

26 July 05

J. Lush

**INQUIRY INTO INTEGRATION OF REGIONAL RAIL AND ROAD NETWORKS
AND THEIR INTERFACE WITH PORTS**

DISTRICT COUNCIL OF GRANT – Mayor Don Pegler

- The Terms of Reference for the Federal Inquiry will generally be addressed.
- Location of the South East Region of South Australia in relation to the Port of Portland. (Refer map attached).
- *“Limestone Coast – Plantation Timber 2005 and Beyond” – August 2004*

“Plantation forestry and wood processing is a mature industry of national scale and importance in the Limestone Coast region of South Australia. It underpins about 5,000 jobs and generates in excess of \$1 billion for the region.

The softwood plantation estate – established in the region over a century ago – and the emerging blue gum plantations, both represent best-practice silviculture technologies. They also provide the region with a sustainable and expanding timber resource base”. (page 1)

- Softwood and hardwood plantation ownership and age.
- The softwood plantation resource is logged in both winter and summer.
- Transportation of softwood and hardwood chips to locations.

“The newer blue gum plantations are more dispersed than softwood plantations and this will result in a wider range of roads being used for timber cartage. Some of these roads are already established heavy transport routes. However, increased usage of alternate roads may result in some of them requiring upgrading. Industry will need to work constructively with Federal, State and Local Governments to ensure that an appropriate roading infrastructure is developed and maintained”. (page 9)

“Wood production in the Green Triangle will be between 5 million and 8 million tonnes per annum in the future. Mount Burr, Coastal, Casterton North and South will be the sources of most wood coming onto the road network. Portland, Mount Gambier and Tarpeena/Nangwarry/Kalangadoo are likely to be the main destinations for this wood”. (page 11)

- Figures 9 and 10 (Refer Attached)

"Figure 9 shows the distribution over time of wood that potentially will be transported to Portland for export. The result will be that on average 4.1 million tonnes of wood per annum will travel to Portland between 2005 and 2039. This could range from around 3 million to 6 million tonnes per annum depending on plantation yields. In broad terms this equates to 102,500 trucks per annum (based on 40 tonnes per truck) or 436 trucks per day (assuming 235 operating days per year). In terms of road movements, this figure would double, as trucks would travel loaded one way and unloaded on the return trip". (page 13)

- Green Triangle Regional Committee – quote from the report "*Predicting Raw Wood Flows in the Green Triangle Region – 2005 – 2014*" – April 2005.

" The data indicate that the current annual Pine harvest of approximately 4 Million Tonnes will continue into the future. The Blue Gum estate will progressively come on stream as harvesting commences from 2005 and potentially reaching a peak from about 2009 with a predicted annual harvest of in excess of 3.5 Million tonnes of wood chips.

To cater for these projected increases in tonnages will require strategic planning to manage the transport infrastructure and to minimise any conflicts with the towns and the community impacted by additional transport movements".

- **PROVIDING AND MAINTAINING THE REGIONAL TRANSPORT NETWORK.**

- Federal Government Financial Assistance Grants (Road Component) (Refer Attached Table.)

- "Rates and Taxes : A Fair Share for Responsible Local Government" – Hawker Cost Shift Inquiry.

- In addition, the Local Government Association of South Australia's budget submission to the South Australian Government indicates the following information :-

"on a three year average the South Australian Government contributes approximately \$4.21 per km compared to New South Wales \$30.66 per km and Queensland \$56.26 per km to local roads".

- The State Infrastructure Plan for South Australia – Transport

Only reference to Strategic Regional Transport Network in the South East is as follows :-

Project	Priority #	2005/06 – 2009/10	2010/11 – 2014/15	SASP Targets
Enhance existing priority strategic freight routes throughout the state in order to minimise community impacts of road freight Lead – State Government	1	*	*	1.12
Standardise and upgrade the state rail network where it has connectivity to the interstate main line. Lead – Australian Government, private sector	3		*	1.12

- Regional Section of Infrastructure Plan

“The Blue Gum forests are expected to yield an additional 1 million tonnes of timber when harvesting commences. Impacts on the community from transporting the projected tonnage by road are a major issue.

