

Servicing The Freight Transport Needs of a Growing Sydney

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The National Freight and Supply Chain Strategy

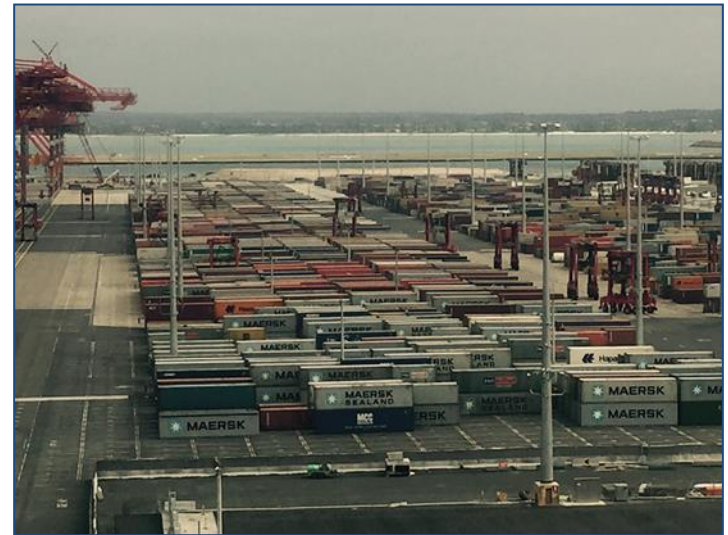


- ALC's top priority before the 2016 election campaign was the completion of a **National Freight and Supply Chain Strategy**.
- This strategy has also been recommended by **Infrastructure Australia**.
- **Prime Minister Malcolm Turnbull** announced such a Strategy would be developed in November 2016. Work is now underway.



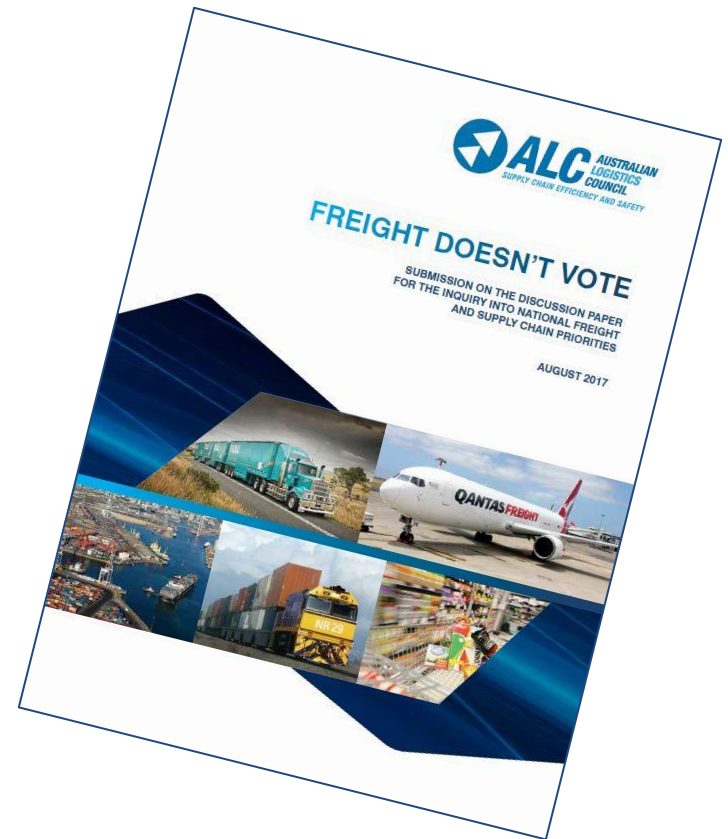
The Australian Logistics Industry

- Adds more than **\$130 billion** to the Australian economy each year.
- This represents **8.6% of Australia's GDP.**
- Employs **1.2 million** Australians.
- Every **1% efficiency improvement** boosts GDP by **\$2 billion.**



Freight Doesn't Vote

- In August, **ALC released its final submission** to the Inquiry that is helping to shape the Strategy.
- Our submission's content was informed by **extensive and in-depth industry consultations**.
- Submission makes **41 key recommendations**.

