

Clarence River

- Gov'ts. have been talking of major port development but hinterland could not support it. Dredging alone would cost \$20 million. Maritime Services Board favours greater use of barges along coast, but unions oppose it.

VICTORIA

Upgrading Grain Export Facilities

- Improved storage and shipping facilities at Portland and upgraded rail truck handling equipment at Geelong - \$9 million.

QUEENSLAND (Queensland Maritime Service)

Hay Point

- Doubling coal loading capacity with addition of 2 x 150,000 T berths. \$195 million. Engineers - McDonald, Wagner & Priddle. Tenders for equipment will be out in 1981. Additional expansion will take place at or near Hay Point to handle great increase in exports of coal from Bowen Basin.

Brisbane

- Expansion. Rendal & Partners are consulting engineers.

Gladstone Area Port

- Port will be built near Gladstone to handle shale oil exports from Rundle.

Abbot Point

- To handle 120,000 DWT - coal exports from Collinsville/Newlands - preliminary planning stage.

Aurukum Port

- Cape York peninsula. Deepwater port to handle export of resources particularly bauxite. Required before 1990. At conceptual stage only.

RAIL

The state and federal governments operate some 40,500 km (25,110 miles) of rail line in Australia with private companies (mining, and sugar-cane mainly) operating several thousand additional kilometers of line. Unfortunately, these lines are a mixture of three different rail gauges and only recently has an effort been made to standardize the system.

There is at present a strong trend towards electrification of the railways to take advantage of this relatively cheaper source of power.