



## Efficient transport for agriculture

### Getting our farm produce from the farm gate to the plate with 21st century transport infrastructure

The Australian Government is investing in world-class infrastructure for stronger farmers and a stronger Australia.

In a country as big as Australia, agriculture can't be competitive without good transport infrastructure. Getting produce delivered on time, in good condition and fresh is essential to farm profit and consumer satisfaction.

Transport costs make up more than a fifth of farm gate value. Better infrastructure will reduce freight costs, by speeding up delivery times and cutting vehicle operating costs.

Our roads and railways are under pressure. By 2030, domestic freight is expected to increase by 70 per cent or approximately 300,000 more trucks on the road and greatly increased rail movements. To remain competitive, we must act now.

The Government has already committed to investing **more than \$50 billion in Australian infrastructure** including the Infrastructure Investment Programme.

## Building better roads

The Government's **Infrastructure Investment Programme** will fund improvements to: major highways, regional roads and bridges, and will address safety black spots.

The agriculture sector will benefit from upgrades to major freight routes, including the **Perth Freight Link, the Great Northern Highway between Muchea and Wubin, Bruce Highway, Toowoomba Second Range Crossing, the Warrego Highway between Toowoomba and Miles, duplication of the Princes Highway East between Traralgon to Sale, upgrade to the Princes Highway West, realignment of the New England Highway and upgrades to the Midland Highway.**

## Building better railways

Rail will continue to play an important role in getting our produce to market. By 2050, inland rail will carry two million tonnes of agricultural produce currently on roads.

The Government has already committed to investing **\$300 million to commence the development** of a new inland Brisbane to Melbourne rail corridor, including an improved freight link to the Port of Brisbane.

The Australian Government also recognises that to support the investment in rail track, governments and the private sector have a role to play in developing a network of intermodal terminals that are in the right

place. Industry needs to readily move freight across and between port, rail and road networks and onwards to customers. This is particularly important for transporting livestock and for ensuring there is an unbroken cold chain.

## Infrastructure for regional Australia

The first and last mile can be critical for getting produce to market.

The Commonwealth recognises that State, Territory and local governments are responsible for local roads and vehicle regulations. But we will continue to help them where needed.

For example, the **\$1 billion National Stronger Regions Fund** is supporting priority economic and infrastructure projects in regions across Australia.

The Government's **new Stronger Communities Programme** announced in the 2015–16 Budget will provide \$45 million for small capital projects in local communities.

The White Paper on Developing Northern Australia provides **\$700 million in the north, including \$100 million specifically for roads in the cattle supply chain.**

## Giving farmers the infrastructure they need most

The Government must get the best value for money for our farmers from our infrastructure investments.

The Government will invest **\$1 million to expand the CSIRO TRANsport Network Strategic Investment Tool (TRANSIT)** to cover a broad range of agriculture industries. TRANSIT analyses freight flows, routes and costs, and finds transport bottlenecks and pinch points. It will also look at first and last mile issues. TRANSIT will support governments across Australia to better plan and prioritise investment.

## Shipping

The efficient movement of freight via shipping is critical to Australia and the associated costs are made worse by excessive regulation.

The Government is **reforming coastal shipping regulations** to improve efficiency in the shipping industry.

Key features include: a new, single permit system that will reduce costs to business and enhance access to competitive international shipping services; and, simplifying rules for moving cargo, opening our waters up for business.

For farmers, cheaper, more accessible shipping means more choice of transport, lower prices and greater reliability.

## Levelling the playing field for Tasmania

The cost of Bass Straight sea transport disadvantages Tasmanian producers and exporters. The Government is investing **\$202.9 million over four years to expand the Tasmanian Freight Equalisation Scheme** to include goods going to markets not currently covered by the Scheme.

### Further Information

- [agwhitepaper.agriculture.gov.au](http://agwhitepaper.agriculture.gov.au)