

LACHLAN REGIONAL TRANSPORT COMMITTEE INC.

ABN 73 306918932 INCORPORATION NO. 987545

President: Bill Barwood Ph/Fax 02 63441981 Icely Street Canowindra 2804.

Secretary/Treasurer:

Max Duffey Ph/Fax 02 63423290 116 RefemStreet Cowra 2794.

6 June 2005

Mr Gary Sloane
Central West Regional
Road/Rail Freight Terminal
116 Hope Street
BATHURST 2795

Dear Mr Sloane,

The Secretary, Mr Max Duffey and I can only express amazement at the outstanding nature of the proposed development of the road/rail terminal planned for Bathurst. This is the result of our information meeting, held with you, Friday 03.06.05, here in Canowindra. We believe this proposed development should be a source of inspiration to others as to what can be done to maximise the use of all land transport modes, not only in NSW, but also Australia wide, to increase efficiency in the movement of freight and the use of all available resources.

Inferences have been made in the Australian Government, Productivity Commission's Review of National Competition Policy Reforms, Inquiry Report No. 33, 28 February 2005, viz, that the Commonwealth Government should be doing more to foster such developments, particularly by eliminating unfair competition which exists between road/rail use, which works in favour of road use. LRTC prepared a submission to this inquiry on this very matter (copy given to you).

The fine print in the AUSLINK White Paper, on land transport, suggests that there is to be only an expansion of funding for road development, beyond that which is currently designated. Proposed rail infrastructure funding, only seems to be provided for the existing interstate rail corridors, which are now under the control of the Australian Rail Track Corporation. This funding is miniscule by comparison with that proposed for future road works. To not explain this fully and in detail to the public could almost be described as underhanded.

Lachlan Regional Transport Committee Inc., remains extremely sceptical of any true "beyond the call of duty" approach, which could be anticipated from the NSW State owned rail corporations ie., Rail Infrastructure Corporation and RailCorp, as the history of any co-operation occurring since rail was corporatised in 1996, can only be described as dismal if not destructive, of the NSW Rail Regime. Such non co-operation and ignoring theft, undoubtedly, undermined the NSW Government's rail reform plans of the late 1990s.

Lachlan Regional Transport Committee Inc., offers the above information in the hope that this might be kept in mind when negotiating access to rail facilities which could involve both the State and Federal Governments. The committee strongly supports this project and would be eager to assist in any way possible.

Yours sincerely,



Bill Barwood

President

MEMBER COUNCILS

BlayneyShireCouncil; BlueMountainsCityCouncil; CabonneShireCouncil; DubboCityCouncil;
GreaterCity of LithgowCouncil; LachlanShireCouncil; Mid-WesternRegion(Mudgee);
ParkesShireCouncil; WeddinShireCouncil; YoungShireCouncil.

Bill Barwood
President
Lachlan Regional Transport Committee Inc
Icely Road
CANOWINDRA NSW 2804

Thursday 8 July 2004

Dear Bill

Re: National Competition Policy



Level 3, 122 Frome Street,
Adelaide, SA 5000

PO Box 6014, Halifax Street,
Adelaide 5000

Telephone (08) 8232 5555
Facsimile (08) 8232 1311

www.saff.com.au

We write to invite the participation of Lachlan Regional Transport Committee Inc in an Australia-wide public awareness campaign over serious flaws in National Competition Policy.

We read with interest your recent submission to the Productivity Commission's NCP review, and believe you share several of our concerns, particularly with regard to negative impact on export industries.

The national campaign has been initiated by the South Australian and West Australian farmers' federations, representing primary industry in the two major agricultural export states. However, the campaign is on behalf of all industries that will suffer, and possibly fail, if NCP continues in its present form. Involvement in this high-profile lobby action is open to any Australian industry or association wishing to prevent NCP from crippling this country's international competitiveness.

We stress that the campaign is not in any way politically or ideologically driven. Ironically, the policy supposed to promote competition actually reduces our competitiveness when it spills over into the *international* marketplace. Free trade is not free when the playing field is not level.

We are calling for true competition along the lines of policies in the USA, soon to be Australia's partner in a Free Trade Agreement. Under the existing NCP, for us to enter into trade agreements with the USA or any other country is like going into a football game wearing leg irons. We must take the shackles off.

Australia's NCP is based on ideological theories and ignores the realities which our trading partners recognise. The Americans are wise enough to exclude their export industries from policy restraints.

