

3 December 2015

State Infrastructure Plan  
Department of Infrastructure, Local Government and Planning  
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### **Queensland Infrastructure Plan**

The Australian Logistics Council (**ALC**) welcomes the opportunity to comment on the Draft State Infrastructure Plan.

It also congratulates the Government on the recent passage of the Building Queensland Bill 2015, creating a body designed to provide the Government with technical advice or leadership on projects with a capital value of \$50 million and upwards.

ALC particularly notes Building Queensland has a requirement to maintain an infrastructure pipeline document that effectively updates the Minister as to how projects are proceeding on a six monthly basis.<sup>1</sup>

This document will allow all interested parties to ensure that government follows through and invests in infrastructure that is essential to the Queensland economy and so hopes that this document is made public.

ALC is pleased the Draft Plan says the Queensland Government will continue to work with Infrastructure Australia and the Australian Government to identify priority government projects.

ALC therefore hopes that Building Queensland and Infrastructure Australia will use the same methodologies in conducting cost benefit analyses so there is confidence that taxpayers will receive a net public benefit for their investment through each government considering the benefits of a particular investment from a common starting point.

As a general proposition, ALC supports:

- the proposed additions to the Infrastructure Australia Infrastructure Priority List; and
- the other projects identified in the Plan to be advanced over the next four years

although some ALC members have indicated that it may also be a priority to increase investment in the Logan Motorway.

That said, ALC has two specific comments to make.

Firstly, ALC notes the Draft Plan says the plans and strategies that 'inform transport infrastructure investment in Queensland' include (amongst others) the Moving Freight Strategy, the National Ports Strategy and the Queensland Ports Strategy.

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<sup>1</sup> Required by section 14 of the *Building Queensland Act 2015*

ALC has generally commended the contents of these policies.

In particular, ALC has indicated that the Queensland Ports Strategy is a policy instrument that particularly helps to identify (and therefore protect) the transport corridors and employment necessary to allow the efficient movement of freight from generation points to port.

This leads to two recommendations.

Firstly, the infrastructure pipeline document should set out how infrastructure projects that are on foot or are planned advance the plans and strategies that 'inform transport infrastructure investment in Queensland' set out on Page 18 of the Part B of the Plan, and which elements of these plans are awaiting investment.

ALC also note that \$283m is set aside for the Transport Corridor Acquisition Fund.

So there is confidence that the necessary land has been acquired so as to ensure the efficient movement of freight, ALC therefore also recommends the Government should clearly set out in a simple document (separate from budget documentation):

- how much money has been appropriated for the purposes of the Fund;
- what land was acquired in the previous financial year, and for what project; and
- what land is scheduled to be acquired over the forward estimate period, and for which projects.

The second comment relates to an area that appears to be unaddressed in the Draft Plan – the place of rail in the movement of freight.

As ALC said in its 2013 response to the Moving Freight Discussion Paper<sup>2</sup>:

ALC is therefore pleased with the proposal contained in the Discussion Paper to review and clarify the intent of the rail passenger priority legislation and its impact on freight, together with an assessment to segregate the passenger and freight network in the metropolitan network – a necessary step if the use of rail freight is to be encouraged.

ALC also welcomes the priority action in the strategy for the Queensland Government to undertake a pre-feasibility study to inform the redevelopment of the Acacia Ridge Terminal. With container freight volumes expected to grow considerably over the next ten years, ALC supports the terminal's upgrade to increase capacity and to improve operational efficiency.

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<sup>2</sup> <http://www.austlogistics.com.au/wp-content/pdf/submissions/2013/ALC-Submission-on-the-Queensland-Governments-Moving-Freight-Discussion-Paper.pdf>

The expected growth in freight volumes over the next decade also underscores the need for the Queensland Government to take a long-term strategic approach to the identification and preservation of appropriate parcels of land that could serve as locations for future intermodal sites.

Whilst the Strategy acknowledges the development of new intermodal terminals will be influenced by the future potential of the Acacia Ridge Terminal, this should not inhibit government efforts to identify suitable locations for future intermodal terminals with efficient linkages to the Port of Brisbane.

ALC is somewhat disappointed that there has been no discussion about investment in these areas and hopes it is addressed in the Final Plan.

Should you have any queries, please do not hesitate to contact me on 0418 627 995 or [michael.kilgariff@austlogistics.com.au](mailto:michael.kilgariff@austlogistics.com.au).

Yours sincerely



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