

COMMUNITY ATTITUDES TO FREIGHT AND CORONAVIRUS

Newgate Pulse
Issues Tracking Report
Friday 19th June 2020



BACKGROUND AND RESEARCH APPROACH

This report presents the results of three custom questions which the Australian Logistics Council added to Newgate Research's regular tracking survey evaluating community attitudes to coronavirus.



Custom questions added to ongoing weekly tracking study

3 questions added to the 15th wave of community research program which began on March 12th 2020.



Online survey

Participants sourced from a professional market research panel.



Representative sample

n = 1,205 Australian voters aged 18+ each wave.

Margin of error +/- 2.8% (95% confidence interval) this wave.

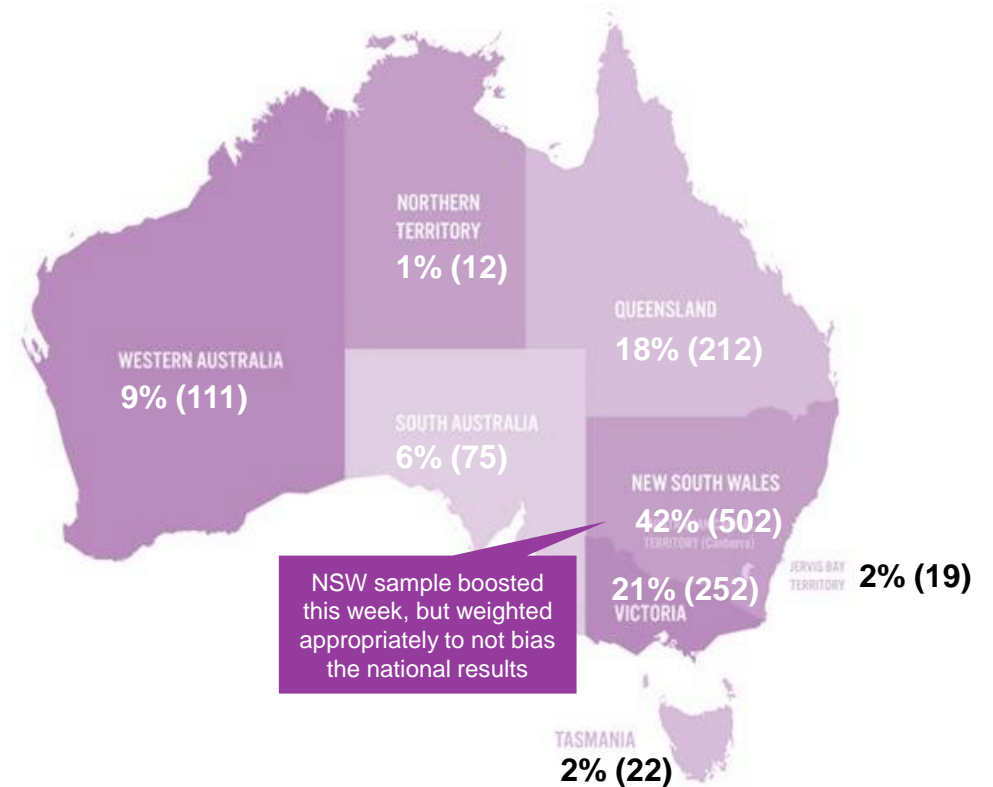
Quotas set on gender, age and location. Data weighted to balance demographic and locational splits.



Fieldwork dates

Mon 15th June – Wed 17th June 2020.

Sample breakdown by location (this wave)



For further information on any aspect of this report, or to find out more, please contact: **David Stolper** on 0422 472 596.

