

3.0 SEQ freight network



The SEQ freight network extends north to Cooroy, south to the Queensland - New South Wales border, east to the Australia TradeCoast and west to Toowoomba. There are currently five corridors and two key inter-modal terminals within the SEQ freight network. This section describes each corridor's priority one and two road freight routes, key rail freight routes (the majority of which are part of the Brisbane metropolitan rail network), current freight demands, and the capability of inter-modal connections.

3.1 Northern Freight Corridor

3.1.1 Road

The northern road freight corridor primarily comprises the Bruce Highway from the Pine River Bridge in the south, to the SEQ regional boundary in the north. The highway is a priority one road freight route and is supported by various priority two road freight routes that link the highway to key local government roads (refer Figure 2). It is the key road facilitating intra-regional freight along the corridor and inter-regional freight between SEQ and the central and northern areas of Queensland. It connects to the Gateway Motorway and a number of priority two road freight routes in the inner freight corridor to provide a link to the Australia TradeCoast as well as industrial precincts in Brisbane's northern suburbs (that is, Brendale, Northgate and Virginia).

In 2002, the amount of road freight travelling throughout the corridor was approximately 6 million tonnes (mt).^{1 3 4} The majority of this freight was non-bulk commodities transported to and from markets in major urban centres along the coast between Brisbane

and northern Queensland. The type of freight vehicles utilising the corridor ranges from light rigid vehicles to articulated heavy vehicles, including semi-trailers and B-doubles providing line haul operations to areas outside SEQ. The majority of road freight vehicles travelling the corridor use the highway as a link to priority two road freight routes and local government roads to access intra-regional locations such as Caboolture and the Sunshine Coast.

3.1.2 Rail

The northern rail freight corridor extends from Eagle Junction through Northgate, Caboolture, Nambour to Cooroy (refer Figure 2). In 2002, the amount of rail freight travelling throughout the corridor was approximately 3mt.¹ Non-bulk commodities accounted for a large portion of this freight (approximately 2.9mt).¹ The main commodities were containerised goods, containerised meat, and livestock. Containerised goods are predominantly transported from Brisbane to markets in central and northern Queensland for consumption, while containerised meat is transported to Brisbane for export (via the Port of Brisbane) and livestock is transported to various meat processing plants in SEQ.

Bulk commodities comprise the remainder of the freight railed through the corridor. The main commodities transported by volume were bitumen, cement and fuel. (Note: only a portion of total bulk cement and fuel movements are undertaken by rail). Bitumen and fuel are typically railed from Brisbane to central and northern Queensland for distribution, while cement is transported from central and northern Queensland to Brisbane for use within the region.

Figure 2 – SEQ Northern Freight Corridor

The information on this map is not intended for reference to specific parcels of land, and should be treated as indicative only and subject to ongoing refinement. In some parts of the mapping one layer obscures another. This is not meant to imply any order of importance or priority.

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Sources include: Department of Main Roads, Queensland Transport, the Office of Urban Management, and Mapinfo Australia Pty Ltd.

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