

‘What does the South Australian Freight industry need?’



Evan Knapp
Executive Officer
South Australian Freight Council



SOUTH AUSTRALIAN FREIGHT COUNCIL



The South Australian Freight Council is:

- * SA's peak multimodal transport and logistics industry association
- * Our membership covers all transport modes - road, rail, sea and air; large freight users and mode specific associations
- * Serving the freight industry in South Australia for over 20 years

What we need - Regulations

Access

- * *Note: Great improvements over the past three years by DPTI - for which they have the industry's thanks.*
- * Commonality between PBS access and equivalent gazetted network access. One network for PBS3A, DRT and B-Triples.
- * Merger of HML and non HML networks in SA
 - * To allow access for those who have made the investment in trucks and mass accreditation at the appropriate level. Infrastructure weight limits dealt with via restrictions.
- * Commodity Networks to HML
- * Industry Goals for access improvements: TRT/PBS 4A south of Pt Augusta (Dublin?), PBS 3A on the Dukes & Sturt Hwys



What we need - Regulations

Congestion

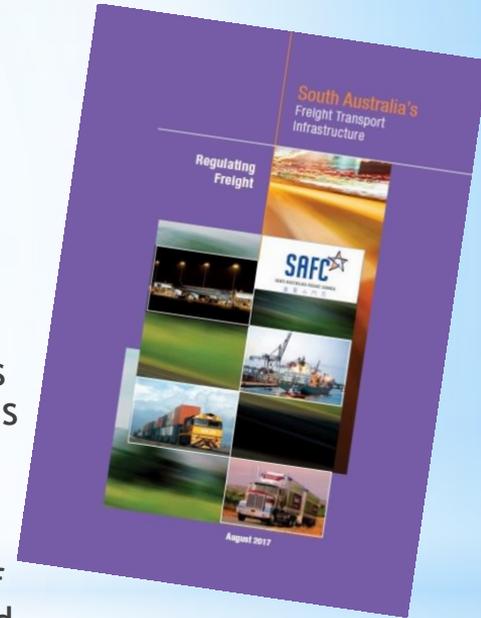
- * RAA Travel time surveys since 1996 have demonstrated a consistent decline in traffic flows during peak times across metro Adelaide.
- * Not yet at eastern state levels - but neither do we wish to experience these in SA
- * Infrastructure is part of the solution, but scarce resources require regulatory responses as well
- * Need to ban parking on Key Freight/Major Traffic routes - initially at peak times, but moving to 24/7 clearways
- * In essence, this is implementing a policy stated in DPTI's *Functional Hierarchy for SA's Land Transport Network* document
- * Also a need to implement indented bus stops and protected parking bays to alleviate road space encroachment
- * Where possible, identify cycling corridors adjacent to Key Freight/Major Traffic Routes



What we need - Regulations

Adelaide Airport Curfew

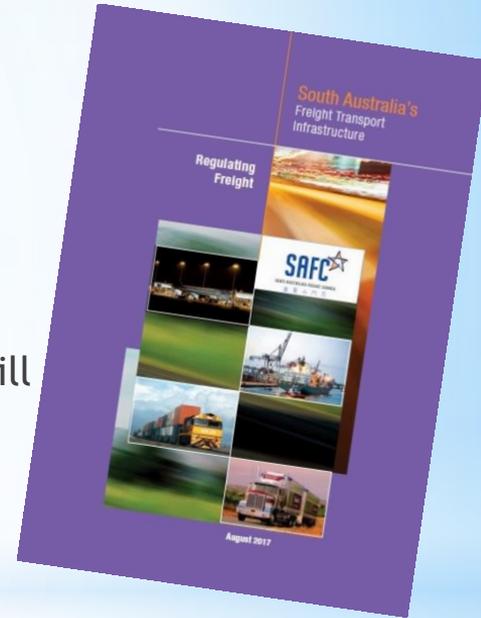
- * The current curfew restricts night time operations at Adelaide Airport
- * SAFC is not calling for a removal of the curfew despite the restrictions it imposes
- * Regulation 7 of the Adelaide Airport Curfew regulations specifies the types of aircraft permitted to operate inside the curfew. This list has been updated only once in the 18 year operation of the curfew, while many new quieter types of aircraft have been introduced during this period.
- * A better solution: implement a noise standard set at the level of currently permitted aircraft, which will allow newer, quieter and more efficient aircraft to be introduced at market timelines
- * Win/Win.



What we need - Regulations

Competency-based Forklift Licencing

- * Forklift licences are a key career pathway into many transport and logistics careers, including truck driving
- * Since 2010, classified as 'high risk work', which requires a minimum 18 years of age
- * Also requires competency based training and assessment; and will be working in a supervised and safety controlled environment
- * Yet learner driving licences are available at 16 and licences for use unsupervised on public roads are available from 17 (P1)
- * Industry is losing potential industry entrants - particularly the early school leavers due to this issue.
- * **Solution:** Competency based forklift licence training available from age 16, with appropriate safety requirements and safeguards.



