



FEDERAL POLICY: TRANSPORT

To actively promote and encourage the planning and development of more efficient transport systems including improved roads and a national upgrading of highways, Australian shipping, suburban and country railways, including a standardised national rail gauge. Reduction of fuel prices, encouraged use of environmental friendly fuels and Australian owned aviation (Airlines). Sensible national speed limits and the provision of incentives rather than penalties to encourage road safety. Work towards lowering and removal of toll ways.

POLICY: TRANSPORT

- One Nation will promote and encourage the planning and development of efficient, safe, transport systems.
- Improved roads and toll-free main and national highways, especially six-lane freeways and bridges. Continental east/west road links eg Winton via Bullia to Kimberleys and Bourke to Karratha, funded by fuel and the Debit Tax.
- Standardisation of transport systems with adoption of standard rail gauge in all states and the Melbourne-Darwin via NSW and Queensland rail link.
- Road rules to be upgraded to international standards including sensible speed limits on all national highways.
- Transport owner/operators to receive fair freight rates, working hours and lower operating costs.
- We will re-regulate fuel prices and remove all excise tax on Australian produced liquid fuels (refer to Energy Policy for details).
- Aviation air service costs have risen in recent times and have, and are, contributing to the demise of the aviation industry. We will make all efforts to reduce these and cut red tape that restricts our air services. We oppose the sale of our airports to private; mainly foreign, interests and we will work to reverse this.
- We will encourage Australian-owned aviation industry.
- We encourage greater efficiency of our ports and Australian ownership of them.
- We support an Australian owned and operated maritime fleet.
- We oppose the corporatisation and sale of our national and state railways as they could go to foreign companies. Although efficiency will improve and direct jobs are secure, others could be lost along with skills if locomotives and rolling stock are imported. Profits could also be repatriated overseas under current tax arrangements.

Transport

Australia is heavily reliant on transport due to its large area and distances between major cities and towns. The Federal Government's involvement in transport covers:

- Airports
- Australian Transport Council (ATC)
- Australian Transport Safety Bureau (ATSB)
- Aviation
- Bureau of Transport Economics (BTE)
- Department of Transport and Regional Services
- Marine and Shipping
- Rail
- Regional Australia Summit
- Road
- Australian Road Rules
- Commonwealth Road funding since 1990
- Diesel Fuel Rebate Scheme
- Fuel Consumption Guide 1986-98
- Land Transport
- National Road Rules, Vehicle Standards, Driving Hours.
- National Road Transport Commission (NRTC)
- Pacific Highway Upgrade
- Petrol, Diesel, LPG and Oil; Price and Excise (refer energy policy)
- Roads to Recovery Program
- Vehicle Transport Homepage
- Transport of Dangerous Goods

The question is how effective are all these departments, how much is wasted on them and how much finds its way to roads? The convenience of using a car will never be surpassed by public transport.

Instead of wasting vast sums on uneconomical public transport schemes, maybe it would be better to take a different political approach and channel these into building better roads. Reduce fuel prices and motoring costs to enable retired seniors and those on low incomes to run their vehicles, thus reducing the demand for public transport. Coalition governments in their desperate embrace of Globalism have sold off the ANL, giving foreign shipping companies \$10 billion per year for our freight. They have not heeded the lessons from WW I and II, when our vulnerability was exposed due to reliance on foreign shipping. This led to the formation of the Australian Shipping Board (ASB) which in 1957 became ANL and for the next 41 years, until it was sold off in 1998, transported freight for Australian industry. Furthermore, it did so very profitably.

Australia leads the world in high-speed shipping in the development of high-speed freight and passenger catamarans. Ocean freight catamarans are 1100 tonne vessels that could make the Singapore trip in 53 hours at an average rate of 36 knots. Currently, the 350 tonnes of fuel required for the trip restrict their payload and speed, however, with atom power eventually replacing diesel power in shipping, speeds and payloads will increase without the necessity to refuel during the life of the vessel. Mag-lev Rail Systems offer similar possibilities for inland freight. On 31 January 2002, the Commonwealth, NSW and Victorian Governments announced that National Rail Corp. Ltd (NRC) and Freight Corp would be sold to National Rail Consortium P/L for a total transaction value of \$1.172 billion. National Rail Consortium is jointly owned by Toll Holdings Ltd. and Lang Corporation Ltd. (now Patrick Corp Ltd); two publicly listed Australian transport companies with multinational connections.

Automotive Policy

1. One Nation will abolish the law requiring vehicles to change from left-hand drive to right-hand drive. Note: This does not mean that automotive companies shall be permitted to sell new cars into Australia with left-hand drive. This would only apply to WWII Jeeps and other collector vehicles individually imported from overseas.
2. We will offer the option of petrol vehicles to be converted to LPG and the cost paid off via the owner's energy bill. If it is possible for energy account holders to have burglar alarms and air conditioners fitted to their homes, then it is possible for LPG to be fitted to their vehicles and paid off in a similar manner. This move will improve the environment by cutting harmful emissions and cutting down on the use of the highly dangerous and cancer-causing unleaded petrol. One Nation will reintroduce leaded (Super petrol) and Standard petrol, both with a 10% Ethanol mix.

One Nation will also abolish the manufacture of unleaded vehicles. Instead, we will stipulate the manufactured vehicles to be produced in Ethanol 85, Bio-diesel, Hybrids and Hydrogen fuel cell. New technologies shall be evaluated.

