# 9. Port, River and Marine

The port of Mackay, the sixth largest port in Queensland, is a major regional port with operations consisting of receiving and assembling cargoes for export, and unloading and transferring import cargoes. Currently it has five commercial shipping berths and boasts the largest bulk sugar terminal in the world.

It is and will continue to be an important regional service that supports key regional industries. Potential growth of trade through the port will be influenced largely by the export of bulk agricultural products (eg. sugar and grain) grown in the region, the import of bulk commodities to service the regional coal mines (eg. mining industry equipment), and regional communities.

The Mackay Port Development Plan 1999 provides export and import trade projections for the planning horizons of 2015 and 2025 and identifies future potential commodities. Issues related to future import and export trade are considered in more detail in the freight section of this Action Plan.

The Plan (1999) identifies the need for effective inter-modal road and rail transport links to be provided to port users including:

- safe and direct road access, utilising existing corridors;
- efficient rail access and loading/unloading facilities; and
- pipeline/conveyors for select commodities.

The Mackay Port Development Plan is also based on the eventual development of a multi-modal transport corridor for both road and rail access.

Mackay Harbour can handle vessels of lengths up to 240m and laden drafts up to 12m. Incorporated into the harbour is a small craft marina with a projected capacity of 580 berths and provision for a fishing trawler base. The marine and the transportation terminal in the small craft harbour also provides the main access to transportation for the maritime and tourism industries. Mackay Harbour has five commercial shipping berths which are operated as multi-use, multi-cargo berths:

- Berth 1 handles bulk liquids such as petroleum, tallow, molasses and ethanol;
- Berths 2 & 3 handle sulphuric acid imports and raw sugar exports;
- Berth 4 is a new raw sugar export berth; and
- Berth 5 handles grain exports and fertiliser and magnetite imports.

The Mackay area also has numerous public boat ramps, jetties and mooring facilities. Public access to the boat ramps should continue to be maintained, together with ancillary infrastructure such as car-trailer parking areas. The river is also important to Mackay, although currently undeveloped in terms of pedestrian access. All proposed developments, land use and transport planning must take into consideration the continued and uninterrupted landward access to these facilities.

### Comments raised in Consultation

Consultation as part of MAITS did not highlight any significant issues relating to public access to waterways or boat ramps. However, issues related to marine and river environments featured heavily. In particular impacts on fisheries, mangroves, natural habitats and wildlife were recorded.

### Maritime Facilities – Mackay Area

| Facility Name | Facility Location | Facility Manager |
|---|---|---|
| Mackay Outer Harbour – Ken White Avenue boat ramp | South-western end of harbour | Mackay Port Authority |
| Alligator Bend – Howells Road boat ramp | Constant Creek via Seaforth Yakapari Road | Mackay City Council |
| St Helens Beach – Carpetsnake Point boat ramp | Carpetsnake Point, via Calen | Mackay City Council |
| Seaforth – Victor Creek boat ramp | Port Newry | Mackay City Council |
| Dunrock – Sandy Creek boat ramp | Dunrock | Mackay City Council |
| Eimeo – Sunset Boulevard boat ramp | Eimeo Creek via Heidke Street | Mackay City Council |
| Murray Creek boat ramp | Horseshoe Bend at Mount Pelion | Mackay City Council |
| Mackay Small Boat Harbour boat ramp | North-west corner of Small Boat Harbour | Mackay City Council |
| Mackay – River Street boat ramp | South bank of Pioneer River | Mackay City Council |
| Mackay Outer Harbour | Mackay | Mackay Port Authority |
| Lindeman Island jetty | Western side of Lindeman Island | Club Med Pty Ltd |
| Brampton Island jetty | Eastern side of Brampton Island | The Brampton Island Resort Management |

### Action Plan: Port, River and Marine

| Action | Timing | Responsible Agencies |
|---|---|---|
| Po1 Implement the Mackay Port Authority Port Development Plan (PDP), including upgrade/provision of transport and freight-related infrastructure as demand on port facilities increases. | Ongoing | MPA |
| Po2 Ensure that development in and around the port area is compatible with the PDP, the Port Land Use Plan (LUP) and associated planning schemes (Mackay City Council Planning Scheme). | Ongoing | MPA (Lead), MCC, QT |
| Po3 Plan and provide maritime infrastructure in accordance with the Queensland Government's Maritime Capital Investment Plan. | Ongoing | QT (lead) |
| Po4 Ensure continued implementation of the Queensland Coastal Contingency Action Plan (including NATPLAN, REEFPLAN and MPA Oil Spill Contingency Plan) for oil-spill events impacting on the Mackay area, including the river and coast areas. | Ongoing | Within port limits MPA (Lead), In coastal waters QT (Lead), AMSA, MPA, EPA, industry |
| Po5 Investigate future staged development of the port access road link (dependent on outcomes of Action Fr6). | Short-medium term. | DMR (Lead), MPA, MCC, QT |

