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27 September 2023

The Hon Catherine King MP  
Minister for Infrastructure, Transport, Regional Development and  
Local Government  
Parliament House  
CANBERRA ACT 2601

[freightstrategyreview@infrastructure.gov.au](mailto:freightstrategyreview@infrastructure.gov.au)

Dear Minister King,

Thank you for the opportunity to make a submission on the review of the National Freight & Supply Chain Strategy August 2019-2024.

Having reviewed the document we are concerned that our region is not recognised as an integral stakeholder in the national freight task. Our submission seeks the inclusion and recognition of our region in the National Freight & Supply chain Strategy 2019 - 2024.

The Glenelg Shire Council is situated in southwest Victoria bordering the South Australian border with a total land mass of some 6,200 square kilometres and forms part of the Green Triangle Region.

The economic output of both the Glenelg Shire and the Green Triangle region is of national significance. Agriculture, Forestry and Manufacturing employs more than 21 per cent of the Great South Coast population generating a total of \$4.6 billion Gross Regional Product (GRP). Comparatively, the sector employs 6448 residents in the Limestone Coast, 19 per cent of the population, generating \$1.2 billion providing an economic contribution to the Green Triangle of more than \$5.8 billion annually.

A major contributor to the Green Triangle economy is the region's sustainable plantation forestry estate of almost 355,000ha. The Green Triangle is home to one of eight (8) timber hubs in Australia, established under the National Forestry Industry Plan 2018 to recognise existing concentrations of wood supply resources, significant processing/manufacturing operations, established domestic and international transport links and potential for growth.

The Green Triangle produces more sustainable wood products into domestic markets than any other region in Australia.

- 35% of Australia's locally produced house framing and interior sawn wood
- 25% of the nation's particleboard
- 48% of the packaging and industrial grade timber

The region is well placed to capitalise on the increasing global demand for clean, sustainable and ethically produced food and fibre, and to adapt global market and trade. Our established renewable energy sector underpins green production and exports and significant onshore wind generating capacity. This combined with the area currently under consultation to be potentially declared offshore wind farm area, proposed investment in hydrogen and methanol production secures our long-term economic future.

Supporting our economy, Glenelg Shire is home to Victoria's only natural deep-water port – the Port of Portland, providing a logistics gateway to the rest of Australia and the world, with connectivity to national road and rail networks.

Strategically located on the southwest coast between Melbourne and Adelaide, the Port of Portland is one of Australia's busiest regional ports specialising in the export of bulk commodity products. The Port of Portland services the agriculture, sustainable forestry and mining industries across the Wimmera-Mallee, Green Triangle and Murray Basin regions which extend from northern and western Victoria to south-east South Australia and Southern New South Wales.

The Port of Portland is the largest sustainable hardwood chip export port in the world, and with throughput volumes hitting 7.5 million tonnes in 2016-17, is a major economic contributor to both Victorian and South Australian regional communities. The Port of Portland provides its import and export customers with flexible, multi-use and efficient berths and a gateway to international markets in China, Japan, Korea, Indonesia and Taiwan as well as other Australian regions.

The region has also been active through The Green Triangle Freight Action Plan (GTFAP), advocating for investment in key freight routes. The Commonwealth Government funded a business case to work with the Australian Rail Track Corporation (ARTC) and key stakeholders for the upgrade to the Maroona to Portland Rail Line. The business case has determined that the line should be funded and upgraded to a gauge of 23TAL at 80km per hour – the committee is currently awaiting funding advice from the Commonwealth regarding this critical piece of infrastructure investment.

Similarly, the Green Triangle Freight Action Plan committee is a partner to the Western Victoria Grain Supply Chain Study which is examining the current freight task across the region's grain supply chain and expected growth and changes to production over the next 25 years. This study is being undertaken in three distinct parts:

1. Freight movement and data collection mapping;
2. Infrastructure condition analysis and assessment; and
3. Economic impact and competitiveness assessment.

The GHD Group is completing the study which includes broad stakeholder engagement. Once completed it will form part of the planned GTFAP review to determine the region's complete freight infrastructure needs for the short to medium term. It is anticipated that the study will be completed by the end of this calendar year.

The importance of our region should not be underestimated. Economic output, jobs, clean energy and infrastructure supporting exports is the evidence supporting our request to be recognised in the National Freight & Supply Chain Strategy.

Yours sincerely,



David Hol  
Acting Chief Executive Officer

References:

Green Triangle Freight Action Plan 2016 [Green Triangle Freight Action Plan | Glenelg Shire Council](#)

Port of Portland [Home - Port of Portland](#)

Great South Coast Population Profile 2019 [Great South Coast Regional Profile \(infrastructurevictoria.com.au\)](#)

Limestone Coast Employment Profile [Employment status | RDA Limestone Coast Region | Community profile \(id.com.au\)](#)