

17 June 2016

Mr Masson
CEO
Infrastructure Victoria

Email: enquiries@infrastructurevictoria.com.au

Dear Mr Masson

CMPA Submission to “All Things Considered”

Overview

The CMPA is dedicated to the representation, advocacy and service of its Members in the Victorian Earth Resources industry. The CMPA represents a broad spectrum of businesses that extract and process hard rock, gravel, sand, clay, lime, soil, and gypsum. CMPA members also operate recycling businesses. CMPA members are typically small to medium sized family businesses, local government and utilities. Many are regionally based employers (90%) and support the Victorian economy through providing for local construction, major infrastructure and road maintenance needs.

The Extractive industry underpins growth and development in Victoria through supply of the construction materials described above. 40 million tonnes in 2013/14 was produced (~8 tonnes/person/annum in Victoria) to a value of approximately \$677 million. CMPA members account for approximately half of this production, and more than half of this industry sector’s employment. Also of import is the need to have supply of construction materials located in close proximity to their utilization to save on transport costs and reduce the carbon footprint.

The Construction Materials Processors Association (CMPA) supports responsible, balanced legislation and community engagement that is in the best interests of the State and acknowledges Victoria’s Aboriginal communities and cultural heritage.

Thank you for the opportunity to comment on the “All things considered – exploring options for Victoria’s 30 year infrastructure strategy”. The document is all encompassing with a myriad of infrastructure options for consideration from lifelong learning hubs to water pricing reform in addition to having a sound vision, guiding principles and broad objectives.

The following points are made by CMPA:

Balance

There appears to be a lack of balance between public transport proposals (attributed to the guiding principle “consider non-build solutions first”) and car transport. That is: too much reliance on public transport “fixes” which will not resolve current traffic issues let alone those into the future with the anticipated population growth.

Greenfield development sequencing (p.41): There needs to be consideration of where the construction materials are going to originate from to service and accommodate the population growth and residential development. Extraction of construction materials should also be considered in the guiding principle “integrate land use and infrastructure planning”.

Long lead time

Whilst it is understood that there is a requirement to undertake community engagement, the process that ultimately arrives at recommendations has a very long lead time that will be detrimental to the Victorian economy. A robust, high quality, cost efficient construction materials supply is only possible where there is a pipe line of projects that lends itself to certainty in the industry.

Objectives in general

As stated previously, construction materials need to be located in close proximity to their utilization due to high transport costs, hence, reducing the carbon footprint. The lead time to open up a quarry due to the complex approval process can be up to 8 years. A study by Minerals Development Victoria (DEDJTR) into the Supply and Demand for Construction Materials has recently been completed that may provide some useful guidance on this issue. The adequate supply of closely located, quality construction materials is vital to meet expected growth needs in Victoria and is the cornerstone to successfully achieving the Infrastructure Strategy. An outer metropolitan ring road would assist with construction material transport.

Please do not hesitate to contact me if you require any further information.

Yours sincerely



Dr Elizabeth Gibson
General Manager