



MEDIA RELEASE

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Freight Victoria vital for economic prosperity

The establishment of Freight Victoria as a dedicated co-ordination agency for delivering the Victorian Freight Plan will help to deliver long-term economic prosperity for the state and ensure Victoria retains the mantle as the freight capital of Australia, according to the Victorian Transport Association.

The Plan, released today by Roads and Ports Minister Luke Donnellan and Public Transport Minister Jacinta Allan, has been many months in the making and was prepared in close consultation with stakeholders from the transport industry, including the VTA.

“Freight Victoria and the plan it is tasked with delivering is about much more than just freight,” said VTA CEO Peter Anderson. “It is about creating greater efficiency and productivity in supply chains which impacts every part of the economy and is fundamental for job creation and growth, which is what we need to be prosperous.

“Throughout the development of the Victorian Freight Plan the VTA has been encouraging the government to [establish a dedicated authority for freight](#), so we are encouraged that Freight Victoria has been created as a central point of contact for the industry,” said VTA CEO Peter Anderson.

“With so many things happening in our industry from a regulatory, legislative and infrastructure perspective, it has never been more important that the unique needs of operators are factored early on in decisions being made,” he said.

Called *Delivering the Goods*, the Victorian Freight Plan aims to increase Victoria’s gross product by \$40 billion by 2040 and shift more freight onto rail through the creation of new inland freight terminals and a freight precinct adjacent to the Port of Melbourne.

“The VTA has long been advocating for greater intermodal transport solutions and the emphasis on rail freight is a good thing because it will help to alleviate congestion on our roads, which is a significant issue for road freight operators in and around Melbourne,” Mr Anderson said.

“More emphasis on rail freight does not translate into less emphasis on road freight because as I have long said, ships and trains carry freight but only trucks deliver. So, road freight operators should also welcome the plan.”

Other aspects of the Victorian Freight Plan include the business case for Western Interstate Freight Terminal, extension of the Mode Shift Incentive Scheme, investigations into an integrated logistics hub at the Melbourne Markets and Dynon Road, and a review into heavy vehicle driver training and licensing.

“It is encouraging that licensing and heavy vehicle registration have been singled out by the government in the plan because these are areas the VTA has been [advocating loudly](#) for significant reforms.

“For our industry’s long-term health, we need to attract new workers, and reforms that create greater skills, competency and professionalism will go a long way to achieving that. The VTA looks forward to working constructively with the Government on the implementation of the [Victorian Freight Plan](#).”

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