



ALC Welcomes South Australian Integrated Transport and Land Use Plan

The Australian Logistics Council (ALC) welcomes the release today of the South Australian Integrated Transport and Land Use Plan which aims to achieve a greater level of integration between the public and private sectors in the provision of port and freight networks.

“The Plan estimates South Australia’s freight task will increase to more than 120 billion tonne kilometres by 2043, which underscores why a long term, strategic approach to meeting the state’s infrastructure and land use planning needs is critical,” said Michael Kilgariff, ALC Managing Director.

“I welcome the Government’s commitment to unclog Adelaide’s major arterial route by completing the north-south corridor which will assist in the efficient movement of freight throughout the city.

“The creation of an efficient ‘spine’ through the city that improves linkages between Adelaide’s industrial base and its freight gateways is needed if South Australia is to sufficiently handle increased freight volumes over the next thirty years.

“I also welcome the Opposition’s commitment to this important piece of infrastructure which provides industry with much needed certainty for the long-term.

“The committed expansion of intermodal terminals at Bowmans and Penfield is also a significant step towards improving the capacity of the network and is necessary to facilitate greater levels of freight movements on the interstate rail network.

“Targeted upgrades of regional freight routes that will allow the greater use of High Productivity Vehicles (HPV) is welcomed, so too is the Government’s support for nationally consistent and streamlined regulations for freight transport as well as its commitment to address ‘last mile’ issues.

“On the issue of planning, it is imperative that the final version of this plan is consistent with the National Land Freight Strategy, the National Ports Strategy and the work being undertaken as part of the Heavy Vehicle Pricing and Investment Reform.

“At the state level, ALC’s strong preference is for urban and freight plans to be contained in the one integrated document so that both the planning and transport bureaucracies are fully involved in the development of planning needs.

“This is because ALC has always been concerned that the interests of freight are the ‘poor cousin’ of planning, with the need to move goods secondary to other interests, such as urban development.

“On this point, ALC notes the Plan proposes a number of ways to safeguard freight routes, corridors and facilities from the encroachment of inappropriate or incompatible land use.

“We also note that the Integrated Transport and Land Use Plan will ‘sit alongside’ the Strategic Infrastructure Plan for South Australia so as to ensure that infrastructure provision is integrated with transport and land use planning.

“Ultimately, ALC will judge the effectiveness of this approach on the tangible outcomes it delivers the logistics industry, the efficiencies it delivers, as well as the Government’s ability to delivery on the final set of actions to the projected timeframes,” he said.

[Click here](#) to view the South Australian Integrated Transport and Land Use Plan.

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Further information: Duncan Sheppard on 0412 340 934