

## **MEDIA RELEASE**

### **30-Year Strategy Essential to Guide Future National Supply Chain Planning**

The tabling of Infrastructure Victoria's [30-year Infrastructure Strategy](#) in the Victoria Parliament today is an important milestone to bolster national supply chain investment and reform.

"The Strategy will feed into the issues that are put under the infrastructure microscope as the Government undertakes an independent inquiry to inform the development of a [National Freight and Supply Chain Strategy](#)," said Michael Kilgariff, ALC Managing Director.

"I look forward to the Strategy's recommendations filling some of the gaps in the broader national freight supply chain puzzle, which must be addressed to create a truly national freight supply chain network.

"In that regard, I am encouraged by Infrastructure Victoria's recommendation to focus on the steps Victoria can take to improve supply chains and link in with broader national plans.

"This includes securing a site for the Western Interstate Freight Terminal, to which the Commonwealth's inland freight rail project could connect.

"The Strategy also makes the important point that freight does not stop at the state border, thereby underscoring the need for a National Freight and Supply Chain Strategy.

"More broadly, ALC welcomes the Strategy's recommendations to improve the efficiency of Victoria's supply chains, and its acknowledgement of the need to plan ahead for port capacity and to address infrastructure pressures.

"With Victoria's freight task potentially reaching around 170 billion net tonne-kilometres per annum by 2046 – an increase of over 125 per cent on present day levels – the State needs a long-term blueprint to properly manage future growth on key freight corridors.

"The Strategy includes a number of practical proposals to achieve this, such as protecting freight precincts, improving Port of Melbourne rail access, expanding high productivity vehicles, road investment reform and progressing the Western Interstate Freight Terminal.

"We also acknowledge the Strategy's recognition that planning for an efficient freight network requires strong and effective partnerships between government and industry and an integrated approach to land use planning.

"In considering its response to these recommendations, I encourage the State Government to focus on linkages to the Port of Melbourne and incorporate all modes of transport, including short haul rail, which needs to play a greater role into the future as the port continues to move greater number of containers each year.

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

“ALC looks forward to engaging with Infrastructure Victoria and the State Government on the Strategy’s proposals to ensure the state can meet its future freight challenges,” he concluded.

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