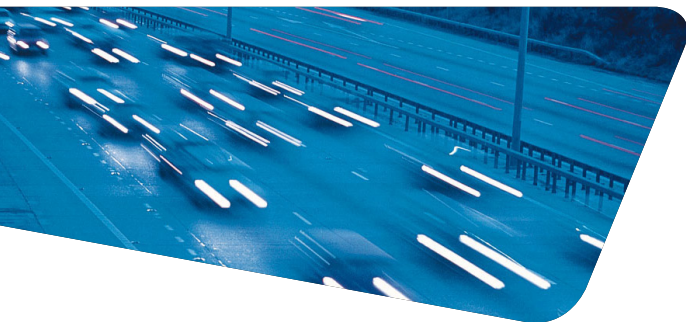
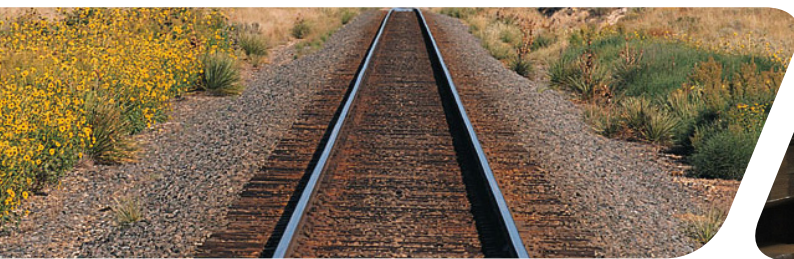
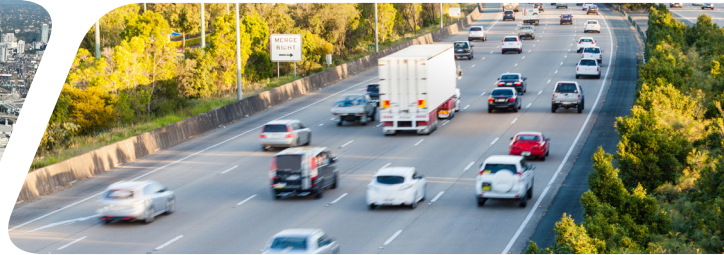


OCTOBER 2016

ALC SUBMISSION ON VICTORIA'S DRAFT 30 YEAR INFRASTRUCTURE STRATEGY



THIS SUBMISSION HAS BEEN PREPARED WITH THE
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VICTORIA'S DRAFT 30 YEAR INFRASTRUCTURE STRATEGY

SUMMARY OF RECOMMENDATIONS

Recommendation 1

The projects set out in 'Needs 13' (*Improve the efficiency of freight supply chains*), and the timelines for achieving them, should be contained in the final strategy document.

Recommendation 2

Infrastructure Victoria should fully explore the work that is being undertaken to reform heavy vehicle pricing by the Transport and Infrastructure Council prior to finalising the Strategy so as to ensure coordination in approach.

Recommendation 3

Infrastructure Victoria should explain precisely what is meant by the phrase 'transport network pricing'. Moreover, to the extent it principally deals with congestion charging, a principle should be established that only the amount necessary to cover the externality of congestion is recovered, and not an additional general revenue amount.

Recommendation 4

The final Strategy should recommend that either the State Planning Policy Framework or planning legislation require town planners not to make planning instruments that permit alternative land uses near any freight precinct identified by Infrastructure Victoria as part of the Strategy, or the Port of Melbourne, such as would prevent these assets from operating on a 24 hour, seven day basis.

Recommendation 5

The final strategy document should suggest that recommendation 11.1.2. be implemented as soon as possible.

Recommendation 6

The final strategy document should suggest that Part 2 of the *Parliamentary Committees Act 2003* be amended to establish a Joint Committee of Parliament charged with overseeing the operation and roll out of both the Metropolitan Planning Strategy and the freight and logistics plan as an adjunct to Infrastructure Victoria's reporting role on the implementation of any approved 5-year strategy

Recommendation 7

The final strategy must reflect the concern that industry has about ensuring funds raised for a project goes towards that project, and so some form of 'hard hypothecation' of money raised for specific pieces of infrastructure will need to be implemented as a matter of general policy.

VICTORIA'S DRAFT 30 YEAR INFRASTRUCTURE STRATEGY

Introduction

The Australian Logistics Council (ALC) welcomes the opportunity to make a submission on Victoria's Draft 30 year Infrastructure Strategy (the Strategy).

