

Response to Transport, Housing and Local Government Committee, Report No. 45, Rail freight use by the agriculture and livestock industries, June 16 2014

Recommendation No.	Report Recommendation	Inter-Agency Response		
		Inter-Agency position: Supported/ Partially Supported/ Not Supported	Approach, Issues and Comment	Indicative Timeframe for Delivery and Responsible Agencies (if applicable)
1	The Committee recommends that the Queensland Government implement the recommendations in this Report and work closely with the rail industry, primary producers and other levels of government to ensure the Queensland rail system (both below-rail and above-rail) is transformed into a modern, state-of-the-art transport system capable of facilitating industrial, mining and agricultural growth; becoming the "industry preferred transport mode" across the State.	Supported	The government supports in principle the intent of the Recommendations and will seek to implement them to the extent possible consistent with its role in managing, developing and regulating the rail freight system in Queensland and within existing funding constraints. The government acknowledges that industry support and commitment are equally critical to the effective implementation of recommendations as it is industry who determines how their freight is moved and if it is commercially worthwhile to invest in freight assets (to support their business). The Government will therefore continue to engage with industry regarding policy and projects that relate to the development of rail infrastructure and services to facilitate industrial, mining and agricultural growth that supports economic development and productivity in Queensland.	Ongoing.
2	The Committee recommends that the Queensland Government carefully weigh up the benefits and possible negative implications of transferring Queensland's regional rail lines to the Australian Rail Track Corporation before making a final decision, and that this assessment take into account the specific concerns raised by the Committee in relation to issues discussed throughout this Report.	Supported	The government has invited the Australian Rail Track Corporation (ARTC) to undertake a due diligence feasibility investigation into the transfer of the Queensland Regional below-rail network to their control. An aim of the ARTC investigation is to potentially increase federal government investment in the Queensland regional below-rail network. Currently the government is awaiting the outcomes of the ARTC investigation. Outcomes from the ARTC investigation will be considered by and progressed through the Infrastructure CEO's Committee and the Property and Infrastructure Cabinet Committee (PICC). Prior to any final decision being made, the government will assess the benefits and possible negative implications of any potential ARTC offer and will ensure the long-term strategic, economic and operational integrity of the rail network is maintained.	Initial report from ARTC due late 2014. Government analysis and consideration will follow.
3	Co-ordination of freight supply chain logistics The Committee recommends that the Queensland Government appoint a high-level, accountable executive officer (reporting directly to either the Director-General of the Department of Transport and Main Roads or the Department of State Development, Infrastructure and Planning) who is responsible for: <input type="checkbox"/> co-ordinating freight supply chain logistics across relevant government agencies <input type="checkbox"/> facilitating the work of the proposed Freight Authority and Infrastructure Taskforce <input type="checkbox"/> ensuring that future consultation with stakeholders is undertaken in a co-ordinated, effective and efficient manner.	Supported	The government supports the co-ordination of freight supply chain logistics through the transport focus in the Department of Transport and Main Roads (TMR) and the economic development focused (including economic infrastructure planning and whole-of Government infrastructure prioritisation through the State Infrastructure Plan) in the Department of State Development, Infrastructure and Planning (DSDIP). Both agencies have a high level accountable executive officer supporting these roles. TMR is currently co-ordinating the government's freight transport agenda identified in the Moving Freight Strategy into a clear set of actions. This supports the core functions of TMR in relation to transport system planning, investment and program development, transport infrastructure delivery, transport system management, operation and regulation, and transport safety. DSDIP plays a role in driving business and economic growth, leading infrastructure policy and planning across the state, reforming Queensland's planning system, governing state-wide major project assessment, approval, facilitation and delivery. Examples of this include the North and Central Queensland Resource Supply Chain studies undertaken by the Infrastructure Policy and Planning area in the Department of State Development, Infrastructure and Planning. TMR and DSDIP are working collaboratively to achieve state-wide transport outcomes, within budget constraints.	Continue existing arrangements in TMR and DSDIP.

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4	<p>Formation of a freight authority</p> <p>The Committee recommends that the Queensland Government establish a bipartisan, high-level Freight Authority comprising logistics experts, freight providers and customers, and government agency representatives to be tasked with providing ongoing, current advice to Government through the new accountable executive officer (recommended above) on:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Queensland's freight transport and supply chain logistics and in particular, the supply chain requirements of the agriculture and livestock industries <input type="checkbox"/> implementation and review of the Moving Freight strategy <input type="checkbox"/> the work of the proposed Infrastructure Taskforce including the assessment criteria for prioritising key infrastructure projects <input type="checkbox"/> work undertaken with the Federal Government and local governments to plan for and develop an efficient freight system <input type="checkbox"/> the operation of the freight Transport Services Contracts ensuring the subsidies are both transparent and assessable and are applied in the most effective way to guarantee producers receive the benefit. 	Not Supported	<p>While the government supports a coordinated approach by all levels of government with freight transport providers and the agriculture and livestock industries, it does not support the formation of a Freight Authority. There is an existing body, the Queensland Transport and Logistics Council (QTLIC), with membership comprising logistics experts, freight providers and freight customers. The QTLIC provides independent advice to government on issues confronting the transport and logistics sector. The QTLIC is represented by a Chief Executive Officer, who is overseen by a Board of Directors and informed by an industry membership base. To date, the QTLIC has provided strategic input to the development of the Moving Freight Strategy, the National Land Freight Strategy and led the coordination of industry rail and agricultural supply chain issues. It has also initiated freight and logistics research studies, industry forums/conferences and represented the state's industry interests at national logistics forums. The QTLIC is jointly funded by the state and federal governments, with current funding to the end of FY2014-15.</p> <p>The government has also established additional councils representing specific industry sectors, the Agricultural Transport Industry Committee (ATIC) and the Road Freight Industry Council (RFIC), to facilitate communication and consultation between government agencies and industry peak bodies, logistics operators, producers/growers, ports and regulators, to advise and inform government. The government, through TMR, is committed to monitoring and reviewing freight councils' needs and effectiveness to deliver coordinated industry representation and interests (as outlined in the Moving Freight Strategy).</p> <p>In addition, the Queensland Government has re-focused its efforts to deliver freight outcomes, with strong collaboration between TMR and DSDIP. TMR has a dedicated strategic freight and logistics team in a newly created Freight and Partnerships unit within the Policy, Planning and Investment Division of TMR. This unit is dedicated to providing advice to the Minister and Director-General for TMR on freight industry issues, and facilitating solutions to maximise the efficiency and effectiveness of the freight system. DSDIP also manages freight issues through the work of the Infrastructure Policy and Planning area, the Industry Development Unit and the Regional Services Group. DSDIP is responsible for the development of a State Infrastructure Plan, which will outline principles for infrastructure prioritisation and provide a credible pipeline of state significant infrastructure initiatives.</p> <p>Government considers these collaborative arrangements represent a better approach than establishing a freight authority with its associated costs and potential additional layer of administration.</p>	<p>N/A</p> <p>Continue existing arrangements in TMR and DSDIP.</p>
5	<p>Rail infrastructure taskforce</p> <p>The Committee recommends that the Minister for Transport and Main Roads establish an independent infrastructure taskforce to oversee the development and implementation of a state-wide rail infrastructure plan and that the membership comprise agriculture, livestock and mining industry representatives, transport industry representatives, and relevant state government agencies.</p>	Partially Supported	<p>The government supports the role of a 'taskforce' through existing governance and institutional arrangements. The government has in place Cabinet Committees for Agriculture, Property and Infrastructure, and Resources. These Committees consider policy and project issues with input from relevant departments, and are provided with external advice as required. In early 2014, the Infrastructure CEO Committee was established with representation from DSDIP (Chair), Department of Premier and Cabinet (DPC), Queensland Treasury and Trade (QTT) and TMR (12 month rotation). The Infrastructure CEO Committee has oversight of state significant infrastructure planning and prioritisation.</p> <p>Further, the government is currently developing a State Infrastructure Plan (annually updated), which will incorporate freight infrastructure. DSDIP is co-ordinating the development of the plan with input from government departments and industry representatives. The Plan is due for release in early 2015.</p>	General Government Cabinet Committee processes.

