

CURRENT TRANSPORT AND HARVEST FACTS

Approximately 60% of the total crop is reliant on road transport. Major changes have been made to this road transport system for the 2014 crushing season. Approximately half of the total supply, or some 600,000 tonnes now comes from the Atherton Tablelands by road. This is brought down via the Rex Range or Mossman-Mt Molloy Road from the tablelands to the Cassowary interchange using B-double trailers similar to the one pictured at right. The cane is then transferred to rail transport for delivery to the mill.



There are approximately 80 bins stands, and 75 rail sidings in the Mossman mill transport network. These are the points at which cane from the farms is loaded for transport to the mill.



All road cane transport is contracted out and operates 24 hours per day. The contractor operates 40 trucks with B-Double trailer capable of carrying 3 of the 12 tonne transfer bins at a time.

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.



The mill does not own or operate any cane harvesters. There are 15 harvesting contractors servicing Mossman Mill. The largest contract will cut in excess of 100,000 tonnes of cane for the season. Harvesters operate 24 hours per day although night harvesting does not occur close to residential areas.

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