By way of background, ALC is the peak body for Australia's logistics industry, representing the major Australian logistics customers, providers, infrastructure owners and suppliers.

ALC commends Infrastructure Victoria on the quality of the Strategy, and in particular on appropriately identifying the importance of freight to the Victorian economy, as set out in 'Need 13 – Improve the efficiency of freight supply chains'.¹

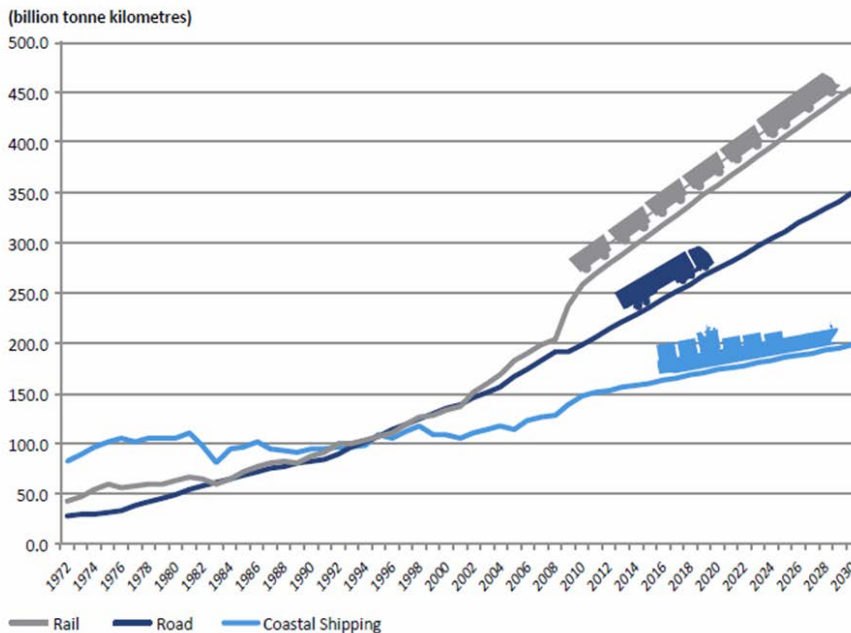
This is important, because Australia's social and economic wellbeing relies heavily on the efficient and safe movement of freight, and on ensuring Australia 'gets its supply chains right'.

A report² by ACIL Allen and ALC found the Australian logistics industry adds \$131.6 billion a year or 8.6 per cent to GDP. And importantly, a one per cent improvement in efficiency will yield a \$2 billion-a-year benefit.

More efficient supply chains are a must when considering the size of freight task, and the geographical realities Australia's freight logistics industry faces.

As the graph below indicates, the national freight task has grown considerably since the 1970s.

Freight task by transport mode, 1972 – 2030



Source: BITRE 2010, Long term projections of Australian Transport Emissions: Base Case 2010, Report prepared for Department of Climate Change and Energy Efficiency, BITRE, Canberra.

¹ Strategy: 152-161

² See <http://austlogistics.com.au/wp-content/uploads/2014/07/Economic-Significance-of-the-Australian-Logistics-Industry-FINAL.pdf>

This trend is expected to continue at a similar rate over the coming decades.

Infrastructure Australia predicts the national land freight task will to grow by 86 per cent between 2011 and 2031³. The National Transport Commission also estimates Australia's freight task will increase by 26 per cent over the next decade.⁴

It follows that Victoria needs efficient, safe and reliable supply chains to facilitate the smooth flow of goods from production to consumption to boost economic performance.

This is because the State's freight strategy estimates the freight and logistics sector contributed between \$19 and \$23 billion, or about 8% of total economic activity to Victoria's economy in 2011.

These observations provide hard evidence that inefficiencies in the industry will cost Australia dearly unless all governments continue to focus on reform of regulation and infrastructure.

Moreover, urban encroachment has the ability to undermine the existing and future operation of the freight supply chain.

The lack of buffer zones and land separation setbacks and design mitigation measures for sensitive use developments have the ability to impact on the efficient operation of freight-related infrastructure.

Unfortunately, the freight supply chain cannot sustainably support Australia's growing freight demand if freight facilities and infrastructure continue to be restricted in realising their optimal capacity, due to restrictions imposed on their use or operating conditions. The imposition of restrictions on the operation and use of freight infrastructure will only add costs to consumers and businesses.

