



Delivery on Long Term Vision Necessary to Improve Freight Efficiency in Queensland

The release today of the Queensland Government's *Moving Freight* strategy contains a number of important measures that have the potential to improve supply chain efficiency in the State, according to the peak national body for the freight logistics industry – the Australian Logistics Council (ALC).

"ALC welcomes the release of the draft *Moving Freight Strategy* and commends Minister Emerson on the development of a blueprint to meet the state's growing freight needs," said Michael Kilgariff, ALC Managing Director.

"Queensland's freight volumes are anticipated to grow by more than 70 percent by 2021, underscoring the need for a visionary strategy aimed at creating a long term efficient freight system that supports the state's continued economic development.

"As with all blueprints however, the strategy is only as good as the tangible outcomes it delivers and so ALC will ultimately judge the Queensland Government's commitment to improving freight efficiency on its ability to deliver on the final set of actions and to the projected timeframes.

"In saying that, ALC welcomes some key aspects of the Strategy, including its support for an inland rail freight line, improved freight data collection and an acknowledgement of the importance of land preservation for key freight corridors.

"An inland rail freight line would boost productivity and enhance efficiency on the north-west corridor, and importantly, would come at a far more achievable price tag compared to High Speed Rail.

"Corridor preservation is also a critical issue for the freight logistics industry – we do not want to see mistakes of the past repeated whereby key freight routes have been crowded out by urban development.

"We are disappointed however that there does not appear to be a commitment to develop the mechanisms necessary to purchase land for these purposes – a point which ALC will make in its submission on the draft strategy.

"On this issue of critical freight routes, ALC trusts the Strategy embodies the Queensland Government's commitment to follow through on the recommendations of the National Land Freight Strategy, in particular, to map major freight routes by May 2014.

"ALC also notes the Strategy's acknowledgement of the important role rail needs to play to meet the state's rising freight task, and the Strategy's objective to get more freight onto rail.

"This commitment is commended, however, it needs to be supported by the development of dedicated rail freight infrastructure, with rail lines servicing the Port of Brisbane as the first priority.

"Port of Brisbane handles over 90 percent of Queensland's container traffic but has a container rail market share of only around 5 percent.

"This is largely due to a lack of adequate rail capacity servicing the port, and without appropriate dedicated rail capacity servicing the port, the Government's desired modal shift simply will not occur.

"ALC looks forward to the Queensland Government giving greater consideration to the need to make appropriate investments in dedicated rail infrastructure servicing the Port of Brisbane," he said.

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Further information: Duncan Sheppard on 0412 340 934