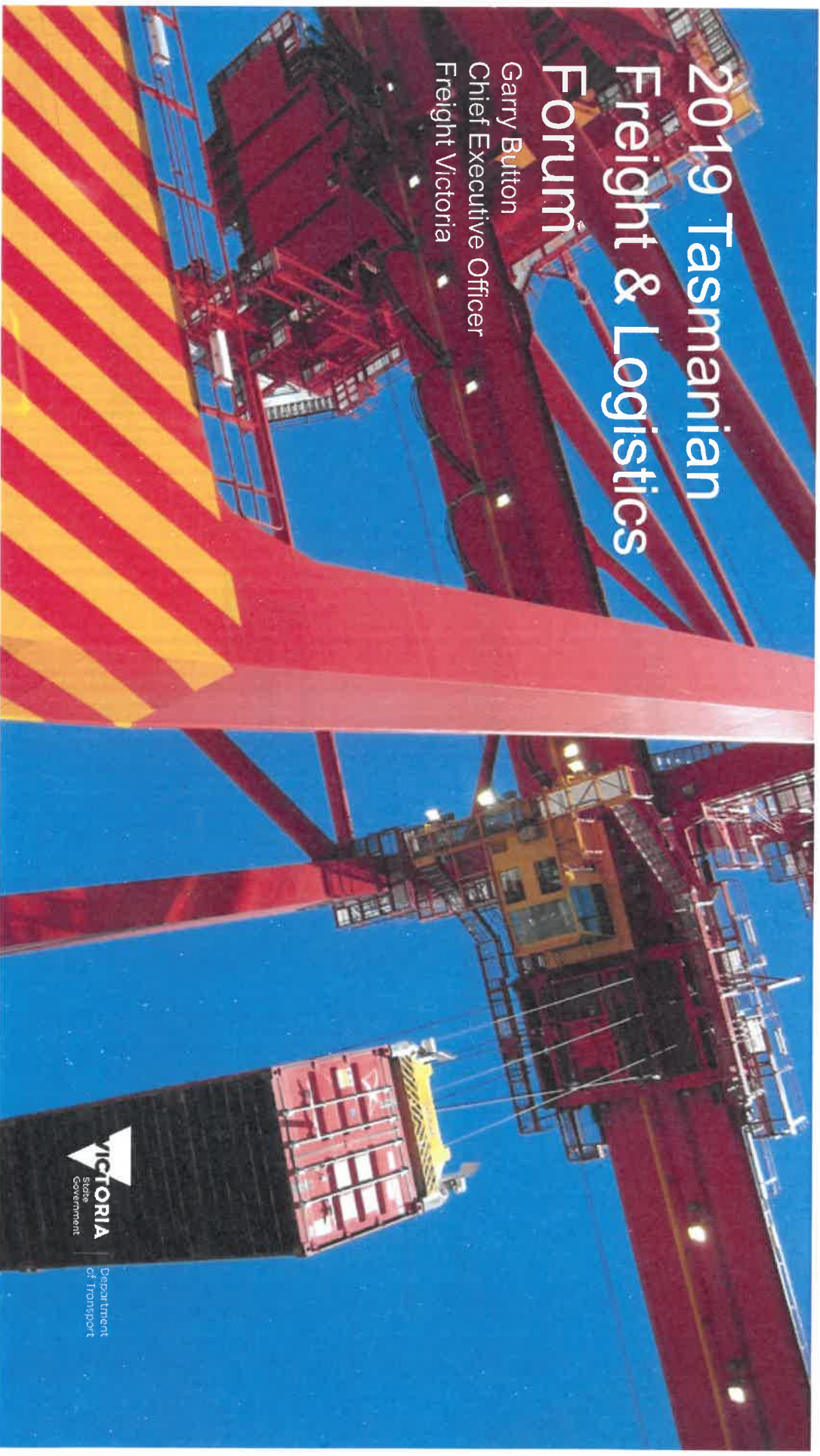


# 2019 Tasmanian Freight & Logistics Forum

Garry Button  
Chief Executive Officer  
Freight Victoria



Department  
of Transport



# Freight Victoria



Department  
of Transport



**VicTrack**



# Victoria's freight advantage

- The siting of the Port of Melbourne
- Plenty of accessible land for warehousing
- Strong freight-generating sectors like manufacturing and food-and-fibre
- Two curfew-free airports in Melbourne and Avalon
- A well-developed road network



