

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

Question no.: 161

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: Inland Rail

Proof Hansard Pages: 103-104 (20 October 2014)

Senator Canavan asked:

Senator CANAVAN: There is an existing rail line and a corridor acquired from Inglewood to Toowoomba already that goes through Warwick. What assessment has been done on just using the existing corridor and not creating a new one?

Mr Fullerton: That assessment was primarily done when the 2010 study was completed when we looked at a multitude of options, particularly in Queensland, and it was deemed that the preferred alignment was the one that was announced from that study.

Senator CANAVAN: Can you answer to the committee right now what were the main factors in deciding to do a new route rather than use an existing one?

Mr Fullerton: I think one of the key things was the need to bypass Toowoomba.

Senator CANAVAN: Sorry, do you mean bypass through the range, not bypass completely?

Mr Fullerton: Yes, up through—

Senator CANAVAN: So, does the current proposed route go past the new airport?

Mr Fullerton: I would need to check that.

Senator CANAVAN: Could you take that on notice?

Mr Fullerton: Yes, I can take that on notice.

Answer:

The proposed route from the vicinity of Inglewood towards Toowoomba was determined on the basis of finding the optimum route to reach the portal of the tunnel planned to take the new line down – or beneath – the Toowoomba range. The portal had been determined to be east of Gowrie, to the north-west of Toowoomba. The proposed route does not currently align with the new airport. It is proposed to pass through Kingsthorpe, approximately nine kilometres north of the airport.

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

Question no.: 162

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: Inland Rail

Proof Hansard Page: 104 (20 October 2014)

Senator Canavan asked:

Senator CANAVAN: In your understanding, what will happen to the existing corridor under the proposed Inland Rail?

Mr Fullerton: I think where there are connections to the main trunk route, which will be the Inland Rail, obviously work will be taken into account in maintaining any freight flows that come into that corridor.

Senator CANAVAN: So, if I am at Allora and I am taking grain to the Brisbane Port, will I be able to take grain from Allora up the existing line and connect into the new line at Toowoomba under the current proposal?

Mr Fullerton: I would imagine that there would be a dual-gauge line that will be running through—

Senator CANAVAN: The key issue, though, is can I connect? Or do I still have to go down the range at Toowoomba? Can I connect to the bypass or do I have to go—

Mr Fullerton: I would need to check that.

Senator CANAVAN: Can you take that on notice?

Mr Fullerton: Absolutely.

Answer:

The Inland Rail programme will maintain connections from all of the existing Queensland narrow gauge network through to Brisbane. It will be possible for a narrow gauge train to come from the Warwick line, from which the disused line to Allora branches off at Hendon, up through Toowoomba on the existing track, to a point in the vicinity of Gowrie where it will be able to connect with the dual gauge Inland Rail line.

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

Question no.: 163

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: Inland Rail

Proof Hansard Page: 104 (20 October 2014)

Senator Canavan asked:

Senator CANAVAN: Is the current proposal to then shut down the current range, which is old and a difficult route to run, or will that stay open?

Mr Fullerton: I would imagine that would be shut down.

Senator CANAVAN: So, if that link is not provided, the existing line will basically be a stranded asset?

Mr Fullerton: I would need to take that on notice.

Senator CANAVAN: Have you discussed this issue with Queensland Rail? Are they in the network?

Mr Fullerton: We have been having detailed discussions with a number of agencies in Queensland. There is a representative, Steve Kanowski, who is a member of the Inland Rail Implementation Group.

Senator CANAVAN: Can you just take on notice how many discussions you have had with Queensland Rail in the last year on this issue and when those discussions were?

Mr Fullerton: Yes.

Answer:

The new Inland Rail line, descending in a long tunnel from a point near Gowrie to the vicinity of Helidon, will be dual gauge, that is, it will have three rails so that it can accommodate both narrow gauge and standard gauge trains. The existing narrow gauge network will continue to have a through connection to Brisbane and will not become a 'stranded asset'.

We do not have a record of all the discussions that have been held with Queensland Rail. ARTC and its technical consultants have had numerous meetings with the Queensland Department of Transport and Main Roads and its consultants, with the Queensland Department of State Development, Infrastructure and Planning, and with Queensland Rail. Many meetings have involved more than one of those departments and Queensland Rail. Those discussions are ongoing.

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

Question no.: 164

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: Melbourne-Albury Line

Proof Hansard Pages: 105-106 (20 October 2014)

Senator Rice asked:

Senator RICE: You will probably need to take this on notice, but can you give us how many passenger or freight services have been cancelled or have not run in the last 12 months because of the works that have been done?

