

CURRENT TRANSPORT FACTS

Approximately 20% of the total crop is reliant on road transport. Major changes have been made to this road transport system recently. Last year cane from the Julatten area was moved by 'multi-lift' trucks carrying one single bin of 24 tonnes. This system delivers the cane directly to the mill. This season will see the introduction of the 'multi-lift' bins to the Mowbray and Daintree areas.

All road cane transport is contracted out and operates 24 hours per day. The contractor operates 8 trucks, which include 7 single 'multi-



lift' trailers capable of carrying one 24 tonne bin at a time and 1 B-Double trailer capable of carrying 3 of the 12 tonne transfer bins at a time.

There are approximately 35 bins stands, and 75 rail sidings in the Mossman Central Mill transport network.

The mill owns and maintains the entire rail network. It consists of 65 kilometres of main line and 25 kilometres of loops, sidings and shunting yards. The rail network incorporates



40 bridges and is held together by approximately 146,000 sleepers.

The mill operates 6 locomotives, 4 of these are double headers, ie. Two locos joined together. A large loco can haul anything up to 70 full bins at a time.

The mill has a total of 560 bins in its fleet. 280 of these bins are the conventional 10 tonne bins and an additional 280 have been modified for road transport and are capable of carrying 12 tonnes. There are 80 'multilift' bins with a capacity of 24 tonnes.



The mill does not own or operate any cane harvesters. There are 15 harvesting contractors servicing Mossman Mill. The largest contract is in excess of 50,000 tonnes whilst the smallest is an owner operator cutting 1,000 tonnes.

Under good harvesting conditions, a mechanical harvester will process more than one tonne of cane per minute.