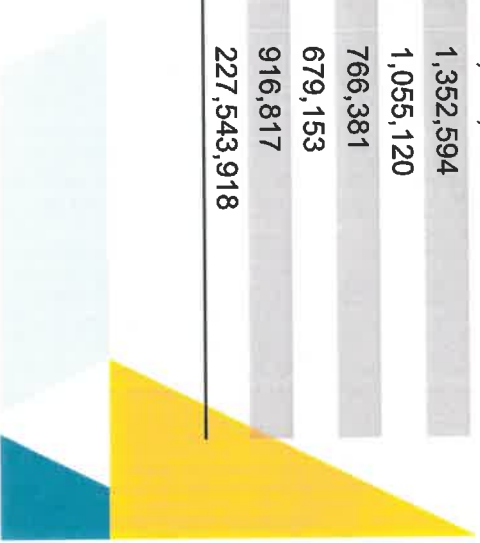
# What is the Victorian freight task?

## Regional freight

Commodity	Tonnes per annum
Forestry	10,413,448
Raw milk	6,720,000
Grain	5,967,728
Petroleum	2,221,641
Dairy products	1,751,423
Livestock	1,728,338
Fertiliser	1,703,327
Food & beverage	1,630,014
Mineral sands	1,315,000
Meat	1,111,031
Other	5,465,711
Total	40,027,661

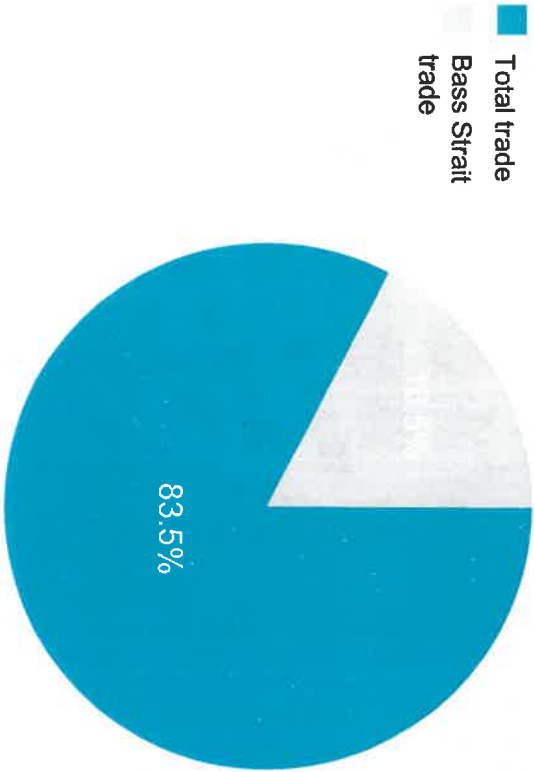
## Urban freight task

Commodity	Tonnes per annum
Manufactured goods	169,362,624
Food and beverage	28,517,580
Agriculture	12,496,844
Concrete	6,077,493
Steel	4,617,614
Petroleum	1,701,698
Automotive	1,352,594
Stock feed	1,055,120
Meat	766,381
Dairy products	679,153
Other	916,817
Total	227,543,918

