



**PORT of BRISBANE**

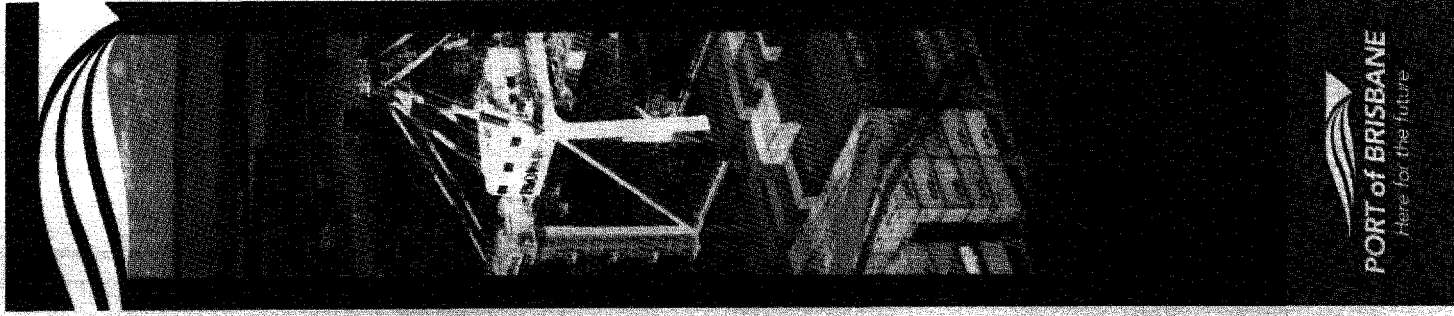
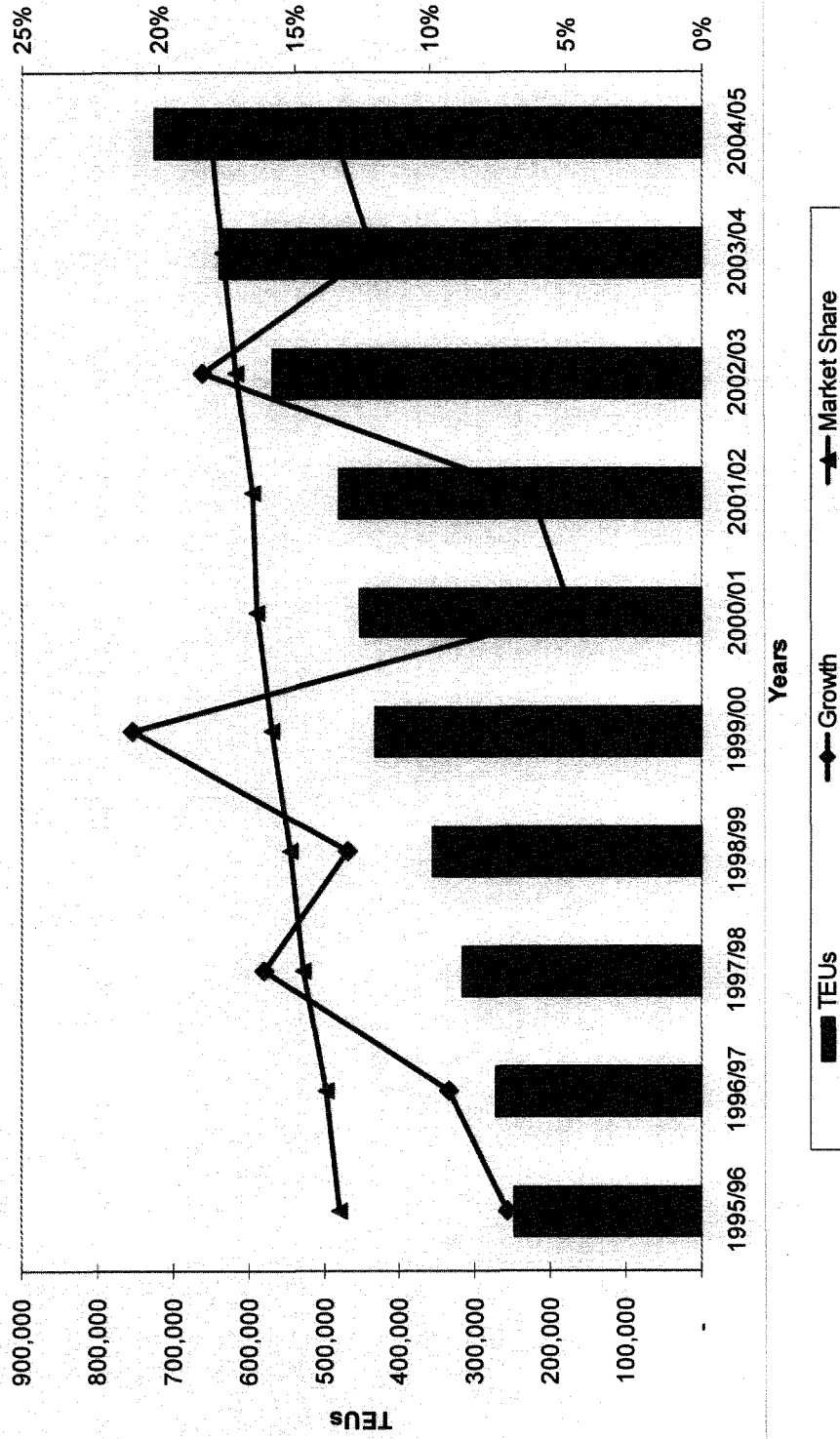
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**HOUSE OF REPRESENTATIVES STANDING COMMITTEE  
ON TRANSPORT AND REGIONAL SERVICES**

