



## 20 YEAR STATE INFRASTRUCTURE STRATEGY – DISCUSSION PAPER PORTS AUSTRALIA SUBMISSION

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Ports Australia welcomes the opportunity to comment on Infrastructure SA's initial planning and strategy document for the coming 20 years that will support the South Australian Government's economic and infrastructure ambitions for the State.

### ***Ports Australia – Representation***

Ports Australia is the peak industry body representing all port authorities and corporations, both publicly and privately owned, at the national level. Ports Australia is a constituted company limited by guarantee with a Board of Directors, comprising the CEOs of thirteen member ports. Our website is at [www.portsaustralia.com.au](http://www.portsaustralia.com.au).

Ports Australia works closely with the Government and its agencies on the development and implementation of policies and regulatory settings that will facilitate the efficient and safe operation of the nation's ports, while ensuring ports have the ability to develop their capacity to meet Australia's freight task.

### ***Ports Australia – Position***

Ports Australia agrees with the considerations put forward by Infrastructure SA with regards to the future development of the State and its associated implications for infrastructure. It is our view that the ambitious targets put forward by the South Australian Government with regards to economic and population growth can be a strong driver for targeted planning and infrastructure development. This can serve the communities of South Australia well beyond the 20-year horizon. The Discussion Paper outlines all the key principles and themes, albeit at a high level, necessary for planning and facilitating economic prosperity for the State.

A key advantage in planning for South Australia is its small population size in comparison to Australia's largest cities, Sydney and Melbourne. The Government has the opportunity to learn from the planning and implementation undertaken by governments of New South Wales and Victoria in developing strategies to manage the needs and demands of their growing populations. There is an opportunity to put in place the infrastructure and land planning to minimise the conflict between infrastructure and community to ensure economic prosperity and the well-being of the community.

Key principles such as urban encroachment, targeted transport corridors and better transport connectivity between transport modes are at the heart of planning for effectively functioning cities and states. While recognised in the Discussion Paper, these principles do not come across as key pillars for the strategy, and accordingly we consider that the lessons learnt from New South Wales and Victoria may be lost in the future planning for South Australia. Appropriate implementation of these principles is essential for the economy of South Australia to stay competitive, both domestically and internationally.

Regions such as west of central Adelaide are prime for such considerations as the industrial area will grow as will the potential future requirements of the port in servicing a growing population. We acknowledge high level consideration of this matter on page 31 of the Strategy. However, given the forecast provided for the growth of greater Adelaide's population, further consideration is necessary to ensure:

- appropriate transport corridors are in place to reduce congestion in this region and through the greater city where commercial transport (including high productivity vehicles) is likely to be moving; and that
- planning for housing developments are limited to a level where community well-being and growth is not in conflict with the 24/7 movement of freight and sounds of a running port.

We further support the view of developing and publishing an infrastructure pipeline of projects that have bipartisan political support and that have been rigorously assessed and prioritised. This will set the vision to industry and community and accordingly allow for the appropriate planning and investment, thereby facilitating the incorporation of key principles discussed above.

### ***Ports Australia – Responses to Key Questions***

1. What infrastructure investment would make the biggest impact to unlocking economic growth in South Australia in the next 0-5, 5-10 and 10-20 years?

Ports Australia is not privy to any cost-benefit analysis that is necessary as part of prioritising infrastructure projects to invest in. However, alignment with political commitments, complementary policy planning with relevant Commonwealth Government initiatives, consideration of the demands of the growing neighbouring population in Victoria that requires servicing, and consideration of the ports' ability to service the demands of a growing population and business base of South Australia, are relevant factors in determining prioritised investments.

2. What strategies should be adopted to ensure Adelaide maintains its liveability as it grows?

As mentioned previously, Adelaide as a key advantage over many of Australia's major cities given its small population base in comparison. This will allow policy makers and planners to learn from the lessons of rapidly growing cities of Sydney and Melbourne. Some of the key pillars in planning discussed above, e.g. urban encroachment and transport corridors, are vital to ensuring the high liveability standards of cities such as Adelaide.

