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BEAUMONT S.A. 5066
20 September, 97

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FROM:- Allan A WARD. RFD., ED.
(Councillor for Beaumont Ward

Subject: Submission for the Inquiry into Rail in the National Transport Network

REFERENCE: - The Burnside City Council fully endorses this report.

INTRODUCTION

1. **Attached hereto as Annex** A is a report prepared by me in Mar 97, which was supported unanimously by the full council, and subsequently forwarded to the S.A. Premier's Office. It has been accepted as a submission to the Metropolitan Planning Strategy inquiry being conducted by the Department of Housing and Urban Development - Ref Annex D.

2. The report was generated by the problems created by very heavy trucks passing through the eastern and northern suburbs of ADELAIDE at all hours of the day and night, creating a disturbance to the living environment of residents along the route used by the majority of these heavy trucks.

GENERAL

3. The report touches on Waste Management, Solar Water Heaters, Building Regulations, Regulation of Heavy Traffic, Rail as the solution, and Other rail solutions, and whilst some of these comments are directed to the local problem, their aspects could be directly related to, or applied to almost any where in Australia, so only quick comment shall be made towards them.

4. Without any doubt one of the greatest problems facing modern society is the disposal of rubbish. Transport of this and any product from it is most economically, efficiently and environmentally friendly performed by the use of rail.

5. Use of solar water heaters by all domestic properties and indeed by as many as possible of commercial properties would cause an enormous reduction in the use of fossil fuels whether they be coal or oil. Hence there is a necessity to utilise solar power to free up electrical generation for use by electric hauled rail whether it be for freight or passenger movement.

6. Because of the noise pollution problem Burnside Council in the forthcoming review of its planning regulations is considering a requirement for all new buildings facing Portrush, Glen Osmond and Fullarton Roads to incorporate double glazing, and sound absorbing walling to counteract the noise factor create by the passage of heavy vehicles.

7. The absolute exclusion by the S.A. Dept of Transport of any attendance by representatives of the rail industry, yet inviting the road transport industry to be represented,

cannot by any stretch of the imagination be considered as a balanced discussion when they recently held a seminar for the movement of heavy road freight vehicles across the eastern and northern suburbs of Adelaide.

8. All that has resulted from this seminar is the erection of 4 signs to discourage the use of exhaust brakes and an announcement that traffic would be encouraged to use another route. The NIMBY principle of shifting the problem to some one else's backyard (or front yard) is NOT the way to solve the problem.

9. Annex B - a copy of an article from Today's Railways- outlines how the Swiss are prepared to tackle the problem realistically. In the case of the heavy vehicle movement across Adelaide, the total number of vehicles which the Swiss are considering putting on ULP (Ultra Low Profile) flat cars in the future is less than that already passing along Portrush Rd. One cannot help but admire the Swiss to be strong willed enough to vote against EC membership so that they can have control over road freight passing through tinier country, but to vote the following year to alter their Constitution so they can force heavy trucks off roads traversing their country and put it on rail, really shows a commitment to the cause.

10. It is unfortunate that when the subject of the Ro-Ro (roll on - roll off) concept is raised in Australia, the reply given by rail operators is that it was tried by Australian National and not overly successful, and besides a truck on a flat car would not pass through some tunnels or under some bridges. What they totally fail to comprehend is that these ULP flat cars are fitted with very small wheels (8 per bogie) and are low enough to allow a pantechnicon to be driven straight onto the flat cars, stopped and parked without lashing down. The drivers leave the cab of the vehicles and travel in a coach at the front of the train and the pantechnicon standing on the flat car is not only able to travel through tunnels, but is also able to clear the overhead catenary system. The system is referred to as " Rollande Landstrasse" - the rolling highway.

11. This display of ignorance by the railway administrators in Australia of what is being done in Europe is deplorable and their lack of keeping up with their advanced rail methodology only emphasises one of the great problems that have beset railways in this land - unless the idea is out of America or Britain it is probably not known to them. In other words, if it is not from an English speaking source it is not considered. Is this because there is a lack of basic knowledge of railways in Europe, or are our railway administrators lacking in foreign language ability and therefore frightened to venture outside the English speaking zone.