For these reasons, ALC strongly favours the development of a **National Freight and Supply Chain Strategy** and a **National Corridor Protection Strategy** protecting both existing and future freight corridors, as recommended by Infrastructure Australia.

This is because ALC believes supply chains do not finish at either a state or national border, and so freight chains as a whole should be considered when framing an infrastructure plan.

This is particularly important for Victoria, which is commonly fashioned as being the 'freight and logistics capital' of Australia.

The Strategy published by Infrastructure Victoria will play an important part in both informing any national policy, as well as being the roadmap that will allow both governments and industry to make long term investment decisions.

The next part of this submission details some issues raised by ALC members that relate to the development of infrastructure in Victoria, whilst the final part sets out how these concerns have been dealt with by the Strategy, as well as some recommendations for the final strategy to be presented to Parliament late in 2016.

³ Infrastructure Australia, Australian Infrastructure Plan, 2015

⁴ National Transport Commission, *Who Moves What Where*, 2016

ALC issues

Port of Melbourne and associated developments

At the request of the Government, Infrastructure Victoria is considering the state's future port capacity, and it has suggested that this is a decision that should not be rushed.

This means the Port of Melbourne will be Victoria's premier port for years into the future.

It therefore means that the asset will need to be worked near to capacity so it may handle the projected freight traffic.

The Port of Melbourne predicts that by 2025, Victorian port international and mainland container volumes are projected to increase to 4.7 million TEU.

This is a 214% increase on the 2.2 million TEU of international and mainland containers which were handled by the Port of Melbourne in 2013-14.⁵

It is clear that the transport and logistics industry is one of the most important drivers of the Victorian economy. Victoria's manufacturing base needs an efficient logistics sector to receive materials and to send out finished product.

It is therefore important that residential developments do not encroach on the port precincts.

To that extent, ALC notes the publication of the Government's *Fisherman's Bend 2050* vision, which anticipates housing 80,000 people in a 455 hectare area near Victoria's principal port precinct.

ALC members report that this development could impact on the functioning of the most important international freight asset in the State.

It is imperative that any further development in the port area does not restrict any element of the port's function, including in particular the movement of road and rail freight and operations of the port over the full 24 hour cycle.

This vicinity is also already a highly used logistics precinct. Prioritising urban uses over freight priorities will mean that CBD freight will be more expensive and more difficult to guarantee delivery times.

The final Strategy must remind decision makers that these are considerations that must be taken into account when increasing urban density in or near the centre of cities.

Any development also needs to take account into the future Webb Dock rail linkage, which will be vital for the 24/7 movement of containers to and from Webb Dock.

Moving more freight to rail, where it makes sense commercially, has the potential to improve urban amenity reduce road congestion and decrease queuing times at ports.

⁵ http://www.parliament.vic.gov.au/file_uploads/Port_of_Melbourne_CorporationAnnual_Report_2013-2014_h66GswKm.pdf

Moreover, the Bureau of Infrastructure, Transport and Economics has recently published a report entitled *Why Short Haul Intermodal Rail Services Succeed* which found that vibrant value-adding hinterland terminals can secure the traffic volumes that are required for short haul rail to have competitive linehaul costs.⁶

This research leads ALC to be strongly supportive of a funding commitment from the previous government to establish a port rail shuttle service linking the Port of Melbourne to suburban rail hubs and the creation of a rail link that would support at a minimum ‘open – access’ port rail infrastructure which is separated from the passenger network and has linkages to both inter state and intra state rail infrastructure.

ALC hopes industry is consulted as the project is developed.

For similar reasons, ALC is encouraging the Victorian Government to provide planning and investment support for the Western Intermodal Freight Terminal (**WIFT**).

In the longer term, WIFT will play an important role in allowing freight to move more efficiently from Melbourne’s logistics heartland as well as reducing congestion around the Dynon precinct.

An early development of the WIFT concept would in turn encourage and facilitate the proposed Inland Rail project, which ALC considers to be an important national project in ensuring that freight consignors and consignees have the maximum choice of port through which goods may be imported or exported.

As with the port rail shuttle service, ALC would recommend the WIFT operate under an “open –access” regime, with rail links separated from the passenger network and linkages to both inter state and intra state rail infrastructure.