### Capital Program: Port, River and Marine

| Description of Work | Lead Agency | Order of Cost | Timing (Term) | Funding Status |
|---|---|---|---|---|
| CPo1 Develop the seaport, including land reclamation and development, roadwork and dredging | MPA | $21.5m | Short | Funded |
| CPo2 Implement medium-term seaport works in accordance with the Port Development Plan | MPA | - | Medium Term | Unfunded |
| CPo3 Implement long-term seaport works in accordance with the Port Development Plan | MPA | - | Long Term | Unfunded |

# 10. Rail Infrastructure and Services

Mackay is served by Queensland Rail's North Coast Main Line (Brisbane to Cairns). Branch lines run from Mackay to Marian Mill (24 km) and from Erakala, north of Mackay, to Mackay Harbour (11 km). Rail access to the Mackay hinterland is provided by the connection at Yukan (some 40 km south of Mackay) to the Goonyella Coal System which is part of the Queensland integrated system serving the coal terminals at Hay Point and Dalrymple Bay.

Upgrading of the North Coast Main Line has substantially been completed to Cairns, which will allow travel speeds to be reviewed and travel times to be reduced. On completion of the works, the existing 15.75 tonnes Total Axle Load (TAL) will increase to 20 tonnes (TAL) for block trains. The railway consists of a single track with crossing loops to allow trains to pass or overtake. Crossing loops in the Mackay urban area are located at Mackay and Farleigh.

The Marian branch is a single line connecting with the main line at Mackay through a triangular junction that allows trains to operate between Marian and the Mackay rail yards and northwards to Erakala and the Harbour Branch.

The present Mackay Harbour Branch was opened in 1981, replacing a previous railway from the Mackay Fisherman's Wharf, across the river and alongside Harbour Road. A triangular junction at Erakala, which allows trains to access the Harbour directly from the north or south, connects the present branch to the main line. This rail system is a single track, with a crossing loop adjacent to the junction at Erakala and multiple tracks at Mackay Harbour.

The connection between the main line at Yukan and the Goonyella coal system allows for transporting of materials and equipment from Mackay to the coalfields, and also for transporting grain and agricultural produce from the Clermont area. The Goonyella system is a double-track electrified railway, capable of supporting 27 tonne axle loads.