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6	<p>State-wide rail infrastructure plan</p> <p>The Committee recommends that the proposed infrastructure taskforce ensure that a state-wide rail infrastructure plan is developed in consultation with stakeholders and that the plan:</p> <ul style="list-style-type: none"> <input type="checkbox"/> identifies and prioritises infrastructure requirements (maintenance, upgrades and new lines) over the short, medium and longer term including projects identified by stakeholders in evidence to this Inquiry <input type="checkbox"/> incorporates strategies for upgrading and realigning rail lines so they can carry high-speed freight trains and ensures that any upgrade proposals incorporate either dual gauge or standard gauge lines <input type="checkbox"/> gives a high priority to effective planning for port access which is aligned to port expansion requirements <input type="checkbox"/> includes a strategic approach to future arrangements for larger scale intermodal terminals as vital supply chain hubs is consistent with national long term freight infrastructure planning <input type="checkbox"/> includes priority projects identified by Infrastructure Australia <input type="checkbox"/> provides a transparent process for the assessment of new lines and upgrade project proposals from the government and/or the private sector, including unsolicited proposals from the private sector <input type="checkbox"/> is co-ordinated with industry so that it is consistent with any strategic plans and anticipated requirements of key industries <input type="checkbox"/> incorporates upgrade and new line projects identified in any rail infrastructure master plans such as the Mt Isa Line Rail Infrastructure Master Plan <input type="checkbox"/> provides for preservation of future transport corridors and intermodal terminal sites and clearly identifies the funds required for this purpose <input type="checkbox"/> is regularly updated and published along with full details of the analysis and associated costs. 	Supported	<p>Noting the response to Recommendation 5 regarding a rail infrastructure taskforce, the government currently supports maintenance investment in the regional rail network, and maintenance and capital investment in the metropolitan network via the Rail TSC with Queensland Rail. This investment is coordinated with the Queensland Transport and Roads Infrastructure Program (QTRIP) to ensure that investment commitments align with broader government transport funding priorities. The QTRIP development process is the result of established investment assessment processes which are aligned to Commission of Audit recommendations on best practice for effective portfolio/program/project management practices.</p> <p>The government, through the DSDIP, is currently developing a State Infrastructure Plan which will incorporate rail infrastructure. The State Infrastructure Plan will draw heavily from work and analysis of rail freight and related matters by TMR, including the forward investment outlined in QTRIP.</p> <p>The work on the State Infrastructure Plan is being supported by the development of a Total Asset Management Framework, which will embed a whole-of-life philosophy to asset decision-making by summarising information relating to new investment, disposals, maintenance and operating costs over a rolling 10 year outlook. The Framework will be used to identify future capital needs and inform infrastructure prioritisation decisions.</p> <p>It is expected that priority projects requiring capital investment on the regional rail network to support agricultural and regional freight needs will not be the sole responsibility of government to fund and deliver. As such, significant industry commitment to invest in these types of projects will be required to confirm rail project timing and delivery.</p>	<p>InfrastructureQ, the State Infrastructure Plan to be delivered by DSDIP in early 2015.</p> <p>On-going rail investment via the Rail TSC - TMR and QTT.</p> <p>QTRIP - TMR.</p>
7	<p>Rail infrastructure master plans</p> <p>The Committee recommends that the proposed infrastructure taskforce oversee the development of Rail Infrastructure Master Plans for all key rail lines (similar to the Mt Isa Plan) in consultation with industries operating in the area and the relevant local governments, and during this process assess potential projects identified in the evidence provided to this Inquiry.</p>	Supported	<p>Noting the response to Recommendation 5 regarding a rail infrastructure taskforce, the government supports the development of Rail Infrastructure Master Plans as this will inform the development of a state-wide rail infrastructure plan. Such plans need to be developed in conjunction with Port Infrastructure Master Plans (where relevant). It is proposed that Rail Infrastructure Master Plans be developed by existing rail managers (due to their expertise, knowledge and management of the regional rail network) and coordinated with relevant stakeholders.</p> <p>It is noted that Rail Infrastructure Master Plans will be dependent on stakeholder input, including the provision of adequate and reliable information from industry about future tasks and volumes to inform specific infrastructure requirements and timing.</p>	<p>Anticipated to be a rolling program.</p> <p>TMR and DSDIP</p>
8	<p>Master plan for the South West, Western and West Moreton lines</p> <p>The Committee recommends that the Infrastructure Taskforce gives the highest priority to the development of a Rail Infrastructure Master Plan for the South West, Western and West Moreton lines to provide certainty for the agricultural and livestock sector to plan operations into the future and that the plan:</p> <ul style="list-style-type: none"> <input type="checkbox"/> assess the viability of projects identified by stakeholders, including those submitted to this Inquiry <input type="checkbox"/> identify upgrades that will improve productivity and the speed of trains including the removal of bottlenecks caused by short sidings, low axle weight limits and insufficient passing loops with a priority focus on those with a low cost that will immediately unlock capacity <input type="checkbox"/> look at ways to improve cattle loading and unloading facilities and depots at strategic locations with a view to running more freight services (for example, into and out of Roma) <input type="checkbox"/> investigate the use of an automatic signalling system to improve efficiency on the Brisbane metropolitan rail network <input type="checkbox"/> include the dedicated rail freight line from Toowoomba to the Port of Brisbane as a high priority project. 	Supported	<p>Noting the response to Recommendation 5 regarding a rail infrastructure taskforce, the government supports the development of Rail Infrastructure Master Plans for these rail lines. However, any comprehensive planning should be undertaken after the December 2014 Inland Rail Implementation Group report to the Deputy Prime Minister (this report will confirm a preferred detailed alignment for the Inland Rail project from Brisbane to Melbourne). The Inland Rail Implementation Group will consider an investigation into a dedicated rail freight link to the Port of Brisbane. A decision on the Inland Rail project could either support or detract from existing proposals, and therefore will be a key input into Master Planning for these lines, particularly in the southern half of the state.</p> <p>These plans will need to be developed in conjunction with Port Infrastructure Master Plans. It is proposed that Rail Infrastructure Master Plans be developed by existing rail managers (due to their expertise, knowledge and management of the regional rail network) and coordinated with relevant stakeholders. It is noted that Rail Infrastructure Master Plans will be dependent on stakeholder input, including the provision of adequate and reliable information from industry about future tasks and volumes to inform specific infrastructure requirements and timing.</p> <p>The government, through TMR, is currently undertaking Stage 3 of the Surat Transport Study (Rail), which is examining future rail freight demand to determine the most viable future alignments in response to growth. The Surat study is informing the work of the Inland Rail Implementation Group (particularly in considering a detailed alignment in southern Queensland) and will, in due course, broadly inform and provide strategic direction for the development of master plans for the South West, Western and West Moreton lines.</p>	<p>The Inland Rail Implementation Group is to report to the Deputy Prime Minister by the end of 2014.</p> <p>TMR Surat Rail Study due to be completed by June 2015.</p> <p>Master Plans anticipated by end 2016.</p> <p>TMR and DSDIP</p>