SURVEY RESULTS

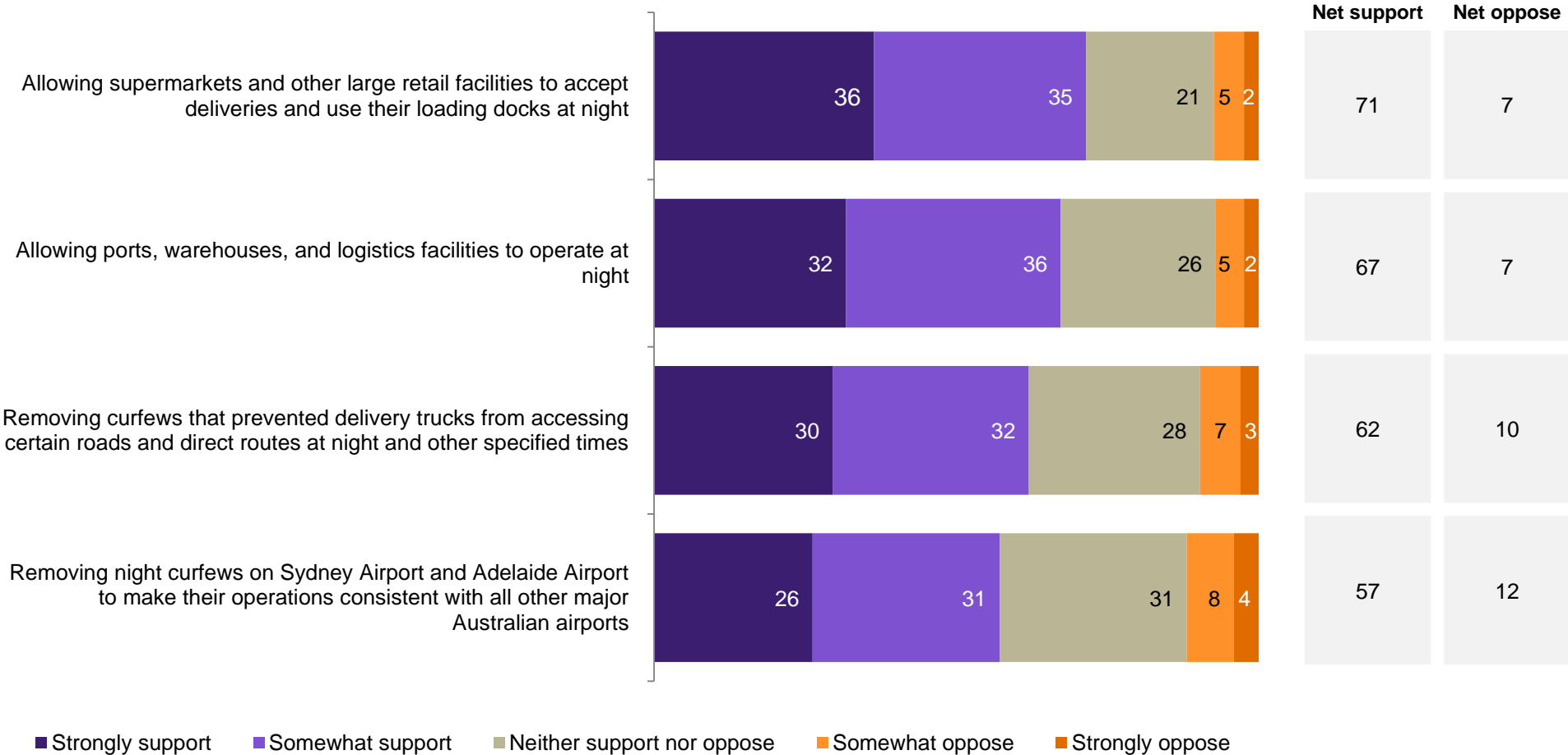


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SUPPORT FOR FREIGHT REGULATION CHANGES TO REMAIN

There is strong majority support for temporary changes to freight regulations to remain permanent after the COVID-19 crisis has passed.

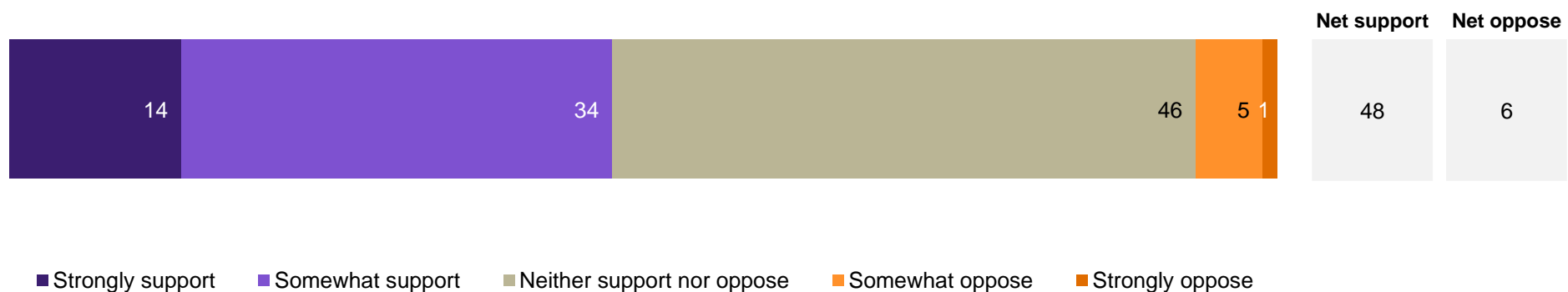
Support for freight changes to remain in place post-pandemic %



SUPPORT FOR ZONING FREIGHT AND LOGISTICS LAND

Once educated on the current situation, most Australians support the introduction of a freight and logistics land category or are neutral about it. Only 6% are opposed to this proposition.

Support for 'freight and logistics' land category %



Information shown to participants:

Currently in Australia, land that is classified as “industrial land” can be used for freight and logistics businesses (e.g. ports, rail facilities and warehouses) as well as other commercial activities (including some types of retail and wholesale businesses).

This can create issues where incompatible businesses operate adjacent to each other. For example, traffic generated by retail facilities can cause congestion and make transporting freight to and from logistics facilities slower, less reliable and more expensive.

