

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation:

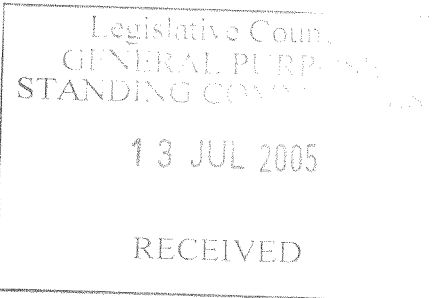
Name: Mr Max Bolte

Telephone:

Date Received: 13/07/2005

Subject:

Summary



Mr Steven Reynolds – Director General Purpose Standing Committee No. 4

Steven Reynolds, Sharon Cadwallader, Peter Carlill, Ian Oelrichs, Lexie Hurford, Robert Blanchard, Ernie Bennett, Katrina Luckie, Tom Senti, Reg & Tracy Mills, Dennis Chant, Ian Hollindale, Russell Eldridge, Don Page, Bob Carr, Michael Costa, John Howard, Mark Vail, Peter Costello and other interested parties.

Dear Sirs & Ladies,

The following are my views and suggestions on the need for a National Transport and Freight Plan

For eastern Australia and how it would work. The Yanks and the Germans would make it happen – we can. There is a big majority of Australians who would support the implementation of a plan like this – using their taxes.

Yours faithfully,

A handwritten signature in cursive script that reads "Max Bolte".

Max Bolte

National Freight and Transport Plan for NSW

NSW National Interstate Road Freight Highways for the use of both semis and B-doubles-

Newell (for freight between Brisbane, Melbourne and Adelaide via Narrandera)

Newell (for freight between Brisbane and Sydney via Mudgee or Dubbo or Gunnedah)

New England (for freight between Brisbane, Sydney and Newcastle via Singleton)

NSW Domestic and Tourist Highways (where no B-doubles are allowed)

Pacific , Princes and Hume Highways

Semis (prime movers and trailers) are licensed to specifically carry freight between –

1. Brisbane and Taree (520 kms) otherwise
2. 520 kms Sydney to Grafton or 520 kms Sydney to Orbost (Vic.) otherwise
3. 520 kms Melbourne to Batemans Bay

Semi prime movers and trailers can only be licensed to carry freight on only one of these three major NSW coastal highway stretches, but have the flexibility to travel on any other highway or deemed safe public road.

The whole purpose of the above is to stop or discourage B-doubles and semis using these three highways (particularly the Pacific and Princes) in the short term with a longer term plan of legislating interstate capital city to capital city freight onto rail, but also including interstate freight to Newcastle.

To be implemented immediately

FROM : JUL 13 2005 11:15AM PS

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National Freight Plan Timetable

1. Ban the manufacture of new B-doubles for NSW, Qld and Victorian highways immediately. This will give fair warning to the trucking industry that the day of the B-double is limited and its future place will be restricted.
2. Start the immediate upgrading of the NSW, Vic, Qld and SA interstate National rail lines, infrastructure and implement new rail bulk freight (including truck freight) handling systems.
3. In 10 years 60% of all interstate capital city to capital city freight must be sent on rail.
4. In 15 years this increases to 80%.
5. In 20 years all such freight must be transported on the national rail line system.
6. In 20 years all B-doubles banned from the NSW section of the National Road Freight Highway except for those licensed to operate in a 140 km radius from major country towns (such as Moree, Narrabri, Dubbo, Parkes, Forbes, West Wyalong, etc) and on inland western highways.

National and large truck freight carriers will have to adjust their transport strategies and depots around this plan.

It is time to get some sanity into our national transport systems. Governments, the RTA, the State Rail and the NRMA have failed us badly. It is time for the people to grasp the nettle and demand a major say in Transport Policy – in NSW and nationally.

Max Bolte

Special Purpose B-double Highways

There may be a case for special purpose B-double highways for the short term – such as the Grafton to Casino to Brisbane Summerland Way, for servicing the Grafton and Casino Abattoirs. However, this should still be balanced against upgrading container cartage on rail and getting all such traffic off the road. If the Cattle Industry (and Timber Industry) wanted this as a short term answer either way it should pay for much of the upgrading of the Highway (with many passing lane sections) along with local freight company users (perhaps as a toll on heavy vehicles) – the road upgrading (to B-double safety requirements) economics probably still wouldn't stack up and rail would probably still be the better long term option – with a deadline for such abattoir products carted on that or Lismore Road. With the object of getting heavy freight off high populace roads the proximity of both abattoirs being close to rail should be a dominating factor.

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