 AT 5.30PM**

**Gov 4(2)(vii)**

**1 IN ATTENDANCE**

Mr Michael Geeves (Chair) (to 5.45pm), Mr John Stagg, Mrs Christine Beswick, Mr Phillip Dell, Mr Will Egan, Cr Mary Knowles, Cr Janet Lambert, Mr Des Jennings, Mrs Gail Eacher (secretary)

**2 APOLOGIES**

Mr Graeme Eberhardt

**3 CONFIRMATION OF MINUTES**

**1 Stagg/C Beswick**

That the minutes of the meeting of the Perth Local District Committee held on Tuesday, 6 October 2015, be confirmed as a true and correct record of proceedings.

Carried

**4 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL**

In accordance with the provisions of the *Local Government Act 1993*, Part 5, S48A – S56, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

\* *It should be noted that any person declaring an interest is required to notify the general manager, in writing, of the details of any interest declared within 7 days of the declaration.*

**5 BUSINESS ARISING FROM THE MINUTES**

**i) Website**

Noted that in the interim, the website address reflects that the site is under construction.

Website production to commence: Colour palette received from ThinkBig.

Previously agreed to proceed with the website design with minor amendments, the following to be included on the website:

Tabs to include:

- History walk – extracted from “the path of History: a walk through Perth” brochure – with map and all historical info.
- Places of Interest – William Street Reserve, Punt, Cairn, train park, etc. – also with map

keeping it up to date

1-24

- Council officers to assist with provision of photos and content. Ultimately though what goes on the site and how it's setup is a decision for the committee. Will has some ideas on what he would like to do to 'Sell Perth'
- In terms of council content (e.g. halls, etc) the site should link directly to the relevant page on the council website so the content is always up to date. This is how other 'town' sites have been setup
- Committee will need to make sure all images are properly attributed (where needed) and that copyright is respected
- Will would like to use a platform called Wix to set up the website. The cost is fairly low and it's easy to use. Council agreeable; however, Will would need to provide Council with usernames and passwords just in case future maintenance need to be taken over. The Wix site can't ever be moved from their platform, once it's setup with them you are locked into it. The local district committee will need to be made aware that they're on their own.
- Will can develop the site using Wix's free plan and once it's ready, we will need to start paying for it and point the perthtasmania.com domain to the new site.
- Ben will need to be kept informed re progress, especially when the site goes live he will need to make the DNS changes.

At the 2 June meeting the Committee were advised that the framework for the website had been prepared, skeleton at this stage; and that Will was awaiting responses from businesses.

**Action**

Map of Perth to be provided, so that place markers can be inserted, for inclusion on the website.

**ii) Perth Bypass**

Noted previously that information provided in the notes of the meeting of the Perth Road Community Reference Group (PRCRG) meeting held on 13 August; and discussed the following:

- the public consultation process,
- the roadworks display at the Council Chambers,
- Planning approval; and
- The expectation that preliminary works would commence with the relocation of the power poles.

**iii) Examiner Newspaper Article**

The Committee noted that Council officers would commence with the placing of articles in the Northern Midlands News page of the Tuesday Examiner, advising communities of the membership of the committees and the role of those committees within the community.

Further, noted that Council would prepare a news items re the membership and achievements of each Committee, agreed that this matter would be progressed once further information on the Perth Bypass project becomes available.

The Committee noted the following projects for inclusion:



**iv) Perth Community Centre****1-25**

The decision of 4 August was considered by Council at the 17 August Council meeting, at which time the decision of Council was to note and investigate the recommendation of the Perth Local District Committee *That Council undertake a full review of the facilities at the Perth Community Centre.*

The Committee noted that a report was tabled at the 21 September Council meeting; consequent to which Council and Loop Architecture had signed an agreement to develop a master plan for the Perth Community Centre in consultation with the various user groups and Primary School, as well as liaising with the consultants undertaking Recreation Ground review.

Noted that the consultants would contact the committee to meet and provide input in due course.

**v) Safety of the river precinct between Arthur Street and the commencement of Mill Road**

The committee noted the recent accidental drowning in the South Esk River at Perth and referred to a similar incident some 30 years previous; and considered the river precinct between the end of Arthur Street and the commencement of Mill Road to be unsafe. The recommendation of the Committee was noted for investigation by Council at the 19 October Council meeting.

Draft letter prepared, to be finalised.

**6 CUSTOMER REQUESTS**

Date	Item	Description	Comment/ Action Taken
3/2/15	William Street Reserve	replace the rubbish bin at the corner of the reserve, near Elizabeth Street, in the vicinity of 'Beulah'.	Bin not to be installed in short term. Issue to be monitored.
31/3/15	Bus Stop – Clarence Street	Consideration be given to upgrade of Clarence Street bus stop, gravel and possible bus shelter.	Hard stand complete. Authorisation given to cut back the hedge - to be undertaken in the near future.
2/6/15	Seccombe Street Park	Decision: That Council plant trees at Seccombe Street park	Addition of trees to be considered in the 2016/17 program. Seats and bins to be installed in the near future.
6/10/15	Bus stop sign – Clarence Street	Bus stop sign removed/vandalised at the Frederick Street end of Clarence Street. Needs to be replaced.	Tasrail to provide new sign – to be installed by Council.
6/10/15	Cemetery, Cemetery Rd, Perth	That a bench seat be installed in the municipal cemetery grounds in Perth	Included on list of future works, bench to be located near the entrance.
1/12/15	Hawthorn Hedge – Clarence St/ Elizabeth St	Hawthorn hedge (at the school) from Clarence Street to Elizabeth Street is overhanging the footpath.	
1/12/15	Talisker St gardens	The flower /garden beds in Talisker Street need some attention as the flowers are spilling out onto the footpath leaving little space for	

- 1-26
- Midland Highway/Drummond Street Intersection – part of Midland Highway upgrade.

## ii) Beautification of Perth / Town Entrance Statements

Entrances to Perth require upgrading, in particular, the improvement of the northern entrance to Perth (any improvements may be limited by land ownership, however, may be possible to plant low lying shrubs and gardens at the entrance to Youl Main Road)

Programmed to plant more trees in the main street, with plans to continue tree plantings to the north of the Honey Company. Noted that, as required, additional trees would be planted in the Main Street in June/July 2015.

*Matter pending – awaiting provision of concept design details for the Perth Bypass.*

## iii) 10 Year Plan

The Committee to consider projects for inclusion in the 10 year plan for Perth. The Committee raised concerns relating to the difficulty of preparing a 10 year plan as future land use would be impacted by the location of the Perth Bypass. Matter to be discussed further following meeting of Perth Road Community Reference Group and once additional information is made available.

Committee discussed the 10 year plan concept and agreed that future planning should include provision for cycleways/bikeways, footpaths and the creation of corridors and linkages to the various areas of the town. Presentation developed titled *Perth Development and Traffic Plan*, available on Council's website at [www.northernmidlands.tas.gov.au/files/Strategic\\_Projects/Perth\\_Development\\_Traffic\\_Plan\\_-\\_190315.pdf](http://www.northernmidlands.tas.gov.au/files/Strategic_Projects/Perth_Development_Traffic_Plan_-_190315.pdf)

The Committee noted that

- the footpath plan of Perth was being updated and would be circulated for consideration once complete, and that work was progressing on mapping of the footpaths.
- future plans included
  - a Land Use Strategy for Perth – noted that a project brief was being prepared and that it would be advertised or expressions of interest would be sought in the near future.
  - Entrance Statement – would be placed on hold pending the progress of the bypass. Noted that Council had commenced with planning for the entrance statements for Ross and Cressy.

### **Action**

To be reviewed and considered at the February 2016 meeting.

## 8 NEW BUSINESS

### i) West Perth Storm Water Assessment

October Council report circulated to members for information.

The Committee noted that there may be opportunities for council to contribute towards headworks costs which are to be spread over the whole of new developments.

- 5 April
- 7 June
- 2 August
- 4 October
- 6 December

Members noted that additional meetings may need to be called to consider matters arising in relation to the Perth Structure Plan & Perth Bypass.

**iv) Green Waste**

Members enquired re the processing of green waste deposited at tip sites. What occurs, is it utilised?

**Action:** The general manager to advise the committee on the processing of green waste deposited at tip sites. The committee to be advised of the process.

**v) Airport Rates**

The general manager provided information to the committee on the Launceston Airport outstanding ex-gratia equivalent rates matter. He advised that prior to the revaluation the Airport had been paying approx. \$300,000 rates per annum; following the revaluation rates were charged at approx. \$450,000, the Airport had lodged an objection and refused to pay the increased rate amount. They had however reduced their payment to Council from the previously paid approx. \$300,000 pa to approx. half thereof. Launceston Airport is within its rights to raise an objection to the valuation, however, like all other ratepayers and good corporate citizens should have paid the rates in full whilst awaiting the outcome of the objection. The \$1M plus amount that is now owed by the airport relates to the outstanding rates, plus interest and penalties.

**9 CLOSURE**

The meeting closed at 6.05pm.

Next meeting to be held at the **Community Centre Perth at 5.30pm on Tuesday, 2 February 2016.**

MINUTES

Gov 4(2)(viii)

**MEETING OF THE ROSS LOCAL DISTRICT COMMITTEE HELD AT THE READING ROOM, ROSS ON WEDNESDAY, 2 DECEMBER 2015 COMMENCING AT 3:00PM**

**1 PRESENT**

Mrs Christine Robinson (Chair), Mr Allan Cameron, Mr Arthur Thorpe, Mr Keith Draper, Mrs Fiona Doe, Ms Noelene Brown, Mr Herbert Johnson (3:08pm)

**2 IN ATTENDANCE**

Miss Amanda Mason, Mr Wayne Chellis (Works & Infrastructure) (3:07pm)

**3 APOLOGIES**

Mrs Debra Cadogan-Cowper, Mrs Jill Bennett, Mrs Helen McQuade, Mr Des Jennings, Cr Andrew Calvert (will endeavour to make the meeting but is coming back from Richmond so may not make it)

**4 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL**

In accordance with the provisions of the *Local Government Act 1993*, Part 5, S48A – S56, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

*\*It should be noted that any person declaring an interest is required to notify the General Manager, in writing, of the details of any interest declared within 7 days of the declaration.*

Nil

**6 CONFIRMATION OF MINUTES**

***Mr Allan Cameron/Mrs Fiona Doe***

***That the minutes of the meeting of the Ross Local District Committee held on Wednesday, 4 November 2015 be confirmed as a true and correct record of proceedings.***

## **7 MATTERS IN PROGRESS**

### **7.1 Motions to Council**

**Motion (17/02/2015):** *The Ross Local District Committee request the Northern Midlands Council to have all cats registered* is being investigated by Council officers.

**Update:**

To be provided in January 2016 when outcome of State Government Cat Management Plan released.

**Motion (05/05/2015):** *That the Ross Canon be included on the heritage listing in the Northern Midlands Council Planning Scheme* was noted by Council at its meeting of 18 May 2015 for investigation by Council and has been referred to the Planning Department to be included in next amendment to the Northern Midlands Planning Scheme.

**Update:**

Time frame is dependant on finalisation of Interim Scheme. Approx. 12 months.

**Motion (05/05/2015):** *That Council investigate the possibility of offering a subsidy for returning bottles/can/drink bottles* was noted by Council at its meeting of 18 May 2015 and has been referred to Northern Regional Waste Management committee.

**Update:**

No update available.

**Motion (07/10/2015):** *That the Badajos Street and Boulevard railway crossings be widened to allow for traffic to pass simultaneously* was noted for investigation by Council at its meeting of 19 October 2015.

**Update:**

### **7.2 Cannon**

Miss Mason awaiting response on suggested restoration companies.

### **7.3 Bus stop**

Discussion was had in regard to the relocation of all bus stops to the bus stop outside the Town Hall, versus, installation of a bus shelter only.

**7.6 Ross Entrance Statement**

Committee noted that the proposed locations of the sign have been marked on the road verge. Concern raised regarding the height and impact of line of sight for vehicles.

Next stage is for planning approvals to be obtained.

**8 NEW BUSINESS**

**8.1 Acoustics of the Ross Town Hall**

It has been reported by the Film Society that the acoustics in the Ross Town Hall are poor. The Film Society has requested the Council engage an acoustics engineer to test the Hall. The Film Society are willing to pay for works required.

**Mr Keith Draper / Mr Allan Cameron**

*That Council pay for an acoustics engineer to assess the Ross Town Hall.*

***Carried unanimously***

**8.2 Stormwater upgrades**

The Chairperson has requested information in respect to stormwater upgrades to Ross, in particular the area on the eastern side of the railway line. Advice has been received from the Works & Infrastructure Manager and the General Manager that Council is now required by legislation to have stormwater management plans for all of its townships. Council has a timeframe over which these plans are to be developed. Council has commenced the process with the town of Perth, and will progress throughout the community on a prioritised basis. Stormwater issues in Ross will be dealt with through this process.

**8.3 Parking area at Ross Drill Hall**

See attached report and plans.

**Mr Arthur Thorpe / Mr Keith Draper**

*The Committee accepts the proposed plan and gives the preference of large twilight as the paving colour.*

***Carried unanimously***

**8.4 Thank you to outgoing Chairperson**

**8.6 Murton Masonic Lodge**

The Committee noted the Murton Masonic Lodge are donating dishwasher to the Ross Town Hall. Committee to discuss location with Mr Chellis after the meeting.

**8.7 Minutes of the Ross Local District Committee tabled at Council meeting**

It was noted the unconfirmed minutes of the meeting of the Ross Local District Committee are included in the Council meeting each month. It was noted further that if they are not included, there will be a two month lag between motions being put forward and updates coming back from Council.

It was noted there was a misquote of the minutes in a Council report.

*Astoria*

Miss Mason to discuss process further with Council Management.

**8.8 Railway**

Request has been issued for the Council Compliance officer to inspect the railway line for fire hazards.

**8.9 Launceston Airport**

The Committee noted the campaign regarding the Launceston Airport and unpaid rate equivalent payments. It was noted rate payers have received a letter from Council encouraging them to contact their local Federal Member to seek support.

*Mr Allan Cameron / Mr Arthur Thorpe*

*That the Ross Local District Committee supports Council's campaign to recover the rates.*

***Carried unanimously***

**8.10 Trees at 'Roseneath'**

Mrs Doe to inspect and tie.

**8.11 Robberies**

The Committee noted there have been a recent number of robberies in Ross and

**8.13 Cumbungi**

**Action**

Miss Mason to request DPIPWE spray the cumbungi in the river in February.

**8.14 Trees at sewerage pond**

It was noted some of the trees have died. A request has been forwarded through to the Works Department to replace. Noted Works will not plant trees at this time of the year.

**8.15 Budget**

It was noted that items to be requested in the Council 2016/17 budget are to be finalised by March 2016.

Discussion was had about the budget process. How funds are allocated by Council and distributed, including the proceeds of the sale of the Ross School.

**Action**

Miss Mason to discuss further with Corporate Services Manager and provide further advice when available.

**8.18 Electric car station in Ross**

Idea was raised, no further action to be taken at this stage.

**8.19 41 Park Street, Ross – planning application**

It was noted the planning application was passed. Letter tabled from Ross resident for information of Committee.

**9 NEXT MEETING/CLOSURE**

Next meeting to be held **3 February 2015 at 3:00pm.**

The Chair closed the meeting at 4:13 pm.







