

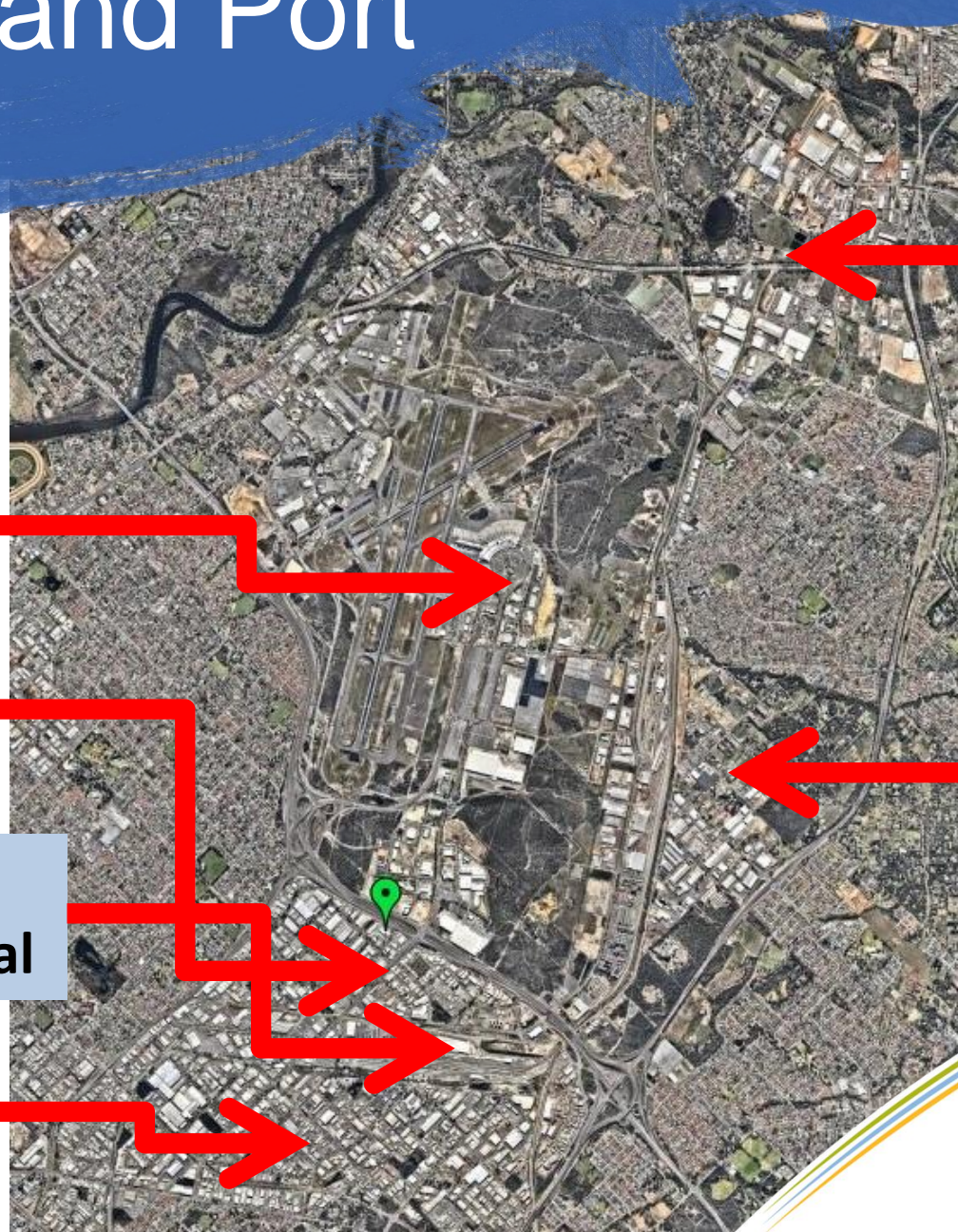
The Inland Port

Do we have a role to play?

Creating opportunities



The Inland Port



Hazelmere

Perth Airport

Kewdale

**Intermodal
Freight Terminal**

Welshpool

Forrestfield



How important is this place?