The State Government is continuing to fund road widening and construction of overtaking lanes on major roads”. (Page 63)

Project	Priority #	2005/06 – 2009/10	2010/11 – 2014/15	SASP Targets
Transport				
Movement of freight between Limestone Coast and Victoria				
<ul style="list-style-type: none"> ▪ Work with Victorian Government to facilitate the use of rail to transport freight between SA and Victoria (Portland). 	1	*		1.12
<ul style="list-style-type: none"> ▪ Develop Plans to manage growth in freight including road improvements and heavy vehicle detours to key towns eg. Penola, Mount Gambier. 	1	*	*	2.9
<ul style="list-style-type: none"> ▪ Leverage Australian Government funding to provide additional transport infrastructure 	2	*	*	1.12
<ul style="list-style-type: none"> ▪ Identify the preferred site for a regional intermodal facility as part of a state-wide intermodal strategy. 	3	*		2.9
Lead – Australian and State governments, private sector				

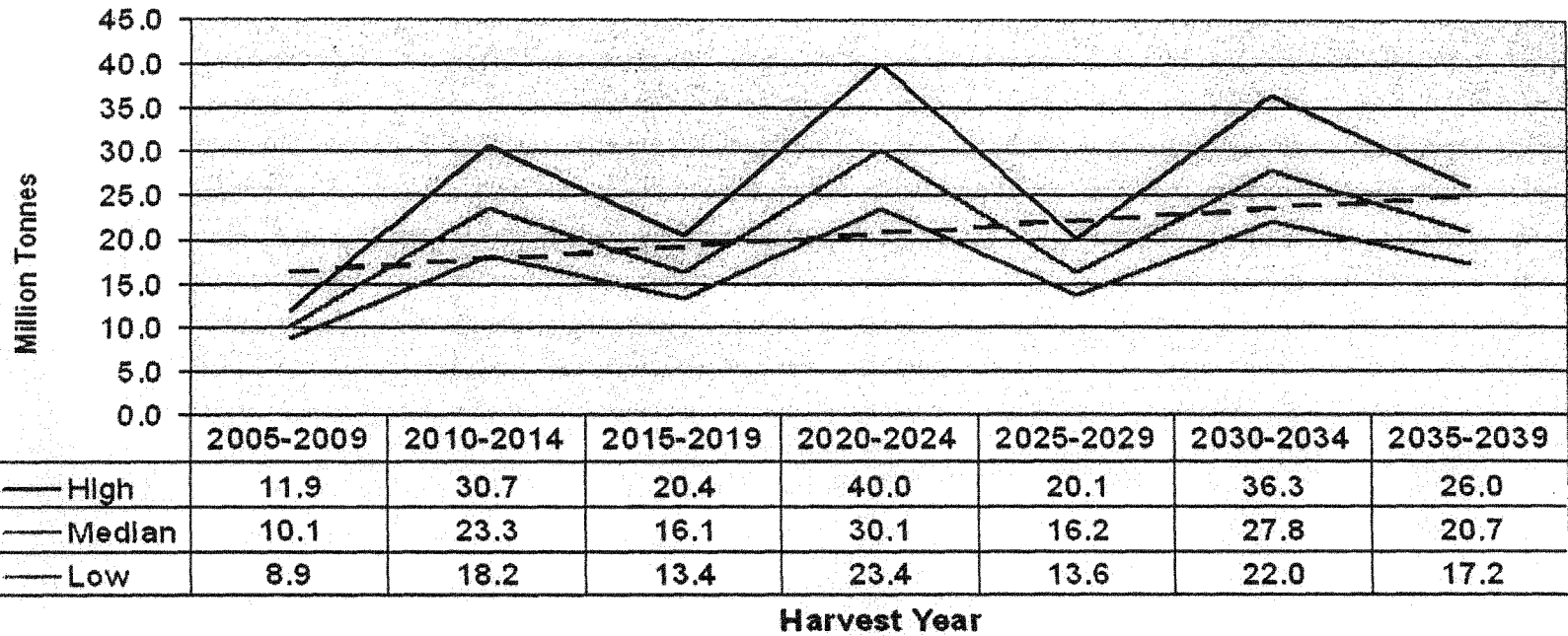
(Page 67)

However, there are NO time frames nor financial allocations at this stage.

- Request to State Government in September 2004 by District Council of Grant for Five Year Road Infrastructure Plan for State Roads in the South East (letter attached)
- Transport Infrastructure – Rail, Riddoch Highway / Princes Highway, Border Road.
- AusLink White Paper released by Federal Government did not recognise this Region as having a strategically important corridor (South Australian submission).

The District Council of Grant has highlighted strenuously that transport infrastructure in the Region is inadequate to deal with the projected increased volume of heavy vehicles which will utilise major arterial roads in this Region over the next ten (10) years.