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9	Inland Rail Project The Committee recommends that the Queensland Government work closely with the Federal Inland Rail Implementation Group to ensure the Queensland section of the Inland Rail Project (which incorporates a dedicated rail freight line to the Port of Brisbane), is prioritised and included in phase one of the project; and to ensure the route and specifications of the line meets the needs of Queensland industry and the priorities of the Queensland Government.	Supported	The Queensland Government supports the development of an Inland Rail and acknowledges the benefits it will bring for Queensland. The government is currently represented on the Implementation Group established by the Australian Government to confirm the Inland Rail alignment and program of works, which is due to report to the Deputy Prime Minister by the end of December 2014.	The Implementation Group is due to provide advice to the Deputy Prime Minister by the end of December 2014. Australian Government, with TMR and DSDIP.
10	Rail link to the Surat Basin The Committee recommends that, as a priority, the proposed Infrastructure Taskforce investigate the potential of a privately funded extension of the Inland Rail line to the Surat Basin coal mines and ensure such an extension provides opportunities for agricultural commodities to be rail freighted to the Port of Brisbane.	Supported	Noting the response to Recommendation 5 regarding a rail infrastructure taskforce, the Government acknowledges that any upgrades to support coal from the Surat Basin to the Port of Brisbane will provide benefits for the efficiency of existing agricultural rail freight services. The government is working closely with the Australian Government on the Inland Rail Implementation Group to confirm the Inland Rail alignment and program of works, including an assessment of delivery and funding options. The merits of any potential additional works will be initially assessed within the context of Inland Rail planning.	The Inland Rail Implementation Group is to report to the Deputy Prime Minister by the end of 2014. TMR Surat Rail Study due to be completed by June 2015. TMR and DSDIP.
11	Transfer of freight lines to the Australian Rail Track Corporation The Committee recommends that, if the transfer of Queensland freight lines to the Australian Rail Track Corporation proceeds, the Government ensure that the agreement/lease provides for a process that enables the Queensland Government to have direct input into rail infrastructure planning to guarantee the needs of the agriculture and livestock industries are taken into consideration.	Supported	Currently, the government is awaiting the outcomes of the ARTC due diligence investigation. Outcomes from the ARTC investigation will be considered by and progressed through the Infrastructure CEO's Committee and the Property and Infrastructure Cabinet Committee (PICC). Prior to any final decision being made, the government will assess the benefits and possible negative implications of any potential ARTC offer, including provisions relating to the government's ability to provide input to rail infrastructure planning and existing mechanisms that support access for agriculture and livestock industry needs across the network.	Initial report from ARTC due late 2014. Government analysis and consideration by end of 2014.
12	Rail infrastructure funding The Committee recommends that the Minister for Transport and Main Roads, in consultation with the proposed infrastructure taskforce: <input type="checkbox"/> investigate ways in which the State Government can provide additional (and/or reallocated) funds towards rail infrastructure to ensure the agriculture industry has access to a modern, high-speed, efficient and affordable rail freight service <input type="checkbox"/> examine options for attracting private sector funding, including the development of Public Private Partnerships, and investigate how the development of new commercial lines funded by the private sector (for example coal) can be used to transport agriculture and livestock freight <input type="checkbox"/> review the current Queensland Rail investment framework that only approves infrastructure enhancements where there are sufficient contracted tonnages to justify the necessary capital investment on commercial terms <input type="checkbox"/> investigate other funding options which would provide for capacity upgrades and removal of 'low cost' rail infrastructure blockages on 'non-commercial' regional lines, for example, the West Australian "beneficiary pays investment model" that recovers the investment over time through increased charges.	Supported	Noting the response to Recommendation 5 regarding a rail infrastructure taskforce, the government is willing to investigate rail infrastructure funding re-prioritisation within existing arrangements and funding constraints. The government is developing a State Infrastructure Plan, which will outline principles for infrastructure prioritisation including consideration of innovative delivery methods. Projects Queensland, within QTT, is responsible for examining options for attracting private sector funding, including the development of Public Private Partnerships The government uses the Project Assurance Framework (PAF) to guide investment assessment and prioritisation, which includes analysis of project delivery potential under various Public Private Partnerships (PPP) arrangements, for all major transport infrastructure projects with indicative costs greater than \$100m. The government is willing to consider innovative funding options for rail freight investment projects, so long as they have been assessed using the PAF and its subsidiary PPP/Value for Money Guidelines. The government can consider a more balanced funding approach in the development of future QTRIPs. However, no additional funding is currently available for non-commercial rail infrastructure capital investment. It should be noted that any changes in QTRIP to existing federal/state government investment priorities (for example, shared funding contributions to the National Land Transport Network) would require the approval of both governments. While the Queensland Government seeks to influence federal investment priorities, ultimately it is the prerogative of the Australian Government to determine its investment priorities. As indicated previously, industry commitment to invest in projects will be encouraged. The government is currently investigating and facilitating opportunities across industries for private sector investment where complementary freight tasks exist and where the investment costs and benefits can be shared.	Release of a State Infrastructure Plan in early 2015 - DSDIP. Gradual review of QTRIP priorities to occur with respect to existing announcements over the next 4 years from 2015/16 - 2018/19 - TMR. PPP rail funding - Projects Queensland in QTT.