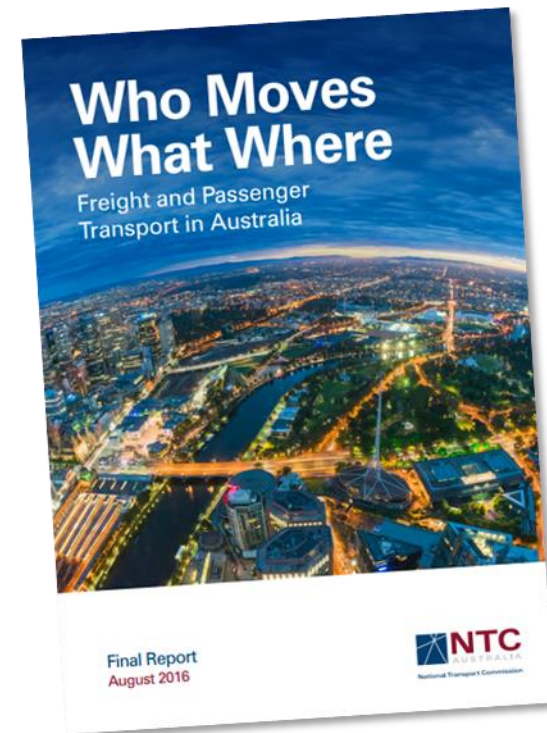


The Impact of Urbanisation in Australia

- **Australia is heavily urbanised** – 90% live in cities (higher than both USA and China).
- Commodities must be **transported to consumers** – increasing numbers of whom live in CBD/inner city apartments.
- Road congestion is an irritant to commuters – but it is also **affecting the prices consumers pay for goods**.
- Also **adds to business costs** for freight logistics operators.

Challenges to overcome

- ✓ Congestion is not just an inconvenience, but a **cost**. Already costing \$19 billion per year – and rising.
- ✓ Freight task will grow **26% in next decade**.
- ✓ Virtually all public policy discussion re. congestion focusses on **demand** management – tolls and congestion charges. **These tools alone aren't the answer.**



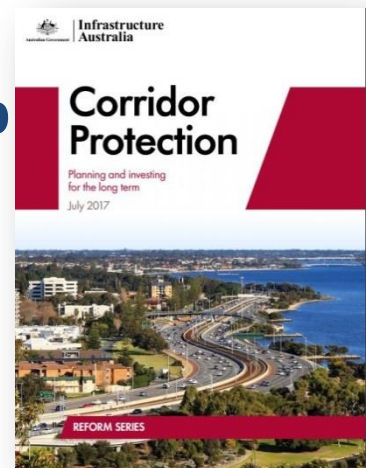
Our economy is national

- ✓ Freight does not stop at state borders.
- ✓ The regulatory structures that govern freight movement must be **nationally consistent**.
- ✓ Federal Government can play a greater role in planning, by **incentivising good practices** and encouraging the removal of restrictive measures, such as curfews.
- ✓ Ultimately, this feeds into the **prices paid for goods by businesses, and consumers**.



Corridor Protection Must Be A Priority

- ✓ A nationally-consistent approach to corridor protection is a key recommendation in *Freight Doesn't Vote*.
- ✓ This was also endorsed by Infrastructure Australia in July, with the release of *Corridor Protection: Planning and investing for the long term*.
- ✓ Commonwealth should insert criteria into partnership agreements/City Deals which preserve key freight corridors.
- ✓ COAG should finalise a National Transport Corridor Protection Strategy by the end of 2019.



CBD Freight Delivery

- ✓ **Road space** in CBD areas is already at a premium.
- ✓ Numerous examples of large scale sites being developed with **inadequate freight delivery facilities**.
- ✓ Lack of consultation over the positioning (or removal) of **CBD loading zones**.
- ✓ Need to consider forms of **freight-only infrastructure**, as well as **reverse curfews**.



Intermodals Essential To Efficiency

- ✓ Intermodal terminals critical to Sydney's ability to **meet its growing freight task.**
- ✓ Moorebank in SW Sydney will become **nation's largest intermodal freight precinct.**



The Role of Intermodals

- ✓ Will permit **1.5 million TEU** each year from Port Botany via rail.
- ✓ That has enormous significance in terms of **reducing road congestion on the M5 corridor.**
- ✓ Moorebank will complement other intermodal facilities throughout NSW, including **Aurizon's operations at NSW Ports' Enfield Intermodal Logistics Centre, and Pacific National's facility at Chullora.**
- ✓ Intermodal hubs **are a national imperative.** *Freight Doesn't Vote* calls on Commonwealth to **support accelerated investment plans.**



The National Freight and Supply Chain Strategy – where to from here?



- ✓ The Federal Government is expected to release a **draft report in December 2017**.
- ✓ Final report is expected in **March 2018**.
- ✓ We anticipate the release of the final **National Freight and Supply Chain Strategy** around the time of the next Federal Budget in **May 2018**.

