



Australian Government
Infrastructure Australia

Modern Farmers 2010 National Congress

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- Ports
- Freight
- Town water in regional Australia
- Engagement





Role

- Infrastructure Australia has the primary function of providing advice on:
 - Current and future needs and priorities for nationally significant infrastructure
 - Policy pricing and regulatory issues
 - Impediments to efficient utilisation
 - Reform options
 - Needs of infrastructure users
 - Investment financing mechanisms



Themes for Action

1. A national broadband network
2. Creation of a true national energy market
3. Competitive international gateways
4. A national freight network
5. Adaptable and secure water supplies
6. Transforming our cities
7. Providing essential indigenous services



Challenges

1. Deliver better governance
2. Create competitive markets
3. One nation, one set of rules
4. Better use of existing infrastructure
5. Climate change
6. Supporting our cities
7. Boosting exports
8. Supporting indigenous communities
9. Supporting rural communities



Townsville Port, QLD



Ports: problem

- Uncertain ability to deal with freight growth
 - e.g. exports, ship queues
- Multiple parties / interests
 - freight (minerals-agriculture general/defence/cruise)
- Long term immobile facilities
 - few location & environment options
- Interface with land transport
 - ignored in most “ports policy” work





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Port of Portland, VIC



Ports: proposed approach

- Key: three levels of related planning for major ports
 1. jurisdiction - national
 2. catchment area - jurisdiction
 3. precinct - catchment area
- Not one size fits all
- Allow ability to implement plans
- Oversight of strategy informed by private sector



Bunbury Port, WA



Ports: outcomes

- Focus on international supply chain productivity
- Cost to business/community e.g. farmers
- Economic investments
- Plans informed by stakeholders
- Ports recognised as immobile principal economic nodes





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Newcastle Port, NSW



Freight: problem

- No coherent freight policy
- Measures have been ad hoc and slow
- Failed attempts at ‘grand slam’ solution
- Result: incomplete identification of freight needs
 - (best) options not identified
 - little relation to ports
 - problems increase as freight grows





Freight: proposed approach - issues

- Historical overlay & different stakeholder views
 - over 110 years and still no clear view
- The debate is about freight not Commonwealth \$
- Other issues:
 - COAG Road Reform / Future Tax system
 - being left off the network
 - ability to influence roads
 - interoperability
 - urban planning & protection
 - community acceptance





Freight: proposed – a place for freight

1. national, freight, network
2. 15-30 year plan: operations for economic and social aims
3. infrastructure pipeline
4. customer involvement
5. improvement regime / process





Freight – possible outcomes

- Network allows focus on market failure
 - integrate land use and transport planning
 - customer opportunity to influence and invest
 - improve investment identification and decisions
 - (source of) regulatory decisions
- Link with ports
- Relate to other freight e.g. competition and access

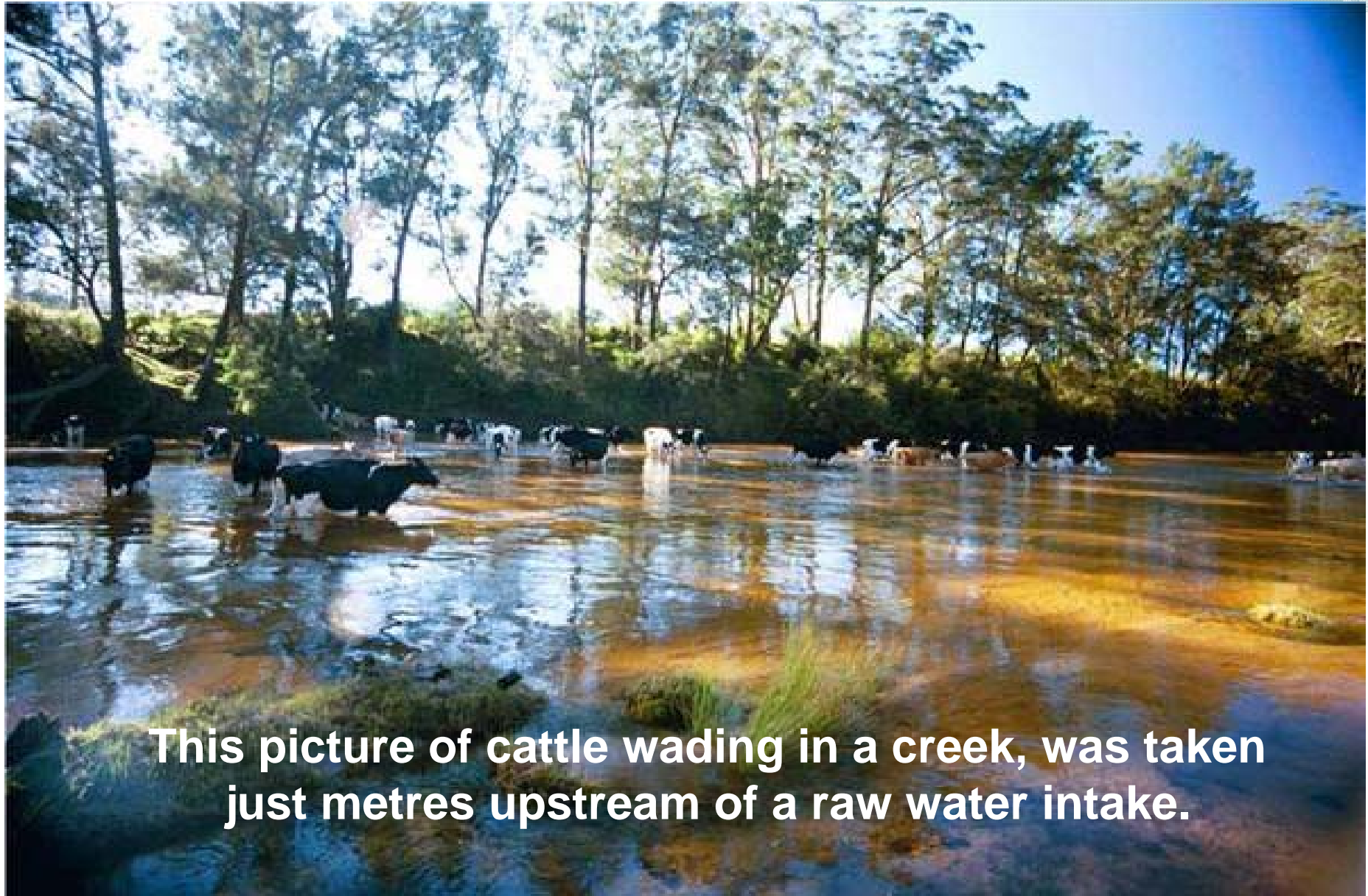




Regional Towns Water Quality & Security

Problem:

- reliable water quality and supply insecurity
- Lack of prices that cover operating and capital costs
- Scale to operate efficiently.
- Retain the necessary skills to ensure reliable quality



This picture of cattle wading in a creek, was taken just metres upstream of a raw water intake.



Regional Towns Water Quality & Security

Proposed approach

- catchment-based regional water authorities
- cost reflective pricing
- compliance with the Australian drinking water guidelines

Outcome

- financially viable, efficient water authorities delivering reliable water quality and security to regional communities



Engagement

- Farmers critical
- We need a more direct conversation
- Time is short