**6 APRIL 2006**

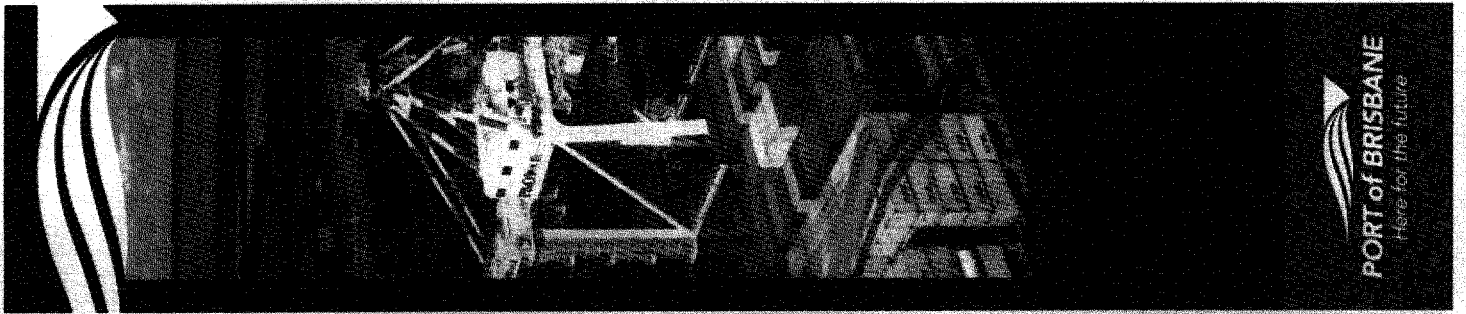
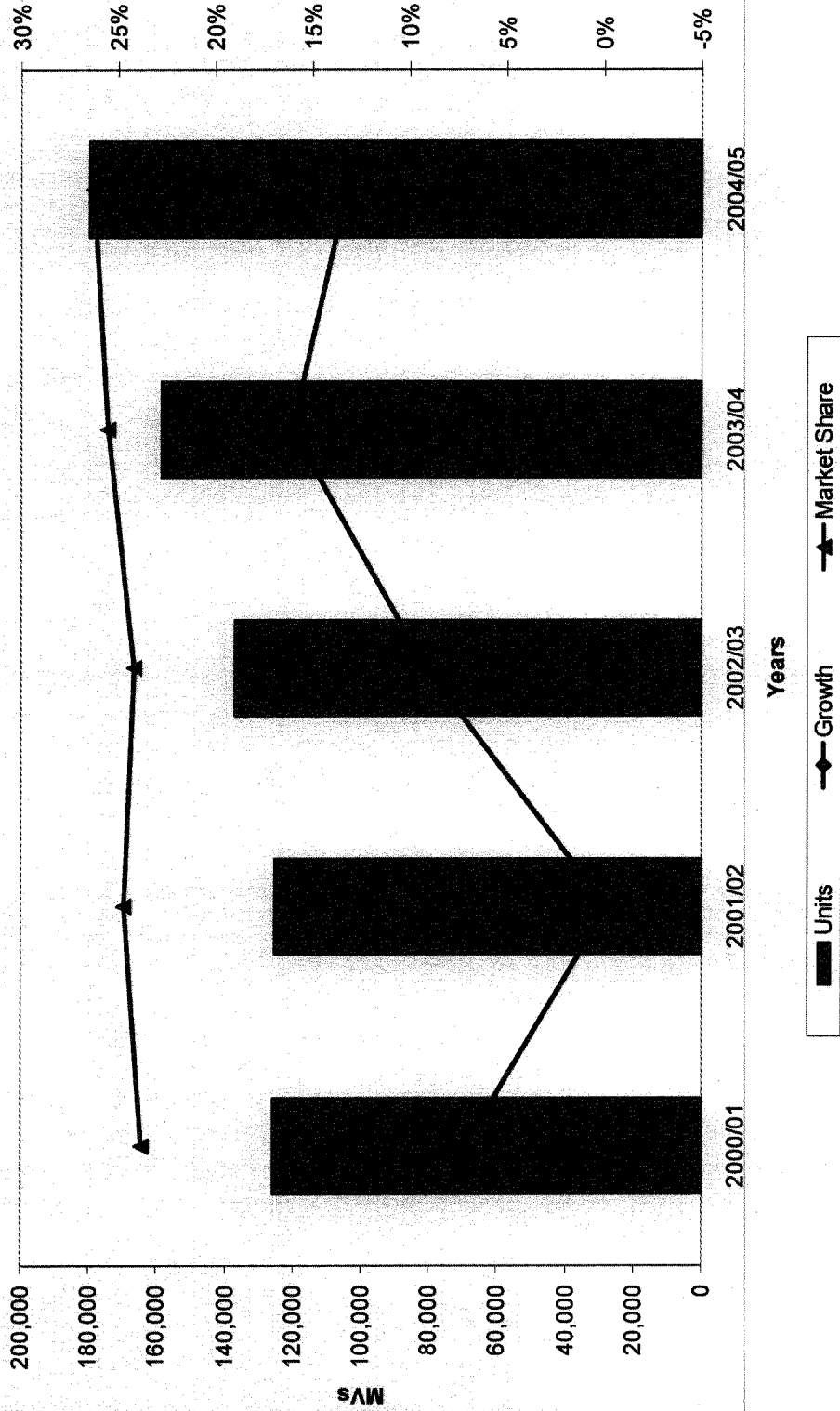