We are concerned that timing of the Productivity Commission's review is tight, with the final report tabled on 23 January 2005. We must ensure the Commission takes notice of the 94 arguments received, and acts on them. To be effective, our message must reach the wider community.

Your involvement can range from informal support, ideas and in-kind assistance, to a financial contribution which will boost essential advertising and community relations aspects of the campaign.

Either way, please get in touch with John Lush or Carol Vincent at SAFF to discuss this further, on phone (08) 8232 5555 or ncpcampaign@saff.com.au

Competition policy will impact on your business. The time to act is now.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Carol Vincent', written over a horizontal line.

Carol Vincent
General Manager

Proudly supported by
our Corporate Partner



A Distributor of BP Products

£0/91/01

LACHLAN REGIONAL TRANSPORT COMMITTEE INC.

ABN 73 306918932 INCORPORATION NO. 987545

President: Bill Barwood Ph/Fax 02 63441981 Icely Street Canowindra 2804.

Secretary/Treasurer:

Max Duffley Ph/Fax 02 63423290 116 RefernStreet Cowra 2794.

3 May 2005

Ms.Kathryn Rayner

Manager Policy

Australasian Railway Association Inc.

Barton ACT 2600

Dear Kathryn,

I enjoyed your presentation at the Symposium on 29.04.2005 in Wagga Wagga. As promised I enclose various documents which, particularly as it appears ARA is interested in the Cootamundra/Tumut line, could prove to be of use to you.

The reference I made to our case presented to the Ombudsman would also hold for Cootamundra/Tumut ,although such a case would not get up now . Our case related to the Cowra/Eugowra and Greenethorpe/Grenfell lines. The sheet I promised you "Disused Lines – Summary Table" is enclosed and lists the official results of the consultants' reports into the 6 lines selected for study under the Labor Government's \$300,000 funded project 1998. As I explained, RAC at that time had a marketing division with the aim to sell "Access" to the NSW Rail Regime. It appears that engineering and planning were reluctant to spend the money needed to support selling access. Out of sheer frustration the marketing manager who spent much time with the local government councils involved and LRTC gave us the sheet I refer to, so long as he was not identified as the source. This division of RAC very quickly was shut down.

Under freedom of information Katrina Hodgkinson MP attempted to get hold of the facts relating to Cootamundra/Tumut (copy enclosed). As expected the document was cleansed. Using this document and our "under the cuff" summary table you can splice back in the missing figures. The whole matter was conspiratous (of all 6 lines) particularly, as Tumut Shire Council's GM Chris Adams put together all the commercial aspects for the consultants. In a nutshell RAC wasn't going to be told what to do as was the case when Carl Scully attempted to have the Cowra/Blayney line up and running. (Case Studies- enclosed).

The other documents, submission to the ACCC; submission to the Productivity Commission Review into National Competition Policy; and "case studies" show the grounds upon which rail reform in NSW could have been spurred on were it not for the intransigence of management in RAC.

Lachlan Regional Transport Committee Inc. is limited in the extent to which such issues can be progressed past what has been done. There are only two of us, volunteers, with a budget of about \$2500 per year. Sooner or later we believe some organisation will take up what we have started. We have not ruled out preparing a case to ICAC which would be an extension of what we have done. I gather having a case registered with ICAC is easy, the rest is unknown.

Yours sincerely,

Bill Barwood
President.

MEMBER COUNCILS

BlayneyShireCouncil; BlueMountainsCityCouncil; CabonneShireCouncil; DubboCityCouncil;
GreaterCity of LithgowCouncil; LachlanShireCouncil; Mid-WesternRegion(Mudgee);
ParkesShireCouncil; WeddinShireCouncil; YoungShireCouncil.

(4)

LACHLAN REGIONAL TRANSPORT COMMITTEE INC.

ABN 73 306918932 INCORPORATION NO. 987545

President: Bill Barwood Ph/Fax 02 63441981 Icely Street Canowindra 2804.

Secretary/Treasurer:

Max Duffey Ph/Fax 02 6342 3290 116 Refem Street Cowra 2794.

27 December 2004

Mr Joseph Tripodi MP
Parliamentary Secretary
Transport
Farrer Place
SYDNEY 2000

Dear Mr Tripodi,

I thank you for your letter 9 December 2004 (ML04/15509, ML04/15504). It is regrettable that as with your previous letter to LRTC you are unable to supply any new information other than that about which we are already aware.