WORKS PROGRESS REPORT		LOCATION	ALLOD. FUNDS	POSITION														
CAPITAL IMPROVEMENTS TO	3-Dec-15			EACH / = ONE WEEK / INDICATES WEEK & MONTH														
CAPITAL WORKS BUILDINGS				JUL	AUG	SEP	OCT	NOV	DEC									
Hall Improvements	Evandale		\$ 20,000															
Carpet Replacement Units	Murray Street Evandale		\$ 5,000															
Upgrade Unit	Murray Street Evandale																	
Community Centre Toilet Upgrade	Evandale - Included in PBI																	
Caravan Park Amenities Improvements	Longford - Included in PBI																	
Town Hall Paint Exterior & Improvements	Longford		\$ 25,000															
Office Improvements	Longford		\$ 50,000															
Public Toilets - Baby Change	Longford - Included in PBI																	
War Memorial Hall Floor Improvements	Longford		\$ 50,000															
Sports Centre Renovations / Upgrade	Longford		\$ 10,000															
Hall Acoustics Improvements	Longford		\$ 15,000															
Depot Improvements	Longford / Campbell Town		\$ 30,000															
Public Toilet Improvements	Rossaidan		\$ 3,000															
Public Toilet Replacement	Ross		\$ 150,000															

WORKS PROGRESS REPORT

CAPITAL

3-Dec-15

LOCATION

ALLOD. FUNDS

POSITION  
EACH / = ONE WEEK  
/ INDICATES WEEK & MONTH  
JUL AUG SEP OCT NOV DEC







PAGE 7  
WORKS PROGRESS REPORT  
CAPITAL

3-Dec-15

MAINTENANCE FUNCTION	LOCATION	COST	PROGRESS	JUL	AUG	SEP	OCT	NOV	DEC
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SEALED ROADS SOUTH      Southern Region      3-Dec      COST      MONTHLY      POSITION      /      = FIRST WEEK  
 Total Expenditure 4 Nov      Expend      Expend      COST      JUL      AUG      SEP      OCT      NOV      DEC      /      = THIRD WEEK  
 /      INDICATES WEEK & MONTH

Digging out failed sections		\$7,108	\$8,471	\$1,363	IP	IP	IP	IP	IP
Edging and potholing		\$25,345	\$36,297	\$10,952	IP	IP	IP	IP	IP
Shoulder (Maint tractor & blade)		\$103,566	\$103,837	\$2,271	IP	IP	IP	IP	IP
Emergency maintenance		\$1,561	\$1,561	\$0	IP	IP	IP	IP	IP
Footpaths		\$28	\$28	\$0	IP	IP	IP	IP	IP
Kerbs driveways & crossovers		\$797	\$797	\$0	IP	IP	IP	IP	IP
Guideposts & safety railing		\$3,928	\$4,091	\$163	IP	IP	IP	IP	IP
Roadside drainage		\$26,673	\$26,673	\$0	IP	IP	IP	IP	IP
Cleaning culverts		\$2,444	\$2,444	\$0	IP	IP	IP	IP	IP
Slashing roadsides		\$11,157	\$33,929	\$22,772	IP	IP	IP	IP	IP
Spraying roadsides & Streets		\$4,357	\$4,357	\$0	IP	IP	IP	IP	IP
Tree Trimming		\$17,144	\$17,164	\$20	IP	IP	IP	IP	IP
Signs / Mobile and fixed		\$2,612	\$8,431	\$5,819	IP	IP	IP	IP	IP

**GRAVEL ROADS SOUTH**      Total Expenditure 4 Nov      3-Dec      Monthly      POSITION

	Expend	Expend	Expend	Expend	IP	IP	IP	IP	IP
Grading	\$88,253	\$88,253	\$0	\$0	IP	IP	IP	IP	IP
Guide posts	\$736	\$947	\$161	\$0	IP	IP	IP	IP	IP
Potholing	\$617	\$617	\$0	\$0	IP	IP	IP	IP	IP
Roadside drainage	\$5,960	\$5,960	\$0	\$0	IP	IP	IP	IP	IP
Cleaning culverts	\$0	\$0	\$0	\$0	IP	IP	IP	IP	IP
Emergency maintenance	\$0	\$735	\$735	\$0	IP	IP	IP	IP	IP
Slashing roadsides	\$592	\$592	\$0	\$0	IP	IP	IP	IP	IP
Spraying roadsides	\$2,657	\$2,657	\$0	\$0	IP	IP	IP	IP	IP
Tree trimming	\$142	\$264	\$122	\$0	IP	IP	IP	IP	IP
Signs / Mobile and fixed	\$692	\$821	\$129	\$0	IP	IP	IP	IP	IP

Total Expenditure Until 6 October      Budget

All Sealed Road Maintenance	\$479,760	\$1,474,760							
All Gravel Road Maintenance	\$206,449	\$542,193							
Emergency Maintenance, all roads	\$4,344	\$122,980							







**Business Plan 2015 – 2016**

**Report for the period July – December 2015**

19  
2015

**Objective 1: To identify & foster economic development opportunities within and for the Northern Midlands**

Strategies	Actions/Milestones
<p>1.1. Collaborate with Council to foster economic activity in the Northern Midlands</p> <p>1-41</p>	<ul style="list-style-type: none"> <li>• Three NMBBA Directors have served as members of the NIM Economic Development Committee (representing NMBBA, Industry Sector and Council) Committee is investigating/ driving a number of economic activities/opportunities</li> <li>• The Association's Chairman assisted with facilitating the establishment of the Longford Equestrian Association</li> <li>• Assist with facilitating the establishment of the Longford Motor Racing History Association</li> </ul>
<p>1.2. To advocate for the further development and enhancement of the Heritage Highway App</p>	<ul style="list-style-type: none"> <li>• Collaborating with HHTRA in the development of a new HH App</li> </ul>
<p>1.3. To promote Northern Midlands local products and produce at local events, and Intra-/Inter-state expos</p>	<p>Identify and assess options, and collaborate with relevant partners to plan &amp; carry through participation in selected local events expos and road shows</p>
<p>1.4. Facilitate the establishment of new businesses/welcoming of business owners/operators in the NIM</p>	<ul style="list-style-type: none"> <li>• Association Executive Officer or Director to, where-ever possible, made personal contact with individuals known to be considering establishing a business in the Northern Midlands, or with new business owners/business operators – to welcome the business, provide information on the Northern Midlands and referral to relevant services/agencies</li> <li>• Assisted four new business owners between July-December including preparing a funding application for one business owner, assisting another to determine the nature of the business to establish at Longford, and a dentist to determine the viability of establishing a private practice in the NIM</li> </ul>

<p>1.5. Advocate for the further development and promotion of the TRANSlink precinct</p>	<ul style="list-style-type: none"> <li>• Held networking forum for Translink operators December 1<sup>st</sup></li> <li>• Advocating for the installation of an Australia Post box in the precinct</li> <li>• Investigating the possibility of installing precinct boundary signs</li> <li>• Supported Council's application for National Stronger Region Funds for the Translink Stormwater and Missing Road Link project</li> <li>• Supported the development of the Launceston Gateway Precinct Master Plan</li> <li>• Collaborating with Council to refine and update the TRANSlink prospectus</li> <li>• Planning a TRANSlink Open Day to showcase the precinct and its businesses to city-based businesses, with an emphasis on businesses that would benefit from relocation to the TRANSlink precinct</li> <li>• Promoted the signboard listings to new Translink businesses: handle the payments and work in collaboration with Doc Signs to update the signboards as required</li> <li>• Continue to advocate for the upgrade of Evandale Main Road to a Category One Trunk Road from the Breadalbane roundabout to at the least, the airport roundabout</li> </ul>
<p>1.6. Facilitate the development of new tourism experiences in the Northern Midlands</p>	<ul style="list-style-type: none"> <li>• Advocating for interpretation of Long March Dam</li> <li>• Collaborating with HHTRA to develop specific themed guided tours of the NMI</li> <li>• Collaborating with Woodford Folk Festival to bring a folk festival to Longford on January 21<sup>st</sup> 2016</li> <li>• Assisted NSW-based author, Diana Reynolds, with the promotion in Tasmania of her recently launched book "A Small Girl's 1960s Tasmania"</li> </ul>

**142**  
**Objective 2:**  
**To enhance the environment for economic development in the Northern Midlands**

Strategies	Actions/Milestones
<p>2.1. Advocate for Wi-Fi hotspots to be developed in the Northern Midlands</p>	<ul style="list-style-type: none"> <li>• Monitoring the progress of the State Government public Wi-Fi project and advocate for NMI as appropriate</li> </ul>
<p>2.2. Advocate for Tourism Touch Screens to be installed in key locations in the Northern Midlands</p>	<ul style="list-style-type: none"> <li>• Collaborate with HHTRA to identify priority locations for Tourism Touch Screens in visitor centres and high volume tourism businesses, assisting to develop partnerships with the private sector where possible</li> </ul>
<p>2.3. Manage the TRANSlink tourism business/events sign board on Evandale Main Road &amp; encourage relevant northern midlands businesses to showcase their business</p>	<ul style="list-style-type: none"> <li>• Billboard promoting NMI events/attractions/tourism businesses throughout the year</li> <li>• Collaborated with Woolmers Foundation to develop a new skin for the billboard</li> </ul>
<p>2.4. Support Northern Midlands agricultural sector by advocating for the introduction of the new Food Origin Labelling process</p>	<ul style="list-style-type: none"> <li>• Collaborate with relevant partners as opportunities arise</li> </ul>

**Objective 3:**  
**To promote collaboration between the Association, local businesses, agencies & organisations to facilitate economic development in the Northern Midlands**

Strategies	Actions/Milestones
3.1. Significantly enhance member benefits by building on the TCCI Tasmanian Chambers Alliance	<ul style="list-style-type: none"> <li>Partnering with TCCI to continue the Chambers Alliance - Alliance meeting held at Woolmers Estate October 16<sup>th</sup></li> <li>Promoted TCCI training and forum opportunities to northern midlands businesses</li> </ul>
3.2. Facilitate networks & collaboration between NMJ businesses	<ul style="list-style-type: none"> <li>Held 2015 AGM &amp; social networking evening September 24<sup>th</sup> with guest speaker Gerald Monson</li> <li>Business famill to Shene Estate held November 21<sup>st</sup></li> <li>A minimum of 2 networking/educational forums held annually</li> </ul>
3.3. Promote excellence in customer service in the Northern Midlands	<ul style="list-style-type: none"> <li>Continuing to sponsor the Longford Rotary Club "Are You Being Served" Awards</li> </ul>
3.4. Facilitate opportunities for northern midlands students to enter traineeships with local businesses	Collaborated with the Beacon Foundation to develop a Business Partnership Program in the Northern Midlands. Inaugural meeting of the Business Partnership Group held October 15 <sup>th</sup>
3.5. Continue to manage the Northern Midlands Business Promotion & Visitor Centre at JJs Bakery Longford	Centre's display updated, video screen installed. lighting to be addressed next. Holding Centre volunteer recognition functions December 15 <sup>th</sup> .
3.6. Collaborate with Business & Employment to support local businesses & facilitate economic development in the NMJ	Maintaining regular contact with Business & Employment, identifying collaborative project opportunities & pursuing these opportunities where-ever possible. Participated in the B&E Crowdfunding workshop
3.7. Assist Northern Midlands Community Broadcasters Inc. in their efforts to resurrect HeartFM community radio station	<ul style="list-style-type: none"> <li>Assisting with the re-invigoration of Northern Midlands Broadcasters Inc. and resurrection of Heart FM</li> <li>Will secure sponsorship package with Heart FM and encourage NIMBA members to take out sponsorship packages once the radio station is resurrected</li> <li>Planning underway towards an event in the second quarter of 2016.</li> </ul>
3.8. Implement the Shop Small and Local campaign	
3.9. Education Projects at Woolmers Estate	<ul style="list-style-type: none"> <li>Assisted with expanding the Work for the Dole program offering at the Estate</li> <li>Planning underway for masterclasses at the Estate</li> </ul>

**Objective 4:**

**To heighten the profile of the Association**

Strategies	Actions/Milestones
5.1. Feature a regular column in the Country Courier newspaper	Column will feature bimonthly in the Country Courier from January 2016
5.2. Have available an 'NIMBA Achievements to Date' document & distribute widely	Update document in July each year and distribute

5.3. Production at least quarterly an edition of the Assn newsletter	Two newsletters produced to date this financial year.
5.4. Heighten the Assn's online presence	Regular updating of the Assn webpage on the NMC website Investigate online options & action as resources allow
5.5. Have available a new business/new business operator welcome pack and distribute to new business owners/operators	Pack updated regularly and distributed as required
5.6. Have an annual business plan and regularly review progress against the plan	Business plan adopted in June each year and progress reviewed on a quarterly basis
5.7. Undertake a membership drive with an emphasis on the benefits to members resultant the Tasmanian Chambers Alliance	Membership drive to be undertaken



The HHTRA has been actively promoting the Heritage Highway region as a must-see destination over the first 6 months of 2015, undertaken

### Visit with Conviction marketing campaign

The Visit with Conviction marketing campaign continues, with visual promotion on infrastructure, publications and online. Over the last six

- Large ad travelling around Hobart's tourist areas on the back of a Red Decker Tourist Bus.
- Short Breaks magazine with ad and editorial
- Explore publication x 6 editions, with ad and editorial at least once
- Travelways publication x 6 editions, with ad and editorial at various times across 12 month period.
- Touring Australia magazine x 2 editions, with ad and editorial in both the hard copy and online versions. The upcoming edition includes advertisers, our inclusion ads to the Image of diversity of activities in Tasmania.
- Caravanning Australia magazine, ad with editorial in a Highway 1 feature.
- Hawthorn Football Club Tasmanian page via Tourism Northern Tasmania, ad on homepage in the months that 2 of the Hawthorn games
- The Wanderer magazine of the CMCA, ad in December in a feature section, followed by 12 months online on the CMCA home page link
- RV Pages, another online arm of the CMCA, 12 months ad accessed via the main menu and destinations sections

### Themed Itineraries

The association's plans to develop a series of themed itineraries has commenced with the first theme being 'Convict Sites'. This itinerary will convict sites and telling their story, be it the story of the structure, the place, the convicts and other characters. Each site will have a very strong interpretation at each site will be determined by the site itself. This may include soundscapes, information panels, printed material and digital

The itinerary will offer a greater understanding of the people and events that shaped our region. This is a wonderful fit for our recognised 'Long Learners'. We seek knowledge, understanding, meaning and feeling in their interactions with a place. Thematic Interpretation has been used to develop tourism agencies as an important tool when engaging with visitors.

The itinerary project has begun with a pilot site, the Red Bridge at Campbell Town, where, working in partnership with Southern Midlands Council, intriguing stories have been identified and are being worked up into engaging stories and themes.

Future themed itineraries planned include: heritage/history, antiques, food and wine, events, natural sites, adventure, walking/cycling etc.

Once the Convict itinerary is completed, marketing the Visit with Conviction campaign will ramp up and include digital coverage with Think



### **Training for Tourism Professionals in the region and beyond**

Maintaining the momentum of the Visit with Conviction campaign and the Convict Sites Itinerary (when completed), the HHTRA will undertake centres throughout the Heritage Highway region, as well as Launceston and Hobart centres and possibly the Spirit of Tasmania's Tourism Office awaits tweaking with the new material. Visitor Centre staff will learn about the itinerary, the other products and attractions in our region, the training will assist the staff to promote the Heritage Highway region to visitors.

### **Brochure Buddy**

The Heritage Highway touring guide is on the Brochure Buddy App. That app is managed and promoted by the Tourism Brochure Exchange.

### **Heritage Highway Touring Guide and Map**

The newly reprinted guide is distributed far and wide around Tasmania including Tasmania's main entry points, Launceston and Hobart airports centres around Tasmania. The Guide provides a summary of things to do throughout the entire Heritage Highway region and a map, operating for a shelf life of 18 – 24 months, so is fairly current at any given time.

### **Social Media Campaign**

Engaging the services of social media specialist at DST, the HHTRA will ramp up social media activities, with campaigns sharing relevant content directly into Tourism Tasmania and Tourism Australia. Expanding our online presence and content will create a wider audience. Also including Visiting Journalist Program).

### **Heritage Highway Image Library**

The HHTRA will continue to build their image library in-line with Tourism Tasmania's, Destination Southern Tasmania's and Tourism Northern Tasmania's. Currently investigating a partnership with TNT to engage a photographer with a specific brief to photograph the region at various times during the year who want to upgrade their promotional images to be on-brand with TTas and TNT.

The Media Influencer campaign will generate a significant boost to our image library, as will specifically targeted social media campaigns

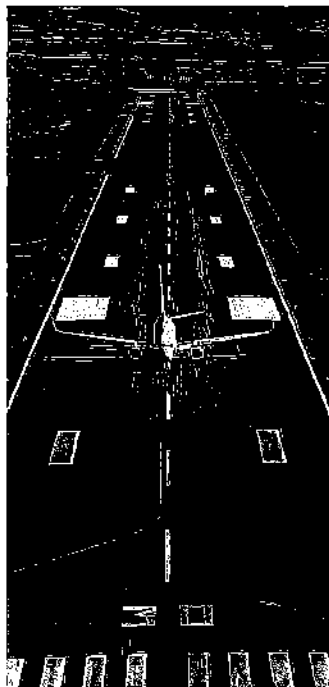
### **Town Tear off map**

The HHTRA is developing town tear off map templates that can be used by local groups when they reprint, or start a new tear off map for their region to assist with a seamless/borderless experience for the visitor.



Document for public consultation  
November 2015

# Draft Tasmanian Integrated Freight Strategy





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## Message from the Minister for Infrastructure



The Tasmanian Government prioritised the development of an Integrated Freight Strategy as an important step to address barriers to productivity and job-creation in Tasmania.

The delivery of this Strategy by the newly-created Infrastructure Tasmania is a milestone in coordinated infrastructure planning to guide future investments that optimise our economy's competitive strengths.

Infrastructure Tasmania has engaged widely with infrastructure providers, freight carriers (land and sea), growers and producers in developing this draft Strategy. While the issues raised by stakeholders through this consultation have been broad and varied, the need for the efficient and cost-effective movement of products to market is a common theme.

A contemporary, integrated freight strategy for an island state ideally must include a range of complementary components that require management, monitoring and facilitation to maximise the benefits and capacity to get Tasmanian products to market. The need for efficient

Sustainable, long-term market demand and clear Government policy settings will enable the private sector to invest its own capital.

An efficient Bass Strait freight service, a safe and reliable road network, a robust rail system and development of an under-utilised airfreight capacity are core elements of a freight strategy that can meet the needs of Tasmanian producers, shippers and consumers alike.

Tasmania's reputation for premium, high value products and produce is envied around the world. Our state's rich natural resources and our ability to grow, manufacture and consistently deliver is a testament to the productivity and ingenuity of all Tasmanian companies and individuals in all parts of the supply chain.

The Tasmanian Government has set aggressive growth targets for population, agricultural output and visitor numbers, and it is vital that we have the best possible infrastructure in place to meet those goals. Access to new markets and investments in irrigation, agriculture, aquaculture and our more traditional resource industries are changing the freight landscape in our state.

The Australian Government's extension of the Tasmanian Freight Equalisation Scheme from January 2016, will make exporting our products more competitive and has been met with a positive reaction by the market, including strong interest in new shipping services, re-tonnaging of existing services and the entry of bulk and boutique airfreight options to move product to and from the state.

The *Tasmanian Integrated Freight Strategy* will underpin the anticipated growth in the freight task and the Tasmanian

## Your feedback

The Tasmanian Government is seeking broad public feedback on the content and recommendations of this *Draft Tasmanian Integrated Freight Strategy*. Through Infrastructure Tasmania, the Tasmanian Government will also consult directly with key stakeholders, including businesses, service and infrastructure providers, peak industry bodies and local government.

The draft Strategy identifies 33 key policy positions and actions, across four key areas. The Government is seeking feedback on the draft Strategy generally, and with particular emphases on key actions and the phasing of individual recommendations.