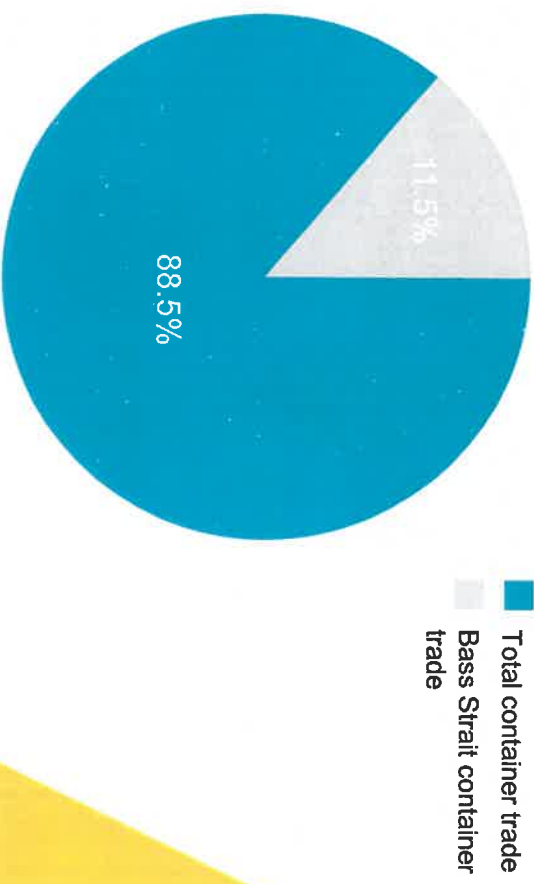


# Tasmanian trade and the Port of Melbourne

Bass Strait trade as a percentage of Port of Melbourne total trade



Bass Strait container trade as a percentage of Port of Melbourne total container trade







# Victorian Freight and Logistics Sector



**\$21 billion**  
contribution to GSP



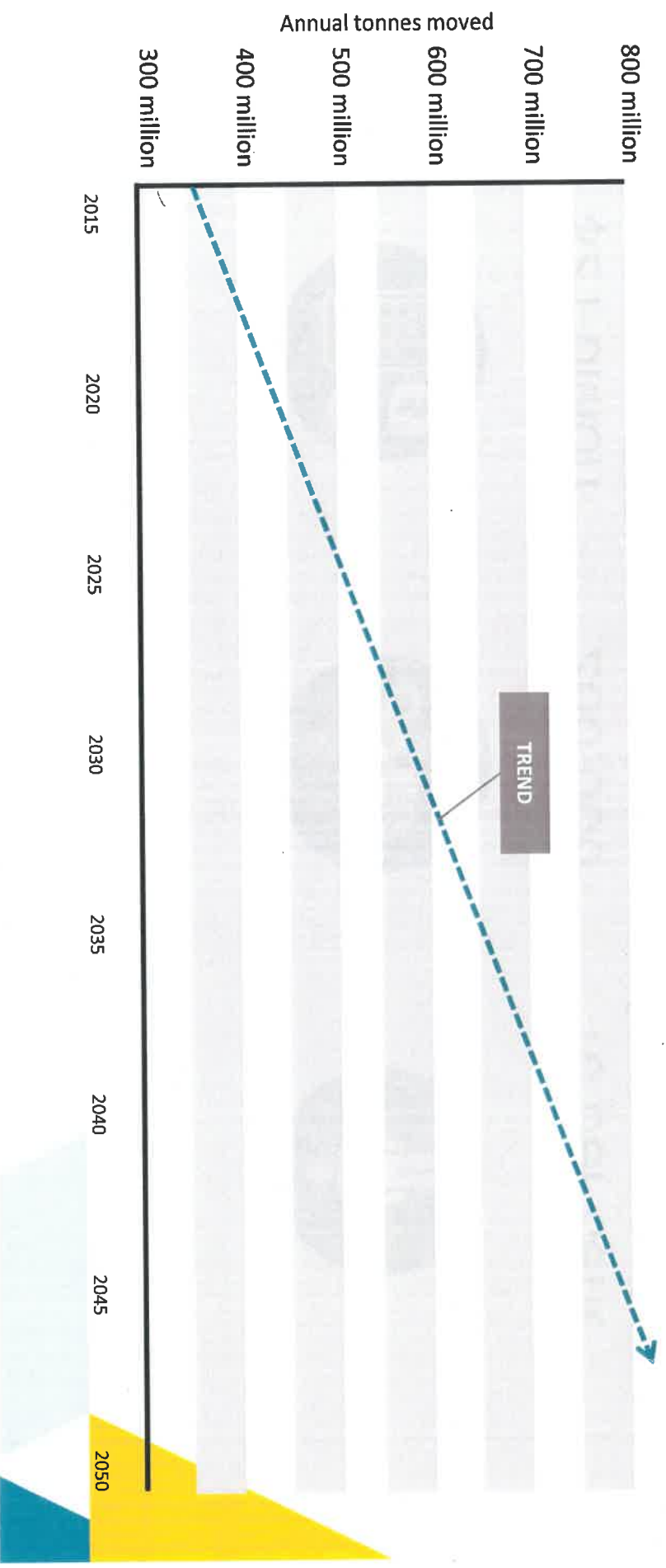
**260,000**  
employed



**16 per cent**  
female participation



# Why we need a freight plan





## What industry told us

- Freight needs a higher priority
- Freight corridors need to be protected
- Congestion is curtailing productivity
- Curfews and route restrictions are killing the last kilometre
- Tolls and port charges are a brake on industry
- Freight rail needs more investment
- The industry is underprepared for technology





