



Australian Government

**Infrastructure
Australia**

Ports Australia Centennial Conference

Priorities in Infrastructure Planning

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Audit, Plan and Infrastructure Priority List





Strategic long-term infrastructure planning

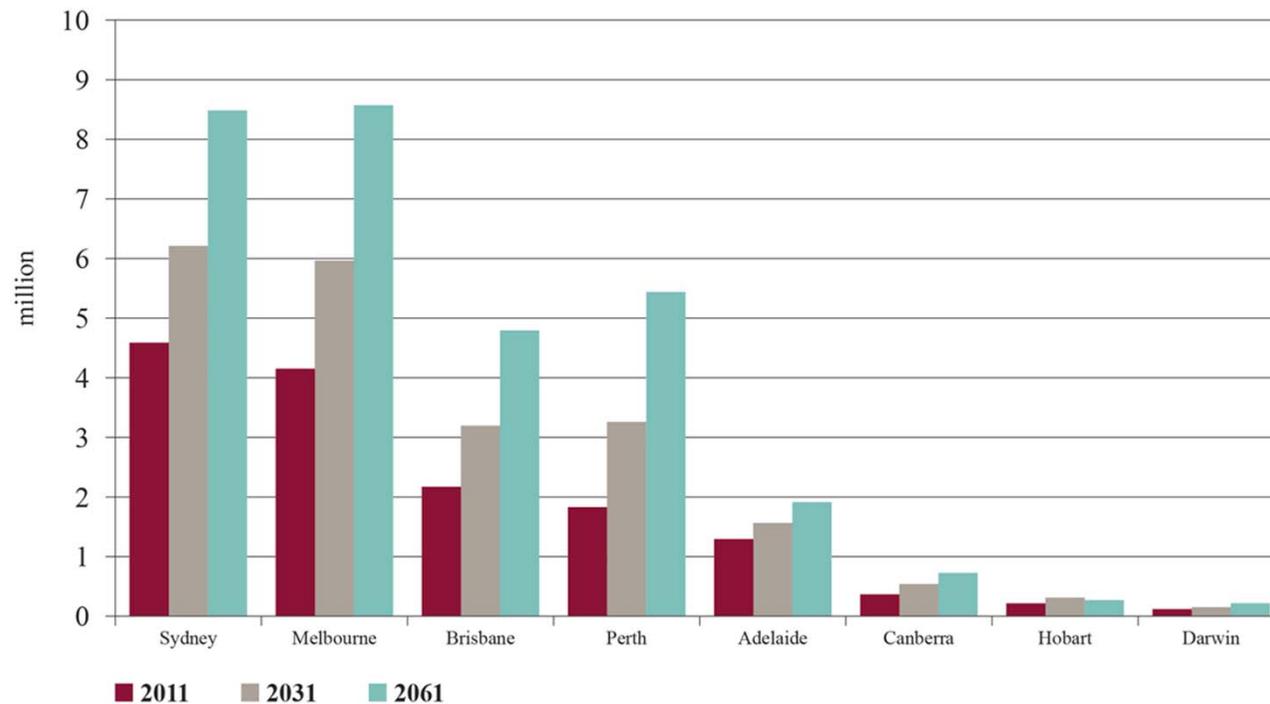
Need integrated infrastructure and land-use planning across all levels of government

