



PARLIAMENT OF AUSTRALIA  
HOUSE OF REPRESENTATIVES

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## Submission

2<sup>nd</sup> June 2005

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

Dear Secretary

Please find attached a submission to the **Inquiry into Integration of Regional Road and Rail Networks and their Connectivity to Ports** from the The Glen Innes Section 355 Transport Committee in my electorate of New England.

Their submission raises some very important points for your consideration.

In addition, I would also like to raise a number of other issues relevant to your inquiry for further consideration, most of which are as a result of discussions held and studies conducted in association with the **Hunter North West Inter-Regional Partnership Group** which was made up of Government and Industry representatives from the Hunter/Newcastle region and the North West region of New South Wales.

This group identified opportunities and indeed the need for improved infrastructure between the region and the Port of Newcastle which are still relevant.

The infrastructure requirements identified as being in need of attention include:

- 1 a major container port distribution centre on the Newcastle Steelworks site with efficient high speed access to the east coast interstate rail network, Sydney region and Central, North and North West regions of NSW.
- 2 A new rail line between Fassifern and Hexham as part of the Sydney-Brisbane interstate rail corridor. This line would also be used to take all freight and coal trains out of the Newcastle urban area.
- 3 Upgrade of rail and road infrastructure both to and within the port, removing heavy transport from urban areas.
- 4 Inland rail terminal at Hexham with access to the interstate rail network for port cargoes and for products to/from Bersefield-Thornton industrial areas and Cardiff Freight Terminal
- 5 Development of additional river front land at Kooragang for port and industrial projects
- 6 Improved rail infrastructure in the North, North West and Western NSW including:
  - addressing the problems caused by hauling long coal trains and freight trains through Muswellbrook

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- a rail tunnel through the Liverpool Range at Murrurundi
- upgraded links between Dubbo and Newcastle
- development of inland ports to serve the North West and Central West regions with high capacity fast rail links to Newcastle

When these items are linked with the proposed Melbourne to Brisbane rail line, the potential to grow rail freight transport is enhanced considerably and becomes a more competitive mode of freight transport than it currently is.

Further, I would like to raise the importance of the continuation of works on the New England Highway and in particular the realignment of the section at Bolivia Hill between Tenterfield and Glen Innes.

The Bolivia Hill section of the road is dangerous for all traffic and is a major impediment to road transport operators and I would urge that this major upgrade be given a high priority for future works under the AusLink Program.

I look forward to the outcome of this important inquiry as we look to the future of our nation's global competitiveness and encouraging regional development in Australia.

Yours sincerely

Tony Windsor MP  
Member for New England