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13	<p>A more balanced infrastructure investment portfolio</p> <p>The Committee recommends that the Minister for Transport and Main Roads take immediate action to reprioritise proposed transport infrastructure investment by the State Government (including funding provided by the Federal Government) to provide a greater percentage of funding to upgrading Queensland's rail network.</p>	Supported	<p>The government is investing in upgrades to Queensland's regional rail network to support the agricultural and livestock industries. This is demonstrated through the recent announcement to deliver capacity improvement projects on the Toowoomba Range crossing. QTRIP also includes a number of rail infrastructure capital projects in South-East Queensland. The government is willing to consider the development of a more balanced funding approach in the development of future QTRIPs; however, no additional funding is currently available for non-commercial rail infrastructure capital investment.</p> <p>Current QTRIP funding is committed over a 4-year horizon, with projects consistent with existing government investment announcements. Adjustment or reprioritisation of project funding to further upgrade Queensland's rail network will need to follow investment grade analysis and evaluation of proposed rail projects to identify project needs/implications and specific costs. Any changes to existing federal/state government investment priorities within QTRIP would require the approval of both governments.</p> <p>Reprioritisation of transport infrastructure projects must consider the following aspects</p> <ul style="list-style-type: none"> • The Queensland Rail capital program is funded from the Transport Services Contract arrangement (Consolidated Fund) or through borrowings/own source revenue. • Other transport infrastructure (e.g. roads and busways) is primarily funded through motor vehicle registration revenue, camera detected offence revenue, federal funding and the Consolidated Fund for special initiatives (e.g. election commitments) as necessary. • In terms of federal transport infrastructure funding, while the Queensland Government seeks to influence federal investment priorities, ultimately it is the prerogative of the Australian Government to determine its investment priorities. <p>As indicated, government is of the view that major rail infrastructure capital investment projects for the regional rail network should not be funded by government alone. Therefore, development of rail infrastructure projects will be pursued subject to industry contributions and coordination in order to increase available rail investment funding and to inform the priorities and timing of investment. The Government is also developing a State Infrastructure Plan, which will outline principles for infrastructure prioritisation and provide a credible pipeline of state significant infrastructure initiatives.</p>	<p>Gradual review of QTRIP priorities to occur with respect to existing announcements over the next 4 years from 2015/16 to 2018/19 - TMR</p> <p>Release of a State Infrastructure Plan in early 2015 - DSDIP.</p>
14	<p>Sale/lease of rail infrastructure assets</p> <p>The Committee recommends that the Queensland Government reapply the proceeds from the sale/lease of any rail infrastructure assets to rail infrastructure upgrades and/or investment in supply chain efficiencies either directly through infrastructure investment and/or partly through the proposed Strong Choices Investment Program.</p>	Supported	<p>The government through the 'The Strongest and Smartest Choice: Queensland's Plan for Secure Finances and a Strong Economy' is proposing a program of asset transactions – via long-term lease and innovative private sector partnerships. The Strong Choices Investment Program will enable 25 per cent of proceeds from these asset transactions to be invested in a suite of new infrastructure and investment funds. Funding resulting from the Strong Choices Investment Program is to be prioritised, subject to rigorous analysis and transparent approval processes. However, any final decision is subject to future government deliberations and mandate to lease assets.</p>	<p>Next term of government, should an electoral mandate be secured to lease assets.</p> <p>QTT</p>
15	<p>Preserved train paths be retained</p> <p>The Committee recommends that the Minister for Transport and Main Roads:</p> <ul style="list-style-type: none"> <input type="checkbox"/> ensure train paths continue to be preserved for use by the agriculture and livestock industries and to provide rail freight to regional communities <input type="checkbox"/> review the preserved train path legislation and the process for reallocation of "unused" paths to develop a regulatory regime that ensures the intent of the preserved train path system is not undermined in practice <input type="checkbox"/> ensure that, if the transfer of the regional lines to the Australian Rail Trunk Corporation goes ahead, the State Government retains the authority to preserve access to train paths for the agriculture and livestock industries through a clause in the transfer agreement/lease. 	Supported	<p>The government supports the preservation of train paths for non-coal rail tasks. The preservation of paths is mandated in the Transport Infrastructure Act 1994, which is applicable to all below rail managers (including Aurizon, ARTC and Queensland Rail).</p> <p>Preserved train paths for industry sectors are reflected in Master Train Plans and can only be used for other purposes on a weekly basis, provided they are to be not utilised by the allocated industry. Existing train path allocations to various industry sectors are reviewed by TMR upon a rail operator access request. Such reviews consider and seek to balance a broad range of factors including existing preserved path utilisation, industry and community needs, and government priorities and objectives. The government encourages negotiations between above rail service providers and the agriculture industry to encourage uptake of those preserved paths already allocated to non-coal tasks.</p> <p>Any potential transfer of regional rail lines to the ARTC will consider the preservation of preserved train paths prior to any final decision being made.</p>	<p>Ongoing as requests arise from industry.</p> <p>Initial report from ARTC due late 2014. Government analysis and consideration by end of 2014.</p> <p>TMR</p>

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16	<p>Preserved train path review</p> <p>The Committee recommends that the proposed new Freight Authority examine ways to:</p> <p><input type="checkbox"/> make the preserved train path system more innovative, flexible and transparent by identifying underutilized train paths and developing ways to use those pathways more flexibly to ensure agricultural products and general freight is moved on them</p> <p><input type="checkbox"/> allow train paths contracted in long-term 'take or pay' contracts "to be tradeable by the party which holds the contract with the above-rail operator with the consent of the freight operator - for example, through the introduction of a slot trading system.</p>	Partially Supported	<p>Noting the response to Recommendation 4 regarding the Freight Authority, government supports the need for greater innovation, flexibility and tradability of preserved train paths. Currently preserved train paths are reflected in Master Train Plans and can be used for other purposes on a weekly basis if they are not to be utilised by the allocated industry. Typically, train paths are contracted, and hence controlled by, the above rail operator. This gives the above rail operator the discretion to reallocate paths if there is no demand from the industry for which it is preserved.</p> <p>The terms and conditions of 'take or pay' train access paths are subject to commercial discussions, which is overseen by the Queensland Competition Authority. As such, there is no scope for parties (i.e. TMR or a proposed freight authority) external to the existing train path access agreements to get involved or to influence the tradability of paths held by above-rail operators. However, the government will encourage rail freight customers to negotiate new (or the renewal of) train path access arrangements directly with the rail network manager (rather than via the above-rail operator) so they have direct influence over their tradability.</p>	<p>To the extent supported, 1-2 year timeframe.</p> <p>TMR</p>
17	<p>Allocation of new train paths</p> <p>The Committee recommends that the Minister for Transport and Main Roads ensure there is a transparent process for allocating any additional train paths that result from improved infrastructure such as the upgrades to the Toowoomba Range line.</p>	Supported	<p>The government supports the need for a process for transparent allocation of any additional train paths available from infrastructure upgrades where the need is demonstrated. Currently, there is no provisions within existing transport legislation for TMR to allocate or increase the preserved train paths (for non-coal services) that arise from government funded infrastructure capacity improvement projects. Therefore, adequate provision will be investigated.</p>	<p>1-2 year timeframe.</p> <p>TMR</p>
18	<p>Passenger priority legislation</p> <p>The Committee recommends that the proposed Freight Authority ensure the review of the rail passenger priority policy (identified as an action in the Moving Freight strategy) include consideration of the development of passenger and freight train hierarchies to inform a rail operations trade off decision-making framework.</p>	Supported	<p>Noting the response to Recommendation 4 regarding the Freight Authority, the government supports reviewing the intent of rail passenger priority and its impacts on freight movement as per the action in the Moving Freight Strategy.</p>	<p>A 1-2 year timeframe is identified in the Moving Freight Strategy.</p> <p>TMR</p>