Even more important given structural changes in the Australian economy



Growth in Australia's capital cities

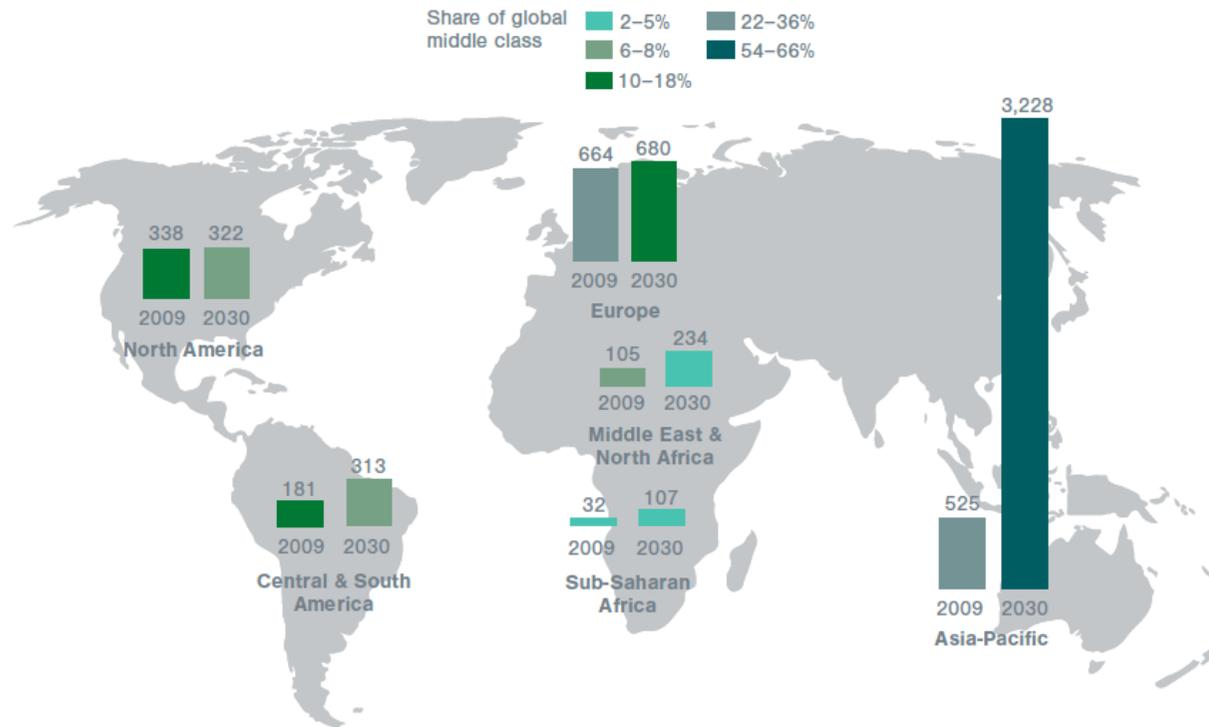
Projected population of Australian capital cities, 2011–2061



Source: Infrastructure Australia 2015 – Data from Australian Infrastructure Audit

Growth in Asia's middle class

Size of the global middle class as measured in millions of people



Source: KPMG Future State 2030: The global megatrends shaping governments

Increasing demand for Australia's ports



Source: *Infrastructure Australia 2015 – Data from Australian Infrastructure Audit*

The national freight challenge

Oversight fragmented across different levels of government

Strategies not well-integrated with land-use, transport and planning frameworks

Need to address both infrastructure and supply chains



Benefits of a national freight strategy

National strategy to address a national challenge

Supports more detailed, integrated planning by the states and territories

Builds on National Land Freight Strategy and National Ports Strategy



National Freight and Supply Chain Strategy

Define nationally significant freight corridors and precincts

Identify the network constraints and gaps

Outline a reform and investment pipeline to address these challenges



Benefits of the user-pays model

Direct link between usage and supply

Communicates demand profile back to infrastructure providers

Delivers services that are efficient and financially-sustainable



The need for road funding reform

Our current system is unfair,
inefficient and unsustainable

Governments will collect less
revenue while costs to build and
maintain the roads grows

Secure, sustainable funding for
roads and better services for users





Heavy-vehicle charging as a first step

Introduction of direct heavy vehicle charging within the next five years

Replace existing registration and usage charges

Accompanied by supportive regulatory and investment frameworks





Public inquiry into road reform

Assess existing funding framework
and develop a pathway to reform

Should be led by Infrastructure
Australia

Ensure industry and the community
understand limitations of the
current system