ALC would appreciate the full involvement of industry as this project is developed as well.

Planning

The State Planning Policy Framework is the major instrument that guides planning decisions in Victoria.

The current version of the Framework document directs planners to ‘consider as relevant’ the 2008 document *Freight Futures: Victorian Freight Network Strategy* for a more prosperous and liveable Victoria.⁷

However, that document has been superseded by the 2013 *Freight and Logistics Plan*.

This illustrates a major ALC concern: the consistent amendment of planning instruments, containing small, yet sometimes significant changes to planning policy.

A further example is the consistently ‘refreshing’ *Melbourne Metropolitan Planning Strategy (Plan Melbourne)*’.

⁶ https://bitre.gov.au/publications/2016/files/rr_139.pdf

⁷ Clause 18.01-2 (Transport System) *State Planning Policy Framework*

As ALC indicated in a submission on the latest Plan Melbourne refresh⁸:

More particularly, ALC is concerned that the position of freight is not appropriately reflected in the document.

The term 'freight' is only used eight times in the document and the Victorian Freight and Logistics Plan is not mentioned at all.

ALC is particularly concerned with the observation contained in pages 31-2 of the Discussion Paper which reads (footnotes omitted):

The MAC (2015) report recommends adopting 'transit corridors' as a key transport and land use concept for Plan Melbourne 2016. Transit corridors are rail and road corridors that predominantly focus on people movements (rather than freight) and link key activity areas across a city, especially into the central city.

The MAC (2015) report also recommends that a 2030 SmartBus Network be included in Plan Melbourne 2016 to reinforce land use and the transit corridor concept.

The transit corridors approach represents a modification to the land direction of Plan Melbourne 2014. *It is regarded as out of scope for the Plan Melbourne refresh. This may warrant further development, evidence and community consultation to better understand what the transit corridors approach would mean for Melbourne and its communities and to identify specific corridors as priorities for development.*

The 'MAC' referred to is the Ministerial Advisory Committee, which published recommendations that fed into this 'refresh' of Plan Melbourne.

One of its recommendations read:

Develop a transport hierarchy that supports the delivery of 20-minute neighbourhoods with pedestrians prioritised in the design of roads and streets, followed by cyclists, public transport, private vehicles and road freight;

When it comes to planning decisions, optimal productivity requires the needs of all road users to be considered co-equally rather than sequentially. It remains the case that passenger vehicles and freight will still need roads to move around the city.

One of the recommendations made by ALC in its 2013 Plan Melbourne submission was:

the proposed Metropolitan Planning Authority to make planning decisions must place a positive legal duty on decision makers to give effect to the freight and logistics plan when making either planning instruments or decisions governing land use.

ALC reemphasises the need to ensure that all planning instruments must be assessed against the Victorian Freight and Logistics Plan. This will be particularly important if the Government decides to advance the MAC recommendation discussed above. (Emphasis added)

⁸ <http://www.austlogistics.com.au/wp-content/uploads/2015/12/ALC-Submission-Plan-Melbourne-Refresh-Final-2.pdf>

As ALC observed in other submissions made during 2013 in relation to the Victorian planning system, industry participants outlay millions of dollars in investing in business infrastructure. It follows there must be certainty as to where major transport routes are going to be and where major transport hubs will be located.

The recommendations made by Infrastructure Victoria in the Strategy are a further matter that will undoubtedly be something for planners to 'have regard to' when making planning decisions.

It is therefore important that planning documentation give effect to an Infrastructure Victoria recommendation on the provision of infrastructure or the identification of a freight precinct, once any recommendation is accepted by government.

Consideration could be given to inserting a provision into planning law that requires decision makers give effect to policies contained in specific freight and logistics plans formulated by governments.

What ALC has in mind is a provision similar to subsection 141T(2) of the *Transport Integration Act 2010* (Vic), which prescribes the way in which the Port of Hastings Development Authority undertakes its activities, as follows:

- (2) In performing the functions conferred on the Port of Hastings Development Authority the Port of Hastings Development Authority must—
 - (a) carry out its functions consistently with State policies and strategies for the development of the Victorian port and freight networks; and
 - (b) (.....)

In this case, the relevant duty would be imposed on an entity empowered to make a planning instrument under state or territory planning legislation.

