

Carl

I apologise for the delay in responding to your email.

CRIA's review of the Coalpac proposal has highlighted the following issues which may need to be considered when assessing the project.

- There does not appear to have been any inclusion of the rail owner or maintainer in stake holder consultations.
- The proposal will include the construction and operation of a bridge and haul road across the Wallerawang – Gwabegar Railway. From the report it is not clear if this will be an underbridge or overbridge. It will also include the construction of a rail siding and associated infrastructure. The proposed location and configuration of this infrastructure is not detailed in the assessment. Both of these items of infrastructure should be covered by agreements with the proponent. Designs for both items would need to be submitted to CRIA's Rail Infrastructure Manager (John Holland Rail) for comment and subsequent approval.
- No new level crossings would be approved for the project.
- The proposal has an option of two rail routes. Both use the corridor from Kandos to Wallerawang, and Wallerawang to Bowenfels.
- The primary route will use RailCorp's network from Bowenfels to Port Kembla which would require RailCorp input.
- The secondary route will use RailCorp's network from Bowenfels to Macarthur, and ARTC's network from Macarthur to Moss Vale and Moss Vale to Unanderra which would require ARTC input.
- If the construction of the Maldon – Dombarton rail line goes ahead this would provide a shorter travel path within the secondary route. CRIA owns the Maldon – Dombarton corridor, but RailCorp is the constructing authority.

I trust this information is of assistance.

Regards

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