



12 February 2016

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File No.:

Tasmanian Integrated Freight Strategy
c/- Infrastructure Tasmania
Email: freightstrategy@stategrowth.tas.gov.au

To Whom It May Concern,

Draft Tasmanian Integrated Freight Strategy

Thank you for your invitation to provide comment on the Draft Tasmanian Integrated Freight Strategy (the 'Draft Strategy'). The Local Government Association of Tasmania ('LGAT') is aware that some councils have made direct submissions in relation to the Draft Strategy; any omission in this submission of comments that councils have made directly should not be viewed as lack of support by the Association for that specific issue.

The Importance of the Local Road Network to the Freight Task

In general, the LGAT and its member councils support the development of an integrated freight strategy to optimise coordination of freight planning and investment across the State. Notwithstanding the clear importance of State Government-owned infrastructure in facilitating the freight task, the significance of the local road network and associated critical infrastructure within the state-wide land freight network should not be underestimated, nor should it be regarded as a secondary priority.

Freight and transport vehicle access for agricultural production, forestry and some mineral resource extraction is reliant on the local road system and there is generally small recognition of the cost of maintaining local road and bridge assets to support these industries and activities. The LGAT welcomes the Draft Strategy's purported desire to allocate resources to the land freight network in response to state-wide economic growth priorities - particularly if such an approach encompasses the needs of local infrastructure.

A holistic and strategic approach to improving Tasmania's land freight network will only be successful if the local road network is given appropriate consideration. This has been evidenced most recently through the work that has been undertaken by the Local Government sector in conjunction with the Department of State Growth to develop and implement a series of heavy vehicle networks across the Tasmanian Road Network to facilitate efficient, reliable road access for certain classes of the heavy vehicle fleet. This body of work has clearly highlighted that the State's road freight network is only as good as its 'weakest links', including the first and last mile and critical road infrastructure including bridges.

Local Government involvement in regional and corridor planning

The Association is strongly supportive of a Strategy that meets the current and future freight task through targeted investment and improved coordination of priorities. Local Government has a key role to play in the conversation around facilitating and improving

intrastate freight movements. Regional thinking and decision making is also key and to this end it is important to ensure that regional freight and transport plans align with any overarching state-wide strategy to achieve a cohesive framework. Implicated and affected councils should be included as key stakeholders and contributors to the regional and corridor planning exercises that emanate from the Draft Strategy.

Aligning transport hubs, industrial areas and major freight routes

There is general support for the development of an appropriate transport hub network to support freight aggregation and maximise access, particularly along the Burnie to Hobart corridor. Extensive consultation and co-planning with Local Government is imperative for an effective network to be established and the LGAT is pleased to note that the Draft Strategy proposes to work with Local Government to encourage consolidation of industrial activities in proximity to the strategic freight network.

The proposal contained within the Draft Strategy to "work with Local Government to ensure planning frameworks support and reinforce key freight networks and assets" through a "uniform zoning approach to major freight" requires a further and more detailed conversation with the sector, as the implications are likely to be significant. The Draft Strategy does not clearly outline an approach for engaging with Local Government in relation to planning frameworks; given the current level of consultation being undertaken by the State Government in relation to the State's planning framework, the LGAT is keen to understand whether this proposed approach is likely to be incorporated into the current consultations or would be approached separately.

Ports

Southern Councils have highlighted the importance of ensuring the ongoing recognition of Hobart's deep water port as being of national significance due to our proximity to Antarctica and the access the port provides to the Southern Ocean. Sufficient access to this area is vital, as is the continuation of good access to the Hobart International Airport. Both locations are significant freight gateways to the South. The Draft Strategy makes no mention of the Hobart Sea Port and member councils have asked for clarification regarding its future role.

Contact Details

LGAT appreciates the opportunity to provide feedback and welcomes the opportunity to continue to work with Infrastructure Tasmania in relation to this matter. If you have any further questions then please contact Melanie Brown, Senior Policy Officer, Local Government Association on 6233 5961 or melanie.brown@lgat.tas.gov.au

Yours sincerely



Dion Lester
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