



NEWS RELEASE

Sharon Bird MP
Federal Member for Cunningham

Maldon-Dombarton Pre-feasibility Study Terms of Reference release

Terms of Reference (ToR) for the Commonwealth's \$300,000 pre-feasibility study into the Maldon-Dombarton rail link have been approved by the Minister for Infrastructure, Transport, Regional Development and Local Government, Anthony Albanese MP, Federal Member for Cunningham, Sharon Bird, announced today.

The Maldon-Dombarton pre-feasibility study is expected to take up to 3 months to complete and should be finished by early 2009. The process of identifying consultants to undertake the study will commence shortly.

The pre-feasibility study will investigate:

- current and future rail freight transport needs along the line
- capacity of existing freight networks to meet this demand, and
- construction requirements to complete the line to service future demands.

"The Minister's approval of the ToR for the Maldon-Dombarton pre-feasibility study is timely given the priority accorded to the rail project by this week's meeting of the Illawarra Transport Infrastructure Priorities Forum convened by Jennie George and myself", Ms Bird said.

The ToR includes a requirement for the consultants to consult closely with key stakeholders.

A Project Reference Group (PRG) will also be established as part of the pre-feasibility study. Stakeholders will also be consulted.

Attached are the study's ToR and background on the Maldon-Dombarton rail link.

15 August 2008

Terms of Reference

The Australian Government has committed \$300,000 in 2008-09 to undertake a pre-feasibility study of a rail line between Maldon and Dombarton.

The scope of the study will include:

1. Construction
 - a. An assessment of the current condition of the existing track, including:
 - i. identification of remedial works required to bring the track to current operational standard sufficient to carry bulk and container freight; and
 - ii. Identification of the level of work completed and the remaining work to complete the line.
 - b. A review of technical and cost factors associated with completing the Maldon - Dombarton corridor as either a non-electrified railway or as an electrified DC 1500V railway, including:
 - i. operations in the Avon Tunnel including capacity for double stacking of containers;
 - ii. operations along a 14 kilometre, 1:30 gradient; and
 - iii. compatibility of passenger operations with freight train operations.
 - c. Identification of other associated issues that may influence/impact on the construction of the line, including (but not limited to):
 - i. Environmental;
 - ii. Land / corridor requirements.
2. Current Freight Markets
 - a. An analysis of current freight markets and movements (including global shipping factors) to and from Port Kembla and the surrounding region including (but not limited to):
 - i. Freight type: bulk; break-bulk; containerised etc
 - ii. Volumes
 - iii. Origin and destination analysis of freight types
3. Existing Transport Networks
 - a. An analysis of current road and rail networks that service freight to and from Port Kembla, including (but not limited to):
 - i. Volumes moved by mode;
 - ii. Contestability of modes for freight types;
 - iii. Existing barriers/constraints on freight movements on these networks;
 - iv. an assessment of the viability and adequacy of the Moss Vale – Unanderra line for current freight movements.

4. Future Freight markets
 - a. An analysis of future freight markets out to 2020, including global trends that influence shipping patterns to/from Port Kembla, including, but not limited to:
 - i. Coal and other bulk products;
 - ii. Containerised and break-bulk freight;
 - iii. Existing and proposed intermodal terminal networks (including those in south-western Sydney around Minto, Macarthur) and their relevance to regional freight movements and movements to/from Port Kembla;
 - b. Analysis of the potential for a Maldon-Dombarton rail line to generate new freight markets to and through Port Kembla and the region; including
 - i. Identification of potential new market players;
 - ii. Possible origin/destination movements and volumes for new freight markets using the line;
 - iii. A degree of certainty of market take up with the completion of the line.

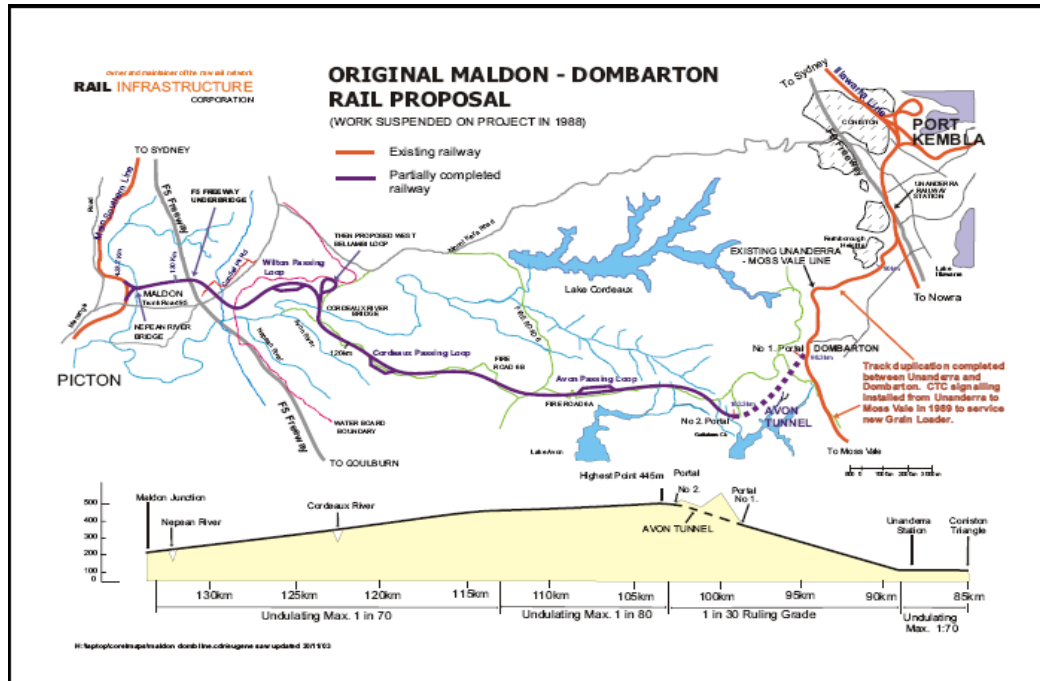
5. Costs
 - a. Estimate the likely order of construction costs +/- 20 per cent;
 - i. to complete the track to its original design parameters; and
 - ii. taking into account any variations to those parameters (such as electrification, double stacking requirements and the like)
 - b. Identify the scope and provide a realistic assessment of the likelihood of private sector investment in the construction and operation of the line.

Background

The Maldon - Dombarton rail line would be a 35 kilometre track linking the main Southern line (National Network) at Maldon (near Picton, to the south-west of Sydney) to an existing 15 kilometre section of dual standard gauge track from Dombarton to Port Kembla.

The Maldon – Dombarton line was commenced by the NSW State Government in 1983 and was originally intended to be electrified. The track was intended to improve better access for coal trains into Port Kembla, based on a perceived coal boom of 28-30 million tonnes per annum in the Maldon area which did not eventuate. Construction of the line was eventually cancelled by the NSW Government in mid 1988. Approximately \$30 million had been spent on the project. The rail corridor was preserved.

It is understood that remaining works to complete the line include construction of some 30km of track, a 4 kilometre tunnel, bridge crossings of some 435 metres over the Cordeaux and Nepean Rivers, an underpass of the F5 Freeway and a number of bridges over roads and rail tracks.



On 31 August 2007, the Shadow Minister for Transport, Roads and Tourism, Mr Martin Ferguson MP, committed Federal Labor to a \$300 000.00 pre-feasibility study of the Maldon-Dombarton rail line. The announcement indicated that the study would include “a business case to see if the project stacks up economically and a gaps analysis to properly identify the work required to get the project ready to construct”.