



Tasmania's land transport network

- Tasmania has an extensive road and rail freight network, with all major freight corridors operating as parallel road and rail networks.
- In 2011-12, Tasmania's land transport task was almost 23 million tonnes. This is projected to increase to 38 million tonnes by 2035.
- Key commodities include construction inputs, agriculture, cement, forestry and consumer goods.
- Road carries the highest freight volumes, with the majority of freight carried on the National and State Road networks.
- The Burnie to Hobart freight corridor is the state's most significant freight corridor, carrying the highest freight tonnages and connecting most major ports, key industrial and population centres.

Road freight network

- The Tasmanian road freight network includes roads funded by all three levels of government:
 - National Network (Burnie to Hobart Airport; Launceston to Bell Bay) – part of a national transport system, primarily funded by the Australian Government.
 - State Road Network – owned, planned, managed and primarily funded by the Tasmanian Government.
 - Local roads - owned, planned and managed by local government. Important for 'last mile' connections to industrial, processing and distribution centres.
- Tasmania's road network carries the highest freight volumes – 20.3 million tonnes compared to 2.3 million tonnes on rail (2011-12) (Figure 1).
- Freight growth is forecast to be highest:
 - on road, focused on the National Network and State Road network; and
 - between Burnie and Hobart (65% of all freight journeys travel on this corridor) (Figure 2).
- Under a national system, heavy vehicle users pay for their use of the road network through registration and fuel-based charges.