In 2016, Freight & Logistics in the combined area of Perth Airport, Kewdale, Forrestfield and Hazelmere:

- **comprised \$3.4B or 40% of output**
- **exported \$2.2B or 44% of goods/services**
- **employed 6,650 persons – 41% of all jobs**



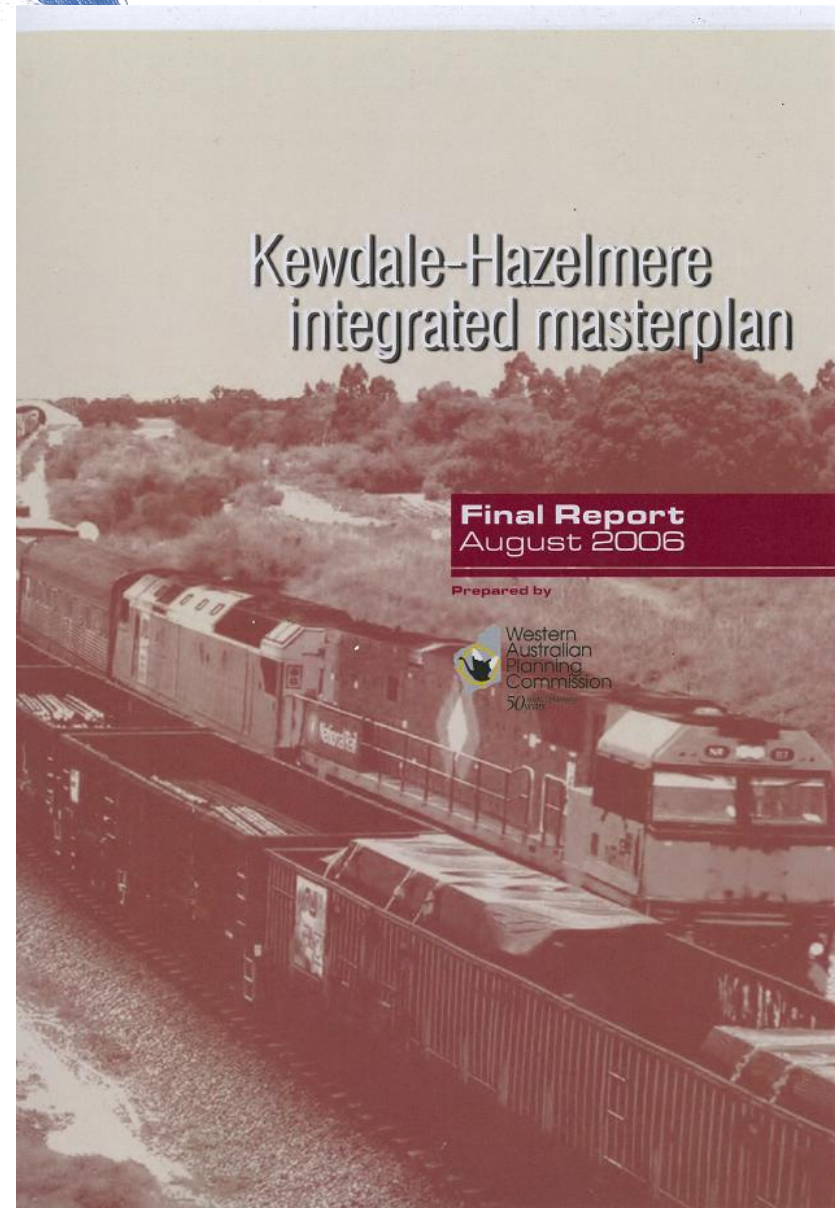
How important is this place?

- **Intermodal Terminal Network moves ~1.3M TEU per year, compared to 710,000 TEU through Fremantle Port last year**
- **This does not include all the other freight companies in the area**