This would also satisfy Recommendation 7.6 of the Productivity Commission's December 2013 research report *Major Project Development Assessment Processes*, which suggests legislative guidance should be provided for decision makers to follow when making approval decisions, including the factors that decision makers need to take into account when making decisions.

Roads

Victoria has a relatively well funded network of regional roads that allow freight to move from one destination point to another.

The Transport and Infrastructure Council of the Council of Australian Governments (**COAG**) is developing a map of Key Freight Routes that should identify the important freight chains that are used to take freight from generation point to key destinations.

ALC hopes that the development of this concept will assist in identifying the road systems that are most necessary for the efficient movement of freight volumes.

It is important that road owners invest in those identified routes so that the most efficient form of road transport can be used to take the freight without the need to gain road owner permits.

To that extent, it is noted the Transport and Infrastructure Council is developing a road pricing system to replace the current PAYGO formula, with a view to adopting independent

price regulation for heavy vehicles by 2017-18 that will change the manner by which heavy vehicles (at first instance) will contribute to the funding of roads.

Annual progress reports on how this reform is proceeding must be made to COAG.

Care should be taken to ensure that the development of this system for funding and financing key freight routes is taken into account when developing the Strategy.

Reviewing the Strategy

As indicated in the introduction, ALC is satisfied that Infrastructure Victoria understands the vital role freight plays in the Victorian economy.

This is underlined by the holistic and thorough way that the needs of freight are set out in Need 13 of the Strategy.

The most relevant recommendations to ALC set out in this chapter are now discussed.

13.1.1 – transport modelling

ALC supports the idea that transport modelling tools should be improved within the 0-5 year time frame proposed.

13.1.2 – transport network pricing

ALC understands Infrastructure Victoria is more interested in examining⁹ whether congestion charging would change driver behaviour in a manner that would encourage more off-peak travel and so improve the movement of freight (amongst other things) around the state (particularly Melbourne).

However, page 62 of the Strategy also says:

User charges could contribute to funding for regional highway upgrades that have been identified and prioritised. Reforms to road user charges, particularly heavy vehicles, are needed so that charges are commensurate with the impact by those users. We recognise that this is underway through national reform processes. Also, Infrastructure Victoria is examining transport network pricing as part of our research program. We are considering how pricing regimes across all modes, including roads and public transport, could be used to change behaviour, manage demand and/or recover costs, and address equity concerns

As discussed earlier, the Transport and Infrastructure Council is developing a system, largely based on recommendations from the Productivity Commission in its report on *Public Infrastructure* (2014) to price the use of (at first instance) heavy vehicles on (presumably) key freight routes.

So it is properly informed, ALC recommends that prior to finalising the Strategy, Infrastructure Victoria fully explore the work that is being undertaken by the Transport and Infrastructure Council to reform heavy vehicle pricing so as to ensure that even at this early stage, there is coordination in approach.

ALC also recommends that the final Strategy clearly explains precisely what is meant, in context, by ‘transport network pricing’, and that to the extent it principally deals with congestion charging, that a principle be established that only the amount

⁹ Through its continuing research programme: see Strategy:p.62 and 153

necessary to cover the externality of congestion is recovered, and not an additional general revenue amount.

This is particularly the case given that freight movements do not typically change because of the imposition of congestion charging – freight moves when it needs to. This means that, in particular, if a heavy vehicle is charged more simply because of the nature of the vehicle, users will simply pay more to move freight without the community receiving any amenity benefit through less congestion.

13.3.1 Freight precincts – ALC agrees that freight precincts should be identified in the 0-5 year timeframe.

ALC recommends that the final Strategy should recommend that either the State Planning Policy Framework or planning legislation require town planners not to make planning instruments that permit alternative land uses near any identified freight precinct that will prevent the precinct from operating on a 24 hour, seven day basis.

The final Strategy should also make clear that any land use adjacent to a freight precinct should not be of a sort which put road users on the roads at, or about the times, that heavy vehicles are attempting to gain access to the relevant precinct. Such decisions will lead to unnecessary congestion as well as road safety risk.

13.3.3 Port of Melbourne rail access; Western Intermodal Freight Terminal

ALC agrees with the Infrastructure Victoria recommendations.

However, for the maximum benefits to the Victorian and Australian economies to be achieved, it will be necessary for the Port of Melbourne to be able to operate to its maximum efficiency, without the encroachment of urban development.