19	<p>Automatic train signalling system</p> <p>The Committee recommends that the Department of Transport and Main Roads undertake a cost benefit analysis of introducing an automatic train signalling system, including an assessment of whether such a system could provide for an increased number of freight trains on the Brisbane metropolitan network.</p>	Supported	<p>The government supports undertaking of a cost-benefit analysis of introducing an automatic train signalling system. Queensland Rail has conducted a technical and economic assessment of the European Train Control System (Level 2) for the SEQ passenger rail network. While the benefits are recognised of this system over conventional railway signalling, in particular by safely allowing the reduction of train consist headway times, the costs of implementing this system in the Brisbane metropolitan service area alone is significant.</p>	<p>2-3 year timeframe.</p> <p>TMR</p>
20	<p>Haulage contract arrangements</p> <p>The Committee recommends that the proposed Freight Authority investigate more flexible rail haulage contract arrangements for the agriculture sector and the smaller mining tasks, and encourage their use by above-rail operators as the Committee is concerned that 'take or pay' contracts can be used to, in effect, discriminate against agricultural commodities moving on rail.</p>	Supported	<p>Noting the response to Recommendation 4 regarding the Freight Authority, the government agrees with the need for more flexible haulage arrangements, and will investigate and encourage operators to undertake a greater risk sharing approach. It is noted that a greater risk sharing approach will need to consider and potentially balance an above-rail operators willingness to invest in new generating rollingstock.</p>	<p>1-2 year timeframe.</p> <p>TMR</p>
21	<p>Sharing supply chain risk</p> <p>The Committee recommends that the Minister for Transport and Main Roads ensure that future government subsidies, support and/or contracts with above-rail operators be made conditional upon the willingness of the above-rail operator to share the supply chain risk and include producers and/or producer representatives in freight cost/charging negotiations.</p>	Supported	<p>The government supports the sharing of supply chain risk.</p> <p>Future Regional Freight and Livestock Transport Services Contracts, currently under development, will encourage above-rail operators to engage very closely with stakeholders and customers in developing market responsive customer agreements to ensure the maximum utilisation of capacity on each required service.</p>	<p>Government has approved the release of competitive, open tender invitations to Offer seeking future TSC operators in 2015.</p> <p>New contracts are anticipated to be in place for commencement either end 2015 (RFTSC) or early 2016 (LTSC).</p> <p>TMR</p>
22	<p>Transparency of the rail freight charges</p> <p>The Committee recommends that the Minister for Transport and Main Roads look at ways to encourage above-rail providers to provide a transparent break down of rail freight charges to the agricultural industry to counteract the perception that profiteering is occurring in relation to the Government's rail freight subsidies.</p>	Supported	<p>Proposed future government TSC subsidy arrangements will seek greater transparency between the parties of the contract, the operator(s) and the purchaser of services (i.e. the government). As part of these arrangements, the government will also investigate opportunities for rail freight companies to provide transparency to customers. Such opportunities will need to consider and respect the commercial sensitivities and competitive interests of above-rail operators.</p> <p>Future TSCs will also encourage above-rail operators to engage closely with stakeholders and customers in developing market responsive customer agreements to ensure the maximum utilisation of capacity on required services. This should further promote transparency and service value offered by operators to their customers. It is also anticipated that a contestable process for future TSC arrangements will also facilitate a competitive rail freight price.</p>	<p>Government has approved the release of competitive, open tender invitations to Offer seeking future TSC operators in 2015;</p> <p>New contracts are anticipated to be in place for either late 2015 (RFTSC) or early 2016 (LTSC) commencement.</p> <p>TMR</p>

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23	National Heavy Vehicle Charging and Investment Reform The Committee recommends that the Queensland Government continue working with other governments on the National Heavy Vehicle Charging and Investment Reform project with the long term aim of achieving more equity in the contribution paid by rail and road freight providers towards the cost of infrastructure and that, in the meantime, the Government take more immediate action to improve the rail freight supply chain through rail infrastructure upgrades and supply chain efficiencies.	Supported	The government is contributing to the reforms underway with the National Heavy Vehicle Charging and Investment Reform and is actively participating in related processes. The National Heavy Vehicle Charging and Investment Reform agenda is a Commonwealth initiative and the Queensland Government is working with other governments to ensure Queensland's interests are adequately addressed. In the interim the government will work with the rail freight supply chain to facilitate rail infrastructure investment and supply chain efficiencies. No new government funding is currently available for rail infrastructure upgrades.	Ongoing in accordance with Australian Government timetables. TMR
24	Livestock Transport Services Contract The Committee recommends that the Minister for Transport and Main Roads ensure the subsidy of livestock rail freight through a Transport Services Contract continue and that this subsidy be, at a minimum, maintained at the current levels.	Supported	The government is committed to supporting the livestock transport services contract at current levels until its expiry on 31 December 2015. TMR in conjunction with DAFF has considered service options. This process is being informed by consultation with above rail operators and direct discussions with the livestock industry. Government has now approved the progression to an ITO for a rail provider, but it is yet to consider all aspects of a new contract including funding. Future arrangements will not be known until after an open tender process has been completed and tender responses assessed.	Government has approval progression to Invitation to Offer New LTSC anticipated to be in place for 1 January 2016 commencement - subject to CBRC funding approval. TMR
25	Next generation Livestock Transport Services Contract The Committee recommends that the review of the Livestock contract currently being undertaken by the Department of Transport and Main Roads look at innovative ways in which to deliver the subsidy, and ensure that the new contracts: <input type="checkbox"/> be public and transparent and delivered in the most efficient and productive way possible <input type="checkbox"/> ensure competition is generated for above-rail freight business <input type="checkbox"/> include detailed and measurable key performance indicators to enable the Government to determine value for money and to ensure accountability of the subsidy provided <input type="checkbox"/> require the above-rail service provider to provide clear and measurable metrics in relation to costs, reliability, and quality of the service <input type="checkbox"/> include a process to drive ongoing service improvement <input type="checkbox"/> enable greater flexibility and responsiveness to industry, including split loads, smaller trains and the accommodation of services for smaller producers and processors <input type="checkbox"/> be developed in consultation with industry and local government.	Supported	The government supports the need to consider more innovative options for future next generation Livestock TSC arrangements. To facilitate this direction, it will ensure that future arrangements are subject to a contestable open market process that will ensure competitive tension between above-rail operators. In addition, the government will consider the inclusion of the following in any future arrangements: - key performance indicators under the contract provisions to ensure accountability of the subsidy provided - requirements for above-rail service providers to meet utilisation rates and service reliability targets, so that performance has a direct relationship to government payments - penalties where services are not provided to customers where the reasons are within the control of the service provider - opportunities for service flexibility where possible, and - opportunities for service providers to offer efficient and cost effective services that integrate with customer and processor requirements, and seek to reduce dependency on Government funding over time.	Government has approved Invitations to Offer - expected to be in 2015; New LTSC anticipated to be in place for early 2016 commencement - subject to CBRC funding approval TMR
26	A broader agriculture Transport Services Contract The Committee recommends that the Minister for Transport and Main Roads investigate the benefits of an additional subsidy for the freight of non-livestock agricultural products (such as grain, cotton, and sugar) where uncompetitive rail freight costs currently push agricultural freight onto the road and that this be funded by the refining of the Regional Freight subsidy (see recommendation 28).	Partially Supported	The government is supportive of regional freight TSC supporting contained agricultural freight tasks that are currently moving on road. In regards to future TSC arrangements, the current focus is, potential services options, limited funding availability and the potential impacts on existing commercial agricultural rail freight services. In 2013, the government tasked TMR to investigate the potential of a broader agriculture TSC, in conjunction with DAFF and industry stakeholders. It was identified that a broader agriculture TSC presented the risk of capturing, and hence impacting on, existing bulk agricultural commodities (i.e. grain, cotton and sugar), which are currently moved by rail on a fully commercial basis. However, the investigation also concluded that any contained agricultural commodities transported by rail under current and any future regional freight TSC would be consistent with the Community Service Obligation definition associated with these services.	Investigation completed in 2013 by TMR and DAFF. New RFTSC anticipated to be in place for late 2015 commencement.