A 20 year State Infrastructure Strategy (SIS) for the freight industry

- * In many respects, it will replace the former Government's Integrated Transport and Land Use Strategy (ITLUP)
- * SAFC strongly supports the legislative requirement to prepare such a document, and to update it every 5 years



What we need - Infrastructure

7 urgent priorities - the first 5 years

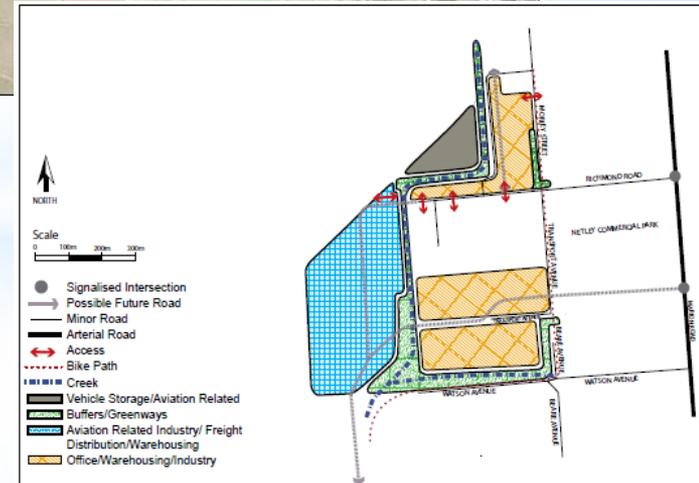
1. **Upgrade of the North South Corridor** - Completion of the upgrade of the non-stop North-South corridor remains industry's top Priority Project
 - * Industry Preference: Regency Road to Pym Street, then North to South with the Torrens River to Richmond Road the next priority.
2. **Widening the Outer Harbor Shipping Channel** - to accommodate Post-Panamax vessels calling to Australia
3. **Eyre Peninsula Grain Lines** - The EP rail system is in a poor state of repair and there is a developing road focus for the movement of grain in the region which may have negative externalities.



What we need - Infrastructure

7 urgent priorities - the first 5 years

4. Accelerated Maintenance Regime - maintenance spending has increased in recent years (down in 18/19) but has not kept pace with demand.
5. Airport East Precinct Freight Development (including Richmond Rd Airport Connector)
6. Duplication of Joy Baluch Bridge - Port Augusta
7. Horrocks Hwy - requires a priority safety upgrade, especially between Roseworthy and Clare



What we need - Infrastructure

Select High priorities -5 to 10 years

- * Port Wakefield to Port Augusta Highway Stage 1 (Bypass/Upgrade at Pt Wakefield)
- * Pt Wakefield to Pt Augusta Stage 2 (Duplication)
- * Tarcoola to WA Border Re-railing (and onwards towards Kalgoorlie)
- * Port Adelaide Access Improvements - Coghlan Rd Upgrade, Port Flat Rail Loop



What we need - Infrastructure

Select High priorities -5 to 10 years

- * Riddoch Highway Upgrade
- * Sturt Highway Stage 1 Duplication: Greenock to Truro and Barmera to Paringa
- * Level crossing removals - particularly on the interstate main line
- * Regional Port Improvements - but not a port at the end of every street.



What we need - Infrastructure



Select Future Projects -10 years +

- * Sturt Highway Stage 2 - Duplication (Truro to Barmera and Paringa to Vic Border)
- * Cross Rd joining Portrush Rd as a key National Highway entry to Adelaide - or an alternative link from SE Freeway to NS Corridor
- * Mallee Hwy (Tailem Bend to Pinnaroo)
- * Dukes Hwy Duplication
- * Swanport Bridge Duplication

What we don't need - Globelink

- * The Freight industry does not support the new Government's Globelink "freight" plan.
- * This will hurt every sector of our industry:
 - * 'Freight Only Airport' at Monarto - Will potentially cost international services at Adelaide Airport - at the same time that AAL is investing \$160m to attract them. The vast majority of international airfreight moves in the belly of passenger aircraft. Unlikely to be used - at all.
 - * Rail Bypass - was proven in a 2010 Commonwealth Government study to be not economically viable; and re-confirmed by the recent RDA/Tonkin study to have a negative BCR. Will also cost Adelaide rail services.



What we don't need - Globelink

- * Road Bypass - will add substantial additional time and cost to road freight into Adelaide, with resultant competition and fatigue issues (IF it is even used)
- * Port Adelaide - A major element of the Port's competitive advantage is low road freight costs which may now evaporate
- * Likely cost: \$8 - 10 billion; taking away from higher BCR projects like the North South Corridor.
- * However we remain open to working with the Government and stakeholders to address the underlying issues that seem to have prompted that plan.



Alternatives to Globelink

- * Globelink appears to be a response to 3 primary issues:
 - * Air freight export facilitation
 - * Heavy vehicle traffic on Portrush Road
 - * Rail freight noise through the Adelaide Hills
- * There are a raft of other potential solutions to these issues, including:
 - * A purpose built Airport East Freight Precinct at Adelaide Airport, with strong landside freight links - including a Richmond Road extension to the North South Corridor
 - * Improved links between the SE Freeway and North South Corridor - via Cross Road or an alternative - will naturally divert heavy traffic away from Portrush Road
 - * Planning system improvements to assist with rail noise - as occurs in WA and other jurisdictions; along with technological improvement trials.

Thank you



Evan Knapp

Executive Officer

South Australian Freight Council

Knapp.evan@safreightcouncil.com.au

(08) 8447 0664

296 St Vincent Street

PORT ADELAIDE SA 5015



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