While rail infrastructure use remains a means of economic return to Government through "access charging" and while "use sustainability" has to be proved before a line becomes operational, then rail cannot be expected to provide the services it is best able to do when compared to the economics of road use. The roads' problem being experienced now, is stark evidence of the effect the non use of rail is having.

LRTC in it's efforts to demonstrate to the community the unsatisfactory attitude and approach being taken towards the redevelopment of rail use in NSW is taking the following steps. A case is being prepared to be presented to the Independent Commission Against Corruption, re the failure of RAC (1999/2000) to follow pre- determined procedures in the matter of the studies carried out into the re-opening of the Cowra/Eugowra and Greenethorpe/Grenfell railway lines.

A follow up to our submission to the Australian Competition and Consumer Commission (2002), is to take place, which claims that the non provision of rail access to the NSW network by primary producers and consumers is in contravention of the Trade Practices Act Part IV. Access is denied by poor maintenance, access charging and making lines non-operational.

Ongoing is our submission to the Productivity Commissions' Inquiry into National Competition Policy (2004) which claims that the National Competition Council should have the power to investigate access charging and restrictive practices which make rail use economically non-competitive, thus road use is a more favourable proposition to carry out the same function.

The matter of rail infrastructure being removed from specific locations for various reasons which appears to be not investigated by Rail Infrastructure Corporation, is to be referred to Police, the suggested action, in correspondence received from the Ministry (1996) that it is an offence to remove infrastructure unless a line is closed by Act of Parliament. Two examples are such as the rail level crossing signs at Canowindra and Nyrang Creek on the Cowra /Eugowra railway line. Also where track is removed to allow road works.

Yours sincerely,



Bill Barwood
President

cc. Mr Michael Costa Minister for Transport.
cc. Mr Michael Gallacher Shadow Minister, Transport.

MEMBER COUNCILS

BlayneyShireCouncil; Blue MountainsCityCouncil; CabonneShireCouncil; DubboCityCouncil;
LithgowCityCouncil; LachlanShireCouncil; Mid-WesternRegionalCouncil;
ParkesShireCouncil; WeddinShireCouncil; YoungShireCouncil.

LACHLAN REGIONAL TRANSPORT COMMITTEE INC.

ABN 73 306918932 INCORPORATION NO. 987545

President: Bill Barwood Ph/Fax 02 63441981 Icely Street Canowindra 2804.

Secretary/Treasurer:

Max Duffey Ph/Fax 02 63423290 116 RefemStreet Cowra 2794.

NSW PASSENGER RAIL SERVICE PROBLEMS

- The refurbishment of the XPT Locomotives is welcomed as these trains are in continuous working that puts strains on these locomotives especially as the tracks are still the same as the steam era. The Association is of the opinion that until the tracks are improved under Auslink Project the service cannot be improved with the reliability that the customers expect.
- The Association is concerned that the toilets are replaced as reports from our members indicate that the smells and use are not considered a healthy situation.
- The Association has feedback that the toilets are not decanted at Interstate Locations and hence are not able to be used on occasions. The question is this true?
- The Association would appreciate information as to when the seating is to be improved.
- The Association has feedback that because of delays caused by infrastructure failures on time running is not satisfactory and the time of travel is extended to cater for this extra time and not the cause of the delay? This is not a satisfactory situation as the Country Residents deserve better consideration. Reliability should be a major aim for Country Link and the Government should support this aim with a constructive support.
- The Association is very concerned that The Fish service in the 2005 timetable is programmed to stop at Penrith in the evening as thus put pressure on the service in that many passengers will have to stand to Penrith this service is a Lithgow Service with connection to Country Link Service. A Country customer with luggage will not be happy the possibility of standing for a long part of the journey. The Association will be pressing this issue.
- The Association is addressing the Bus Reform process. We urge the LRTC address this reform as there has been Transport Coordinators appointed and the experience of LRTC will be of great value.

MEMBER COUNCILS

BlayneyShireCouncil; BlueMountainsCityCouncil; CabonneShireCouncil; DubboCityCouncil;
GreaterCity of LithgowCouncil; LachlanShireCouncil; Mid-WesternRegion(Mudgee);
ParkesShireCouncil; WeddinShireCouncil; YoungShireCouncil.

LACHLAN REGIONAL TRANSPORT COMMITTEE INC.