## The Victorian Freight Plan

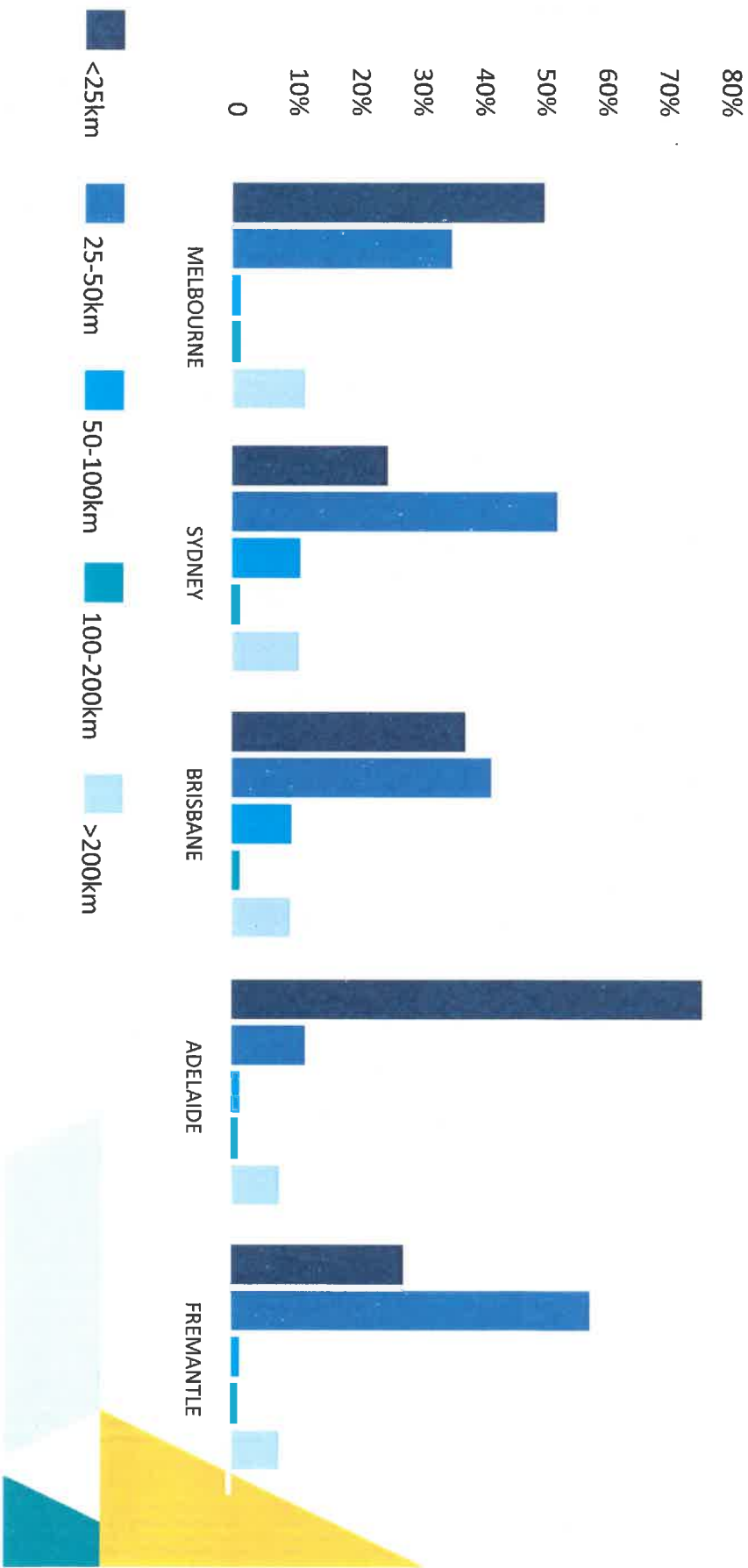
### Five priorities

1. Protect the freight network
2. Reduce the impact of urban congestion
3. Use our rail freight assets better
4. Look at the capacity of our ports
5. Encourage greater uptake of technology.