Mr Fullerton: That is a difficult question because there have been some services cancelled for a number of reasons. Some of it is to do with the regional rail line project, where there were projects that were cancelled. We did cancel the midday service for about a six-week period to allow some of this work to be done. So, we can come back with those details.

Senator RICE: Can you come back to us with it, with the cancellations?

Mr Fullerton: At the moment, there are no cancellations occurring as a result of the BRP program.

Senator RICE: Yes, if you could come back to me with the services that have been cancelled, perhaps in total, and then which ones you think are because of the program. ...

Answer:

ARTC has not cancelled any services in the last 12 months because of the Ballast Rehabilitation Program, although when Regional Rail Link works have prevented V/Line services from operating, ARTC has taken the opportunity to accelerate certain packages of work associated with the BRP. As the above-rail operator, V/Line would be the best organisation to advise on other specific cancellations and their cause. Often they are the result of non-track related matters (e.g. rolling stock failure, graffiti, passenger-related etc.). I can confirm however that any cancellation has not been a result of the Ballast Rehabilitation Program.

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

Question no.: 165

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: ATMS

Proof Hansard Page: Written

Senator Sterle asked:

1. When was the ATMS project first commissioned?
2. Which financial year?
3. What is the BCR of this project?

Answer:

1. ARTC commenced the Proof of Concept phase of ATMS in 2008. The first operational deployment of ATMS is currently planned for the first quarter of 2016 as part of ATMS Stage 1.
2. The Proof of Concept phase of ATMS was completed in the 2012/13 financial year. The first revenue service implementation of ATMS between Port Augusta and Whyalla is planned for commissioning in 15/16 financial year.
3. The economic evaluation of ATMS in 2007 prior to the commencement of the Proof of Concept phase assessed the Benefit Cost Ratio (BCR) at 1.9.

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

Question no.: 166

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: Epping Thornleigh Third Track

Proof Hansard Page: Written

Senator Sterle asked:

In reference to the Epping Thornleigh Third Track the train freight demand for the Northern Sydney Freight Corridor included at table 5.3 of the business case says the demand was sourced from ARTC/SAHA modelling.

1. Acknowledging that it is not the ARTC's line but it is ARTC data, can the ARTC advise what the actual freight movements were in 2013?
2. Are the demand estimates included in that table still accurate?
3. Will bulk freight movements be limited to 30 per week?
4. To allay resident concerns is it practical to limit bulk freight movements to, say, 30 per week?

Answer:

1. The Northern Sydney Freight Corridor is controlled by Sydney Trains and accordingly ARTC is not in a position to answer the question. It should be noted that the NSFC business case was prepared by Deloitte for Transport for NSW. ARTC provided information to Deloitte but the estimates in the business case did not rely solely on ARTC data.
2. See the answer to question 1.
3. See the answer to question 1.
4. See the answer to question 1.

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

Question no.: 167

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: Ballast Rehabilitation Program

Proof Hansard Page: Written

Senator Sterle asked:

At Estimates on 20 October ARTC stated that the Ballast Rehabilitation Program will be completed in December 2016 but the bulk of the work will be completed by March 2016.

1. Will train services be affected by mud-holes or drainage problems on that section of the line after March 2016?
2. Will services be affected by these problems after December 2016?

Answer:

1. As a result of the Ballast Rehabilitation Program (BRP) works completed to date, there has been a significant improvement in track quality which translates to a reduction in impacts on train services. The further works to be performed up to March 2016 will further consolidate these improvements.

It's not unusual for rail networks, across all parts of the country, to experience mud-holes in the track. Some tracks may have a greater propensity for them to develop than others – particularly if there is high level of tonnages being operated. The BRP will restore the track to a standard consistent with the rest of the ARTC network and the track will be maintained in accordance with our Asset Management Plan.

2. We expect train services will operate to the same level of reliability and performance that we experience on the remainder of our network.

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

Question no.: 168

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: Ballast Rehabilitation Program

Proof Hansard Page: Written

Senator Sterle asked:

1. Have the travel times of train services from Melbourne to Albury been extended as a consequence of the problems arising from the track standardisation project or the Ballast Rehabilitation Project?
2. If yes, at the completion of the Ballast Rehabilitation Project will the condition of the track be good enough to allow operators to return to travel times similar to those in place prior to the track standardisation works?
3. Will the condition of the track be good enough for passenger trains to travel 130km/hr as they do on other parts of the Victorian rail network?