As with freight precincts, ALC recommends that the final Strategy should recommend that either the State Planning Policy Framework or planning legislation require town planners not to make planning instruments that permit alternative land uses near the Port of Melbourne that will prevent the precinct from operating on a 24 hour, seven day basis.

The reason for this is the current trend towards the densification of urban population areas so as to allow (amongst other things) urban infrastructure to work harder and more efficiently.

Increasing urban density (known in planning circles as ‘densification’) is supported by Infrastructure Victoria, with the Strategy noting that ‘brownfield sites in the central city have the potential to accommodate new populations.’¹⁰

Whilst true, this policy cannot be implemented at the cost of the efficient operation of key freight infrastructure.

These concerns mean that recommendation 11.1.2. (formalise an area-based, whole-of-government, integrated service and infrastructure planning and investment prioritisation process within 0-5 years to improve coordination and minimise siloed decision-making. Initially this would focus on mechanisms to make state government departments plan services and infrastructure better together. Once state government has become more integrated, it will be critical to include local and federal government in this process to enable more effective integrated land use and infrastructure planning) should also be implemented as soon as possible

¹⁰ Strategy:48

Finally, given the continuous changes in high level planning documentation, ALC believes that, as suggested in submissions made on the Victorian planning system during 2013, **Part 2 of the *Parliamentary Committees Act 2003* should be amended to establish a Joint Committee charged with overseeing the operation and roll out of both the Metropolitan Planning Strategy and the freight and logistics plan, so governments can be called to account when either plans change or fail to materialise.**

This would be a valuable adjunct to the progress report on the 5 year infrastructure plan that Infrastructure Victoria must provide in its annual report.¹¹

13.4.1, 13.4.3, 13.4.4 Regional Highways, high productivity freight vehicles, regional local road maintenance

These recommendations, as well as recommendations 2.1.1 and 2.1.4 all go towards the efficient operation of the regional road network that supports the movement of freight from one point to another.

The final Strategy should note that it is likely that in the 5-10 year period the prioritisation of which roads will be redeveloped will be influenced by the operation of the proposed road pricing mechanism being developed by the Transport and Infrastructure Council.

ALC trusts that the development of a National Freight and Supply Chain Strategy will also identify routes that require priority investment.

13.4.2 Regional rail gauge standardisation

The development of this project, as recommended by Infrastructure Victoria, would also play an important part of a National Freight and Supply Chain Strategy. ALC particularly agrees with Infrastructure Victoria recommendations in relation to rail gauge standardisation.

13.5.1 – 13.5.4 North East Link, Outer Metropolitan Ring Road, Eastern Freeway-CityLink-Western Ring Road, Regional rail eastern corridor

ALC agrees with the proposed time periods for the roll out of these initiatives.

Planning

Page 35 of the Strategy says:

The broad scope of the 30-year strategy means that it will inevitably cover well-travelled ground. To identify options and make recommendations for meeting Victoria's infrastructure needs, we have drawn upon existing local, regional and state plans, as well as examples from across Australia and internationally.

For example, when identifying transport projects to recommend, we have, of course, considered relevant strategies produced over time by the Victorian Government or its agencies (such as the 2012 Network development plan, the 2013 Freight and logistics plan and the 2016 Regional network development plan), local government (such as the 2014 50 year infrastructure strategy for Melbourne's north) and the Commonwealth Government (such as the 2015 Infrastructure Australia Plan).....

¹¹ Section 43 *Infrastructure Victoria Act 2015*

Given the importance of integrating land use and infrastructure planning, we have been particularly mindful of the directions and priorities outlined in Plan Melbourne 2014 and the Plan Melbourne refresh discussion paper, as well as the eight Regional growth plans. The final strategy will be updated to reflect any significant changes to these important strategic land use plans, subject to timing.

Not only is it good practice for Infrastructure Victoria to scan and understand the policy environment in which the strategy is being written, it's also a requirement of our legislation. We are literally obliged by law to have regard for relevant Victorian plans.

This does not mean, however, that we have to adhere to, or fully align with, these plans. Ultimately, we are providing independent advice to Parliament on Victoria's infrastructure needs and priorities over the next 30 years.
(emphasis added)

These observations further underline the need to ensure that once adopted by government, Infrastructure Victoria's recommendations are reflected in planning instruments.

