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File Name: F10/614
Record No: AR11/7388

28 April 2011

Infrastructure Australia
GPO Box 594
CANBERRA ACT 2601

Dear Sirs

SUBMISSION ON NATIONAL LAND FREIGHT STRATEGY

The City of Port Augusta is at the crossroads of the national rail and road network. All rail and road transport heading north/south and east/west across the nation passes through Port Augusta.

The National Highway 1 which forks into the Eyre Highway to Perth and the Stuart Highway to Darwin within Port Augusta firstly has to cross Spencer Gulf. This is done via a 2 lane bridge which also carries all of the town traffic given the town is spread either side of the Gulf. With the increasing mining traffic set to increase dramatically with the expansion of the Olympic Dam mine, there is a need for a second road crossing of the Gulf to separate interstate freight from domestic traffic.

The town is also bisected by the main rail line that heads both north to Darwin and west to Perth. There are seven level crossings within town with two of them providing direct access to the hospital. The use of these crossings by slow moving 1.8 metre long trains is already causing disruption to town traffic and again with increases in the number of rail movements due to freighting of mine products and supplies, this disruption will only increase. The increasing number of train movements through an urban area also adds to impacts on the amenity of the town and increases potential danger to nearby residents due to the nature of products being carried. Ideally freight movements should be diverted to a rail bypass around Port Augusta/Stirling North.

Spencer Junction the busiest inland rail junction in the nation exists within the urban area of Port Augusta. This creates noise and visual impacts on the adjacent residential areas; however its constricted site prevents it being efficient and limits the ability to assemble 1.8 metre long trains. Council in partnership with State Government agencies is undertaking studies to identify alternate sites for a more efficient rail junction that can also accommodate the development of an intermodal facility.

In light of the above issues, it is requested that the National Land Freight Strategy be amended to provide for the following:

1. A second road bridge crossing over Spencer Gulf to provide for improved efficiency of interstate road freight movements.

2. A rail freight by-pass line to remove freight movements from the urban areas of Port Augusta including Stirling North.
3. Relocation of Spencer Junction to enable more efficient use of rail assets and to accommodate an intermodal facility.

Yours faithfully



GREG PERKIN
CITY MANAGER