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Delivery on Freight and Supply Chain Strategy Critical to Driving Economic Growth & Productivity

Today's confirmation that the Australian Government will develop a National Freight and Supply Chain Strategy is strongly supported by the [Australian Logistics Council](#).

"ALC has long campaigned for a national strategy incorporating the various and interlinked components of Australia's supply chains to achieve better long term planning outcomes and appropriate investment decisions," said Michael Kilgariff, ALC Managing Director.

"For example, ALC highlighted this as a priority in its election document [Now Is the Time to Get the Supply Chain Right](#), and in a recent video [Why Do We Need A Freight and Supply Chain Strategy](#), in which industry leaders called for a National Strategy to support greater investment certainty.

"We therefore strongly endorse confirmation that the Government will undertake an independent inquiry to analyse how best to lift the productivity and efficiency of Australia's freight and supply chain infrastructure.

"ALC's advocacy in this area recognises that we must treat the movement of freight as a national issue operating in a national market, and to ensure decisions are made in Australia's national economic interest.

"As a nation, we cannot afford a disjointed approach between jurisdictions when it comes to the movement of freight, because freight does not stop at state borders.

"The Commonwealth's involvement through a national strategy will help to address this issue.

"It is important however that the Government involves industry stakeholders in this process to ensure it is a truly national, multi-modal strategy.

"The National Freight and Supply Chain Strategy should build upon positive progress in recent years to improve logistics planning and reforms, which included the development of National Freight and Port Strategies.

"ALC also welcomes action to map our nationally significant supply chains and their access to supporting infrastructure and gateways, which is critical to achieving better planning outcomes and investment decisions.

"Efficient supply chains will be critical in the future to manage a rising freight task, and to continue supporting future economic growth and productivity.

"It is imperative that this Strategy is a living document, and not put in the bottom drawer and forgotten.

"The final strategy must be dynamic and continually updated to take into account new challenges and opportunities that emerge in the freight supply chain.

"And to succeed, effective partnerships between the public and private sectors will be needed, based on a shared approach to tackling common issues.

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“We also welcome action to improve how we preserve our current and future freight corridors to protect them from urban encroachment and inappropriate development, which restricts infrastructure’s ability to operate efficiently.

“A short term approach to planning affects business confidence and inhibits industry’s willingness to invest.

“We need agreement on a long-term planning framework to build investment confidence and to ensure we have the right facilities in place to meet future freight demand.

“Central to this will be the delivery of long-term infrastructure plans at the state level which must be integrated with long-term land-use planning processes.

“We encourage the Government therefore to ensure it adequately recognises the importance of freight and supply chains in its City Deals negotiations and to ensure rural and regional supply chains are not forgotten in this process,” he said.

Mr Kilgariff said it was also pleasing the Government had embraced the recommendation to utilise data more efficiently, with a commitment to develop a technology plan and to improve data collection and usage.

“Data collection and ongoing measurement are keys to addressing emerging inefficiencies in our national supply chains, which adds to costs for consumers and potentially affects the liveability of our cities,” he said.

Mr Kilgariff also welcomed the Government’s commitment to work with state and territory governments to progress heavy vehicle road reform through the development of a forward looking cost base; and a discussion paper to inform consultation on options for an independent price regulator.

“ALC supports progress on heavy vehicle road reform to deliver a more efficient and transparent investment framework and encourages governments to advance these important reforms in a timely fashion.

“As the peak industry body for freight, ALC looks forward to working with Federal Government on the various initiatives announced today to ensure Australia’s supply chains can operate efficiently and safely, for the benefit of all Australia businesses and consumers,” he concluded.

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