



SOUTH AUSTRALIAN FREIGHT COUNCIL



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Agricultural Competitiveness Taskforce
Department of the Prime Minister and Cabinet
PO Box 6500
CANBERRA ACT 2600

Dear Sir / Madam

RE: Agricultural Competitiveness White Paper

On behalf of the South Australian Freight Council Inc (SAFC) Membership I thank you for the opportunity to comment on the Agricultural Competitiveness White Paper.

SAFC is the State's peak, multi-modal freight and logistics industry group that advises both the Federal and State governments on industry related issues, and is funded by both governments and industry. SAFC represents road, rail, sea and air freight modes and operations, freight services users, and assists the industry on issues relating to freight logistics across all modes.

SAFC welcomes the opportunity to contribute to and inform the Whitepaper on the Competitiveness of the Australian Agricultural Sector from the perspective of the transport and logistics sector as a *critical enabler*.

The geographical location of agricultural activity in predominantly regional and remote areas of South Australia and Australia results in a heavy reliance on the transport and logistics sector to move product to local, regional, national and international markets in an efficient and effective manner.

To achieve this outcome, getting agricultural products to market, the transport and logistics industry, including the road, rail, air, sea and services sectors (including warehousing, freight forwarding and the like) require efficient and effective infrastructure and *light touch* regulatory regimes that will facilitate efficient operations in our sector.

SAFC acknowledges that over recent years there has been an increase in transport infrastructure investment and a streamlining of transport regulatory regimes nationally and locally. Nonetheless, SAFC contends that much more needs to be done in these areas if we are to maintain and improve our competitiveness.

SAFC has articulated the South Australian transport and logistics industry's priorities for improvement in its publications:

- *Moving Freight* – details the priority infrastructure projects for South Australia to facilitate economic growth and prosperity (November 2012)
<http://www.safreightcouncil.com.au/MovingFreight2012.pdf>
- *Regulating Freight* – which outlines regulatory priorities. This document was released in March 2008 and is currently progressing through an update process. Whilst many of the issues raised in this document have progressed to some extent, there is much more that needs to be done in this area.

<http://www.safreightcouncil.com.au/SAFC%20Regulating%20Freight-FINAL-25mar08.pdf>

- SAFC's most recent statement - *Green Freight* – was released in March 2014 and outlines opportunities to enhance sustainable operations in the transport and logistics sector and to improve the sustainability of supply chains

<http://www.safreightcouncil.com.au/GreenFreight%20%20Final%20Low%20Res%20March14.pdf>

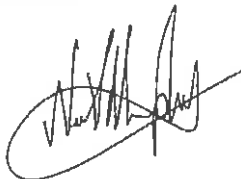
All of these publications contain recommendations for improvements that will benefit the agricultural sector, as well as other industry sectors. Specific benefits will likely include:

- the creation of more direct, cost efficient and competitive pathways to local national and global markets;
- protection of key freight corridors and facilities from urban sprawl and incompatible land use resulting in improved surety for future operations;
- improved product outturn through better maintained transport infrastructure (less product damage, reduced vehicle operating costs, and improved safety outcomes);
- improved access for high productivity vehicles (HPV) from the farm gate and along freight/commodity routes and corridors to key silo complexes and other key facilities such as ports and rail heads. SAFC asserts that improved heavy vehicle access will reduce unit costs for industry and the total number of trucks on the road (which will also provide positive economic, social and environmental outcomes for local communities). The removal of First/Last Mile constraints will likely be of significant benefit to the agricultural sector.
- A reduction in red tape and an acceleration of recent activity to harmonise regulatory regimes impacting on the transport sector, without compromising safety. The movement of agricultural machinery between facilities and states is one area where significant benefits are available from harmonisation.

SAFC commends the development of an Agricultural Competitiveness White Paper that is intended to protect our national interest, enhances our return from a global environment and complements broader State and Commonwealth Government policies.

Should you wish to discuss any aspect of this submission, or require clarification of any matter raised, feel free to contact me by telephone on (08)8447 0688 or Email: murphy.neil@safreightcouncil.com.au.

Yours faithfully



Neil Murphy
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SA Freight Council Inc