

Current sitting Members of both Houses of State Parliament - and aspiring candidates - who responded to our Politicians' Poll:

The Hon. Kelly Vincent MLC - Dignity Party

"South Australia must investigate rail options urgently."

The Hon. Robert Brokenshire MLC - Australian Conservatives

"Please be assured that I will note the points you have raised and will take these into account when the matter is brought before the Upper House."

The Hon. Dennis Hood MLC - Australian Conservatives

"As a member of the Australian Conservatives I feel that our rail assets have been left to deteriorate for far too long in particular the regional rail assets. I have travelled on the Ghan, the Overland and the Indian Pacific and feel they are great assets which are terribly under utilised. All first world nations including Australia and thus South Australia should have a first class city and country rail network."

The Hon. Mark Parnell MLC - Greens SA

"I think it is a real tragedy that SA's regional rail network has been abandoned. The most important priority is to keep the corridors in public hands. In situations where there is no economic case for re-opening lines, there may be a case for public re-use as rail trails, but where possible re-establishment of passenger and/or freight services should be pursued first. You may be interested to read a report of the Parliamentary Environment Resources and Development Committee's report into public transport about 10 years ago. It's the last report I'm aware of that looked into re-opening some country rail services. Mark Parnell MLC, Parliamentary Leader, Greens SA"

Dan Van Holst Pellekaan, MP - Liberal, electorate of Stuart

"I took part in a phone interview on the 22 November 2017 with the South Australian Regional Rail Alliance. During this interview, which was recorded, I clearly outlined my thoughts on this important issue."

SARRA Note: This interview can be heard on our PODCAST here:
<http://www.saregionaltrainscampaign.com/podcasts.html>

Peter Smythe – Independent (Democrats), electorate of Morialta

"It is important to add that when reinstating regional lines that 'commuter hubs' should also be established to encourage safety, commuter comfort and convenience."

Carol Martin - SA BEST, electorate of Enfield

"I am passionate about rail I help my husband in our small family business and we do rail for the large companies...."

You are talking to someone who cares about rail and is working in the industry in a small family business. Passenger Rail travel lines in the Barossa should be opened, not all of them but 1 or 2 with Park & Rides. Express to Adelaide to start off with, with others from all over South Australia to follow if successful, we work on Rail and 3 years ago we priced the job to pull it all up.

With the North of Adelaide now being opened up to house more people, more public transport is needed, we have the means to but not the right people with enough intelligence to understand the value of these lines. Creating social improvement and job creation the revitalisation of rural rail will bring to all South Australians where-ever they may live as you have mentioned.

One of the lines we would like to see developed now is the Burra line.... It could be a major line to Adelaide and we could build more than enough 'Park-n-Ride' parks for the Barossa and Northern suburbs.

Freight would be a different story Road transport is cheaper than rail NOW - but worked out properly it could be change around to satisfy country people and others. With Government assistance it would benefit all country people living north of Adelaide; recently speaking to young people building in Freeling, they expressed this very sentiment to me saying wouldn't this be great.

This could be the start of a fantastic link to the city saving in energy cost, saving to the environment, cost effective to roads such a ripple effect of greater good for SA.

The revitalisation of rural lines in SA would be an opportunity for young SA people who could be trained up in rail-creating jobs."

John Illingworth - SA BEST, electorate of Heysen

[SARRA Note: John responded at least, seeking further information. We directed him to our website, but have heard nothing since.]

Michael O'Brien - SA BEST, electorate of Hurtle Vale

"Having worked as the Economic Development Officer for both the Mid North and Fleurieu Regional Development Boards I am aware of the significant economic benefits of a fully functioning rail service."

Jack Noonan - SA BEST, electorate of Dunstan

“Regional train lines earmarked as high use should be marked as a priority and a test case with an annual review set up to investigate the cost impact, economic impact on both metropolitan and regional growth and the net positive effects on the associated road use in reduction of heavy transport.”

Tarnia George - SA BEST, electorate of Ramsey

“Whilst my priority is focussing on the people of Ramsay who have been forgotten for too long, I believe that a public transport system accessible to all, and efficient transport of freight are both necessary to develop the economy of our state. I would be willing to work with SARRA to find a solution.”

Sam Johnson – SA BEST, candidate for the Upper House

“While SA-BEST does support a Barossa Line (pending costing) we are equally keen to see rail access into other regional communities.”

Tony Webb - Labor, electorate of Heysen

[SARRA Note: Tony responded at least, seeking further information. We directed him to our website, but have heard nothing since.]

David Pisoni MP Liberal, electorate of Unley

(Shadow Minister for Planning, Transport and Infrastructure, Shadow Minister for Housing and Urban Development, Shadow Minister for Local Government and the City of Adelaide)

Response on behalf of the Liberal Party:

“As the Shadow Minister for Transport and Infrastructure, I am responding on behalf of Liberal Party candidates and MPs.

The Liberal Party is committed to regional South Australia. Late last year we released our Royalty for Regions policy that guarantee a minimum of \$750 Million over 10 years by quarantining 30% of all South Australian mining royalties to be spent on infrastructure outside of metropolitan Adelaide. We have also committed \$150 million over 10 years through our Regional Growth Fund. This fund will support projects that unlock new economic activity in our regions--- creating jobs, growing export opportunities and strengthening regional communities.

I agree that in order to re-activate our regional rail lines the support of the private sector would be needed. Our policy to establish a state-based Productivity Commission will provide the Liberal Party, in government, with advice on removing red tape and identifying new economic opportunities, many of which we believe are available in our regions.

There is no doubt that the State Liberals' plan to increase exports of our products, both interstate and overseas, will see growth in the regions and an increased demand for transport services.

This will give South Australia the best opportunity to attract the business investment that regional rail requires for a revival.

I believe the completion of the electrification of the Gawler line, which is supported by the State Liberals, may very well lead to renewed business interests in the Barossa Valley Wine Train. This would have a wider benefit for tourism in South Australia and the Liberal party would welcome that.”