12. If they do venture further afield, then let them not be overawed by the short lived fame of the Japanese Bullet Train, but head to where the leaders in rail technology are to be found - Europe. High speed rail for both passenger and freight is receiving enormous amounts of finance from governments all across Europe. So much is occurring so rapidly that it is almost impossible to state what is the latest development.

13. In the field of significant trains in the passenger field, major countries of Europe each have a flagship style of train, which are:

a. France - The TGV - In the original colour scheme of orange and grey this train challenged and has overtaken the airlines in serving the Paris - Marseilles route. This style is now in service on many lines that are not even up graded to TGV standards. The latest - TGV Atlantique - silver grey and blue and the current holder of the world rail speed record for electric hauled trains, is not likely to be over taken for a long time.

b. Germany - The ICE - the world speed **record holder for a short time between the above** TGV's. The terrain of the country will probably not see any further attempt at conventional rail speed record bids, however complete train sets of the ICE have been purchased for use in the USA where track standards will prohibit service speeds like that in daily use in Europe. Authorised for construction in the near future is the Maglauf (Magnetic Levitation) train, between Berlin and Hamburg. Speeds around 450 km/in have been predicted for this unit which will resurrect the image of the " Fliegender Hamburger" - a pre World War 2 high speed diesel railcar which created the world record for diesel powered trains.

c. Italy - Leads the world in tilt train technology with its "Pendolino" trains. This is a very significant train in that travelling times can be somewhat reduced whilst simply running it on conventional tracks. They have not only perfected this aspect for running in diesel powered railcars and normal carriages but took on the challenge to adapt it to the fitting of a pantograph to a railcar which tilts back so as to remain in contact with the overhead catenary system, whilst negotiating curves. They have in addition a programme that includes high speed electric loco hauled passenger trains and are leading the way with the latest approach of using conventional length trains which would normally be loco hauled, but now have smaller motors fitted to the bogies along the length of the train as one would find on suburban electric trains - the advantage of this system is that if one motor should fail, the train can still continue without much reduction in speed.

d. Spain - The AVE is the RENFE flagship and was acclaimed the best train in Europe at the High Speed Train convention in Lille during a parade of all these trains in May 96. It has its own high speed standard gauge track running from Madrid to Seville via Cordoba. Spectacular new stations are being built to accept these trains on the current and future routes. Talgo trains are the other significant series in Spain and are now at the Series 4 stage. Whilst Series 1 has been relegated to the museum all the other series are in service with the latest being a Talgo Pendular - the unusual characteristics of this train require comment. The carriages are much shorter than usual, carrying only 26 passengers in 1st Class, they are of monocoque construction allowing a low floor level and roof profile but still giving a spacious head clearance, and comfortable seating with excellent shoulder and leg room. Meals are served in your seat by a hostess just as it would be on an aircraft. The running gear is somewhat unconventional in that the end of each carriage travels on a common single axle, thus giving the train a continuous and streamlined configuration. Annex C shows diagrammatically the procedure which is this train's other very unique feature - it can convert from standard to broad gauge or vice versa by simply traversing a special gauge conversion table. The system has been in use for many years and does not impose any speed restrictions on its capabilities due to this special equipment. Because of this special feature it is able to run on either normal RENFE broad gauge track or the

standard gauge track of the AVE. Initially it was developed to allow for travel from Iberian Peninsular onto the standard gauge SNCF system. It is extremely comfortable to travel in and like the AVE and many other Spanish long distance trains it also has onboard **Television.** It is interesting to note that DB (German Federal Railways) has purchased several complete trains sets of this very interesting train. Only a little of Spain's extensive rail system is not yet electrified, despite it having a much lower density of population than the rest of Europe.

e. Sweden - Their Bahn 2000 Series whilst not in the very high speed bracket, is recognised as the most luxurious, in the true sleek tradition of Scandinavian quality and design. Sweden is now moving towards a major upgrade in its track system to allow these trains to perform at their best.

