

## ALC Forum 2018 –Towards a National Freight and Supply Chain Strategy

### COMMUNIQUE

More than 280 leaders, policy-makers and professionals representing all parts of the supply chain gathered in Sydney from 6-8 March for [ALC Forum 2018](#).

As the most significant annual gathering of industry professionals involved in the nation's freight logistics industry, this year's event was held at a crucial moment, as the Federal Government continues developing the [National Freight and Supply Chain Strategy](#), ahead of its expected release in November.

ALC Forum 2018 was also notable for keynote addresses given by senior political decision-makers throughout the two day event.

This included the first major industry address by new Deputy Prime Minister and Minister for Infrastructure and Transport, [Hon. Michael McCormack MP](#), as well as contributions from the Shadow Minister for Infrastructure, Transport, Cities and Regional Development, [Hon. Anthony Albanese MP](#), and the NSW Minister for Roads, Maritime and Freight, [Hon. Melinda Pavey MP](#).

Attendees were also provided with first-hand insights from three members of the [Expert Panel](#) advising the Inquiry into National Freight and Supply Chain Priorities about some of the major issues they identified, and discussed what industry's next steps should be.

As the [ALC Annual Report 2017](#) demonstrates, the past year has been an important one for providing a clear benchmark as to what industry expects the National Freight and Supply Chain Strategy to contain.

However, as the opening [video](#) at Forum made clear, the core challenge for industry now is to move beyond examining what the Strategy needs to contain, and consider the more complex issue of how to ensure it delivers the right outcomes for our industry and economy.

Throughout two days of discussions, Forum attendees identified a number of opportunities to ensure the ultimate effectiveness of the National Freight and Supply Chain Strategy. These include:

- **Developing** a clear set of industry benchmarks and/or key performance indicators (KPIs) that will allow industry, governments and regulators to better identify which aspects of the supply chain are performing well, determine those which are experiencing difficulties, and permit the development of effective policy responses;
- **Continuing** to encourage governments at all levels to ensure planning systems properly account for freight movement, particularly in CBD and inner-urban areas;
- **Pursuing** the adoption of a holistic and consistent National Corridor Protection Strategy that will protect critical freight infrastructure and employment lands from the impact of urban encroachment, particularly around ports and airports;

- **Encouraging** the collection of more and better data about freight movement, to help guide investment decisions about freight infrastructure and more effectively measure the performance of our freight networks;
- **Removing** legislative and regulatory barriers that needlessly prevent opportunities for data-sharing that can enhance the efficiency, safety and visibility of our supply chains, whilst still protecting commercial and user privacy;
- **Providing** certainty for investors by encouraging governments across all jurisdictions to develop a transparent, independent and long-term approach to prioritising infrastructure investment that lasts well beyond election cycles;
- **Building** community awareness of the importance of efficient supply chains for businesses, households and consumer prices, and communicating honestly about the challenges associated with a growing population. This will help protect the social licence freight networks require to operate effectively;
- **Promoting** far greater use of technology to improve safety and efficiency across all modes of freight transport;
- **Investing** in rail infrastructure that will help Australia meet a rapidly-growing freight task, including Inland Rail, short-haul rail from ports to intermodal facilities and encouraging the separation of freight and passenger rail;
- **Ensuring** regulatory frameworks are being prepared now to account for technological evolution, including the introduction of Connected and Autonomous Vehicles (CAVs) and more widespread use of Artificial Intelligence (AI) within the industry;
- **Working** to enhance the diversity of the industry by improving workplace culture, promoting the benefits of a career in freight logistics, identifying the sector's future leaders, and ensuring skills training programs are preparing and equipping the current and future industry workforce with the skills needed in a 21<sup>st</sup> century economy; and
- **Recognising** that the National Freight and Supply Chain Strategy can only succeed with active cooperation from industry and all tiers of government, which will require continuing industry consultation and involvement in its ongoing development.

ALC will use the priorities identified above as the basis of its advocacy program over the months ahead, and continue working with industry, regulators and governments at all levels to ensure the National Freight and Supply Chain Strategy delivers the policy reforms needed to enhance supply chain efficiency and safety.

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