ABN 73 306918932 INCORPORATION NO. 987545

President: Bill Barwood Ph/Fax 02 63441981 Icely Street Canowindra 2804.

Secretary/Treasurer:

Max Duffey Ph/Fax 02 63423290 116 RefernStreet Cowra 2794.

**SOME OF THE PROBLEMS BEING EXPERIENCED BY
COUNTRYLINK PASSENGER SERVICES.**

- ◆ **CONDITION OF TRACK: THE CONDITION OF THE COUNTRY TRACK IN NSW HAS DETERIORATED. DRAMATICALLY OVER THE LAST FEW YEARS. THE NSW GOVT SPENT MINIMAL AMOUNTS ON MAINTENANCE AS THEY WERE NEGOTIATING WITH CANBERRA FOR THE ARTC TO TAKE OVER THE TRACK**

- ◆ **THE SPEED RESTRICTIONS PLACED ON XPT & XPLOER TRAINS OSTENSIBLY DUE TO THE BAAN BAA LEVEL CROSSING ACCIDENT IS REALLY BECAUSE OF THE DETERIORATING CONDITION OF THE TRACK. ON THE SOUTH BEYOND JUNEE WHERE THE XPT USED TO SIT ON 160KM/HR BETWEEN STATION STOPS THE RIDE IS NOW ROUGHER AT 120KM/HR THAN IT USED TO BE AT 160!**

- ◆ **THE QUALITY OF THE TRAINS HAS DETERIORATED TO THE POINT THAT COUNTRYLINK CAN NO LONGER COMPETE WITH ROAD, LET ALONE AIR. THE REQUIREMENT FOR NEW TRAINS IS CRITICAL!**

- ◆ **LONG DISTANCE PASSENGER TRAINS IN EUROPE (AND BRITAIN IN PARTICULAR) HAVE TO COMPETE WITH SEVERE COMPETITION FROM DISCOUNT AIRLINES. THEY DO SO BY NEW TRAINS, FASTER JOURNEY TIME AND IMPROVED ON BOARD SERVICE.**

- ◆ **IN NSW THE TRAINS ARE BEING SLOWED DOWN DUE TO POOR TRACK, SERVICE FREQUENCY DOES NOT EVEN COMPETE WITH ROAD, AND ON BOARD SERVICE IS BEING NEGLECTED WITH A RUN DOWN IN STAFF RESULTING IN TRAINS OPERATING WITH STAFF SHORTAGES AND LOWER STANDARDS OF CATERING.**

MEMBER COUNCILS

BlayneyShireCouncil; BlueMountainsCityCouncil; CabonneShireCouncil; DubboCityCouncil;
GreaterCity of LithgowCouncil; LachlanShireCouncil; Mid-WesternRegion(Mudgee);
ParkesShireCouncil; WeddinShireCouncil; YoungShireCouncil.

LACHLAN REGIONAL TRANSPORT COMMITTEE INC.

ABN 73 306918932 INCORPORATION NO. 987545

President: Bill Barwood Ph/Fax 02 63441981 Icely Street Canowindra 2804.

Secretary/Treasurer:

Max Duffey Ph/Fax 02, 63423290 116 RefemStreet Cowra 2794.

SOME OF THE PROBLEMS BEING EXPERIENCED BY COUNTRYLINK PASSENGER SERVICES.

- ◆ NO PRIORITY IS BEING GIVEN TO COUNTRYLINK TRAINS IN TRAVERSING THE CITYRAIL AREA RESULTING IN VERY LATE ARRIVALS, MISSED CONNECTIONS, AND ANGRY PASSENGERS, MANY OF WHOM ARE UNLIKELY TO TRAVEL AGAIN - PARTICULARLY IF THEY ACTUALLY PAID A FARE!

- ◆ COUNTRYLINK SERVICES ARE BEING OPERATED IN A VERY INNEFICIENT AND UNECONOMIC MANNER. E.G UP TO \$750 PER DAY FOR TAXIS TO TRANSPORT DRIVERS BETWEEN GOULBURN AND CANBERRA & VICE VERSA, GUARANTEED CONNECTIONS (GUARANTEED BY GOVT NOT COUNTRYLINK) WHICH ARE NOT BEING MAINTAINED DUE TO POINTS ABOVE RESULTING IN ROAD COACHES CHASING TRAINS WITH 4 TO 20 PAX ON BOARD. THESE COACHES CAN COST FROM \$3,000 TO \$7000 DEPENDING ON HOW FAR THEY HAVE TO TRAVEL. AN AVERAGE OF \$40,000 PER WEEK IS BEING SPENT!