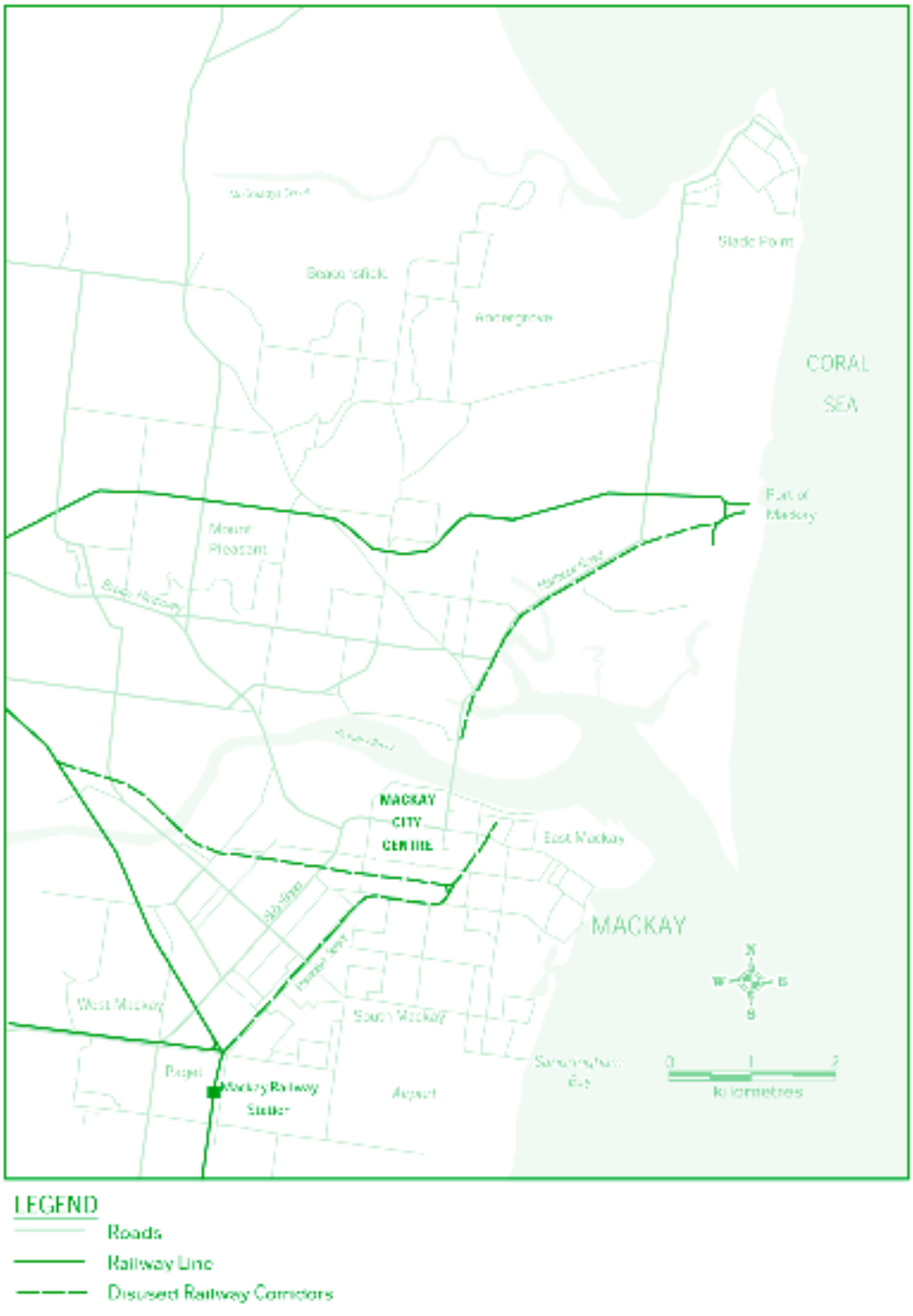
The present Mackay passenger station, built as part of the 1993 deviation of the main line to the west of the CBD area, is located in the south of the City at Paget. Passenger trains serving Mackay currently consist of the 'Queenslander', 'Sunlander' and 'Spirit of the Tropics' trains operated by Queensland Rail's Traveltrain Group, providing a daily service between Brisbane and Cairns ('Spirit of the Tropics' runs only between Brisbane and Townsville). Times of the trains vary from day to day. Queensland Rail will introduce a Tilt Train on this route, which will offer substantially faster journey times.

On the opposite side of the railway station, and accessible from Archibald Street, is an extensive freight terminal. Rail facilities at the harbour include balloon loops and sidings to serve the grain and bulk sugar terminals and other industrial activities within the port area, such as fuel and fertiliser. During the crushing season, bulk raw sugar trains run from the mills at Marian, Proserpine and Sarina (Plane Creek) to the port. While Racecourse, Pleystowe and Farleigh sugar mills are located adjacent to or close to the railway, they have no connections to the Queensland Rail system.

## Comments raised in Consultation

Few comments which related to either freight rail operations or passenger rail services were received from consultation. However, comments from Community Reference Groups included the perception that a level railway crossing between Glenhaven Road and Miclere – Farleigh Road is needed. It was also noted that Tilt Train services are to be extended to Mackay and there is the need for preliminary planning to be undertaken.

### Mackay Rail Network




Due to the location of the Queensland Rail system away from the CBD, and Mackay's relatively low population, there is unlikely to be an economic case to develop a rail-based commuter transport system, other than the existing daily long distance services between Brisbane and Townsville/ Cairns.

Future upgrading of the rail system in Mackay will be driven by regional (Central and North Queensland) rail transport requirements rather than by local requirements.

## Action Plan: Rail Infrastructure & Services

| Action | Timing | Responsible Agencies |
|---|---|---|
| Rl1 Review Mackay railway station passenger infrastructure, especially inter-modal connection facilities. | Short term | QR (Lead), MCC, QT |
| Rl2 Investigate provision of improved public transport services between the rail passenger terminal at Paget, the CBD and the Long Distance Coach Terminal. *(Refer Lu3, Pt3)* | Short term | QT (Lead), MCC, QR |
| Rl3 Assess cane railway crossings using the risk scoring matrix developed by the Queensland Level Crossing Safety Steering Group, with input from the relevant rail/road authority or owner as appropriate. | Short term | Relevant owners (QR or Cane Growers) |
| Rl4 Ensure compatibility between QR rail infrastructure improvements and the Mackay Port Development Plan (PDP). | Ongoing | QR (Lead), MCC, QT |