

Garnaut on Transport

"Building an affordable zero-emission car will be the most important source of reducing pollution from transport, Professor Ross Garnaut has found. Governments must also stop funding new road construction ahead of new public transport infrastructure, he said. Between 2004 and 2009, Canberra poured \$12 billion into road building but spent nothing on urban public transport, the climate change report said.

"Emissions from transport — the sector makes up 14% of all carbon dioxide emissions produced in Australia — could be reduced more quickly if governments shifted from funding roads and instead spent more on public transport, walking and cycling. The report said that to reduce emissions from transport, Australians would need to:

- Drive fuel-efficient vehicles and shift to low-emission fuels such as electricity.
- Shift to lower-emission modes, such as public transport, and build cities that are more compact.
- Reduce the distance and frequency of travel.

"A single transport co-ordination body should also be set up in every state, to be responsible for transport policy, he recommended. For many years state and federal governments had given public transport a low priority because of cheap petrol, Professor Garnaut said. 'Low fuel prices ... are a key factor behind the extensive use of fuel-intensive modes of transport in Australia, including trucks and cars', he said. These modes accounted for more than 85% of Australia's transport emissions in 2006."

**Ref: Clay Lucas,
The Age, 1/10/08**



Roads for People: 20,000 runners in the 2008 Melbourne Marathon, 11/10/08

Luxury Car Tax Starts to Work

"The changes made to luxury car tax have already started to influence the design of premium cars, with Audi announcing plans to install smaller diesel engines in some of its models so they consume less than seven litres per 100 kilometres — and become exempt from the tax. ... Under the new tax structure, cars which use less than seven litres per 100 kilometres and cost less than \$75,000 will attract no tax. Cars which consume less than seven litres and cost up to \$100,000 will only attract tax on the portion of the price above \$75,000."

Ref: Ian Porter, Brisbane Times, 9/10/08

Environment Panel vs Car Lobby

"A majority in the European Parliament's environment commission voted down efforts to weaken European Commission plans to fine car-makers for failing to meet emissions targets, a spokesman said. The two biggest political groups in the parliament, the conservatives and the Socialists, had supported a watering down, but Liberals, Greens and some dissenting Socialists managed to outnumber them in the vote. British Liberal lawmaker Chris Davies hailed the vote as a victory over the car-makers lobby. 'MEPs today stood up for tougher measures to combat global warming and sent a strong message to corporate lobbyists to back off', he said. Under European Commission proposals from last December, automakers selling new cars in Europe would have to cut carbon dioxide emissions to an average of 130 grams per kilometre travelled by 2012, from about 145-150 grams on average currently. Those that miss the target would face a fine that would increase from 20 euros (29.4 dollars) per vehicle sold over the limit in 2012 to 95 euros by 2015. The package, which is still to be approved by the full parliament and EU member states, is strongly opposed by Germany. The Germans, whose

luxury carmakers make the most polluting cars in Europe, have vowed to fight against the new measures."

Ref: The Age, 27/9/08

Transport in South Australia

"Over the next decade the South Australian Government is investing billions to revitalise Adelaide's transport infrastructure. A vibrant, state-of-the-art public transport system will provide faster, greener, more frequent and efficient services for train, tram and bus commuters. Together with many other exciting road and rail projects on-the-go, it will transform Adelaide into the country's most liveable and sustainable city."

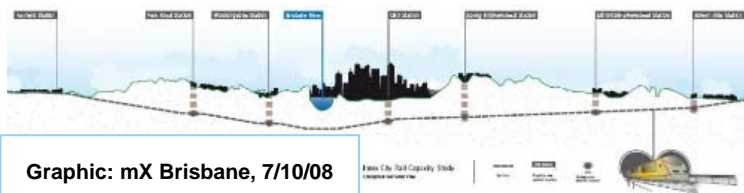
Ref: SA Government Website 9/10/08

For career opportunities in transport in SA see:
<http://www.infrastructure.sa.gov.au/careers-in-infrastructure>

Queensland Metro Proposal

"The cynical might suggest that one sign the Bligh Government knows it is in trouble is that it has stepped up the pace on its efforts to be portrayed as a builder of big things. Few things get bigger than a \$14 billion underground rail network, which Premier Anna Bligh announced triumphantly yesterday, dismantling the brick wall of silence on the project erected since The Courier-Mail revealed its cost more than a fortnight ago.