f. Switzerland - Whilst it has not produced a very high speed train in the vein of the afore mentioned countries it warrants comment on the basis that it must be considered the world's biggest train set. Here one can see mainline standard gauge trains operating through mountainous terrain at speeds that would be hard for some people in the Australian Rail fraternity to imagine, in carriages that are very comfortable, yet one can change to a delightful narrow gauge train (generally 1 metre gauge) to gain access to the countryside that is the real postcard image of that country. Switzerland has many private short line operations particularly in narrow gauge and they are the lines serving the very remote mountainous areas with gradients so steep that rack and pinion traction is required - generally these lines are required to maintain functionality during their very severe winter when road movement becomes impossible. Their Bahn 2000 program involves huge station renovations with a new standard loco design achieved by building 4 prototypes in the 1980's for rigorous testing before committing themselves to the final concept. It may be noted that the locomotive chassis, bodies and bogies which we are building here in Australia and then being flown to Switzerland are fitted out with those advanced electric's manufactured there and in Germany. They will then be flown to India. This process has been adopted on a cost evaluated basis.

14. Whilst the above outlines the flagships of the passenger trains of Europe, one must not loose sight of the fact that in reality the operation which keeps rail afloat and the more desirable means of transport is its ability to move thousands of tonnes of freight and does it without too much danger to other people, considering that some freight trains in Germany are travelling at 160 km/h. The rail systems of Europe have not lost touch with the patronage of the small client as well as looking after clients who have whole train length requirements. Consolidation of goods for transit are handled in different manners according to the principles of operation within each country, and it will be very interesting to see how Wisconsin & Central establish co-operation between their new operations in the United Kingdom and working into Europe.

15. Lack of a business approach based on customer service by rail services in Australia certainly need to be looked at. Containers for Alice Springs sit in Islington Freight complex all day and are loaded up late afternoon to send a double headed train out at 2230, yet there is often sufficient loading to warrant sending out a single headed train between 1030 and 1200. Loco drivers sit in the mess room on day shift, paid to sit there. Surely it would be

better to move that freight out early and gain 10 or 12 hrs head start. Maybe if the word spread around that there was a better service, then it would generate even better patronage.

16. One cannot avoid mentioning the huge damage to our international debt that the increasing intensity of road transport is creating. Although mentioned in my report to Council, the inefficiency of road transport cannot be over stressed. Legal payloads are around 26 tonnes for which we see one driver being employed to drive a truck which consumes diesel fuel at 4-6 mpg (to use terms most people are familiar with), on rubber tyres, which do not really have a huge distance capability.

17. The truck is fully imported - we no longer have a truck production facility for line haul trucking. Our low quality and volume of diesel fractionate from Bass Strait means we are gulping diesel fuel imported at high cost. We do not grow rubber product so tyres are either made from imported raw material or are fully imported, again adding to our international debt.

18. We are able to completely build all of our railway rolling stock, and our ability in the locomotive area has already been touched on, but basically, only the Diesel - Electric componentry in a Diesel Electric loco must be imported, whilst similarly the electric's in an Electric loco also need to be imported. The rest of the loco can be built using Australian Steel from Australian raw materials. During the grain season 4 Diesel Electric locos haul a 2600 tonne payload over the Mount Lofty Ranges from Tailem Bend, using one engineman. Each of the locos consumes about 1 gallon per mile. If these were Electric locos, the number could be reduced to 2 only.

19. In considering environmental values the trucks perform very poorly, firstly there is high rate of damaging exhaust emissions brought about by their greater fuel consumption, and then by engine and transmission lubricants either from leakages and finally the disposal problem after changes - few operators are using big-degradable synthetic lubricants. Then there is the enormous problem associated with tyre disposal after they become worn out, not to mention huge amounts of rubber dust left on the road surfaces which eventually finds its way into the water systems together with asbestos dust from the brakes and clutches. When the truck has finally reached the end of its operating life it is generally left as a rusting hulk in a wreckers yard or worse still a highly polluting body built of plastic or fibreglass, which is either difficult or impossible to re-cycle.

