

# IPG



INTERPORT GLOBAL

A Dynamic Central Queensland Development  
of National and Global Significance

## Who are AllCap and IPG?

**AllCap Securities** is an Australian investment firm: infrastructure, property and private credit.

Over 2024-25 AllCap **acquired majority interest in two companies** advancing visionary infrastructure projects: **IPG – container port/shipping** and **Greenlink – rail/container freight**

Under IPG banner, developing a **nationally significant transport and logistics solution based on Gladstone** and a 'best in class' delivery strategy using proven global and national partners.

A privately financed infrastructure strategy lifting national productivity with CQ at the centre.

### ALLCAP SECURITIES STRATEGIC & PORTFOLIO PARTNERS

#### Engineering Construction and PM

**HASLIN**



#### Specialist Services Procurement and Delivery



# Our Major Project Verticals

Subject to government and regulatory approvals

## CONNECTING QLD TO INLAND RAIL VIA GLADSTONE



## DEVELOPMENT OF GLADSTONE SMART CONTAINER PORT

Powered by a Joint Venture with Westwell





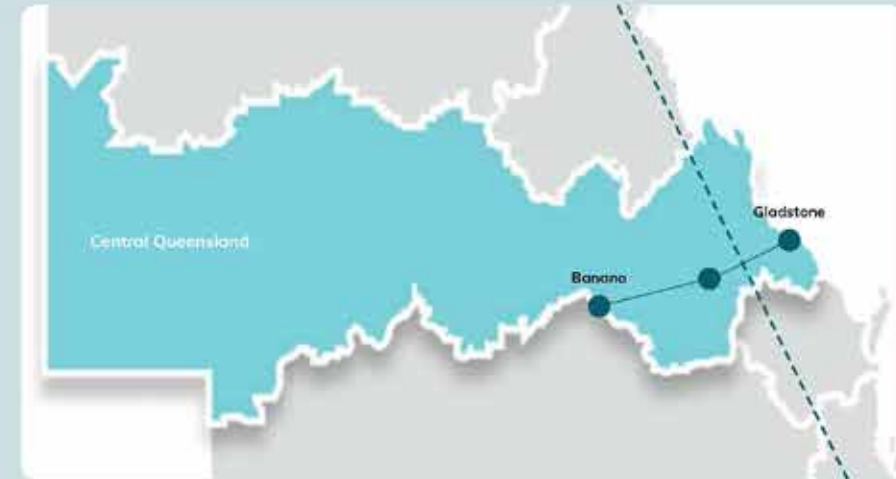
# Our Major Project Verticals

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## IPG SHIPPING – DEDICATED DIRECT SERVICES TO ASIA FROM GLADSTONE



## DEVELOPMENT OF AN INLAND PORT



## Why? The need for capacity & the capacity to grow

- Australia's population forecast to exceed 30 million by 2032.
- Globally inefficient supply chain and logistics system:
- Geographic isolation, Customs and border complexity, port congestion, labour force constraints, over-reliance on road freight.
- Capacity of major eastern seaboard ports remains manageable, but constraints emerging given deficient road and rail infrastructure.
- A Gladstone Smart Port by 2029 sharply increases throughput to circa 900K TEUs with Ultra-Large Container Vessels (ULCVs >18,000 TEUs) also consolidating direct Asian trade.
- Productivity Commission: Queensland freight task alone is expected to triple to 4.5 million TEUs by 2050 from 1.5 million currently.

### PHASED GROWTH BY SUPPORTING EXISTING CQ DEMAND

- Existing CQ agricultural exports and containerised commodity flows used to support the staging of commercial operations, including expanded cold storage capacity at the port.
- Once delivered, Inland Rail creates an efficient eastern seaboard land-bridge and enables IPG to address sea bound supply chain deficits.
- NOTE: IPG's targets represent <20% of Port of Brisbane FY25 full container export volumes (circa 400,000 TEUs)





## Insight: Capacity Needed to Address Emerging Deficits

	2024/25	2032	2040
Population	27.5m	30m	33m
Eastern Seaboard Container Capacity* vs Demand (Port & related Rail/Road)			
Net Surplus / Deficit (exc. Gladstone)	+2.5m	+550k	-1.3m

ESTIMATED CONTAINER DEMAND FROM CQ PRODUCTS (PER ANNUM)	2026/27	2032	2040
QLD Beef	25,000	35,000	40,000
Mandarins	7,500	10,000	12,500
Grapes	500	5,000	7,000
Other Citrus	5,000	7,500	8,500
Pulses and Grains	15,000	20,000	22,500
Aluminum	15,000	17,500	20,000
TOTAL	68,000	95,000	110,500

### IPG Gladstone Berth 4

2024/25 & 2032



### IPG Gladstone Berths 5 & 6

2032



2040



Capacity Demand

## Project Timeline and Phasing

To achieve IPG's overall vision, the Project has been carefully phased in order to ensure each aspect is economically viable in its own right

### PHASE 1: 2025-2027

- ✓ IPG Shipping
- ✓ IPG Cold Storage
- ✓ IPG Port Central Bess
- ✓ Aligned Initiatives:
  - IPG River Ranch
  - IPG Homegrounds

PHASE CAPEX ESTIMATE:  
**\$550M**

### PHASE 2: 2026-2029

- ✓ IPG Gladstone Smart Container Port
- ✓ IPG Inland Port
- ✓ Aligned Initiatives:
  - IPG Woodlands

PHASE CAPEX ESTIMATE:  
**\$6.7B**

### PHASE 3: 2027-2030

- ✓ Inland Rail
- ✓ Aligned Initiatives:
  - Halal Meat Processing
  - Biofuels Manufacturing
  - Fuel Storage
  - Defence Warehousing

PHASE CAPEX ESTIMATE:  
**\$12.5B**

# Connecting Australian Industries Across the World



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