Submissions should be provided by Friday, 29 January 2016 and can be made by:

### Email

[freightstrategy@stategrowth.tas.gov.au](mailto:freightstrategy@stategrowth.tas.gov.au)

### Mail

Tasmanian Integrated Freight Strategy  
c/- Infrastructure Tasmania  
GPO Box 536  
Hobart TAS 7001

Please note that submissions may be released publicly unless clearly marked as confidential. A summary of feedback received will be released as part of the final *Tasmanian Integrated Freight Strategy*.

## Supporting information

The draft Strategy is underpinned by a series of information papers and reports, which provide additional information on the operation of Tasmania's freight system.

## Information papers

1. An overview of Tasmania's freight system
2. Tasmanian freight supply chains
3. Tasmania's major ports and intermodal connections
4. Tasmanian sea freight
5. Land transport infrastructure
6. Container growth and capacity, Bass Strait

## Key reports

- *Final report of the Freight Logistics Coordination Team (December 2013)*
- *Tasmanian Supply Chains and Tasmanian Shipping and Ports, Aurecon (2013)*
- *Tasmanian Empty Container Movements Study, Aurecon (2013)*
- *Tasmanian Freight Infrastructure Systems, Juturna (2013)*
- *Tasmanian Freight Survey Data summary 2013*

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## Executive summary

The Tasmanian Government recognises the critical relationship between a responsive freight system and economic activity and business growth. The Government is focused on improving Tasmania's freight system for the benefit of the whole community, which in turn helps to drive a strong economy.

### Meeting our freight challenges

Tasmania's freight system underpins business and economic growth in the state. It is a key part of realising the outcomes of the Government's investment in sectors such as agriculture and aquaculture, and capitalising on the growing national and international demand for Tasmanian products. A reliable freight system is critical to our businesses retaining markets and accessing new ones.

The Tasmanian Government owns most of the state's major freight infrastructure across our roads, rail network and ports. It also operates rail and sea freight services. This provides an opportunity for the Government to influence the coordination of freight planning and investment.

By targeting investment and differentiating infrastructure standards based on demand, Tasmania can build the economies of scale required to support high quality freight infrastructure. Investment in freight infrastructure must be planned and coordinated, and duplication of investment, within and between modes, avoided.

### Bass Strait shipping

Bass Strait is a direct or indirect part of nearly all Tasmanian supply chains and is proportionally the single largest transport cost in the supply chain of a typical Tasmanian business. The cost of shipping freight and the type of services offered therefore exerts a significant influence on business costs and the potential for business growth into new products and markets.

Our Bass Strait freight market is characterised by high frequency, daily services that are relatively expensive for operators and customers alike, when compared to longer distance sea freight routes.

Container demand currently exceeds effective operating capacity during seasonal peaks on Bass Strait. Forecast container volumes indicate additional investment in vessel capacity is required to meet export and import demand.

The Tasmanian Government is committed to supporting the best possible outcomes for Tasmanian shippers. Maintaining at least existing levels of competition in Bass Strait shipping, increasing total and seasonal container capacity, and ensuring the long-term continuation of the Tasmanian Freight Equalisation Scheme (TFES) assistance to

## A changing seascape

Proposed and potential market and regulatory changes will significantly alter the Bass Strait containerised freight market.

These changes include cost and service changes associated with the introduction of new vessels; the impact of a privatised Port of Melbourne on shipping costs and the decisions of shippers; and the impact of future coastal shipping reforms.

In the context of these changes, the Government will significantly increase its monitoring and facilitation role in relation to all aspects of Bass Strait container shipping.

This will include working with industry to provide transparent information to the market on shipping needs; identifying capacity and service gaps; and continuing to advocate for regulatory changes that expand service choice for Tasmanian shippers.

The Tasmanian Government is committed to the re-establishment of direct international shipping services to Tasmania as a competitive alternative to more expensive transshipment options through the Port of Melbourne.

This commitment saw the signing of a non-binding MOU with Swire Shipping as the preferred operator of a service. In March 2015, the Australian Government announced an extension to TFES to cover international export freight transhipped through Melbourne.

This extension materially changed the strategic context of the MOU by addressing the freight cost disadvantage faced by eligible shippers transshipping to international

## Air freight opportunities

The Tasmanian Government is continuing to work with carriers and airport owners to assess capacity and identify opportunities to move larger quantities of freight by air.

Pricing and facilities are critical but significant opportunities exist to expand existing airfreight capacity, particularly in moving high value, premium products to market. Increased domestic connections to overseas forwarders and direct flights to export markets are important issues for growers and producers.

A range of airport infrastructure developments have excited private sector airfreight interest, including extension of the Hobart International Airport runway, terminal upgrades and associated expansion of air freight service industries around both the Launceston and Hobart Airport precincts.

## Strategic ports

Ports are fixed, long-term assets that are expensive to provide and maintain. The location and operation of ports influences the cost and efficiency of freight supply chains.

By volume, 99 per cent of freight into and out of Tasmania is moved by sea, making ports a central point for the exchange of goods, and the focus for land freight connections.

TasPorts' *30-Year Port Plan* establishes the framework for ongoing investment and prioritisation of port infrastructure spending, supported by a broader understanding of the issues and opportunities facing the



### Tasmania's land freight corridor

Tasmania's land freight network is extensive across road and rail. Meeting the needs of current and future freight users will require more targeted freight investment within and between modes and improved coordination of investment priorities between the Australian and Tasmanian Governments through their respective Infrastructure bodies.

Delivering a clear investment framework for Tasmania's key freight corridor between Burnie and Hobart is a priority.

The land freight network across road and rail is extensive. Both networks have undergone significant upgrades in recent years and that investment will continue. Ongoing challenges remain in ensuring that suitable funding is provided to maintain this premier freight corridor; heavy vehicle

Tasmania's rail network, which is owned and operated by TasRail, has benefited from significant public investment. This investment has delivered a safe and reliable rail network, which now provides a competitive alternative to road transport.

The mining sector, in particular, is set to benefit from this investment in rail infrastructure on the west coast where the industry has traditionally relied upon rail for the transport of ore for export from the Port of Burnie.

### Freight system planning

Addressing Tasmania's freight challenges requires a coordinated and inclusive approach. The establishment of Infrastructure Tasmania is significant for improved infrastructure planning in Tasmania, providing an independent body to oversee, and advise on, major infrastructure investments and projects.



### Structure of this Strategy

This draft Strategy identifies issues, opportunities and actions across four themes – shipping services, ports, land transport and strategic freight planning.

These themes address the key elements of Tasmania's freight system.

### Guiding freight system objective

The Tasmanian Government supports the freight system objective identified by the industry-led Freight Logistics Coordination Team as an appropriate basis to guide a *Tasmanian Integrated Freight Strategy*. This objective was developed through collaborative discussions with industry.

The Team identified that our freight system should:

In pursuing this objective, the Government has identified the following supporting principles.

- Greater aggregation of freight volumes on core freight networks will support higher standard infrastructure which enhances productivity and safety.
- Freight investment needs to be targeted, based on demand, and focused on key corridors and intermodal points.
- Where possible, a competitive market for freight services should be promoted, supporting choice and lower costs for users.
- Freight capacity and services should be provided on a commercial-basis, and primarily by the market. Government has a role in facilitating whole of system outcomes for the benefit of Tasmanian businesses, and closely monitoring capacity and service-based needs across modes.



## Key actions, *Draft Tasmanian Integrated Freight Strategy*

The Tasmanian Government has identified the following priority actions, as at November 2015, to be progressed immediately in anticipation of the final Strategy.

The full set of recommendations identified within this draft Strategy, including policy positions and priority actions, is included in Appendix I.

Support service choice and competition across Bass Strait	Timeframe
Provide accessible and transparent information on the operation of the Bass Strait container market, including container demand and capacity	March 2016/ ongoing
Support and facilitate attracting a dedicated national and international air freight service to and from Tasmania	ongoing
Assess opportunities to reduce the volume of empty containers crossing Bass Strait	ongoing
Continued advocacy to the Australian Government in relation to the long-term continuation of existing TFES arrangements, and expanded coastal trading opportunities for Tasmanian shippers	ongoing
Promote efficient freight gateways	
Complete a commercial and market analysis informing future planning for domestic containers at Burnie	December 2016
Identify final options to replace the mineral concentrates ship loader at Burnie Port	April 2016
Develop a <i>Western Tasmanian Export Corridor Plan</i> to improve supply chain efficiency and productivity for key bulk export sectors	June 2016
Develop a bulk freight port investment prioritisation plan	June 2017
Enhance existing high-standard, responsive land freight connections	
Finalise a Tasmanian Land Freight Network	April 2016
Deliver a <i>Burnie to Hobart Freight Corridor Strategy</i>	December 2016
Deliver a new <i>Tasmanian Rail Access Framework</i>	December 2016
Deliver a single, integrated freight system	

# Chapter 1 – Supporting competition and service choice across Bass Strait and beyond

Growth in Tasmania's economy is underpinned by sea freight capacity that is affordable for Tasmanian producers and sustainable for shipping operators.

The movement of freight across Bass Strait, whether by sea or air, is part of a longer and often complex supply chain from producer to end market. While most Tasmanian supply chains have developed around a 'make and ship' model, different commodities have different transport and handling requirements, and Tasmanian businesses pay a range of freight prices based on product, volume and regularity of shipments.

The Port of Melbourne is a container hub for international services and for coastal services to other domestic markets. It is the focus for nearly all container movements into and out of Tasmania. Bulk carriers move large volumes directly between Tasmania and domestic ports across Australia and direct to international markets.

Coastal shipping regulations affect cost and service options for shippers and may, in conjunction with an extended Tasmanian Freight Equalisation Scheme, result in new services between Tasmania and other Australian ports.

## Key observations

- Over 99 per cent of freight by volume leaving and arriving in Tasmania is transported by sea.
- Interstate container shipping plays a more significant role in Tasmania's freight system compared to other states and territories. The majority of Tasmania's container trade is with domestic markets.
- Major container commodities include agricultural products, retail goods, industrial products and empty containers.
- Increasing demand for fresh and perishable products and the need for speed to market is impacting significantly on the capacity of preferred modes and

## 1.1 Cost competitive and sustainable Bass Strait shipping services

Container shipping is proportionally the single largest transport cost in the supply chain of most Tasmanian businesses, accounting for up to 65 per cent of a domestic shipper's supply chain costs.

Indicative container freight rates across Bass Strait show that prices can vary from between \$600 to \$1 200 per Twenty Foot Equivalent Unit (TEU). Volume, seasonality and service needs influence cost, with low volume, highly seasonal or time-sensitive shippers paying more than larger volume, regular shippers.

Bass Strait operates as a short sea trade, with high frequency, daily services. It is a potentially more expensive model to both provide and use. Fixed costs (fuel, wages) for operators are high.

Service competition within the Bass Strait container market is critical, ensuring Tasmanian businesses have a choice of shipping operator, and some options in terms of transport costs and sailing schedule. The current number of operators is likely the minimum required to ensure there is sufficient competitive tension in the market to the benefit of Tasmanian businesses. Over the long term, relative market share across operators is also important.

### 1.1.1 Tasmanian Freight Equalisation Scheme and coastal trading review

The Tasmanian Freight Equalisation Scheme (TFES) is a major benefit to reducing freight rates for eligible shippers. The TFES is an Australian Government-funded freight scheme, and is provided on the basis that the cost

An estimated 35 000 extra TEUs per year will be eligible for assistance under the expanded scheme and this is expected to increase over time.

The Tasmanian Government strongly advocated for, and supports, this extension, as one that will drive further growth in Tasmania's major industries, and provide opportunities for smaller businesses to develop and expand into new markets.

The TFES does not apply to bulk trade which comprises two thirds of Tasmania's sea freight by volume. Some Tasmanian freight users have indicated that the current coastal trading regulatory arrangements have increased cost and reduced competition in moving bulk products. In particular, the cost and administrative complexity of including Australian coastal trading routes in international voyages is seen as an impediment to greater service choice and potentially lower freight costs.

The Tasmanian Government is representing the interests of the Tasmanian community and economy through the Australian Government's reform of national coastal trading laws.

Through this process the Government has sought recognition of Tasmania's reliance on coastal shipping and outcomes that support increasingly cost-competitive and sustainable shipping services for Tasmanian businesses. This includes arrangements that support a sustainable and reliable fleet of vessels engaged in Tasmania's coastal trade and the inclusion of Australian coastal trading routes in international voyages.

### 1.1.2 Complexity of the Bass Strait container market

- potential for expanded domestic and international service choice for shippers as a result of direct international shipping services to Tasmania, and broader coastal shipping reforms
- market stimulus effect of the recently announced extension to TFES to cover eligible non-bulk goods destined for international markets.

## 1.2 Meeting future Bass Strait container and trailer demand

Unlike the bulk freight market where producers negotiate service and price directly with shipping companies on a market-to-market basis, the Bass Strait container and trailer freight market is served by regular, scheduled services, provided by three operators.

All operators provide a high frequency, overnight service to/from the Port of Melbourne. These services are now built into nearly all Tasmanian freight supply chains, both import and export, under a make-and-ship model, which sees minimal warehousing of product within Tasmania. It also supports just-in-time delivery.

While service frequency is broadly consistent across the three Bass Strait operators, there are differences in service offerings.

Toll and SeaRoad Shipping predominantly move containers, including larger baseload cargoes. Freight delivery cut-off times are mid-afternoon. TT-Line provides a roll-on, roll-off service for trailers only, with a later freight delivery cut-off time of 7:00 pm (Table 1).

These differences are sufficient to influence the decision-making of some businesses. There is a preference amongst businesses moving fresh/perishable freight to use TT-Line. There are also advantages for freight forwarders in maximising the use of their equipment, as a result of the later freight cut-off time of TT-Line and the speed of departure of that equipment from the destination dock.

Table 1: Summary of Bass Strait container services

	Toll	SeaRoad Shipping	TT-Line
Port	Burnie	Devonport	Devonport
Vessels	MV Tasmanian Achiever MV Victorian Reliance	MV SeaRoad Tamar MV SeaRoad Mersey	Spirit of Tasmania I Spirit of Tasmania II
Frequency	6 nights per week	6 nights per week	7 nights per week

### 1.2.1 Peak period capacity

Seasonal shipping peaks exist – between September and early December for imports, driven by the retail sector, and February to June for exports, driven largely by agriculture. During these periods, average utilisation for exports is 88 per cent and 86 per cent for imports, which is above the target effective operating capacity of 85 per cent utilisation (Figure 1).

While recent growth in Tasmania's total freight task has been just under 2 per cent, growth in full containers and trailers has been higher – around 3.4 per cent for exports and 2.3 per cent for imports. Over the past financial year, trailerised freight grew by almost 7 per cent, the majority within the export market.

This seasonal capacity constraint remains a challenge for a freight strategy. However, given the commitment of private sector shippers to invest in additional tonnage, and the fact that these investments must be supported by year-round demand, the Government is confident that this challenge will be met without the need for a public subsidised solution.

Businesses and freight forwarders continue to show a preference to use Monday to Friday evening services. While these services appear to better suit most supply chain needs, it further concentrates freight flows. During weekdays and periods of high demand, operators

closely manage space to assist in the movement of freight, including perishable and/or time critical products. However, demand on some days does exceed capacity and not all freight can be moved on the preferred day.

### 1.2.2 New domestic container capacity

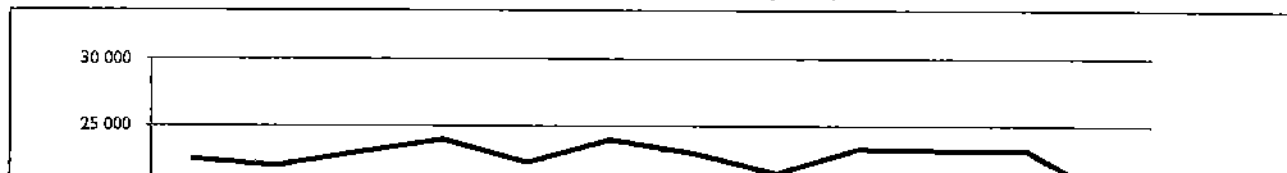
Both SeaRoad Shipping and Toll have announced plans to replace their existing Bass Strait vessels, increasing capacity at the same time. SeaRoad Shipping will be the first to introduce a larger vessel, replacing the SeaRoad Mersey with a purpose-built 436 TEU vessel, by late 2016, increasing the company's total container capacity by almost 50 per cent.

A second vessel, to replace the SeaRoad Tamar, is planned to come on line as soon as possible thereafter but will be dependent upon market demand and take-up.

SeaRoad Shipping is hopeful that this could translate to a second vessel being in service two to three years after delivery of its first vessel. Toll has indicated it will introduce two new vessels of about 700 TEU capacity each, with arrival expected in mid-2018 and both vessels operational within that year.

New vessel configurations will see both shipping companies able to extend departure times from the port allowing for later loadings for producers and easier and quicker access to destination ports.

Figure 1. Monthly demand and capacity, Bass Strait, 2014-15 (TEU)



This will be of significant benefit to those with critical deadlines for market access or distribution.

The introduction of new vessels by SeaRoad Shipping and Toll will provide much-needed additional capacity into the container and trailer freight market.

At a higher growth rate of 3 per cent, this will meet demand for at least the next 10 years (Figure 2). A lower growth rate of 2 per cent will see adequate seasonal capacity into the early 2030s.

Given strong growth in agricultural investment, particularly in irrigation infrastructure, and ambitious agricultural production targets, it will be important to closely monitor volume growth against existing and future freight capacity.

In a commercially-driven market, a private sector solution to shipping capacity and service needs is the first and preferred response. The Tasmanian Government supports planned investment in larger vessels by the two existing private operators. TT-Line has also agreed with the Government's request to maintain its freight capacity at 2015 levels and the company will explore opportunities to strengthen alignment with the time-sensitive market.

The Tasmanian Government has taken a policy position on the Spirits of Tasmania to focus the company on growing passenger numbers, while maintaining the existing proportion of lane metres dedicated to freight.