Figure 1. Tasmania's Land Transport Freight Network

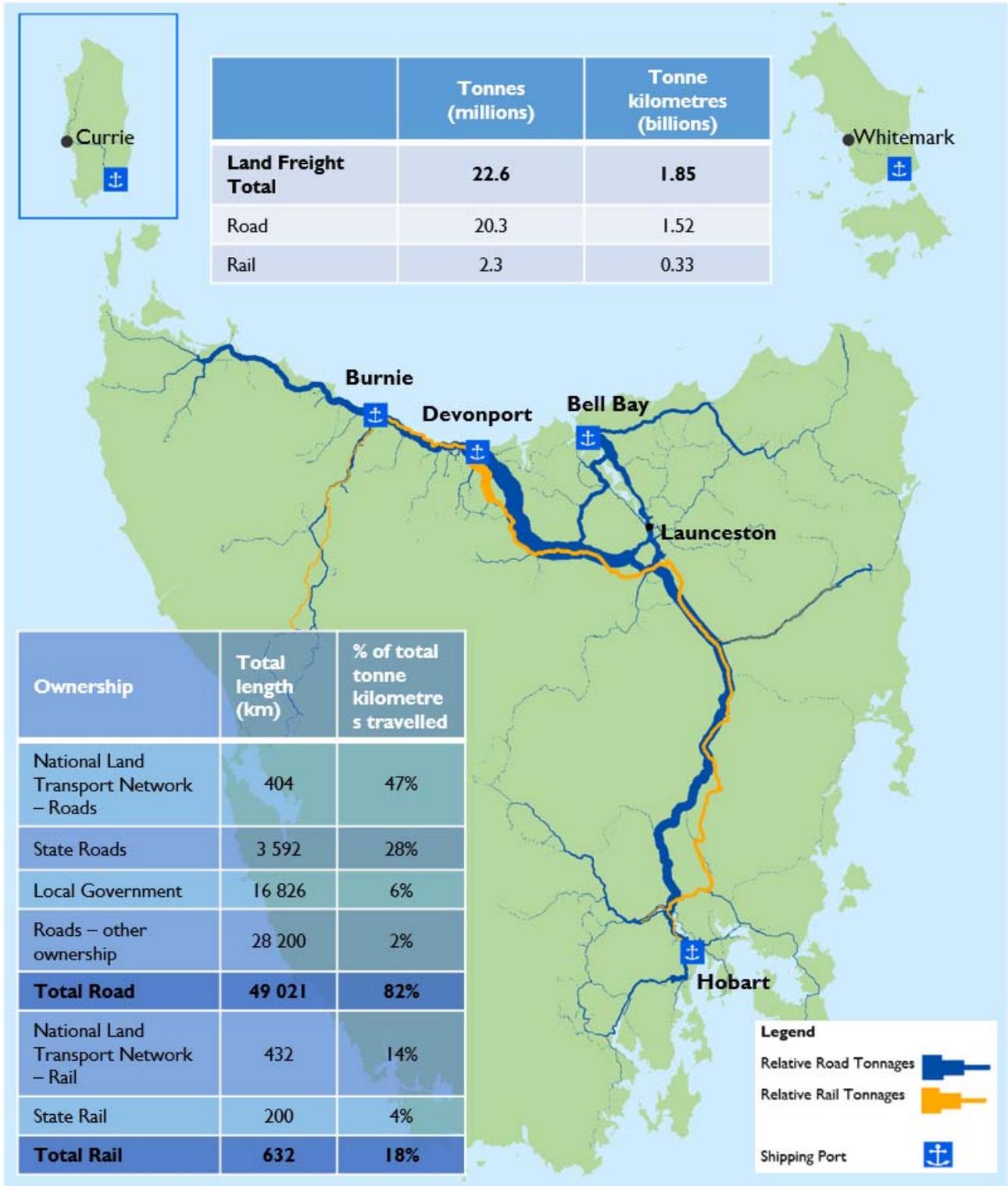
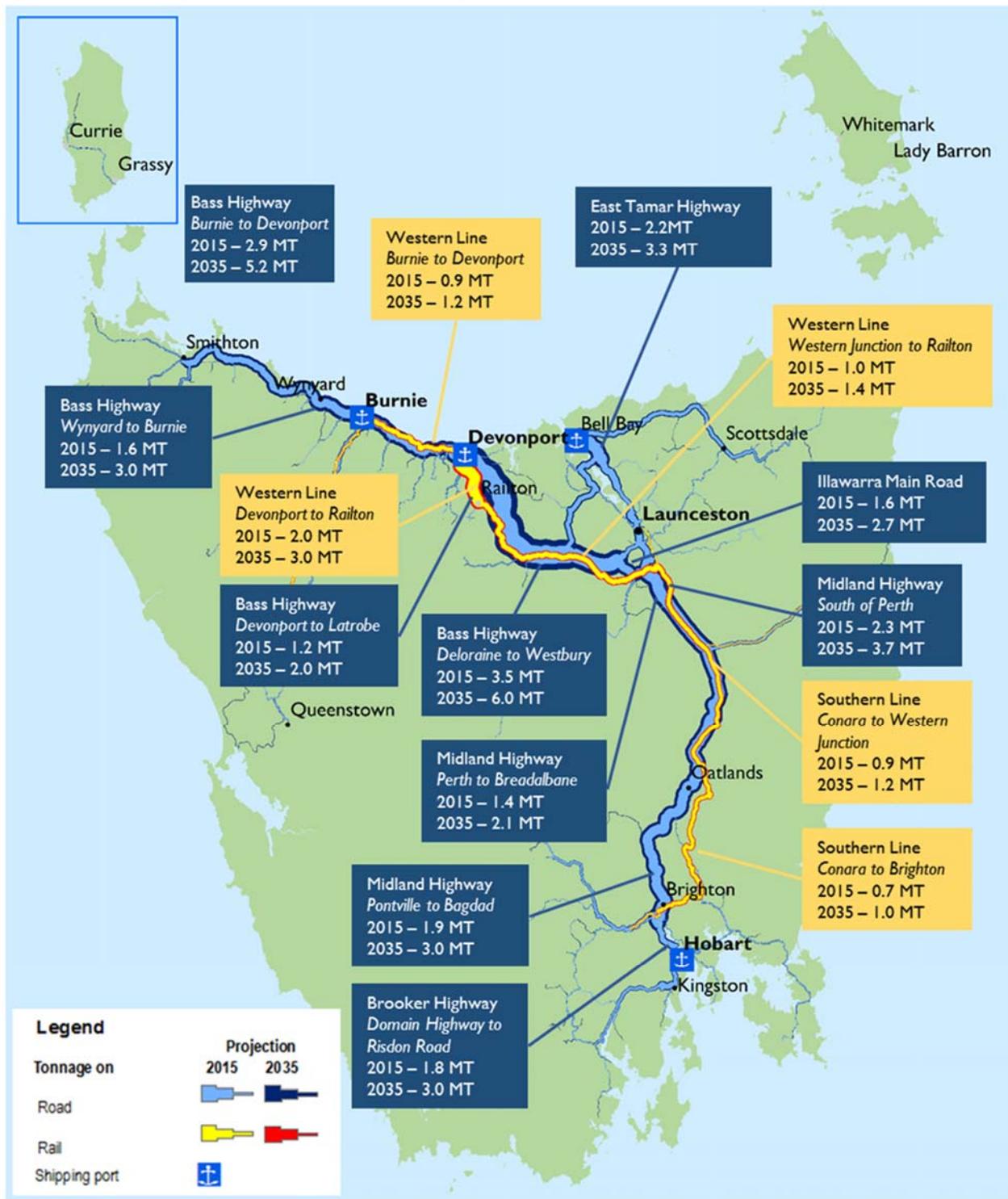


Figure 2. Forecast freight volumes, Tasmanian land transport network



Rail freight network

- Tasmania's rail network is owned and operated by the State-owned company TasRail, which operates as a vertically integrated 'above rail' (train services) and 'below rail' (rail network) business.
- The main north-south line connects Burnie and the Brighton Hub. Key regional connections operate to the West Coast, and to Launceston and Bell Bay Port. Single bulk customer lines include Railton, Fingal and Boyer (Table 1 and Figure 3).
- The network is freight only, carrying 2.3 million tonnes of freight or 18% of the State's freight task in net tonne kilometres.
- The network is characterised by a focus on bulk products and a small number of key customers. For example:
 - Two customers account for 60% of intermodal freight between Burnie and Hobart.
 - The Devonport to Railton line comprises around 50% of rail's total freight volumes.