3. Support the sale of Bio Diesel and the immediate conversion of all Government fleet vehicles to (Bio) Diesel, LPG or Ethanol / 85.
4. At cost registration fee and insurance. Government insurance will benchmark and underpin the industry, ensuring reasonable and affordable rates.
5. One Nation's Debit Tax policy will remove the excise on fuel. This will result in fuel costs being lowered substantially to be approximately between, 40-70 cents per litre and diesel approximately the same. LPG will be lowered to be approximately between, 20-30 cents per litre.
6. One Nation will review laws relating to the modification of motor vehicles with the view to eliminating laws, which currently prohibit the safe modification of vehicles.
7. One Nation will introduce regulation allowing the application for formerly-owned and since cancelled registration numbers to be reissued at no extra cost other than a once-off minimal fee for the plate's production and processing. The production of plates in the original style and materials will become an option. For example, if the owner of a vehicle wishes to obtain the original number plate for that vehicle, then they should be able to order the plate to be made in steel and enamel if they were originally and with the correct number of holes available at that time. The production would be at extra cost to the vehicle owner.
8. One Nation will introduce the standardisation of roadworthy regulations returning the testing requirements to be aimed at "what is considered to be serviceable", not demand the replacement with new components if the original components are serviceable. One Nation will abolish the laws requiring vehicles to be modified with devices which were not originally fitted to the vehicle. For example, the owner of a 1903 curved dash Oldsmobile should not be forced to fit indicators or seat belts.
9. One Nation will abolish the Vintage and Collector's registration plate system (special vintage plates shall be available in their place. Owners are under no obligation to exchange their original plates). All Collector / Vintage vehicles will be on the one registration system of paying compulsory third party insurance on the owner's licence.
10. One Nation will abolish the method of charging different fees for insurance based on the number of cylinders. Rather, insurance rates for compulsory third party will be based on the individual driver's record. For the first 3 years, new licence holders will however be discouraged from driving, (but not learning to drive) a high performance vehicle (except motorcycles while on L and P plates. A learner rider shall not ride a bike in excess of 250cc during this time period.) A learner driver, on the other hand, must be accompanied by an experienced licence holder during the "P plate period" of 2 years, or be approved for an exception for direct journeys to employment or similar.
11. One Nation will introduce a deposit system on all newly manufactured tyres. A deposit of \$10.00 will apply at the point of sale and this will encourage the return and safe destruction of worn-out tyres. The deposit of \$10.00 will be refunded to any dealer upon the return of the tyre to the manufacturer. This move will greatly help eliminate the illegal dumping of old tyres. Deposit to be increased to be indexed to avoid erosion by inflation.

THE MISSING LINK, MELBOURNE-DARWIN, VIA QUEENSLAND RAILWAY

This ambitious rail project supported by One Nation involves a 4500km link between Melbourne and Darwin via inland Queensland with spurs to major ports. Hundreds of kilometres of standard track will be laid in Queensland with sections of the state's narrow gauge light rail system to be widened. The Australian Inland Rail Express will run on existing standard gauge through Victoria to the NSW town of Boggabilla, just south of the Queensland border.

Only the McIntyre River separates Boggabilla from Carrington, a tiny spot on the Queensland Rail link between Inglewood and Goondiwindi. Construction of this bridge over the McIntyre should now be completed. From Carrington, the Express will run on widened QR track to Inglewood where it will be linked to Millmerran by a new line running to Charlton, just west of Toowoomba. New track will be laid between Wandoan and Hughenden and west from Mount Isa to Tennant Creek, where the Express would link with the Alice Springs Darwin Line.

This will provide a corridor that cuts through the productive heartland of Victoria, NSW and Queensland.

Total cost of the scheme is about \$10 billion of which the \$350 million funding needed to upgrade track in Victoria and NSW and build the Boggabilla-Carrington link has been arranged and assessment of a project to include spurs to the ports of Townsville and Gladstone and from Toowoomba to Brisbane. Three trains a day could be running between Melbourne and Darwin and then with high-speed ferries, products could be in key Asian ports in another day or two. This rail project passes through some of Australia's most productive agriculture areas and should greatly increase the return to Australia's producers, which in turn ensures the viability of the project. It also passes through areas of great mineral wealth in Queensland and the Northern Territory assuring it of increased revenue in both directions.

There would be some initial competition with the estimated 2000 trucks that daily use our highways between Melbourne and Brisbane, however they will eventually be profitably employed feeding the various freight yards along the rail link from other areas. Fuel costs play a large factor in long-distance rail and road transport such as we are faced with in Australia. One Nation proposes an energy policy to take care of this as we propose to remove OPEC pricing and excise taxes on all liquid fuels produced and sold in Australia. Compare this proposal with our present system of shipping that go through many ports in their circumnavigating of our continent, often travelling through the hazardous waters of the reef and the dangers involved there. This is time-consuming with a turnaround time of about six weeks and is not suitable in this day and age where time is the factor, which in turn costs money.

One Nation believes in fair trade, not free trade, so we will ensure that this proposed rail system is used to the benefit of Australian producers, manufacturers and exporters. Strict quarantine procedures will be in place to prevent any products coming into our country that could harm our rural industries.

Edited and formatted

By

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BACK!**

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