

Response	Percentage
Current administration	85%
Previous administration	15%

24 November 2017

The rail line from Melbourne to Brisbane via the coast is nowhere near full commercial capacity and the proposed inland route is a waste of taxpayers money where major population centres are less than 50,000 people. From my experience very few trains pass through Paterson, New South Wales, every hour!

Daily coastal shipping, for non urgent cargo, from Melbourne to Brisbane via Wollongong, Newcastle and Coffs Harbour would also reduce the pressure on the passenger rail network in New South Wales and avoid the significant environmental impact of providing an under utilised rail line that requires ongoing maintenance and generates significant heat in its near vicinity.

Custom ships could be built to perform the tasks, even utilising parts of existing locomotives and reduce Australia's greenhouse gas emissions footprint as coastal shipping is known to have less environmental impact than rail transport. There must even be potential to review available shipping assets in light of the collapse of Hanjin Shipping.

Having reviewed the annual report of Australian Rail Track Corporation (ARTC) I do not believe that corporation is providing reliable and full information for its stakeholders on its rate of capital utilisation or rates of return. If port corporations in Australia were operated via a single federal corporate entity a more efficient solution would be achieved to redeploy investment capital where a higher real economic return could be achieved for all Australians.

Yours sincerely

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