

**From:** peter Mackenzie <[petermac1984@hotmail.com](mailto:petermac1984@hotmail.com)>  
**Date:** 18 September 2012 3:13:25 PM AEST  
**To:** <[adriana.taylor@parliament.tas.gov.au](mailto:adriana.taylor@parliament.tas.gov.au)>  
**Subject:** Item re integrated transport and north-south connections

18th Sept 2012

Ms Adriana Taylor, MLC  
Parliament of Tasmania  
Hobart Tas 7000

Dear Ms Taylor

I have read with interest, you initiating the inquiry into integrated transport options for southern Tasmania, and offer congratulations, as it is well warranted.

I also read the item on your blog written by Rick Metcalf (who worked for Citycat Ferries Brisbane) on public vs car transport. I think Rick has done well to cover many of the important aspects in a brief item.

Transport is a complicated topic with complex underlying issues, and many competing interests and often conflicting priorities. They say that in war, truth is the first casualty, while in transport and infrastructure, so-called facts and evidence-based-research, benefit-cost-analyses, integration and coordination all acquire new definitions that sometimes defy belief and understanding!

Along with associates, who are variously transport researchers, planners, engineers etc, I have spent decades trying to unravel the mysteries of transport development and safety etc, and would be happy to meet with you sometime in the future to offer some of our findings.

In this instance I thought you might like to read about the request of myself and one associate in regard to the north-south transport corridor, as it does have a relationship to the inquiry into integrated transport.

Importantly, the suggestion (outlined below) includes inter-city passenger rail into Hobart, does not conflict with the proposal for Northern Suburbs Rail, but if fact should support that.

In a similar way, retention of rail for freight south of Brighton, with reinstatement of rail into Nyrstar works would add to the justification for passenger rail into Hobart.

Item below as extracted from letters sent to various politicians and development organizations (Regional Development Australia- Tasmania, Northern Tasmanian Development et al).

"We are currently suggesting that the Tasmanian and Federal Governments undertake an essential new total transport study for the vital north-south transport corridor and related intra-regional and inter-regional connections, including ports and airports.

We have initially discussed this situation with Launceston City Council, requesting that the councils of Brighton, Clarence City, Glenorchy City, Hobart City, Northern Midlands and Southern Midlands, along with the State Government, co-operate to develop a new Partnership Agreement for the north-south transport corridor.

This would be along the lines of the existing Partnership Agreement for the Midlands Highway. The main difference is that we stress that a new Partnership Agreement must include development of a modern total transport plan for an integrated multi-modal inter-city corridor, along with intra-regional, inter-regional, and air and sea connections to mainland Australia and overseas.

Implementation of such a plan would result in Tasmania being connected via a modern seamless intermodal system to the national network, and Tasmanians being better connected socially and to health, education, and other vital services.

A new Launceston-Hobart transport study was recently recommended by Michael Deegan from Infrastructure Australia in his recent report to Federal Minister Albanese.

Mr Deegan also recommended that Tasrail lines be upgraded to improve productivity through use of heavier axle loads that would enable greater freight loadings. That would also fulfill the recommendations of The National Transport Commission (NTC) in regard to greater payload productivity.

We believe a new study must not be limited to Launceston-Hobart, and at the same time, must consider not only road and rail freight, but the potential for passenger rail services. Not high cost 350 kph High Speed Rail (HSR), but 160kph Medium Speed Rail (MSR), which has a totally different pricing structure to HSR, and would include integration with other rail, air and sea transport links.

Tasmania critically needs the kind of quality, modern, productive, transport system to underpin economic and social development for the state as we head into an even more challenging future.

Importantly, we believe a new study and resultant plan need to integrate and maximize sustainability, access, equity and safety as much as productivity. Current developments are not taking us in that direction.

The newly formed national Transport Reform Network (TRN) comprising peak bodies and leading business groups confirms our independent research, showing that “..... Current approaches to transport isn’t delivering the transport outcomes we want or expect”, stressing that Australia’s national transport infrastructure funding shortfall is massive, (several hundred billion dollars at least).

