

## ALC Forum 2019 – Concluding Statement

The freight logistics industry's most significant annual gathering allowed participants to clearly define their policy expectations for the upcoming federal election and for the release of a National Freight and Supply Chain Strategy this year that delivers the right outcomes.

[ALC Forum 2019](#) saw 300 people gather at the Melbourne Cricket Ground from 5-7 March to hear from leading industry and political figures, discuss the challenges that face all parts of the supply chain and explore possible solutions for meeting those challenges.

With a federal election due to occur in two months, participants heard keynote addresses from Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development, [Hon. Michael McCormack MP](#) and the Shadow Minister for Infrastructure, Transport, Cities and Regional Development, [Hon. Anthony Albanese MP](#).

The recently-appointed Victorian Minister for Ports and Freight, Hon. Melissa Horne MP, also outlined the Victorian Government's plans for securing ongoing freight efficiency.

The bipartisan commitment provided for the National Freight and Supply Chain Strategy was especially welcome. With Forum sessions demonstrating high levels of cooperation between the Federal Government and the states and territories, it is clear this critical Strategy can still be delivered in 2019, irrespective of the federal election timetable and outcome.

ALC Forum 2019 saw the launch of a new video – [Logistics. We Bring It.](#) – highlighting the central role that supply chains play in the day-to-day lives of all Australians.

ALC also used Forum to release its third Discussion Paper relating to the National Freight and Supply Chain Strategy. [Don't Box Us In](#) sets out ways for the Federal Government to play a greater leadership role in securing the planning reforms that the industry needs to meet a growing freight task.

The program highlighted areas of increasing interest for the freight logistics industry, including electric vehicles, applying data and technology to secure greater supply chain efficiency and safety and a discussion on supply chain issues in Northern Australia, facilitated by Hon. Eva Lawler MLA, NT Minister for Infrastructure, Planning and Logistics.

Plenary sessions at ALC Forum 2019 permitted a thorough exploration of critical issues, which led to key actions for the next year being identified. These include:

- Leveraging** bipartisan support for the National Freight and Supply Chain Strategy to maintain momentum for its development through the federal election cycle and ensure its release in 2019.
- Supporting** the needs of industry by pursuing a National Corridor Protection Strategy - and ensuring planning instruments nation-wide recognise 'freight and logistics lands' as a distinct concept;
- Promoting** greater awareness of supply chain safety by highlighting the relevance of the Master Code for all supply chain participants and highlighting the contribution that new technologies can make to enhance safety for all road users;

- Continuing** to advocate for the greater uptake of electric vehicles in the freight sector to realise environmental and operational efficiencies;
- Transforming** Northern Australia's potential into a reality by better recognising the region's unique characteristics, enhancing its freight infrastructure and utilising its existing supply chain capacity to take advantage of growth in key export markets;
- Ensuring** that the industry is not used as a 'cash cow' through the imposition of poorly-designed levies and charges (such as the proposed Biosecurity Imports Levy), without prior industry consultation and preparation of a thorough Regulatory Impact Statement (RIS);
- Building** a sustainable workforce for the industry by aligning skills training programs to future needs – and transforming workplace culture in a way that attracts and retains personnel from a wide range of backgrounds to pursue careers in logistics;
- Promoting** greater certainty for investors by highlighting the dangers of an ad-hoc approach to infrastructure investment and encouraging long-term investment models that prioritise need over political expediency;
- Working** to move more freight by rail, given growing port volumes and the urgent need to address road congestion. This means developing port rail shuttles, separating passenger and freight rail, and ensuring that Inland Rail includes efficient rail connections to ports, including the Port of Brisbane;
- Pursuing** opportunities for shipping to share in a growing freight task by ensuring that ports are able to operate efficiently and are not inhibited by urban encroachment and road congestion that arises from poor planning practices; and
- Harmonising** regulatory requirements around freight movement across jurisdictional boundaries, recognising that a national economy is underpinned by a national supply chain. This includes preventing the imposition of further restrictions on freight movement, including air noise curfews and bans on freight vehicle access.

ALC will use the priorities identified above as the basis of its advocacy in the lead-up to the federal election and in the months that follow.

As an industry leader, ALC will continue to work with all parts of the supply chain and with governments at all levels to unlock the economic and community benefits of enhanced supply chain efficiency and safety.

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Contact Simon Morgan on 0403 477 131 / [simon.morgan@austlogistics.com.au](mailto:simon.morgan@austlogistics.com.au)