20. When a loco has completed its economical life it can be virtually completely recycled and whilst it is in use, a diesel powered loco whilst creating some pollution from the diesel engine it will be somewhat less when considered against the fuel consumption/payload of a truck. The metal components can be smelted and re-used, with little plastic to add to our polluted world. Freight cars are almost totally re-cyclable, whilst passenger coaches vary according to period of manufacture.

21. When World War 2 came to an end politicians seemed to forget almost immediately the importance the railway system was to the war effort by moving huge quantities of personnel and materiel - indeed it was this incredible feat which they performed during that crisis that left them in a run down state by the end of the war. For this remarkable

performance they were rewarded with unbalanced allocation of funds which would allow them to restore their standards at least back to pre-war level so as to give them a chance to compete with the emerging road transport industry. Meanwhile some operators grew from small units into huge companies which seemed to become so powerful that they became the proverbial tail that wagged the dog, with Government almost not knowing where to stop in its efforts to appease the voracious appetite of these large operators - meanwhile the railways were required to survive on measly pittance's of government funding. To many, this attitude by government appeared to be a way in which to dismember the railway system so as to enable a total takeover by the road transport industry. Huge funds have over these 50 yrs have been poured into the national road network - funds which have been created largely by the owners of private motor vehicles. The damage to the national road network is absolutely out of proportion to the contribution which heavy vehicle operators make towards their upkeep. If their activities where not being grossly over supported by the private motorist and they were required to make realistic contributions perhaps the charges by road freighters would become more realistic and be in excess of rail freight charges. The private motorist must no longer be called upon to subsidise the money making exercises of the large road freight operations - they must pay realistic registration fees and road taxes. In other words we must see a level playing field created. I would expect Rail Management to become absolutely customer orientated, and if they fail to deliver then they should be moved out. The time has come when the national interest must come above that of a few - road freighters must pay there fair share of road maintenance costs

22. Mention has already been made in Annex A of the disproportionate involvement in fatal and serious accidents which heavy trucks are continuously involved in and since that was drafted almost weekly we have seen a serious truck incident on the Mount Barker Rd let alone those elsewhere within the State, or indeed around the country.

CLOSING REMARKS

23. I do not wish to create the impression that I am absolutely anti - truck industry. As an Army Reserve Captain in the Military Police I was qualified as a Transport Officer, and was required to be able to plan Road Movement within the Divisional Battle **Trafffc Plan. My civil** occupation has been that of a Police Officer in the S.A. Police Department for over 40 yrs - during which time I have served on General Duties Patrol as a Patrolman and a Patrol Sergeant, and 16 yrs were spent as a Traffic Patrolman and Traffic Sergeant. I am currently posted to the Transit Police Division, as a Sergeant, policing the Trains, Trams and Buses of the public transport system in Adelaide. I have served on United Nations Peacekeeping Missions in Cyprus (Police)and Kashmir (Army), each for one year. I have toured the Pacific Islands, the Far East, and with over 6 visits to Western Europe I have visited every country or state except Greece and San Marino. I have driven extensively in those countries using both left and right hand drive vehicles, and through my Police and Army qualifications have been able to participate in activities ranging from solo motor cycle stunt and formation riding, up to heavy trucks and buses driving. I am also qualified to test drivers for these vehicles. My interest in Railways was no doubt generated by my father being a railway man, and whilst I did not follow that career path my hobby became model railways at a very early age. After suffering an unreliable British product I switched to a German brand and so the interest in European railways began. In those early days in order to

gain more knowledge of the operating instructions I developed a working knowledge of German and today do not find it a problem to use this ability in German speaking countries or to travel through other European countries even though I do not speak the languages. During 6 visits to Europe I have also travelled extensively on the rail systems and noted the various standards of service between them.

