From: Goldstiver Mary
To: Goldstiver Mary;
Subject: FW: Submission by Jeff Addison : National Land Freight Strategy [SEC=UNCLASSIFIED]
Date: Tuesday, 24 May 2011 13:06:53

From: Jeffrey Addison [mailto:jeffrey.addison@opus.com.au]
Sent: Monday, 9 May 2011 15:51
To: Austen John
Cc: Fisher Rosie
Subject: FW: Submission by Jeff Addison : National Land Freight Strategy

---

From: Jeffrey Addison [mailto:jjaddison@aanet.com.au]
Sent: Friday, 29 April 2011 8:14 AM
To: 'mail@infrastructureaustralia.gov.au'
Subject: Submission by Jeff Addison : National Land Freight Strategy

Submission to Infrastructure Australia re: the North Coast Line (NCL)
Sunshine Coast (Beerburrum to Nambour/Gympie North) part of the Brisbane-Cairns North South Freight Corridor.

Prepared:
10th April, 2011

Authored by:
Mr Jeffrey Addison
4 Aminga Court
Palmwoods Qld 4555

The Sunshine Coast Case

Objectives - What do I want to achieve?

To inform the Hon. Anthony Albanese MP, Minister for Transport and Infrastructure, of the growth challenge
facing the burgeoning Sunshine Coast region and its' detrimental effect upon Freight Transport and services.

To inform Infrastructure Australia (IA) of these immediate needs, and include these works under IA's priorities for immediate action.

Action - What needs to occur?

The urgent duplication of the line from Beerburrum to Nambour/Gympie North, to provide real improvements to Freight rail services.
The North Coast Line (NCL) of which the Sunshine Coast is a part, is a 1669km long North South freight corridor
that runs from Brisbane to Cairns. It is predominately a single line, narrow gauge 3′ 6″ track.

Funding for this infrastructure, and urgent advice to the Queensland State Government, needs to be provided under Infrastructure Australia's charter.

The Arguments:

Point 1. Population Growth Pressures

The **Sunshine Coast region**, by is expected to be **the second highest growth area in SEQ** and third highest in the state.
Average annual growth for the **Sunshine Coast is 2.2% p.a. (these are for the 25 years, 2006-2031).**
West Moreton's 3.0% p.a., and Mackay's 2.3% p.a., are the only regions expected to have higher average annual growth.

Gold Coast rates equal second for SEQ, but Table 2 indicates population increases as **SC at 72.21%** and **GC at 71.18%** over the period.

source: ***Queensland Government Population Projections, 2011 Edition.***
http://www.oesr.qld.gov.au/products/publications/qld-govt-pop-proj-qld-sd/index.php

Point 2. The Joint Government Report

A joint report produced by both the State and Federal Government departments, the ***2007 Brisbane-Cairns Corridor Strategy*** exposes the critical need for the **duplication of the line**
to improve freight services and relieve congestion on the line.

This strategy, developed and jointly owned by
The Australian Government Department of Transport and Regional Services (DOTARS),
the *Queensland Department of Main Roads* (QDMR) and *Queensland Transport* (QT) states;

"road and rail transport activity is expected to grow strongly at around 2.5 – 3.0% a year." p(ii).

In its' analysis under Current Corridor Performance p7, it states;
"a major impediment to NCL overall performance" as **"rail congestion between Brisbane and Nambour."**

Under Short Term Priorities (to 2015) p19, it states;
"Continue the current programme of road and rail works ... aimed at addressing rapid growth on the corridor between Brisbane and Nambour/Gympie North."

Unfortunately all work ceased on these works in 2009, leaving a single lane track, to what is predicted to be the third highest growth region
in the entire state of Queensland.
It did not increase passenger services, nor did it result in time savings in passenger travel.
Improvements (if any) to freight services are unknown.

