

Supporting Tourism and Heritage Rail



A MAJORITY LIBERAL GOVERNMENT WILL:

- Establish an annual Tourism and Heritage Rail weekend with access provided to the Tasmanian operational rail network for accredited Tasmanian railway organisations.
- Facilitate more access to non-operational rail for Tasmanian tourism and heritage rail operators.



Infrastructure for the 21st Century

Supporting Heritage Rail

The success of the West Coast Wilderness Railway (formerly the Abt Railway) is a demonstration of the potential for heritage rail operations to become visitor attractions across Tasmania's regions.

A number of well-established heritage rail operations have aspirations to gain access to non-operational rail corridors throughout Tasmania, including the Derwent Valley and in Hobart's northern suburbs.

To operate on current redundant rail corridors, heritage rail operations must gain national regulatory approval and we are committed to advancing the aspirations of these organisations within our own regulatory powers.

A re-elected majority Hodgman Liberal Government will also work towards providing access to the operational rail network, initially for one weekend per year with the support of TasRail managing its own operations within this activity.

These initiatives will drive heritage rail tourism and investment throughout regional Tasmania and offer Tasmanians a new and exciting view of their State.

Heritage rail weekend on Tasmania's rail network

Following significant ongoing investment by the Commonwealth Government and the Hodgman Liberal Government in the Tasmanian rail network, passenger rail organisations are closer to their goal of access to the State rail network

A number of Tasmanian tourist and heritage rail operators such as the Tasmanian Transport Museum Society (TTMS), Don River Railway and the Derwent Valley Railway Inc. have expressed interest in running historic passenger trains on sections of the State's operational network.

As part of the progression of Rail Access Agreements with TasRail, a re-elected Hodgman Liberal Government will facilitate the opening of the State's operational rail network to pre-qualified tourist and heritage railway operations on one designated weekend per year. The expectation is that TasRail would participate in the management of these weekends.

TasRail would also be required to suspend operations on relevant parts of the operational network for the duration of the passenger rail runs.

This initiative could see accredited heritage rail organisations gain access to the main TasRail operational rail networks between Brighton and Launceston and on to Bell Bay, between Fingal and Conara and points south and between Western Junction and Burnie.

Our Targets

#12: 50,000 tourism-related jobs by 2022

#13: a 50% increase in the average visitor spend by 2022.

Why Tasmania Needs This

The West Coast Wilderness Railway (formerly the Abt Railway) is a core tourist experience that underpins tourist visitation to the entire West Coast region. This demonstrates the potential for heritage rail operations to drive tourism growth and investment in other regions.

A number of well-established heritage rail operations have aspirations to gain access to non-operational rail corridors throughout Tasmania, including the Derwent Valley and Hobart's northern suburbs.



Infrastructure for the 21st Century

Access to the Derwent Valley Rail Line

A re-elected majority Hodgman Liberal Government will facilitate access for the Derwent Valley Rail organisation to a section of the Derwent Valley Line in the vicinity of New Norfolk Station, between two road crossings.

This access would enable Derwent Valley Rail to undertake necessary track works between Back River Road and Third Avenue in the immediate vicinity of New Norfolk Station, a section that Derwent Valley Rail regards as being in poor condition relative to the rest of the rail corridor.

Access to this section of rail will be for rail reconstruction purposes only at this stage. These works will be the next step in enabling Derwent Valley Rail to gain greater access to the Derwent Valley Line, subject to the approval of the National Rail Safety Regulator.

We will provide \$25,000 to the Derwent Valley Rail organisation to enable planning work to get the rail reconstruction underway.

Access to the South Line through Hobart's northern suburbs

Some years ago TasRail removed level crossing equipment from the South line at Hobart and placed it in storage for future use should it be required.

As part of an arrangement for TasRail to give up its responsibilities over a section of this rail line to allow a tourism and heritage rail operation, we will require TasRail to reinstall level crossing equipment at three crossings.

This will allow the Tasmanian Transport Museum Society (TTMS) access to a five-kilometre section of track north of the TTMS headquarters at Glenorchy Station.

In late 2017, the Hodgman Government tabled a corridor notice in Parliament to allow access to this section of the line.

This initiative will enable TTMS to achieve accreditation from the National Rail Safety Regulator to run heritage trains along this section of line as far as Berriedale, providing a new Tasmanian heritage rail experience for tourist and locals alike.

We will provide \$25,000 to the TTMS to finalise its accreditation process with the National Rail Safety Regulator and commence planning works.



Infrastructure for the 21st Century

North East Rail Corridor

The Launceston and North East Railway organisation has a well-developed aspiration to operate a tourism and heritage rail service on the non-operational North East rail corridor. The proposal is to initially operate on the section of track in the Lilydale area servicing a number of visitor attractions.

There is a competing proposal for the rail corridor to be utilised as a recreation trail, which is a fully developed proposal and has significant funding support from federal and local government. The competing proposals are being assessed by the Department of Treasury and Finance to assess their relative costs, benefits and risks.

Our Record in Government

Under the former Labor-Green Government, the West Coast Wilderness Railway experienced regular disruptions due to inadequate investment in track infrastructure. This resulted in a decline in passenger numbers and tourist visitation to the West Coast

The Hodgman Liberal Government has invested more than \$18 million in the West Coast Wilderness Railway over four years in office, which has seen reliability of the service improve and passenger numbers accelerate.

The former Labor-Green Government moved freight rail operations in Tasmania's south from Macquarie Point to Brighton, abandoning the rail corridor through Hobart's northern suburbs.

Under Labor, tourism rail through the Derwent Valley Line ceased and no support was provided to enable Derwent Valley Rail to operate heritage rail on the scenic corridor.