

MEDIA RELEASE

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NATIONAL LAND FREIGHT STRATEGY TO EASE MAJOR BOTTLENECKS

The release of the Federal Government's finalised National Land Freight Strategy at [Infrastructure Partnerships Australia's](#) annual *Partnerships* conference in Melbourne today is a major step towards solving the crippling congestion affecting our major capital cities and reversing a decade-long productivity decline.

"Australia's freight task will double by 2020 – and triple by 2050 – and that demands a joined up national approach to our freight networks" said IPA Chief Executive, Brendan Lyon.

"That's why the release of the final National Land Freight Strategy is an important step toward real solutions.

"Australia's states are not freight islands, they are part of an interconnected network that connects our economic hubs to global markets.

"Any discussion about Australia's productivity must consider how, where and when we invest in ports, rail and road freight connections.

"Australia's freight networks generate almost 15 per cent of national GDP, worth more than \$150 billion a year.

"The Australian Government has led a process of worthy reforms to freight market regulation, including ending the century old challenge of competing and complex regulations across state borders.

"We need smart investments that sort out the kinks of the national supply chain, so we can move more freight by rail and ease the pressure on the congested road network.

"This strategy is important because it maps out the structure of Australia's supply chains and creates the template for much more considered and long-term investments.

"Heavy vehicle pricing reforms would offer a new funding mechanism for the massive investments that are needed in the road and rail networks.

"Australia cannot afford to sit on its hands while freight bottlenecks continue to worsen."

"Industry congratulates Minister Albanese on today's important announcement."

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