Qube Holdings Limited

Presentation to AFIF May 2015

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QUBE
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Organisational Structure

Qube Overview

Activities predominantly Australian and New Zealand based;
Market capitalisation of over A$3 billion;
Group employs around 3,700 people

Logistics Division

Movement of containers and bulk commodities (grain) to and from ports by road and rail (and related services)

Ports & Bulk Division

Stevedoring, processing, storage and logistics services for vehicles, bulk products, oil and gas projects and general cargo

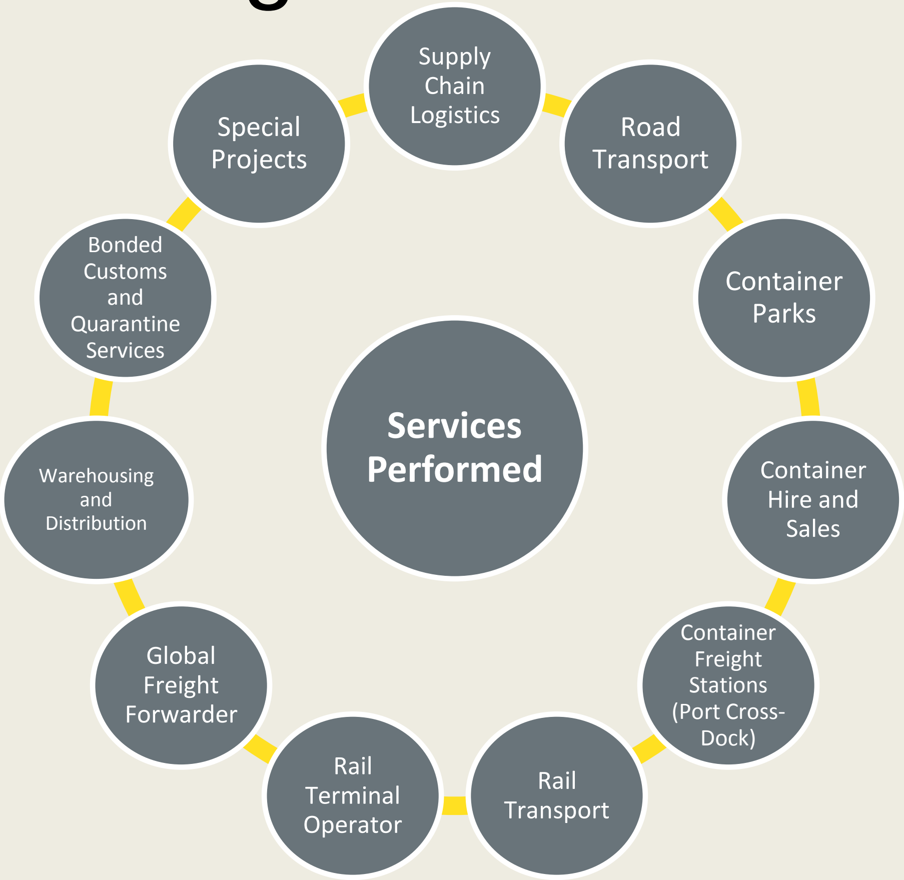
Strategic Assets Division

Strategically located properties for future development into inland terminals and related logistics activities;
Investment in Quattro Grain storage and handling terminal

Corporate

Small corporate team to support the operating divisions

Qube Logistics



Qube Logistics

- National presence in all capital cities and regional areas
- Operates in excess of 210ha over 48 sites (including Freight Depots, FCL, Empty Container Parks and Warehousing)
- Operates 8 multi-user Rail Terminals:

    in Queensland (1), New South Wales (4), Victoria (2) and South Australia (1)

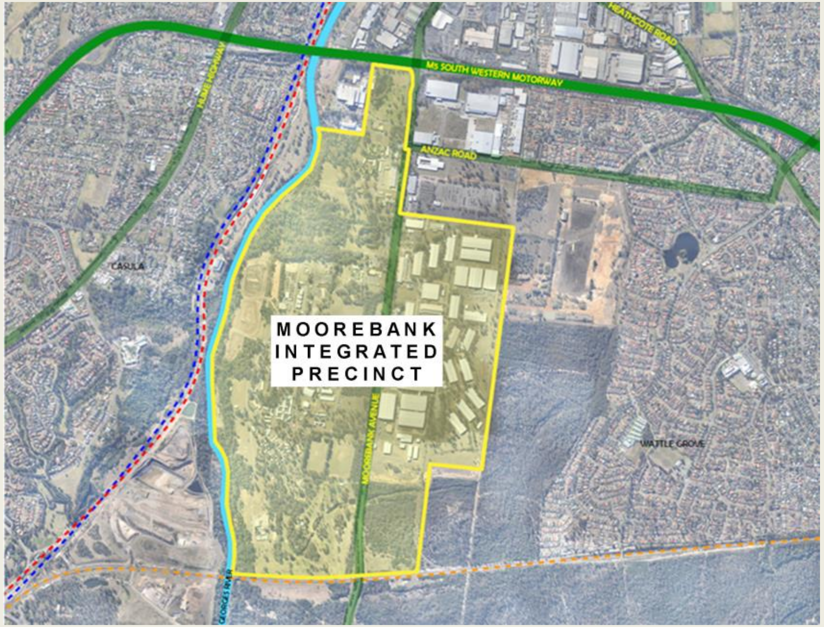
- Rail fleet size of around 65 locos and 750 wagons
- 320,000 TEU p.a. on rail through Port Botany
- Future rail terminal and warehousing developments in Melbourne
- Future rail terminal and warehousing developments at Moorebank and Minto in Sydney