The ***2007 Strategy*** identifies 7 major strategic issues. First and foremost being:
"the efficiency and safety of passenger and freight movement in the

section between Brisbane and Gympie."

http://www.infrastructure.gov.au/transport/publications/files/Bris_Cairns_Corridor_Strategy.pdf

Point 3. Construction stopped prematurely

This infrastructure construction work has been abandoned since 2009, where work ceased at Beerburrum.
It now forms part of the Queensland State Government's South East Qld Infrastructure Plan and Program for 2026-2031.
This plan is unfunded.

Point 4. Unique situation

This section of train line, the North Coast Line (NCL) is shared by significant freight services and short and long-distance passenger services.
It is recognised, in government reports, as unique (on a national basis) for the many types of services that utilise it,
e.g. tilt-train, travel-train, city train passenger services and freight services.

As an example of congestion, the Sunshine Coast region (as part of NCL) rail services have the most passenger rail-bus services in the entire QR network.
Under a newly revised timetable to come into effect from June 6, a staggering **44% of Sunshine Coast weekday passenger services** are **rail buses between Caboolture and Nambour**,
NOT trains but buses, in lieu of trains.

Point 5. Further Corroborating Reports

There are many other corroborating reports and submissions that reinforce the points above.
(i.e. I don't have all my eggs in one report). Some of these are:

Caboolture to Landsborough Rail Upgrade Study: Needs Assessment
by *Queensland Transport* (2002),
http://www.arup.com.au/clrs/genfiles/needs_assessment_executive_summary.pdf

Landsborough to Nambour - Initial Advice Statement
by *Arup Engineers* (2007),
http://www.dip.qld.gov.au/docs/library/pdf/mp_landsborough_nambour_rail_IAS.pdf

National Transport Commision (sic) Rail Productivity Review Submission
by *QR Limited* (2008),
http://www.ntc.gov.au/rfcDocuments/QR%20Limited2008100614090277.pdf

Inner City Rail Capacity Study: MBP (2008),
http://www.tmr.qld.gov.au/~/media/da0198b7-14c9-4603-98db-0bfa1ed65fe3/pdf_icrcs_stage_3_technical_pre_feasibility_appendix_a_3_passenger_demands.pdf

Inner City Rail Capacity Study - Stage 3 Freight Analysis (2008),

http://www.tmr.qld.gov.au/~/media/af53e52d-d3ef-4e57-a3c6-cb2d650cef2c/pdf_icrcs_stage_3_technical_pre_feasibility_appendix_b.pdf

Submission to Infrastructure Australia re: the Brisbane Cairns Corridor (2008)
by *Dr. Philip Laird, FCILT, Comp IE Aust, University of Wollongong* and ...
http://www.infrastructureaustralia.gov.au/public_submissions/published/files/82_smasuniversityofwollongong_SUB.pdf

The ***Sunshine Coast Regional Council Interim Roadmap 2010*** (2010)
http://www.rdasunshinecoast.org.au/wp-content/uploads/2010/11/Sunshine-Coast-Interim-Regional-Roadmap-Final-20101125-v3_online1.pdf

Let's look at these reports and their conclusions in more detail.

Point 6. Further Corroborating Report

Caboolture to Landsborough Rail Upgrade Study: Needs Assessment
by *Queensland Transport* (2002),
http://www.arup.com.au/clrs/genfiles/needs_assessment_executive_summary.pdf

Conclusion p(iii), states;
"In summary, it has been concluded that the majority of the desired levels of service cannot be met with the existing rail infrastructure. Hence, an upgrade of the Caboolture to Landsborough (note: NOT Beerburrum) **section of the main north coast rail line is needed."**

Overall, the needs assessment found that an upgrade (note: to Landsborough) will:
"improve the level of service for passenger and freight rail services in terms of service frequency, hours of service, seating capacity, freight capacity, reliability, and travel time; allow for a progressive increase in rail services throughout the day and a consequent decrease in Rail bus services in the corridor;"

Remember, a staggering 44% (post June 6) of Nambour to Caboolture weekday passenger train services are buses!
This is included to prove the congested state of this Brisbane to Cairns north south freight corridor.