# Container Trade



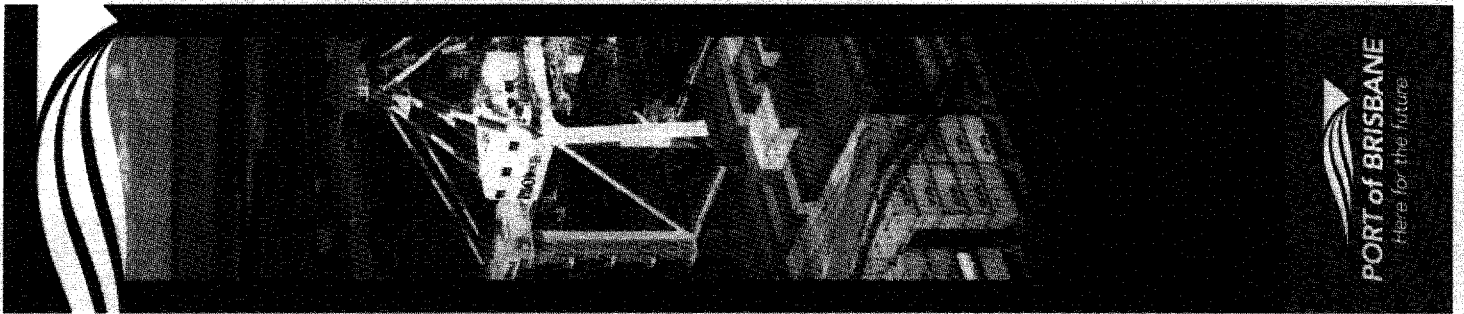
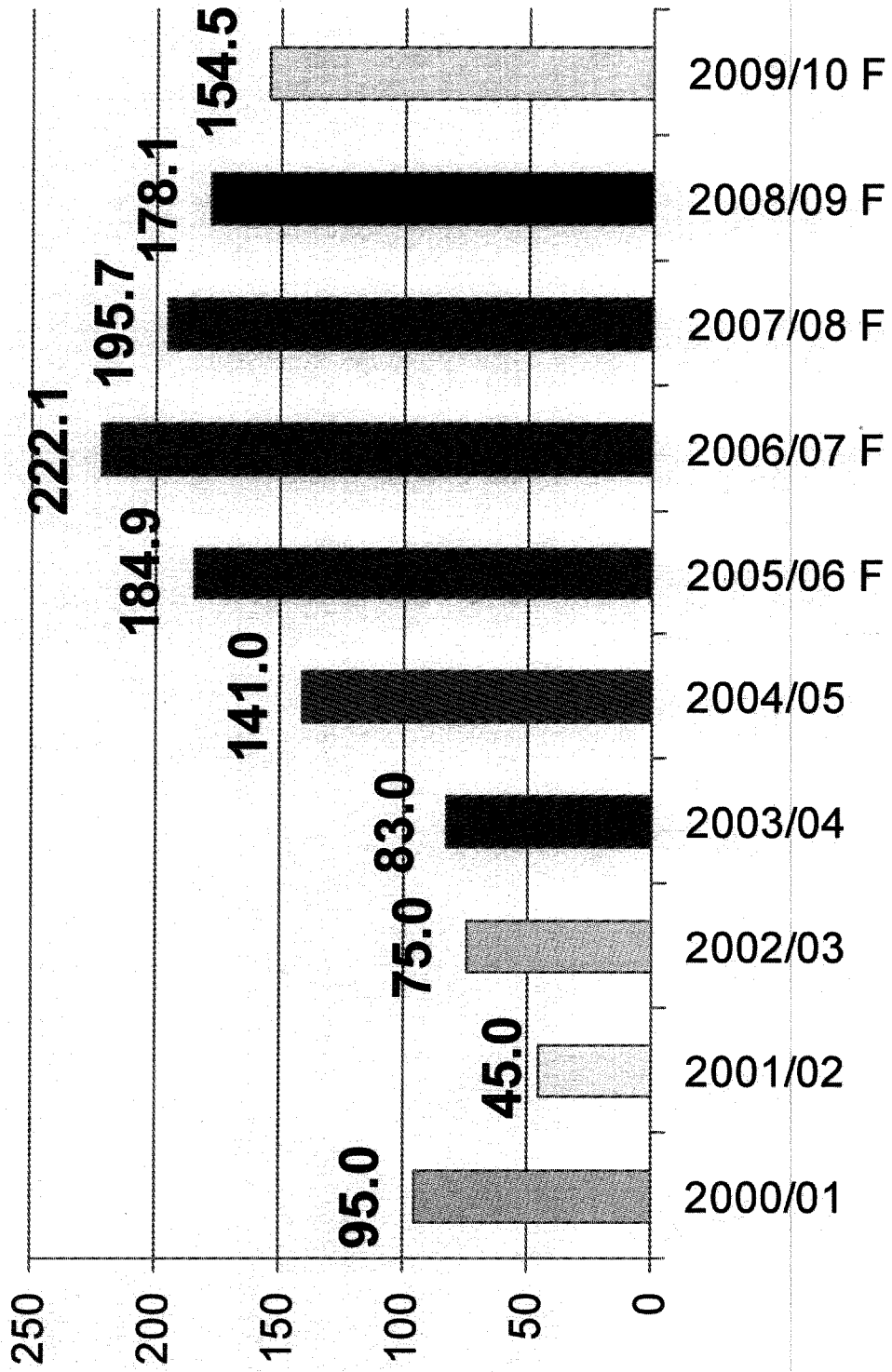
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# Import Motor Vehicle Trade



