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For Immediate Release

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### **Budget brings no good news for shipping industry**

The budget may have addressed some important issues in terms of infrastructure but none of it relates to the improvement of imports and exports through our ports with perhaps the exception of the extensions of the M4/M5 in Sydney and even the money allocated for those roads has many caveats.

With the nation needing to be more efficient and globally competitive in terms of imports and exports in the years ahead, federal infrastructure funding seems focused on urban transport needs rather than investing to streamlining freight movements to make the nation more efficient and cost effective.

Junior miners in South Australia have been waiting for some years for the provision of a suitable bulk ore berth in South Australia enable them to sell at current viable prices.

The pressure on infrastructure in Western Australia's north-west ports has seen ships waiting up to 3 or 4 weeks to deliver important infrastructure materials for building new projects because of a lack of suitable berth facilities.

"Is it any wonder that expansion of export facilities and new production projects are on ice when cost overruns have been a feature of delivering the projects currently being built?" Shipping Australian Chairman Ken Fitzpatrick said.

In terms of liner cargo, no Commonwealth funding has been mooted for bringing forward construction of terminals to handle containers in future years for Melbourne or Fremantle and the vital inland infrastructure to make those work efficiently.

As an island nation we have to rely on sea carriage for the vast majority of our overseas trade, and given the Government's admitted shortfalls in revenue, their focus needs to be on providing appropriate strategies and funding to ensure the planning and implementation of facilities to expand trade and improve overall revenue streams.

"This year's budget is yet another missed opportunity for the Government to invest in improvements to shipping and industrial transport infrastructure that would pay back the investment many times over" Ken Fitzpatrick said.

Perhaps the Government will surprise us and the mysterious \$463.9 million that Australian Financial Review reporter Fleur Anderson identified as set aside in the budget for “decisions taken but not announced” will be directed to some improvements in national transport infrastructure.

Editor's note:

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*Shipping Australia is a peak national shipping association comprising 35 member shipping lines and shipping agents that would be involved with over 70% of Australia's container and car trades and over 60% of our break bulk and bulk trades.*