

2025-2026 Election Position Paper: Strengthening Australia’s Supply Chain and Logistics Sector

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2025-2026 Federal Election Priorities

The Australian Logistics Council (ALC), the trusted and independent voice of Australia's modern supply chain, represents the nation's largest end-to-end supply chain and logistics companies. With a diverse membership spanning transport and logistics providers, infrastructure owners and operators, major retailers, manufacturers, ports, technology innovators, and research partners the ALC provides a holistic perspective on key matters affecting freight movement across road, rail, sea, and air.

As a peak national body for the supply chain and logistics industry, the ALC is committed to advocating for policy and operational reforms that enhance the safety, sustainability, and efficiency of Australia's freight networks. By engaging with all levels of government, regulatory bodies, and industry stakeholders, the ALC works to address critical challenges, including supply chain resilience, workforce development, infrastructure investment, decarbonisation, and technological innovation.

This document presents key recommendations designed to strengthen Australia's supply chain capability, improve national freight productivity, and support economic growth. These priorities are essential for building a more resilient, sustainable, and future-ready logistics sector, contributing to the nation's long-term prosperity and global competitiveness.

1 Interconnected Infrastructure

Interconnected infrastructure is essential for Australia's freight transport and logistics industry, enabling efficient, cost-effective, and resilient supply chains. A well-integrated network of roads, rail, ports, and intermodal hubs reduces bottlenecks, lowers transport costs, and improves reliability. It also supports economic growth by facilitating trade, attracting investment, and enhancing competitiveness. Beyond efficiency, better connectivity promotes sustainability by enabling lower-emission transport options and reducing congestion. Additionally, a robust freight network strengthens national resilience, ensuring supply chain security during disruptions. As freight demand increases, strategic investment in interconnected infrastructure will be key to sustaining a productive and competitive economy.

The ALC has identified the following critical objectives that must be prioritised for the development of a more integrated and cohesive supply chain system:

1.1 National Freight and Supply Chain Strategy Review

The National Freight and Supply Chain Strategy (NFSCS) Review is a critical document, identifying key priorities, challenges, and strategic actions needed to enhance national supply chain efficiency. ALC engaged extensively in the review process, providing detailed recommendations based on industry input. However, the delay in releasing the findings means that key industry stakeholders remain in the dark about the government's planned approach.

- The Australian Logistics Council urges the incoming government to:
- Immediately release the findings of the National Freight and Supply Chain Strategy Review.
- Commit to implementing the review's recommendations to enhance freight productivity, resilience, and sustainability.
- Ensure transparency in decision-making by engaging with industry stakeholders on the review's outcomes.

1.2 Developing a National Approval Process for Freight Logistics Decision-Making

Australia's freight and logistics sector faces significant inefficiencies due to inconsistent approval processes across local, state, and federal governments. Currently, 537 local government authorities impose varied planning, zoning, and regulatory requirements, leading to delays, increased costs, and misalignment in freight infrastructure planning. A unified, nationally consistent approval process is needed to streamline decision-making and ensure efficient freight movement.

ALC calls for the development of a national approval process for freight logistics, which should:

- Establish a uniform freight infrastructure approval framework that aligns local, state, and federal decision-making, ensuring faster project approvals and regulatory consistency.
- Introduce intergovernmental agreements that require state and local governments to align their freight logistics policies with national objectives, with funding incentives tied to compliance.
- Develop a digital freight project approval system, allowing real-time tracking and coordination between planning agencies, industry, and government stakeholders.
- Ensure freight-supportive land-use planning, protecting critical freight corridors, logistics hubs, and intermodal terminals from urban encroachment and restrictive regulations.

By implementing a nationally consistent approval process, freight projects will be delivered faster, with reduced costs and fewer regulatory roadblocks, ensuring Australia’s freight network remains efficient, resilient, and globally competitive.

1.3 Developing a National System to Codify Heavy Vehicle Access to Road Networks

Australia’s freight industry is currently burdened by inconsistent road access regulations across jurisdictions. Heavy vehicles often face different permit requirements and restrictions when moving between states and local government areas, creating inefficiencies and unnecessary costs.

The Heavy Vehicle Access Management System (HVAMS), developed under the Austroads Freight and Logistics Program, aims to streamline heavy vehicle access approvals by integrating national data, regulations, and route assessments into a single platform. However, further government support and industry collaboration are required to ensure widespread adoption and effectiveness.