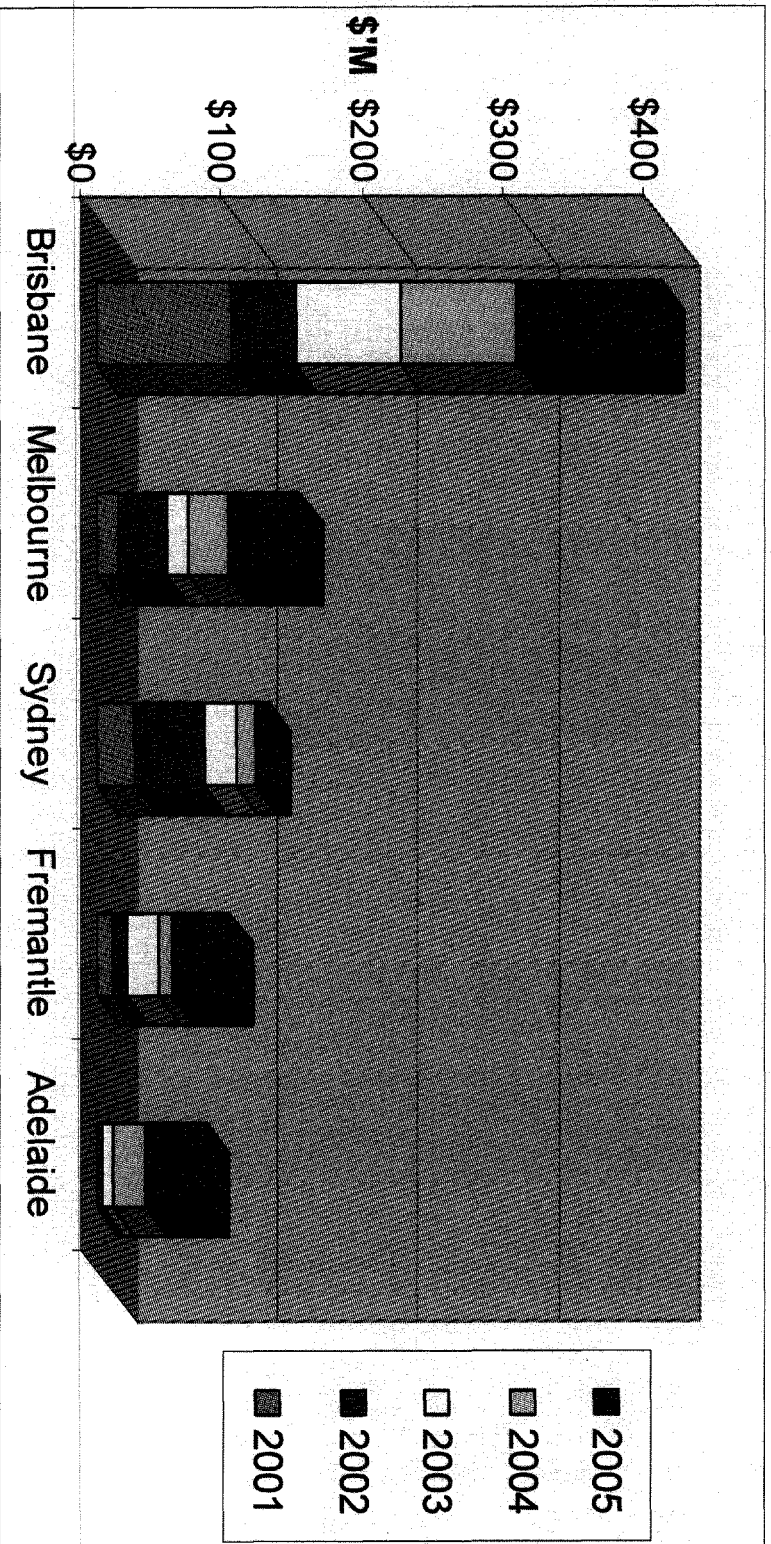
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# CAPEX



# CAPEX

## Major Capital City Ports





**AUSLINK**  
*Building our National Transport Future*

**Strategic directions**

The Australian Government has identified eight (8) strategic directions to improve long-term infrastructure planning and to guide its investment priorities under the National Land Transport Plan for the coming five years. The strategic directions (and PB Mwy Stage 2 'fits') are described below.