COUNTRYLINK AND CITYRAIL HAVE NO PROPER PROCEDURES IN PLACE TO DEAL WITH FARE EVASION. RELYING ON TRANSIT OFFICERS WHO CANNOT BE ON/ANYWHERE NEAR ALL TRAINS OR STATIONS. STATION STAFF NOT ALLOWED TO DEAL WITH FARE EVASION ISSUES WITH PAX. COUNTRYLINK ON BOARD STAFF DO NOT HAVE THE PROPER AUTHORITY TO DEAL WITH THESE ISSUES AND ARE DISCOURAGED BY MANAGEMENT TO DO SO BY: A, NO PROPER PROCEDURES IN PLACE TO DEAL WITH FARE EVASION ISSUES; B, NOT BACKED UP BY MANAGEMENT WHEN THEY DO TRY TO DEAL WITH THESE ISSUES; C, MANAGEMENT HAVE ATTITUDE THAT GOVT. PAY 85% OF FULL FARE WHEN CONCESSION/FREE TICKETS ISSUED SO WHY SHOULD ON BOARD STAFF WORRY ABOUT CHECKING CONCESSION CARDS AND DEALING WITH FRAUDULENT TRAVEL.

MEMBER COUNCILS

BlayneyShireCouncil; BlueMountainsCityCouncil; CabonneShireCouncil; DubboCityCouncil;
GreaterCity of LithgowCouncil; LachlanShireCouncil; Mid-WesternRegion(Mudgee);
ParkesShireCouncil; WeddinShireCouncil; YoungShireCouncil.

LACHLAN REGIONAL TRANSPORT COMMITTEE INC.

ABN 73 306918932 INCORPORATION NO. 987545

President: Bill Barwood Ph/Fax 02 63441981 Icely Street Canowindra 2804.

Secretary/Treasurer:

Max Duffey Ph/Fax 02 63423290 116 RefernStreet Cowra 2794.

CASE STUDIES

USE OF SPEED RESTRICTIONS TO MAKE RAILWAY LINES UNECONOMICAL AND/OR NON-OPERATIONAL

(Speed Restriction Notice as at : 16.11.2003 00:06)

Total State wide 307 of which 91 were for bridges.

Casino/Murwillumbah line XPT service withdrawn, line now non-operational (2004).

Speed restrictions existing for this line as at 16.11.2003 were 28.

24 poorly maintained bridges were a feature of the 28 restrictions, ie 24/91 of the State's total. 4 were for other reasons.

The line therefore was deemed to be uneconomically viable.

Blayney/Demondrille line

As at 16.11 2003 36 speed restrictions existed for this line.

32 for track: Blayney/Cowra

1 bridge and 3 other existed for Cowra/Demondrille.

These speed restrictions particularly for Blayney/Cowra demonstrate a reluctance to carry out the work which was required to make the line economically efficient when it was made operational by a government decision in 1999, while Cowra/Demondrille survived the closure of lines which commenced under Option 3 and continued until 1996. The reduced use of the Blayney/Cowra line as a result gives justification for Rail Infrastructure Corporation to declare it non-operational once again.

The Carcoar Tunnel – this structure has created an added restriction, which has been well documented since the re-opening of the line in 1999, with requests to modify the tunnel being ignored repeatedly.

It is known that a maximum clearance height of 3916mm (track to top of rolling stock) has existed for many years.

Standard wagons loaded with containers have a height with an 80mm clearance allowing them to use the line safely.

Modern 2850mm containers on standard wagons are too high. These containers to be able to use the line have to be loaded on "well wagons", which are not usually available for such short haul operations, they are very expensive.

It is obvious how restrictions which reduce the use of the line provide an argument justifying making it "non-operational" because the line must be economically viable to RIC.

21 March 2005.

MEMBER COUNCILS

BlayneyShireCouncil; BlueMountainsCityCouncil; CabonneShireCouncil; DubboCityCouncil;
GreaterCity of LithgowCouncil; LachlanShireCouncil; Mid-WesternRegion(Mudgee);
ParkesShireCouncil; WeddinShireCouncil; YoungShireCouncil.

LACHLAN REGIONAL TRANSPORT COMMITTEE INC.

