

Canberra to Eden Rail Feasibility Study Stakeholder Questionnaire

PRELIMINARY LIMITED RESPONSE on 29 AUGUST 2019

Passengers. Destination and purpose of passengers: Principally: To Canberra and back; From Monaro townships; For Employment

Proportion of car travellers transferring to rail: As in Financial Cost/Benefit Analysis, 2018, published by Cooma and Monaro Progress Association (CMPA): pp 4-7; also, predominantly, there will be an induced demand.

Key factors in a decision to travel by rail: Travel time; also potential to work while travelling, cost.

Freight. Visy logs to Tumut and Albury, Oysters Eden to Canberra Airport, Wool: to Goulburn, from Goulburn to Eden, Peat from Bombala, Meat Cooma to Eden, Livestock to Eden, Woodchips Tumut and Bombala to Eden, Product of existing and induced quarries, Gippsland produce to Sydney (Bon Accord); Predominantly, sea freight from inland Australia to Eden diverted from other ports, including freight identified in the 2018 feasibility study for a restored Narrandera to Tocumwal railway.

Key factors: Train providers being competitively friendly to customers, improvement of the Goulburn to Queanbeyan railway.

Land value increase. Land value capture is recommended to be included in a financial cost/benefit analysis as published by CMPA.

Congestion relief. Relief of congestion in and on the approaches to Port Botany is recommended to be included in the study.

Reconciliation. Engagement of traditional custodians of the Bundian Way and other traditional custodians as applicable is a way to advance reconciliation. Particularly informed sensitivity could avoid misunderstandings such as have occurred at present on the Western Highway from Ararat to Buangor, Victoria.

Horizontal alignment. Consideration is recommended to improve the nineteenth and early twentieth century alignments of the Queanbeyan to Bombala railway where some curves would severely restrict speed. Speed is restricted not only throughout the curve but also for the much greater railway length after the curve for accelerating to regain the speed loss prior to entering the curve. Speed is cost-effective for freight. Speed is enabling for commuters.

Eden port development. Considering the NSW Ports Shareholder Agreement signed by the Treasurer and the Minister for Finance, Services and Property; and the vision of the Government in the relative media release of 22 August 2018: consideration is recommended to assuming that the Port of Eden will be developed so as to enable freight to and from Eden to be unconstrained by port capacity.

Study area. The study area is recommended to include inland Australia as far as could attractively be served with use of Inland Rail for export and import via Eden; and to similarly include Gippsland.

Consultations with large organisations. Consideration is recommended to consultations with large organisations including Australian Rail Track Corporation and freight train providers including Aurizon, Pacific International, Genesee & Wyoming, Qube, SCT Logistics.
