



INFRASTRUCTURE SA

20-Year State Infrastructure Strategy Submission

August 2019

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EXECUTIVE SUMMARY

GWA welcomes the opportunity to contribute to the 20-Year State Infrastructure Strategy discussion paper to ensure that SA's railways, roads, and ports are future-proofed for strategic growth when the economic environment improves. We believe that growth in the SA sector can be expected over the next decade and that the potential for supply chain inefficiencies to restrict or limit this growth will require deep analysis to which we are pleased the State government in undertaking the 20-Year Infrastructure Strategy. We trust that this study will ensure that future freight policies and infrastructure needed to support this growth, are implemented.

Rail is central to any multimodal freight transport solution. According to the ARA, "rail is the most cost effective mode of land freight transportation and with increasing liquid fuel prices, will enjoy absolute price advantage for all non-urban journeys. Rail freight is up to 9 times safer than road freight. Rail freight is 10 times more fuel efficient and causes up to 10 times less emissions than road freight. Given the severe road congestion in an around Australia's ports and major arterial roadways, modes, such as rail, must be utilised to alleviate road congestion (ARA, 2010)". GWA understands this commentary is regarding primarily longer haul supply chains, regional rail and port connectivity rail also plays an important ongoing and future position in the industry relating to agricultural and mining commodities.

The regulatory environment for road and rail to ensure an efficient and commercial outcome should be a key priority of this review process.

GWA operates in the rail supply chain for general goods via our Intermodal service and the agricultural and mining bulk sector. It is our view that the current supply chains would greatly benefit from the development of multi-modal rail sidings in strategic locations such as Port Bonython and Gilman to cater for the growing business environment and economy in our State. Investment in rail and road infrastructure linking to bulk port facilities such as Port Bonython enabling connection to existing transport links will be enablers for economic development beyond the 20 year period that this study addresses.

GWA would welcome the opportunity to work with the South Australian Government, industry and other key stakeholders during the development of the 20-Year plan. Transparent and relevant stakeholder engagement throughout the development process for each component; ports, rail, terminals, and road, together with relevant needs analysis, will ensure that the plan is not only relevant for today but the foundation for future progress and prosperity.