Funding and financing infrastructure

Page 134 of the Strategy says:

Beneficiary charges should be considered for Melbourne Airport rail link, employment centre mass transit, Outer Metropolitan Ring Road, North East Link and Eastern Freeway-CityLink-Western Ring Road (should it go ahead) if there is a substantial uplift in land values and business activity in the vicinity of new projects. New beneficiary charges could include land betterment levies (based on land value increases) on commercial and/or residential property, following investigations to clarify the uplift in land value. Investing in major transport projects can increase land values from improved access to transport and jobs and reduced travel times for individuals and businesses, even in established areas.

Developer contributions could also be considered for development in Around employment centres, Melbourne Airport rail link, employment centre mass transit, Outer Metropolitan Ring Road, outer metropolitan arterial roads and employment centre arterial roads (following the recommended prioritisation process).

A major beneficiary contribution could be negotiated with Melbourne Airport, reflecting the direct benefits a new rail link would provide to its business. Higher than standard public transport fares (especially for express services) for the new line could be considered. Funding from general government revenue should be minimised, and should reflect the broader public benefit the project delivers, such as congestion relief.

Funding for North East Link and Outer Metropolitan Ring Road should include user charges. These user charges could be applied as part of a transport network pricing regime or tolls could be charged ahead of such a reform. This funding approach could also be applied for Eastern Freeway-CityLink-Western Ring Road should it be pursued in the longer term following planning work. Ahead of a transport network pricing regime, user charges could also be applied.

Infrastructure Victoria has published a policy paper *Value Capture – Options, Challenges and Opportunities for Victoria* at the same time as the Strategy.

Appropriately, it notes that any form of value capture needs to be assessed on a case-by-case basis¹² and that the concept is not a ‘silver bullet’ ‘magic pudding’ or funding ‘panacea’. And that it is likely that only 5-20% of project costs can reasonably be expected to be recovered.

Without disagreeing with the concept of ‘beneficiary pays’, care must be taken not to try to take what is (for Australia) a still relatively new concept so far, such as to either make a proposed freight precinct (for example) an uneconomic proposition, or alternatively is a device to raise money for consolidated revenue.

Industry must have confidence that money raised for the provision of infrastructure is spent for that purpose – that is, there must be some form of direct link between the revenue collected and the infrastructure provided.

The final strategy must reflect the concern that industry has about ensuring funds raised for a project go towards that project, and so some form of ‘hard hypothecation’ of money raised for specific pieces of infrastructure be implemented as a matter of general policy.

As a general proposition, the example given in the *Value Capture* paper of the London Crossrail Business Rate Supplement, **which cuts out once the loan taken out to finance the project is repaid**, should be taken as the standard method of operation.¹³

More generally, road charges applicable to heavy vehicles for operating on roads¹⁴ should only recover an appropriate amount, based on standard commercial principles and not operate on a so called national standard of cost recovery, such as three times the price recovered from a light vehicle.

Future port capacity

Finally, Infrastructure Victoria is under a ministerial direction to consider the future port needs of Victoria.

As the Strategy says:

When Victoria will need a second port and where it might be located are decisions that will have a significant impact on the shape of future Victorian supply chains. They are also decisions that must consider significant uncertainty.

Shifting global patterns of production and consumption, technological disruption and changing expectations around environmental and social amenity are difficult to predict, but all influence the timing and location of a second container port. The decision to proceed with a second container port is unlikely to be required for some time, and it will be important for government to understand the triggers and lead times associated with developing a second port. Keeping options open for longer can incur some costs, but there are also big costs and many risks associated with making the decision prematurely. Making a decision on incomplete information risks getting the decision wrong, which would have

¹² Page 6

¹³ Page 18

¹⁴ Other than vehicles operating on roads for which a road user charge is levied under the scheme being developed by the Transport and Infrastructure Council

*significant negative consequences for Victoria's economy, environment and society.*¹⁵

ALC believes that increasingly, Australia is a single national economy.

This means consideration of where the next significant port (particularly one that can accommodate deep draft vessels, if a business case can be made out) should form part of the National Freight and Supply Chain Strategy to map nationally significant supply chains and their access to supporting infrastructure.

Accordingly, ALC is of view that detailed investigations into Victoria's next container port will be an important piece of work as the National Strategy is being developed.

Australian Logistics Council

October 2016

¹⁵ Strategy 160



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