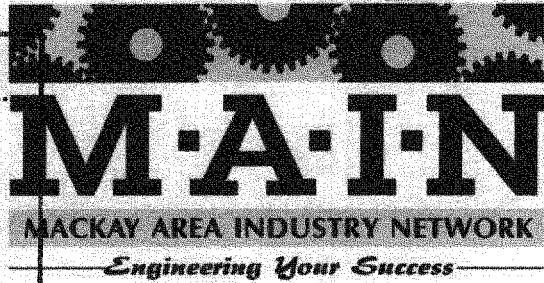


Secretary: *J. Luttrell*

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HOUSE OF REPRESENTATIVES
STANDING COMMITTEE ON
TRANSPORT AND
REGIONAL SERVICES27th June 2005

Mr Tas Luttrell
Principal Research Officer
House of Representatives
Standing Committee on Transport and Regional Services
Parliament House
CANBERRA ACT 2600

Dear Mr Luttrell

The Board and members of MAIN Cooperative Limited thank the House of Representatives for the opportunity to present some key points in support of the points made at the recent meeting held in Mackay.

The specific issues raised by the General Manager of MAIN, Margaret Cameron and the further submissions on each of these issues follow:

- ***Funding for upgrades of the interconnecting roads in the Bowen Basin. The priority for these road is seen as***
 1. Moranbah – Dysart - passes Peak Downs, Saraji, Norwich Park mines, and linking to German Creek and Oakey Creek mines
 2. Middlemount – Capella Road – passes German Creek, Oakey Creek
 3. Peak Downs Highway between Moranbah and Clermont

- ***Possible alternatives for Peak Downs Highway rerouting***

It is seen as imperative that both the State and Federal Government assess the current Peak Downs Highway and seek alternative routes, particularly around residential towns in the Pioneer Valley. To meet the growing demand for housing, these towns are currently undergoing rapid expansion. The most critical of these appears to be Walkerston where, for example, trucks carrying millions of litres of fuel are forced to navigate an intricate road over a narrow bridge and around a sharp corner, whilst passing within metres of a school, a shopping centre and residences.

The highway over the Nebo Range also requires assessment. This is a current and future bottleneck in servicing the mines in the Bowen Basin, with heavy vehicle numbers increasing dramatically.

- ***Opinions on priority for the Goonyella / Newlands 'missing link' railway***

Members of MAIN are suppliers of services to the coal producers, rather than being coal producers directly. This is an issue which will be answered by the coal companies. The members of MAIN however do not see this as a high priority need.

- ***Comments on the Multi modal corridor linking industrial areas by road and rail with the Mackay Harbour.***

Development of infrastructure at the Mackay Harbour in the future will be dependent upon the ability to move large quantities of goods between the industrial area and the Port. Currently there is a limited rail link and an inadequate road link. Past environmental issues appear to have 'derailed' the proposal to upgrade and build this infrastructure and whilst the members of MAIN have due respect for the importance of the environment, the issues in this particular corridor appear to have been given undue weight in the debate.

Without the ability to move freight, there is also an inhibiting effect on companies' desire to develop product manufacturing capabilities that require port access for shipping of products.

- ***Other comments on road/rail links to Regional ports***

Long term planning is required now to ensure that other unforeseen bottlenecks do not appear over the next decade as development continues.

We trust that these opinions will be of value in the report being submitted by the Committee.

Yours sincerely



Margaret Cameron
General Manager