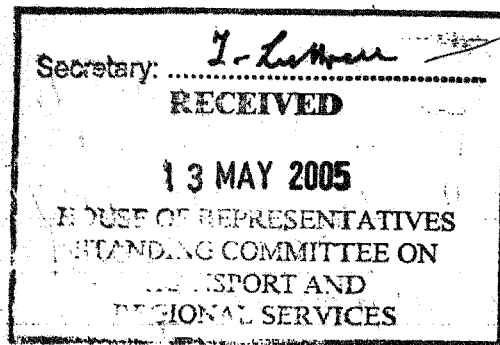


The secretary  
 Transport and Regional Services committee.  
 House of Representatives  
 Parliament House.  
 Canberra  
 Act 2600

Nick Pastalatzis



11/05/05

Dear Secretary,

I want to make a submission to the "New Inquiry: Integration of Regional Road and Rail Networks and their Connectivity Ports"

The first issue that I want to bring up is, land transport access to ports. An example of funding ways of achieving greater efficiency in Australia's transport networks, is by putting the Rail line which cuts across Footscary Rd in Melbourne's inner West underground. At the same time they can put in an extra piece of track, so at the same ~~time~~ time so two trains, one going towards the ports and another one coming back from the at the same time. Provided it is technically possible to do so. If it is only financial reasons that do not allow, then it is time to look at this again. I believe it will be money well spend. Why is this a problem? Currently when a goods train goes through the road the traffic banks up. There is also the on/off ramps to the citylink

tollway nearby. I have been through the area on Friday and Saturday night in a taxi and depending on when you meet with the level crossing and how far the train has progressed. It can cost a couple of dollars. Also the drivers and passengers are getting impatient. I am bringing ~~up~~ this example. Because as Melbourne is now considered as a region for ~~immigration~~ immigration, Why Melbourne cannot be considered a Region under this inquiry.

The second issue that I want to talk about is commodities such as grain and coal. Is the inquiry only going to look at grain and coal ~~or~~ ~~the inquiry only~~ are there other commodities which it is going to look at. If it is only going to look at grain and coal, is it worth the effort? With the Australian population, by 2050, based on current trends (M. Krockenberger, Habitat Australia, April 2005, p. 48). There will be an increased local demand to process more within Australia and less for export. As for coal with other countries switching to other sources of energy. Such sources of energy include solar, wind and other energy sources. Will it be worth the effort? By 2012 the next greenhouse gas emission should come into play. That agreement increase levels of cuts to cuts to the emissions of greenhouse gases. So the use of coal would decline. After that, there is another agreement again to reduce greenhouse gas emission even further what is point of putting resources into increasing capacity.

The third issue that I want to raise is looking for opportunities to use existing ~~infrastructure~~ infrastructure more efficiently. A suggestion on such matters is having railway tracks with two gauges laid down at the same time. A good example of this is the Melbourne to Sydney line where

The Sydney XPT train comes from to Melbourne. I do not understand which state what sort rail gauge but actual track all over Australia would be a good idea.

The fourth issue that I want to bring up is the possible advantages to be gained from the use of intelligent tracking technology. Is that type of technology going to be used to reduce the number of ~~of~~ truck drivers dying on our roads. Will technology cover issues such as drugs and drivers driving without breaks and speeding. But it raises more questions than it answers. If the trucks drivers were taking more breaks and not speeding, would that reduce the throughput of major ports and the role of intermodal freight hubs in regional areas. What are the effects on the proposed projects such as the channel deepening in Port Phillip Bay on Victoria. The effects in the future of having the Port of Hastings in Western Port Bay for the bigger container ships. That has a knock-on effect to facilitate a bigger port at Hastings, there would need to be an extra freeway that is required to handle the extra traffic

Yours sincerely

Nick Pastalatzis

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