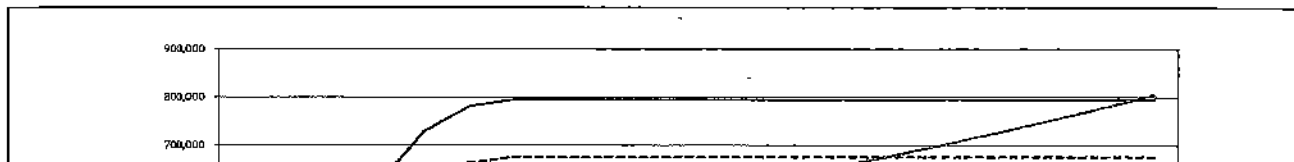
This strategy has proven highly successful with passenger numbers up 8 per cent over the 2014-15 year. Forward bookings are also 17 per cent higher as a result of a major refurbishment of both vessels, lower average fare prices and an increase in scheduled day sailings. The 50 per cent increase in day sailings for 2015-16 over those scheduled two years previously will also enable greater total freight capacity, weighted towards the summer seasonal peaks for time-sensitive freight, despite the established preference for the industry to utilise night sailings.

It is important to recognise that if forced to provide ships to cater for peak seasonal demand there would be insufficient year-round load to generate the revenue and profit necessary to justify a longer-term commitment to re-tonnaging. This would have a significant downside impact on those involved in the shipping industry and those relying upon it. It is critical for a stable, commercially sustainable freight market that a balance is achieved between future growth in demand and available capacity.

A cohesive and transparent view on the operation of the Bass Strait container market is required, supporting a statewide position on outcomes that benefit shippers, and the early identification of issues.

The Government will significantly increase its monitoring and facilitation role in relation to all aspects of Bass Strait container shipping.

Figure 2. Forecast container growth and capacity, Bass Strait, 2014-15 to 2034-35



This will include providing transparent information to the market on shipping needs; identifying capacity and service gaps; and continuing to advocate for regulatory changes that expand service choice for Tasmanian shippers.

Greater supply chain flexibility and forward planning of peak freight movements, including within sectors, will assist in managing capacity. Reforms to Australia's coastal shipping framework would also support improved service and cost options for Tasmanian shippers, including for key markets in Sydney and Brisbane.

### 1.3 Supporting the movement of time-sensitive freight into domestic and international markets

Time-sensitive freight describes commodities that need to move through the freight system quickly, an objective often related to the availability of a premium price. While there are different definitions as to what constitutes time-sensitive freight, for the purposes of this draft Strategy, time-sensitive freight is identified below.

- **Fresh or perishable freight.** Moving product quickly to market to preserve shelf-life, and transport under temperature controlled conditions (for example, refrigerated trailers) to maintain quality, are key factors. Example products include fruit and vegetables (fresh and frozen), fish, livestock, meat, milk products, butter and cheese.
- **Time-sensitive supply chains.** This includes freight that needs to move quickly to meet scheduled delivery time slots, or to maximise the use of transport equipment (for example, enabling a trailer

Recent expansion in the salmon industry and investment in fruit and berries are examples of time-sensitive freight sectors experiencing significant growth. An increase in volumes across a broad range of products is expected as a result of the state's investment in major irrigation schemes, and the stimulus effect of the recent TFES extension.

Through AgriGrowth Tasmania, the Tasmanian Government is working directly with business to identify new growth opportunities, including in premium and value-added food production, and within key Asian markets.

#### 1.3.1 Improved information on the size and service needs of time-sensitive freight

A number of existing business operations have expressed a wish for greater capacity on Bass Strait to provide surety of freight capacity to move higher volumes of product reliably to market. Some of these hope for an early availability of extra capacity to support business expansion plans.

Tasmanian exporters of time-sensitive freight show a strong market preference to ship product to Melbourne using TT-Line. TT-Line's later freight cut-off time and trailer-only freight, which translates to shorter wharf clearance times at port, provide benefits to users.

Data on freight volumes and / or value by key sector exists, however, there is no agreed, aggregated data on the size and value of the time-sensitive freight market. This is key to better understanding capacity and service needs within this market.

The Tasmanian Government recognises there is a particular issue around Bass Strait container and trailer capacity, including for seasonal peaks and within the

Time-sensitive freight supply chains are often characterised by just-in-time deliveries, which make forward planning of required capacity, difficult. Despite this, the ability to improve forward planning of container volumes within and across sectors must also be part of the response.

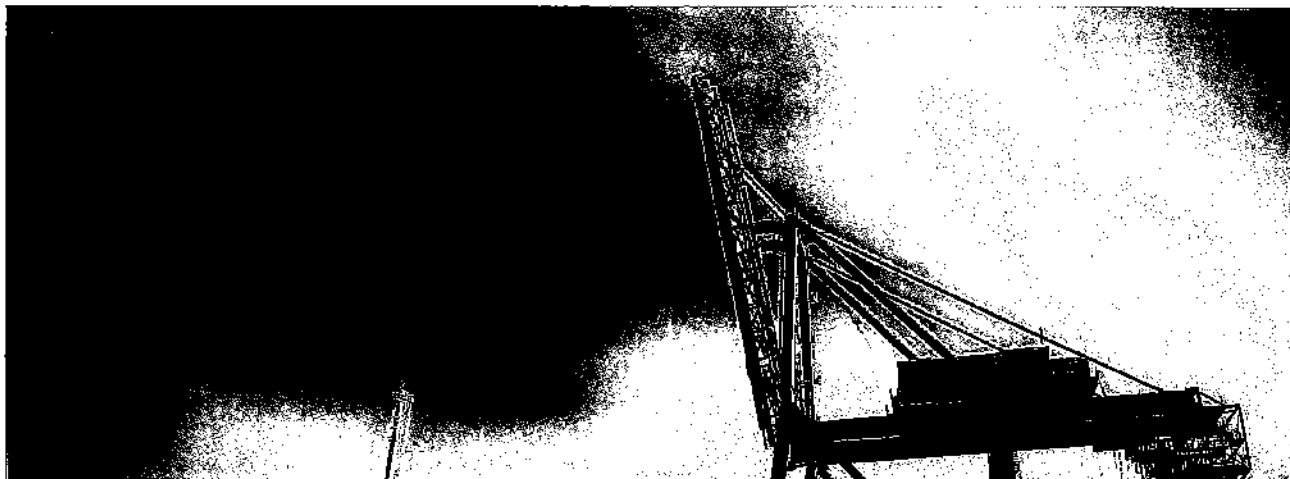
The Tasmanian Government has raised with a number of freight industry stakeholders the potential for the introduction of a slot-reservation system. Such a system, similar to that which commonly operates in the rail, road and air freight industries, would enable the market to prioritise freight allocations to overcome seasonal capacity constraints.

While weather, ripening and harvesting are key factors in the timing and demand for freight space, the Government will continue to work with industry on market based freight opportunities and capacity solutions that can provide greater surety for product to reach the market place.

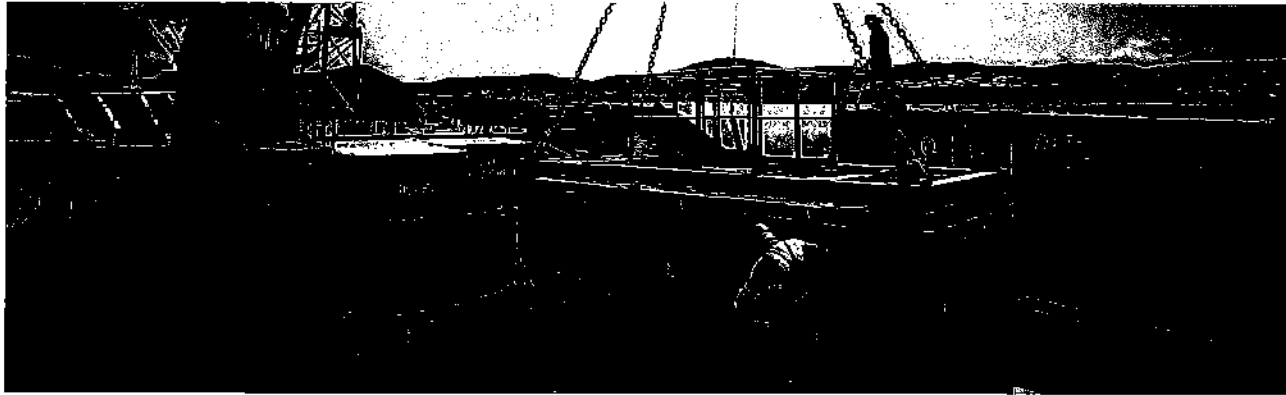
#### 1.4 Recognising short term capacity concerns

The most recent 2015 summer season saw significant challenges in ensuring that fresh and perishable cargo volumes and loads left the island at the time required by producers to meet the market. At least one high value export crop did not yield its full potential due to weather.

While almost all such freight cleared the wharf, there is a commonly expressed view among growers and carriers that increased volumes over the upcoming year will test the capacity of Bass Strait services. All sectors have forecast higher outputs and yields during the growing season with some businesses advising that their expansion plans will be at least partly determined by the availability of extra Bass Strait freight capacity.







#### 1.4.1 Improved supply chain management

The Government has held discussions with all Bass Strait shipping services to ascertain capacity and processes for handling increased load during the peak growing season in 2016. While TT-Line has constrained capacity, it will perform a triaging function to ensure that fresh and perishable freight has priority in that period.

Increased daytime passenger sailings have been scheduled by TT-Line but this action has been taken to meet the demand of significantly increased passenger demand. There will be opportunities on crossings to carry freight, but the priority will be passenger vehicles.

Some freight forwarders have already acknowledged that the finite capacity for trailers at the present time means that fresh produce must go by alternative means if it is to reach market at optimum yield price.

Consultations with customers have seen a willingness to consider shifting some volumes of fresh produce away from a preference to use trailers to use refrigerated

Toll believes that it will have capacity for increased numbers of northbound containerised goods during this period, and will seek to address the needs of customers to achieve market targets and deadlines.

The re-tonnaging of SeaRoad Shipping prior to the ensuing summer growing season will ease peak demand and increase SeaRoad Shipping's trailer capacity from the present 22 to 70 trailers, and its overall capacity by 50 per cent to 436 TEUs.

The commencement of a direct shipping service from Hobart by Swire Shipping will also potentially ease pressure on Bass Strait. Visiting Hobart every nine days the service has connections to Melbourne, Sydney and Brisbane.

It will also connect to global destinations through Swire's Singapore-based network. The service brings new opportunities for southern exporters and those wishing to ship to the eastern seaboard of the country.

While freight volumes carried are lower, air freight has

## 1.5 Understanding whether different service models could meet business' shipping needs

Tasmania's container freight task comprises a diverse range of goods, from seafood, fruit and vegetables, to minerals, smelted metals and paper. Many supply chains require or benefit from the existing high-frequency services across Bass Strait, however, not all do.

Analysis of representative container supply chains for Bass Strait undertaken by Aurecon, based on service need and price shows the following information.

- Fresh and perishable products (around 28 per cent or 64 000 TEU outbound) are time-sensitive rather than price-sensitive. For this part of the market, maintaining shelf-life through faster transit times and cool supply chain management; connections to interstate/ international transfer and delivery to customer/distribution centres can be key drivers for service need.
- Low inventory products (around 23 per cent or 52 000 TEU outbound) make use of existing Bass Strait container services to move products consistently through the supply chain, avoiding warehousing within Tasmania and reducing inventory costs. For high volume-low inventory supply chains, producers may be able to negotiate prices.
- Low cost products (around 13 per cent or 30 000 TEU outbound) do not necessarily need the frequency of existing freight services and could use a lower priced service option. Low cost export products connecting with international services in Melbourne are not currently TFES-assisted. The

The option of a coastal voyage as part of an international service may benefit Tasmanian exporters requiring a low frequency, low cost domestic shipping option, without a major impact on existing Bass Strait shippers. Under current coastal shipping regulations, this is an expensive option for both operators and shippers.

Future changes to Australian shipping driven by the extension to TFES and possible changes to coastal trading regulations may provide greater incentives for international shipping lines to call at Tasmanian ports. Shipping lines have recently shown interest in providing new services to Tasmania on a commercial basis.

The Tasmanian Government committed to re-establish a direct international shipping service for Tasmanian exporters as a competitive alternative to the more expensive trans-shipment options through the Port of Melbourne.

Following an Expression of Interest process, the Tasmanian Government signed a non-binding Memorandum of Understanding (MOU) with Swire Shipping as the preferred operator of the service. In March 2015, the Australian Government announced an extension of the Tasmanian Freight Equalisation Scheme to include international export freight transhipped through Melbourne.

This extension materially changed the strategic context of the MOU as it addressed the freight cost disadvantage of eligible goods exported internationally via any Australian mainland port. The MOU was therefore allowed to expire with the mutual agreement of both parties.

Swire Shipping subsequently announced it would commence a new container shipping service into Hobart on a fully commercial basis, offering pricing and logistical

## 1.6 Monitoring empty container volumes and movements

Empty containers represent 32 per cent of outbound and 17 per cent of inbound containers. In 2014-15, around 108 283 empty containers were shipped to and from Tasmania, which represented a decrease on previous years.

Aurecon estimated the direct cost to freight users of repositioning an empty container between Melbourne and Tasmania is \$300, or around \$34 million overall cost within Tasmania's freight system in 2014-15.

While there are a large number of empty containers in Tasmania's freight system, accessing the right container can be difficult. New international services to Tasmania provide an opportunity for cost-effective relocation of containers into Tasmania.

The use and management of empty containers is influenced by business needs and the activities of shipping operators and freight forwarders. There is evidence that larger shippers with control of their own supply chains have implemented solutions for their businesses.

The Freight Logistics Coordination Team identified a number of market-based solutions to address empty container movements, including the use of international containers to transport domestic freight, and the use of refrigerated containers to pack dry freight.

Examples of market-based solutions to address the cost of empty container movements exist.

Zinc ingots produced at Nyrstar's Lutana plant are packed into domestic containers at a consolidation point in Hobart for shipment to Melbourne. In Melbourne the

## 1.7 Increasing the proportion of freight carried by air

Airfreight is characterised by goods requiring speed to market, for example, high value, perishable products such as abalone, crayfish, salmon, meats, cut flowers and berries.

Air freight is also important in accessing niche or more distant markets where the availability of consistent speed to market may lead to larger commitments from customers on the basis of a quicker supply chain. While currently representing less than 2 per cent of Tasmania's total outbound freight market, air is an important freight mode and one with significant opportunity for an island state.

Many of Tasmania's high value perishable food products depend strongly on effective airfreight solutions to access domestic and international markets. Airfreight provides increased speed to market for supermarket shelf ready products, which can in turn generate jobs as more product is processed in Tasmania. For example, more distant markets such as Brisbane and Perth, which are of interest to Tasmanian producers, are not well served for time-sensitive perishable products under existing sea and road logistics solutions.

A 2014 report by the Australian Bureau of Agricultural and Resource Economics (ABARES) into Australia's airfreight food exports identified Tasmania as the strongest growth jurisdiction in Australia's airfreight food supply chain, based on volume, with strong growth prospects for future exports.

Between 2006 and 2012, Tasmania's air freight exports to international markets increased from 5 000 tonnes to 11 000 tonnes. Further growth is expected, associated

The Tasmanian Government's vision to grow the value of agriculture tenfold to a \$10 billion industry by 2050 will require increased sea and air freight capacity. The Government's investment in expanded irrigation to increase the production of premium, value-added foods as well as capitalising on opportunities to access new markets, are important steps toward achieving this goal.

For premium foods with a limited shelf life, direct airfreight services would enable access to new interstate and international markets previously out of reach, and bolster the value of Tasmania's brand and products by ensuring produce arrives in top condition and as fast as possible.

The Tasmanian Government's *Access 2020 – Five Year Air and Sea Access Strategy 2015-2020* is primarily concerned with passenger movements, but includes airfreight as a core access deliverable. The *Access 2020 Strategy* identifies immediate actions in support of air freight solutions, including dedicated flights and greater utilisation of passenger aircraft cargo space.

Airfreight is a key component in the revenue of a passenger aircraft, and a strong freight load can be an important contributor to the viability of a passenger service. The ability to increase Tasmania's outbound freight services aids the development of additional passenger capacity, which in turn supports Tasmania's economic, tourism and social development targets.

There is a limited range of airfreight data available. Although the uplift data is held by individual operators, is it not available in an aggregated form to airports or government. Operators indicate capacity constraints in the short summer peak but underutilisation of cargo space on passenger aircraft departing Tasmania at

### 1.7.1 Supply chain challenges to the increased use of airfreight

As an island state, less than 2 per cent of produce being moved by air is well below average. Unlike sea freight, airfreight does not attract financial support under TFES. This is likely to have had an influence on the development and current operation of Tasmania's freight market and existing supply chain arrangements.

In 2014 report, ABARES identified airfreight as accounting for one third of the value of Tasmania's international food exports, but noted that much of this freight is moved by sea and road to Melbourne's Tullamarine Airport. This adds between 10 and 36 hours of transportation time to the export supply chain. Connections and competing availability for international flights is an ongoing issue, although international air capacity from Melbourne has improved.

Qantas Freight, Virgin Cargo, Toll Air Express, Jetstar, Vortex, AAE, Sharp Airlines and a small number of other providers currently provide airfreight to and from Tasmania. Freight forwarders are integral in the utilisation and use of available airfreight services, as well as being a stakeholder in efforts to boost airfreight capacity and aggregate loads.

Both Qantas Freight and Toll Air Express operate overnight freighter services to Melbourne. Airfreight service provider mix is expected to change if international airlines begin operating to Hobart Airport, and as Virgin Australia launches its Virgin Freight business unit, or other operators enter the market.

