

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 62

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: Inland Rail Alignment

Proof Hansard Page: 103 (27 May 2015)

Senator Canavan, Matthew asked:

...

Senator CANAVAN: I have just one more question on the alignment. Thanks for getting back to me. You mentioned that the old narrow gauge line through Warwick will connect up with the new inland line at Gowrie. Is that going to allow access to the Wagners airport?

Mr Fullerton: I think that question was raised before. I think the line runs a fair distance from the airport. You would need a connection to the airport; we still depend on that.

Senator CANAVAN: Can you take on notice, perhaps, the connectivity with the airport and the rail line...

Answer:

The proposed Inland Rail route does not go directly past the airport, however, the route does go past the site of a private sector proposal for an intermodal terminal to the north of airport that is intended to serve the overall Charlton-Wellcamp precinct. The proposed intermodal terminal would, if developed, facilitate connectivity between Inland Rail and the airport.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 63

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: Inland Rail Route

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Has the ARTC undertaken due diligence on an Inland rail route through the Food Bowl region, including via Narrandera, Jerilderie and Murchison?
2. If not, why has this not been undertaken?
3. Why has the government continued to rely heavily on the 2010 report and only on findings that have eventuated since, that relate to the Albury alignment?
4. Given recent developments in the Food Bowl region, will the ARTC undertake a proper business case study of the route via Narrandera?
5. How will the overall freight logistics gap in the Food Bowl region be resolved given the major demand tonnages forecast into the future?

Answer:

1. The 2010 Inland Rail Alignment Study included extensive analysis of route options for Inland Rail, including options via Narrandera, and concluded that the route via Albury was the preferred option. This conclusion has recently been re-affirmed in independent work undertaken for the Department of Infrastructure and Regional Development.
2. See the answer to question 1.
3. See the answer to question 1.
4. See the answer to question 1.
5. The region will continue to be served by the existing regional transport network including rail connections to Narrandera, Leeton, Griffith, Oaklands, Tocumwal and Shepparton. The Griffith-Stockinbingal and Griffith-June railway lines will connect to the proposed Inland Rail alignment.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2015 - 2016

Infrastructure and Regional Development

Question no.: 64

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: Ballast Rehabilitation Program

Proof Hansard Page: Written

Senator Rice, Janet asked:

1. Can the ARTC provide the documentation required under the ARTC's 2012 Lease with the Victorian government on ARTC's Key Performance Indicators as are being presented to the PTV quarterly at Network Maintenance Meetings?
2. Given temporary speed restrictions have been in place for periods of 6 to 9 months and longer, how can the lease conditions with the Victorian government said to be complied with?
3. Can the ARTC provide quantitative records of the "Track Ride Index" for the Melbourne – Albury tracks in 2007 and now, to validate ARTC's assertion that the track is now in better condition than it was in 2007 before the commencement of ARTC's upgrade Projects?
4. Could you please explain what is the relevance of any particular section of track being as "now comparable the rest of the tracks in the ARTC network"? Does that take into account an objective track standard measure such as the standards/ criteria/ track speeds etc mentioned in the Lease with the Victorian government?
5. In Budget Estimates hearings recently, Mr Blyth of the ATSB confirmed their 2013 Report finding, that formation failures are likely to regenerate above the weak sections of track formation. Such failures will result in ongoing speed restrictions being imposed to maintain safe operations. Given ARTC's now long experience of where 'mudhole' failures have been and are being generated in the Victorian tracks, could ARTC provide an indicative, quantified estimate of the total length of these "weak" (as defined in the 2013 ATSB Report) formation sections?
6. Additionally could the ARTC please also provide some description(s) of the remedial methodologies that could be applied to these sections of formation to prevent the regeneration of 'mudholes' in them, resulting from the identified mechanism of the underlying soils moving up into the ballast and 'fouling' it?

