



14 September 2012

David Kitto  
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Department of Planning & Infrastructure  
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Dear David,

**COUNTRY REGIONAL NETWORK  
COALPAC CONSOLIDATION PROJECT (10\_0178); EXHIBITION OF ENVIRONMENTAL  
ASSESSMENT**

**- Additional submission on behalf of Transport for NSW**

John Holland Rail (**JHR**) is the Rail Infrastructure manager for the Country Regional Network(**CRN**) as of 15 January 2012. The CRN is owned by TfNSW

Country Rail Infrastructure Authority (**CRIA**) was dissolved on 30 June 2012 and with effect from 1 July 2012 all of CRIA's assets, rights and liabilities were transferred to Transport for NSW (**TfNSW**), pursuant to the *Transport Legislation Amendment Act 2011*.

Further to the submission provided by Andrew Kirkup, from CRIA, which identifies the possible primary, secondary and alternative railway routes, JHR highlight the following issues for consideration when assessing the project.

1. The specific routes and destination proposed, size, number and weight of rolling stock to service the proposed loading will need to be assessed by the respective rail infrastructure managers against the existing infrastructure in order to determine capacity to cope with this application and current anticipated developments of other collieries in the area. Detailed information should be provided by the applicant to the allow the proposal to be assessed by the rail infrastructure managers for the route proposed
2. It is not clear whether the impact on the existing railway infrastructure from the mining operation is intended to be considered by the applicant. The applicant should be required to address
  - settlement or instability induced in the rail infrastructure, caused by mining

close to or under the line.

- The impact of blasting within close proximity to the rail corridor on rail operation and safety.
- How they intend to determine the weight of product loaded into rail wagons.

3. As indicated in the CRIA submission the location and construction of infrastructure such as the sidings, loops and bridges over the railway should comply with the standards of the respective rail infrastructure managers and would be at applicant cost.

The implementation of new infrastructure in existing rail corridors without impacting on this risk or operation of existing rail traffic during construction stage would need to be addressed as this is already a reasonably busy rail corridor.

For further advice please contact Mr Glenn Dewberry on 0296855100

Yours faithfully

**JOHN HOLLAND RAIL PTY LTD**

A handwritten signature in dark ink, appearing to read 'Chris Payne', with a stylized flourish at the end.

Chris Payne

**Chief Financial Officer**