



Our Ref: RPF:YA

18 May 2005

Committee Secretary
House of Representatives
Standing Committee on Transport and Regional Services
Parliament House
CANBERRA ACT 2600

Email: trs.reps@aph.gov.au

Dear Sir

Inquiry Into The Integration Of Regional Rail And Road Freight Transport And Their Interface With Ports

I provide for your information issues considered of importance to the Warwick Shire Council in relation to the abovementioned inquiry.

Council is very keen to see the continued development of the inland rail network, including the Cunningham Rail Link, to allow for the nation's road network to be designed and constructed as part of a combined network of road and rail that results in a reduction in the amount of freight being transported on our roads.

Your consideration of Council's comments would be appreciated.

Yours faithfully

Rod Ferguson
Chief Executive Officer

Enc.

Picnic to the Power of Horses at...

The Equestrian Triathlon



FEI Eventing World Cup Qualifier
May 14-15, Morgan Park, Warwick
For more information visit www.wht.org.au

Response to Terms of Reference

1. The role of Australia's regional arterial road and rail network in the national freight transport task.

The road and rail network should provide for delivery of product to capital and regional centres with a focus on cost efficiency, both in the delivery of the product and the upkeep of the network; and also on the safety of those people traveling, whether that be by road or rail.

Rail has the opportunity to remove from the national road network a substantial amount of freight providing it is planned and managed so that it offers a genuine alternative in terms of costs and time in comparison to road transport.

2. The relationship and co-ordination between Australia's road and rail networks and their connectivity to ports.

For the delivery of product to be efficient it is essential that there be clear co-ordination in this field.

Too often in the past product has been allowed to sit in a rail yard or freight depot awaiting delivery to its final destination i.e. the port. Without proper co-ordination the freight task is inefficient and hence the continued reliance on "delivery door to door" by road freight continues to grow thus placing more and more heavy transport on our roads.

3. Policies and measures required to assist in achieving greater efficiency in the Australian transport network.

- a) *The development of regional intermodal hubs, servicing both rail and road freight, will be essential in future years to ensure that the bulk of the heavy transport is kept out of the major capital and regional centres. Such hubs will allow for the transport of larger loads between regional hubs which can then be distributed to destination points in smaller and less intrusive transport.*

These hubs would also be a key link to the ports with port specific freight being identified and loaded at the hubs for direct transport to the ports.

- b) *Bulk commodities such as grain and coal must stay with rail transport as much as possible. This type of freight can be bulk stored so that loading and transport can be scheduled in a timely and efficient manner. Just as important though is the need for the ports to be able to handle the quantity of product that is being transported in so that it's loading and movement away from the port is not delayed beyond reason.*

4. The role of the three levels of Government and the private sector in providing and maintaining the regional transport network.

There is an obligation on all these parties to work together to plan, to construct and to maintain the transport networks of this nation. The introduction of private enterprise into the mix of what has traditionally been government assets provides the resources and scope to provide for the improved networks we are now experiencing.

Warwick Shire Council, in association with a number of local councils is again promoting the Cunningham Rail Link to improve access from the southern states to the Port of Brisbane. This proposal allows inland transport of rail freight for a 'low cost' crossing of the Great Divide into the Port of Brisbane and it will only proceed if the three levels of government and Private Enterprise work together.