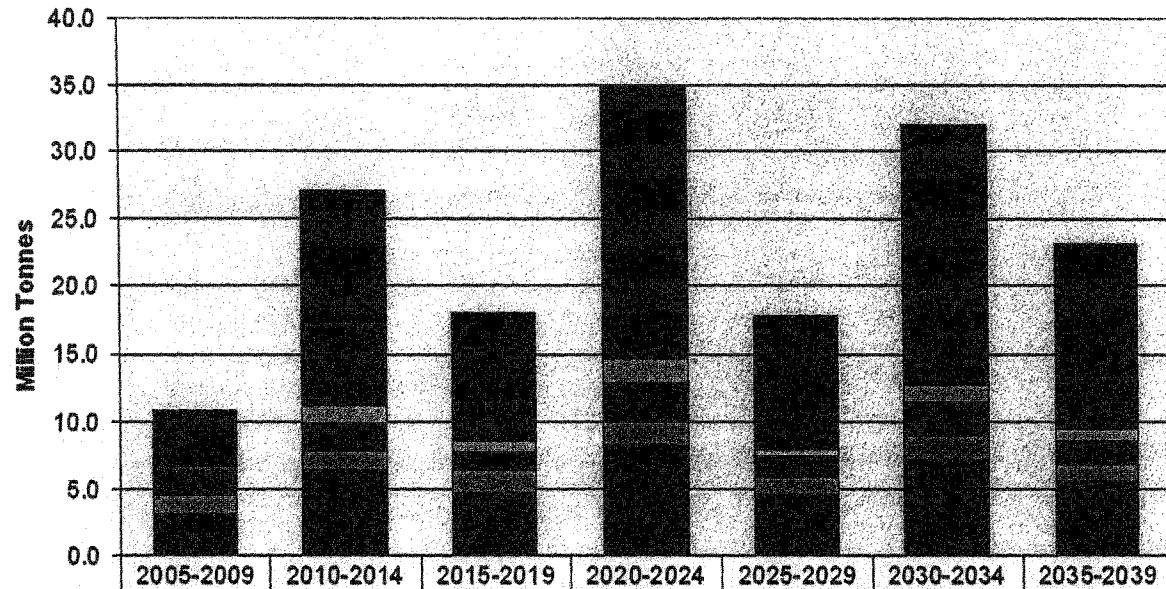
Figure 9 - Woodflow Destination Portland



	2005-2009	2010-2014	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039
High	11.9	30.7	20.4	40.0	20.1	36.3	26.0
Median	10.1	23.3	16.1	30.1	16.2	27.8	20.7
Low	8.9	18.2	13.4	23.4	13.6	22.0	17.2

Harvest Year

Figure 10 - Woodflow from Zones to Portland 2005-2039



	2005-2009	2010-2014	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039
■ West Penola	0.7	5.9	1.8	7.0	1.6	5.8	3.0
■ Northern	0.0	0.0	0.1	0.2	0.2	0.2	0.2
■ Mt Burr	3.3	3.8	4.5	5.0	5.2	6.2	6.4
■ Mcarthur/Bessiebelle	1.2	6.2	3.1	8.2	2.9	7.0	4.1
▨ Hamilton	0.3	1.2	0.7	1.7	0.6	1.4	0.9
■ Dergholm/Doorodong	0.7	2.1	1.5	2.9	1.4	2.5	1.8
▨ Coastal	1.4	1.5	1.7	1.9	1.4	1.8	1.4
■ Casterton South	2.0	5.1	3.0	6.2	3.0	5.6	3.8
■ Casterton North	1.1	1.2	1.5	1.9	1.6	1.5	1.6

Ref No 375/3/6 (O13901)

COPY

22 September 2004

Hon Trish White MP
Minister for Transport
GPO Box 778
ADELAIDE SA 5001

Dear Minister

Re : Capital Funding for all State Roads in the South East Region (particularly Riddoch Highway)

As you may be aware, the 'Limestone Coast Plantation Timber 2005 and Beyond Report' was recently released. The Report outlines opportunities to invest in the Limestone Coast Region forest and wood processing industries, drawing upon plantation resources of the Green Triangle Region.

The Report highlights amongst other issues, the distribution over time that will be transported to Portland for export. Indeed, "on average 4.1 million tonnes of wood per annum will travel to Portland between 2005 and 2039. This could range from around 3 million to 6 million tonnes per annum depending on plantation yields. In broad terms, this equates to 102,500 trucks per annum (based 40 tonnes per truck) or 436 trucks per day (assuming 235 operating days per year). In terms of road movements, this figure would double, as trucks would travel loaded one way and unloaded on the return trip" (p.13).