27	Regional Freight Transport Services Contract The Committee recommends that the Minister for Transport and Main Roads ensure the subsidy for general freight continues until such time as the general freight task becomes competitive and commercially viable through the implementation of strategies recommended in this Report (such as freight co-ordinators and multi-load freight tasks).	Supported	The government now approves the progression of an ITO for a Regional Freight TSC operator. It is yet however to be presented with the tender options and advice as to its transition to commerciality. Future funding arrangements will not be known until post an open tender process has been completed with tender responses assessed.	Government has approved an Invitation to Offer expected to be released in 2015 New RFTSC anticipated to be in place for late 2015 commencement - subject to CBRC funding approval. TMR

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28	Refinement of the Regional Freight Transport Services Contract The Committee recommends that the performance of the current Regional Freight Transport Service Contract be evaluated with a view to refining and focussing the routes subsidised (that is, excluding any lines that can operate on a competitive, commercial basis) and that the next Regional Freight Contract be restricted to rail transport only, where rail infrastructure exists.	Supported	The Government has now approved for TMR to progress with an ITO for a Regional Freight TSC rail operator. The tender will be for rail services only, and it will focus only on those rail services that are commensurate with Community Service Obligation (CSO) principles.	Government has approved an invitation to Offer expected to be released in 2015; New RFTSC anticipated to be in place for late 2015 commencement - subject to CBRC funding approval. TMR
29	Possible transfer of freight lines to the Australian Rail Track Corporation The Committee recommends that, if the transfer of freight lines to the Australian Rail Track Corporation proceeds, the Government ensure that the lease/agreement specifically allows the Queensland Government to continue to subsidise agricultural and regional freight services.	Supported	The government will continue to support contractual obligations for regional freight and livestock services irrespective of the below rail manager. Currently the government is awaiting the outcomes of the ARTC due diligence investigation. Outcomes from the ARTC investigation will be considered by and progressed through the Infrastructure CEO's Committee and the Property and Infrastructure Cabinet Committee (PICC).	Initial report from ARTC - late 2014 TMR-led analysis and submission to government - final quarter of 2014
30	Planning strategically-located, inter-connected hubs The Committee recommends that the proposed Freight Authority work urgently with industry stakeholders (across commodities) and relevant local governments along the key agricultural freight routes to: <input type="checkbox"/> identify optimal locations and linkages for a series of warehousing and intermodal terminal or inland port solutions <input type="checkbox"/> engage and co-ordinate with interested stakeholders to identify and remove barriers to progressing these projects.	Supported	Noting the response to Recommendation 4 regarding the Freight Authority, the government supports the identification and planning of optimal locations and linkages for warehousing and intermodal terminal/inland port solutions, as per the actions in the Moving Freight Strategy, and engaging with relevant stakeholders as required. Further detailed analysis of strategically-located, inter-connected, multi-modal hubs is anticipated to be undertaken as part of infrastructure and transport planning (consistent with Queensland Government planning guidelines, including the Project Assurance Framework). This will factor in the principles of infrastructure planning and provision consistent with the Government's State Infrastructure Plan (currently being developed). Freight implications from the Queensland Ports Strategy will also be taken into account.	The Moving Freight Strategy forecasts the timing of completion for identifying inland rail (intermodal) terminal sites within 3-5 years. Planning is already underway for a site in Central Queensland. TMR
31	Containerisation facilities The Committee recommends that the proposed Freight Authority engage with industry to identify optimal locations for co-locating containerisation facilities with planned intermodal terminals, inland ports and warehousing hubs.	Supported	Noting the response to Recommendation 4 regarding the Freight Authority, the government supports the identification and planning of optimal locations and linkages for warehousing and intermodal terminal/inland port solutions, as per the actions in the Moving Freight Strategy, and engaging with relevant stakeholders as required. Further detailed analysis of strategically-located, inter-connected, multi-modal hubs is anticipated to be undertaken as part of infrastructure and transport planning (consistent with Queensland Government planning guidelines, including the Project Assurance Framework). This will factor in the principles of infrastructure planning and provision consistent with the Government's State Infrastructure Plan (currently being developed). Freight implications from the Queensland Ports Strategy will also be taken into account.	The Moving Freight Strategy forecasts the timing of completion for identifying inland rail (intermodal) terminal sites within 3-5 years. Planning is already underway for a site in Central Queensland. TMR
32	Containerised freight The Committee recommends that the Infrastructure Taskforce, in considering the recommendations in this Report, identify those infrastructure upgrades that will facilitate increased rail transport of containerised freight and ensure that this is factored into the process of prioritising infrastructure projects.	Supported	Noting the response to Recommendation 5 regarding the Rail Infrastructure Taskforce, the government agrees that infrastructure upgrades on rail be identified through infrastructure and transport planning, consistent with Queensland Government planning guidelines (including the Project Assurance Framework), should facilitate the increased use of rail transport for containerised freight to improve the productivity of the Queensland economy. Further, the prioritisation of infrastructure projects will be consistent with the policy position and principles outlined in the State Infrastructure Plan (currently being developed).	The Moving Freight Strategy forecasts the timing of completion for identifying inland rail (intermodal) terminal sites within 3-5 years. Planning is already underway for a site in Central Queensland. TMR
33	Loading and unloading infrastructure The Committee recommends that the proposed Infrastructure Taskforce: <input type="checkbox"/> work with industry to identify loading and unloading infrastructure which can be brought back "on line" quickly and economically and to work urgently to re-open those facilities <input type="checkbox"/> facilitate discussions and planning with the agricultural industry to urgently develop and agree plans for the upgrade of loading and unloading infrastructure.	Supported	Noting the response to Recommendation 5 regarding the Rail Infrastructure Taskforce, the government supports rail network planning that optimises freight efficiency and maximises opportunities for industry investment in freight loading and unloading infrastructure. It acknowledges it has a role, and is facilitating discussions with industry in relation to proposals to develop new, or upgrade existing, rail freight loading and unloading infrastructure. However, the government's view is that investment in these facilities is best led by industry where commercially-based decision making can influence optimum outcomes for the agricultural sector. No new government funding is currently available for direct investment in rail freight loading and unloading facilities.	Ongoing TMR