ABN 73 306918932 INCORPORATION NO. 987545

President: Bill Barwood Ph/Fax 02 63441981 Icely Street Canowindra 2804.

Secretary/Treasurer:

Max Duffey Ph/Fax 02 63423290 116 RefernStreet Cowra 2794.

Australian Competition & Consumer Commission.

Supply Chain Relationships (Primary Producers) – Competing Fairly Forum.
SKY CHANNEL - 1800 021 029 – ORANGE – 21 May 2002.

SUBMISSION

Will the Australia Competition and Consumer Commission investigate under Part 1V of the Trade Practices Act, the non provision of rail access to the NSW rail network by primary producers, in certain areas of remote, regional and rural NSW, as adopted by the NSW government apparently as policy ?

Such is evidenced by –

- poor maintenance on railway lines – making their use by operators uneconomical because of speed restrictions and very slow running times.
- keeping available railway lines “non operational” – when there are at least 29 such lines which could be used. Enterprises which would wish to use them, in general, are required to pay the costs of re-instatement. Otherwise it has to be proven that if re-opened their use will return a profit to the Rail Infrastructure Corporation.
- Access Charging, Flag Fall Charges – are imposed on the use of an operational line.

The rail network has to operate on a cost recovery basis and return a profit from it's use .

No equivalent situation exists for the use of the road system, nor are road operators required to undergo the same rigors to access the road network as are rail operators wishing to access the rail network..(9 steps, 19 point “check list to be gone through to gain access to the NSW Regime). See attachment. Path Booking also complicates the matter.

The result: rail as an option now is seldom considered. The Australian Wheat Board is now offering cheap road rates which makes the rail transport of grain uneconomical.

This action is apparently in strong contradiction of , and in conflict with, the :
Transport Administration Amendment (Rail Management) Act 2000 – NSW.

SECTION 19D: Objectives of RIC.

In essence among other things requires, with regards the NSW rail network the following –
The provision of: safe, reliable and efficient service from it's use.

To promote and facilitate: access to the NSW network.

Exhibit a sense of responsibility: socially to communities; towards the environment; towards regional development and decentralisation.

SECTION 19E: Functions of RIC.

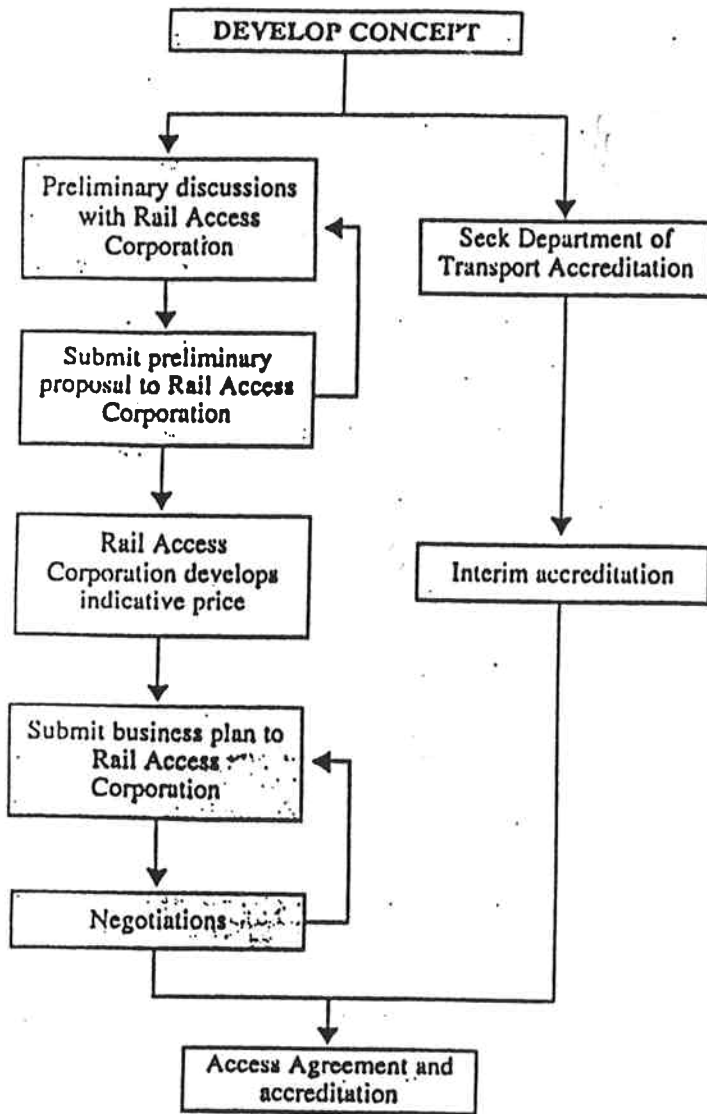
Include among other things : holding; maintaining and establishing rail infrastructure facilities AND to provide access to the NSW rail network.

