

For attention to: Professor Peter Newman,
Director, Sustainability Policy Unit
Policy Office
Department of the Premier and Cabinet.

Dear Sir,

I offer this personal submission in response to the above consultation paper. My main interest in the paper is in the subject of sustainable public transport and movement of freight.

- 1.) The fact that global oil production is nearing its peak, along with global climatic change, means that we must start a swing away from the current emphasis on road transport right now. Only this paradigm shift introduced to the community at large will reduce our consumption of fossil fuels, along with reduced emission of greenhouse gasses.
- 2.) I submit that a resurgence of rail transport would provide a major solution towards this end. We must start investing in the development and expansion of our rail network right now to set the trend for the future, long before we and our descendants are held to ransom by the rising cost and scarcity of oil supplies.
- 3.) This does not mean that we need to seek more taxpayer funds now to subsidise rail development, but simply that we take the existing transport budget and slant a larger slice of it towards rail rather than road development.
- 4.) The commuting public have shown that they will use rail transport where it is provided for them. Therefore a programme should be initiated right now to establish and preserve future rail transport corridors and routes throughout the existing metropolitan area and beyond. This should be with both light and heavy rail services in mind.
- 5.) Any government, now and in the future, should be obliged to lay at least 10Km of new passenger or freight rail within the greater metropolitan area each year. Likewise there should be an ongoing commitment to reinstate and upgrade country freight lines and sidings to encourage freight (and passengers) back onto rail.
- 6.) Buses do have a role to play in public transport but bus fleets should not be seen as a major utility within the system. No matter how clean and green automotive engines might become there is always the waste spin off from these vehicles to be considered, such as used engine oils, filters, coolants, lubricants, batteries and worn tyres. This does not make the bus particularly attractive as a form of sustainable transport for the future.

Thank you for this opportunity to participate in the development of the Sustainability Strategy. I would appreciate acknowledgement of legible receipt of this electronic mail!

Yours sincerely,

Keith Jones.
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