CONCLUSION

24. The rail system in Australia is in dire need of a major injection of funds to bring it into the 21st Century, if we are to survive economically, environmentally and create a healthy future for future generations. Whilst road freight is a vital part of the future plan its role should be that of a feeder to an integrated, virile and efficient rail system, operating on a single gauge network of tracks built to take fast heavy moving trains on trunk routes and special tasking routes. It is highly desirable that a double rail track be constructed linking Adelaide, Melbourne, Sydney and Brisbane. Poor standard gauge track from the S.A. - Victorian border to Melbourne and using the shorter route through Ballarat should receive the highest priority in the national programme. It is imperative the rail be considered in the Defence role - it has been used in this role heavily in the United Nations and NATO support for UNPROFOR in the emergency in the former Yugoslavia. Greater reliance on rail should be also encouraged by the Federal Government in the suburban transport scheme, again with buses being used more in a feeder role than long distance carriers from the outer suburbs.

25. I would be pleased to attend before the committee if called upon to assist them in their enquires.

Allan A WARD. RFD., ED.
Councillor for Beaumont Ward
City of Burnside ADELAIDE. S.A.

Attachments:

Annex A: Burnside Council Report to Premier's Office
Annex B: How the Swiss are tackling the heavy vehicle problem.
Annex C: Diagram of Talgo Train wheel gauge movement.
Annex D: Letter from Premier's Office re acceptance of Annex A
(Annex B + C as supplements) for Strategy Committee.

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16 Mar 97
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TO:BEAC
(Through the Enviroment Officer)

From. Allan A WARD R.F.D., E.D.

Councillor for Beaumont Ward- Council rep to BEAC.

SUBJECT:- Beyond 2005

INTRODUCTION

1. Concern for the environment was the catalyst for me to enter the sphere of Local Government. Having then become involved in the perplexities that are facing society I became an early member of BEAC, which gave an even greater insight to the overall picture. This fired up a desire to follow through with fighting to make not only Burnside, but the whole of Adelaide or indeed South Australia a better place to live.

2. Initially one would have the feeling that a report of this nature should go before the Engineering Services Committee, however when one considers the broad picture that is envisaged in this report, I considered it required the broader scope of being initiated into all aspects of our community through BEAC.

3. If we are to "think globally and act locally" we must not only put up a proposition effecting ourselves but it must also involve our neighbours and even consider implicating the whole of the State.

WASTE MANAGEMENT

4. Disposal of household waste (and a selection of commercial waste) can no longer be considered to be satisfactorily disposed of by landfill in any form, whether it be within the metropolitan area or near country.

5. All metropolitan waste should be transported to a site adjacent to the Bolivar Sewage Treatment Works, where a depot can be established for the conversion of the green waste into organic recycled product using the by-product of the Treatment Works- this can then be sold to the residents in the metropolitan or nearby country areas. Green waste accounts for about 15% of the total tonnage, and as it is extracted early in the process it then leaves the remainder for subsequent processing still at the Bolivar site.

6. The next step is to remove metals and obvious glass produce in the waste stream, leaving the remainder to be converted into RFR (Recycled Fuel Resource). It is estimated that the gross RFR tonnage of metropolitan Adelaide could be in the vicinity of 280,000 tonnes. RFR is about 4 times the heat producer of brown coal- it would follow then that this would be the equivalent of about 1.12 million tonnes of brown coal.

7. A spur line of approximately 2 km from the main north rail line to Bolivar could be built so as to utilise Rail Hopper Wagons with a capacity of 60 tonnes each to convey the RFR to the Port Augusta Power House in lieu of Brown Coal. The wagons could be diverted from Leigh Creek coal haulage duties thereby not requiring any additional expenditure to achieve this aspect of the operation. (Use of road freight would defeat the environmental purpose by using a grossly excessive amount of imported

fossil fuel and chewing up huge amounts of imported rubber, not to mention the enormous damage which road freight does to the road surface.)