Answer:

1. The quarterly report is subject to commercial considerations; however ARTC can advise in accordance with the Victorian Interstate Infrastructure Lease that all lease KPI Benchmarks as well as KPI Targets are being met. Noting that the lease contractually requires the attainment of the KPI Benchmarks, whereas KPI Targets are longer term aspirational goals, however are not contractually binding.
2. Temporary speed restrictions can be in place at any time in a variety of locations across the network. For the Melbourne-Albury section, the KPI target was met for both loco-hauled passenger and XPT trains for the January to March period.
3. By 'Track Ride Index' ARTC has assumed the reference is to Track Quality Index (TQI). TQI is attained by calculating different track geometry measurements, including Top, Twist, Line and Gauge geometry. These are standard rail measurements taken in railways across Australia to assess the overall quality of the track condition. Table 1 demonstrates current TQI measures vs lease target KPIs and Chart 2 illustrates the improving trend of current versus historic performance for TQI since 2005. The chart shows total performance of all measures combined over time. The KPI targets for track geometry are all being met.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2015 - 2016

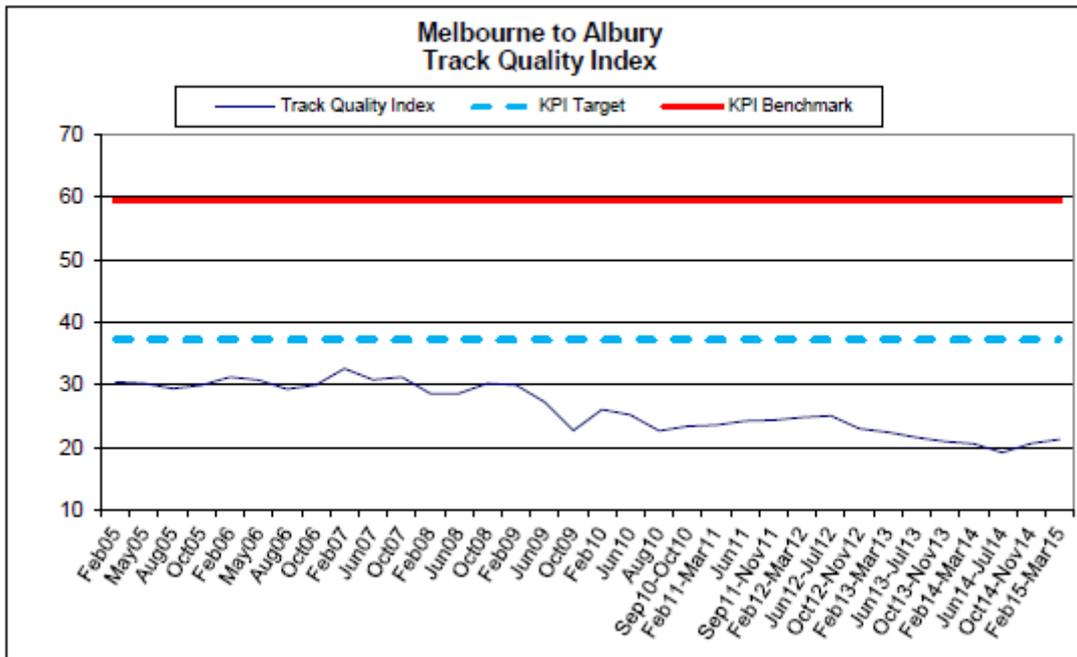
Infrastructure and Regional Development

Table1.

Measure	KPI Target (Aspirational) Melbourne – Albury	KPI Benchmark (Lease Target) Melbourne – Albury	KPI Result Jan 15 - Mar 15
Top	11.5	18.4	8.4
Twist	7.3	11.7	5.2
Line	7.9	12.6	4.8
Gauge	10.5	16.8	2.8
Total	37.2	59.5	21.2

Chart 1.

Figure 1: Melbourne-Albury Track Quality Index



4. Although track condition is a key factor, the most important aspect for our customers and their end customers is that the infrastructure is providing good service outcomes. A key part of ARTC's approach is to deliver consistent performance and support interstate services throughout their journey and not just specific, discrete locations. The relevance of the statement is that the track between Sydney and Melbourne is now producing performance outcomes comparable to the remainder of ARTC's vast network, allowing consistent, high performance network-wide.
5. ARTC formed the view that only 2500 metres of track required full track reconditioning including the restoration of the existing formation. All other works were primarily focused on improving ballast condition, rail condition and drainage.
6. Please see answer to question 5.