Point 7. Further Corroborating Report

Landsborough to Nambour - Initial Advice Statement
by *Arup Engineers* (2007),
http://www.dip.qld.gov.au/docs/library/pdf/mp_landsborough_nambour_rail_IAS.pdf

The 'Initial Advice Statement' to the Queensland government for the Landsborough-Nambour rail corridor stated;
"It is likely that the region would experience adverse socio-economic effects should the NCL between Landsborough and Nambour not be upgraded.
Increases in demand are likely to significantly challenge the ability of

the current infrastructure to support an acceptable level of rail service in the future."

Point 8. Further Corroborating QR Submission

National Transport Commision (sic) Rail Productivity Review Submission by *QR Limited* (2008),
http://www.ntc.gov.au/rfcDocuments/QR%20Limited2008100614090277.pdf

Summary p1, states;
"QR Limited welcomes the National Transport Commission's (NTC) Rail Productivity Review... Productivity improvements have continued in subsequent years, but largely in coal haulage sectors of the industry... by contrast, there has been little productivity improvement in containerised rail services ..., with the worst performance occurring in Australia's freight heartland – the East Coast. ..."

and under Queensland Projects p11, it says;
"For a seamless and productive intermodal Melbourne to Cairns freight corridor, issues north of the Queensland border also need to be addressed. Chief among these are upgrades to the passenger and freight rail network in metropolitan Brisbane (including the Inner City Rail Capacity Project), and changes to grades and loops to permit the efficient use of 1500 metre freight trains (more than double the length of current trains)."

It further states on p11,
"The infrastructure for longer trains also needs to be provided. Train lengths on Queensland's North Coast Line are limited by the length of the smallest loop (currently 682 metres).
The prospect of a doubling of average freight train length on a rapidly growing and potentially rail-friendly corridor represents one of rail's most significant national productivity opportunities."

Conclusions p18,
"... QR has concentrated in this submission on one of the major productivity black spots for rail, inter-capital city container movement on Australia's east coast."

"The final pieces of the jigsaw are: ....
● Metropolitan Brisbane rail upgrades
(including the Inner City Rail Capacity project); and
● Infrastructure upgrade to allow longer trains Brisbane-Townsville, and ultimately Brisbane-Cairns."

This is why the duplication of the NCL, or increasing loop lengths for longer freight trains and thus relieving the bottleneck of single track north of Beerburrum,
needs to occur before 2026-31. Increased loop lengths would only be a temporary fix.

Point 9. Further Corroborating Report

Inner City Rail Capacity Study: MBP (2008),
http://www.tmr.qld.gov.au/~/media/da0198b7-14c9-4603-98db-0bfa1ed65fe3/

pdf_icrcs_stage_3_technical_pre_feasibility_appendix_a_3_passenger_demands.pdf

This study produced for *Queensland Transport* and jointly prepared by *Maunsell |AECOM, Parsons Brinckerhoff, KPMG, Veitch Lister Consulting (vlc)* and *SYSTEMWIDE*,
states in its';

Service Numbers – North p20,
"The Caboolture and North Coast lines have the greatest forecast increase in [passenger] **patronage before 2026, whereas the Shorncliffe, Doomben and Airport lines are NOT expected to increase greatly."**

Point 10. Further Corroborating Report

Inner City Rail Capacity Study - Stage 3 Freight Analysis (2008),
http://www.tmr.qld.gov.au/~/media/af53e52d-d3ef-4e57-a3c6-cb2d650cef2c/pdf_icrcs_stage_3_technical_pre_feasibility_appendix_b.pdf
This report produced for *Queensland Transport* by *SYSTEMWIDE*, states in Chapter 9;

Conclusion p25,
"From an inner city perspective, the best course of action for the future of freight is to increase the North coast intermodal train consist lengths to 1500m. Doing so will alleviate the need to upgrade the inner city, and will allow the current (desired) freight distribution to be maintained with operational viability. If 1500m trains cannot be accommodated, the freight services should be spread apart ...