Up until September 30, 2015 Toll acted as sales and cargo handling agent for Virgin Australia. Since that time and

Facilities such as larger cool stores and freight hub facilities at key airports are matters to be resolved and both Launceston and Hobart Airport are willing to evaluate and implement airfreight facility investments to grow and diversify their core business as well as creating greater, statewide beneficial, economic trade zones and logistics facilities.

The capacity to increase airfreight capacity and to attract new operators is a detailed process but can happen much more quickly compared to increasing sea capacity.

Detailed business cases and demand commitments are required to demonstrate sustainable and viable demand. Tasmania is currently in this position with a range of airfreight providers and this activity is a key component of the *Draft Tasmanian Integrated Freight Strategy* as well as the *Access 2020 Strategy*.

### 1.7.2 Efficient airfreight gateways

Government, industry and the airports are in a consultative process to match effective airfreight solutions with growing freight demand and specific destination and speed to market export requirements. Hobart and Launceston are the key airfreight gateways for Tasmania.

Three years ago Launceston Airport completed a \$6 million upgrade of its southern freight apron, providing capacity for round the dock movements on three bays, each accommodating freighter aircraft with a maximum take-off weight of 80 000 kg, the equivalent to a fully loaded B737-300 freighter.

While seasonal constraints are experienced on the capacity of current services, Launceston Airport is able to accommodate significant growth in airfreight services

A freight demand analysis has been commissioned and will be underway prior to December 2015, leading to the development of a Master Plan for the 'Launceston Gateway' Freight hub.

Hobart Airport is undertaking a \$40 million runway extension, which will increase runway length by 500 metres to 2 720 metres. This will allow aircraft to depart Hobart Airport with heavier payloads, and travel longer distances. It will provide new opportunities in passenger and freight segments with wide-body aircraft being able to fly direct to Asia.

The runway extension also opens up a range of Antarctic gateway opportunities.

The runway extension enables many economic opportunities for Tasmania and is an important part of the Airport's infrastructure plans. In conjunction with Hobart's port facilities, Antarctic and Southern Ocean research institutes and experienced Antarctic Sector suppliers and contractors, the runway extension will significantly improve Hobart's ability to attract non-Australian Antarctic programs to operate from Hobart.

Hobart Airport is investigating additional supporting infrastructure requirements from potential operators, for example, warehousing requirements, larger cool stores and freight hub facilities. Should they be required, it is intended that these types of infrastructure will be developed in co-operation with key partners.

The current growth in demand and production of high value perishable goods provides a good opportunity to revisit the role airfreight should play, and how it can increase value and improve time to market for Tasmanian

It will be important for the Government to continue to work with stakeholders to ensure that facilities and infrastructure is in place at airports to meet the needs of producers in relation to cooling / chilling, and any certification that may be required.

## 1.8 Maintaining essential freight links to the Bass Strait Islands

As island communities, the Bass Strait islands of King, Flinders and Cape Barren depend on access to regular and reliable shipping services. Cost effective transport connections with both domestic and overseas markets are crucial if primary producers and other businesses on the Islands are to remain competitive.

The Tasmanian Government recognises the importance of regular shipping services to the Bass Strait Islands. The Government believes that a genuine market exists where a long-term, sustainable commercial service can be established for King and the Furneaux Island at no long-term cost to taxpayers.

The Government has worked consistently with Island communities and shipping operators to overcome sea freight challenges and maintain long-term shipping services for business and the community, and will continue to do so in the future.

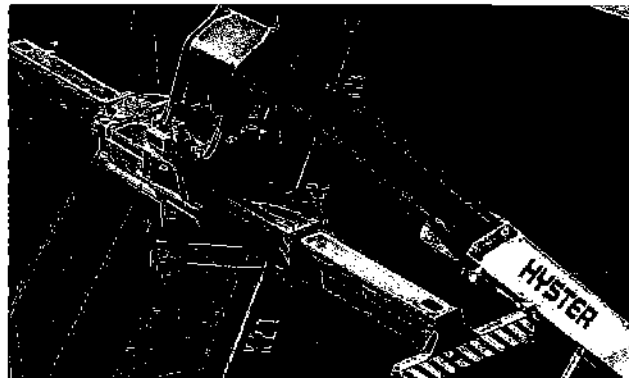
The Bass Strait Islands are geographically isolated with a comparatively low-volume freight task. Freight exports largely consist of livestock, agricultural and dairy products, while imports include fuel, fertiliser, other farming inputs and general cargo. The freight task is subject to seasonal peaks, with spikes occurring in October to November

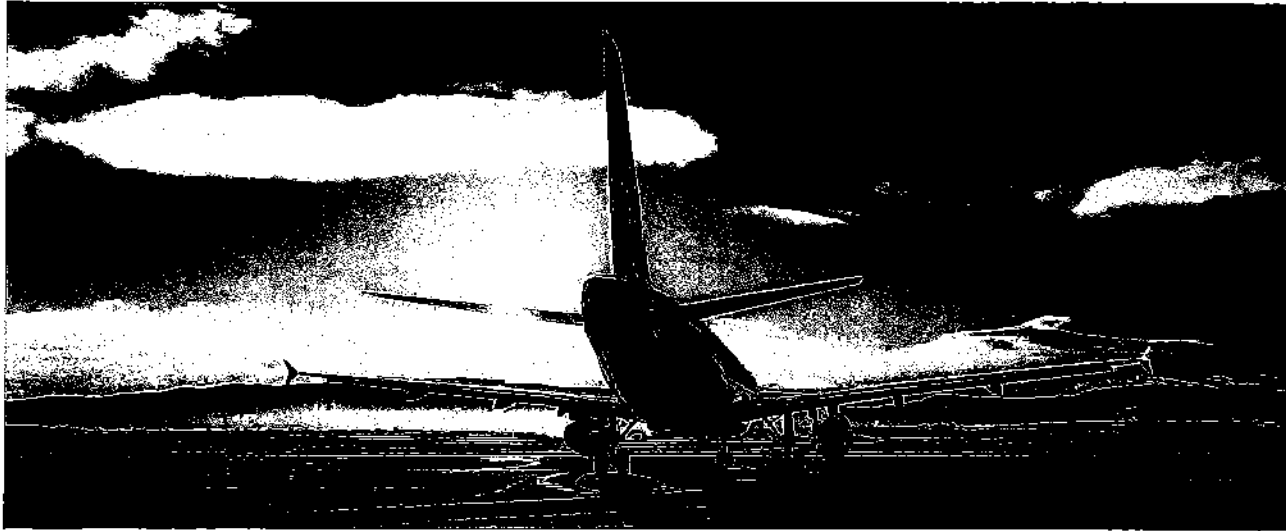
Since 2001, SeaRoad Shipping has provided general cargo and livestock shipping services to King Island using its vessel the SeaRoad Mersey. SeaRoad Shipping plans to replace the Mersey in late 2016 with a new vessel, which will be too large to dock at King Island.

Current and prospective Bass Strait Island shipping operators have expressed interest in providing services to King Island on a commercial basis. The Tasmanian Government is confident that a suitable alternative shipping solution will be delivered and will take necessary action to facilitate a market based solution.

As no complete market solutions have yet presented themselves, the Government will shortly commence a market testing process to facilitate a long term commercially sustainable King Island shipping service.

The Government will continue to work with all key parties to facilitate a long term commercially sustainable service. It is crucial, however, that the transition to new shipping arrangements is managed without undue disruption or disadvantage to the King Island community.





## Strategic response

In supporting a competitive Bass Strait freight market that meets current and future freight growth, the following are key policy recommendations and actions.

### Policy positions

- 1.1 Private sector solutions to shipping capacity and service needs are the first and preferred response to capacity needs on Bass Strait. The Tasmanian Government supports planned investment in larger vessels by the two existing private operators.
- 1.2 Service competition within the Bass Strait container market is critical. The Government supports a no-lessening of Bass Strait shipping competition that seeks to maintain at least two major private sector domestic container operators.
- 1.3 The Government has established a tourism strategy

### Actions the Tasmanian Government will undertake

- Facilitate market-based solutions to Bass Strait container shipping needs, including the provision of transparent information to the market on shipping needs; identification of capacity and service gaps; and continued advocacy for regulatory changes that expand service choice for Tasmanian shippers.
- Monitor container volumes with and across commodity sectors, to inform overall capacity and specific service needs.
- Assess opportunities to reduce the volume of empty containers crossing Bass Strait.

## Chapter 2 – Efficient freight gateways

By volume, 99 per cent of freight into and out of Tasmania is moved by sea, making ports a central point for the exchange of goods, and the focus for land freight connections.

As fixed, long-term assets, ports are expensive to provide, but maintenance and operational costs are comparatively low.

- Port charges influence sea freight costs.
- Port location affects transport distances to and from production and manufacturing centres and markets.
- Channel depth and tides influence ship size and access.
- Port infrastructure, services and landside space affect the efficiency of freight movements and the type of activities a port can support.

Tasmania has four major publicly-owned ports at Burnie, Devonport, Bell Bay and Hobart. Container and bulk freight activity is focused on the three northern ports, with freight volumes highest at Burnie Port. With the exception of the Brighton Hub, all Tasmania's major intermodal facilities are located at a port.

In 2006, Tasmania's ports were amalgamated under the state-owned company, TasPorts.

### Key observations

- In 2013-14, 12.6 million tonnes of freight moved through Tasmania's publicly-owned ports, with an additional 2.4 million tonnes per annum moved through the privately owned Port Latta.
- Bulk freight accounts for almost two thirds of total
- Burnie is Tasmania's largest port, handling over 4 million tonnes of freight, including the largest container volumes at 54 per cent of total TEU.
- Burnie and Devonport are Tasmania's main container ports, moving 242,136 and 199,146 TEU in 2013-14.



## 2.1 Targeting greater aggregation and a more efficient use of port assets

Tasmania's port throughput is distributed across four major ports. Volumes are focused on the three northern ports, and are highest for both container and bulk freight at Burnie and Devonport ports.

Tasmania's ports were historically developed to support individual regions and key industrial customers. This has led to some duplication of infrastructure across ports, and to the development of specialised functions at individual ports. Despite some calls for port rationalisation, investments by shipping companies and customer supply chains built around existing infrastructure is significant.

However, reducing duplication where possible is important. Between 2010 and 2020, TasPorts estimated \$300 million in capital and maintenance would be required across Tasmania's four major ports.

To date, capital and maintenance expenditure since 2010 has been over \$120 million. Annual port maintenance and renewal expenditure increased from \$4 million in 2007 to around \$10 million in 2010 and increased further to \$17 million in 2013 due to funding of a five year community asset maintenance program.

Freight volumes are a key driver of port efficiency. They also support economies of scale in infrastructure provision. In some cases, freight activities are not transferable or easily aggregated at a single port; for others, opportunities exist.

**Across Tasmania's port system, the Tasmanian Government will:**

## 2.2 Future arrangements to support Tasmania's domestic container task

In 2013-14, Tasmania's total container throughput was 451 304 TEU, with forecast growth of around 3 per cent per year. Burnie and Devonport ports account for 92 per cent of all container movements.

Container freight services are provided under long-term lease arrangements at Burnie Port by Toll-ANL (market share around 55 per cent) and at Devonport Port by SeaRoad Shipping (market share around 25 per cent) and TT-Line (market share around 20 per cent).

Container volumes at Burnie and Devonport ports have increased over the past decade, largely at the expense of volumes through Bell Bay.

### **This trend reflects a range of factors.**

- Shipping service options. Three operators provide high frequency services out of Burnie and Devonport, including TT-Line's passenger ferries whose services are particularly suited to the movement of time-sensitive freight.
- Changing freight demand. Container-based and time-sensitive freight (for example, agriculture) is focused in the north-west. Agricultural produce from the north-east travels to the north-west for processing. The majority of inbound retail freight is destined for Launceston and Hobart.
- Market decisions, including the freight contracts and decisions of individual freight users.
- Long-term legacy tenancy arrangements have incentivised individual domestic shipping lines to

## 2.2.1 Container capacity at Tasmania's major ports

Container terminals require sufficient landside space for storage, loading and unloading. Access for larger ships may also be required over the longer term. Container capacity at Burnie and Devonport ports will be 590 000 TEU per annum at the conclusion of the Burnie Port Optimisation project in 2015. Based on forecast growth of 3 per cent per annum, this capacity will be reached in around 2022.

There is currently sufficient landside container capacity in the northern ports to accommodate growth close to 780 000 TEU per annum.

Catering for future container volumes beyond this point will require larger-scale investment in port development. Where and how this investment is provided has been the subject of debate.

Additional landside space is available at Burnie and Devonport ports for increased terminal capacity, at a relatively low cost. Burnie and Devonport ports are located in close proximity to each other.

Based on existing freight flows and supply chains, it is unlikely that a shift in container activity from one port to the other would have an impact on land transport networks or significantly add to the cost and complexity of connecting supply chains.

Additional capacity also exists at Bell Bay.

## 2.2.2 A primary domestic container port

The Freight Logistics Coordination Team identified Burnie Port as the preferred location for long-term consolidation of Tasmania's domestic container task, based on potential for deep water expansion, ability to develop at comparatively lower cost and alignment with land transport networks. \$12 million is currently being invested at the Port to improve container capacity and efficiency. Long-term, staged upgrades can accommodate 750 000 TEU, which would meet Tasmania's total container demand for the next thirty years.

In contrast, the port of Devonport has river basin constraints that limit the size and number of larger ships the port can accommodate. Rail access is limited to the western side, with container terminals located on the eastern side.



The Government recognises the need to provide long-term clarity on future planning for Tasmania's domestic container task. It accepts Burnie Port as the logical location for Tasmania's primary container port, and will now work closely with TasPorts, shipping operators and shippers to investigate this as an option, post-2025.

In moving toward a primary domestic container port over the medium-term, the Government will have an overriding focus on the impact any change will have on market competition and costs, for both shippers and operators.

**The Government will be guided by the following key considerations.**

- Market competition and cost. The existing number of service providers across Bass Strait is the minimum required to deliver competitive tension into the market. Any investment must maintain at least this level of competition. Providing space for a second domestic container operator at Burnie and reviewing, over the medium term, existing lease arrangements at both ports to ensure market-based competition can be maintained at a single port, are key issues.
- Infrastructure outcomes. Considering savings to government associated with moving to a single container port; the ability of the Government to deliver a higher standard infrastructure response at a single location; and land transport outcomes.
- Transparent identification of infrastructure costs and constraints at Burnie and Devonport ports. Burnie Port has adequate space for expansion, through reconfiguration and small-scale reclamation. Devonport Port is constrained by adjacent urban development but has additional landside space within

## 2.3 Planning for the needs of bulk freight customers

Approximately 9 million tonnes of bulk freight passes through Tasmanian ports each year, accounting for around two thirds of total port throughput. Major commodities include mineral concentrates and ores, cement, petroleum, logs and woodchips.

Bulk facilities operate at Bell Bay, Burnie, Devonport, Hobart and Port Latta. Bell Bay is Tasmania's largest public bulk freight port. Together, the privately owned facilities at Port Latta and Risdon move around 3.6 million tonnes a year, which is just over one third of the state's total bulk task.

Commodity-based specialisation is a feature of Tasmania's ports, and this has largely been driven by bulk freight. Bulk freight accounts for a high proportion of throughput at individual ports.

- Around 61 per cent of throughput at Bell Bay Port has an origin or destination in the adjacent Bell Bay Industrial Estate. A further 30 per cent of throughput is forestry freight associated with adjacent processing facilities.
- Cement from Railton accounts for just over a third of throughput at Devonport Port.
- Around 72 per cent of throughput at Hobart Port is freight moved over Nyrstar's private wharf at Lutana.

Bulk freight tends to be high tonnage, unpackaged and requires point-to-point transport (for example, from mine or processing plant to port). Bulk shipping services are often provided by direct charter, on a longer service rotation. Dedicated bulk shipping services in Tasmania include mineral exports from Burnie, cement via

As the only multi-user asset of its kind in the state, the shiploader is a critical part of mining supply chains. The existing shiploader is close to life-expired and requires replacement over the short-term. As part of the *Western Tasmania Export Corridor Plan*, the Tasmanian Government will work with TasPorts and TasRail to investigate future arrangements to replace this key piece of freight infrastructure.

Individual ports have developed as natural gateways for specific bulk freight tasks, with significant investment made to support long-established bulk freight activities. Planning for the needs of bulk freight users must recognise existing port synergies, and support an appropriate level of port specialisation.

Opportunities for aggregation of like activities across ports remains important, and reducing duplication where possible. A review of shiploading infrastructure across all major ports, together with product storage needs and ship access considerations, would also form part of a bulk port prioritisation plan.

### 2.3.2 Supporting access for larger vessels at Burnie Port

The Tasmanian Government is currently developing a *Western Tasmania Export Corridor Plan*. The Plan will consider freight demand, supply chain and infrastructure issues and opportunities, and system wide improvements to support key bulk export tasks from Western Tasmania.

As the Region's key export port, port infrastructure and shipping services at Burnie Port is a focus of the Plan. Existing and future arrangements to support freight

## 2.4 Commercial frameworks are a key part of port planning

Ports operate under detailed commercial frameworks, which regulate the cost of using and accessing port infrastructure and services. For example, leases over terminals and infrastructure, and activity-based charges levied by port authorities.

TasPorts publishes an annual schedule of port charges. Aurecon identified port charges as a small proportion of a business' total costs in moving freight across Bass Strait. Despite this, a small number of Tasmanian businesses have identified port charges as high compared to other Australian ports.

Private companies own or have long-term leases over land and infrastructure at each of Tasmania's major ports. This includes private wharves owned by Bell Bay Aluminium and Forico at Bell Bay, and Nyrstar in Hobart, and major container terminal leases exist at Devonport and Burnie ports.

The commercial arrangements governing a port can significantly influence long-term planning, service competition, costs to users and the location of activities.

The Tasmanian Government will work with TasPorts and key stakeholders to align commercial arrangements with long-term port outcomes.