3. How can infrastructure provide resilience against bushfires, drought, flooding, sea level rises and the like?

This is not easily answered given the diversity of infrastructure and their capabilities. However, an emerging principle of planning is the need to build sustainable infrastructure. Ports around Australia have embraced this principle and are utilising approaches such as solar powered energy and by-products of steel making for concrete, to reduce reliance on existing strained resources and improve resilience, while being cost effective. Further examples can be sought across various industries to ensure the State invests in infrastructure that is sustainable.

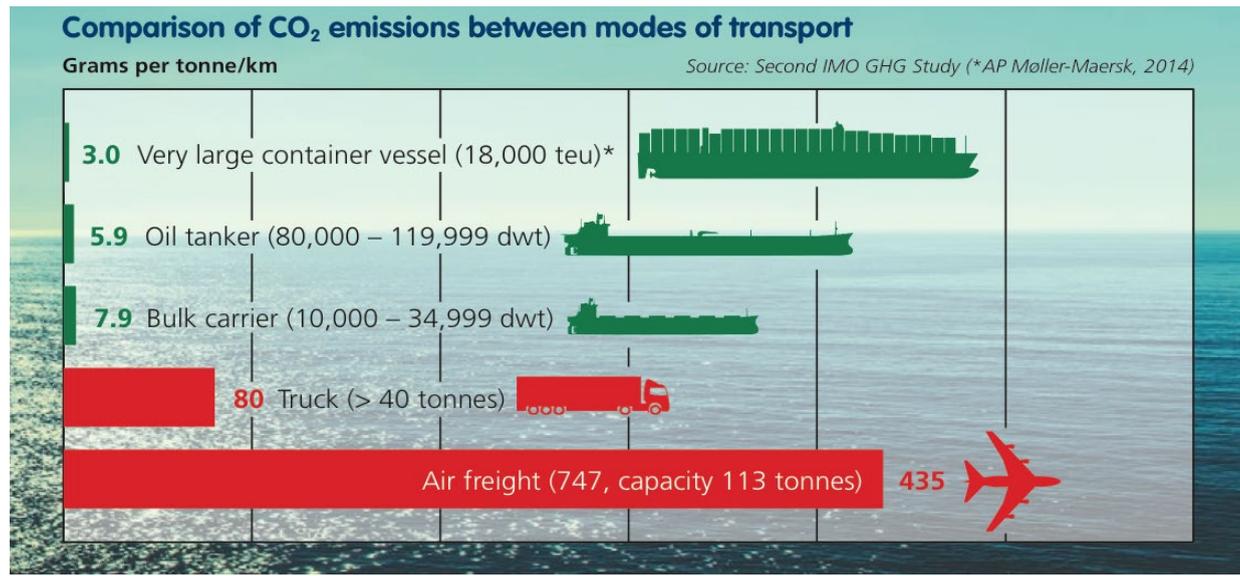
4. How can we best plan and accommodate the infrastructure needed to create vibrant and economically productive precincts?

The Strategy is good first step in the planning process to ensure the key planning principles have business and broader community support, and bipartisan political support. A five-year rolling review of an

Implementation Plan would ensure planning aligns with the key targets (e.g. population and economic growth), while also providing an opportunity to amend the Plan for changing considerations of Government, community and business.

5. How can South Australia take the lead on reducing emissions from transport?

A key driver in reducing emissions from transport is to ensure the transport mode being used is the most effective in moving freight, while limiting the level of emissions emitted. Ensuring government policies, incentives, and infrastructure are in place for business to utilise appropriate transport opportunities can be a key factor in reducing emissions from transport. As outlined in the picture below shipping is the most effective in reducing emissions, but generally requires significantly larger movement of volumes.



An example of a recent government initiative in this space is the Western Australian Government's policy to raise its container rail subsidy which has resulted in a 30 per cent increase in the amount of freight taken by rail to Fremantle Port. While not only reducing congestion levels on the roads surrounding Fremantle, there are also obvious environmental benefits.

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