ALC calls for the continued funding to support the development and implementation of a national system to codify heavy vehicle access, which should:

- Standardise road access rules across all states and territories, reducing red tape and improving freight movement efficiency.
- Standardise road access rules across all states and territories, aligning permit requirements, vehicle classifications, and infrastructure restrictions to reduce red tape and improve freight movement efficiency.
- Expand the digital national freight access system to enable real-time tracking of vehicle access permits and route conditions, improving transparency and compliance.
- Ensure local governments integrate with national access frameworks, aligning local road network decisions with state and federal freight objectives to prevent last-mile access inconsistencies.

By implementing a nationally consistent system, freight operators will be able to plan more predictable and efficient routes, reducing delays and costs associated with navigating inconsistent regulations.

1.4 Completing the Delivery Plan for Inland Rail North

The Inland Rail project is a critical nation-building initiative to enhance freight efficiency between Melbourne and Brisbane. More than two years after the Schott Review recommended the government confirm its delivery plan, there is still no clear commitment to completing Inland Rail North, i.e. north of Parkes. Without certainty on this section, the full economic and environmental benefits of Inland Rail cannot be realised.

ALC urges the government to:

- Confirm the delivery strategy and funding commitment for Inland Rail north of Parkes to provide industry with certainty on its future.
- Finalise the Inland Rail business case for the Queensland intermodal terminal within the broader network strategy, ensuring alignment with freight demand and supply chain needs.
- Identify the most cost-effective and efficient delivery option while addressing key assumptions that underpin the business case.

- Prioritise seamless rail connectivity to the Port of Brisbane to maximise the shift from road to rail and reduce congestion in urban areas.

A clear commitment to Inland Rail's delivery is essential to unlocking its full potential, supporting national supply chain resilience, and driving long-term economic growth.

1.5 Incentivising Freight Rail for Container Movements into Australia's Seaports

Currently, too much freight is transported to and from seaports by road, contributing to urban congestion, road wear, and emissions. ALC advocates for policies that encourage a greater modal shift from road to rail for container movements into major Australian ports.

To achieve this, the government should:

- Introduce financial incentives for businesses using freight rail, such as subsidies for intermodal transport or tax credits for rail freight users.
- Invest in dedicated freight rail corridors, ensuring that freight trains do not compete with passenger services, which currently leads to bottlenecks and inefficiencies.
- Enhance last-mile rail connections to ports, ensuring that intermodal terminals are efficiently linked to port precincts.
- Continued Federal Government investment in level crossing safety beyond 2027.

By shifting more containerized freight onto rail, Australia can reduce congestion on roads, cut transport emissions, and improve the efficiency of supply chains servicing ports.

2 People, Safety and Wellness

The Australian freight and logistics industry faces severe workforce shortages, with an ageing and male dominated workforce, declining new entrants, and skill gaps across key areas. The industry is fundamental to Australia's economy, national security, and supply chain resilience, yet the labour crisis threatens its long-term sustainability.

ALC has identified actions for the incoming government to address workforce shortages and build a skilled, diverse, and resilient workforce for the freight and logistics sector.

2.1 Expanding Diversity and Inclusion Programs

Women represent only 21% of the supply chain workforce, with even lower participation in operational and leadership roles. Increasing diversity is essential to broadening the talent pool, driving innovation, and addressing workforce shortages. Expanding diversity programs, including the successful Wayfinder: Supply Chain for Women initiative, plays a vital role in building a skilled talent pipeline, particularly in industries such as logistics and supply chain where talent shortages are becoming increasingly prevalent. By focusing on inclusivity and ensuring opportunities for underrepresented groups, these programs help unlock a broader pool of skilled workers, fostering innovation and enhancing workforce resilience.

2.2 Targeted Awareness and Education Campaigns to Highlight Industry Job Opportunities

Enhancing the profile of the logistics and supply chain sector through innovative and dynamic career opportunities is crucial to attracting new talent, particularly considering the industry's essential role during the COVID-19 pandemic. The sector's resilience in sustaining critical food and medical supplies under immense pressure underscored the urgent need for a highly skilled, future-ready workforce capable of addressing complex and evolving challenges. By showcasing diverse career pathways — from technology-focused roles to strategic leadership positions — the sector can be positioned as a high-growth, innovation-driven industry of choice. Prioritising modern technologies, flexible work

environments, and transparent career progression will not only alleviate workforce shortages but also strengthen Australia's long-term supply chain competitiveness, adaptability, and resilience.

