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For Immediate Release

Strategy highlights demand for port growth and rail links

Shipping is recognised as the biggest component of freight and logistics growth in the Victorian Government's Freight and Logistics Strategy, released yesterday. Container movements in the state will quadruple by 2046.

"On first pass this looks like a coordinated and comprehensive strategy", acting chief executive officer Rod Nairn said.

"It sets a cohesive framework for freight infrastructure improvements for the long term and it is good to see that port capacity improvements at Melbourne and Hastings headline the gateways directions, and that the rail link to the port of Hastings is at the top of the list of rail network initiatives."

"This strategy is an essential foundation and framework that will enable future infrastructure investment to be made in a coordinated manner and deliver best bang for each buck but, at this stage, the Victorian Government has not made any new funding allocations."

The Government has committed to a continuing 1.3% of gross state product being allocated to infrastructure development whilst it continues to repay the State's debt. "I hope this fiscally responsible approach will be augmented with innovative funding for some projects, otherwise it is unlikely that port capacities will be ready to meet demand" Rod Nairn said.

Shipping Australia remains strongly opposed to the Victorian Government's Port Licence Fee which is essentially a tax on all trade through the Port of Melbourne. The industry paid nearly \$75 million in this tax last year. Shipping Australia recommends that the levy be ceased. At the very least, it should be hypothecated to infrastructure improvements to improve the efficiency and reduce the costs of freight movements through the port.

Editor's note:

For additional information please contact Rod Nairn, acting chief executive officer on 0449 902 457 or Ken Fitzpatrick, chairman on 0412 226 930.

Shipping Australia is a peak national shipping association comprising 35 member shipping lines and shipping agents that would be involved with over 70% of Australia's container and car trade, over 60% of our break bulk and bulk trades and significant cruise ship and tug operations.