Logistics Challenges

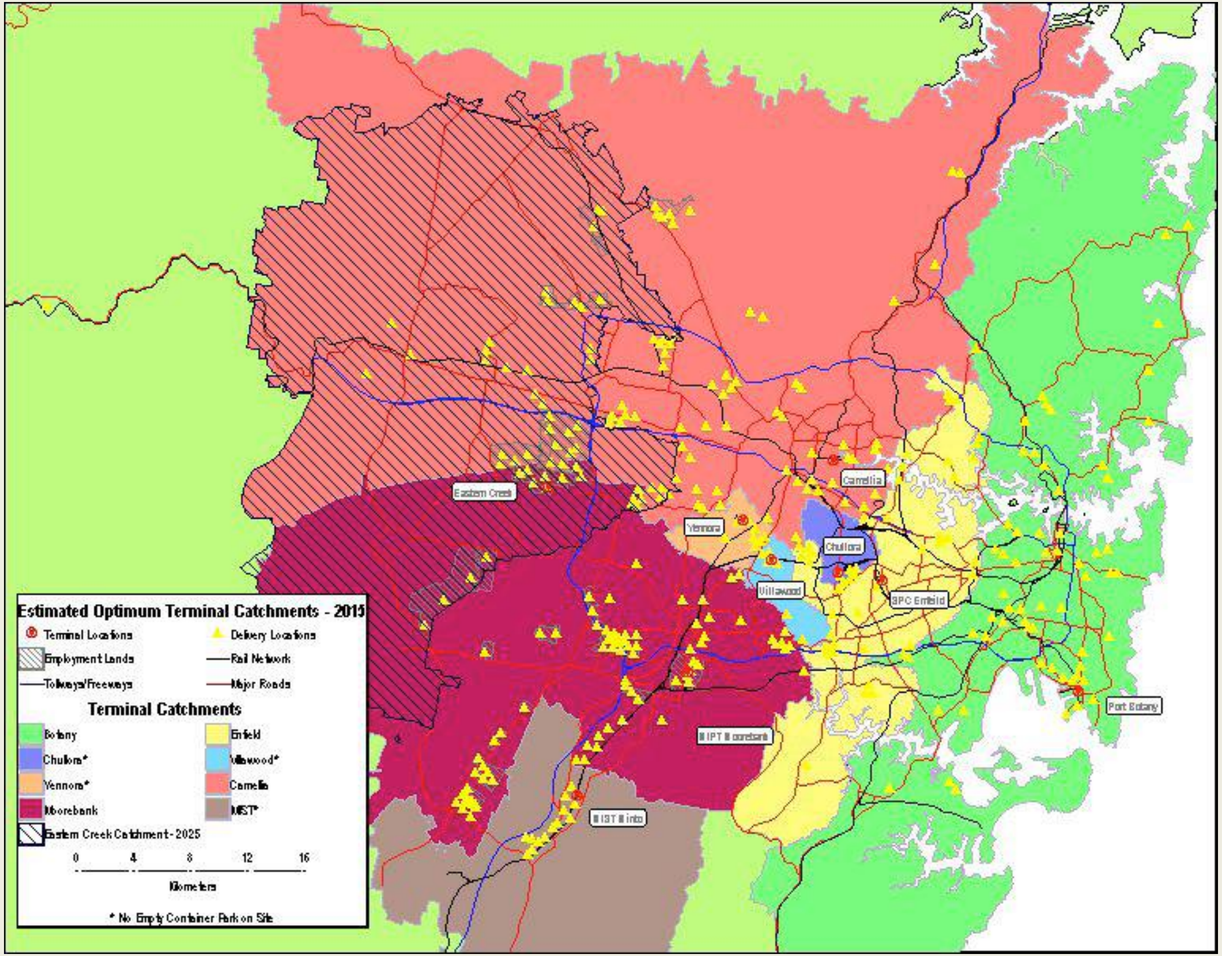
- Current road and rail infrastructure inadequate to cope with the demand
- How do we use existing road and rail infrastructure more efficiently?
- Can we afford to assume that stevedores can double the road volume through their gates?
- What role should rail play in and out of our ports?
- Why has the PoMC not supported on-dock rail and in fact allowed the stevedores to close it?
- How much can rail contribute? 30% of say 5mill TEU = 1.5mill TEU
- How do we plan now for Regional Rail and Metropolitan Rail Shuttles?
- Rail network issues and conflicts with passenger rail
- Metro rail can deliver a large modal shift in volumes and economics

Moorebank

Moorebank – Ideally Located



Optimum Terminal Catchment Areas - 2015



Why Moorebank?

- Largest Integrated intermodal logistics facility with IMEX and Interstate rail terminals
- Complementary warehousing and distribution facilities
- Enhanced logistics outcomes for customers through efficient movement of freight on rail
- Reduced handling / movement of goods lowers logistics costs
- Superior location alongside M5 and M7 motorways and dedicated Southern Sydney Freight Line
- Heart of south western Sydney growth corridor
- Alleviate the freight demand on the existing road network between Port Botany and the airport precincts and western Sydney
- Critical infrastructure that will facilitate increased rail modal share of freight movements
- Address increasing demand for freight logistics within the Sydney Metropolitan area

Creating an enhanced freight industry cluster in western Sydney

Benefits of Moorebank to NSW

- Radically changes import/export supply chains significantly increasing freight productivity
- Will establish Sydney as Australia’s premier freight hub and Botany as Australia’s No.1 container port
- Will assist export-related activities – the “Food bowl to Asia” opportunities
- Will make New South Wales exporters more competitive internationally
- Enhances the ability to maximize volumes through Botany infrastructure – 8 to 10mill TEU
- Enhances the ability to maximize volumes through existing rail infrastructure

Sydney will need a network of Intermodal Terminals for supply chain efficiency and optimisation

- With Moorebank, New South Wales will have 5

Questions