## 2.5 Understanding the implications of a second container port in Victoria

The Port of Melbourne is Australia's largest maritime hub



However, the timing and location for development of the second port have not yet been determined. Previous locations have included the existing deep water port at Hastings, and a new port at Bay West. The Victorian Government has now indicated it will seek advice on the preferred timing and future location of the second port from Infrastructure Victoria.

Depending on the future location of a second port, land freight costs for some Tasmanian shippers will increase. A container logistics study undertaken by the Port of Melbourne Corporation suggests that 86 per cent of Tasmanian imports to Victoria are destined for locations spread across metropolitan Melbourne, with relatively active areas both east and west of the central business district,

Port users and other stakeholders have raised serious concerns that privatisation will result in higher costs. Of particular concern for Tasmanian shippers is that both Toll and SeaRoad Shipping's existing leases at the Port expire in 2017, and will shortly be subject to renegotiation.

As part of the privatisation process, the Victorian Government intends to introduce a broad economic regulatory framework for port tariffs, which will include capped price increases of no greater than CPI for 15 years, starting from 2016.

Currently, there are no plans to directly regulate the rents that the new port operator can charge its tenants. However, the Victorian Government has indicated that



## Strategic response

In delivering an improved port system, the following are key policy recommendations and actions.

### Policy positions

- 2.1 Burnie Port is the logical location for prioritising long-term public sector investment for domestic container growth, but further work is needed to understand commercial and market benefits.
- 2.2 Individual ports have developed as natural gateways for specific bulk freight tasks, supporting investment by shipping companies and Tasmanian businesses. Reducing duplication where possible is important.
- 2.3 Assessment of the Port 5M investment funding

### Actions the Tasmanian Government will undertake

- Assess the benefits of a single domestic container port at Burnie, examining supply chain, commercial and market outcomes for shippers, operators and the port manager.
- Develop a bulk freight port investment prioritisation plan.
- Development of a *Western Tasmanian Export Corridor Plan* to improve supply chain efficiency and productivity for key export sectors.

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## Chapter 3 – High standard, responsive land freight connections

Tasmania's land transport network facilitates freight movement to and from key export and intermodal points, industrial and population centres, and regions. The network is extensive, with nearly all major freight corridors operating as parallel road and rail networks. The cost of maintaining this infrastructure, much of which is ageing and substitutable, is high for Tasmania.

Current and future freight volumes are forecast to remain highest on the road network, and focused on the Burnie to Hobart corridor. Based on freight volumes and strategic linkages, this corridor is the state's premier freight corridor.

Rail is important in meeting the needs of key bulk customers, but also carries an intermodal task.

From a user's perspective, Tasmania's road and rail networks are efficient, with few capacity or travel time constraints. The rail network offers a commercially competitive alternative to road, particularly for bulk and higher-volume tasks where there is efficient proximity to a railhead. This is evidenced by the contract to transport bauxite from Conara to Bell Bay.

Future upgrades to Tasmania's land transport network will require higher-standard infrastructure that meets changing vehicle productivity, user and safety requirements. At the same time, public funding for transport infrastructure will become more constrained and competitive.

### Key observations

- In 2011-12, Tasmania's total land freight task was 23 million tonnes.
- Road carries the highest volumes at 20 million tonnes.
- Tasmania's land freight task is forecast to increase to 38 million tonnes by 2035. The agricultural sector is a key driver of future freight growth.



### 3.1 Providing certainty on future freight investment across Tasmania's land freight network

The majority of Tasmania's land freight task is carried on road. Total and proportional freight volumes on rail are lower, but vary across lines.

Tasmania has a parallel road and rail connection between Burnie and Hobart, partially to Devonport Port (western side) and to Bell Bay. It also has parallel networks, where rail serves a specific freight task, on the West Coast and to Fingal.

Decisions on how road and rail should develop or interact affect investment and funding. Infrastructure Australia has sought clarification on the Tasmanian Government's objectives for its parallel road and rail networks, particularly between Burnie and Hobart. The Freight Logistics Coordination Team also identified this as a key issue in its final advisory report.

Road is the preferred mode for freight transport in Tasmania, where movements are generally over short distances. Road is also the preferred mode for time-critical freight. Point-to-point bulk freight movements for which rail has an advantage are limited in Tasmania.

Road freight networks operate under a system of user pays from heavy vehicles, and contributions are regularly reviewed at a national level. Nationally, road transport is moving toward even higher productivity vehicles, which will require major road upgrades over the long term.

Tasmania's rail network operates under an open access

Clarifying future investment priorities across road and rail, including on the key Burnie to Hobart freight corridor, is a priority for government.

### 3.2 Delivering a single, high-standard, contestable interstate freight corridor

By tonnage, traffic volumes, and strategic land use connections, the road and rail networks between Burnie and Hobart are Tasmania's most significant freight corridor. The corridor connects major ports at Burnie and Devonport, key population and industrial centres, and major intermodal hubs at Brighton and Burnie Port.

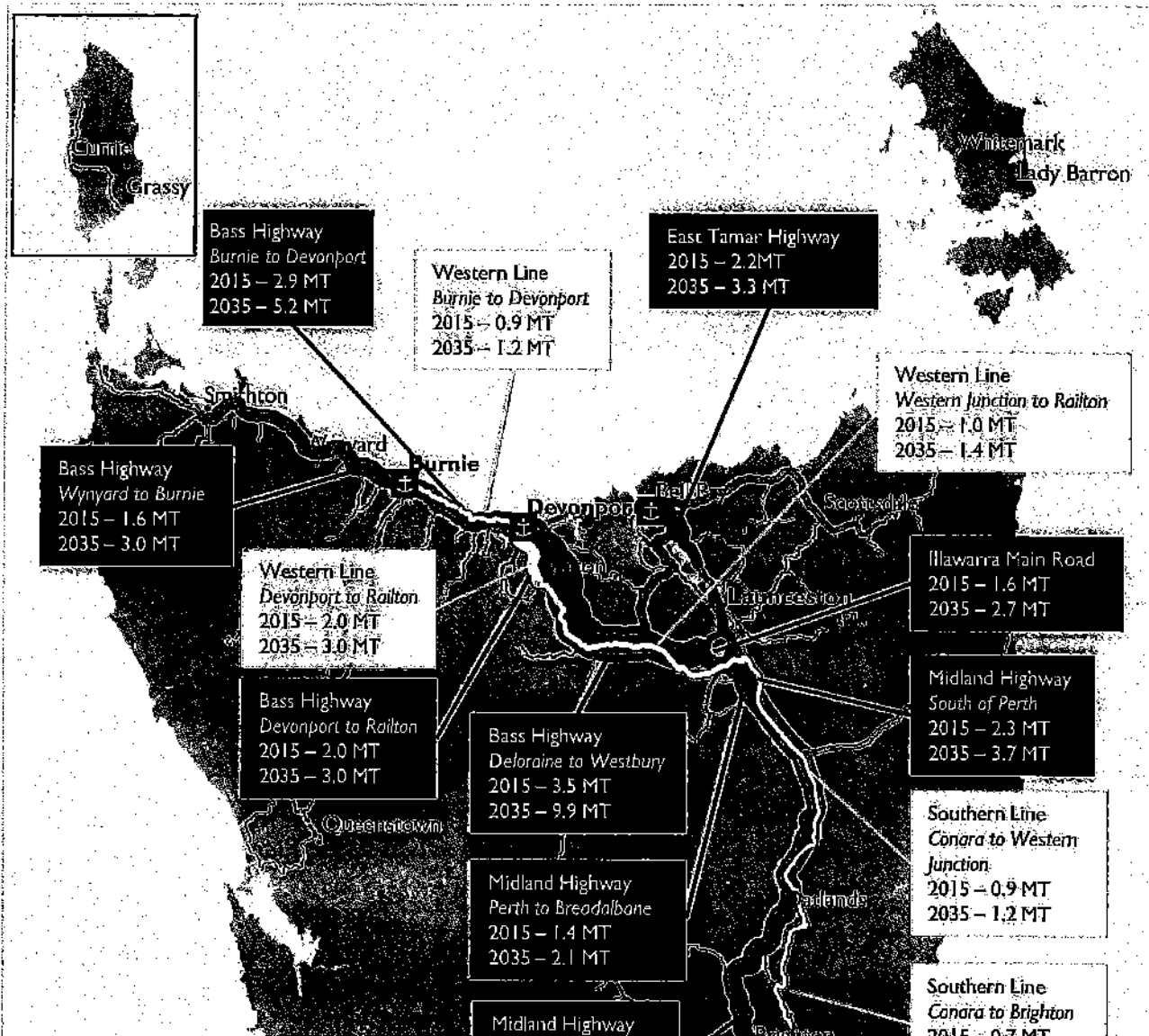
65 per cent of Tasmania's land freight task travels on this corridor for at least part of its journey, and most major freight origins and destinations are located within 30 kilometres of the corridor. It is Tasmania's key corridor for the movement of containerized freight.

The Burnie to Hobart freight corridor is listed as an early stage project on Infrastructure Australia's *Infrastructure Priority List*. Infrastructure Australia is currently updating this list, and the Tasmanian Government is seeking retention of the corridor as part of this process.

The Burnie to Hobart freight corridor operates as a parallel road and rail route. Significant public investment has been made in both networks to improve both efficiency and safety, with further investment required.

#### 3.2.1 Land transport freight growth and contestability

Figure 3. Forecast freight volumes, Tasmanian land transport network



Under general freight growth, an analysis of freight volumes across commodities indicates around 1.1 million tonnes of the current intermodal road freight task on this corridor could be contestable by rail (Figure 4). This figure does not consider emerging, and potentially significant bulk freight tasks, or the feasibility or desirability of a switch to rail for individual businesses.

It is noted that TasRail recently released a report on the role of rail, which considers both statewide freight contestability and the broader benefits of rail as a transport mode. This report is based on a different freight contestability methodology and considers future growth to 2019 only.

### 3.2.2 Long-term corridor planning

The Burnie to Hobart rail corridor has formed the focus of rail investment, with significant funding committed to track and rolling stock upgrades. Under certain circumstances, deferred investment or maintenance can be an outcome of a parallel network.

This means the proportion of freight carried on one mode increases to a point where investment or maintenance in the second mode, can be reduced or postponed.

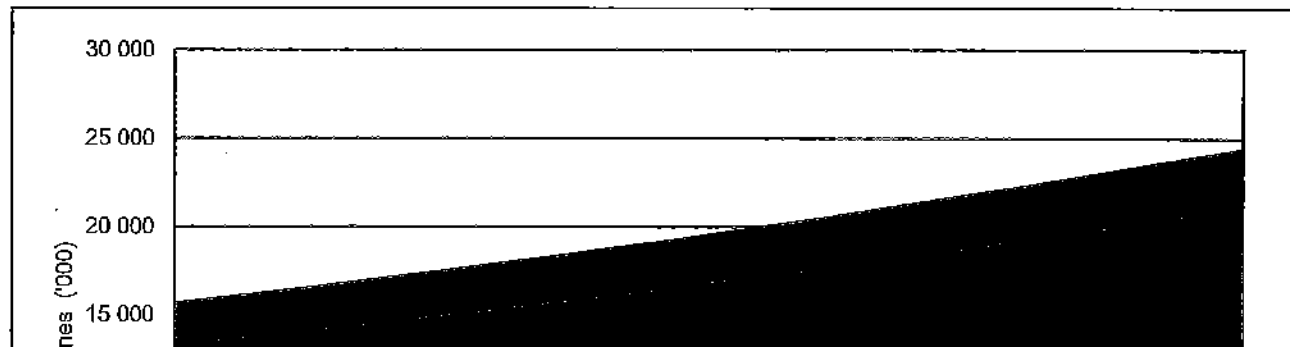
Along the Burnie to Hobart corridor, current and forecast freight and general traffic volumes on road are high, with the volume of freight carried on rail unlikely to have a significant impact on required road funding.

The Tasmanian Government has identified Burnie to Hobart as Tasmania's premier freight corridor, and will develop this corridor to deliver the highest standard freight infrastructure and service levels.

Future planning on the Burnie to Hobart corridor will be demand-driven, mode-neutral and outcome-based. Investment will be made in the context of an integrated freight corridor.

The Government will deliver a *Burnie to Hobart Freight Corridor Strategy* to guide future planning and investment.

Figure 4. Forecast and contestable freight tonnages, Burnie to Hobart, 2014-15 to 2034-35



### The Strategy will:

- identify a single, integrated package of investment priorities for road and rail based on freight demand, corridor and system outcomes
- prioritise major freight-related investment in support of general freight growth
- confirm required road and rail infrastructure standards and service levels
- plan for the highest road freight infrastructure standards across the State Road Network, including in support of major step changes in heavy vehicle productivity
- focus rail investment to support a safe, reliable and sustainable rail network
- consider broader and alternative mechanisms to support freight users to meet their supply chain needs.

## 3.3 Providing direction on the future role of rail

Rail has attracted significant attention over the past decade, moving from a privately-owned business characterised by under-investment, to a Tasmanian Government-owned entity that has attracted higher levels of funding to deliver renewed infrastructure and rolling stock. A current Legislative Council inquiry into the financial sustainability of TasRail is a recent example of interest in the performance and future funding of rail.

Rail's share of Tasmania's land freight task is around 22 per cent of net tonne kilometres. This is higher on some individual lines. The existing customer base is small, with a few large bulk freight customers accounting for a

A future increase in tonnages on this line is expected as a result of the redevelopment of the George Town railhead, together with opportunities associated with the reintroduction of international shipping services to Bell Bay.

Tasmania's rail network is managed by TasRail, which operates as a vertically integrated 'above rail' (train services) and 'below rail' (rail network) business. Under this business model, TasRail as the network operator charges users of the network for services provided. In 2014-15 network access fees of around \$3.3 million were paid by TasRail's above rail business for the use of rail infrastructure.

Both the Australian and Tasmanian Governments have made major investments in the rail network to improve reliability and safety. \$205 million was committed by the Australian Government to below rail projects as part of the Rail Rescue Package and 2007 election infrastructure commitments.

A further \$120 million has been committed as part of the new Infrastructure Investment Program. The Tasmanian Government also makes regular contributions to rail network maintenance through annual operating grants. A combined investment of \$96.5 million has been made on new locomotives and wagon fleets.

### 3.3.2 Future rail investment and supporting pricing framework

Investment in Tasmania's rail infrastructure and rolling stock has significantly improved safety and reliability across the network. As part of an integrated freight system, the ability of rail to provide a commercially competitive alternative to road, including for key bulk tasks, is a key objective and one that is now possible as a result of the major improvements

### 3.4 Supporting freight growth and access on regional freight routes

Many businesses rely on regional freight networks to move product to / from processing centres and export points. Regional networks are particularly important to the agricultural, forestry, mining and construction sectors.

Over the long-term, regional freight volumes are forecast to remain highest on the East Tamar Highway, north of the Batman Bridge and the Bass Highway west of Burnie. These roads are the priority for future freight-related regional road investment.

#### 3.4.1 Regional road and rail access needs

Many parts of Tasmania's road network have restricted access or at risk of reduced access in the near future for high productivity (including Higher Mass Limit) and oversize and overmass (OSOM) vehicles, based largely on deficient bridge structures. An inability to access, or easily access, the road network impacts both general freight productivity, and increases the regulatory complexity of land development.

Many infrastructure improvements beneficial to heavy vehicles, including improved pavement strength and extended shoulder and lane width, can be delivered cost-effectively and efficiently through routine maintenance supported by small-scale upgrades.

The Government will work with the Department of State Growth to ensure freight improvements are built into capital programs, developing infrastructure to a uniform standard, consistent with transparent service levels.

#### 3.4.2 Supporting regional economic development

The Tasmanian Government recognises the relationship between regional freight networks and regional economic development. A number of mines proposed across Tasmania, for example, will rely on regional road and rail connections to move product to market. The agricultural and aquaculture sectors also have a strong reliance on regional roads.

For major or specific, new freight tasks, the Government will work with businesses to understand their freight needs, and maximise alignment between these needs and existing freight infrastructure networks.

Investment in support of a new freight task, outside the National Land Freight Network, should consider broader statewide and regional economic development outcomes, and the potential to partner with industry to deliver any additional investment.

### 3.5 Achieving greater alignment between transport hubs, industrial areas and major freight routes

Industrial areas are major generators of freight. For example, the Bell Bay Industrial Estate and Glenorchy industrial areas account for 60 per cent and 40 per cent of freight originating in or destined for their respective regions.

Across all three regions, industrial areas account for a high proportion of the freight task

- Bell Bay Industrial Estate has a number of high tonnage industries and is the largest freight generating industrial area in the state. Around 1 million tonnes of the state task originates within Bell Bay and a further 1.8 million

The Brighton Hub is a purpose-built road-rail hub located on the Burnie to Hobart freight corridor. It has played a key role in opening up large areas of industrial land, close to Hobart, with direct access to high-standard road and rail networks.

The co-location of intermodal hubs with major industrial or freight-generating activities has the potential to support localised freight aggregation and maximise access to, and use of, key freight corridors and modes.

With the exception of the Brighton Hub, all of Tasmania's intermodal hubs are located at a port – Burnie, Devonport and Bell Bay ports.

Figure 5 shows the location of major industrial and freight-generating areas in relation to the Burnie to Hobart freight corridor:

The Government will work with local government and the private sector to encourage consolidation of industrial and freight-generating activities in locations with good access to the strategic freight network, particularly the Burnie to Hobart freight corridor.

The Tasmanian Government will also work with local government to ensure planning frameworks support and reinforce key freight networks and assets. It is anticipated that this will include a uniform zoning approach to major freight corridors.