"A rail line linking underground stations at West End, Newstead, Woolloongabba and Spring Hill would transform the shape and functionality of Queensland's capital city. But hold on. Stripped of its flourishes, yesterday's announcement was actually a confirmation that the Government had submitted to Infrastructure Australia a study into the feasibility of underground rail options put forward by Queensland Transport. There was no mention of the study's cost – \$5 million – or that this was the latest in a series of studies the department has undertaken to look at ways of improving public transport. But then, studies are not sexy.



Graphic: mX Brisbane, 7/10/08

"No matter how enlivening an inner-city subway system may sound, the truth is that, without a large commitment of funds from the Commonwealth, the Bligh Government is not within a bull's roar of being ready to start construction. The Premier admitted as much yesterday. Ms Bligh is entitled to talk up the proposed project's chances of getting a tick from Infrastructure Australia. It seems to meet the Commonwealth's requirements, as outlined by Prime Minister Kevin Rudd yesterday, that such proposals achieve things such as improve quality of life, reduce greenhouse gas emissions and develop cities and regions. Certainly, an underground rail loop in the city would reduce the region's dependence on car transport. However, with two major road tunnel projects under way in Brisbane, another in the pipeline and the city's busways in for a major expansion, how well thought-out are these plans for a new rail network?"

Ref: Courier Mail, 7/10/08

Photo: Brisbane River, May 2006



Public Transport in Tasmania

"Tasmania may soon be serviced by a fleet of clean-green buses under a plan being considered by the State Government. The Government is looking at rolling out hybrid buses as a way of offsetting greenhouse gas emissions. Hybrid buses run on a combination of diesel fuel and electricity. The State Government said last night hybrid buses were one of several options being considered by Metro to reduce the state's carbon emissions.

"The move has been applauded by the Rail, Tram and Bus Union, which is calling for improved public transport to cut carbon emissions. Union secretary Samantha Simonetis said yesterday hybrid buses were expensive but worthwhile. Ms Simonetis said the union also wanted to see the re-introduction of a passenger rail service between the north and the south of the state. 'It wouldn't be cheap but what price do we put on the environment?' Mrs Simonetis said. Victoria is also trialling hybrid buses but no other state in Australia runs them. In NSW, Sydney's bus fleet runs on liquid natural gas.

"Hybrid buses are used in some cities in the US and plans are afoot to use them in London. Ms Simonetis said the Government needed to tackle other public transport issues if it wanted to combat climate change. She said the union was calling for:

- Designated bus lanes during peak traffic periods.
- Park-and-ride stations where commuters in outlying suburbs could park their cars and catch buses.
- More reliable bus services where people needed them.
- The re-introduction of a passenger train service between Hobart and Launceston.

*"Ms Simonetis said passenger trains running between the North and South would take much traffic off the Midland Highway. 'How many government cars do you see on the Midland Highway with only one person in them', she said. There were also too many single-occupant cars travelling to the city from outlying suburbs, Ms Simonetis said. She said there was a need to get more people on buses and that the Government had talked a lot about making public transport more attractive but now was the time for action." **Ref: Anne Mather, Sunday Tasmanian, 4/10/08***

T² Compressed Air Car

"A design for a radical three-wheeled car that runs on compressed air and has no steering mechanism has won Deakin University a \$30,000 prize in an international competition against five other universities. The competition, organised by the Ford Motor Company, was to design a Model T Ford for the 21st century. It was part of the Ford's celebrations of the 100th anniversary of the release of the Model T. Two of the six entries were selected to be displayed on Wednesday night in Detroit at Ford's Model T celebrations. The second winner was an entry from Aachen University in Germany. ... The Deakin design, called T², can carry two adults in front and two children or one adult on its back seat and was designed for the sustainable city of the future. ... The T² has its compressed air motors mounted in the hubs of the front wheels, which are fixed in the straight-ahead position.