# Containers travel short distances from port

Trip length distribution for import containers in 2010

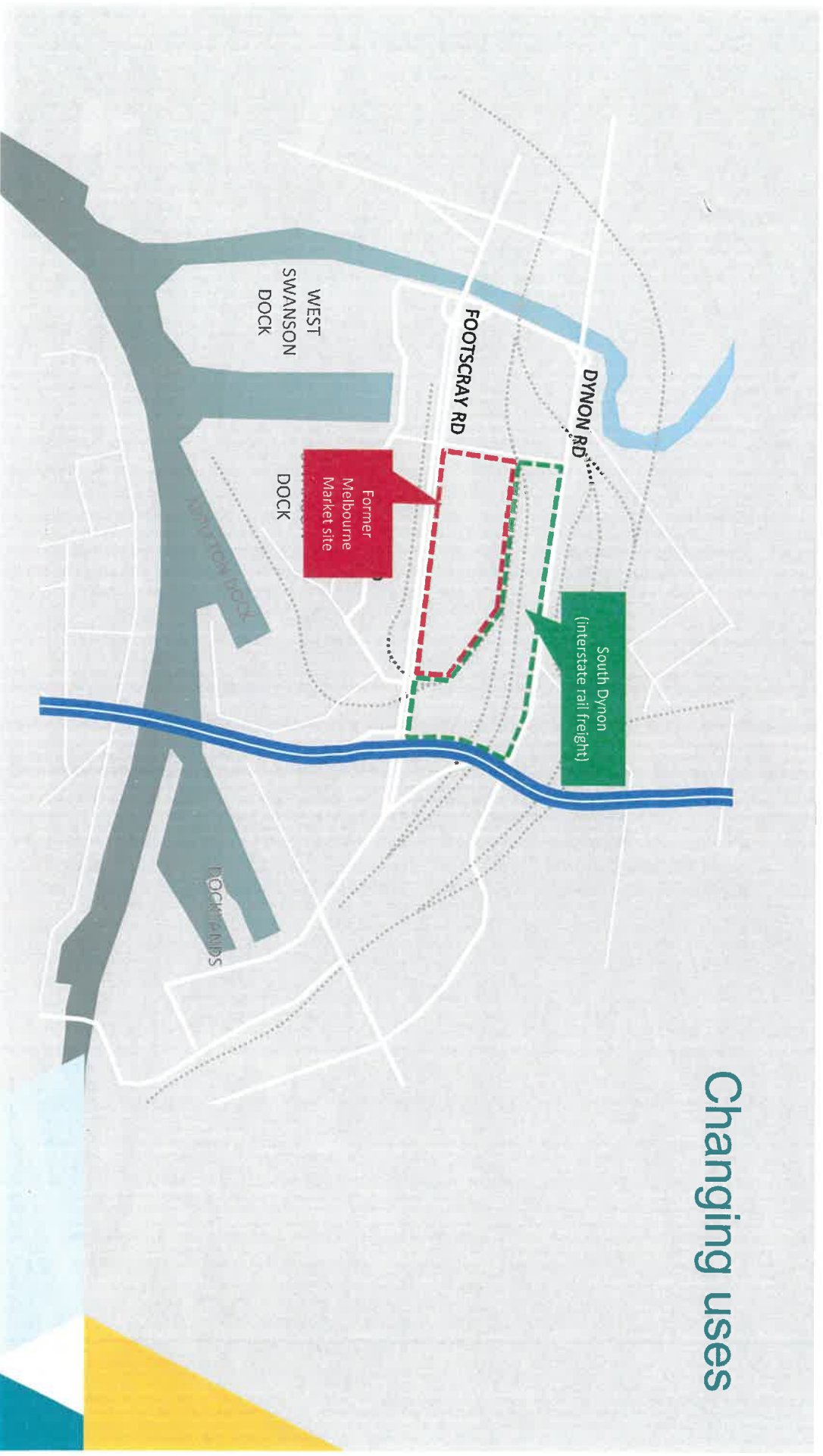


# A planned Port Rail Shuttle

- ..... Principal Freight Network – Rail
- Principal Freight Network – Road
- Existing intermodal terminal
- Potential connection to Port Rail Shuttle



# Changing uses







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