



National Ports Strategy Reinforces National Approach to Freight Task

The Australian Logistics Council has welcomed today's release of the National Ports Strategy by the Prime Minister, Julia Gillard and Minister for Infrastructure and Transport, Anthony Albanese, which has reinforced the importance of a national approach to the planning and development of the national freight task.

"ALC submissions on the National Ports Strategy and National Freight Strategy reinforced the importance of a national approach to regulation and infrastructure planning", said the Council Chief Executive Michael Kilgariff.

"ALC supports the aim of the National Port Strategy for better long term planning on the waterfront: where operators will be required to publish 50 year master plans detailing the expected growth in trade activity at their ports as well as the facilities that will be required to handle that growth.

"A key recommendation by ALC to the National Ports Strategy and National Freight Strategy was that planning needed to take into account strategies to prevent urban encroachment not only on the ports within their jurisdictions but also the road and rail corridors into and out of them.

"ALC recommended the development of a National Partnership Agreement between the states and territories to ensure that land use decisions prioritise the efficient operation of 'nationally significant' T&L infrastructure.

"At the very least, ALC expects that any identified buffer strategies designed to permit the co-existence of port operations and port side residential living should be contained in the capital city strategic planning system that COAG expects states and territories to have prepared by 1 January 2012.

"If the freight effort is not to be frustrated there should be greater clarity as to the rules surrounding land use", said Mr Kilgariff.

ALC also supports the recommendations around the use of Information and Communications (ICT) Technology to increase efficiencies in the freight task, many of which were discussed in the ALC Policy Paper - [Using Information & Communication Technology to Increase Productivity in the Australian Transport & Logistics Industry](#).

Mr Kilgariff noted that the draft national freight network plan should be released soon and backs the Port Strategy recommendation that a national freight network plan should be underpinned by complementary jurisdictional plans.

"In addition, there are a range of freight T&L national laws that are required to replace the often confusing, complex and inconsistent laws and regulations that are currently controlled by the Commonwealth, state and local governments.

"This inconsistent regulation between jurisdictions and the resulting red tape adds considerable and unnecessary costs to business, consumers and exports.

"COAG has already supported the establishment of national rail safety and marine safety regulators, as well as a National Heavy Vehicle Regulator, by 2013. The draft regulatory impact statement for these regulators should be released in February 2011.

"Over 2011, Government and industry will also be considering a number of other related reforms such as a National Telematics Strategy, the COAG Road Reform Program, a Freight Rail Policy Framework, and Performance Based Standards, all of which will contribute to a national approach to the freight task", said Mr Kilgariff.

Ends. 7 January 2011

For further information contact Michael Kilgariff of ALC on 0418 627 995.