strategic funding directions	Stage 2 Port of Brisbane Motorway fit ?
<b>Planning on an integrated long term basis</b>	Stage 2 of the PBM will provide the last link to the regional motorway system and will address both short and longer term road transport connections
<b>Improving the eastern seaboard north-south corridors</b>	Stage 2 of the PBM will complete the connection from the port to the National Network – running south to Melbourne and Sydney and north to Cairns
<b>Improving capacity and reliability of other interstate and inter-regional corridors</b>	The corridor is planned, dedicated and most EIS issues have been addressed. Stage 2 completes a dedicated corridor already largely in place and held by the state
<b>Addressing congestion on key urban links</b>	Stage 2 of the PBM will remove congestion issues along Lytton Road and address significant issues of transport safety in the meantime.
<b>Utilising technology</b>	State of the art traffic monitoring systems would be employed by the state on the link – Stage 1 was the recipient of numerous design, engineering and environmental awards.
<b>Improving safety and security</b>	The existing Lytton Road alignment is reaching capacity (supported by our recent studies) and is considered unsuitable for projected trade/freight traffic increases.
<b>Protecting past investment</b>	Commonwealth contributed to Stage 1 of the PBM – therefore efficient asset management would dictate the completion of this link
<b>Supporting regional and local economic growth</b>	In terms of the Port of Brisbane Corporation's contribution, a recent study undertaken by Economic Associates Pty Ltd states that in 2003-04, the Port of Brisbane Corporation and its providers are estimated to have contributed \$803 million in value added and 10,450 jobs to the State economy.

## Traffic / Growth Facts

- Between Jan 03 and Nov 05 container trade\* grew by 53%, whilst heavy vehicle traffic grew by a significantly higher rate at 79%.

## Traffic / Growth Projections

- *Based on current forecasts, whilst container trade is expected to grow at around 25% by 2009, we expect total traffic to grow by around 45% over the same period.*
- *Based on current forecasts, whilst container trade is expected to grow at around 50% by 2011, we expect total traffic to grow by around 80% over the same period.*

Under current programming, Stage 2 of the Port Motorway is only expected to be in the early stage of construction by 2011.

## Current and projected traffic volumes at the port's main access bridge

Time	Trade (projected teus)	Traffic Volumes (two directions) at Captain Bishop Bridge	
		All vehicles	Heavy Vehicles
Current annual throughput	circa. 750 000K	11,000	5,000
2008/09 Projected	circa. 1,000,000	circa. 16,000	circa. 8,400
2010/11 Projected	circa. 1,200,000	circa. 20,000	circa. 10,000

\* non-transhipped FI teu trade

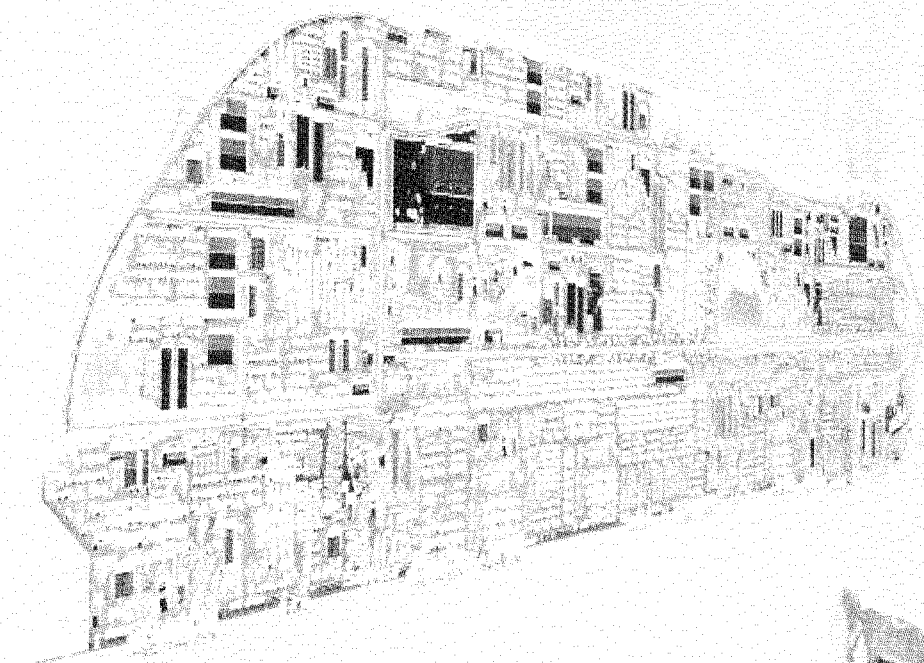
## LOS figures:

Current Level of Service (LOS) for Stage 1 of the Motorway is LOS B;

Current Level of Service (LOS) for Lytton Road is LOS E (in peak periods) and LOS D for balance of day.



# Port of the Future



BRISBANE  
CITY

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