

At the recent State elections the following was offered by each of the major parties:

- Labor would invest \$3 million to restore and revitalise heritage rail projects
- By working collaboratively Tasmania can produce some unique rail experiences
- Labor would appoint a Tasmanian Rail Access Coordinator (TRAC)

A Labor Government will invest \$3 million to fund rail infrastructure projects on existing disused lines across Tasmania. It would be available for infrastructure upgrades, rolling stock restoration, compliance and training and general equipment purchasing.

Heritage rail has enormous potential if it is backed by the government.

A Tasmanian Rail Access Coordinator (TRAC) and Stakeholder Board would be appointed to work with the sector to identify the way forward to recommence operations.

Funding will be issued on a business plan approval basis.

- The Hobart to New Norfolk and National Park railway traverses the Derwent Valley, the river and the foreshore. The line is in good condition to Boyer. The track from Hobart to Bridgewater has been set aside for return to use as a passenger line.
- Devonport to Penguin/Burnie/Wynyard is known to be one of the most scenic shoreline rail journeys in the world. Its linkage with the adjacent food/biker coastal pathway would allow this corridor to be marketed internationally offering a higher yield rail product.
- Launceston to Georgetown allows tourism utilisation of this rail line, with the potential for return journeys on the Tamar River by existing boat operators to provide a scenic rail/water cruise. Launceston to Relbia also offers short trips to the Relbia wine region.
- The former Emu Bay Railway from Burnie to Rosebery or Zeehan traverses magnificent mountain rainforest remote from the highway and could easily provide an eco-friendly feeder to the West Coast, the Strahan attractions and the West Coast Wilderness Railway.

An integrated organisation with flexible rolling stock could seasonally operate the above services for short periods, by repositioning rolling stock and staff around the state as required, with the southern based service providing a core commercial operation.

Liberal Party

Supporting Heritage Rail

The success of the West Coast Wilderness Railway (formerly the Abt Railway) is a demonstration of the potential for heritage rail operations to become visitor attractions across Tasmania's regions.

A number of well-established heritage rail operations have aspirations to gain access to non-operational rail corridors throughout Tasmania, including the Derwent Valley and in Hobart's northern suburbs.

To operate on current redundant rail corridors, heritage rail operations must gain national regulatory approval and we are committed to advancing the aspirations of these organisations within our own regulatory powers.

A re-elected majority Hodgman Liberal Government will also work towards providing access to the operational rail network, initially for one weekend per year with the support of TasRail managing its own operations within this activity. These initiatives will drive heritage rail tourism and investment throughout regional Tasmania and offer Tasmanians a new and exciting view of their State.