Answer:

1. While timetables have not changed, the travel times of train services from Melbourne to Albury have been affected in recent years by the application of various temporary speed restrictions in response to the track issues.
2. Yes.
3. The current condition of the track allows for the NSW XPT services to operate at a maximum allowable speed of 130kph. The V/Line services which are a locomotive hauled consist has a maximum allowable speed of 115kph. Both services are operating at these levels.

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

Question no.: 169

Program: n/a

Division/Agency: Australian Rail Track Corporation

Topic: Ballast Rehabilitation of Melbourne-Sydney Rail Line

Proof Hansard Page: Written

Senator Rice asked:

1. Will the Melbourne-Albury line require more average annual maintenance post-Ballast Rehabilitation Program than other comparable parts of the rail network?
2. What are the key performance measures or targets ARTC is required to meet contractually in its management of this line? What changes or adjustments have been made to these measures since the Ballast Rehabilitation Program began in December 2011?
3. How much has the BRP cost to date? Is the program proceeding within its projected budget?
4. What are the key lessons learnt from the failures in the track standardisation or “revitalisation” project? How has ARTC changed its procedures or standards to ensure that major projects do not repeat these mistakes?
5. Following the completion of the BRP, will the quality of train services continue to be affected by problems with the foundation which necessitated the BRP in the first place?
6. What are the key lessons learnt from the BRP itself? How has the experience on this line influenced future ballast maintenance procedures or protocols?
7. Will the Melbourne-Albury line require more average annual maintenance post-Ballast Rehabilitation Program than other comparable parts of the rail network?

Answer:

1. No. The future maintenance task required for this section of the network is likely to be equivalent to the rest of the network as a result of the BRP.
2. There are five key performance targets associated with ARTC’s Victorian Interstate Infrastructure lease. They are:
 1. Track geometry target
 2. Total transit time delay (in minutes)
 3. Transverse rail defects
 4. Bridge capability target
 5. Track capability target

ARTC is well within all of these target levels in the Melbourne to Albury section of the network.

There have been no adjustments to these measures since the Ballast Rehabilitation Program first started.

3. Around \$110m of the \$134m budget has been spent to date. The project is proceeding to plan.
4. The issues with the track have been well documented and ARTC has learnt a number of lessons in response to the issues identified. The Australian Transport Safety Bureau’s 2013 *Investigation of rail operations on the interstate rail line between Melbourne and Sydney* extensively investigated the delivery of the works between Melbourne and Sydney and is a useful reference to assess ARTC’s response and lessons learnt.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates

Infrastructure and Regional Development

The ATSB also indicated in its report that the BRP will correct most fouled ballast and drainage problems.

5. We expect train services will operate to the same level of reliability we experience on the remainder of our network .
6. ARTC has learnt and continues to learn a lot about the track and the required works needed to improve ride quality and overall track condition across the entire network.
7. No, we don't expect so.

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

Question no.: 170

Program: 1.1

Division/Agency: Australian Rail Track Corporation

Topic: Inland Rail

Proof Hansard Page: Written

Senator Sterle asked:

1. How much has been spent/is projected to be spent on the Inland Rail project in 2014-5 on the following dates:
 - a. September 30 2014
 - b. October 31 2014
 - c. November 30 2014
 - d. December 31 2014
 - e. January 31 2015
2. How much of the corridor for Inland Rail is currently secured?
3. What percentage of the total distance is that?
4. What mechanisms are in place to coordinate corridor protection and acquisition with the States?

Answer:

1. The Australian Rail Track Corporation (ARTC) is undertaking the development Inland Rail project on behalf of the Australian Government, funded through the Government's Infrastructure Investment program. Actual or forecast expenditure is as follows:

a. September 30 2014	\$2,746,936
b. October 31 2014	\$4,658,604
c. November 30 2014	\$7,599,760 forecast
d. December 31 2014	\$10,660,760 forecast
e. January 31 2015	\$13,499,760 forecast
2. The final alignment for the Inland Rail is not yet settled, pending planning and other approvals. Approximately two thirds of the alignment proposed by the ARTC in its 2010 report on Inland Rail uses existing or upgraded track. Some portions of a possible Inland Rail Corridor in Queensland, particularly between Rosewood and Kagaru, are reserved through Queensland Government planning arrangements.
3. See answer to Question 2.
4. An Inland Rail Implementation Group has been appointed that is addressing corridor protection and land acquisition. The Implementation Group includes senior representatives from relevant State agencies, as well as the Australian Government and the ARTC. Formal agreement will be sought with States following Government consideration of a report from this Group.