8. This would achieve disposal of metropolitan waste, conserve the supply of brown coal for future generations and create jobs in the metropolitan area. There would also be a small spin off at Port Augusta for the dumping of the small amount of waste to landfill from the burning process. By volume this would be minuscule compared to the current "solution" to the problem of entire metropolitan land fill.

SOLAR WATER HEATERS

9. All metropolitan households should be required to be using Solar Hot Water Systems by the year 2005, with commercial and industrial concerns being required to prove to a Committee of Inquiry why they should be excluded from the same requirement. This would free up more than 1/3 of generated power, for use by electrified rail, both metropolitan and country. Although the current metropolitan railcar fleet have all been designed for conversion to electric traction, this possibility is not foreseeable, due to the current lack of generating capability by ETSA.

BUILDING REGULATIONS

10. These should reflect a logical acceptance of the benefits of building an environmentally friendly house - with huge penalties for those who build new houses which do not comply and financial incentives for existing houses to be changed to conform, within reasonable financial boundaries. Much information is already available on this subject and procrastination is not the answer to the problem.

REGULATION OF HEAVY TRAFFIC

11. Heavy road freight trucks moving through the City Of Burnside saw the forming of a concerned group of Burnside residents into an action group, who were promptly joined by equally concerned residents from other council areas along the length of Portrush and Hampstead Rds together they formed PHRAG (Portrush, Hampstead Roads Action Group). The enormous concerns expressed by these residents resulted in the Dept of Transport convening a seminar of interested parties to discuss and if possible come to some solution concerning the problems as expressed by these residents. This seminar was held in 2 blocks and on each occasion the decision was that the traffic should be re-routed.

12. Whilst the result could be considered a victory in favour of these residents it was in reality a band aid approach to cure a festering wound confronting the residents of the eastern and northern suburbs, and all the proposed solution will successfully achieve is to transfer the problem from one area to another. The decision to encourage heavy road freight vehicles away from Portrush Hampstead Rds to a route basically consisting of Glen Osmond - Fullarton - Dequetteville - Hackney - Mann Rds/Tce and then skirt the northern parklands to Torrens Rd, where the choice then is either Churchill or South Rds, is not a sound decision.

13. The most disturbing aspect of the Heavy Freight Seminar was the absolute exclusion by the facilitator to allow any discussion involving rail transportation.

14. The failure to have Australian National, National Freight and National Rail participating as probably the major stake holders in the discussion resulted in an unbalanced discussion, biased entirely towards road transport - the problem makers of this environmentally, uneconomic and endangerment to life problem - activities deplored by the residents.

RAIL AS THE SOLUTION

15. It is an unfortunate fact of life that over the years due to the thrust by so called economic rationalists that the rail system has been allowed to be run down to the state where it is in dire need of re-vitalisation before it collapses altogether. During World War 2 the rail system was the main stay of defence materiel transportation and in South Australia in particular, our heavy duty locomotives (built in the United Kingdom to United States specifications in the 20's) saw our State perform creditably. We also had a very capable Railway Workshops at Islington which whilst participating in light armoured vehicle construction, designed and built locomotives and rolling stock. We have proved in the past we have the capability to build and maintain a performing railway system.

16. What is needed is to rethink the use of rail to assist in solving the problems which are not only confined to Burnside. Unfortunately our visionary capabilities of the past have disappeared and it is without doubt that we should now look around the world and see what is happening elsewhere - but it is important that this search for information and observation of what other people are doing should not be confined to what is only happening within the major English speaking countries of the world, for that would be a retrograde step. The governments of Europe are putting gigantic amounts of funds into their railway systems with advanced ideas in equipment's and methods of operation. To re-vamp the United States railway systems they are turning to the advanced European technology and even within Europe there is enormous sharing of production - after all who would think that DB (German Federal Railways) would be buying passenger trains from RENFE (Spanish Railways).

17. Adelaide is currently the only mainland state capital city with out electric suburban rail transport. Electrification of the rail system is just so overdue that it is no wonder we are regarded as a backward state - adopting the solar water heating policy would be a positive initial step towards changing this embarrassing situation. The local rail should be converted to Standard Gauge forthwith, with first priority being given to the hills line so as to provide greater flexibility of operations - what we have at present in effect is 2 single lines running parallel to each other to a destination of minor consequence.