### 3.6 An agreed statewide land freight network, delivering planning and investment certainty

#### Tasmanian Land Freight Network – key elements

- **Burnie to Hobart as Tasmania's premier interstate freight corridor.** This corridor is the priority for freight investment, including major capital upgrades. Short to medium-term investment will be focused on addressing deficiencies on the road network, reflecting freight volumes carried. The road corridor will be developed to Tasmania's highest freight infrastructure standards, including incremental upgrades to meet long-term, step-changes in vehicle productivity in Tasmania.
- **Principal freight routes.** These recognise the Bass Highway (west of Burnie) and East Tamar Highway as strategic freight corridors, forecast to carry the highest freight volumes outside the Burnie to Hobart corridor. The routes connect to major freight-generating areas between Smithton and Burnie, where agriculture is a major driver of future freight growth, and the Bell Bay Industrial Estate, a key bulk freight hub.
- **Key regional freight connections,** supporting the movement of freight from regional areas to processing and export ports. Generally, these corridors carry specific bulk freight tasks, including mining and forestry. The focus is on incremental upgrade of existing infrastructure to deliver improved freight access, productivity and safety outcomes over time.
- **Industrial and last mile access roads,** providing key local connections to major ports, industrial, processing and distribution centres. These roads are often local-government owned.

The Network is linked to the Government's freight investment priorities. The Network will be reviewed every five years, as well as in response to major

Figure 5. Major freight generating areas, Tasmania

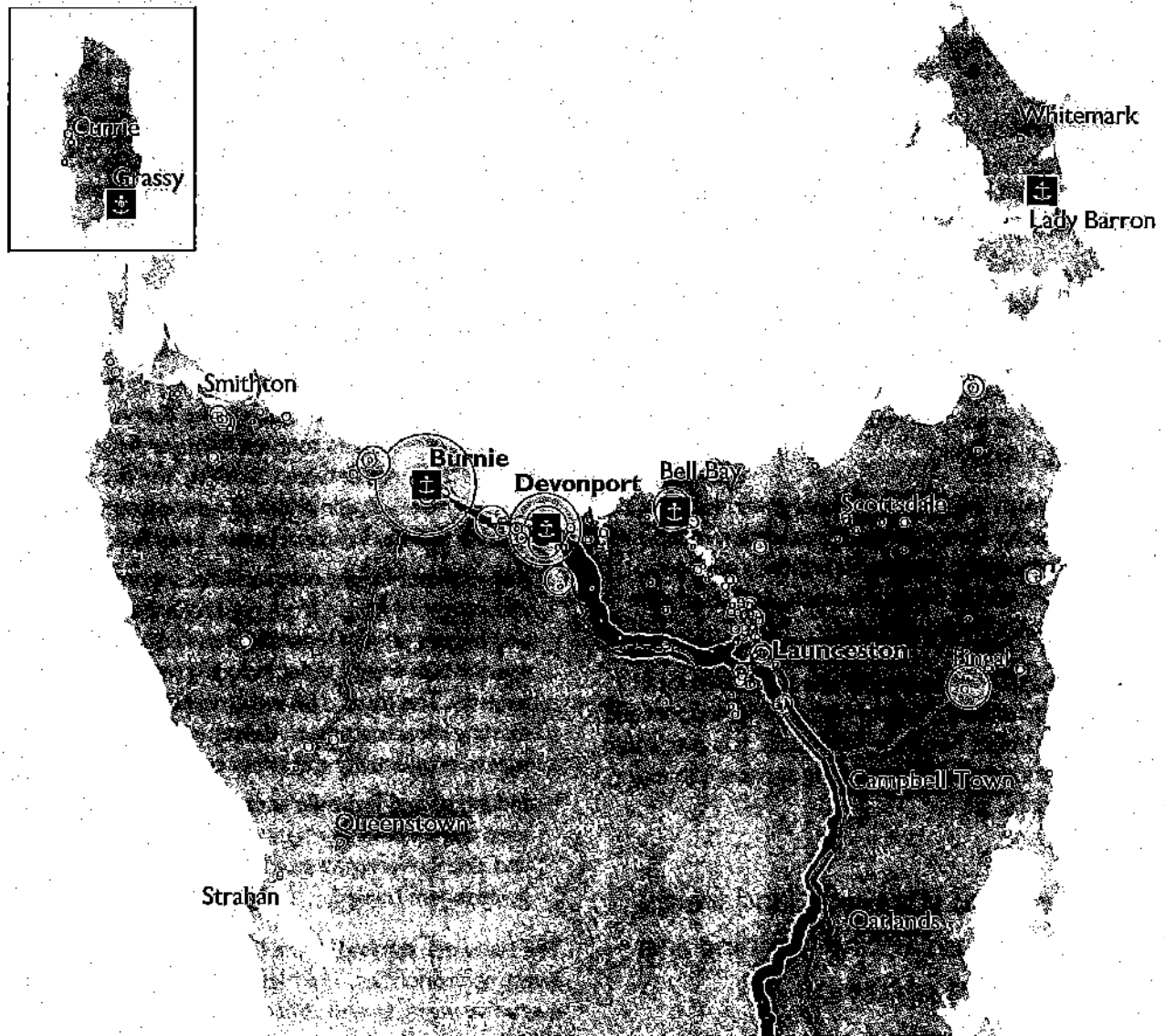


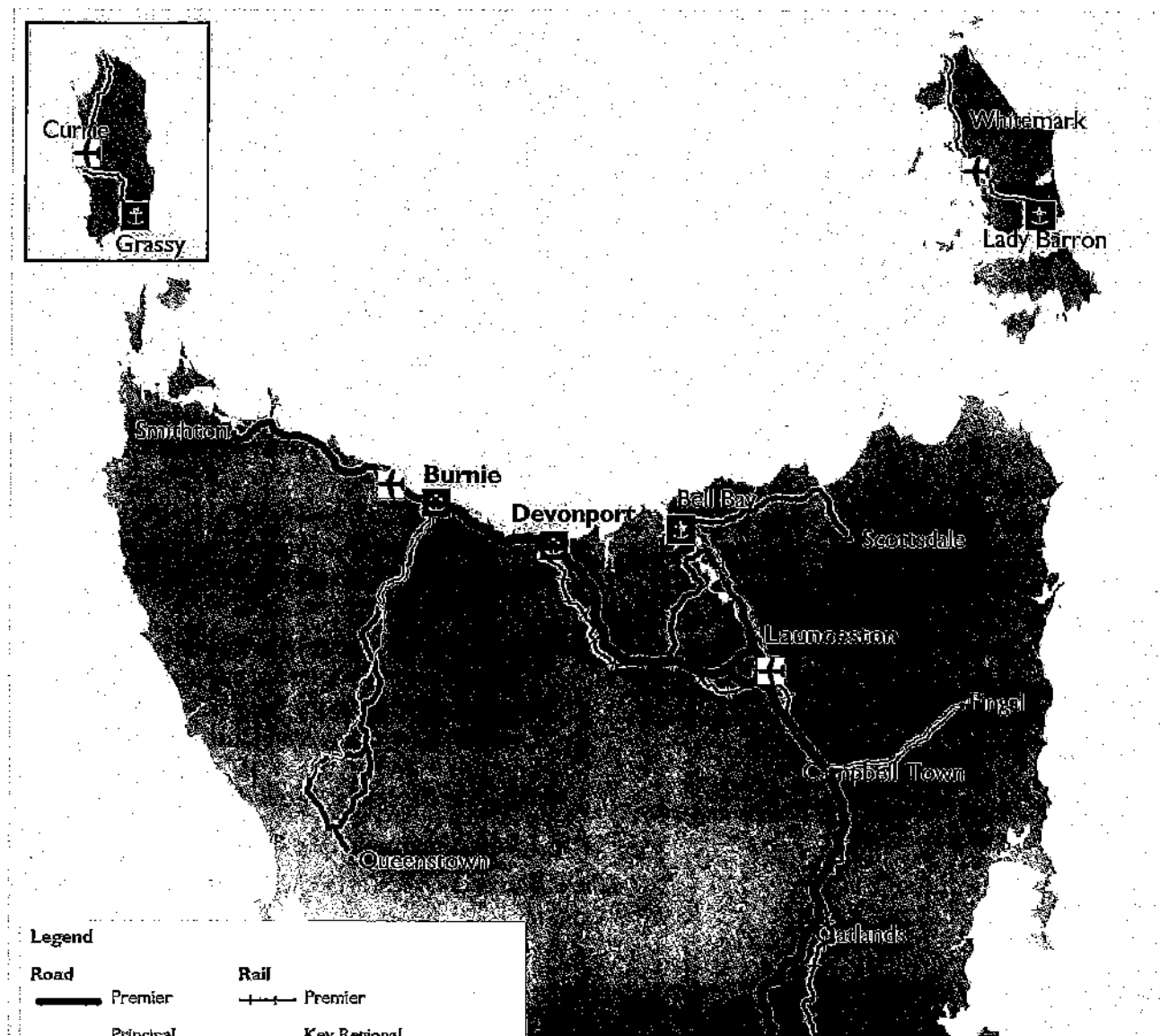
Table 2. Tasmanian Land Freight Network

Freight category	Outcomes	Investment principles
Premier interstate freight corridor Burnie to Hobart freight corridor	<p>Priority for investment to support general freight growth and major step changes in vehicle productivity.</p> <p>Highest standard road freight productivity and efficiency, including:</p> <ul style="list-style-type: none"> <li>• high level of service in terms of vehicle operating costs</li> <li>• pre-approved higher productivity vehicle routes, supporting more productive freight movements</li> <li>• pre-approved access for specified oversized/over-mass vehicles.</li> </ul> <p>Alternative options to meet freight needs examined, across modes.</p> <p>Improved safety and reliability on the rail network.</p>	<p>Road</p> <p>Priority network for investment.</p> <p>Projects that address major freight infrastructure deficiencies.</p> <p>Infrastructure standards that cater for major step changes in heavy vehicle productivity.</p> <p>Upgrades to provide as of right access for specified classes of higher productivity vehicles; retain access controls for others.</p> <p>Delivery of heavy vehicle standards built into capital programs.</p> <p>Rail</p> <p>Target remaining safety and reliability deficiencies.</p> <p>Consolidate investment around current funding.</p> <p>Demand-driven investment, directly assessed against road capacity.</p>
Principal bulk freight routes Bass Highway (west of Burnie) East Tamar Highway	<p>Efficient, high-standard freight connections to export points and the Burnie to Hobart corridor, including:</p> <ul style="list-style-type: none"> <li>• pre-approved higher productivity</li> </ul>	<p>Road</p> <p>Priority network for investment after premier interstate corridor.</p>



Freight category	Outcomes	Investment principles
<p>Key regional freight connections</p> <p>Frankford-Birralee corridor</p> <p>Murchison-Ridgley Highways</p> <p>Bridport Main Road</p> <p>Huon Highway</p> <p>Esk Main Road</p> <p>Bell Bay, Fingal, Derwent Valley and Melba rail lines</p>	<p>Safe, efficient regional freight networks, including:</p> <ul style="list-style-type: none"> <li>• general access for standard higher productivity vehicles only; larger vehicles remain subject to access controls</li> <li>• oversized/ over-mass vehicles on gazetted routes with access controls.</li> </ul>	<p>Road</p> <p>Prioritise maintenance and small-scale upgrades in support of moderate freight growth.</p> <p>Targeted investment to remove significant constraints.</p> <p>Consider non-infrastructure solutions.</p> <p>Some vehicles prohibited under certain conditions.</p> <p>Rail</p> <p>Demand-driven investment, directly assessed against road capacity.</p>
<p>Industrial and last mile access roads</p> <p>Burnie (Marine Terrace)</p> <p>Devonport (to east and west port)</p> <p>Bell Bay (Mobil Road)</p> <p>Launceston (Bathurst, Wellington, Lower Charles Streets)</p> <p>Glenorchy (Risdon, Main and Derwent Park Roads)</p>	<p>Local freight roads that are planned, protected and developed as part of a statewide freight system.</p>	<p>Appropriate land use planning provisions to protect road function.</p> <p>Prioritisation of local infrastructure investment to these roads.</p>

Figure 6. Tasmanian land freight network



## Strategic response

In delivering a strategic, responsive and financially sustainable land freight system, the following are key policy recommendations and actions.

### Policy positions

3.1. The Tasmanian Government is committed to a defined land freight network. The network will be reviewed every five years, and in response to major changes in demand, to ensure the network remains contemporary.

#### The Tasmanian Land Freight Network is proposed as follows:

- premier interstate freight corridor – Burnie to Hobart
- principal bulk freight routes – East Tamar Highway, Bass Highway (west of Burnie)
- key regional freight connections – Frankford-Birrreele-Batman corridor; Murchison-Ridgley Highways, Esk Main Road, Huon Highway, Bridport Main Road; Bell Bay, Fingal, Derwent Valley and Melba rail lines
- industrial and last mile access roads – Burnie (Marine Tce); Devonport (east and west port connections); Bell Bay (Mobil Road); Launceston (Bathurst, Wellington, Lower Charles Streets); Glenorchy (Risdon, Main and Derwent Park Roads); Hobart (Macquarie and Davey Streets).

3.2 Major freight-related investment will be prioritised in support of general freight growth between Burnie and Hobart, delivering the highest standard freight productivity and efficiency outcomes on this key freight corridor.

3.3 Investment in freight infrastructure will be clearly linked to freight demand and function across all modes and assets, supported by a clear identification of the infrastructure standards required to support the freight task.

3.4 Appropriate partnerships will be sought with the private sector to invest in new freight tasks, particularly where investment is required outside the strategic freight network.

3.5 Work with local government to encourage consolidation of industrial activities in locations with good access to the strategic freight network, particularly the Burnie to Hobart corridor.

#### Actions the Tasmanian Government will undertake

- Finalise a Tasmanian Land Freight Network.
- Develop a *Burnie to Hobart Freight Corridor Strategy*.
- Deliver a new *Tasmanian Rail Access Framework*.

## Chapter 4 – Delivering a single, integrated freight system

Freight infrastructure is expensive to maintain and provide. Investment decisions are long-term and need to be supported by adequate freight demand.

The Tasmanian Government owns the majority of Tasmania's freight networks, and also provides supporting rail and sea freight services. The private sector provides road, sea and air freight and logistics services. Private infrastructure investment exists in niche parts of the freight system.

Tasmania's freight system is used by freight users who make freight transport decisions based on their own business needs – balancing service and cost. Tasmanian freight transport supply chains are typically multi-modal with Bass Strait a key part of the supply chain for most freight users.

While there is broad alignment in the planning and activities of major freight infrastructure providers and users operating within the Tasmanian freight transport system, there is opportunity for further improvement.

Collaboration between freight users, service providers and government is central to effective freight outcomes. This is underpinned by current and accessible information on how Tasmania's freight system is used.

### Key observations

- In 2011-12, Tasmania's total land freight task was 23 million tonnes and the sea freight task was 13 million tonnes.
- General freight growth is forecast at 1.7 per cent, with higher growth in the agricultural sector (4 per cent)
- The Tasmanian Government owns all major land transport infrastructure, managed through TasPorts, TasRail, and the Department of State Growth (road).
- Infrastructure Tasmania will provide a coordinated

#### 4.1 Aligning objectives, planning and investment across freight infrastructure and service providers

The Tasmanian Government owns nearly all major freight infrastructure in Tasmania, across ports, road and rail as well as providing sea and rail freight services. The Government is committed to retaining ownership of these key public assets.

The Government manages its freight assets through four entities – TasPorts, TT-Line, TasRail and the Department of State Growth – each of which has responsibility to plan and manage specific freight infrastructure and modes.

With the exception of the Department of State Growth (roads), all operate as independent government-owned businesses, with associated strategic planning and public financial reporting responsibilities.

Tasmania's public infrastructure and service providers play a major role in the operation of Tasmania's freight system. The strategic plans of each are a key part of freight system planning, and can significantly influence planning and investment outcomes.

Coordination across the strategic planning activities of these businesses is critical to meeting freight objectives. Customers and key stakeholders must be involved, and relevant business and freight-related information made publicly accessible.

The Tasmanian Government will seek to better coordinate the objectives of its infrastructure and

#### 4.2 Establishment of Infrastructure Tasmania to lead best practice project evaluation and prioritisation

Infrastructure, and the way it is planned, provided, used and maintained, is one of the key levers the Tasmanian Government has to increase productivity and economic growth and meet its freight policy objectives.

In May 2015, the Government established Infrastructure Tasmania to lead best practice in the planning, evaluation and prioritisation of economic infrastructure in Tasmania.

The creation of Infrastructure Tasmania represents a significant step forward for infrastructure planning in Tasmania, providing for the first time, an independent body to oversight, and advise on, major infrastructure policies, proposals and evaluation methodologies.

##### **Key responsibilities of Infrastructure Tasmania include:**

- development of a project pipeline and common project assessment methodology
- coordination of all major funding submissions to the Australian and Tasmanian Governments, including across and within sectors
- provision of independent advice on the benefits or need for specific infrastructure proposals, including the detailed review of major projects.

Infrastructure Tasmania recently released its forward work program for 2015-2016.

##### **Key initiatives include:**

#### 4.2.1 A focus on transparent, coordinated project evaluation

Improving the justification and evaluation of major infrastructure projects has been a focus of recent national infrastructure funding programs.

Infrastructure Australia has led recent thinking on the evaluation of major infrastructure projects, including the development of detailed project assessment templates and supporting economic analysis for use by states.

The Tasmanian Government supports the intent and broad methodology outlined by Infrastructure Australia. It also acknowledges the need for statewide coordination of major funding submissions.

Infrastructure Tasmania will work with infrastructure and service providers to develop a standardised project assessment methodology for publicly-funded freight infrastructure projects, consistent with national standards.

##### **The methodology will:**

- include strategic and operational justification for a project
- use common freight data, assumptions and forecasts
- use best practice methodology for the assessment of social and environmental externalities
- be based on a core benefit-cost ratio approach (the extent to which wider economic benefits can be meaningfully quantified will continue to be explored).

