

ALC Calls for National Partnership Agreement on Infrastructure of National Significance

The Australian Logistics Council (ALC) has endorsed the call by Infrastructure Australia Chairman Rod Eddington for a national approach to the planning and management of ports and freight movement.

“ALC recommends the development of a National Partnership Agreement between the states and territories to ensure that land use decisions prioritise the efficient operation of nationally significant Transport & Logistics (T&L) infrastructure”, said ALC Chief Executive Michael Kilgariff.

ALC is the peak national body for Australia’s freight T&L industry. ALC aims to influence government policy decisions to ensure that Australia has a safe, secure, reliable, sustainable and competitive freight T&L industry.

“ALC has been highly engaged with Infrastructure Australia and has made submissions on both the National Ports Strategy and a National Freight Network Plan”, Mr Kilgariff said.

“The function of the National Freight Network Plan Framework should be to ensure the regulatory environment, infrastructure and investment are in place to meet Australia’s future freight needs.

“ALC therefore believes that the National Port Strategy and the National Freight Network Plan should be focussed on infrastructure that is ‘nationally significant’.

“Nationally significant infrastructure should be judged on the importance of the infrastructure to the national economy and includes inland ports/intermodal terminals and the national ports.

“Strong state and regional plans that work in conjunction with a national strategy should be developed. ALC commends the work performed by the Victorian Government in preparing documents such as *Freight Futures* and *Shaping Melbourne’s Freight Future Proposals for an Intermodal Solution to Service Melbourne’s Growing Containerised Freight Task*. The hierarchy of the various documents would operate in a similar manner to table 1.

“The transport and logistics industry requires access to freight corridors. However, too much residential or other non-T&L related commercial intrusion near logistics infrastructure causes inefficiency. In particular, land-use decisions need to be made that satisfy “*last kilometre*” issues.

“In relation to capital-city strategic planning systems, the Council of Australian Governments (COAG) agreed that, by 1 January 2012, all states will have in place plans that meet new national criteria, which includes transport & logistics requirements.

“If the freight effort is not to be frustrated there should be greater clarity as to the rules surrounding land use.

“To facilitate this, a National Partnership between the states and territories should be drawn up:

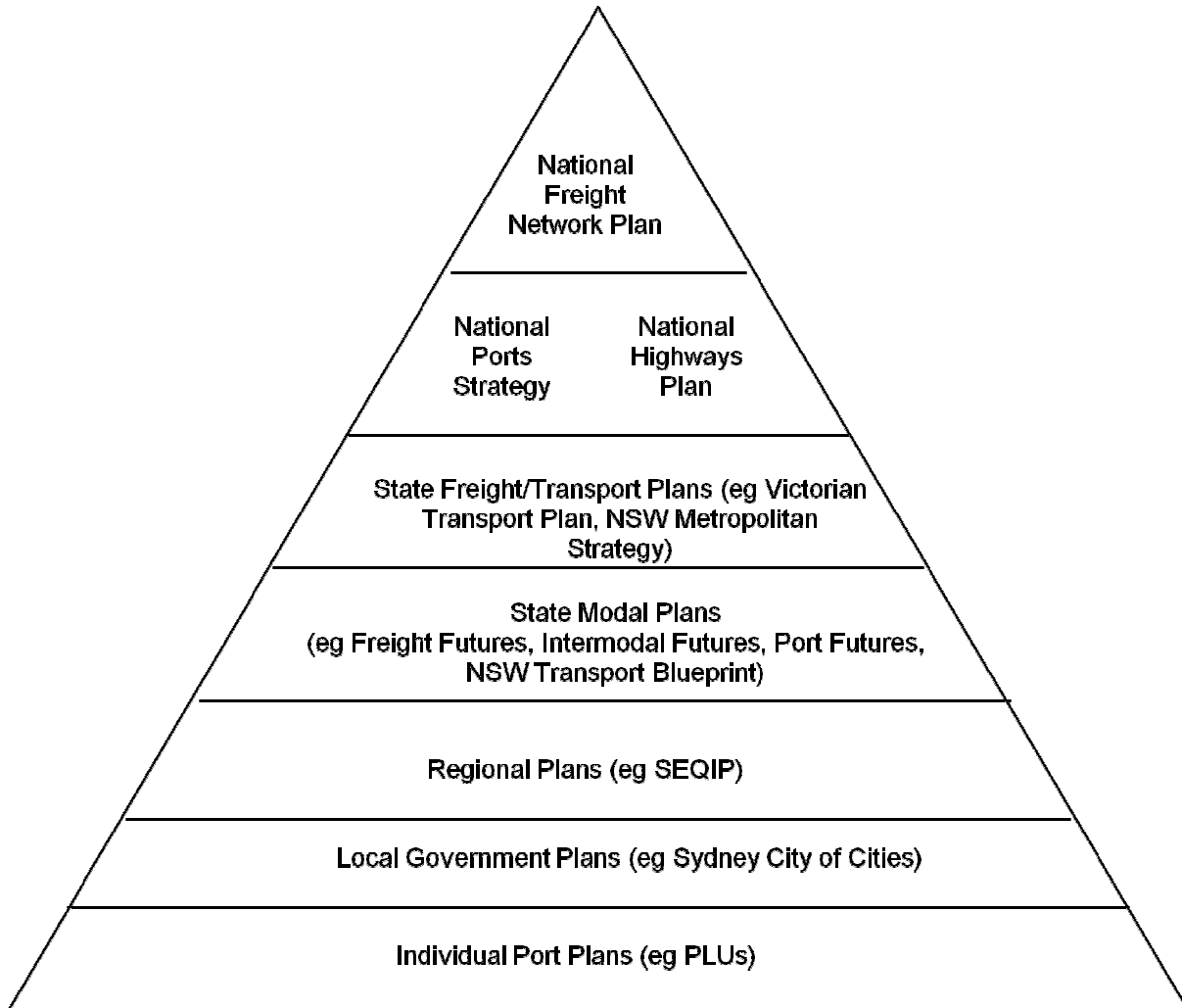
- establishing the concept of nationally significant infrastructure;
- ensuring that land use decisions should prioritise the efficient operation of the nationally significant infrastructure; and
- creating a fund for state and local governments which incur expense as a result of making land-use decisions that favour nationally significant infrastructure over other land uses.

“ALC will continue to support appropriate nationally consistent regulatory frameworks and transparent markets to ensure Australia enjoys the full benefits of national freight T&L policy development and reform”, Mr Kilgariff said.

Ends
12 July 2010

For further information contact Michael Kilgariff of ALC on 0418 627 995.

Table 1



Source: Asciano *National Freight Network Plan and National Ports Strategy* – Submission to Infrastructure Australia March 2010.