The District Council of Grant considers it is important for Transport SA to plan to meet the needs of the increased volume of heavy vehicles and associated tonnage which will utilise State roads in the South East Region (particularly the Riddoch Highway and Glenelg River Road) over the next five (5) years due to the forestry (blue gum) industry. At the last Council meeting, I was directed to request Transport SA to provide the following information :

- The Five (5) Year Plan for capital upgrading of all State Roads in the South East Region (particularly Riddoch Highway) from 2005/06 to 2010/11.
- Details (including locations) of all capital upgrading planned for this Region.
- Funding allocation for the capital upgrading for each financial year from 2005/06 to 2010/11 for this Region.

It would be appreciated if this could be provided to assist Council in the planning of road infrastructure, not only in our Council area, but the South East Region. Thank you for your assistance.

Yours faithfully,

~~Russell J Peate~~
CHIEF EXECUTIVE OFFICER
RJP:mgm

cc : Rory McEwen, Member for Mount Gambier
cc : Mount Gambier City Council
cc : Limestone Coast Regional Development Board

Comparison between South East South Australia and South West Victorian Councils Federal Assistance Grants for Local Roads

28/04/2004

Demographics

	S.E.S.A.	S.W. Vic
Population per square kilometre	2.93	3.11
Population per kilometre of local road	7.04	7.02
Kilometres of road per square kilometre	2.41	2.26

SOUTH EAST SOUTH AUSTRALIA

COUNCIL	Population	Area sq Km	Road length	FAGs 02/03			RTR 1		
				\$ Granted	\$/Capita	\$/Kilometre	\$ Granted	\$/Capita	\$/Kilometre
Tatiara	7,065	6542	1941	362911	51	187	1460144	207	752
Lacepede	2513	3363	726	159958	64	220	642228	256	885
Naracoorte Lucindale	8120	4540	1603	314840	39	196	1385547	171	864
Robe	1459	1101	436	70972	49	163	298309	204	684
Wattle Range	12354	3952	2440	358273	29	147	1501283	122	615
Grant	7979	1928	1579	216024	27	137	908622	114	575
Mt Gambier	23282	27	187	234594	10	1255	939434	40	5024
totals / averages	62,772	21453	8912	1717572	27	193	7135567	114	801

SOUTH WEST VICTORIA

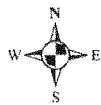
West Wimmera	4740	9099	2658	1182904	250	445	2539100	536	955
Southern Grampians	16427	6734	3160	1935051	118	612	4416033	269	1397
Glenelg	19535	6224	2664	2294432	117	861	4225758	216	1586
Moyne	15886	5485	3470	2309654	145	666	4587793	289	1322
Warrnambool	29323	121	281	382986	13	1363	1697155	58	6040
totals / averages	85911	27663	12233	8105027	94	663	17465839	203	1428

Information sourced from the 2002-03 report on the Operation of the Local Government (financial assistance) Act 1995

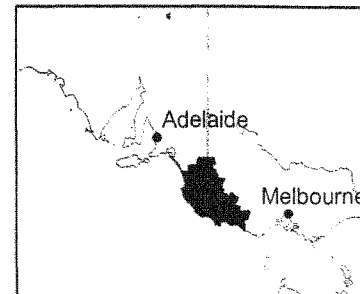
Figures used are actual entitlements for 2002-03

Note SA Councils grants are 15% less due to retention by grant commission for regional roads programme

DW PEGLER



GIS Supplied by



TATIARA

Bordertown

KINGSTON

Kingston SE

WEST WIMMERA

Naracoorte

NARACOORTE LUCINDALE

Edenhope

Robe

ROBE

Penola

WATTLE RANGE

Howe

Casterton

SOUTHERN GRAMPIANS

Legend

◆ Current Value Adding Facilities

□ Local Government Areas

■ Hardwood Plantations

■ Softwood Plantations

Data Source:
Plantation data provided by plantation companies.
Not all plantations are shown on this map.

Millmerran

Wattle Range

Millmerran

Mount Gambier

MOUNT GAMBIER

Glencelg

Grant

Grant

Mumbanna Dartmoor

Hamilton

MOYNE

Green Triangle Plantation Areas

Portland

WARRNAMBOOL

Warrnambool