The methodology will be used for all major publicly-funded capital upgrade projects over \$5 million. All project evaluations and assessments will be made public.

#### 4.3 Providing accessible freight data to inform public and private sector freight planning

Freight planning must be established on a strong evidence base. This is particularly the case as governments and the private sector seek to maximise – and justify – the outcomes of their infrastructure investment. The Freight Logistics Coordination Team highlighted the importance of information to effective freight planning.

Access to up-to-date, publicly accessible freight data and adoption of agreed freight assumptions (for example, container and industry sector growth rates) will ensure government, infrastructure providers, business and the private sector are working off a common freight planning platform.

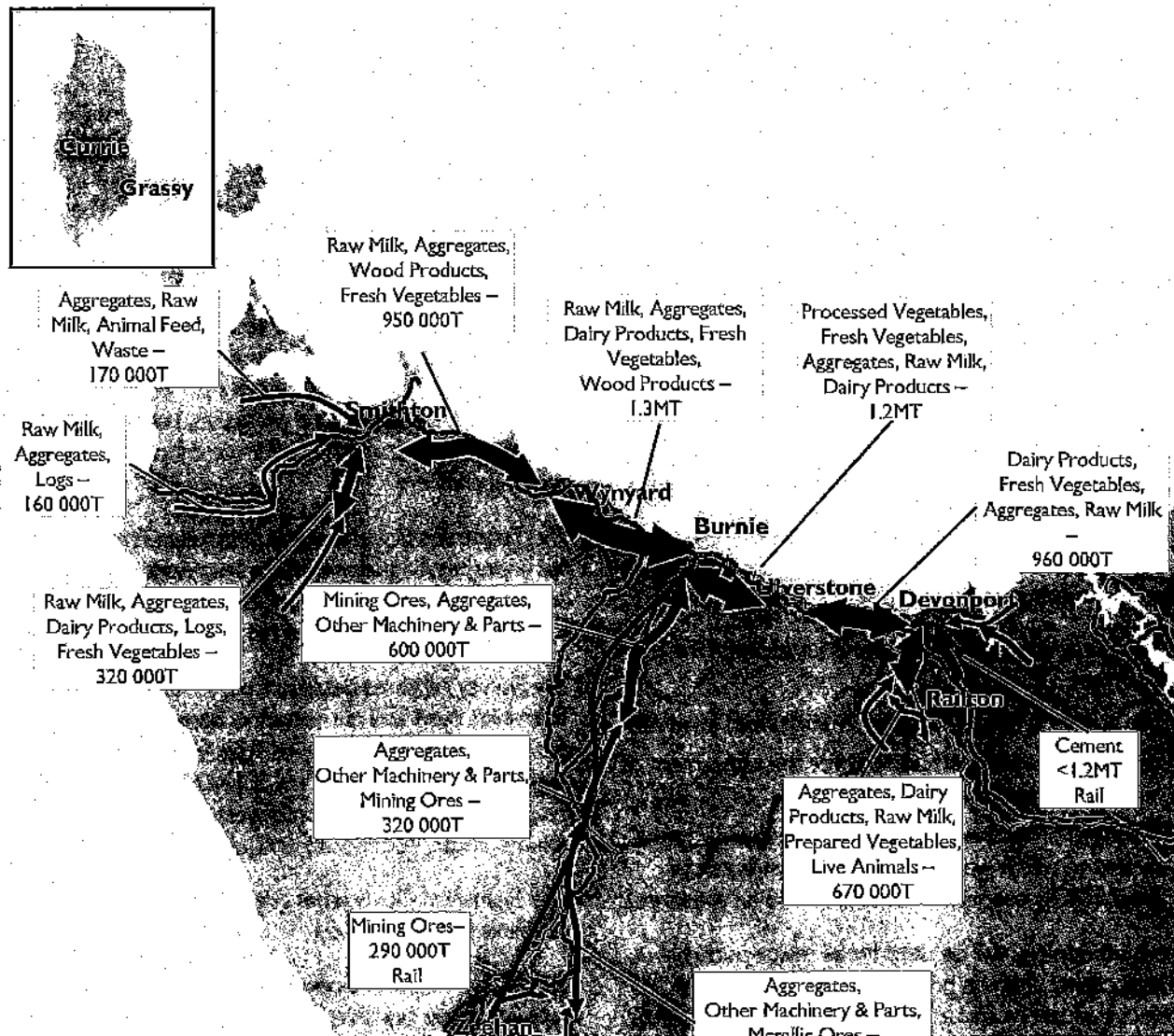
The Tasmanian Government's Tasmanian Freight Survey<sup>1</sup> has underpinned major capital investment for over a decade, forming a key component of major infrastructure funding bids across road and rail.

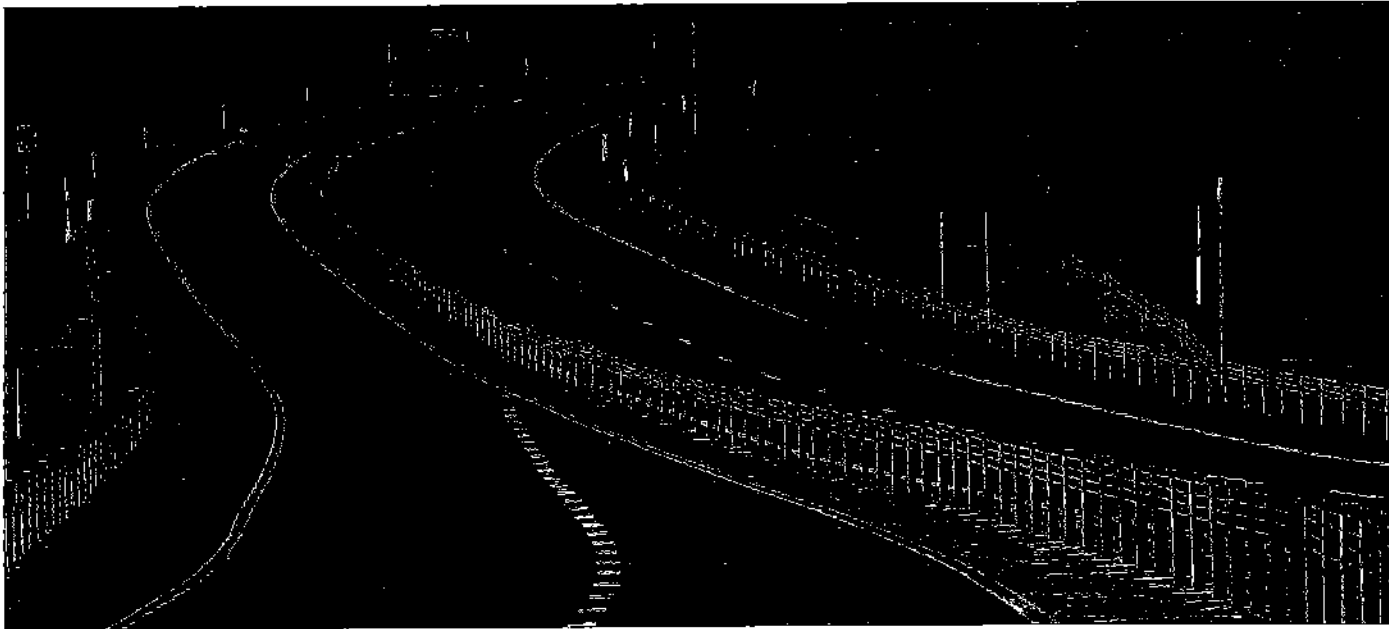
The Survey captures detailed freight movements across Tasmania's road and rail networks based on information direct from businesses. Figure 7 provides an example output from the most recent 2011-12 survey, showing freight flows across the north-west region based on volume, route, commodity and vehicle type.

The Tasmanian Government recently commenced its fifth Tasmanian Freight Survey.

The Freight Logistics Coordination Team identified gaps in publicly available information about Tasmania's

Figure 7. Example freight flow map, Tasmanian Freight Survey 2011-12





As a starting point, the Tasmanian Government will develop a dedicated web-based presence for freight, providing transparent information and data to industry and the public.

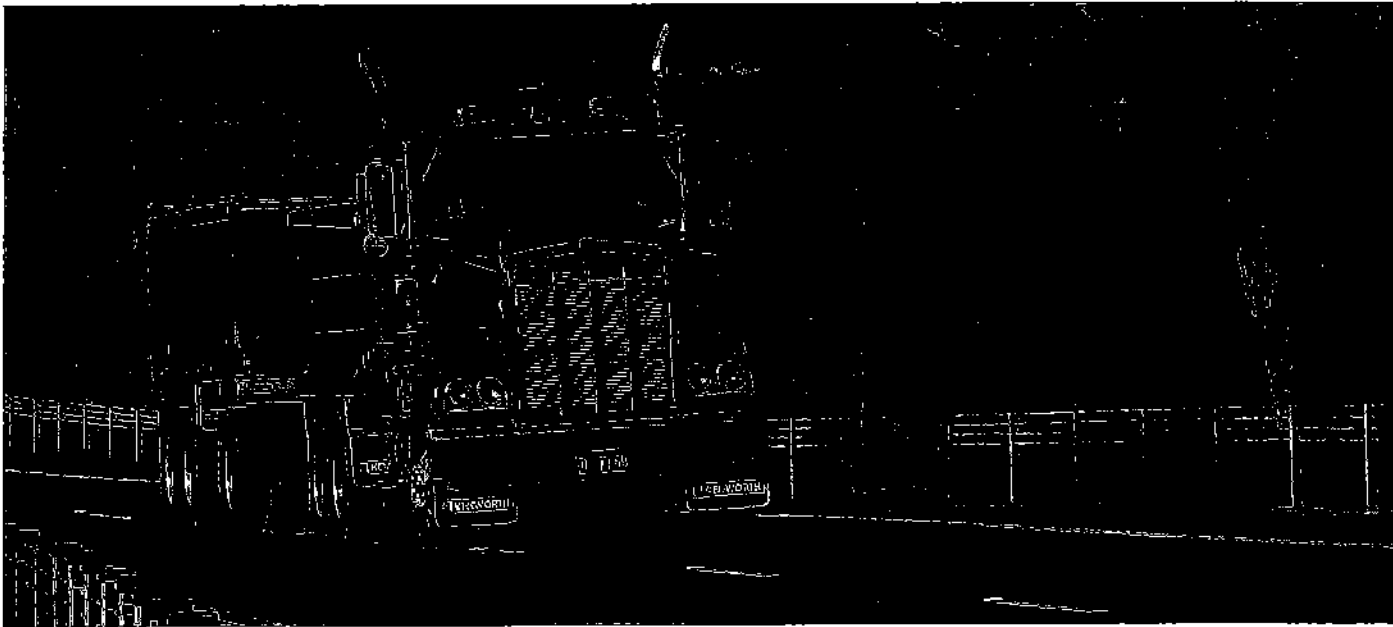
**A wide range of information will be provided in one location, and is expected to include:**

- general information on Tasmania's freight system, its development and use
- investment commitments, project assessment and prioritisation
- project assessments and analysis
- strategic plans of public infrastructure providers.

The Tasmanian Government will continue to work with industry, including major Tasmanian freight users to better understand the issues facing Tasmania's freight system and opportunities for improvement. In engaging with industry, the Government will focus on:

- progressing delivery of the *Tasmanian Integrated Freight Strategy*
- sharing information affecting Tasmania's freight system
- identifying opportunities to strengthen the role of lower volume shippers in the market, and to reduce the volume of empty containers crossing Bass Strait
- providing advice on relevant freight information and data, including industry-related data, to support





## Strategic response

In responding to these key issues, the following are key policy recommendations and actions.

### Policy positions

- 4.1 Strategic thinking, planning and evaluation of Tasmania's economic infrastructure will be led by, and coordinated through, Infrastructure Tasmania.
- 4.2 The strategic plans and investment strategies of TasPorts, TasRail, TT-Line and the Department of State Growth (road delivery agency) will align to the *Tasmanian Integrated Freight Strategy*.
- 4.3 Large-scale privatisation of publicly-owned freight

### Actions the Tasmanian Government will undertake

- Develop a standard project evaluation methodology for major publicly-funded freight infrastructure investment, through Infrastructure Tasmania.
- Undertake a fifth *Tasmanian Freight Survey*.
- Develop a web-based presence for freight, providing information on key freight policy initiatives, major system upgrades and the general operation of the freight system.

# Appendix I. Key recommendations, *Draft Tasmanian Integrated Freight Strategy*

## I. Support service choice and competition across Bass Strait

### Policy positions

- 1.1 Private sector solutions to shipping capacity and service needs are the first and preferred response to capacity needs on Bass Strait. The Government supports planned investment in larger vessels by the two existing private operators.
- 1.2 Service competition within the Bass Strait container market is critical. The Government supports a no-lessering of Bass Strait shipping competition that seeks to maintain at least two major private sector domestic container operators.
- 1.3 The Government has established a tourism strategy for TT-Line that will maintain existing freight capacity. Opportunities to strengthen alignment with the time-sensitive market will be explored.
- 1.4 The long-term continuation of existing TFES arrangements, including the recent extension of the TFES to goods destined for international markets is essential to reducing the freight rate of eligible shippers.
- 1.5 The Government supports balanced reforms to coastal trading regulations that will deliver cost competitive and expanded service choice to Tasmanian shippers.

### Actions the Government will undertake

- Facilitate market-based solutions to Bass Strait container shipping needs, including the provision of transparent information to the market on shipping needs; identification of capacity and service gaps; and continued advocacy for regulatory changes that expand service choice for Tasmanian shippers.
- Monitor container volumes with and across commodity sectors, to inform overall capacity and specific service needs.
- Assess opportunities to reduce the volume of empty containers crossing Bass Strait.
- Continued advocacy to the Australian Government to:
  - secure the long-term continuation of existing TFES arrangements, including to transhipped freight
  - maximise service choice to Tasmanian shippers as a result of any changes to the Australian Government's coastal trading framework.
- Support intermodal competition from air freight by working with targeted international airlines to develop a business case for one or more direct flights per week from Hobart to a key Asian hub.

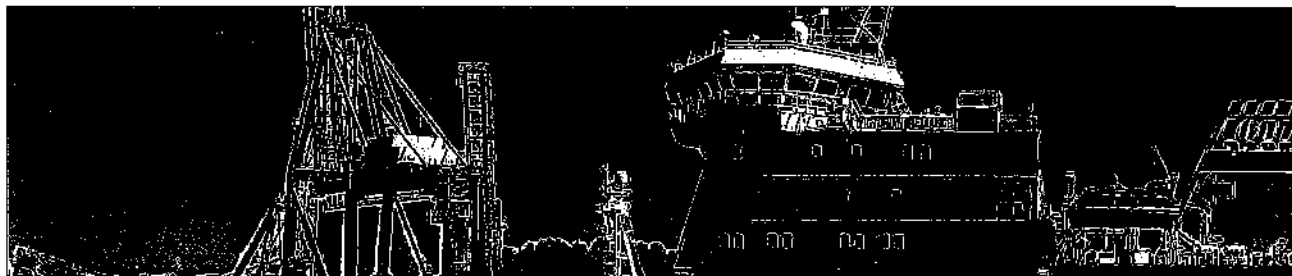
## 2. Promote efficient freight gateways

### Policy positions

- 2.1 Burnie Port is the logical location for prioritising long-term public sector investment for domestic container growth, but further work is needed to understand commercial and market benefits.
- 2.2 Individual ports have developed as natural gateways for specific bulk freight tasks, supporting investment by shipping companies and Tasmanian businesses. Reducing duplication where possible is important.
- 2.3 Access to the Port of Melbourne at fair and reasonable prices is critical for Tasmanian shippers. The location of Victoria's second container port is important, and freight costs for some Tasmanian shippers may increase. Private sector participation in port investment, where practical, is encouraged.

### Actions the Government will undertake

- Assess the benefits of a primary domestic container port at Burnie, examining supply chain, commercial and market outcomes for shippers, operators and the port manager.
- Develop a bulk freight port investment prioritisation plan.
- Finalise a minerals concentrate ship-loader replacement option as part of the *Western Tasmania Export Corridor Plan*.
- Development of a *Western Tasmanian Export Corridor Plan* to improve supply chain efficiency and productivity for key export sectors.
- Continue to engage with the Victorian Government on port privatisation and future port planning in Victoria to ensure Tasmania's interests are fully considered.



### 3. Enhance existing high-standard, responsive land freight connections

#### Policy positions

3.1 The Government is committed to a defined land freight network. The network will be reviewed every five years, and in response to major changes in demand, to ensure the network remains contemporary. The Tasmanian Land Freight Network is proposed as follows:

- premier interstate freight corridor – Burnie to Hobart
- principal bulk freight routes – East Tamar Highway, Bass Highway (west of Burnie)
- key regional freight connections – Frankford-Birrreele-Batman corridor; Murchison-Ridgley Highways, Esk Main Road, Huon Highway, Bridport Main Road; Bell Bay, Fingal, Derwent Valley and Melba rail lines
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3.2 Major freight-related investment will be prioritised in support of general freight growth between Burnie and Hobart, delivering the highest standard freight productivity and efficiency outcomes on this key freight corridor.

3.3 Investment in freight infrastructure will be clearly linked to freight demand and function across all modes and assets, supported by a clear identification of the infrastructure standards required to support the freight task.

3.4 Appropriate partnerships will be sought with the private sector to invest in new freight tasks, particularly where investment is required outside the strategic freight network

3.5 Work with local government to encourage consolidation of industrial activities in locations with good access to the strategic freight network, particularly the Burnie to Hobart corridor.

#### Actions the Government will undertake

- Finalise a Tasmanian Land Freight Network.
- Develop a *Burnie to Hobart Corridor Strategy*.
- Deliver a new *Tasmanian Rail Access Framework*.