This will avoid infrastructure upgrades to the inner city under medium growth, and only requires a fifth track around Roma West junction under high growth to ensure a robust operation.

The freight curfew should remain, as running freight services during the peak hour can only be achieved by extensive additional infrastructure,
or by removing passenger services causing unacceptable overloading."

The North Coast Line (NCL) is limited by the length of the smallest loop, currently 682 m. (i.e. no freight train longer than 670 metres can be currently accommodated).

Point 11. Further Corroborating Submission October 2008

Submission to Infrastructure Australia re: the Brisbane Cairns Corridor
(2008 from 2006 paper)
by *Dr. Philip Laird, FCILT, Comp IE Aust, University of Wollongong*
http://www.infrastructureaustralia.gov.au/public_submissions/published/files/82_smasuniversityofwollongong_SUB.pdf

Introduction p1,
The accompanying submission was made during 2006 to the AusLink draft Brisbane-Cairns Corridor Strategy and was based on research conducted at the

University of Wollongong.
Input also arose from earlier consulting for *Queensland Transport*.

Reduction of total costs including external costs. p2,
"Rail is three times more efficient than road in using fuel to move freight."

A recent paper. p3,
The conclusions of a recent paper of this writer "The Brisbane-Cairns Railway: building on success" given at the Australian Rail Summit in July 2008 at Sydney follows.

"Work is nearing completion to duplicate Caboolture - Beerburrum on an improved alignment and should proceed without delay to Landsborough.
Further upgrading of the Queensland North Coast line including track straightening from Landsborough to ... At least Maryborough West is now needed ... and should receive Federal funding."

A special corridor. p5, Section 4B.
"The Caboolture - Nambour track is now probably the most congested section of single rail track in Australia.
It was recognised as congested as long ago as 1994 in the BTCE report of the National Transport Planning Taskforce."

"This is shown by freight train curfews in peak hours, expanding the Brisbane Rockhampton electric tilt train transit time from 7 hrs to 7 hr 15 min in 2003,
and, before then the introduction of the Caboolture - Nambour 'railway' bus." (comprising over 50% of weekday services – 44% after June 6).

Point 12. Sunshine Coast Regional Council

The ***Sunshine Coast Regional Council Interim Roadmap 2010*** (2010)
http://www.rdasunshinecoast.org.au/wp-content/uploads/2010/11/Sunshine-Coast-Interim-Regional-Roadmap-Final-20101125-v3_online1.pdf

Section 2.12 Transport, states;
... "transport demand has been growing strongly as well. There are signs that the currently (sic) infrastructure is having difficulty coping with the current demand."
"Visitors to the region ... are saying that congestion on the Bruce Highway is a deterrent."

"A number of initiatives are proposed to alleviate some of the demand and these include:
Major network additions (e.g. the proposed CAMCOS public transport corridor,
North Coast Rail duplication or the Multi Modal Transport Corridor)."

Section 2.12 Transport; goes on to state;
"However, even these would not adequately meet the projected demand under each population scenario
and more would be required to meet the needs of a substantial population increase."

(e.g. the proposed Caloundra South and Palmview developments – approx. 50,000 more Sunshine Coast residents).

Final Conclusions

1. Place the North Coast Line (NCL), in particular from the Beerburrum single line bottleneck through to Nambour and beyond, onto Infrastructure Australia's (IA) immediate list of funded priorities.

2. In accordance with its charter, IA will provide advice to the Queensland State government that ensures this infrastructure bottleneck is addressed now, and enable the provision of additional funding under the Build Australia Fund, with joint funding by the State, to enable works to proceed.

3. These are in line with the stated goals of the National Land Freight Strategy of one national, integrated system to establish dedicated freight routes and to separate passenger trains from freight trains.

4. The evidence for the immediate need of the NCL duplication works, to improve [and separate] both passenger and freight services, is overwhelming.

5. In the longer term, these efforts will save money, ensure the timely delivery of new or upgraded infrastructure and maximise community amenity.