2.3 Conducting an Independent Assessment of Workforce Needs Across All Business Levels

Australia's education and training system has failed to provide the necessary workforce development for the modern supply chain industry. Current vocational and tertiary education offerings do not align with industry needs, creating persistent skills gaps.

ALC calls for an independent, industry-led workforce assessment to:

- Identify current and future workforce needs across all levels of business, from semi-skilled workers to executive management roles.
- Examine the effectiveness of Australia's vocational and higher education system, assessing how TAFEs and universities can better serve the logistics industry.
- Develop a framework for industry-led skills training, ensuring education pathways reflect real-world logistics demands.
- Review migration settings to identify short-term and long-term workforce gaps, with recommendations for targeted skilled migration pathways for critical logistics roles.
- Support micro-credentialing and professional development initiatives, ensuring upskilling and reskilling programs are available to current workers and career changers.

This comprehensive workforce study will provide evidence-based policy recommendations to ensure that Australia's supply chain workforce is future-proofed, resilient, and capable of meeting growing freight demands.

3 Productivity and Efficiency

Productivity gains rely on streamlined freight flows and consistent regulatory frameworks. Advancing the following key priorities will be critical to enhancing freight efficiency, driving productivity improvements, and achieving greater regulatory harmonisation across the supply chain.

3.1 Improving Supply Chain Efficiency

Enhancing supply chain efficiency requires a coordinated approach to reducing bottlenecks, optimising transport routes, and applying the 'right mode for the right load' principle to maximise economic profitability.

ALC calls for:

- Comprehensive network mapping to:
 - Identify and categorise assets – including critical freight corridors, intermodal terminals, urban freight routes, and regional transport links.
 - Assess strategic importance – considering economic significance, resilience, and redundancy in the network.
 - Measure utilisation trends – accounting for seasonal variations, such as increased demand on regional routes during harvest periods. The National Land Transport Network (NLTN)¹ needs a comprehensive update to reflect current freight movements and network utilisation, as the last update in 2020 is now outdated.

¹ https://investment.infrastructure.gov.au/resources-funding-recipients/national-land-transport-network#anc_road

- Systematic data collection and analysis by Infrastructure Australia of freight flows, traffic patterns, and operational performance to identify congestion points and inefficiencies to guide investment decisions.
- Prioritisation of funding to reduce high-impact bottlenecks, with targeted infrastructure enhancements and operational improvements to drive measurable performance gains.
- Strategic investment in technology-driven solutions, such as digital freight platforms and automated logistics hubs, to streamline freight movement.

By taking a structured, data-backed approach, the government can eliminate inefficiencies, improve freight reliability, and ensure long-term supply chain resilience.

3.2 Achieving Harmonised National Freight Regulations

A truly effective national freight network requires a harmonised regulatory framework that is consistent across all states and territories while being adaptive to industry advancements. Currently, fragmented regulations create compliance burdens, operational inefficiencies, and higher costs for freight operators.

ALC calls for:

- A nationally integrated regulatory framework, ensuring consistency in freight rules, permits, and infrastructure planning across jurisdictions.
- Alignment of regulatory settings with emerging technologies, including decarbonisation, autonomous freight vehicles and reporting requirements.
- Clear compliance pathways for businesses, reducing red tape and administrative complexity.
- Greater coordination between state and federal agencies, ensuring freight regulations support, rather than hinder, industry growth.

By implementing a harmonised and future-proofed regulatory approach, the government can lower operational costs, improve efficiency, and enhance global competitiveness.

3.3 Improving Land-Use Planning for Freight and Industrial Precincts

Freight productivity is being constrained by urban encroachment, inadequate industrial land planning, and inconsistent local government policies. Unfortunately, the [National Urban Freight Planning Principles](#) provide insufficient guidance to ensure a resilient Australian supply chain.

ALC calls for:

- A national freight land-use planning framework, ensuring that industrial lands and freight corridors are protected from urban encroachment.
- Mandating freight-friendly zoning policies, preventing land-use conflicts that limit freight movement and increase congestion.
- Improving last-mile freight access through dedicated urban freight corridors, kerbside delivery zones, and improved truck access routes.
- Aligning state and federal planning policies, ensuring consistent freight infrastructure protections across all jurisdictions.

By securing industrial land and freight access, the government can prevent future productivity constraints and ensure long-term freight efficiency.