Table 1. Tasmania's rail freight network (operational only)

Rail Line	Location	Total length (km)	Tonne-kilometres (2011-12)
Bell Bay	East Tamar Junction to Bell Bay Port	57	0
Derwent Valley	Bridgewater to Boyer	71	4.06 million
Fingal	Fingal to Conara	55	33.95 million
South	Brighton Hub to Western Junction	199	106.82 million
Western	Inveresk to Burnie Port via Western Junction	259	156.59 million
Melba	Melba Flats to Burnie	130	27.64 million
	Total	632km	329.06 million

Figure 3. Tasmanian rail network

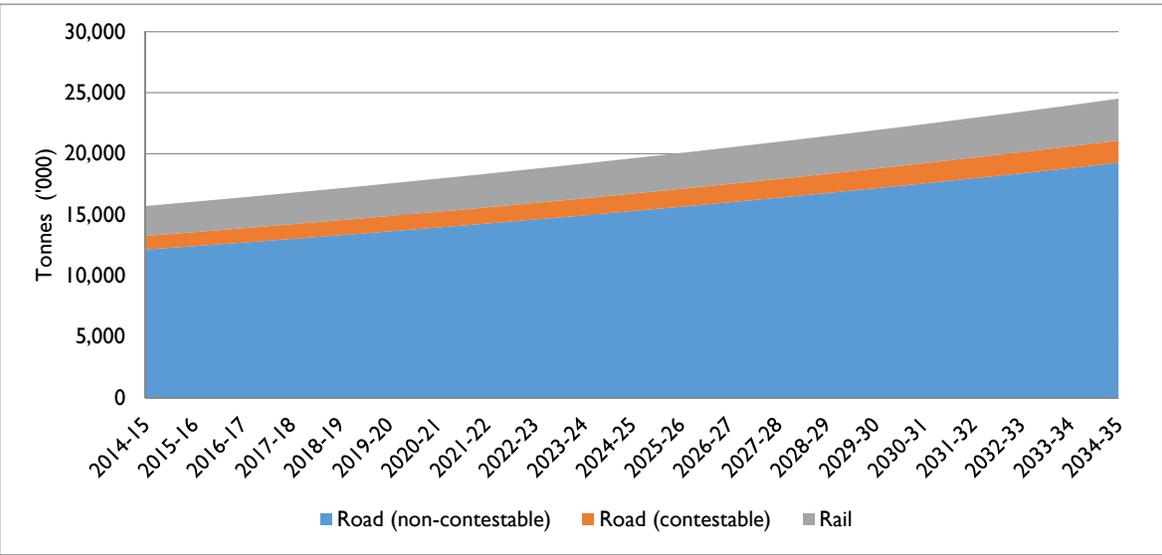


- Tasmania’s below rail infrastructure is funded by revenue from above rail operations, an annual grant from the Tasmanian Government and one-off infrastructure funding from the Australian and Tasmanian Governments.
 - \$205 million was committed by the previous Australian Government to below rail projects as part of the Rail Rescue Package and 2007 election infrastructure commitments.
 - \$120 million has been committed as part of the new Infrastructure Investment Program.
 - Combined investment of \$96.5 million has been made on new locomotives and wagon fleets.
 - The Tasmanian Government makes regular contributions to rail network maintenance through annual operating grants.
- Significant investment has been made, or is underway, to improve intermodal connections at Burnie Port, the Brighton Hub and Bell Bay Port.
- TasRail charges users of the network for services provided. In 2014-15 network access fees of around \$3.3 million were paid by TasRail’s above rail business for the use of rail infrastructure.

Tasmania’s key freight corridors

- By tonnage, traffic volumes, and strategic land use connections, the Burnie to Hobart corridor is Tasmania’s most significant freight corridor:
 - 65% of Tasmania’s land freight task travels on this corridor for at least part of its journey.
 - Most major freight origins and destinations are located within 30km of the corridor.
 - It is Tasmania’s key corridor for the movement of containerised freight.
- Over the long-term, freight volumes will continue to increase and remain highest between Burnie and Hobart (Figure 2).
- Forecast freight contestability between Burnie and Hobart is unlikely to see a significant modal shift from road to rail over the long-term (Figure 4), under a general freight growth scenario.

Figure 4. Forecast and contestable freight tonnages, Burnie to Hobart



- Other key freight corridors include:
 - East Tamar Highway connecting to Bell Bay Port and the Bell Bay Industrial Estate
 - Bass Highway (west of Burnie), connecting major agricultural production and processing areas, and forest resources.
- Regional freight networks support the movement of freight from regional areas to processing and export ports. Many corridors carry specific bulk freight tasks, including mining and forestry.
- Industrial and last mile access roads, provide key local connections to major ports, industrial, processing and distribution centres. These roads are often local government-owned.
- The Tasmanian Land Freight Network is shown in Figure 5 below.

Figure 5. Tasmanian Land Freight Network

