



Delivering on the COAG Seamless Economy Agenda Critical to Enhancing Productivity

ALC Managing Director Michael Kilgariff today told an audience of transport and logistics industry leaders that industry's ability to improve productivity levels in the freight logistics sector are under threat if the transport reforms under the COAG Seamless Economy Agenda are not fully implemented.

"Putting in place a national law for each of the transport modes, administered by a single regulator, is critical to boosting productivity, increasing efficiency and improving safety in the freight logistics industry," Mr Kilgariff told delegates attending the Institute of Transport and Logistics Studies Leadership and Policy Series.

"However, the full productivity benefits of this important reform are at risk if all stakeholders do not fully get behind this historic change and implement the necessary steps to achieve a seamless regulatory environment for the transport sector.

"ALC welcomes the passage of the Heavy Vehicle National Law through the Queensland Parliament last week, the commencement of the National Rail Safety Regulator in January and looks forward to the Australian Maritime Safety Authority becoming the single national regulator in March.

"However, there is still much work to be done to ensure the full economic benefits of this reform are realised, particularly in regards to the Heavy Vehicle National Law.

"The onus is now on all jurisdictions to pass the enabling legislation in their own parliaments, and for the critical issue of Service Level Agreements between the regulator and the states and territories to be finalised," he said.

Mr Kilgariff said ALC expects the Federal Government to act as an honest broker when it comes to finalising the outstanding issues in relation to heavy vehicle laws.

"The Commonwealth needs to ensure that states and territories providing the services to the regulator for a fee under SLAs do not attempt to shift the costs of other areas of responsibility onto operators through excessive charges imposed on the National Heavy Vehicle Regulator," he said.

"It would be unconscionable for states and territories to use this scheme as a device to directly tax heavy vehicle operators for revenue.

"ALC looks to the Australian Government, as a strong promoter of harmonised transport laws, to ensure this does not happen.

"ALC will put its case to state and territory transport ministers to publish regulations that set out types of services industry will be expected to fund.

"That is only fair in what is arguably a 'user pays' system – if the user must pay, the user has a right to know what is being provided and how much that costs," he said.

Mr Kilgariff told the audience ALC is looking to political parties this election year to focus on policies that:

- support productivity growth
- enhance infrastructure development
- reduce red tape that adds to compliance costs and hampers innovation
- encourage the continuation of the COAG seamless economy agenda

A copy of Mr Kilgariff's speech to the ITLS Leadership and Policy Series is available on the [ALC website](#).

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