4 Resilience and Risk Management

The increasing frequency and severity of disruptions—ranging from extreme weather events and natural disasters to geopolitical instability and supply chain shocks—has highlighted critical vulnerabilities in Australia’s freight and logistics

sector. A resilient supply chain is essential to ensuring the continuity of goods movement, protecting economic stability, and safeguarding national security.

The Australian Logistics Council calls on the incoming government to prioritise the following resilience measures:

4.1 Strengthening Risk Management and Crisis Preparedness

Effective risk management requires a structured, data-driven approach to anticipate disruptions and implement contingency plans. Australia's freight sector must be better prepared to respond to natural disasters, supply chain shocks, and geopolitical risks. The effectiveness of the National Coordination Mechanism is due to strong leadership. However, for long-term resilience, it must be structured to function reliably regardless of individual leadership. Currently, State and Territory governments have their own emergency committees, making it difficult to navigate multiple Commonwealth and national taskforces during crises. The lack of a single, streamlined communication channel results in fragmented information, particularly regarding road closures across jurisdictions. A centralised taskforce with a single access point for critical logistics and infrastructure updates would enhance coordination and ensure a more efficient emergency response.

[A road and rail supply chain resilience review process](#) was commenced in 2022 but appears to have stalled.

ALC calls for:

- A national freight risk assessment framework, identifying high-risk supply chain vulnerabilities and developing scenario-based contingency plans.
- Integration of risk assessment into freight infrastructure planning instruments, ensuring investments are climate-resilient and adaptable to future disruptions.
- Government and industry collaboration on emergency response coordination, ensuring clear protocols and rapid response mechanisms during crises.
- Phase 2 of the Road and Rail Supply Chain Resilience Review should be initiated and fast-tracked.

4.2 Strengthening Policy Advocacy for Disaster Recovery and Emergency Freight Regulations

The lack of harmonised emergency freight regulations has hindered Australia's ability to respond efficiently to crises. Regulatory inconsistencies across states and territories create delays, inefficiencies, and unnecessary barriers during emergency responses.

ALC calls for:

- National harmonisation of emergency freight regulations, ensuring consistent rules for freight movement, curfew exemptions, and priority access during crises.
- Expansion of disaster recovery funding for freight infrastructure, ensuring fast-tracked restoration of critical transport links after extreme weather events.
- Simplified regulatory approvals for emergency freight operations, reducing red tape for urgent freight movements of essential goods.
- A dedicated national freight disaster recovery fund, ensuring timely financial support for rebuilding critical freight corridors.

By aligning emergency freight regulations and disaster recovery funding, Australia can improve response efficiency, minimise supply chain disruptions, and accelerate recovery efforts.

4.3 Infrastructure Resilience

Much of Australia's freight infrastructure is ageing and not designed for the increasing intensity of climate-related disruptions. Without strategic intervention, supply chain vulnerabilities will continue to grow, leading to higher maintenance costs, operational disruptions, and economic losses.

ALC calls for:

- Prioritised investment in freight infrastructure resilience, ensuring roads, railways, ports, and intermodal hubs are built to withstand extreme weather events.
- Adoption of climate-adaptive design standards, incorporating flood-resistant materials, heat-resistant rail infrastructure, and disaster-proofed logistics hubs.
- A national freight infrastructure maintenance strategy, ensuring clear maintenance schedules with minimal operational disruptions.
- Support for redundancy planning, including alternative freight corridors and intermodal options to ensure continuity of operations during disruptions.

5 Sustainability and Decarbonisation

Decarbonisation is a critical priority for the freight and logistics industry, requiring a structured approach that balances emissions reduction with efficiency and competitiveness. The Avoid-Shift-Improve (ASI) framework provides a clear pathway: optimising supply chains to avoid unnecessary freight movements, shifting to lower-emission transport modes like rail, and improving through investment in new fuels and technologies such as electrification, hydrogen, and biofuels. The transition to net zero must also address key challenges, including infrastructure constraints, regulatory barriers, cost burdens on industry, and technology readiness.

It is also noted that both of Australia's political parties are maintaining a commitment to the [Paris Agreement](#)² made under the [United Nations Framework Convention on Climate Change](#)³, including, in particular, an aim to achieve net zero emissions by 2050.

The Australian Logistics Council therefore calls on the incoming government to implement the following key decarbonisation initiatives:

5.1 Aligning Freight Decarbonisation Policy Across All Levels of Government

Fragmented policies and inconsistent regulations across local, state, and federal levels create compliance burdens, delay industry investment, and slow progress toward sustainability goals. A unified national policy framework is essential to providing certainty for businesses and accelerating the transition to low-emission freight.