"The rear wheel hangs loose, like a castor wheel on furniture. Steering is achieved by directing more compressed air to one motor than the other. ... the compressed air for the motor could be produced by large industrial-sized compressors powered by renewable energy. The T² would have a range of 60 to 80 kilometres on a 60-litre tank of compressed air. The Deakin team was led by Dr Bernard Rolfe and included Greg Pitts, Stuart Hanafin and Mr de Souza."
Ref: Ian Porter, The Age, 3/10/08

"Dr Rolfe said that there were many infrastructure related advantages of using compressed air. 'Compressed air requires less change to current infrastructure than other alternate sources,' he said. 'For example, hydrogen would require a large change to petrol stations and existing infrastructure to accommodate this new power source'. ... The new Model T design aims to be universally affordable and could, if produced, retail for under A\$9,000. Ford has registered several patents around the concept vehicles."

Ref: Deakin University Web Page , 9/10/08



'It runs on compressed air and has no steering.'

Walking and Health

"If the opportunity to reduce carbon emissions is not enough to coax commuters out of their cars, According to Access Economics, the loss of productivity as a result of obesity amounts to \$3.6 billion a year with a further \$2 billion spent on treating the health problems associated with the condition. Walking has also been shown to assist in the treatment of mild to moderate depression, which accounts for three to four days off work a month for those who experience it. Then there is the universal language: cash. Every kilometre walked instead of driven represents a saving of 20c in car operating costs. 'You don't have to walk all the way to work, just part of it,' the president of the Health Productivity Institute of Australia, John Lang said. 'Forget about the diet shakes, fitness machines and fad diet programs and get walking!'"

Ref: Paul Bibby, SMH, 3/10/08

More on the Mode Race

Was the taxi engine left running during the pause in the mode race? {See # 78} The racer from Sustainability Victoria had the good sense to instruct the driver to turn off the engine.

Meantime, in the ACT on September 25, there was a mode race from Downer to Woden via the GPO in Civic, between a bike rider, a car driver and a bus passenger. The cyclist won by ten minutes, followed by the car driver, with the bus passenger coming in five minutes later. Canberra's Commuter Challenge was in preparation for National Ride to Work Day on Wednesday October 15, 2008. See: www.ride2work.com.au

More Trains for Melbourne

"Melbourne's train network will be boosted by an additional 277 extra services a week from next month, the government says. Public Transport Minister Lynne Kosky today announced a new rail timetable which also includes an extra 51 weekly service extensions. The changes will take effect from November 9 and include an extra 45 morning and evening peak services a week across the Sydenham, Werribee, Epping and Dandenong lines. Ms Kosky said the additional peak services would carry an extra 10,000 passengers a day. 'Our passenger railway is changing from a suburban train network into a mass transit system', she said. 'Increased petrol prices, population growth and a flourishing CBD means our rail system is carrying more people than ever before with passenger trips on metropolitan trains reaching 201.2 million in the 2007-2008 financial year, a record high driven by growth of 12.7 per cent'."

Ref: The Age, 9/10/08

Melbourne's East-West Link Needs

One of the interesting submissions to the EWLNA (East West Link Needs Analysis) looks at an alternative configuration for the existing Melbourne Underground Railway Loop (MURL) and the lines that feed into it. (Note that this submission was written before recent Loop changes.)

The present "arrangement places a huge burden on a relatively small track corridor with an average peak of around 130 movements an hour through the MURL. The main problem is that trains come in, unload, reload and then proceed out again, this is an inefficiency that has been removed from the tram network through a series of line [extension] mergers ...

"I propose reconfiguring the MURL to provide a through service rather than a loop service. Trains would be able to travel from Richmond or Jolimont to North Melbourne either through the MURL, or through the Spencer St - Flinders St alignment along the viaduct. This would change our system from placing the burden on the four MURL tracks and distribute it along the four track MURL and six track viaduct, creating a ten track corridor through the city. This corridor would be capable of offering as many as 300 services at peak times with trains running every two minutes per track or every four minutes per line. ... This would create lines that unload for one service while simultaneously loading the next, increasing efficiency and converting our system from a radial network to a cross city metro style system that we see in most European cities. ... The system would comprise only nine lines, down from the current 15. ...

