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TRANS BULK HAULAGE PTY LTD

ACN 100 962 721

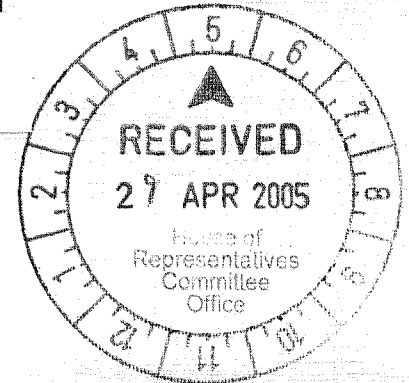
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CHARLTON
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27th April 2005

SUBMISSION NO. 3

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



Dear Sir/Madam

J. Luff
Principal Research Officer

Re: INTEGRATION OF REGIONAL ROAD & RAIL NETWORK

Trans Bulk Haulage Pty Ltd is a Toowoomba based bulk haulage operator with a current fleet of 10 B-Doubles, moving bulk commodities in and out of Brisbane to the Darling Downs and Northern NSW areas.

1. *Land transport access to the Brisbane Port.* The road access to the port is basically sound allowing travel from Toowoomba to the Brisbane port without any traffic lights. There are three major limitations, the Toowoomba Range, Toowoomba City, and thirdly the Ipswich Motorway. Trucks can travel on these roads using mass limits in relation to weight, but we find we can never use our mass limits as we never load our grain on a Federal Funded Highway (Mass limits cannot be used off a federal funded highway).
2. *The movement of bulk export commodities.* I believe that this is very much restricted due to the inadequacies of the three roads mentioned above along with the inability to use mass limits. The rail network does not have any more capacity due to huge coal movements. This too is being restricted due to the Range crossing along with a single line only from the base of the Range heading west.
3. *Intermodal freight hubs in Regional areas.* These would certainly ease the loading heading into capital cities but it must be remembered that extra costs would be incurred due to storage at these regional areas along with transshipping freight from them. The beauty of road freight is that these costs along with 'just in time deliveries' deletes the need for such storage and intermodal movements.
4. *"Linking Both" using existing infrastructure move efficiently, and the use of GPS in road transport.* Road Transport can become even more efficient if it is allowed to operate at Mass Limits on ALL ROADS on which we travel. Currently nearly all loading occurs on roads which are not classed as Federally Funded Highways.

The way to control those vehicles wanting to use their mass limits is to ensure that a GPS system is fitted. Trans Bulk Haulage currently have two B-Doubles fitted with h GPS. These particular units are also linked to our on board scales so we can monitor

position, vehicle operation and weight at any given time. For us to consider installing GPS in the remainder of our fleet we would expect a concession in the form of allowing us to load to our mass limits on any roads.

Rail certainly has a role to play in the ever-increasing freight task. At the moment most of the rail infrastructure is used to the maximum. Huge money is required to be spent to upgrade, expand and to bypass city and town bottlenecks; Toowoomba being a prime example. Dual lines are required on a new range crossing and also to bypass the city of Toowoomba.

Yours faithfully
TRANS BULK HAULAGE PTY LTD

A handwritten signature in black ink, appearing to read 'D. H. Short', written in a cursive style.

DOUGLAS H. SHORT
MANAGING DIRECTOR