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34	<p>Rolling stock investment</p> <p>The Committee recommends that the proposed Freight Authority develop, finalise and communicate clear forward plans for rail freight investment in Queensland to facilitate private investment in new, efficient rolling stock opportunities, vital to generating above-rail competition.</p>	Partially Supported	<p>Noting the response to Recommendation 4 regarding the Freight Authority, the government will encourage above rail operators to invest in rollingstock through future TSC arrangements, as well as for broader tasks. The government agrees that private sector investment in new rollingstock will be assisted by the added clarity provided by the proposed state-wide infrastructure plan. However, forward plans for investment in rollingstock is best undertaken by above-rail operators who are better placed to judge their investment thresholds, asset lifecycles, rollingstock specifications, maintenance requirements and the specifics of the freight task that rollingstock must support.</p>	<p>Ongoing</p> <p>TMR for future TSC arrangements</p>
35	<p>Freight task co-ordination</p> <p>The Committee recommends that the Department of Transport and Main Roads urgently engage with industry to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> identify which rail systems would benefit from the appointment of a freight task coordinator, and that priority be given to employing a co-ordinator for the Western/South Western/West Moreton system and the Central Western system <input type="checkbox"/> determine an appropriate joint funding model ensuring that those who benefit from the coordination contribute towards the cost, that is producers and/or industry representatives, above-rail service providers and Government <input type="checkbox"/> ensure that any necessary government funding be made immediately available to appoint the freight co-ordinator positions <input type="checkbox"/> facilitate the arrangements and access to information necessary to ensure coordinators have full visibility of the supply chain in their own rail systems and in connecting systems <input type="checkbox"/> ensure that co-ordinators are vested with the appropriate authority to undertake the coordination task and facilitate train services. 	Supported	<p>The government embraces industry engagement on freight and logistics issues. In particular, freight industry engagement is a key priority of the government's Moving Freight Strategy.</p> <p>The government regularly accepts opportunities for industry representations in relation to transport and freight needs and issues.</p> <p>The government, through TMR, also regularly engages with and participates in forums with freight councils, such as QTLIC, RFIC, ATIC. It also raises and consults with industry bodies and representatives on an on-going basis and will engage with industry on these and related topics.</p> <p>There is no additional government funding available to contribute towards joint-funding initiatives.</p>	<p>Ongoing</p> <p>TMR</p>
36	<p>Facilitation of above rail competition</p> <p>The Committee recommends that the Minister for Transport and Main Roads investigate the following options for facilitating above-rail competition for agricultural freight in Queensland:</p> <ul style="list-style-type: none"> <input type="checkbox"/> leasing or other commercial arrangements that facilitate access to locomotives and rolling stock to alternative operators <input type="checkbox"/> the waiving of, or rebate of, line access fees to incentivise third-party operators <input type="checkbox"/> opportunities for Queensland Rail to operate hook and pull arrangements for private operators <input type="checkbox"/> leasing rail stock owned by Queensland Rail to private operators <input type="checkbox"/> opportunities for local government authorities to be involved in running train services allowing them to underwrite, lease or even own rolling stock; and be involved in the operation of associated infrastructure such as yards, loading facilities and depots. 	Supported	<p>The government is keen to promote above rail competition and will investigate emerging opportunities that enables multiple operators to use the network. The government will ensure that Queensland Rail as network manager makes every endeavour to facilitate above rail competition in Queensland.</p> <p>This includes:</p> <ul style="list-style-type: none"> - promoting the existence of private sector leasing companies to facilitate access to locomotives and rollingstock. - exploring the waiving of, or rebate of, line access fees to incentivise third party operators. - encouraging Queensland Rail to explore opportunities to lease its locomotives associated with its network maintenance activities during idle periods. - encouraging local government authorities to support the running of rail freight services and/or related assets (noting that rail accreditation will be required for any above rail operators) and the aggregation of freight demand to/from regional areas. 	<p>Ongoing</p> <p>TMR</p>
37	<p>Queensland Rail consider re-entering the freight business</p> <p>The Committee recommends that the Minister for Transport and Main Roads assess the benefits of Queensland Rail re-entering the agricultural and general rail freight business, in the short term, through the provision of both the rolling stock and above-rail services until alternative operators are ready to provide services.</p>	Not Supported	<p>The government supports agricultural and general freight transport on rail, but does not support Queensland Rail re-entering the freight business. Currently, Queensland Rail's primary role is as a rail network manager and passenger service above-rail operator. Its re-entry into a rail freight operator role would be contrary to government objectives to make better use of the skills, capacity and innovation of the private sector. Queensland Rail no longer has the assets, resources or expertise since the separation from Aurizon and significant investment would be required by Government if it were to re-establish a freight business.</p> <p>Impediments to the re-entry of Queensland Rail into the rail freight business include:</p> <ul style="list-style-type: none"> - significant capital investment in bespoke rollingstock (locomotives and wagons) and related freight assets, including freight terminals, loading/unloading equipment (container forklifts etc.) and a road fleet; anticipated to cost at least \$100 million, for which there is no government funding currently available to support. These assets would take considerable lead-time (18-24 months) to acquire, so this option would not be possible in a short timeframe. - as a non-commercial business (it would lack the scale of a commercial operation) on-going annual government funding commitments would be required for operations. This would exceed the annual funding requirements for Regional Freight and Livestock Transport Services Contracts. - limited commercial expertise and systems within Queensland Rail to operate a contemporary rail freight business. Queensland Rail would need to hire hundreds of appropriately skilled freight staff to manage end-customer relationships. - inconsistent with the government's policy to divest commercial assets. 	N/A

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38	Rolling stock The Committee recommends that the Department of Transport and Main Roads: <ul style="list-style-type: none"> <input type="checkbox"/> undertake an independent assessment of the remaining useful life in the existing Aurizon rolling stock and investigate options for purchasing back the rolling stock at the end of the current Transport Service Contracts or when/if Aurizon plans to decommission any of its current rolling stock <input type="checkbox"/> ensure that any rolling stock bought back under these circumstances be made available to third party, above-rail operators under commercial leasing arrangements. 	Supported	<p>The government supports TMR undertaking an independent assessment of the remaining useful life of rollingstock where an option exists for purchasing it back at the end of the current regional freight and livestock TSCs and the assets are considered of use to future TSC options.</p> <p>To date, TMR has undertaken an independent engineering assessment of the existing livestock wagons regarded as optioned assets (completed in February 2014), with Aurizon's consent, to determine their condition and remaining operational life.</p> <p>As part of the conditions of purchasing optioned assets, Aurizon are obligated to provide the government with a list of assets no less than 3 months before the date that the contract expires. TMR has sought early advice from Aurizon on a list of optioned assets and will consider assessing identified assets accordingly.</p> <p>The government would be willing to consider offering optioned assets to interested third party above-rail operators at no-risk to the government.</p>	<p>Government has approved proceeding with Invitations to Offer to market</p> <p>New RFTSC anticipated to be in place for late 2015 commencement - subject to CBRC funding approval.</p> <p>New LTSC anticipated to be in place for early 2016 commencement - subject to CBRC funding approval.</p> <p>TMR</p>
