



## ALC Welcomes Release of National Land Freight Strategy Discussion Paper

The Australian Logistics Council has welcomed today's release of the National Land Freight Strategy Discussion Paper by Minister for Infrastructure and Transport, Anthony Albanese, at the ALC Annual Forum in Melbourne.

"The National Land Freight Strategy Discussion Paper has reinforced the importance of a national approach to the planning and development of the national freight task", said CEO Michael Kilgariff.

"In his speech Minister Albanese challenged industry to lobby and campaign for the national infrastructure and regulatory reform agenda.

"As the peak national body representing the major and national companies participating in the Australian freight transport and logistics supply chain, ALC stands ready to lead the discussion.

"Minister Albanese called for 'smarter regulation' on the way our \$61 billion transport industry is regulated, with the ultimate goal of replacing the existing state based arrangements with one set of nationwide laws.

"To that extent, the ALC Policy on [Safety in the Australian Transport and Logistics Industry](#), articulates the view that there should be one national law to regulate safety in the Australian transport and logistics industry.

"ALC believes the development of the national rail/marine safety regulations and the national heavy vehicle laws consolidation is the best way to develop such a national law.

"ALC also endorses the Minister's call for more effective local planning to protect the network's land corridors from urban encroachment and make sure they are not lost to other activities.

"ALC agrees with the Discussion Paper's assessment that *'freight is perceived as a 'poor cousin' in terms of planning which can lead to lead to freight being locked-out in some locations.*

"However the Discussion Paper's preference for an *'indicative strategy document/map showing likely major freight routes and precincts'* doesn't go far enough.

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

"This will leverage the Commonwealth's ability to protect the national interest by ensuring the continued growth and development of the Australian freight supply chain is not frustrated", Mr Kilgariff said.

Ends.

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