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Dear Sir/Madam

NATIONAL LAND FREIGHT STRATEGY - LATROBE CITY COUNCIL SUBMISSION

Latrobe City Council appreciates the opportunity of providing this submission addressing the National Land Freight Strategy Discussion Paper – February 2011. Latrobe City recognises the fundamental role that fit for purpose transport infrastructure and services play in the social and economic development our region.

The issues of concern for Latrobe City Council in the development of the National Land Freight Strategy (NLFS) are outlined below and supported by the attached submission. We believe that the following points need consideration and inclusion in the strategy.

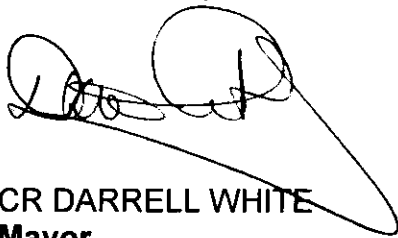
- Existing Gippsland regional development plans and their transport strategies need to be noted and considered as strategic inputs to the development of the NLFS.
- The Gippsland Logistics Precinct (GLP) project development model be noted and considered when developing the role of governments in the location, ownership and operation of intermodal terminals.
- The NLFS be developed with the philosophy and capacity to respond to rapidly emerging markets and infrastructure demands arising from projects such as prospectively very large volume bulk dried coal exports from the Latrobe Valley.
- Gippsland access to and from ports should not be constrained by suburban private vehicle and passenger rail services competition for use of the transport network.
- Long term access from Gippsland to the Port of Hastings not be locked out for the want of coordinated longer term network planning.
- Given the potential importance of access to the Port of Hastings from Gippsland for bulk exports the issue of rail gauge standardisation becomes critical given that the rail network in Gippsland is broad gauge.

- The case for general taxpayer support of infrastructure principally used for commercial activities is weak.
- To ensure its long term implementation the NLFS should identify the level of commitment and resources required from governments.

Latrobe City considers the NLFS discussion paper to be a well considered and strategic presentation of the transport and related infrastructure challenges and opportunities facing Australia. Latrobe City trusts that the issues specific to the municipality and Gippsland raised in this submission constitute a positive contribution to the discussion and the development of a National Land Freight Strategy.

If you require further information, the contact officer at Latrobe City Council is Mr Geoff Hill, Manager Economic Development. Geoff can be contacted on (03) 5128 5676 or via email geoff.hill@latrobe.vic.gov.au.

Yours sincerely



CR DARRELL WHITE
Mayor



National Land Freight Strategy

Latrobe City Council Submission

Latrobe City Council appreciates the opportunity of providing this submission addressing the National Land Freight Strategy Discussion Paper – February 2011. Latrobe City recognises the fundamental role that fit for purpose transport infrastructure and services play in the social and economic development of Gippsland. Achieving these services in a timely manner is a high priority for Council.

Background and context

Latrobe City is centrally located in eastern Victoria on the Princes Highway transport and communications corridor and is a natural transport hub for the Gippsland. The Melbourne to Sale element of the indicative National Network identified in the discussion paper bisects the municipality.

Latrobe City is recognised as one of Victoria's four major regional centres along with Ballarat, Bendigo and Geelong with an estimated population of almost 75,000. It has one of the state's strongest regional economies. Annual business turnover is estimated at \$9.3 billion of which \$4.7 billion is exported

Based on gross revenue output, the largest industry sectors operating in the Latrobe City are manufacturing (28% of Gross Regional Product); electricity, gas and water supply (18%) and the construction sector (12.5%). These are followed by property and business services, and the retail trade. The energy generators are major employers in the Latrobe Valley providing 1,600 jobs directly and an estimated 4,500 jobs indirectly. The Australian Paper Maryvale Mill, Australia's largest pulp and paper-making complex, also provides significant employment of more than 900 people with an additional 2,500 people indirectly employed in supporting industries.

The Latrobe Valley brown coal electricity generators supply around 90% of Victoria's electricity. The low cost electricity generated here has contributed to Victoria's economic prosperity. However the high moisture content of brown coal has meant that greenhouse gas emissions produced are high compared to other forms of electricity generation and also make the coal unsuitable for bulk exports. However, research is being undertaken to develop clean coal technologies, such as coal drying processes, carbon capture and storage, biosequestration and algae based technology. This research has the prospect of unlocking the massive export potential of dried brown coal products. The Latrobe Valley brown coal deposits are vast with an estimated 53,000Mt of economic reserves. Currently only about 65 Mt is mined annually for electricity generation, briquette and char production.