39	Rolling stock disposal The Committee recommends that the Government use whatever levers it has available to it, for example under the contracts it has with the above-rail operator, to compel Aurizon to give preference to Australian buyers of excess or unwanted rolling stock where the offer is competitive.	Supported	<p>Despite there being no provision in the existing transport service contracts to compel Aurizon in relation to the disposal of excess rollingstock, the Government will explore the feasibility of offering existing rollingstock (i.e. wagons) identified as an optioned asset (available to the government at the cessation of the existing Regional Freight and Livestock transport service contracts) to operators to support increased rail competition in Queensland.</p> <p>It should be noted that the government has no ability to compel Aurizon in relation to the disposal non-optioned surplus assets and is respectful of its rights and obligations to act in accordance with its commercial interests.</p>	<p>Ongoing discussions with Aurizon as the current regional freight and livestock TSC operator.</p> <p>TMR</p>
40	Freight data for alternative above rail service providers The Committee recommends that the Minister for Transport and Main Roads ensure that potential new operators are provided with freight data and future freight needs modelling as well as transparency of any relevant Queensland Rail charges, and any other relevant charges, to ensure they have access to the information necessary to develop an adequate business plan.	Supported	<p>The government is supportive of providing to potential new operators freight data and future freight demand forecasts, which has been derived or commissioned for the purpose of informing transport planning activities and is not bound by commercial in confidence obligations. It also supports the transparency of Queensland Rail charges in accordance with its access undertaking and obligations under the Queensland Competition Authority.</p>	<p>The Moving Freight Strategy forecasts the timing of freight data modelling within 3-5 years.</p> <p>TMR</p>
41	Train path allocation for alternative rail service providers The Committee recommends that the Minister for Transport and Main Roads ensure that sufficient train path allocations are made available to third-party, above-rail operators to enable them to compete in the market.	Supported	<p>The government recognises the need for flexibility in the allocation of train paths to provide access to alternate rail operators and encourage competition.</p> <p>Currently, the preservation of train paths by transport legislation is to provide opportunity for non-coal sectors to gain access to the rail network, not specific individual rail operators. As previously indicated, preserved train paths are typically contracted, and hence controlled by a specific above-rail operator, making it difficult to reallocate to a third party.</p> <p>To support greater flexibility in the future allocation of train paths, the government will encourage rail freight customers to negotiate new (or the renewal of) train path access arrangements directly with the rail network manager (rather than via the above-rail operator). This will provide customers with the ability to directly negotiate haulage agreements with, or reallocate train paths to, third party operators so they can compete in the market.</p> <p>In addition, the government will also consider the feasibility of publicly reporting the utilisation of existing preserved train path allocations so third party operators can gauge available capacity for other rail freight tasks.</p>	<p>Ongoing</p> <p>TMR</p>
42	Improved communication between above and below rail operators The Committee recommends that the Freight Authority investigate ways to ensure there is improved communication and co-operation between above and below rail operators.	Supported	<p>Noting the response to Recommendation 4 in regards to a Freight Authority, the government supports improved communication between above and below rail operators. TMR currently encourages above and below rail operators to meet regularly to discuss operation and network issues and constraints and that the QTRC and Queensland Rail have been coordinating regular forums and channels to improve communication.</p>	<p>Ongoing</p> <p>TMR</p>
43	Strategic freight model The Committee recommends that the proposed Freight Authority oversee the development of a Queensland Strategic Freight Model as a priority so as to improve: <ul style="list-style-type: none"> <input type="checkbox"/> the Government's capacity to understand and map supply chains and freight flows, identify critical freight infrastructure and blockage points, and plan for the forecast growth in agricultural commodities <input type="checkbox"/> the information available to third parties such as above rail service providers, industry representatives, and infrastructure proponents. 	Supported	<p>Noting the response to Recommendation 4 in regards to a Freight Authority, the government (through TMR and DSDIP) has existing freight models that provide support for evidence based freight policy development, planning and investment decisions. It is also currently working in partnership with CSIRO to develop a strategic network decision making model that can determine the level of capacity that is taken up for a given logistics task and provide outputs based on Origin-Destinations, road or rail mode; determine constraints, provide time projections and identify triggers that may prompt the timing of infrastructure investment. These models have been used to support departmental and industry studies and are ultimately dependent on the availability and reliability of contemporary industry data.</p>	<p>The Moving Freight Strategy forecasts the timing of freight data modelling within 3-5 years.</p> <p>TMR</p>

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44	Collection of data The Committee recommends that the proposed Freight Authority investigate using an independent third party (such as the Queensland Transport and Logistics Council or a university) to collect and analyse the commercial in confidence data from the freight industry to inform the Strategic Freight Model.	Supported	Noting the response to Recommendation 4 in regards to a Freight Authority, the government supports TMR investigating opportunities to supplement its existing data collecting methodologies by engaging independent third parties to collect and analyse commercial in confidence freight data from industry providing it is within existing programs and funding arrangements.	Ongoing with CSIRO TMR
45	Leveraging existing freight data The Committee recommends that the proposed Freight Authority work closely with relevant government agencies, local governments and the private sector to leverage existing freight data with the aim of developing a rail freight map that specifies volumes and flow across the State (similar to the Department of Transport and Main Road's road freight map).	Supported	Noting the response to Recommendation 4 in regards to a Freight Authority, the government supports the private sector having access to freight data to the extent possible. It therefore supports government agencies working with local government and the private sector to develop a rail freight map, and any other raw data collection activities, providing that the commerciality and/or intellectual property implications of potential data sources is adequately protected. The government is supportive of industry and stakeholder efforts to gather their own data and develop commercial solutions to aggregate available data for commercial benefit. In turn, this could assist with informing government decision making.	Ongoing TMR