



AUSTRALIAN LOGISTICS COUNCIL

PRESENTATION TO

Queensland Infrastructure Summit

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Corporate members





Associates



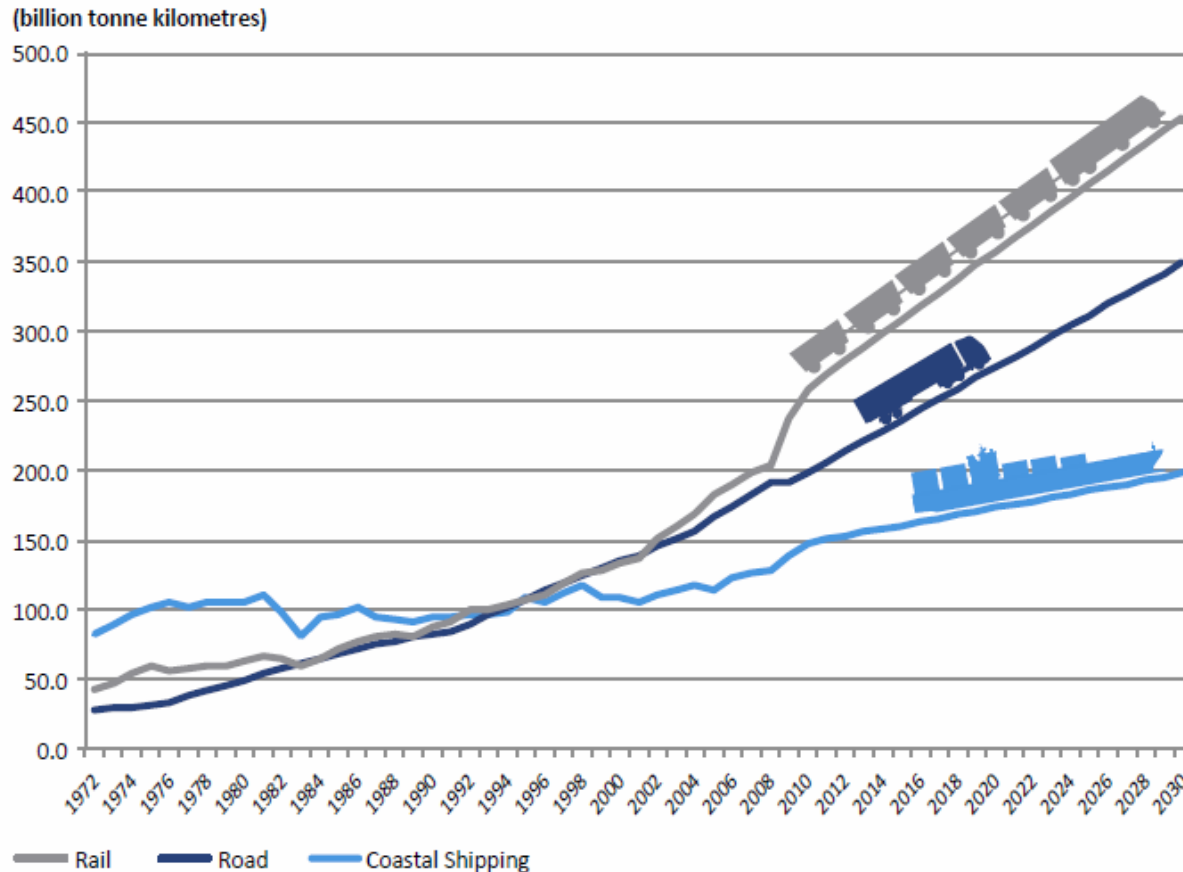
National sponsors





The National Freight Task

Freight task by transport mode, 1972 – 2030



- This trend is expected to **continue at a growing rate** over the next 40 years

Source: BITRE 2010, Long term projections of Australian Transport Emissions: Base Case 2010, Report prepared for Department of Climate Change and Energy Efficiency, BITRE, Canberra.

Queensland Freight Task

- Forecast to increase by 89% between 2010-2011 and 2026.
- In raw numbers, it is expected to climb from 871 million tonnes to around 1,700 million tonnes in just over 20 years.
- Queensland Freight Advisory Council to play a critical role in preparing for this growth.



Freight Needs Equal Consideration

- ALC supports greater federal government involvement in our cities
- However, the Government needs to give equal consideration to the movement of freight as it does to the movement of people.
- Any new federal approach to moving people should not be at expense of supporting supply chain projects to move freight.





ALC Supports Inland Rail

- Beneficial for all major export ports and supply chains beyond Melbourne and Brisbane
- Appropriate links must be ensured with the mines of South East QLD
- Effectively bypass the congested Sydney rail network
- Providing an alternative rail option when tracks need to close
- Reduce pressure on road infrastructure
- Improve Global Competiveness of exporters
- Create jobs and transform supply chains



State Infrastructure Plan

ALC's four key points:

1. Undertake rigorous cost benefit analyses.... critical to building confidence in major infrastructure projects
2. Consistency across planning documents...how does the Plan support national freight and port documents?
3. Transparency and accountability around the funds allocated for corridor acquisition...funding mechanisms required to protect corridors to ports, airports, intermodal terminals and key production facilities
4. Clarity on intermodal terminals...a long term, strategic approach is required.



ALC Submission to IA Infrastructure Audit

- Inland Rail
- Auditing the National Land Freight Strategy
- Acceleration of Road Reforms
- Prioritise the efficient use of High Productivity Vehicles
- IA to champion use of High Productivity Vehicles
- Allowance of sufficient road connections to ports to achieve optimum capacity
- Analysis of technological improvements and economic return
- Encouragement and prioritisation of private sector investment in logistics infrastructure



Conclusion

- Freight efficiency matters for all Australians
- Without a long term plan for Australia's freight future, we will miss an opportunity to build a stronger economy

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Forum 2016

1-3 MARCH ROYAL RANDWICK SYDNEY