18. Taking into consideration the aforementioned factors the following electrification of rail lines must be implemented

a. ADELAIDE- TAILEM BEND

b. ADELAIDE - PORT AUGUSTA

and whilst this may seem somewhat ambitious, it should be considered in context with the installation of the DARWIN - ALICE SPRINGS railway with the huge traffic this would generate, and the implementation of the points to follow.

19. PHRAG carried out its own survey of the movement of heavy vehicles into and out of

Portrush Rd - Mt Barker Rds (but not including those into / out of Glen Osmond or Cross Rds) and only counting semi-trailers and "B" Doubles this figure averaged out at 1560/ day over a 3 x 24 hr period. As the D o T has no recent data they have accepted these figures as a legitimate survey.

20. All road vehicles of a GVW (Gross Vehicle Weight) exceeding 16 tonnes GVW shall be required to be conveyed on Ro- Ro (Roll on - Roll off rail freight wagons between

ISLINGTON - TAILEM BEND and vice versa. This can be achieved by using very low deck continuously linked flat cars as are used on lines through the European Alps from :

a. SW1~IZERLAND - ITALY

b. SWITZERLAND - AUSTRIA

c. SWITZERLAND - GERMANY

and vice versa

21. Implementation of this procedure would remove the problem of heavy vehicle movement across the eastern and northern suburbs of Adelaide, and avoid shifting the problem to someone else's back yard.

22. Removal of heavy vehicles from the Mt Barker Rd- South Eastern Freeway would improve the safety of the these roads and virtually eliminate the risk of major accidents involving heavy vehicles on these carriageways, which tie up police, fire and ambulance staff and heavy recovery vehicles for considerable times when these accidents occur. Major accidents add a substantial burden to the general economy with high insurance premiums whether it be for Third Party Bodily Injury, Comprehensive, or Goods under way insurance. The so- called upgrade of the Mt Barker Rd through the introduction of a tunnel system will not necessarily improve the situation, but on the contrary is more likely to increase the danger to suburban traffic due to the faster descent of these heavy vehicles down to the fringe of the metropolitan area.

23. A toll should be charged and if necessary supplemented by a subsidy from fuel of tax. A converted passenger car should form part of the train which provides a buffet facility and bunks for drivers to lay out a bed roll. Time on the train should be considered as out of cab time for the purpose of the hours of driving commercial vehicles is to be calculated. For the operator it should be a benefit as whilst the driver is eating or sleeping the vehicle is moving forward on its journey, which should be considerable if their policy is one of time is money.

24. It is essential specifications for the Ro-Ro flat wagons as used in Europe be used as they are so low that they allow a semi-trailer pantechnicon to be driven straight onto the wagon with sufficient clearance to allow the entire combination to travel under the catenary system for overhead wires, and with sufficient clearance in tunnels.

25. Additional savings can be achieved by using electric locos, for when they are descending the Mt Lofty Ranges the electric motors could be reversed and so become generators thus achieving electro-motive braking. This then provides power through the catenary system for locos ascending the hills, whilst simultaneous having a braking effect for the descending train.

26. If South Australia were to lead the way for this technique then I am sure that NSW would be extremely interested in the Ro-Ro train to reduce the enormous volume of heavy road vehicle traffic which grinds its way to and fro over the Blue Mountains from Sydney.

OTHER RAIL SOLUTIONS

27. Standing at the Portrush/Greenhill Rds intersection at anytime of the day or night will reveal even to the casual observer, that there is every reason to accept the 1560 veins/day figures from PHRAG. A reasonable percentage of these vehicles belong to that prominent Mt Gambier businessman, Allan SCOTT, operating about 1400 units under a variety of trading names, he has to be considered as a large operator.