At the same time, it is clear that inadequate submissions to Infrastructure Australia that don’t meet their stringent criteria, are not being recommended to the Federal Government for funding.

Those factors have significant flow-on effects to Tasmania.

In that context it is imperative that Tasmania must develop excellence in transport

strategies and plans to gain the essential recommendation from Infrastructure Australia for federal funding, including having a clear national networking appreciation.

In a similar vein, Northern Tasmanian Development states: “The absence of rigorous up- to- date plans will result in poor infrastructure and service decisions that can have a long-term profound impact on outcomes for Tasmanian communities”.

Infrastructure Australia is demanding national networking infrastructure projects for assessment, or at least, regional projects that can strategically become part of a national network at some point depending on other developments. They want to see and hear strategic thinking, with regional and state focus moving toward the national context in project proposals put to them. That includes corridor sharing and coordinated upgrades across rail and road modes where possible.

There is a considerable state of flux amongst a number of critical factors that impact on the essential ability of Tasmania's transport system to adequately support industry, exports and imports, tourism, health and social development.

Tasmania is struggling with a lack of wealth creating developments, while existing industries are under enormous pressure in a competitive market. At the same time, there is considerable disadvantage within the Tasmanian community, including access to employment, health and social inclusion.

The range of current and future challenges that must be faced include: the ability of the Tasmanian 4 (multi-)ports system to accommodate modern, deeper draught shipping; advances in aviation, including possible future centralisation at one strategic airport; demographic changes including transport needs of an ageing population, and all people with disabilities and carers; massive infrastructure funding shortfalls; funding and other difficulties in meeting the nationally agreed to “Safe System” approach to road safety; peak/affordable oil and emissions issues.

We need to reconfigure the direction of transport approaches towards genuinely coordinated and integrated intermodal approaches using modern technology, and innovative systems that are responsive to the changes mentioned above.

The oceans and waterways surrounding Tasmania can either be a major obstacle or a significant asset for Tasmania's development. Determining whether they are an asset or liability depends greatly on the quality of the State's land transport network and the emerging linkages across Bass Strait leading to full national networking and directly or indirectly onto the deep, blue-water routes to major global markets

Just as Tasmanian farm, mining, forestry and other products need to move seamlessly by road, rail, sea, air, Tasmanians should be able move between modes easily, without impediment if they have a disability. Bicyclists from one region should be able to tranship their bicycles onto rail or other public transport and use them at their destination. Similarly, people with wheelchairs or ride-on scooters should be able to take them onto public transport and move between cities and regions for health or social needs.

And all this should be done with the maximum safety and the minimum environmental impact, with reduced fuel usage.

The real risk at the moment is that regional plans will be stymied over future decades by the critical north-south link remaining as a safety/productivity deficient inadequate Midland Highway and a railway built on a 19C steam-age alignment, being patched up after a funding lag of 30 years with severely restricted productivity outcomes- as emphasized by Michael Deegan.

Clearly that direction would be contra to the policy aims of the current federal Labor Government and The Coalition, and not what Infrastructure Australia is looking for when they assess project submissions for funding recommendation to the Federal Government.

It is imperative for the future of the state that these issues are addressed as a matter of urgency. The new study we recommend would mesh well with the Launceston Transport Study for which Launceston City Council recently gained Federal funding to undertake, NTD's planned revision of their 2003 Integrated Transport Plan for the North, and of course the various plans for Hobart and Southern Tasmania and north-eastern and north-west regions"

Again, I would be pleased to answer any questions you have on this proposal and have further discussion.

I look forward to your reply

Yours sincerely

Peter Mackenzie  
TVT Transport Development and Road Safety Research  
148 King Street  
Westbury, Tas  
(03) 63 932 342  
[petermac1984@hotmail.com](mailto:petermac1984@hotmail.com)

*(and Barry Donaldson  
Transport Planner  
Director, GATR project for Melbourne-Brisbane Inland Railway  
14 Colong place  
Koorringal NSW 2650  
0414 905 086  
[fbdonaldson@gmail.com](mailto:fbdonaldson@gmail.com))*