



Australian Government
Infrastructure Australia

Australian Food and Grocery Council Industry Leaders Forum

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Two Issues

1. National Ports Policy
2. National Land Freight Strategy





Why a national ports policy?

- Island nation with 43 major ports:
 - No National Ports Strategy
 - Global opportunities
- Roads, rail and ports - what is the optimal supply chain solution?



What's the problem?

- Major challenges for growth in trade
- Potential significant productivity gain
- Truck queues/Ship queues
- Congestion costs
- Ships getting bigger creating new issues
- Technology





Issues

- Coastal shipping
- International KPI's
- Safety
- Governance
- Planning:
 - containers, bulk, agriculture, Defence and tourism
 - land planning, future infrastructure requirement
- Private sector investment





Priorities

- Planning
- Protection of ability to execute plans:
 - approvals, governance etc.
- Improving landside efficiency, reliability and safety
- Clarity, transparency and responsibilities in ports
- Measurement of productivity gains



National Land Freight Strategy





- The long view - 20 years +
- The big flows - ports
- Cities – planning for freight. And executing the plans
- Energy and climate uncertainties
- Using what we've got
- National thinking – productivity or interstate?
Interoperability?





Indicative program list

The principle freight nodes would include:

- Nationally significant ports in the mainland capital cities
- Nationally significant networked ports in regional centres including Townsville, Abbot Point, Gladstone, Newcastle, Port Kembla, Hastings, Geelong, Portland, Esperance, Bunbury, Port Hedland and Dampier, Geraldton/Oakajee, Darwin, Launceston/Bell Bay



Indicative program list

- Major international airport and major regional freight airports
- Major and new intermodal terminal/freight cluster sites in the cities; Melbourne (western interstate and Donnybrook), Sydney (Moorebank and Eastern Creek), Brisbane: south west (Bromelton etc and north – to be identified), Perth (Kewdale/Forrestfield), and Gold Coast and Canberra (to be identified)



Indicative program list

Interoperability would include:

- **For rail:** engineering standards for 2km train, vertical/horizontal curvature standards, double stack, automatic train control which is urban area compatible, USA type standards for loading gauge/kinematic envelop, and freight priority.
- **For roads:** relevant highway level of service standard, access for high productivity/weight dimension configurations, compatibility of freight transfer with rail/international shipping, consistent truck communications/routings/pricing procedures.



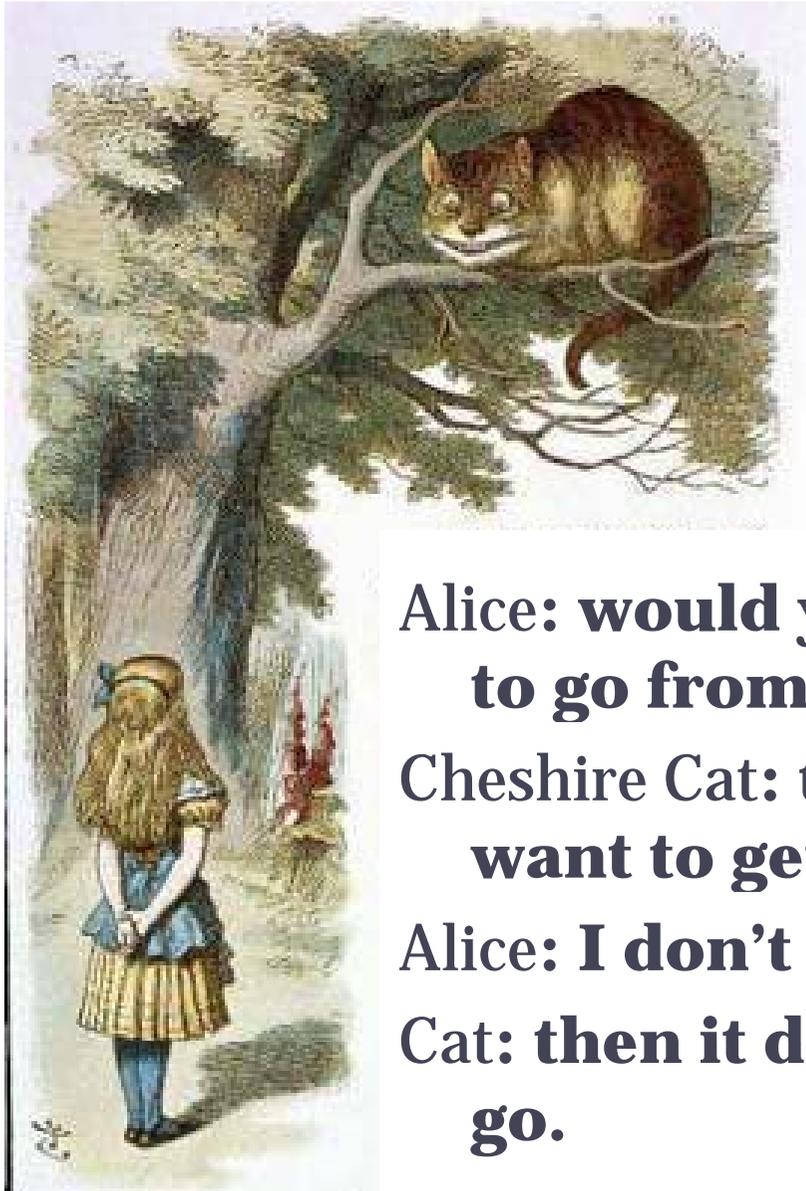
Indicative program list

- interoperable communications, vehicle control and information systems, and smart infrastructure technologies.
- Ability to ‘refit’ (new) corridors with either road and rail freight configurations – probably governed by rail curvatures.
- **For shipping:** consistent channel and quay configuration for container shipping.



Other issues

- Distributed urban freight and last mile
- Ensuring fit for purpose infrastructure for low density, seasonal and remote freight
- Connectivity of major freight generators to the National Network
- Roads governance
- Vision Zero – road safety, a \$22 billion opportunity



Alice: would you tell me which way I ought to go from here?

Cheshire Cat: that depends on where you want to get to.

Alice: I don't much care where.

Cat: then it doesn't matter which way you go.