



### Time to Deliver to Improve Supply Chain Efficiency in Queensland

Australian Logistics Council (ALC) Managing Director Michael Kilgariff today outlined a positive vision to improve supply chain efficiency in Queensland during a speech to the Queensland Transport and Infrastructure Summit.

To download a copy of his speech - *Time to deliver to improve supply chain efficiency* - [click here](#).

“With Queensland’s freight volumes expected to grow by more than 70 per cent by 2021, greater effort is needed by all levels of government to improve supply chain efficiency to prepare the state for this unprecedented level of growth,” said Mr Kilgariff.

According to the Queensland Government’s Moving Strategy, freight volumes across Queensland are forecast to increase from 881 million tonnes in 2010 to 1550 million tonnes in 2021.

“The Queensland Government is to be congratulated for the initial steps it has taken to prepare the state for this freight growth through its release of the Moving Freight Strategy and the draft Queensland Ports Strategy.

“It is critical however that there is greater consistency in policy, planning and approval processes when it comes to decisions that affect the efficient movement of freight.

“ALC is calling for delivery on key infrastructure projects across all modes of transport and a greater commitment by government to reduce red tape affecting the industry.

“Identifying and properly preserving key freight routes are at the top of the list, because unless land is protected for future freight growth we simply won’t be able to meet the 70 percent freight increase predicted.

“Getting more freight on to rail must be another government priority which can be supported through greater investment in short-haul rail, delivery on an inland rail line, as well as preserving appropriate parcels of land that can serve as locations for future intermodal sites.

“In respect of intermodal terminals in Queensland, ALC welcomes the State Government’s commitment to undertake a pre-feasibility study to inform the redevelopment of the Acacia Ridge Terminal.

“All governments also need to be bold and follow the lead of NSW by identifying assets that can be transferred to the private sector, such as has occurred with Port Botany and Port Kembla.

“Offering these assets to the private sector unlocks funds for major new logistics projects, such as West Connex in Sydney, which are needed in all of our major cities to advance the national freight effort,” he said.

Mr Kilgariff also expressed concern at the prospect of a curfew at Brisbane Airport, given the critical role the airport plays supporting freight movements.

“Overnight flights allow reduced freight costs, more efficient delivery of goods and allows early morning deliveries, so any decision by government to alter Brisbane Airport’s curfew-free status would be of concern to the logistics industry,” he said.

Mr Kilgariff also welcomed the Queensland Government’s delivery of a state port strategy which he said would help to provide greater certainty to Queensland’s major ports, particularly through the creation of five Priority Port Development Areas.

“The proposal to establish dedicated port development areas and granting them a licence to grow is a sensible step forward that acknowledges the critical link these major ports play supporting the efficiency of our national supply chains,” he said.

Date: Wednesday 23 October 2013

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