



## ALC Supports Coalition Focus on Reducing Red Tape

The Australian Logistics Council (ALC), the peak national body for the freight logistics industry, has welcomed a Coalition commitment to crack down on excessive red tape in the transport sector.

Speaking to the Sydney Institute on Monday, Parliamentary Secretary to the Prime Minister, [Josh Frydenberg](#), indicated transport would be included in the Government's deregulation reform agenda that it takes to COAG.

"Red tape is a productivity killer in the freight logistics industry", said Michael Kilgariff, ALC Managing Director.

"Unnecessary and excessive red tape adds to the cost of transporting goods around the country which need to be passed on to consumers in the form of higher prices for everyday goods, and so I welcome Mr Frydenberg's commitment to include transport in the reform agenda the Government will be taking to COAG.

"A key part of this reform agenda needs to be ensuring all levels of government deliver on the national transport reforms, particularly the establishment of a national heavy vehicle law overseen by a single national regulator.

"Ultimately, the creation of a National Heavy Vehicle Regulator will mean we have one rule book and a national approach to heavy vehicle safety, but there are some major steps that still need to be taken to ensure the full economic benefits of this reform are realised.

"Fundamentally, this means ensuring there is improved access for heavy vehicles on key freight routes and there is delivery on achieving more nationally consistent arrangements in regards to safety.

"Unfortunately, the commencement date for a fully operational National Heavy Vehicle Regulator has been postponed a number of times this year and industry still does not know its exact commencement date, nor do we know the exact services that will be provided by the states as part of this reform.

"The Federal Government needs to play a strong leadership role on this issue to ensure the states properly resource the NHVR, and state-based derogations from the national law are avoided where possible," he said.

Mr Kilgariff said ALC also supported the Government's commitment to strengthen the regulatory impact statement process and to undertake reviews of the Road Safety Remuneration Tribunal and the shipping reforms, both of which were key priorities in the ALC election priorities document [Time to Deliver](#) and in its submission to the [Coalition's Red Tape Reduction Taskforce](#).

"ALC is looking forward to the Government providing a clear timetable for both of these reviews which will be an important step towards improving freight efficiency in Australia," he said.

"The shipping reforms which were enacted by the previous government resulted in Australia moving from one of the most open cabotage arrangements in the world to one of the most restrictive. A review of the legislation is required to test whether the Act is meeting its objectives with a view to remove those options that impede the efficient operation of the coastal trade.

"ALC also supports the Government's commitment to review the Road Safety Remuneration Tribunal, as the Orders which can be handed down the Tribunal have the potential to result in regulatory overlap with the Heavy Vehicle National Law," he said.

Mr Kilgariff added that he was looking to the Federal Government to use the COAG process to put in place bilateral arrangements with the states to remove duplication and overlap in relation to environmental assessment and approval processes for major infrastructure.

"ALC supports the Coalition's first steps on reducing red tape in the transport sector and looks forward to it delivering on its commitment to target transport red tape as part of its deregulation agenda," he said.

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