ALC calls for:

- A nationally coordinated freight decarbonisation strategy, ensuring all levels of government align incentives, regulations, and infrastructure planning.
- Harmonisation of emissions reporting requirements, streamlining compliance for businesses operating across multiple jurisdictions.
- Accelerated approval pathways for alternative fuels, zero-emission vehicles, and clean technology adoption, removing regulatory roadblocks to industry transition.
- Strategic infrastructure investment, supporting the rollout of charging networks, renewable diesel production, and green freight corridors.
- Long-term policy certainty, ensuring businesses investing in low-emission technology do not face shifting regulatory frameworks that undermine economic sustainability.

² https://unfccc.int/sites/default/files/english_paris_agreement.pdf

³ <https://unfccc.int/resource/docs/convkp/conveng.pdf>

5.2 Incentivising Freight Rail for Container Movements

Currently, rail freight is underutilised for short, long-haul, and port-related container movements, despite its potential to reduce road congestion and emissions. Policy and investment decisions must prioritise making rail freight more competitive and accessible for industry.

ALC calls for:

- Financial incentives for containerised freight movements via rail, making rail transport cost-competitive with road freight.
- Investment in rail freight infrastructure and intermodal terminals, including the Western Intermodal Freight Terminal (WIFT) and Beveridge Intermodal Freight Terminal (BIFT).
- Regulatory support for 24/7 freight rail operations, removing unnecessary curfews and restrictions that disadvantage rail freight.
- Ensuring fair access to rail infrastructure, reducing bottlenecks and prioritising freight rail over passenger services where necessary.
- Prioritised investment in zero-emission freight rail and shipping technologies, including electrified rail corridors and sustainable marine fuels.
- Clear government targets for reducing freight emissions, with measurable progress indicators linked to mode shift and intermodal expansion.

By making freight rail more competitive, the government can increase modal shift and enhance supply chain sustainability.

5.3 Investing in a Domestic Renewable Diesel Industry

Renewable diesel (HVO) offers an immediate pathway to decarbonisation for heavy vehicles, providing a 75-95% reduction in emissions while being fully compatible with existing diesel engines, requiring no modifications to current vehicle and rail assets. However, Australia currently lacks a domestic renewable diesel production industry, leaving the sector reliant on costly imports and regulatory restrictions.

ALC calls for:

- Direct government investment in renewable diesel production, supporting the establishment of a domestic refinery to ensure long-term fuel security.
- Amending the National Diesel Standards to allow for the use of renewable diesel without unnecessary regulatory barriers, facilitating seamless adoption across all freight modes.
- Tax incentives and grants for renewable diesel production, encouraging private sector investment in sustainable fuel alternatives that benefit both heavy vehicles and rollingstock.
- Tax incentives and grants for renewable diesel production, encouraging private sector investment in sustainable fuel alternatives that benefit both heavy vehicles and rollingstock.

By accelerating renewable diesel production, the government can enable immediate emissions reductions while ensuring energy security for the freight sector.

5.4 Addressing Fire Safety and Regulatory Barriers for Electric Trucks

Electric freight vehicles face significant fire safety concerns that have restricted their access to bridges, tunnels, and critical freight corridors. This has hindered the smooth integration of electric heavy vehicles into logistics networks.

ALC calls for:

- Comprehensive research on fire safety risks associated with electric trucks, ensuring evidence-based regulation.

- Development of new fire safety standards for tunnels, bridges, and freight corridors to allow electric trucks to operate without unnecessary restrictions.
- Alignment with international best practices, ensuring that Australia does not fall behind global safety and regulatory standards.
- Support for retrofitting existing infrastructure to accommodate the growing number of zero-emission freight vehicles.

By addressing safety concerns through research and regulation, the government can remove unnecessary barriers to electric truck adoption.

5.5 Addressing Slow Uptake of EVs in the Light Commercial Vehicle Sector

The uptake of EVs in the light commercial vehicle (LCV) sector remains limited due to range constraints, payload penalties, and high Total Cost of Ownership (TCO). TCO remains a barrier due to higher lease costs (60-70% more than ICE vehicles), limited second-hand market value, and insurance premiums three times higher than ICE equivalents. A lack of commercially viable EV models in Australia further restricts fleet transitions.

