

**FREIGHT NETWORK REVIEW - 15 JUNE 2002 CONGRESS
TOP 15 PRIORITIES**

Priority Order	Item Ref.	DETAILS
(1)	8.2	<p>Develop a Freight Route Improvement Strategy for existing routes [Adopt Recommendation 4, Working Group 5].</p> <ul style="list-style-type: none"> (a) Prioritise opportunities for grade separation on the existing Designated Freight Route network. (b) Improve the operation of ‘greenwaves’ light co-ordination on primary freight routes with frequent traffic signals, such as Leach Highway, taking into account peak freight movement times. (c) Introduce advance detection of freight vehicles where appropriate. (d) Continue to develop and implement best-practice planning and management approaches at key strategic freight nodes [Adopt Recommendations 7 and 8, Working Group 5]. (e) Influence the Australian Design Rules to ensure that sustainable freight outcomes can be achieved. (f) Adopt and implement NEPM measures for addressing existing vehicle emissions. (g) Promote new Australian Design Rules for noise and in-service standards. (h) Consult with manufacturers and truck operators to identify ways of producing quieter exhaust brakes and for training drivers to use these selectively. (i) Monitor and implement, where appropriate, the outcomes of the National Freight Logistics Review.
(2)	1.2	<p>Use transparent and accountable processes to assess policies, proposals, projects and hot spots.</p> <ul style="list-style-type: none"> (a) Include the costs of externalities [such as environmental and social costs and benefits] in the assessment of future proposals. (b) Apply a transparent and engaging MCA to all new projects and proposals. (c) Develop a Transport Impact Assessment methodology for assessing future transport proposals. (d) Collect and present, annually, the data necessary to review and improve the freight system (e) Review the freight system [based on the sustainability criteria included in the Freight Network Review] regularly. (f) Identify opportunities for co-operative private/public funding for research into sustainable transport. (g) Adopt Recommendation 1, Working Group 4 and Recommendation 10, Working Group 5.

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(3)	4.1	Implement measures to ensure that at least 15% of Inner Harbour containers move by rail within four years and 30% within ten years. [Adopt recommendations of Working groups 3,4 and 5 – this issue has been addressed extensively].
(4)	6.1	Develop a Statement of Planning Policy for the strategic freight network that clearly identifies and protects strategic freight infrastructure [road, rail, sea and air] and land use nodes. (a) Ensure that noise impacts are addressed in the planning of future developments located on major transport corridors through the MRS planning process.
(5)	2.4	Commence detailed planning and construction of new rail loop infrastructure into Fremantle Port to replace the link through the Leighton Marshalling Yards.
(6)	2.3	Identify requirements for road upgrading or modifications on South Street, Leach Highway, Stock Road and High Street and roads south, and instigate planning actions.
(7)	9.1	Prepare a practical Metropolitan Transport Plan [MTP] to integrate freight, public transport and general transport, that includes sustainability criteria and targets to form the basis of a ten-year investment program [proposals and sources of funding]. (d) Include a policy on sustainable energy use in relation to transport, to ensure that sustainable transport outcomes are achieved. (b) Trial alternative transport fuels [e.g hydrogen] and include this as an ongoing action in the new MTP.
(8)	3.1	Adopt Recommendation 1, Working Group 5 in relation to commencement of strategic and detailed implementation planning for Fremantle Port overflow facilities in the Outer Harbour. Address potential barriers and obtain approvals within five years.
(9)	2.1	Identify a preferred alignment, design and construct Roe Highway Stage 7.

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(10)	8.1	<p>Work with industry to develop measures to reduce the number of trips made by empty trucks and encourage a greater spread of working hours for freight vehicles. [Adopt Recommendations 3 & 5, Working Group 5].</p> <p>(a) Encourage industry to develop container depots to hire and de-hire containers closer to the origins and destinations of freight or closer to ports.</p>
(11)	12.1	<p>Establish an Implementation Group comprised of industry, community and Government representatives to oversee the implementation of the Freight Network Review, monitor and prepare an Annual report on performance against criteria.</p>
(12)	2.6	<p>Commence planning for additional or expanded intermodal facilities at Kewdale and Kwinana.</p>
(13)	7.2	<p>Identify solutions to prevent 'hot spots' with particular reference to land use planning controls and road network management.</p> <p>(d) Identify alternatives to manage adverse impacts in the metropolitan area through the Implementation Group.</p> <p>(d) Conduct annual traffic surveys on specific freight access routes which carry both freight-related and general regional traffic to monitor changes in traffic volume and composition.</p>
(14)	2.5	<p>Commence detailed planning and construction of a new freight terminal at North Quay.</p>
(15)	9.2	<p>Support metropolitan Councils to develop and implement local transport plans with the following objectives:</p> <p>(e) Development of sustainable transport solutions</p> <p>(d) Promotion of community involvement</p> <p>(d) Integration of sustainable transport modes with current and future land use needs</p> <p>(d) Meeting the community's regional and local transport needs.</p>

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N/A	2.7	Identify options for a more direct rail link through Hazelmere for the Midland section of freight rail line.
N/A	2.8	Investigate the possibility of using the disused Jarrahdale rail line for freight.
N/A	2.12	Identify options to provide freight link from Albany, South-Western and Brookton Highways to Roe Highway.