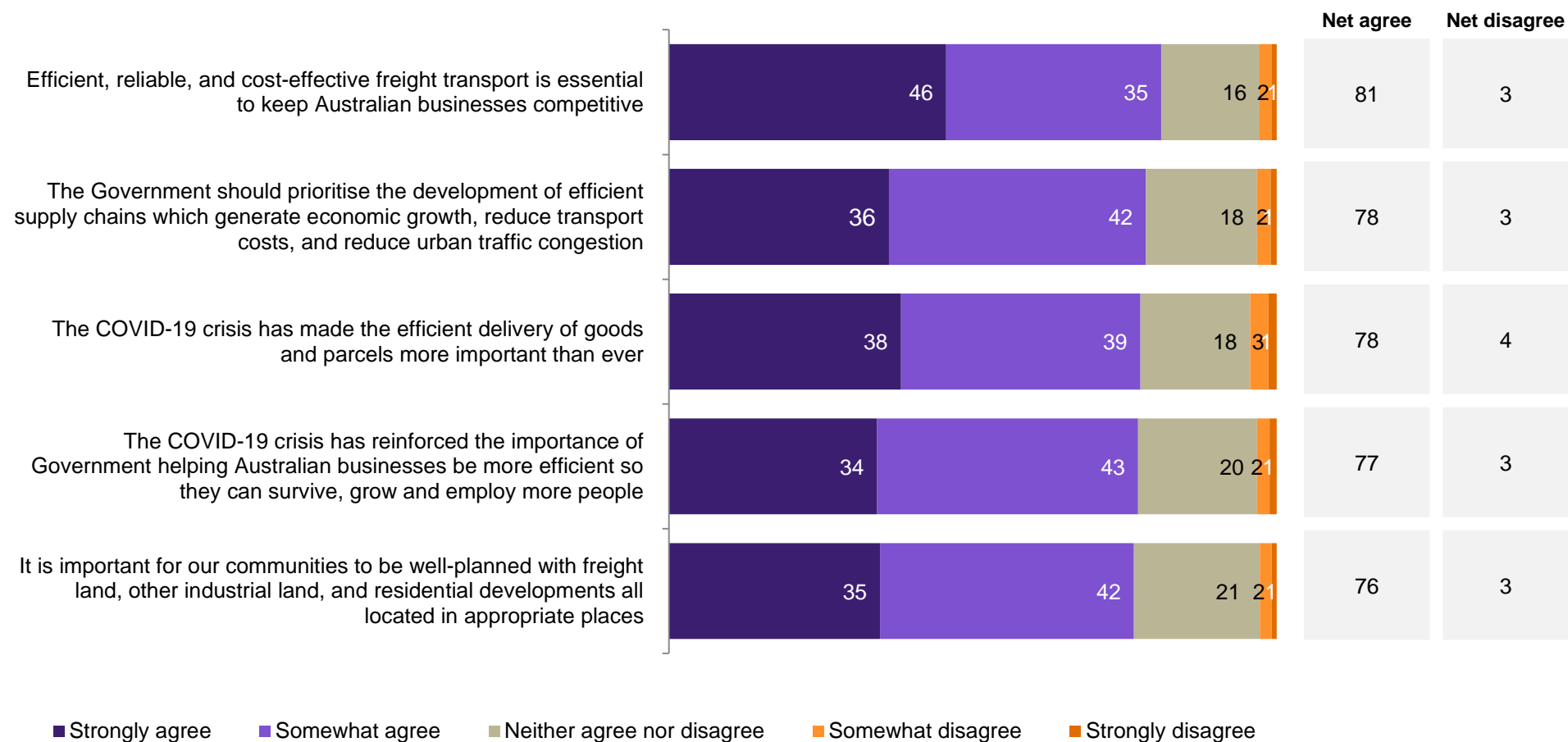
Some people want government planners to introduce “freight and logistics land” as a separate land-use category in their planning schemes. They believe that this will reduce conflicts between incompatible land uses and create more certainty for the community about where freight and logistics businesses can operate.

In principle, do you support or oppose the introduction of “freight and logistics land” as a land-use category that is separate from other industrial land?

IMPORTANCE OF FREIGHT IN AUSTRALIA

There is particularly strong agreement that freight is essential to keep businesses competitive, that the Government should prioritise the development of efficient supply chains and that the COVID-19 crisis has made the efficient delivery of goods more important than ever.

Perceived importance of freight in Australia %



Sydney

+61 2 9232 9550

Level 18, 167 Macquarie Street
Sydney NSW 2000

Canberra

+61 2 6206 6900

7 National Circuit
Barton ACT 2600

Melbourne

+61 3 9611 1800

Level 10, 120 Collins Street
Melbourne VIC 3000

Brisbane

+61 7 3009 9000

Level 13, 1 Eagle Street
Brisbane QLD 4000

Adelaide

+61 401126749

Level 16, 70 Franklin St,
Adelaide, SA 5000

Perth

+61 406244356

Level 28, 108 St Georges
Terrace, Perth WA 6000



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