Such is not the case and yet NSW rail infrastructure was corporatised in 1996 to comply with National Competition Policy.

Thursday 30 May 2002 - evidence gathered by Mr N Heys, Rural and Regional Manager
ACT/Southern NSW Australian Competition & Consumer Commission, in Canowindra.

MEMBER COUNCILS

BlayneyShireCouncil; BlueMountainsCityCouncil; CabonneShireCouncil; DubboCityCouncil;
GreaterCity of LithgowCouncil; LachlanShireCouncil; Mid-WesternRegion(Mudgee);
ParkesShireCouncil; WeddinShireCouncil; YoungShireCouncil.



- CHECKLIST OF INFORMATION REQUIRED FROM A PROSPECTIVE OPERATOR BY THE RAIL ACCESS CORPORATION OF NSW**
- FINANCIAL**
- Details of the company structure
 - Financial projections (including capital investment)
 - Supporting letters from Local Government, financial institutions and sponsors
 - Credit References
- OPERATIONS**
- Details of experience in rail operations
 - Proposed route, frequency and type of service
 - Type and source of motive power and rollingstock
 - Proposed method of operation, crewing and communications
 - Existing facilities to be used
 - New facilities to be constructed
 - Maintenance plans
 - Incident response/management plan
 - Details of any subcontractors to be used
- MARKETS**
- Target Markets
 - Anticipated passenger numbers and/or freight tonnages
 - Growth forecasts (up to five years)
- GENERAL**
- Proposed duration of agreement
 - Status of accreditation with Department of Transport
 - Insurance cover

Most of the information required by the Corporation is covered on the Proposal Checklist above. This list is appropriate for both freight and passenger operators, however, more specific information may be required depending upon the type of service to be operated.

When a solid business proposal is finalised, the Rail Access Corporation is then able to determine an indicative access price for the operator. When a full Access Agreement is finalised, the operator will then be able to commence operations on the N.S.W. rail network. The NSW Rail Access Corporation can be contacted on (02) 9224 3000. □

(Judi Stack is Chief Executive of the NSW Rail Access Corporation).

FEASIBILITY STUDIES INTO DIS-USED RAILWAY LINES

STATEMENT

- 11-11-1998 Submissions from community groups required to be lodged with:-
Rail Access Corporation
Disused Lines Project
C/- R S A
P.O. Box 5284
WAGGA WAGGA 2650
- For Lines to be selected for inclusion in the \$300,000 feasibility study by RAC, with a view to being re-opened
Six were chosen (Attachment 1) two of these were:
Cowra /Eugowra and Greenethorpe /Grenfell.
- 25-05-1999 Public meeting in Cowra - formal minutes kept by Rail Access Corporation. (Attachment 2).
- June 1999 "Draft Brief" received by the steering committee, from B.Lord (RAC).
- 18-06-1999 Steering committee review of "Draft Brief".
- 20-06-1999 Several suggestions forwarded to B. Lord (RAC), by steering committee
- 14-07-1999 "Consultant's Brief" received from B.Greening of Rail Access Corporation (Attachment 3).

AND

The minutes of the meeting of 25-05-1999 at which the members of the steering committee were appointed.

Function of the Committee as per minutes:

- 1- To review consultancy "draft brief".
- 2- To review the consultant's report.

- 10-09-1999 Letter from B. Greening (RAC) confirming the appointment of PPK Enviroment P/L. Bathurst .as consultant.(Attachment 4).
- 01-04-2000 Report(s) reputedly on the Minster's desk.
At no stage was the steering committee allowed to review the consultant's report, as agreed 25-05-1999.

CONSULTANT'S BRIEF

Page 5/6

Clause 9 Deliverables

"The consultant is to provide a draft report on it's work and conclusions to RAC for review by key stake holders.-----"

It is believed a case for the scrutiny of this process by NSW State Ombudsman is warranted.

Case to State Ombudsman!
Case to RAC under consideration!