

Railways Environmental Contribution to the Nation

- It is a third party method to obtain funds to build new track and permanent way and up grade exiting tract over and above present funding

Promotion of a true RO-RO multimodal freight system which makes money and saves the environment with given federal highway status to the operator Railways would facilitate this by building and maintaining the track

Introduction

Some 10 million truck/kilometers are covered each day in Australia burning some 6 million litres of diesel producing 14,000 tonnes of CO₂ each day. If we (Australia) would like to contribute to saving the planet then we need to reduce our CO₂ emissions. To do this it will require major infrastructure projects. A transfer of truck traffic onto a RO-RO Train would reduce our green house gasses by 1,000's tonnes of CO₂ a day and who ever operated the service a viable business.



One of these projects could include a new short cut line on the Melbourne to Sydney route

Example Route

Taking the Newel highway as an example there are 5,000 truck movements every day (Dubbo). If 20% of this was taken off the road and put on the trains and assuming 10:1 energy efficiency of rail over road and the average distanced traveled being 1500 Kms there would be a saving of 1000 x 1,200 litres less 5% per day approximately 1.1 million litres per day.

Method

The truck driver picks up his load say in Adelaide drives to the rail yard a say drives on the train truck and all gets carted all the way to Brisbane or a location out side drives off and makes the final delivery. There is no double handling, the soft ware costs (labour / Admin) for the rail hauler are low

The cost of the trip would be fixed at the same rate of the diesel cost. The train company would earn approximately \$1.5 million per day or about \$0.5 billion each year.



This out line project not only reduces internal shipping/ cartage costs, it will generate greater competition in local transport and reduce carbon related emissions.

The concept is not new it is successful in both Europe and notable India. The significant winning case is Europe where present road infrastructure is good and the trucking industry strong and competitive.

Concept

The rail line would be all new track it can be on standard gauge, the target speed would be 200 Km/hr with average speed including start stop being 120 km/hr. Radically it would be double track with passing loops and should be electrified.



Environment

One litre of diesel contains 0.7 kg of carbon and if fully burnt produces approximately 2.0 kg of CO₂ so this project would reduce our green house gas emission by 2,500 tonnes per day. Even if the power to the track was by coal fired p/s then the savings would be 1,800 tonnes/day.

GDP

When I worked on the MRT and MTR projects in Singapore and Hong Kong on opening the local bourse indexes broke physiological barriers. This project would do the same.

We import diesel/crude oil this project would reduce our import bills another savings

Out comes

As this is a national project then funding/grants can be obtained from the government. It has the political profile reduces green house gasses, creates employment reduces internal transport costs.

Key Points

- In excess of 1,000 tonnes savings of CO₂ per day
- Increase in productivity and reduction in internal transport cost
- Reduction in road usage, improved road safety
- Reduction in oil imports
- With reduction in road traffic high way speeds could be increased giving greater separation in traffic with associated reduction in accidents (European figures)

The project costs will be in the Billions, however to remove 1,000's of tonnes of CO₂ per day will require major infrastructure construction works. It is a large project but is doable.

In our present capacity of turning the nation's railway into a major infrastructure maintainer and economic generator we need to create an awareness and third party business which when running will intern generate income and new track permanent way.