

GPC Containerised Freight Initiative

The next major container
terminal on Australia's
east coast



**Gladstone Ports
Corporation**

Growth, prosperity, community.



Gladstone Ports Corporation (GPC) is Australia's premier multi-commodity port, creating and facilitating prosperity for Queensland. As the gateway for Australian trade, jobs and prosperity, we are resolute in our commitment to facilitate new freight and trade opportunities — including containerised freight — to ensure our communities thrive.

GPC has a unique three-port footprint, managing and operating the Port of Gladstone, the Port of Rockhampton, and Port of Bundaberg. The ports see approximately 2,000 ships call to transport over 34 major cargoes annually, totalling more than 122 million tonnes of product per annum.

With over 100 hectares (ha) available for containerised freight, warehousing and distribution, the *GPC Containerised Freight Initiative* offers a valuable opportunity for investors to shape new facilities and operations with a capability of between 1 million to 1.5 million twenty-foot equivalent units (TEUs) when fully developed.

The proposed containerised freight hub will be ideally located in the Port Central Precinct at the Port of Gladstone. GPC's other ports at Bundaberg and Rockhampton will support the containerised freight hub.

With a naturally deep water harbour protected by Curtis and Facing Islands and the Great Barrier Reef, the Port of Gladstone has been identified as one of the southern hemisphere's priority ports. Our existing world-class harbor has significant expansion capacity, with our large landholdings unconstrained by urban growth, positioning Gladstone as the most expandable port in Australia. The proximity to trade parties in the northern hemisphere offers this region a competitive advantage.

100ha of land and capability for 1 million to 1.5 million TEUs

Our Central Queensland location is ideally positioned, and has the potential to be developed to an international scale, creating opportunities for local manufacturing and increasing the speed to market globally.





GPC's Port Central Precinct — the hub of the GPC Containerised Freight Initiative

Port Central is the proposed precinct to develop as the thriving hub of the GPC Containerised Freight Initiative. With nearly 100ha available for the development of two new wharves, container staging, and warehousing and distribution centres, there is a significant opportunity for growth.

Port Central is located in the heart of Gladstone, centred around the Auckland Point and Barney Point Terminal facilities. Development of the container handling facilities and warehousing and distribution centres will centre around the existing Auckland Point 4 berth and the yet to be developed Auckland Point 5 and 6 berths.

Auckland Point Terminal can now handle larger container vessels following the completion of a \$3.8 million mooring facilities and development on a \$6 million container staging pavement. Auckland Point 5 and 6 berths offers future stevedores of scale the opportunity to develop wharf and berth, and security for exclusive operations.

Coupled with intermodal connections to rail, port access roads, and extensive warehouse and distribution facilities, there is significant opportunity for a major investor to engage early and play a key role in developing the architecture of a world-class container terminal. With the right infrastructure and operating partners, GPC believes the facility will be capable of between 1 million to 1.5 million TEUs.

The facility has the benefit of the Gladstone Port Access Road and existing rail connections for development of intermodal facilities to meet the needs of modern logistics operations.

GPC — instrumental to growth in Central Queensland

Central Queensland is on the verge of unprecedented opportunity with globalisation, new energy and new technology — and GPC is instrumental to this growth. Thanks to our well-established infrastructure base, a large array of State Development Land, transport connectivity, and a highly skilled workforce, there are a multitude of opportunities available.



The opportunity for containerised freight

Globally, containerised freight trade has been growing rapidly and, due to its low cost, it is the dominant mode of transport for international cargo.

On Australia's east coast, the average number of twenty-foot equivalent units (TEUs) is projected to grow by a total of 78.8 per cent from 2019-20 to 2032-33. The Port of Brisbane is projected to experience the second largest growth in TEUs behind the Port of Fremantle, growing by 100.6 per cent to 2032-33.

At a time when most other Australian ports are landlocked in heavily congested urban environments, Gladstone offers easy access and faster sailing times to the growing Asian market.

Additionally, development will ease the burden on other ports and we have the space, capacity, skillset, and commitment to grow containerised freight trade for Australia.

The development of the Central Queensland Inland Port at Yamala will also provide opportunities to increase containerised freight from the vast Central Highlands agricultural catchment for efficient containerised rail to Gladstone.