"This project will require the construction of:

- Nine tunnels with a total length of 4966 metres, costing \$1250 million.
- 1666 metres of electrified single track, costing \$50 million.
- One new forked flyover with a total length of 509 metres, costing \$125 million.
- Five new portals with a total length of 731 metres, costing \$185 million.
- The removal of 1102 metres of track, cost included in the cost of the new track.
- Four additional platforms underneath North Melbourne train station, cost included in the tunnelling cost.

Total cost: \$1615 million ..."

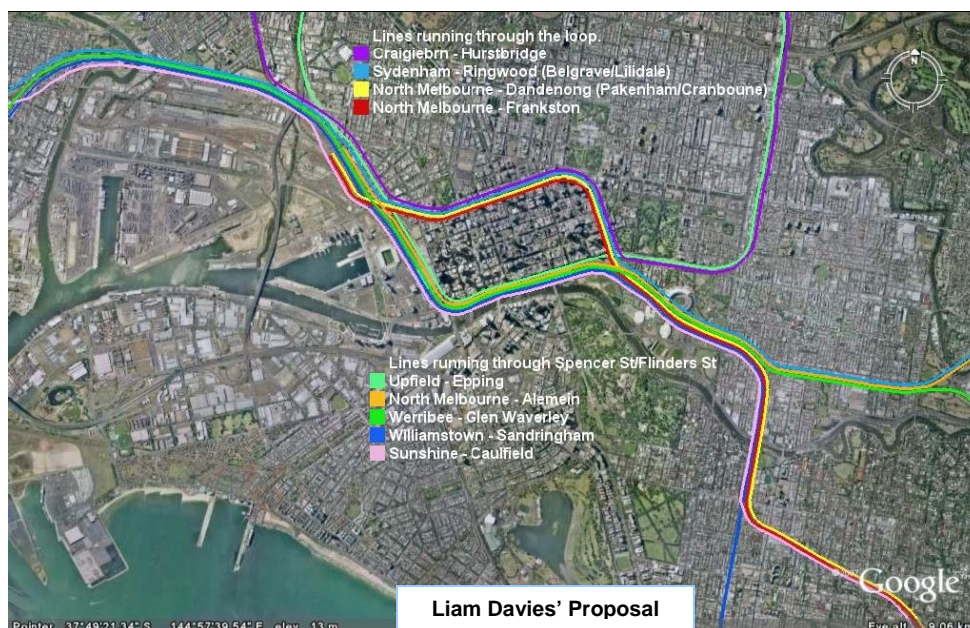
Ref: Liam Davies, A New Loop for a New

Century, July 2008 Read Liam's full report at:

http://210.15.220.118/ewlna_submissions/EastWestResponse140708_LiamDavies.pdf

"This is actually a pretty damn good idea...extra inner city lines...without having to build them. Essentially 4 tracks through the city becomes 10... The only problems I can see is that it won't address capacity issues at Footscray and Caulfield should those lines get triplicated or quadruplicated, and this is a big aspect of the Eddington Tunnel. If Melton was to go ahead for example and a 3rd track to West Footscray, things will become very tight indeed. What then if also there is a Airport line? I think this is a good plan that would deliver great bang for the buck, Footscray and Caulfield aside...Also it does nothing for the St. Kilda Road district (which I doubt would be done cut and cover anyway. Having said this, I think it would be a lot better than what we have currently got..."

Ref: 'Mr Lane', Expanding the Loop, Rail Page, 26/9/08 www.raipage.com.au/f-t11343816-0-asc-s15.htm



Comment:

As well as Liam's proposal, a north-south rail tunnel may still be a good idea, but now connecting St Kilda (and/or Domain) to Upfield/Coolaroo with provision for a future line to Doncaster. Another idea is to build 'exit' platforms in the loop stations so passengers can depart from one side while others enter from the main platform.