



**PORT OF BRISBANE
CORPORATION**

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Committee Secretary
House of Representatives
Standing Committee on Transport and Regional Services
Parliament House
CANBERRA ACT 2600

Dear Sir

House of Representatives inquiry into 'The integration of regional rail and road freight transport and their interface with ports'

The Port of Brisbane is Australia's third largest capital city port. With rapid growth in trade across a range of commodities, the Port of Brisbane is very well positioned for the future. Our recently completed Seawall Project at Fisherman Islands has seen an additional 230ha of land enclosed and ready for reclamation. This area will be reclaimed over the next 15-20 years, and when combined with land presently under reclamation will allow for an additional 8 berths, 120⁺ha of terminal space and 200⁺ha of container parks and warehouse/distribution centres on Fisherman Islands.

An economic analysis finalised by PricewaterhouseCoopers in 2004 indicated that in 2002/2003 the Port contributed in excess of \$770 million to the Gross State Product (GSP) and accounted for more than 10,000 direct and indirect jobs.

The port currently facilitates in excess of \$20 billion dollars worth of trade into and out of the South East Queensland (SEQ) region each year. To facilitate such trade, and to allow the continued growth of the port and associated industries, however, efficient access is critical and we welcome the inquiry into access related issues.

The Port of Brisbane Corporation has a big job managing the port on a day-to-day basis, and an ever bigger job ahead as it continues to establish the Port of Brisbane as Australia's leading port, positioned for the future.

To this end, we make the following comments in relation to the inquiry matters:

Here for the  future

Road

The completion of the Port Motorway (ie Stage 2 of the Port of Brisbane Motorway) is clearly required.

We are aware of the contents of the AusLink White Paper and have gained an appreciation of its significance to the Port of Brisbane through various meetings held with officers from DOTARS. As mentioned above, Stage 1 of the Port of Brisbane Motorway was completed two years ago, resulting in major improvements to the movement of freight traffic to the port. It should be noted that the delivery of this first stage was achieved largely due to the successful partnership between federal, state and Corporation funding.

The motorway and its potential upgrade/completion is identified under the AusLINK program as part of the "National Network" and is included in the 2004/2005 to 2008/2009 "National Transport Plan" funding for "Brisbane Urban Corridors". We understand that AusLINK relies on the principle of shared responsibility, with the Australian Government expecting states to contribute substantial funds to projects on the National Network.

To this end, the Beattie State Government have recognised the need for Stage 2 of the Port of Brisbane Motorway in its recently released (April 27) South East Queensland Infrastructure Plan. Under this plan, planning and preliminary design works are earmarked to commence in 2006/07 through to around 2009. Commencement of construction is then likely to take place from 2009, with the project being fully completed by 2015. We are aware that the timing of the construction phase may be brought forward subject to further and ongoing analysis of the road corridor, and given our continued strong trade growth (YTD: total trade – tonnes up 5%, container trade – up 15.18%) we anticipate that this may be necessary.

A great opportunity presently exists to have Stage 2 of the Port of Brisbane motorway completed - as the corridor for the remaining part of the Motorway is defined, dedicated and approval issues have been previously addressed as part of the initial Port Motorway corridor impact assessment.

Completion of the Motorway will connect the Port of Brisbane to a motorway standard road and to the broader National Network, responding to not only significant freight access issues through the region, but also increasing safety and community concerns regarding the condition and alignment of the existing road corridor.

The state funded Gateway Bridge duplication (to which substantial funds have been confirmed in the SEQ Infrastructure Plan) provides the catalyst for improved surface transport corridors in the immediate region.

The completion of the port's connection to the Gateway Motorway (by completion of the Port of Brisbane Motorway) will realise a world-class road transport corridor for Australia's third largest capital city port.

Rail

We have long recognised that the port transport task needs to be shared by both road and rail. In fact, just as it contributed to the cost for the Port Motorway the Corporation also contributed a significant share of the cost (approximately 30%) of the dual gauge track constructed in the 1990's, which finally linked the port to the national standard gauge network. This link also provided the initial stage of a dedicated freight only rail link to the port and so has improved access for all rail traffic to the port's Brisbane Multimodal Terminal (BMT).

Continued efforts to improve rail access to the port should be considered, particularly access to areas beyond the immediate domestic hinterland. We welcome recent announcements with respect to inland rail corridor investigation, and look forward to contributing to these studies where possible.

An efficient and effective rail network is critical to link the port to major manufacturing and multi-modal logistics facilities in the region and interstate. Whilst there is adequate freight capacity at present to handle the rail freight task at the port, there are a number of trends and developments, which are likely to severely restrict rail freight capacity on existing corridors in the near future:

- Over the next few years rail's national share of the freight task is expected to increase significantly and as such the demand for transparent and properly planned, and buffered, port rail corridors in the local and broader regions will similarly increase;
- Urban development pressure on, and near to, the existing corridors;
- Rail's share of the import/export freight task is currently 14%. This share will increase:
 - as the price of road transport increases;
 - to combat increasing road congestion;
 - to service new intermodal terminals which are likely to be established in the Ipswich area as well as an expanded terminal at Acacia Ridge (as indicated in the SEQ Intermodal Freight Terminal Study being carried out by Queensland Transport).
- Coal tonnages through the Port (all on rail) are likely to increase significantly over the next five years.

It is clearly recognised that a dedicated, fast and reliable rail freight network is required to link the industry nodes along the Western Corridor (and the hinterland regions beyond) and the northern rail network to the Port of Brisbane situated within the Australian Trade Coast (ATC) area – one of the fastest growing, integrated industrial trade regions in Australia. It was pleasing to see this recognised in the recently released South East Queensland (SEQ) Infrastructure Plan (forming a critical part of the SEQ Regional Plan) which will guide and direct infrastructure investment in coming years.

Continued efforts will be required, however, to ensure these issues are addressed and implemented in future years.

Protection of corridors and freight facilities from urban encroachment

By their very nature, freight facilities and associated transport corridors are increasingly becoming a 24 hour a day land use. Consequently it is vitally important that both the port, linkages to it and any freight facilities planned in the immediate and broader hinterland regions are protected from urban encroachment and are properly designed to minimise any potential impacts from current and likely future urban settlement patterns. Any financial assistance the Commonwealth could render to secure future corridors and other freight infrastructure would significantly contribute toward "future proofing" the freight task in south-east Queensland.

On behalf of the Corporation, I would like to thank you for your review of our submission. Should you wish to discuss any of the issues listed above, please do not hesitate to contact either myself or Jason Sprott (Manager Strategy & Planning) on 07 3258 4888.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jeff Coleman', written in a cursive style.

Jeff Coleman
Chief Executive Officer