



30 June 2011

Mr Michael Deegan
National Infrastructure Coordinator
Infrastructure Australia
GPO Box 594
CANBERRA ACT 2601

Submission to the National Land Freight Strategy

Dear Mr Deegan,

NICTA strongly supports a coordinated and integrated approach to developing Australia's transport network and we thank Infrastructure Australia for the opportunity to provide a submission on the development of the National Land Freight Strategy.

As Australia's largest ICT research agency our role is to ensure that technology enables the best economic, social and environmental outcomes for Australia.

NICTA has a significant interest in freight logistics and the wider transport sector. Our research ranges from fundamental research in route optimisation to the use of computer vision to automatically recognise and map road-signs. We have a number of projects with the NSW Road Traffic Authority, host the Future Logistics Living Lab and we retain a board seat with Intelligent Transport Systems Australia. Our software has been used by large Australian companies to measurably improve their fleet performance.

It is vital, as your strategy unfolds, that industry, government and the research sector share a common understanding of the benefits appropriate research and technology can bring: the potential impact of existing and emerging technology could be factored into Australia's freight (and transport) strategy more substantially. NICTA would be pleased to contribute to this process.

NICTA would seek to contribute to the National Land Freight Strategy in the following areas:

- Understanding the potential gains from the use of smart technology such as Intelligent Transport Systems and optimised Logistics. One NICTA client in 2011 has improved their logistics delivery efficiency by 8% over and above state of the art methods. The National Land Freight Strategy could draw on the substantial work of the National ITS Strategy (Intelligent Transport Systems Australia, July 2011) to strengthen this part of the freight strategy;
- Raising stakeholder awareness of the benefits of existing transport related technology and the research driving emerging technologies that will benefit the wider economy, as well as encouraging active industry participation in implementing leap-frog technologies rather than incremental innovation;



- Introducing technology that supports better policy, planning and investment decisions. For example, vehicle movement data is currently collected but is not fused, cross-correlated or made generally available. Newer technology will provide even richer data. If this data were collected, fused and analysed it would help provide better growth predictions, inform design models that could be used for evaluating planning scenarios and, in the longer term, provide evidence of the quality of infrastructure investments. Made available, and properly analysed, such data would allow us to understand the effect of road-price signals and the trade-off between different transport modes and guide system-wide optimisation; and,
- Creating a platform for ongoing, live, data-rich interaction by all participants in the sector. The strategy suggests the publication of a map or document showing interoperability requirements, likely major freight routes and other information. Assembling this information so stakeholders can share it is an excellent idea. We would suggest extending this to make the document an interactive, living electronic map which can be accessed and improved by all stakeholders.

NICTA welcomes further direct engagement with Infrastructure Australia around the role ICT has to play in improving the nation's transport outcomes.

Sincerely,

Dr Dean Economou

Technology Strategist
Infrastructure, Transport and Logistics
Business Team
NICTA