

This project should be given favourable consideration for the following reasons:-

It would provide a robust rail corridor between the South West of Sydney and Port Kembla. With the current construction of the SSFL and the existing South Line between Macarthur and Maldon, freight trains would be able to access Port Kembla without the need of traversing the Illawarra/South Coast Line between Tempe and Port Kembla.

This action would allow South Coast/Illawarra Passenger services to operate at an increased capacity without the impediment of freight movements. Coal trains servicing collieries located in the northern suburbs of Wollongong would still operate towards Port Kembla

The Maldon Dombarton Freight Line could be instrumental in providing a path for Western Coal Trains by constructing a Freight Line between Glenfield and St Marys following the new South West passenger service corridor to Leppington then a greenfield route north using the South Creek waterway.

This action would eliminate freight movements over the busy Western Suburban network east of St Marys.

Another benefit the Maldon Dombarton Freight Line could have, would be the closing of the Moss Vale Dombarton line with all Port Kembla bound rail freight movements from the south proceeding past Moss Vale and use the existing Main South Line to Maldon.

With the closure of Moss Vale Dombarton line, particularly between Robertson and Dombarton the corridor for this section could be transferred to the RTA so that a decent path could be used for a road that would replace the existing narrow Macquarie Pass. The existing Moss Vale Robertson line could be kept in tact and used by the NSW Rail Transport Museum for heritage train purposes.

I wish you all the very best in your deliberations regarding this important Rail Transport initiative

R J McQueeney