



ALC Welcomes Victorian Government's Plan Melbourne

The Australian Logistics Council (ALC), the peak national body for the freight logistics industry, gave a cautious welcome today to the release of Plan Melbourne, the Victorian Government strategy for Melbourne's growth to the year 2050.

ALC Managing Director Michael Kilgariff welcomed the aims of "Plan Melbourne" to depoliticise decision-making processes around new urban precincts by giving greater power to the new Metropolitan Planning Authority.

He noted that all five examples of the "urban renewal pipeline" given by Planning Minister Matthew Guy were for commercial and industrial land close to railway stations.

"Plan Melbourne should complement the long term thinking in "Victoria- the Freight State", released in August 2013, which aims to improve freight efficiency and better connect businesses to their markets.

"This neatly illustrates a point long made by ALC: that is essential urban planning, on one hand, and transport and logistics needs, on the other, go hand in hand," he said.

"It would have been better if these two documents had been drawn together. It is essential in any long-term planning exercise that transport corridors be preserved and, if necessary, created, not just for the movement of people, but also for the movement of goods and communications. All are essential to improved standards of living."

Mr Kilgariff noted the call from the Victorian Farmers Association for limits to the geographical area of urban Melbourne.

"One of the hidden costs of urban sprawl is less efficient transport, unless planners take freight into account every step of the way," he said. "ALC hopes that the Metropolitan Planning Authority will by law have regard to the Freight Plan when making decisions."

Mr Kilgariff welcomed the proposals in the chapter on a "More Connected Melbourne", particularly the prospect of a third airport to serve Gippsland and Melbourne's south-east which would improve efficiency and give greater price competition to air freight.

Plan Melbourne nominated six regional cities for major population growth.

"It is important that the necessary transport corridors between those cities and Melbourne's main air, sea, rail and road transport hubs be identified and preserved," Mr Kilgariff said.

"Overall, the Freight Plan and Plan Melbourne must be co-ordinated to ensure that adequate intermodal facilities are planned for so that Melbourne continues to function efficiently and effectively. If not it will not continue to be the world's most liveable city as the Government has promised."

Mr Kilgariff said that all infrastructure proposed in Melbourne's new growth phase should be put to rigorous cost-benefit analysis.

Date: Wednesday 9 October 2013

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