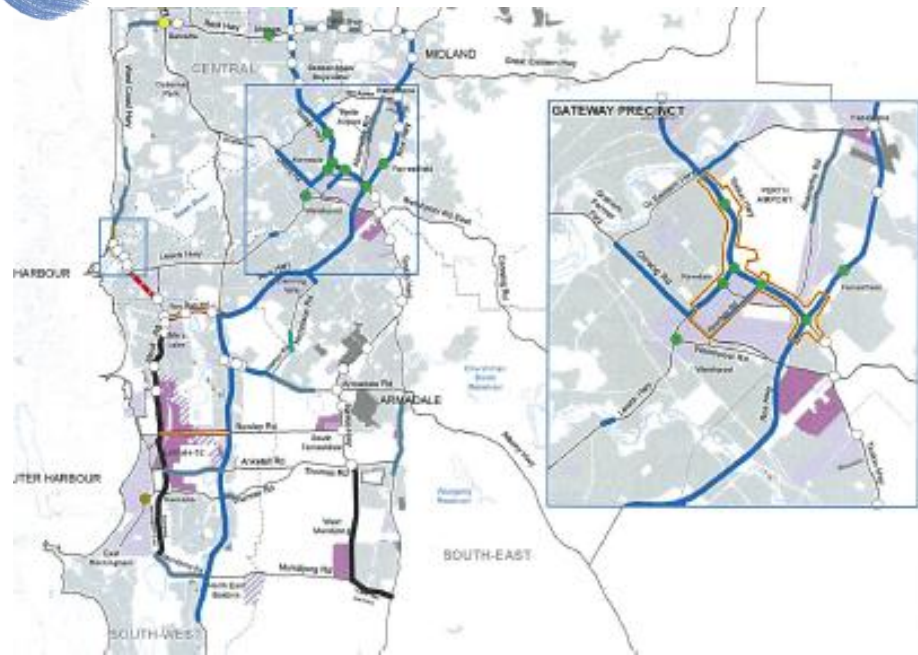


This is nothing new

- The area falls under the jurisdiction of four Local Governments with different statutory and strategic approaches to industrial land use
- Imperative that road, rail and servicing infrastructure supporting these areas is safe and surrounding land use is compatible with freight functions



This is nothing new



- Perth Freight Transport Network Plan @ 3.5M
- Strong focus on “Gateway Precinct” and connections to Harbour and NorthLink WA
- Expanding the Metropolitan Intermodal Terminal System one of Five Priorities for Action.
- Majority of Planning issues stem from SPP 5.4

What are we trying to do?

- **The Economic Development Officers of Belmont, Canning, Kalamunda and Swan are seeking to better understand our role in supporting this significant contributor to our joint economies**
- **What role does Planning have to play?**



Our goal

The creation of a world's best practice freight & logistics precinct in Perth's eastern Local Governments which both addresses the Region's role in meeting the State's growing freight needs and benefits our ratepayers and businesses.



We're not unique

- Other Local Governments are playing a role here
- Usually only one Local Government
- Good opportunities for learning from others

PARKES National Logistics **HUB**

12 HOURS TO 80% OF AUSTRALIA'S POPULATION

SYNCHRO MODALITY
Road: B-Double and B-Triple
Rail: Double stack
Air: 3 RPT Sydney flights daily
24/7 intermodal access with buffer zone.

LOWER COSTS
Fully serviced industrial land, warehousing and wages at a fraction of metropolitan prices.

INLAND RAIL
The freight game changer is promised to commence within 3 years.

FASTER TRANSIT
Flexible multi-modal solutions that are fast, easy and efficient.

BUSINESS OPPORTUNITIES
Centralised intermodal logistics terminal, national distribution, warehousing, manufacturing and agricultural processing.

LOTS OF LAND
600ha owned by Pacific National and SCT plus another 100ha available.

SKILLED WORKFORCE
White and blue collar talent from mining, logistics, manufacturing, administration services, and agriculture sectors.

LIFESTYLE
Friendly people, good schools, new hospital, outstanding lifestyle with room to move and affordable housing.

"One of the most strategically positioned road and rail junctures in Australia."

"From the Parkes HUB unique positioning on the East/West Rail Corridor and Double Stack capability, SCT is able to operate the largest intermodal trains in Australia."

SCT Logistics

Exciting supply chain opportunities await at the crossroads of the nation where key road and rail arteries deliver north, south, east and west. The Parkes National Intermodal Logistics Hub represents immense strategic and economic advantages for large transport users. With Linfox, SCT Logistics and Pacific National already established, it is the role of Parkes Shire Council, who initiated this development, to connect business with opportunity.

Inquire today. We're here to help.
P 02 6861 2333 F 02 6862 3946 E anna.wyllie@parkes.nsw.gov.au W parkeshub.com.au

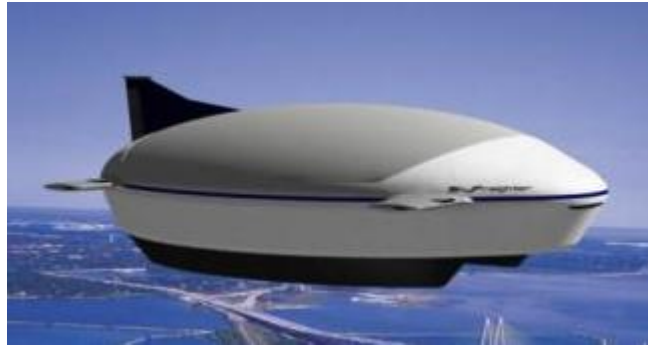
Anna Wyllie
Economic & Business Development Manager

The first steps

- **Define the freight and logistics industry in the region, scale and impact, key industry and regulatory stakeholders;**
- **Prioritise the top five freight/transport issues to address from the perspectives of both industry and government;**
- **Plot the freight network and highlight infrastructure and/or statutory gaps;**
- **Determine desire from industry to actively collaborate with Local Government in managing an inland port for the region.**



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WATCH THIS SPACE