With advocacy underway to connect Central Queensland to the Inland Rail and further improvements in Heavy Vehicle Freight Corridors, the future for containerised freight and highly efficient freight logistics in Gladstone looks bright.

Average TEUs on Australia's east coast projected to grow by 78.8% from 2019-20 to 2032-33

PORT OF FREMANTLE
5.3 Annual TEU Growth Rate
105.1% Growth by 2032-33

PORT ADELAIDE
4.6 Annual TEU Growth Rate
86.6% Growth by 2032-33

PORT OF GLADSTONE
121.9 million tonnes tonnage throughput for 2019/20

PORT OF ROCKHAMPTON
150.8 kilotonne tonnage throughput for 2019/20

PORT OF BUNDABERG
391.9 kilotonne tonnage throughput for 2019/20

PORT OF BRISBANE
5.1 Annual TEU growth rate
100.6% Growth by 2032-33

PORT OF BOTANY
4.0 Annual TEU Growth Rate
72.4% Growth by 2032-33

PORT OF MELBOURNE
4.0 Annual TEU Growth Rate
72.4% Growth by 2032-33

EAST COAST AVERAGE
4.2 Annual TEU Growth Rate
78.8% Growth by 2032-33

Advocating for supporting infrastructure

At GPC we are resolute in our commitment to creating world-class infrastructure to support the development of the *GPC Containerised Freight Initiative*. As part of this, we are actively advocating and strategically engaging with government and industry leaders including Regional Development Australia (RDA), AgForce, Gladstone Regional Council (GRC) and the Central Queensland Regional Organisation of Councils (CQROC) to continuously improve the road and rail networks connecting the port to producers and customers.

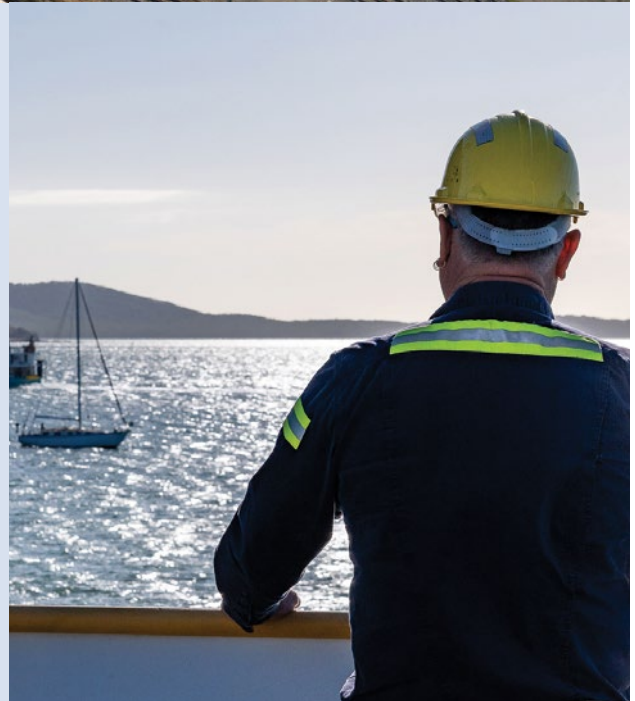


Expansion beyond Port Central

Intergenerational planning is a key priority for GPC as custodians of this landmark asset. With a vision that extends 50 years, we have a clear plan for the future.

Longer term, there is potential to develop a second facility at GPC's Fisherman's Landing precinct, providing significant opportunities for growth in the Port of Gladstone.

With a natural deep water harbour and a maintained channel depth of 16m Lowest Astronomical Tide (LAT), there are a range of options to accommodate larger vessels.



Investment enquiries

GPC is actively speaking with organisations interested in being part of the development of a world-scale container handling facility in Gladstone. Port Central and its foundation infrastructure provide a springboard to incrementally develop the logistics supply chain and an opportunity for investors of scale to shape the design of the facility.

For further information regarding potential business opportunities with GPC, please contact our Business Development team at businessdevelopment@gpcl.com.au

To find out more about GPC, our trade statistics, and our vision for Gladstone, please visit gpcl.com.au/container



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