28. We now need to look at the problem which is generated by the isolation that the South East now has with the Adelaide - Melbourne line being Standard Gauge of 4 ft 8.5 in, whilst the branch line from it, Wolseley- Mt Gambier remains at the old South Australian Broad Gauge of 5 ft 3 in. Whilst Mr Scott has sought the assistance of the previous SA Government to convert this section of track to Standard Gauge this has been refused. There is an alternative to full track conversion.

29. As far back as 1979 I observed RENFE (Spanish National Rail) freight cars being loaded onto a ferry at Dunkerque, France bound for the United Kingdom. Knowing that the railways of the Iberian Peninsula (Spain and Portugal) were broad gauge I was a little puzzled how this was so. Some years later I read of a Track Gauge Conversion Table used jointly by RENFE and SNCF (French National Railways) at the border stations which converted the gauge of the wheels on the axles as the train passed over the table.

30. In Oct 96 I was travelling on a high speed Talgo train which originated from Barcelona and was to terminate at Narbonne in Southern France, and on arrival at Port Bou following the uncoupling of the hauling loco the train was pushed at around walking pace through a shed which housed this conversion table and whilst a Safety Officer observed from each side, the train progressed with the clicking of the wheels and locking pins until it stopped for a short time whilst the new French loco was attached to the front and the pushing Spanish loco was detached. It was with out any further ado that after a short halt in Cerbere (France), that we were travelling at high speed along the French track required to maintain an average speed between stations that would be mind boggling to Australian train operations. It must be concluded that this system is safe and reliable and certainly has had sufficient time to be fully tested.

31. I believe Mr SCOTT has expressed interest in moving a large number of his semi trailer sections by using the Trailer-Rail system. Not only would this improve the living and safety environment for the northern, eastern and hills areas it also makes sense from the economics side of the argument and Mr SCOTT operates his business at a profit ! !!

32. It would not be hard to envisage the utilisation of this equipment at Tailem Bend to assist in the movement of grain from the area to the north-east of Tailem Bend. Grain transport is a huge factor in AN's operation and with the current arrangement whereby interstate freight revenue has been lost by AN to a Sydney based operation it is essential for AN to maintain the best possible efficiency level for this lucrative income source. The Wheel Gauge Conversion Table would make this possible.

33. Use of the above equipment would necessitate specialised bogies with wheels and axles that convert the braking equipment simultaneously.

34. Whilst it is realised that what has been portrayed in this report does involve expenditure it also promotes a course of action which will create a huge number of jobs here in South Australia, whilst assisting considerably in making it a safer place to live we should not loose sight of the fact that 10% of fatalities involve heavy vehicles, yet they do not comprise 10% of the state's fleet of vehicles.

35. The only imported aspect of building a locomotive is the motive power unit and ancillaries all of the rest of the components can and in fact are being built in Australia (we are currently building locos in Australia which are then airfreighted to Switzerland for fitting out of the electric motors etc, and then airfreighted to India).

36. All of the Prime Movers for heavy road transports are fully imported, and they are powered by diesel motors requiring expensive imported diesel fuel - Australian fractionate diesel is low quality and can only be used as a small portion of the mixture. The rubber tyres are also fully imported. With our foreign debt at a record high, to encourage expenditure for these items in lieu of a product which can survive on home grown resources simply put does not make even the slightest of common sense.

37. The use of road transport is not a pretty picture - it is source of disproportionate danger to other road users, brought about by the cowboy attitude of some drivers, and the unrealistic travelling times imposed by clients and employers on subcontractors - and this includes robbing them of a reasonable time to sleep at the end of their journey, thus enabling a safe driving condition for the next journey, which inevitably entails taking of drugs. Not all trucks are maintained satisfactorily, both mechanically and from an environmental aspect.

38. In conclusion I would add that the points raised in this report could be regarded as only the beginning for an in depth discussion and is submitted to BEAC with the hope that it will receive full support for forwarding to Council, who hopefully will recommend its forwarding to the Premier for his earnest consideration, with information copies to the Minister for the Environment, and the Minister for Transport.

A.A. Ward R.F.D., E.D.
Councillor for Beaumont Ward.