ALC calls for:

- Introduce tax concessions and reduced administrative charges (e.g. Fringe Benefits Tax exemption, lower stamp duty and registration fees) to improve affordability.
- Facilitate EV leasing and insurance cost reductions by supporting industry data-sharing initiatives to improve residual value forecasting.
- Expand the availability of suitable EV models by incentivising Original Equipment Manufacturers (OEMs) and streamlining vehicle roadworthiness certification.
- Support charging infrastructure development and improve accessibility for fleet operators.

These measures will enhance the commercial viability of EVs, ensuring Australia's logistics sector can transition towards sustainable transport without compromising efficiency or cost-effectiveness.

5.6 Assessing the Impact of Heavier Zero-Emission Vehicles on Infrastructure

Battery-electric and hydrogen-powered heavy vehicles are significantly heavier than their diesel counterparts, raising concerns about bridge safety, pavement wear, and road durability. A comprehensive infrastructure impact assessment is required to prevent future bottlenecks and ensure road network resilience.

ALC calls for:

- Government-funded studies on the impact of heavier vehicles on roads, bridges, and pavements, ensuring freight infrastructure is prepared for the transition to zero-emission trucks.
- Incorporation of findings into national infrastructure planning, ensuring future road upgrades accommodate increased vehicle weights.
- Adoption of global best practices, including load-sharing axle technologies and enhanced road maintenance programs.
- The Council on Federal Financial Relations to quickly consider the issue of designing sustainable and equitable road user charges following the Vanderstock⁴ High Court decision.

⁴ <https://www.afr.com/politics/federal/chalmers-flags-action-on-ev-road-user-charge-20250206-p519zh>

- An assessment of the impact of heavier low- and zero-emissions rollingstock on the rail network by Rail Infrastructure Managers to ensure that rail remains a viable and competitive freight mode in the transition to net zero.

By proactively assessing infrastructure impacts, the government can ensure that road networks remain efficient and fit for purpose in a decarbonised freight future.

5.7 Establishing Standardised Decarbonisation Metrics and Transparent Reporting

Clear and uniform decarbonisation metrics are critical for measuring progress, enhancing accountability, and ensuring investment confidence in the transition to low emission freight. As global markets increasingly prioritise environmental, social, and governance (ESG) factors, Australian businesses must align with international best practices in emissions tracking and reporting. Given the interconnected nature of supply chains, a comprehensive and standardised approach is required to avoid inconsistencies and inefficiencies in emissions, especially in Scope 3 reporting.

ALC calls for:

- Government support for industry-led emissions tracking tools, enabling businesses of all sizes to accurately measure and manage their carbon footprint. These tools must facilitate the collection of timely data from suppliers and customers across upstream and downstream operations, addressing challenges such as varying reporting periods.
- A focus on data quality and consistency, ensuring clarity on what information is reasonable and evidentiary to expect from entities of varied sizes and levels of sophistication.
- Measures to prevent double counting across the supply chain, recognising that overlapping activities and services can lead to inflated emissions calculations if not properly accounted for.
- Two-way data-sharing arrangements, ensuring that businesses not only collect emissions data from their partners but also contribute to their reporting obligations where relevant.

6 Conclusion

The Australian Logistics Council has outlined a comprehensive and forward-looking agenda for the incoming government, focusing on policy and infrastructure priorities that will enhance supply chain resilience, drive productivity, and accelerate decarbonisation.

To ensure Australia's freight sector remains globally competitive, cost-effective, and sustainable, the government must prioritise:

Strategic infrastructure investment, ensuring the seamless integration of roads, rail, ports, and intermodal terminals.

Regulatory harmonisation and streamlined approval processes, reducing inefficiencies, and supporting industry growth.

Workforce development and diversity initiatives, addressing labour shortages and fostering a skilled, future-ready workforce.

Freight resilience and risk management, mitigating the impact of climate change, natural disasters, and geopolitical uncertainties.

Sustainable freight solutions and decarbonisation, supporting the transition to renewable fuels, zero-emission vehicles, and increased use of rail and coastal shipping.

By implementing these reforms, the government can create a more efficient, resilient, and environmentally responsible freight and logistics sector, ensuring long-term economic growth, national security, and global competitiveness.

The ALC urges the incoming government to engage with industry stakeholders, commit to evidence-based policy decisions, and take decisive action in delivering the modern, integrated, and sustainable supply chain that Australia needs.