

28 April 2025

Infrastructure Victoria

Via [website](#)

Australia Post submission – Victoria’s draft 30-year infrastructure strategy

Australia Post welcomes the opportunity to provide feedback on Victoria’s draft 30-year infrastructure strategy (the draft strategy), and thanks Infrastructure Victoria for its collaborative approach to engagement and consultation.

The draft strategy is comprehensive and considers a wide range of infrastructure policies, reforms and projects. We recognise that the draft strategy is a forward-looking plan which needs to consider many different needs and interests. These varying needs and interests also create competing asks for government funding. For this reason, we encourage the Government to consider how the draft strategy can be clear on recommendations with priority actions and clear outcomes. These recommendations should be accompanied by a framework that makes clear what factors informed prioritisation i.e., urgency, net benefit to the community, demand, accessibility, safety, sustainability and so on. This approach will allow a structured and evidence-based approach to prioritisation and will simplify the process of execution and implementation of broad and complex recommendations for government.

As part of this proposed framework, Infrastructure Victoria could consider a small number of high-impact actions and their status. For example, the framework could earmark that the recommendation is ‘core’, ‘enabling’, and ‘exploratory’.

The following section provides feedback on the draft recommendations relevant to Australia Post and the transport, freight and logistics sector.

Urban planning

Draft Recommendation 7: Change all relevant planning schemes to rezone for more homes in Victoria’s cities and reach housing targets. More homes should be close to public transport and open space, with good access to services.

Rezoning and building new homes close to existing infrastructure presents a range of potential benefits including cost efficiencies, closer delivery points, reduced environmental impact and improved access to services. If not considered as part of the broader ecosystem, it can also



Australia Post acknowledges the Traditional Custodians of the land on which we operate, live and gather as a team. We recognise their continuing connection to land, water and community. We pay respect to Elders past, present and emerging.

place a significant strain on existing infrastructure, overloading assets and systems that are already at or near capacity. For example, high traffic congestion imposes significant economic, environmental, social and health costs on cities, governments, businesses, and individuals. For the freight and supply chain industry, time spent in traffic reduces productivity, increases costs, delays deliveries, and contributes to higher fuel consumption.

Given that eCommerce is expected to grow over the coming years, it is critical that any rezoning activities preserve adequate freight corridors, industrial land, and freight precincts. Where a rezoning proposal is put forward, it should be accompanied by an impact assessment that considers what existing infrastructure assets need to be upgraded in parallel to ensure that the broader ecosystem can continue to support community and business needs.

Smart traffic control

Draft recommendation 40: Further extend modern traffic control technology like sensors and cameras along arterial roads in Victoria's largest cities. Begin expanding smart motorways into Melbourne's growth area freeways.

We strongly support this recommendation. Traffic congestion impedes productivity; solutions that address this – including smart traffic control technology – should be pursued as a priority. We agree that the Victorian Government should extend Smarter Roads technology to more arterial roads in Melbourne, Ballarat, Bendigo and Geelong, prioritising roads where congestion can be reduced the most. We also agree with the Australian Logistics Council's suggestion that freight-specific measures such as heavy vehicle priority lanes, dynamic signal timing for high-productivity freight vehicles (HPFVs), and real-time logistics data integration should be embedded into the system design.

Reliable energy supply

Draft recommendation 29: Fast-track key energy projects and coordinate enabling infrastructure. Establish a unified energy transition project pipeline and conduct annual progress assessments. Create a central energy transition coordinator to align priorities, improve transparency and manage risks.

The draft strategy highlights a range of energy infrastructure challenges at the state and federal level and the importance of a coordinated energy transition. For transport, the draft strategy also notes the importance of enabling infrastructure like ports and roads for the delivery of key energy projects.

Coordinating energy projects of state significance, particularly those relating to the transport sector, is fundamental, not only for the Victorian Government's decarbonisation ambitions, but

for business investment, operations and overall costs. A coordinator role, to support the central energy transition project pipeline and provide visibility on projects, is therefore a welcomed initiative.

For transport operators shifting to electric vehicles (EV), access to reliable energy is critical. Warehouses, depots and facilities are often central charging hubs for EV fleets. If power is unreliable or constrained, vehicles may be unable to charge when needed, disrupting operations and reducing fleet availability. Charging schedules may become harder to manage, limiting the availability to charge during off-peak or renewable-rich periods, which could increase costs and emissions. Our sector relies on precise scheduling and high asset utilisation.

Power constraints introduce unpredictability and can require alternative investments such as additional EVs to counteract the time lost during charging, or alternative energy sources such as backup diesel generators which increase emissions and costs, running counter to decarbonisation goals. Network constraints and ability to connect renewable resources to the grid can have significant impacts to businesses looking to convert fleet and sites. Many businesses like Australia Post seek to integrate on-site solar or battery storage to power operations sustainably but these systems require stable grid connections and sufficient capacity to operate effectively. Constraints prevent us from exporting excess power and managing loads efficiently.

Decarbonisation also includes automated warehousing, electrified materials handling, and smart logistics systems. All of these depend on reliable energy. So, while investment in new energy infrastructure is important, addressing existing energy reliability and capacity is essential. Without this, operators will be forced to fall back on diesel fleets and delay decarbonisation investments. Addressing energy constraints is central to enabling industry-led climate action.

Infrastructure planning

Draft recommendation 35: Agree a set of assumptions for future population, jobs and land use for more compact cities. Require each department that owns infrastructure to develop an infrastructure sector plan as soon as possible, based on these assumptions, and publish strategic-level plans. Use the finished sector plans to decide infrastructure project funding.

We recommend that the Government emphasises the importance of the freight and logistics system in their infrastructure plans. Freight and logistics are essential for the smooth functioning of various sectors, and their infrastructure should be a key consideration in all sectoral plans. Additionally, it is crucial that these plans align with national strategies and funding commitments to create a coordinated approach. By coordinating funding and

integrating infrastructure plans at state and national levels, we can avoid duplication, inefficiency, and missed opportunities. Such an approach could also integrate decarbonisation objectives.

Asset management

Draft recommendation 37: Fund asset managers to better understand the condition, use and performance standards of all government infrastructure. Use this information to develop asset management strategies and prioritise funding.

This review is particularly crucial for freight assets such as roads and railways, with a focus on the freight corridors most vulnerable to disruption due to age, poor condition, or natural disaster risks. A clear understanding of the condition, use, and performance of government infrastructure is essential for making informed planning and investment decisions. In the freight and logistics sector, access to this data enables more efficient route planning, reduces delays, and boosts productivity. For the Government, it helps prioritise upgrades where they are most needed, enhancing safety and increasing resilience across the network as well as the opportunity to provide clear and coordinated messaging on infrastructure investments, activities and plans.

Off-peak delivery and urban freight precincts

Draft recommendation 42: Prepare for growing freight volumes in urban areas by piloting an off-peak freight delivery program in a high-density area of Melbourne. If successful, expand off-peak delivery for more productive and sustainable freight movement.

We agree that off-peak delivery has the potential to offer significant productivity benefits. As the draft strategy rightly points out, there are many barriers to moving freight in off-peak hours. Truck curfews, present a considerable obstacle, and operators would need to consider higher staffing costs to operate after-hours. The trial would need to be well coordinated with sufficient stakeholder buy-in to make the shift commercially and logistically viable and should be extended beyond a single site to ensure a strong evidence base. Pilot initiatives should also be scalable and underpinned by transparent performance monitoring, with public reporting to inform further expansion and investment.

